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## General Information

Location: Brooksville FL USA  
IATA Code:  
Lat/Long: N28° 28.4' W082° 27.3'  
Elevation: 76 ft

Airport Use: Public  
Magnetic Variation: 5.1 °W  
Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet A  
Oxygen Types: LP Bottle  
Repair Types: Major Airframe, Major Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: No  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1157 Z  
Sunset: 2328 Z,

## Runway Information

Runway: 03  
Length x Width: 5015 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 68 ft  
Lighting: Edge, Pilot controlled

Runway: 09  
Length x Width: 7002 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 76 ft  
Lighting: Edge, ALS, Pilot controlled

Runway: 21  
Length x Width: 5015 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 69 ft  
Lighting: Edge, Pilot controlled

Runway: 27  
Length x Width: 7002 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 69 ft  
Lighting: Edge, Pilot controlled

**Communication Information**

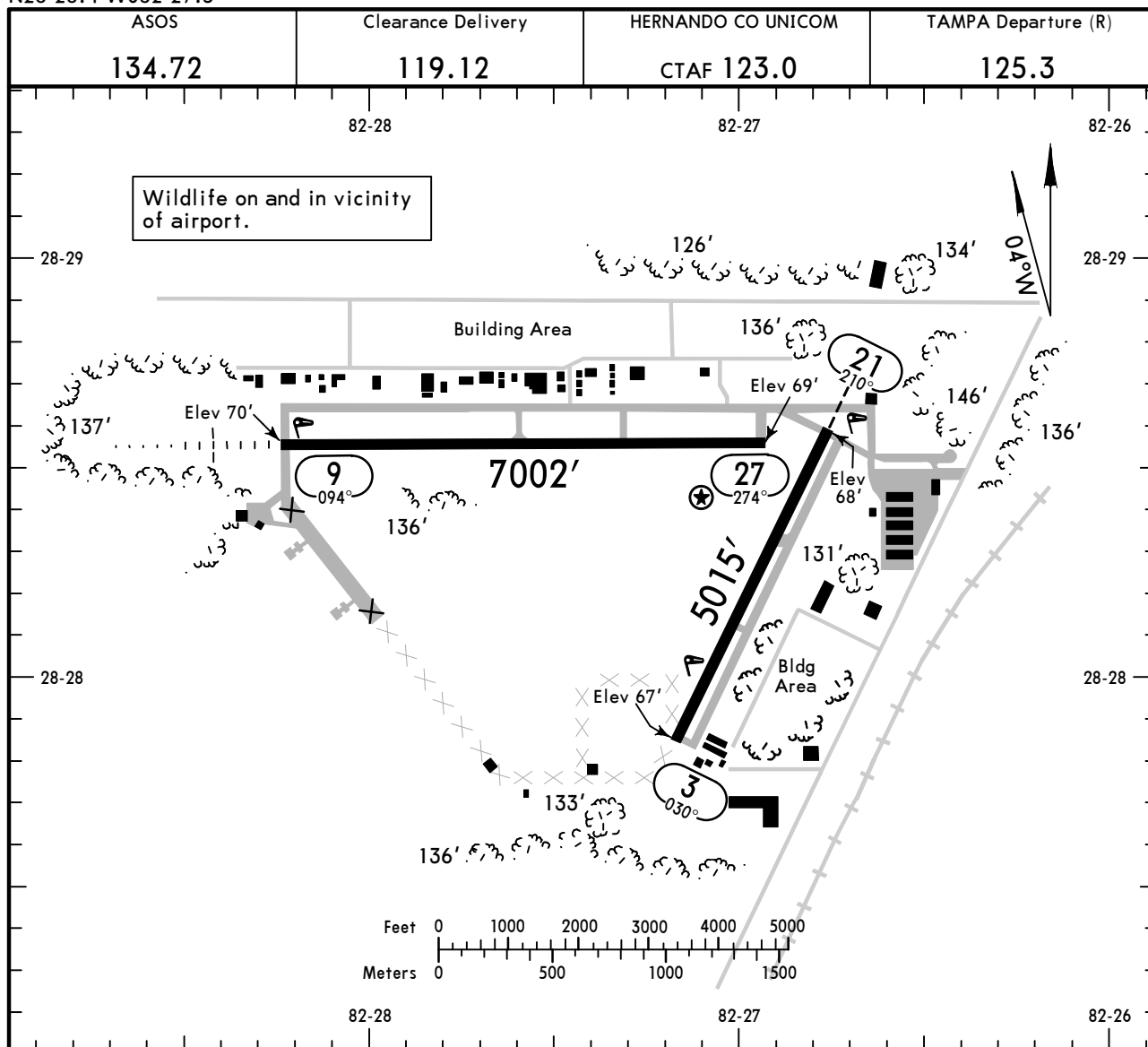
ASOS 134.725  
Hernando Co Unicom 123.0 CTAF PCL  
Tampa Clearance Delivery 119.125  
Tampa Approach Control 125.3  
Tampa Approach Control 119.9 Secondary  
Tampa Departure Control 125.3  
Tampa Departure Control 119.9 Secondary  
St Petersburg Flight Service Station 122.3 RCO



**KBKV**  
 Apt Elev **76'**  
 N28 28.4 W082 27.3

**JEPPesen**  
 6 JAN 12 **(11-1)**

**BROOKSVILLE, FLA**  
**HERNANDO CO**



#### ADDITIONAL RUNWAY INFORMATION

| RWY |                              | USABLE LENGTHS           |             |          | WIDTH |
|-----|------------------------------|--------------------------|-------------|----------|-------|
|     |                              | LANDING BEYOND Threshold | Glide Slope | TAKE-OFF |       |
| 3   | <b>① ② MIRL</b>              |                          |             |          | 150'  |
| 9   | <b>① MIRL MALSR ③ PAPI-L</b> |                          | 6031'       |          | 150'  |
| 21  | <b>① MIRL ③ PAPI-L</b>       |                          |             |          |       |

- ①** Activate on 123.0 2200 LT-dawn.  
**②** Increase intensity on 123.0 Dusk-2200 LT.  
**③** Activate on 123.0.

#### TAKE-OFF

|           | Rwys 3, 21, 27   |     | Rwy 9                                      |     |           |
|-----------|------------------|-----|--------------------------------------------|-----|-----------|
|           | Adequate Vis Ref | STD | <b>①</b> With Min climb of 220'/NM to 300' |     | Other     |
|           |                  |     | Adequate Vis Ref                           | STD |           |
| 1 & 2 Eng | 1/4              | 1   | 1/4                                        | 1   | 300-1 1/4 |
| 3 & 4 Eng |                  | 1/2 |                                            | 1/2 |           |

**①** Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.

#### FOR FILING AS ALTERNATE

| Authorized Only When<br>Local Weather Available                                |       | FOR FILING AS ALTERNATE |
|--------------------------------------------------------------------------------|-------|-------------------------|
| RNAV (GPS) Rwy 3    RNAV (GPS) Rwy 21<br>RNAV (GPS) Rwy 9    RNAV (GPS) Rwy 27 |       | Other                   |
| A                                                                              | 800-2 | NA                      |
| B                                                                              |       |                         |
| C                                                                              |       |                         |
| D                                                                              |       |                         |

CHANGES: None.

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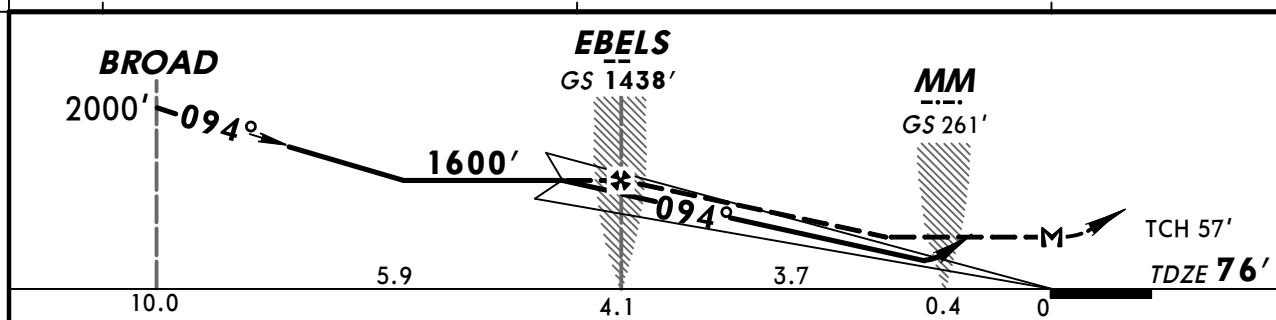
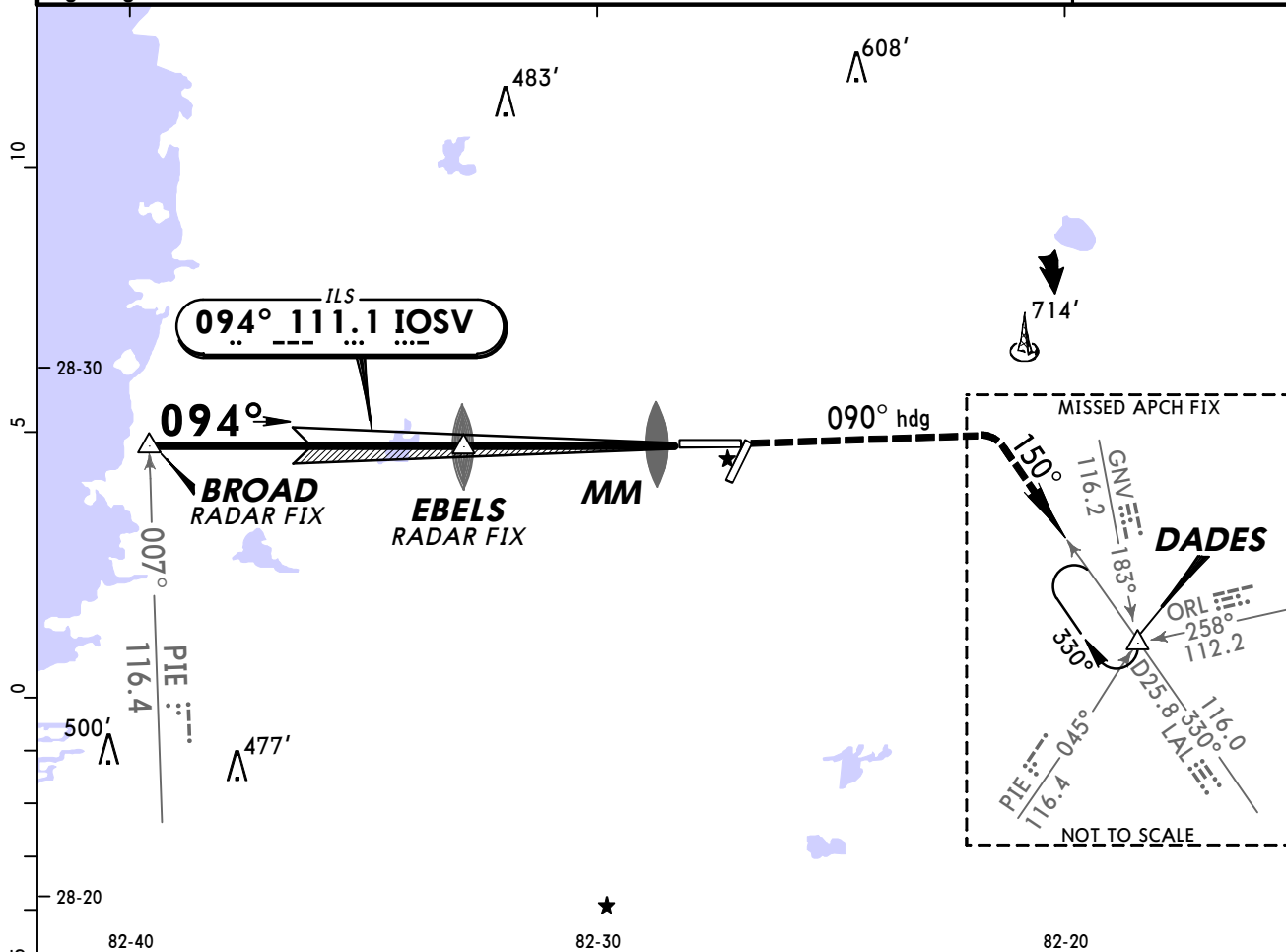
AMEND 0

**KBKV**  
HERNANDO CO

**JEPPesen**  
6 JAN 12 (11-1)

**BROOKSVILLE, FLA**  
ILS or LOC Rwy 9

|                 |                                                                                                     |                           |                              |                             |                                  |                                 |
|-----------------|-----------------------------------------------------------------------------------------------------|---------------------------|------------------------------|-----------------------------|----------------------------------|---------------------------------|
| BRIEFING STRIP™ | ASOS<br>134.72                                                                                      |                           | TAMPA Approach (R)<br>125.3  |                             | HERNANDO CO UNICOM<br>CTAF 123.0 |                                 |
|                 | LOC<br>IOSV<br>111.1                                                                                | Final<br>Apch Crs<br>094° | GS<br>EBELS<br>1438' (1362') | ILS<br>DA(H)<br>276' (200') | Apt Elev 76'<br>TDZE 76'         | <div>No MSA<br/>published</div> |
|                 | MISSED APCH: Climb to 3000' via 090° heading and inbound on LAL<br>VOR R-330 to DADES INT and hold. |                           |                              |                             |                                  |                                 |
|                 | Alt Set: INCHES                                                                                     |                           |                              |                             |                                  |                                 |



|               |       |      |      |      |      |      |       |  |       |      |       |       |
|---------------|-------|------|------|------|------|------|-------|--|-------|------|-------|-------|
| Gnd speed-Kts | 70    | 90   | 100  | 120  | 140  | 160  | MALSR |  | 3000' | 090° | LAL   | DADES |
| GS            | 3.00° | 372  | 478  | 531  | 637  | 743  | PAPI  |  | ↑     | via  | 116.0 |       |
| EBELS to MAP  | 4.1   | 3:31 | 2:44 | 2:28 | 2:03 | 1:45 | 1:32  |  |       | hdg  | R-330 |       |

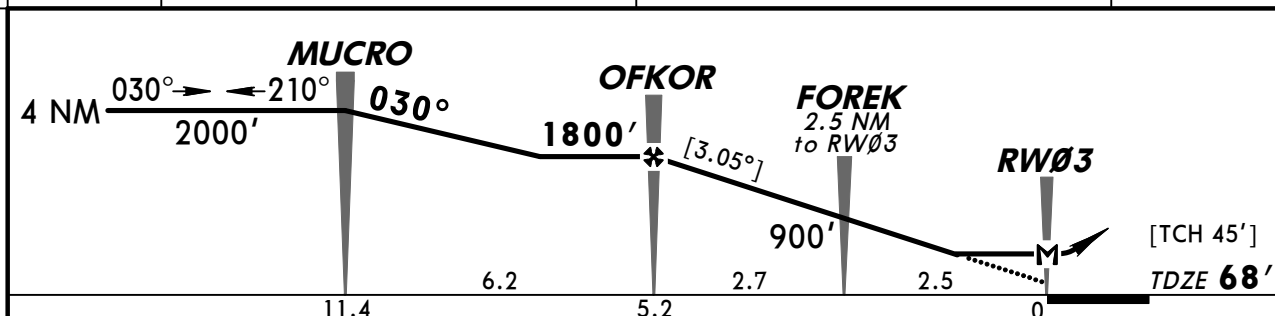
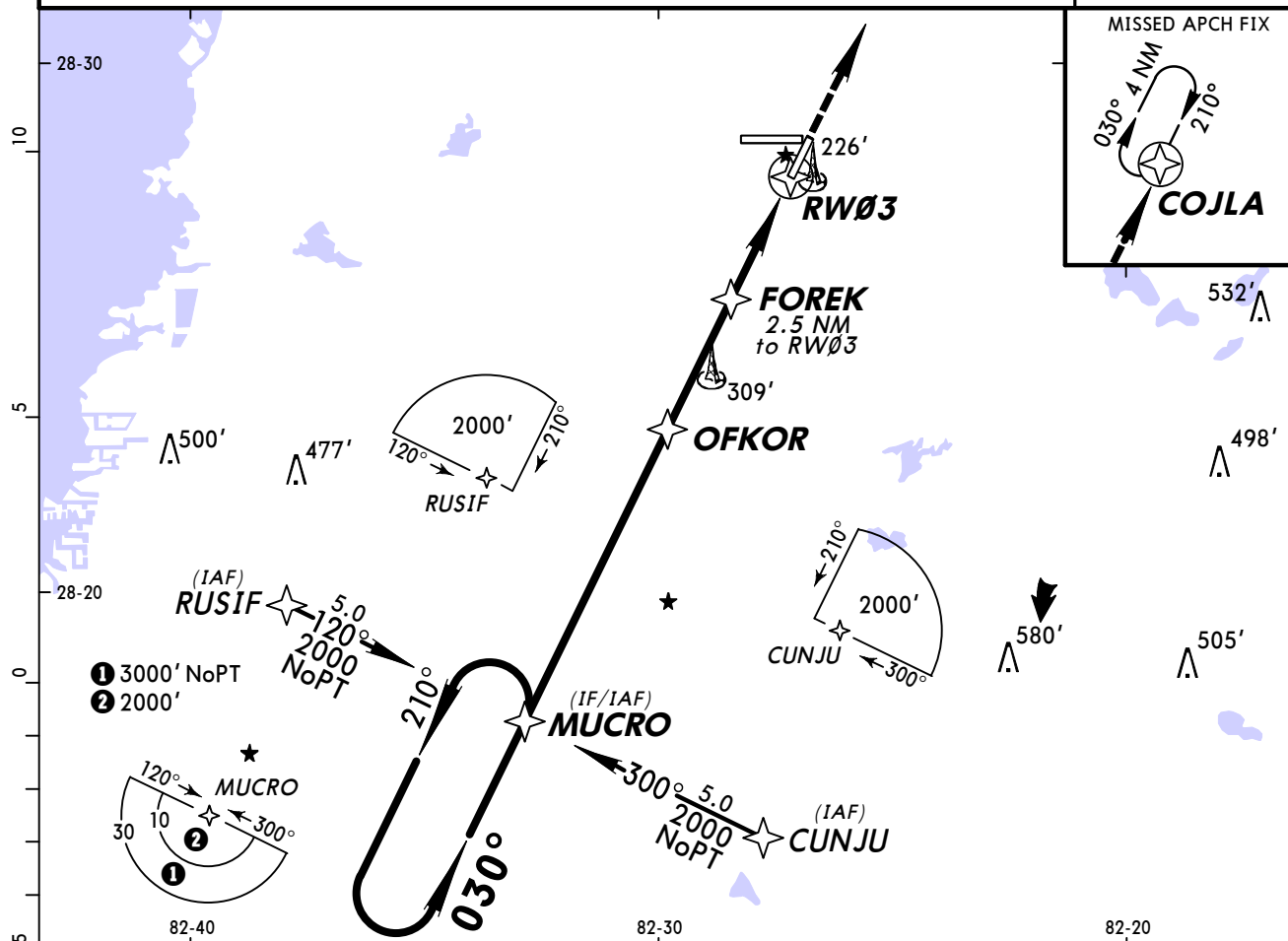
| STRAIGHT-IN LANDING RWY 9              |                 |     |                                                  |         |   | CIRCLE-TO-LAND |                   |
|----------------------------------------|-----------------|-----|--------------------------------------------------|---------|---|----------------|-------------------|
| ILS<br><i>DA(H)</i> <b>276' (200')</b> |                 |     | LOC (GS out)<br><i>MDA(H)</i> <b>480' (404')</b> |         |   | Max<br>Kts     | <i>MDA(H)</i>     |
| FULL                                   | RAIL or ALS out |     | RAIL out                                         | ALS out |   |                |                   |
| A                                      | 1/2             | 3/4 | 1/2                                              | 3/4     | 1 | 90             | 680' (604')-1     |
| B                                      |                 |     |                                                  |         |   | 120            |                   |
| C                                      |                 |     | 3/4                                              | 1 1/4   |   | 140            | 680' (604')-1 3/4 |
| D                                      |                 |     |                                                  |         |   | 165            | 680' (604')-2     |

CHANGES: Circling minimums, note added.

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BRIEFING STRIP

|                                                                                                                                                                                                                      |                               |                                       |                                                |                                      |                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------------|------------------------------------------------|--------------------------------------|---------------------|
| ASOS<br><br>134.72                                                                                                                                                                                                   |                               | TAMPA Approach (R)<br><br>125.3       |                                                | HERNANDO CO UNICOM<br><br>CTAF 123.0 |                     |
| RNAV                                                                                                                                                                                                                 | Final<br>Apch Crs<br><br>030° | Minimum Alt<br>OFKOR<br>1800' (1732') | LNAV<br>MDA(H)<br>(CONDITIONAL)<br>480' (412') | Apt Elev 76'<br><br>TDZE 68'         | TAA<br>30 NM<br>IAF |
| MISSED APCH: Climb to 2000' direct COJLA and hold.                                                                                                                                                                   |                               |                                       |                                                |                                      |                     |
| Alt Set: INCHES                                                                                                                                                                                                      |                               | Trans level: FL 180                   |                                                | Trans alt: 18000'                    |                     |
| 1. Use local altimeter setting, if not received; use Tampa Intl altimeter setting.<br>2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 123.0. |                               |                                       |                                                |                                      |                     |

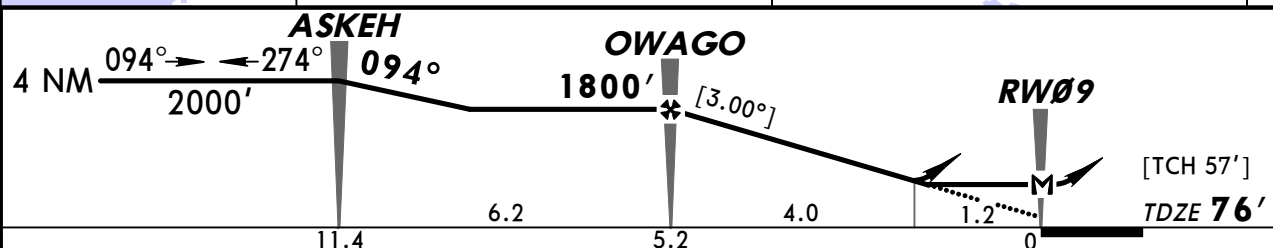
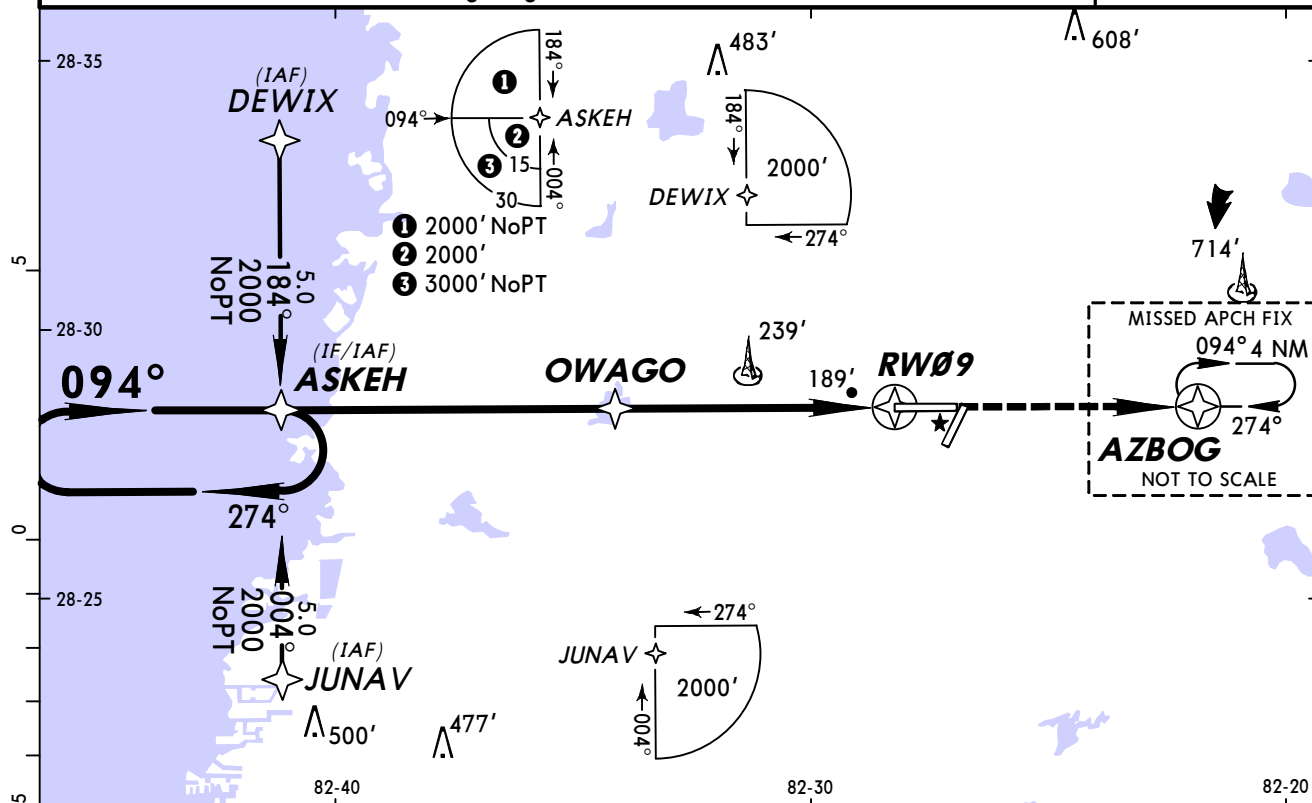


|                       |     |     |     |     |     |     |                                                              |
|-----------------------|-----|-----|-----|-----|-----|-----|--------------------------------------------------------------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | <div>2000'</div> <div>↑</div> <div>→D</div> <div>COJLA</div> |
| Descent angle [3.05°] | 378 | 486 | 540 | 648 | 755 | 863 |                                                              |
|                       |     |     |     |     |     |     |                                                              |
| MAP at RW03           |     |     |     |     |     |     |                                                              |

| STRAIGHT-IN LANDING RWY 3    |  |                                   |  | CIRCLE-TO-LAND               |                     |                                   |  |
|------------------------------|--|-----------------------------------|--|------------------------------|---------------------|-----------------------------------|--|
| MDA(H) <b>480'</b> (412')    |  | MDA(H) <b>560'</b> (492')         |  | With Local Altimeter Setting |                     | With Tampa Intl Altimeter Setting |  |
| With Local Altimeter Setting |  | With Tampa Intl Altimeter Setting |  | Max Kts                      | MDA(H)              | MDA(H)                            |  |
| 1                            |  | 1                                 |  | 90                           | 680' (604') - 1     | 760' (684') - 1                   |  |
| 1 1/4                        |  | 1 1/4                             |  | 120                          | 680' (604') - 1 3/4 | 760' (684') - 1 3/4               |  |
| 1 1/2                        |  | 1 1/2                             |  | 140                          | 680' (604') - 2     | 760' (684') - 2                   |  |
| 1 3/4                        |  | 1 3/4                             |  | 165                          | 680' (604') - 2     | 760' (684') - 2                   |  |

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                                                                        |                           |                                       |                                                |                                  |                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|------------------------------------------------|----------------------------------|---------------------|
| ASOS<br>134.72                                                                                                                                                                                                                                                                                                                                                                         |                           | TAMPA Approach (R)<br>125.3           |                                                | HERNANDO CO UNICOM<br>CTAF 123.0 |                     |
| RNAV                                                                                                                                                                                                                                                                                                                                                                                   | Final<br>Apch Crs<br>094° | Minimum Alt<br>OWAGO<br>1800' (1724') | LNAV<br>MDA(H)<br>(CONDITIONAL)<br>500' (424') | Apt Elev 76'<br>TDZE 76'         | TAA<br>30 NM<br>IAF |
| MISSED APCH: Climb to 2000' direct AZBOG and hold.                                                                                                                                                                                                                                                                                                                                     |                           |                                       |                                                |                                  |                     |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                                                                                                                                                                                                                        |                           |                                       |                                                |                                  |                     |
| 1. Use local altimeter setting, if not received use Tampa Intl altimeter setting.<br>2. Baro-VNAV not authorized when using Tampa Intl 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 123.0. |                           |                                       |                                                |                                  |                     |



|                       |     |     |     |     |     |     |               |       |       |
|-----------------------|-----|-----|-----|-----|-----|-----|---------------|-------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | MALSR<br>PAPI | 2000' | AZBOG |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |               |       |       |
| MAP at RW09           |     |     |     |     |     |     |               |       |       |

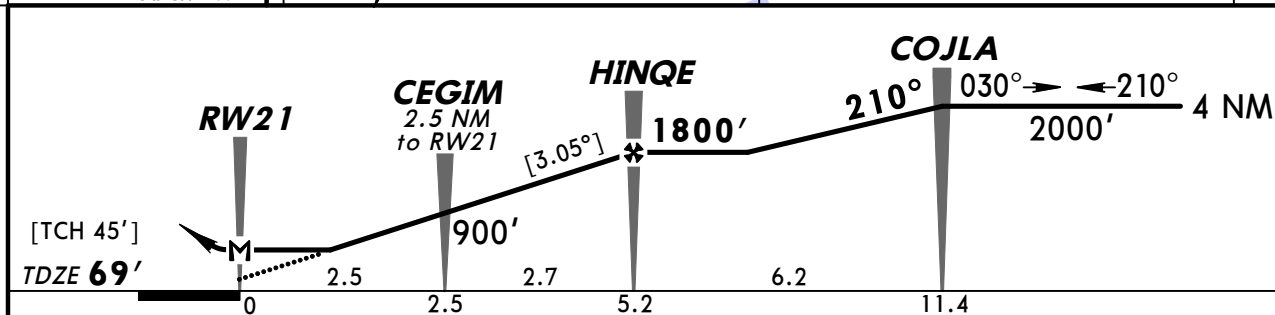
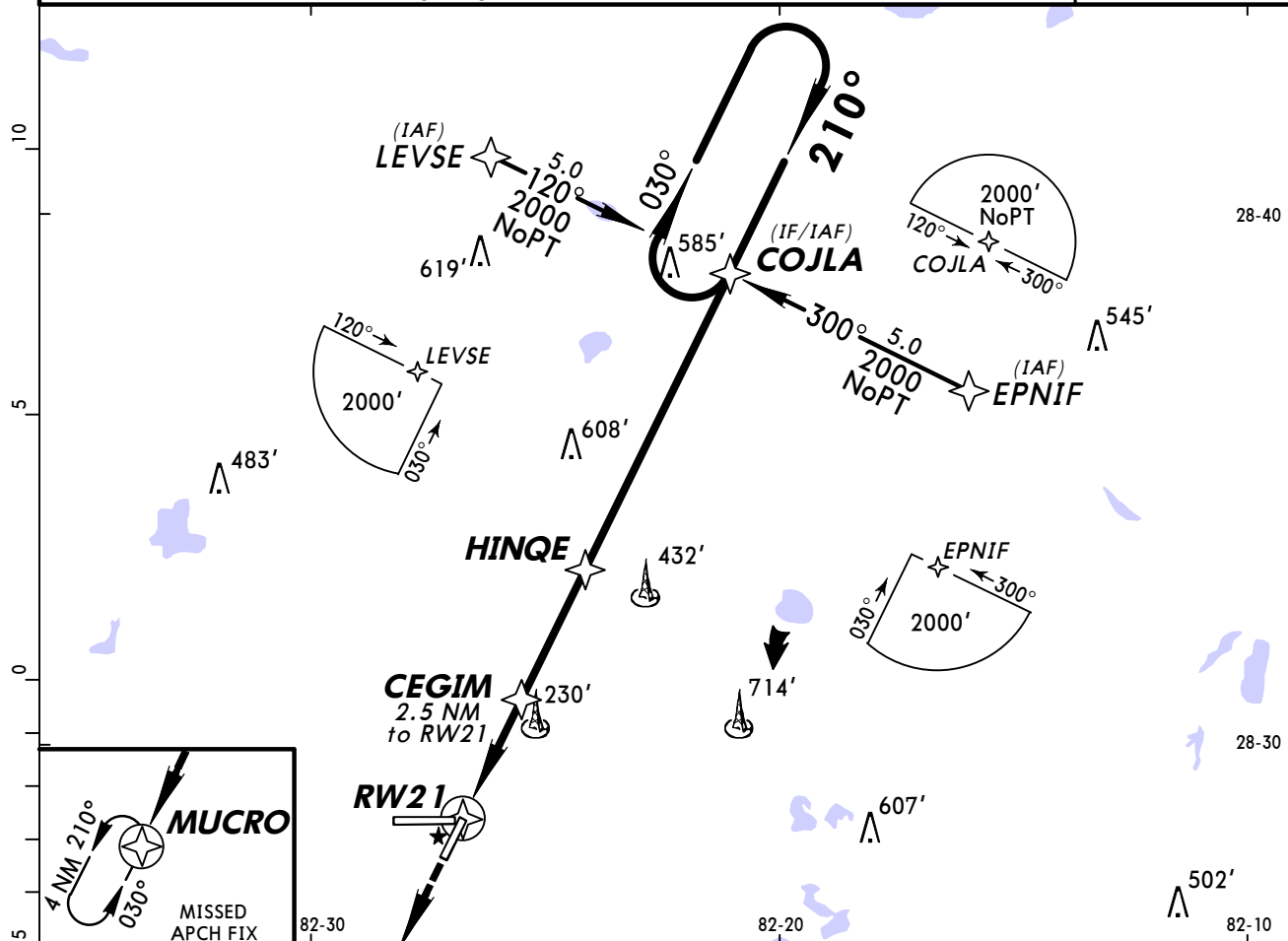
| STRAIGHT-IN LANDING RWY 9         |    |    |                   |     |              | CIRCLE-TO-LAND                    |               |
|-----------------------------------|----|----|-------------------|-----|--------------|-----------------------------------|---------------|
| With Local Altimeter Setting      |    |    |                   |     |              | With Local Altimeter Setting      |               |
| LNAV/VNAV                         |    |    | LNAV              |     |              | Max<br>Kts                        | MDA(H)        |
| DA(H) 507'(431')                  |    |    | MDA(H) 500'(424') |     |              |                                   |               |
| RAIL or ALS out                   |    |    | RAIL out          |     |              | ALS out                           |               |
| A                                 | 1  | 1½ | 1½                | ¾   | 1            | 90                                | 680'(604')-1  |
| B                                 |    |    | ¾                 | 1¼  |              | 120                               |               |
| C                                 |    |    | 1                 |     |              | 140                               | 680'(604')-1¾ |
| D                                 |    |    | 1                 | 165 | 680'(604')-2 |                                   |               |
| With Tampa Intl Altimeter Setting |    |    |                   |     |              | With Tampa Intl Altimeter Setting |               |
| LNAV/VNAV                         |    |    | LNAV              |     |              | Max<br>Kts                        | MDA(H)        |
| DA(H) 584'(508')                  |    |    | MDA(H) 580'(504') |     |              |                                   |               |
| RAIL or ALS out                   |    |    | RAIL out          |     |              | ALS out                           |               |
| A                                 | 1¼ | 1¾ | 1½                | ¾   | 1            | 90                                | 760'(684')-1  |
| B                                 |    |    | 1                 | 1½  |              | 120                               |               |
| C                                 |    |    | 1                 |     |              | 140                               | 760'(684')-1¾ |
| D                                 |    |    | 1                 | 165 | 760'(684')-2 |                                   |               |

**KBKV**  
HERNANDO CO

**JEPPESEN**  
9 DEC 11 **(12-3)**

**BROOKSVILLE, FLA**  
**RNAV (GPS) Rwy 21**

|                                                                                                                                                                                                                      |                                  |                                                     |                                                       |                                            |                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|-------------------------------------------------------|--------------------------------------------|---------------------|
| ASOS<br><b>134.72</b>                                                                                                                                                                                                |                                  | TAMPA Approach (R)<br><b>125.3</b>                  |                                                       | HERNANDO CO UNICOM<br><b>CTAF 123.0</b>    |                     |
| RNAV                                                                                                                                                                                                                 | Final<br>Apch Crs<br><b>210°</b> | Minimum Alt<br><b>HINQE</b><br><b>1800'</b> (1731') | LNAV<br>MDA(H)<br>(CONDITIONAL)<br><b>480'</b> (411') | Apt Elev <b>76'</b><br><br>TDZE <b>69'</b> | TAA<br>30 NM<br>IAF |
| <b>MISSED APCH: Climb to 2000' direct MUCRO and hold.</b>                                                                                                                                                            |                                  |                                                     |                                                       |                                            |                     |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                                                      |                                  |                                                     |                                                       |                                            |                     |
| 1. Use local altimeter setting; if not received, use Tampa Intl altimeter setting.<br>2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 123.0. |                                  |                                                     |                                                       |                                            |                     |



|                       |     |     |     |     |     |     |                               |               |       |
|-----------------------|-----|-----|-----|-----|-----|-----|-------------------------------|---------------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | <div>2000'</div> <div>↑</div> | <div>→D</div> | MUCRO |
| Descent angle [3.05°] | 378 | 486 | 540 | 648 | 755 | 863 |                               |               |       |
|                       |     |     |     |     |     |     |                               |               |       |
| MAP at RW21           |     |     |     |     |     |     |                               |               |       |

| STRAIGHT-IN LANDING RWY 21   |       |                                   |  | CIRCLE-TO-LAND               |                   |                                   |  |
|------------------------------|-------|-----------------------------------|--|------------------------------|-------------------|-----------------------------------|--|
| LNAV                         |       | LNAV                              |  | With Local Altimeter Setting |                   | With Tampa Intl Altimeter Setting |  |
| MDA(H) <b>480'</b> (411')    |       | MDA(H) <b>560'</b> (491')         |  | Max Kts                      |                   | MDA(H)                            |  |
| With Local Altimeter Setting |       | With Tampa Intl Altimeter Setting |  |                              |                   |                                   |  |
| A                            | 1     | 1                                 |  | 90                           | 680' (604')-1     | 760' (684')-1                     |  |
| B                            |       |                                   |  | 120                          |                   |                                   |  |
| C                            | 1 1/4 | 1 1/4                             |  | 140                          | 680' (604')-1 3/4 | 760' (684')-1 3/4                 |  |
| D                            |       | 1 1/2                             |  | 165                          | 680' (604')-2     | 760' (684')-2                     |  |

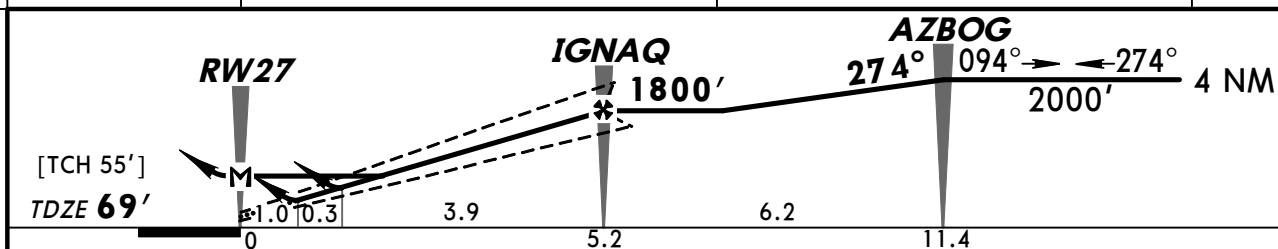
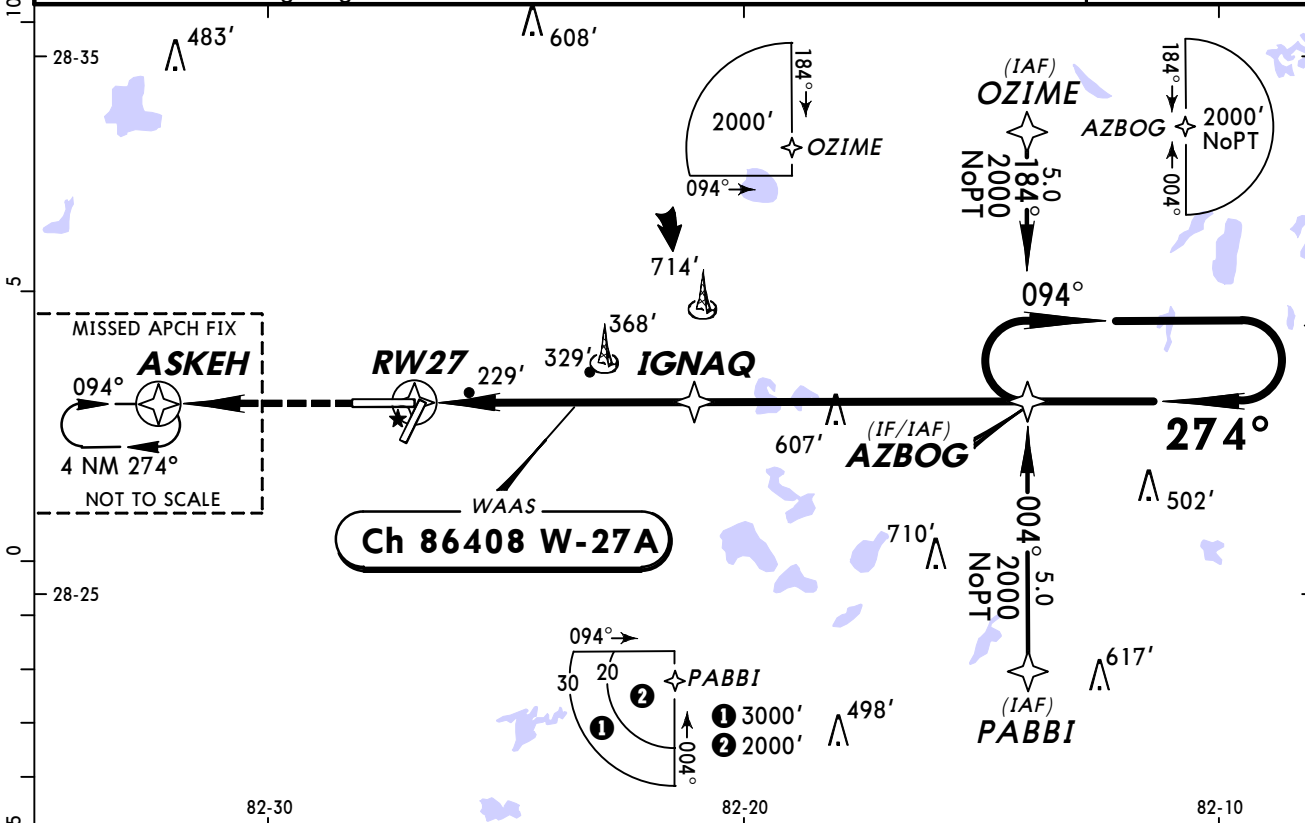
CHANGES: Circling minimums.

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TERPS AMEND 1A 15 DEC 2011

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                           |                                       |                                              |                                  |                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|----------------------------------------------|----------------------------------|---------------------|
| ASOS<br>134.72                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                           | TAMPA Approach (R)<br>125.3           |                                              | HERNANDO CO UNICOM<br>CTAF 123.0 |                     |
| WAAS<br>Ch 86408<br>W-27A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Final<br>Apch Crs<br>274° | Minimum Alt<br>IGNAQ<br>1800' (1731') | LPV<br>DA(H)<br>(CONDITIONAL)<br>442' (373') | Apt Elev 76'<br>TDZE 69'         | TAA<br>30 NM<br>IAF |
| MISSED APCH: Climb to 2000' direct ASKEH and hold.                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                           |                                       |                                              |                                  |                     |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Tampa Intl altimeter setting.<br>2. Baro-VNAV not authorized when using Tampa Intl altimeter setting. 3. For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. VGSI and RNAV glidepath not coincident. 5. DME/DME RNP-0.30 not authorized. 6. Visibility reduction by helicopters not authorized.<br>7. Pilot controlled lighting 123.0. |                           |                                       |                                              |                                  |                     |



|                        |     |     |     |     |     |     |  |  |  |  |  |
|------------------------|-----|-----|-----|-----|-----|-----|--|--|--|--|--|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  |  |  |  |  |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |  |  |  |  |
| MAP at RW27            |     |     |     |     |     |     |  |  |  |  |  |

| STRAIGHT-IN LANDING RWY 27        |    |                               |    |                           | CIRCLE-TO-LAND                    |               |        |
|-----------------------------------|----|-------------------------------|----|---------------------------|-----------------------------------|---------------|--------|
| With Local Altimeter Setting      |    |                               |    |                           | With Local Altimeter Setting      |               |        |
| LPV<br>DA(H) 442'(373')           |    | LNAV/VNAV<br>DA(H) 595'(526') |    | LNAV<br>MDA(H) 620'(551') |                                   | Max<br>Kts    | MDA(H) |
| A                                 | 1¼ | 1¾                            | 1  |                           | 90                                | 680'(604')-1  |        |
| B                                 |    |                               | 1½ |                           | 120                               |               |        |
| C                                 |    |                               | 1¾ |                           | 140                               | 680'(604')-1¾ |        |
| D                                 |    |                               | 1¾ |                           | 165                               | 680'(604')-2  |        |
| With Tampa Intl Altimeter Setting |    |                               |    |                           | With Tampa Intl Altimeter Setting |               |        |
| LPV<br>DA(H) 519'(450')           |    | LNAV/VNAV<br>DA(H) 672'(603') |    | LNAV<br>MDA(H) 700'(631') |                                   | Max<br>Kts    | MDA(H) |
| A                                 | 1½ | 2                             | 1  |                           | 90                                | 760'(684')-1  |        |
| B                                 |    |                               | 1¾ |                           | 120                               |               |        |
| C                                 |    |                               | 2  |                           | 140                               | 760'(684')-2  |        |
| D                                 |    |                               | 2  |                           | 165                               | 760'(684')-2¼ |        |

## General Information

Location: Crestview FL USA  
IATA Code: CEW  
Lat/Long: N30° 46.7' W086° 31.3'  
Elevation: 214 ft

Airport Use: Public  
Magnetic Variation: 2.7°W  
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL), Jet A, Jet A-1  
Oxygen Types: HP Bottle  
Repair Types: Major Airframe, Major Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: No  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1215 Z  
Sunset: 2343 Z,

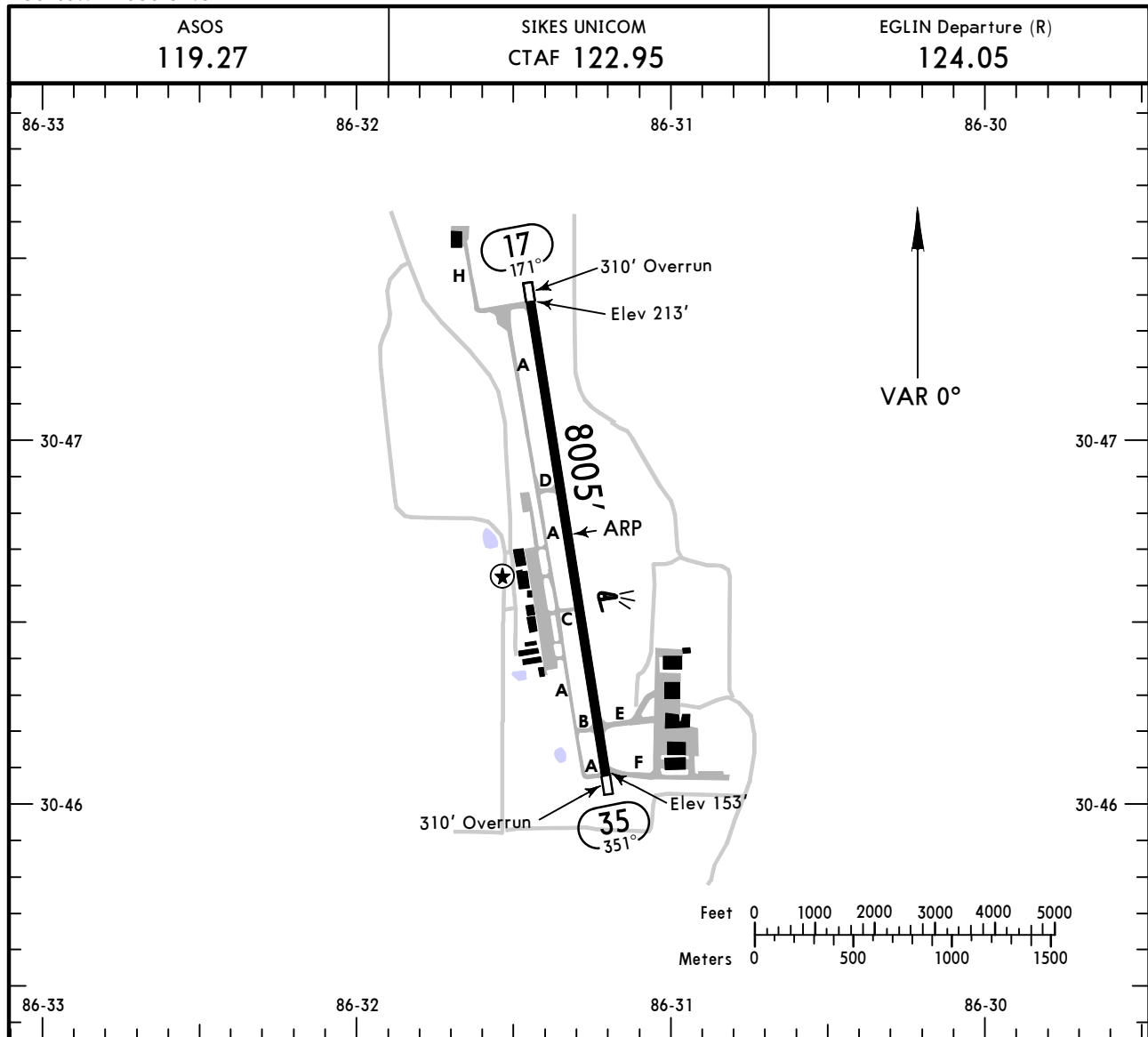
## Runway Information

Runway: 17  
Length x Width: 8005 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 213 ft  
Lighting: Edge, Pilot controlled  
Stopway: 310 ft

Runway: 35  
Length x Width: 8005 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 163 ft  
Lighting: Edge, Pilot controlled  
Stopway: 310 ft

## Communication Information

ASOS 119.275  
Sikes Unicom 122.95 CTAF PCL  
Eglin Approach Control 124.05  
Eglin Departure Control 124.05  
Gainesville Flight Service Station 122.45 RCO  
Gainesville Flight Service Station 122.2 RCO



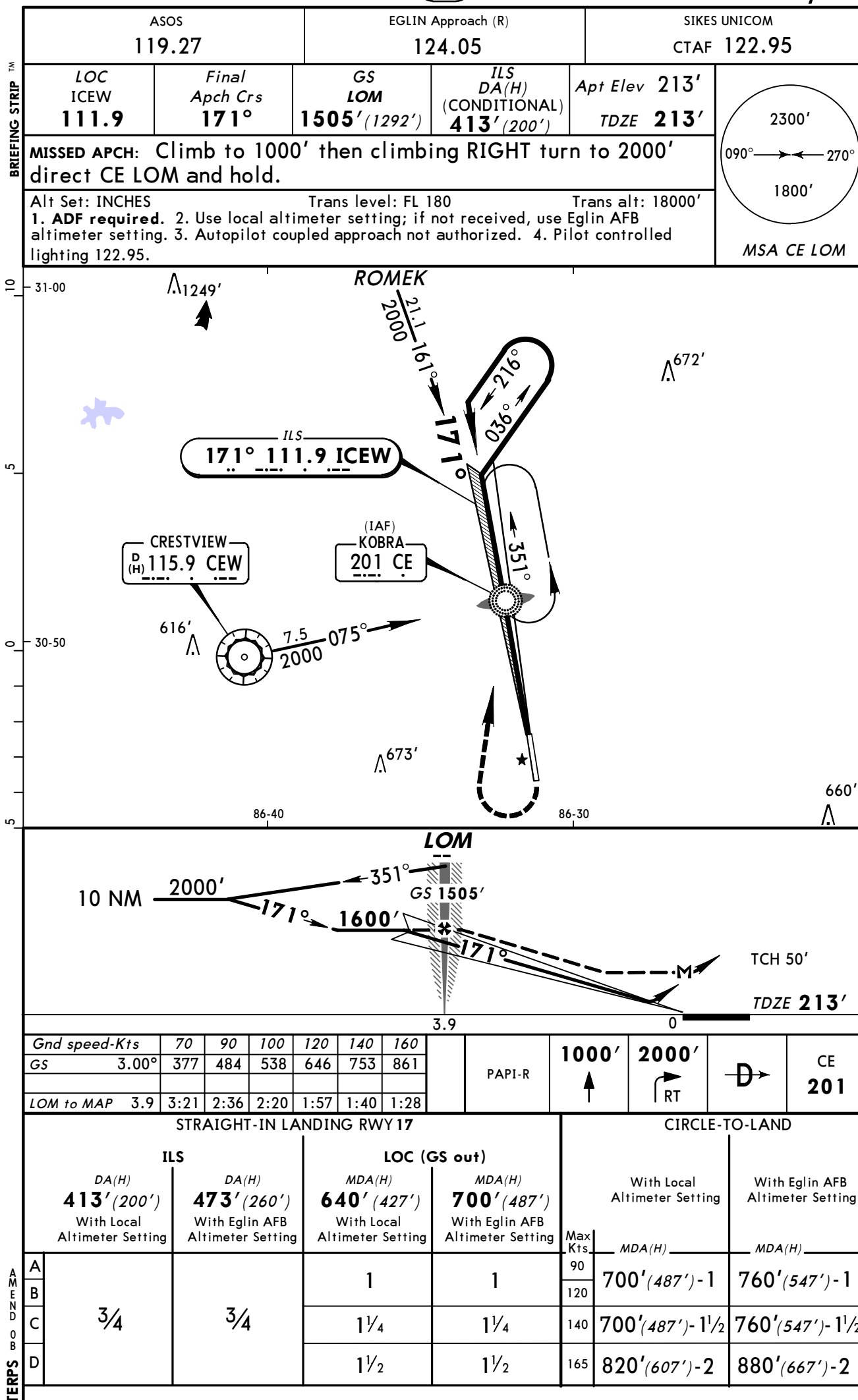
ADDITIONAL RUNWAY INFORMATION

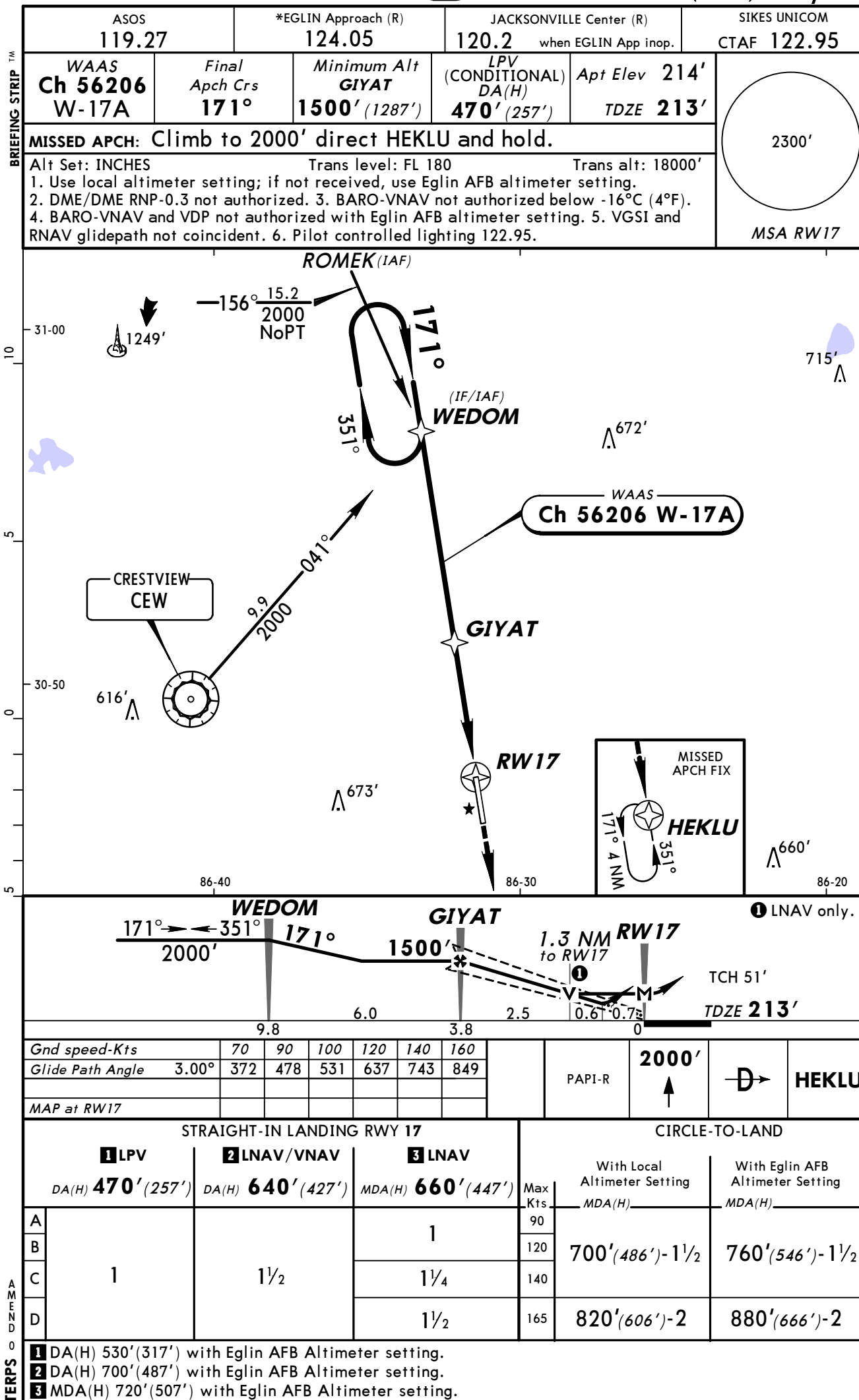
| RWY |    |                            | USABLE LENGTHS |           | TAKE-OFF | WIDTH |
|-----|----|----------------------------|----------------|-----------|----------|-------|
|     |    |                            | LANDING BEYOND | Threshold |          |       |
| 17  | 35 | ① MIRL PAPI-R (angle 3.0°) |                |           | 6669'    | 150'  |
|     |    |                            |                |           |          |       |
|     |    |                            |                |           |          |       |
|     |    |                            |                |           |          |       |
|     |    |                            |                |           |          |       |

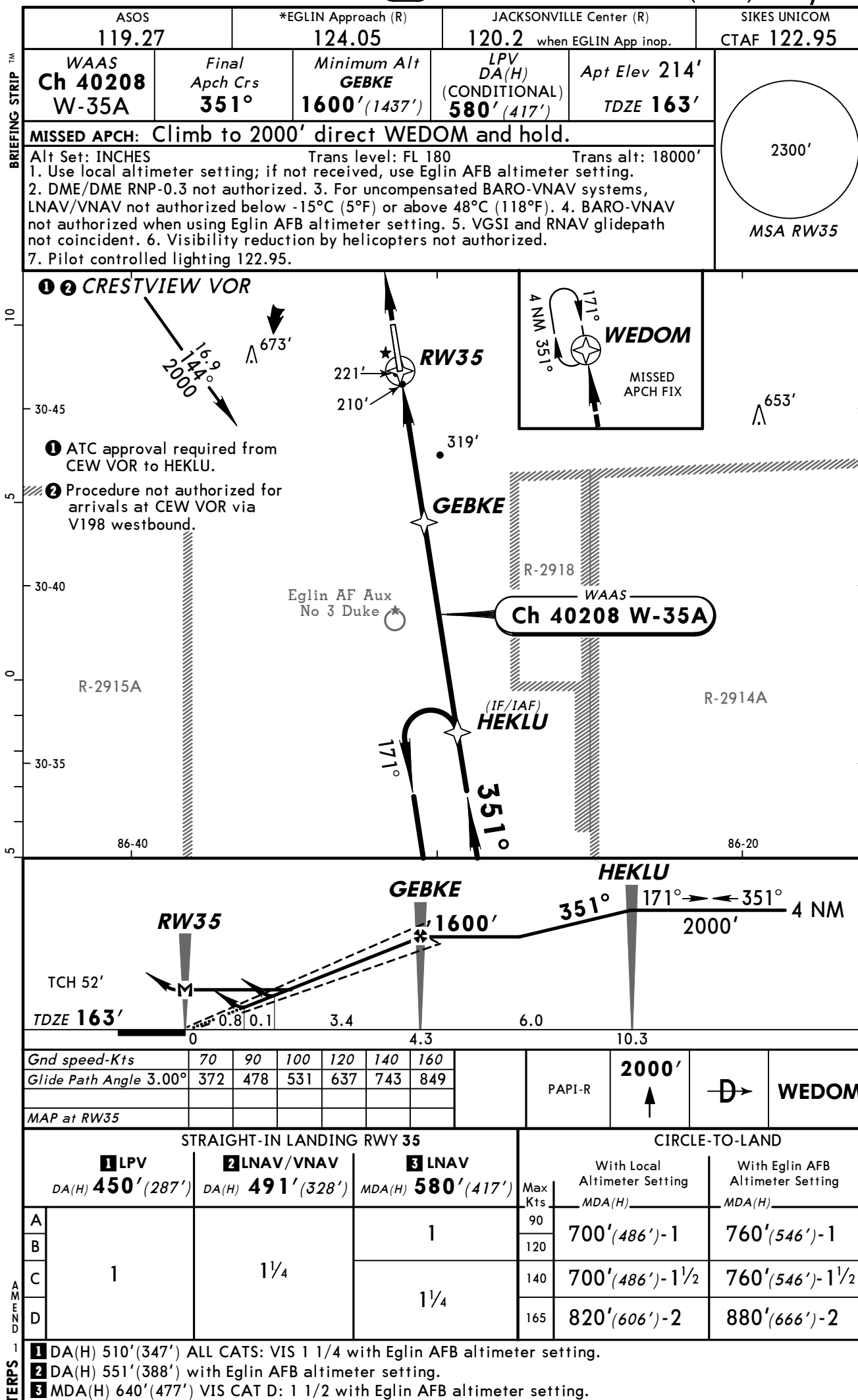
① Activate on 122.95.

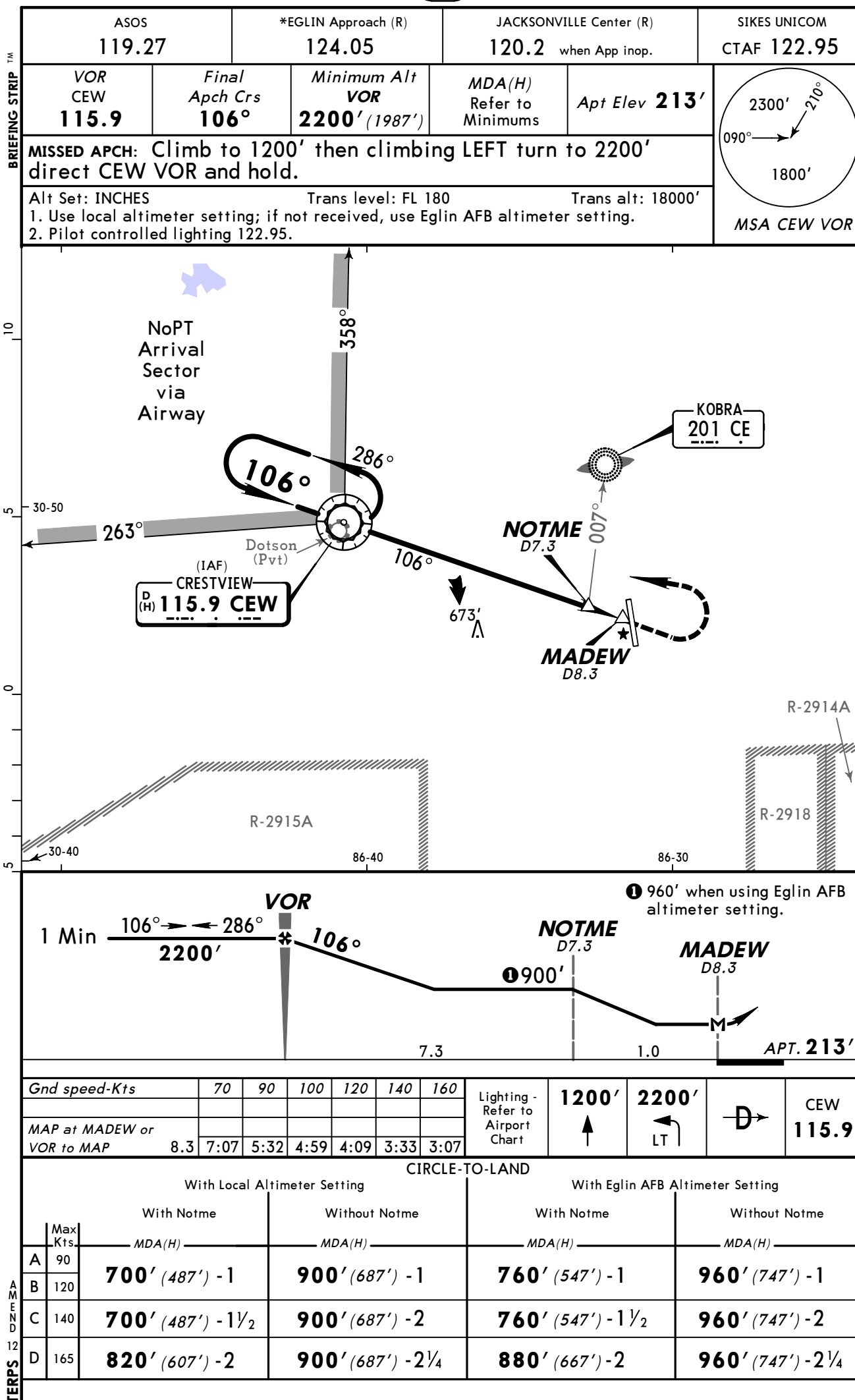
| TAKE-OFF  |                  |     | FOR FILING AS ALTERNATE                      |                                                      |           |
|-----------|------------------|-----|----------------------------------------------|------------------------------------------------------|-----------|
|           | All Rwys         |     | Authorized Only When Local Weather Available |                                                      | VOR-A     |
|           | Adequate Vis Ref | STD | ILS Rwy 17                                   | LOC Rwy 17<br>RNAV (GPS) Rwy 17<br>RNAV (GPS) Rwy 35 |           |
| 1 & 2 Eng | 1/4              | 1   | A<br>B<br>C<br>D                             | 800-2                                                | 800-2     |
| 3 & 4 Eng |                  | 1/2 | 600-2<br>700-2                               |                                                      | 800-2 1/4 |











## General Information

Location: Cocoa Beach FL USA  
IATA Code: COF  
Lat/Long: N28° 14.1' W080° 36.6'  
Elevation: 8 ft

Airport Use: Military  
Magnetic Variation: 6.3°W  
Sectional Chart: Jacksonville

Fuel Types: 115-145 Octane, Jet 4  
Repair Types: Major Airframe, Major Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1150 Z  
Sunset: 2321 Z,

## Runway Information

Runway: 02  
Length x Width: 9023 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 5 ft  
Lighting: Edge, ALS  
Stopway: 1700 ft

Runway: 11  
Length x Width: 4000 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 4 ft  
Lighting: Edge

Runway: 20  
Length x Width: 9023 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 8 ft  
Lighting: Edge  
Stopway: 1000 ft

Runway: 29  
Length x Width: 4000 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 7 ft  
Lighting: Edge  
Displaced Threshold: 300 ft

Stopway: 300 ft

## Communication Information

ATIS 119.175

Patrick AFB Tower 133.75

Patrick Ground Control 124.35

Patrick Clearance Delivery 118.4

Orlando Approach Approach Control 134.95 Arrival Service

Orlando Approach Approach Control 132.65 Arrival Service

Daytona TRSA 134.95

Orlando Departure Departure Control 134.95 Departure Service

Orlando Departure Departure Control 132.65 Departure Service

Rescue Ops Operations 138.475 Military

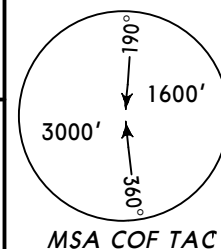
King Ops Operations 150.35 Military



PATRICK AFB  
ATIS  
**119.17**

*Apt Elev*  
*See Graphic*

Alt Set: INCHES  
Trans level: FL180 Trans alt: 18000'  
Also serves **1**



## BITHO SEVEN ARRIVAL (BITHO.BITH07)

Direct distance from BITHO to:  
Patrick AFB **34 NM**  
**1** AIRPORT SERVED  
Cape Canaveral AFS Skid Strip **28 NM**

OCALA  
D (L) **113.7** OCF  
N29 10.6 W082 13.6

**LAMMA**  
N29 00.9 W081 05.4  
TURBOJETS LANDING  
CAPE CANAVERAL AFS SKID STRIP  
EXPECT clearance to cross at **12000'**  
TURBOJETS LANDING PATRICK AFB  
EXPECT clearance to cross at **15000'**

**BITHO**  
N28 37.9 W081 03.6  
TURBOJETS  
EXPECT clearance  
to cross at **8000'**  
EXPECT RADAR vectors  
to final approach  
course after BITHO

ORLANDO  
D (H) **112.2** ORL  
N28 32.6 W081 20.1

ORLANDO FLA  
Orlando Intl  
96

ORLANDO FLA  
Kissimmee Gateway  
82

TITUSVILLE FLA  
Space Coast Regl  
34

TAC-97  
PATRICK  
D (115.0) COF  
N28 14.3 W080 36.7

CAPE CANAVERAL  
AFS SKID STRIP FLA  
10

MERRITT I FLA  
Merritt I  
6

MELBOURNE FLA  
Melbourne Intl  
33

Patrick AFB  
8

### ROUTING

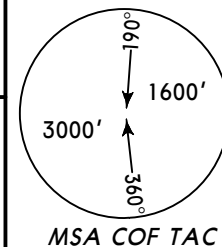
From over OMN via OMN R-176 to BITHO. EXPECT RADAR vectors to final approach course after BITHO.



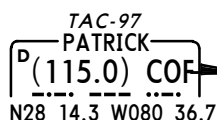
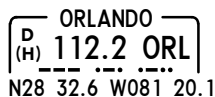
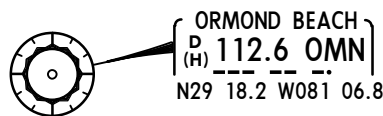
ORLANDO  
Departure (R)  
**132.65**

*Apt Elev*  
**8'**

Trans level: FL180 Trans alt: 18000'  
RADAR and DME required.



## OCEAN THREE DEPARTURE

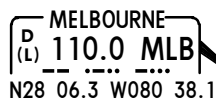


090° hdg

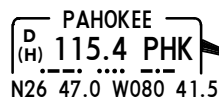
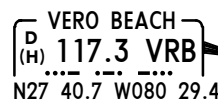
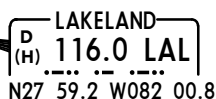
CAUTION:  
Uncontrolled  
airspace

3 DME

090° hdg



MELBOURNE (\*D)

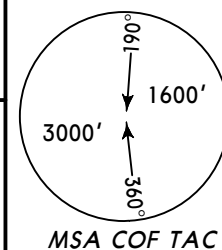


| RWY                                                                                                                       | INITIAL CLIMB                                                                                                                                                                                                                                                                |                 |
|---------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 2                                                                                                                         | Cross DER at or above 10' AGL/18' MSL, track runway heading, climb and <b>2000'</b> . After departure end of runway, turn RIGHT heading 090°.                                                                                                                                | <b>MAINTAIN</b> |
| 20                                                                                                                        | Cross DER at or above 20' AGL/25' MSL, track runway heading, climb and <b>2000'</b> . At COF 3 DME turn LEFT heading 090°. Note: All aircraft shall not commence turn prior to 3 DME due to noise abatement. Aircraft should avoid Melbourne International Class D airspace. | <b>MAINTAIN</b> |
| ROUTING                                                                                                                   |                                                                                                                                                                                                                                                                              |                 |
| EXPECT RADAR vectors to filed/assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure. |                                                                                                                                                                                                                                                                              |                 |

ORLANDO  
Departure (R)  
**132.65**

*Apt Elev*  
**8'**

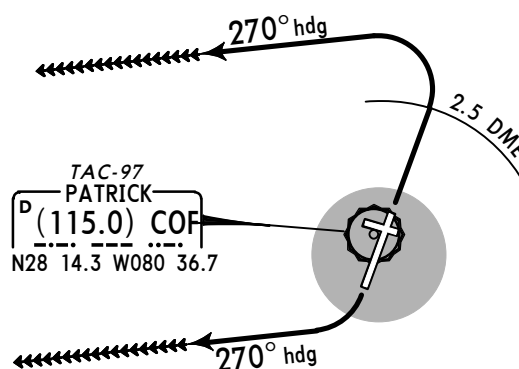
Trans level: FL 180    Trans alt: 18000'  
RADAR and DME required.



## RIVER THREE DEPARTURE

ORMOND BEACH  
D (H) **112.6 OMN**  
N29 18.2 W081 06.8

ORLANDO  
D (H) **112.2 ORL**  
N28 32.6 W081 20.1



MELBOURNE  
D (L) **110.0 MLB**  
N28 06.3 W080 38.1

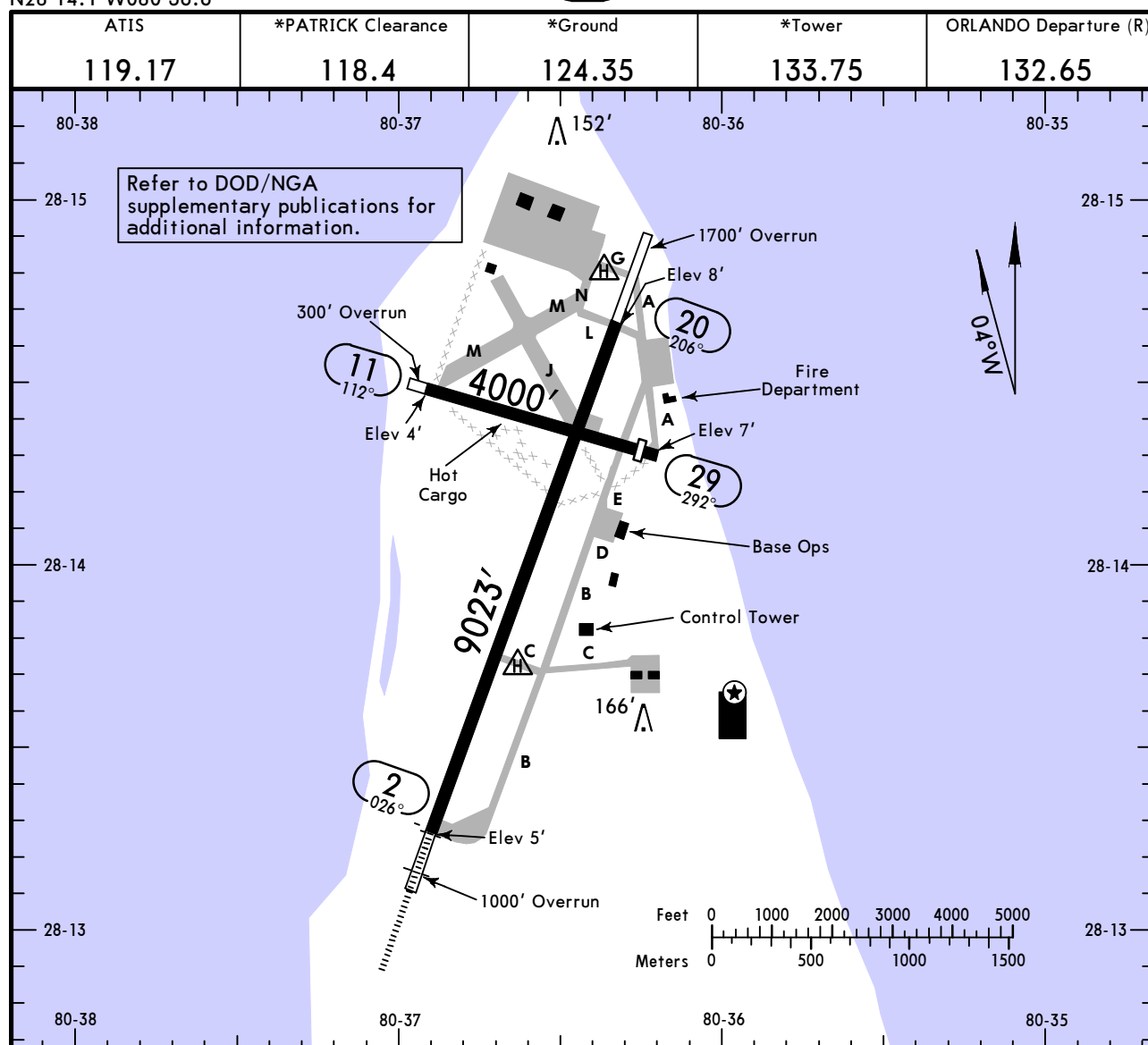
LAKELAND  
D (H) **116.0 LAL**  
N27 59.2 W082 00.8



VERO BEACH  
D (H) **117.3 VRB**  
N27 40.7 W080 29.4

PAHOKEE  
D (H) **115.4 PHK**  
N26 47.0 W080 41.5

| RWY                                                                                                                       | INITIAL CLIMB                                                                                                                                                                                                    |                 |
|---------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 2                                                                                                                         | Cross DER at or above 10' AGL/18' MSL, track runway heading, climb and <b>2000'</b> . At COF 2.5 DME turn LEFT heading 270°. Note: All aircraft shall not commence turn prior to 2.5 DME due to noise abatement. | <b>MAINTAIN</b> |
| 20                                                                                                                        | Cross DER at or above 20' AGL/25' MSL, track runway heading, climb and <b>2000'</b> . After departure end of runway, turn RIGHT heading 270°.                                                                    | <b>MAINTAIN</b> |
| ROUTING                                                                                                                   |                                                                                                                                                                                                                  |                 |
| EXPECT RADAR vectors to filed/assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure. |                                                                                                                                                                                                                  |                 |



## ADDITIONAL RUNWAY INFORMATION

| ADDITIONAL RUNWAY INFORMATION |        |        |        |     | USABLE LENGTHS |             |          |       |
|-------------------------------|--------|--------|--------|-----|----------------|-------------|----------|-------|
| RWY                           |        |        |        |     | LANDING BEYOND |             | TAKE-OFF | WIDTH |
|                               |        |        |        |     | Threshold      | Glide Slope |          |       |
| 2<br>①<br>20                  | ② HIRL | ALSF-1 | PAPI-L | RVR |                | 8032'       |          | 200'  |
|                               | ② HIRL | PAPI-L |        | RVR |                | 8025'       |          |       |
| 11<br>③<br>29                 | MIRL   | PAPI-L |        |     |                |             |          | 200'  |
|                               |        |        |        |     | 3700'          |             |          |       |
|                               |        |        |        |     |                |             |          |       |
|                               |        |        |        |     |                |             |          |       |

① First 1000' of each runway end is grooved.

② Rwy 2/20 edge lights are positioned approximately 30' from usable surface.

③ CAUTION: Rwy 11/29 has non standard landing zone touchdown box markings.

## TAKE-OFF &amp; OBSTACLE DEPARTURE PROCEDURE

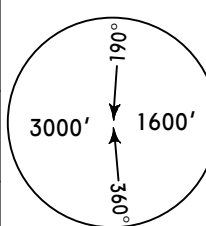
| All Rwys         |               |               |  |
|------------------|---------------|---------------|--|
| Adequate Vis Ref |               | STD           |  |
| 1 & 2 Eng        | RVR 16 or 1/4 | RVR 50 or 1   |  |
| 3 & 4 Eng        |               | RVR 24 or 1/2 |  |

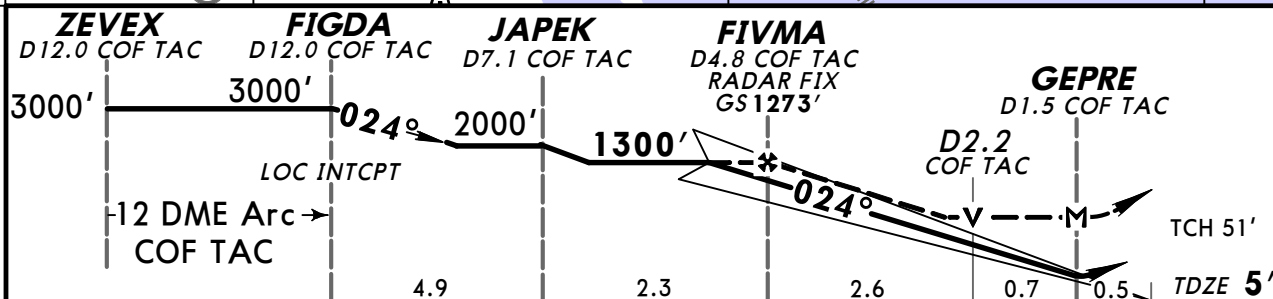
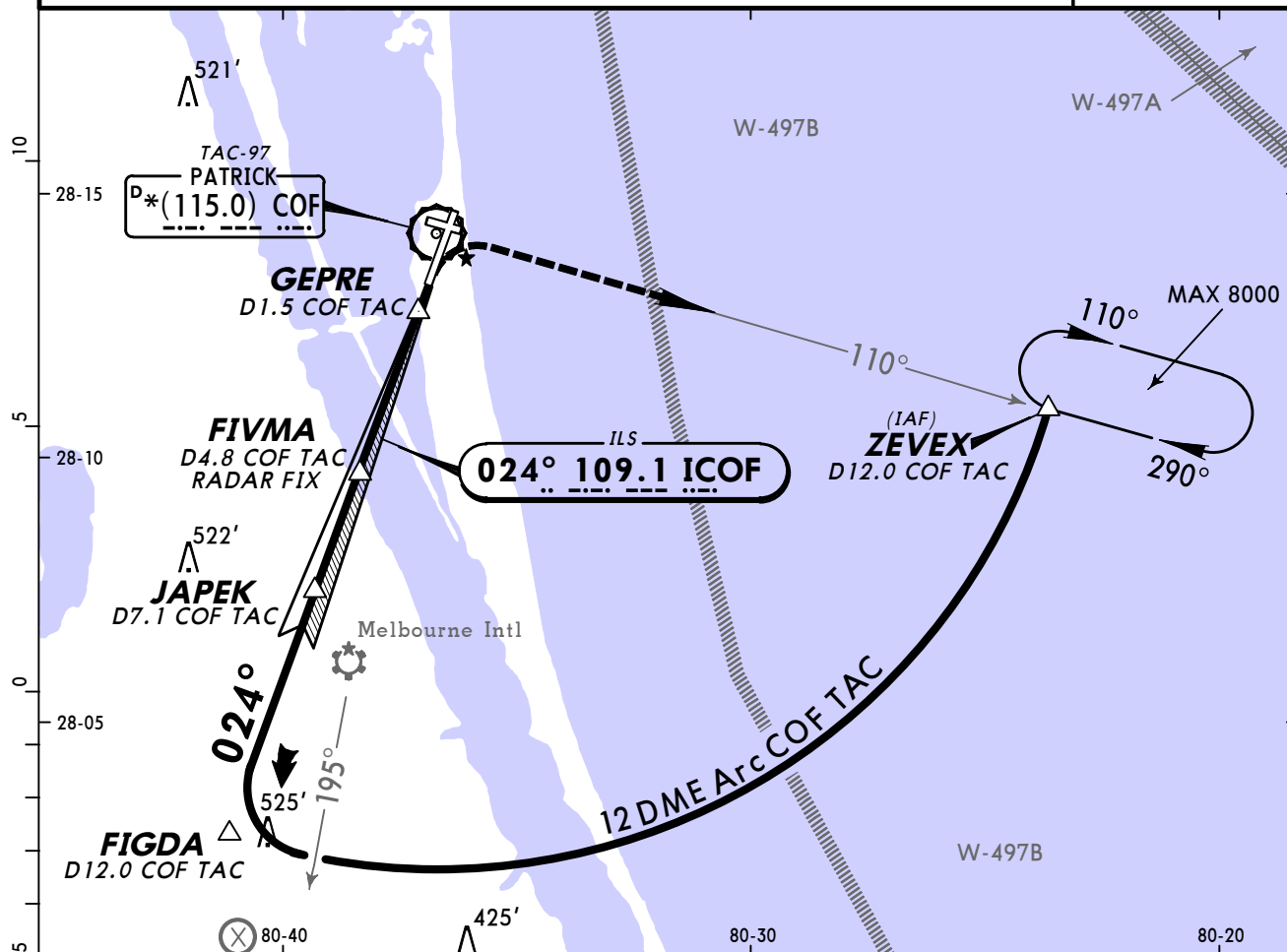
OBSTACLE DP: Rwy 2, Diverse departure authorized. Cross departure end of runway at or above 10' AGL/18' MSL for Take-off Minima Standard with climb gradient of 200'/NM.

Rwy 11, Diverse departure authorized. Take-off Minima Standard with climb gradient of 200'/NM.

Rwy 20, Diverse departure authorized. Cross departure end of runway at or above 20' AGL/25' MSL for Take-off Minima Standard with climb gradient of 200'/NM.

Rwy 29, Diverse departure authorized. Take-off Minima Standard with climb gradient of 200'/NM.

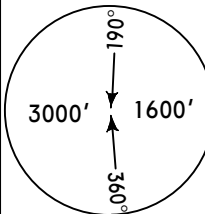
|                 |                                                                                                                               |                           |                                |                             |                          |  |                                                                                     |  |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------|-----------------------------|--------------------------|--|-------------------------------------------------------------------------------------|--|
| BRIEFING STRIP™ | ATIS<br>119.17                                                                                                                |                           | ORLANDO Approach (R)<br>132.65 |                             | *PATRICK Tower<br>133.75 |  | *Ground<br>124.35                                                                   |  |
|                 | LOC<br>ICOF<br>109.1                                                                                                          | Final<br>Apch Crs<br>024° | GS<br>FIVMA<br>1273' (1268')   | ILS<br>DA(H)<br>313' (308') | Apt Elev 8'<br>TDZE 5'   |  |  |  |
|                 | MISSED APCH: Climb to 600', then turn RIGHT to intercept the COF<br>TAC R-110 outbound direct ZEVEX, maintain 3000' and hold. |                           |                                |                             |                          |  |                                                                                     |  |
|                 | Alt Set: INCHES                                                                                                               |                           | Trans level: FL 180            |                             | Trans alt: 18000'        |  |                                                                                     |  |
|                 | 1. DME required. 2. CAUTION: Uncontrolled airspace. 3. EMERG SAFE ALT 100 NM<br>3000'.                                        |                           |                                |                             |                          |  | MSA COF TAC                                                                         |  |

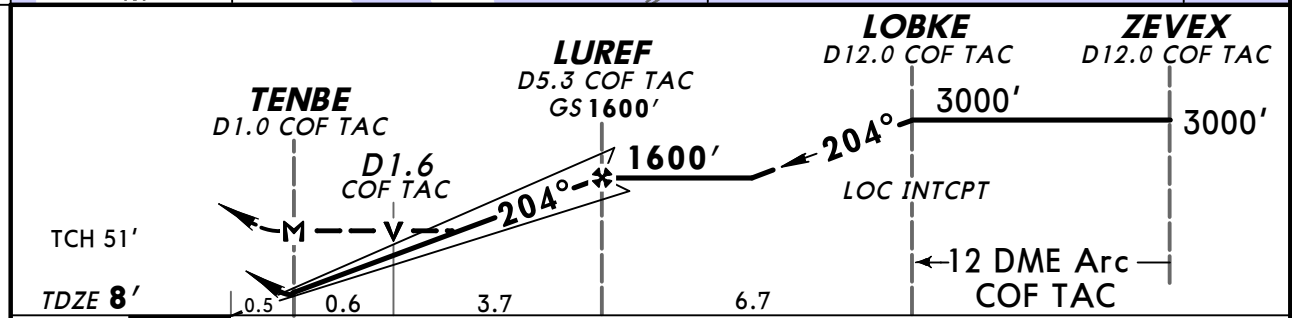
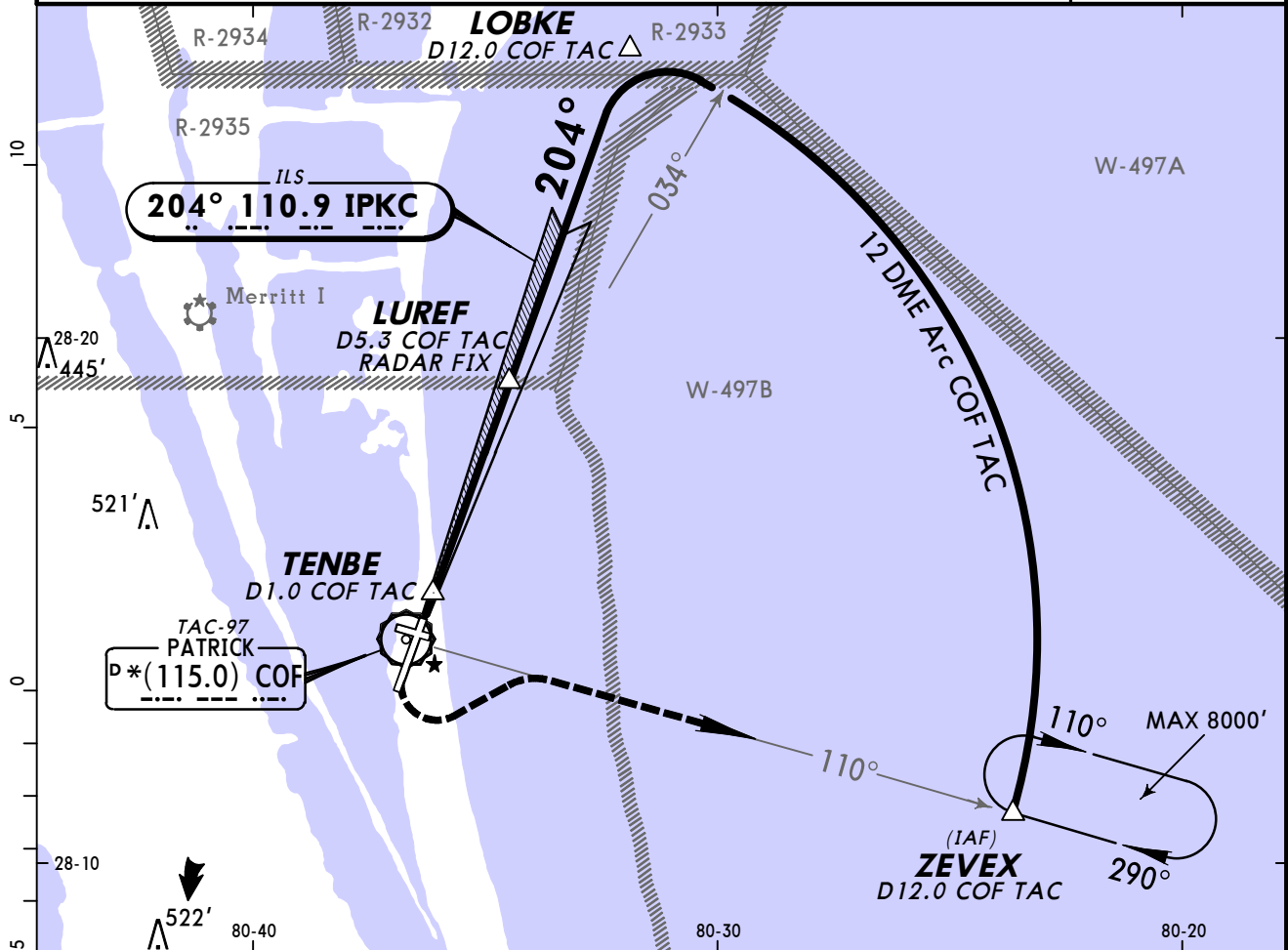


|                              |       |      |      |      |      |      |                                                               |  |
|------------------------------|-------|------|------|------|------|------|---------------------------------------------------------------|--|
| Gnd speed-Kts                | 70    | 90   | 100  | 120  | 140  | 160  | ALSF-I<br>PAPI<br>600' 3000' COF TAC-97 * (115.0) R-110 ZEVEX |  |
| GS                           | 3.00° | 372  | 478  | 531  | 637  | 743  |                                                               |  |
| MAP at GEPRE or FIVMA to MAP | 3.3   | 2:50 | 2:12 | 1:59 | 1:39 | 1:25 |                                                               |  |

| Military STRAIGHT-IN LANDING RWY2 |               |                    |  | 1 CIRCLE-TO-LAND                |                     |  |  |
|-----------------------------------|---------------|--------------------|--|---------------------------------|---------------------|--|--|
| ILS                               |               | LOC (GS out)       |  | Not Authorized West of Rwy 2-20 |                     |  |  |
| DA(H) 313' (308')                 |               | MDA(H) 440' (435') |  |                                 |                     |  |  |
| FULL                              |               | ALS out            |  | Max Kts                         | MDA(H)              |  |  |
| A                                 |               |                    |  | 90                              | 500' (492') - 1     |  |  |
| B                                 |               |                    |  | 120                             |                     |  |  |
| C                                 | RVR 40 or 3/4 | RVR 50 or 1        |  | 140                             | 500' (492') - 1 1/2 |  |  |
| D                                 |               |                    |  | 165                             | 560' (552') - 2     |  |  |

1 When Rwy 29 VGS1 inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent.

|                                                                                                                         |                           |                                |                             |                          |  |                                                                                     |  |
|-------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------|-----------------------------|--------------------------|--|-------------------------------------------------------------------------------------|--|
| ATIS<br>119.17                                                                                                          |                           | ORLANDO Approach (R)<br>132.65 |                             | *PATRICK Tower<br>133.75 |  | *Ground<br>124.35                                                                   |  |
| LOC<br>IPKC<br>110.9                                                                                                    | Final<br>Apch Crs<br>204° | GS<br>LUREF<br>1600' (1592')   | ILS<br>DA(H)<br>239' (231') | Apt Elev 8'<br>TDZE 8'   |  |  |  |
| MISSED APCH: Climb to 900', then turn LEFT, intercept the COF TAC R-110 outbound direct ZEVEX, maintain 3000' and hold. |                           |                                |                             |                          |  |                                                                                     |  |
| Alt Set: INCHES                                                                                                         |                           | Trans level: FL 180            |                             | Trans alt: 18000'        |  |                                                                                     |  |
| 1. DME required. 2. CAUTION: Uncontrolled airspace.                                                                     |                           |                                |                             |                          |  | MSA COF TAC                                                                         |  |

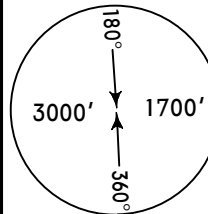


| Gnd speed-Kts                       | 70   | 90   | 100  | 120  | 140  | 160  | PAPI-L |  | 900' | 3000' | COF<br>TAC-97<br>*(115.0)<br>R-110 | ZEVEX |
|-------------------------------------|------|------|------|------|------|------|--------|--|------|-------|------------------------------------|-------|
| GS 3.00°                            | 377  | 484  | 538  | 646  | 753  | 861  |        |  | ↑    | ↶     |                                    |       |
| MAP at TENBE or<br>LUREF to MAP 4.3 | 3:41 | 2:52 | 2:35 | 2:09 | 1:51 | 1:37 |        |  |      |       |                                    |       |

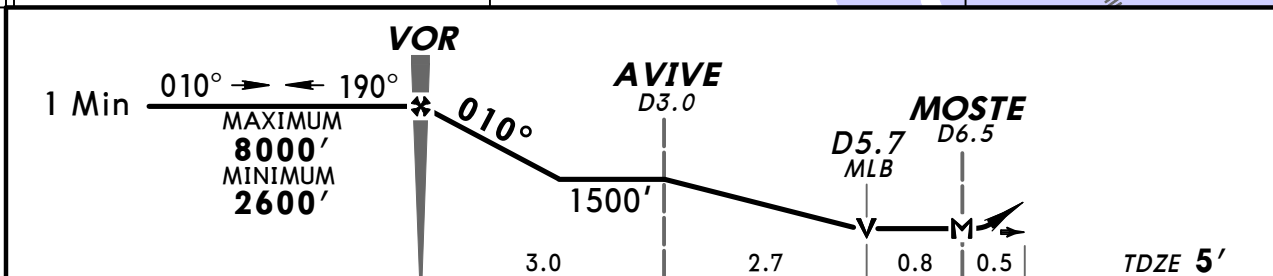
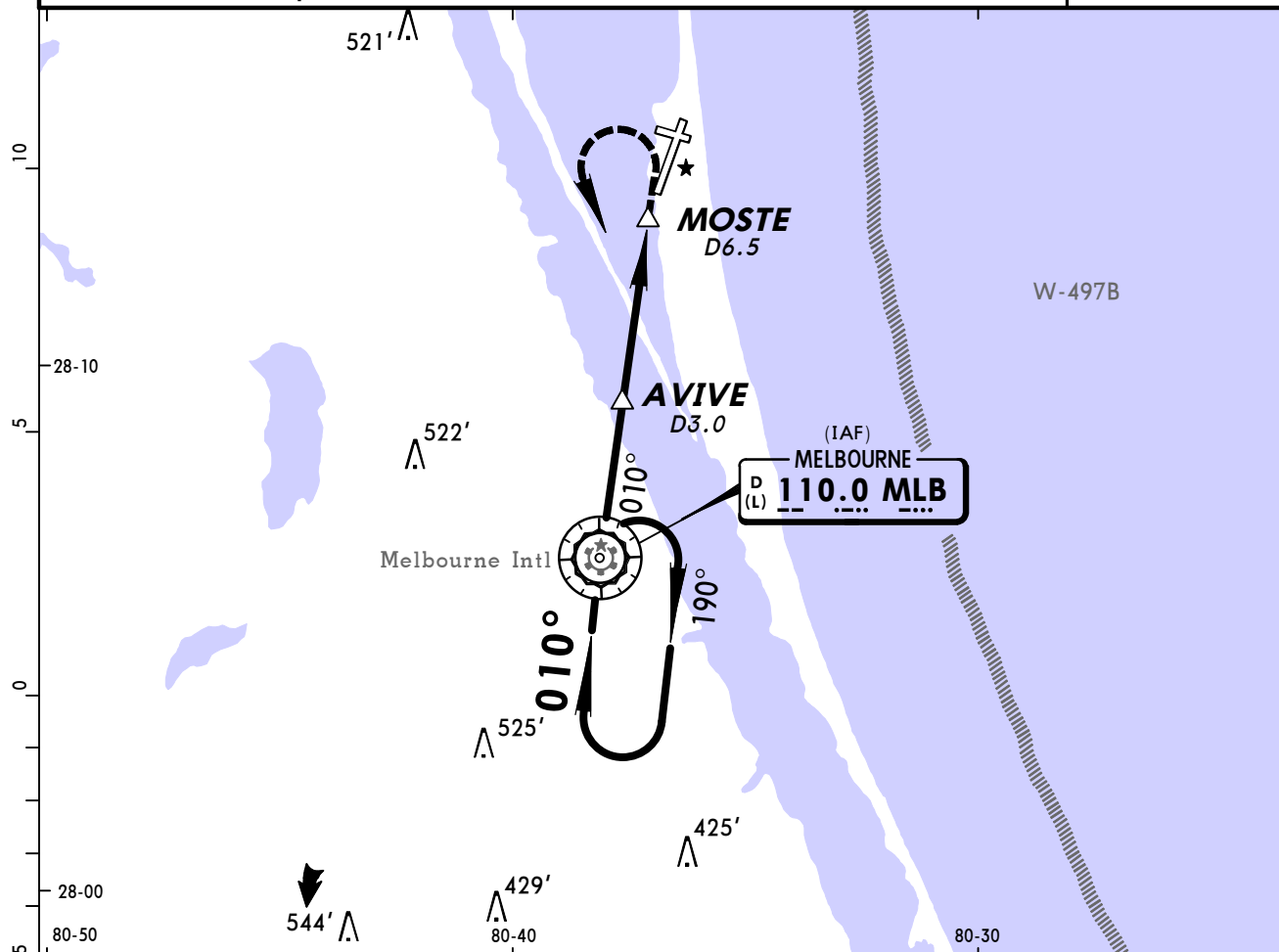
| STRAIGHT-IN LANDING RWY20 |               |                                    | CIRCLE-TO-LAND |                                 |  |
|---------------------------|---------------|------------------------------------|----------------|---------------------------------|--|
| ILS<br>DA(H) 239' (231')  |               | LOC (GS out)<br>MDA(H) 420' (412') | Max<br>Kts     | Not Authorized West of Rwy 2-20 |  |
| A                         | RVR 40 or 3/4 | RVR 50 or 1                        | 90             | 500' (492') - 1                 |  |
| B                         |               |                                    | 120            |                                 |  |
| C                         | RVR 50 or 1   | RVR 60 or 1/4                      | 140            | 500' (492') - 1 1/2             |  |
| D                         |               |                                    | 165            | 560' (552') - 2                 |  |

1 When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent.

BRIEFING STRIP™

|                                                                                                                             |  |                                |  |                                     |  |                       |  |                        |  |                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------|--|--------------------------------|--|-------------------------------------|--|-----------------------|--|------------------------|--|-------------------------------------------------------------------------------------|
| ATIS<br>119.17                                                                                                              |  | ORLANDO Approach (R)<br>132.65 |  | *PATRICK Tower<br>133.75            |  | *Ground<br>124.35     |  |                        |  |                                                                                     |
| VOR<br>MLB<br>110.0                                                                                                         |  | Final<br>Apch Crs<br>010°      |  | Minimum Alt<br>VOR<br>2600' (2595') |  | MDA(H)<br>480' (475') |  | Apt Elev 8'<br>TDZE 5' |  |  |
| MISSED APCH: Climb to 600', then turn LEFT to intercept MLB VOR R-010 inbound then direct MLB VOR, maintain 2600' and hold. |  |                                |  |                                     |  |                       |  |                        |  |                                                                                     |
| Alt Set: INCHES                                                                                                             |  | Trans level: FL 180            |  |                                     |  | Trans alt: 18000'     |  |                        |  |                                                                                     |
| 1. RADAR or DME required.                                                                                                   |  |                                |  |                                     |  |                       |  |                        |  |                                                                                     |

MSA MLB VOR



|              |  |  |  |  |  |       |      |       |       |       |
|--------------|--|--|--|--|--|-------|------|-------|-------|-------|
|              |  |  |  |  |  | ALS-I | 600' | 2600' | MLB   | MLB   |
|              |  |  |  |  |  | PAPI  | ↑    | ↶     | 110.0 | 110.0 |
| MAP at MOSTE |  |  |  |  |  |       |      | LT    | R-010 |       |

| STRAIGHT-IN LANDING RWY2  |                 |                 |            | CIRCLE-TO-LAND                  |  |
|---------------------------|-----------------|-----------------|------------|---------------------------------|--|
| MDA(H) <b>480'</b> (475') |                 |                 |            | Not Authorized West of Rwy 2-20 |  |
| ALS out                   |                 |                 |            | MDA(H)                          |  |
| A                         | RVR 40 or 3/4   | RVR 50 or 1     | Max Kts 90 | 500' (492') - 1                 |  |
| B                         | RVR 50 or 1     | RVR 60 or 1 1/4 | 120        | 500' (492') - 1 1/2             |  |
| C                         | RVR 60 or 1 1/4 | 1 1/2           | 140        | 560' (552') - 2                 |  |
| D                         |                 |                 | 165        |                                 |  |

**1** When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent.

## **General Information**

Location: Daytona Beach FL USA

IATA Code: DAB

Lat/Long: N29° 10.8' W081° 03.5'

Elevation: 34 ft

Airport Use: Public

Magnetic Variation: 6.2°W

Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: High Pressure

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1152 Z

Sunset: 2322 Z,

## **Runway Information**

Runway: 07L

Length x Width: 10500 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 30 ft

Lighting: Edge, ALS, Centerline, TDZ

Displaced Threshold: 690 ft

Runway: 07R

Length x Width: 3195 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 32 ft

Lighting: Edge

Runway: 16

Length x Width: 6001 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 33 ft

Lighting: Edge, REIL

Runway: 25L

Length x Width: 3195 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 32 ft

Lighting: Edge

Runway: 25R  
Length x Width: 10500 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 34 ft  
Lighting: Edge, ALS, Centerline, REIL  
Stopway: 500 ft

Runway: 34  
Length x Width: 6001 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 34 ft  
Lighting: Edge, REIL

## Communication Information

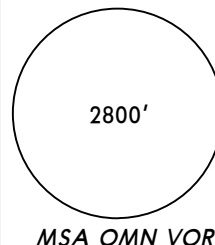
ATIS 120.05  
Daytona Tower 120.7  
Daytona Tower 118.1 Secondary  
Daytona Ground Control 121.9  
Daytona Clearance Delivery 119.3  
Daytona Approach Control 127.075 Between 7500 ft and 4000 ft  
Daytona Approach Control 125.35 (136°-225°) At or below 3500 ft  
Daytona Approach Control 125.8 (316°-45°) At or below 3500 ft  
Daytona Approach Control 118.85 Between 7500 ft and 4000 ft  
Daytona Approach Control 125.725 Between 11000 ft and 8000 ft Initial Contact  
Daytona Beach App ARSA 125.35 (136°-225°) At or below 3500 ft  
Daytona Beach App ARSA 125.8 (316°-45°) At or below 3500 ft  
Daytona Departure Control 123.9 At or above 3501 ft  
Daytona Beach Intl Unicom 122.95



DAYTONA  
Departure (R)  
**123.9**

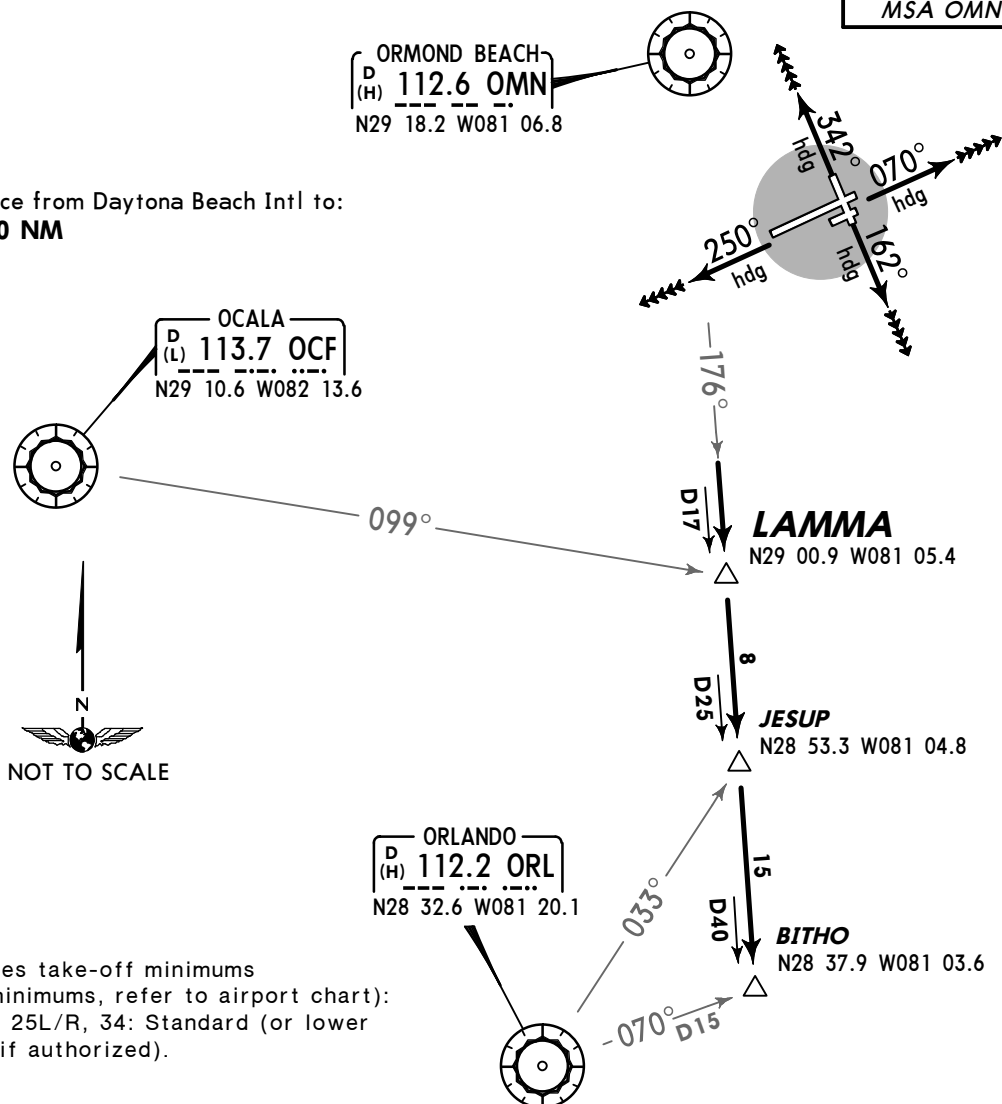
*Apt Elev*  
**34'**

Trans level: FL 180    Trans alt: 18000'



## LAMMA FIVE DEPARTURE (LAMMA5.LAMMA)

Direct distance from Daytona Beach Intl to:  
**LAMMA 10 NM**



This SID requires take-off minimums  
(for standard minimums, refer to airport chart):  
Rwys 7L/R, 16, 25L/R, 34: Standard (or lower  
than standard, if authorized).

### OBSTACLES

Rwy 7L: Multiple trees beginning 1834' from DER, 646' RIGHT of centerline, up to 64' AGL/ 95' MSL.

Rwy 7R: Tower, trees beginning 1042' from DER, 413' RIGHT of centerline, up to 100' AGL/ 135' MSL. Hangar, multiple trees beginning 901' from DER, 55' LEFT of centerline, up to 67' AGL/101' MSL.

Rwy 16: Multiple trees beginning 57' from DER, 19' LEFT of centerline, up to 75' AGL/104' MSL.

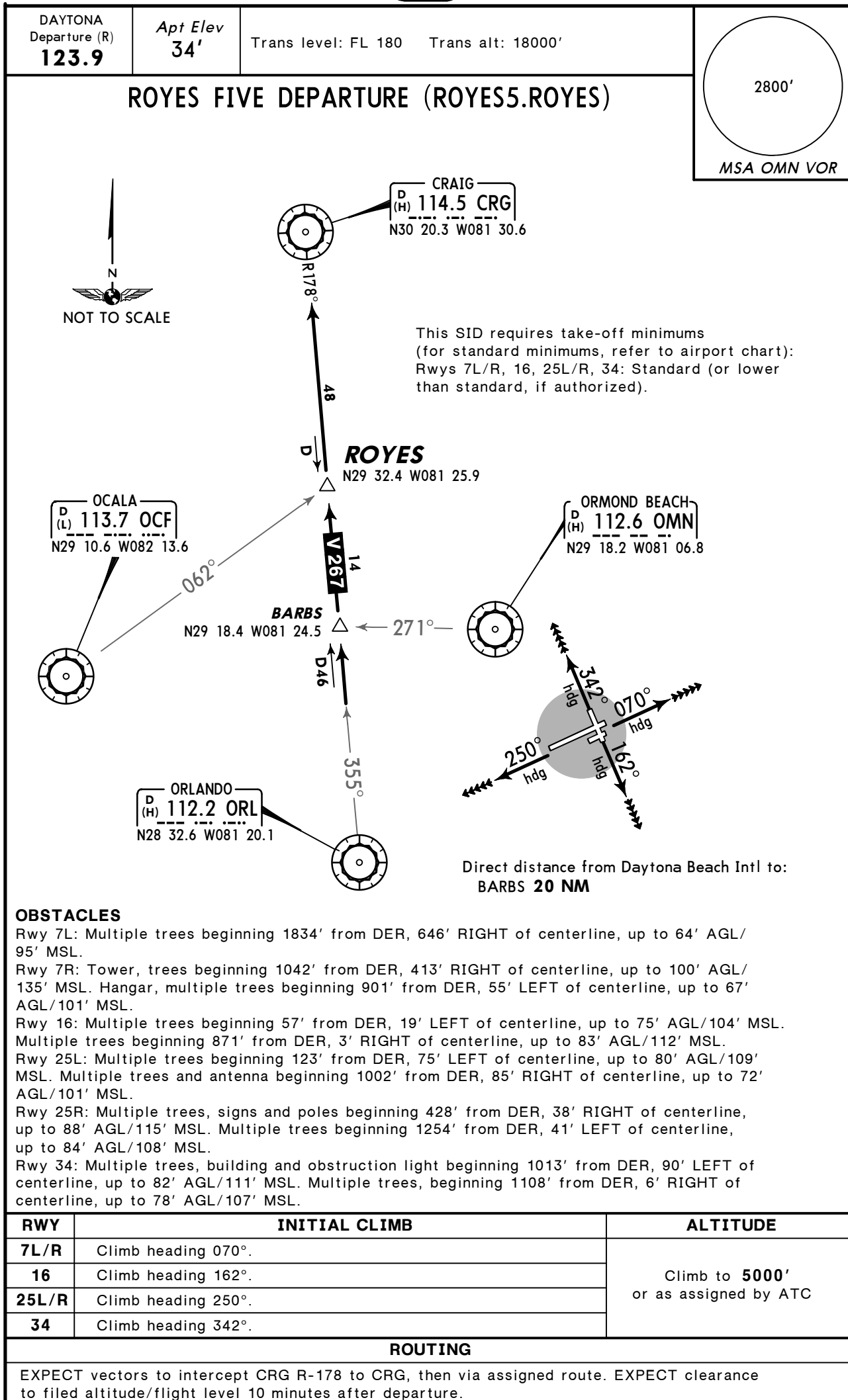
Multiple trees beginning 871' from DER, 3' RIGHT of centerline, up to 83' AGL/112' MSL.

Rwy 25L: Multiple trees beginning 123' from DER, 75' LEFT of centerline, up to 80' AGL/109' MSL. Multiple trees and antenna beginning 1002' from DER, 85' RIGHT of centerline, up to 72' AGL/101' MSL.

Rwy 25R: Multiple trees, signs and poles beginning 428' from DER, 38' RIGHT of centerline, up to 88' AGL/115' MSL. Multiple trees beginning 1254' from DER, 41' LEFT of centerline, up to 84' AGL/108' MSL.

Rwy 34: Multiple trees, building and obstruction light beginning 1013' from DER, 90' LEFT of centerline, up to 82' AGL/111' MSL. Multiple trees, beginning 1108' from DER, 6' RIGHT of centerline, up to 78' AGL/107' MSL.

| RWY                                                                                                                                                  | INITIAL CLIMB       | ALTITUDE                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|------------------------------------------------|
| 7L/R                                                                                                                                                 | Climb heading 070°. | Climb to <b>5000'</b><br>or as assigned by ATC |
| 16                                                                                                                                                   | Climb heading 162°. |                                                |
| 25L/R                                                                                                                                                | Climb heading 250°. |                                                |
| 34                                                                                                                                                   | Climb heading 342°. |                                                |
| ROUTING                                                                                                                                              |                     |                                                |
| EXPECT vectors to intercept OMN R-176 to BITHO, then via assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure. |                     |                                                |



**OBSTACLES**

Rwy 7L: Multiple trees beginning 1834' from DER, 646' RIGHT of centerline, up to 64' AGL/ 95' MSL.

Rwy 7R: Tower, trees beginning 1042' from DER, 413' RIGHT of centerline, up to 100' AGL/ 135' MSL. Hangar, multiple trees beginning 901' from DER, 55' LEFT of centerline, up to 67' AGL/101' MSL.

Rwy 16: Multiple trees beginning 57' from DER, 19' LEFT of centerline, up to 75' AGL/104' MSL. Multiple trees beginning 871' from DER, 3' RIGHT of centerline, up to 83' AGL/112' MSL.

Rwy 25L: Multiple trees beginning 123' from DER, 75' LEFT of centerline, up to 80' AGL/109' MSL. Multiple trees and antenna beginning 1002' from DER, 85' RIGHT of centerline, up to 72' AGL/101' MSL.

Rwy 25R: Multiple trees, signs and poles beginning 428' from DER, 38' RIGHT of centerline, up to 88' AGL/115' MSL. Multiple trees beginning 1254' from DER, 41' LEFT of centerline, up to 84' AGL/108' MSL.

Rwy 34: Multiple trees, building and obstruction light beginning 1013' from DER, 90' LEFT of centerline, up to 82' AGL/111' MSL. Multiple trees, beginning 1108' from DER, 6' RIGHT of centerline, up to 78' AGL/107' MSL.

| RWY                                                                                                                                                | INITIAL CLIMB       | ALTITUDE                                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|------------------------------------------------|
| 7L/R                                                                                                                                               | Climb heading 070°. | Climb to <b>5000'</b><br>or as assigned by ATC |
| 16                                                                                                                                                 | Climb heading 162°. |                                                |
| 25L/R                                                                                                                                              | Climb heading 250°. |                                                |
| 34                                                                                                                                                 | Climb heading 342°. |                                                |
| ROUTING                                                                                                                                            |                     |                                                |
| EXPECT vectors to intercept CRG R-178 to CRG, then via assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure. |                     |                                                |

[illegible]

**GENERAL**

Birds in vicinity of airport.

Extensive flight training in vicinity of airport.

**ADDITIONAL RUNWAY INFORMATION**

| RWY                   |                           | USABLE LENGTHS              |                |                   |              |             |
|-----------------------|---------------------------|-----------------------------|----------------|-------------------|--------------|-------------|
|                       |                           | LANDING BEYOND<br>Threshold | Glide<br>Slope | LAHSO<br>Distance | TAKE-<br>OFF | WIDTH       |
| 7R<br><b>①</b><br>25L | MIRL PAPI-L (angle 2.86°) |                             |                |                   |              | 100'<br>30m |

**①** Non-air carrier aircraft only.

|     |                                        |             |                           |                         |                      |  |      |
|-----|----------------------------------------|-------------|---------------------------|-------------------------|----------------------|--|------|
| 7L  | HIRL CL MALSR TDZ                      | grooved RVR | 9810'<br>2990m            | 8713'<br>2656m          | 16/34 7950'<br>2423m |  | 150' |
| 25R | HIRL CL MALSR REIL PAPI-L (angle 3.0°) | grooved     | <b>②</b> 10,293'<br>3137m | <b>②</b> 9259'<br>2822m |                      |  | 46m  |

**②** Last 207' (63m) not available for landing distance computations.

|              |                               |         |  |  |                      |  |             |
|--------------|-------------------------------|---------|--|--|----------------------|--|-------------|
| 16<br><br>34 | MIRL REIL PAPI-L (angle 3.0°) | grooved |  |  | 7L/25R 2900'<br>884m |  | 150'<br>46m |
|--------------|-------------------------------|---------|--|--|----------------------|--|-------------|

**RUNWAY INCURSION HOT SPOTS**

For information only, not to be construed as ATC instructions.

**HSI** Pilots taxiing southbound on Twy W sometimes miss the right turn on Twy S and enter the runway without clearance.
**TAKE-OFF**

| All Rwys         |                      |                      |
|------------------|----------------------|----------------------|
| Adequate Vis Ref |                      | STD                  |
| 1 & 2<br>Eng     | RVR <b>16</b> or 1/4 | RVR <b>50</b> or 1   |
| 3 & 4<br>Eng     |                      | RVR <b>24</b> or 1/2 |

**FOR FILING AS ALTERNATE**

| Authorized Only When<br>Local Weather Available |            | RNAV (GPS) Z Rwy 7L<br>RNAV (GPS) Rwy 16<br>RNAV (GPS) Rwy 25L<br>RNAV (GPS) Rwy 25R<br>RNAV (GPS) Rwy 34<br>RADAR-1 | VOR Rwy 16 | ILS Rwy 25R<br>LOC Rwy 25R | Other |
|-------------------------------------------------|------------|----------------------------------------------------------------------------------------------------------------------|------------|----------------------------|-------|
| ILS Rwy 7L                                      | LOC Rwy 7L |                                                                                                                      |            |                            |       |
| A                                               | 600-2      | 800-2                                                                                                                | 800-2      | 1100-2                     | NA    |
| B                                               |            |                                                                                                                      |            |                            |       |
| C                                               |            |                                                                                                                      |            | 1100-3                     |       |
| D                                               |            |                                                                                                                      | 800-2 1/4  |                            |       |

CHANGES: Rwy 25R MALSR added, Rwy 7L/25R note removed.

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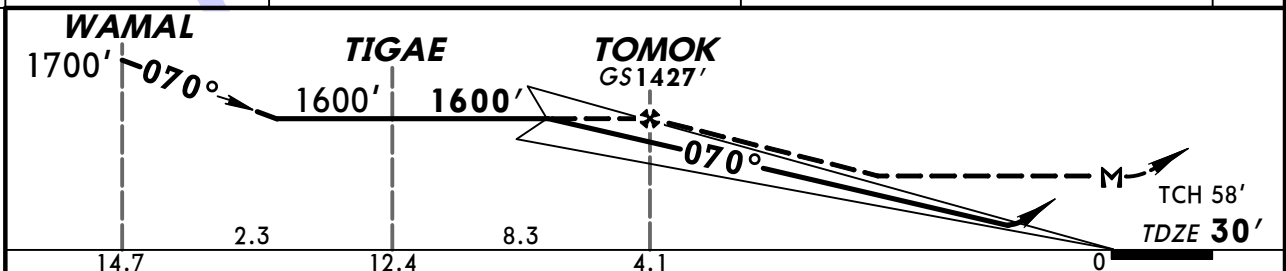
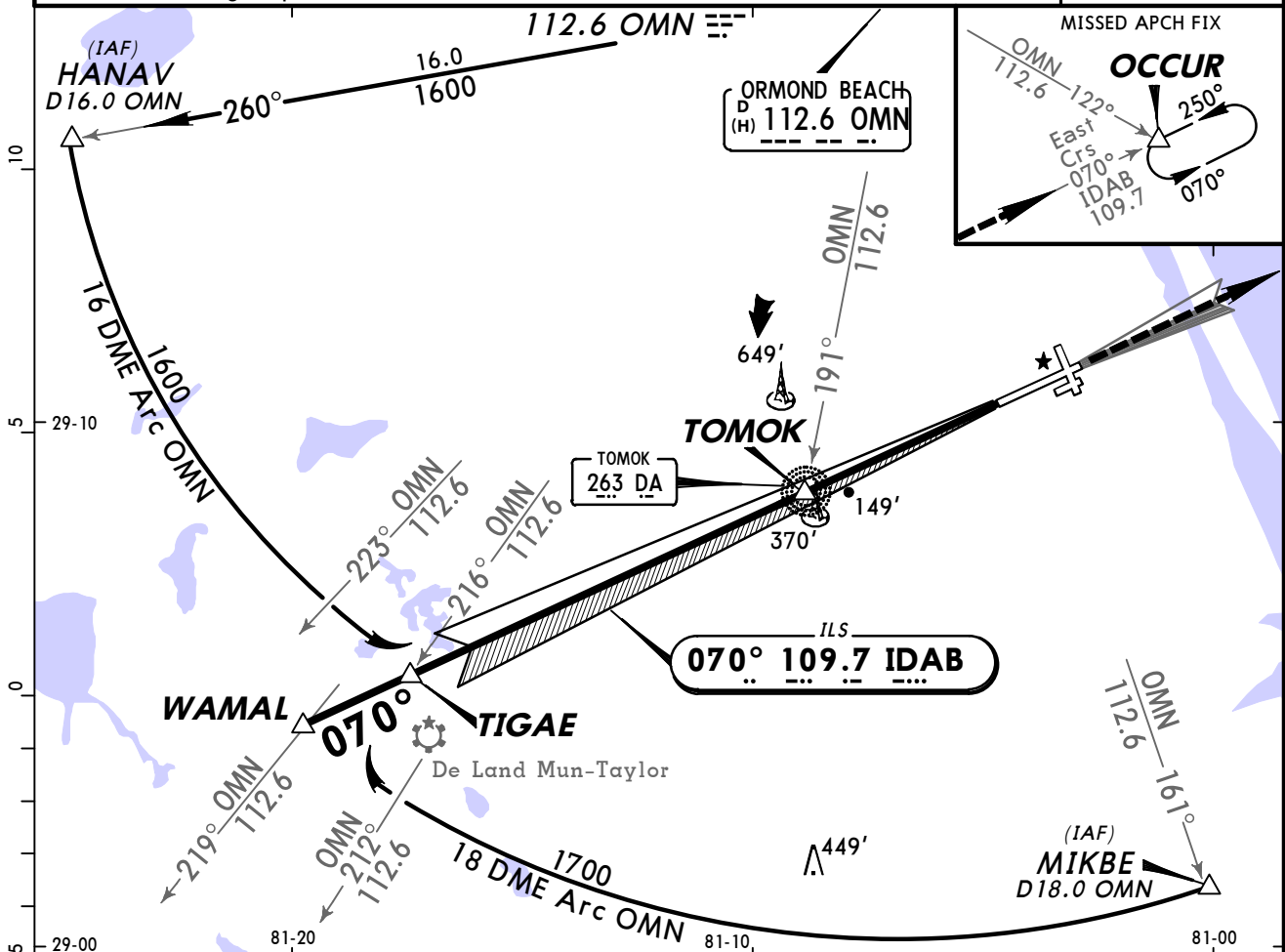
# KDAB/DAB DAYTONA BEACH INTL

20 JAN 12 **11-1**

DAYTONA BEACH, FLA  
ILS or LOC Rwy 7L

BRIEFING STRIP™

|                                                                             |                           |                                |                                              |                          |  |                                         |
|-----------------------------------------------------------------------------|---------------------------|--------------------------------|----------------------------------------------|--------------------------|--|-----------------------------------------|
| ATIS<br>120.05                                                              |                           | DAYTONA Approach (R)<br>125.72 |                                              | DAYTONA Tower<br>120.7   |  | Ground<br>121.9                         |
| LOC<br>IDAB<br>109.7                                                        | Final<br>Apch Crs<br>070° | GS<br>TOMOK<br>1427' (1397')   | ILS<br>DA(H)<br>(CONDITIONAL)<br>230' (200') | Apt Elev 34'<br>TDZE 30' |  | <div>2800'</div> <div>MSA OMN VOR</div> |
| MISSED APCH: Climb to 1600' via IDAB LOC EAST course to OCCUR INT and hold. |                           |                                |                                              |                          |  |                                         |
| Alt Set: INCHES                                                             |                           |                                |                                              |                          |  |                                         |



|               |       |      |      |      |      |      |      |  |  |  |
|---------------|-------|------|------|------|------|------|------|--|--|--|
| Gnd speed-Kts | 70    | 90   | 100  | 120  | 140  | 160  |      |  |  |  |
| GS            | 3.00° | 372  | 478  | 531  | 637  | 743  | 849  |  |  |  |
| TOMOK to MAP  | 4.1   | 3:31 | 2:44 | 2:28 | 2:03 | 1:45 | 1:32 |  |  |  |

| STRAIGHT-IN LANDING RWY 7L |               |                 |                    |          |         | CIRCLE-TO-LAND               |                     |                                     |  |
|----------------------------|---------------|-----------------|--------------------|----------|---------|------------------------------|---------------------|-------------------------------------|--|
| 1 ILS                      |               |                 | 2 LOC (GS out)     |          |         | With Local Altimeter Setting |                     | With Ormond Beach Altimeter Setting |  |
| DA(H) 230' (200')          |               |                 | MDA(H) 400' (370') |          |         | MDA(H)                       |                     | MDA(H)                              |  |
| FULL                       | TDZ or CL out | RAIL or ALS out |                    | RAIL out | ALS out | Max Kts                      |                     |                                     |  |
| A                          |               |                 |                    |          |         | 90                           | 540' (506') - 1     | 560' (526') - 1                     |  |
| B                          |               |                 |                    |          |         | 120                          | 540' (506') - 1 1/2 | 560' (526') - 1 1/2                 |  |
| C                          |               |                 |                    |          |         | 140                          | 540' (506') - 1 1/2 | 560' (526') - 1 1/2                 |  |
| D                          |               |                 |                    |          |         | 165                          | 620' (586') - 2     | 640' (606') - 2                     |  |

1 DA(H) 274' (244') with Ormond Beach altimeter setting.  
 2 MDA(H) 420' (390') with Ormond Beach altimeter setting.

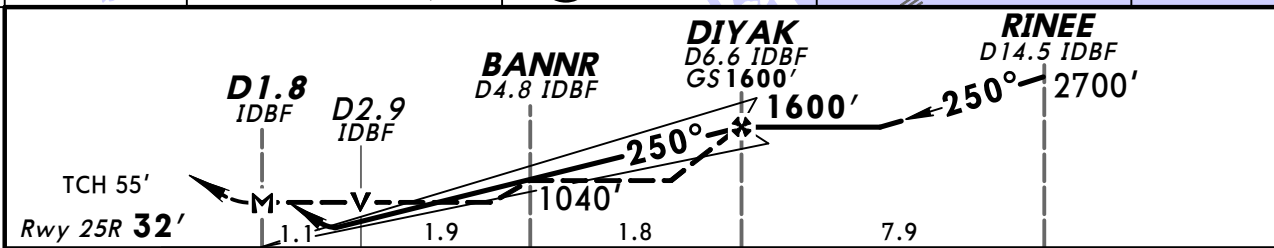
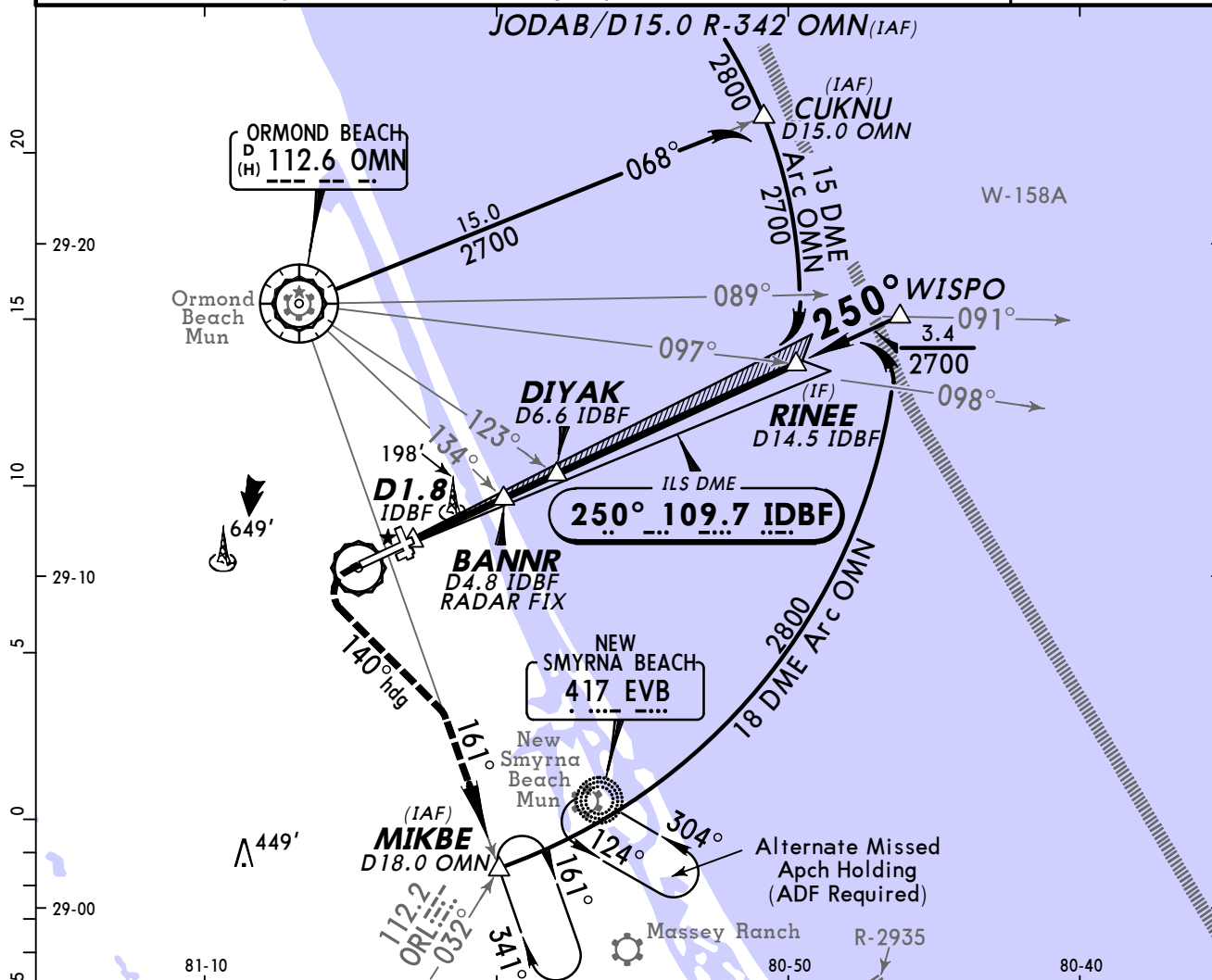
# KDAB/DAB DAYTONA BEACH INTL

JEPPesen  
20 JAN 12 (11-2)

DAYTONA BEACH, FLA  
ILS or LOC Rwy 25R

BRIEFING STRIP™

|                                                                                                                                                                           |                           |                                |                             |                             |  |                                         |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------|-----------------------------|-----------------------------|--|-----------------------------------------|--|
| ATIS<br>120.05                                                                                                                                                            |                           | DAYTONA Approach (R)<br>125.72 |                             | DAYTONA Tower<br>120.7      |  | Ground<br>121.9                         |  |
| LOC<br>IDBF<br>109.7                                                                                                                                                      | Final<br>Apch Crs<br>250° | GS<br>DIYAK<br>1600' (1568')   | ILS<br>DA(H)<br>232' (200') | Apt Elev 34'<br>Rwy 25R 32' |  | <div>2800'</div> <div>MSA OMN VOR</div> |  |
| MISSED APCH: Climb to 500' then climbing LEFT turn to 2800' on heading 140° and OMN VOR R-161 outbound to MIKBE INT/ D18.0 OMN and hold, or as directed by ATC.           |                           |                                |                             |                             |  |                                         |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. DME or RADAR required.    2. VGSI and ILS glidepath not coincident. |                           |                                |                             |                             |  |                                         |  |

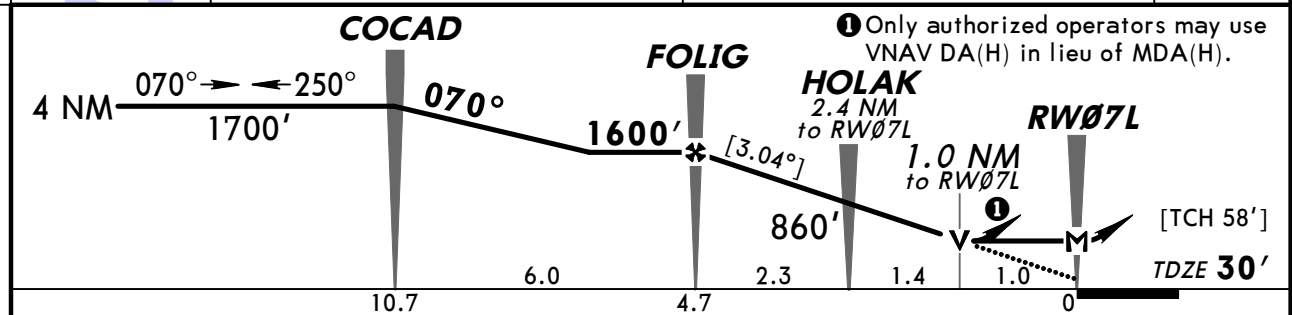
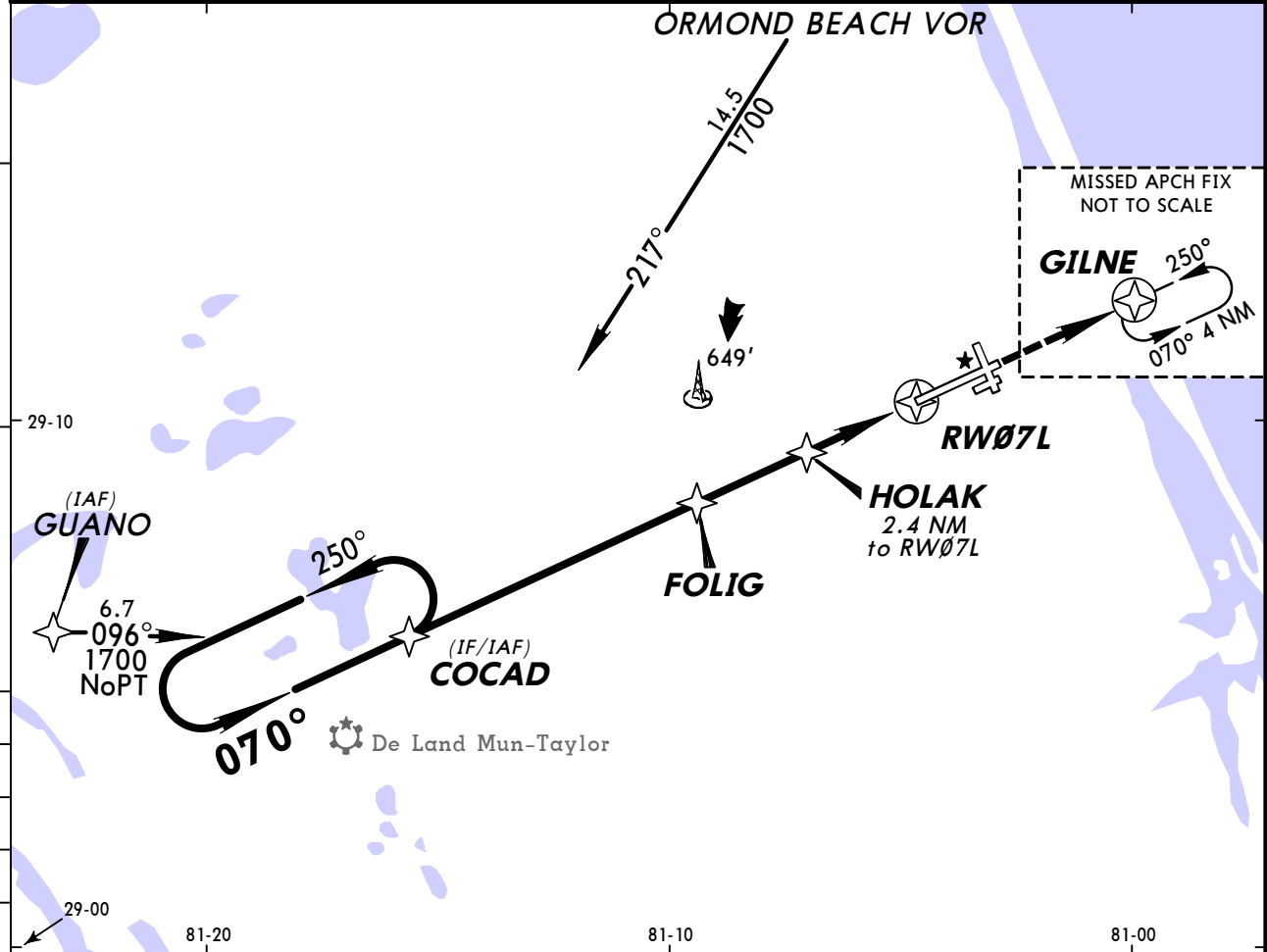


| Gnd speed-Kts                        | 70   | 90   | 100  | 120  | 140  | 160  | MALSR |      |                |
|--------------------------------------|------|------|------|------|------|------|-------|------|----------------|
| GS 3.00°                             | 372  | 478  | 531  | 637  | 743  | 849  | REIL  | 500' | 2800'          |
| MAP at D1.8 IDBF or DIYAK to MAP 4.8 | 4:07 | 3:12 | 2:53 | 2:24 | 2:03 | 1:48 | PAPI  | ↑    | LT on 140° hdg |

| TERPS             |        |                 |                    |         |          | STRAIGHT-IN LANDING RWY 25R |          |         |         | 1 CIRCLE-TO-LAND                        |                       |        |        |
|-------------------|--------|-----------------|--------------------|---------|----------|-----------------------------|----------|---------|---------|-----------------------------------------|-----------------------|--------|--------|
| ILS               |        |                 | LOC (GS out)       |         |          | 2 With BANNR                |          |         |         | Without BANNR                           |                       |        |        |
| DA(H) 232' (200') |        |                 | MDA(H) 440' (408') |         |          | MDA(H) 1040' (1008')        |          |         |         | Not Authorized at Night to Rwy 7R & 25L |                       |        |        |
| FULL              | CL out | RAIL or ALS out | RAIL out           | ALS out | RAIL out | ALS out                     | RAIL out | ALS out | Max Kts | MDA(H)                                  | MDA(H)                | MDA(H) | MDA(H) |
| A                 | 3/4    |                 | 1                  |         | 1 1/4    |                             | 1 1/2    |         | 90      | 540' (506') - 1                         | 1040' (1006') - 1 1/4 |        |        |
| B                 |        |                 |                    |         |          |                             |          |         | 120     | 540' (506') - 1 1/2                     | 1040' (1006') - 1 1/2 |        |        |
| C                 |        |                 |                    |         |          |                             |          |         | 140     | 540' (506') - 1 1/2                     | 1040' (1006') - 3     |        |        |
| D                 |        |                 |                    |         |          |                             |          |         | 165     | 620' (586') - 2                         | 1040' (1006') - 3     |        |        |

1 When VGSI inop, circling Rwy 34 not authorized at night. 2 Dual VOR receivers required or DME or RADAR required.  
 CHANGES: MALSR added. © JEPPesen, 2011, 2012. ALL RIGHTS RESERVED.

|                                                                                                                                                                                                  |                           |                                       |                               |                          |  |                                       |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-------------------------------|--------------------------|--|---------------------------------------|--|
| ATIS<br>120.05                                                                                                                                                                                   |                           | DAYTONA Approach (R)<br>125.72        |                               | DAYTONA Tower<br>120.7   |  | Ground<br>121.9                       |  |
| RNAV                                                                                                                                                                                             | Final<br>Apch Crs<br>070° | Minimum Alt<br>FOLIG<br>1600' (1570') | LNAV<br>MDA(H)<br>420' (390') | Apt Elev 34'<br>TDZE 30' |  | <div>2800'</div> <div>MSA RW07L</div> |  |
| MISSED APCH: Climb to 1600' direct GILNE and hold.                                                                                                                                               |                           |                                       |                               |                          |  |                                       |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters<br>not authorized. |                           |                                       |                               |                          |  |                                       |  |

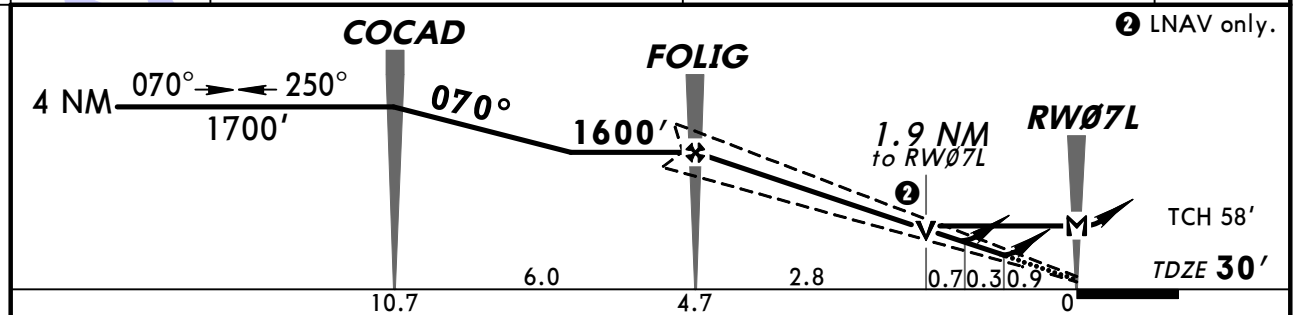
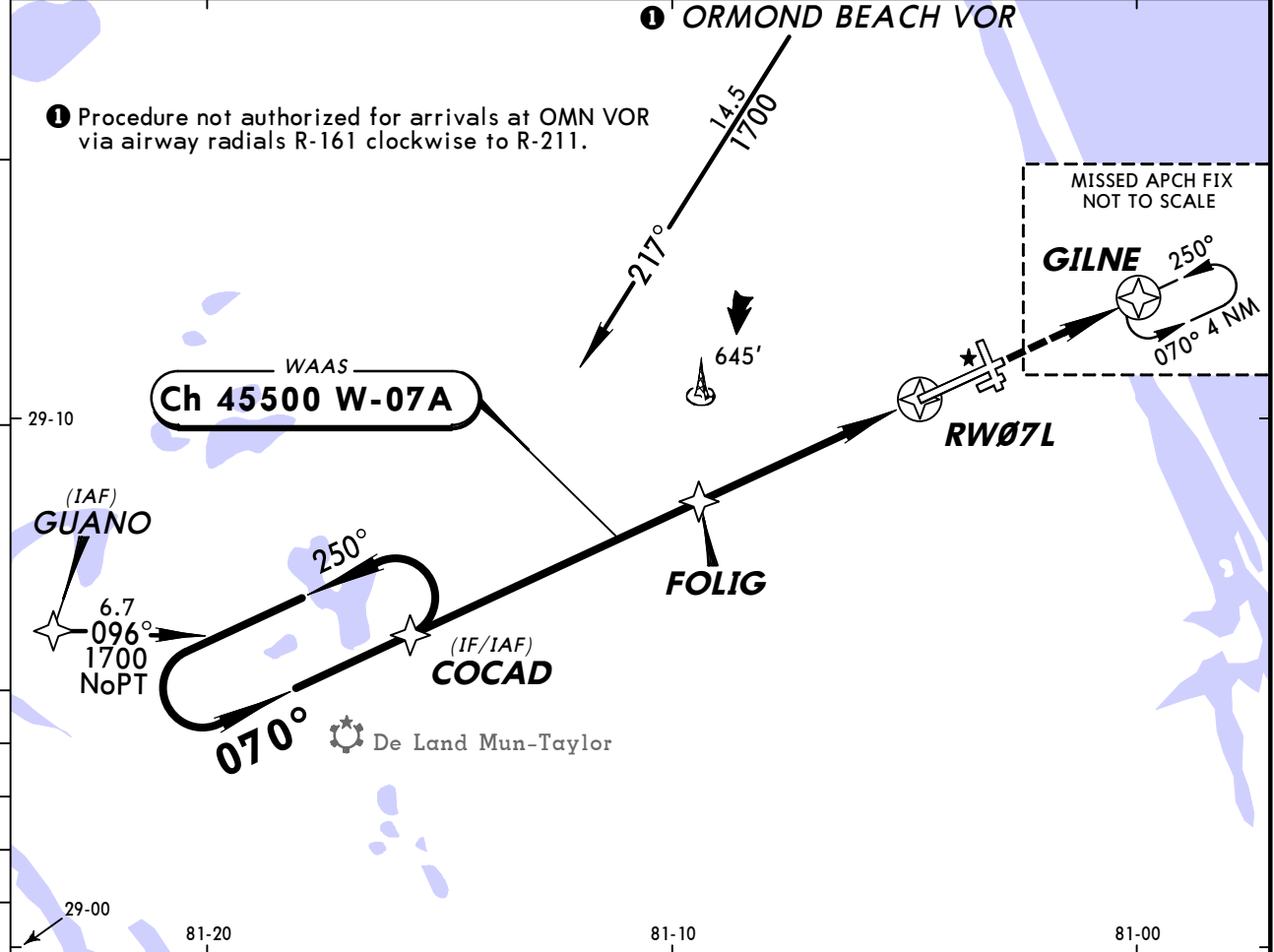


|                       |     |     |     |     |     |     |       |       |   |       |
|-----------------------|-----|-----|-----|-----|-----|-----|-------|-------|---|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | MALSR | 1600' | D | GILNE |
| Descent angle [3.04°] | 376 | 484 | 538 | 645 | 753 | 861 |       |       |   |       |
| MAP at RW07L          |     |     |     |     |     |     |       |       |   |       |

| STRAIGHT-IN LANDING RWY 7L |  |                 |  | CIRCLE-TO-LAND                         |                     |
|----------------------------|--|-----------------|--|----------------------------------------|---------------------|
| LNAV                       |  |                 |  | Not Authorized at Night to Rwy 7R, 25L |                     |
| MDA(H) <b>420'</b> (390')  |  |                 |  | MDA(H)                                 |                     |
| RAIL out                   |  | ALS out         |  | Max Kts                                |                     |
| RVR 40 or 3/4              |  | RVR 50 or 1     |  | 90                                     | 540' (506') - 1     |
|                            |  |                 |  | 120                                    |                     |
|                            |  |                 |  | 140                                    | 540' (506') - 1 1/2 |
| RVR 50 or 1                |  | RVR 60 or 1 1/4 |  | 165                                    | 620' (586') - 2     |



|                                                                                                                                                                                                                                                                                                               |                           |                                       |                             |                          |  |                                       |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------------|--------------------------|--|---------------------------------------|--|
| ATIS<br>120.05                                                                                                                                                                                                                                                                                                |                           | DAYTONA Approach (R)<br>125.72        |                             | DAYTONA Tower<br>120.7   |  | Ground<br>121.9                       |  |
| WAAS<br>Ch 45500<br>W-07A                                                                                                                                                                                                                                                                                     | Final<br>Apch Crs<br>070° | Minimum Alt<br>FOLIG<br>1600' (1570') | LPV<br>DA(H)<br>366' (336') | Apt Elev 34'<br>TDZE 30' |  | <div>3600'</div> <div>MSA RW07L</div> |  |
| MISSED APCH: Climb to 1600' direct GILNE and hold.                                                                                                                                                                                                                                                            |                           |                                       |                             |                          |  |                                       |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems,<br>LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F).<br>3. Visibility reduction by helicopters not authorized. |                           |                                       |                             |                          |  |                                       |  |



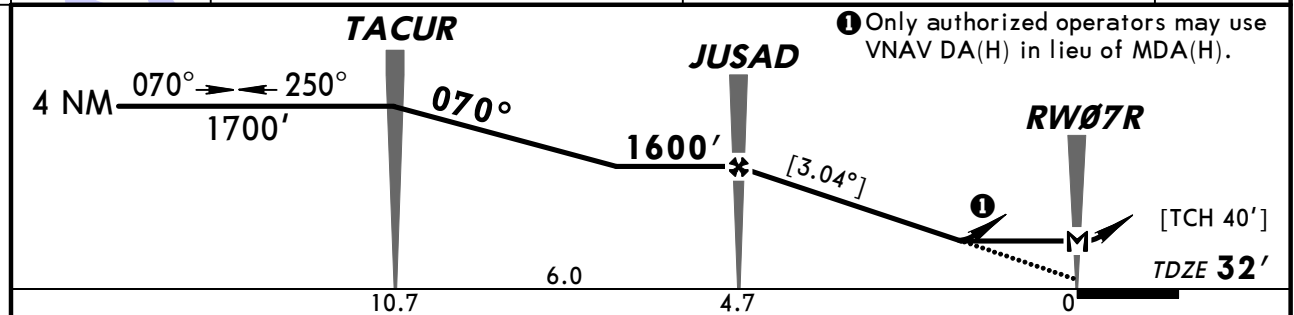
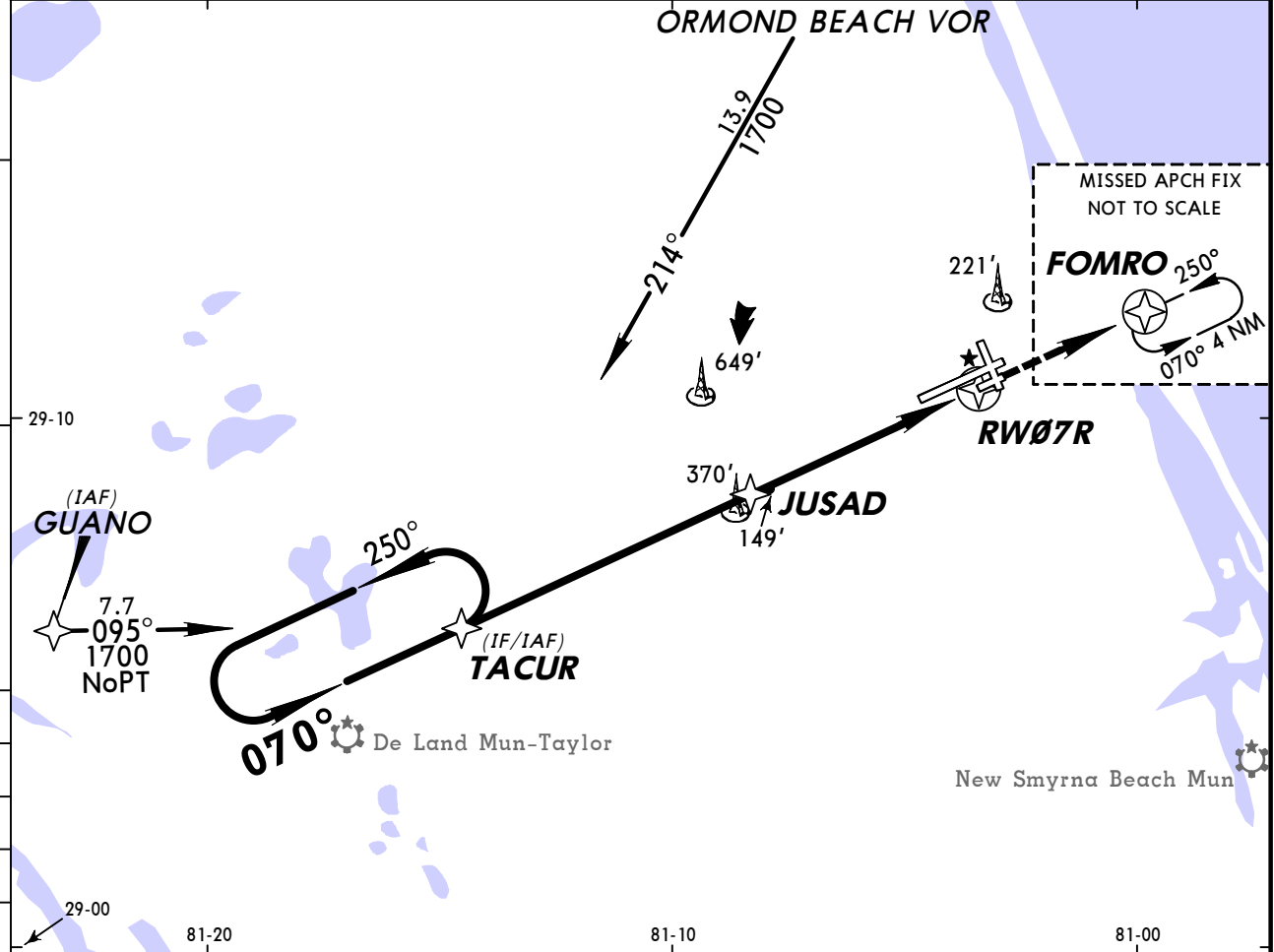
|                        |     |     |     |     |     |     |                                                                 |                               |
|------------------------|-----|-----|-----|-----|-----|-----|-----------------------------------------------------------------|-------------------------------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | <div>MALSR</div> <div>1600'</div> <div>→</div> <div>GILNE</div> | <div>→</div> <div>GILNE</div> |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                                                                 |                               |
| MAP at RW07L           |     |     |     |     |     |     |                                                                 |                               |

| STRAIGHT-IN LANDING RWY 7L      |               |                                       |             |                                   |                 | CIRCLE-TO-LAND<br>Not Authorized at Night to Rwys 7R, 25L |                     |
|---------------------------------|---------------|---------------------------------------|-------------|-----------------------------------|-----------------|-----------------------------------------------------------|---------------------|
| LPV<br>DA(H) <b>366'</b> (336') |               | LNAV/VNAV<br>DA(H) <b>480'</b> (450') |             | LNAV<br>MDA(H) <b>680'</b> (650') |                 | Max Kts                                                   | MDA(H)              |
| RAIL or ALS out                 |               | RAIL or ALS out                       |             | RAIL out                          | ALS out         |                                                           |                     |
| A                               |               |                                       |             |                                   |                 | 90                                                        | 680' (646') - 1     |
| B                               |               |                                       |             |                                   |                 | 120                                                       |                     |
| C                               | RVR 40 or 3/4 | RVR 60 or 1 1/4                       | RVR 50 or 1 | 1 1/2                             | RVR 60 or 1 1/4 | 140                                                       | 680' (646') - 1 3/4 |
| D                               |               |                                       |             |                                   | 1 1/2           | 165                                                       | 680' (646') - 2     |



DRILLING START

|                                                                                                                                                                                                                                            |                           |                                       |                               |               |          |                                       |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-------------------------------|---------------|----------|---------------------------------------|--|
| ATIS                                                                                                                                                                                                                                       |                           | DAYTONA Approach (R)                  |                               | DAYTONA Tower |          | Ground                                |  |
| 120.05                                                                                                                                                                                                                                     |                           | 125.72                                |                               | 120.7         |          | 121.9                                 |  |
| RNAV                                                                                                                                                                                                                                       | Final<br>Apch Crs<br>070° | Minimum Alt<br>JUSAD<br>1600' (1568') | LNAV<br>MDA(H)<br>480' (448') | Apt Elev 34'  | TDZE 32' | <div>2800'</div> <div>MSA RW07R</div> |  |
| MISSED APCH: Climb to 1600' direct FOMRO and hold.                                                                                                                                                                                         |                           |                                       |                               |               |          |                                       |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. DME/DME RNP-0.3 not authorized. 2. VGSI and descent angles not coincident.<br>3. Visibility reduction by helicopters not authorized. |                           |                                       |                               |               |          |                                       |  |

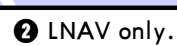


|                       |     |     |     |     |     |     |  |  |       |  |       |
|-----------------------|-----|-----|-----|-----|-----|-----|--|--|-------|--|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |  |  | 1600' |  | FOMRO |
| Descent angle [3.04°] | 376 | 484 | 538 | 645 | 753 | 861 |  |  |       |  |       |
| MAP at RW07R          |     |     |     |     |     |     |  |  |       |  |       |

| STRAIGHT-IN LANDING RWY 7R |    |  |  |  |  | CIRCLE-TO-LAND                     |                  |  |  |  |  |
|----------------------------|----|--|--|--|--|------------------------------------|------------------|--|--|--|--|
| LNAV                       |    |  |  |  |  | Not Authorized at Night to Rwy 25L |                  |  |  |  |  |
| MDA(H) <b>480'</b> (448')  |    |  |  |  |  | MDA(H)                             |                  |  |  |  |  |
| A                          | 1  |  |  |  |  | Max Kts 90                         | 540' (506') - 1  |  |  |  |  |
| B                          |    |  |  |  |  | 120                                |                  |  |  |  |  |
| C                          | 1¼ |  |  |  |  | 140                                | 540' (506') - 1½ |  |  |  |  |
| D                          | NA |  |  |  |  | D                                  | NA               |  |  |  |  |

**DAYTONA BEACH, FLA**  
**RNAV (GPS) Rwy 16**

**BRIEFING STRIP™**

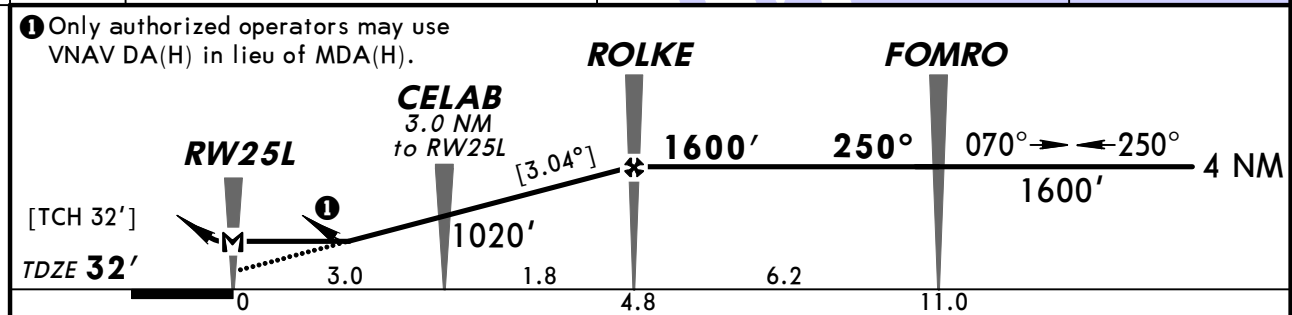
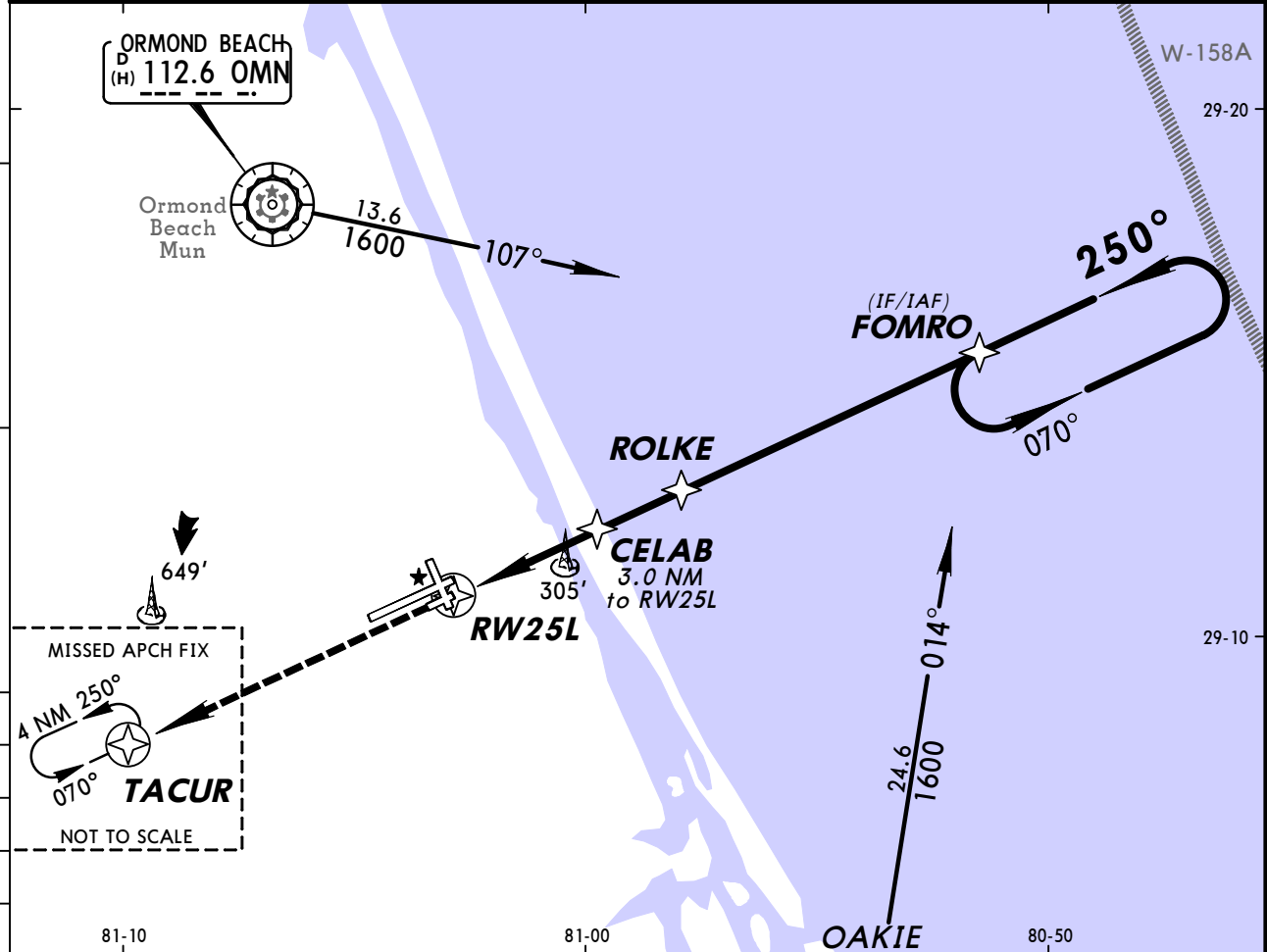


|                               |     |     |     |     |     |     |                                                                                                                                                                                                                                                                                           |
|-------------------------------|-----|-----|-----|-----|-----|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Gnd speed-Kts</i>          | 70  | 90  | 100 | 120 | 140 | 160 | <div style="display: flex; align-items: center; justify-content: center;"> <div style="text-align: center;"> REIL<br/>PAPI-L </div> <div style="margin: 0 10px;"> 1700'<br/>↑ </div> <div style="text-align: center;"> </div> <div style="margin-left: 10px;"> <b>KESLR</b> </div> </div> |
| <i>Glide Path Angle 3.00°</i> | 372 | 478 | 531 | 637 | 743 | 849 |                                                                                                                                                                                                                                                                                           |
|                               |     |     |     |     |     |     |                                                                                                                                                                                                                                                                                           |
| <i>MAP at RW16</i>            |     |     |     |     |     |     |                                                                                                                                                                                                                                                                                           |

**TERPS**  
**AMEND 1A**

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|                                                                                                                                                     |                           |                                       |                               |                        |          |                                       |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-------------------------------|------------------------|----------|---------------------------------------|--|
| ATIS<br>120.05                                                                                                                                      |                           | DAYTONA Approach (R)<br>125.72        |                               | DAYTONA Tower<br>120.7 |          | Ground<br>121.9                       |  |
| RNAV                                                                                                                                                | Final<br>Apch Crs<br>250° | Minimum Alt<br>ROLKE<br>1600' (1568') | LNAV<br>MDA(H)<br>560' (528') | Apt Elev 34'           | TDZE 32' | <div>2800'</div> <div>MSA RW25L</div> |  |
| MISSED APCH: Climb to 1700' direct TACUR and hold.                                                                                                  |                           |                                       |                               |                        |          |                                       |  |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. |                           |                                       |                               |                        |          |                                       |  |

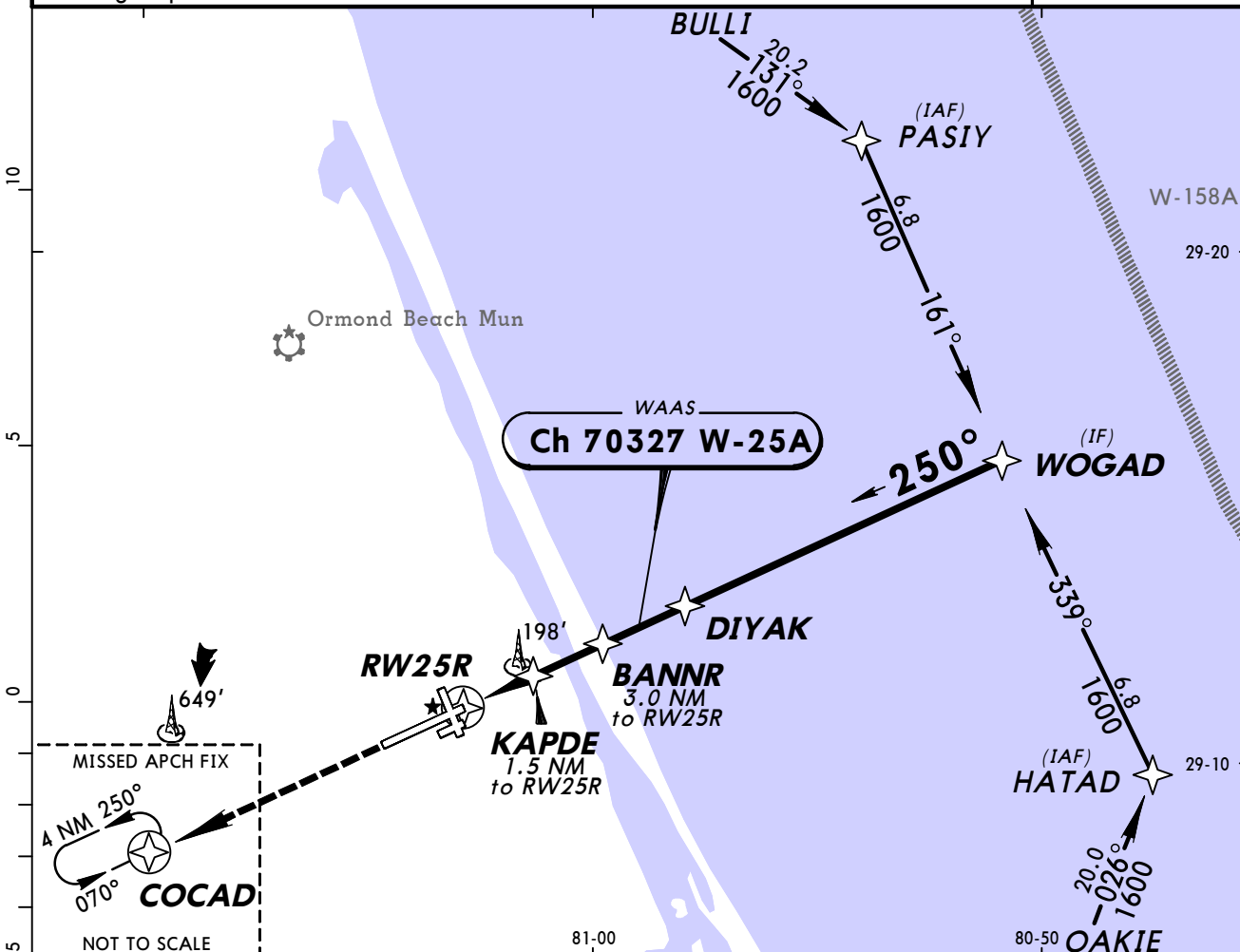


|                       |     |     |     |     |     |     |        |       |                                                                                     |                                                                                       |       |
|-----------------------|-----|-----|-----|-----|-----|-----|--------|-------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | PAPI-L | 1700' |  |  | TACUR |
| Descent Angle [3.04°] | 376 | 484 | 538 | 645 | 753 | 861 |        |       |                                                                                     |                                                                                       |       |
|                       |     |     |     |     |     |     |        |       |                                                                                     |                                                                                       |       |
| MAP at RW25L          |     |     |     |     |     |     |        |       |                                                                                     |                                                                                       |       |

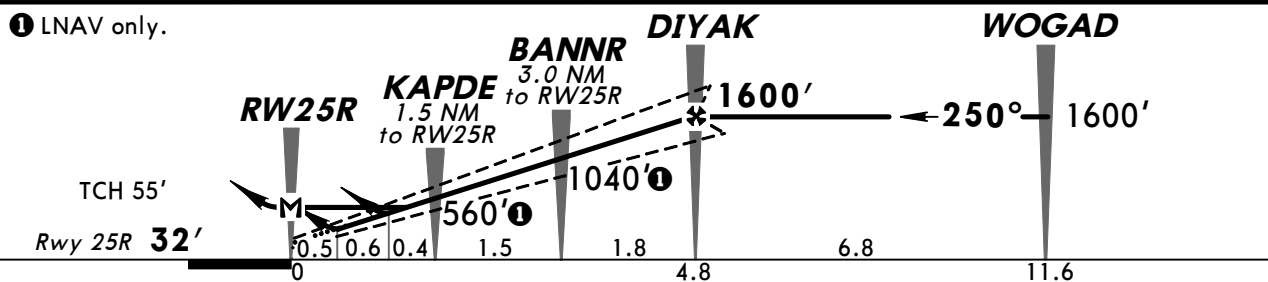
| STRAIGHT-IN LANDING RWY 25L |  |  |  |  |  | CIRCLE-TO-LAND |                  |
|-----------------------------|--|--|--|--|--|----------------|------------------|
| LNAV                        |  |  |  |  |  | Max Kts        | MDA(H)           |
| MDA(H) <b>560'</b> (528')   |  |  |  |  |  | 90             | 560' (526') - 1  |
|                             |  |  |  |  |  | 120            | 560' (526') - 1  |
|                             |  |  |  |  |  | 140            | 560' (526') - 1½ |
|                             |  |  |  |  |  | D              | NA               |

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                             |                                          |                                                            |                                            |                                                         |                                       |        |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------------------------------------|--------------------------------------------|---------------------------------------------------------|---------------------------------------|--------|--|
| ATIS                                                                                                                                                                                                                                                                                        |                                          | DAYTONA Approach (R)                                       |                                            | DAYTONA Tower                                           |                                       | Ground |  |
| 120.05                                                                                                                                                                                                                                                                                      |                                          | 125.72                                                     |                                            | 120.7                                                   |                                       | 121.9  |  |
| WAAS<br><b>Ch 70327</b><br><b>W-25A</b>                                                                                                                                                                                                                                                     | <i>Final<br/>Apch Crs</i><br><b>250°</b> | <i>Minimum Alt</i><br><b>DIYAK</b><br><b>1600'</b> (1568') | <i>LPV<br/>DA(H)</i><br><b>232'</b> (200') | <i>Apt Elev</i> <b>34'</b><br><i>Rwy 25R</i> <b>32'</b> | <div>2800'</div> <div>MSA RW25R</div> |        |  |
| <b>MISSED APCH: Climb to 1700' direct COCAD and hold.</b>                                                                                                                                                                                                                                   |                                          |                                                            |                                            |                                                         |                                       |        |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C (31°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. |                                          |                                                            |                                            |                                                         |                                       |        |  |



**1** LNAV only.



|                        |     |     |     |     |     |     |                                                           |       |                        |       |
|------------------------|-----|-----|-----|-----|-----|-----|-----------------------------------------------------------|-------|------------------------|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | <div><div>MALSR</div><div>REIL</div><div>PAPI</div></div> | 1700' | <div><div></div></div> | COCAD |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                                                           |       |                        |       |
| MAP at RW25R           |     |     |     |     |     |     |                                                           |       |                        |       |

| TERPS STRAIGHT-IN LANDING RWY 25R |                 |                          |                 |                           |          | <b>1</b> CIRCLE-TO-LAND                 |         |                    |
|-----------------------------------|-----------------|--------------------------|-----------------|---------------------------|----------|-----------------------------------------|---------|--------------------|
| LPV                               |                 | LNAV/VNAV                |                 | LNAV                      |          | Not Authorized at Night to Rwy 7R & 25L |         |                    |
| DA(H) <b>232'</b> (200')          |                 | DA(H) <b>451'</b> (419') |                 | MDA(H) <b>460'</b> (428') |          |                                         |         |                    |
|                                   | RAIL or ALS out |                          | RAIL or ALS out |                           | RAIL out | ALS out                                 | Max Kts | MDA(H)             |
| A                                 |                 |                          |                 |                           |          |                                         | 90      |                    |
| B                                 |                 |                          |                 |                           |          |                                         | 120     | 540' (506') -1     |
| C                                 | 3/4             |                          | 1 3/8           |                           | 1        |                                         | 140     | 540' (506') -1 1/2 |
| D                                 |                 |                          |                 |                           | 1 1/4    |                                         | 165     | 620' (586') -2     |

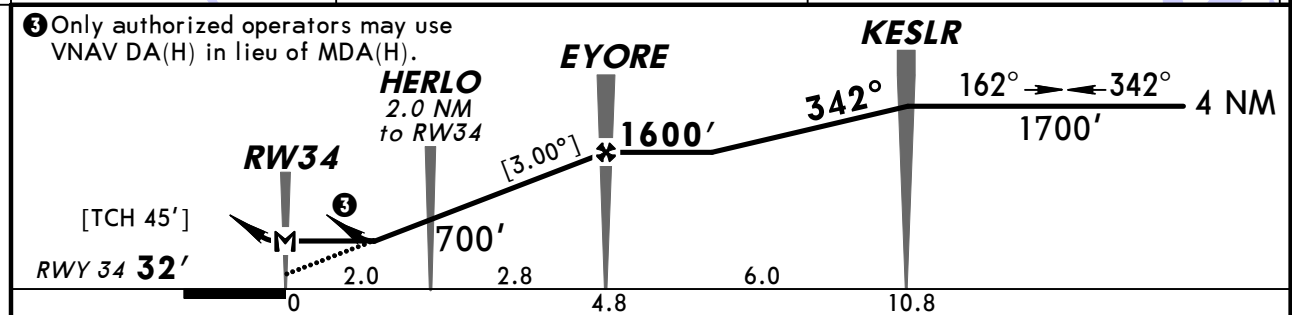
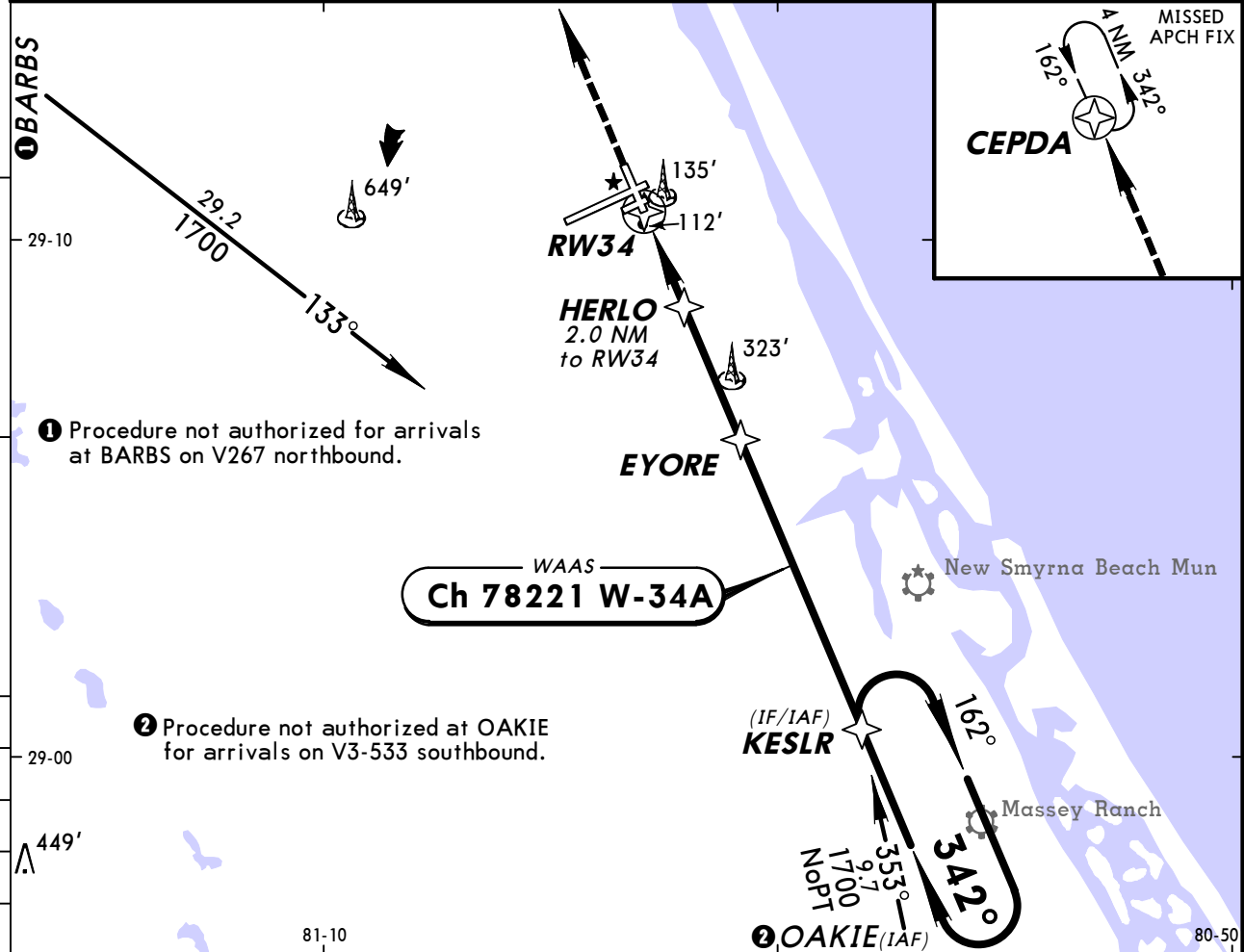
**1** When VGSI inop, Circling Rwy 34 not authorized at night.

CHANGES: MALSR added, circling note.

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TERPS AMEND 3 20 OCT 2011

|                                                                                                 |                           |                                       |                             |                            |                                      |                 |  |
|-------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------------|----------------------------|--------------------------------------|-----------------|--|
| ATIS<br>120.05                                                                                  |                           | DAYTONA Approach (R)<br>125.72        |                             | DAYTONA Tower<br>120.7     |                                      | Ground<br>121.9 |  |
| WAAS<br>Ch 78221<br>W-34A                                                                       | Final<br>Apch Crs<br>342° | Minimum Alt<br>EYORE<br>1600' (1568') | LP<br>MDA(H)<br>380' (348') | Apt Elev 34'<br>Rwy 34 32' | <div>2800'</div> <div>MSA RW34</div> |                 |  |
| MISSED APCH: Climb to 2000' direct CEPDA and hold.                                              |                           |                                       |                             |                            |                                      |                 |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000' |                           |                                       |                             |                            |                                      |                 |  |
| 1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.      |                           |                                       |                             |                            |                                      |                 |  |



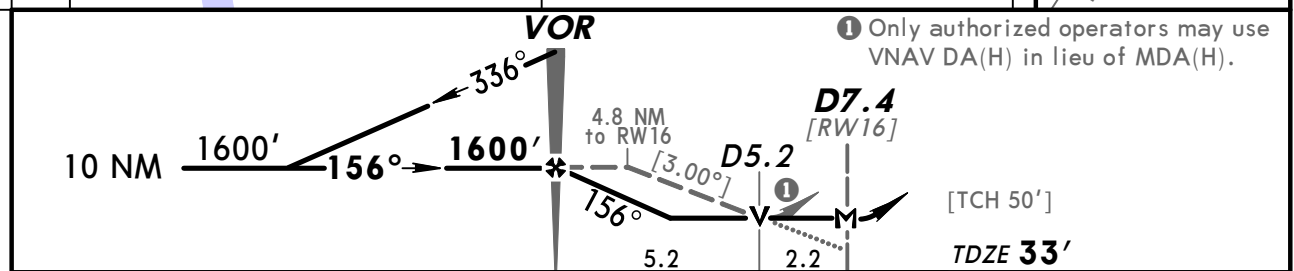
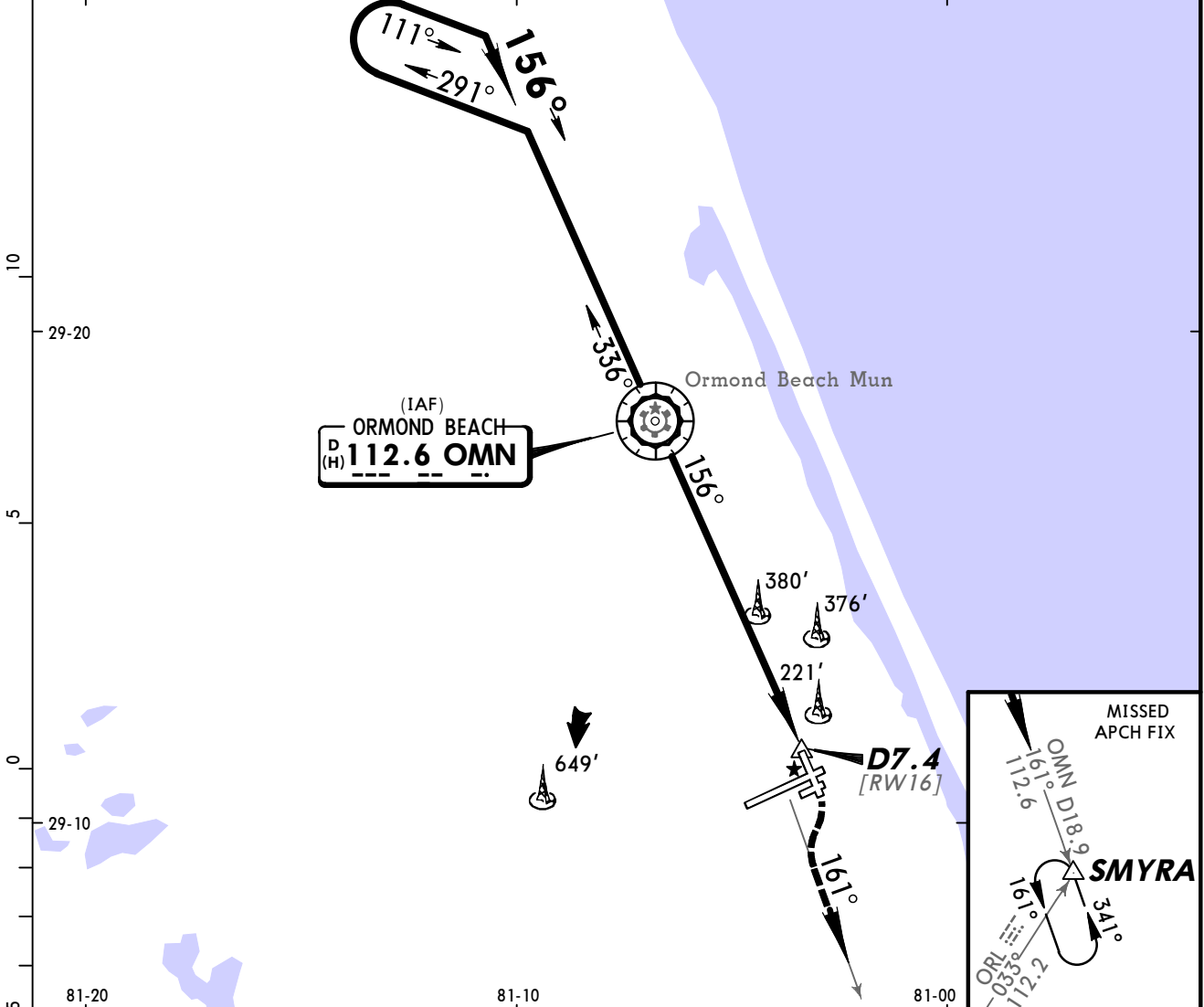
|                       |     |     |     |     |     |     |  |  |  |  |
|-----------------------|-----|-----|-----|-----|-----|-----|--|--|--|--|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |  |  |  |  |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |  |  |  |  |
| MAP at RW34           |     |     |     |     |     |     |  |  |  |  |

|                                     |   |  |                           |   |  |                                       |     |                         |  |
|-------------------------------------|---|--|---------------------------|---|--|---------------------------------------|-----|-------------------------|--|
| <b>1 STRAIGHT-IN LANDING RWY 34</b> |   |  |                           |   |  | <b>1 CIRCLE-TO-LAND</b>               |     |                         |  |
| LP                                  |   |  | LNAV                      |   |  | Not Authorized at Night to Rwy 7R-25L |     |                         |  |
| MDA(H) <b>380'</b> (348')           |   |  | MDA(H) <b>400'</b> (368') |   |  | Max Kts _____ MDA(H) _____            |     |                         |  |
| A                                   |   |  |                           |   |  |                                       | 90  | <b>540'</b> (506') - 1  |  |
| B                                   |   |  |                           |   |  |                                       | 120 |                         |  |
| C                                   | 1 |  |                           | 1 |  |                                       | 140 | <b>540'</b> (506') - 1½ |  |
| D                                   |   |  |                           |   |  |                                       | 165 | <b>620'</b> (586') - 2  |  |

**1** Not authorized at night when VGSI inop.

BRIEFING STRIP™

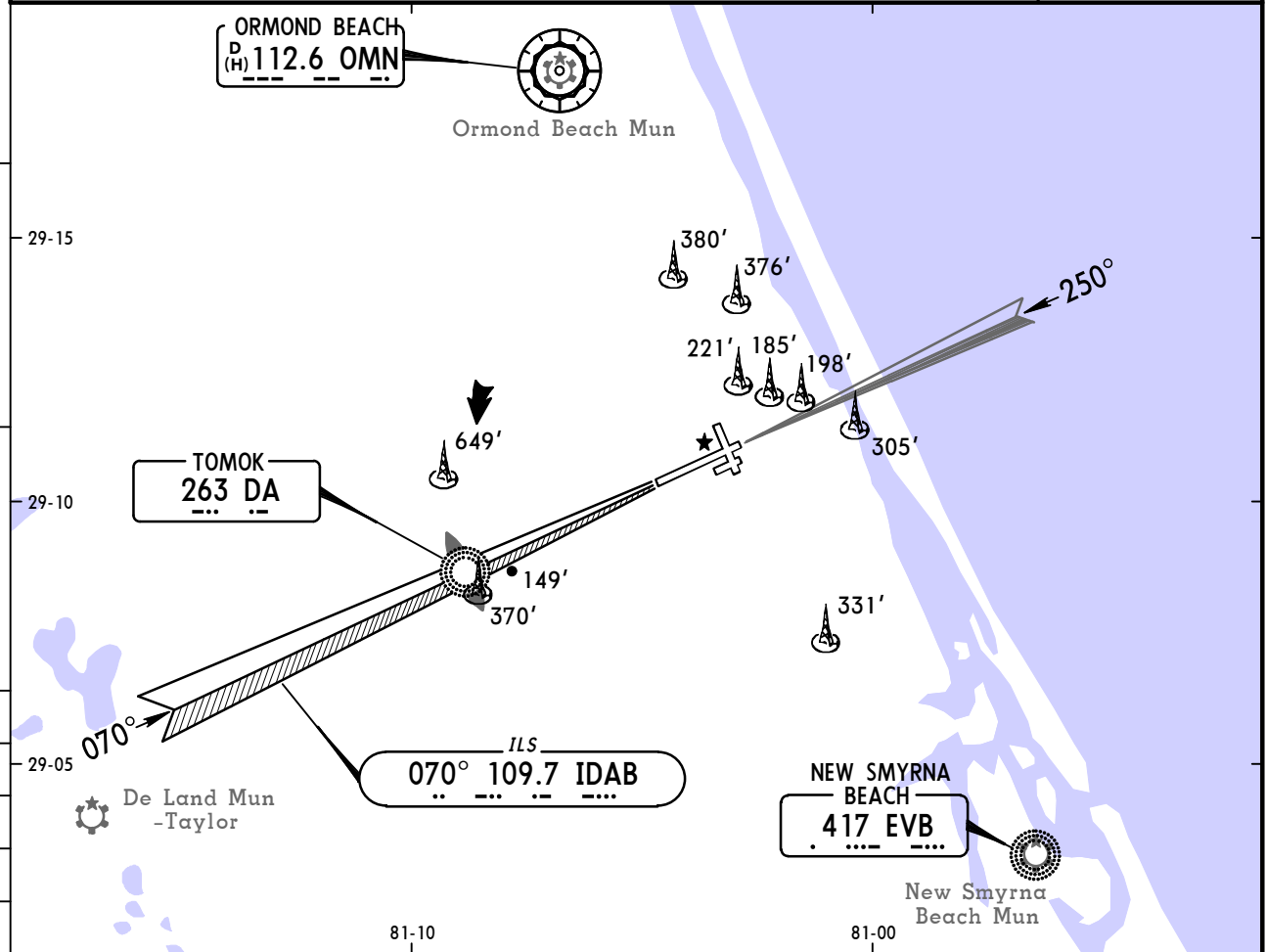
|                                                                               |                           |                                     |                       |                          |  |                  |  |
|-------------------------------------------------------------------------------|---------------------------|-------------------------------------|-----------------------|--------------------------|--|------------------|--|
| ATIS<br>120.05                                                                |                           | DAYTONA Approach (R)<br>125.72      |                       | DAYTONA Tower<br>120.7   |  | Ground<br>121.9  |  |
| VOR<br>OMN<br>112.6                                                           | Final<br>Apch Crs<br>156° | Minimum Alt<br>VOR<br>1600' (1567') | MDA(H)<br>760' (727') | Apt Elev 34'<br>TDZE 33' |  | <div>2800'</div> |  |
| MISSED APCH: Climb to 2000' outbound via OMN VOR R-161 to SMYRA INT and hold. |                           |                                     |                       |                          |  |                  |  |
| Alt Set: INCHES                                                               |                           | Trans level: FL 180                 |                       | Trans alt: 18000'        |  | MSA OMN VOR      |  |



|                              |     |      |      |      |      |      |                |       |       |       |
|------------------------------|-----|------|------|------|------|------|----------------|-------|-------|-------|
| Gnd speed-Kts                | 70  | 90   | 100  | 120  | 140  | 160  | REIL<br>PAPI-L | 2000' | OMN   | SMYRA |
| Descent angle [3.00°]        | 372 | 478  | 531  | 637  | 743  | 849  |                | ↑     | 112.6 |       |
| MAP at D7.4 or<br>VOR to MAP | 7.4 | 6:21 | 4:56 | 4:26 | 3:42 | 3:10 |                |       | R-161 |       |

| STRAIGHT-IN LANDING RWY 16 |       |  |  | CIRCLE-TO-LAND |                     |  |  |
|----------------------------|-------|--|--|----------------|---------------------|--|--|
| MDA(H) 760' (727')         |       |  |  | Max<br>Kts     | MDA(H)              |  |  |
| A                          | 1     |  |  | 90             | 760' (726') - 1     |  |  |
| B                          | 2     |  |  | 120            | 760' (726') - 2     |  |  |
| C                          | 2 1/4 |  |  | 140            | 760' (726') - 2 1/4 |  |  |
| D                          | 2 1/4 |  |  | 165            | 760' (726') - 2 1/4 |  |  |

|                           |                             |                                |                                |                                        |  |                                 |  |
|---------------------------|-----------------------------|--------------------------------|--------------------------------|----------------------------------------|--|---------------------------------|--|
| ATIS<br>120.05            |                             | DAYTONA Approach (R)<br>125.72 |                                | DAYTONA Tower<br>120.7                 |  | Ground<br>121.9                 |  |
| RADAR                     | Final<br>Apch Crs<br>By ATC | Minimum Alt<br>No FAF          | MDA(H)<br>Refer to<br>Minimums | Apt Elev <b>34'</b><br>TDZE -See below |  | <div>No MSA<br/>published</div> |  |
| Missed Approach-See Below |                             |                                |                                |                                        |  |                                 |  |
| Alt Set: INCHES           |                             | Trans level: FL 180            |                                | Trans alt: 18000'                      |  |                                 |  |



|                                                                                                                                                                                                                                          |                    |                      |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------------------|---------------------|
| <b>MISSED APPROACH:</b><br>Runways 7L & 16: Climb to 1000' then climbing LEFT turn to 1600' direct OMN VOR.<br>Runway 25R: Climb to 1000' then climbing RIGHT turn to 1600' direct OMN VOR.<br>Runway 34: Climb to 1600' direct OMN VOR. |                    |                      |                     |
| RWY 7L<br>TDZE 30'                                                                                                                                                                                                                       | RWY 16<br>TDZE 33' | RWYS 25R<br>TDZE 34' | RWYS 34<br>TDZE 34' |

|                                          |                                   |
|------------------------------------------|-----------------------------------|
| ASR Rwys 7L, 16, 25R, 34: MAP at Rwy Thr | Lighting - Refer to Airport Chart |
|------------------------------------------|-----------------------------------|

| STRAIGHT-IN LANDING          |               |                 |                              |                               |                              | CIRCLE-TO-LAND |                     |
|------------------------------|---------------|-----------------|------------------------------|-------------------------------|------------------------------|----------------|---------------------|
| ASR 7L<br>MDA(H) 480' (450') |               |                 | ASR 34<br>MDA(H) 580' (546') | ASR 25R<br>MDA(H) 620' (586') | ASR 16<br>MDA(H) 640' (607') | Max Kts        | MDA(H)              |
| RAIL out                     |               |                 | ALS out                      |                               |                              | 90             | 640' (606') - 1     |
| RVR 40 or 3/4                |               |                 | RVR 50 or 1                  |                               |                              | 120            |                     |
| C                            | RVR 40 or 3/4 | RVR 60 or 1 1/4 |                              | 1 1/2                         | 1 1/2                        | 140            | 640' (606') - 1 3/4 |
| D                            | RVR 50 or 1   | 1 1/2           |                              | 1 3/4                         | 1 3/4                        | 165            | 640' (606') - 2     |

## General Information

Location: Panama City FL USA  
IATA Code: ECP  
Lat/Long: N30° 21.5' W085° 47.7'  
Elevation: 69 ft

Airport Use: Public  
Magnetic Variation: 3.2°W  
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL), Jet A  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1212 Z  
Sunset: 2340 Z,

## Runway Information

Runway: 16  
Length x Width: 10000 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 69 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34  
Length x Width: 10000 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 62 ft  
Lighting: Edge, Centerline, REIL

## Communication Information

ATIS 119.975  
ASOS 119.975  
Panama City Tower 118.95 CTAF  
Panama City Ground Control 121.65  
Tyndall Approach Approach Control 124.15 (91°-270°) At or above 5000 ft Initial Contact  
Tyndall Approach Approach Control 125.2 (271°-90°) At or above 5000 ft  
Tyndall Departure Departure Control 124.15 (91°-270°) At or above 5000 ft Initial Contact  
Tyndall Departure Departure Control 125.2 (271°-90°) At or above 5000 ft  
Jacksonville Center 120.825 Remote Communications Air-Ground

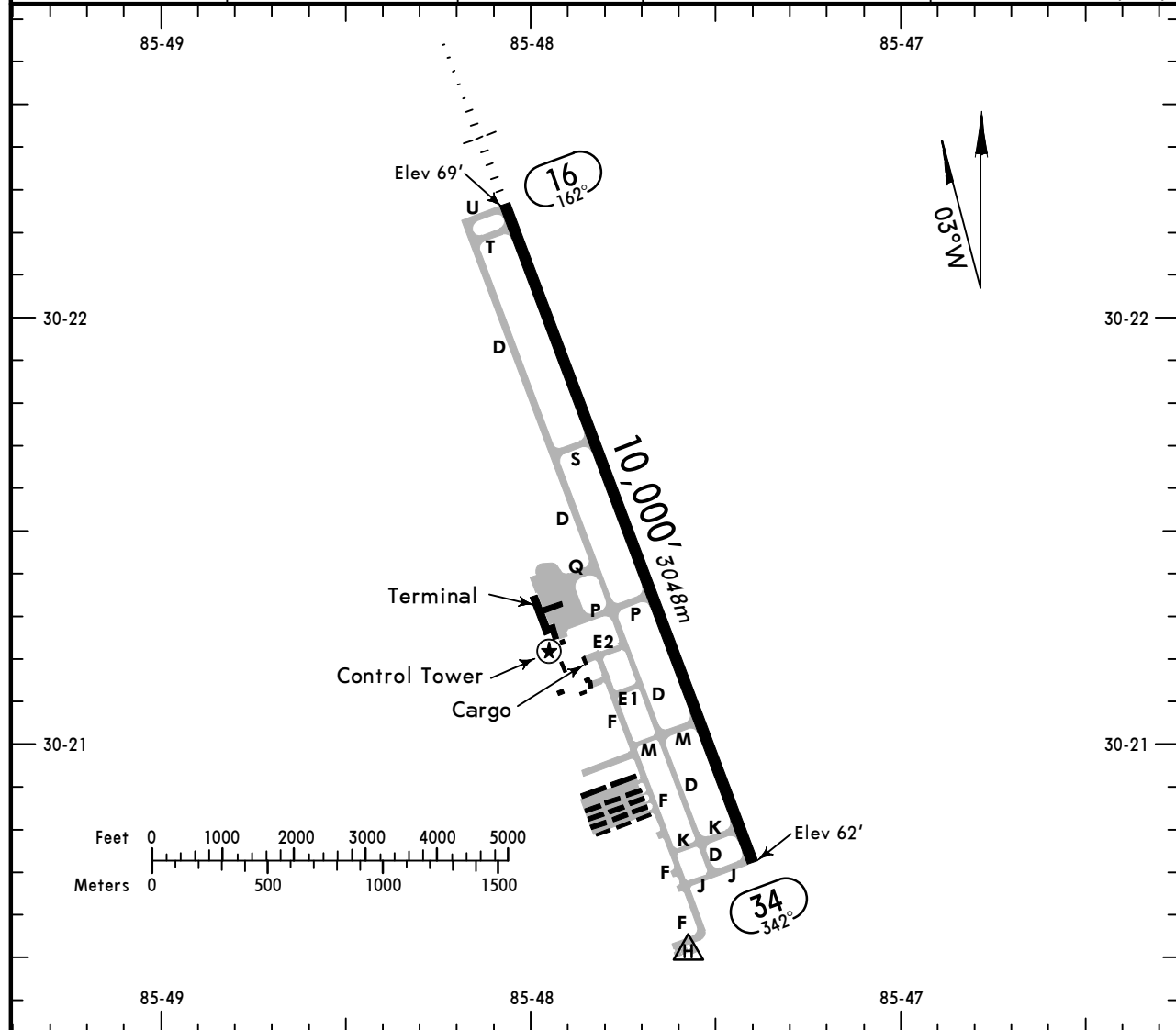


Apt Elev **69'**

1 APR 11 (11-1)

N30 21.5 W085 47.7

| ATIS<br>(ASOS when Twr Inop) | *PANAMA CITY Ground | *Tower             | *TYNDALL Departure (R) |              | JAX Center                   |
|------------------------------|---------------------|--------------------|------------------------|--------------|------------------------------|
| <b>119.97</b>                | <b>121.65</b>       | CTAF <b>118.95</b> | Below 5000'            | Above 5000'  | <b>120.82</b> when Dep inop. |
|                              |                     |                    | <b>119.1</b>           | <b>125.2</b> |                              |



## ADDITIONAL RUNWAY INFORMATION

| RWY |                                                | USABLE LENGTHS |                               |                   |              |       |
|-----|------------------------------------------------|----------------|-------------------------------|-------------------|--------------|-------|
|     |                                                | Threshold      | LANDING BEYOND<br>Glide Slope | LAHSO<br>Distance | TAKE-<br>OFF | WIDTH |
| 3   | ① 21                                           |                |                               |                   |              |       |
| 16  | HIRL CL MALSR TDZ PAPI-L (angle 2.83°) grooved |                | 8930'2722m                    |                   |              | 150'  |
| 34  | HIRL CL REIL PAPI-L (angle 2.83°) grooved      |                |                               |                   |              | 46m   |
|     |                                                |                |                               |                   |              |       |

① Under construction.

| TAKE-OFF         |                |                                       |            | FOR FILING AS ALTERNATE                         |       |       |       |
|------------------|----------------|---------------------------------------|------------|-------------------------------------------------|-------|-------|-------|
| Rwys 16, 34      |                |                                       | Rwys 3, 21 | Authorized Only When<br>Local Weather Available |       |       |       |
| Adequate Vis Ref | STD            | Authorized Only<br>When Twr Operating |            | RNAV (GPS) Rwy 16<br>RNAV (GPS) Rwy 34          |       |       |       |
| ILS Rwy 16       | LOC DME Rwy 16 |                                       |            |                                                 |       |       |       |
| 1 & 2<br>Eng     | 1/4            | 1                                     | NA         | A                                               | 600-2 | 800-2 | 800-2 |
| 3 & 4<br>Eng     |                | 1/2                                   |            | B                                               |       |       |       |
|                  |                |                                       | C          |                                                 |       |       |       |
|                  |                |                                       | D          |                                                 |       |       |       |

# KECP/ECP NORTHWEST FLORIDA BEACHES INTL

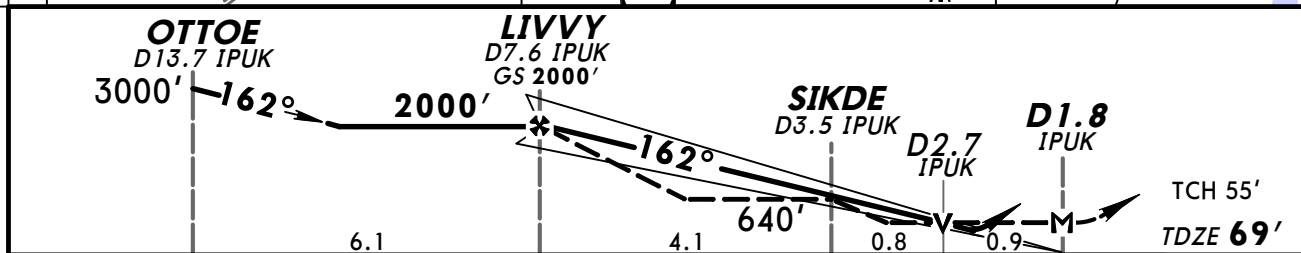
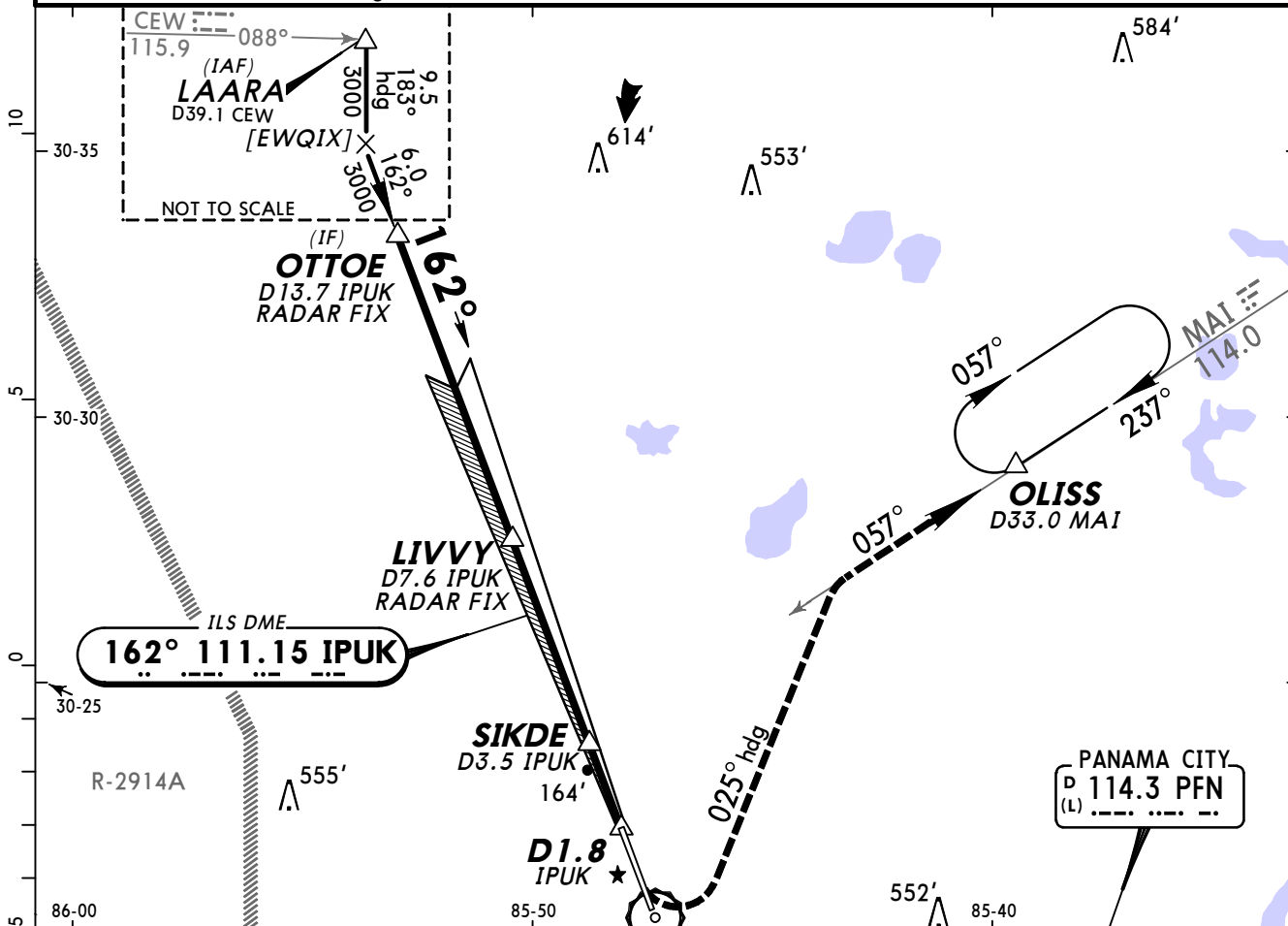
JEPPesen

1 APR 11 (11-1)

# PANAMA CITY, FLA ILS or LOC DME Rwy 16

BRIEFING STRIP

|                                                                                                                                                                                                                                                                                                              |                                                                               |                                            |                                                     |                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|--------------------------------------------|-----------------------------------------------------|----------------------------------------|
| ATIS<br>(ASOS when Twr Inop)<br><b>119.97</b>                                                                                                                                                                                                                                                                | *TYNDALL Approach (R)<br>Below 5000' <b>119.1</b><br>Above 5000' <b>125.2</b> | JAX Center<br><b>120.82</b> when App inop. | *PANAMA CITY Tower<br><b>CTAF 118.95</b>            | *Ground<br><b>121.65</b>               |
| LOC<br>IPUK<br><b>111.15</b>                                                                                                                                                                                                                                                                                 | Final<br>Apch Crs<br><b>162°</b>                                              | GS<br>LIVVY<br><b>2000'</b> (1931')        | ILS<br>DA(H)<br>(CONDITIONAL)<br><b>269'</b> (200') | Apt Elev <b>69'</b><br>TDZE <b>69'</b> |
| <b>MISSED APCH:</b> Climb to 600' then climbing LEFT turn to 4000' on heading 025° and inbound MAI VOR R-237 to OLISS/D33.0 MAI and hold, continue climb-in-hold to 4000'.                                                                                                                                   |                                                                               |                                            |                                                     |                                        |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br><b>1. DME required.</b> 2. Use local altimeter setting; if not received, use Destin altimeter setting. 3. Use IPUK DME when on the localizer course. 4. VGSI and ILS glidepath not coincident. 5. VDP not authorized with Destin altimeter setting. |                                                                               |                                            |                                                     |                                        |



|                  |       |     |     |     |     |     |       |      |       |      |       |
|------------------|-------|-----|-----|-----|-----|-----|-------|------|-------|------|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | MALSR | 600' | 4000' | 025° | MAI   |
| GS               | 3.00° | 377 | 484 | 538 | 646 | 753 | PAPI  | ↑    | ←     | on   | 114.0 |
| MAP at D1.8 IPUK |       |     |     |     |     |     |       |      |       | hdg  | R-237 |

| STRAIGHT-IN LANDING RWY16 |                 |                    |         |                    |         |         |     | CIRCLE-TO-LAND               |  |                               |  |
|---------------------------|-----------------|--------------------|---------|--------------------|---------|---------|-----|------------------------------|--|-------------------------------|--|
| 1 ILS                     |                 |                    |         | LOC (GS out)       |         |         |     | With Local Altimeter Setting |  | With Destin Altimeter Setting |  |
| DA(H) 269' (200')         |                 | MDA(H) 420' (351') |         | MDA(H) 520' (451') |         | Max Kts |     | MDA(H)                       |  | MDA(H)                        |  |
| FULL                      | RAIL or ALS out | RAIL out           | ALS out | RAIL out           | ALS out | 90      | 120 | 520' (451') - 1              |  | 620' (551') - 1               |  |
| A                         |                 |                    |         |                    |         |         |     |                              |  |                               |  |
| B                         |                 |                    |         |                    |         |         |     |                              |  |                               |  |
| C                         | 1/2             | 3/4                | 1       | 1/2                | 3/4     | 1       | 140 | 520' (451') - 1 1/2          |  | 620' (551') - 1 1/2           |  |
| D                         |                 |                    |         |                    |         |         | 165 | 620' (551') - 2              |  | 720' (651') - 2               |  |

1 DA(H) 357' (288') with Destin altimeter setting. 2 VIS 1 with Destin altimeter setting.

CHANGES: Minimums. © JEPPesen, 2010, 2011. ALL RIGHTS RESERVED.

TERPS AMEND OC 7 APR 2011

BRIEFING STRIP™

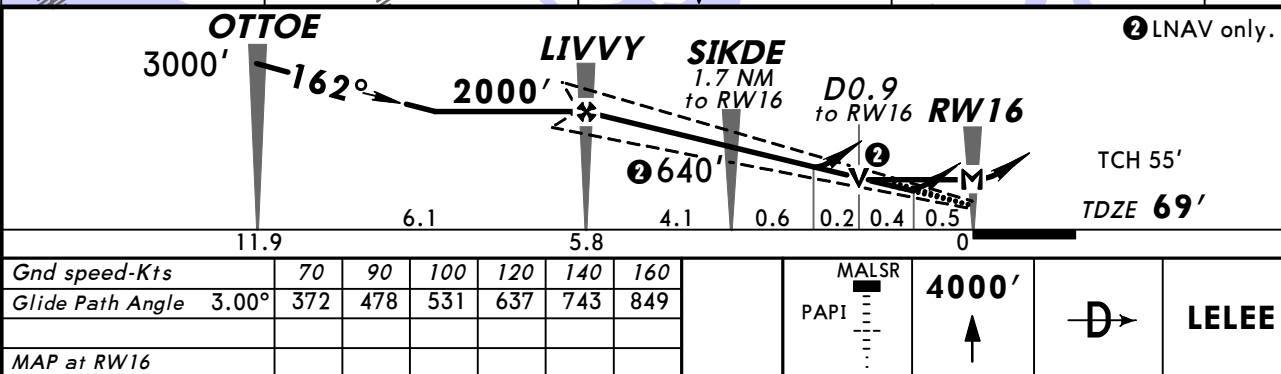
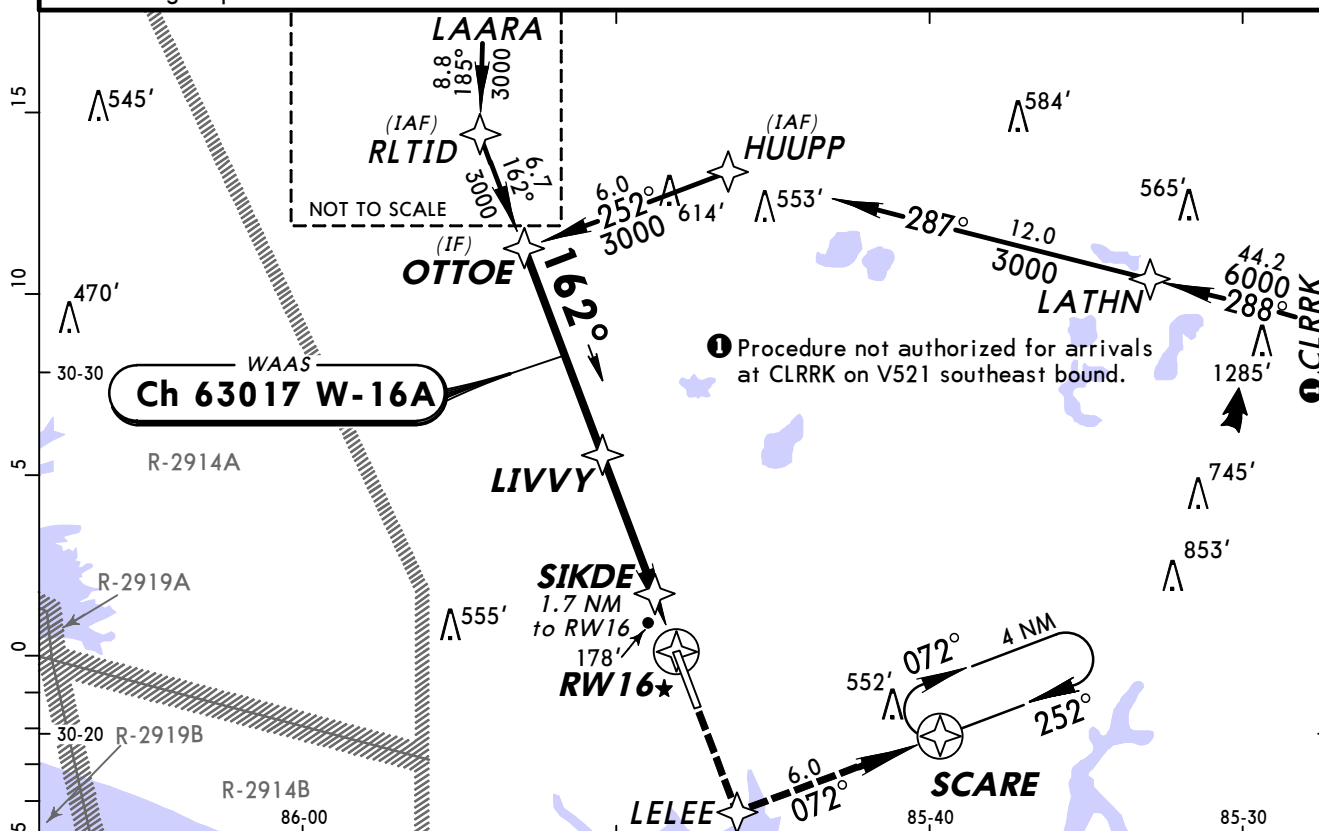
|                                                                                                                                    |                                                      |                                                     |                                                     |                                          |                          |
|------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|------------------------------------------|--------------------------|
| ATIS<br>(ASOS when Twr Inop)<br><b>119.97</b>                                                                                      | *TYNDALL Approach (R)<br>Below 5000'<br><b>119.1</b> | Above 5000'<br><b>125.2</b>                         | JAX Center<br><b>120.82</b> when App inop.          | *PANAMA CITY Tower<br><b>CTAF 118.95</b> | *Ground<br><b>121.65</b> |
| WAAS<br><b>Ch 63017</b><br><b>W-16A</b>                                                                                            | Final<br>Apch Crs<br><b>162°</b>                     | Minimum Alt<br><b>LIVVY</b><br><b>2000'</b> (1931') | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>269'</b> (200') | Apt Elev <b>69'</b><br><b>TDZE 69'</b>   | 2600'<br>MSA RW16        |
| <b>MISSED APCH:</b> Climb to 4000' direct LELEE and LEFT turn on track<br>072° to SCARE and hold, continue climb-in-hold to 4000'. |                                                      |                                                     |                                                     |                                          |                          |

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Destin altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Destin altimeter setting. 5. VGSI and RNAV glidepath not coincident.



| STRAIGHT-IN LANDING RWY 16<br>With Local Altimeter Setting |     |                                       |       |                                   |     |         | CIRCLE-TO-LAND<br>With Local Altimeter Setting |  |                     |
|------------------------------------------------------------|-----|---------------------------------------|-------|-----------------------------------|-----|---------|------------------------------------------------|--|---------------------|
| LPV<br>DA(H) <b>269'</b> (200')                            |     | LNAV/VNAV<br>DA(H) <b>478'</b> (409') |       | LNAV<br>MDA(H) <b>440'</b> (371') |     |         | Max Kts                                        |  |                     |
| RAIL or ALS out                                            |     | RAIL or ALS out                       |       | RAIL out                          |     | ALS out |                                                |  | MDA(H)              |
| A                                                          |     |                                       |       |                                   |     |         | 90                                             |  | 520' (451') - 1     |
| B                                                          | 1/2 | 1                                     | 1     | 1/2                               | 1/2 | 3/4     | 120                                            |  | 520' (451') - 1 1/2 |
| C                                                          |     |                                       |       |                                   |     |         | 140                                            |  | 520' (451') - 1 1/2 |
| D                                                          |     |                                       |       |                                   | 1   | 1 1/4   | 165                                            |  | 620' (551') - 2     |
| With Destin Altimeter Setting                              |     |                                       |       |                                   |     |         | With Destin Altimeter Setting                  |  |                     |
| LPV<br>DA(H) <b>357'</b> (288')                            |     | LNAV/VNAV<br>DA(H) <b>566'</b> (497') |       | LNAV<br>MDA(H) <b>540'</b> (471') |     |         | Max Kts                                        |  |                     |
| RAIL or ALS out                                            |     | RAIL or ALS out                       |       | RAIL out                          |     | ALS out |                                                |  | MDA(H)              |
| A                                                          |     |                                       |       |                                   |     |         | 90                                             |  | 620' (551') - 1     |
| B                                                          | 1/2 | 1                                     | 1 1/4 | 1 3/4                             | 1/2 | 3/4     | 120                                            |  | 620' (551') - 1     |
| C                                                          |     |                                       |       |                                   | 3/4 | 1 1/4   | 140                                            |  | 620' (551') - 1 1/2 |
| D                                                          |     |                                       |       |                                   | 1   | 1 1/2   | 165                                            |  | 720' (651') - 2     |

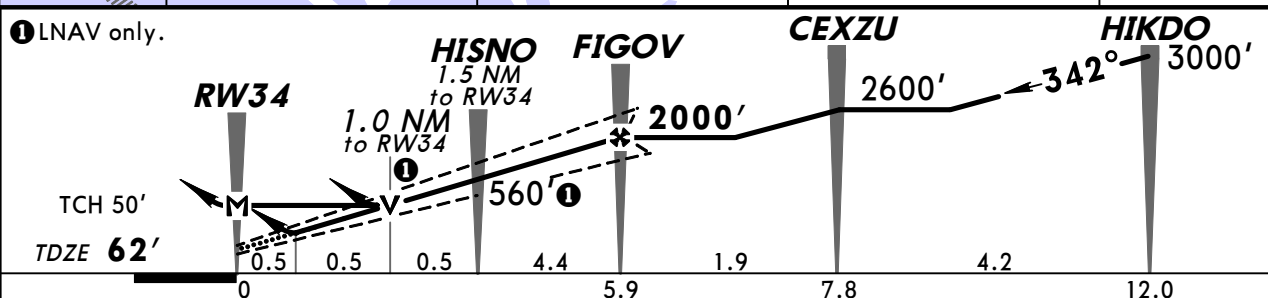
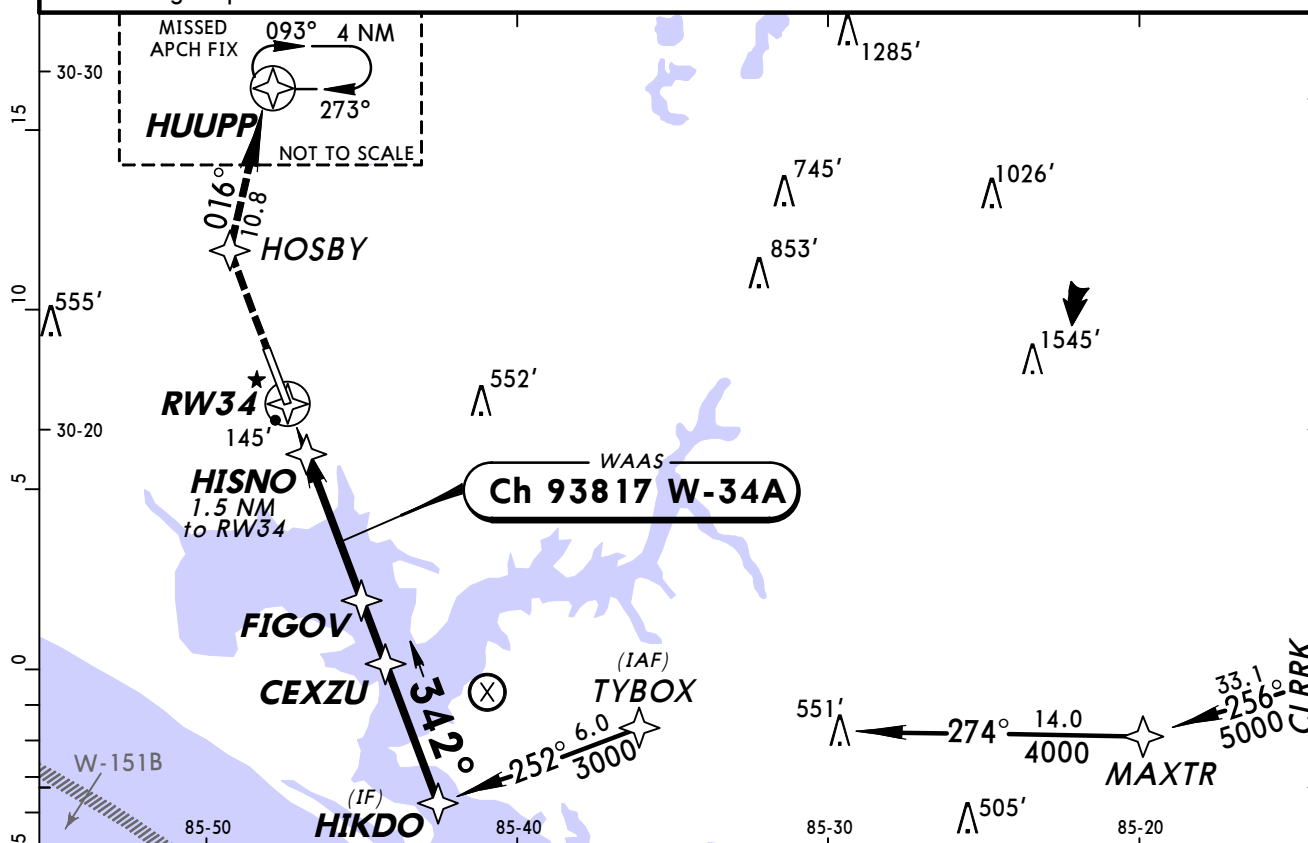
CHANGES: Circling note removed.

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TERPS AMEND OC 5 MAY 2011

|                                                                                                                       |                                                      |                                                     |                                                     |                                          |                          |
|-----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|------------------------------------------|--------------------------|
| ATIS<br>(ASOS when Twr Inop)<br><b>119.97</b>                                                                         | *TYNDALL Approach (R)<br>Below 5000'<br><b>119.1</b> | Above 5000'<br><b>125.2</b>                         | JAX Center<br><b>120.82</b> when App inop.          | *PANAMA CITY Tower<br><b>CTAF 118.95</b> | *Ground<br><b>121.65</b> |
| WAAS<br><b>Ch 93817</b><br><b>W-34A</b>                                                                               | Final<br>Apch Crs<br><b>342°</b>                     | Minimum Alt<br><b>FIGOV</b><br><b>2000'</b> (1938') | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>262'</b> (200') | Apt Elev <b>69'</b><br>TDZE <b>62'</b>   | 2600'                    |
| <b>MISSED APCH:</b> Climb to 4000' direct HOSBY and on track 016° to HUUPP and hold, continue climb-in-hold to 4000'. |                                                      |                                                     |                                                     |                                          | MSA RW34                 |

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. Use local altimeter setting; if not received, use Destin altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Destin altimeter setting. 5. VGSi and RNAV glidepath not coincident.



|                        |     |     |     |     |     |     |  |  |  |  |  |
|------------------------|-----|-----|-----|-----|-----|-----|--|--|--|--|--|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  |  |  |  |  |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |  |  |  |  |
| MAP at RW34            |     |     |     |     |     |     |  |  |  |  |  |

| STRAIGHT-IN LANDING RWY 34<br>With Local Altimeter Setting |  |                                       |  |                                   |  | CIRCLE-TO-LAND<br>With Local Altimeter Setting |                     |  |  |
|------------------------------------------------------------|--|---------------------------------------|--|-----------------------------------|--|------------------------------------------------|---------------------|--|--|
| LPV<br>DA(H) <b>262'</b> (200')                            |  | LNAV/VNAV<br>DA(H) <b>415'</b> (353') |  | LNAV<br>MDA(H) <b>420'</b> (358') |  | Max Kts                                        | MDA(H)              |  |  |
| 3/4                                                        |  | 1 1/4                                 |  | 1                                 |  | 90                                             | 520' (451') - 1     |  |  |
|                                                            |  |                                       |  |                                   |  | 120                                            | 520' (451') - 1 1/2 |  |  |
|                                                            |  |                                       |  |                                   |  | 140                                            | 520' (451') - 1 1/2 |  |  |
|                                                            |  |                                       |  |                                   |  | 165                                            | 620' (551') - 2     |  |  |
| LPV<br>DA(H) <b>350'</b> (288')                            |  | LNAV/VNAV<br>DA(H) <b>503'</b> (441') |  | LNAV<br>MDA(H) <b>520'</b> (458') |  | Max Kts                                        | MDA(H)              |  |  |
| 1                                                          |  | 1 1/2                                 |  | 1                                 |  | 90                                             | 620' (551') - 1     |  |  |
|                                                            |  |                                       |  |                                   |  | 120                                            | 620' (551') - 1 1/2 |  |  |
|                                                            |  |                                       |  |                                   |  | 140                                            | 620' (551') - 1 1/2 |  |  |
|                                                            |  |                                       |  |                                   |  | 165                                            | 720' (651') - 2     |  |  |

## General Information

Location: Crestview FL USA  
IATA Code: EGI  
Lat/Long: N30° 39.0' W086° 31.4'  
Elevation: 191 ft

Airport Use: Military  
Magnetic Variation: 2.7°W  
Sectional Chart: New Orleans

Fuel Types: Jet 4  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 1215 Z  
Sunset: 2343 Z,

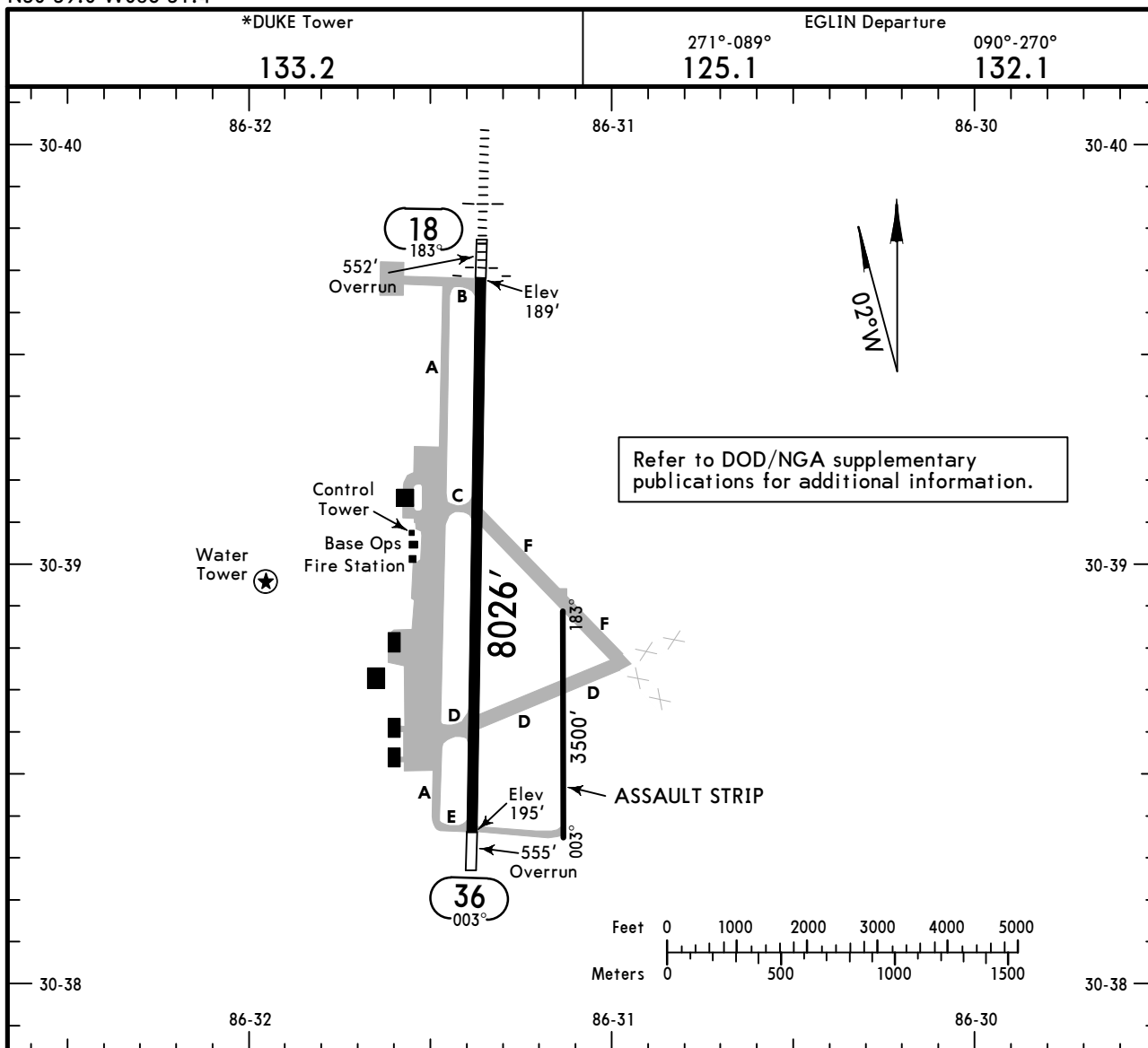
## Runway Information

Runway: 18  
Length x Width: 8026 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 191 ft  
Lighting: Edge, ALS  
Stopway: 552 ft

Runway: 36  
Length x Width: 8026 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 195 ft  
Lighting: Edge  
Stopway: 556 ft

## Communication Information

Duke, Eglin AF Aux Nr 3 Tower 133.2  
Eglin Approach Control 132.1 (90°-270°)  
Eglin Approach Control 125.1 (271°-89°)  
Eglin Departure Control 120.9

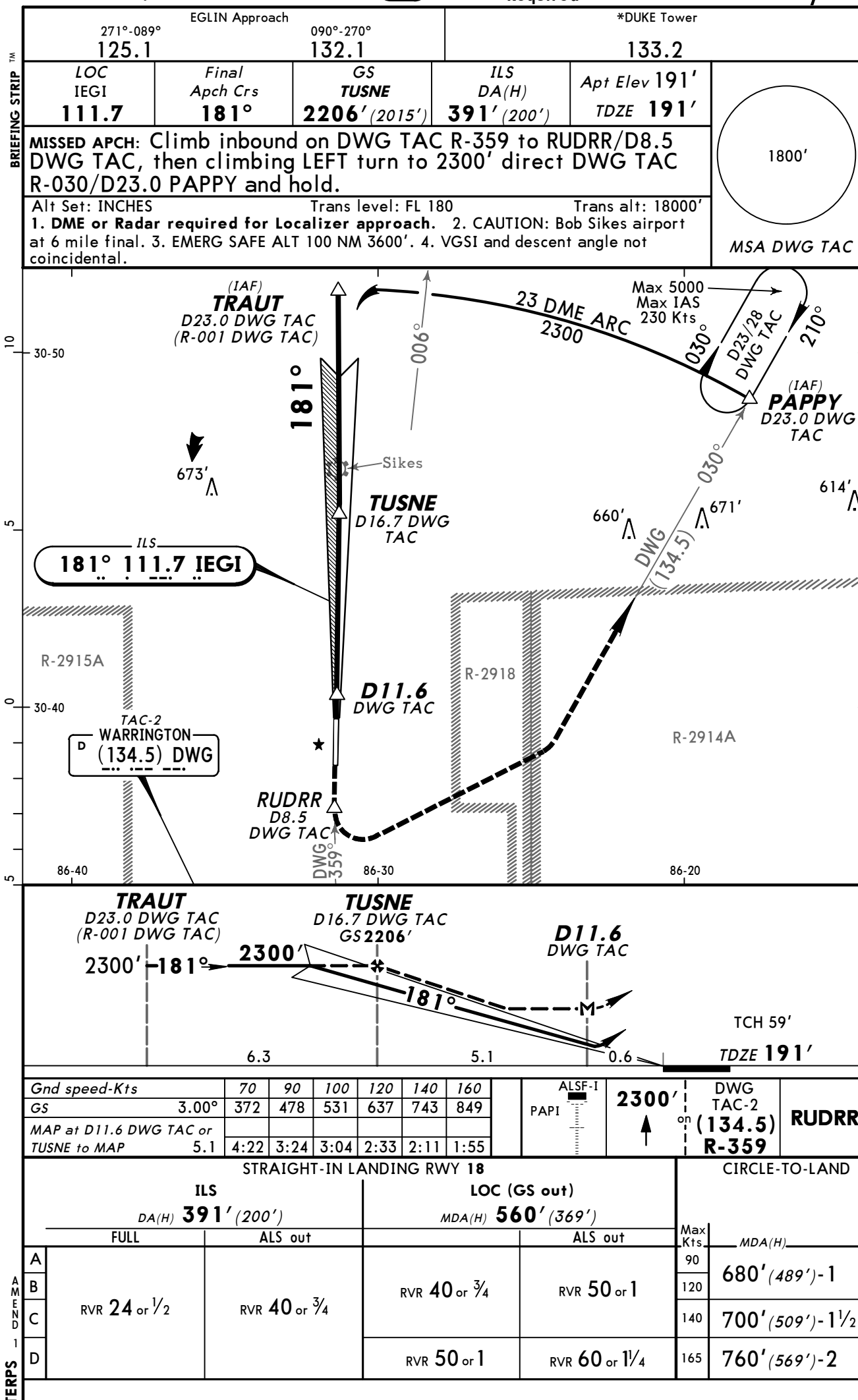


ADDITIONAL RUNWAY INFORMATION

| RWY  |                                        | USABLE LENGTHS |                | TAKE-OFF | WIDTH |
|------|----------------------------------------|----------------|----------------|----------|-------|
|      |                                        | Threshold      | Landing Beyond |          |       |
| 18 ① | HIRL ② ALSF-I PAPI-L (angle 3.00°) RVR |                | 6770'          |          | 150'  |
| 36   | HIRL REIL PAPI-L (angle 3.00°)         |                |                |          |       |
| 003° | ASSAULT STRIP                          |                |                |          | 60'   |
| 183° |                                        |                |                |          |       |
|      |                                        |                |                |          |       |
|      |                                        |                |                |          |       |
|      |                                        |                |                |          |       |

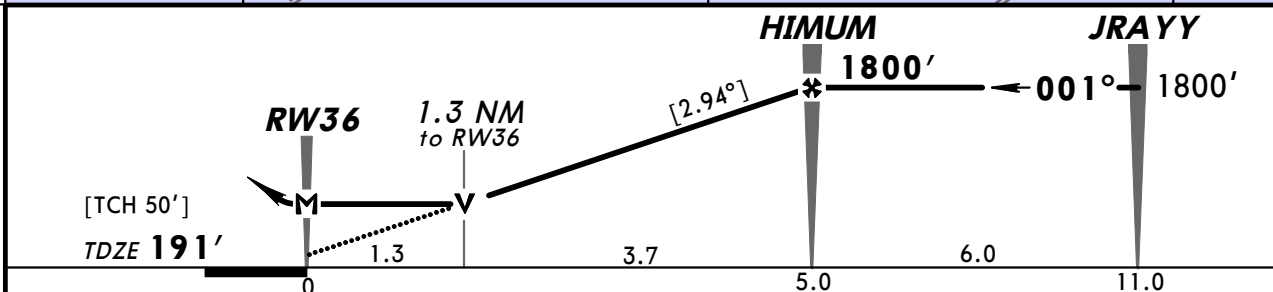
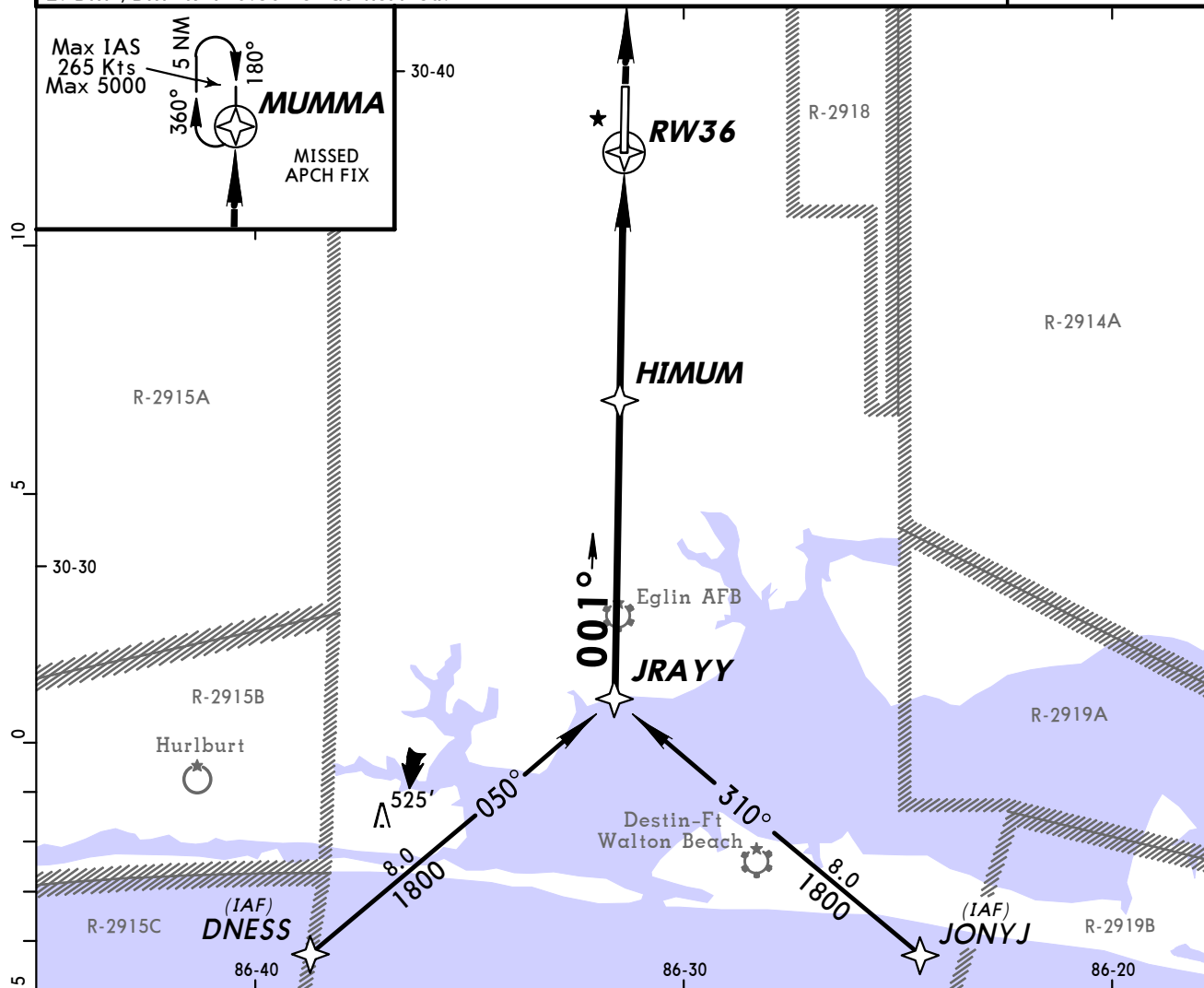
- ① CAUTION: First 2000' central markings obscured by rubber deposits.  
② Non-std 2000'.

| TAKE-OFF  |                  |               | FOR FILING AS ALTERNATE |               |
|-----------|------------------|---------------|-------------------------|---------------|
|           | All Rwys         |               | Precision               | Non-Precision |
|           | Adequate Vis Ref | STD           |                         |               |
| 1 & 2 Eng | RVR 16 or 1/4    | RVR 50 or 1   | 600-2                   | 800-2         |
| 3 & 4 Eng |                  | RVR 24 or 1/2 |                         |               |
|           |                  |               |                         |               |
|           |                  |               |                         |               |



BRIEFING STRIP <sup>TM</sup>

|                                                                                                           |                           |                                       |                               |                                             |  |                                      |  |
|-----------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-------------------------------|---------------------------------------------|--|--------------------------------------|--|
| *EGLIN Approach<br>271°-089°<br>125.1                                                                     |                           | 090°-270°<br>132.1                    |                               | JACKSONVILLE Center<br>120.2 when App inop. |  | *DUKE Tower<br>133.2                 |  |
| RNAV                                                                                                      | Final<br>Apch Crs<br>001° | Minimum Alt<br>HIMUM<br>1800' (1609') | LNAV<br>MDA(H)<br>600' (409') | Apt Elev 191'<br>TDZE 191'                  |  | <div>2400'</div> <div>MSA RW36</div> |  |
| MISSED APCH: Climb STRAIGHT AHEAD to 2000' direct MUMMA and hold.                                         |                           |                                       |                               |                                             |  |                                      |  |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                                                     |                           |                                       |                               |                                             |  |                                      |  |
| 1. Procedure not useable at times due to restricted area activity.<br>2. DME/DME RNP-0.30 not authorized. |                           |                                       |                               |                                             |  |                                      |  |



|                       |     |     |     |     |     |     |        |       |   |       |
|-----------------------|-----|-----|-----|-----|-----|-----|--------|-------|---|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | PAPI-L | 2000' | D | MUMMA |
| Descent angle [2.94°] | 364 | 468 | 520 | 624 | 728 | 832 |        |       |   |       |
| MAP at RW36           |     |     |     |     |     |     |        |       |   |       |

| STRAIGHT-IN LANDING RWY 36 |       |  |  | CIRCLE-TO-LAND |                     |  |  |
|----------------------------|-------|--|--|----------------|---------------------|--|--|
| LNAV                       |       |  |  |                |                     |  |  |
| MDA(H) 600' (409')         |       |  |  |                |                     |  |  |
| A                          |       |  |  | Max Kts        | MDA(H)              |  |  |
| B                          | 1     |  |  | 90             | 700' (509') - 1     |  |  |
| C                          |       |  |  | 120            | 780' (589') - 1     |  |  |
| D                          | 1 1/4 |  |  | 140            | 780' (589') - 1 1/2 |  |  |
|                            |       |  |  | 165            | 780' (589') - 2     |  |  |



## **General Information**

Location: FT Lauderdale FL USA

IATA Code: FLL

Lat/Long: N26° 04.4' W080° 09.2'

Elevation: 9 ft

Airport Use: Public

Magnetic Variation: 6.2°W

Sectional Chart: Miami

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle

Repair Types: Major Airframe, Major Engine

Customs: Upon Prior Request

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Pattern Altitude: 1000 ft AGL

Sunrise: 1146 Z

Sunset: 2321 Z,

## **Runway Information**

Runway: 09L

Length x Width: 9000 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 7 ft

Lighting: Edge, ALS

Displaced Threshold: 576 ft

Runway: 09R

Length x Width: 5276 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 6 ft

Lighting: Edge, REIL

Displaced Threshold: 320 ft

Runway: 13

Length x Width: 6930 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 7 ft

Lighting: Edge, REIL

Runway: 27L

Length x Width: 5276 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 6 ft

Lighting: Edge  
Displaced Threshold: 142 ft

Runway: 27R  
Length x Width: 9000 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 5 ft  
Lighting: Edge, ALS  
Displaced Threshold: 606 ft

Runway: 31  
Length x Width: 6930 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 9 ft  
Lighting: Edge, REIL  
Displaced Threshold: 70 ft

## Communication Information

ATIS 135.0  
FT Lauderdale Tower 120.2 Secondary  
FT Lauderdale Tower 119.3  
FT Lauderdale Ground Control 121.7 Secondary  
FT Lauderdale Ground Control 121.4  
Ramp Control Ramp/Taxi Control 118.175  
FT Lauderdale Clearance Delivery 128.4  
FT Lauderdale Pre-Taxi Clearance 128.4 Pre-Departure Clearance  
Miami Approach Control 119.45 At or above 5000 ft  
Miami Approach Control 128.6 At or below 4000 ft  
Miami Approach Control 133.775 (271°-90°) At or above 4000 ft Initial Contact  
Miami Approach Control 118.1 (271°-90°) At or below 3999 ft  
Miami App ARSA 128.6 (91°-269°) At or above 2001 ft  
Miami App ARSA 119.7 (270°-90°) At or above 2001 ft  
Miami App ARSA 120.2 (91°-269°) At or below 2000 ft  
Miami App ARSA 119.3 (270°-90°) At or below 2000 ft  
Miami Departure Control 119.45 At or above 5000 ft  
Miami Departure Control 128.6 At or below 4000 ft  
Miami Departure Control 126.05 (271°-90°) At or above 4000 ft  
Miami Departure Control 119.7 (271°-90°) At or below 3999 ft  
FT Lauderdale-Hollywood I Unicom 122.95

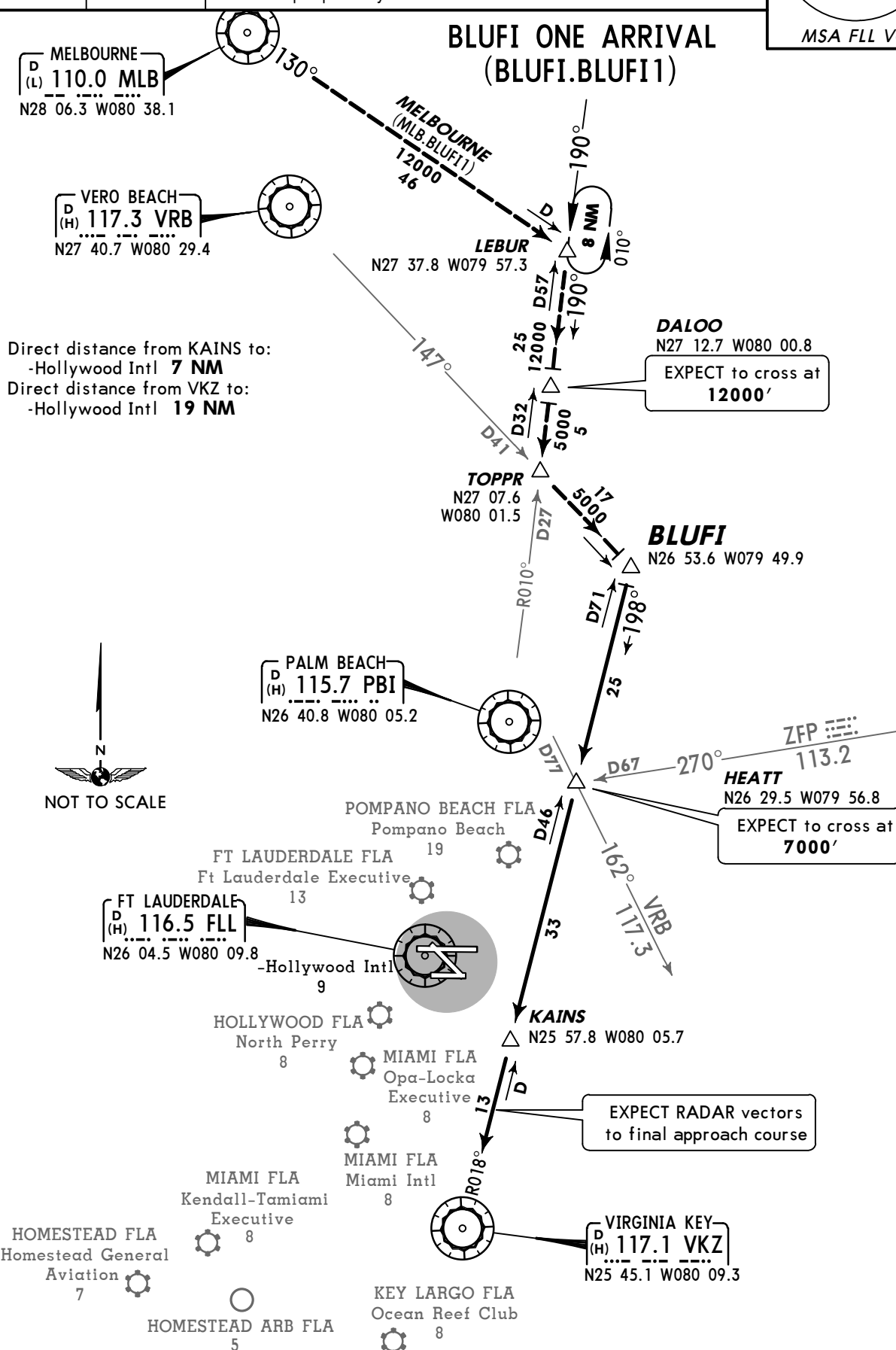
D-ATIS  
135.0

Apt Elev  
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'  
1. MELBOURNE transition available to Miami Intl,  
Homestead ARB, Homestead General Aviation, Ocean  
Reef Club and Kendall-Tamiami Executive only when  
Miami Intl is landing WEST.  
2. DME required.  
3. Turboprops only.

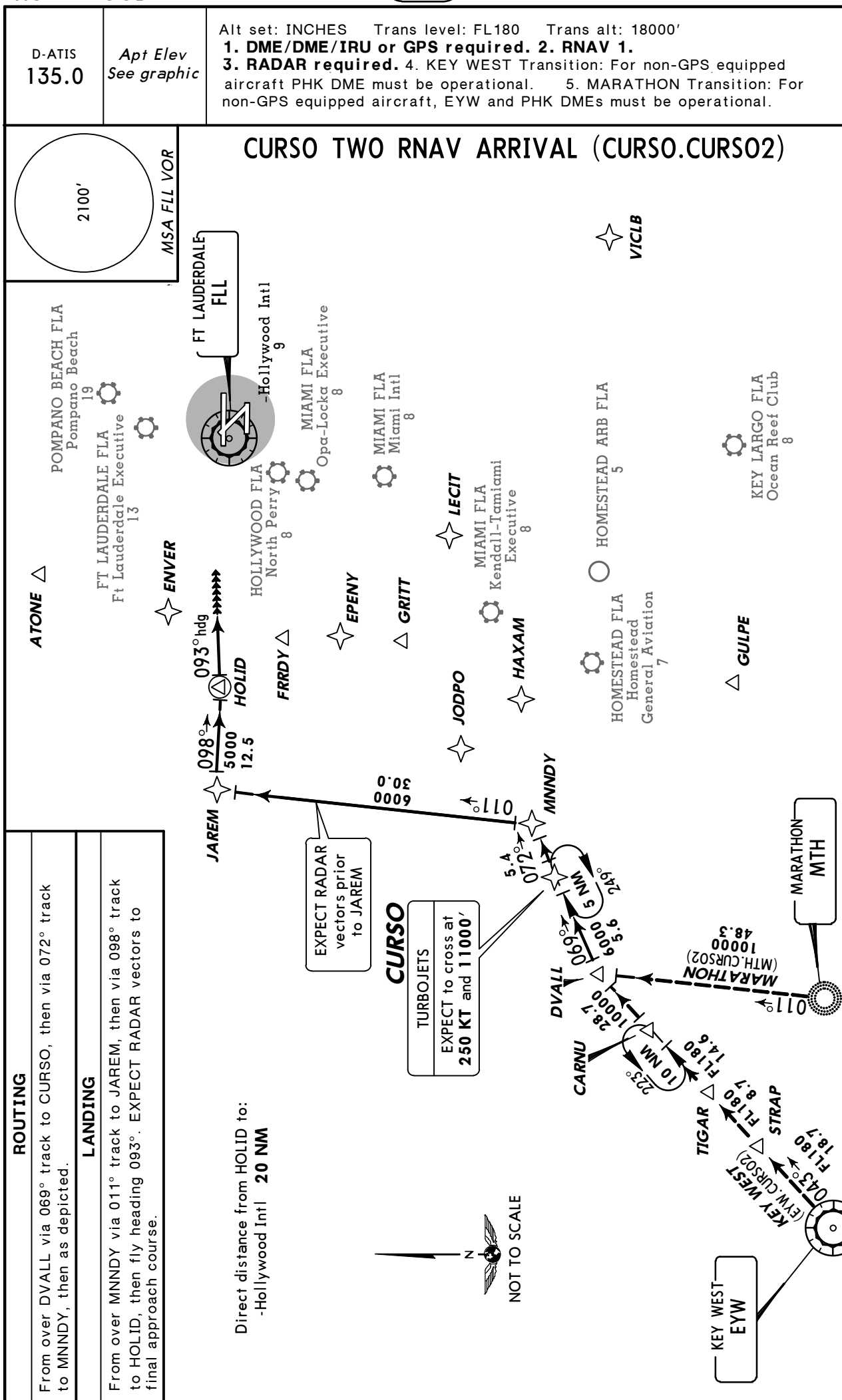
2100'

MSA FLL VOR



# ROUTING

From over BLUF1 via VKZ R-018 to VKZ. EXPECT RADAR vectors to final approach course after KAINS.





2100'

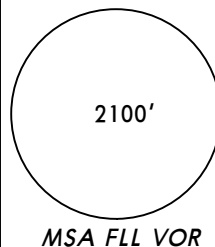
MSA FLL VOR

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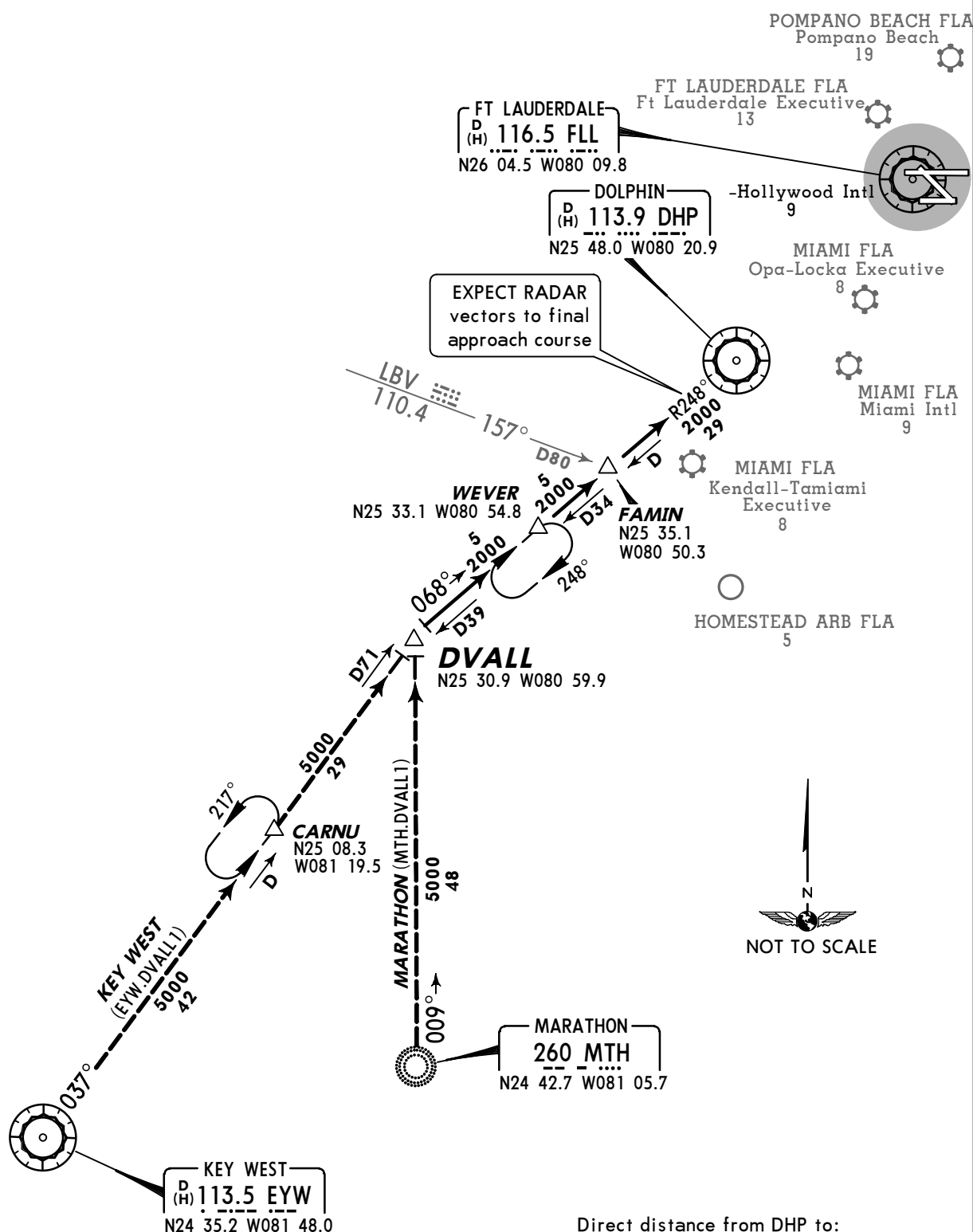
D-ATIS  
135.0

Apt Elev  
See Graphic

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'  
DME required.



## DVALL ONE ARRIVAL (DVALL.DVALL1)



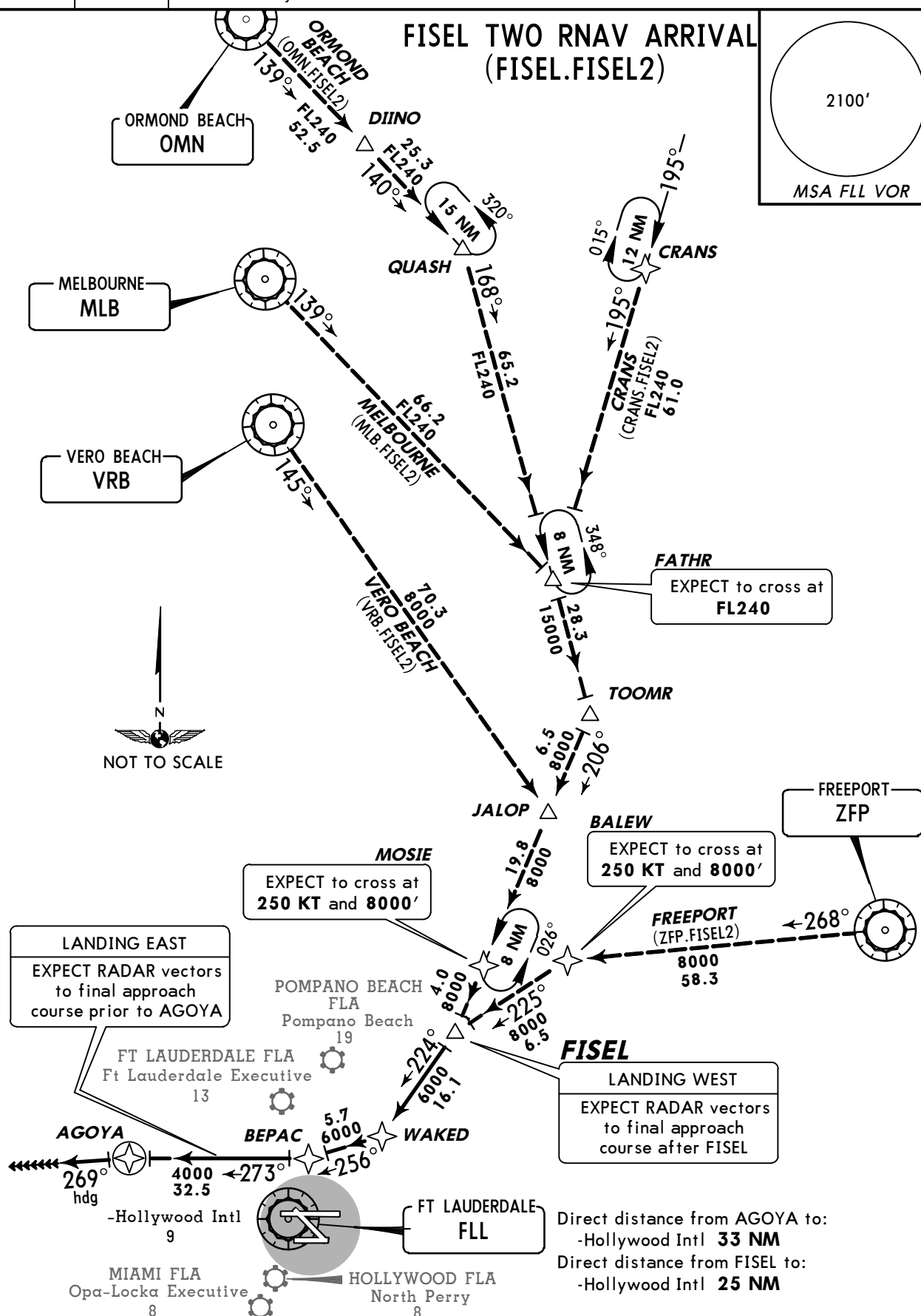
### ROUTING

From over DVALL via DHP R-248 to DHP. EXPECT RADAR vectors to final approach course after FAMIL.

D-ATIS  
135.0

Apt Elev  
See  
graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'  
**1. DME/DME/IRU or GPS required. 2. RNAV 1.**  
**3. RADAR required.** 4. ORMOND BEACH, CRANS and MELBOURNE  
 Transitions-PBI DME must be operational for non-GPS equipped aircraft.  
 5. FREEPORT Transition-PBI and FLL DME must be operational for non-GPS  
 equipped aircraft. 6. VERO BEACH Transition-PHK, PBI and FLL DME must  
 be operational for non-GPS equipped aircraft.  
 7. Aircraft with wingspan less than 78' and approach speed less than 121 KT,  
 EXPECT Rwy 9R/27L.



D-ATIS  
135.0

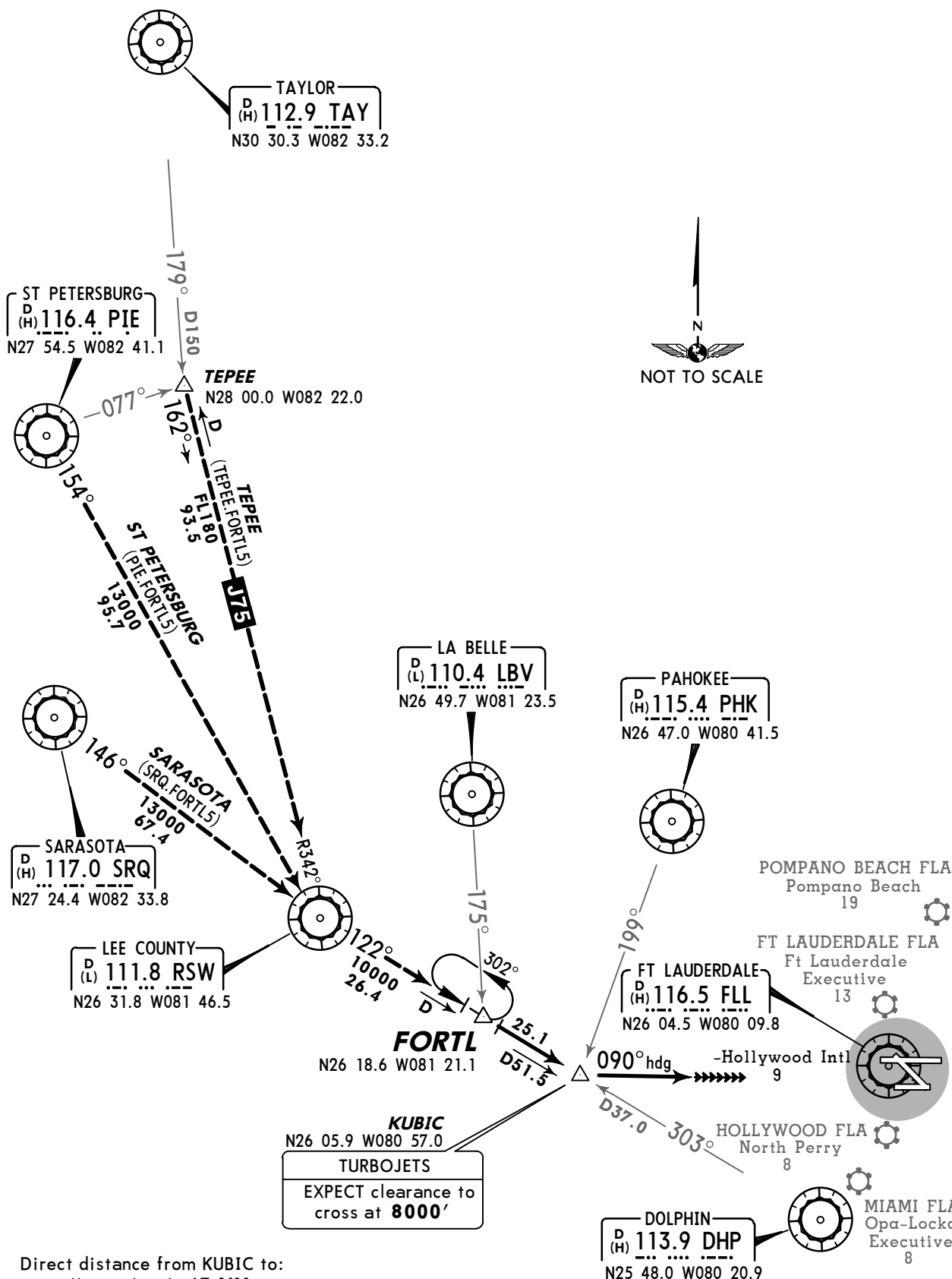
Apt Elev  
See  
graphic

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'

2100'

MSA FLL VOR

# FORTL FIVE ARRIVAL (FORTL.FORTL5)



## ROUTING

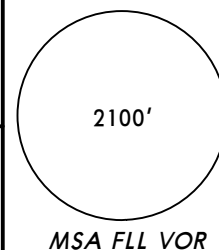
From over FORTL via RSW R-122 to KUBIC then heading 090°. EXPECT RADAR vectors to final approach course.



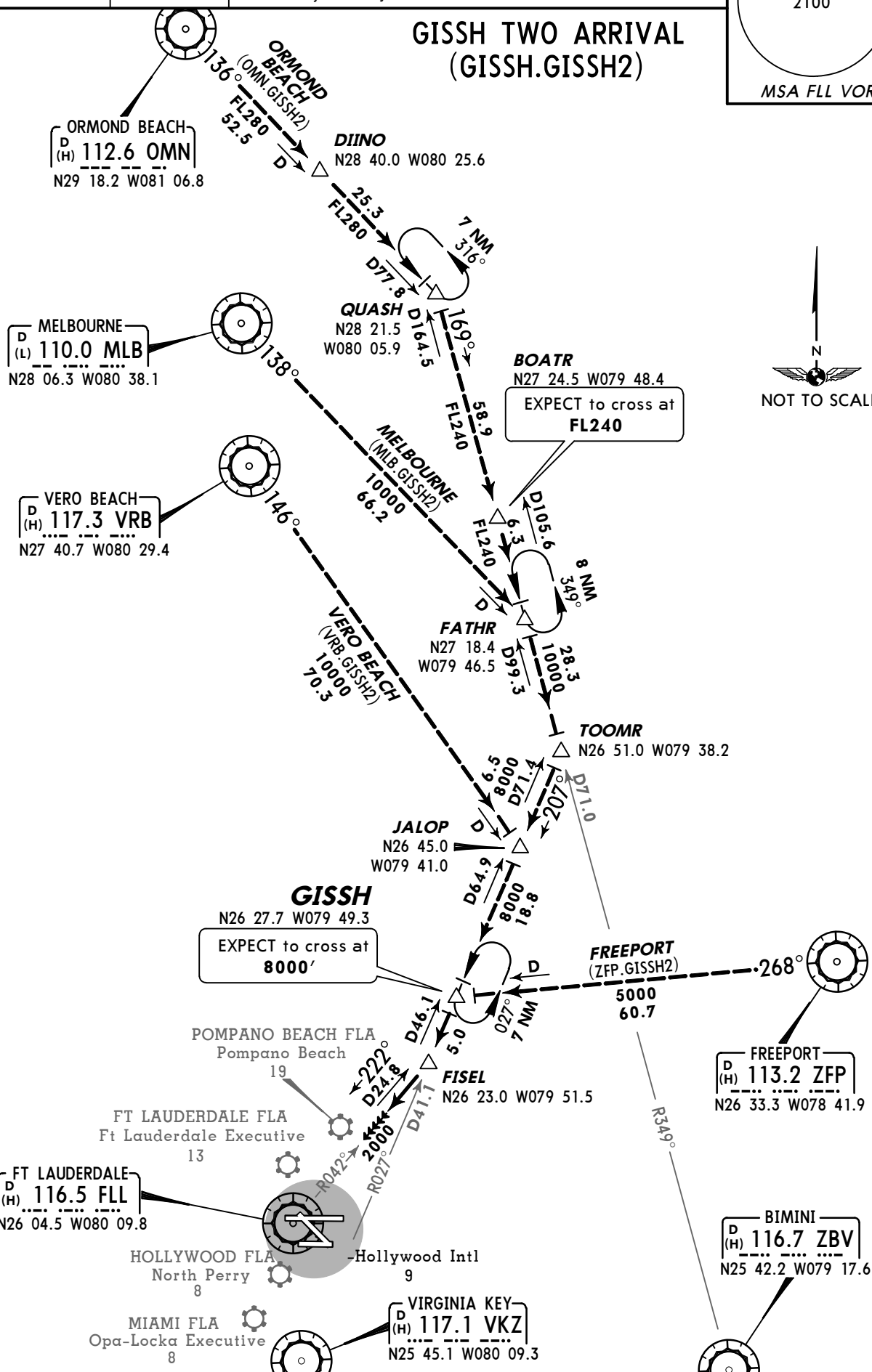
D-ATIS  
135.0

Apt Elev  
See graphic

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'  
1. DME required.  
2. Turbojets only.



# GISSH TWO ARRIVAL (GISSH.GISSH2)



## ROUTING

From over GISSH on VKZ R-027 to FISEL, then on FLL R-042. EXPECT RADAR vectors to final approach course.

KFLL/FLL  
-HOLLYWOOD INTL

JEPPESEN  
24 JUN 11  
Eff 30 Jun 10-2G

FT LAUDERDALE  
FLA  
RNAV STAR

D-ATIS  
135.0

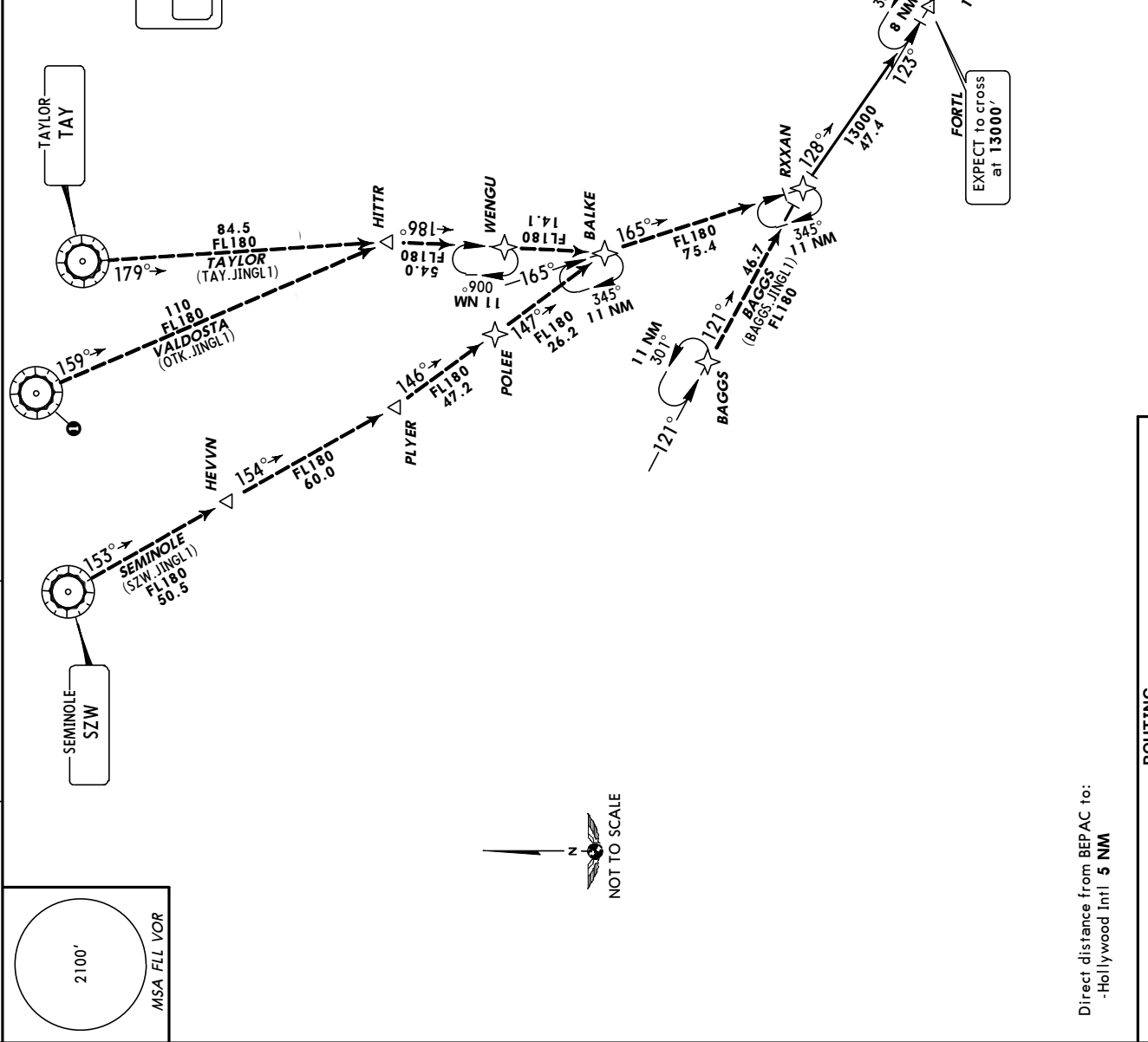
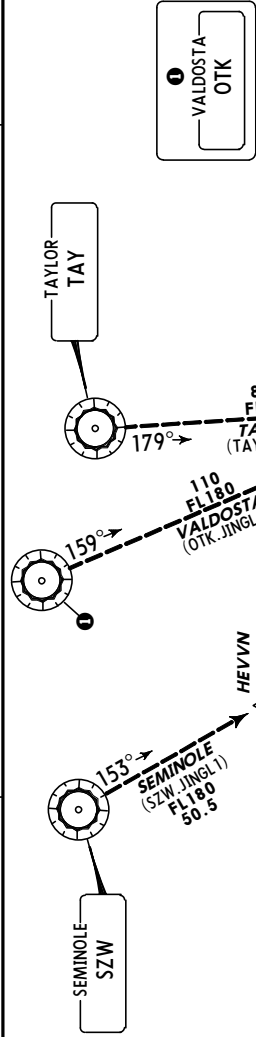
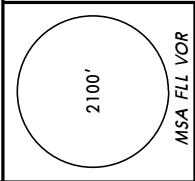
Apt Elev  
See Graphic

Alt Set: INCHES

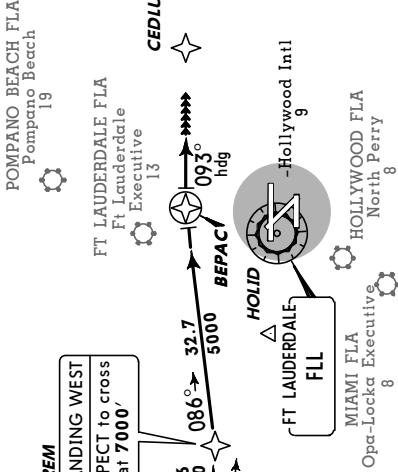
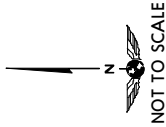
Trans level: FL 180

Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RNAV 1.  
3. RADAR required. 4. Turbojet and Turboprop aircraft only.  
5. For non-GPS equipped aircraft, FLL, LBV, and RSW must be operational.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
-HOLLYWOOD INTL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept Runway 9L final approach course and conduct approach.  
-HOLLYWOOD INTL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn RIGHT to intercept Runway 27R final approach course and conduct approach.  
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST



Direct distance from BEPAC to:  
-Hollywood Intl 5 NM

ROUTING  
From over RXXAN via 128° track to FORTL, then as depicted to BEPAC, then via 093° heading. EXPECT RADAR vectors.  
CHANGES: None.

Alt set: INCHES    Trans level: FL180    Trans alt: 18000'

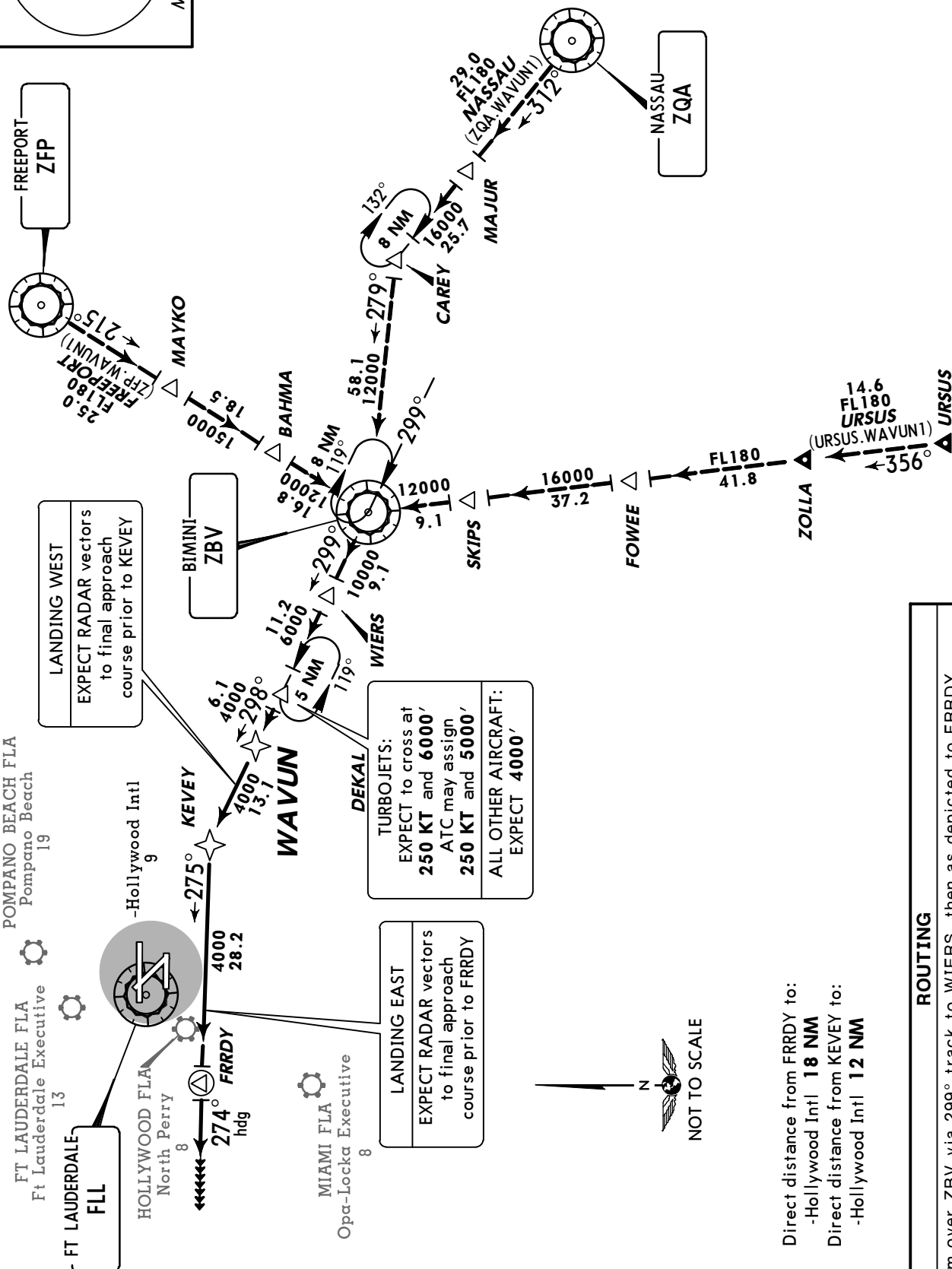
**1. DME/DME/IRU or GPS required. 2. RNAV 1.**

**3. RADAR required.** 4. Aircraft with wingspan less than 78' and approach speed less than 121 KT, EXPECT Rwy 9R/27L.

5. URSUS Transition: ZBV must be operational for non-GPS equipped aircraft.

6. NASSAU Transition: ZFP, ZBV, VKZ and PBI must be operational for non-GPS equipped aircraft.

A circular diagram with the text "2100'" centered inside. To the right of the circle, the text "MSA FLL VOR" is written vertically.



## ROUTING

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From over ZBV via 299° track to WIERS, then as depicted to FRRDY.

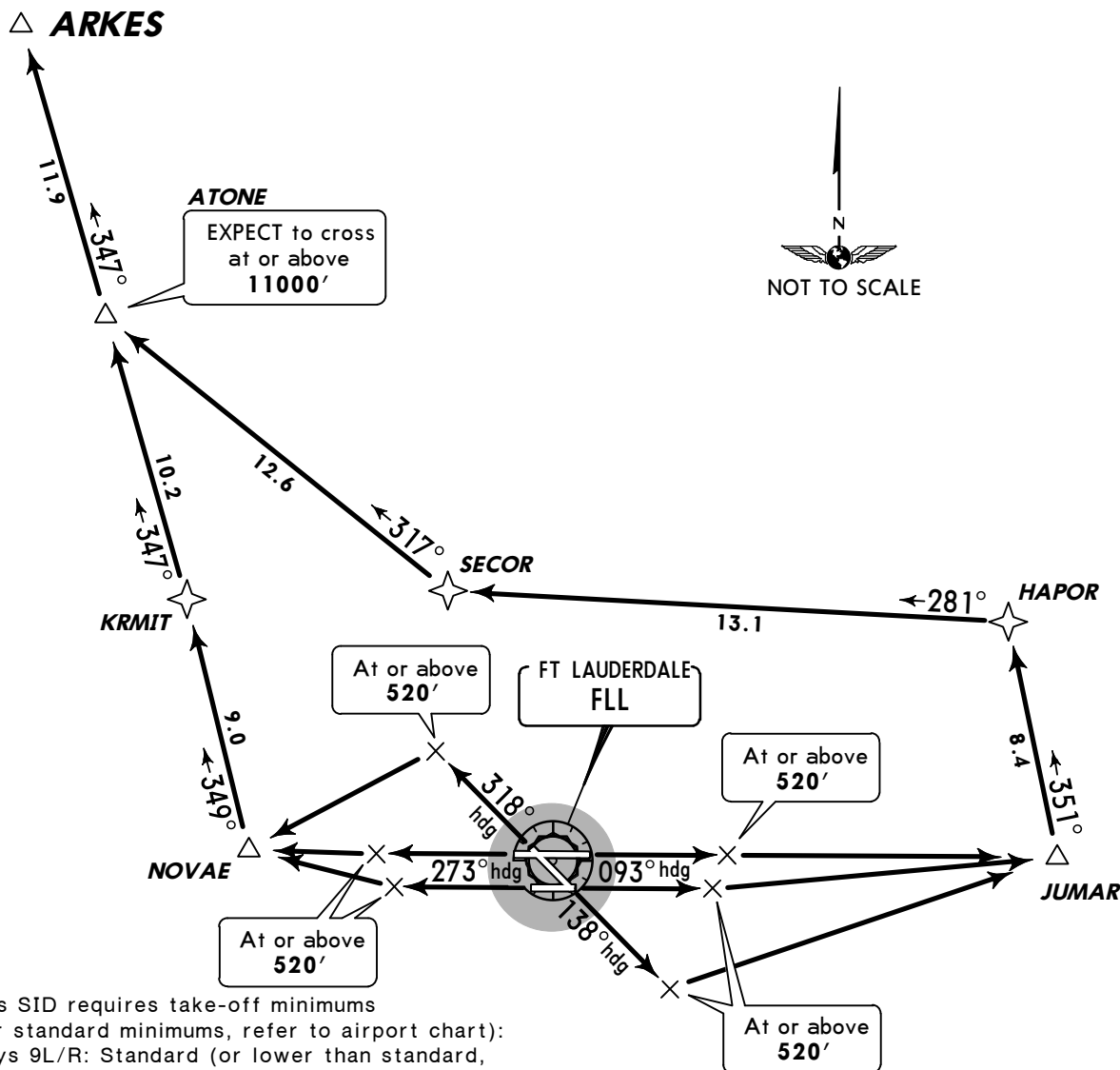
MIAMI  
Departure (R)  
126.05Apt Elev  
9'

- Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required.
  2. RNAV 1.
  3. RADAR required.
  4. Turbojet aircraft accelerate to 250 KT within 7 NM of departure, if unable, advise ATC.
  5. File SID in remarks section of flight plan.

2100'

MSA FLL VOR

## ARKES ONE RNAV DEPARTURE (ARKES1.ARKES)



This SID requires take-off minimums  
(for standard minimums, refer to airport chart):  
Rwys 9L/R: Standard (or lower than standard,  
if authorized).

Rwys 13, 27L/R, 31: Standard (or lower than  
standard, if authorized) with ATC climb of  
500' per NM to 520'.

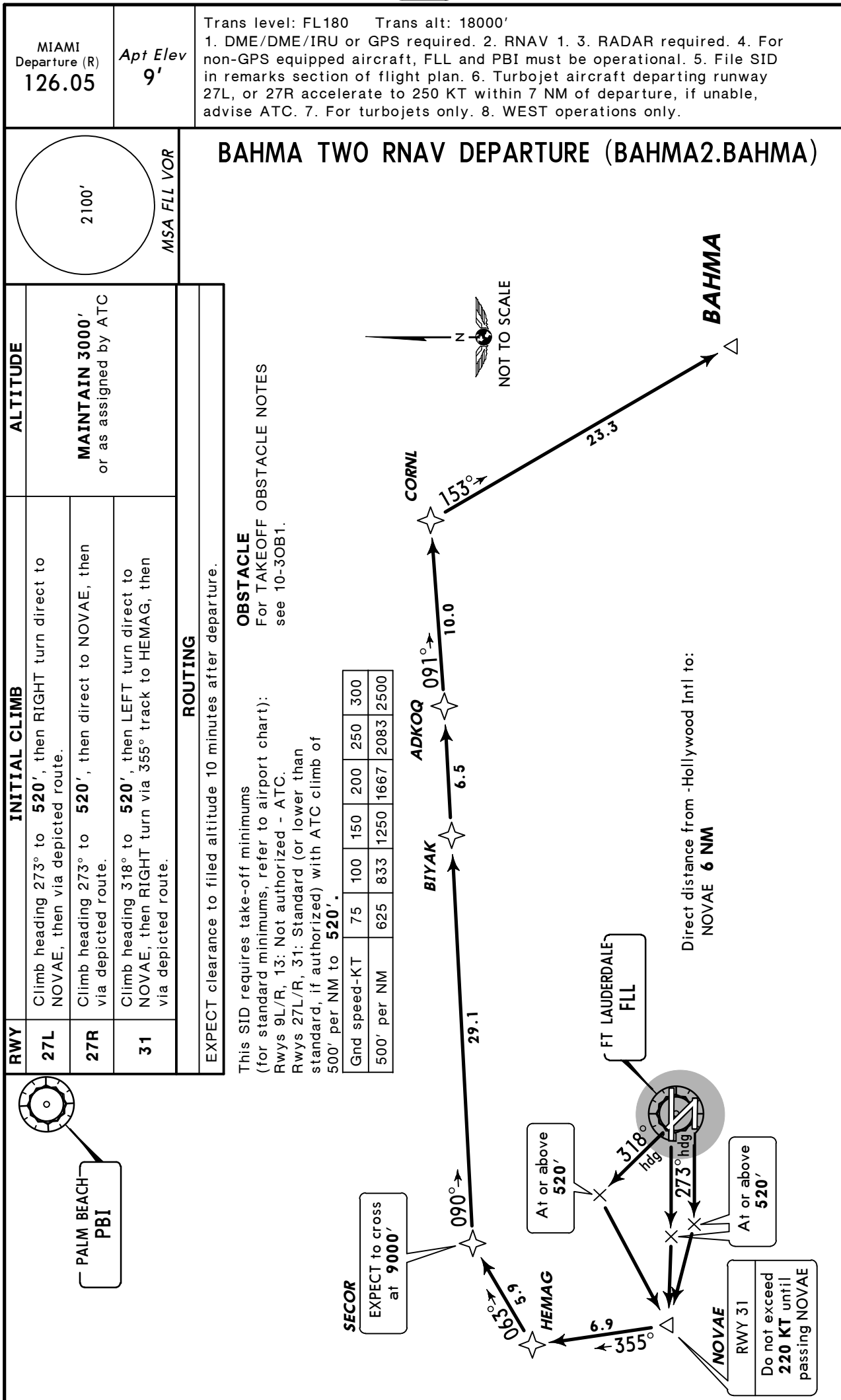
Direct distance from -Hollywood Intl  
(Rwys 9L/R, 13) to: JUMAR 13 NM  
(Rwys 27L/R, 31) to: NOVAE 6 NM

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

## OBSTACLE

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

| RWY                                                            | INITIAL CLIMB                                                                                                                | ALTITUDE                                |
|----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| 9L                                                             | Climb heading 093° to 520', then direct to JUMAR, then LEFT turn via 351° track to HAPOR, then via depicted route.           | MAINTAIN 3000'<br>or as assigned by ATC |
| 9R                                                             | Climb heading 093° to 520', then LEFT turn direct to JUMAR, then LEFT turn via 351° track to HAPOR, then via depicted route. |                                         |
| 13                                                             | Climb heading 138° to 520', then LEFT turn direct to JUMAR, then LEFT turn via 351° track to HAPOR, then via depicted route. |                                         |
| 27L                                                            | Climb heading 273° to 520', then RIGHT turn direct to NOVAE, then via depicted route.                                        |                                         |
| 27R                                                            | Climb heading 273° to 520', then direct to NOVAE, then via depicted route.                                                   |                                         |
| 31                                                             | Climb heading 318° to 520', then LEFT turn direct to NOVAE, then via depicted route.                                         |                                         |
| ROUTING                                                        |                                                                                                                              |                                         |
| EXPECT clearance to filed altitude 10 minutes after departure. |                                                                                                                              |                                         |

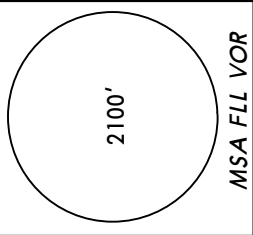


MIAMI  
Departure (R)  
**126.05**

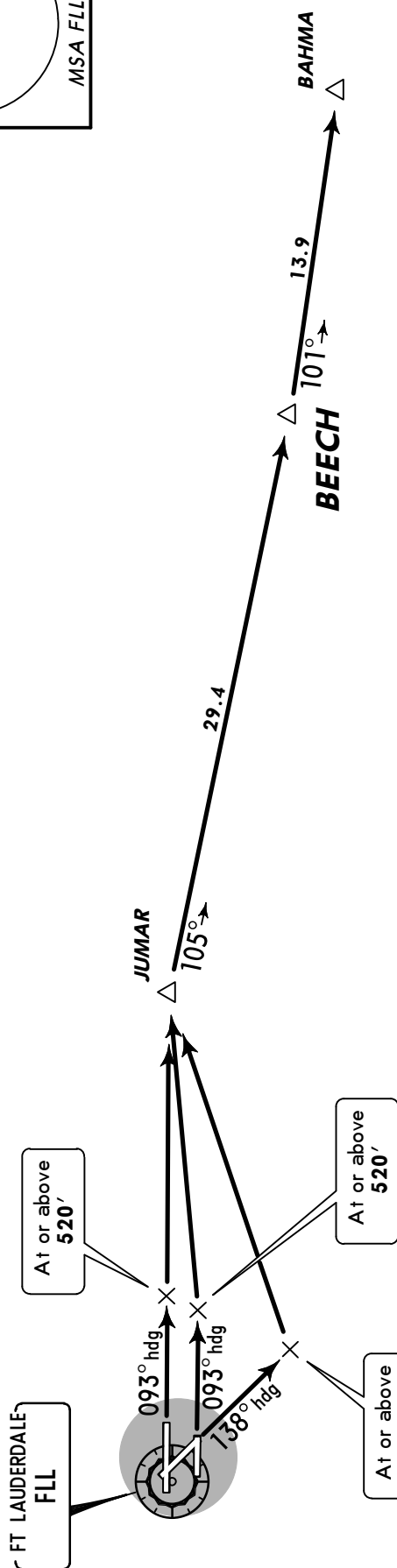
Apt Elev  
**9'**

Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.
4. Turbojet aircraft accelerate to 250 KT within 7 NM of departure, if unable, advise ATC. 5. File SID in remarks section of flight plan.
6. For turbojets only. 7. EAST operations only.



## BEECH TWO RNAV DEPARTURE (BEECH2.BEECH)



Direct distance from -Hollywood Intl to:  
**JUMAR 13 NM**

### OBSTACLE

For TAKEOFF OBSTACLE NOTES  
see 10-30B1.

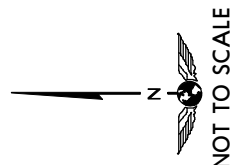
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

Rwys 27L/R, 31: Not authorized - ATC.

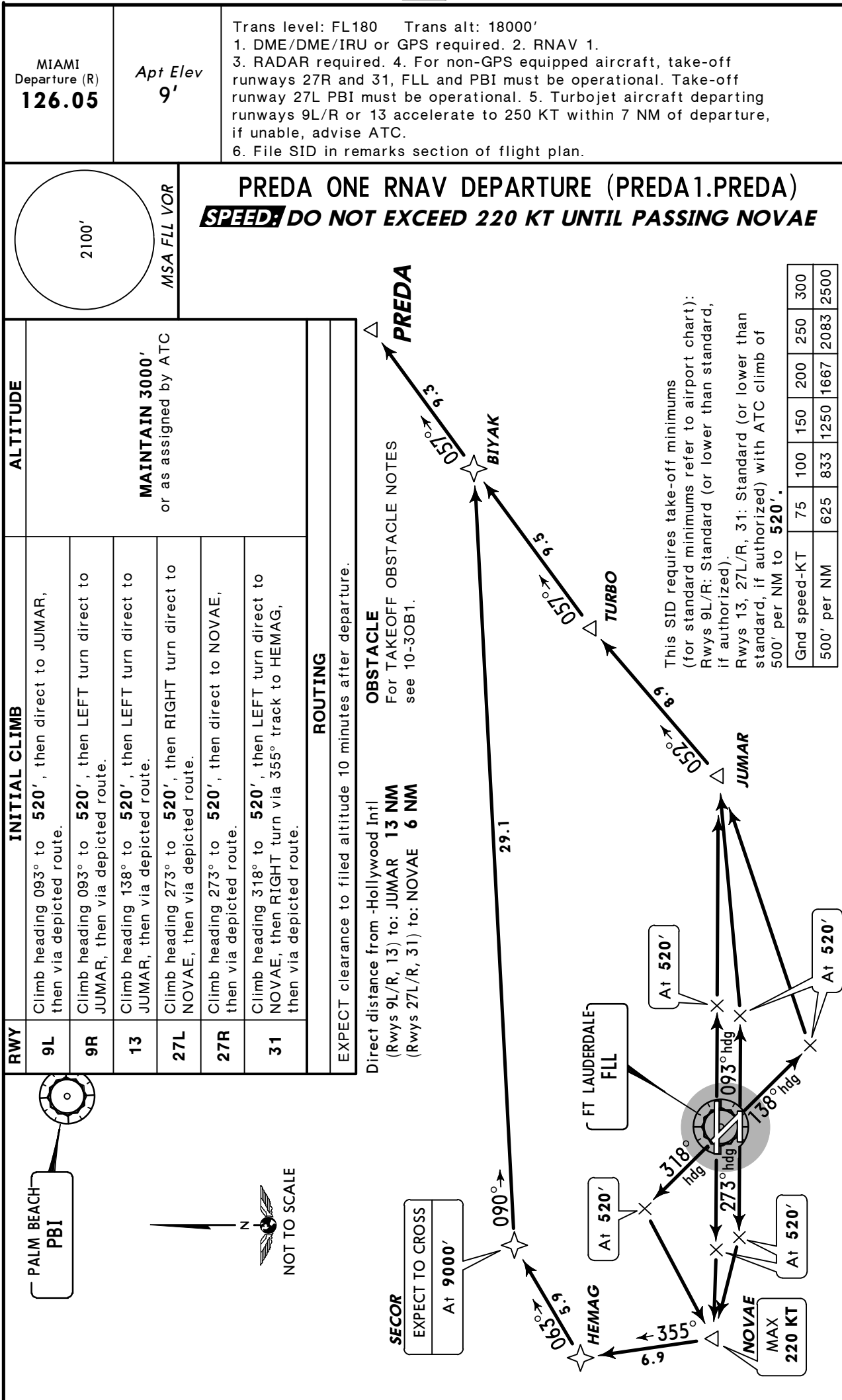
This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 9L/R: Standard (or lower than standard, if authorized).

Rwy 13: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **520'**.

| RWY                                                            | INITIAL CLIMB                                                                        | ALTITUDE                                |
|----------------------------------------------------------------|--------------------------------------------------------------------------------------|-----------------------------------------|
| 9L                                                             | Climb heading 093° to 520', then direct to JUMAR, then via depicted route.           | MAINTAIN 3000'<br>or as assigned by ATC |
| 9R                                                             | Climb heading 093° to 520', then LEFT turn direct to JUMAR, then via depicted route. |                                         |
| 13                                                             | Climb heading 138° to 520', then LEFT turn direct to JUMAR, then via depicted route. |                                         |
| ROUTING                                                        |                                                                                      |                                         |
| EXPECT clearance to filed altitude 10 minutes after departure. |                                                                                      |                                         |



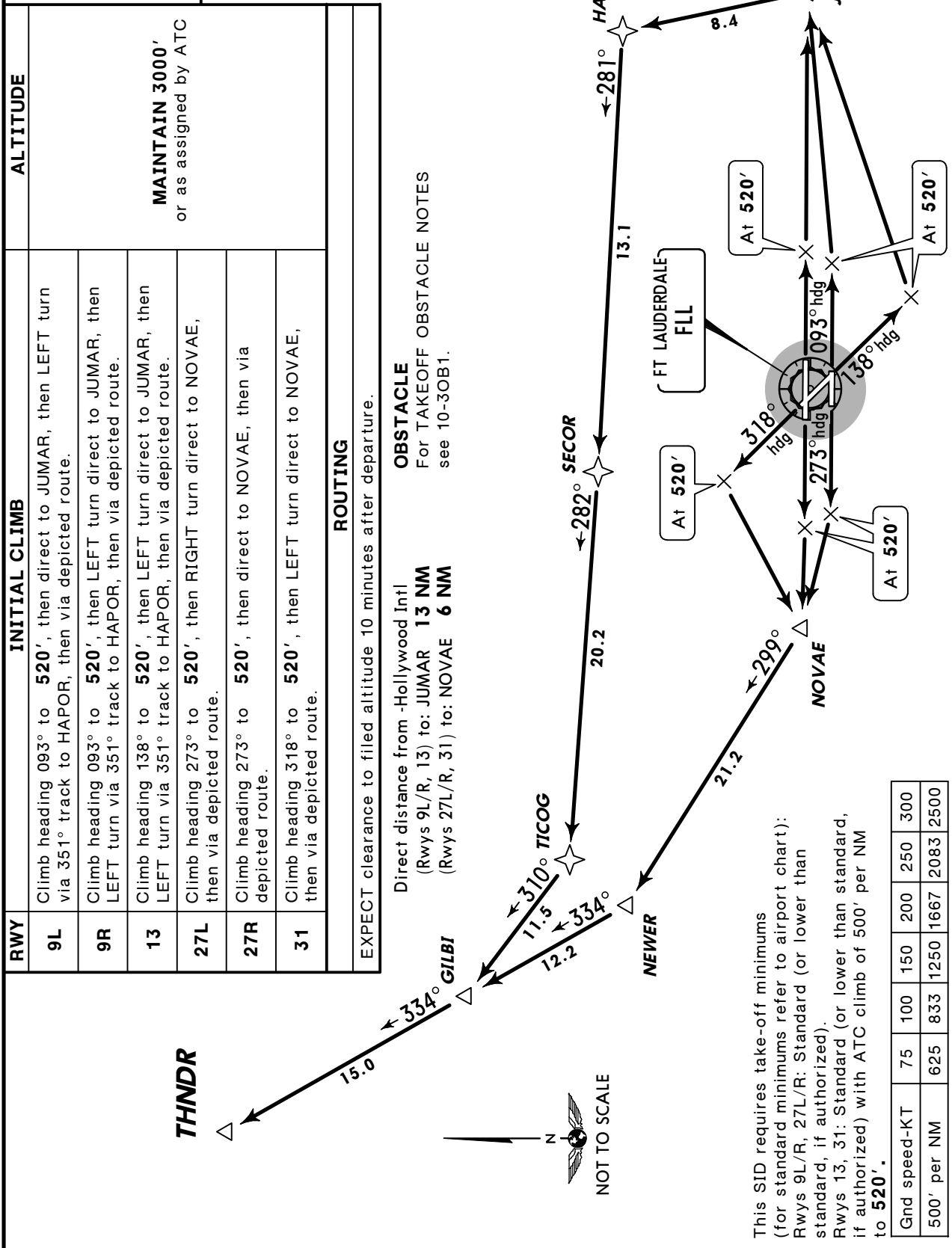


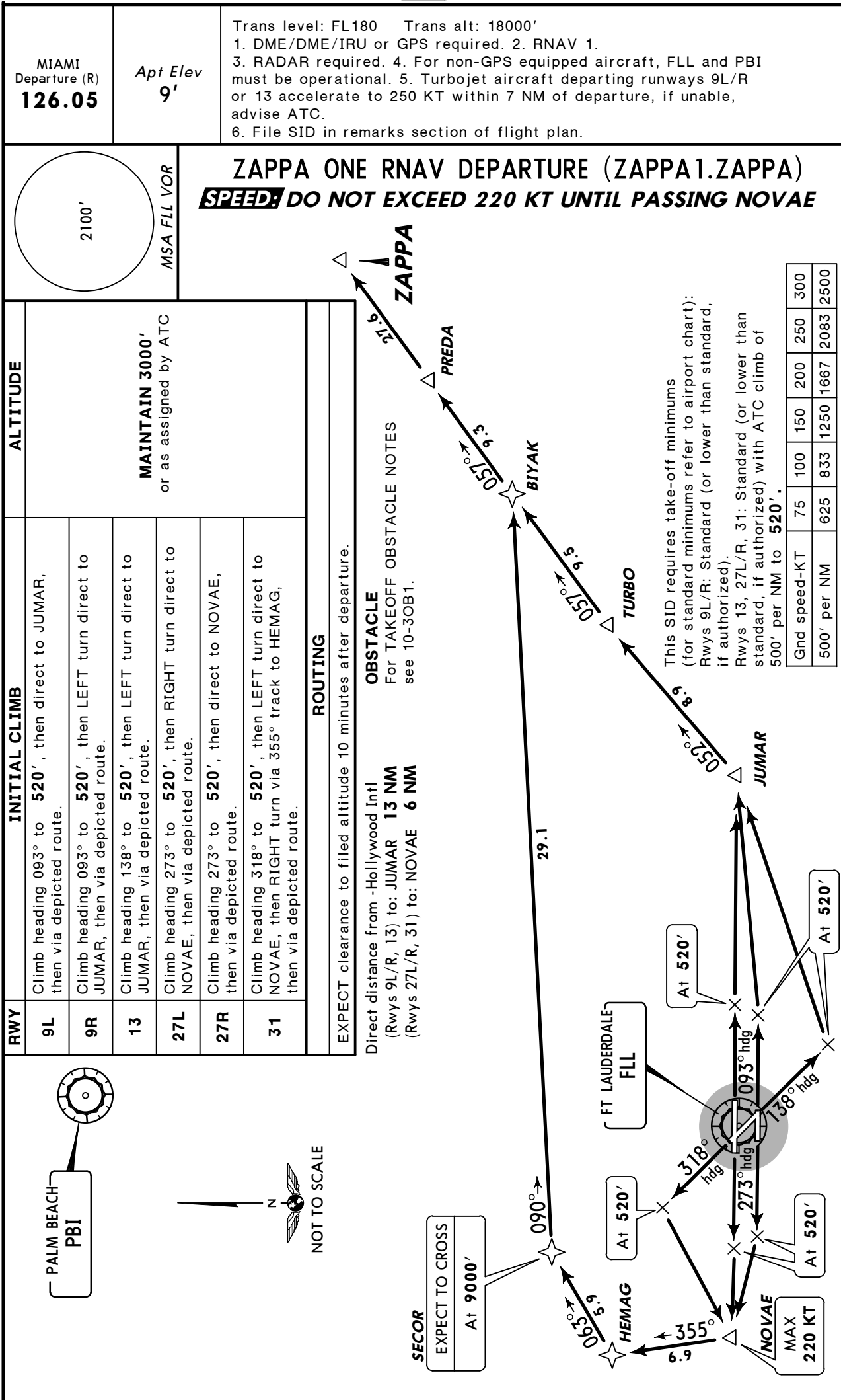




|                                                  |                                      |                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------------------------------|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>MIAMI<br/>Departure (R)<br/><b>126.05</b></p> | <p><i>Apt Elev</i><br/><b>9'</b></p> | <p>Trans level: FL180 Trans alt: 18000'</p> <p>1. DME/DME/IRU or GPS required. 2. RNAV 1.<br/>3. RADAR required. 4. For non-GPS equipped aircraft, take-off runways 27L/R and 31, FLL must be operational.<br/>5. Turbojet aircraft departing runways 9L/R or 13 accelerate to 250 KT within 7 NM of departure, if unable, advise ATC.<br/>6. File SID in remarks section of flight plan.</p> |
|--------------------------------------------------|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|              |                    |                                                       |
|--------------|--------------------|-------------------------------------------------------|
| <p>2100'</p> | <p>MSA FLL VOR</p> | <p><b>THNDR ONE RNAV DEPARTURE (THNDR1.THNDR)</b></p> |
|--------------|--------------------|-------------------------------------------------------|





**TAKEOFF OBSTACLE NOTES**

## ◦ RWY 9L:

RAILROAD, LIGHT POLE AND ANTENNA ON BUILDING 469' FROM DER, 379' LEFT OF CENTERLINE, UP TO 43' AGL/47' MSL. LIGHT POLE 1332' FROM DER, 634' RIGHT OF CENTERLINE, 42' AGL/46' MSL. TREE 1977' FROM DER, 272' RIGHT OF CENTERLINE, 55' AGL/59' MSL.

## ◦ RWY 9R:

LIGHT POLE 545' FROM DER, 335' LEFT OF CENTERLINE, 27' AGL/41' MSL. TREE 783' FROM DER, 396' LEFT OF CENTERLINE, 30' AGL/44' MSL. ANTENNA ON BUILDING, FENCE, LIGHT POLE, AND MULTIPLE TREES BEGINNING 254' FROM DER, 133' RIGHT OF CENTERLINE, UP TO 56' AGL/70' MSL.

## ◦ RWY 13:

MULTIPLE TREES BEGINNING 844' FROM DER, 206' LEFT OF CENTERLINE, UP TO 76' AGL/80' MSL. ANTENNA ON BUILDING 534' FROM DER, 431' LEFT OF CENTERLINE, 11' AGL/20' MSL. POLE 910' FROM DER, ON CENTERLINE, 30' AGL/39' MSL. RAILROAD CROSSING ARM 1104' FROM DER, 14' RIGHT OF CENTERLINE, 42' AGL/56' MSL. MULTIPLE TREES AND LIGHT POLES BEGINNING 563' FROM DER, 53' RIGHT OF CENTERLINE, UP TO 81' AGL/95' MSL.

## ◦ RWY 27L:

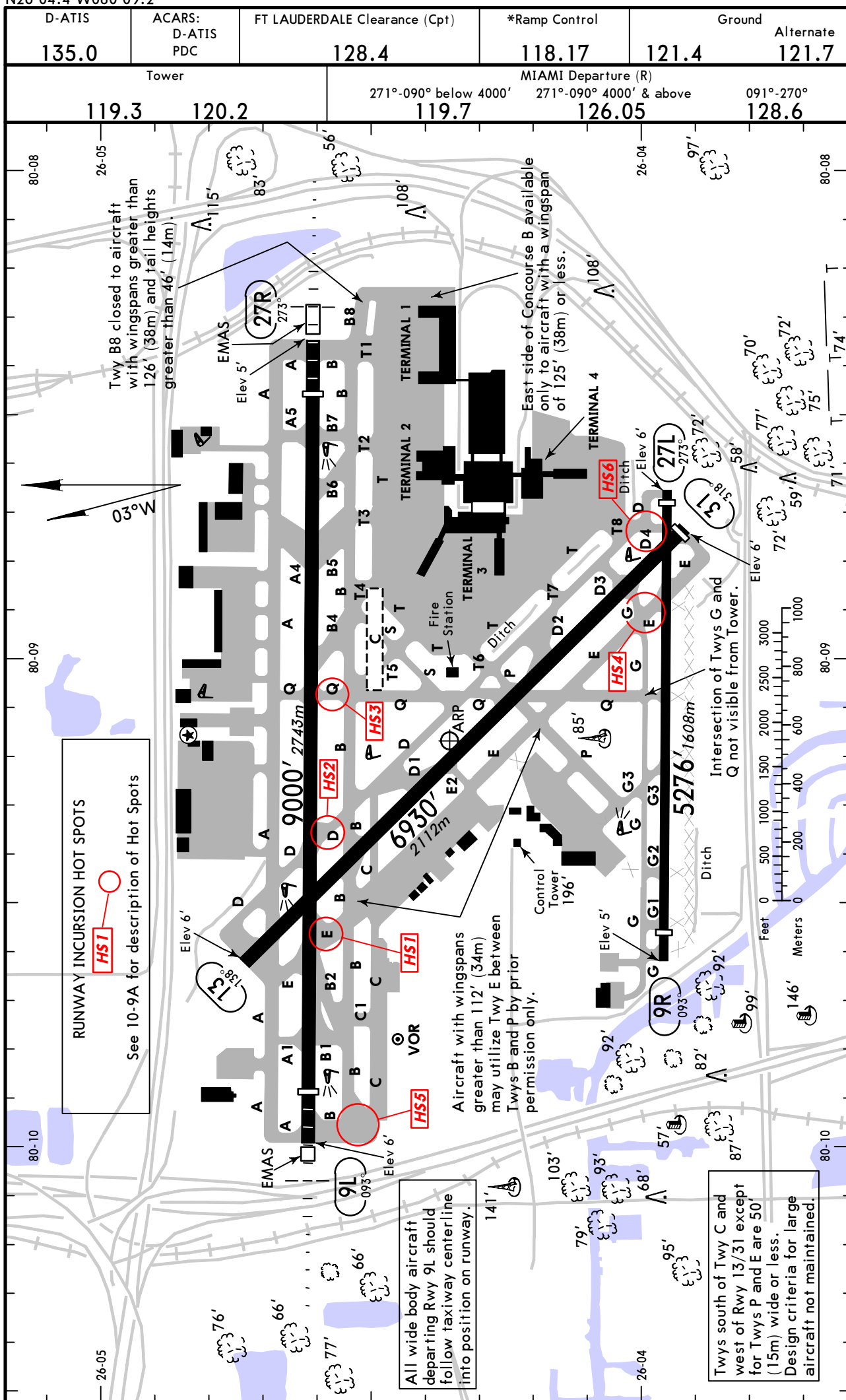
FENCE 154' FROM DER, 120' LEFT OF CENTERLINE, 5' AGL/13' MSL. VEHICLE ON ROAD 212' FROM DER, 80' LEFT OF CENTERLINE, 11' AGL/20' MSL. SIGN, MULTIPLE BUILDINGS, POLES AND TREES BEGINNING 622' FROM DER, 227' LEFT OF CENTERLINE, UP TO 97' AGL/106' MSL. BUSH, MULTIPLE LIGHT POLES, TREES AND TOWERS BEGINNING 221' FROM DER, 41' RIGHT OF CENTERLINE, UP TO 105' AGL/114' MSL.

## ◦ RWY 27R:

ANTENNA ON BUILDING, VEHICLE ON ROAD, RAILROAD, AND SIGN BEGINNING 261' FROM DER, 6' LEFT OF CENTERLINE, UP TO 37' AGL/43' MSL. MULTIPLE TREES BEGINNING 1206' FROM DER, 279' LEFT OF CENTERLINE, UP TO 93' AGL/97' MSL. VEHICLE ON ROAD 584' FROM DER, 557' RIGHT OF CENTERLINE, 24' AGL/33' MSL. MULTIPLE TREES BEGINNING 2288' FROM DER, 848' RIGHT OF CENTERLINE, UP TO 103' AGL/112' MSL.

## ◦ RWY 31:

ROD ON TOWER 299' FROM DER, 382' LEFT OF CENTERLINE, 14' AGL/23' MSL. TREE 1332' FROM DER, 458' LEFT OF CENTERLINE, 34' AGL/43' MSL. VEHICLE ON ROAD 3384' FROM DER, 711' LEFT OF CENTERLINE, 84' AGL/94' MSL. MULTIPLE TREES AND POLES BEGINNING 1180' FROM DER, 405' RIGHT OF CENTERLINE, UP TO 111' AGL/116' MSL.



**GENERAL**

Birds in vicinity of airport.

All runways are noise sensitive - noise abatement in effect; contact airport noise abatement office.

Turbulence below 1000' over landfill located 2 NM west, and over electric power plant located 1¼ NM east-northeast.

ASDE-X surveillance system in use; pilots should operate transponders with Mode C on all taxiways and runways.

Air carrier aircraft use ramp pushback procedures as prescribed by airport operations.

Arrival aircraft from the north and west maintain 6000' until abeam Rwy 27L/Rwy 27R on downwind.

Arrival aircraft from the north maintain 6000' until abeam Rwy 9L on downwind.

**ADDITIONAL RUNWAY INFORMATION**

| RWY                                                                                                                                                                                  |                                            | USABLE LENGTHS |             | TAKE-OFF | WIDTH |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|----------------|-------------|----------|-------|
|                                                                                                                                                                                      |                                            | LANDING BEYOND |             |          |       |
|                                                                                                                                                                                      |                                            | Threshold      | Glide Slope |          |       |
| 9R<br>①<br>27L                                                                                                                                                                       | MIRL REIL PAPI-L (angle 3.0°)              | 4956' 1511m    |             |          | 100'  |
|                                                                                                                                                                                      | MIRL PAPI-L (angle 3.5°)                   | 5134' 1565m    |             |          | 30m   |
| ① Closed to all aircraft with wingspan greater than 78'(24m), approach speed greater than 121 kts and MTOW greater than 58,000 lbs (26,100 kg). Closed to all aircraft 2200-0700 LT. |                                            |                |             |          |       |
| 9L<br>②<br>27R                                                                                                                                                                       | HIRL MALSR PAPI-R (angle 3.0°) grooved RVR | 8423' 2567m    | 7432' 2265m |          | 150'  |
|                                                                                                                                                                                      | HIRL MALSR PAPI-L (angle 3.0°) grooved RVR | 8394' 2558m    | 7336' 2236m |          | 46m   |
| ② Single wheel tandem type landing gear maximum weight 175,000 lbs.                                                                                                                  |                                            |                |             |          |       |
| 13<br>31                                                                                                                                                                             | MIRL REIL PAPI-L (angle 3.0°) grooved      |                |             |          | 150'  |
|                                                                                                                                                                                      |                                            | 6860' 2091m    |             |          | 46m   |

**RUNWAY INCURSION HOT SPOTS HS**

For information only, not to be construed as ATC instructions.

- HS1 Twy E at Rwy 9L/27R: Aircraft taxiing to Rwy 9L for departure that are northwest bound on Twy E should exercise extreme caution as to not miss the left turn onto Twy C or B. Missing the turn can cause an encroachment onto active Rwy 9L.
- HS2 Twy D at Rwy 9L/27R: Aircraft taxiing to Rwy 9L for departure that are northwest bound on Twy D should exercise extreme caution as to not miss the left turn onto Twy C or B. Missing the turn can cause an encroachment onto active Rwy 9L.
- HS3 Twy Q at Rwy 9L/27R: Aircraft taxiing northbound on Twy Q should use extreme caution, active Rwy 9L/27R is located just north of Twy B and passing this intersection can cause encroachment onto the rwy.
- HS4 Twy E at Rwy 9R/27L: Aircraft taxiing to Rwy 27L for departure that are southeast bound on Twy E should exercise extreme caution as to not miss the left turn onto Twy G. Missing the turn can cause an encroachment onto active Rwy 27L. Aircraft taxiing southeast bound on Twy E for a Rwy 27L intersection E departure should hold short of Twy G so as not to encroach on active Rwy 27L.
- HS5 Twy C at Rwy 9L/27R: When on Twy C do not mistake Twy B for Rwy 9L.
- HS6 Twy D4 has one hold marking for both Rwys: wrong runway departure risk.

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE****Rwys 9L, 27R**

| Both RVRs are required and controlling | Adequate Vis Ref | STD         |             |
|----------------------------------------|------------------|-------------|-------------|
|                                        |                  | 3 & 4 Eng   | 1 & 2 Eng   |
| RCLM and HIRL                          |                  |             |             |
| TDZ RVR 10<br>Rollout RVR 10           | RVR 16 or ¼      | RVR 24 or ½ | RVR 50 or 1 |

**Rwys 9R, 13, 27L, 31**

| Adequate Vis Ref | STD       |           |
|------------------|-----------|-----------|
|                  | 3 & 4 Eng | 1 & 2 Eng |
| ¼                | ½         | 1         |

**OBSTACLE DP**

Runway 9L, climb heading 093° to 500' before turning left.

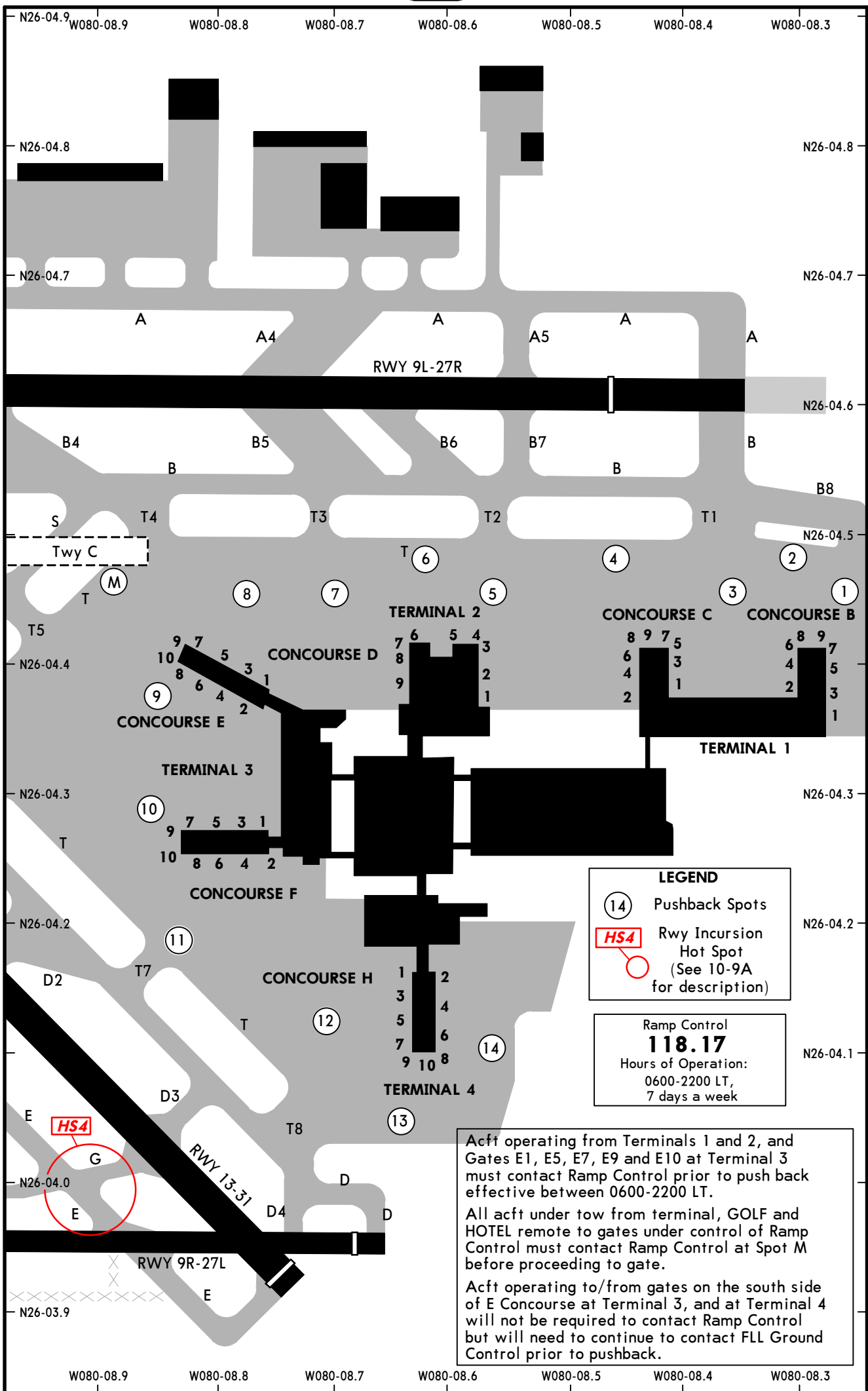
Runway 13, climb heading 138° to 800' before turning right.

Runway 27L, climb heading 273° to 600' before turning left.

Runway 27R, climb heading 273° to 500' before turning left.

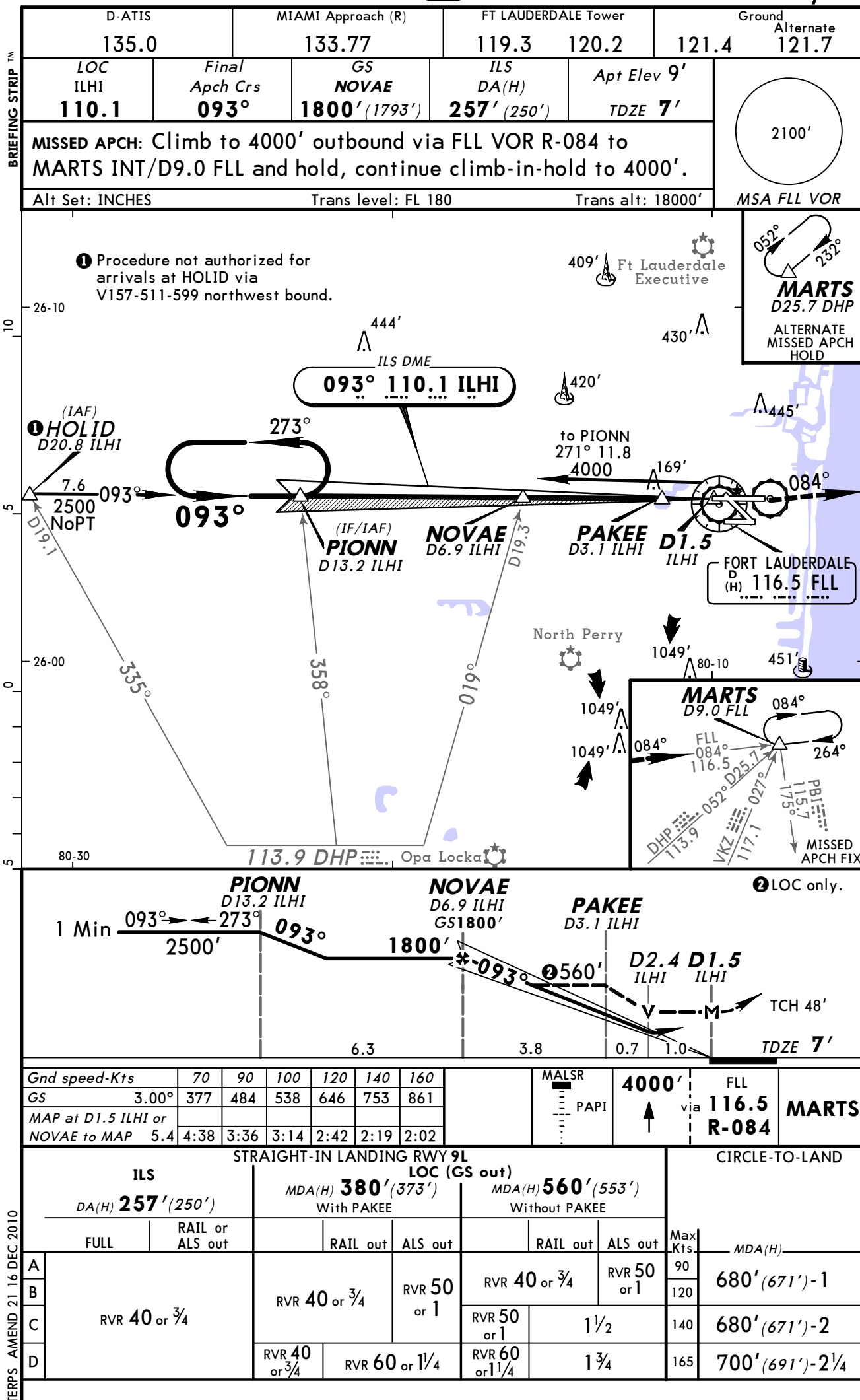
**FOR FILING AS ALTERNATE**

| ILS Rwy 9L |       | ILS Rwy 27R | LOC Rwy 9L<br>RNAV (RNP) Y Rwy 9L<br>RNAV (RNP) Z Rwy 9R | LOC Rwy 9R<br>LOC DME Rwy 13<br>LOC Rwy 27R<br>VOR Rwy 27R<br>RNAV (GPS) Z Rwy 9L | RNAV (GPS) Y Rwy 9R<br>RNAV (GPS) Rwy 13<br>RNAV (GPS) Rwy 27L<br>RNAV (GPS) Y Rwy 27R<br>RNAV (GPS) Rwy 31 | RNAV (RNP) Z Rwy 27R |
|------------|-------|-------------|----------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|----------------------|
| A          | 600-2 | 700-2       | 800-2                                                    | 800-2                                                                             |                                                                                                             | 800-2¼               |
| B          |       |             |                                                          |                                                                                   |                                                                                                             |                      |
| C          |       | 700-2¼      |                                                          | 800-2¼                                                                            |                                                                                                             |                      |
| D          |       |             |                                                          |                                                                                   |                                                                                                             |                      |



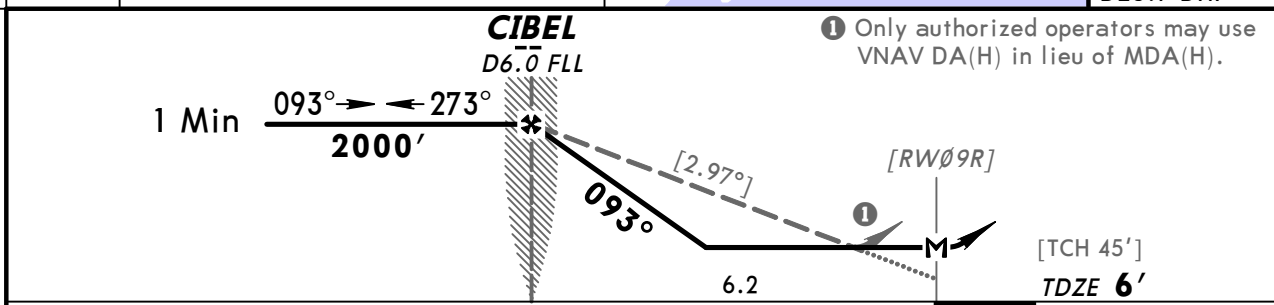
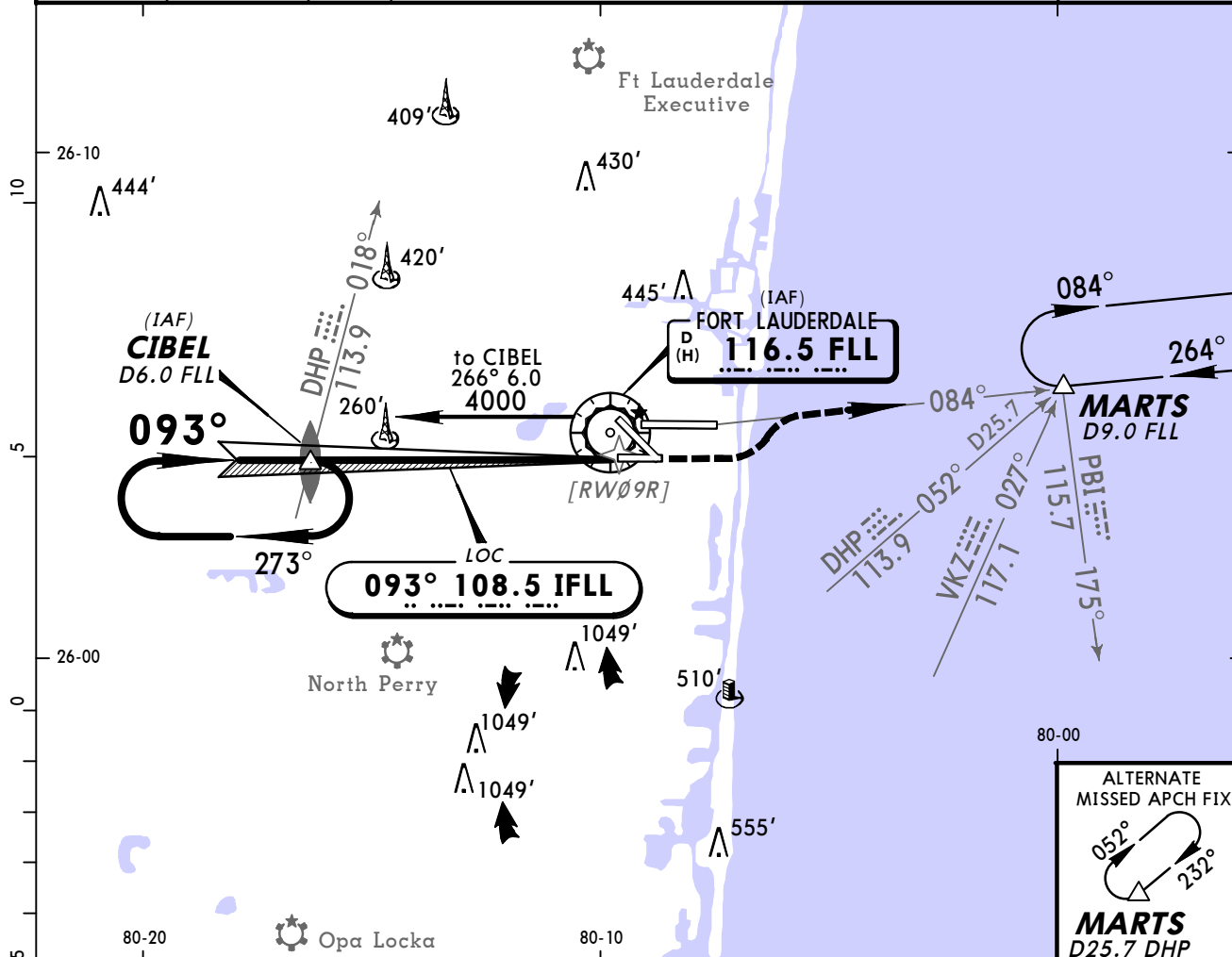
## PARKING GATE COORDINATES

| GATE No.           | COORDINATES        | GATE No.           | COORDINATES        |
|--------------------|--------------------|--------------------|--------------------|
| <b>Concourse B</b> |                    | <b>Concourse D</b> |                    |
| 1                  | N26 04.3 W080 08.3 | 1 thru 9           | N26 04.4 W080 08.6 |
| 2 thru 9           | N26 04.4 W080 08.3 | <b>Concourse E</b> |                    |
| <b>Concourse C</b> |                    | 1                  | N26 04.4 W080 08.8 |
| 1                  | N26 04.4 W080 08.4 | 2                  | N26 04.3 W080 08.8 |
| 2                  | N26 04.4 W080 08.5 | 3 thru 10          | N26 04.4 W080 08.8 |
| 3                  | N26 04.4 W080 08.4 | <b>Concourse F</b> |                    |
| 4                  | N26 04.4 W080 08.5 | 1 thru 10          | N26 04.2 W080 08.8 |
| 5                  | N26 04.4 W080 08.4 | <b>Concourse H</b> |                    |
| 6                  | N26 04.4 W080 08.5 | 1 thru 10          | N26 04.1 W080 08.6 |
| 7                  | N26 04.4 W080 08.4 |                    |                    |
| 8                  | N26 04.4 W080 08.5 |                    |                    |
| 9                  | N26 04.4 W080 08.4 |                    |                    |





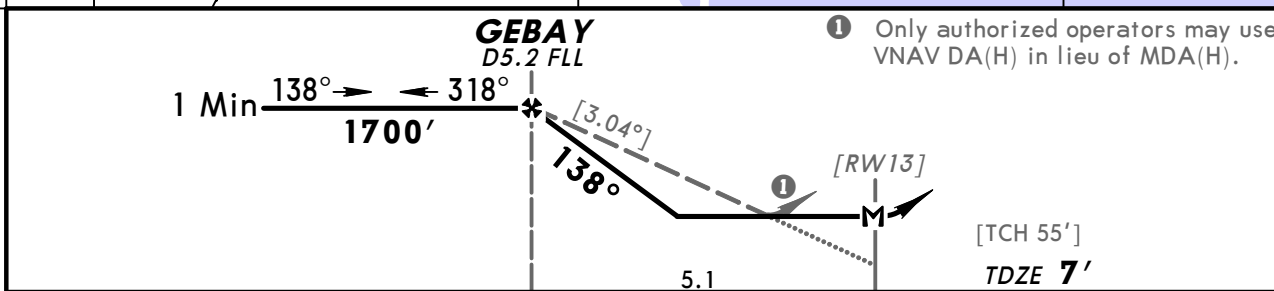
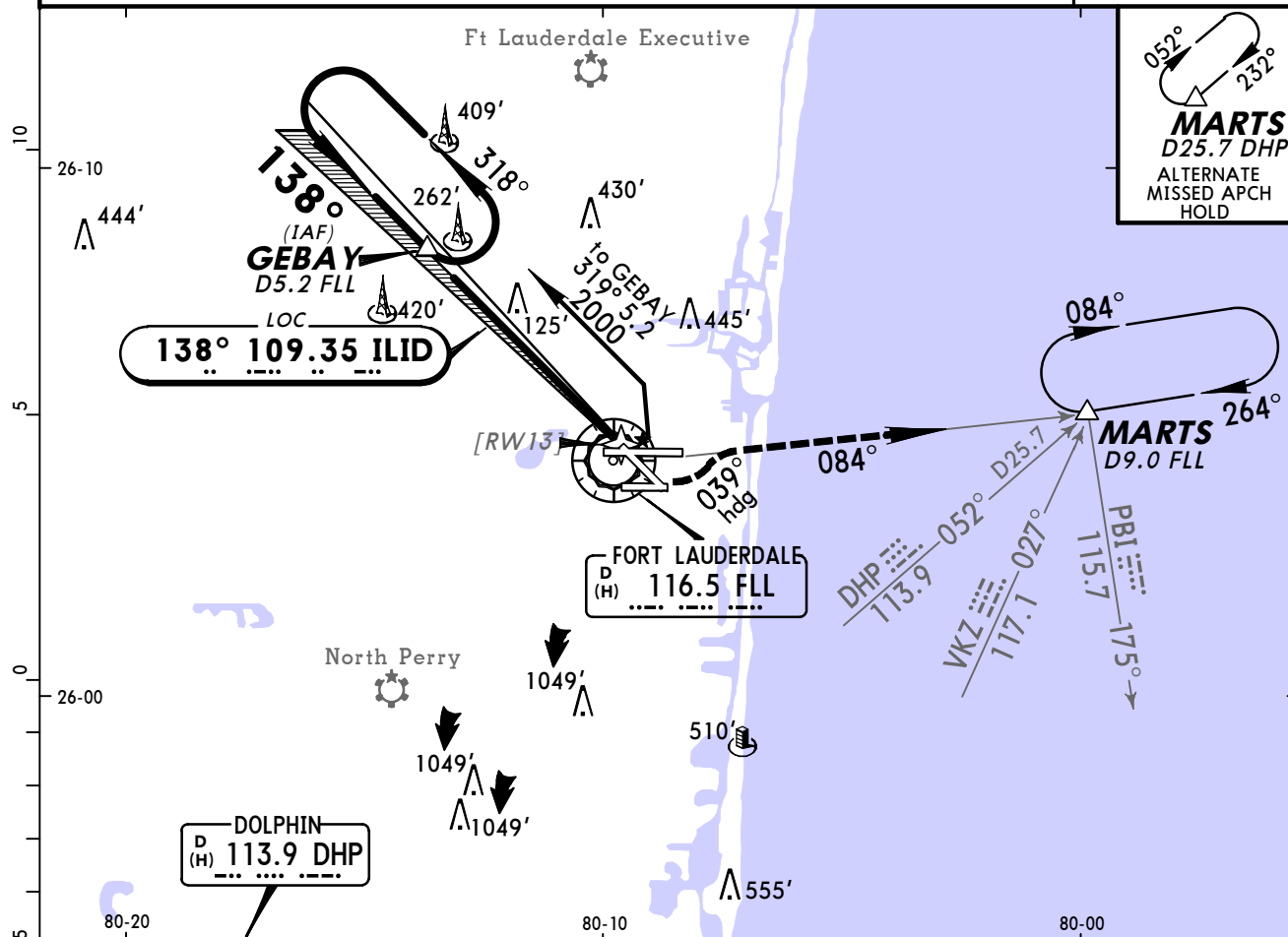
|                      |                                                                                                                         |                           |                                       |  |                                         |                   |                        |  |                                         |  |
|----------------------|-------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|--|-----------------------------------------|-------------------|------------------------|--|-----------------------------------------|--|
| BRIEFING STRIP<br>TM | D-ATIS<br>135.0                                                                                                         |                           | MIAMI Approach (R)<br>133.77          |  | FT LAUDERDALE Tower<br>119.3      120.2 |                   | Ground<br>121.4        |  | Alternate<br>121.7                      |  |
|                      | LOC<br>IFLL<br>108.5                                                                                                    | Final<br>Apch Crs<br>093° | Minimum Alt<br>CIBEL<br>2000' (1994') |  | MDA(H)<br>580' (574')                   |                   | Apt Elev 9'<br>TDZE 6' |  | <div>2100'</div> <div>MSA FLL VOR</div> |  |
|                      | MISSED APCH: Climb to 1000' then climbing LEFT turn to 4000' outbound via FLL VOR R-084 to MARTS INT/D9.0 FLL and hold. |                           |                                       |  |                                         |                   |                        |  |                                         |  |
|                      | Alt Set: INCHES                                                                                                         |                           | Trans level: FL 180                   |  |                                         | Trans alt: 18000' |                        |  |                                         |  |
|                      | 1. Visibility reduction by helicopters not authorized.                                                                  |                           |                                       |  |                                         |                   |                        |  |                                         |  |



|                       |     |      |      |      |      |      |                |       |       |                 |       |
|-----------------------|-----|------|------|------|------|------|----------------|-------|-------|-----------------|-------|
| Gnd speed-Kts         | 70  | 90   | 100  | 120  | 140  | 160  | REIL<br>PAPI-L | 1000' | 4000' | FLL             | MARTS |
| Descent angle [2.97°] | 368 | 473  | 525  | 630  | 736  | 841  |                | ↑     | LT    | via 116.5 R-084 |       |
| CIBEL to MAP          | 6.2 | 5:19 | 4:08 | 3:43 | 3:06 | 2:39 |                |       |       |                 |       |

| STRAIGHT-IN LANDING RWY 9R |    |  |  |  |  | CIRCLE-TO-LAND |                 |  |  |  |  |
|----------------------------|----|--|--|--|--|----------------|-----------------|--|--|--|--|
| MDA(H) <b>580'</b> (574')  |    |  |  |  |  |                |                 |  |  |  |  |
| A                          |    |  |  |  |  | Max Kts        | MDA(H)          |  |  |  |  |
| B                          | 1  |  |  |  |  | 90             | 680' (671') -1  |  |  |  |  |
| C                          | 1½ |  |  |  |  | 120            | 680' (671') -2  |  |  |  |  |
| D                          | 1¾ |  |  |  |  | 140            | 680' (671') -2  |  |  |  |  |
|                            |    |  |  |  |  | 165            | 700' (691') -2¼ |  |  |  |  |

|                                                                                                                                                                                  |                                     |                                                     |                              |                                      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------------|------------------------------|--------------------------------------|
| D-ATIS<br><b>135.0</b>                                                                                                                                                           | MIAMI Approach (R)<br><b>133.77</b> | FT LAUDERDALE Tower<br><b>119.3</b> <b>120.2</b>    | Ground<br><b>121.4</b>       | Alternate<br><b>121.7</b>            |
| LOC<br>ILID<br><b>109.35</b>                                                                                                                                                     | Final<br>Apch Crs<br><b>138°</b>    | Minimum Alt<br><b>GEBAY</b><br><b>1700'</b> (1693') | MDA(H)<br><b>380'</b> (373') | Apt Elev <b>9'</b><br>TDZE <b>7'</b> |
| <b>MISSED APCH:</b> Climb to 1000' then climbing LEFT turn to 4000' via heading 039° and outbound FLL VOR R-084 to MARTS INT/D9.0 FLL and hold, continue climb-in-hold to 4000'. |                                     |                                                     |                              |                                      |
| Alt Set: INCHES   Trans level: FL 180   Trans alt: 18000'<br>1. Visibility reduction by helicopters not authorized. 2. VGSI and descent angles not coincident.                   |                                     |                                                     |                              |                                      |
|                                                                                                                                                                                  |                                     |                                                     |                              | 2100'                                |
|                                                                                                                                                                                  |                                     |                                                     |                              | MSA FLL VOR                          |



|                       |     |      |      |      |      |      |      |  |  |  |
|-----------------------|-----|------|------|------|------|------|------|--|--|--|
| Gnd speed-Kts         | 70  | 90   | 100  | 120  | 140  | 160  |      |  |  |  |
| Descent angle [3.04°] | 376 | 484  | 538  | 645  | 753  | 861  |      |  |  |  |
| GEBAY to MAP          | 5.1 | 4:22 | 3:24 | 3:04 | 2:33 | 2:11 | 1:55 |  |  |  |

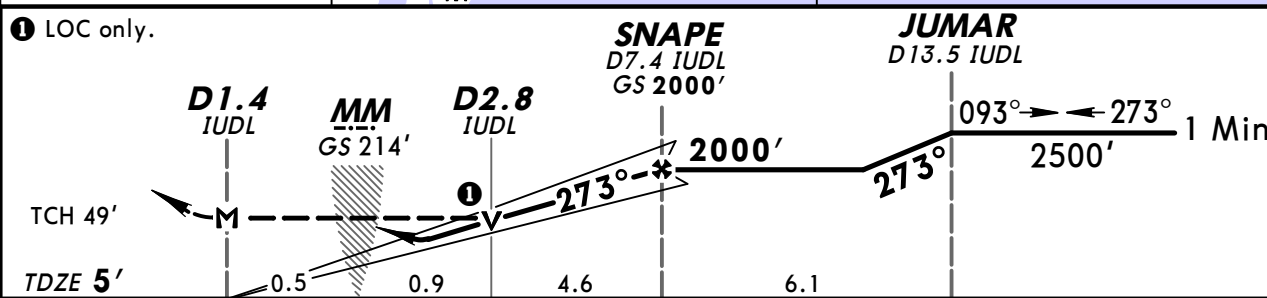
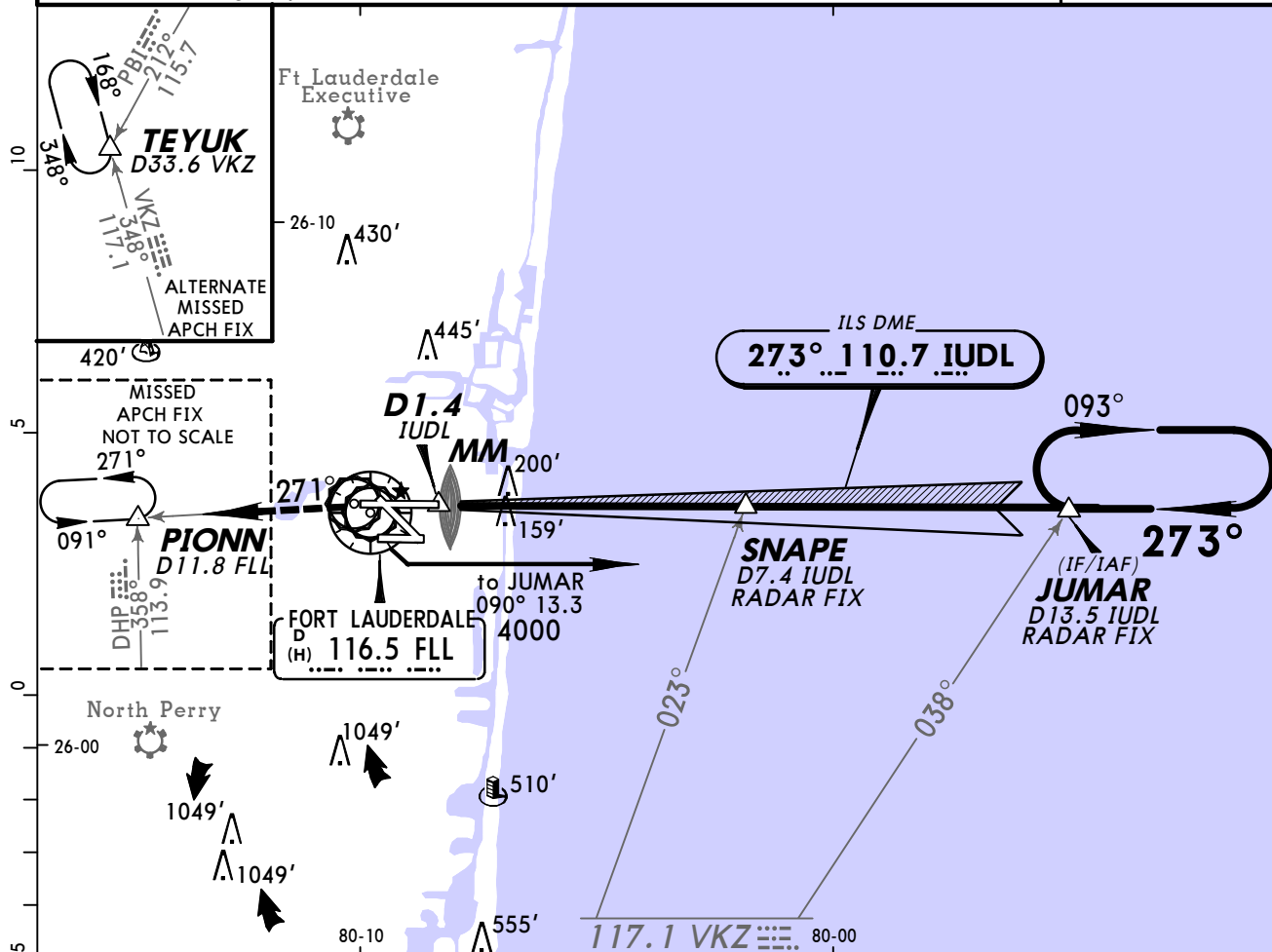
| STRAIGHT-IN LANDING RWY 13 |    |  |  | CIRCLE-TO-LAND |                |  |  |
|----------------------------|----|--|--|----------------|----------------|--|--|
| MDA(H) <b>380'</b> (373')  |    |  |  |                |                |  |  |
| A                          |    |  |  | Max Kts        | MDA(H)         |  |  |
| B                          | 1  |  |  | 90             | 680' (671')-1  |  |  |
| C                          |    |  |  | 120            | 680' (671')-2  |  |  |
| D                          | 1¼ |  |  | 140            | 680' (671')-2  |  |  |
|                            |    |  |  | 165            | 700' (691')-2¼ |  |  |

TERPS AMEND 1 16 DEC 2010

CHANGES: None.

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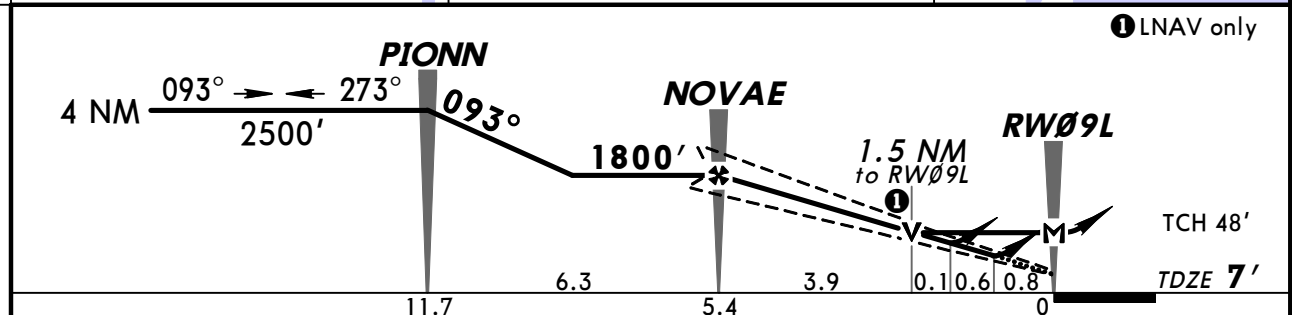
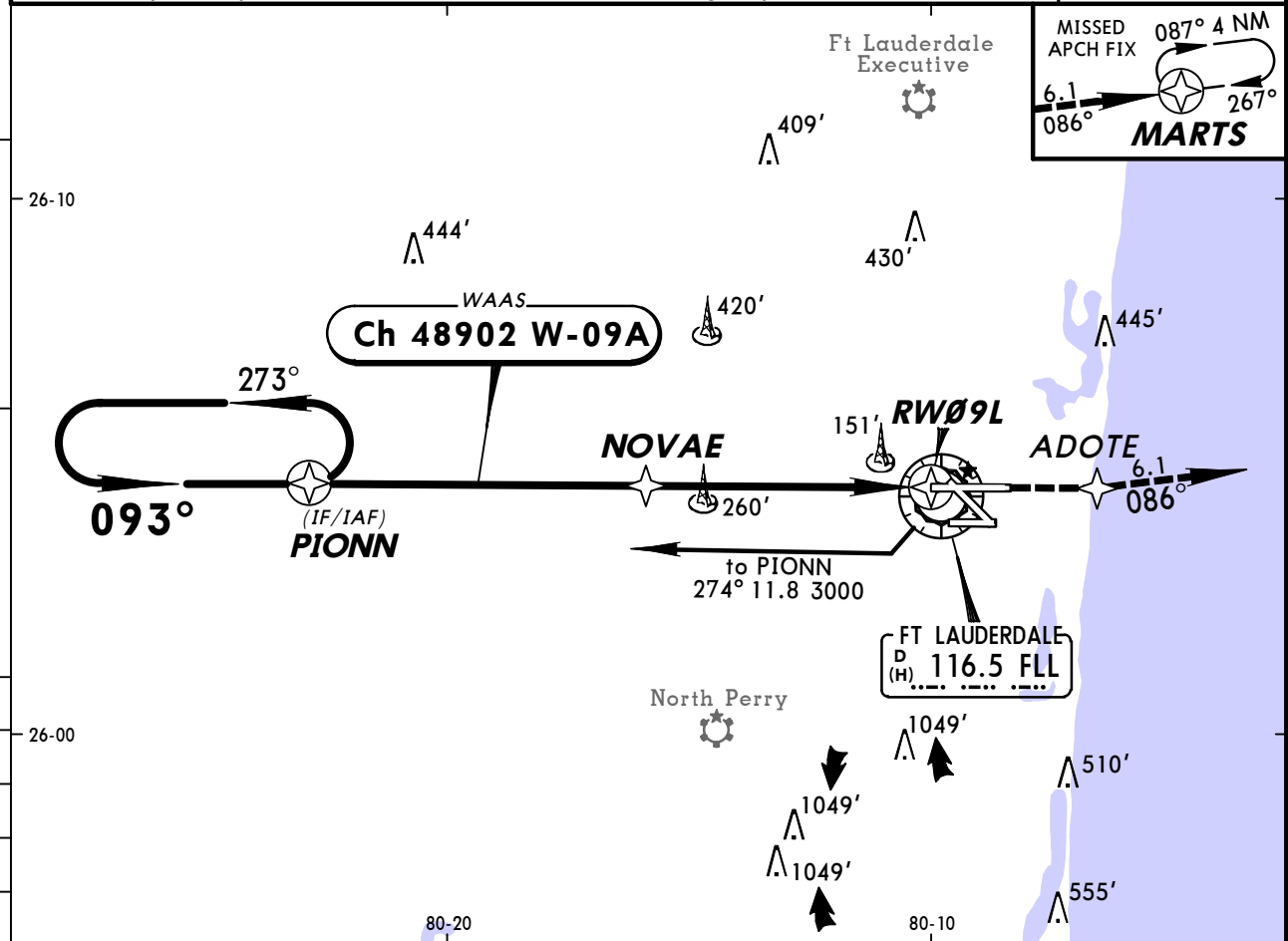
|                      |                                                                                                                                                        |                           |                              |                             |                                    |  |                                         |  |
|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------|-----------------------------|------------------------------------|--|-----------------------------------------|--|
| BRIEFING STRIP<br>TM | D-ATIS<br>135.0                                                                                                                                        |                           | MIAMI Approach (R)<br>133.77 |                             | FT LAUDERDALE Tower<br>119.3 120.2 |  | Ground Alternate<br>121.4 121.7         |  |
|                      | LOC<br>IUDL<br>110.7                                                                                                                                   | Final<br>Apch Crs<br>273° | GS<br>SNAPE<br>2000' (1995') | ILS<br>DA(H)<br>255' (250') | Apt Elev 9'<br>TDZE 5'             |  | <div>2100'</div> <div>MSA FLL VOR</div> |  |
|                      | MISSED APCH: Climb to 4000' outbound via FLL VOR R-271 to PIONN INT/<br>D11.8 FLL and hold. Continue climb-in-hold to 4000', or as directed<br>by ATC. |                           |                              |                             |                                    |  |                                         |  |
|                      | Alt Set: INCHES                                                                                                                                        |                           | Trans level: FL 180          |                             | Trans alt: 18000'                  |  |                                         |  |
|                      | 1. VGSI and ILS glidepath not coincident.                                                                                                              |                           |                              |                             |                                    |  |                                         |  |



| Gnd speed-Kts                       | 70    | 90   | 100  | 120  | 140  | 160  | MALSR<br>PAPI | 4000' | via<br>FLL<br>R-271 | PIONN |
|-------------------------------------|-------|------|------|------|------|------|---------------|-------|---------------------|-------|
| GS                                  | 3.00° | 377  | 484  | 538  | 646  | 753  |               |       |                     |       |
| MAP at D1.4 IUDL or<br>SNAPE to MAP | 6.0   | 5:09 | 4:00 | 3:36 | 3:00 | 2:34 |               |       |                     |       |

| STRAIGHT-IN LANDING RWY 27R     |                 |                                           |  |             | CIRCLE-TO-LAND |                     |
|---------------------------------|-----------------|-------------------------------------------|--|-------------|----------------|---------------------|
| ILS<br>DA(H) <b>255'</b> (250') |                 | LOC (GS out)<br>MDA(H) <b>520'</b> (515') |  |             | Max<br>Kts     | MDA(H)              |
| FULL                            | RAIL or ALS out | RAIL out                                  |  | ALS out     | 90             | 680' (671') - 1     |
| RVR 40 or 3/4                   |                 | RVR 40 or 3/4                             |  | RVR 50 or 1 | 120            | 680' (671') - 2     |
|                                 |                 | RVR 50 or 1                               |  | 1 1/2       | 140            |                     |
| RVR 40 or 3/4                   |                 | RVR 60 or 1 1/4                           |  | 1 3/4       | 165            | 700' (691') - 2 1/4 |

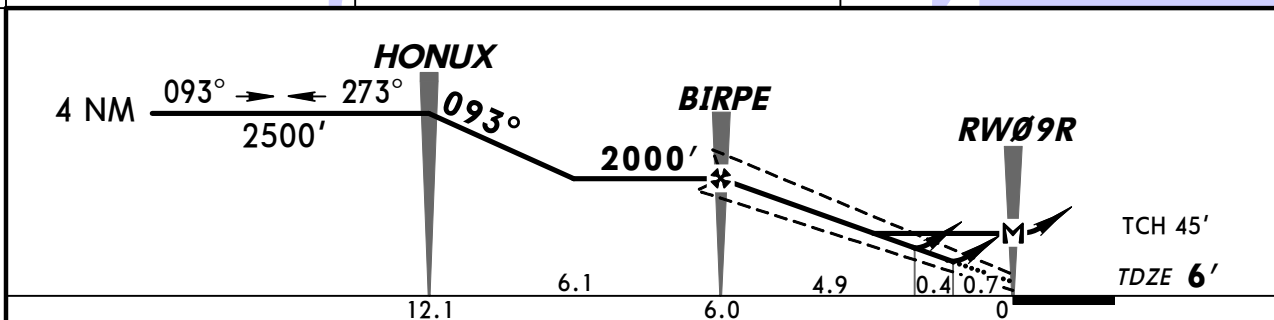
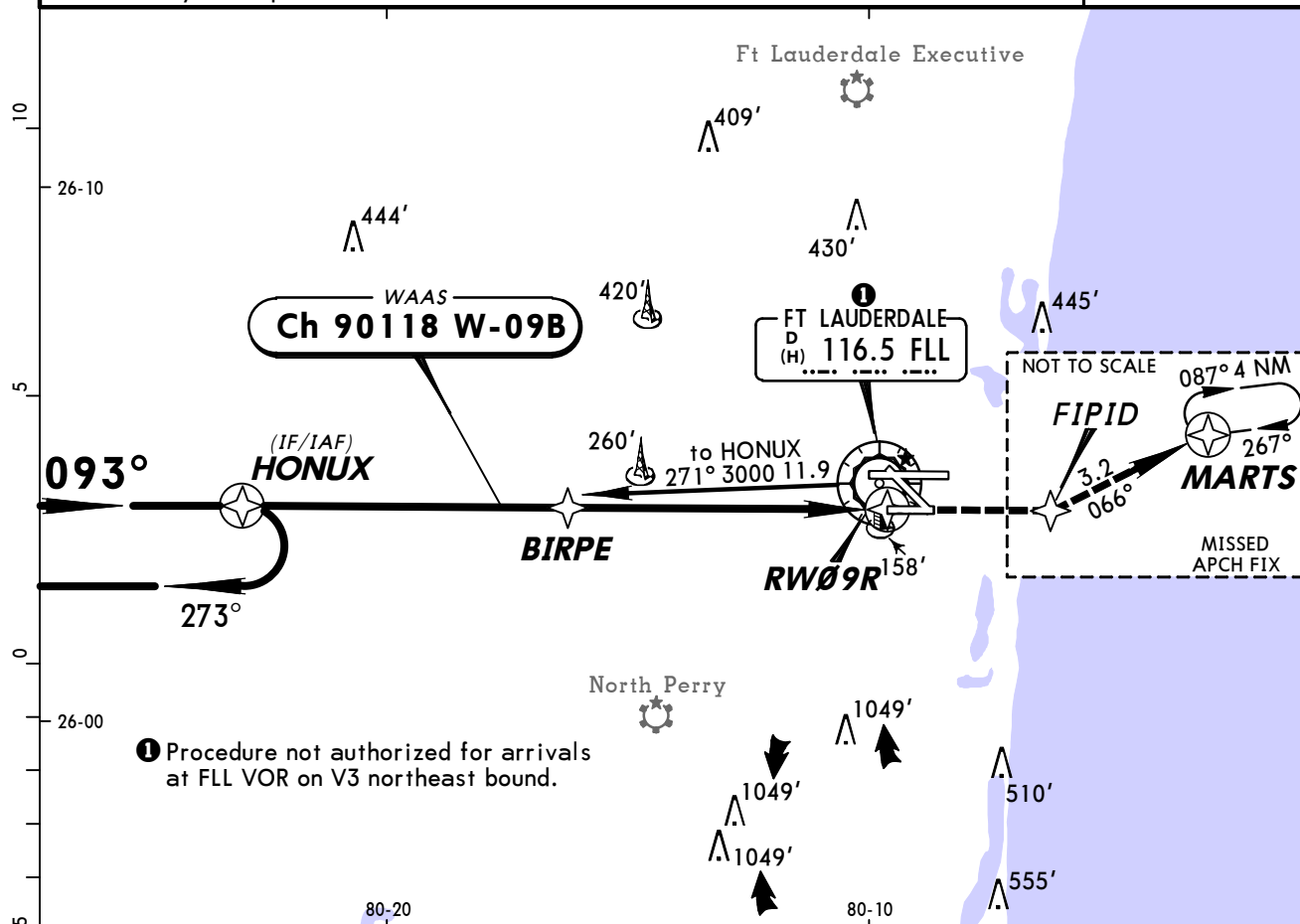
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|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------------|------------------------------------|--|---------------------------------------|--|
| D-ATIS<br>135.0                                                                                                                                                                                                                                                                                          |                           | MIAMI Approach (R)<br>133.77          |                             | FT LAUDERDALE Tower<br>119.3 120.2 |  | Ground Alternate<br>121.4 121.7       |  |
| WAAS<br>Ch 48902<br>W-09A                                                                                                                                                                                                                                                                                | Final<br>Apch Crs<br>093° | Minimum Alt<br>NOVAE<br>1800' (1793') | LPV<br>DA(H)<br>307' (300') | Apt Elev 9'<br>TDZE 7'             |  | <div>2100'</div> <div>MSA RW09L</div> |  |
| MISSED APCH: Climb to 4000' direct ADOTE and on track 086° to MARTS and hold, continue climb-in-hold to 4000'.                                                                                                                                                                                           |                           |                                       |                             |                                    |  |                                       |  |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and RNAV glidepath not coincident. |                           |                                       |                             |                                    |  |                                       |  |



|                        |     |     |     |     |     |     |                                      |  |
|------------------------|-----|-----|-----|-----|-----|-----|--------------------------------------|--|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | MALSR<br>PAPI<br>4000'<br>D<br>ADOTE |  |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                                      |  |
| MAP at RW09L           |     |     |     |     |     |     |                                      |  |

| STRAIGHT-IN LANDING RWY 9L      |               |                                       |                 | CIRCLE-TO-LAND                    |       |
|---------------------------------|---------------|---------------------------------------|-----------------|-----------------------------------|-------|
| LPV<br>DA(H) <b>307'</b> (300') |               | LNAV/VNAV<br>DA(H) <b>496'</b> (489') |                 | LNAV<br>MDA(H) <b>560'</b> (553') |       |
| RAIL or ALS out                 |               | RAIL out   ALS out                    |                 | RAIL out   ALS out                |       |
| A                               |               |                                       |                 |                                   |       |
| B                               |               |                                       |                 |                                   |       |
| C                               | RVR 40 or 3/4 | RVR 50 or 1                           | RVR 60 or 1 1/4 | 1 3/4                             | 1 1/2 |
| D                               |               |                                       |                 |                                   |       |

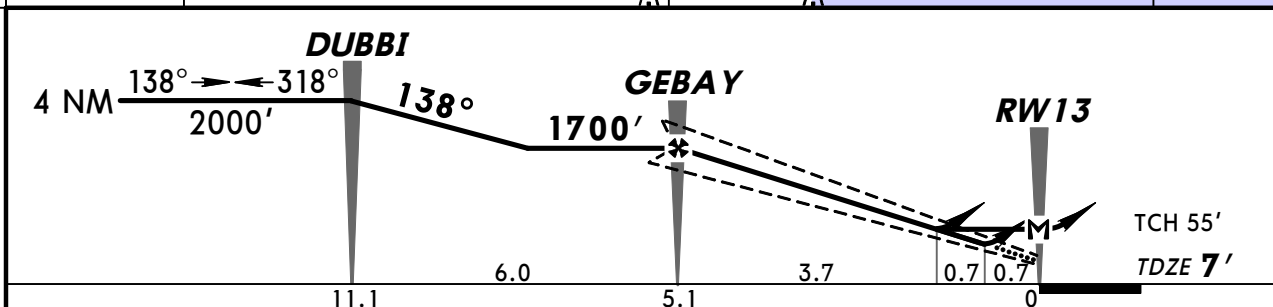
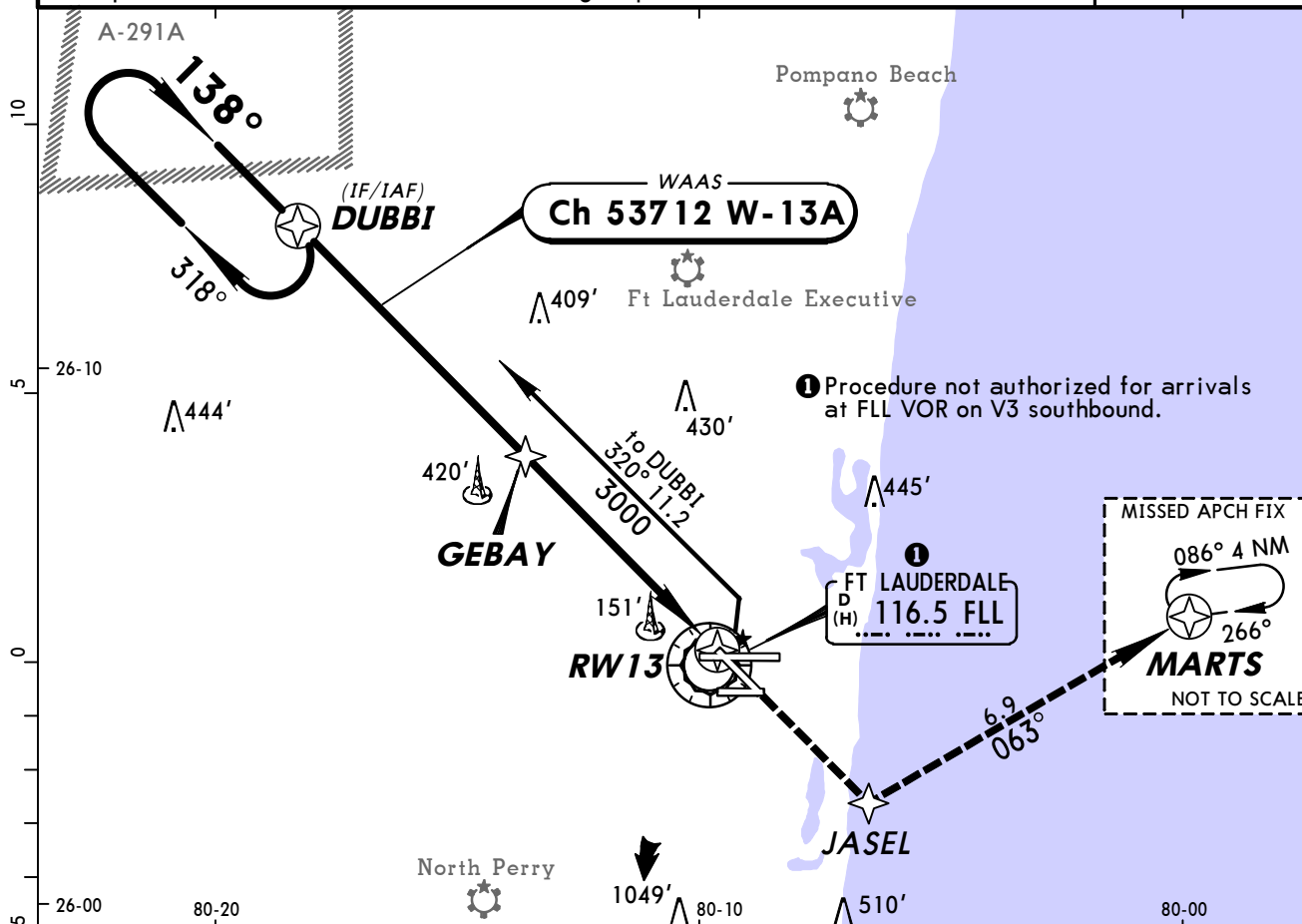
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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|------------------------------------|--------------------------------------|
| D-ATIS<br>135.0                                                                                                                                                                                                                                               | MIAMI Approach (R)<br>133.77     | FT LAUDERDALE Tower<br>119.3 120.2                  | Ground<br>121.4                    | Alternate<br>121.7                   |
| WAAS<br><b>Ch 90118</b><br>W-09B                                                                                                                                                                                                                              | Final<br>Apch Crs<br><b>093°</b> | Minimum Alt<br><b>BIRPE</b><br><b>2000'</b> (1994') | LPV<br>DA(H)<br><b>267'</b> (261') | Apt Elev <b>9'</b><br>TDZE <b>6'</b> |
| <b>MISSED APCH: Climb to 4000' direct FIPID and on track 066° to MARTS and hold, continue climb-in-hold to 4000'.</b>                                                                                                                                         |                                  |                                                     |                                    |                                      |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. |                                  |                                                     |                                    |                                      |
|                                                                                                                                                                                                                                                               |                                  |                                                     |                                    | 2100'<br><br>MSA RW09R               |



|                        |     |     |     |     |     |     |  |                |       |   |       |
|------------------------|-----|-----|-----|-----|-----|-----|--|----------------|-------|---|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  | REIL<br>PAPI-L | 4000' | → | FIPID |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |                |       |   |       |
| MAP at RW09R           |     |     |     |     |     |     |  |                |       |   |       |

| STRAIGHT-IN LANDING RWY 9R |                          |                           | CIRCLE-TO-LAND |                |
|----------------------------|--------------------------|---------------------------|----------------|----------------|
| LPV                        | LNAV/VNAV                | LNAV                      | Max Kts        | MDA(H)         |
| DA(H) <b>267'</b> (261')   | DA(H) <b>408'</b> (402') | MDA(H) <b>580'</b> (574') | 90             | 680' (671')-1  |
| 1                          | 1½                       | 1                         | 120            | 680' (671')-2  |
|                            |                          | 1½                        | 140            | 680' (671')-2  |
|                            |                          | 1¾                        | 165            | 700' (691')-2¼ |

|                                                                                                                                                                                                                                                                                                          |                                  |                                                     |                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|------------------------------------|
| D-ATIS<br>135.0                                                                                                                                                                                                                                                                                          | MIAMI Approach (R)<br>133.77     | FT LAUDERDALE Tower<br>119.3 120.2                  | Ground Alternate<br>121.4 121.7    |
| WAAS<br><b>Ch 53712</b><br>W-13A                                                                                                                                                                                                                                                                         | Final<br>Apch Crs<br><b>138°</b> | Minimum Alt<br><b>GEBAY</b><br><b>1700'</b> (1693') | LPV<br>DA(H)<br><b>290'</b> (283') |
| Apt Elev <b>9'</b><br>TDZE <b>7'</b>                                                                                                                                                                                                                                                                     |                                  |                                                     |                                    |
| <b>MISSED APCH:</b> Climb to 4000' direct JASEL and on track 063° to MARTS and hold. Continue climb-in-hold to 4000'.                                                                                                                                                                                    |                                  |                                                     |                                    |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and RNAV glidepath not coincident. |                                  |                                                     |                                    |
| <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">2100'</div> <div style="text-align: center; margin-top: 10px;"><b>MSA RW13</b></div>                                                 |                                  |                                                     |                                    |

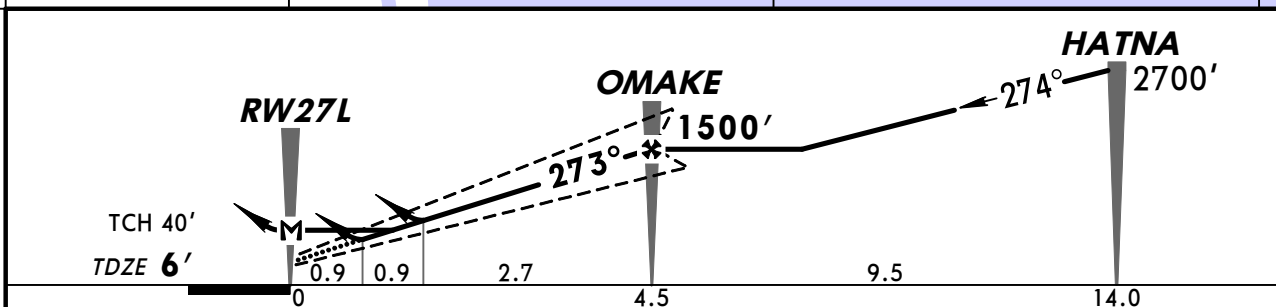
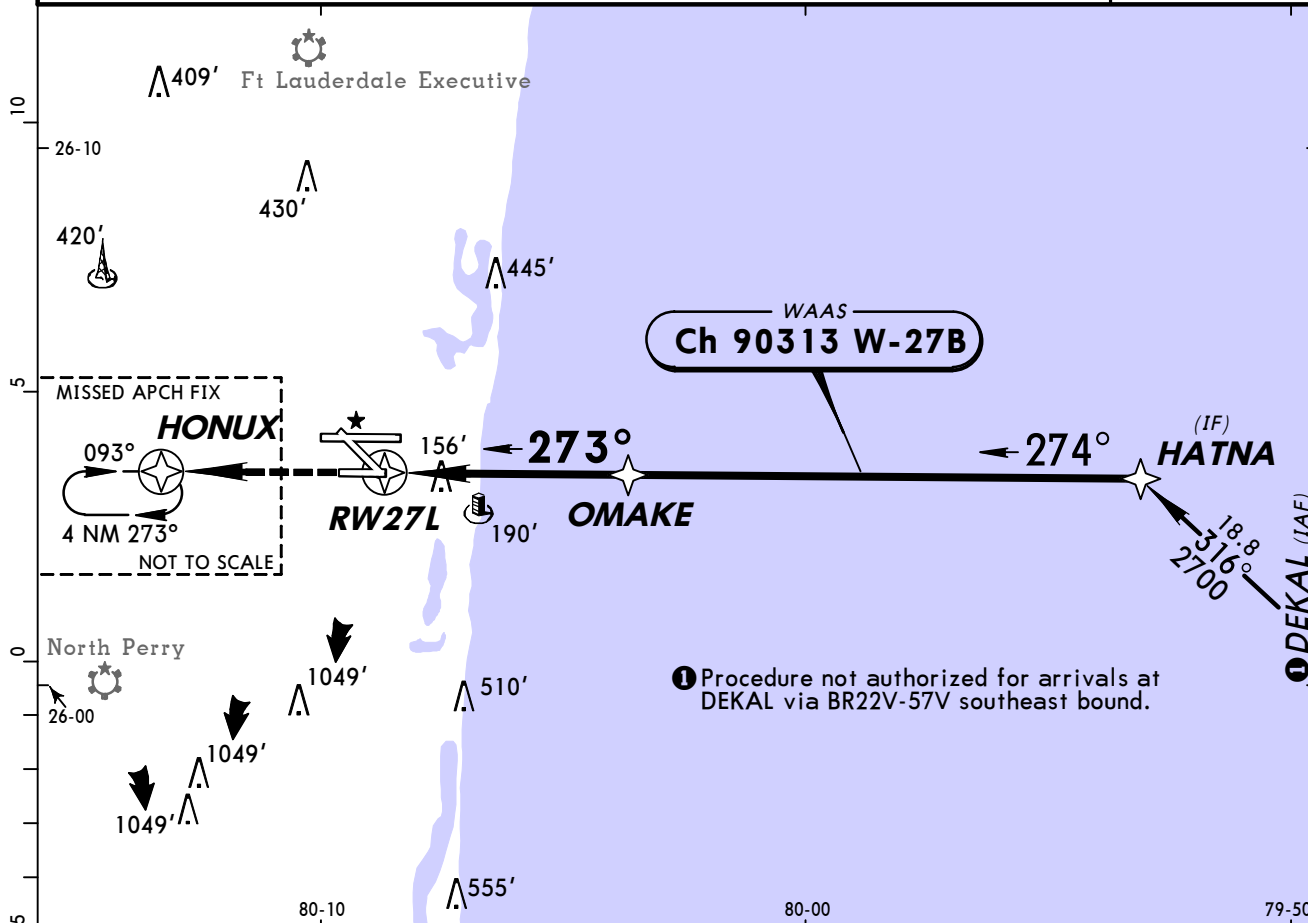


|                  |       |     |     |     |     |     |     |                |       |   |       |
|------------------|-------|-----|-----|-----|-----|-----|-----|----------------|-------|---|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 |     | REIL<br>PAPI-L | 4000' | → | JASEL |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                |       |   |       |
| MAP at RW13      |       |     |     |     |     |     |     |                |       |   |       |

| STRAIGHT-IN LANDING RWY 13      |                                       |                                   |  |  | CIRCLE-TO-LAND |                     |
|---------------------------------|---------------------------------------|-----------------------------------|--|--|----------------|---------------------|
| LPV<br>DA(H) <b>290'</b> (283') | LNAV/VNAV<br>DA(H) <b>496'</b> (489') | LNAV<br>MDA(H) <b>500'</b> (493') |  |  | Max<br>Kts     | MDA(H)              |
| 1                               | 1 3/4                                 | 1                                 |  |  | 90             | 680' (671') - 1     |
|                                 |                                       |                                   |  |  | 120            |                     |
|                                 |                                       | 1 1/4                             |  |  | 140            | 680' (671') - 2     |
|                                 |                                       | 1 1/2                             |  |  | 165            | 700' (691') - 2 1/4 |

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                                                       |  |                                          |  |                                                            |  |                                            |  |                                          |  |                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------------|--|------------------------------------------------------------|--|--------------------------------------------|--|------------------------------------------|--|-------------------------------------------------|
| D-ATIS<br>135.0                                                                                                                                                                                                                                                                                                                                                       |  | MIAMI Approach (R)<br>133.77             |  | FT LAUDERDALE Tower<br>119.3    120.2                      |  | Ground<br>121.4    Alternate<br>121.7      |  |                                          |  |                                                 |
| WAAS<br><b>Ch 90313</b><br>W-27B                                                                                                                                                                                                                                                                                                                                      |  | <i>Final<br/>Apch Crs</i><br><b>273°</b> |  | <i>Minimum Alt</i><br><b>OMAKE</b><br><b>1500' (1494')</b> |  | <i>LPV<br/>DA(H)</i><br><b>325' (319')</b> |  | <i>Apt Elev 9'</i><br><br><i>TDZE 6'</i> |  | <div><div>2100'</div><div>MSA RW27L</div></div> |
| MISSED APCH: Climb to 2500' direct HONUX and hold.                                                                                                                                                                                                                                                                                                                    |  |                                          |  |                                                            |  |                                            |  |                                          |  |                                                 |
| <div>Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'</div> <div>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGS1 and RNAV glidepath not coincident.</div> |  |                                          |  |                                                            |  |                                            |  |                                          |  |                                                 |



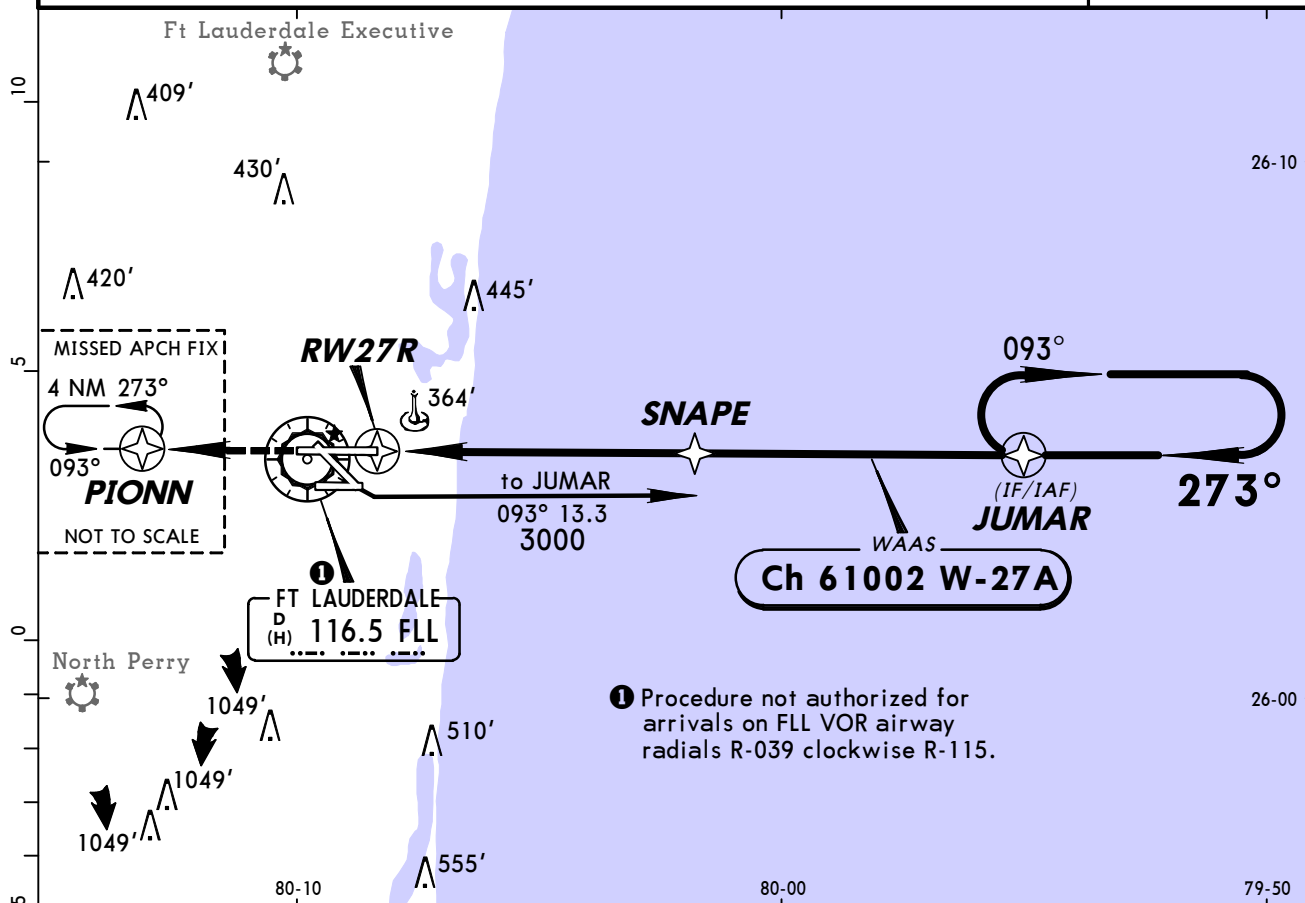
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|------------------|-------|-----|-----|-----|-----|-----|--------|--------------|--------------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | PAPI-L | <b>2500'</b> | <b>HONUX</b> |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 849 |        |              |              |
| MAP at RW27L     |       |     |     |     |     |     |        |              |              |

| STRAIGHT-IN LANDING RWY 27L |                          |                           |  | CIRCLE-TO-LAND |                          |
|-----------------------------|--------------------------|---------------------------|--|----------------|--------------------------|
| LPV                         | LNAV/VNAV                | LNAV                      |  | Max Kts        | MDA(H)                   |
| DA(H) <b>325'</b> (319')    | DA(H) <b>632'</b> (626') | MDA(H) <b>500'</b> (494') |  | 90             | <b>680'</b> (671')-1     |
| <b>1 1/4</b>                | <b>2 1/4</b>             | <b>1 1/4</b>              |  | 120            | <b>680'</b> (671')-2     |
|                             |                          |                           |  | 140            |                          |
|                             |                          | <b>1 1/2</b>              |  | 165            | <b>700'</b> (691')-2 1/4 |

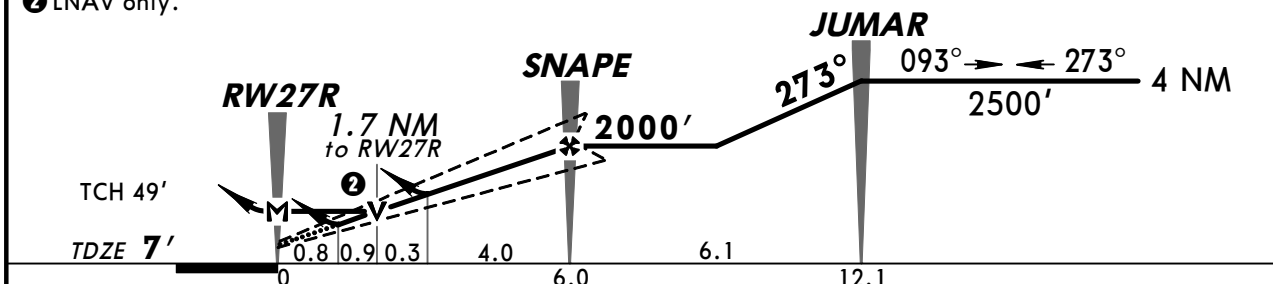


BRIEFING STRIP™

|                                                                                                                                                                                                                                                   |  |                              |                                       |                                    |                        |                                 |                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------|---------------------------------------|------------------------------------|------------------------|---------------------------------|---------------------------------------|
| D-ATIS<br>135.0                                                                                                                                                                                                                                   |  | MIAMI Approach (R)<br>133.77 |                                       | FT LAUDERDALE Tower<br>119.3 120.2 |                        | Ground Alternate<br>121.4 121.7 |                                       |
| WAAS<br>Ch 61002<br>W-27A                                                                                                                                                                                                                         |  | Final<br>Apch Crs<br>273°    | Minimum Alt<br>SNAPE<br>2000' (1993') | LPV<br>DA(H)<br>307' (300')        | Apt Elev 9'<br>TDZE 7' |                                 | <div>2100'</div> <div>MSA RW27R</div> |
| MISSED APCH: Climb to 4000' direct PIONN and hold, continue climb-in-hold to 4000'.                                                                                                                                                               |  |                              |                                       |                                    |                        |                                 |                                       |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. |  |                              |                                       |                                    |                        |                                 |                                       |



② LNAV only.

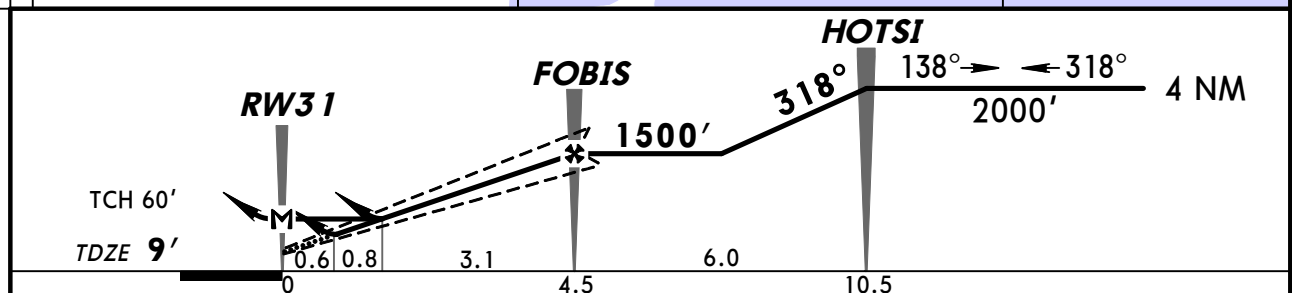
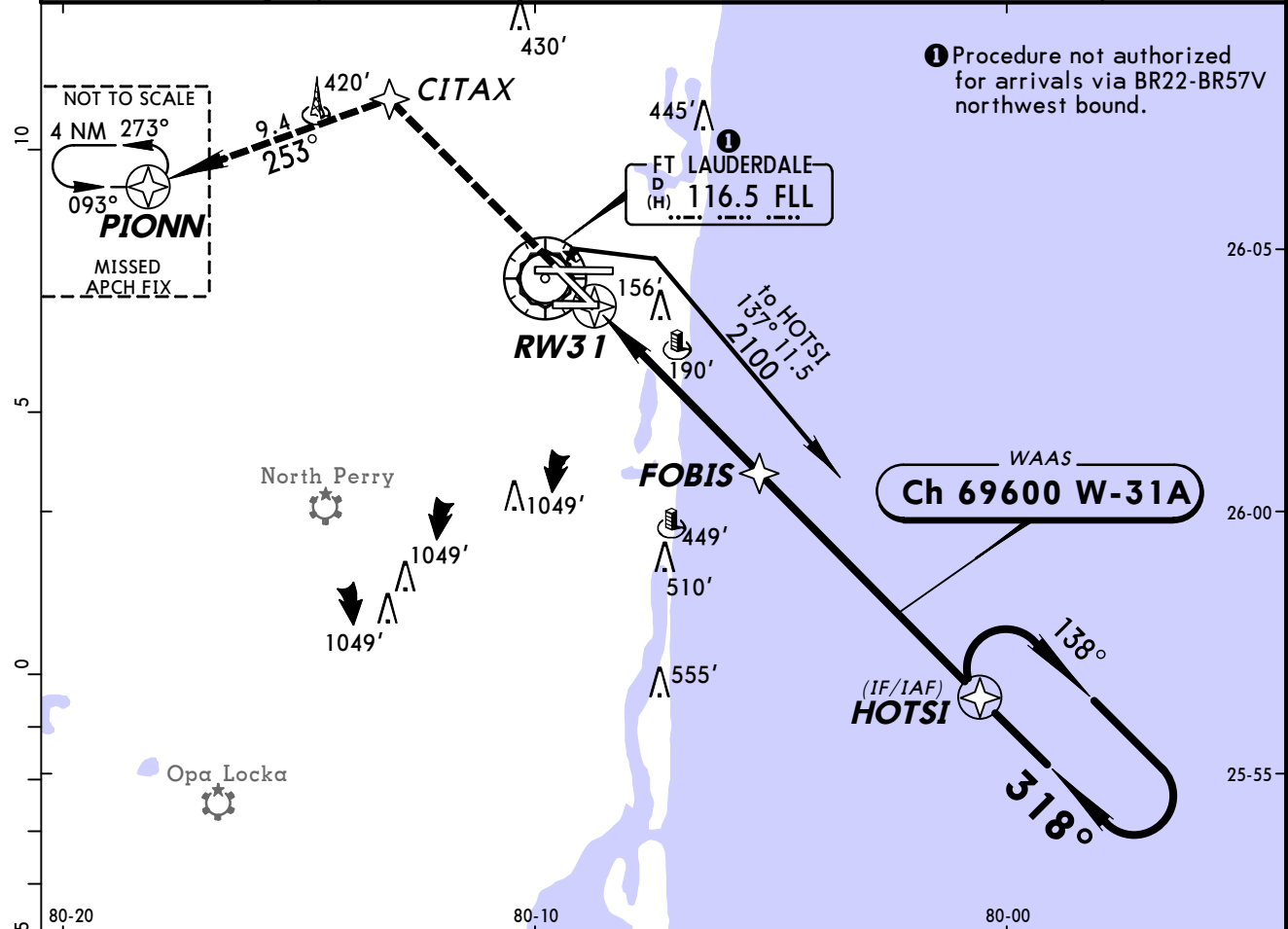


|                        |     |     |     |     |     |     |       |       |       |
|------------------------|-----|-----|-----|-----|-----|-----|-------|-------|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | MALSR | 4000' | PIONN |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI  |       |       |
| MAP at RW27R           |     |     |     |     |     |     |       |       |       |

| STRAIGHT-IN LANDING RWY 27R |                   |                    |             | CIRCLE-TO-LAND |                   |
|-----------------------------|-------------------|--------------------|-------------|----------------|-------------------|
| LPV                         | LNAV/VNAV         | LNAV               |             | Max Kts        | MDA(H)            |
| DA(H) 307' (300')           | DA(H) 704' (697') | MDA(H) 620' (613') |             |                |                   |
| RAIL or ALS out             | RAIL or ALS out   | RAIL out           | ALS out     |                |                   |
| A                           |                   | RVR 40 or 3/4      | RVR 50 or 1 | 90             | 680' (671')-1     |
| B                           |                   |                    |             | 120            |                   |
| C                           | RVR 40 or 3/4     | RVR 50 or 1        | 2           | 140            | 680' (671')-2     |
| D                           |                   |                    | 2 1/2       | 165            | 700' (691')-2 1/4 |

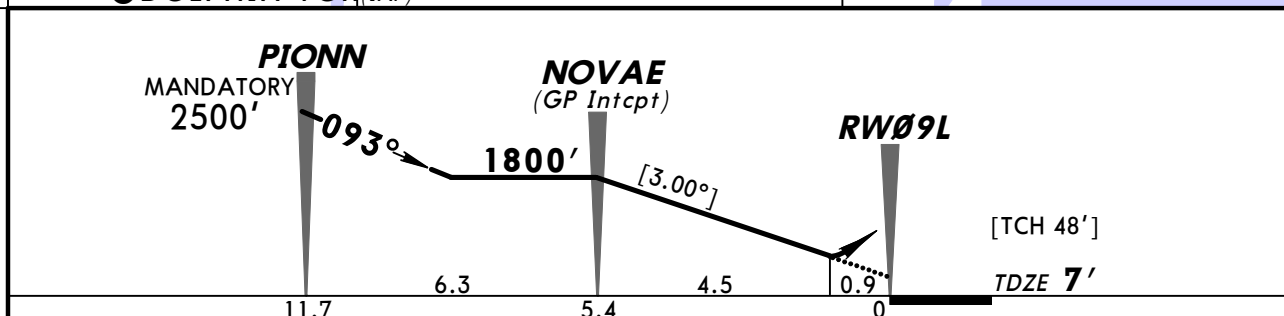
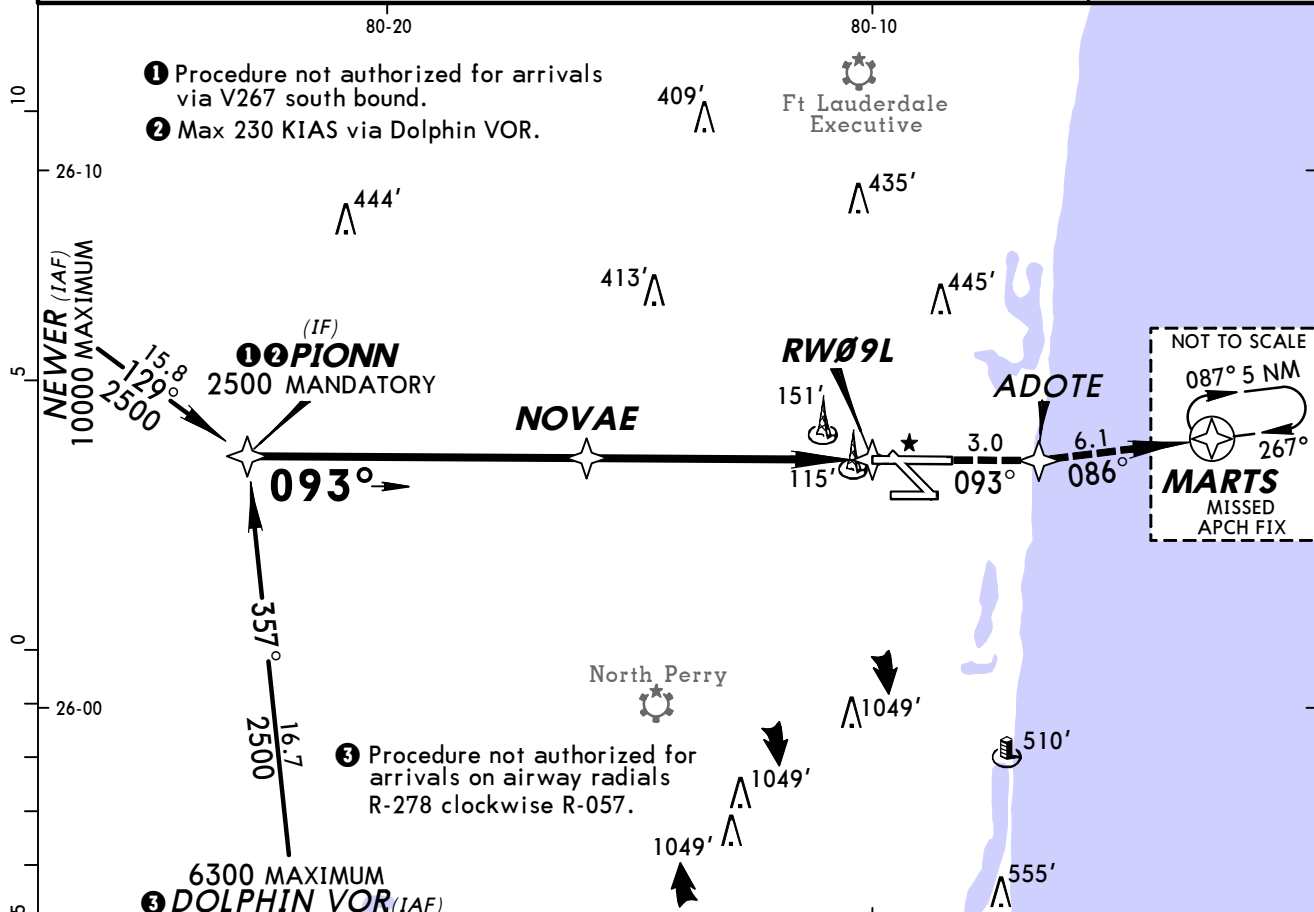


|                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                                     |                                    |                                          |                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|------------------------------------|------------------------------------------|---------------------------|
| D-ATIS                                                                                                                                                                                                                                                                                                                                                                         | MIAMI Approach (R)               |                                                     | FT LAUDERDALE Tower                |                                          | Ground                    |
| 135.0                                                                                                                                                                                                                                                                                                                                                                          | 133.77                           |                                                     | 119.3                              | 120.2                                    | 121.4                     |
| WAAS<br><b>Ch 69600</b><br>W-31A                                                                                                                                                                                                                                                                                                                                               | Final<br>Apch Crs<br><b>318°</b> | Minimum Alt<br><b>FOBIS</b><br><b>1500'</b> (1491') | LPV<br>DA(H)<br><b>270'</b> (261') | Apt Elev <b>9'</b><br><br>TDZE <b>9'</b> | Alternate<br><b>121.7</b> |
| <b>MISSED APCH:</b> Climb to 4000' direct CITAX and track 253° to PIONN and hold, continue climb-in-hold to 4000'.                                                                                                                                                                                                                                                             |                                  |                                                     |                                    |                                          | 2100'                     |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'<br>1. When VGSI inop, procedure not authorized at night. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F).<br>3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized.<br>5. VGSI and RNAV glidepath not coincident. |                                  |                                                     |                                    |                                          | MSA RW31                  |



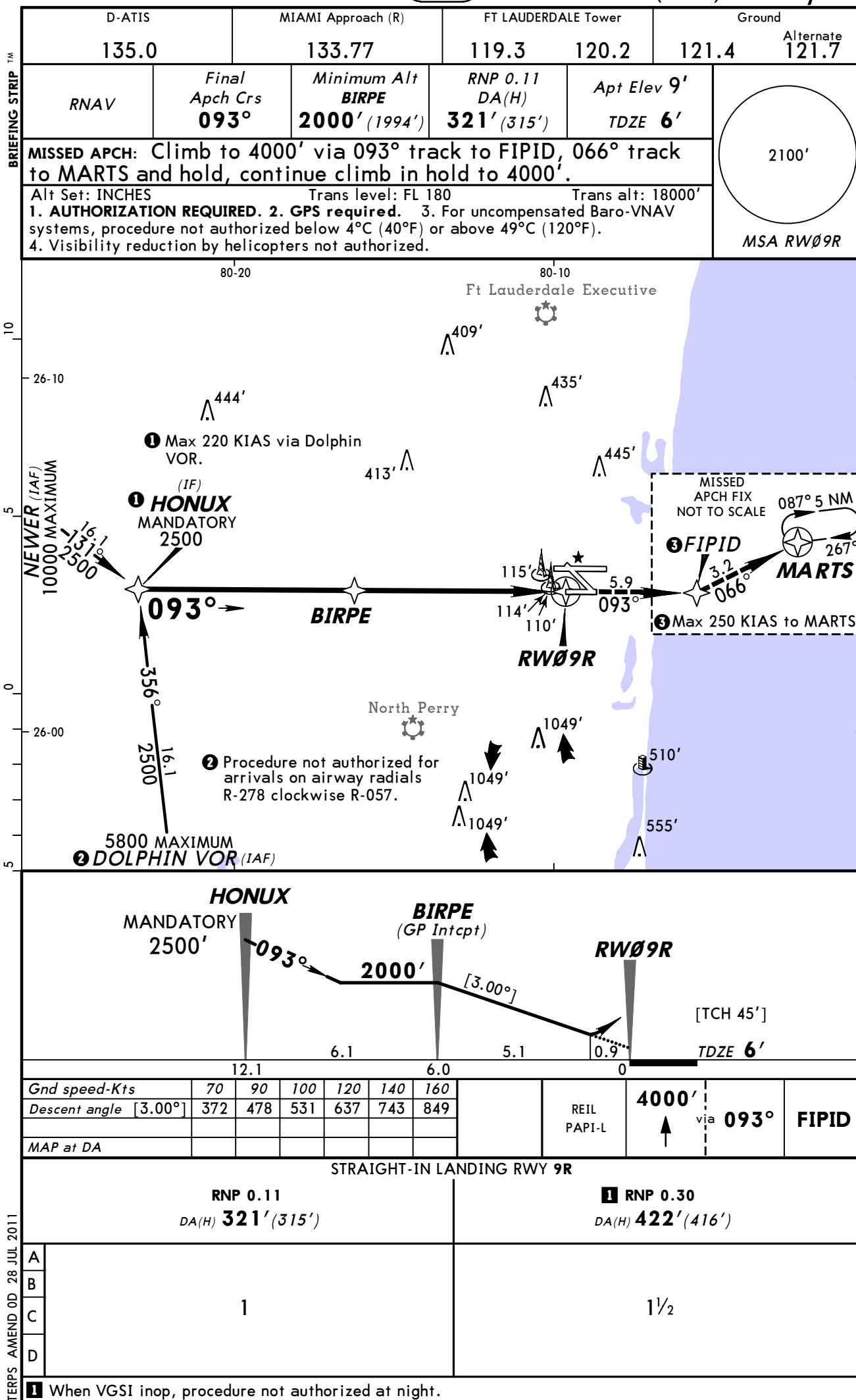
|                            |   |                                |     |                            |     |     |     |         |                |            |  |       |                |  |
|----------------------------|---|--------------------------------|-----|----------------------------|-----|-----|-----|---------|----------------|------------|--|-------|----------------|--|
| Gnd speed-Kts              |   | 70                             | 90  | 100                        | 120 | 140 | 160 |         | REIL<br>PAPI-L | 4000'<br>↑ |  | CITAX |                |  |
| Glide Path Angle 3.00°     |   | 372                            | 478 | 531                        | 637 | 743 | 849 |         |                |            |  |       |                |  |
|                            |   |                                |     |                            |     |     |     |         |                |            |  |       |                |  |
| MAP at RW31                |   |                                |     |                            |     |     |     |         |                |            |  |       |                |  |
| STRAIGHT-IN LANDING RWY 31 |   |                                |     |                            |     |     |     |         |                |            |  |       | CIRCLE-TO-LAND |  |
| LPV<br>DA(H) 270' (261')   |   | LNAV/VNAV<br>DA(H) 506' (497') |     | LNAV<br>MDA(H) 500' (491') |     |     |     | Max Kts |                | MDA(H)     |  |       |                |  |
| A                          | 1 | 1¾                             | 1   | 1¼                         | 1½  |     |     | 90      | 680' (671')-1  |            |  |       |                |  |
| B                          |   |                                |     |                            |     |     |     | 120     | 680' (671')-2  |            |  |       |                |  |
| C                          |   |                                |     |                            |     |     |     | 140     | 700' (691')-2¼ |            |  |       |                |  |
| D                          |   |                                |     |                            |     |     |     | 165     | 700' (691')-2¼ |            |  |       |                |  |

|                                                                                                                                                                                                                                                                                                                                                                                  |                                  |                                                     |                                         |                                                |  |                                                                                                                             |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|-----------------------------------------|------------------------------------------------|--|-----------------------------------------------------------------------------------------------------------------------------|--|
| D-ATIS<br><b>135.0</b>                                                                                                                                                                                                                                                                                                                                                           |                                  | MIAMI Approach (R)<br><b>133.77</b>                 |                                         | FT LAUDERDALE Tower<br><b>119.3      120.2</b> |  | Ground Alternate<br><b>121.4      121.7</b>                                                                                 |  |
| RNAV                                                                                                                                                                                                                                                                                                                                                                             | Final<br>Apch Crs<br><b>093°</b> | Minimum Alt<br><b>NOVAE</b><br><b>1800' (1793')</b> | RNP 0.11<br>DA(H)<br><b>346' (339')</b> | Apt Elev <b>9'</b><br><br><b>TDZE 7'</b>       |  | <br><b>2100'</b><br><br><b>MSA RW09L</b> |  |
| <b>MISSED APCH: Climb to 4000' via 093° track to ADOTE, 086° track to MARTS and hold, continue climb in hold to 4000'.</b>                                                                                                                                                                                                                                                       |                                  |                                                     |                                         |                                                |  |                                                                                                                             |  |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'<br><b>1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 4°C (40°F) or above 48°C (119°F). 4. Missed approach requires RNP less than 1.00. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized.</b> |                                  |                                                     |                                         |                                                |  |                                                                                                                             |  |

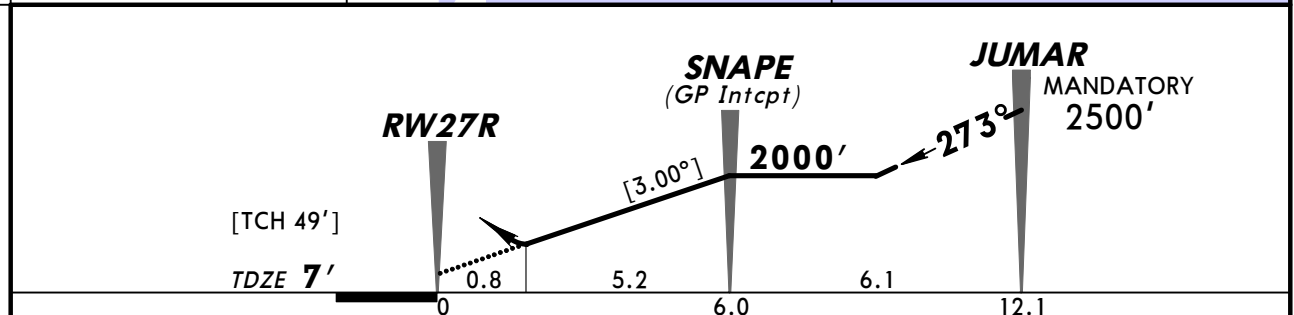
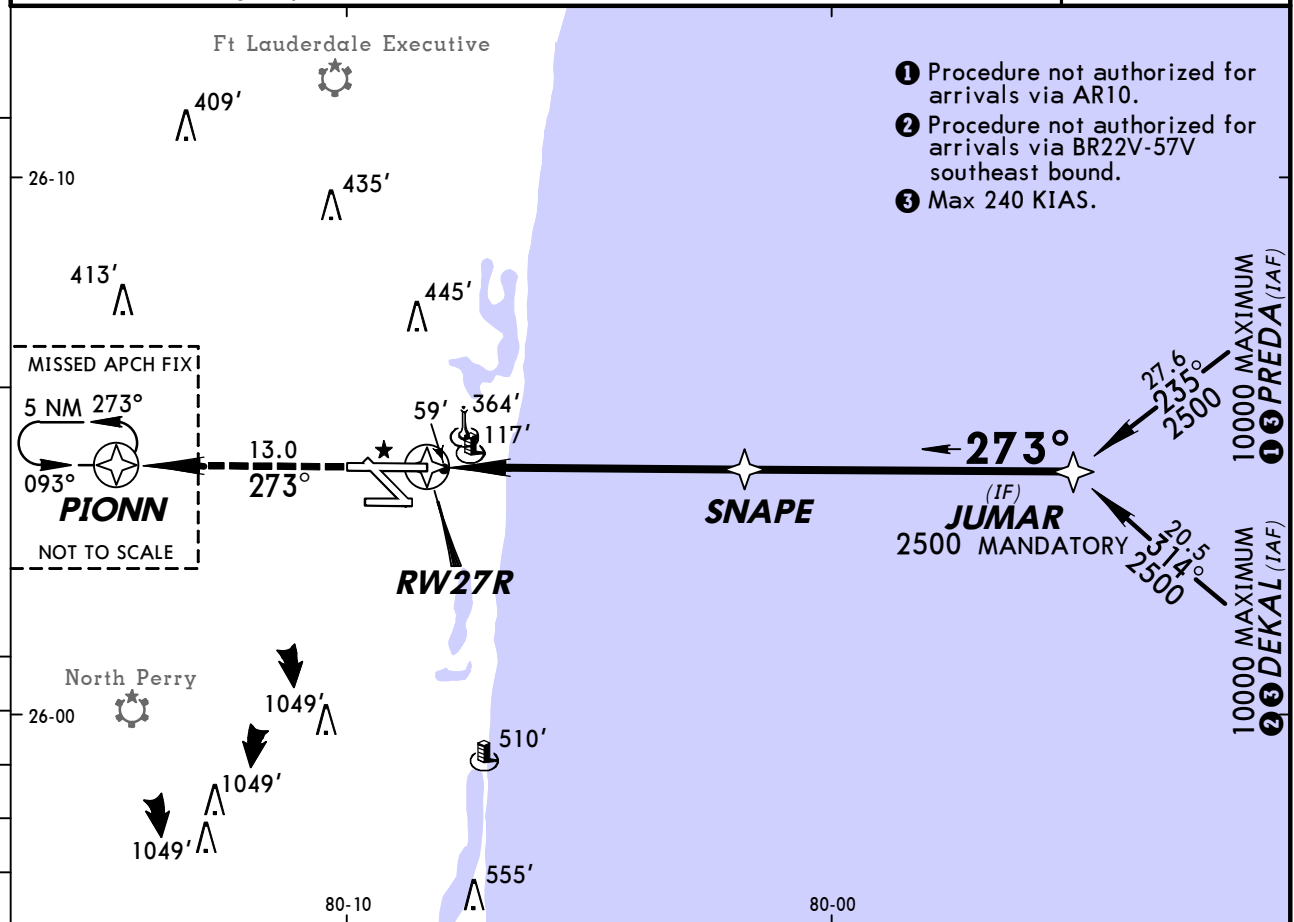


|                              |     |     |     |     |     |     |  |
|------------------------------|-----|-----|-----|-----|-----|-----|--|
| <i>Gnd speed-Kts</i>         | 70  | 90  | 100 | 120 | 140 | 160 |  |
| <i>Descent angle [3.00°]</i> | 372 | 478 | 531 | 637 | 743 | 849 |  |
|                              |     |     |     |     |     |     |  |
| <i>MAP at DA</i>             |     |     |     |     |     |     |  |

| STRAIGHT-IN LANDING RWY 9L           |                                |                                      |                |
|--------------------------------------|--------------------------------|--------------------------------------|----------------|
| RNP 0.11<br>DA(H) <b>346'</b> (339') |                                | RNP 0.30<br>DA(H) <b>478'</b> (471') |                |
| RAIL or ALS out                      |                                | RAIL or ALS out                      |                |
| A                                    |                                |                                      |                |
| B                                    |                                |                                      |                |
| C                                    | RVR <b>40</b> or $\frac{3}{4}$ | RVR <b>60</b> or $\frac{1}{4}$       | $1\frac{3}{4}$ |
| D                                    |                                |                                      |                |



|                                                                                                                                                                                                    |                           |                                       |                                  |                        |  |                                       |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|----------------------------------|------------------------|--|---------------------------------------|--|
| D-ATIS                                                                                                                                                                                             |                           | MIAMI Approach (R)                    |                                  | FT LAUDERDALE Tower    |  | Ground Alternate                      |  |
| 135.0                                                                                                                                                                                              |                           | 133.77                                |                                  | 119.3 120.2            |  | 121.4 121.7                           |  |
| RNAV                                                                                                                                                                                               | Final<br>Apch Crs<br>273° | Minimum Alt<br>SNAPE<br>2000' (1993') | RNP 0.11<br>DA(H)<br>296' (289') | Apt Elev 9'<br>TDZE 7' |  | <div>2100'</div> <div>MSA RW27R</div> |  |
| MISSED APCH: Climb to 4000' via 273° track to PIONN and hold, continue climb in hold to 4000'.                                                                                                     |                           |                                       |                                  |                        |  |                                       |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                                    |                           |                                       |                                  |                        |  |                                       |  |
| 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 4°C (40°F) or above 49°C (120°F).<br>4. VGSI and RNAV glidepath not coincident. |                           |                                       |                                  |                        |  |                                       |  |



|                       |     |     |     |     |     |     |               |                                 |       |
|-----------------------|-----|-----|-----|-----|-----|-----|---------------|---------------------------------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | MALSR<br>PAPI | 4000'<br>↑<br>via 273°<br>PIONN | PIONN |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |               |                                 |       |
| MAP at DA             |     |     |     |     |     |     |               |                                 |       |

| RNP 0.11                 |               | STRAIGHT-IN LANDING RWY 27R          |             | RNP 0.30                 |       |
|--------------------------|---------------|--------------------------------------|-------------|--------------------------|-------|
| DA(H) <b>296'</b> (289') |               | RNP 0.15<br>DA(H) <b>404'</b> (397') |             | DA(H) <b>618'</b> (611') |       |
| RAIL or ALS out          |               | RAIL or ALS out                      |             | RAIL or ALS out          |       |
| A                        |               |                                      |             |                          |       |
| B                        |               |                                      |             |                          |       |
| C                        | RVR 24 or 1/2 | RVR 50 or 1                          | RVR 50 or 1 | 1 1/2                    | 2 1/4 |
| D                        |               |                                      |             |                          |       |

**BRIEFING STRIP™**

[illegible]TERPS AMEND 12A 16 DEC 2010

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## General Information

Location: Gainesville FL USA  
IATA Code: GNV  
Lat/Long: N29° 41.4' W082° 16.3'  
Elevation: 151 ft

Airport Use: Public  
Magnetic Variation: 5.5°W  
Sectional Chart: Jacksonville

Fuel Types: 100-130 Octane, Jet A  
Repair Types: Major Airframe, Major Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1157 Z  
Sunset: 2327 Z,

## Runway Information

Runway: 07  
Length x Width: 4158 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 151 ft  
Lighting: Edge, Pilot controlled  
Stopway: 451 ft

Runway: 11  
Length x Width: 7504 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 147 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 25  
Length x Width: 4158 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 144 ft  
Lighting: Edge, Pilot controlled  
Stopway: 431 ft

Runway: 29  
Length x Width: 7504 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 122 ft  
Lighting: Edge, ALS, Pilot controlled  
Stopway: 350 ft

## Communication Information

ATIS 127.15

Gainesville Tower 119.55 CTAF PCL

Gainesville Ground Control 121.7

Jacksonville Approach Control 118.175 At or below 6000 ft Arrival Service

Jacksonville Departure Control 118.175 At or below 6000 ft Departure Service

Gainesville Regl Unicom 122.95

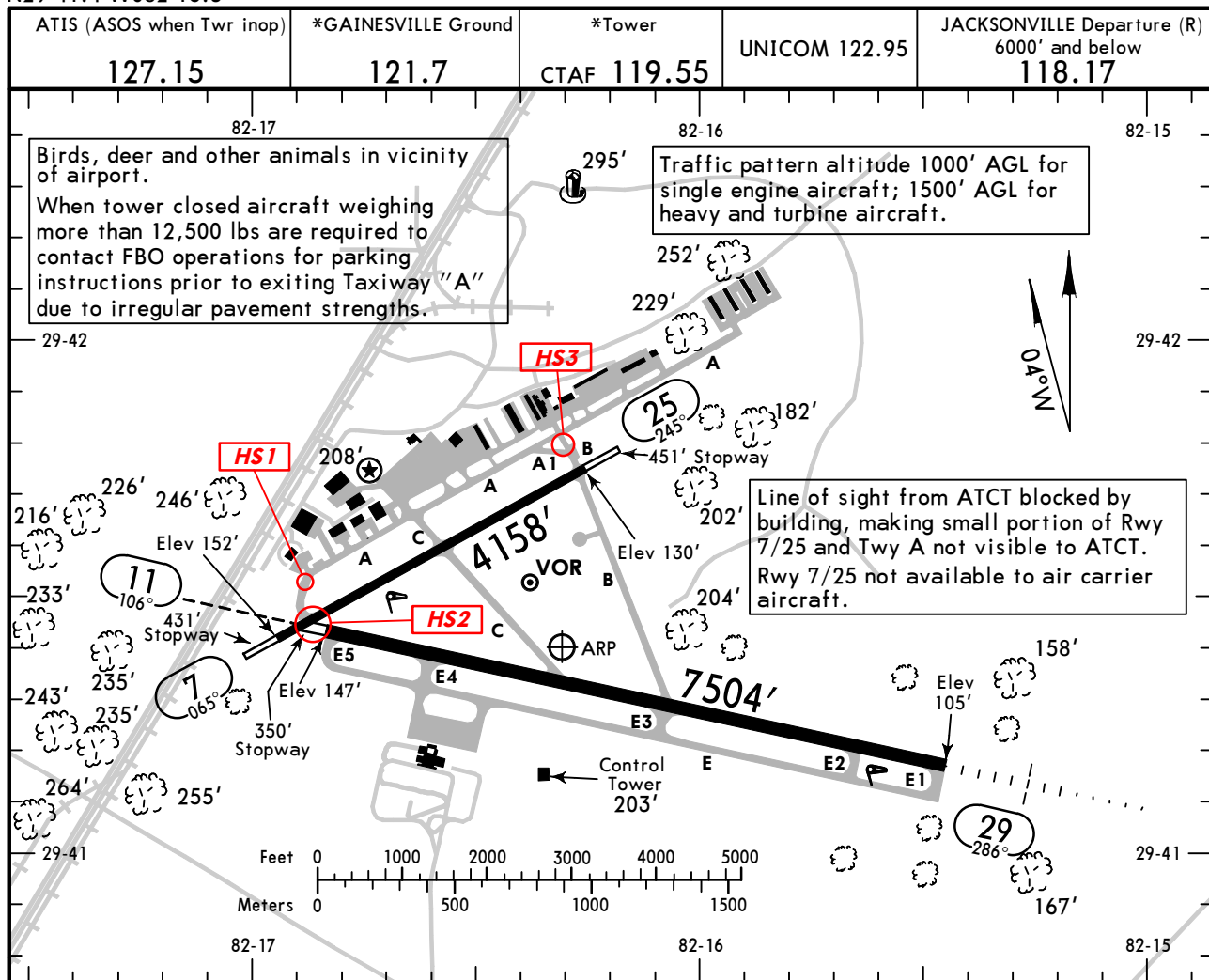
Gainesville Flight Service Station 119.55 AAS CTAF PCL

Gainesville Flight Service Station 123.65 RCO

Gainesville Flight Service Station 122.5 RCO

Gainesville Flight Service Station 122.2 RCO

Gainesville Flight Service Station 116.2 RCO



**ADDITIONAL RUNWAY INFORMATION**

| ADDITIONAL RUNWAY INFORMATION |                                     |  |  |  |  | USABLE LENGTHS |             |          |       |
|-------------------------------|-------------------------------------|--|--|--|--|----------------|-------------|----------|-------|
| RWY                           |                                     |  |  |  |  | LANDING BEYOND |             | TAKE-OFF | WIDTH |
|                               |                                     |  |  |  |  | Threshold      | Glide Slope |          |       |
| 7<br>25                       | ① MIRL PAPI-L (angle 3.0°) grooved  |  |  |  |  |                |             |          | 100'  |
| 11<br>29                      | ① HIRL REIL PAPI-L grooved RVR      |  |  |  |  |                |             |          | 150'  |
|                               | ① HIRL ① MALSR ② PAPI-R grooved RVR |  |  |  |  |                | 6534'       |          |       |

- ① Activate on 119.55 when Twr inop.  
② Angle 3.0°.

**RUNWAY INCURSION HOT SPOTS** **HS1**

For information only, not to be construed as ATC instructions.

- HS1** Pilots departing on Rwy 7 may be directed by ATC to hold short at Rwy 11 approach before taxiing to Rwy 7.  
**HS2** Rwy 7 and Rwy 11 approach ends are in close proximity.  
**HS3** Use Twy A1 and Twy B to taxi to Rwy 25 and Rwy 29.

**TAKE-OFF**

**All Rwys**

|           | Adequate Vis Ref | STD           |
|-----------|------------------|---------------|
| 1 & 2 Eng | RVR 16 or 1/4    | RVR 50 or 1   |
| 3 & 4 Eng |                  | RVR 24 or 1/2 |

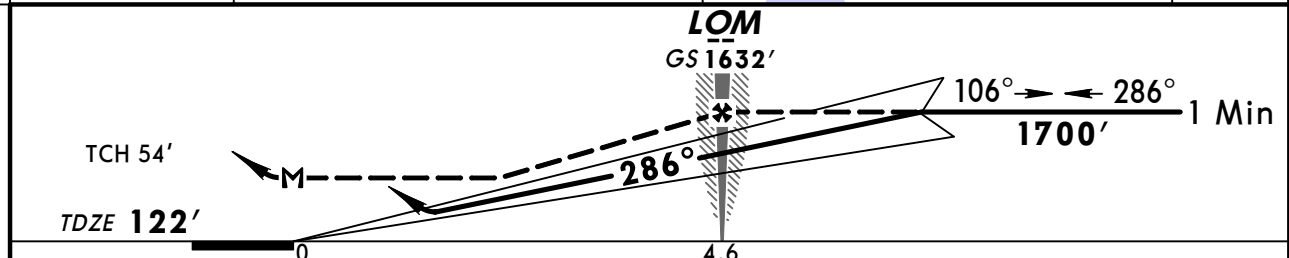
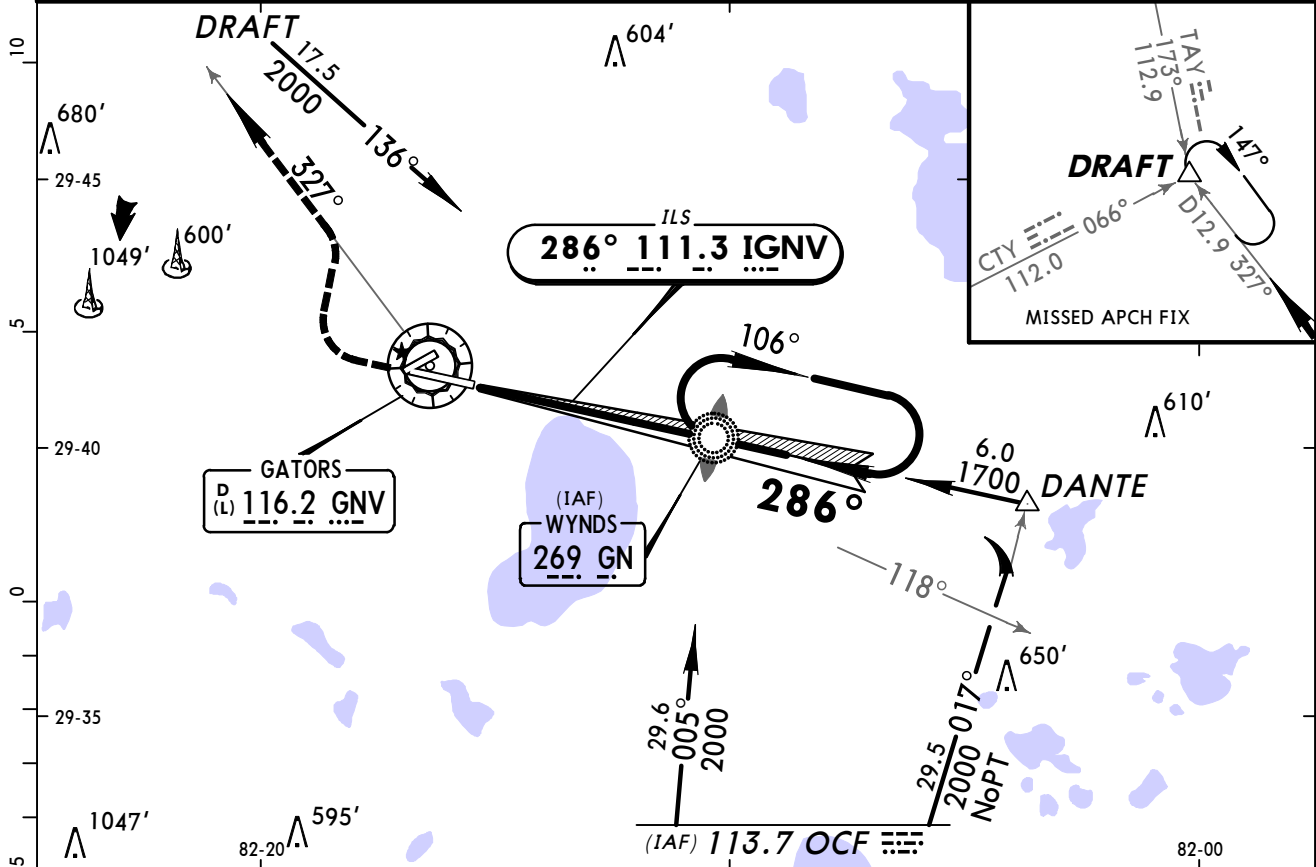
**FOR FILING AS ALTERNATE**

|   | ILS Rwy 29 | RADAR-1<br>VOR DME Rwy 7<br>VOR DME Rwy 11<br>VOR Rwy 29<br>LOC Rwy 29 | Authorized Only<br>When Local<br>Weather Available<br>RNAV (GPS) Rwy 7<br>RNAV (GPS) Rwy 11<br>RNAV (GPS) Rwy 25<br>RNAV (GPS) Rwy 29 | VOR Rwy 25 | Other |
|---|------------|------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|------------|-------|
| A | 600-2      | 800-2                                                                  | 800-2                                                                                                                                 | 900-2      | NA    |
| B |            |                                                                        |                                                                                                                                       | 900-2 1/2  |       |
| C |            |                                                                        |                                                                                                                                       | 900-2 3/4  |       |
| D |            |                                                                        |                                                                                                                                       |            |       |



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|                                                                                                                                                                                                                                             |                                  |                                                               |                                                     |                                          |  |                                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------------------------------------|-----------------------------------------------------|------------------------------------------|--|----------------------------------------|
| ATIS (ASOS when Twr inop)<br><b>127.15</b>                                                                                                                                                                                                  |                                  | JACKSONVILLE Approach (R)<br>6000' and below<br><b>118.17</b> |                                                     | *GAINESVILLE Tower<br>CTAF <b>119.55</b> |  | *Ground<br><b>121.7</b>                |
| LOC<br>IGNV<br><b>111.3</b>                                                                                                                                                                                                                 | Final<br>Apch Crs<br><b>286°</b> | GS<br>LOM<br><b>1632' (1510')</b>                             | ILS<br>DA(H)<br>(CONDITIONAL)<br><b>322' (200')</b> | Apt Elev <b>151'</b><br>TDZE <b>122'</b> |  | <div>2500'</div> <div>MSA GN LOM</div> |
| MISSED APCH: Climb to 800' then climbing RIGHT turn to 2000' outbound via GNV VOR R-327 to DRAFT INT and hold.                                                                                                                              |                                  |                                                               |                                                     |                                          |  |                                        |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Ocala Intl-Taylor altimeter setting. 2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 119.55. |                                  |                                                               |                                                     |                                          |  |                                        |



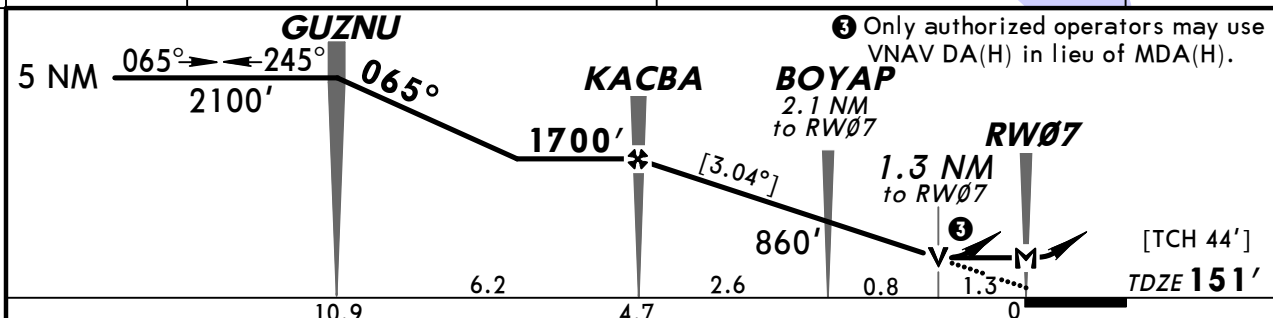
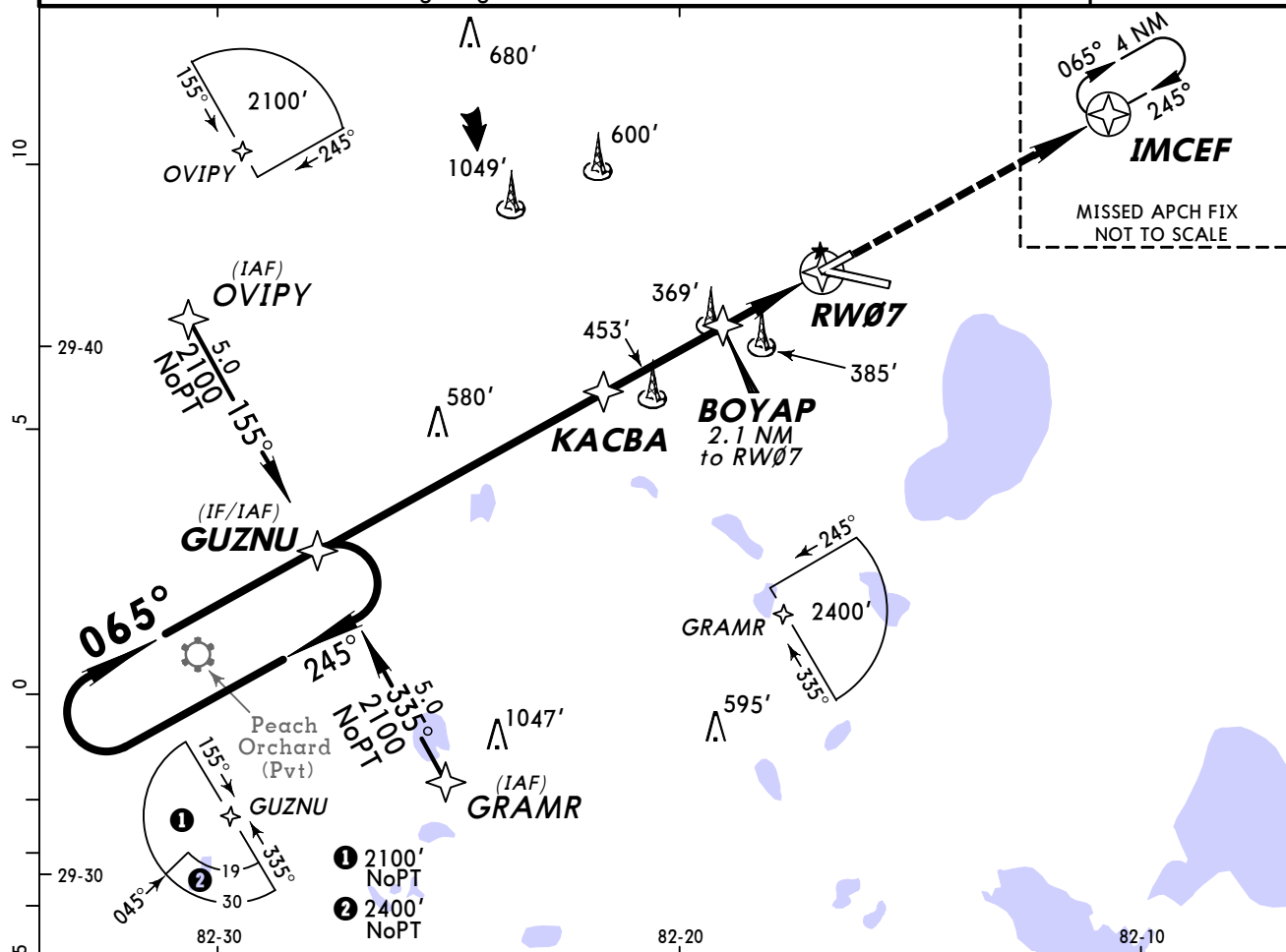
| Gnd speed-Kts | 70    | 90   | 100  | 120  | 140  | 160  | MALS | 800' | 2000' | GNV   | DRAFT |
|---------------|-------|------|------|------|------|------|------|------|-------|-------|-------|
| GS            | 3.00° | 372  | 478  | 531  | 637  | 743  | PAPI | ↑    | RT    | 116.2 | R-327 |
| LOM to MAP    | 4.6   | 3:57 | 3:04 | 2:46 | 2:18 | 1:58 | ---  |      |       |       |       |

| STRAIGHT-IN LANDING RWY 29               |                 |               |                    |                 |             | CIRCLE-TO-LAND                                   |                     |
|------------------------------------------|-----------------|---------------|--------------------|-----------------|-------------|--------------------------------------------------|---------------------|
| With Local Altimeter Setting             |                 |               |                    |                 |             | Not Authorized at Night when VGSI inop to Rwy 25 |                     |
| ILS                                      |                 |               | LOC (GS out)       |                 |             | With Local Altimeter Setting                     |                     |
| DA(H) 322' (200')                        |                 |               | MDA(H) 480' (358') |                 |             | Max Kts                                          |                     |
| FULL                                     | RAIL or ALS out |               | RAIL out           | ALS out         |             | MDA(H)                                           |                     |
| A                                        |                 |               |                    |                 |             | 90                                               | 620' (469') - 1     |
| B                                        |                 |               |                    |                 |             | 120                                              | 620' (469') - 1 1/2 |
| C                                        | RVR 24 or 1/2   | RVR 40 or 3/4 | RVR 24 or 1/2      | RVR 40 or 3/4   | RVR 50 or 1 | 140                                              | 740' (589') - 2     |
| D                                        |                 |               | RVR 40 or 3/4      | RVR 60 or 1 1/4 |             | 165                                              |                     |
| With Ocala Intl-Taylor Altimeter Setting |                 |               |                    |                 |             | With Ocala Intl-Taylor Altimeter Setting         |                     |
| ILS                                      |                 |               | LOC (GS out)       |                 |             | Max Kts                                          |                     |
| DA(H) 403' (281')                        |                 |               | MDA(H) 580' (458') |                 |             | MDA(H)                                           |                     |
| FULL                                     | RAIL or ALS out |               | RAIL out           | ALS out         |             | 90                                               | 720' (569') - 1     |
| A                                        |                 |               |                    |                 |             | 120                                              | 720' (569') - 1 1/2 |
| B                                        |                 |               |                    |                 |             | 140                                              | 840' (689') - 2 1/4 |
| C                                        | RVR 24 or 1/2   | RVR 50 or 1   | RVR 24 or 1/2      | RVR 40 or 3/4   | RVR 50 or 1 | 165                                              |                     |
| D                                        |                 |               | RVR 40 or 3/4      | RVR 60 or 1 1/4 |             |                                                  |                     |

**1** RVR 18 with Flight Director or Autopilot or HUD to DA.

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|                                                                                                                                                                                                                                                                                                                                                                |                           |                                              |                                                |                    |                            |         |                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|----------------------------------------------|------------------------------------------------|--------------------|----------------------------|---------|------------------------|
| ATIS (ASOS when Twr inop)                                                                                                                                                                                                                                                                                                                                      |                           | JACKSONVILLE Approach (R)<br>6000' and below |                                                | *GAINESVILLE Tower |                            | *Ground |                        |
| 127.15                                                                                                                                                                                                                                                                                                                                                         |                           | 118.17                                       |                                                | CTAF 119.55        |                            | 121.7   |                        |
| RNAV                                                                                                                                                                                                                                                                                                                                                           | Final<br>Apch Crs<br>065° | Minimum Alt<br>KACBA<br>1700' (1549')        | LNAV<br>MDA(H)<br>(CONDITIONAL)<br>620' (469') |                    | Apt Elev 151'<br>TDZE 151' |         | TAA<br>30 NM<br>IF/IAF |
| MISSED APCH: Climb to 2000' direct IMCEF and hold.                                                                                                                                                                                                                                                                                                             |                           |                                              |                                                |                    |                            |         |                        |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Ocala Intl-Taylor altimeter setting.<br>2. VDP not authorized when using Ocala Intl-Taylor altimeter setting.<br>3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 119.55. |                           |                                              |                                                |                    |                            |         |                        |

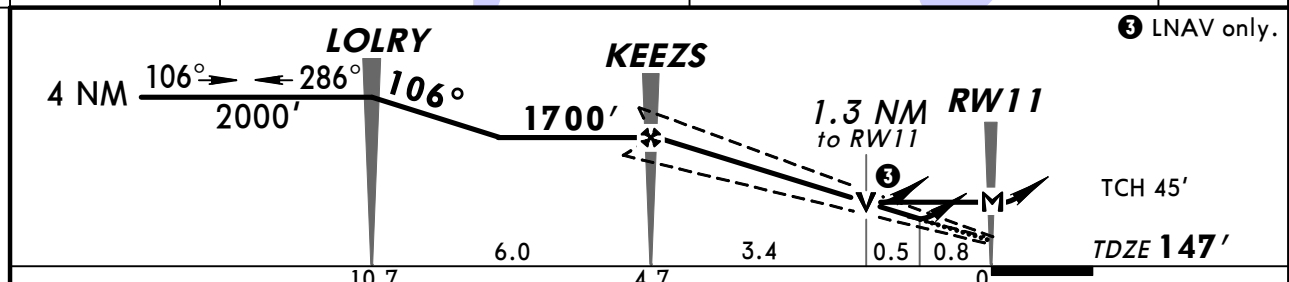
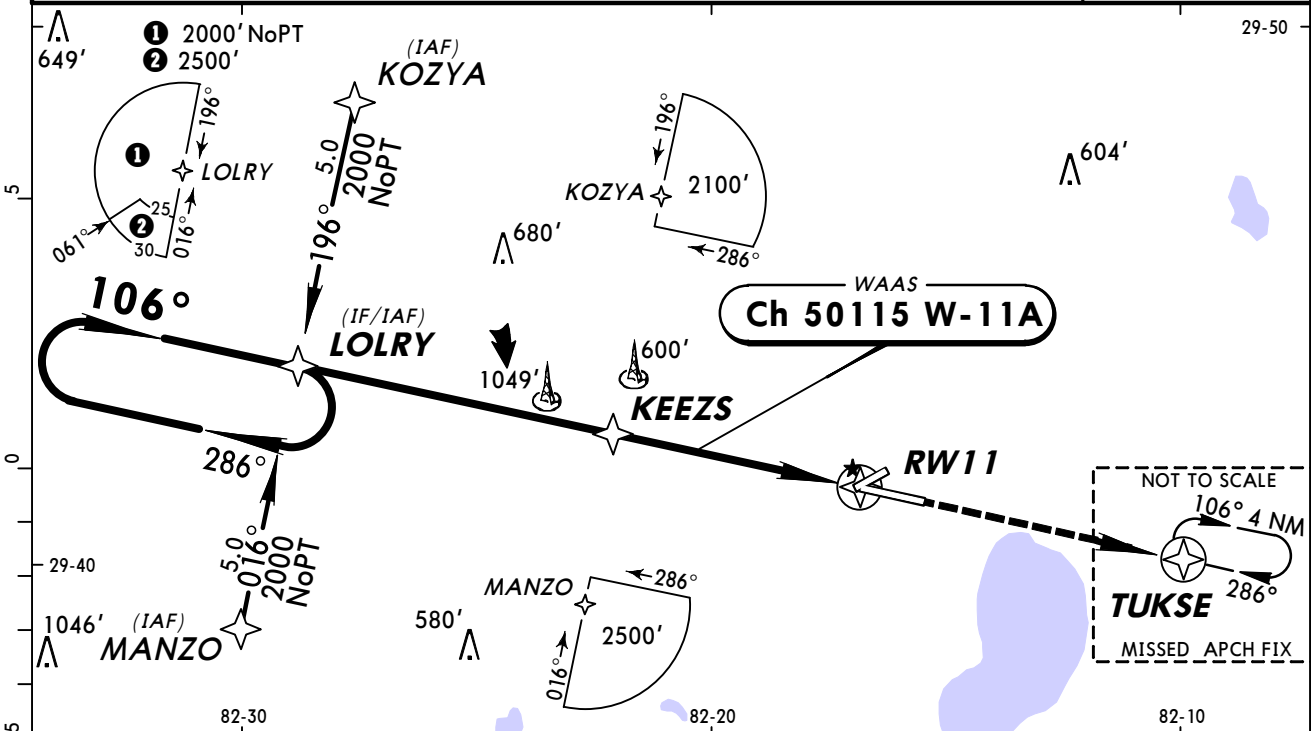


|                       |     |     |     |     |     |     |        |       |       |
|-----------------------|-----|-----|-----|-----|-----|-----|--------|-------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | PAPI-L | 2000' | IMCEF |
| Descent angle [3.04°] | 376 | 484 | 538 | 645 | 753 | 861 |        |       |       |
| MAP at RW07           |     |     |     |     |     |     |        |       |       |

| STRAIGHT-IN LANDING RWY 7    |  |                                          |  | CIRCLE-TO-LAND                                   |               |                                          |  |
|------------------------------|--|------------------------------------------|--|--------------------------------------------------|---------------|------------------------------------------|--|
| LNAV                         |  | LNAV                                     |  | Not Authorized at Night when VGSI inop to Rwy 25 |               | With Local Altimeter Setting             |  |
| MDA(H) <b>620'</b> (469')    |  | MDA(H) <b>720'</b> (569')                |  | With Local Altimeter Setting                     |               | With Ocala Intl-Taylor Altimeter Setting |  |
| With Local Altimeter Setting |  | With Ocala Intl-Taylor Altimeter Setting |  | Max Kts                                          | MDA(H)        | MDA(H)                                   |  |
| A                            |  | A                                        |  | 90                                               | 620'(469')-1  | 720'(569')-1                             |  |
| B                            |  | B                                        |  | 120                                              | 620'(469')-1  | 720'(569')-1                             |  |
| C                            |  | C                                        |  | 140                                              | 620'(469')-1½ | 720'(569')-1½                            |  |
| D                            |  | D                                        |  | 165                                              | 740'(589')-2  | 840'(689')-2¼                            |  |

BRIEFING STRIP

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |                                              |  |                                       |  |                                              |  |                            |  |                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------|--|---------------------------------------|--|----------------------------------------------|--|----------------------------|--|------------------------|
| ATIS (ASOS when Twr inop)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  | JACKSONVILLE Approach (R)<br>6000' and below |  | *GAINESVILLE Tower                    |  | *Ground                                      |  |                            |  |                        |
| 127.15                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  | 118.17                                       |  | CTAF 119.55                           |  | 121.7                                        |  |                            |  |                        |
| WAAS<br>Ch 50115<br>W-11A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  | Final<br>Aptch Crs<br>106°                   |  | Minimum Alt<br>KEEZE<br>1700' (1553') |  | LPV<br>DA(H)<br>(CONDITIONAL)<br>460' (313') |  | Apt Elev 151'<br>TDZE 147' |  | TAA<br>30 NM<br>IF/IAF |
| MISSED APCH: Climb to 2000' direct TUKSE and hold.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |                                              |  |                                       |  |                                              |  |                            |  |                        |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Ocala Intl-Taylor altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F), or above 48°C (120°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Ocala Intl-Taylor altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 119.55. |  |                                              |  |                                       |  |                                              |  |                            |  |                        |

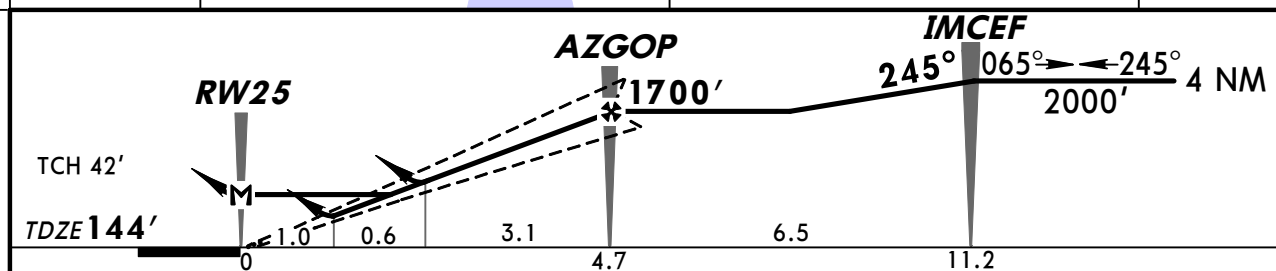
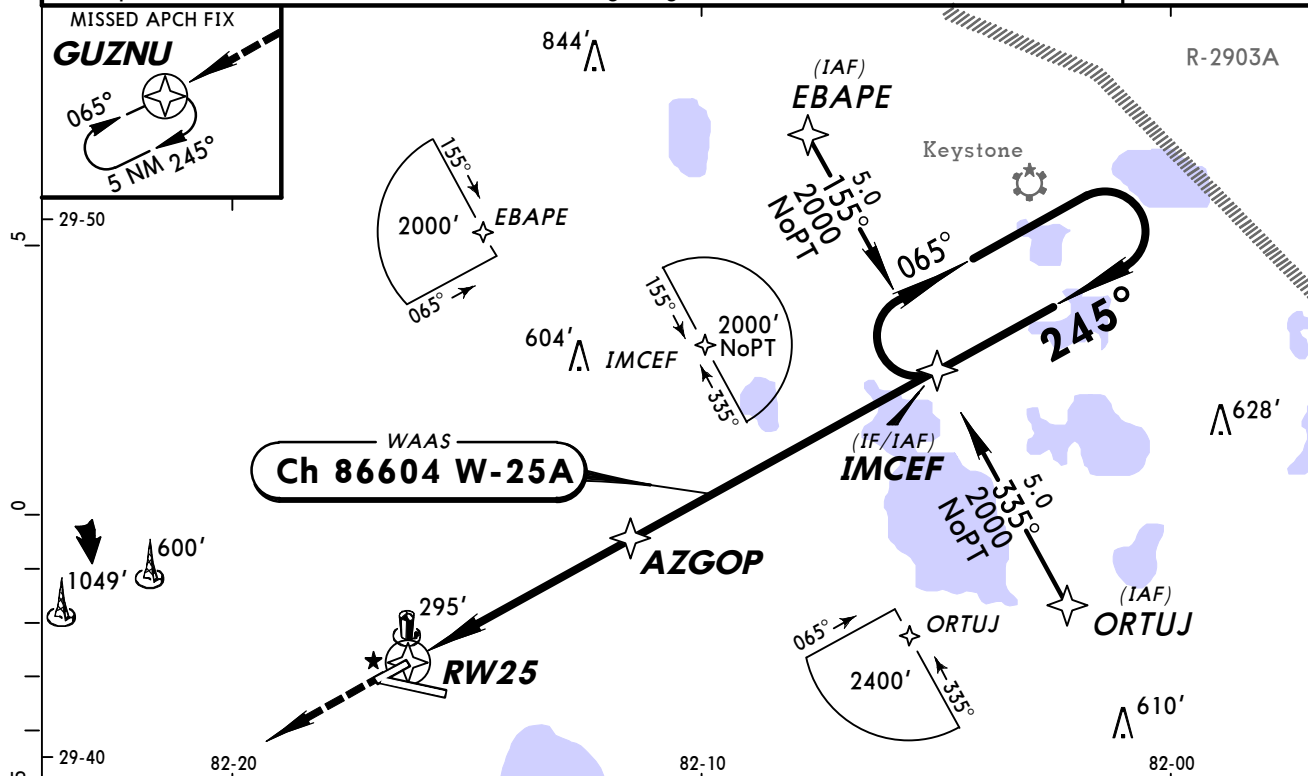


|                  |       |     |     |     |     |     |                |       |   |       |
|------------------|-------|-----|-----|-----|-----|-----|----------------|-------|---|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 2000' | D | TUKSE |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                |       |   |       |
| MAP at RW11      |       |     |     |     |     |     |                |       |   |       |

| STRAIGHT-IN LANDING RWY 11<br>With Local Altimeter Setting |       |                                       |       | CIRCLE-TO-LAND<br>Not Authorized at Night<br>when VGSI inop to Rwy 25 |                                     |
|------------------------------------------------------------|-------|---------------------------------------|-------|-----------------------------------------------------------------------|-------------------------------------|
| LPV<br>DA(H) <b>460' (313')</b>                            |       | LNAV/VNAV<br>DA(H) <b>600' (453')</b> |       | LNAV<br>MDA(H) <b>600' (453')</b>                                     |                                     |
| A                                                          |       |                                       |       | Max Kts                                                               | With Local Altimeter Setting MDA(H) |
| B                                                          | 1     | 1 1/2                                 | 1     | 90                                                                    | 620' (469') - 1                     |
| C                                                          |       |                                       | 1 1/4 | 120                                                                   | 620' (469') - 1 1/2                 |
| D                                                          |       |                                       | 1 1/2 | 140                                                                   | 620' (469') - 1 1/2                 |
|                                                            |       |                                       |       | 165                                                                   | 740' (589') - 2                     |
| With Ocala Intl-Taylor Altimeter Setting                   |       |                                       |       | With Ocala Intl-Taylor Altimeter Setting                              |                                     |
| LPV<br>DA(H) <b>541' (394')</b>                            |       | LNAV/VNAV<br>DA(H) <b>681' (534')</b> |       | LNAV<br>MDA(H) <b>700' (553')</b>                                     |                                     |
| A                                                          |       |                                       |       | Max Kts                                                               | MDA(H)                              |
| B                                                          | 1 1/2 | 2                                     | 1     | 90                                                                    | 720' (569') - 1                     |
| C                                                          |       |                                       | 1 1/2 | 120                                                                   | 720' (569') - 1 1/2                 |
| D                                                          |       |                                       | 1 3/4 | 140                                                                   | 720' (569') - 1 1/2                 |
|                                                            |       |                                       |       | 165                                                                   | 840' (689') - 2 1/4                 |

BRIEFING STRIP

|                                                    |  |                                              |  |                                       |  |                                              |  |                            |  |
|----------------------------------------------------|--|----------------------------------------------|--|---------------------------------------|--|----------------------------------------------|--|----------------------------|--|
| ATIS (ASOS when Twr inop)                          |  | JACKSONVILLE Approach (R)<br>6000' and below |  | *GAINESVILLE Tower                    |  | *Ground                                      |  |                            |  |
| 127.15                                             |  | 118.17                                       |  | CTAF 119.55                           |  | 121.7                                        |  |                            |  |
| WAAS<br>Ch 86604<br>W-25A                          |  | Final<br>Apch Crs<br>245°                    |  | Minimum Alt<br>AZGOP<br>1700' (1556') |  | LPV<br>DA(H)<br>(CONDITIONAL)<br>501' (357') |  | Apt Elev 151'<br>TDZE 144' |  |
| MISSED APCH: Climb to 2100' direct GUZNU and hold. |  |                                              |  |                                       |  |                                              |  | TAA<br>30 NM<br>IF/IAF     |  |
| Alt Set: INCHES                                    |  |                                              |  |                                       |  |                                              |  |                            |  |



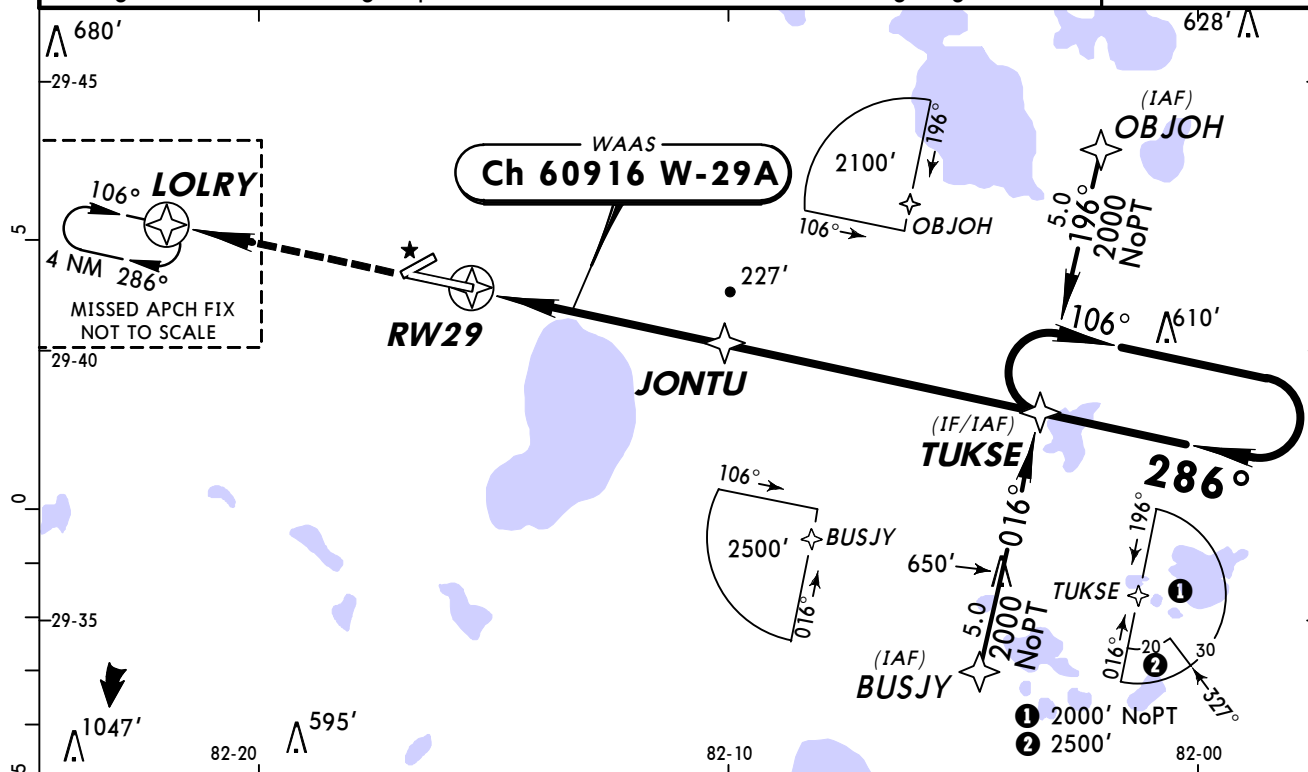
|                  |       |     |     |     |     |     |     |        |              |          |              |
|------------------|-------|-----|-----|-----|-----|-----|-----|--------|--------------|----------|--------------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 |     | PAPI-L | <b>2100'</b> | <b>→</b> | <b>GUZNU</b> |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |        |              |          |              |
| MAP at RW25      |       |     |     |     |     |     |     |        |              |          |              |

| 1 STRAIGHT-IN LANDING RWY 25<br>With Local Altimeter Setting |    |                               |    |                           |               | 1 CIRCLE-TO-LAND<br>With Local<br>Altimeter Setting |        |
|--------------------------------------------------------------|----|-------------------------------|----|---------------------------|---------------|-----------------------------------------------------|--------|
| LPV<br>DA(H) 501'(357')                                      |    | LNAV/VNAV<br>DA(H) 694'(550') |    | LNAV<br>MDA(H) 560'(416') |               | Max<br>Kts                                          | MDA(H) |
| A                                                            | 1¼ | 2                             | 1  | 90                        | 620'(469')-1  |                                                     |        |
| B                                                            |    |                               |    | 120                       | 620'(469')-1½ |                                                     |        |
| C                                                            |    |                               | 1½ | 140                       |               | 740'(589')-2                                        |        |
| D                                                            |    |                               |    | 165                       |               |                                                     |        |
| With Ocala Intl-Taylor Altimeter Setting                     |    |                               |    |                           |               | With Ocala Intl-Taylor<br>Altimeter Setting         |        |
| LPV<br>DA(H) 582'(438')                                      |    | LNAV/VNAV<br>DA(H) 775'(631') |    | LNAV<br>MDA(H) 660'(516') |               | Max<br>Kts                                          | MDA(H) |
| A                                                            | 1½ | 2¼                            | 1  | 90                        | 720'(569')-1  |                                                     |        |
| B                                                            |    |                               |    | 120                       | 720'(569')-1½ |                                                     |        |
| C                                                            |    |                               | 1½ | 140                       |               | 840'(689')-2½                                       |        |
| D                                                            |    |                               |    | 1¾                        |               |                                                     | 165    |

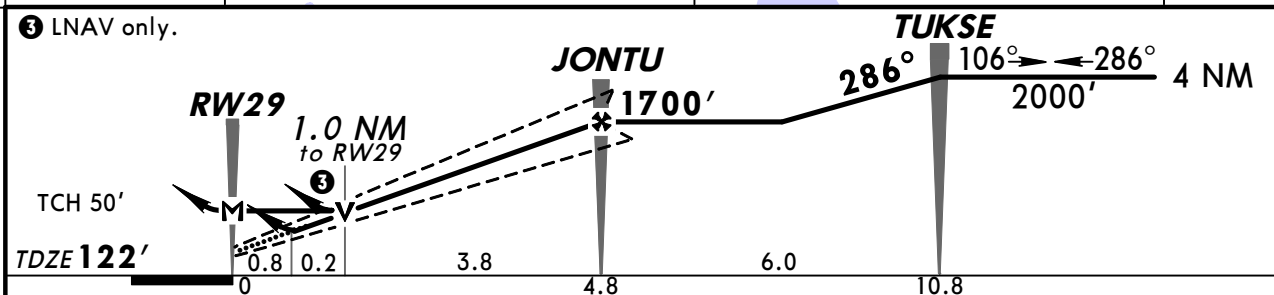
**1** Not Authorized at Night when VGSi inop to Rwy 25.

BRIEFING STRIP

|                                                                                                                                                                                                                                        |  |                                                               |  |                                                     |  |                                                     |  |                                              |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------|--|-----------------------------------------------------|--|-----------------------------------------------------|--|----------------------------------------------|--|
| ATIS (ASOS when Twr inop)<br><b>127.15</b>                                                                                                                                                                                             |  | JACKSONVILLE Approach (R)<br>6000' and below<br><b>118.17</b> |  | *GAINESVILLE Tower<br><b>CTAF 119.55</b>            |  | *Ground<br><b>121.7</b>                             |  |                                              |  |
| WAAS<br><b>Ch 60916</b><br><b>W-29A</b>                                                                                                                                                                                                |  | Final<br>Apch Crs<br><b>286°</b>                              |  | Minimum Alt<br><b>JONTU</b><br><b>1700' (1578')</b> |  | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>420' (298')</b> |  | Apt Elev <b>151'</b><br><br><b>TDZE 122'</b> |  |
| MISSED APCH: Climb to 2100' direct LOLRY and hold.                                                                                                                                                                                     |  |                                                               |  |                                                     |  |                                                     |  | TAA<br>30 NM<br>IF/IAF                       |  |
| Alt Set: INCHES                                                                                                                                                                                                                        |  | Trans level: FL 180                                           |  | Trans alt: 18000'                                   |  |                                                     |  |                                              |  |
| 1. Use local altimeter setting; if not received, use Ocala Intl-Taylor altimeter setting. 2. For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. |  |                                                               |  |                                                     |  |                                                     |  |                                              |  |
| 4. Baro-VNAV and VDP not authorized when using Ocala Intl-Taylor altimeter setting. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 119.55.                                                                    |  |                                                               |  |                                                     |  |                                                     |  |                                              |  |



③ LNAV only.

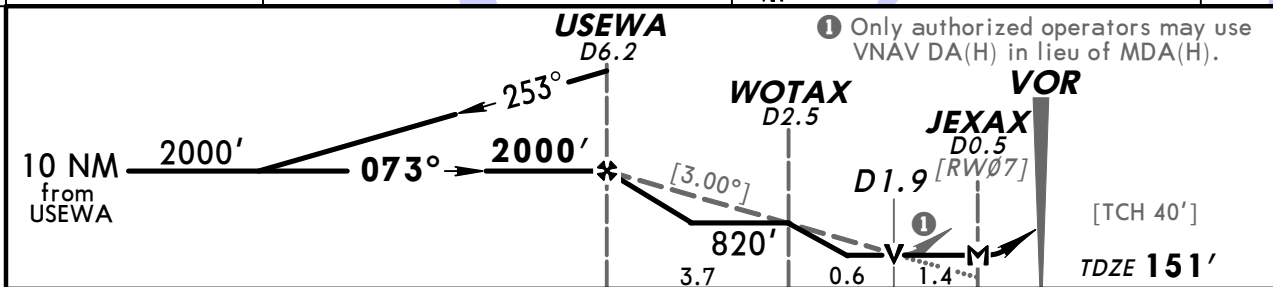
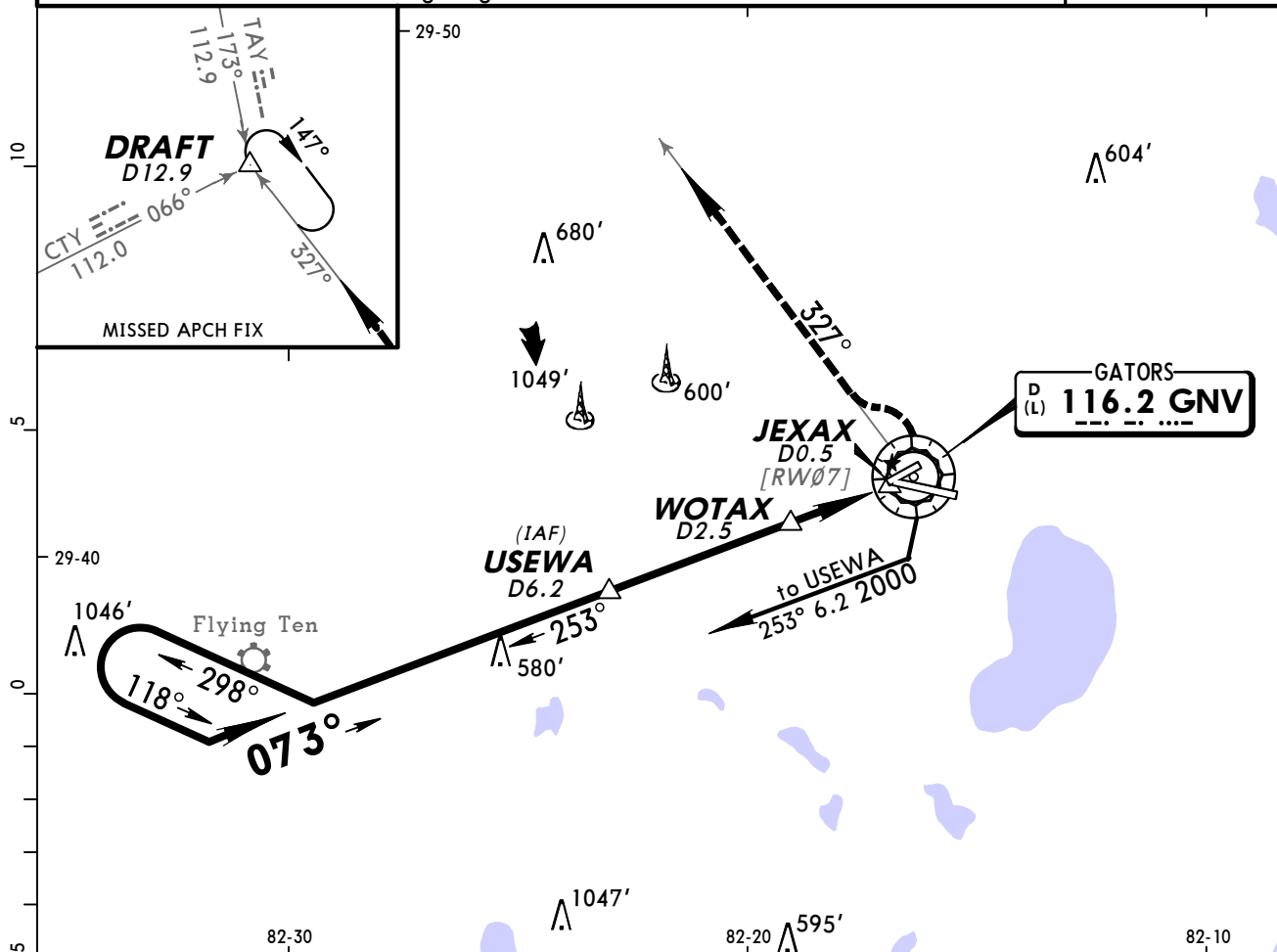


|                  |       |     |     |     |     |     |       |  |       |    |       |
|------------------|-------|-----|-----|-----|-----|-----|-------|--|-------|----|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | MALSR |  | 2100' | D➔ | LOLRY |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI  |  | ↑     |    |       |
| MAP at RW29      |       |     |     |     |     |     |       |  |       |    |       |

| STRAIGHT-IN LANDING RWY 29               |               |                   |               |                    |               |                 | CIRCLE-TO-LAND                                   |                     |
|------------------------------------------|---------------|-------------------|---------------|--------------------|---------------|-----------------|--------------------------------------------------|---------------------|
| With Local Altimeter Setting             |               |                   |               |                    |               |                 | Not Authorized at Night when VGSI inop to Rwy 25 |                     |
| LPV                                      |               | LNAV/VNAV         |               | LNAV               |               |                 | With Local Altimeter Setting                     |                     |
| DA(H) 420' (298')                        |               | DA(H) 480' (358') |               | MDA(H) 500' (378') |               |                 | MDA(H)                                           |                     |
| RAIL or ALS out                          |               | RAIL or ALS out   |               | RAIL out ALS out   |               |                 | Max Kts                                          |                     |
| A                                        |               |                   |               |                    |               |                 | 90                                               |                     |
| B                                        |               |                   |               |                    | RVR 24 or 1/2 | RVR 40 or 3/4   | RVR 50 or 1                                      | 620' (469') - 1     |
| C                                        | RVR 24 or 1/2 | RVR 50 or 1       | RVR 40 or 3/4 | RVR 60 or 1 1/4    |               |                 |                                                  | 620' (469') - 1 1/2 |
| D                                        |               |                   |               |                    | RVR 50 or 1   | RVR 60 or 1 1/4 |                                                  | 740' (589') - 2     |
| With Ocala Intl-Taylor Altimeter Setting |               |                   |               |                    |               |                 | With Ocala Intl-Taylor Altimeter Setting         |                     |
| LPV                                      |               | LNAV/VNAV         |               | LNAV               |               |                 | MDA(H)                                           |                     |
| DA(H) 501' (379')                        |               | DA(H) 561' (439') |               | MDA(H) 600' (478') |               |                 | MDA(H)                                           |                     |
| RAIL or ALS out                          |               | RAIL or ALS out   |               | RAIL out ALS out   |               |                 | Max Kts                                          |                     |
| A                                        |               |                   |               |                    |               |                 | 90                                               |                     |
| B                                        |               |                   |               |                    | RVR 24 or 1/2 | RVR 40 or 3/4   | RVR 50 or 1                                      | 720' (569') - 1     |
| C                                        | RVR 50 or 1   | 1 1/2             | RVR 50 or 1   | 1 1/2              | RVR 40 or 3/4 | RVR 60 or 1 1/4 |                                                  | 720' (569') - 1 1/2 |
| D                                        |               |                   |               |                    | RVR 50 or 1   | 1 1/2           |                                                  | 840' (689') - 2 1/4 |

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                                                                                        |                                  |                                                               |                                               |                                          |  |                                         |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------------------------------------|-----------------------------------------------|------------------------------------------|--|-----------------------------------------|--|
| ATIS (ASOS when Twr inop)<br><b>127.15</b>                                                                                                                                                                                                                                                                                                                                                             |                                  | JACKSONVILLE Approach (R)<br>6000' and below<br><b>118.17</b> |                                               | *GAINESVILLE Tower<br><b>CTAF 119.55</b> |  | *Ground<br><b>121.7</b>                 |  |
| VOR<br>GNV<br><b>116.2</b>                                                                                                                                                                                                                                                                                                                                                                             | Final<br>Apch Crs<br><b>073°</b> | Minimum Alt<br><b>USEWA</b><br><b>2000' (1849')</b>           | MDA(H)<br>(CONDITIONAL)<br><b>640' (489')</b> | Apt Elev <b>151'</b><br>TDZE <b>151'</b> |  | <div>2500'</div> <div>MSA GNV VOR</div> |  |
| <b>MISSED APCH: Climbing LEFT turn to 2000' outbound via GNV VOR R-327 to DRAFT INT/D12.9 and hold.</b>                                                                                                                                                                                                                                                                                                |                                  |                                                               |                                               |                                          |  |                                         |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Ocala Intl-Taylor altimeter setting. 2. VDP not authorized with Ocala Intl-Taylor altimeter setting.<br>3. VGSI and descent angles not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 119.55. |                                  |                                                               |                                               |                                          |  |                                         |  |



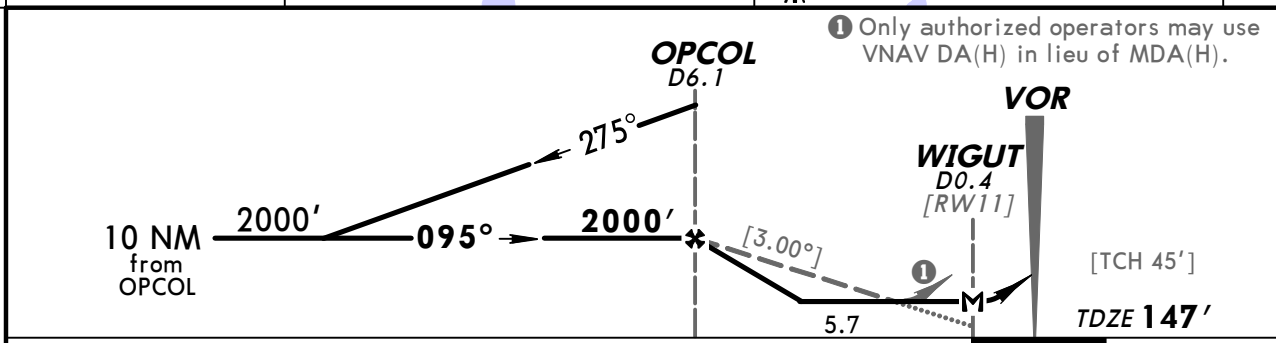
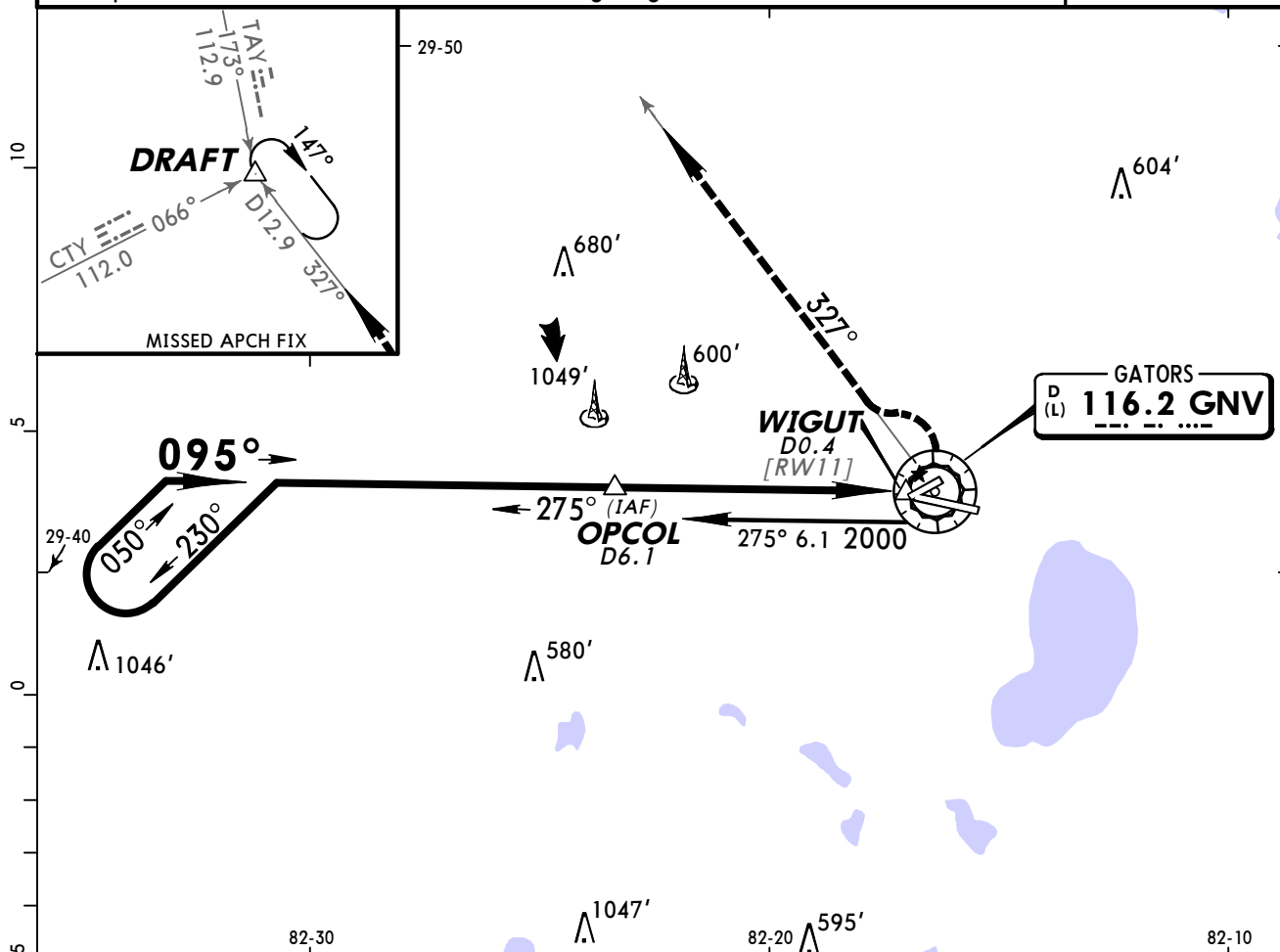
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |  |  |  |  |
|-----------------------|-----|-----|-----|-----|-----|-----|--|--|--|--|
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |  |  |  |  |
| MAP at JEXAX          |     |     |     |     |     |     |  |  |  |  |

| STRAIGHT-IN LANDING RWY 7    |    |                                          |  | CIRCLE-TO-LAND                                   |                                     |                                                 |  |
|------------------------------|----|------------------------------------------|--|--------------------------------------------------|-------------------------------------|-------------------------------------------------|--|
| MDA(H) <b>640'</b> (489')    |    | MDA(H) <b>740'</b> (589')                |  | Not Authorized at Night when VGSI inop to Rwy 25 |                                     |                                                 |  |
| With Local Altimeter Setting |    | With Ocala Intl-Taylor Altimeter Setting |  | Max Kts                                          | With Local Altimeter Setting MDA(H) | With Ocala Intl-Taylor Altimeter Setting MDA(H) |  |
| A                            | 1  | 1                                        |  | 90                                               | 640'(489')-1                        | 740'(589')-1                                    |  |
| B                            | 1  | 1                                        |  | 120                                              | 640'(489')-1                        | 740'(589')-1                                    |  |
| C                            | 1¼ | 1½                                       |  | 140                                              | 640'(489')-1½                       | 740'(589')-1½                                   |  |
| D                            | 1½ | 1¾                                       |  | 165                                              | 740'(589')-2                        | 840'(689')-2¼                                   |  |



BRIEFING STRIP™

|                                                                                            |                           |                                                            |                                        |                                       |  |                                                   |  |
|--------------------------------------------------------------------------------------------|---------------------------|------------------------------------------------------------|----------------------------------------|---------------------------------------|--|---------------------------------------------------|--|
| ATIS (ASOS when Twr inop)<br><br>127.15                                                    |                           | JACKSONVILLE Approach (R)<br>6000' and below<br><br>118.17 |                                        | *GAINESVILLE Tower<br><br>CTAF 119.55 |  | *Ground<br><br>121.7                              |  |
| VOR<br>GNV<br>116.2                                                                        | Final<br>Apch Crs<br>095° | Minimum Alt<br>OPCOL<br>2000' (1853')                      | MDA(H)<br>(CONDITIONAL)<br>700' (553') | Apt Elev 151'<br>TDZE 147'            |  | <div><div>2500'</div><div>MSA GNV VOR</div></div> |  |
| MISSED APCH: Climbing LEFT turn to 2000' outbound via GNV VOR R-327 to DRAFT INT and hold. |                           |                                                            |                                        |                                       |  |                                                   |  |
| Alt Set: INCHES                                                                            |                           |                                                            |                                        |                                       |  |                                                   |  |



|                       |     |     |     |     |     |     |                |  |                                          |  |
|-----------------------|-----|-----|-----|-----|-----|-----|----------------|--|------------------------------------------|--|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L |  | 2000' GNV<br>via 116.2 DRAFT<br>LT R-327 |  |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |                |  |                                          |  |
| MAP at WIGUT          |     |     |     |     |     |     |                |  |                                          |  |

| STRAIGHT-IN LANDING RWY 11   |    |                                          |  | CIRCLE-TO-LAND                                   |                                     |                                                 |  |
|------------------------------|----|------------------------------------------|--|--------------------------------------------------|-------------------------------------|-------------------------------------------------|--|
| MDA(H) <b>700'</b> (553')    |    | MDA(H) <b>800'</b> (653')                |  | Not Authorized at Night when VGSi inop to Rwy 25 |                                     |                                                 |  |
| With Local Altimeter Setting |    | With Ocala Intl-Taylor Altimeter Setting |  | Max Kts                                          | With Local Altimeter Setting MDA(H) | With Ocala Intl-Taylor Altimeter Setting MDA(H) |  |
| A                            | 1  | 1                                        |  | 90                                               | 700'(549')-1                        | 800'(649')-1                                    |  |
| B                            |    |                                          |  | 120                                              |                                     |                                                 |  |
| C                            | 1½ | 1¾                                       |  | 140                                              | 700'(549')-1½                       | 800'(649')-1¾                                   |  |
| D                            | 1¾ | 2                                        |  | 165                                              | 740'(589')-2                        | 840'(689')-2½                                   |  |

BRIEFING STRIP™

① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

VOR 053° [FF25] 1800' 10 NM from VOR

[RW25] [TCH 42'] TDZE 144' 0.3 2.8 3.0

TIMPE D3.0 [2.68°] 960' 233°

|                              |     |     |     |     |     |     |
|------------------------------|-----|-----|-----|-----|-----|-----|
| <i>Gnd speed-Kts</i>         | 70  | 90  | 100 | 120 | 140 | 160 |
| <i>Descent angle [2.68°]</i> | 332 | 427 | 474 | 569 | 664 | 758 |
| <i>MAP at VOR</i>            |     |     |     |     |     |     |

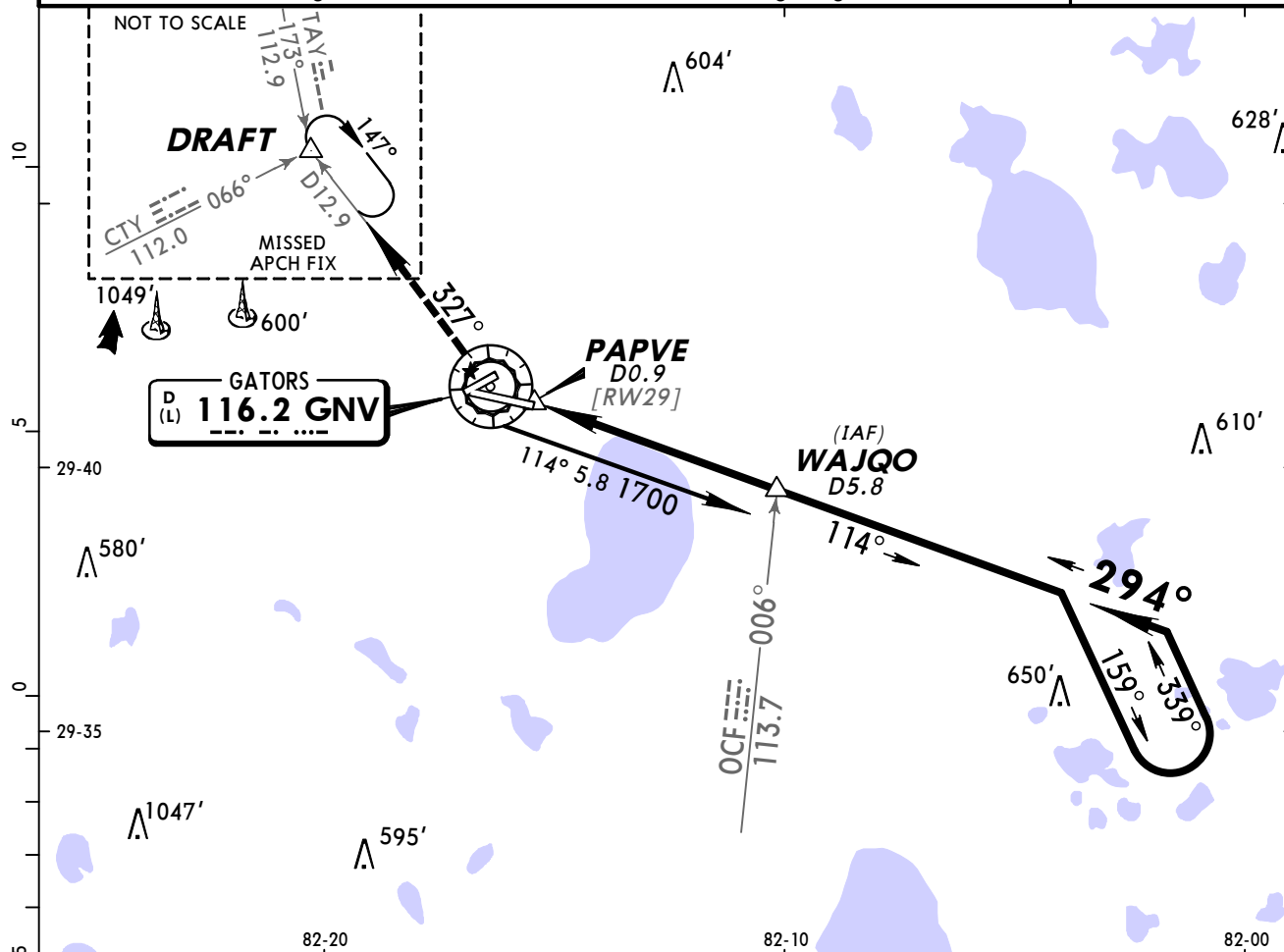
| 1 STRAIGHT-IN LANDING RWY 25             |       |                            |
|------------------------------------------|-------|----------------------------|
| With TIMPE                               |       | Without TIMPE              |
| With Local Altimeter Setting             |       |                            |
| MDA(H) <b>620'</b> (476')                |       | MDA(H) <b>960'</b> (816')  |
| A                                        | 1     | 1                          |
| B                                        |       | 1 1/4                      |
| C                                        | 1 1/4 | 2 1/2                      |
| D                                        | 1 1/2 | 2 3/4                      |
| With Ocala Intl-Taylor Altimeter Setting |       |                            |
| MDA(H) <b>720'</b> (576')                |       | MDA(H) <b>1060'</b> (916') |
| A                                        | 1     | 1 1/4                      |
| B                                        |       |                            |
| C                                        | 1 1/2 | 2 3/4                      |
| D                                        | 1 3/4 | 3                          |

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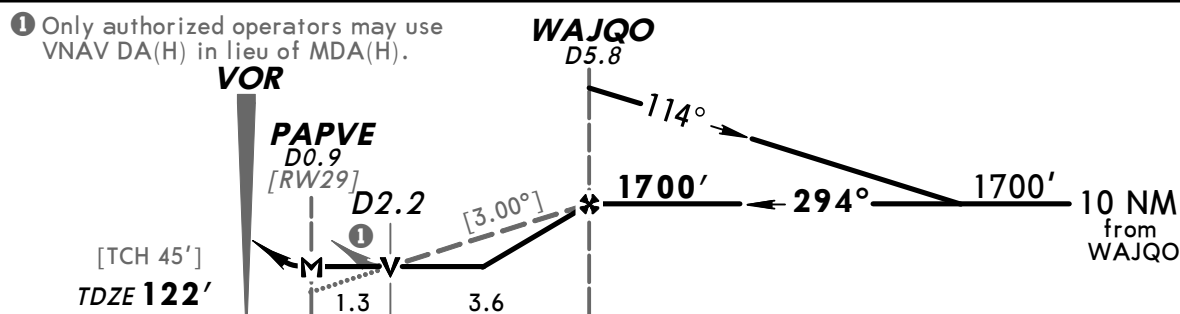


BRIEFING STRIP™

|                                                                                             |                           |                                              |                                        |                            |  |                                         |  |
|---------------------------------------------------------------------------------------------|---------------------------|----------------------------------------------|----------------------------------------|----------------------------|--|-----------------------------------------|--|
| ATIS (ASOS when Twr inop)                                                                   |                           | JACKSONVILLE Approach (R)<br>6000' and below |                                        | *GAINESVILLE Tower         |  | *Ground                                 |  |
| 127.15                                                                                      |                           | 118.17                                       |                                        | CTAF 119.55                |  | 121.7                                   |  |
| VOR<br>GNV<br>116.2                                                                         | Final<br>Apch Crs<br>294° | Minimum Alt<br>WAJQO<br>1700' (1578')        | MDA(H)<br>(CONDITIONAL)<br>560' (438') | Apt Elev 151'<br>TDZE 122' |  | <div>2500'</div> <div>MSA GNV VOR</div> |  |
| MISSED APCH: Climbing RIGHT turn to 2000' outbound via GNV VOR R-327 to DRAFT INT and hold. |                           |                                              |                                        |                            |  |                                         |  |
| Alt Set: INCHES                                                                             |                           |                                              |                                        |                            |  |                                         |  |



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



|                       |      |      |      |      |      |      |                                                       |           |     |       |
|-----------------------|------|------|------|------|------|------|-------------------------------------------------------|-----------|-----|-------|
| Gnd speed-Kts         | 70   | 90   | 100  | 120  | 140  | 160  | <div><div><div>MALSR</div><div>PAPI</div></div></div> | 2000'     | GNV | DRAFT |
| Descent angle [3.00°] | 372  | 478  | 531  | 637  | 743  | 849  |                                                       | via 116.2 |     |       |
| MAP at PAPVE or       |      |      |      |      |      |      |                                                       | RT        |     |       |
| WAJQO to MAP 4.9      | 4:12 | 3:16 | 2:56 | 2:27 | 2:06 | 1:50 |                                                       | R-327     |     |       |

| STRAIGHT-IN LANDING RWY 29                                |        |          |                                                                       |        |         | CIRCLE-TO-LAND                                   |     |                                                    |                   |
|-----------------------------------------------------------|--------|----------|-----------------------------------------------------------------------|--------|---------|--------------------------------------------------|-----|----------------------------------------------------|-------------------|
| With Local Altimeter Setting<br>MDA(H) <b>560'</b> (438') |        |          | With Ocala Intl-Taylor Altimeter Setting<br>MDA(H) <b>660'</b> (538') |        |         | Not Authorized at Night when VGSI inop to Rwy 25 |     |                                                    |                   |
| RAIL out                                                  |        | ALS out  | RAIL out                                                              |        | ALS out | With Local Altimeter Setting<br>MDA(H)           |     | With Ocala Intl-Taylor Altimeter Setting<br>MDA(H) |                   |
| A                                                         | RVR 24 | RVR 40   | RVR 50                                                                | RVR 24 | RVR 40  | RVR 50                                           | 90  | 620' (469')-1                                      | 720' (569')-1     |
| B                                                         | or 1/2 | or 3/4   | or 1                                                                  | or 1/2 | or 3/4  | or 1                                             | 120 |                                                    |                   |
| C                                                         | RVR 40 | RVR 60   | RVR 50                                                                | RVR 50 | 1 1/2   |                                                  | 140 | 620' (469')-1 1/2                                  | 720' (569')-1 1/2 |
| D                                                         | or 3/4 | or 1 1/4 | or 1                                                                  |        |         |                                                  |     |                                                    |                   |
|                                                           | RVR 50 | 1 1/2    | RVR 60                                                                | 1 3/4  |         |                                                  | 165 | 740' (589')-2                                      | 840' (689')-2 1/4 |
|                                                           | or 1   |          | or 1 1/4                                                              |        |         |                                                  |     |                                                    |                   |

## General Information

Location: Mary Esther FL USA  
IATA Code:  
Lat/Long: N30° 25.7' W086° 41.3'  
Elevation: 38 ft

Airport Use: Military  
Magnetic Variation: 2.6°W  
Sectional Chart: New Orleans

Fuel Types: Jet 4  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1215 Z  
Sunset: 2344 Z,

## Runway Information

Runway: 18  
Length x Width: 9600 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 35 ft  
Lighting: Edge, ALS  
Stopway: 1000 ft

Runway: 36  
Length x Width: 9600 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 37 ft  
Lighting: Edge, ALS  
Stopway: 1000 ft

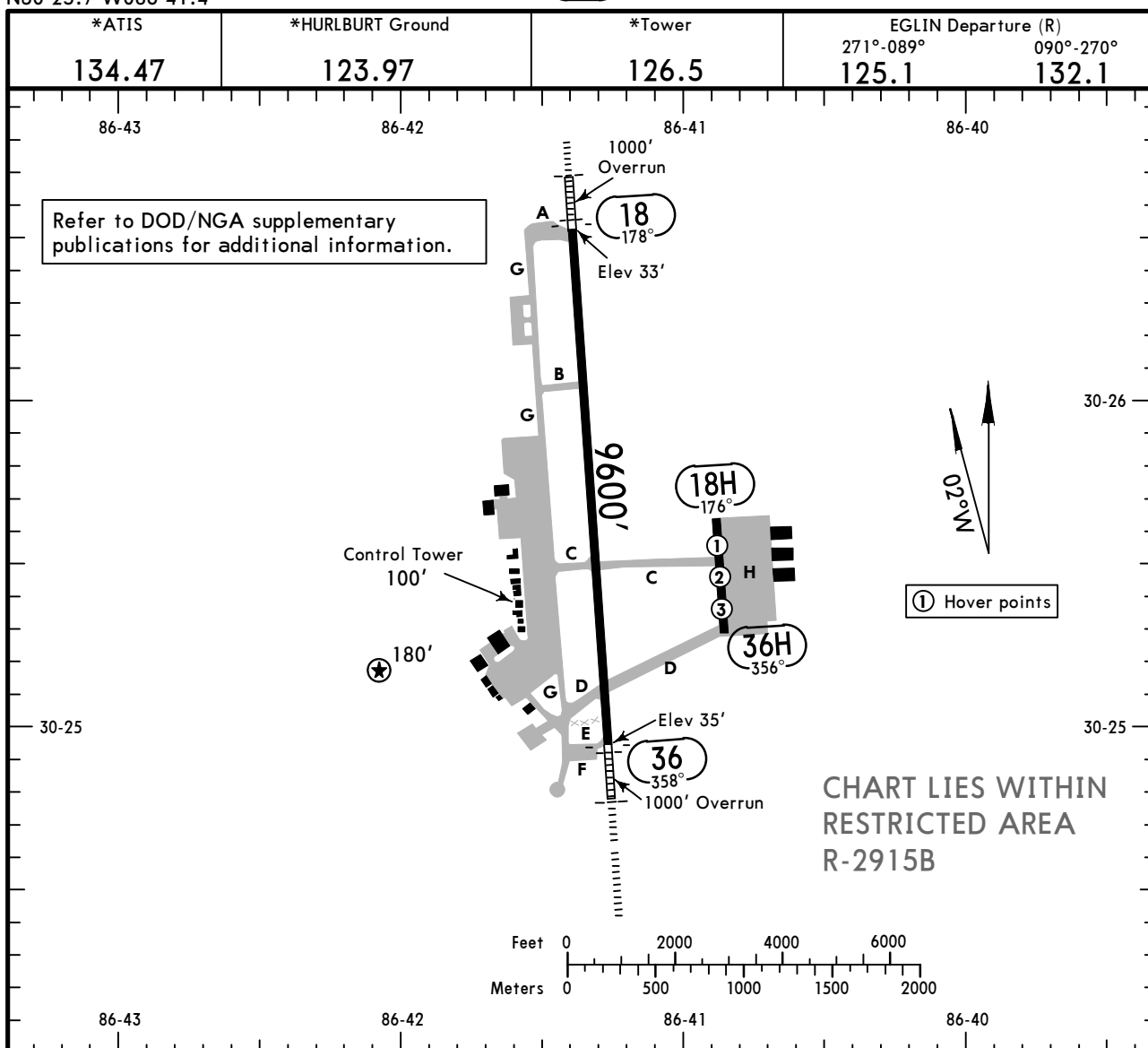
## Communication Information

ATIS 134.475  
Hurlburt Tower 126.5  
Hurlburt Ground Control 123.975  
Eglin Approach Control 132.1 (90°-270°)  
Eglin Approach Control 125.1 (271°-89°)  
Eglin Departure Control 132.1

KHRT  
Apt Elev 38'  
N30 25.7 W086 41.4

JEPPESSEN  
17 FEB 12 (31-1)

HURLBURT FIELD  
MARY ESTHER, FLA



| ADDITIONAL RUNWAY INFORMATION |      |          |        |                    |             |          |       |
|-------------------------------|------|----------|--------|--------------------|-------------|----------|-------|
| RWY                           |      |          |        | USABLE LENGTHS     |             | TAKE-OFF | WIDTH |
|                               |      |          |        | — LANDING BEYOND — |             |          |       |
|                               |      |          |        | Threshold          | Glide Slope |          |       |
| 18<br>① 36                    | HIRL | SALSF    | PAPI-L |                    |             |          | 150'  |
|                               | HIRL | ② ALSF-I | PAPI-L | RVR                | 8424'       |          |       |
| 18H<br>36H                    |      |          |        |                    |             |          |       |
|                               |      |          |        |                    |             |          |       |
|                               |      |          |        |                    |             |          |       |

- ① Maximum GWT 818,000 lbs.  
② Non-std configuration; 1 row of lights 1900' from rwy thr absent due to four-lane highway.

| TAKE-OFF         |               |               |  | FOR FILING AS ALTERNATE |                  |
|------------------|---------------|---------------|--|-------------------------|------------------|
| All Rwys         |               |               |  |                         |                  |
| Adequate Vis Ref |               | STD           |  | Precision               | Non-Precision    |
| 1 & 2 Eng        | RVR 16 or 1/4 | RVR 50 or 1   |  | A                       | 600-2      800-2 |
| 3 & 4 Eng        |               | RVR 24 or 1/2 |  | B                       |                  |
|                  |               |               |  | C                       |                  |
|                  |               |               |  | D                       |                  |

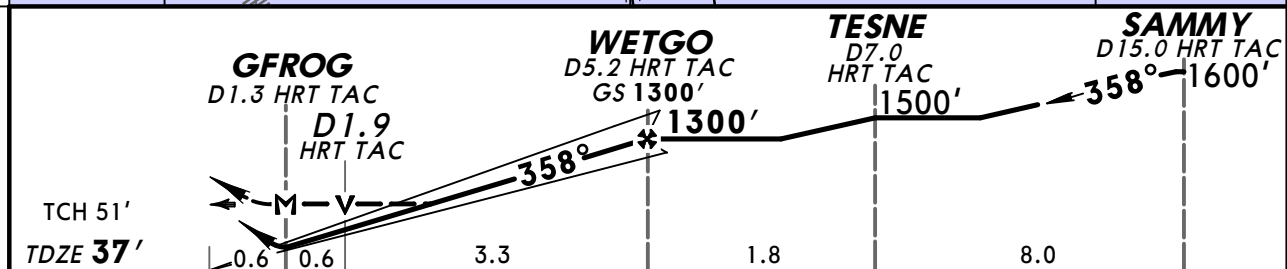
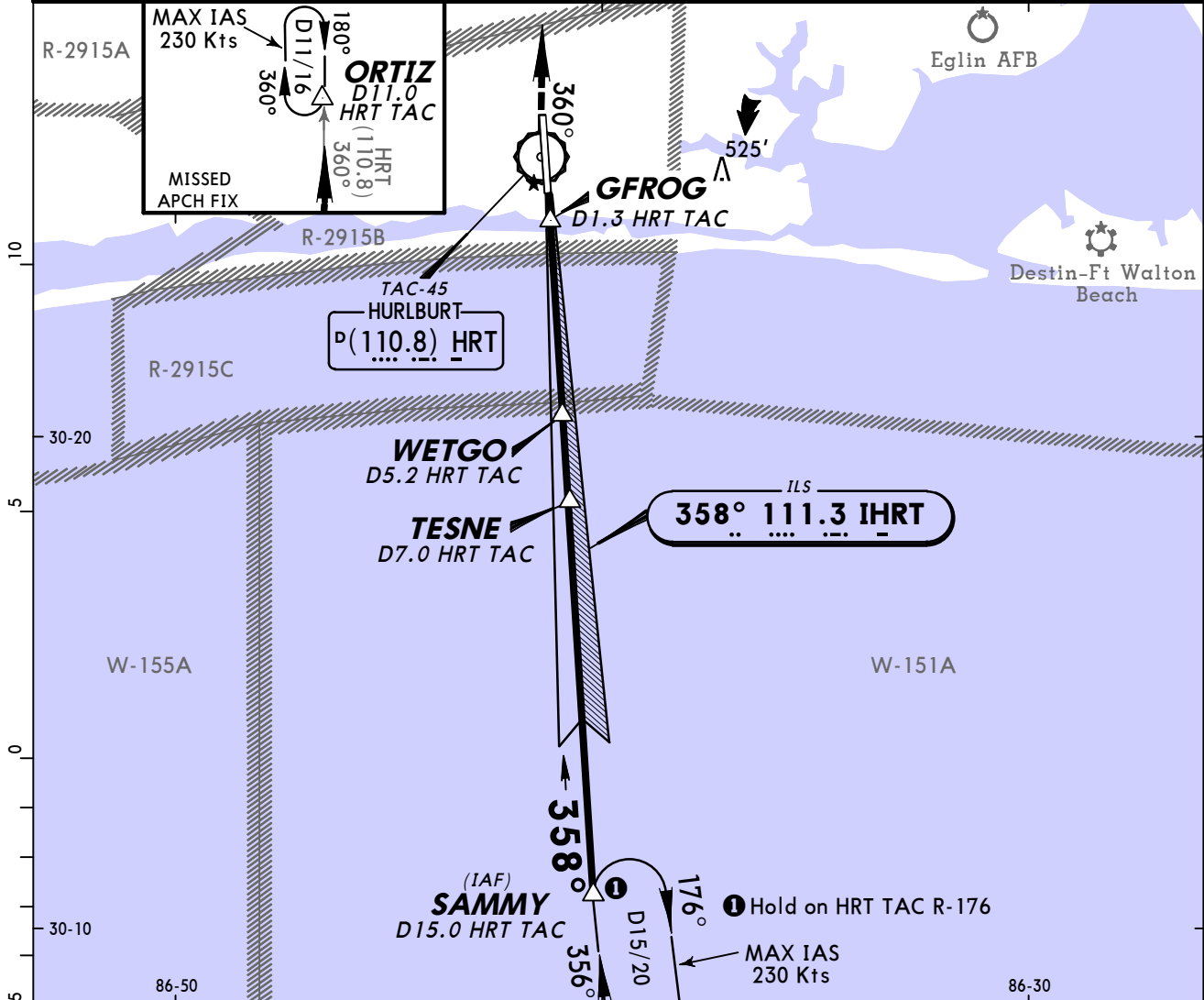
**KHRT**  
MARY ESTHER, FLA

**JEPPesen**  
17 FEB 12 **(31-1)** TACAN Azimuth  
Required

**HURLBURT FIELD**  
**ILS or LOC Rwy 36**

BRIEFING STRIP

|                                                                                           |                                  |                                                 |                                    |                                        |                                 |                                         |
|-------------------------------------------------------------------------------------------|----------------------------------|-------------------------------------------------|------------------------------------|----------------------------------------|---------------------------------|-----------------------------------------|
| *ATIS<br><b>134.47</b>                                                                    |                                  | EGLIN Approach (R)<br>271°-089°<br><b>125.1</b> |                                    | 090°-270°<br><b>132.1</b>              | *HURLBURT Tower<br><b>126.5</b> | *Ground<br><b>123.97</b>                |
| LOC<br>IHRT<br><b>111.3</b>                                                               | Final<br>Apch Crs<br><b>358°</b> | GS<br><b>WETGO</b><br><b>1300'</b> (1263')      | ILS<br>DA(H)<br><b>237'</b> (200') | Apt Elev <b>38'</b><br>TDZE <b>37'</b> |                                 | <div>1900'</div> <div>MSA HRT TAC</div> |
| MISSED APCH: Climb to 1800' outbound on HRT TAC R-360 to<br>ORTIZ/D11.0 HRT TAC and hold. |                                  |                                                 |                                    |                                        |                                 |                                         |
| Alt Set: INCHES                                                                           |                                  | Trans level: FL 180                             |                                    | Trans alt: 18000'                      |                                 |                                         |
| 1. VGSI and ILS glidepath not coincident.                                                 |                                  |                                                 |                                    |                                        |                                 |                                         |



| Gnd speed-Kts                   | 70    | 90   | 100  | 120  | 140  | 160  | ALSFI | 1800' | HRT<br>TAC-45<br>(110.8) | ORTIZ |
|---------------------------------|-------|------|------|------|------|------|-------|-------|--------------------------|-------|
| GS                              | 2.50° | 310  | 398  | 442  | 531  | 619  | 707   | PAPI  | ↑                        | R-360 |
| MAP at GFROG or<br>WETGO to MAP | 3.9   | 3:21 | 2:36 | 2:20 | 1:57 | 1:40 | 1:28  |       |                          |       |

| Military                   |               |                    |               | CIRCLE-TO-LAND |                     |  |  |
|----------------------------|---------------|--------------------|---------------|----------------|---------------------|--|--|
| STRAIGHT-IN LANDING RWY 36 |               | LOC (GS out)       |               |                |                     |  |  |
| ILS                        |               | MDA(H)             |               |                |                     |  |  |
| DA(H) <b>237'</b> (200')   |               | <b>360'</b> (323') |               |                |                     |  |  |
| FULL                       | ALS out       |                    | ALS out       | Max<br>Kts     | MDA(H)              |  |  |
| A                          |               |                    |               | 90             | 640' (602') - 1     |  |  |
| B                          |               |                    |               | 120            |                     |  |  |
| C                          | RVR 24 or 1/2 | RVR 40 or 3/4      | RVR 24 or 1/2 | 140            | 640' (602') - 1 3/4 |  |  |
| D                          |               |                    | RVR 40 or 3/4 | 165            | 640' (602') - 2     |  |  |

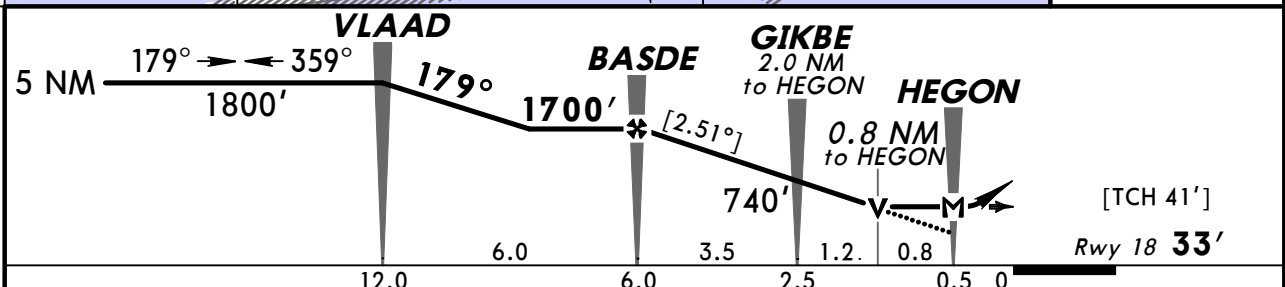
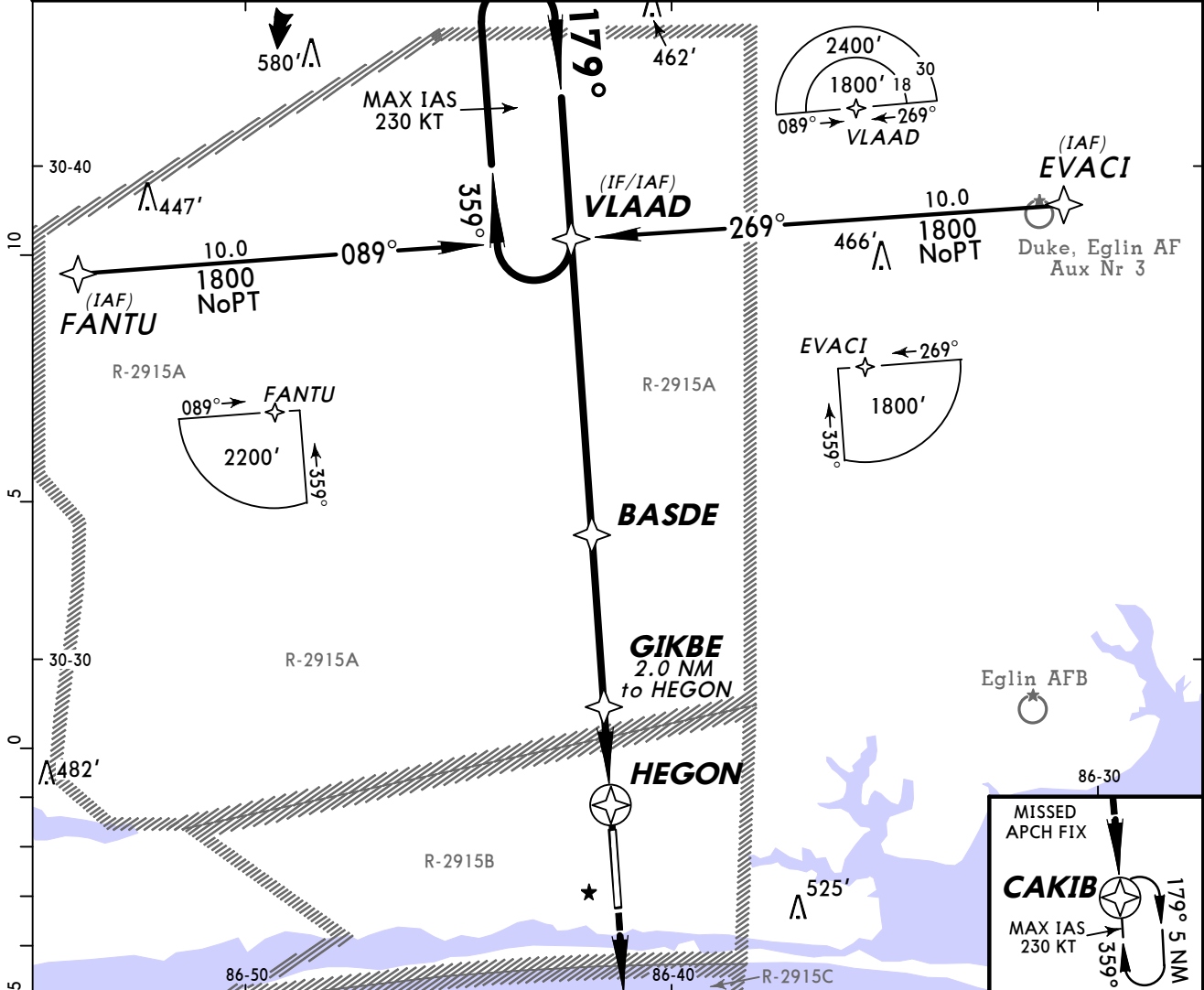
**1 DME or RADAR required.**

CHANGES: None.

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BRIEFING STRIP™

|                                                                           |                                                 |                                                     |                           |                                                       |                                          |                     |
|---------------------------------------------------------------------------|-------------------------------------------------|-----------------------------------------------------|---------------------------|-------------------------------------------------------|------------------------------------------|---------------------|
| *ATIS<br><b>134.47</b>                                                    | EGLIN Approach (R)<br>271°-089°<br><b>125.1</b> |                                                     | 090°-270°<br><b>132.1</b> | *HURLBURT Tower<br><b>126.5</b>                       | *Ground<br><b>123.97</b>                 |                     |
| RNAV                                                                      | Final<br>Apch Crs<br><b>179°</b>                | Minimum Alt<br><b>BASDE</b><br><b>1700'</b> (1667') |                           | LNAV<br>MDA(H)<br>(CONDITIONAL)<br><b>420'</b> (387') | Apt Elev <b>38'</b><br>Rwy 18 <b>33'</b> | TAA<br>30 NM<br>IAF |
| MISSED APCH: Climb to 1800' direct CAKIB and hold.                        |                                                 |                                                     |                           |                                                       |                                          |                     |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                     |                                                 |                                                     |                           |                                                       |                                          |                     |
| 1. SAFE ALTITUDE WITHIN 100 NM 3100'. 2. DME/DME RNP-0.30 not authorized. |                                                 |                                                     |                           |                                                       |                                          |                     |



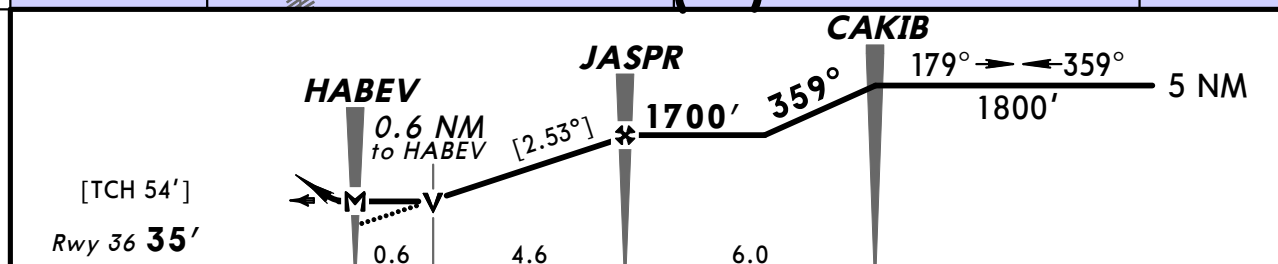
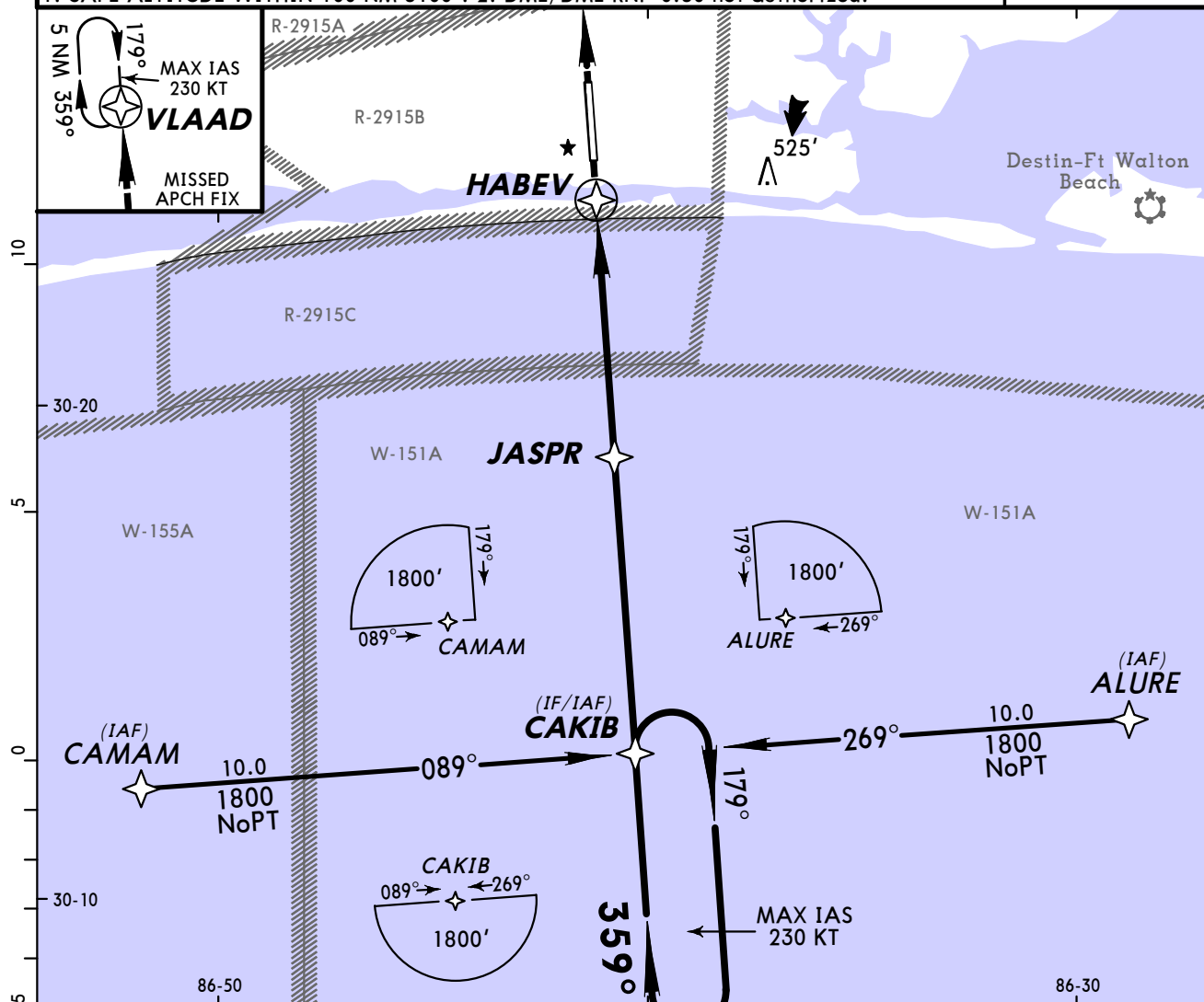
|                       |     |     |     |     |     |     |               |       |   |       |
|-----------------------|-----|-----|-----|-----|-----|-----|---------------|-------|---|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | SALSF<br>PAPI | 1800' | D | CAKIB |
| Descent Angle [2.51°] | 311 | 400 | 444 | 533 | 621 | 710 |               |       |   |       |
| MAP at HEGON          |     |     |     |     |     |     |               |       |   |       |

| STRAIGHT-IN LANDING RWY 18 |     |         |                           |       |         | CIRCLE-TO-LAND |                   |  |
|----------------------------|-----|---------|---------------------------|-------|---------|----------------|-------------------|--|
| LNAV                       |     |         |                           |       |         |                |                   |  |
| MDA(H) <b>420'</b> (387')  |     |         | MDA(H) <b>600'</b> (567') |       |         |                |                   |  |
| With GIKBE                 |     |         | Without GIKBE             |       |         |                |                   |  |
|                            |     | ALS out |                           |       | ALS out | Max Kts        | MDA(H)            |  |
| A                          | 3/4 | 1       | 3/4                       | 1     | 1       | 90             | 640' (602')-1     |  |
| B                          | 7/8 |         | 1 3/8                     |       | 1 1/2   | 120            | 640' (602')-1 3/4 |  |
| C                          |     | 1 1/8   | 1 3/8                     | 1 5/8 | 1 5/8   | 140            | 640' (602')-1 3/4 |  |
| D                          |     |         | 1 3/8                     |       | 1 5/8   | 165            | 640' (602')-2     |  |

**HURLBURT FIELD**  
**RNAV (GPS) Rwy 36**

## BRIEFING STRIP™

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
1. SAFE ALTITUDE WITHIN 100 NM 3100'. 2. DME/DME RNP-0.30 not authorized.



|                       |     |     |     |      |     |     |
|-----------------------|-----|-----|-----|------|-----|-----|
|                       | 0   | 0.8 | 6.0 | 12.0 |     |     |
| Gnd speed-Kts         | 70  | 90  | 100 | 120  | 140 | 160 |
| Descent Angle [2.53°] | 313 | 403 | 447 | 537  | 626 | 716 |
| MAP at HABEV          |     |     |     |      |     |     |

| STRAIGHT-IN LANDING RWY <b>36</b><br><b>LNAV</b><br><i>MDA(H) 460' (425')</i> |                      |                        | CIRCLE-TO-LAND |                            |
|-------------------------------------------------------------------------------|----------------------|------------------------|----------------|----------------------------|
|                                                                               |                      | ALS out                | Max Kts.       | <i>MDA(H)</i>              |
| A                                                                             | RVR <b>24</b> or 1/2 | RVR <b>50</b> or 1     | 90             | <b>640' (602') - 1</b>     |
| B                                                                             |                      |                        | 120            |                            |
| C                                                                             | RVR <b>40</b> or 3/4 | RVR <b>60</b> or 1 1/8 | 140            | <b>640' (602') - 1 3/4</b> |
| D                                                                             |                      | 1 1/4                  | 165            | <b>640' (602') - 2</b>     |

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## General Information

Location: Homestead FL USA  
IATA Code: HST  
Lat/Long: N25° 29.3' W080° 23.0'  
Elevation: 6 ft

Airport Use: Military  
Magnetic Variation: 6.0°W  
Sectional Chart: Miami

Customs: Yes  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1147 Z  
Sunset: 2322 Z,

## Runway Information

Runway: 05  
Length x Width: 11201 ft x 300 ft  
Surface Type: concrete  
TDZ-Elev: 5 ft  
Lighting: Edge, ALS  
Stopway: 1000 ft

Runway: 23  
Length x Width: 11201 ft x 300 ft  
Surface Type: concrete  
TDZ-Elev: 6 ft  
Lighting: Edge, ALS  
Stopway: 1000 ft

## Communication Information

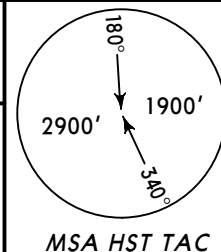
ATIS 132.275  
Homestead Tower 133.45  
Homestead Ground Control 121.75  
Homestead Clearance Delivery 121.75  
Miami Approach Control 125.5  
Homestead Approach Control 123.8  
Miami Departure Control 125.5  
Homestead Departure Control 123.8  
Homestead Radar 123.8  
Mako Operations 138.025 Military  
Miami Center 123.8

ATIS  
**132.27**

Apt Elev  
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'

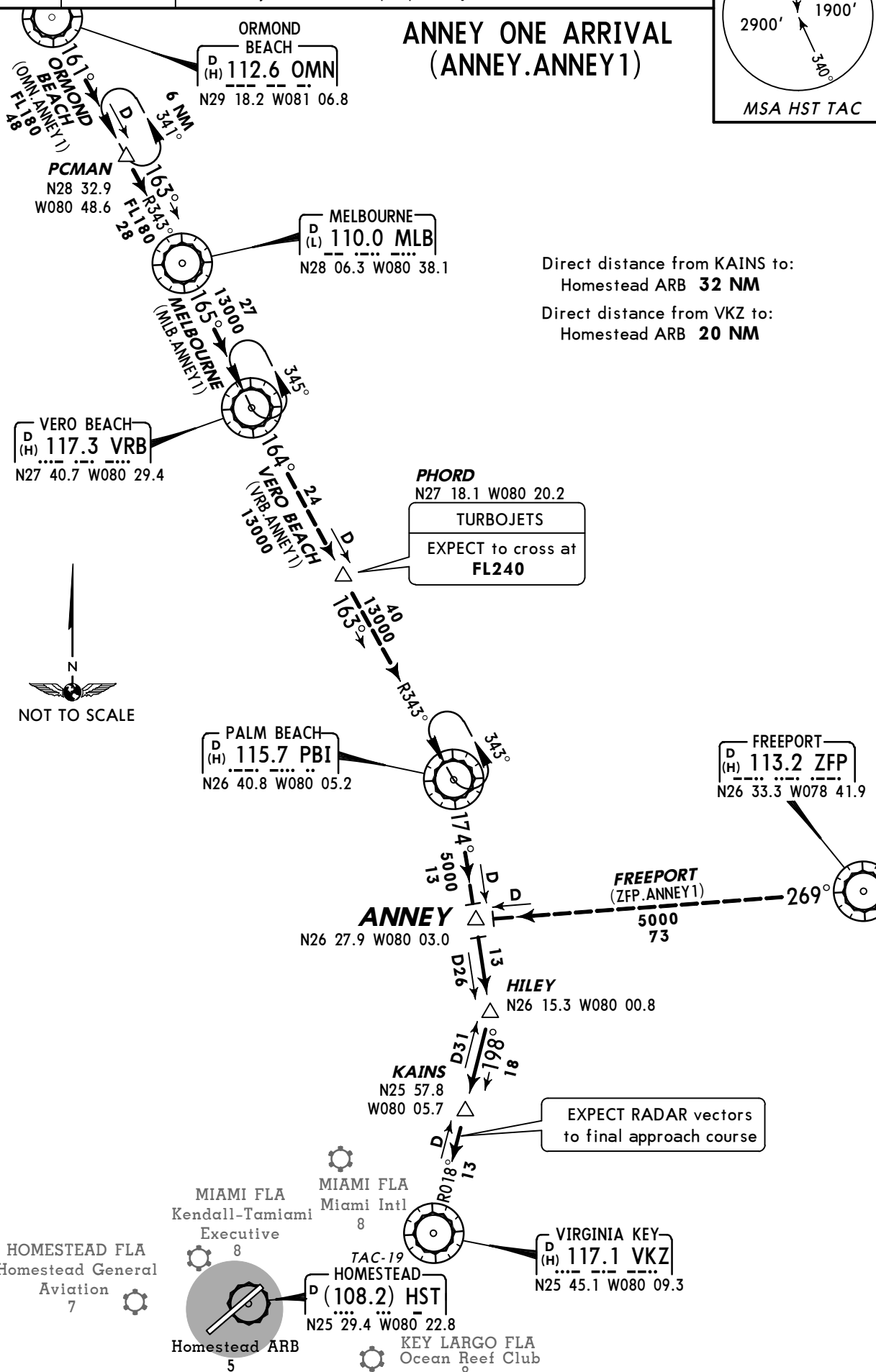
1. DME required.  
2. Turbojets and turboprops only.



# ANNEY ONE ARRIVAL (ANNEY.ANNEY1)

Direct distance from KAINS to:  
Homestead ARB **32 NM**

Direct distance from VKZ to:  
Homestead ARB **20 NM**



## ROUTING

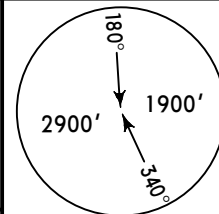
From over ANNEY via PBI R-174 to HILEY, then via VKZ R-018 to VKZ. EXPECT RADAR vectors to final approach course after KAINS.



ATIS  
**132.27**

Apt Elev  
See graphic

- Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. MELBOURNE transition available to Miami Intl, Homestead ARB, Homestead General Aviation, Ocean Reef Club and Kendall-Tamiami Executive only when Miami Intl is landing WEST.
  2. DME required.
  3. Turboprops only.



MSA HST TAC

**MELBOURNE**  
(L) **110.0 MLB**  
N28 06.3 W080 38.1

**VERO BEACH**  
(H) **117.3 VRB**  
N27 40.7 W080 29.4

Direct distance from KAINS to:  
Homestead ARB **32 NM**

Direct distance from VKZ to:  
Homestead ARB **20 NM**



**PALM BEACH**  
(H) **115.7 PBI**  
N26 40.8 W080 05.2

**POMPANO BEACH FLA**  
Pompano Beach

**FT LAUDERDALE FLA**  
Ft Lauderdale Executive

**FT LAUDERDALE FLA**  
-Hollywood Intl

**HOLLYWOOD FLA**  
North Perry

**MIAMI FLA**  
Opa-Locka Executive

**MIAMI FLA**  
Kendall-Tamiami Executive

**HOMESTEAD FLA**  
Homestead General Aviation

**TAC-19 HOMESTEAD**  
(P) **108.2 HST**  
N25 29.4 W080 22.8  
**Homestead ARB**

**KEY LARGO FLA**  
Ocean Reef Club

**VIRGINIA KEY**  
(H) **117.1 VKZ**  
N25 45.1 W080 09.3

## BLUFI ONE ARRIVAL (BLUFI.BLUFI1)

**MELBOURNE**  
(MLB.BLUFI1)  
12000  
46

**LEBUR**  
N27 37.8 W079 57.3

**DALOO**  
N27 12.7 W080 00.8

EXPECT to cross at  
**12000'**

**TOPPR**  
N27 07.6  
W080 01.5

**BLUFI**  
N26 53.6 W079 49.9

**ZFP**  
113.2

**HEATT**  
N26 29.5 W079 56.8

EXPECT to cross at  
**7000'**

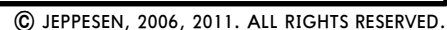
**KAINS**  
N25 57.8 W080 05.7

EXPECT RADAR vectors  
to final approach course

## ROUTING

From over BLUFI via VKZ R-018 to VKZ. EXPECT RADAR vectors to final approach course after KAINS.

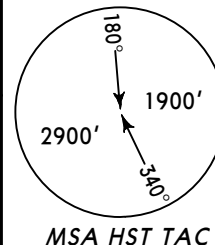
**3. RADAR required.** 4. KEY WEST Transition: For non-GPS equipped aircraft PHK DME must be operational. 5. MARATHON Transition: For non-GPS equipped aircraft, EYW and PHK DMEs must be operational.



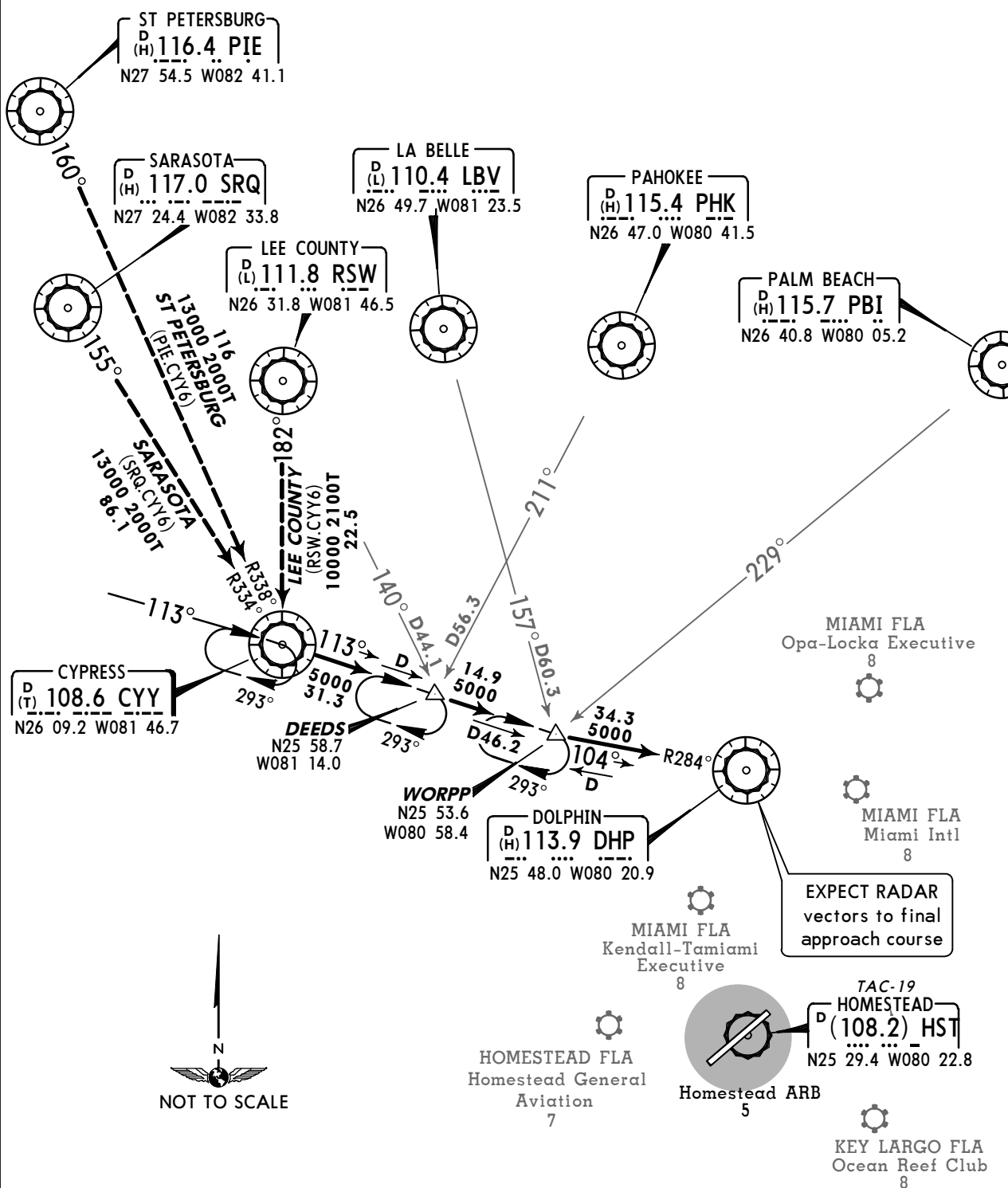
ATIS  
132.27

Apt Elev  
See graphic

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'



## CYPRESS SIX ARRIVAL (CYY.CYY6)



Direct distance from DHP to:  
Homestead ARB **19 NM**

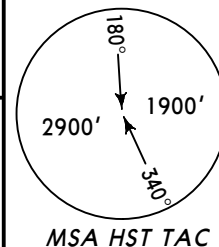
### ROUTING

From over CYY via CYY R-113 to WORPP, then via DHP R-284 to DHP. EXPECT RADAR vectors to final approach course.

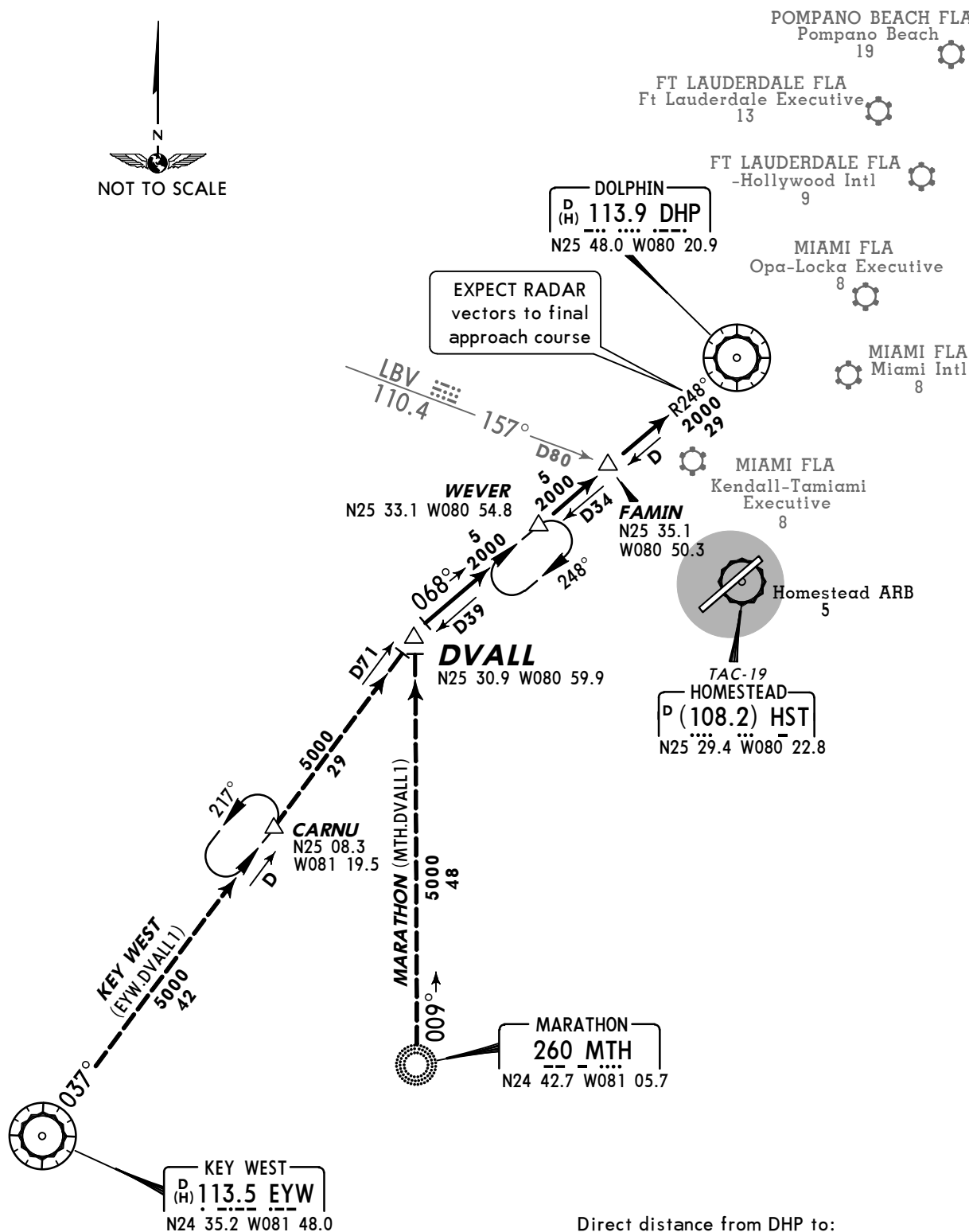
ATIS  
132.27

Apt Elev  
See graphic

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'  
DME required.



## DVALL ONE ARRIVAL (DVALL.DVALL1)



Direct distance from DHP to:  
Homestead ARB **19 NM**  
Direct distance from FAMILIN to:  
Homestead ARB **25 NM**

### ROUTING

From over DVALL via DHP R-248 to DHP. EXPECT RADAR vectors to final approach course after FAMILIN.

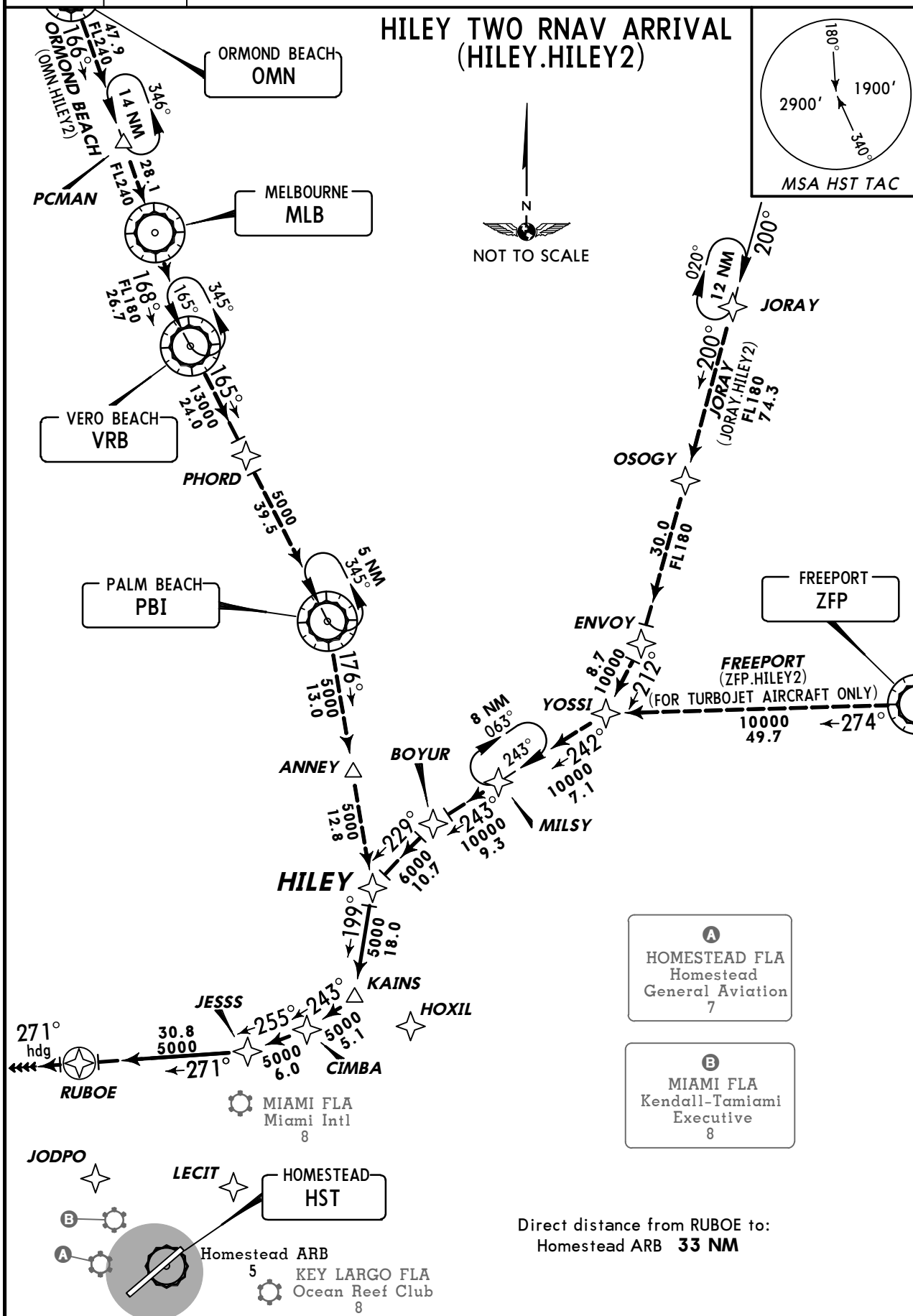
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ATIS  
**132.27**

Apt Elev  
See  
graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME/DME/IRU or GPS required. 2. RNAV 1.  
3. RADAR required. 4. Turbojet and Turboprop aircraft only.  
5. ORMOND BEACH Transition: DHP must be operational for non-GPS  
equipped aircraft. 6. FREEPORT Transition: FLL and PBI must be operational  
for non-GPS equipped aircraft.



#### ROUTING

From HILEY via 199° track to KAINS, then as depicted to RUBOE.

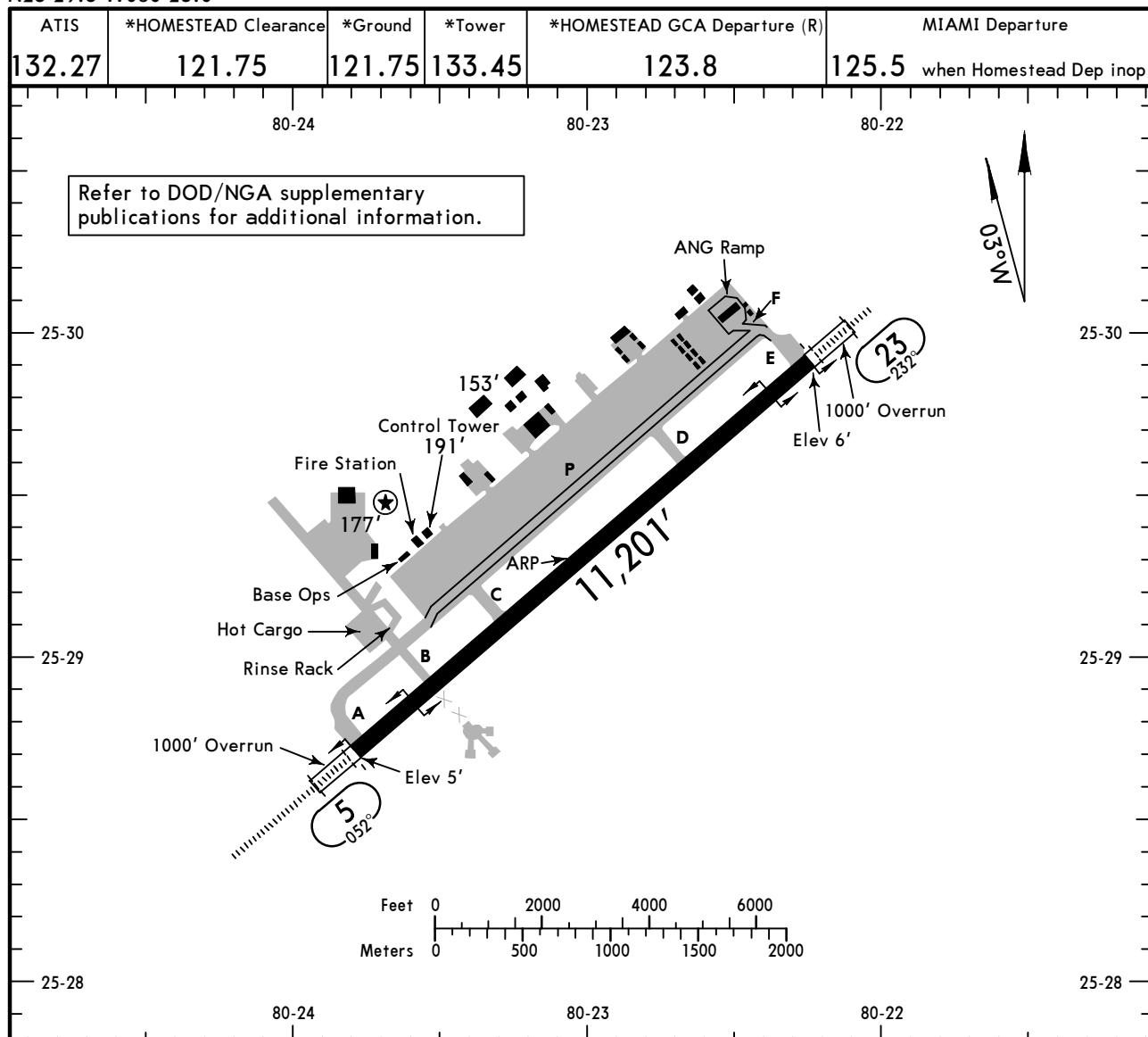




**KHST/HST**  
Apt Elev 6'  
N25 29.3 W080 23.0

**JEPPesen**  
14 OCT 11 **(31-1)** **Eff 20 Oct**

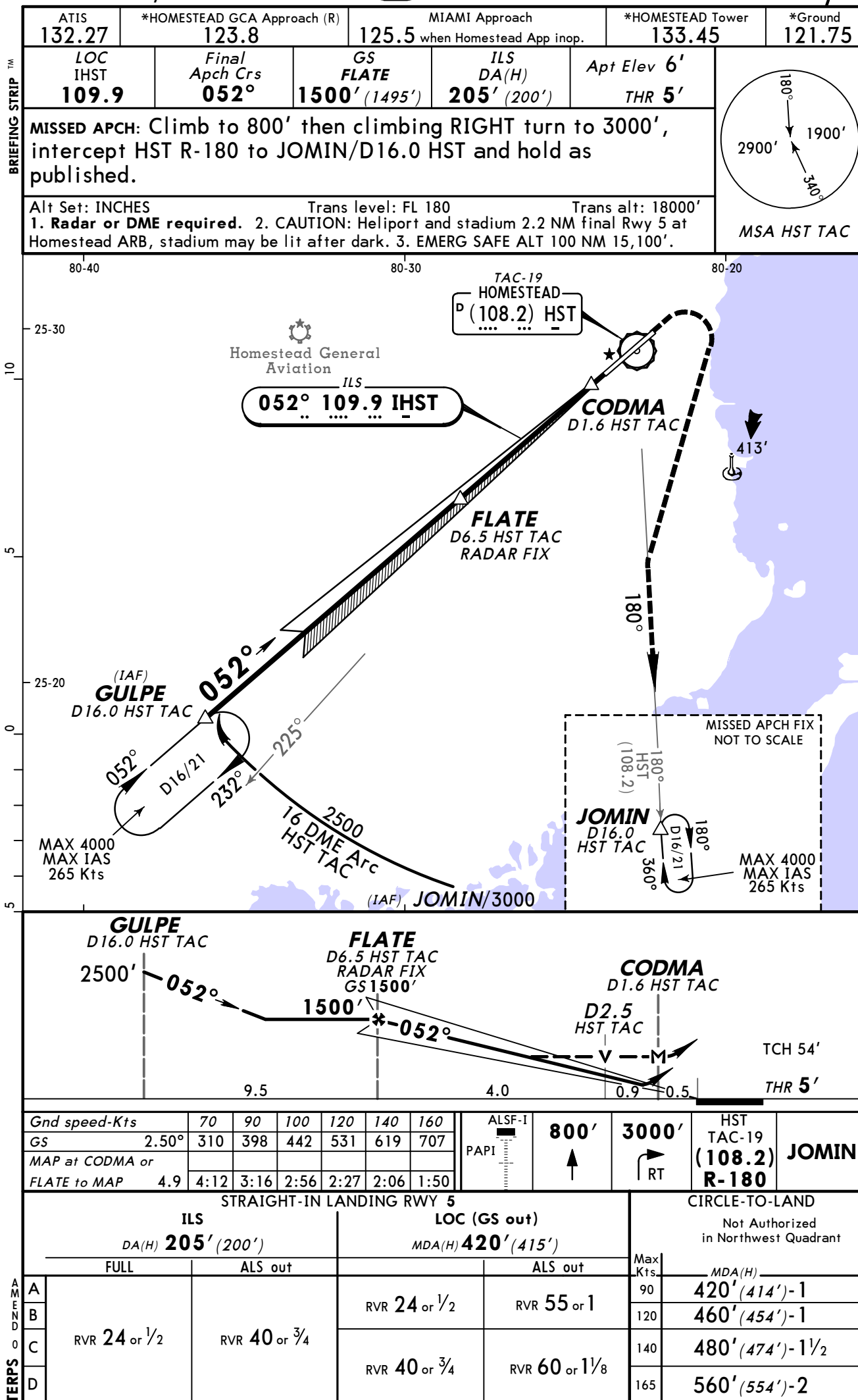
**HOMESTEAD ARB**  
**HOMESTEAD, FLA**



| ADDITIONAL RUNWAY INFORMATION |      |        |                     |     |                |             |          |
|-------------------------------|------|--------|---------------------|-----|----------------|-------------|----------|
| RWY                           |      |        |                     |     | USABLE LENGTHS |             | WIDTH    |
|                               |      |        |                     |     | LANDING        | BEYOND      |          |
|                               |      |        |                     |     | Threshold      | Glide Slope | TAKE-OFF |
| 5                             | HIRL | ALSF-I | PAPI-L (angle 2.5°) | RVR |                | 9955'       |          |
| 23                            | HIRL | SALS   | PAPI-L              | RVR |                |             |          |
|                               |      |        |                     |     |                |             |          |
|                               |      |        |                     |     |                |             |          |

| TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE |               |               |  |
|-----------------------------------------|---------------|---------------|--|
| All Rwys                                |               |               |  |
| Adequate Vis Ref                        |               | STD           |  |
| 1 & 2 Eng                               | RVR 16 or 1/4 | RVR 50 or 1   |  |
| 3 & 4 Eng                               |               | RVR 24 or 1/2 |  |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>OBSTACLE DP:</b> Rwy 5, climb on heading between 351° clockwise to 232° from departure end of runway. Rwy 23, climb on a heading between 259° counter-clockwise to 053° from departure end of runway.</p> <p><b>NOTES:</b> Rwy 5, aircraft 37' inward of DER, 273' left of centerline, 65' AGL/70' MSL. Aircraft 37' inward of DER, 521' left of centerline, 65' AGL/70' MSL. Sign 54' from DER, 310' right of centerline, 5' AGL/8' MSL. Multiple trees 1697' from DER, 211' right of centerline, 25' AGL/28' MSL. Multiple trees 2005' from DER, 984' right of centerline, 89' AGL/94' MSL. Multiple trees 3468' from DER,</p> | <p>1335' right of centerline, 89' AGL/94' MSL. Multiple trees 3558' from DER, 355' left of centerline, 89' AGL/94' MSL. Multiple trees 3562' from DER, 394' right of centerline, 89' AGL/94' MSL.</p> <p>Rwy 23, aircraft 37' inward of DER, 273' right of centerline, 65' AGL/70' MSL. Aircraft 37' inward of DER, 521' right of centerline, 65' AGL/70' MSL. Multiple trees 2401' from DER, 1143' right of centerline, up to 52' AGL/62' MSL. Multiple trees 2481' from DER, 790' right of centerline, up to 62' AGL/67' MSL.</p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



## **General Information**

Location: Jacksonville FL USA  
IATA Code: JAX  
Lat/Long: N30° 29.6' W081° 41.3'  
Elevation: 29 ft

Airport Use: Public  
Magnetic Variation: 6.0°W  
Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet A  
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle  
Repair Types: Major Airframe, Major Engine  
Customs: Upon Prior Request  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: Yes  
Beacon: Yes

Sunrise: 1156 Z  
Sunset: 2324 Z,

## **Runway Information**

Runway: 08  
Length x Width: 10000 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 29 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 14  
Length x Width: 7701 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 27 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Stopway: 200 ft

Runway: 26  
Length x Width: 10000 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 27 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32  
Length x Width: 7701 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 24 ft  
Lighting: Edge, Centerline, REIL  
Stopway: 200 ft

Communication Information

ATIS 125.85  
Jacksonville Tower 118.3  
Jacksonville Ground Control 121.9  
Jacksonville Clearance Delivery 119.5 Pre-Departure Clearance  
Jacksonville Approach Control 127.0 (270°-90°)  
Jacksonville Approach Control 124.9  
Jacksonville Approach Control 123.8 (181°-269°)  
Jacksonville Approach Control 121.3 Arrival Service  
Jacksonville Approach Control 119.0 (270°-90°)  
Jacksonville Approach Control 118.0 (91°-180°) At or above 5001 ft  
Jacksonville App ARSA 127.0 (270°-90°)  
Jacksonville App ARSA 124.9 (91°-180°) At or below 5000 ft  
Jacksonville App ARSA 123.8 (181°-269°)  
Jacksonville App ARSA 119.0 (270°-90°)  
Jacksonville App ARSA 118.0 (91°-180°) At or above 5001 ft  
Jacksonville Departure Control 121.3 At or above 6000 ft Departure Service  
Jacksonville Departure Control 127.0 (270°-90°)  
Jacksonville Departure Control 124.9  
Jacksonville Departure Control 123.8 (181°-269°)  
Jacksonville Departure Control 119.0 (270°-90°)  
Jacksonville Departure Control 118.0 (91°-180°) At or above 5001 ft  
Jacksonville Intl Unicom 122.95

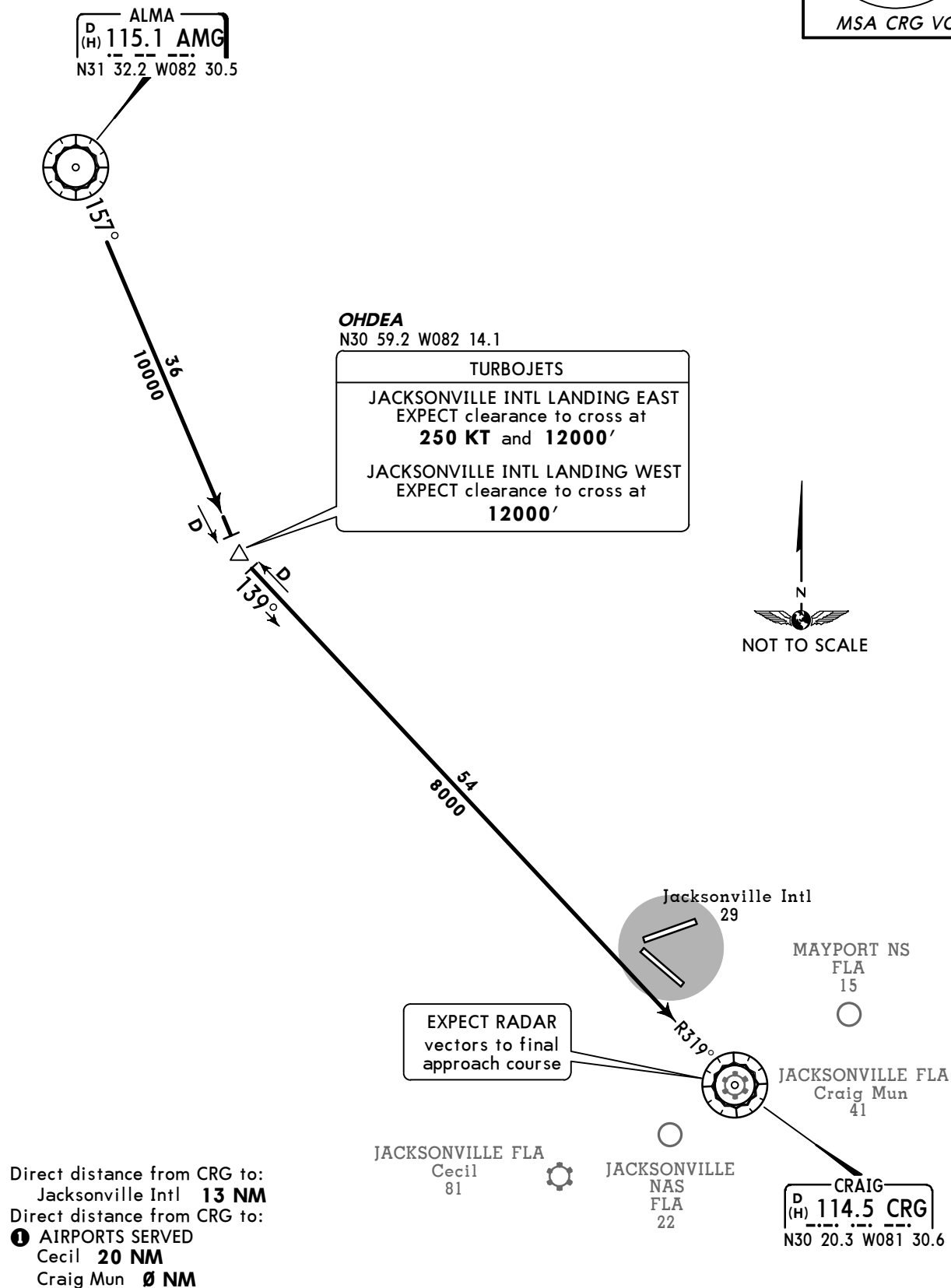
JACKSONVILLE  
INTL D-ATIS  
**125.85**

*Apt Elev  
See  
Graphic*

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME required.  
2. Also Serves ❶

2100'  
MSA CRG VOR

## ALMA TWO ARRIVAL (AMG.AMG2)



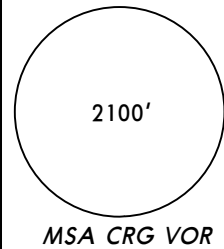
### ROUTING

From over AMG via AMG R-157 to OHDEA, then via CRG R-319 to CRG. EXPECT RADAR vectors to final approach course.

D-ATIS  
**125.85**

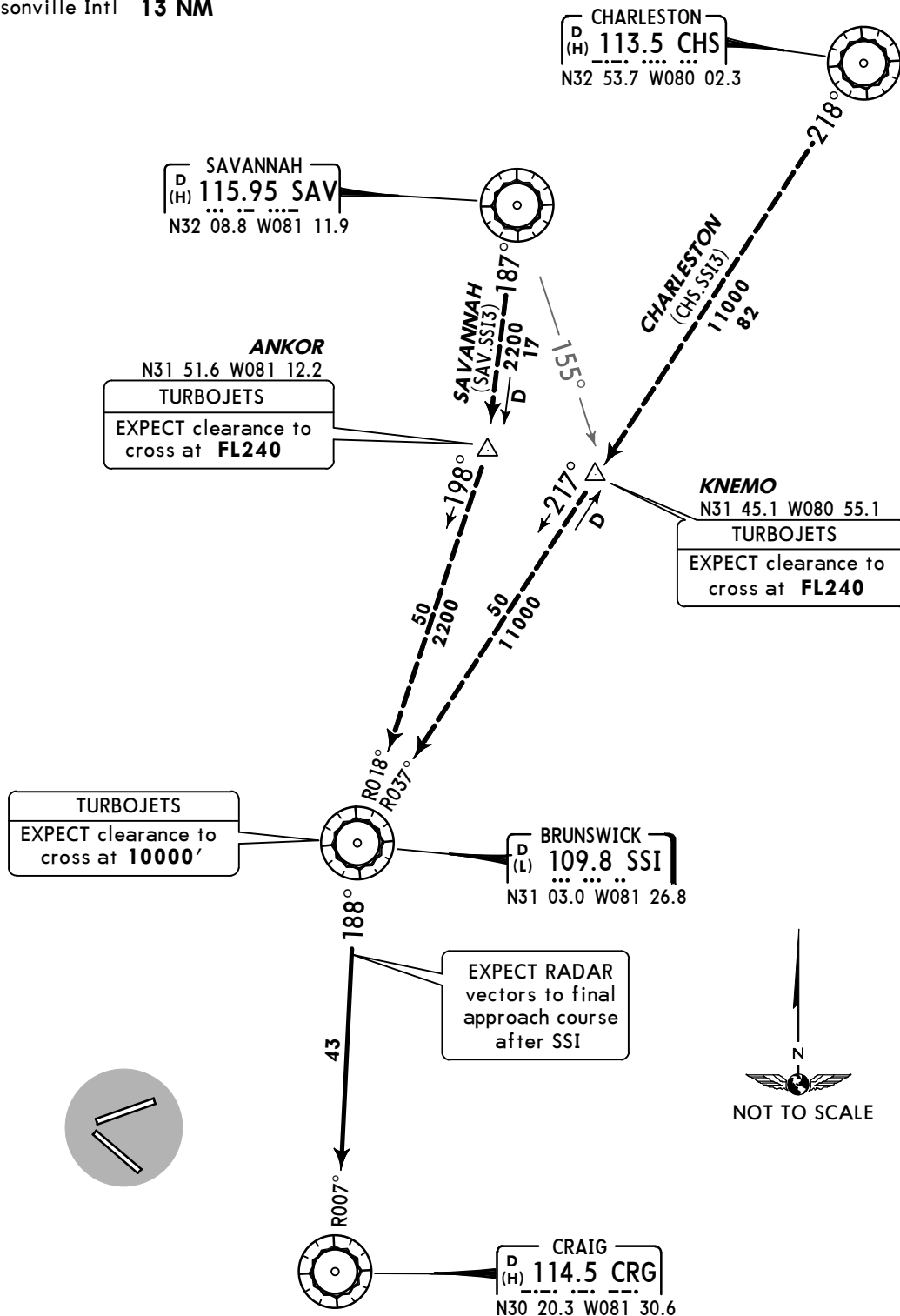
Apt Elev  
**29'**

Alt Set: INCHES  
Trans level: FL180 Trans alt: 18000'



## BRUNSWICK THREE ARRIVAL (SSI.SSI3)

Direct distance from CRG to:  
Jacksonville Intl **13 NM**



### ROUTING

From over SSI via SSI R-188 and CRG R-007 to CRG. EXPECT RADAR vectors to final approach course after SSI.

Alt Set: INCHES  
Trans level: FL180    Trans alt: 18000'  
1. DME and RADAR required.  
2. Also Serves .

MSA CRG VOR

**Jacksonville Intl**  
29  
**CRAIG**  
P(H) 114.5 CRG  
N30 20.3 W081 30.6

**JACKSONVILLE NAS**  
FLA 22

**JACKSONVILLE FLA**  
Cecil 81

**MAYPORT NS**  
FLA 15

**JACKSONVILLE FLA**  
Craig Mun 41

**MOSEL**  
N30 10.5 W081 33.0

**TURBOJET**

**EXPECT clearance to cross at 5000'**

**POGIE**  
N29 46.2 W081 38.9

**BASSS**  
(116.2 GNV R-095/D38)  
N29 40.8 W081 32.7

**TURBOJET**

**EXPECT clearance to cross at 250 KT and 13000'**

**SHINR**  
N29 35.3 W081 26.4

**CROPY**  
N28 47.5 W081 21.6

**TURBOJET**

**EXPECT clearance to cross at or below FL 270**

**ORMOND BEACH**  
P(H) 112.6 OMN  
N29 18.2 W081 06.8

**ORLANDO**  
P(H) 112.2 ORL  
N28 32.6 W081 20.1

**EXPECT RADAR vectors to final approach course after CRG**

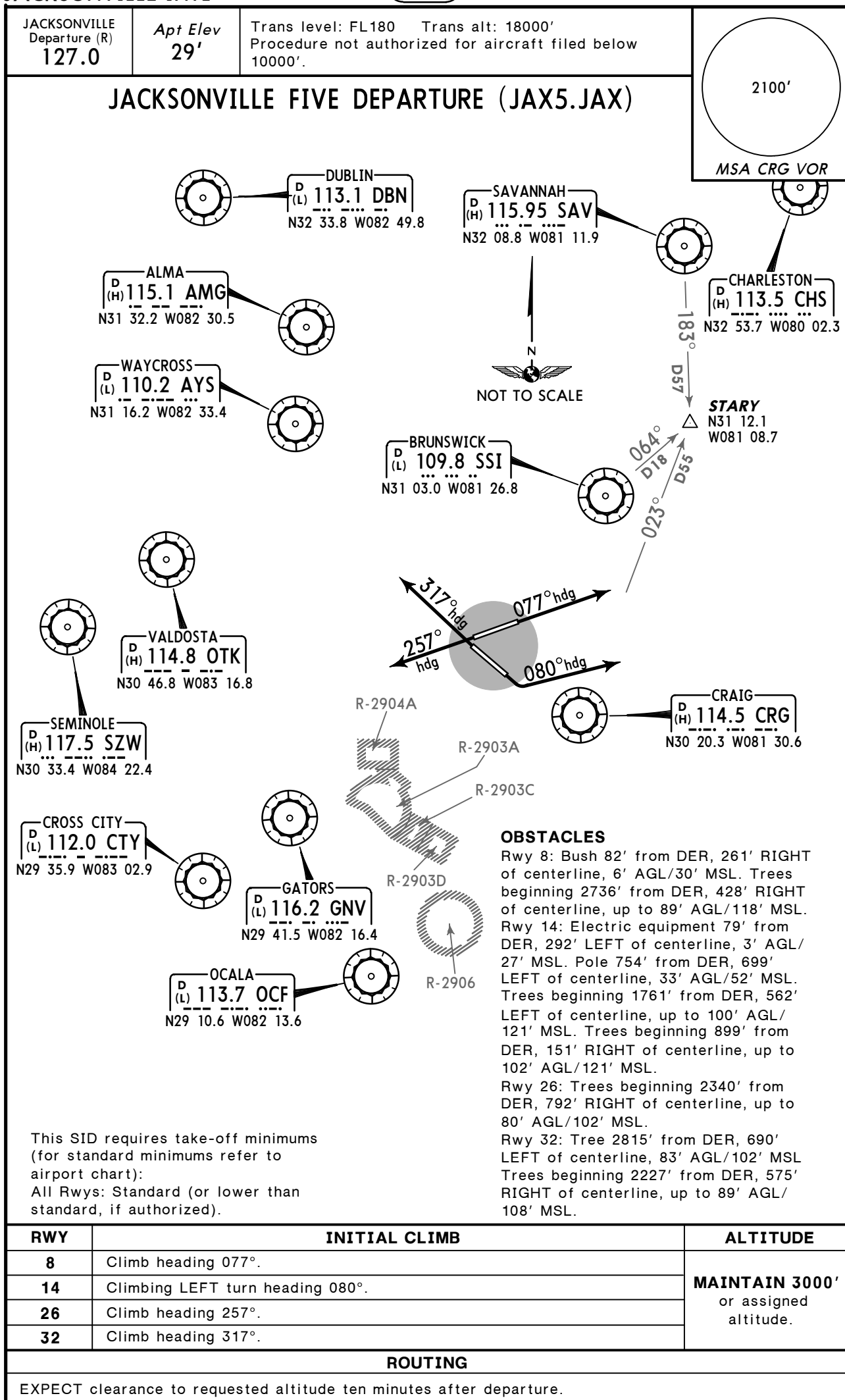
**NOT TO SCALE**

Cecil **20 NM**  
Craig Mun **0 NM**

From over ORL via ORL R-355 to SHINR, then via OMN R-315 to POGIE, then via CRG R-195 to CRG. EXPECT RADAR vectors to final approach course after CRG.

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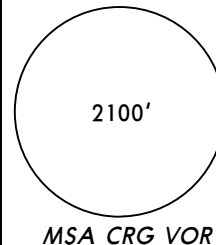




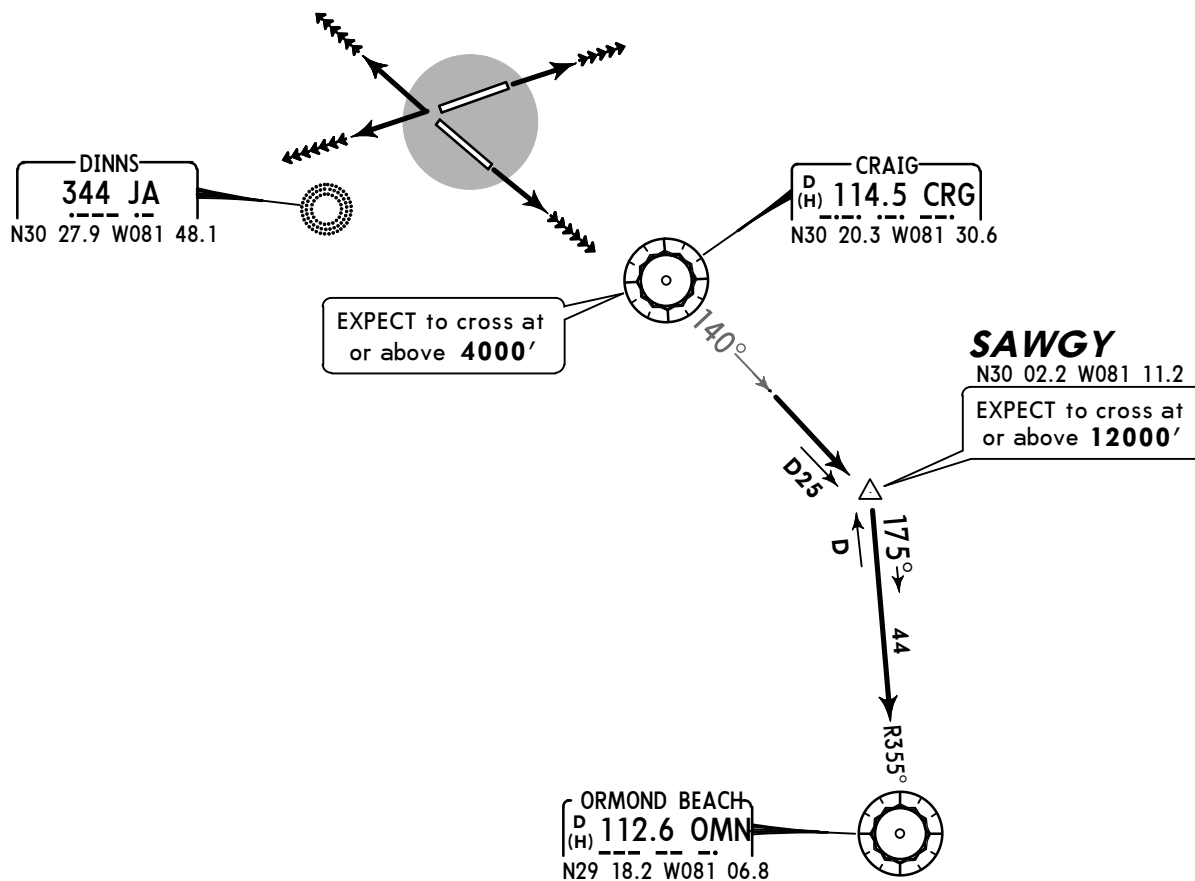
JACKSONVILLE  
Departure (R)  
**118.0**

*Apt Elev*  
**29'**

Trans level: FL180    Trans alt: 18000'



## SAWGY ONE DEPARTURE (SAWGY1.OMN)



Direct distance from  
Jacksonville Intl to:  
SAWGY **38 NM**

### INITIAL CLIMB

All runways cleared as filed. Climb runway heading or as assigned for vectors to join CRG R-140 to SAWGY. Then via OMN R-355 to OMN.

### ALTITUDE

All aircraft  
**MAINTAIN 3000'**

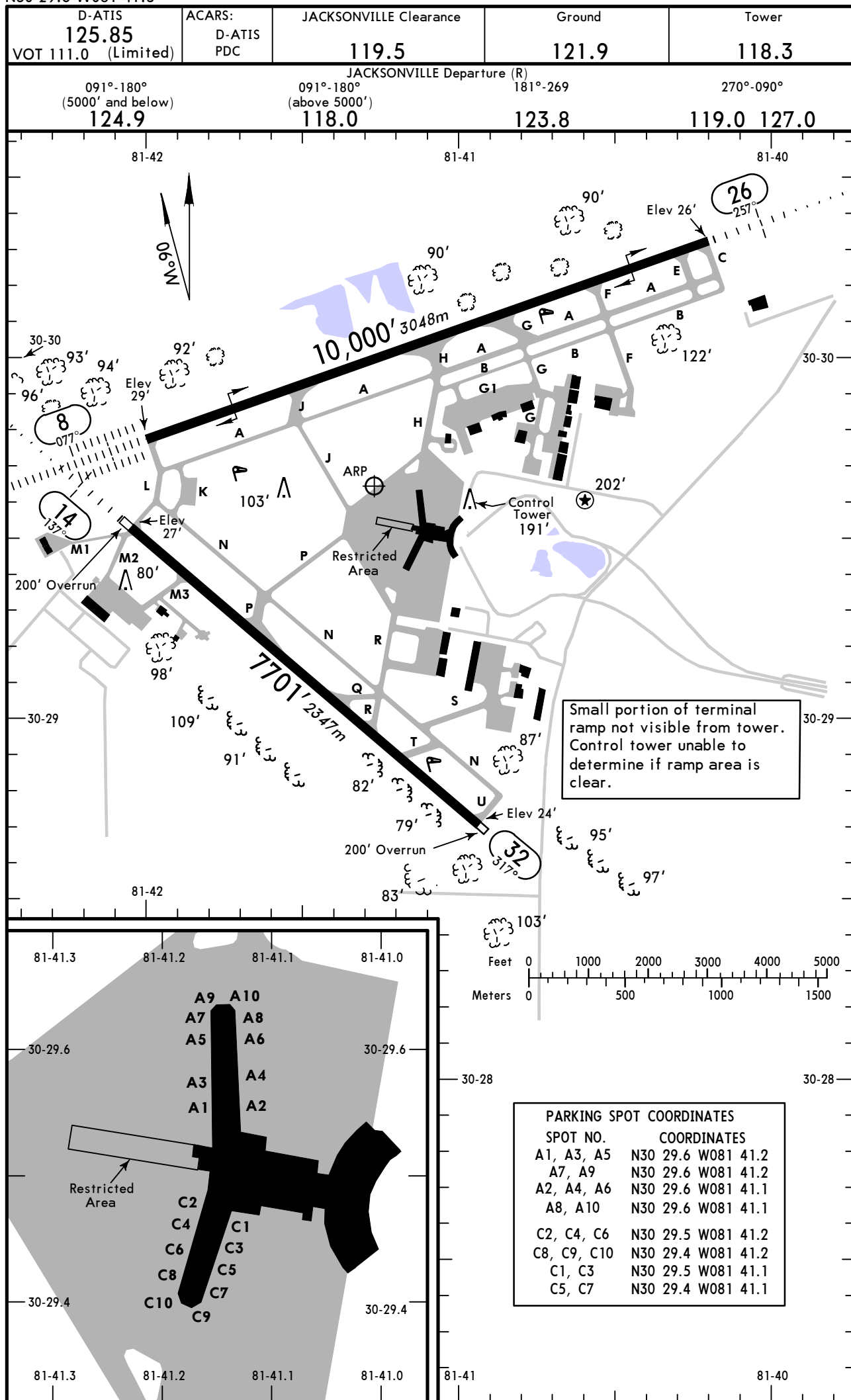
### ROUTING

EXPECT clearance to requested altitude/ flight level 10 minutes after departure.

**KJAX/JAX**  
Apt Elev **29'**  
N30 29.6 W081 41.3

**JEPPesen**  
9 DEC 11 **10-9** Eff 15 Dec

**JACKSONVILLE, FLA**  
**JACKSONVILLE INTL**



CHANGES: Runway numbers, runway bearings.

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**GENERAL**

**CAUTION:** Be alert to runway crossing clearances. Readback of all runway holding instructions is required.

Low Level Wind Shear Alert System.

Bird activity in vicinity of airport, wildlife presently on airfield.

Radio controlled aircraft activity 3.5 NM North-Northwest of airport.

PPR 24 hrs for unscheduled air carrier operations with more than 30 passenger seats, call airport manager. Flight notification service (ADCUS) available.

Non-load bearing asphalt on west air carrier ramp between outer high mast lights and terminal.

Aircraft required to maintain taxi operations over centerline on the air carrier ramp.

**ADDITIONAL RUNWAY INFORMATION**

| RWY |                                               | USABLE LENGTHS     |             | TAKE-OFF | WIDTH |
|-----|-----------------------------------------------|--------------------|-------------|----------|-------|
|     |                                               | — LANDING BEYOND — |             |          |       |
|     |                                               | Threshold          | Glide Slope |          |       |
| 8   | HIRL CL ALSF-II TDZ PAPI-L grooved RVR        |                    | 8950' 2728m |          | 150'  |
| 26  | HIRL CL MALSR TDZ PAPI-R grooved RVR          |                    | 8950' 2728m |          | 46m   |
| 14  | HIRL CL MALSR PAPI-L (angle 3.02°) grooved    |                    | 6651' 2027m |          | 150'  |
| 32  | HIRL CL TDZ REIL PAPI-L (angle 3.05°) grooved |                    |             |          | 46m   |
|     |                                               |                    |             |          |       |
|     |                                               |                    |             |          |       |

**TAKE-OFF****Rwy 8**

|                                                                     |                         |                                |                                |                           |
|---------------------------------------------------------------------|-------------------------|--------------------------------|--------------------------------|---------------------------|
| 2 operating RVRs are required<br>All operating RVRs are controlling |                         | Adequate<br>Vis Ref            | STD                            |                           |
| CL & HIRL                                                           | CL, or<br>RCLM and HIRL |                                | 3 & 4 Eng                      | 1 & 2 Eng                 |
| TDZ RVR <b>5</b>                                                    | TDZ RVR <b>10</b>       | RVR <b>16</b> or $\frac{1}{4}$ | RVR <b>24</b> or $\frac{1}{2}$ | RVR <b>50</b> or <b>1</b> |
| Mid RVR <b>5</b>                                                    | Mid RVR <b>10</b>       |                                |                                |                           |
| Rollout RVR <b>5</b>                                                | Rollout RVR <b>10</b>   |                                |                                |                           |

**Rwy 26**

|                                        |                         |                                |                                |                           |
|----------------------------------------|-------------------------|--------------------------------|--------------------------------|---------------------------|
| Both RVRs are required and controlling |                         | Adequate<br>Vis Ref            | STD                            |                           |
| CL & HIRL                              | CL, or<br>RCLM and HIRL |                                | 3 & 4 Eng                      | 1 & 2 Eng                 |
| TDZ RVR <b>5</b>                       | TDZ RVR <b>10</b>       | RVR <b>16</b> or $\frac{1}{4}$ | RVR <b>24</b> or $\frac{1}{2}$ | RVR <b>50</b> or <b>1</b> |
| Rollout RVR <b>5</b>                   | Rollout RVR <b>10</b>   |                                |                                |                           |
|                                        |                         |                                |                                |                           |

**Rwys 14, 32**

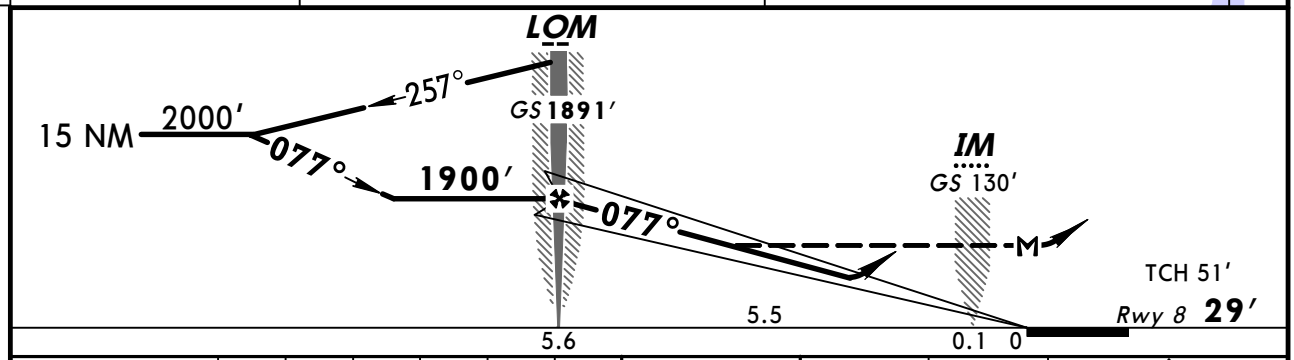
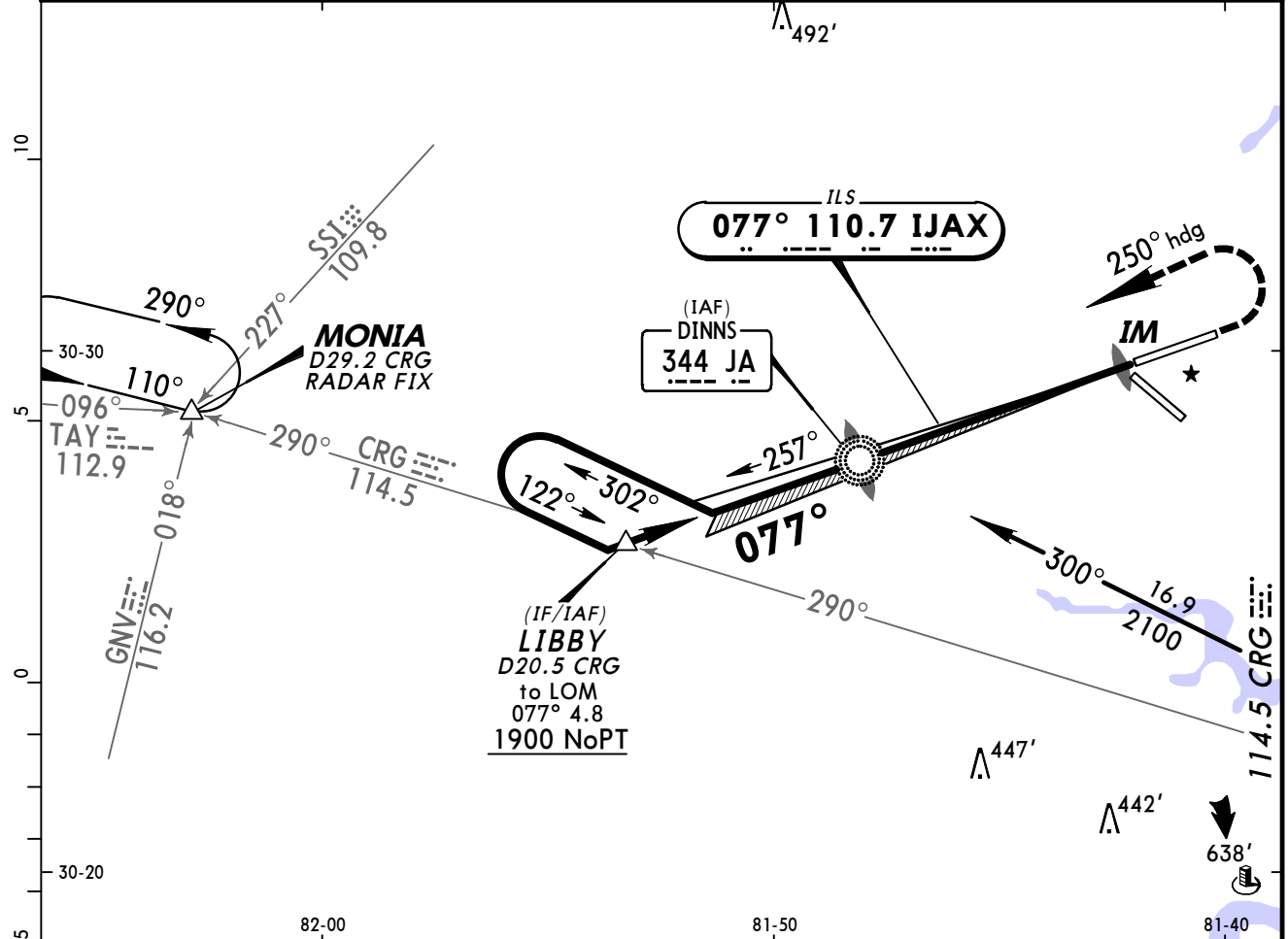
|              |                     |               |
|--------------|---------------------|---------------|
|              | Adequate<br>Vis Ref | STD           |
| 1 & 2<br>Eng | $\frac{1}{4}$       | <b>1</b>      |
| 3 & 4<br>Eng |                     | $\frac{1}{2}$ |

**FOR FILING AS ALTERNATE**

|                                       |              |                                                  |                                                                                                   |
|---------------------------------------|--------------|--------------------------------------------------|---------------------------------------------------------------------------------------------------|
| ILS Rwy 8<br>ILS Rwy 14<br>ILS Rwy 26 |              | LOC Rwy 8<br>LOC Rwy 14<br>LOC Rwy 26<br>RADAR-1 | RNAV (GPS) Rwy 8<br>RNAV (GPS) Rwy 14<br>RNAV (GPS) Rwy 26<br>RNAV (GPS) Rwy 32<br>VOR DME Rwy 32 |
| A                                     | <b>600-2</b> | <b>800-2</b>                                     |                                                                                                   |
| B                                     |              |                                                  |                                                                                                   |
| C                                     |              |                                                  |                                                                                                   |
| D                                     | <b>700-2</b> |                                                  |                                                                                                   |

BRIEFING STRIP™

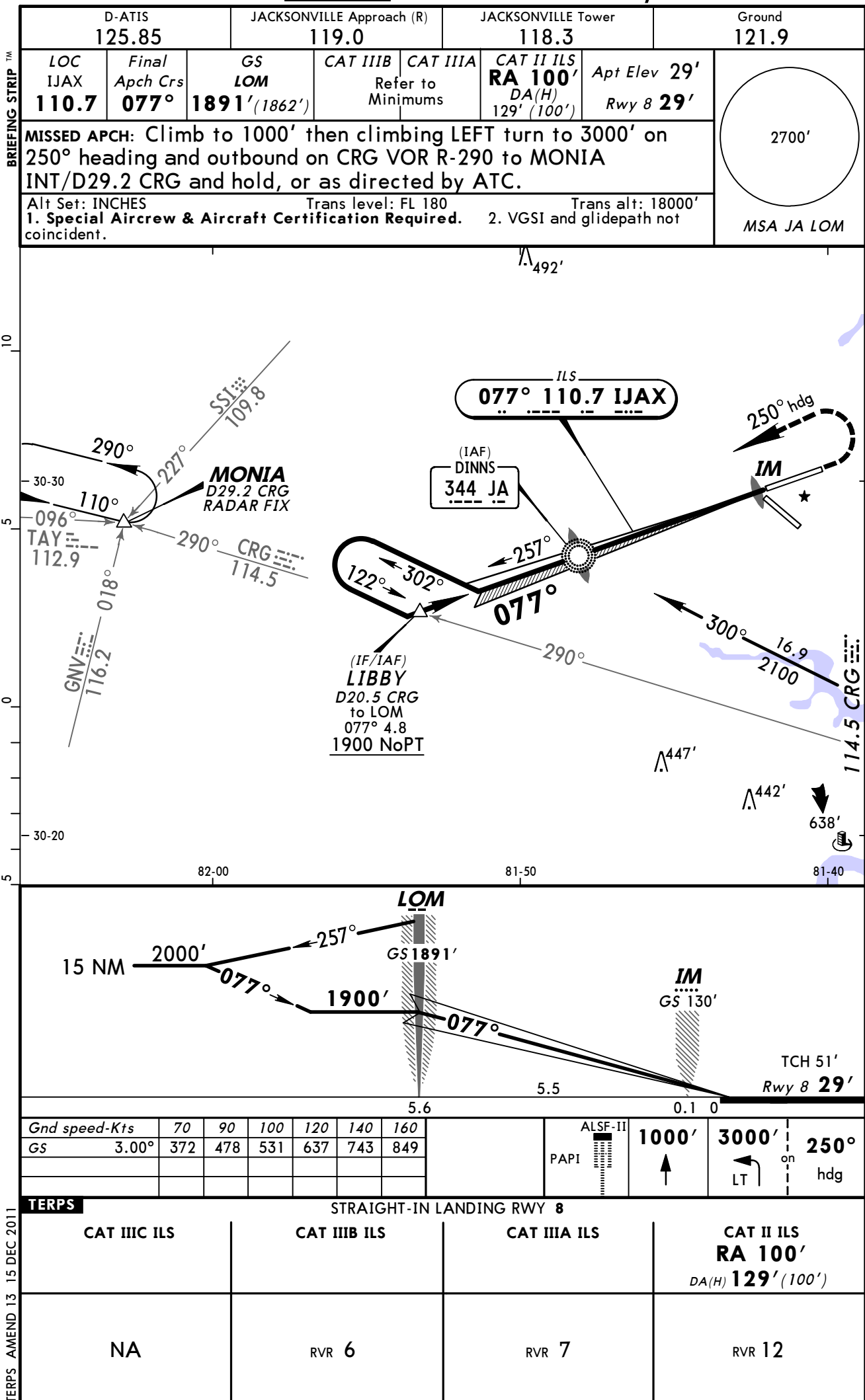
|                                                                                                                                                                    |                           |                                    |                             |                             |  |                                        |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------|-----------------------------|-----------------------------|--|----------------------------------------|--|
| D-ATIS<br>125.85                                                                                                                                                   |                           | JACKSONVILLE Approach (R)<br>119.0 |                             | JACKSONVILLE Tower<br>118.3 |  | Ground<br>121.9                        |  |
| LOC<br>IJAX<br>110.7                                                                                                                                               | Final<br>Apch Crs<br>077° | GS<br>LOM<br>1891' (1862')         | ILS<br>DA(H)<br>229' (200') | Apt Elev 29'<br>Rwy 8 29'   |  | <div>2700'</div> <div>MSA JA LOM</div> |  |
| MISSED APCH: Climb to 1000' then climbing LEFT turn to 3000' on 250° heading and outbound on CRG VOR R-290 to MONIA INT/D29.2 CRG and hold, or as directed by ATC. |                           |                                    |                             |                             |  |                                        |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. VGSI and ILS glidepath not coincident.                       |                           |                                    |                             |                             |  |                                        |  |



|               |       |      |      |      |      |      |                  |       |       |      |
|---------------|-------|------|------|------|------|------|------------------|-------|-------|------|
| Gnd speed-Kts | 70    | 90   | 100  | 120  | 140  | 160  | ALSIF-II<br>PAPI | 1000' | 3000' | 250° |
| GS            | 3.00° | 372  | 478  | 531  | 637  | 743  |                  | ↑     | ←     | on   |
| LOM to MAP    | 5.6   | 4:48 | 3:44 | 3:22 | 2:48 | 2:24 |                  |       |       | hdg  |

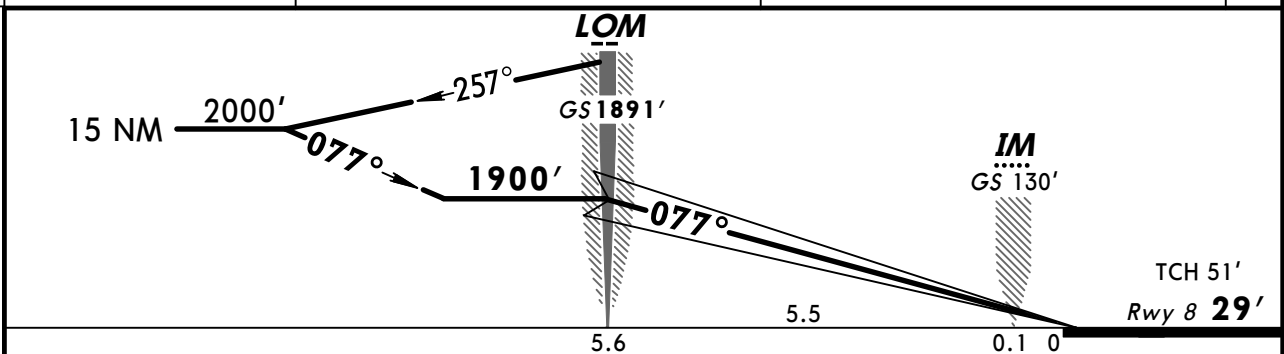
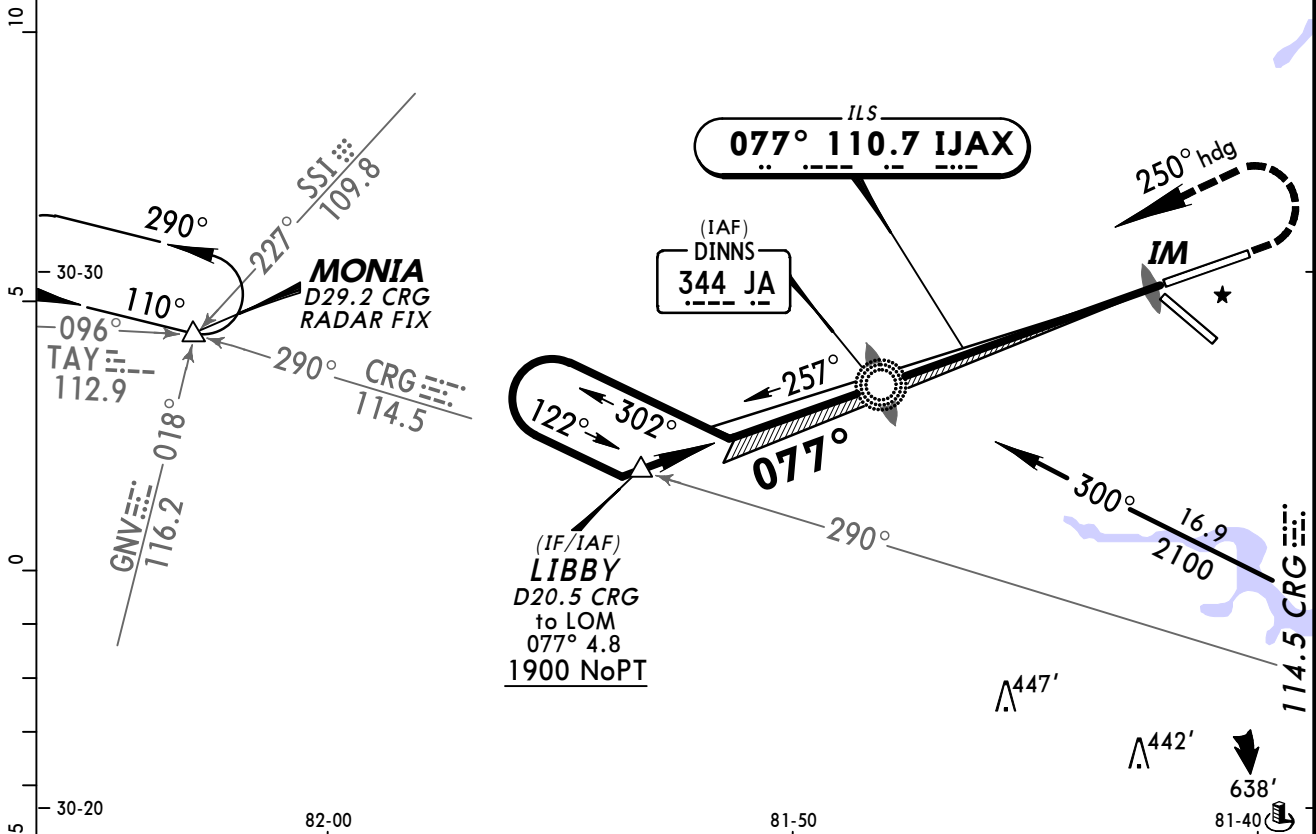
| TERPS                    |                      |                      |                      | STRAIGHT-IN LANDING RWY 8 |  |                    |         | CIRCLE-TO-LAND         |                            |  |
|--------------------------|----------------------|----------------------|----------------------|---------------------------|--|--------------------|---------|------------------------|----------------------------|--|
| ILS                      |                      |                      |                      | LOC (GS out)              |  |                    |         |                        |                            |  |
| DA(H) <b>229'</b> (200') |                      |                      |                      | MDA(H) <b>480'</b> (451') |  |                    |         |                        |                            |  |
| FULL                     |                      | TDZ or CL out        | ALS out              |                           |  | ALS out            | Max Kts | MDA(H)                 |                            |  |
| A                        | RVR <b>18</b> or 1/2 | RVR <b>24</b> or 1/2 | RVR <b>40</b> or 3/4 | RVR <b>24</b> or 1/2      |  | RVR <b>50</b> or 1 | 90      | <b>520'</b> (491') - 1 |                            |  |
| B                        |                      |                      |                      |                           |  | 120                |         |                        |                            |  |
| C                        |                      |                      |                      |                           |  |                    |         | 140                    | <b>520'</b> (491') - 1 1/2 |  |
| D                        |                      |                      |                      |                           |  |                    |         | 165                    |                            |  |
|                          |                      |                      |                      |                           |  |                    |         |                        |                            |  |

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BRIEFING STRIP™

|                                                                                                                                                                    |                           |                                    |                                              |                             |                           |                                        |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------|----------------------------------------------|-----------------------------|---------------------------|----------------------------------------|--|
| D-ATIS<br>125.85                                                                                                                                                   |                           | JACKSONVILLE Approach (R)<br>119.0 |                                              | JACKSONVILLE Tower<br>118.3 |                           | Ground<br>121.9                        |  |
| LOC<br>IJAX<br>110.7                                                                                                                                               | Final<br>Apch Crs<br>077° | GS<br>LOM<br>1891' (1862')         | SA CAT I ILS<br>RA 175'<br>DA(H) 179' (150') |                             | Apt Elev 29'<br>Rwy 8 29' | <div>2700'</div> <div>MSA JA LOM</div> |  |
| MISSED APCH: Climb to 1000' then climbing LEFT turn to 3000' on 250° heading and outbound on CRG VOR R-290 to MONIA INT/D29.2 CRG and hold, or as directed by ATC. |                           |                                    |                                              |                             |                           |                                        |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                    |                           |                                    |                                              |                             |                           |                                        |  |
| 1. Special Aircrew & Aircraft Certification Required.                      2. VGSI and glidepath not coincident.                                                   |                           |                                    |                                              |                             |                           |                                        |  |



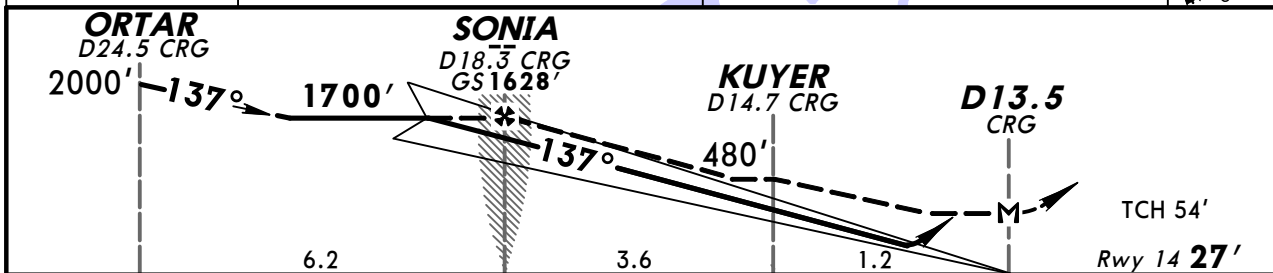
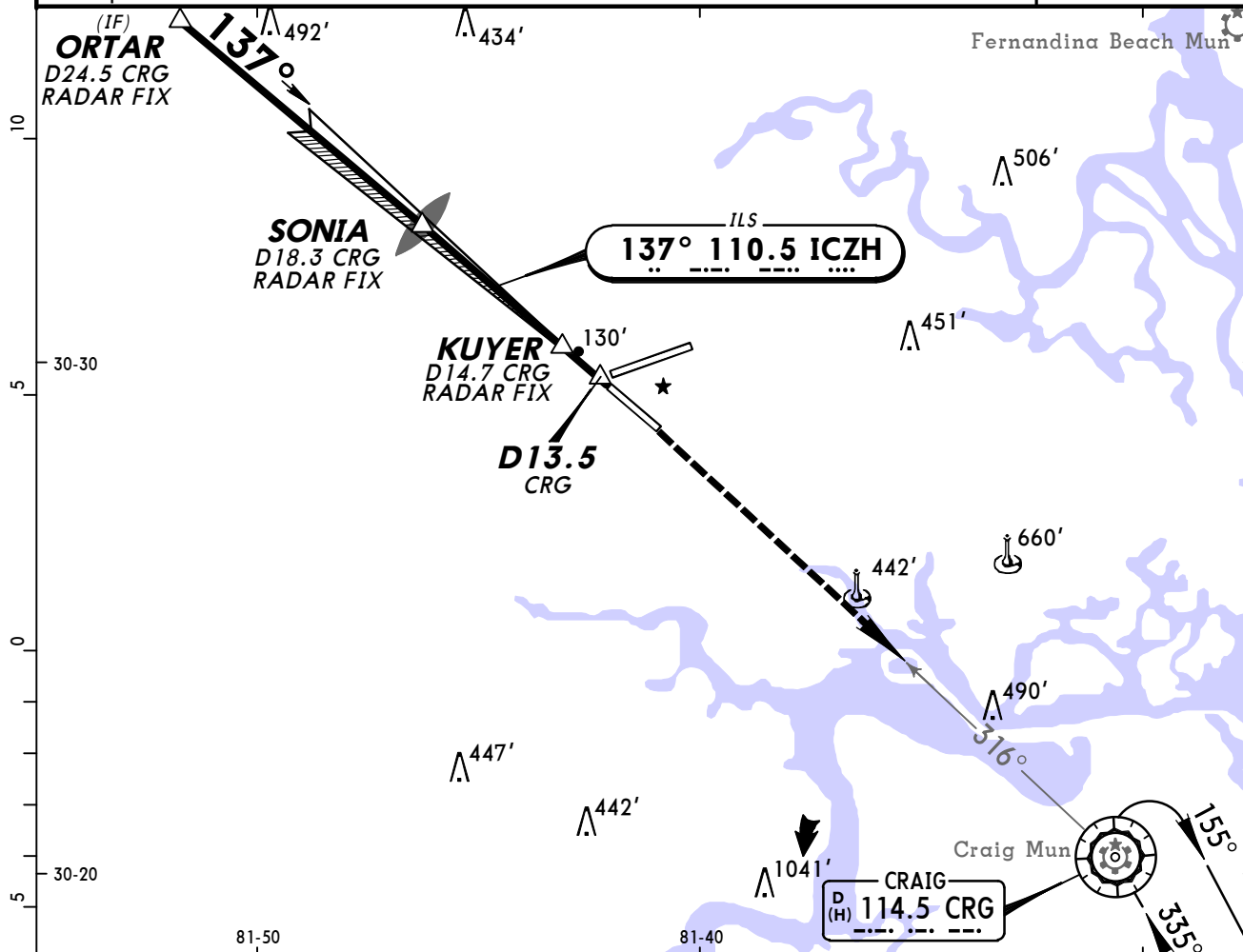
|               |       |     |     |     |     |     |          |  |       |       |        |
|---------------|-------|-----|-----|-----|-----|-----|----------|--|-------|-------|--------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | ALSIF-II |  | 1000' | 3000' | 250°   |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI     |  | ↑     | LT    | on hdg |
|               |       |     |     |     |     |     |          |  |       |       |        |

**TERPS** STRAIGHT-IN LANDING RWY 8  
**1** SA CAT I ILS  
**RA 175'**  
 DA(H) **179'** (150')

|   |        |
|---|--------|
| A | RVR 14 |
| B |        |
| C |        |
| D |        |

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|                      |                                                                                                                                                                                                                                                        |                           |                                    |                             |                             |  |                                         |  |
|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------|-----------------------------|-----------------------------|--|-----------------------------------------|--|
| BRIEFING STRIP<br>TM | D-ATIS<br>125.85                                                                                                                                                                                                                                       |                           | JACKSONVILLE Approach (R)<br>119.0 |                             | JACKSONVILLE Tower<br>118.3 |  | Ground<br>121.9                         |  |
|                      | LOC<br>ICZH<br>110.5                                                                                                                                                                                                                                   | Final<br>Apch Crs<br>137° | GS<br>SONIA<br>1628' (1601')       | ILS<br>DA(H)<br>227' (200') | Apt Elev 29'<br>Rwy 14 27'  |  | <div>2100'</div> <div>MSA CRG VOR</div> |  |
|                      | MISSED APCH: Climb to 3000' direct CRG VOR and hold, or as directed by ATC.                                                                                                                                                                            |                           |                                    |                             |                             |  |                                         |  |
|                      | Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Radar required. 2. DME from CRG VOR. Simultaneous reception of ICZH and CRG DME required. 3. VGSI and ILS glidepath not coincident. 4. Visibility reduction by helicopters not authorized. |                           |                                    |                             |                             |  |                                         |  |
|                      |                                                                                                                                                                                                                                                        |                           |                                    |                             |                             |  |                                         |  |



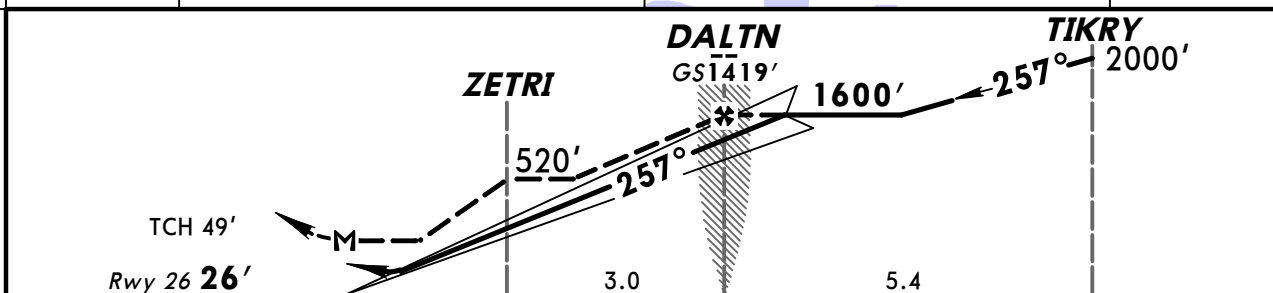
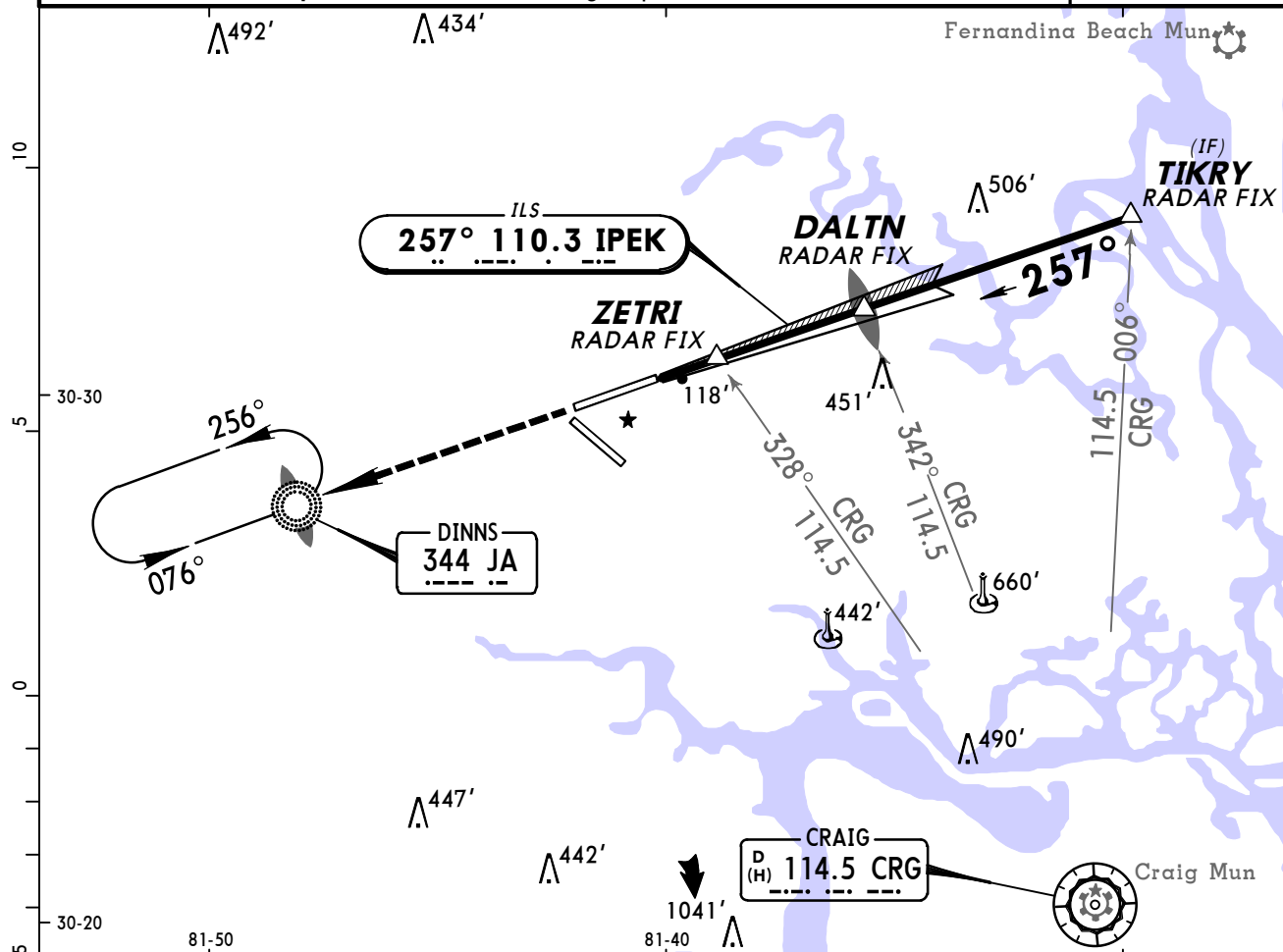
|                                  |       |      |      |      |      |      |                                         |
|----------------------------------|-------|------|------|------|------|------|-----------------------------------------|
| Gnd speed-Kts                    | 70    | 90   | 100  | 120  | 140  | 160  | MALSR<br>PAPI<br>3000'<br>D → CRG 114.5 |
| GS                               | 3.00° | 372  | 478  | 531  | 637  | 743  |                                         |
| MAP at D13.5 CRG or SONIA to MAP | 4.8   | 4:07 | 3:12 | 2:53 | 2:24 | 2:03 |                                         |

| TERPS                    |     |     |  | STRAIGHT-IN LANDING RWY 14 |   |  |  | CIRCLE-TO-LAND            |   |         |                    |
|--------------------------|-----|-----|--|----------------------------|---|--|--|---------------------------|---|---------|--------------------|
| ILS                      |     |     |  | LOC (GS out)               |   |  |  |                           |   |         |                    |
| DA(H) <b>227'</b> (200') |     |     |  | MDA(H) <b>380'</b> (353')  |   |  |  | MDA(H) <b>480'</b> (453') |   |         |                    |
|                          |     |     |  | With KUYER                 |   |  |  | Without KUYER             |   |         |                    |
| FULL                     |     |     |  | RAIL out                   |   |  |  | RAIL out                  |   |         |                    |
| ALS out                  |     |     |  | ALS out                    |   |  |  | ALS out                   |   |         |                    |
| A                        |     |     |  |                            |   |  |  | 3/4                       | 1 | Max Kts | MDA(H)             |
| B                        |     |     |  |                            |   |  |  |                           |   | 90      | 520' (491') -1     |
| C                        | 1/2 | 3/4 |  | 3/4                        | 1 |  |  | 7/8                       | 1 | 140     | 520' (491') -1 1/2 |
| D                        |     |     |  |                            |   |  |  |                           |   | 165     | 640' (611') -2     |



BRIEFING STRIP

|                                                                                                             |                           |                                    |                             |                             |  |                                         |  |
|-------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------|-----------------------------|-----------------------------|--|-----------------------------------------|--|
| D-ATIS<br>125.85                                                                                            |                           | JACKSONVILLE Approach (R)<br>119.0 |                             | JACKSONVILLE Tower<br>118.3 |  | Ground<br>121.9                         |  |
| LOC<br>IPEK<br>110.3                                                                                        | Final<br>Apch Crs<br>257° | GS<br>DALTN<br>1419' (1393')       | ILS<br>DA(H)<br>226' (200') | Apt Elev 29'<br>Rwy 26 26'  |  | <div>2100'</div> <div>MSA CRG VOR</div> |  |
| MISSED APCH: Climb to 3000' direct JA LOM and hold, continue climb-in-hold to 3000', or as directed by ATC. |                           |                                    |                             |                             |  |                                         |  |
| Alt Set: INCHES                                                                                             |                           |                                    |                             |                             |  |                                         |  |



|               |       |      |      |      |      |      |                                                                                                                                                                    |                                                                                                                                                           |                                                                                                                                                       |           |
|---------------|-------|------|------|------|------|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Gnd speed-Kts | 70    | 90   | 100  | 120  | 140  | 160  | <div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> MALSR<br/>PAPI </div> | <div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> 3000' </div> | <div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> D </div> | JA<br>344 |
| GS            | 3.00° | 372  | 478  | 531  | 637  | 743  |                                                                                                                                                                    |                                                                                                                                                           |                                                                                                                                                       |           |
| DALTN to MAP  | 4.2   | 3:36 | 2:48 | 2:31 | 2:06 | 1:48 |                                                                                                                                                                    |                                                                                                                                                           |                                                                                                                                                       |           |

| TERPS                    |                  |                  |                  |                  |  |                                                    |                |                  |  | STRAIGHT-IN LANDING RWY 26                          |  |                |  |         |                 |                 |  |  |  | CIRCLE-TO-LAND |  |
|--------------------------|------------------|------------------|------------------|------------------|--|----------------------------------------------------|----------------|------------------|--|-----------------------------------------------------|--|----------------|--|---------|-----------------|-----------------|--|--|--|----------------|--|
| ILS<br>DA(H) 226' (200') |                  |                  |                  |                  |  | 1 LOC (GS out)<br>MDA(H) 380' (354')<br>With ZETRI |                |                  |  | LOC (GS out)<br>MDA(H) 520' (494')<br>Without ZETRI |  |                |  |         |                 |                 |  |  |  |                |  |
| FULL                     |                  | TDZ or CL out    |                  | ALS out          |  | RAIL out                                           |                | ALS out          |  | RAIL out                                            |  | ALS out        |  | Max Kts | MDA(H)          |                 |  |  |  |                |  |
| A                        | RVR 18<br>or 1/2 | RVR 24<br>or 1/2 | RVR 40<br>or 3/4 | RVR 24<br>or 1/2 |  | RVR 40<br>or 3/4                                   | RVR 50<br>or 1 | RVR 24<br>or 1/2 |  | RVR 40<br>or 3/4                                    |  | RVR 50<br>or 1 |  | 90      | 520' (491') - 1 |                 |  |  |  |                |  |
| B                        |                  |                  |                  | RVR 30<br>or 5/8 |  |                                                    |                | RVR 50<br>or 1   |  | RVR 60<br>or 1 1/8                                  |  | 1 3/8          |  | 120     |                 |                 |  |  |  |                |  |
| C                        |                  |                  |                  |                  |  |                                                    |                |                  |  |                                                     |  |                |  | 140     |                 |                 |  |  |  |                |  |
| D                        |                  |                  |                  |                  |  |                                                    |                |                  |  |                                                     |  |                |  | 165     |                 |                 |  |  |  |                |  |
|                          |                  |                  |                  |                  |  |                                                    |                |                  |  |                                                     |  |                |  |         |                 | 640' (611') - 2 |  |  |  |                |  |

1 Dual VOR receivers required.

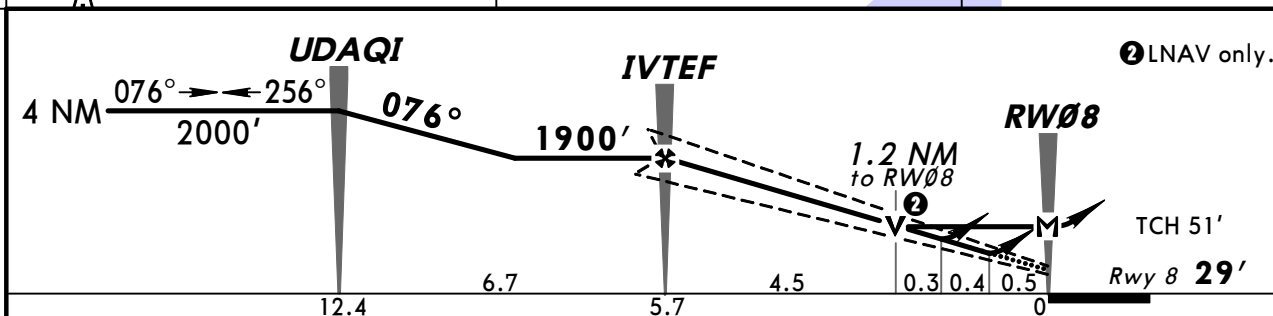
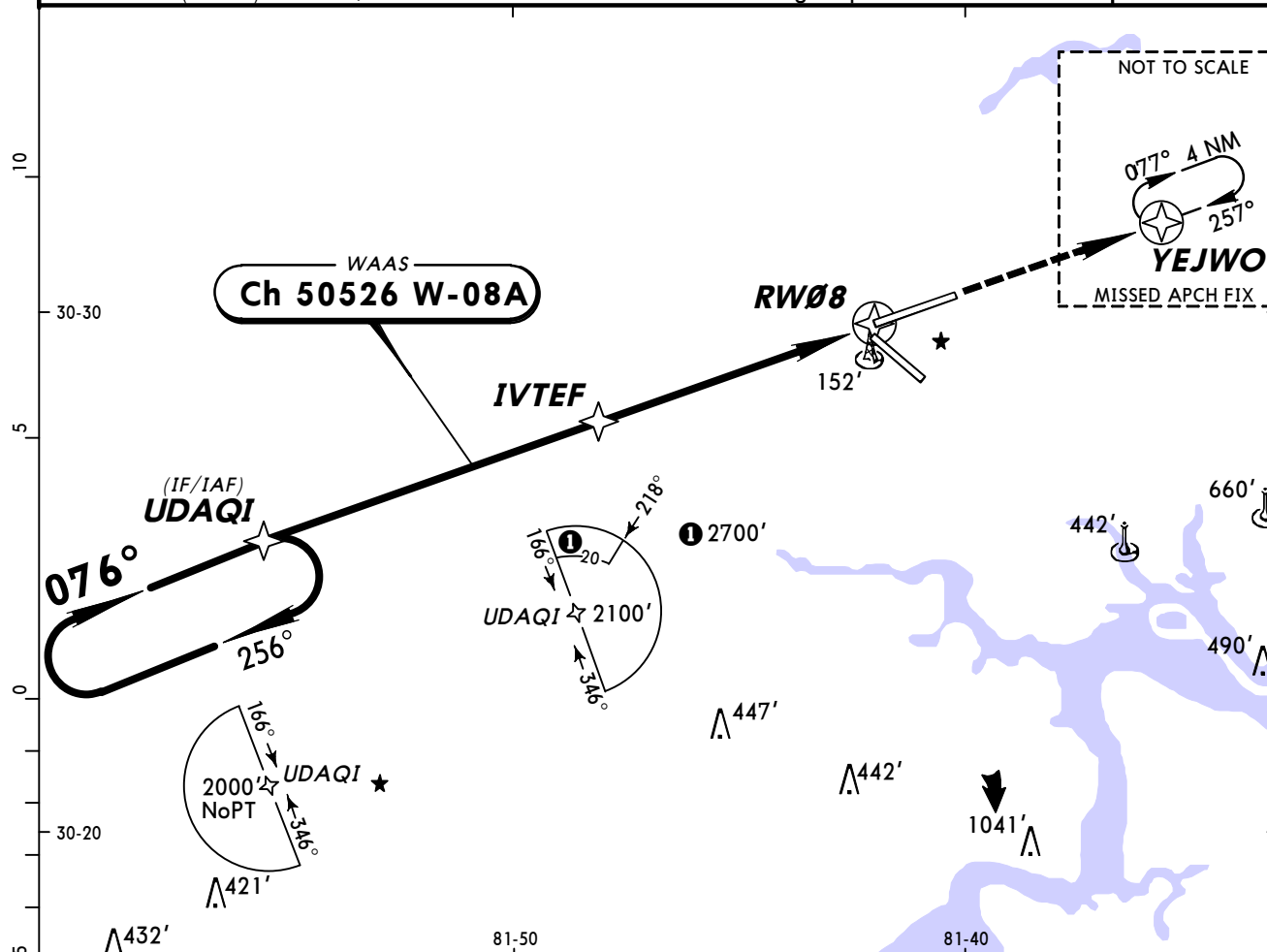
CHANGES: None.

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TERPS AMEND 2 15 DEC 2011

BRIEFING STRIP™

|                                                                                                                                                                              |                                    |                                              |                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------------------------------------------|------------------------------------|
| D-ATIS<br>125.85                                                                                                                                                             | JACKSONVILLE Approach (R)<br>119.0 | JACKSONVILLE Tower<br>118.3                  | Ground<br>121.9                    |
| WAAS<br><b>Ch 50526</b><br>W-08A                                                                                                                                             | Final<br>Apch Crs<br><b>076°</b>   | Minimum Alt<br><b>IVTEF</b><br>1900' (1871') | LPV<br>DA(H)<br><b>229' (200')</b> |
| Apt Elev 29'<br>Rwy 8 29'                                                                                                                                                    |                                    |                                              |                                    |
| MISSED APCH: Climb to 2000' direct YEJWO and hold.                                                                                                                           |                                    |                                              |                                    |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                                                                                                                        |                                    |                                              |                                    |
| 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -5°C (23°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 NA. 3. VGSI and RNAV glidepath not coincident. |                                    |                                              |                                    |

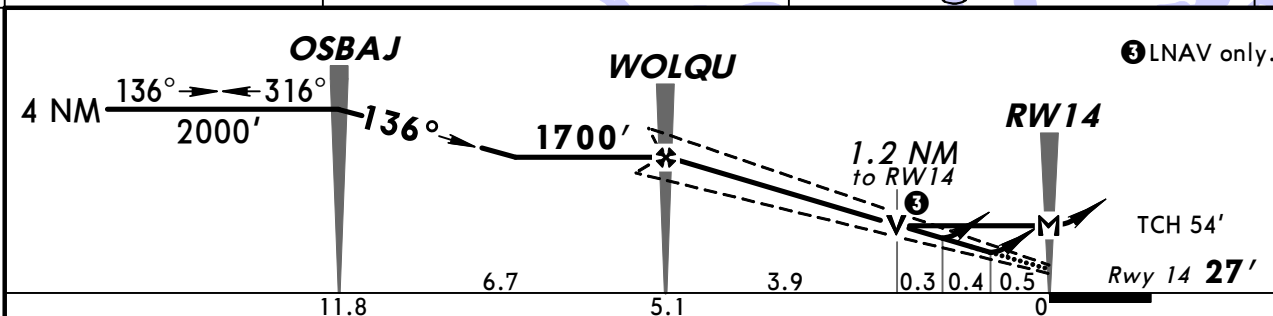
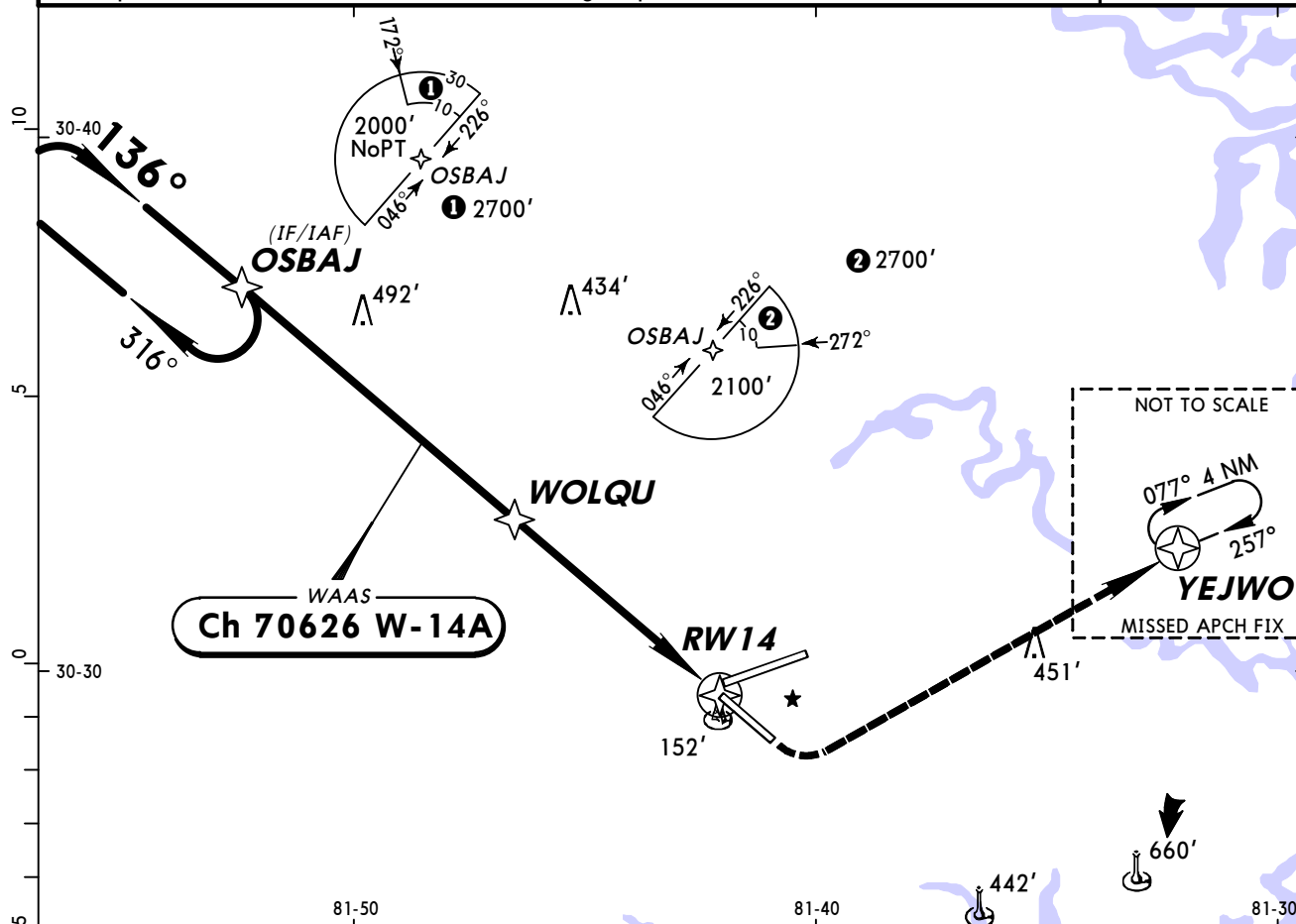


|                        |     |     |     |     |     |     |          |       |       |
|------------------------|-----|-----|-----|-----|-----|-----|----------|-------|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | ALSFI-II | 2000' | YEJWO |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI     |       |       |
| MAP at RW08            |     |     |     |     |     |     |          |       |       |

| TERPS         |  |               |  |               |  | STRAIGHT-IN LANDING RWY 8 |  | CIRCLE-TO-LAND |  |
|---------------|--|---------------|--|---------------|--|---------------------------|--|----------------|--|
| LPV           |  | LNAV/VNAV     |  | LNAV          |  | DA(H)                     |  | MDA(H)         |  |
| 229' (200')   |  | 363' (334')   |  | 480' (451')   |  | ALS out                   |  | ALS out        |  |
| RVR 24 or 1/2 |  | RVR 40 or 3/4 |  | RVR 32 or 5/8 |  | RVR 55 or 1               |  | RVR 24 or 1/2  |  |
| RVR 45 or 7/8 |  | RVR 55 or 1   |  | RVR 55 or 1   |  | RVR 55 or 1               |  | RVR 55 or 1    |  |
| RVR 45 or 7/8 |  | RVR 55 or 1   |  | RVR 55 or 1   |  | RVR 55 or 1               |  | RVR 55 or 1    |  |
| RVR 45 or 7/8 |  | RVR 55 or 1   |  | RVR 55 or 1   |  | RVR 55 or 1               |  | RVR 55 or 1    |  |

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                        |                                  |                                                     |                                    |                                          |  |                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|------------------------------------|------------------------------------------|--|---------------------|
| D-ATIS                                                                                                                                                                                                                                                                                                                                 |                                  | JACKSONVILLE Approach (R)                           |                                    | JACKSONVILLE Tower                       |  | Ground              |
| 125.85                                                                                                                                                                                                                                                                                                                                 |                                  | 119.0                                               |                                    | 118.3                                    |  | 121.9               |
| WAAS<br><b>Ch 70626</b><br>W-14A                                                                                                                                                                                                                                                                                                       | Final<br>Apch Crs<br><b>136°</b> | Minimum Alt<br><b>WOLQU</b><br><b>1700' (1673')</b> | LPV<br>DA(H)<br><b>227' (200')</b> | Apt Elev <b>29'</b><br>Rwy 14 <b>27'</b> |  | TAA<br>30 NM<br>IAF |
| MISSED APCH: Climb to 500' then climbing LEFT turn to 2800' direct YEJWO and hold.                                                                                                                                                                                                                                                     |                                  |                                                     |                                    |                                          |  |                     |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -5°C (23°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 NA. 3. Visibility reduction by helicopters not authorized. 4. VGSI and RNAV glidepath not coincident. |                                  |                                                     |                                    |                                          |  |                     |



|                  |       |     |     |     |     |     |       |      |       |    |       |
|------------------|-------|-----|-----|-----|-----|-----|-------|------|-------|----|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | MALSR | 500' | 2800' | LT | YEJWO |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI  |      |       |    |       |
| MAP at RW14      |       |     |     |     |     |     |       |      |       |    |       |

| TERPS             |     | STRAIGHT-IN LANDING RWY 14 |  |          |       |                    |   | CIRCLE-TO-LAND |                     |
|-------------------|-----|----------------------------|--|----------|-------|--------------------|---|----------------|---------------------|
| LPV               |     | LNAV/VNAV                  |  |          |       | LNAV               |   |                |                     |
| DA(H) 227' (200') |     | DA(H) 363' (336')          |  |          |       | MDA(H) 480' (453') |   |                |                     |
| RAIL out          |     | ALS out                    |  | RAIL out |       | ALS out            |   | Max Kts        | MDA(H)              |
| A                 |     |                            |  |          |       |                    |   | 90             | 520' (491') - 1     |
| B                 |     |                            |  |          |       |                    |   | 120            |                     |
| C                 | 1/2 | 3/4                        |  | 3/4      | 1 1/8 | 7/8                | 1 | 13/8           | 520' (491') - 1 1/2 |
| D                 |     |                            |  |          |       |                    |   | 165            | 640' (611') - 2     |

JACKSONVILLE, FLA  
RNAV (GPS) Rwy 26

**BRIEFING STRIP™**

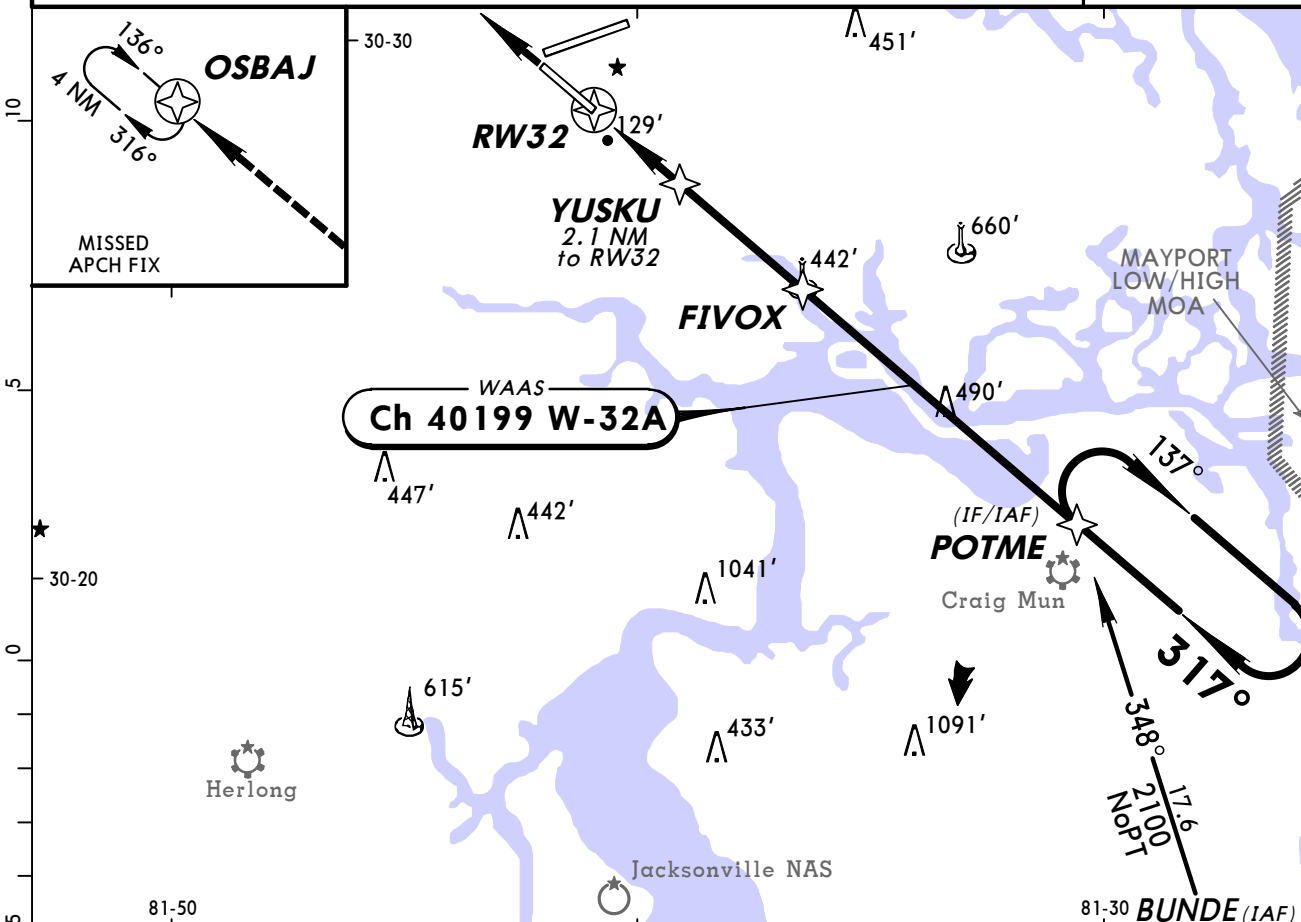
Gnd speed-Kts

**TERPS**

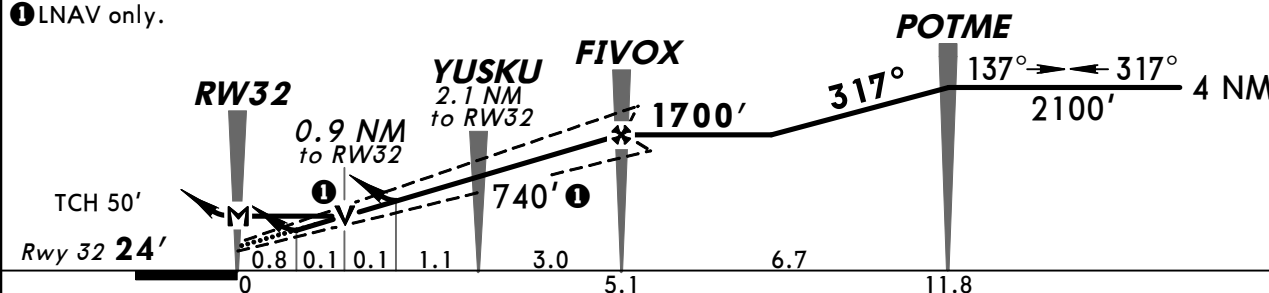
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|                                                                                                                                                                                                                                                 |                                           |                                                     |                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-----------------------------------------------------|------------------------------------|
| D-ATIS<br><b>125.85</b>                                                                                                                                                                                                                         | JACKSONVILLE Approach (R)<br><b>119.0</b> | JACKSONVILLE Tower<br><b>118.3</b>                  | Ground<br><b>121.9</b>             |
| WAAS<br><b>Ch 40199</b><br><b>W-32A</b>                                                                                                                                                                                                         | Final<br>Apch Crs<br><b>317°</b>          | Minimum Alt<br><b>FIVOX</b><br><b>1700'</b> (1676') | LPV<br>DA(H)<br><b>336'</b> (312') |
| Apt Elev <b>29'</b><br>Rwy 32 <b>24'</b>                                                                                                                                                                                                        |                                           |                                                     |                                    |
| <b>MISSED APCH: Climb to 2800' direct OSBAJ and hold.</b>                                                                                                                                                                                       |                                           |                                                     |                                    |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                                                                                                                                                                                           |                                           |                                                     |                                    |
| 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -5°C (23°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and RNAV glidepath not coincident. |                                           |                                                     |                                    |
| 2700'                                                                                                                                                                                                                                           |                                           |                                                     |                                    |
| MSA RW32                                                                                                                                                                                                                                        |                                           |                                                     |                                    |



① LNAV only.



|                  |       |     |     |     |     |     |     |        |       |   |       |
|------------------|-------|-----|-----|-----|-----|-----|-----|--------|-------|---|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 |     | REIL   | 2800' | → | OSBAJ |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI-L | ↑     |   |       |
| MAP at RW32      |       |     |     |     |     |     |     |        |       |   |       |

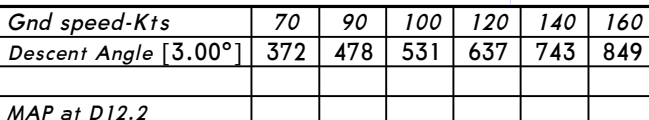
| TERPS STRAIGHT-IN LANDING RWY 32 |                          |                           | CIRCLE-TO-LAND |                     |
|----------------------------------|--------------------------|---------------------------|----------------|---------------------|
| LPV                              | LNAV/VNAV                | LNAV                      | Max Kts        | MDA(H)              |
| DA(H) <b>336'</b> (312')         | DA(H) <b>387'</b> (363') | MDA(H) <b>380'</b> (356') | 90             | 520' (491') - 1     |
|                                  |                          |                           | 120            |                     |
| 1                                | 1 1/4                    | 1                         | 140            | 520' (491') - 1 1/2 |
|                                  |                          |                           | 165            | 640' (611') - 2     |

TERPS AMEND 2 15 DEC 2011

**BRIEFING STRIP** <sup>TM</sup>



- MAXIMUM **VOR**



1000'      3000'      250°  
↑      ← on hdg

**TERPS** STRAIGHT-IN LANDING RWY32

CIRCLE-TO-LAND

TERPS AMEND 2 15 DEC 2011

## General Information

Location: Lakeland FL USA  
IATA Code: LAL  
Lat/Long: N27° 59.3' W082° 01.1'  
Elevation: 142 ft

Airport Use: Public  
Magnetic Variation: 5.3°W  
Sectional Chart: Miami

Fuel Types: 100 Octane (LL), Jet A  
Oxygen Types: High Pressure, Low Pressure  
Repair Types: Major Airframe, Major Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1155 Z  
Sunset: 2327 Z,

## Runway Information

Runway: 05  
Length x Width: 5005 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 136 ft  
Lighting: Edge, ALS, Pilot controlled

Runway: 09  
Length x Width: 8499 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 132 ft  
Lighting: Edge, Part time, Pilot controlled

Runway: 23  
Length x Width: 5005 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 141 ft  
Lighting: Edge, Pilot controlled

Runway: 27  
Length x Width: 8499 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 142 ft  
Lighting: Edge, Part time, Pilot controlled

## Communication Information

ATIS 118.025

AWOS 118.025

Lakeland Tower 124.5 CTAF PCL

Lakeland Ground Control 121.4

Tampa Approach Control 120.65

Tampa Approach Control 119.9 Secondary

Tampa Departure Control 120.65

Tampa Departure Control 119.9 Secondary

Lakeland Linder Regl Unicom 122.95

St Petersburg Flight Service Station 122.1 RCO

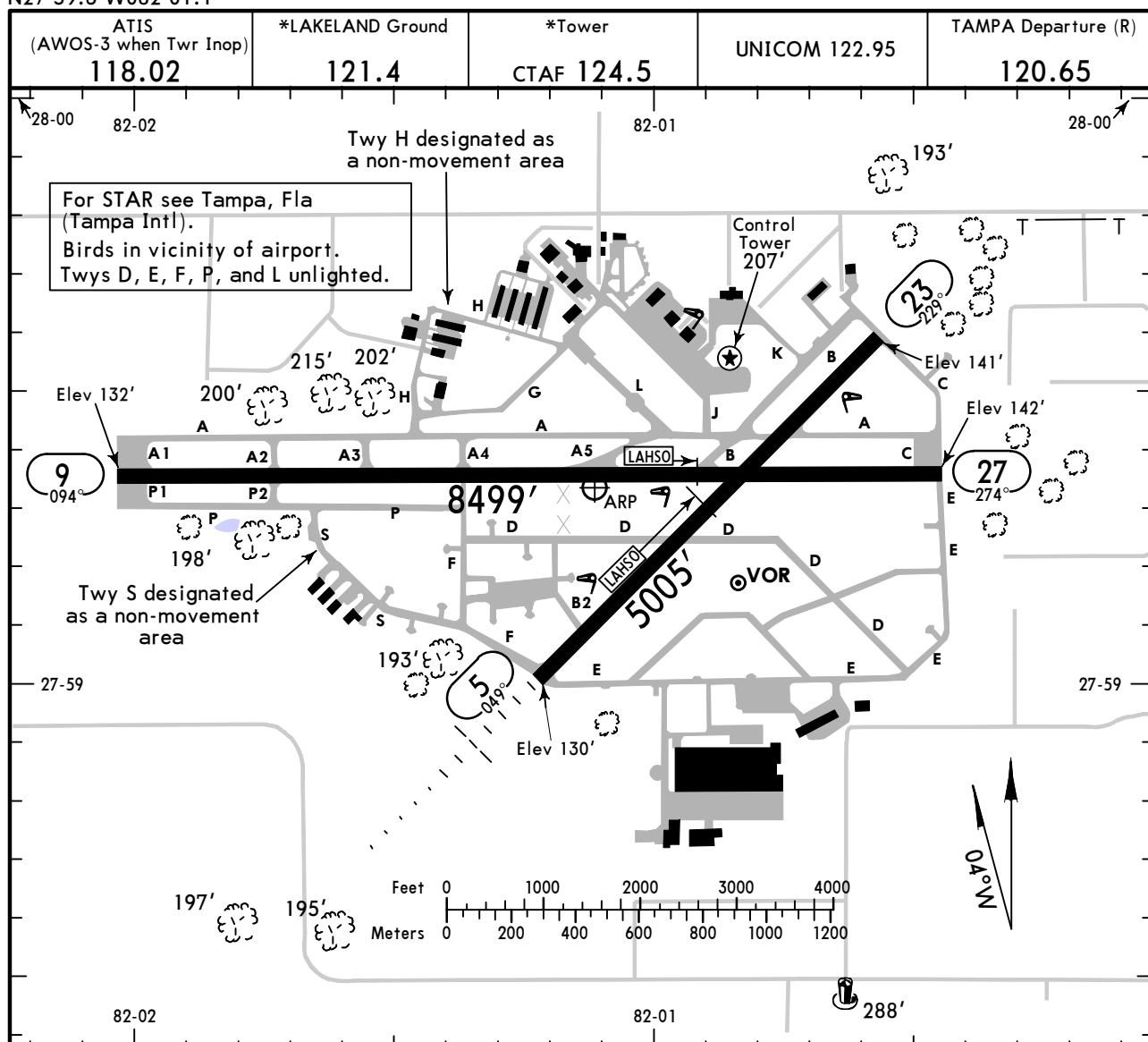
St Petersburg Flight Service Station 116.0 RCO



KLAL/LAL  
Apt Elev 142'  
N27 59.3 W082 01.1

JEPPesen  
20 JAN 12 (11-1)

LAKELAND, FLA  
LAKELAND LINDER REGL



ADDITIONAL RUNWAY INFORMATION

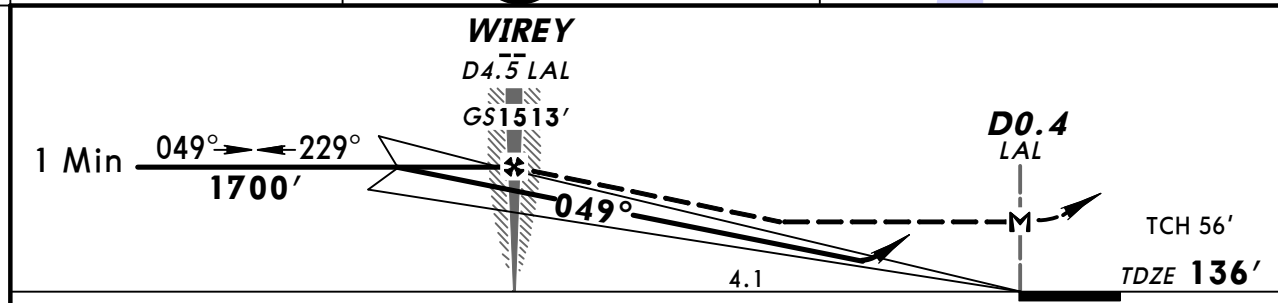
| RWY |                                            | LANDING BEYOND<br>Threshold | USABLE LENGTHS |                |  | TAKE-OFF | WIDTH |
|-----|--------------------------------------------|-----------------------------|----------------|----------------|--|----------|-------|
|     |                                            |                             | Glide Slope    | LAHSO Distance |  |          |       |
| 5   | ① HIRL ① MALSR PAPI-L (angle 3.0°) grooved |                             | 3952'          | 9/27 2500'     |  |          | 150'  |
| 23  | ① HIRL PAPI-L (angle 3.0°) grooved         |                             |                |                |  |          |       |
| 9   | ① HIRL ② PAPI-L (angle 3.0°) grooved       |                             |                | 5/23 6000'     |  |          | 150'  |
| 27  | ① HIRL PAPI-L (angle 3.0°) grooved         |                             |                |                |  |          |       |
|     |                                            |                             |                |                |  |          |       |
|     |                                            |                             |                |                |  |          |       |

① Activate on 124.5 when Twr inop.

② Unusable beyond 9 degrees left of course and 8 degrees right of course.

| TAKE-OFF         |     |     | FOR FILING AS ALTERNATE<br>Authorized Only When Twr Operating                                                         |       |            |
|------------------|-----|-----|-----------------------------------------------------------------------------------------------------------------------|-------|------------|
| All Rwys         |     |     | LOC Rwy 5<br>VOR Rwy 9<br>NDB Rwy 5<br>RNAV (GPS) Rwy 5<br>RNAV (GPS) Rwy 9<br>RNAV (GPS) Rwy 23<br>RNAV (GPS) Rwy 27 |       |            |
| Adequate Vis Ref |     | STD | ILS Rwy 5                                                                                                             |       | VOR Rwy 27 |
| 1 & 2 Eng        | 1/4 | 1   | A<br>B<br>C<br>D                                                                                                      | 600-2 | 800-2      |
| 3 & 4 Eng        |     | 1/2 |                                                                                                                       |       | 800-2 1/4  |
|                  |     |     |                                                                                                                       |       | 800-2 1/2  |

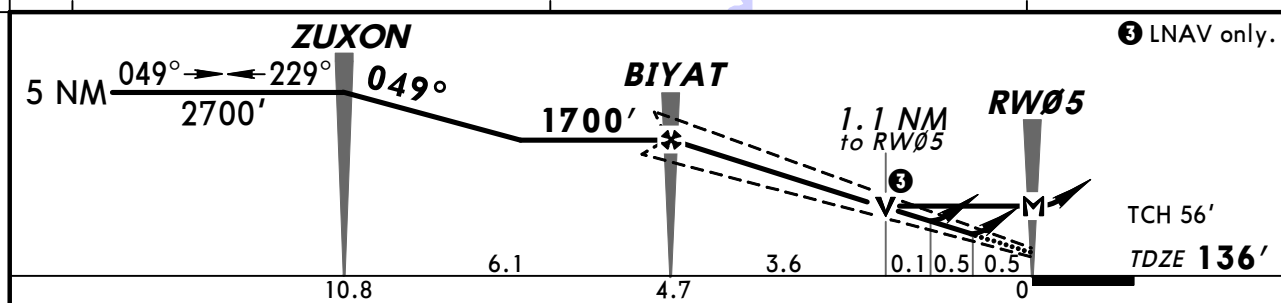
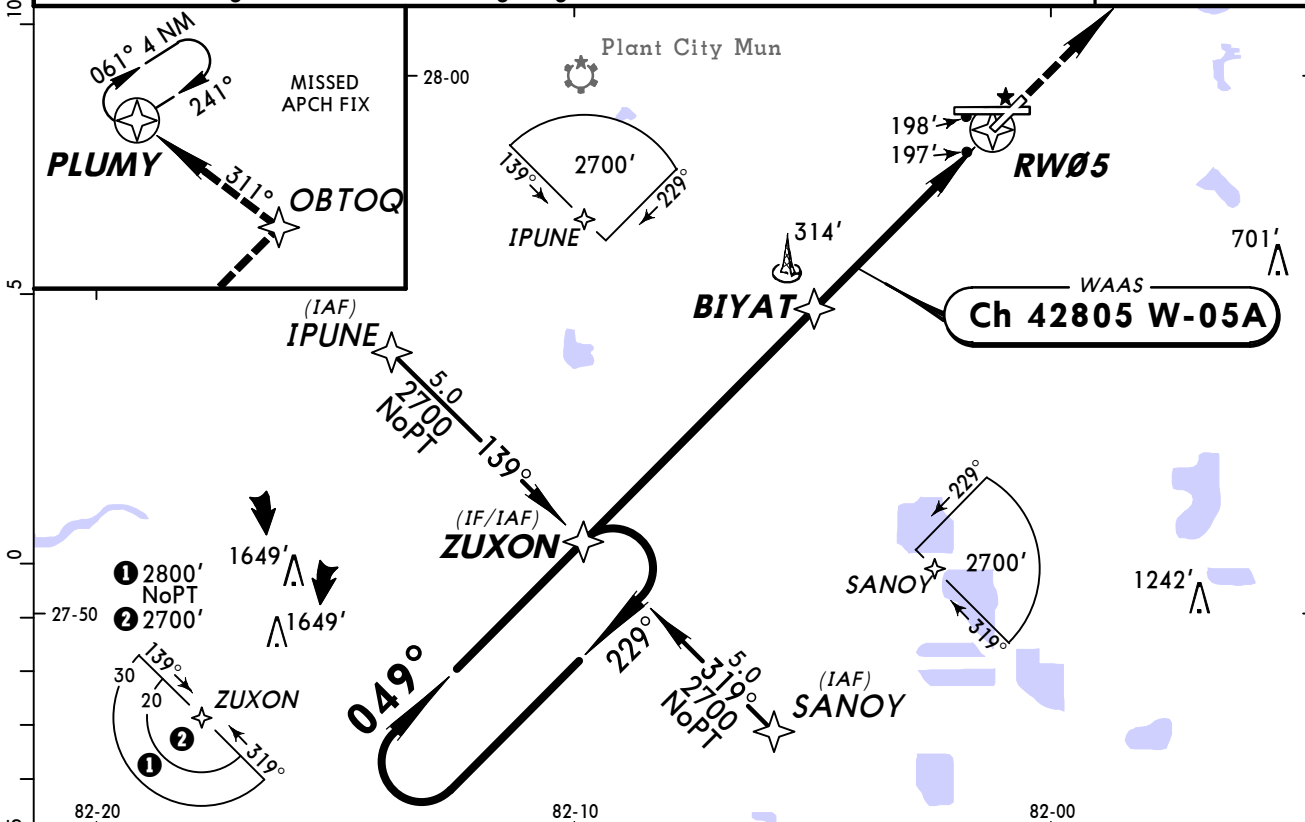
| Percentage of respondents who believe the government is responsible | Percentage of respondents who believe the government is responsible |
|---------------------------------------------------------------------|---------------------------------------------------------------------|
| 0                                                                   | 45                                                                  |
| 50                                                                  | 45                                                                  |

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BRIEFING STRIP™

|                                                                                          |  |                                     |  |                                                     |  |                                                     |  |                                              |  |
|------------------------------------------------------------------------------------------|--|-------------------------------------|--|-----------------------------------------------------|--|-----------------------------------------------------|--|----------------------------------------------|--|
| ATIS<br>(AWOS-3 when Twr Inop)<br><b>118.02</b>                                          |  | TAMPA Approach (R)<br><b>120.65</b> |  | *LAKELAND Tower<br><b>CTAF 124.5</b>                |  | *Ground<br><b>121.4</b>                             |  |                                              |  |
| WAAS<br><b>Ch 42805</b><br>W-05A                                                         |  | Final<br>Apch Crs<br><b>049°</b>    |  | Minimum Alt<br><b>BIYAT</b><br><b>1700' (1564')</b> |  | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>336' (200')</b> |  | Apt Elev <b>142'</b><br><br>TDZE <b>136'</b> |  |
| MISSED APCH: Climb to 2000' direct OBTOQ and LEFT turn via 311° track to PLUMY and hold. |  |                                     |  |                                                     |  |                                                     |  | TAA<br>30 NM<br>IAF                          |  |
| Alt Set: INCHES                                                                          |  |                                     |  |                                                     |  |                                                     |  |                                              |  |



|                  |       |     |     |     |     |     |                                      |  |
|------------------|-------|-----|-----|-----|-----|-----|--------------------------------------|--|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | MALSR<br>PAPI<br>2000'<br>↑<br>OBTOQ |  |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                                      |  |
| MAP at RWY 5     |       |     |     |     |     |     |                                      |  |

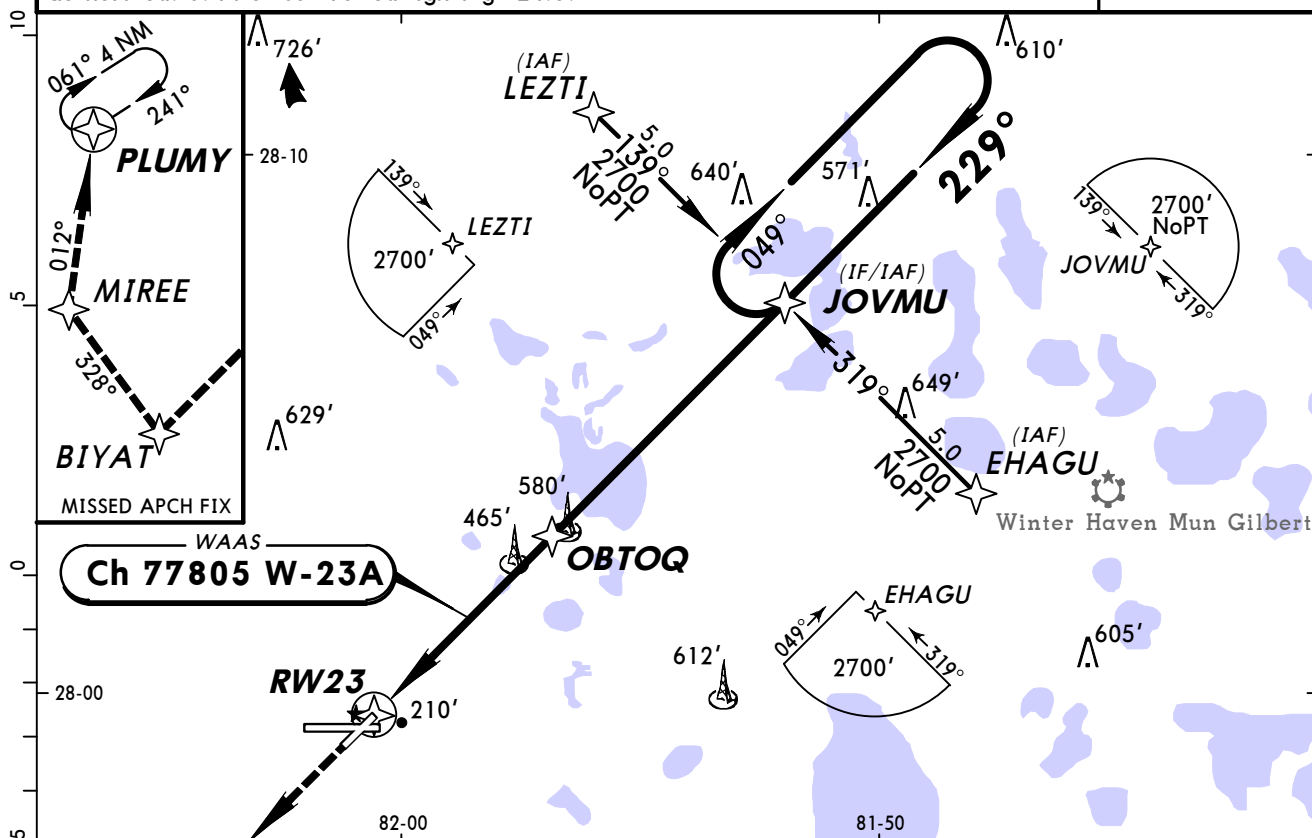
| STRAIGHT-IN LANDING RWY5 |  |                          |  |                           |  | CIRCLE-TO-LAND     |                                         |
|--------------------------|--|--------------------------|--|---------------------------|--|--------------------|-----------------------------------------|
| 1 LPV                    |  | 2 LNAV/VNAV              |  | 3 LNAV                    |  | When Twr Operating | With Plant City Mun Altimeter Setting   |
| DA(H) <b>336' (200')</b> |  | DA(H) <b>499' (363')</b> |  | MDA(H) <b>540' (404')</b> |  | Max Kts            | MDA(H)                                  |
| RAIL or ALS out          |  | RAIL or ALS out          |  | RAIL out ALS out          |  | 90                 | 600' (458') - 1 620' (478') - 1         |
|                          |  |                          |  |                           |  | 120                | 660' (518') - 1 680' (538') - 1         |
| 1/2 3/4                  |  | 3/4 1 1/4                |  | 3/4 1 1/4                 |  | 140                | 660' (518') - 1 1/2 680' (538') - 1 1/2 |
|                          |  |                          |  |                           |  | 165                | 700' (558') - 2 720' (578') - 2         |

**1** DA(H) 356' (220') with Plant City Mun altimeter setting.  
**2** DA(H) 519' (383') with Plant City Mun altimeter setting.  
**3** MDA(H) 560' (424') with Plant City Mun altimeter setting.

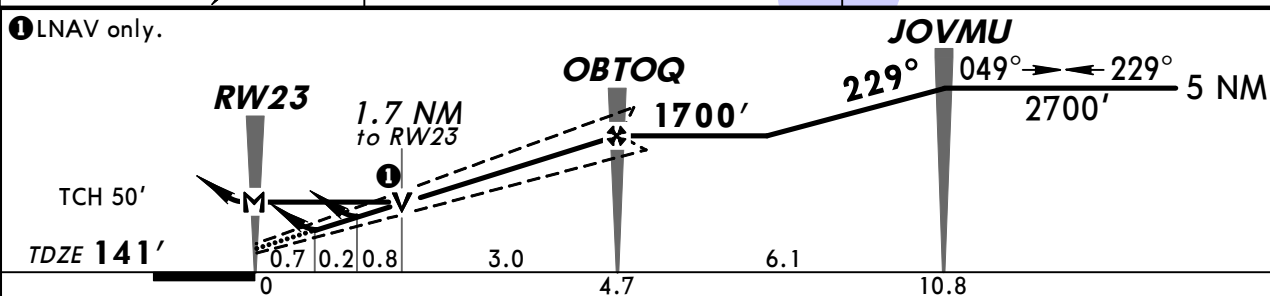


BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |                              |  |                                       |  |                                              |  |                            |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------|--|---------------------------------------|--|----------------------------------------------|--|----------------------------|--|
| ATIS<br>118.02                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  | TAMPA Approach (R)<br>120.65 |  | *LAKELAND Tower<br>CTAF 124.5         |  | *Ground<br>121.4                             |  |                            |  |
| WAAS<br>Ch 77805<br>W-23A                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  | Final<br>Apch Crs<br>229°    |  | Minimum Alt<br>OBTOQ<br>1700' (1559') |  | LPV<br>DA(H)<br>(CONDITIONAL)<br>426' (285') |  | Apt Elev 142'<br>TDZE 141' |  |
| MISSED APCH: Climb to 2000' direct BIYAT and RIGHT turn via 328° track to MIREE then via 012° track to PLUMY and hold.                                                                                                                                                                                                                                                                                                                                                               |  |                              |  |                                       |  |                                              |  | TAA<br>30 NM<br>IAF        |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. When Twr inop, use Plant City Mun altimeter setting. 2. VDP and Baro-VNAV not authorized when using Plant City Mun altimeter setting. 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 48°C (118°F). 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 124.5. |  |                              |  |                                       |  |                                              |  |                            |  |



① LNAV only.

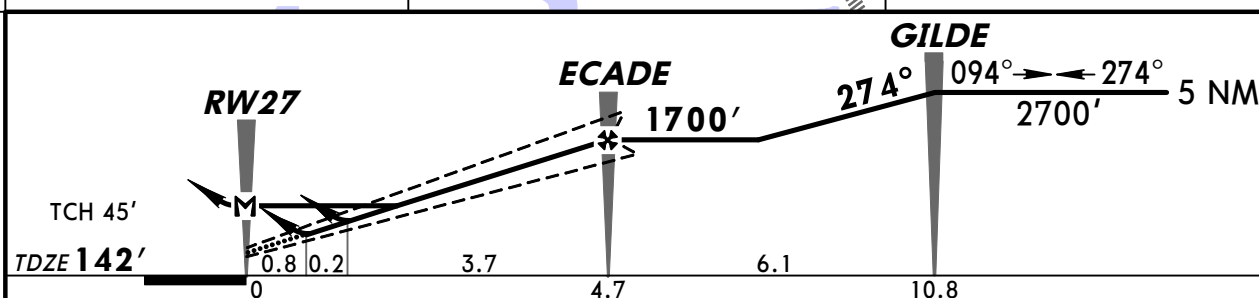
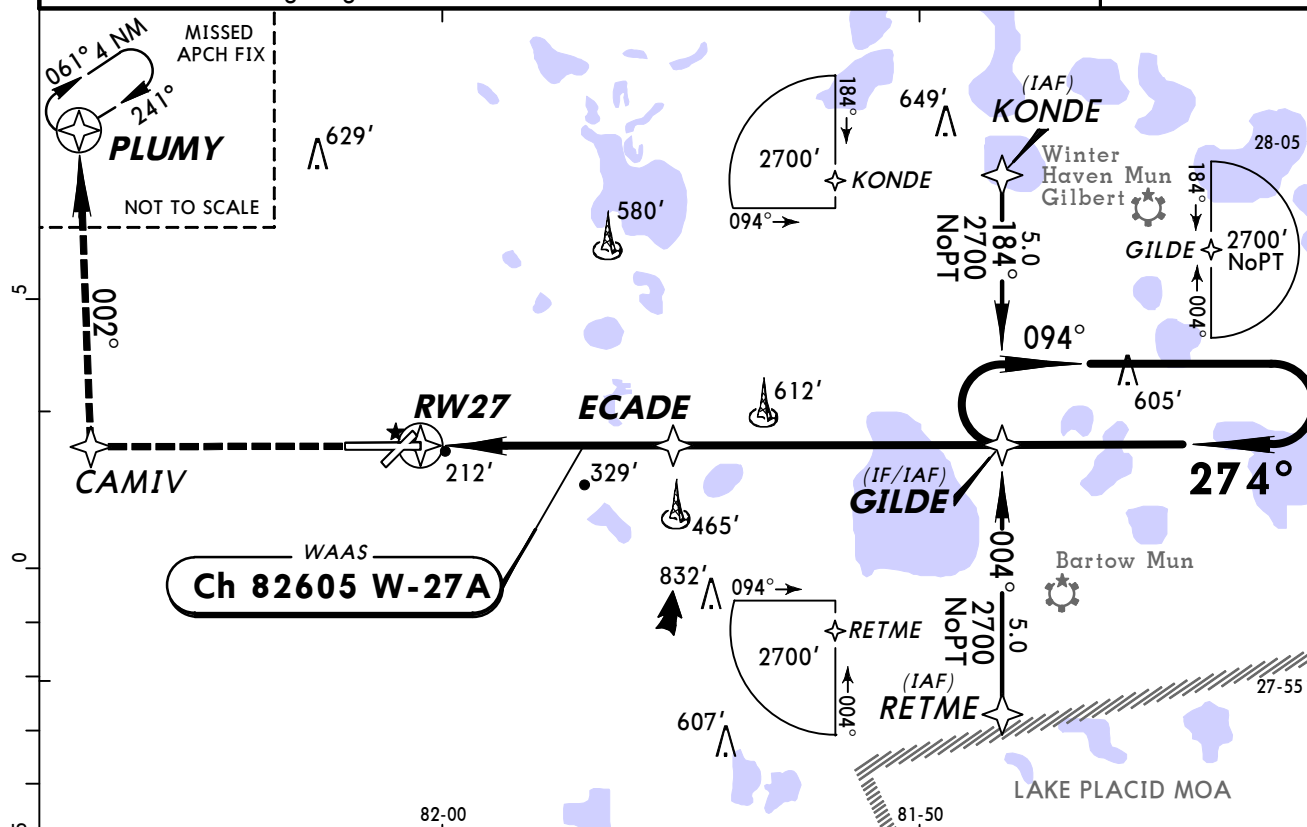


|                  |       |     |     |     |     |     |        |       |   |       |
|------------------|-------|-----|-----|-----|-----|-----|--------|-------|---|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | PAPI-L | 2000' | D | BIYAT |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |        |       |   |       |
| MAP at RW23      |       |     |     |     |     |     |        |       |   |       |

| STRAIGHT-IN LANDING RWY 23 |   |                                 |   |                             | CIRCLE-TO-LAND |               |                              |                                                    |
|----------------------------|---|---------------------------------|---|-----------------------------|----------------|---------------|------------------------------|----------------------------------------------------|
| 1 LPV<br>DA(H) 426'(285')  |   | 2 LNAV/VNAV<br>DA(H) 480'(339') |   | 3 LNAV<br>MDA(H) 720'(579') |                | Max Kts       | When Twr Operating<br>MDA(H) | With Plant City Mun<br>Altimeter Setting<br>MDA(H) |
| A                          | 1 | 1¼                              | 1 | 90                          | 720'(578')-1   | 740'(598')-1  |                              |                                                    |
| B                          |   |                                 |   | 120                         |                |               |                              |                                                    |
| C                          |   |                                 |   | 140                         |                |               |                              |                                                    |
| D                          |   |                                 |   | 165                         |                |               |                              |                                                    |
|                            |   |                                 |   |                             | 720'(578')-1½  | 740'(598')-1½ |                              |                                                    |
|                            |   |                                 |   |                             | 720'(578')-2   | 740'(598')-2  |                              |                                                    |

- ① DA(H) 446' (305') with Plant City Mun altimeter setting.  
② DA(H) 500' (359') with Plant City Mun altimeter setting.  
③ MDA(H) 740' (599') with Plant City Mun altimeter setting.

|                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                  |                                                     |                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|-----------------------------------------------------|
| ATIS<br>118.02                                                                                                                                                                                                                                                                                                                                                                                                                     | TAMPA Approach (R)<br>120.65     | *LAKELAND Tower<br>CTAF 124.5                       | *Ground<br>121.4                                    |
| WAAS<br><b>Ch 82605</b><br>W-27A                                                                                                                                                                                                                                                                                                                                                                                                   | Final<br>Apch Crs<br><b>274°</b> | Minimum Alt<br><b>ECADE</b><br><b>1700'</b> (1558') | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>449'</b> (307') |
| Apt Elev <b>142'</b><br>TDZE <b>142'</b>                                                                                                                                                                                                                                                                                                                                                                                           |                                  |                                                     |                                                     |
| <b>MISSED APCH:</b> Climb to 2000' direct CAMIV and via 002° track to PLUMY and hold.                                                                                                                                                                                                                                                                                                                                              |                                  |                                                     |                                                     |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. When Twr inop, use Plant City Mun altimeter setting. 2. Baro-VNAV not authorized when using Plant City Mun 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. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 124.5. |                                  |                                                     |                                                     |
| TAA<br>30 NM<br>IAF                                                                                                                                                                                                                                                                                                                                                                                                                |                                  |                                                     |                                                     |



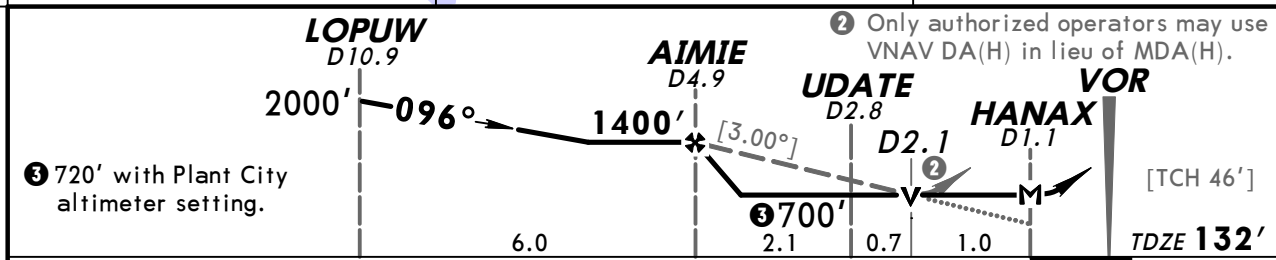
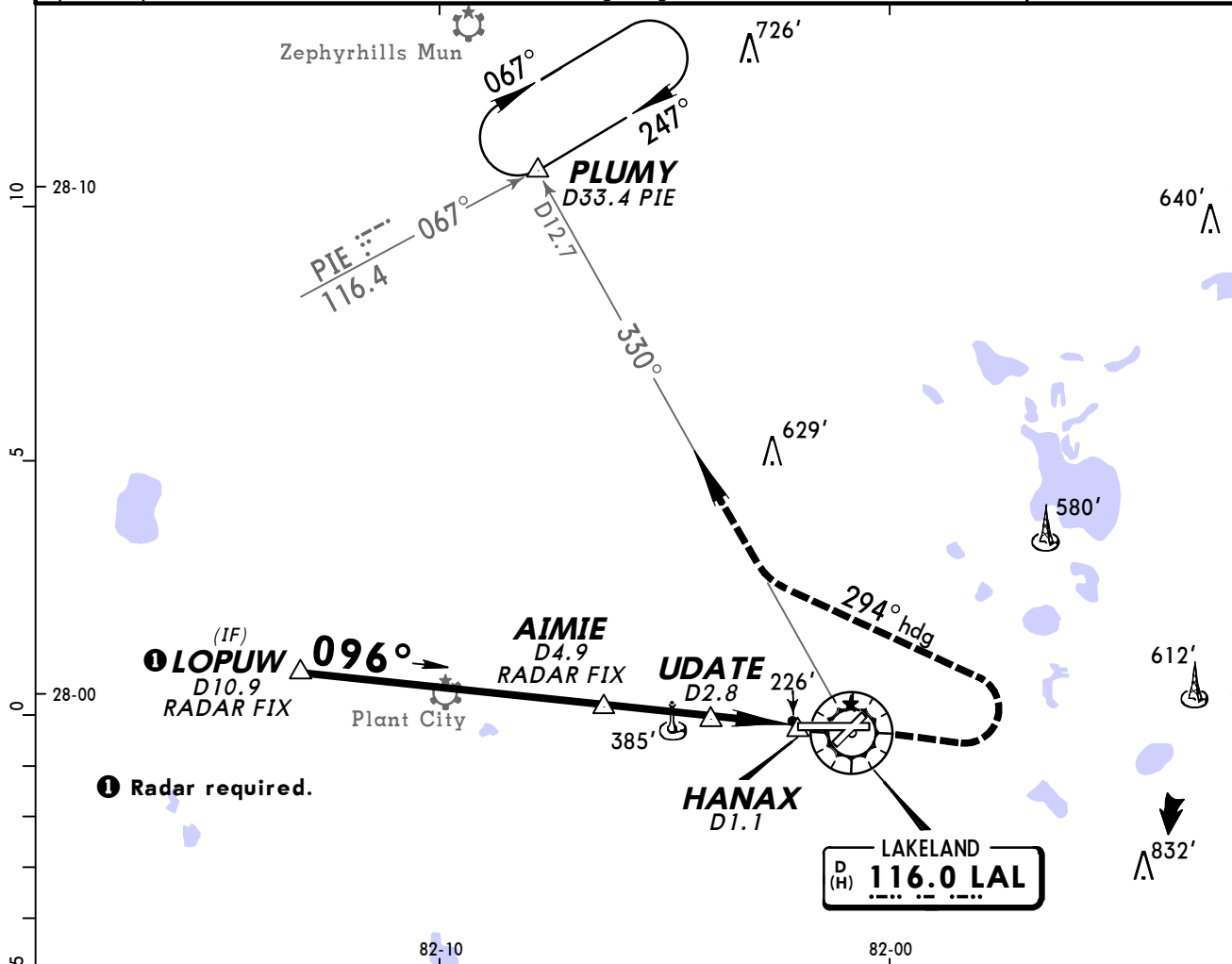
|                  |       |     |     |     |     |     |        |       |       |
|------------------|-------|-----|-----|-----|-----|-----|--------|-------|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | PAPI-L | 2000' | CAMIV |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |        |       |       |
| MAP at RW27      |       |     |     |     |     |     |        |       |       |

| STRAIGHT-IN LANDING RWY27 |   |                   |   | CIRCLE-TO-LAND     |                  |                  |                    |                                          |
|---------------------------|---|-------------------|---|--------------------|------------------|------------------|--------------------|------------------------------------------|
| 1 LPV                     |   | 2 LNAV/VNAV       |   | 3 LNAV             |                  |                  | When Twr Operating | With Plant City Mun<br>Altimeter Setting |
| DA(H) 449' (307')         |   | DA(H) 498' (356') |   | MDA(H) 580' (438') |                  | Max<br>Kts       | MDA(H)             | MDA(H)                                   |
| A                         | 1 | 1¼                | 1 | 90                 | 600' (458') - 1  | 620' (478') - 1  |                    |                                          |
| B                         |   |                   |   | 120                | 660' (518') - 1  | 680' (538') - 1  |                    |                                          |
| C                         |   |                   |   | 140                | 660' (518') - 1½ | 680' (538') - 1½ |                    |                                          |
| D                         |   |                   |   | 165                | 700' (558') - 2  | 720' (578') - 2  |                    |                                          |

- 1 DA(H) 469' (327') VIS 1¼ with Plant City Mun altimeter setting.  
 2 DA(H) 518' (376') with Plant City Mun altimeter setting.  
 3 MDA(H) 600' (458') with Plant City Mun altimeter setting.



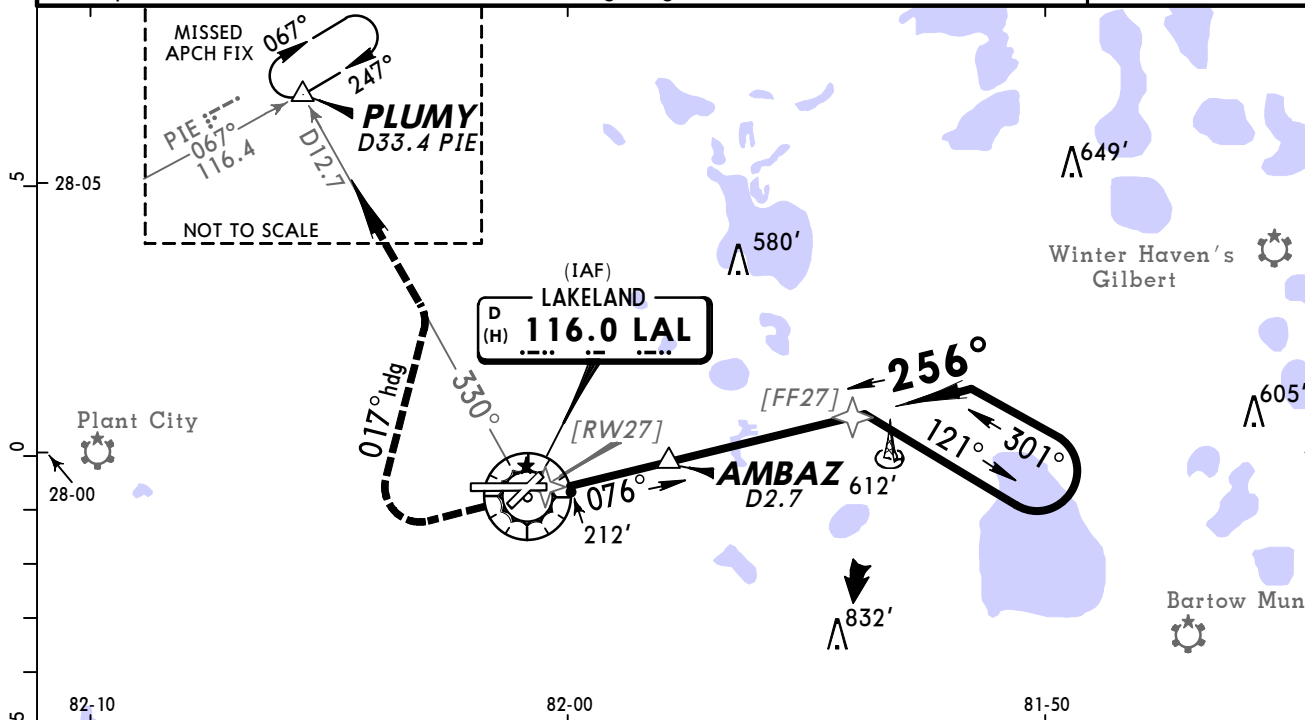
|                                                                                                                                                                                                                                                                                                                                                      |                                  |                                                     |                                               |                                          |  |                                         |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|-----------------------------------------------|------------------------------------------|--|-----------------------------------------|--|
| ATIS (AWOS-3 when Twr Inop)<br><b>118.02</b>                                                                                                                                                                                                                                                                                                         |                                  | TAMPA Approach (R)<br><b>120.65</b>                 |                                               | *LAKELAND Tower<br>CTAF <b>124.5</b>     |  | *Ground<br><b>121.4</b>                 |  |
| VOR<br>LAL<br><b>116.0</b>                                                                                                                                                                                                                                                                                                                           | Final<br>Apch Crs<br><b>096°</b> | Minimum Alt<br><b>AIMIE</b><br><b>1400'</b> (1268') | MDA(H)<br>(CONDITIONAL)<br><b>700'</b> (568') | Apt Elev <b>142'</b><br>TDZE <b>132'</b> |  | <div>2700'</div> <div>MSA LAL VOR</div> |  |
| <b>MISSED APCH:</b> Climb to 1000' then climbing LEFT turn to 2000' via heading 294° and outbound via LAL VOR R-330 to PLUMY INT/D33.4 PIE and hold.                                                                                                                                                                                                 |                                  |                                                     |                                               |                                          |  |                                         |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. <b>DME or Radar required.</b> 2. When Twr inop, use Plant City altimeter setting.<br>3. VDP not authorized when using Plant City altimeter setting. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 124.5. |                                  |                                                     |                                               |                                          |  |                                         |  |



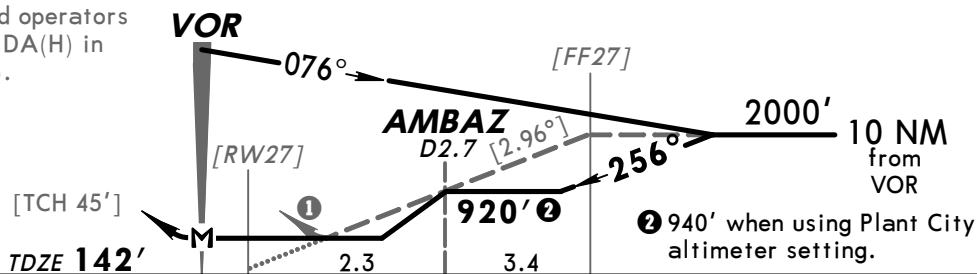
|                              |     |      |      |      |      |      |        |       |       |      |       |
|------------------------------|-----|------|------|------|------|------|--------|-------|-------|------|-------|
| Gnd speed-Kts                | 70  | 90   | 100  | 120  | 140  | 160  | PAPI-L | 1000' | 2000' | 294° | LAL   |
| Descent Angle [3.00°]        | 372 | 478  | 531  | 637  | 743  | 849  |        | ↑     | LT    | hdg  | 116.0 |
| MAP at HANAX or AIMIE to MAP | 3.8 | 3:15 | 2:32 | 2:17 | 1:54 | 1:38 |        |       |       |      | R-330 |

| STRAIGHT-IN LANDING RWY 9 |    |                                                |  | CIRCLE-TO-LAND     |               |                                                |  |
|---------------------------|----|------------------------------------------------|--|--------------------|---------------|------------------------------------------------|--|
| MDA(H) <b>700'</b> (568') |    | MDA(H) <b>720'</b> (588')                      |  | When Twr Operating |               | With Plant City Altimeter Setting and Twr Inop |  |
| When Twr Operating        |    | With Plant City Altimeter Setting and Twr Inop |  | Max Kts            | MDA(H)        | MDA(H)                                         |  |
| A                         | 1  | 1                                              |  | 90                 | 700'(558')-1  | 720'(578')-1                                   |  |
| B                         |    |                                                |  | 120                |               |                                                |  |
| C                         | 1½ | 1½                                             |  | 140                | 700'(558')-1½ | 720'(578')-1½                                  |  |
| D                         | 1¾ | 1¾                                             |  | 165                | 700'(558')-2  | 720'(578')-2                                   |  |

|                                                                                                                                                                                                                     |                                     |                                                                    |                                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------------------------------------------------|-----------------------------------------------|
| ATIS<br>(AWOS-3 when Twr Inop)<br><b>118.02</b>                                                                                                                                                                     | TAMPA Approach (R)<br><b>120.65</b> | *LAKELAND Tower<br>CTAF <b>124.5</b>                               | *Ground<br><b>121.4</b>                       |
| VOR<br>LAL<br><b>116.0</b>                                                                                                                                                                                          | Final<br>Apch Crs<br><b>256°</b>    | Minimum Alt<br>(CONDITIONAL)<br><b>AMBAZ</b><br><b>920'</b> (778') | MDA(H)<br>(CONDITIONAL)<br><b>540'</b> (398') |
| Apt Elev <b>142'</b><br>TDZE <b>142'</b>                                                                                                                                                                            |                                     |                                                                    |                                               |
| <b>MISSED APCH:</b> Climb to 1000' then climbing RIGHT turn to 2000' via heading 017° and outbound via LAL VOR R-330 to PLUMY INT/D33.4 PIE and hold.                                                               |                                     |                                                                    |                                               |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. When twr inop, use Plant City altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 124.5.             |                                     |                                                                    |                                               |
| <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">             2700'           </div> MSA LAL VOR |                                     |                                                                    |                                               |



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



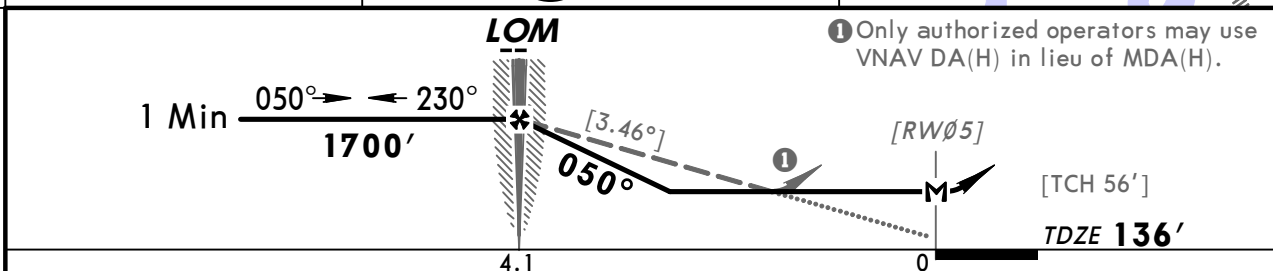
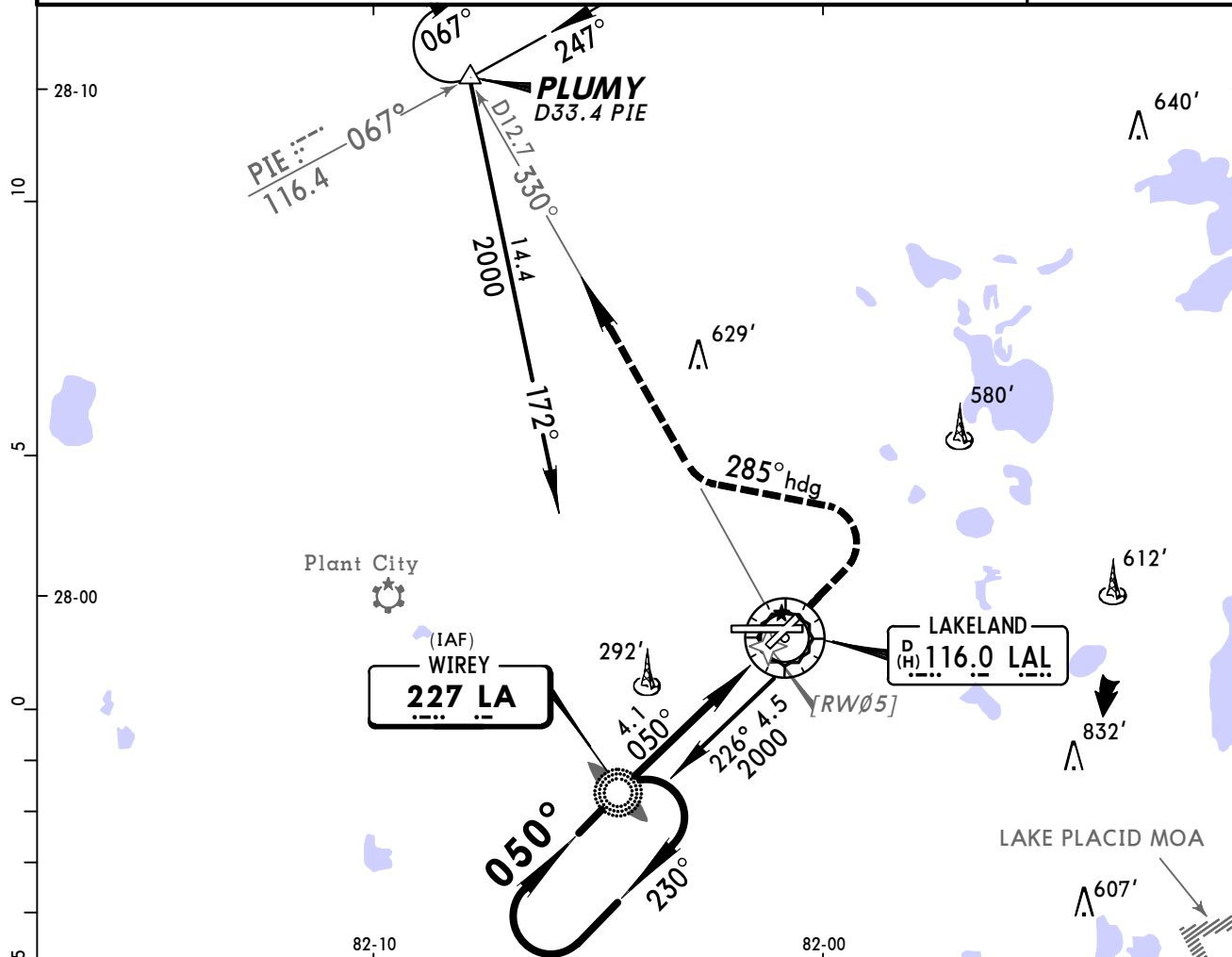
|                       |     |     |     |     |     |     |  |  |  |  |  |  |
|-----------------------|-----|-----|-----|-----|-----|-----|--|--|--|--|--|--|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |  |  |  |  |  |  |
| Descent Angle [2.96°] | 367 | 471 | 524 | 628 | 733 | 838 |  |  |  |  |  |  |
| MAP at VOR            |     |     |     |     |     |     |  |  |  |  |  |  |

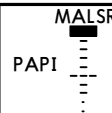
| STRAIGHT-IN LANDING RWY 27                     |    |                   |  | CIRCLE-TO-LAND                                 |               |                |  |
|------------------------------------------------|----|-------------------|--|------------------------------------------------|---------------|----------------|--|
| With AMBAZ                                     |    | Without AMBAZ     |  | With AMBAZ                                     |               | Without AMBAZ  |  |
| When Twr Operating                             |    |                   |  | When Twr Operating                             |               |                |  |
| MDA(H) 540'(398')                              |    | MDA(H) 920'(778') |  | Max Kts                                        | MDA(H)        | MDA(H)         |  |
| A                                              | 1  | 1                 |  | 90                                             | 600'(458')-1  | 920'(778')-1   |  |
| B                                              |    | 1¼                |  | 120                                            | 660'(518')-1  | 920'(778')-1 ¼ |  |
| C                                              |    | 2¼                |  | 140                                            | 660'(518')-1½ | 920'(778')-2 ¼ |  |
| D                                              | 1¼ | 2½                |  | 165                                            | 700'(558')-2  | 920'(778')-2½  |  |
| With Plant City Altimeter Setting and Twr Inop |    |                   |  | With Plant City Altimeter Setting and Twr Inop |               |                |  |
| MDA(H) 560'(418')                              |    | MDA(H) 940'(798') |  | Max Kts                                        | MDA(H)        | MDA(H)         |  |
| A                                              | 1  | 1                 |  | 90                                             | 620'(478')-1  | 940'(798')-1   |  |
| B                                              |    | 1¼                |  | 120                                            | 680'(538')-1  | 940'(798')-1 ¼ |  |
| C                                              |    | 2¼                |  | 140                                            | 680'(538')-1½ | 940'(798')-2 ¼ |  |
| D                                              | 1¼ | 2½                |  | 165                                            | 720'(578')-2  | 940'(798')-2½  |  |



BRIEFING STRIP™

|                                                                                                                                               |  |                              |  |                                    |  |                                       |  |                            |  |                                        |
|-----------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------|--|------------------------------------|--|---------------------------------------|--|----------------------------|--|----------------------------------------|
| ATIS<br>118.02                                                                                                                                |  | TAMPA Approach (R)<br>120.65 |  | *LAKELAND Tower<br>CTAF 124.5      |  | *Ground<br>121.4                      |  |                            |  |                                        |
| LOM<br>LA<br>227                                                                                                                              |  | Final<br>Apch Crs<br>050°    |  | Minimum Alt<br>LOM<br>1700'(1564') |  | MDA(H)<br>(CONDITIONAL)<br>600'(464') |  | Apt Elev 142'<br>TDZE 136' |  | <div>2700'</div> <div>MSA LA LOM</div> |
| MISSED APCH: Climb to 1000' then climbing LEFT turn to 2000' via heading 285° and outbound via LAL VOR R-330 to PLUMY INT/D33.4 PIE and hold. |  |                              |  |                                    |  |                                       |  |                            |  |                                        |
| Alt Set: INCHES                                                                                                                               |  | Trans level: FL 180          |  |                                    |  | Trans alt: 18000'                     |  |                            |  |                                        |
| 1. When Twr inop, use Plant City altimeter setting. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 124.5.            |  |                              |  |                                    |  |                                       |  |                            |  |                                        |



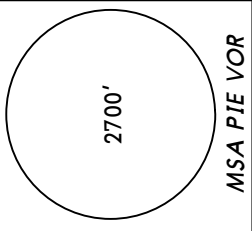
|                       |     |      |      |      |      |      |                                                                                     |       |       |      |       |
|-----------------------|-----|------|------|------|------|------|-------------------------------------------------------------------------------------|-------|-------|------|-------|
| Gnd speed-Kts         | 70  | 90   | 100  | 120  | 140  | 160  |  | 1000' | 2000' | 285° | LAL   |
| Descent angle [3.46°] | 429 | 551  | 612  | 735  | 857  | 980  |                                                                                     | ↑     | ↶     | hdg  | 116.0 |
| LOM to MAP            | 4.1 | 3:31 | 2:44 | 2:28 | 2:03 | 1:45 |                                                                                     |       |       |      | R-330 |

| STRAIGHT-IN LANDING RWY 5 |       |          |         |                                                   |       | CIRCLE-TO-LAND     |         |                                                      |                  |              |
|---------------------------|-------|----------|---------|---------------------------------------------------|-------|--------------------|---------|------------------------------------------------------|------------------|--------------|
| MDA(H) <b>600'</b> (464') |       |          |         | MDA(H) <b>620'</b> (484')                         |       | With Twr Operating |         | With Plant City<br>Altimeter Setting<br>and Twr Inop |                  |              |
| With Twr Operating        |       |          |         | With Plant City Altimeter<br>Setting and Twr Inop |       |                    |         |                                                      |                  |              |
|                           |       | RAIL out | ALS out |                                                   |       | RAIL out           | ALS out | Max<br>Kts                                           | MDA(H)           | MDA(H)       |
| A                         | 3/4   |          | 1       | 3/4                                               |       | 1                  | 90      |                                                      | 600'(458')-1     | 620'(478')-1 |
| B                         |       |          |         |                                                   |       |                    | 120     | 660'(518')-1                                         | 680'(538')-1     |              |
| C                         | 3/4   | 1 1/4    |         | 3/4                                               | 1 1/4 |                    | 140     | 660'(518')-1 1/2                                     | 680'(538')-1 1/2 |              |
| D                         | 1 1/4 | 1 1/2    |         | 1 1/4                                             | 1 1/2 |                    | 165     | 700'(558')-2                                         | 720'(578')-2     |              |

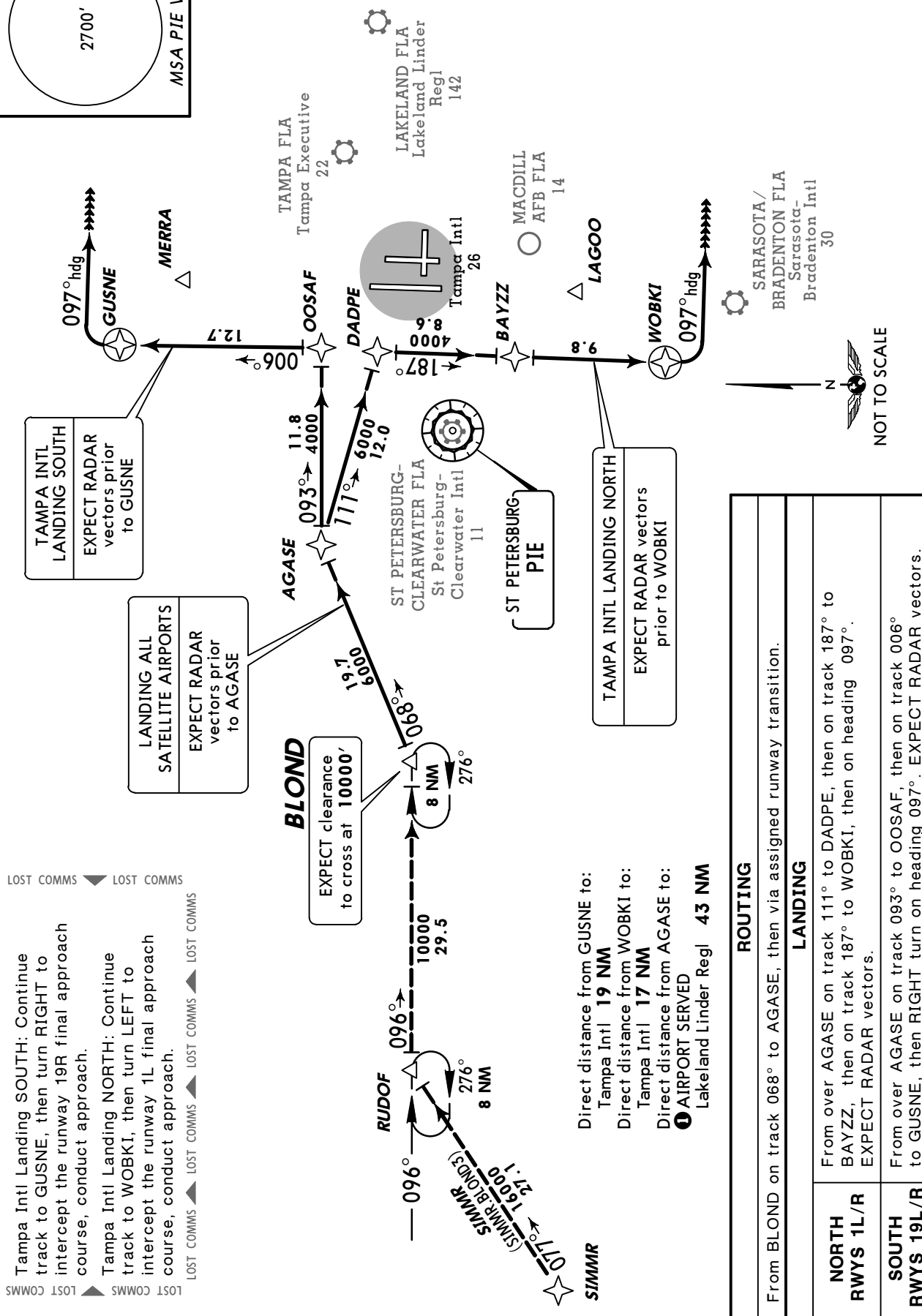
TAMPA INTL  
D-ATIS Arrival  
**126.45**

*Apt Elev*  
*See graphic*

- Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
  2. **DME/DME/IRU or GPS required.**
  3. Turbojet/turboprop aircraft only.
  4. **RNAV 1.**
  5. Primary landing runways 1L/R, 19L/R.
  6. For non-GPS equipped aircraft:  
GUSNE transition: PIE must be operational;  
WOBKI transition: LAL, ORL, PIE and SRQ must be operational.
  7. Also Serves **1**



## BLOND THREE RNAV ARRIVAL (BLOND.BLOND3)



## General Information

Location: Lake City FL USA

IATA Code:

Lat/Long: N30° 10.9' W082° 34.6'

Elevation: 201 ft

Airport Use: Public

Magnetic Variation: 5.3°W

Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet A

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: No

LLWS Alert: No

Beacon: Yes

Sunrise: 1159 Z

Sunset: 2327 Z,

## Runway Information

Runway: 05

Length x Width: 4000 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 196 ft

Lighting: Edge, Pilot controlled

Runway: 10

Length x Width: 8003 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 198 ft

Lighting: Edge, Pilot controlled

Runway: 23

Length x Width: 4000 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 196 ft

Lighting: Edge, Pilot controlled

Runway: 28

Length x Width: 8003 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 196 ft

Lighting: Edge, REIL, Pilot controlled

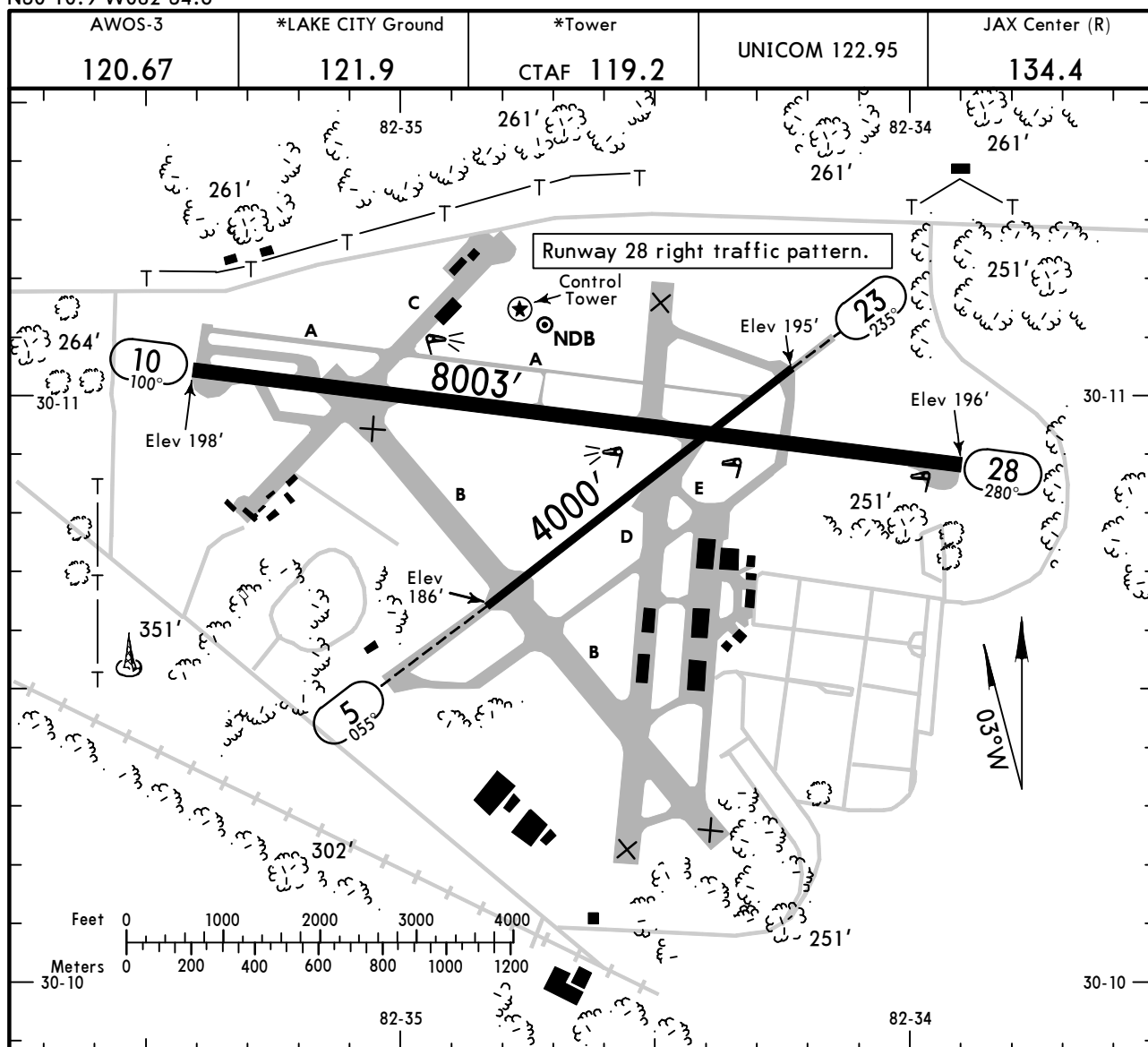
## Communication Information

AWOS 120.675  
Lake City Tower 119.2 CTAF  
Aero Ground Control 121.9  
Lake City Mun Unicom 122.95 PCL  
Gainesville Flight Service Station 122.6 RCO  
Jacksonville Center 125.375

**KLCQ**  
 Apt Elev **201'**  
 N30 10.9 W082 34.6

**JEPPesen**  
 22 JUL 11 **(10-9)**

**LAKE CITY, FLA**  
**LAKE CITY MUN**



**ADDITIONAL RUNWAY INFORMATION**

| RWY |                        | USABLE LENGTHS |             |          |       |
|-----|------------------------|----------------|-------------|----------|-------|
|     |                        | LANDING BEYOND |             | TAKE-OFF | WIDTH |
|     |                        | Threshold      | Glide Slope |          |       |
| 5   | ① MIRL                 |                |             |          | 75'   |
| 23  |                        |                |             |          |       |
| 10  | ① MIRL ① PAPI-L        |                |             |          | 150'  |
| 28  | ① MIRL ① REIL ① PAPI-L |                |             |          |       |
|     |                        |                |             |          |       |
|     |                        |                |             |          |       |
|     |                        |                |             |          |       |

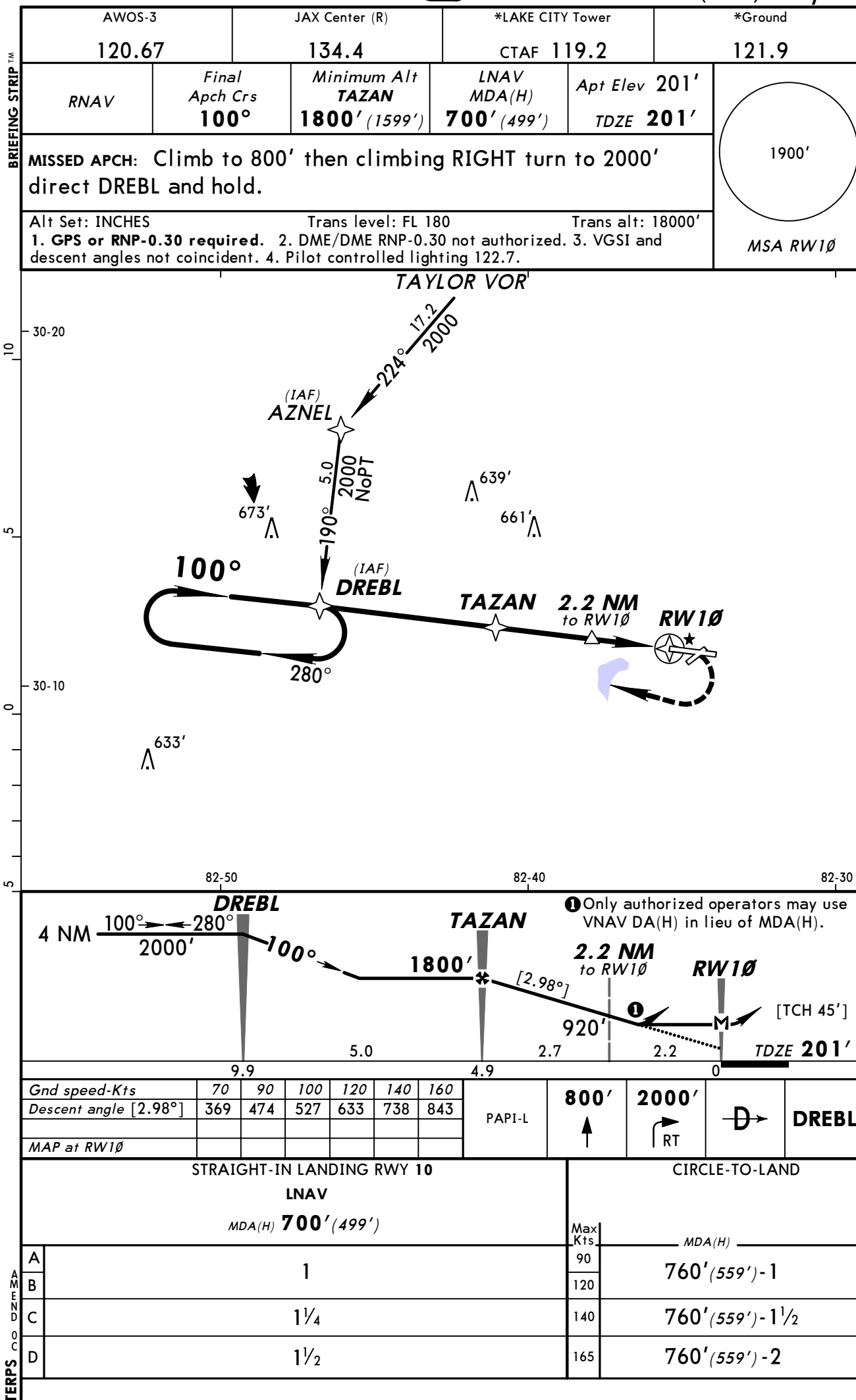
① Activate on 119.2.

| TAKE-OFF            |     |                                       |        |       |       | FOR FILING AS ALTERNATE |    |
|---------------------|-----|---------------------------------------|--------|-------|-------|-------------------------|----|
| Rwys 5, 10, 23      |     |                                       | Rwy 28 |       |       |                         |    |
| Adequate<br>Vis Ref | STD | With Mim Climb of<br>330' /NM to 500' |        | Other |       |                         |    |
|                     |     | Adequate Vis Ref                      | STD    |       |       |                         |    |
| 1 & 2<br>Eng        | 1/4 | 1                                     | 1/4    | 1     | 300-1 | A                       | NA |
| 3 & 4<br>Eng        |     | 1/2                                   |        | 1/2   |       | D                       |    |

CHANGES: Center frequency.

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A  
M  
E  
N  
D  
O



LAKE CITY, FLA  
RNAV (GPS) Rwy 28

## BRIEFING STRIP™



1000000

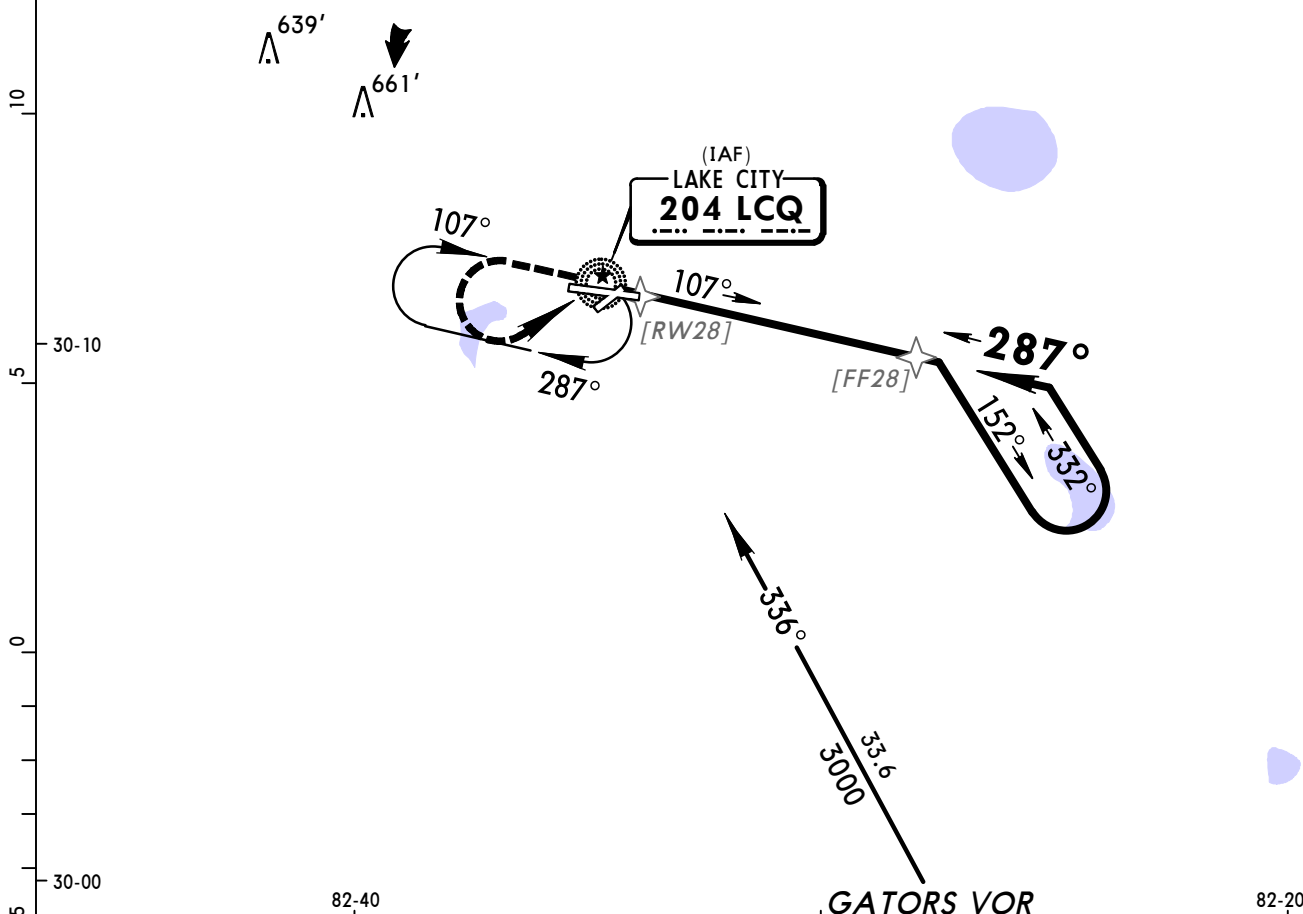
**A  
M  
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N**

**ERPS** 1

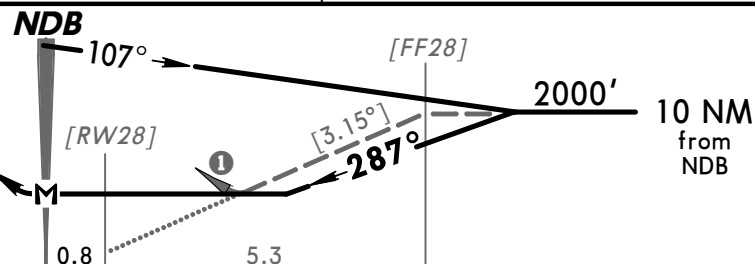
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BRIEFING STRIP™

|                                                                                       |                           |                         |  |                                |                            |                                         |  |
|---------------------------------------------------------------------------------------|---------------------------|-------------------------|--|--------------------------------|----------------------------|-----------------------------------------|--|
| AWOS-3<br>120.67                                                                      |                           | JAX Center (R)<br>134.4 |  | *LAKE CITY Tower<br>CTAF 119.2 |                            | *Ground<br>121.9                        |  |
| NDB<br>LCQ<br>204                                                                     | Final<br>Apch Crs<br>287° | No FAF                  |  | MDA(H)<br>660' (464')          | Apt Elev 201'<br>TDZE 196' | <div>1900'</div> <div>MSA LCQ NDB</div> |  |
| MISSED APCH: Climb to 1000' then climbing LEFT turn to 2000' direct LCQ NDB and hold. |                           |                         |  |                                |                            |                                         |  |
| Alt Set: INCHES<br>1. Pilot controlled lighting 122.7.                                |                           | Trans level: FL 180     |  | Trans alt: 18000'              |                            |                                         |  |



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



| Gnd Speed-Kts              |       | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 1000'              | 2000' | D→ | LCQ<br>204 |
|----------------------------|-------|-----|-----|-----|-----|-----|-----|----------------|--------------------|-------|----|------------|
| Descent angle [3.15°]      |       | 390 | 502 | 557 | 669 | 780 | 892 |                | ↑                  | LT    |    |            |
| MAP at NDB                 |       |     |     |     |     |     |     |                |                    |       |    |            |
| STRAIGHT-IN LANDING RWY 28 |       |     |     |     |     |     |     | CIRCLE-TO-LAND |                    |       |    |            |
| MDA(H) 660' (464')         |       |     |     |     |     |     |     | Max<br>Kts     | MDA(H)             |       |    |            |
| A                          | 1     |     |     |     |     |     |     | 90             | 760' (559') -1     |       |    |            |
| B                          | 1 1/4 |     |     |     |     |     |     | 120            | 760' (559') -1 1/2 |       |    |            |
| C                          | 1 1/2 |     |     |     |     |     |     | 140            | 760' (559') -2     |       |    |            |
| D                          | 1 1/2 |     |     |     |     |     |     | 165            | 760' (559') -2     |       |    |            |

TERPS 2



## General Information

Location: Tampa FL USA  
IATA Code: MCF  
Lat/Long: N27° 51.0' W082° 31.3'  
Elevation: 14 ft

Airport Use: Military  
Magnetic Variation: 5.0°W  
Sectional Chart: Miami

Fuel Types: Jet 4  
Repair Types: Major Airframe, Major Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1157 Z  
Sunset: 2329 Z,

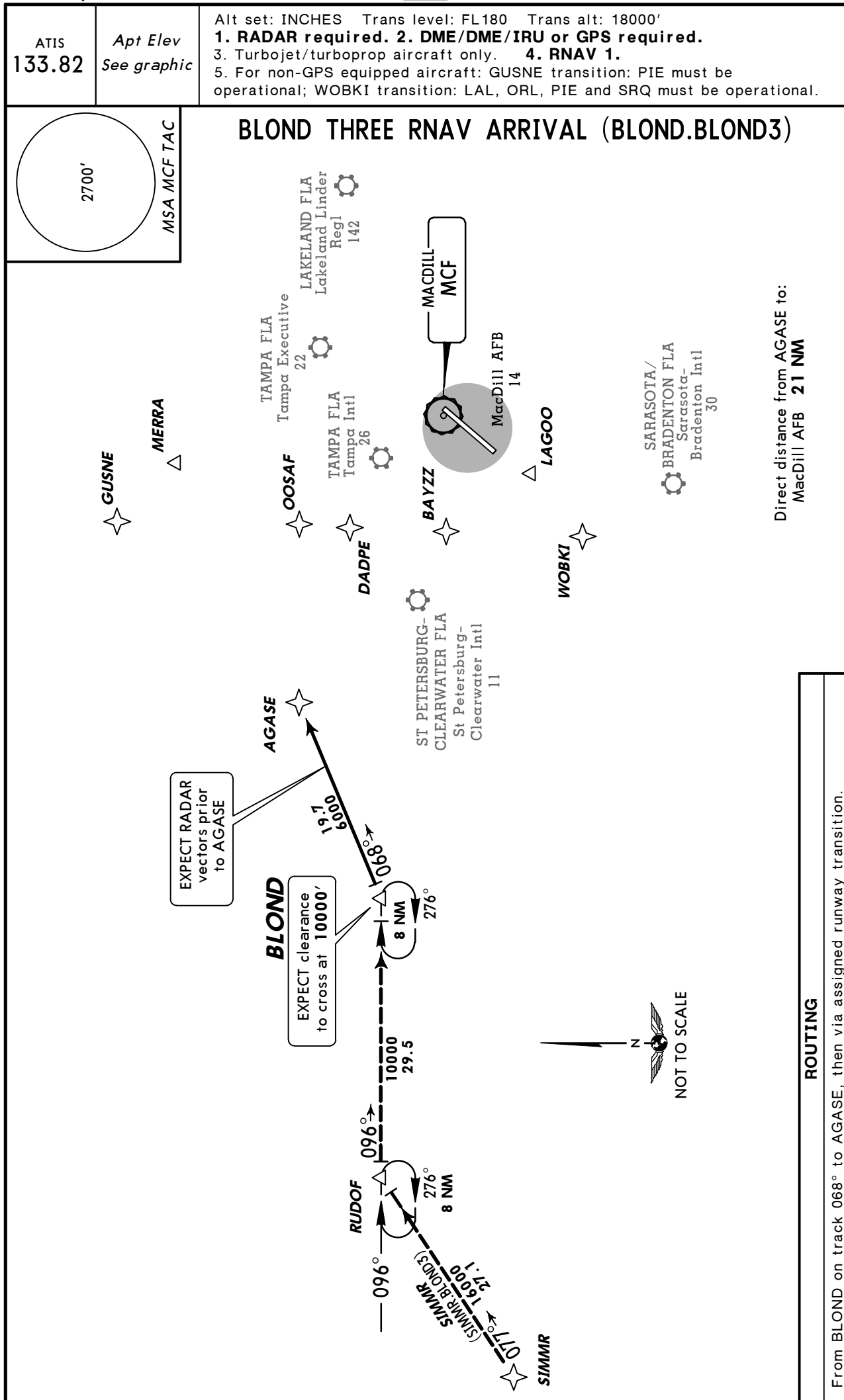
## Runway Information

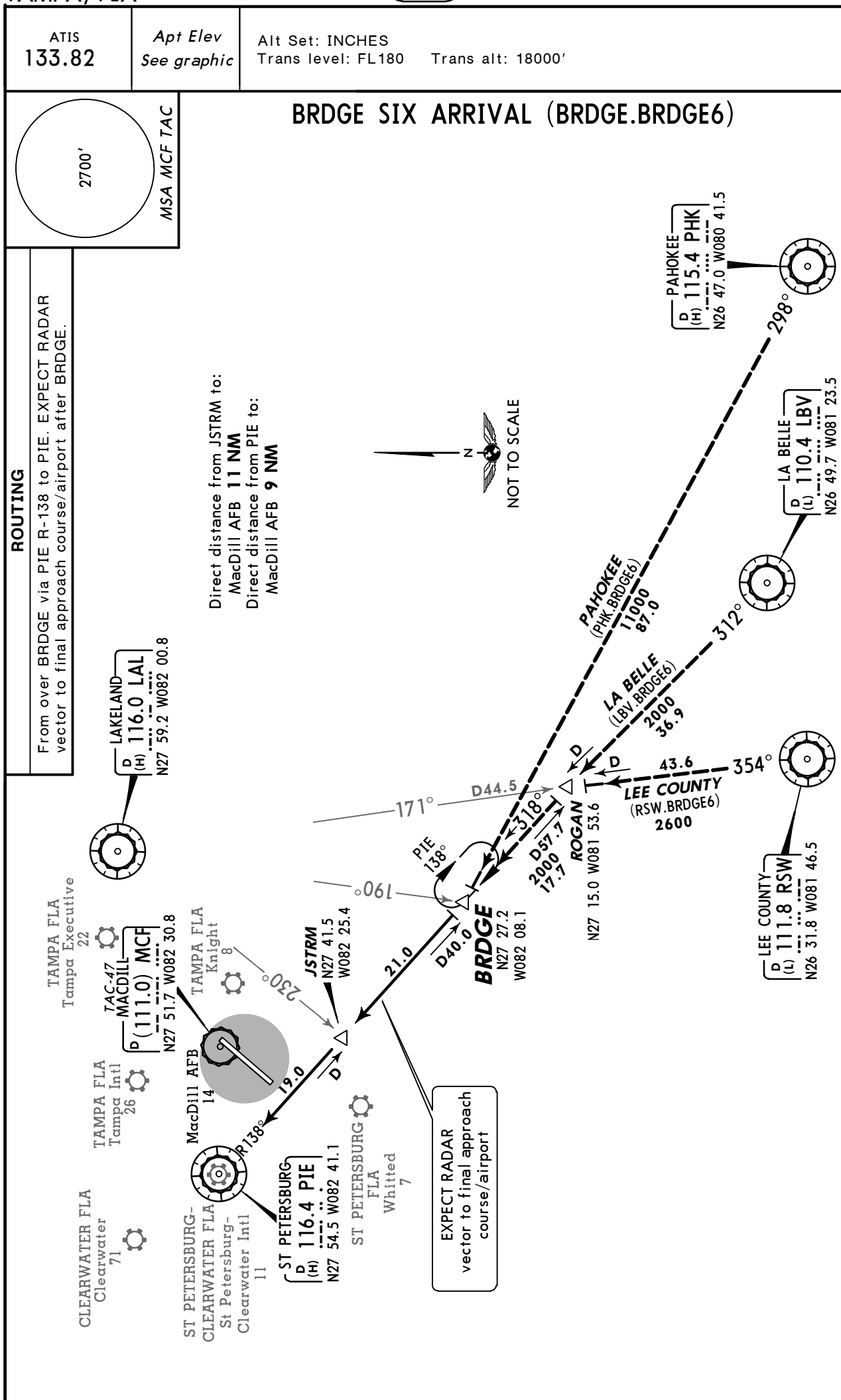
Runway: 04  
Length x Width: 11421 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 10 ft  
Lighting: Edge, ALS  
Stopway: 1000 ft

Runway: 22  
Length x Width: 11421 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 14 ft  
Lighting: Edge, ALS  
Stopway: 1000 ft

## Communication Information

ATIS 133.825  
Macdill AFB Tower 123.7  
Macdill AFB Ground Control 118.575  
Tampa Approach Control 124.95  
Tampa Departure Control 119.9  
Tampa Departure Control 119.65



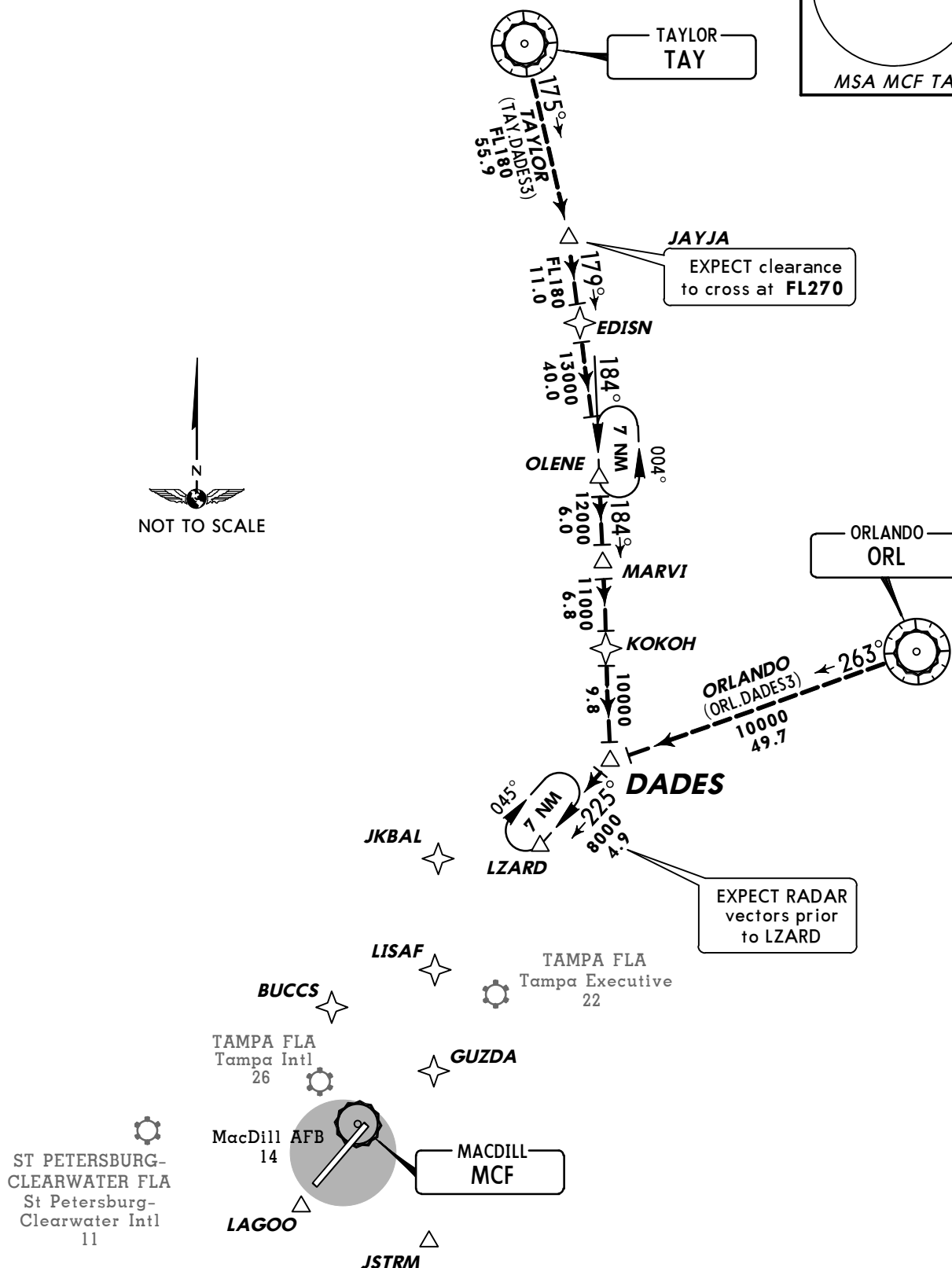
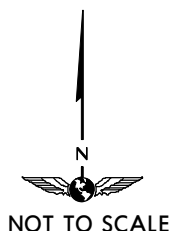
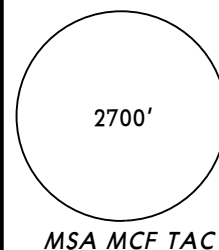


ATIS  
**133.82**

Apt Elev  
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'  
**1. RADAR required. 2. DME/DME/IRU or GPS required.**  
 3. Turbojet/turboprop aircraft only. **4. RNAV 1.**  
 5. For non-GPS equipped aircraft: ORLANDO transition:  
 LAL and ORL must be operational; TAYLOR transition:  
 OCF and ORL must be operational.

## DADES THREE RNAV ARRIVAL (DADES.DADES3)



### ROUTING

From DADES on track 225° to LZARD, then via assigned runway transition.

ATIS  
133.82

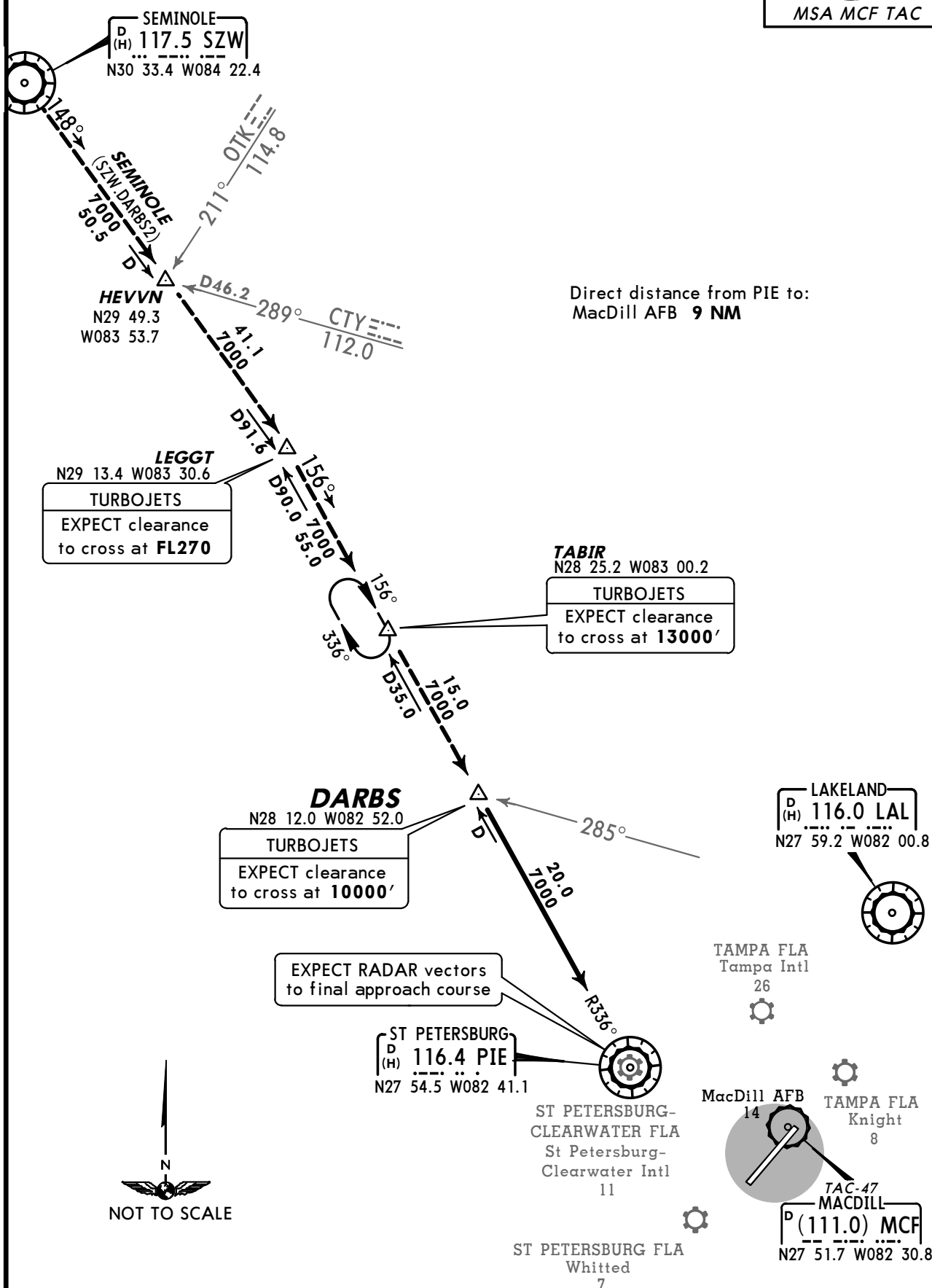
Apt Elev  
See graphic

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'  
**DME required.**

2700'

MSA MCF TAC

## DARBS TWO ARRIVAL (DARBS.DARBS2)



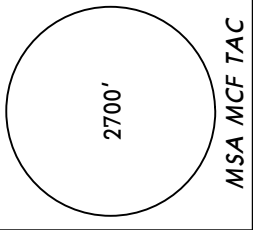
### ROUTING

From over DARBS via PIE R-336 to PIE. EXPECT RADAR vectors to final approach course.

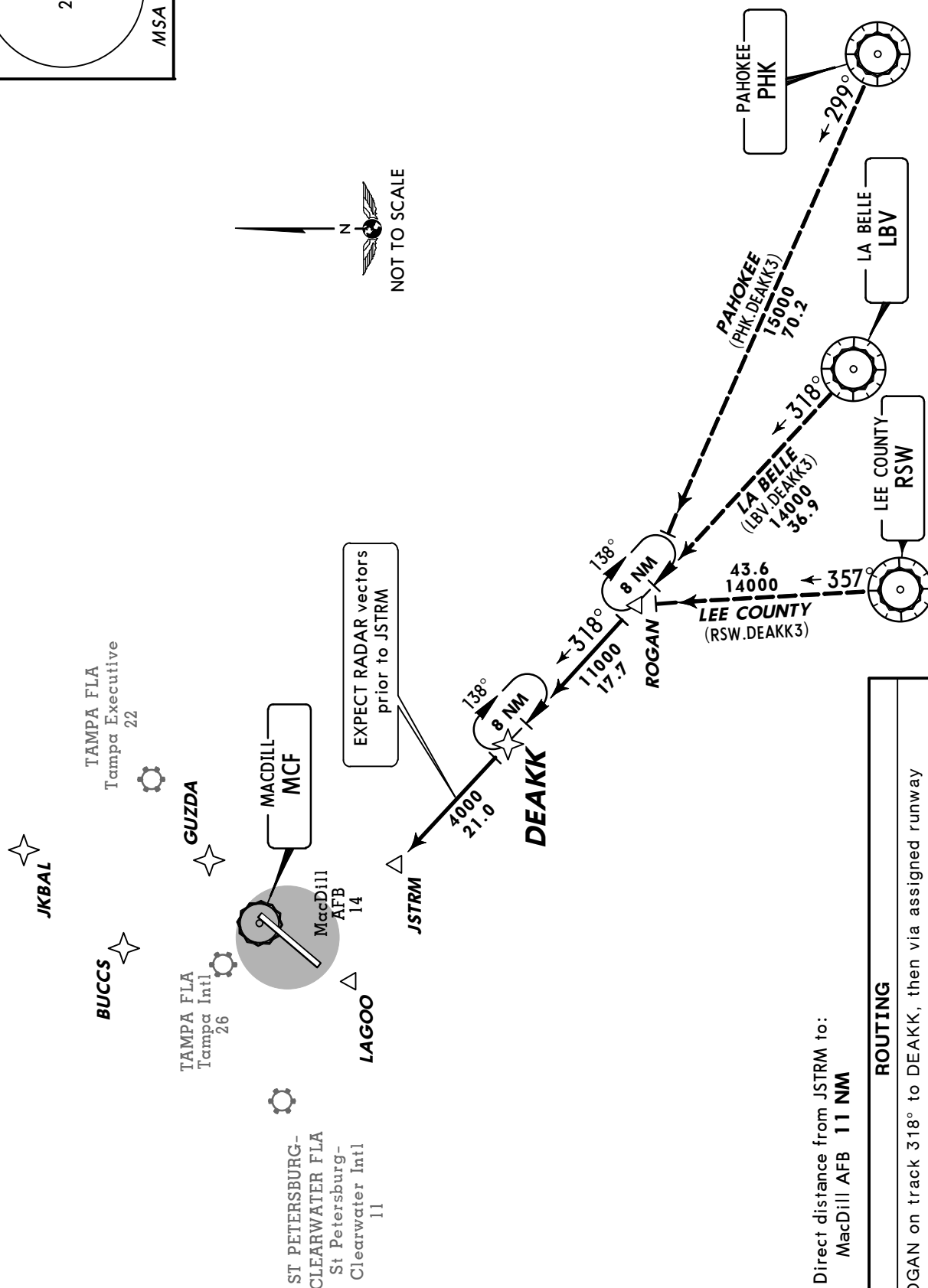
ATIS  
133.82

Apt Elev  
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'  
**1. RADAR required. 2. DME/DME/IRU or GPS required.**  
 3. Turbojet/turboprop aircraft only. **4. RNAV 1.**  
 5. For non-GPS equipped aircraft: LA BELLE transition: LAL and SRQ must be operational; LEE COUNTY transition: LAL, LBV, RSW, and SRQ must be operational.



## DEAKK THREE RNAV ARRIVAL (DEAKK.DEAKK3)



ATIS  
133.82

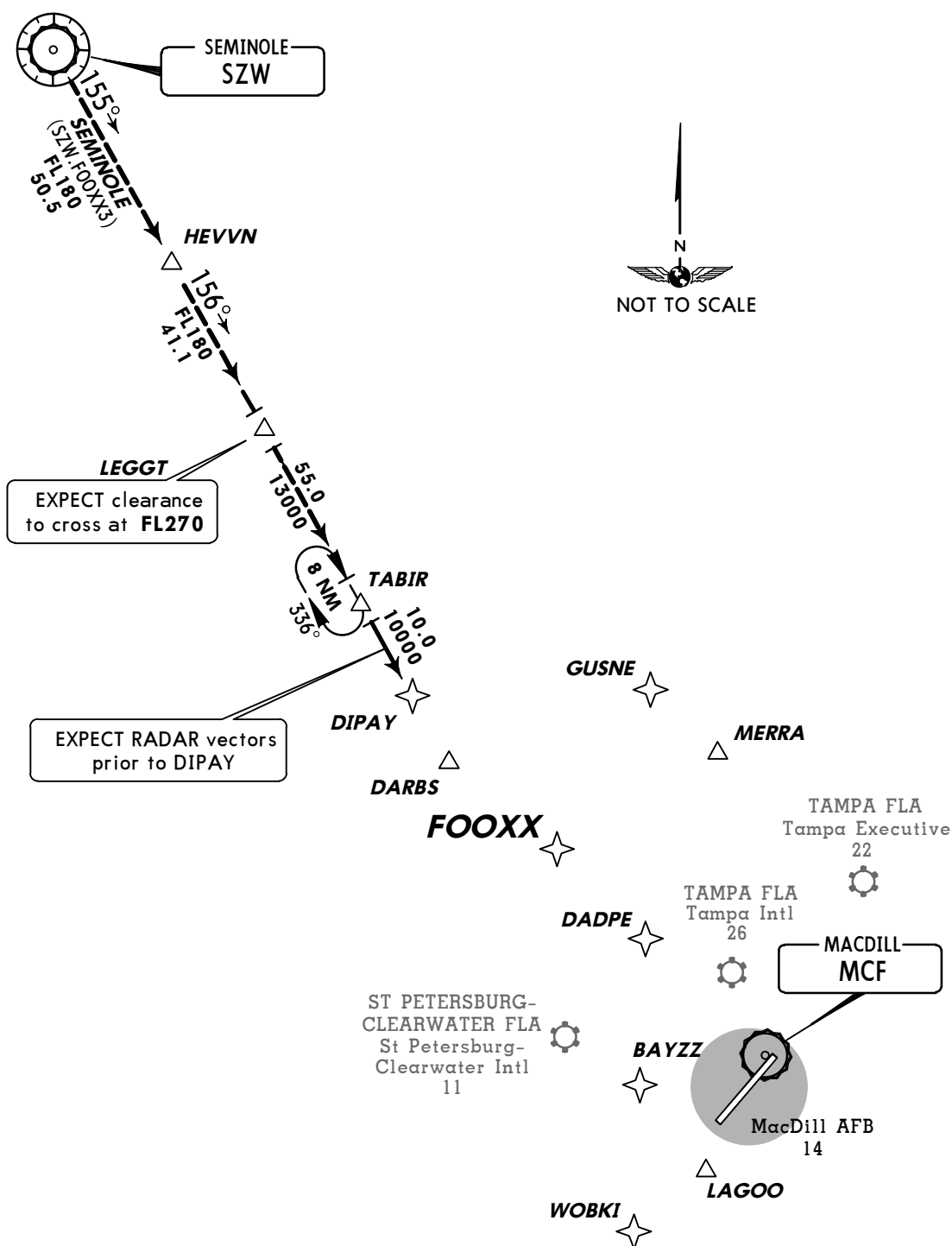
Apt Elev  
See graphic

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'  
**1. RADAR required.**  
**2. DME/DME/IRU or GPS required.**  
**3. RNAV 1.**  
4. Turbojet/turboprop aircraft only.  
5. For non-GPS equipped aircraft LAL, OCF and PIE must be operational.

2700'

MSA MCF TAC

## FOOXX THREE RNAV ARRIVAL (FOOXX.FOOXX3)



Direct distance from DIPAY to:  
MacDill AFB **33 NM**

### ROUTING

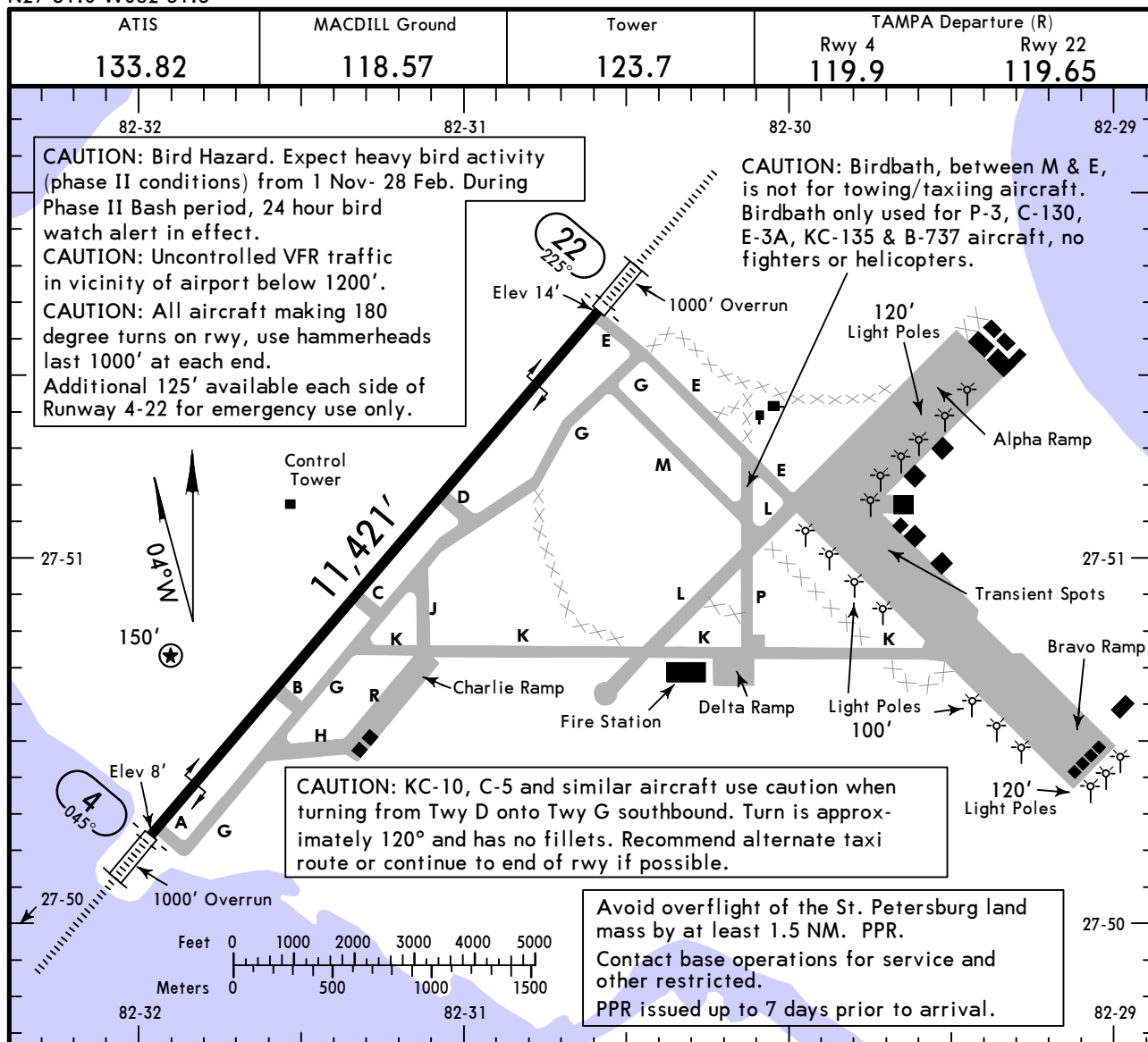
From TABIR on track 156° to DIPAY, then via assigned runway transition.

MSA MCF TAC

Direct distance from LZARD to:  
MacDill AFB **29 NM**  
Direct distance from PIE to:  
MacDill AFB **13 NM**

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#### ADDITIONAL RUNWAY INFORMATION

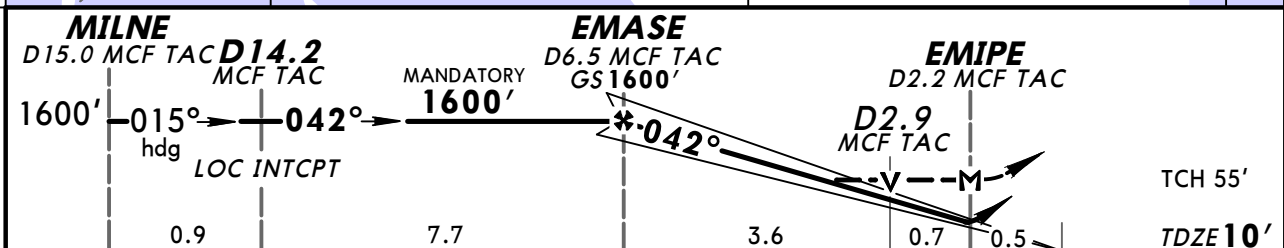
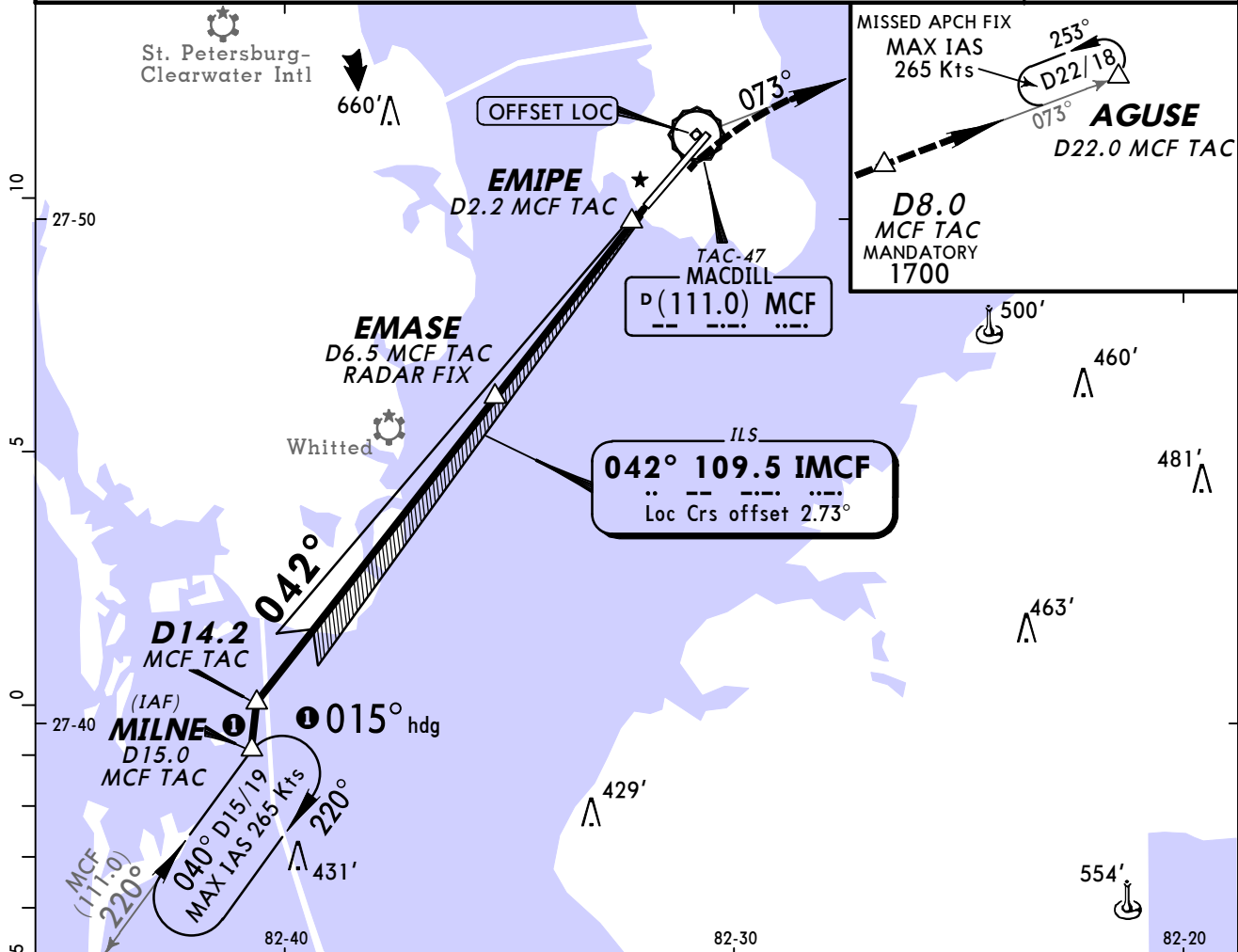
| RWY     |      |        |          | USABLE LENGTHS     |             | TAKE-OFF | WIDTH |
|---------|------|--------|----------|--------------------|-------------|----------|-------|
|         |      |        |          | — LANDING BEYOND — |             |          |       |
|         |      |        |          | Threshold          | Glide Slope |          |       |
| 4<br>22 | HIRL | ALSF-I | ① PAPI-L | RVR                |             |          | 151'  |
|         |      |        |          |                    |             |          |       |
|         |      |        |          |                    |             |          |       |
|         |      |        |          |                    |             |          |       |
|         |      |        |          |                    |             |          |       |

① Set for height group 3.

| TAKE-OFF     |               |                  |               | FOR FILING AS ALTERNATE |       |               |
|--------------|---------------|------------------|---------------|-------------------------|-------|---------------|
| All Rwys     |               |                  |               |                         |       |               |
|              |               | Adequate Vis Ref | STD           | Precision               |       | Non-Precision |
| 1 & 2<br>Eng | RVR 16 or 1/4 |                  | RVR 50 or 1   | A                       | 600-2 | 800-2         |
| 3 & 4<br>Eng |               |                  | RVR 24 or 1/2 | B                       |       |               |
|              |               |                  |               | C                       |       |               |
|              |               |                  |               | D                       |       |               |

Takeoff Obstacles: Rwy 4: Palm tree 60' AGL/73' MSL 2134' from departure end of rwy, 961' left of centerline. Pylon 71' AGL/101' MSL 3961' from departure end of rwy, 166' left of centerline.

|                                                                                                                                                                                                                                                                                  |                              |                              |                             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|------------------------------|-----------------------------|
| ATIS<br>133.82                                                                                                                                                                                                                                                                   | TAMPA Approach (R)<br>124.95 | MACDILL Tower<br>123.7       | Ground<br>118.57            |
| LOC<br>IMCF<br>109.5                                                                                                                                                                                                                                                             | Final<br>Apch Crs<br>042°    | GS<br>EMASE<br>1600' (1590') | ILS<br>DA(H)<br>260' (250') |
| MISSED APCH: Climb to 2700' outbound via MCF TAC R-073 to AGUSE<br>D22.0 MCF TAC and hold. Cross D8.0 MCF TAC at MANDATORY 1700'.                                                                                                                                                |                              |                              |                             |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                                                                                                                                                                                                                            |                              |                              |                             |
| 1. Radar or DME required. 2. CAUTION: LOC course offset 2.73° from the extended runway centerline and intersects the runway centerline 2581' from threshold.<br>3. Expect radar vectors around St. Petersburg landmass for noise abatement, unless otherwise requested by pilot. |                              |                              |                             |
| 2700'                                                                                                                                                                                                                                                                            |                              |                              |                             |
| MSA MCF TAC                                                                                                                                                                                                                                                                      |                              |                              |                             |

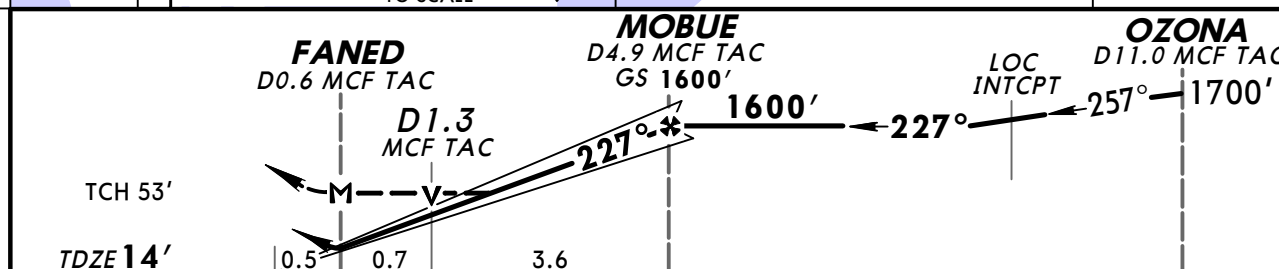
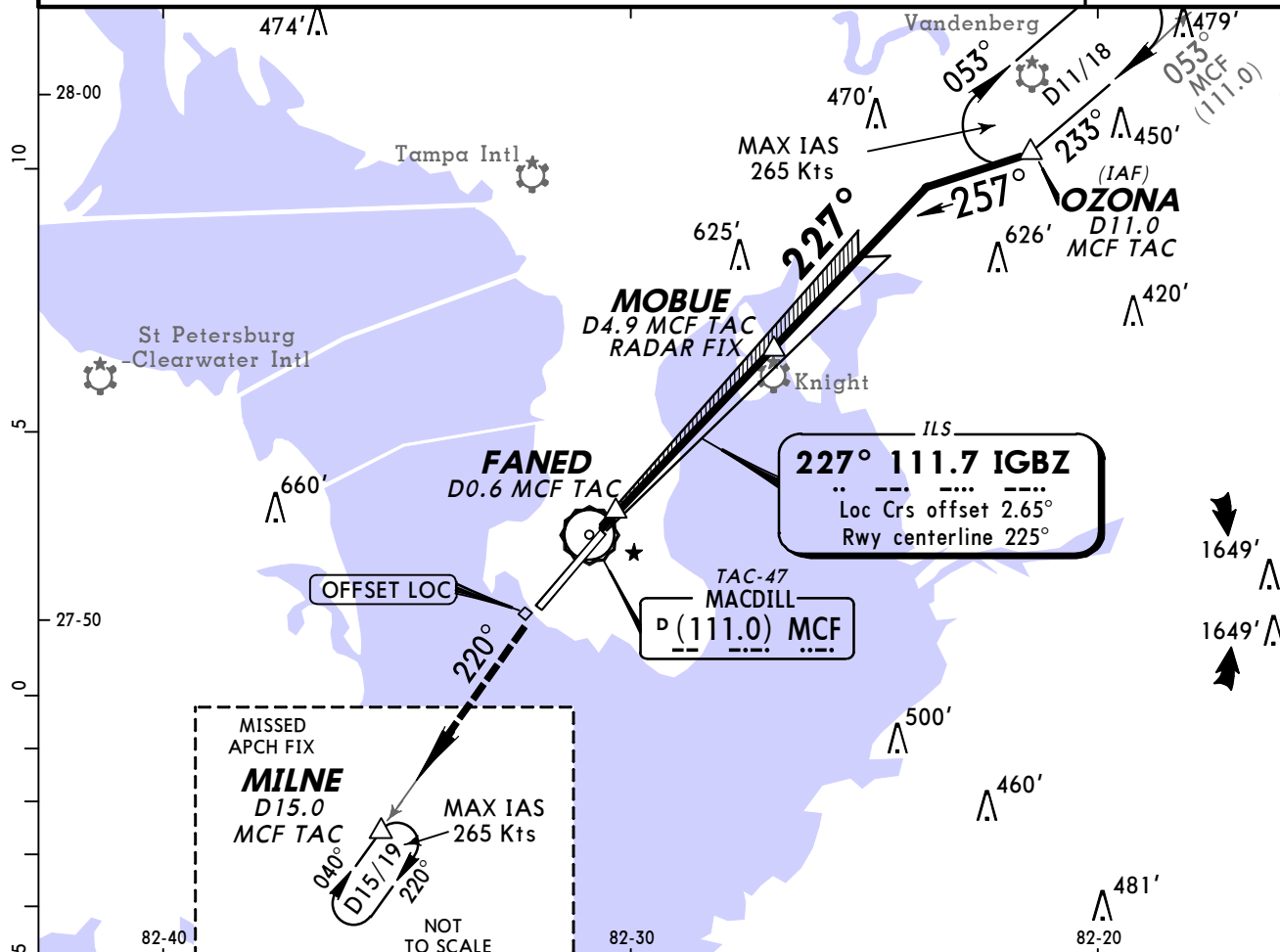


|                             |       |      |      |      |      |      |         |           |            |         |
|-----------------------------|-------|------|------|------|------|------|---------|-----------|------------|---------|
| Gnd speed-Kts               | 70    | 90   | 100  | 120  | 140  | 160  | ALS F-1 | MANDATORY | MCF TAC-47 | D8.0    |
| GS                          | 3.00° | 377  | 484  | 538  | 646  | 753  | 861     | 1700'     | (111.0)    | MCF TAC |
| MAP at EMIP or EMASE to MAP | 4.3   | 3:41 | 2:52 | 2:35 | 2:09 | 1:51 | 1:37    | via       | R-073      |         |

| STRAIGHT-IN LANDING RWY4 |               |                    |                 | CIRCLE-TO-LAND                       |                     |
|--------------------------|---------------|--------------------|-----------------|--------------------------------------|---------------------|
| ILS                      |               | LOC (GS out)       |                 | Not Authorized Northwest of Rwy 4-22 |                     |
| DA(H) 260' (250')        |               | MDA(H) 420' (410') |                 | MDA(H)                               |                     |
| FULL                     | ALS out       |                    | ALS out         | Max Kts                              |                     |
| A                        |               |                    |                 | 90                                   | 500' (486') - 1     |
| B                        | RVR 40 or 3/4 | RVR 24 or 1/2      | RVR 50 or 1     | 120                                  |                     |
| C                        | RVR 24 or 1/2 |                    |                 | 140                                  | 500' (486') - 1 1/2 |
| D                        | RVR 50 or 1   | RVR 40 or 3/4      | RVR 60 or 1 1/4 | 165                                  | 580' (566') - 2     |

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                                     |                           |                              |                             |                          |  |                                         |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------|-----------------------------|--------------------------|--|-----------------------------------------|--|
| ATIS<br>133.82                                                                                                                                                                                                                                                                                                                                      |                           | TAMPA Approach (R)<br>124.95 |                             | MACDILL Tower<br>123.7   |  | Ground<br>118.57                        |  |
| LOC<br>IGBZ<br>111.7                                                                                                                                                                                                                                                                                                                                | Final<br>Apch Crs<br>227° | GS<br>MOBUE<br>1600' (1586') | ILS<br>DA(H)<br>264' (250') | Apt Elev 14'<br>TDZE 14' |  | <div>2700'</div> <div>MSA MCF TAC</div> |  |
| MISSED APCH: Climb to 1600' outbound via MCF TAC R-220 to MILNE D15.0 MCF TAC and hold.                                                                                                                                                                                                                                                             |                           |                              |                             |                          |  |                                         |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                                                                                                                                                                                     |                           |                              |                             |                          |  |                                         |  |
| 1. RADAR or DME required. 2. CAUTION: LOC course offset 2.65° from the extended runway centerline and intersects the runway centerline 2574' from threshold.<br>3. WARNING: On instrument approach to Macdill AFB Rwy 22, use caution during overflight of Peter O. Knight airport due to light aircraft traffic below approach leg 4 NM northeast. |                           |                              |                             |                          |  |                                         |  |

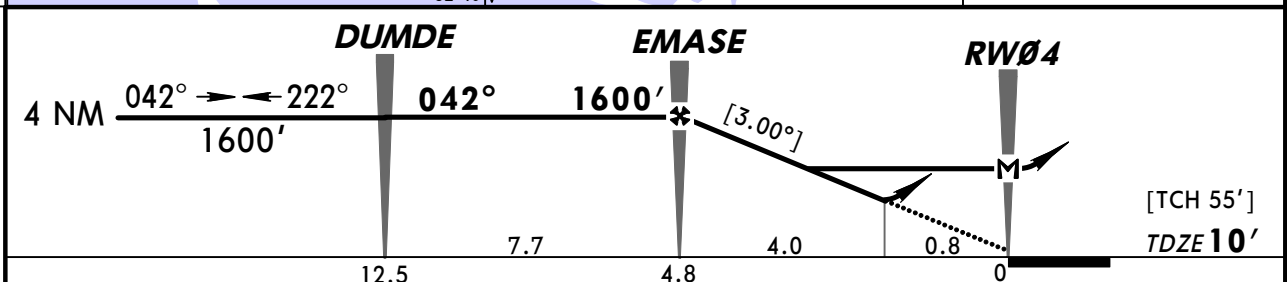


|                              |       |      |      |      |      |      |                                                    |
|------------------------------|-------|------|------|------|------|------|----------------------------------------------------|
| Gnd speed-Kts                | 70    | 90   | 100  | 120  | 140  | 160  | ALSF-I<br>PAPI<br>1600' via (111.0) R-220<br>MILNE |
| GS                           | 3.00° | 377  | 484  | 538  | 646  | 753  |                                                    |
| MAP at FANED or MOBUE to MAP | 4.3   | 3:41 | 2:52 | 2:35 | 2:09 | 1:51 |                                                    |

| STRAIGHT-IN LANDING RWY22 |                      |                           |                        | CIRCLE-TO-LAND                       |                  |
|---------------------------|----------------------|---------------------------|------------------------|--------------------------------------|------------------|
| ILS                       |                      | LOC (GS out)              |                        | Not Authorized Northwest of Rwy 4-22 |                  |
| DA(H) <b>264'</b> (250')  |                      | MDA(H) <b>440'</b> (426') |                        | MDA(H)                               |                  |
| FULL                      | ALS out              |                           | ALS out                | Max Kts                              |                  |
| RVR <b>24</b> or 1/2      | RVR <b>40</b> or 3/4 | RVR <b>24</b> or 1/2      | RVR <b>50</b> or 1     | 90                                   | 500'(486')-1     |
|                           |                      |                           |                        | 120                                  |                  |
|                           | RVR <b>50</b> or 1   | RVR <b>40</b> or 3/4      | RVR <b>60</b> or 1 1/4 | 140                                  | 500'(486')-1 1/2 |
|                           |                      |                           |                        | 165                                  | 580'(566')-2     |

BRIEFING STRIP™

|                                                                                  |                           |                                       |                                   |                        |          |                                      |  |
|----------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------------------|------------------------|----------|--------------------------------------|--|
| ATIS<br>133.82                                                                   |                           | TAMPA Approach (R)<br>124.95          |                                   | MACDILL Tower<br>123.7 |          | Ground<br>118.57                     |  |
| RNAV                                                                             | Final<br>Apch Crs<br>042° | Minimum Alt<br>EMASE<br>1600' (1590') | LNAV/VNAV<br>DA(H)<br>320' (310') | Apt Elev 14'           | TDZE 10' | <div>2700'</div> <div>MSA RW04</div> |  |
| MISSED APCH: Climb to 1700' direct VRNON, then via 047° track to EATEM and hold. |                           |                                       |                                   |                        |          |                                      |  |
| Alt Set: INCHES<br>1. DME/DME RNP-0.3 not authorized.                            |                           | Trans level: FL 180                   |                                   | Trans alt: 18000'      |          |                                      |  |

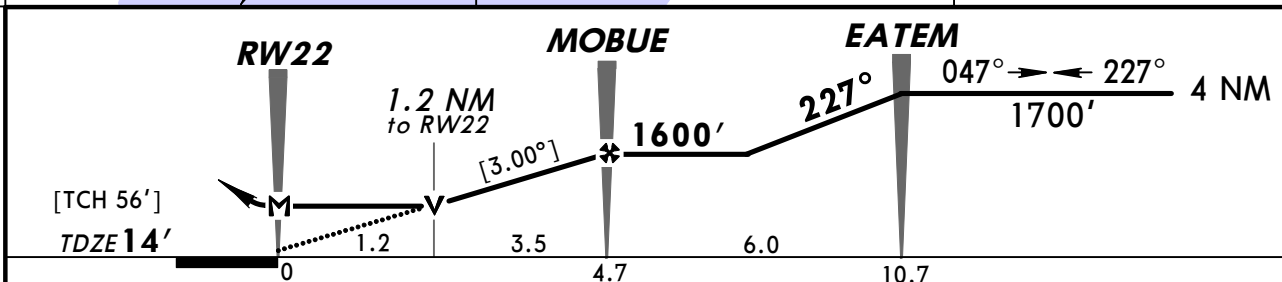
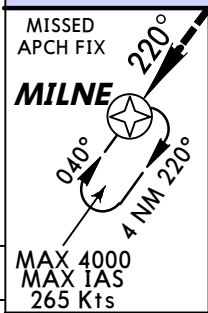


|               |         |     |     |     |     |     |         |       |       |
|---------------|---------|-----|-----|-----|-----|-----|---------|-------|-------|
| Gnd speed-Kts | 70      | 90  | 100 | 120 | 140 | 160 | ALS-F-1 | 1700' | VRNON |
| Descent angle | [3.00°] | 372 | 478 | 531 | 637 | 743 | PAPI    |       |       |
| MAP at RW04   |         |     |     |     |     |     |         |       |       |

| STRAIGHT-IN LANDING RWY4 |               |                           |                 | CIRCLE-TO-LAND                       |                  |  |  |
|--------------------------|---------------|---------------------------|-----------------|--------------------------------------|------------------|--|--|
| LNAV/VNAV                |               | LNAV                      |                 | Not Authorized Northwest of Rwy 4-22 |                  |  |  |
| DA(H) <b>320'</b> (310') |               | MDA(H) <b>420'</b> (410') |                 | MDA(H)                               |                  |  |  |
| ALS out                  |               | ALS out                   |                 | Max Kts                              |                  |  |  |
| A                        | RVR 24 or 1/2 | RVR 24 or 1/2             | RVR 50 or 1     | 90                                   | 500'(486')-1     |  |  |
| B                        | RVR 50 or 1   | RVR 40 or 3/4             | RVR 60 or 1 1/4 | 120                                  | 500'(486')-1 1/2 |  |  |
| C                        |               |                           |                 | 140                                  | 580'(566')-2     |  |  |
| D                        |               |                           |                 | 165                                  |                  |  |  |

BRIEFING STRIP™

|                                                                                  |                           |                                       |                               |                          |  |                                      |  |
|----------------------------------------------------------------------------------|---------------------------|---------------------------------------|-------------------------------|--------------------------|--|--------------------------------------|--|
| ATIS<br>133.82                                                                   |                           | TAMPA Approach (R)<br>124.95          |                               | MACDILL Tower<br>123.7   |  | Ground<br>118.57                     |  |
| RNAV                                                                             | Final<br>Apch Crs<br>227° | Minimum Alt<br>MOBUE<br>1600' (1586') | LNAV<br>MDA(H)<br>460' (446') | Apt Elev 14'<br>TDZE 14' |  | <div>2700'</div> <div>MSA RW22</div> |  |
| MISSED APCH: Climb to 1600' direct POSEL, then via 220° track to MILNE and hold. |                           |                                       |                               |                          |  |                                      |  |
| Alt Set: INCHES<br>1. DME/DME RNP-0.3 not authorized.                            |                           |                                       |                               |                          |  |                                      |  |
| Trans level: FL 180                                                              |                           |                                       |                               |                          |  | Trans alt: 18000'                    |  |



|               |         |     |     |     |     |     |                                                                                                                                                                                                                                                            |
|---------------|---------|-----|-----|-----|-----|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Gnd speed-Kts | 70      | 90  | 100 | 120 | 140 | 160 | <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">ALSIF-I</div> <div style="margin-right: 10px;">PAPI</div> <div style="margin-right: 10px;">1600'</div> <div style="margin-right: 10px;">D</div> <div>POSEL</div> </div> |
| Descent angle | [3.00°] | 372 | 478 | 531 | 637 | 743 |                                                                                                                                                                                                                                                            |
| MAP at RW22   |         |     |     |     |     |     |                                                                                                                                                                                                                                                            |

| STRAIGHT-IN LANDING RWY22 |               |               |  | CIRCLE-TO-LAND                       |                     |
|---------------------------|---------------|---------------|--|--------------------------------------|---------------------|
| LNAV                      |               |               |  | Not Authorized Northwest of Rwy 4-22 |                     |
| MDA(H) 460' (446')        |               |               |  | MDA(H)                               |                     |
| ALS out                   |               |               |  | Max Kts                              |                     |
| A                         | RVR 24 or 1/2 | RVR 50 or 1   |  | 90                                   | 500' (486') - 1     |
| B                         |               |               |  | 120                                  |                     |
| C                         | RVR 40 or 3/4 | RVR 60 or 1/4 |  | 140                                  | 500' (486') - 1 1/2 |
| D                         | RVR 50 or 1   | 1 1/2         |  | 165                                  | 580' (566') - 2     |

## General Information

Location: Orlando FL USA  
IATA Code: MCO  
Lat/Long: N28° 25.8' W081° 18.5'  
Elevation: 96 ft

Airport Use: Public  
Magnetic Variation: 5.9°W  
Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet A  
Repair Types: Minor Airframe, Minor Engine  
Customs: Upon Prior Request  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: Yes  
Beacon: Yes

Sunrise: 1153 Z  
Sunset: 2324 Z,

## Runway Information

Runway: 17L  
Length x Width: 9000 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 90 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 17R  
Length x Width: 10000 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 90 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18L  
Length x Width: 12005 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 96 ft  
Lighting: Edge, Centerline

Runway: 18R  
Length x Width: 12004 ft x 200 ft  
Surface Type: concrete  
TDZ-Elev: 94 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35L

Length x Width: 10000 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 88 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35R  
Length x Width: 9000 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 90 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36L  
Length x Width: 12004 ft x 200 ft  
Surface Type: concrete  
TDZ-Elev: 93 ft  
Lighting: Edge, Centerline, REIL, TDZ

Runway: 36R  
Length x Width: 12005 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 92 ft  
Lighting: Edge, ALS, Centerline, TDZ

## **Communication Information**

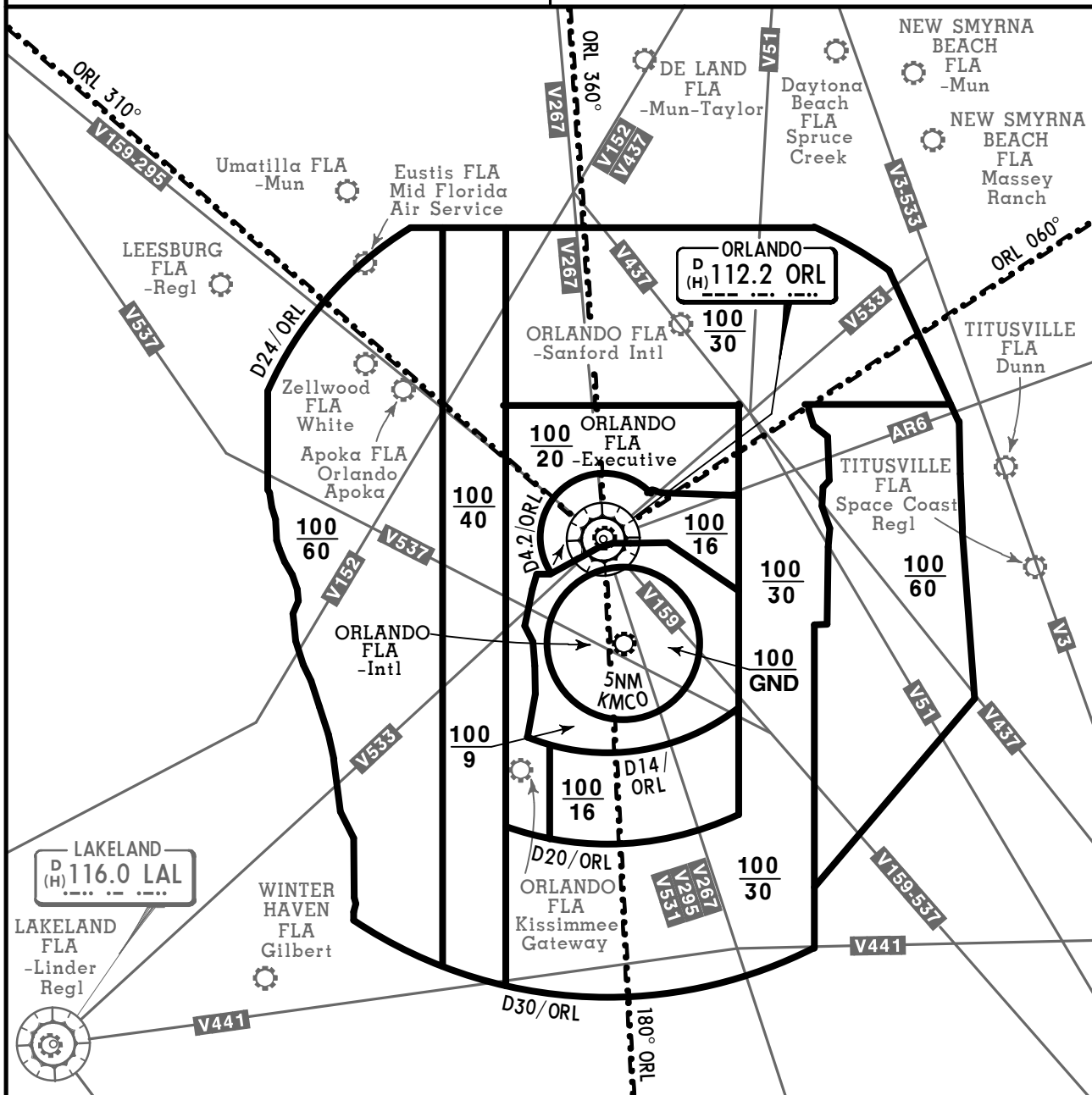
ATIS 121.25 Arrival Service  
ATIS 120.525 Departure Service  
Orlando Tower 124.3  
Orlando Tower 118.45  
Orlando Ground Control 126.4  
Orlando Ground Control 121.8  
Orlando Clearance Delivery 134.7  
Orlando Clearance Delivery 132.65  
Orlando Approach Approach Control 134.05 Secondary  
Orlando Approach Approach Control 125.55 Secondary  
Orlando Approach Approach Control 124.8 (360°-180°) At or above 5000 ft Initial Contact  
Orlando Approach Approach Control 123.85 Secondary  
Orlando Approach Approach Control 121.1 (311°-60°) At or below 5500 ft  
Orlando Approach Approach Control 120.15 (181°-359°) At or above 5500 ft  
Orlando Approach Approach Control 119.4 (181°-310°) At or below 5500 ft  
Orlando App TCA 124.8 (360°-180°) At or above 5000 ft  
Orlando App TCA 121.1 (311°-60°) At or below 5500 ft  
Orlando App TCA 120.15 (181°-359°) At or above 5500 ft  
Orlando App TCA 119.475 (61°-180°) At or below 4500 ft  
Orlando App TCA 119.4 (181°-310°) At or below 5500 ft  
Orlando Departure Departure Control 124.8 (360°-180°) At or above 5000 ft  
Orlando Departure Departure Control 121.1 (311°-60°) At or below 5500 ft  
Orlando Departure Departure Control 120.15 (181°-359°) At or above 5500 ft  
Orlando Departure Departure Control 119.4 (181°-310°) At or below 5500 ft  
Orlando Intl Unicom 122.95  
Orlando Radar 124.8  
Army Reserve Operations 148.8 Military

# ORLANDO CLASS B AIRSPACE

## CLASS B AIRSPACE VFR COMMUNICATIONS

|             |             |        |       |         |
|-------------|-------------|--------|-------|---------|
| (061°-180°) | Orlando App | 119.47 | 4500' | & BELOW |
| (181°-310°) | Orlando App | 119.4  | 5500' | & BELOW |
| (311°-060°) | Orlando App | 121.1  | 5500' | & BELOW |

|             |                    |        |             |
|-------------|--------------------|--------|-------------|
| (360°-180°) | <b>Orlando App</b> | 124.8  | ABOVE 5000' |
| (181°-359°) | <b>Orlando App</b> | 120.15 | ABOVE 5500' |



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS  
SEE FAR 91.131, 91.117, AND 91.215

## FLIGHT PROCEDURES

IFR Flights-Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

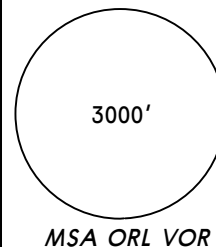
- a. Arriving aircraft should contact Orlando Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.
- b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart Class B airspace. Aircraft departing from other than Orlando International Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.
- c. Aircraft desiring to transit Class B airspace may obtain an ATC clearance will be handled on an equitable "First-come, first-served" basis, provided the requirements of FAR 91 are met.



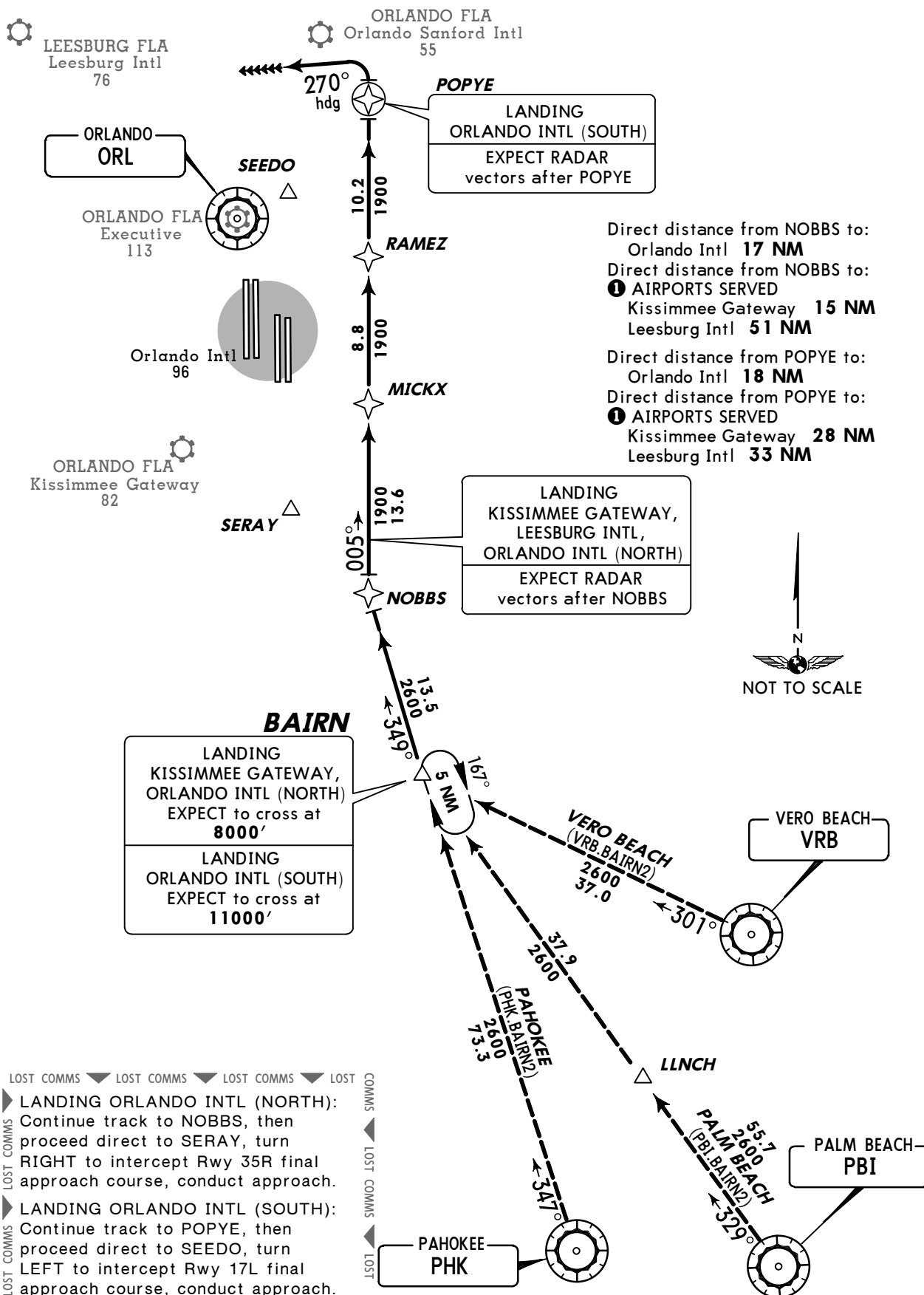
ORLANDO INTL  
D-ATIS  
(Arrival)  
**121.25**

Apt Elev  
See  
Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME/DME/IRU or GPS required. 2. RNAV 1.  
3. RADAR required. 4. PAHOKEE and PALM BEACH  
transitions: For non-GPS equipped aircraft MLB, ORL,  
PHK, and VRB must be operational. 5. VERO BEACH  
transition: For non-GPS equipped aircraft MLB and  
ORL must be operational. 6. Turbojet/turboprop  
aircraft only. 7. Also serves **1**



## BAIRN TWO RNAV ARRIVAL (BAIRN.BAIRN2)



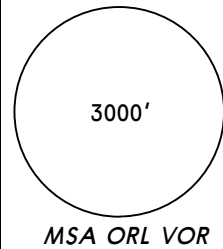
### ROUTING

From over BAIRN via 349° track to NOBBS, then as depicted to POPYE.

ORLANDO INTL  
D-ATIS  
(Arrival)  
**121.25**

*Apt Elev*  
*See Graphic*

Alt Set: INCHES  
Trans level: FL180 Trans alt: 18000'  
Also serves **1**



## BITHO SEVEN ARRIVAL (BITHO.BITH07)

Direct distance from BITHO to:  
Orlando Intl **19 NM**

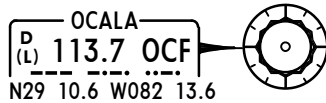
Direct distance from BITHO to:

**1** AIRPORTS SERVED

Kissimmee Gateway **29 NM**

Merritt I **26 NM**

Space Coast Regl **15 NM**



**LAMMA**  
N29 00.9 W081 05.4

TURBOJETS LANDING KISSIMMEE GATEWAY,  
ORLANDO INTL, SPACE COAST REGL  
EXPECT clearance to cross at **12000'**

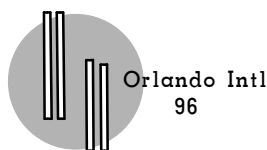
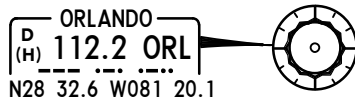
TURBOJETS LANDING MERRITT I  
EXPECT clearance to cross at **15000'**

TURBOJETS LANDING ORLANDO INTL (SOUTH)  
EXPECT clearance to cross at **250 KT**

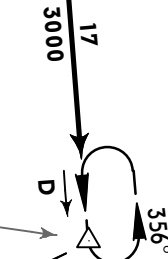
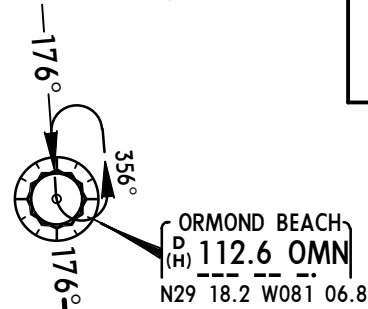
**BITHO**  
N28 37.9 W081 03.6

TURBOJETS LANDING  
MERRITT I  
EXPECT clearance  
to cross at **8000'**

EXPECT RADAR vectors  
to final approach course  
after BITHO



ORLANDO FLA  
Kissimmee Gateway  
82



**JESUP**  
N28 53.3 W081 04.8

**COZMO**  
N28 47.9 W081 04.4

TURBOJETS LANDING  
ORLANDO INTL RWY 18  
EXPECT clearance to cross at  
**10000'**

NASA SHUTTLE  
LANDING FACILITY FLA  
10

TITUSVILLE FLA  
Space Coast Regl  
34

CAPE CANAVERAL  
AFS SKID STRIP FLA  
10

MERRITT I FLA  
Merritt I  
6

PATRICK  
AFB FLA  
8

MELBOURNE FLA  
Melbourne Intl  
33

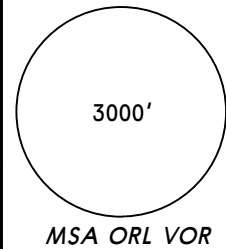
### ROUTING

From over OMN via OMN R-176 to BITHO. EXPECT RADAR vectors to final approach course after BITHO.

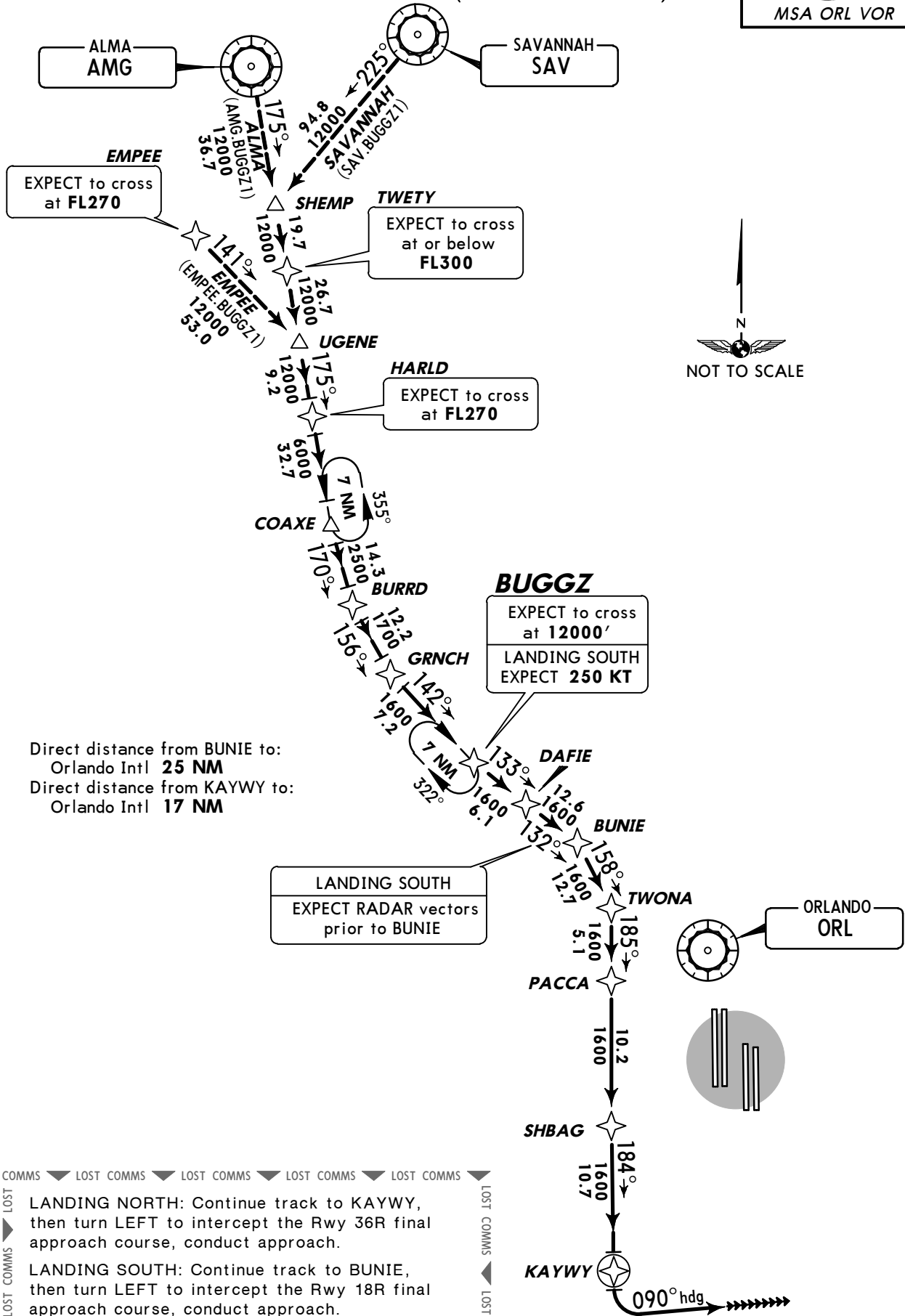
D-ATIS  
(Arrival)  
121.25

Apt Elev  
96'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME/DME/IRU or GPS required. 2. RNAV 1.  
3. RADAR required. 4. Turbojet aircraft only.  
5. EMPEE transition: ATC assigned only.  
6. For non-GPS equipped aircraft: OMN and ORL must be operational.



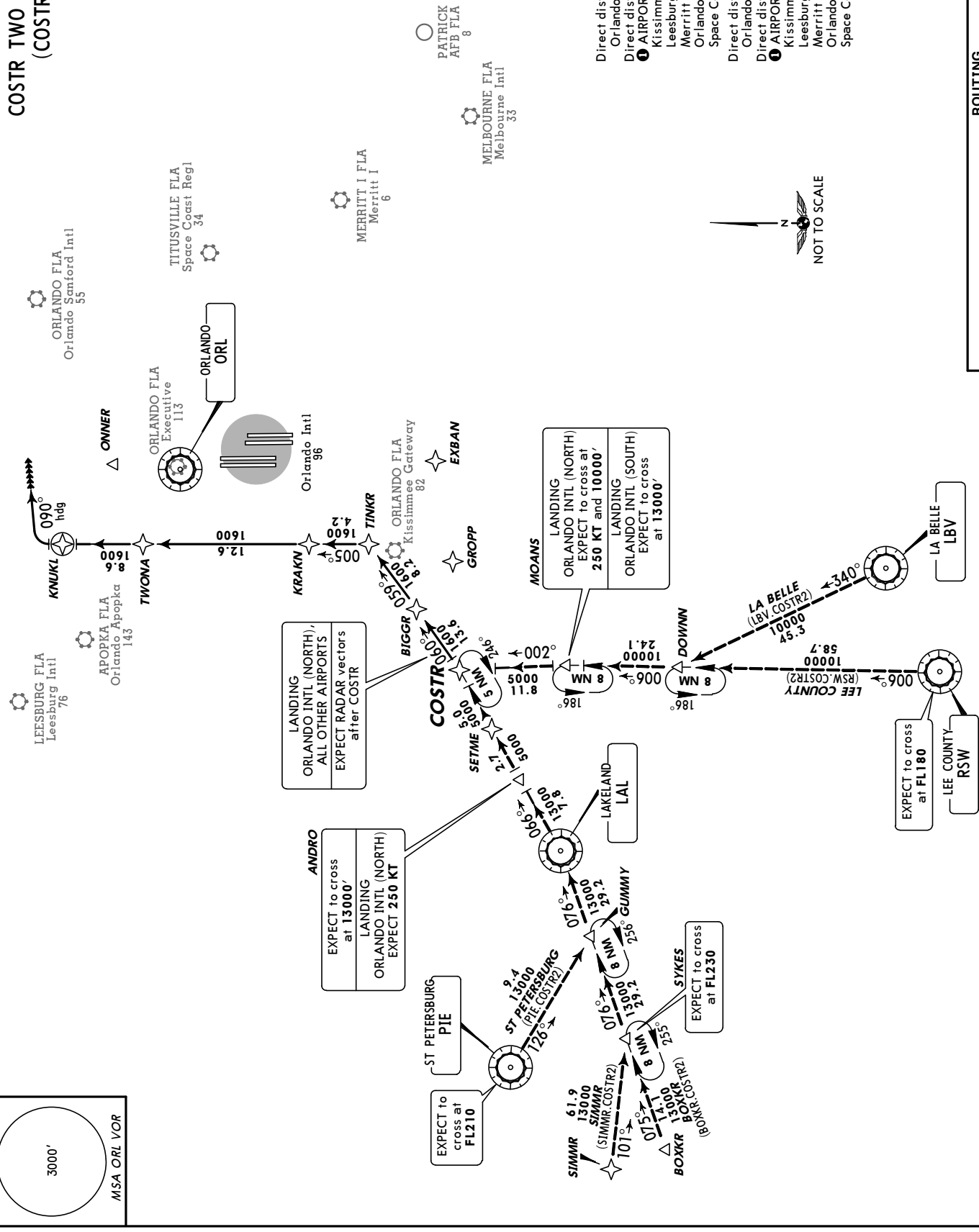
## BUGGZ ONE RNAV ARRIVAL (BUGGZ.BUGGZ1)



### ROUTING

From over UGENE via 175° track to HARLD, then as depicted to KAYWY.

**COSTR TWO RNAV ARRIVAL**  
**(COSTR.COSTR2)**



Direct distance from COSTR to  
Orlando Intl **30 NM**

Direct distance from COSTR to  
**1** AIRPORTS SERVED  
Kissimmee Gateway **20 NM**  
Leesburg Intl **43 NM**  
Merritt 1 **59 NM**

Direct distance from KNUKL to  
Orlando Apopka **37 NM**  
Space Coast Regl **56 NM**

Direct distance from KNUKL to  
Orlando Intl **20 NM**

Direct distance from KNUKL to  
**1** AIRPORTS SERVED  
Kissimmee Gateway **27 NM**  
Leesburg Intl **21 NM**  
Merritt 1 **46 NM**

Orlando Apopka **9 NM**  
Space Coast Regl **36 NM**

## ROUTING

From over COSTR via 060° track to BIGGR, then as depicted to KNUKL

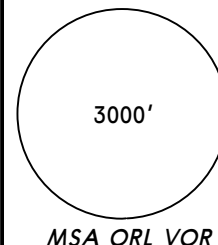
**CHANGES:** Procedure reindexed.

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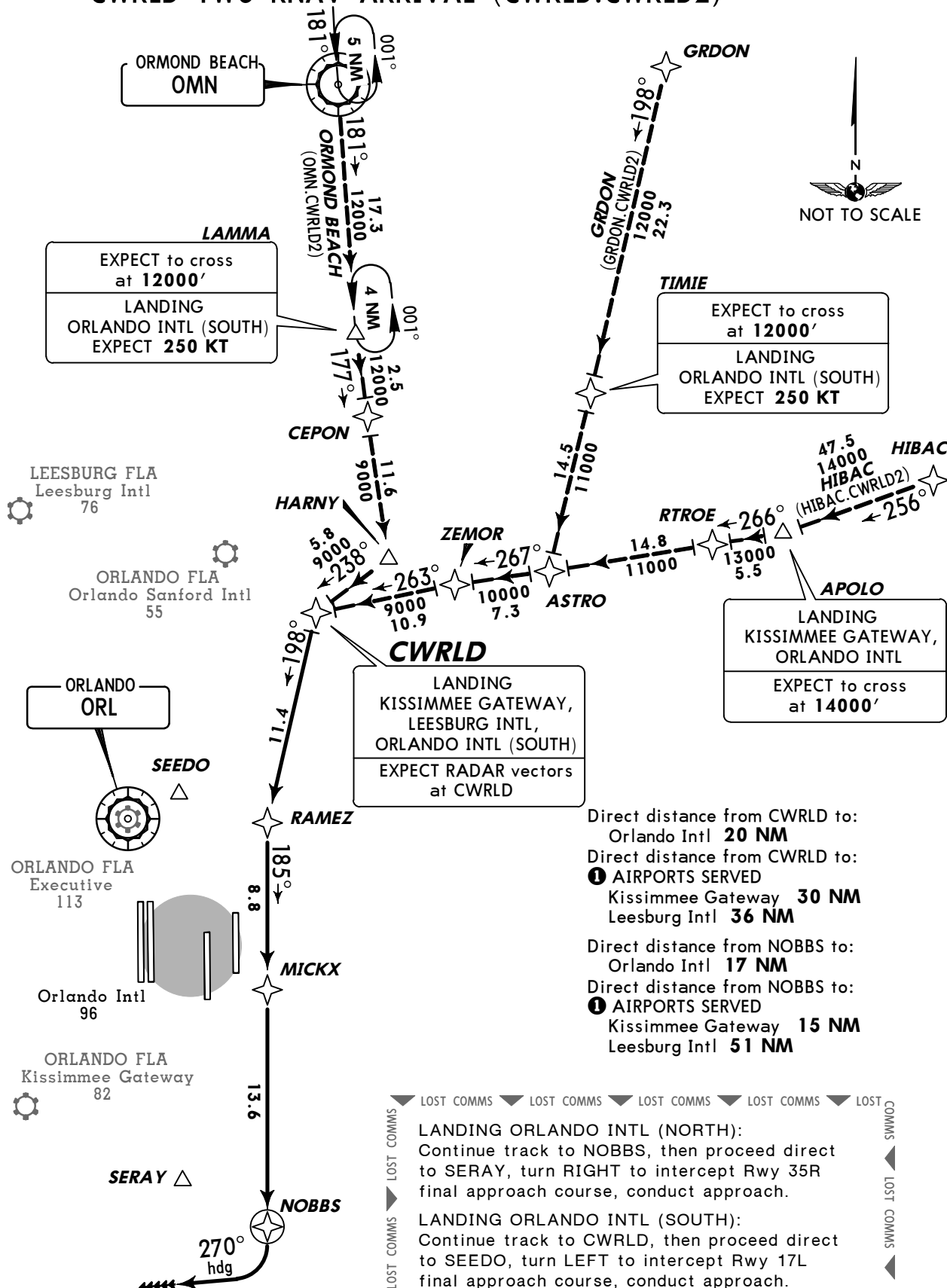
ORLANDO INTL  
D-ATIS  
(Arrival)  
121.25

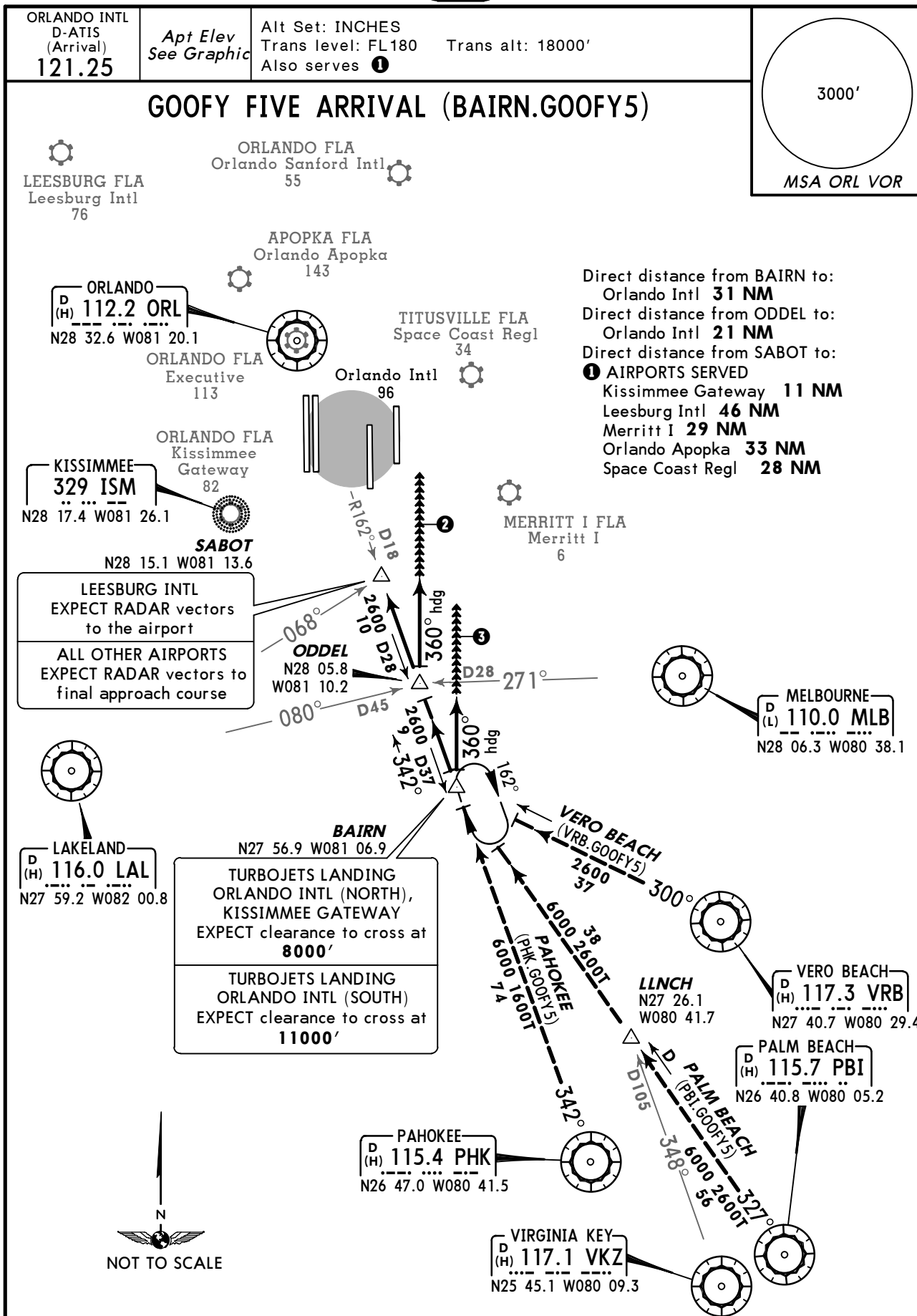
Apt Elev  
See  
Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME/DME/IRU or GPS required. 2. RNAV 1.  
3. RADAR required. 4. Turbojet aircraft only.  
5. ORMOND BEACH transition for Orlando Intl and  
Kissimmee Gateway landing aircraft only. 6. HIBAC  
transition: For non-GPS aircraft MLB, OMN, ORL and  
VRB DMEs must be operational. 7. ORMOND BEACH  
and GRDON transitions: For non-GPS aircraft MLB,  
OMN and ORL DMEs must be operational. 8. GRDON  
transition: ATC assigned only. 9. Also serves **1**



## CWRLD TWO RNAV ARRIVAL (CWRLD.CWRLD2)



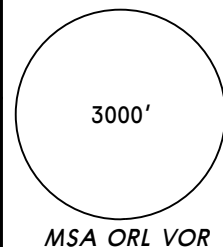


| ROUTING            |                                                                                                                                                                                                                                |
|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ORLANDO INTL       | <b>2</b> Rwy 17L/R, 18L/R: From over BAIRN via ORL R-162 to ODDEL. Depart ODDEL heading 360° for vector to final approach course.<br><b>3</b> Rwy 35L/R, 36L/R: Depart BAIRN heading 360° for vector to final approach course. |
| LEESBURG INTL      | From over BAIRN via ORL R-162 to SABOT. EXPECT RADAR vectors to the airport.                                                                                                                                                   |
| ALL OTHER AIRPORTS | From over BAIRN via ORL R-162 to SABOT. EXPECT RADAR vectors to final approach course.                                                                                                                                         |

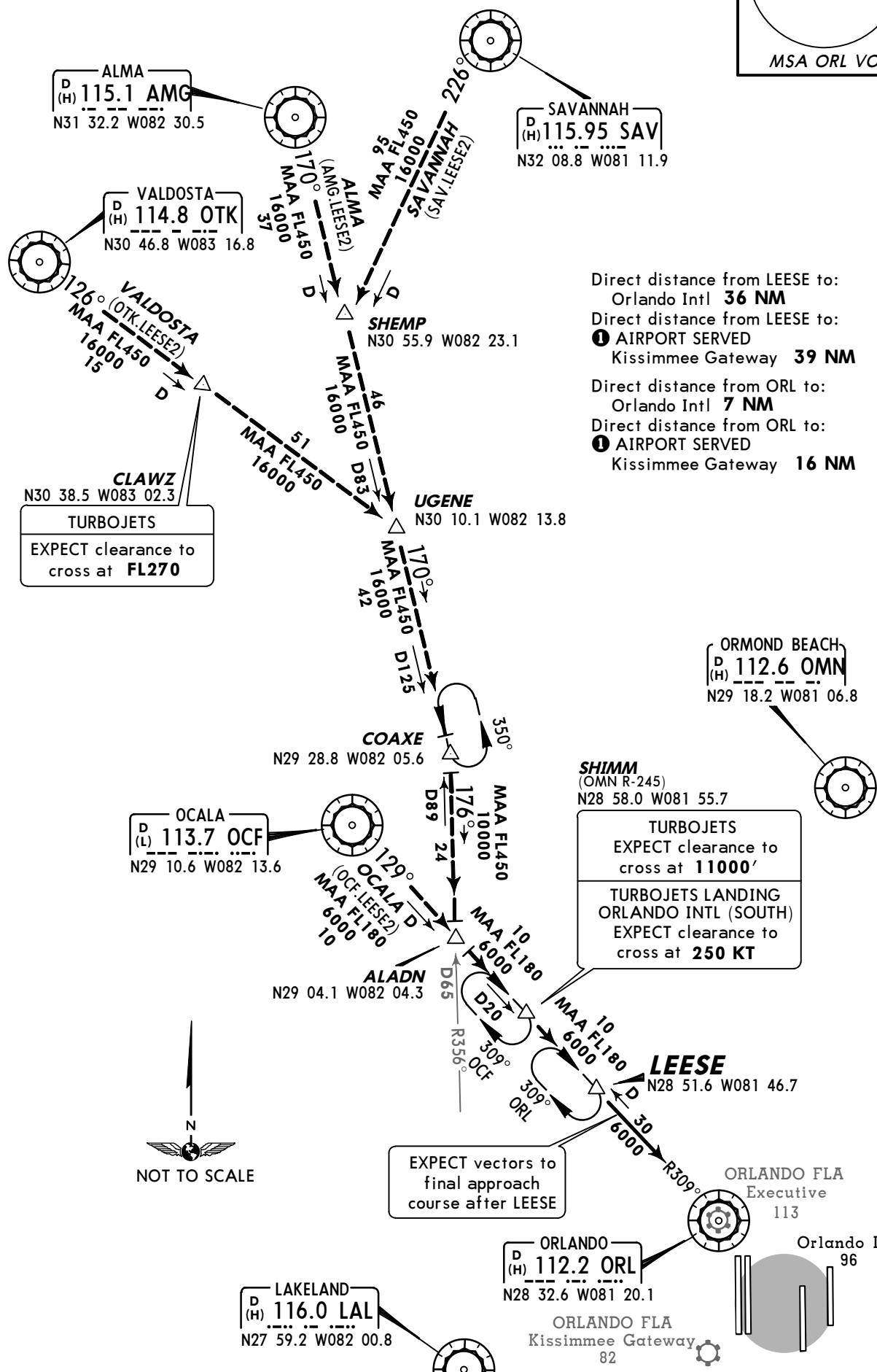
ORLANDO INTL  
D-ATIS  
(Arrival)  
121.25

Apt Elev  
See Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME required.  
2. Also serves **1**



## LEESE TWO ARRIVAL (LEESE.LEESE2)



### ROUTING

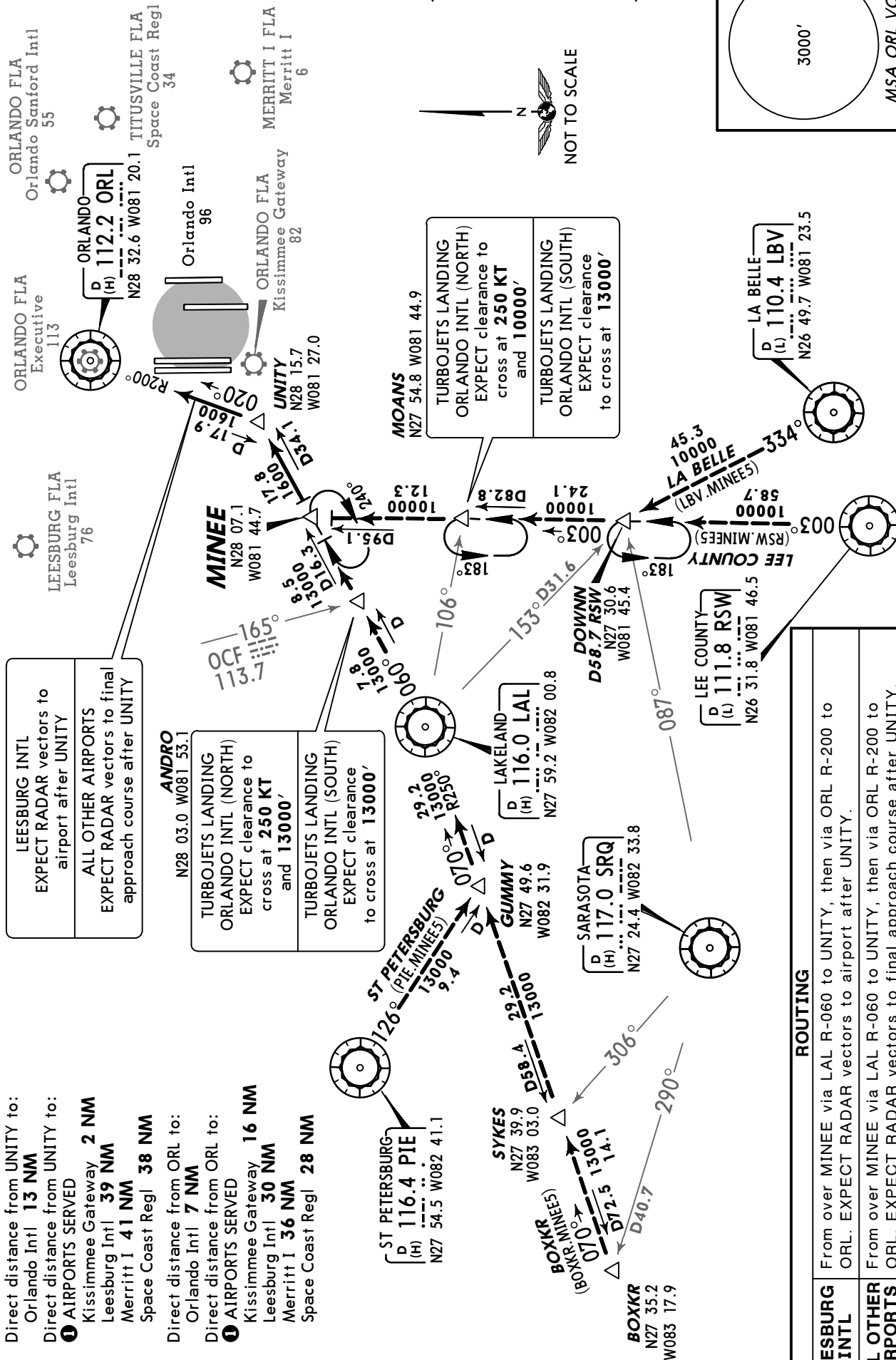
From over LEESE via ORL R-309 to ORL. EXPECT vectors to final approach course after LEESE.

ORLANDO INTL  
D-ATIS  
(Arrival)  
**121.25**

*Apt Elev*  
*See Graphic*

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
Also serves **1**

# MINEE FIVE ARRIVAL (MINEE.MINEE5)



Direct distance from UNITY to:  
Orlando Intl **13 NM**  
Direct distance from UNITY to:  
**1** AIRPORTS SERVED  
Kissimmee Gateway **2 NM**  
Leesburg Intl **39 NM**  
Merritt I **41 NM**  
Space Coast Regl **38 NM**  
Direct distance from ORL to:  
Orlando Intl **7 NM**  
Direct distance from ORL to:  
**1** AIRPORTS SERVED  
Kissimmee Gateway **16 NM**  
Leesburg Intl **30 NM**  
Merritt I **36 NM**  
Space Coast Regl **28 NM**

LEESBURG INTL  
EXPECT RADAR vectors to  
airport after UNITY  
ALL OTHER AIRPORTS  
EXPECT RADAR vectors to final  
approach course after UNITY

**ANDRO**  
N28 03.0 W081 53.1  
TURBOJETS LANDING  
ORLANDO INTL (NORTH)  
EXPECT clearance to  
cross at **250 KT**  
and **13000'**  
TURBOJETS LANDING  
ORLANDO INTL (SOUTH)  
EXPECT clearance  
to cross at **13000'**

**LAKELAND**  
D (H) 116.0 LAL  
N27 59.2 W082 00.8

**SARASOTA**  
D (H) 117.0 SRQ  
N27 24.4 W082 33.8

**LEE COUNTY**  
D (L) 111.8 RSW  
N26 31.8 W081 46.5

**LA BELLE**  
D (L) 110.4 LBV  
N26 49.7 W081 23.5

| ROUTING                   |                                                                                                                               |
|---------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| <b>LEESBURG INTL</b>      | From over MINEE via LAL R-060 to UNITY, then via ORL R-200 to ORL. EXPECT RADAR vectors to airport after UNITY.               |
| <b>ALL OTHER AIRPORTS</b> | From over MINEE via LAL R-060 to UNITY, then via ORL R-200 to ORL. EXPECT RADAR vectors to final approach course after UNITY. |



Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

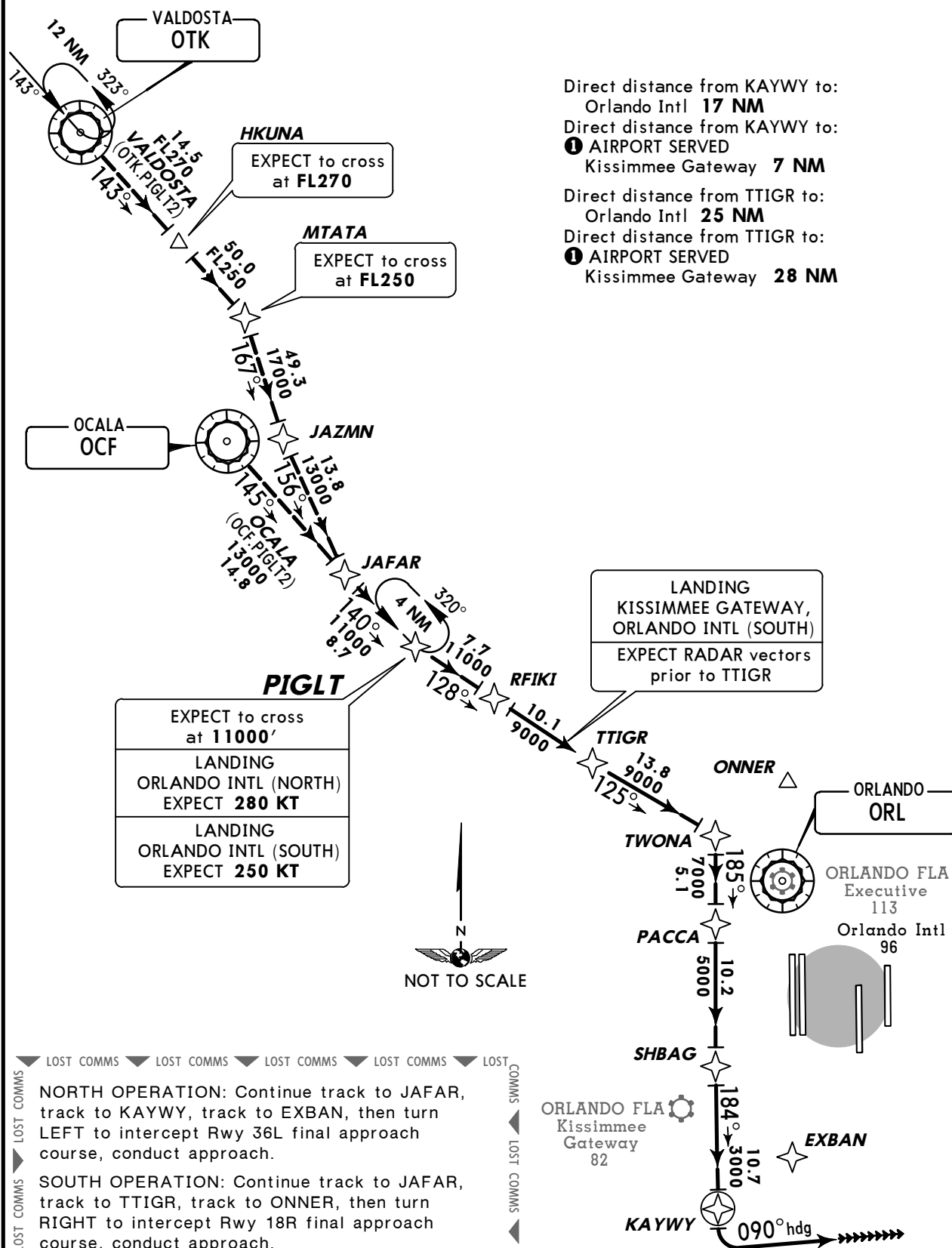
**1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required. 4. Turbojet aircraft only.**

5. For non-GPS equipped aircraft: OMN and ORL must be operational. 6. Also serves **1**

3000'

MSA ORL VOR

Direct distance from KAYWY to:  
Orlando Intl **17 NM**  
Direct distance from KAYWY to:  
**1** AIRPORT SERVED  
Kissimmee Gateway **7 NM**  
Direct distance from TTIGR to:  
Orlando Intl **25 NM**  
Direct distance from TTIGR to:  
**1** AIRPORT SERVED  
Kissimmee Gateway **28 NM**



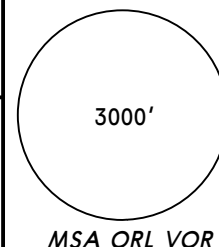
From over JAFAR via 140° track to PIGLT, then as depicted to KAYWY.

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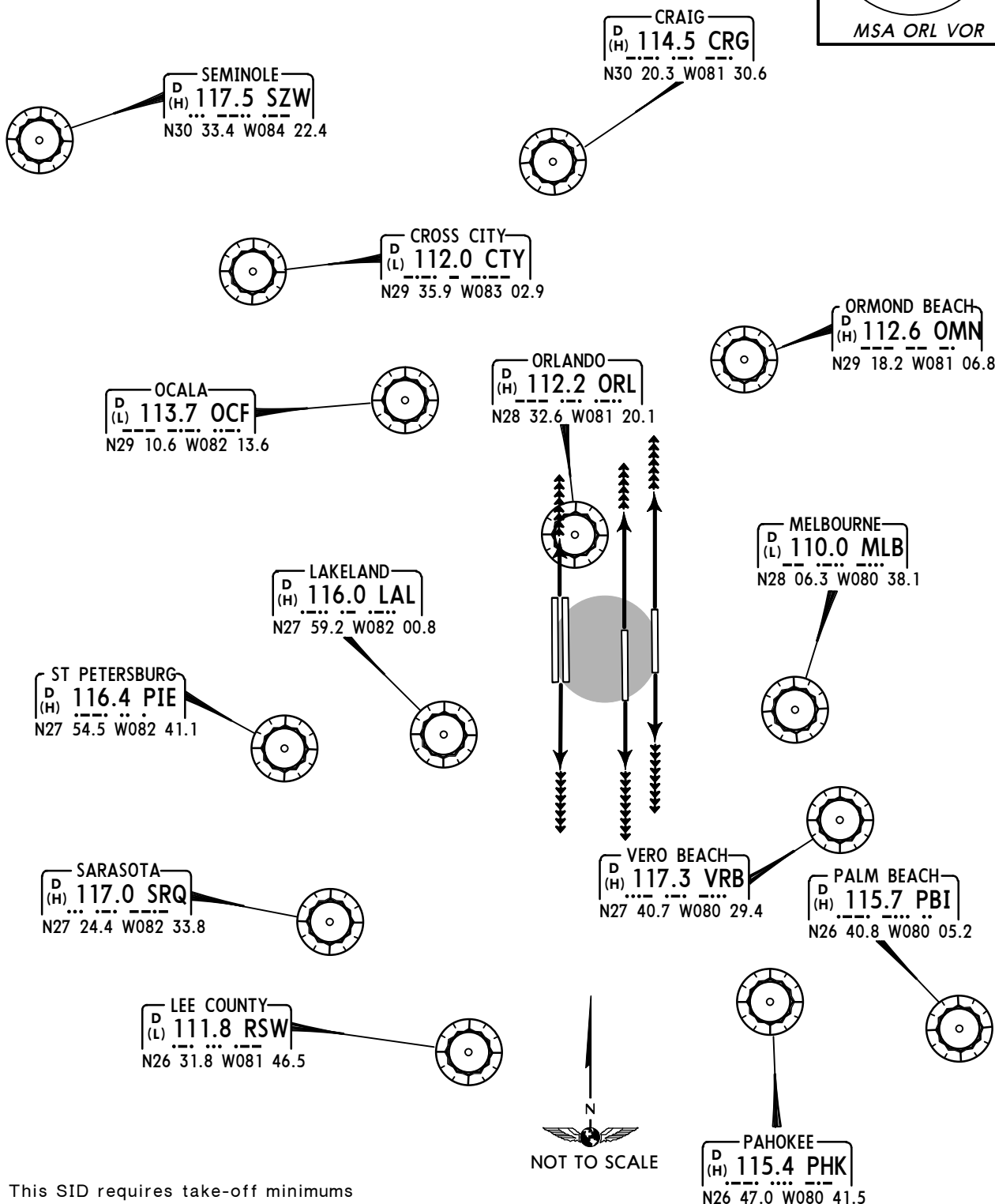
| ORLANDO Departure (R)               |                                      |                                     |
|-------------------------------------|--------------------------------------|-------------------------------------|
| 311°-060°<br>5500' & Below<br>121.1 | 061°-180°<br>4500' & Below<br>119.47 | 181°-310°<br>5500' & Below<br>119.4 |

Apt Elev  
96'

Trans level: FL180  
Trans alt: 18000'



## CITRUS FIVE DEPARTURE (CITR5.CITR)



This SID requires take-off minimums  
(for standard minimums, refer to airport chart):  
Rwys 17L/R, 18L/R, 35L, 36L/R: Standard  
(or lower than standard, if authorized).  
Rwy 35R: 300-1 or standard with a minimum  
climb gradient of 340' per NM to **400'**.

| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
|--------------|-----|-----|-----|------|------|------|
| 340' per NM  | 425 | 567 | 850 | 1133 | 1417 | 1700 |

### OBSTACLES

Rwy 17L: Numerous trees from 1080' to 1725'  
from DER, from 600' to 740' LEFT of centerline,  
from 44' AGL/134' MSL to 53' AGL/143' MSL.  
Rwy 35R: Tree 2225' from DER, 730' RIGHT of  
centerline, 94' AGL/ 184' MSL.

### INITIAL CLIMB

All aircraft climb on heading as assigned for vectors to appropriate fix.

### ALTITUDE

MAINTAIN 1500'

### ROUTING

EXPECT further clearance to filed altitude/flight level 10 minutes after departure.

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EPCOT TWO RNAV DEPARTURE (EPCOT2.EPCOT)  
PROCEDURE TEXT

This SID requires take-off minimums  
(for standard minimums, refer to airport chart):  
Rwys 17L/R, 18L/R: Standard (or lower than  
standard, if authorized) with ATC climb of  
500' per NM to **5000'**, ATC climb of 299' per  
NM to **13000'**.

Rwys 35L/R: Standard (or lower than standard,  
if authorized) with ATC climb of 500' per NM  
to **2300'**, ATC climb of 424' per NM to **6000'**,  
ATC climb of 299' per NM to **13000'**.

Rwy 36L: Standard (or lower than standard,  
if authorized) with ATC climb of 554' per NM  
to **2300'**, ATC climb of 424' per NM to **6000'**,  
ATC climb of 299' per NM to **13000'**.

Rwy 36R: Standard (or lower than standard,  
if authorized) with ATC climb of 560' per NM  
to **2300'**, ATC climb of 424' per NM to **6000'**,  
ATC climb of 299' per NM to **13000'**.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 299' per NM  | 374 | 498 | 748  | 997  | 1246 | 1495 |
| 424' per NM  | 530 | 707 | 1060 | 1413 | 1767 | 2120 |
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |
| 554' per NM  | 693 | 923 | 1385 | 1847 | 2308 | 2770 |
| 560' per NM  | 700 | 933 | 1400 | 1867 | 2333 | 2800 |

**OBSTACLES**

Rwy 17L: Multiple trees beginning 1073'  
from DER, 23' LEFT of centerline, up to 84'  
AGL/151' MSL.

Rwy 17R: Tree 1784' from DER, 965' RIGHT  
of centerline, 74' AGL/138' MSL.

Rwy 35L: Light and bush beginning 134'  
from DER, 456' LEFT of centerline, up to  
84' AGL/129' MSL.

Rwy 35R: Multiple trees beginning 2164'  
from DER, 5' RIGHT of centerline, up to 89'  
AGL/187' MSL. Multiple trees beginning  
2596' from DER, 4' LEFT of centerline, up  
to 89' AGL/172' MSL.

Rwy 36L: Light on sign 1063' from DER, 775'  
RIGHT of centerline, 94' AGL/123' MSL.

Rwy 36R: Multiple trees beginning 1365'  
from DER, 193' RIGHT of centerline, up to  
94' AGL/153' MSL. Light on sign 1063' from  
DER, 726' LEFT of centerline,  
94' AGL/123' MSL.

| RWY                                                                           | INITIAL CLIMB                                                                                       |
|-------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| <b>17L/R<br/>18L/R</b>                                                        | Climb heading 184° to <b>597'</b> , then RIGHT turn direct YASUL, then via depicted route to EPCOT. |
| <b>35L/R</b>                                                                  | Climb heading 004° to <b>597'</b> , then LEFT turn direct DAIYL, then via depicted route to EPCOT.  |
| <b>36L/R</b>                                                                  | Climb heading 004° to <b>597'</b> , then RIGHT turn direct WOKOR, then via depicted route to EPCOT. |
| ROUTING                                                                       |                                                                                                     |
| EXPECT further clearance to filed altitude within 10 minutes after departure. |                                                                                                     |

ORLANDO Departure (R)

360°-180° 181°-359°

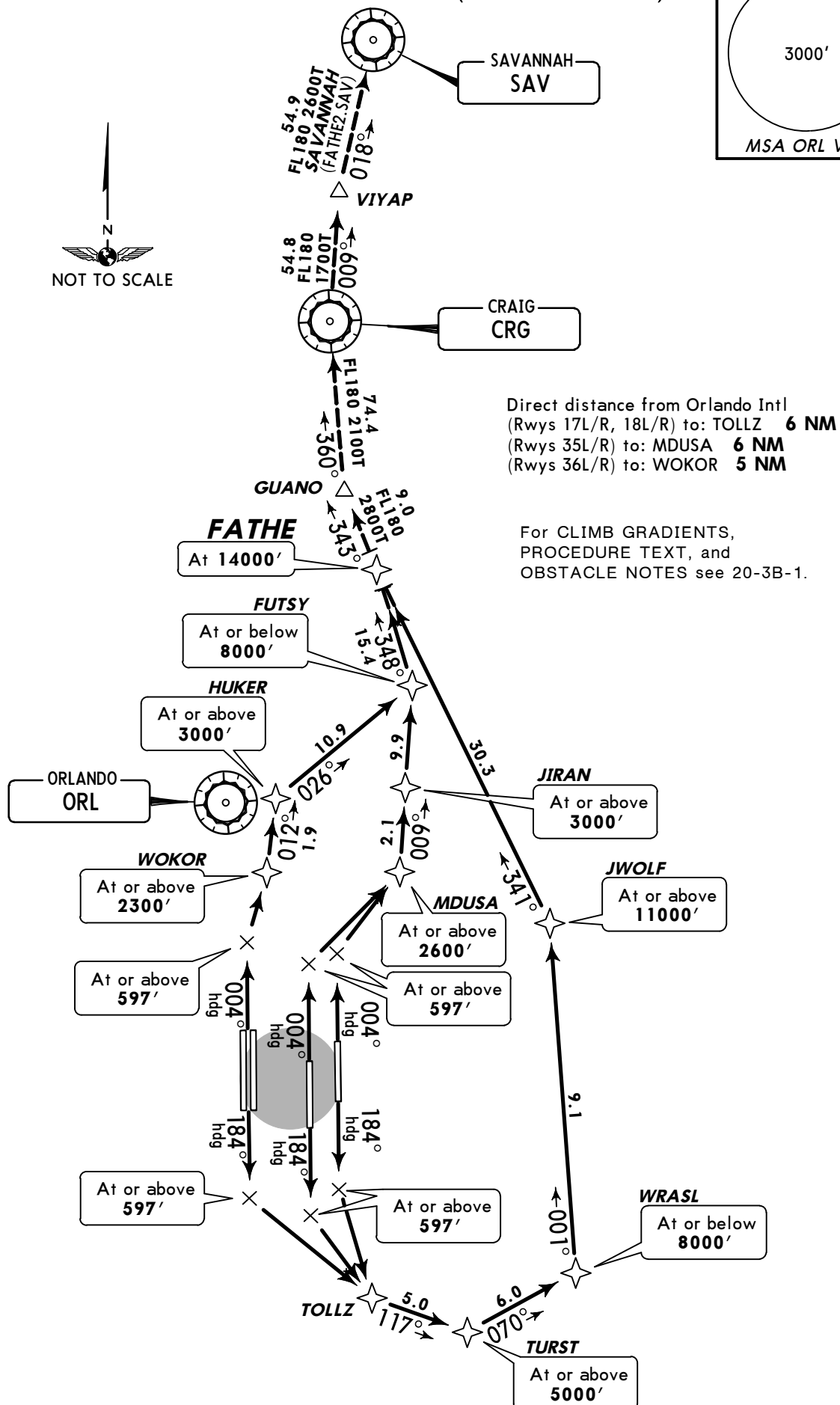
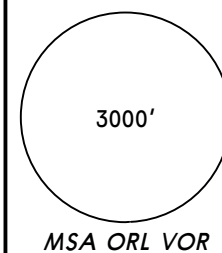
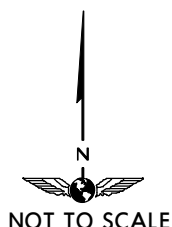
**124.8 120.15**

Apt Elev  
**96'**

Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.  
4. For Turbojet aircraft only. 5. For non-GPS equipped aircraft:  
OMN and TAY DMEs must be operational for take-off Rwy 17L/R,  
18L/R; TAY and VRB DMEs must be operational for takeoff  
Rwys 35L/R, 36L/R.

# FATHE TWO RNAV DEPARTURE (FATHE2.FATHE)



**FATHE TWO RNAV DEPARTURE (FATHE2.FATHE)**  
PROCEDURE TEXT

This SID requires take-off minimums  
(for standard minimums, refer to airport chart):  
Rwys 17L, 18L/R: Standard (or lower than  
standard if authorized) with ATC climb of 500'  
per NM to **5000'**, ATC climb of 400' per NM to  
**11000'**.

Rwy 17R: Standard (or lower than standard, if  
authorized) with ATC climb of 515' per NM  
to **5000'**, ATC climb of 400' per NM to **11000'**.

Rwy 35L: Standard (or lower than standard, if  
authorized) with ATC climb of 500' per NM to  
**2600'**, ATC climb of 416' per NM to **14000'**.

Rwy 35R: Standard (or lower than standard, if  
authorized) with ATC climb of 548' per NM to  
**2600'**, ATC climb of 416' per NM to **14000'**.

Rwy 36L: Standard (or lower than standard, if  
authorized) with ATC climb of 554' per NM to  
**2300'**, ATC climb of 416' per NM to **14000'**.

Rwy 36R: Standard (or lower than standard, if  
authorized) with ATC climb of 560' per NM to  
**2300'**, ATC climb of 416' per NM to **14000'**.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 400' per NM  | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 416' per NM  | 520 | 693 | 1040 | 1387 | 1733 | 2080 |
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |
| 515' per NM  | 644 | 858 | 1288 | 1717 | 2146 | 2575 |
| 548' per NM  | 685 | 913 | 1370 | 1827 | 2283 | 2740 |
| 554' per NM  | 693 | 923 | 1385 | 1847 | 2308 | 2770 |
| 560' per NM  | 700 | 933 | 1400 | 1867 | 2333 | 2800 |

**OBSTACLES**

Rwy 17L: Multiple trees beginning 1073'  
from DER, 23' LEFT of centerline, up to 84'  
AGL/151' MSL.

Rwy 17R: Tree 1784' from DER, 965' RIGHT  
of centerline, 74' AGL/138' MSL.

Rwy 35L: Light and bush beginning 134'  
from DER, 456' LEFT of centerline, up to  
84' AGL/129' MSL.

Rwy 35R: Multiple trees beginning 2164'  
from DER, 5' RIGHT of centerline, up to 89'  
AGL/187' MSL. Multiple trees beginning  
2596' from DER, 4' LEFT of centerline, up  
to 89' AGL/172' MSL.

Rwy 36L: Light on sign 1063' from DER, 775'  
RIGHT of centerline, 94' AGL/123' MSL.

Rwy 36R: Multiple trees beginning 1365'  
from DER, 193' RIGHT of centerline, up to  
94' AGL/153' MSL. Light on sign 1063' from  
DER, 726' LEFT of centerline,  
94' AGL/123' MSL.

**RWY****INITIAL CLIMB**

|                        |                                                                                                     |
|------------------------|-----------------------------------------------------------------------------------------------------|
| <b>17L/R<br/>18L/R</b> | Climb heading 184° to <b>597'</b> , then LEFT turn direct TOLLZ, then via depicted route to FATHE.  |
| <b>35L/R</b>           | Climb heading 004° to <b>597'</b> , then RIGHT turn direct MDUSA, then via depicted route to FATHE. |
| <b>36L/R</b>           | Climb heading 004° to <b>597'</b> , then RIGHT turn direct WOKOR, then via depicted route to FATHE. |

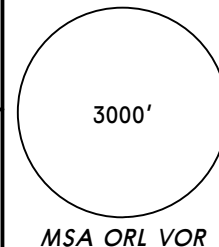
**ROUTING**

EXPECT further clearance to filed altitude within 10 minutes after departure.

ORLANDO Departure (R)  
360°-180° | 181°-359°  
**124.8 | 120.15**

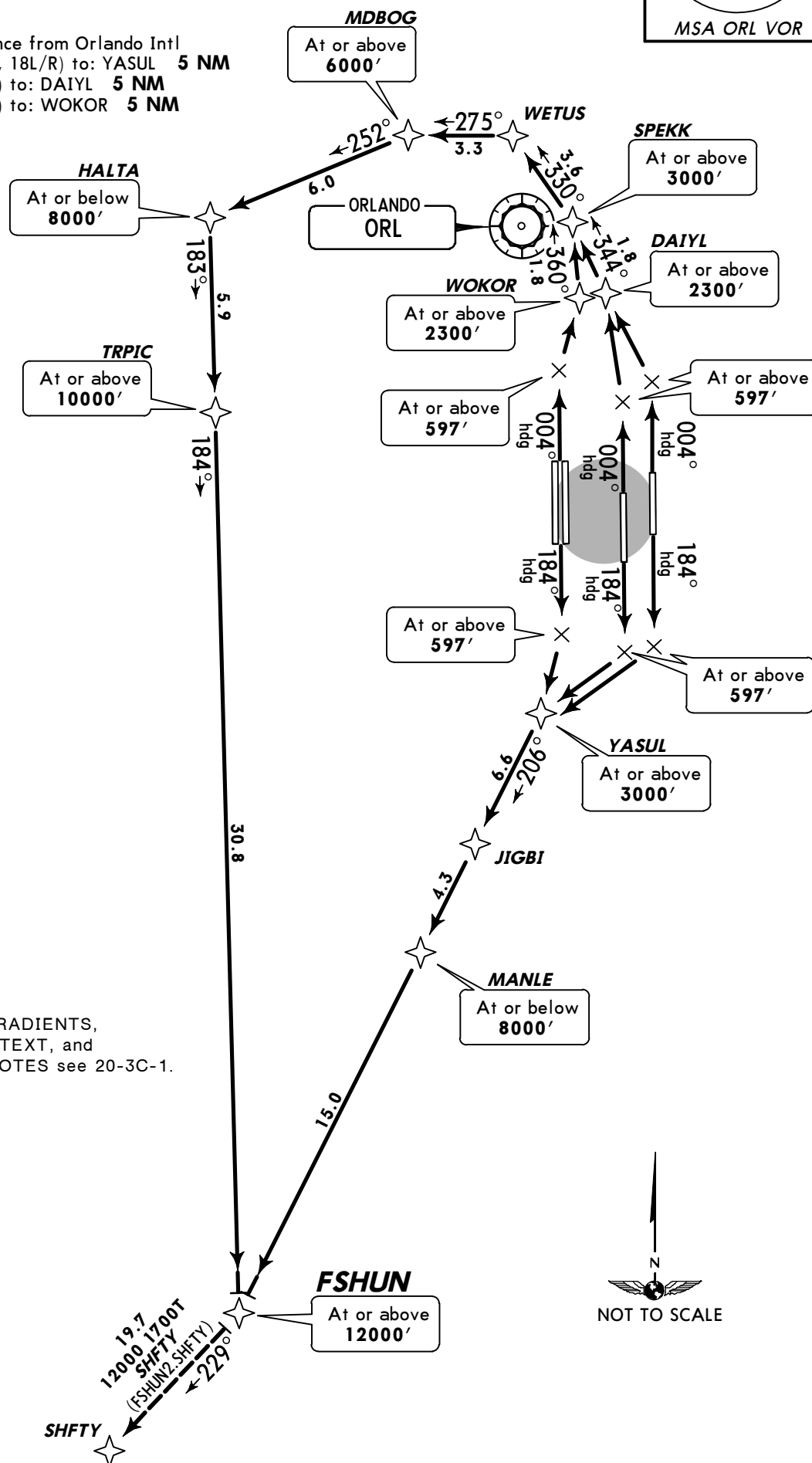
Apt Elev  
**96'**

Trans level: FL180 Trans alt: 18000'  
1. DME/DME/IRU or GPS required.  
2. RADAR required. 3. RNAV 1.  
4. For Turbojet aircraft only.



## FSHUN TWO RNAV DEPARTURE (FSHUN2.FSHUN)

Direct distance from Orlando Intl  
(Rwys 17L/R, 18L/R) to: YASUL **5 NM**  
(Rwys 35L/R) to: DAIYL **5 NM**  
(Rwys 36L/R) to: WOKOR **5 NM**



For CLIMB GRADIENTS,  
PROCEDURE TEXT, and  
OBSTACLE NOTES see 20-3C-1.

FSHUN TWO RNAV DEPARTURE (FSHUN2.FSHUN)  
PROCEDURE TEXT

This SID requires take-off minimums

(for standard minimums, refer to airport chart):

Rwy 17L: Standard (or lower than standard, if authorized) with ATC climb of 552' per NM to **3000'**, ATC climb of 348' per NM to **12000'**.

Rwy 17R: Standard (or lower than standard, if authorized) with ATC climb of 672' per NM to **3000'**, ATC climb of 348' per NM to **12000'**.

Rwy 18L: Standard (or lower than standard, if authorized) with ATC climb of 701' per NM to **3000'**, ATC climb of 348' per NM to **12000'**.

Rwy 18R: Standard (or lower than standard, if authorized) with ATC climb of 708' per NM to **3000'**, ATC climb of 348' per NM to **12000'**.

Rwys 35L/R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **2300'**, ATC climb of 424' per NM to **6000'**, ATC climb of 332' per NM to **8000'**, ATC climb of 342' per NM to **10000'**.

Rwy 36L: Standard (or lower than standard, if authorized) with ATC climb of 554' per NM to **2300'**, ATC climb of 424' per NM to **6000'**, ATC climb of 332' per NM to **8000'**, ATC climb of 342' per NM to **10000'**.

Rwy 36R: Standard (or lower than standard, if authorized) with ATC climb of 560' per NM to **2300'**, ATC climb of 424' per NM to **6000'**, ATC climb of 332' per NM to **8000'**, ATC climb of 342' per NM to **10000'**.

| Gnd speed-KT | 75  | 100  | 150  | 200  | 250  | 300  |
|--------------|-----|------|------|------|------|------|
| 332' per NM  | 415 | 553  | 830  | 1107 | 1383 | 1660 |
| 342' per NM  | 428 | 570  | 855  | 1140 | 1425 | 1710 |
| 348' per NM  | 435 | 580  | 870  | 1160 | 1450 | 1740 |
| 424' per NM  | 530 | 707  | 1060 | 1413 | 1767 | 2120 |
| 500' per NM  | 625 | 833  | 1250 | 1667 | 2083 | 2500 |
| 552' per NM  | 690 | 920  | 1380 | 1840 | 2300 | 2760 |
| 554' per NM  | 693 | 923  | 1385 | 1847 | 2308 | 2770 |
| 560' per NM  | 700 | 933  | 1400 | 1867 | 2333 | 2800 |
| 672' per NM  | 840 | 1120 | 1680 | 2240 | 2800 | 3360 |
| 701' per NM  | 876 | 1168 | 1753 | 2337 | 2921 | 3505 |
| 708' per NM  | 885 | 1180 | 1770 | 2360 | 2950 | 3540 |

**OBSTACLES**

Rwy 17L: Multiple trees beginning 1073' from DER, 23' LEFT of centerline, up to 84' AGL/151' MSL.

Rwy 17R: Tree 1784' from DER, 965' RIGHT of centerline, 74' AGL/138' MSL.

Rwy 35L: Light and bush beginning 134' from DER, 456' LEFT of centerline, up to 84' AGL/129' MSL.

Rwy 35R: Multiple trees beginning 2164' from DER, 5' RIGHT of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' LEFT of centerline, up to 89' AGL/172' MSL.

Rwy 36L: Light on sign 1063' from DER, 775' RIGHT of centerline, 94' AGL/123' MSL.

Rwy 36R: Multiple trees beginning 1365' from DER, 193' RIGHT of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' LEFT of centerline, 94' AGL/123' MSL.

**RWY****INITIAL CLIMB**

|                        |                                                                                                     |
|------------------------|-----------------------------------------------------------------------------------------------------|
| <b>17L/R<br/>18L/R</b> | Climb heading 184° to <b>597'</b> , then RIGHT turn direct YASUL, then via depicted route to FSHUN. |
| <b>35L/R</b>           | Climb heading 004° to <b>597'</b> , then LEFT turn direct DAIYL, then via depicted route to FSHUN.  |
| <b>36L/R</b>           | Climb heading 004° to <b>597'</b> , then RIGHT turn direct WOKOR, then via depicted route to FSHUN. |

**ROUTING**

EXPECT further clearance to filed altitude within 10 minutes after departure.

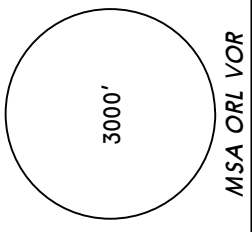


ORLANDO Departure (R)

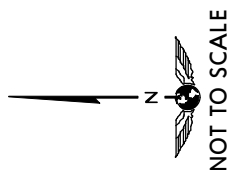
360°-180° 181°-359°  
**124.8 120.15**

Apt Elev  
**96'**

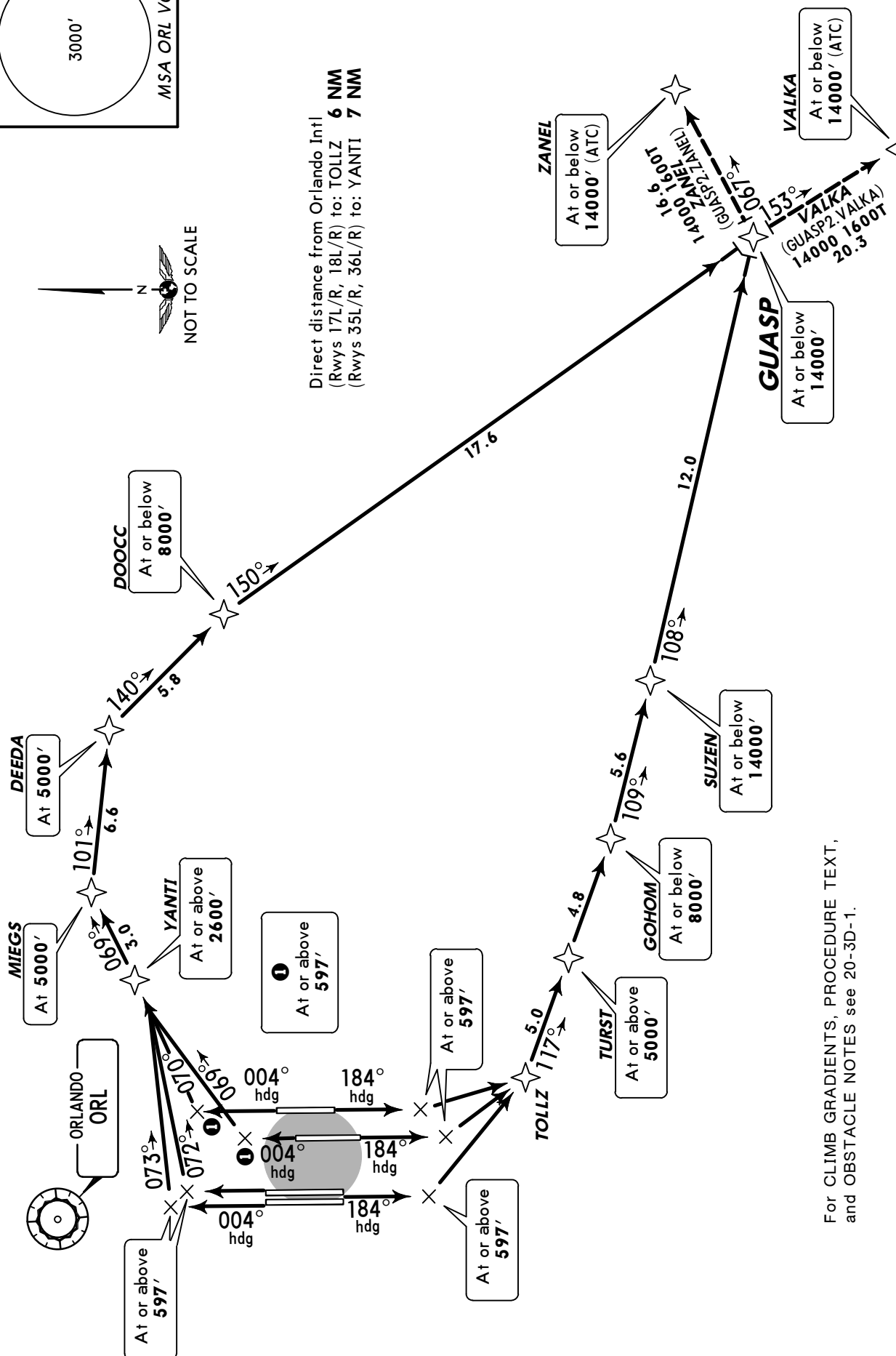
Trans level: FL180 Trans alt: 18000'  
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.  
4. For Turbojet aircraft only. 5. For non-GPS equipped aircraft:  
OMN DME must be operational for take-off Rwy 17L/R, 18L/R;  
ORL and VRB DMEs must be operational for take-off  
Rwys 35L/R, 36L/R.



# GUASP TWO RNAV DEPARTURE (GUASP2.GUASP)



Direct distance from Orlando Intl  
(Rwys 17L/R, 18L/R) to: TOLLZ **6 NM**  
(Rwys 35L/R, 36L/R) to: YANTI **7 NM**



For CLIMB GRADIENTS, PROCEDURE TEXT,  
and OBSTACLE NOTES see 20-3D-1.

GUASP TWO RNAV DEPARTURE (GUASP2.GUASP)  
PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 17L, 18L/R, 36L/R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **5000'**.

Rwy 17R: Standard (or lower than standard, if authorized) with ATC climb of 515' per NM to **5000'**.

Rwy 35L: Standard (or lower than standard, if authorized) with ATC climb of 508' per NM to **5000'**.

Rwy 35R: Standard (or lower than standard, if authorized) with ATC climb of 562' per NM to **5000'**.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |
| 508' per NM  | 635 | 847 | 1270 | 1693 | 2117 | 2540 |
| 515' per NM  | 644 | 858 | 1288 | 1717 | 2146 | 2575 |
| 562' per NM  | 703 | 937 | 1405 | 1873 | 2342 | 2810 |

**OBSTACLES**

Rwy 17L: Multiple trees beginning 1073' from DER, 23' LEFT of centerline, up to 84' AGL/151' MSL.

Rwy 17R: Tree 1784' from DER, 965' RIGHT of centerline, 74' AGL/138' MSL.

Rwy 35L: Light and bush beginning 134' from DER, 456' LEFT of centerline, up to 84' AGL/129' MSL.

Rwy 35R: Multiple trees beginning 2164' from DER, 5' RIGHT of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' LEFT of centerline, up to 89' AGL/172' MSL.

Rwy 36L: Light on sign 1063' from DER, 775' RIGHT of centerline, 94' AGL/123' MSL.

Rwy 36R: Multiple trees beginning 1365' from DER, 193' RIGHT of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' LEFT of centerline, 94' AGL/123' MSL.

**RWY****INITIAL CLIMB**

|                        |                                                                                                                              |
|------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <b>17L/R<br/>18L/R</b> | Climb heading 184° to <b>597'</b> , then LEFT turn direct TOLLZ, then via depicted route to GUASP.                           |
| <b>35L</b>             | Climb heading 004° to intercept the 069° course to YANTI, then RIGHT turn direct to MIEGS, then via depicted route to GUASP. |
| <b>35R</b>             | Climb heading 004° to intercept the 070° course to YANTI, then RIGHT turn direct to MIEGS, then via depicted route to GUASP. |
| <b>36L</b>             | Climb heading 004° to intercept the 073° course to YANTI, then RIGHT turn direct to MIEGS, then via depicted route to GUASP. |
| <b>36R</b>             | Climb heading 004° to intercept the 072° course to YANTI, then RIGHT turn direct to MIEGS, then via depicted route to GUASP. |

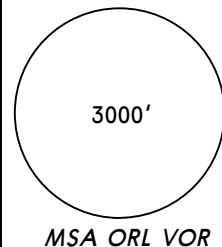
**ROUTING**

Via assigned transition. EXPECT further clearance to filed altitude within 10 minutes after departure.

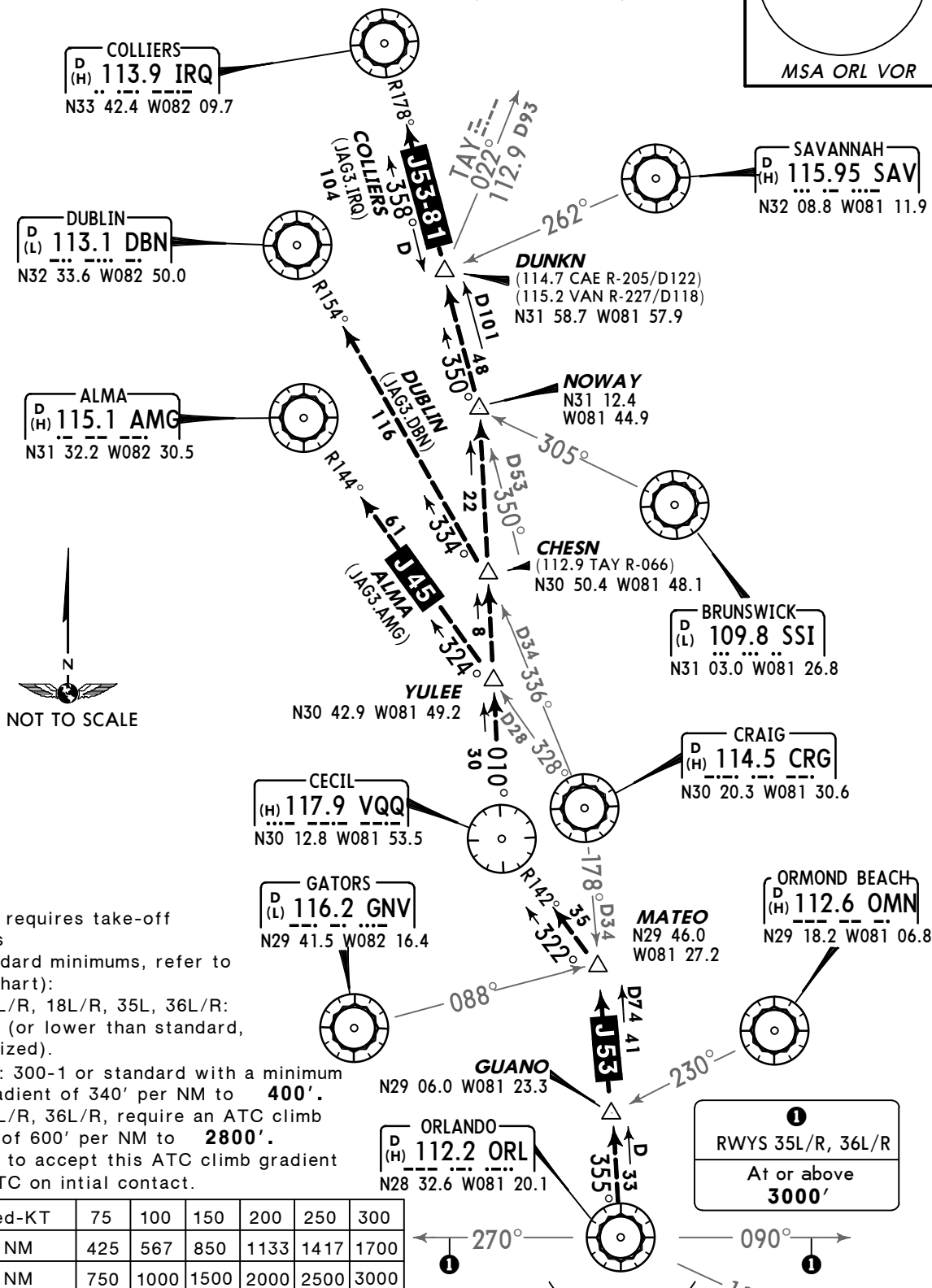
ORLANDO Departure (R)  
360°-180° 181°-359°  
Above 5000' Above 5500'  
**124.8 120.15**

Apt Elev  
**96'**

Trans level: FL180 Trans alt: 18000'  
1. Turbojets only.  
2. DME required.



## JAGUAR THREE DEPARTURE (JAG3.ORK)



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 17L/R, 18L/R, 35L, 36L/R: Standard (or lower than standard, if authorized).

Rwy 35R: 300-1 or standard with a minimum climb gradient of 340' per NM to **400'**.  
Rwys 35L/R, 36L/R, require an ATC climb gradient of 600' per NM to **2800'**.  
If unable to accept this ATC climb gradient advise ATC on initial contact.

| Gnd speed-KT | 75  | 100  | 150  | 200  | 250  | 300  |
|--------------|-----|------|------|------|------|------|
| 340' per NM  | 425 | 567  | 850  | 1133 | 1417 | 1700 |
| 600' per NM  | 750 | 1000 | 1500 | 2000 | 2500 | 3000 |

### OBSTACLES

Rwy 17L: Numerous trees from 1080' to 1725' from DER, from 600' to 740' LEFT of centerline, from 44' AGL/134' MSL to 53' AGL/143' MSL.  
Rwy 35R: Tree 2225' from DER, 730' RIGHT of centerline, 94' AGL/ 184' MSL.

Direct distance from Orlando Intl to:

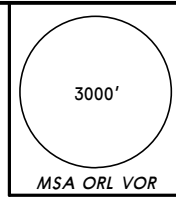
ORL **7 NM**

### INITIAL CLIMB

All aircraft climb on heading as assigned, **MAINTAIN 5000'** for vectors to appropriate transition.

### ROUTING

EXPECT clearance to filed altitude 10 minutes after departure.



Direct distance from Orlando Intl  
(Rwys 17L/R, 18L/R) to: YASUL 5 NM  
(Rwys 35L/R) to: MDUSA 6 NM  
(Rwys 36L/R) to: WOKOR 5 NM

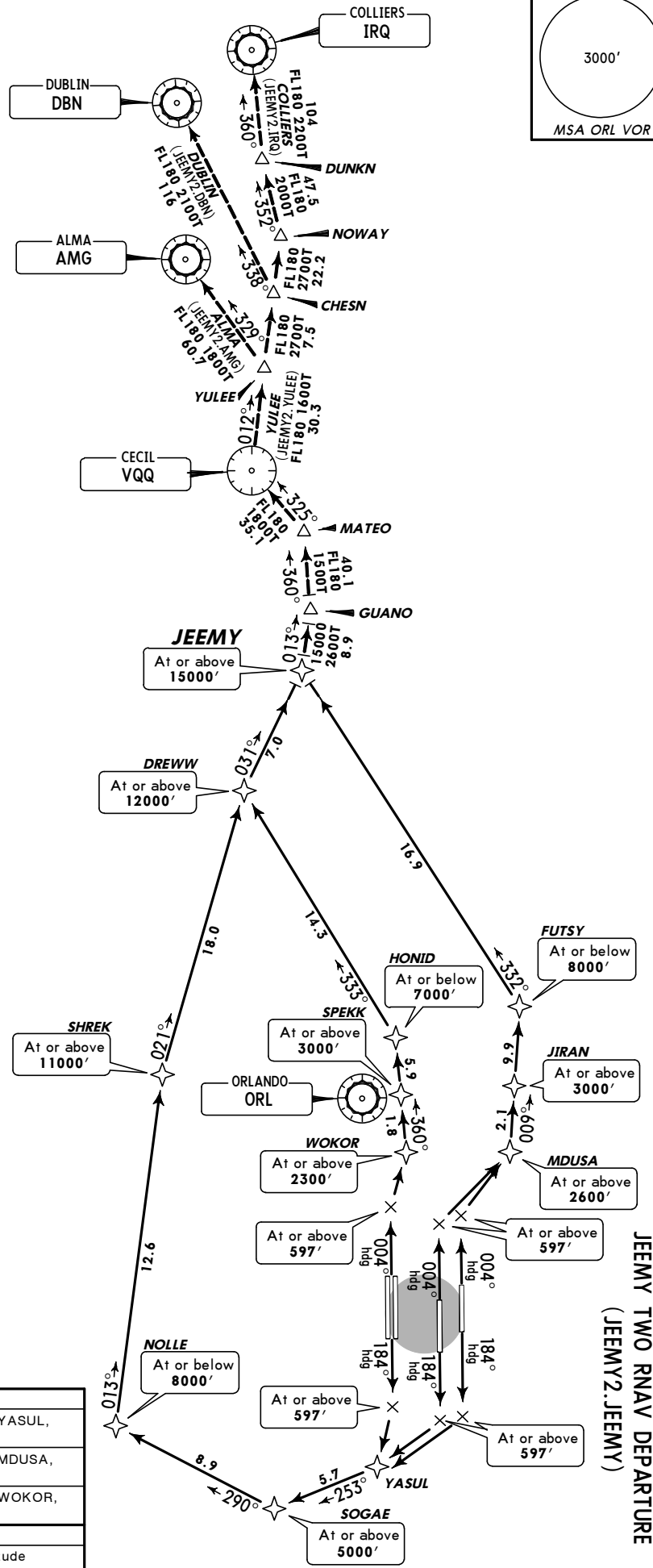
This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 17L/R, 18L/R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to 5000', ATC climb of 279' per NM to 11000'.  
Rwy 35L: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to 2600', ATC climb of 440' per NM to 15000'.  
Rwy 35R: Standard (or lower than standard, if authorized) with ATC climb of 548' per NM to 2600', ATC climb of 440' per NM to 15000'.  
Rwy 36L: Standard (or lower than standard, if authorized) with ATC climb of 554' per NM to 2300', ATC climb of 440' per NM to 15000'.  
Rwy 36R: Standard (or lower than standard, if authorized) with ATC climb of 560' per NM to 2300', ATC climb of 440' per NM to 15000'.

|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 279' per NM  | 349 | 465 | 698  | 930  | 1163 | 1395 |
| 440' per NM  | 550 | 733 | 1100 | 1467 | 1833 | 2200 |
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |
| 548' per NM  | 685 | 913 | 1370 | 1827 | 2283 | 2740 |
| 554' per NM  | 693 | 923 | 1385 | 1847 | 2308 | 2770 |
| 560' per NM  | 700 | 933 | 1400 | 1867 | 2333 | 2800 |

**OBSTACLES**  
Rwy 17L: Multiple trees beginning 1073' from DER, 23' LEFT of centerline, up to 84' AGL/151' MSL.  
Rwy 17R: Tree 1784' from DER, 965' RIGHT of centerline, 74' AGL/138' MSL.  
Rwy 35L: Light and bush beginning 134' from DER, 456' LEFT of centerline, up to 84' AGL/129' MSL.  
Rwy 35R: Multiple trees beginning 2164' from DER, 5' RIGHT of centerline, up to 89' AGL/187' MSL.  
Multiple trees beginning 2596' from DER, 4' LEFT of centerline, up to 89' AGL/172' MSL.  
Rwy 36L: Light on sign 1063' from DER, 775' RIGHT of centerline, 94' AGL/123' MSL.  
Rwy 36R: Multiple trees beginning 1365' from DER, 193' RIGHT of centerline, up to 94' AGL/153' MSL.  
Light on sign 1063' from DER, 726' LEFT of centerline, 94' AGL/123' MSL.

| RWY            | INITIAL CLIMB                                                                                |
|----------------|----------------------------------------------------------------------------------------------|
| 17L/R<br>18L/R | Climb heading 184° to 597', then RIGHT turn direct YASUL, then via depicted route to JEEEMY. |
| 35L/R          | Climb heading 004° to 597', then RIGHT turn direct MDUSA, then via depicted route to JEEEMY. |
| 36L/R          | Climb heading 004° to 597', then RIGHT turn direct WOKOR, then via depicted route to JEEEMY. |

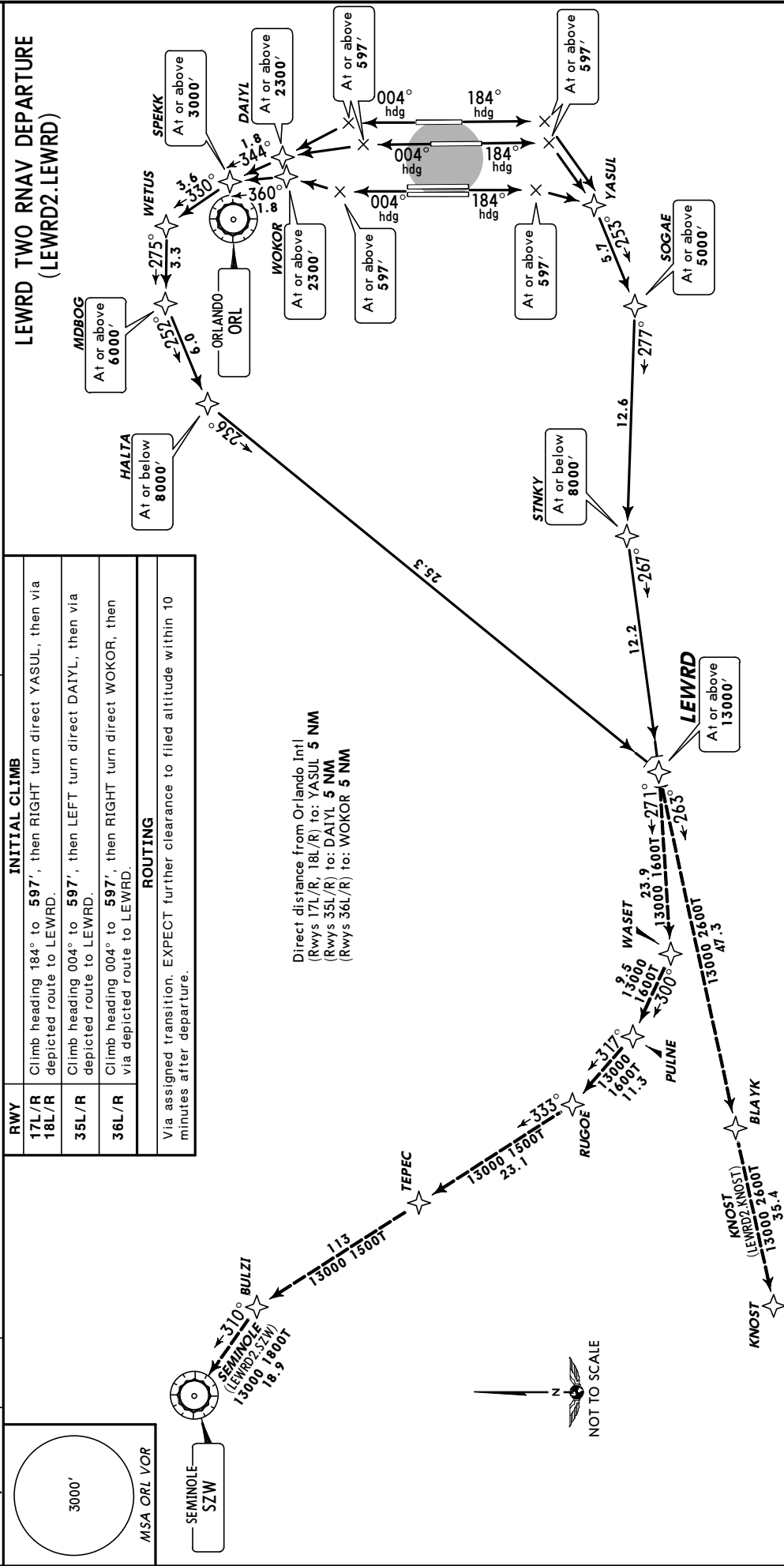
**ROUTING**  
Via assigned transition. EXPECT further clearance to filed altitude within 10 minutes after departure.



|                            |                 |                    |                   |
|----------------------------|-----------------|--------------------|-------------------|
| ORLANDO Departure (R)      | <i>Apt Elev</i> |                    |                   |
| 360°-180°   181°-359°      | 96'             | Trans level: FL180 | Trans alt: 18000' |
| <b>124.8</b> <b>120.15</b> |                 |                    |                   |

1. DME/DME/IRU or GPS required. 2. RADAR required.  
3. For Turbojet aircraft only.  
4. RNAV 1.

|                              |                                                                                                        |
|------------------------------|--------------------------------------------------------------------------------------------------------|
| <b>RWY</b>                   | <b>INITIAL CLIMB</b>                                                                                   |
| <b>17L/R</b><br><b>18L/R</b> | Climb heading 184° to <b>597'</b> , then RIGHT turn direct YASUL, then via depicted route to LEWRD.    |
| <b>35L/R</b>                 | Climb heading 004° to <b>597'</b> , then LEFT turn direct DAIYL, then via depicted route to LEWRD.     |
| <b>36L/R</b>                 | Climb heading 004° to <b>597'</b> , then RIGHT turn direct WOKOR, then via depicted route to LEWRD.    |
|                              | <b>ROUTING</b>                                                                                         |
|                              | Via assigned transition. EXPECT further clearance to filed altitude within 10 minutes after departure. |



## OBSTACLES

Rwy 17L: Multiple trees beginning 1073' from DER, 23' LEFT of centerline, up to 84' AGL/151' MSL.

Rwy 17R: Tree 1784' from DER, 965' RIGHT of centerline, 74' AGL/138' MSL.

Rwy 35L: Light and bush beginning 134' from DER, 456' LEFT of centerline, up to 84' AGL/129' MSL.

Rwy 35R: Multiple trees beginning 2164' from DER, 5' RIGHT of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' LEFT of centerline, up to 89' AGL/172' MSL.

Rwy 36L: Light on sign 1063' from DER, 775' RIGHT of centerline, 94' AGL/123' MSL.

Rwy 36R: Multiple trees beginning 1365' from DER, 193' RIGHT of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' LEFT of centerline, 94' AGL/123' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwys 17L/R, 18L/R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **5000'**, ATC climb of 238' per NM to **8000'**, ATC climb of 411' per NM to **13000'**.

Rwys 35L/R: Standard (or lower than standard, if authorized) with ATC climb of 500' per NM to **2300'**, ATC climb of 424' per NM to **6000'**, ATC climb of 224' per NM to **13000'**.

Rwy 36L: Standard (or lower than standard, if authorized) with ATC climb of 554' per NM to **2300'**, ATC climb of 424' per NM to **6000'**, ATC climb of 224' per NM to **13000'**.

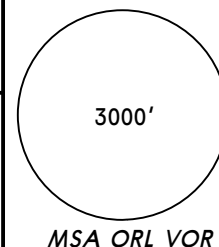
Rwy 36R: Standard (or lower than standard, if authorized) with ATC climb of 560' per NM to **2300'**, ATC climb of 424' per NM to **6000'**, ATC climb of 224' per NM to **13000'**.

|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 224' per NM  | 280 | 373 | 560  | 747  | 933  | 1120 |
| 238' per NM  | 298 | 397 | 595  | 793  | 992  | 1190 |
| 411' per NM  | 514 | 685 | 1028 | 1370 | 1713 | 2055 |
| 424' per NM  | 530 | 707 | 1050 | 1413 | 1767 | 2120 |
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |
| 554' per NM  | 693 | 923 | 1385 | 1847 | 2308 | 2770 |
| 560' per NM  | 700 | 933 | 1400 | 1867 | 2333 | 2800 |

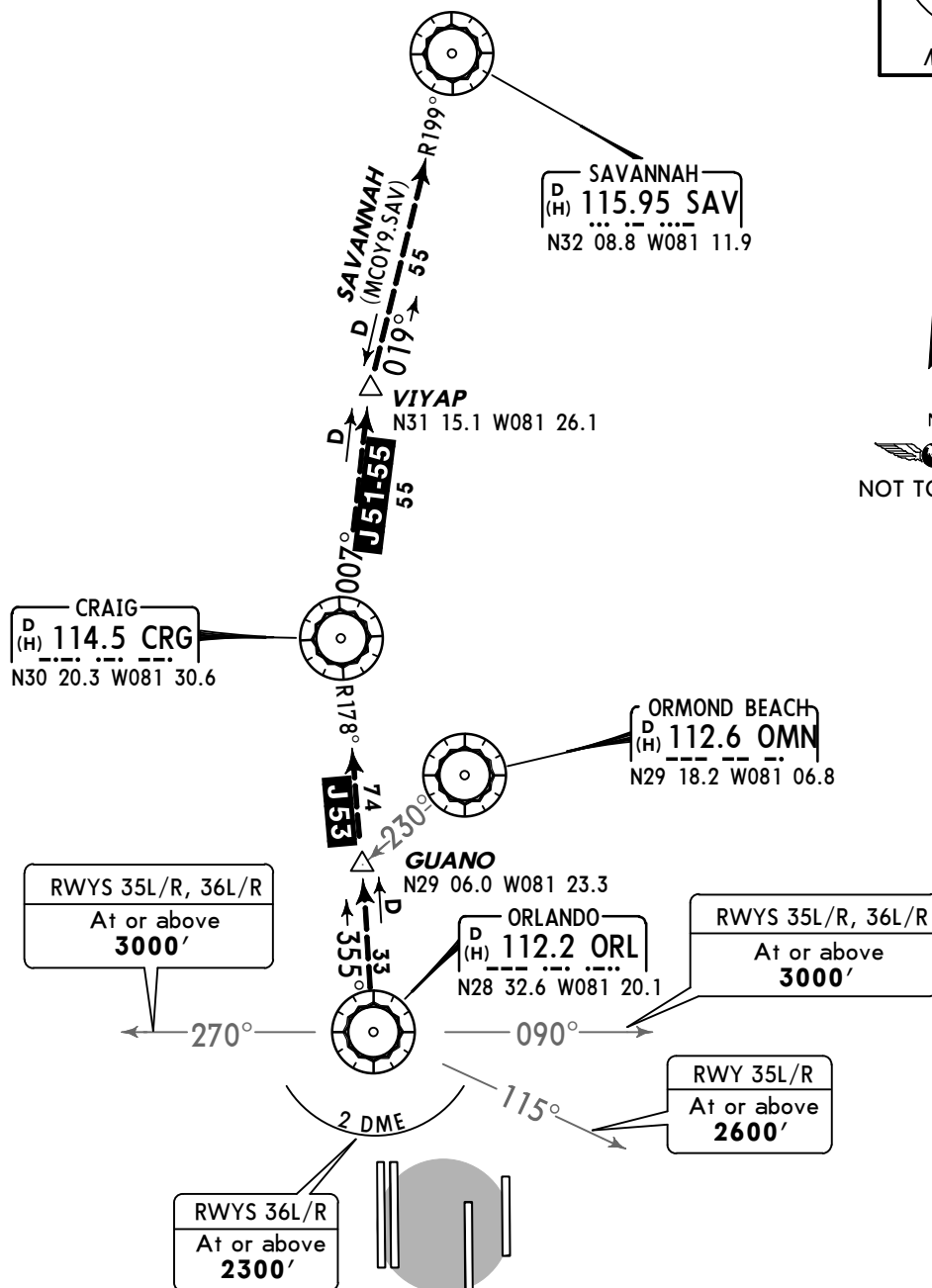
ORLANDO Departure (R)  
EAST WEST  
**124.8** **120.15**

Apt Elev  
**96'**

Trans level: FL180 Trans alt:18000'  
1. Turbojets only.  
2. DME required.



## McCOY NINE DEPARTURE (MCOY9.ORT)



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 17L/R, 18L/R, 35L, 36L/R: Standard (or lower than standard, if authorized).  
Rwy 35R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb gradient of 340' per NM to **400'**.  
Rwys 35L/R, 36L/R require an ATC minimum climb gradient of 600' per NM to **2800'**.  
If unable to accept this climb gradient rate advise ATC on initial contact.

| Gnd speed-KT | 75  | 100  | 150  | 200  | 250  | 300  |
|--------------|-----|------|------|------|------|------|
| 340' per NM  | 425 | 567  | 850  | 1133 | 1417 | 1700 |
| 600' per NM  | 750 | 1000 | 1500 | 2000 | 2500 | 3000 |

Direct distance from Orlando Intl to:  
ORL **7 NM**

### OBSTACLES

Rwy 17L: Numerous trees from 1080' to 1725' from DER, from 600' to 740' LEFT of centerline, from 44' AGL/134' MSL to 53' AGL/143' MSL.  
Rwy 35R: Tree 2225' from DER, 730' RIGHT of centerline, 94' AGL/184' MSL.

### INITIAL CLIMB

Climb on heading as assigned.

### ALTITUDE

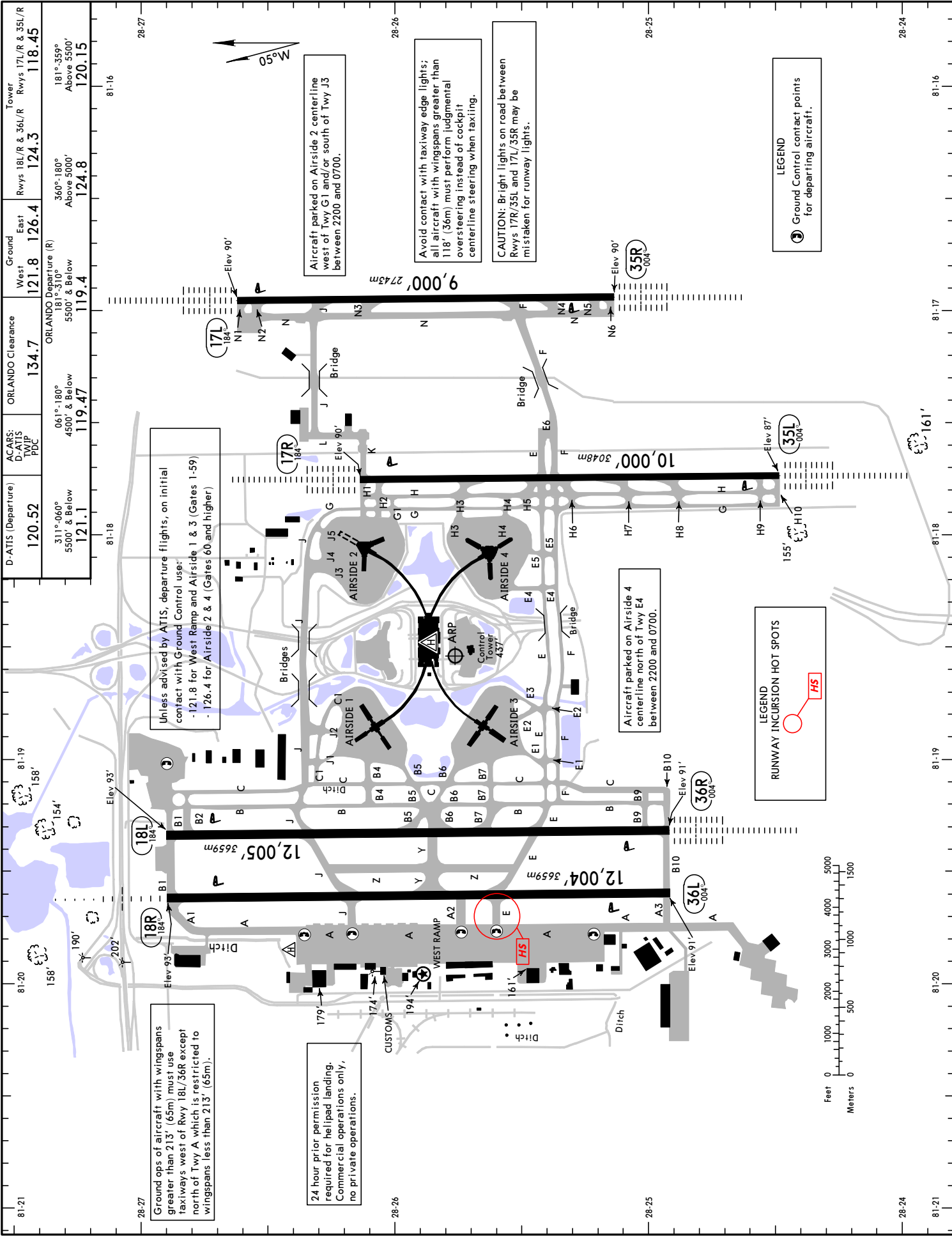
**MAINTAIN 5000'**

### ROUTING

EXPECT vectors to the SAVANNAH Transition. EXPECT further clearance to filed altitude 10 minutes after departure.

MSA ORL VOR







**GENERAL**

CAUTION: Birds and deer in vicinity of airport.

Terminal Doppler Weather RADAR.

Low-level wind shear alert system.

ASDE-X Surveillance System in use. Operate transponders with MODE C on while on Twys and Rwys.

**ADDITIONAL RUNWAY INFORMATION**

| RWY                                                                 |                            |             | USABLE LENGTHS |                                 | TAKE-OFF | WIDTH       |
|---------------------------------------------------------------------|----------------------------|-------------|----------------|---------------------------------|----------|-------------|
|                                                                     |                            |             | —LANDING       | BEYOND —                        |          |             |
|                                                                     |                            |             | Threshold      | Glide Slope                     |          |             |
| 17R<br><br>35L                                                      | HIRL CL ALSF-II TDZ        | grooved RVR |                | 8950' 2728m                     |          | 150'<br>46m |
|                                                                     |                            |             |                | 8960' 2731m                     |          |             |
|                                                                     |                            |             |                |                                 |          |             |
| 17L<br><br>35R                                                      | HIRL CL ALSF-II TDZ PAPI-L | grooved RVR |                | 7960' 2426m                     |          | 150'<br>46m |
|                                                                     |                            |             |                | HIRL CL ALSF-II TDZ PAPI-R      |          |             |
|                                                                     |                            |             |                |                                 |          |             |
| 18R<br><br>36L                                                      | HIRL CL MALSR TDZ          | grooved RVR |                | 10,954' 3339m                   |          | 200'<br>61m |
|                                                                     |                            |             |                | HIRL CL REIL TDZ VASI (3 bar)-L |          |             |
| ① Last 383' (117m) not available for landing distance computations. |                            |             |                |                                 |          |             |
| 18L<br><br>36R                                                      | HIRL CL VASI (3 bar)-L     | grooved RVR |                |                                 |          | 200'<br>61m |
|                                                                     |                            |             |                | HIRL CL ALSF-II TDZ             |          |             |
| ② Last 404' (123m) not available for landing distance computations. |                            |             |                |                                 |          |             |
|                                                                     |                            |             |                |                                 |          |             |

**TAKE-OFF****Rwys 17L, 18L/R, 35L/R, 36R**

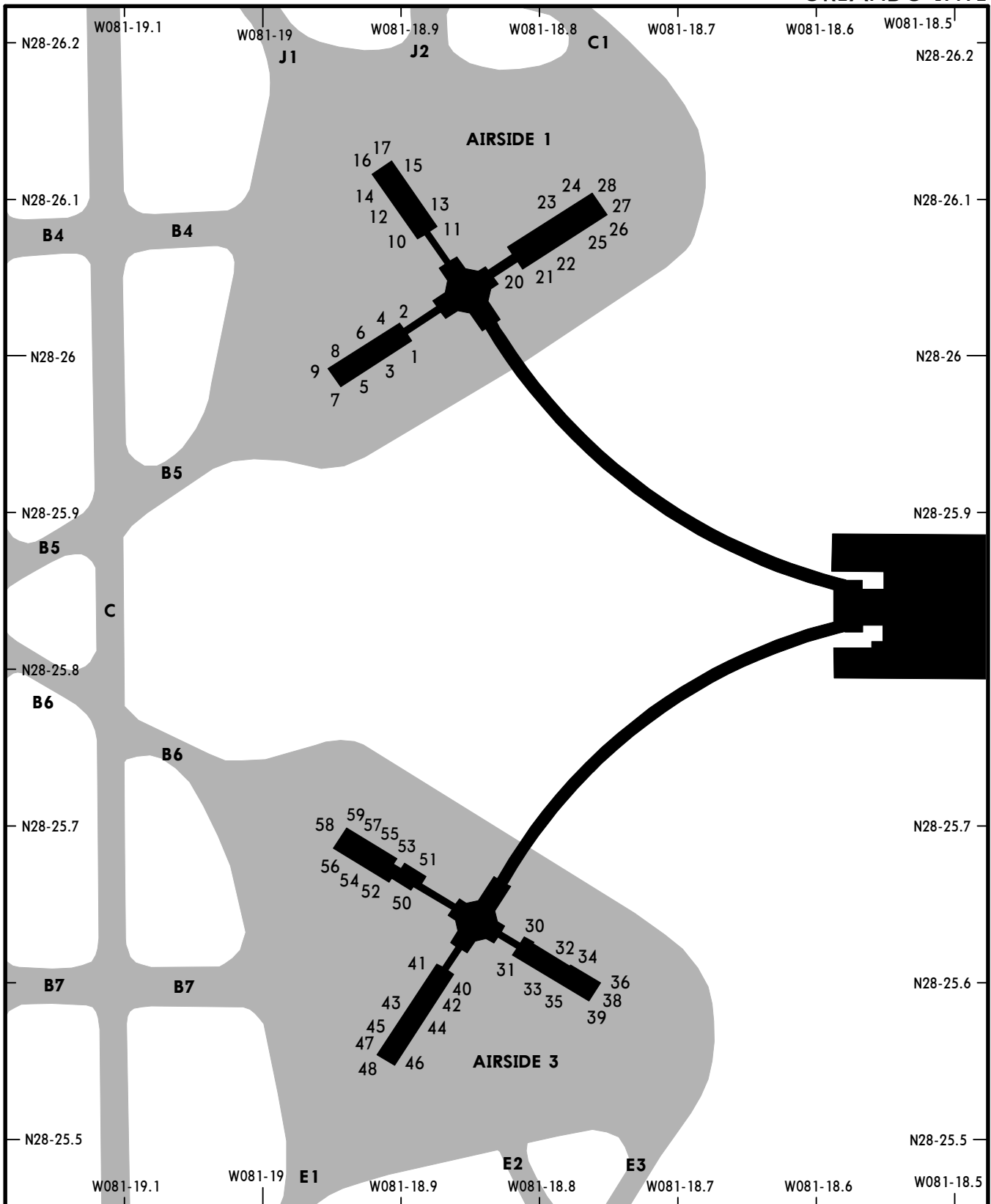
| 2 operating RVRs are required<br>All operating RVRs are controlling |                                                                 | Adequate<br>Vis Ref               | STD                               |                              |
|---------------------------------------------------------------------|-----------------------------------------------------------------|-----------------------------------|-----------------------------------|------------------------------|
| CL & HIRL                                                           | CL, or RCLM & HIRL                                              |                                   | 3 & 4 Eng                         | 1 & 2 Eng                    |
| TDZ RVR <b>5</b><br>Mid RVR <b>5</b><br>Rollout RVR <b>5</b>        | TDZ RVR <b>10</b><br>Mid RVR <b>10</b><br>Rollout RVR <b>10</b> | RVR <b>16</b><br>or $\frac{1}{4}$ | RVR <b>24</b><br>or $\frac{1}{2}$ | RVR <b>50</b><br>or <b>1</b> |

**Rwys 17R, 36L**

| Both RVRs are required and controlling   |                                            | Adequate<br>Vis Ref               | STD                               |                              |
|------------------------------------------|--------------------------------------------|-----------------------------------|-----------------------------------|------------------------------|
| CL & HIRL                                | CL, or RCLM & HIRL                         |                                   | 3 & 4 Eng                         | 1 & 2 Eng                    |
| TDZ RVR <b>5</b><br>Rollout RVR <b>5</b> | TDZ RVR <b>10</b><br>Rollout RVR <b>10</b> | RVR <b>16</b><br>or $\frac{1}{4}$ | RVR <b>24</b><br>or $\frac{1}{2}$ | RVR <b>50</b><br>or <b>1</b> |

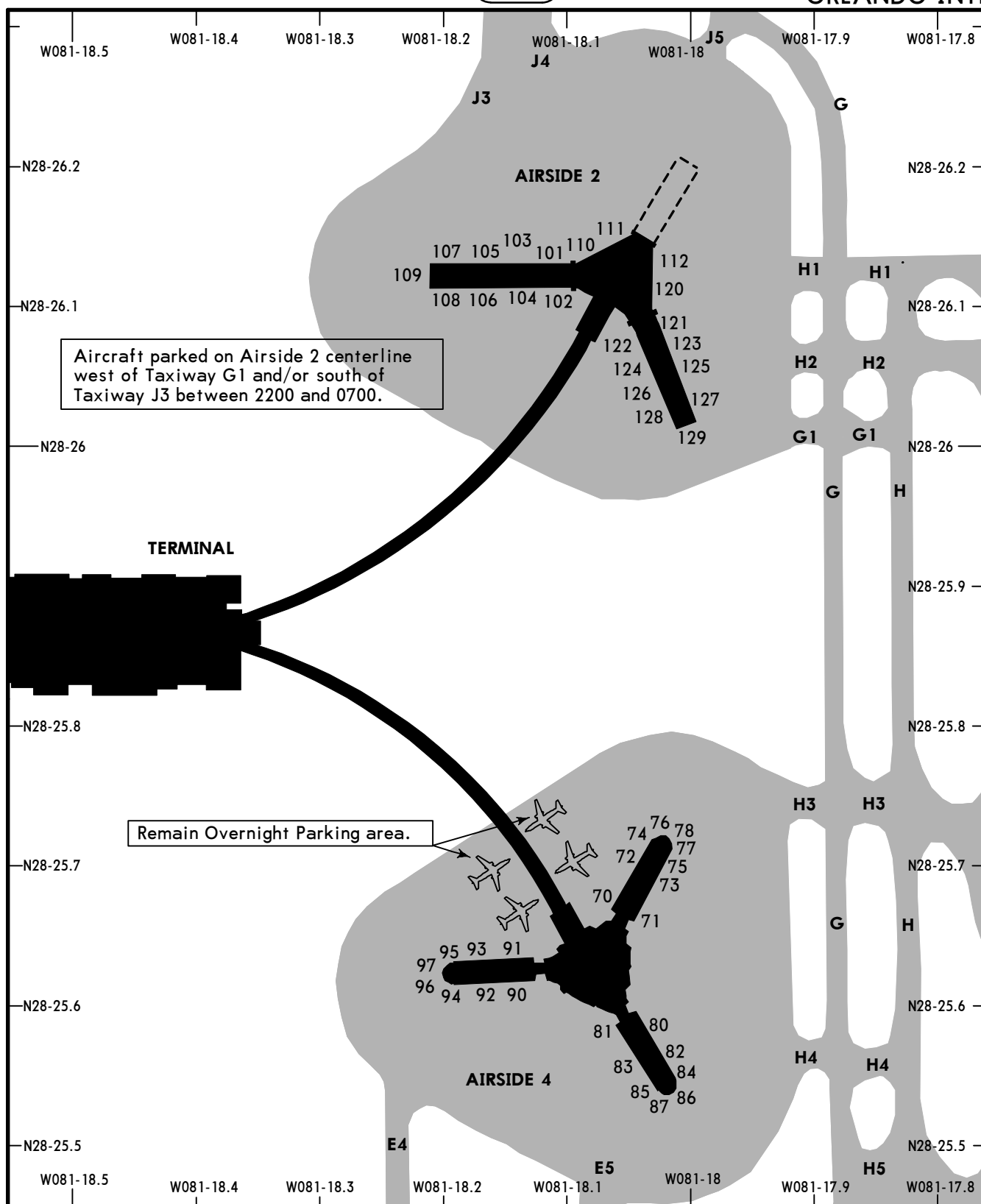
**FOR FILING AS ALTERNATE**

|               |       | LOC Rwy 17L/R     | VOR DME Rwy 36L/R      |                        |
|---------------|-------|-------------------|------------------------|------------------------|
| ILS Rwy 17L/R |       | LOC Rwy 18R       | RNAV (GPS) Y Rwy 17L/R | RNAV (RNP) Z Rwy 17L/R |
| ILS Rwy 18R   |       | LOC Rwy 35L/R     | RNAV (GPS) Y Rwy 18L/R | RNAV (RNP) Z Rwy 18L/R |
| ILS Rwy 35L/R |       | LOC Rwy 36R       | RNAV (GPS) Y Rwy 35L/R | RNAV (RNP) Z Rwy 35L/R |
| ILS Rwy 36R   |       | VOR DME Rwy 18L/R | RNAV (GPS) Y Rwy 36L/R | RNAV (RNP) Z Rwy 36L/R |
| A             | 700-2 | 800-2             |                        |                        |
| B             |       |                   |                        |                        |
| C             |       |                   |                        |                        |
| D             |       |                   |                        |                        |



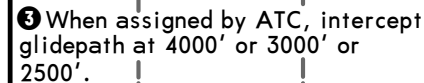
### PARKING GATE COORDINATES

| GATE No.   | COORDINATES |           | GATE No.           | COORDINATES |           |
|------------|-------------|-----------|--------------------|-------------|-----------|
| AIRSIDE 1  |             |           | AIRSIDE 3          |             |           |
| 1 thru 8   | N28 26.0    | W081 18.9 | 30 thru 36, 38, 39 | N28 25.6    | W081 18.8 |
| 9          | N28 26.0    | W081 19.0 | 40 thru 48         | N28 25.6    | W081 18.9 |
| 10 thru 17 | N28 26.1    | W081 18.9 | 50 thru 59         | N28 25.7    | W081 18.9 |
| 20 thru 28 | N28 26.1    | W081 18.8 |                    |             |           |



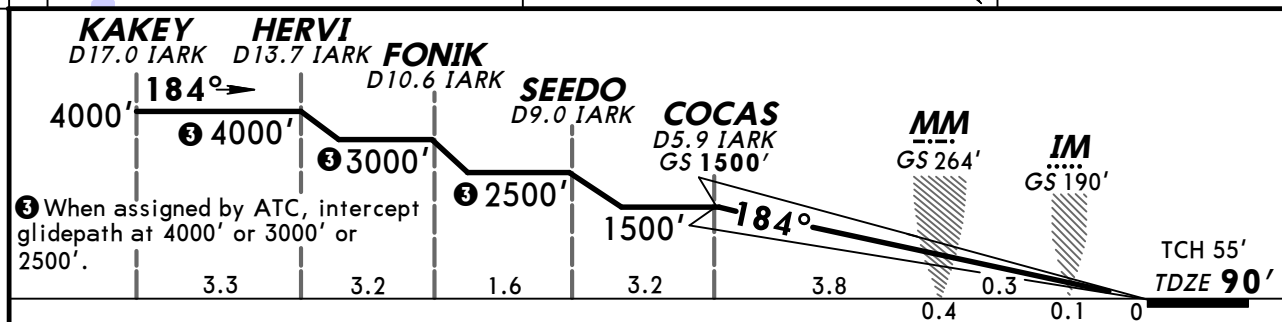
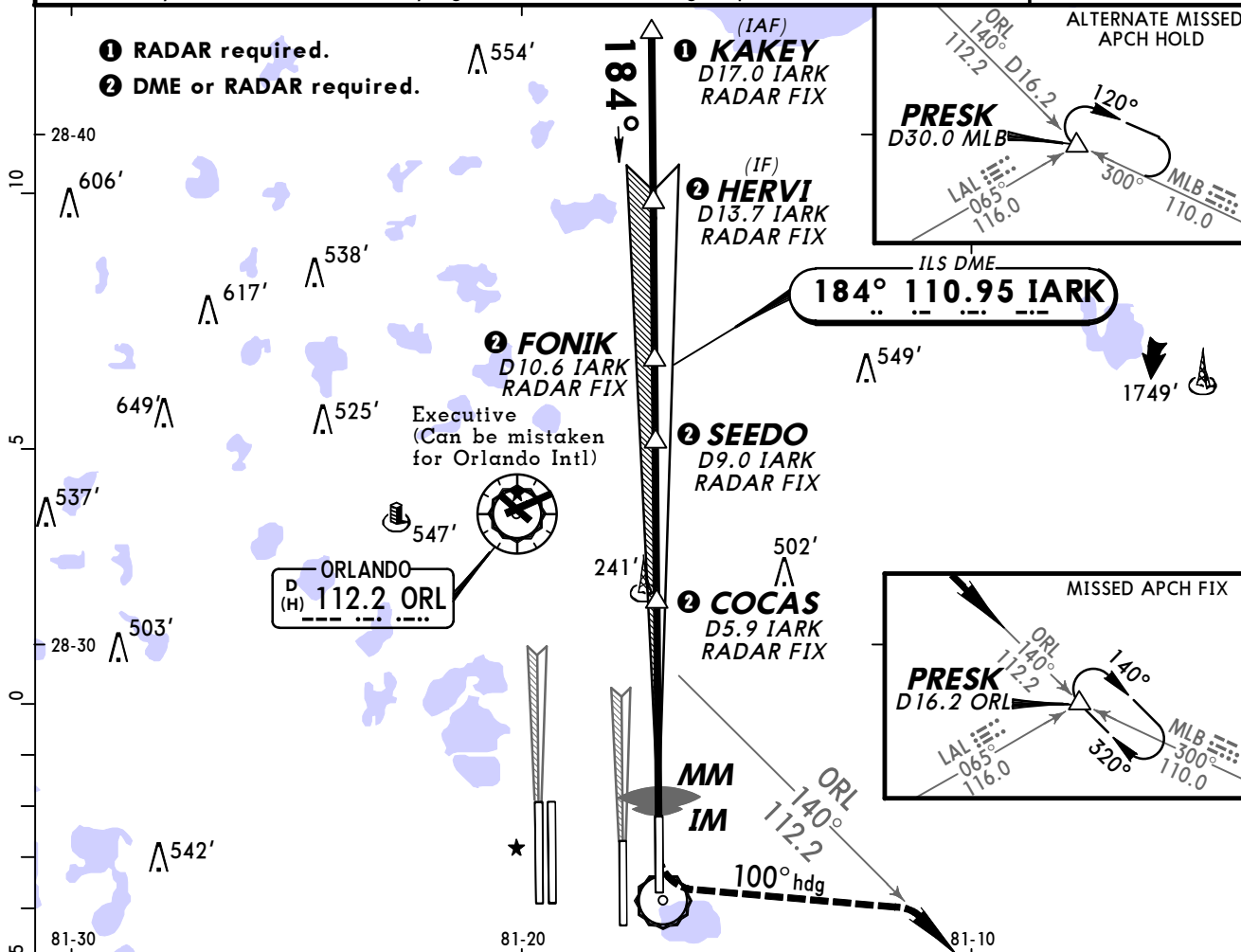
### PARKING GATE COORDINATES

| GATE No.          | COORDINATES        | GATE No.         | COORDINATES        |
|-------------------|--------------------|------------------|--------------------|
| <b>AIRSIDE 2</b>  |                    | <b>AIRSIDE 4</b> |                    |
| 101 thru 104      | N28 26.1 W081 18.1 | 70               | N28 25.7 W081 18.1 |
| 105 thru 109      | N28 26.1 W081 18.2 | 71 thru 78       | N28 25.7 W081 18.0 |
| 110, 111          | N28 26.1 W081 18.1 | 80, 82 thru 84   | N28 25.6 W081 18.0 |
| 112, 120 thru 125 | N28 26.1 W081 18.0 | 81               | N28 25.6 W081 18.1 |
| 126 thru 129      | N28 26.0 W081 18.0 | 85 thru 87       | N28 25.5 W081 18.0 |
|                   |                    | 90, 91           | N28 25.6 W081 18.1 |
|                   |                    | 92 thru 97       | N28 25.6 W081 18.2 |

BRIEFING STRIP™

**1** Not authorized during simultaneous operations.

|                                                                                                                                                                                                                                                    |                           |                              |                                            |                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------|--------------------------------------------|--------------------------|
| D-ATIS (Arrival)                                                                                                                                                                                                                                   | ORLANDO Approach (R)      | ORLANDO Tower                |                                            | Ground                   |
| 121.25                                                                                                                                                                                                                                             | 124.8                     | Rwys 17L/R & 35 L/R          | 118.45 Rwys 18L/R & 36L/R                  | 124.3                    |
| LOC<br>IARK<br>110.95                                                                                                                                                                                                                              | Final<br>Apch Crs<br>184° | GS<br>COCAS<br>1500' (1410') | CAT II ILS<br>RA 101'<br>DA(H) 190' (100') | Apt Elev 96'<br>TDZE 90' |
| MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' via heading 100° and outbound via ORL VOR R-140 to PRESK/D16.2 ORL and hold.                                                                                                           |                           |                              |                                            |                          |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                                                                                                                                                                                              |                           |                              |                                            |                          |
| 1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 17R or 18R. 3. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. 4. VGSI and ILS glidepath not coincident. |                           |                              |                                            |                          |
|                                                                                                                                                                                                                                                    |                           |                              |                                            | 3000'                    |
|                                                                                                                                                                                                                                                    |                           |                              |                                            | MSA ORL VOR              |

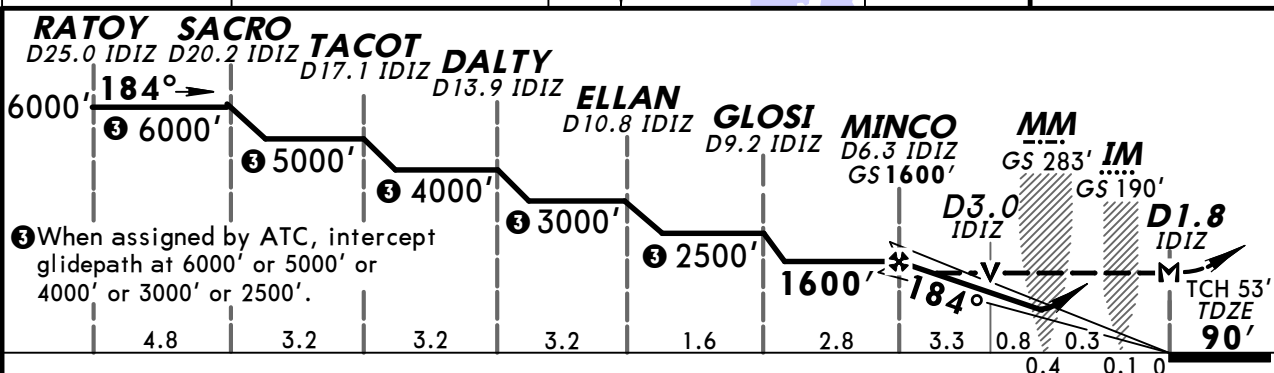
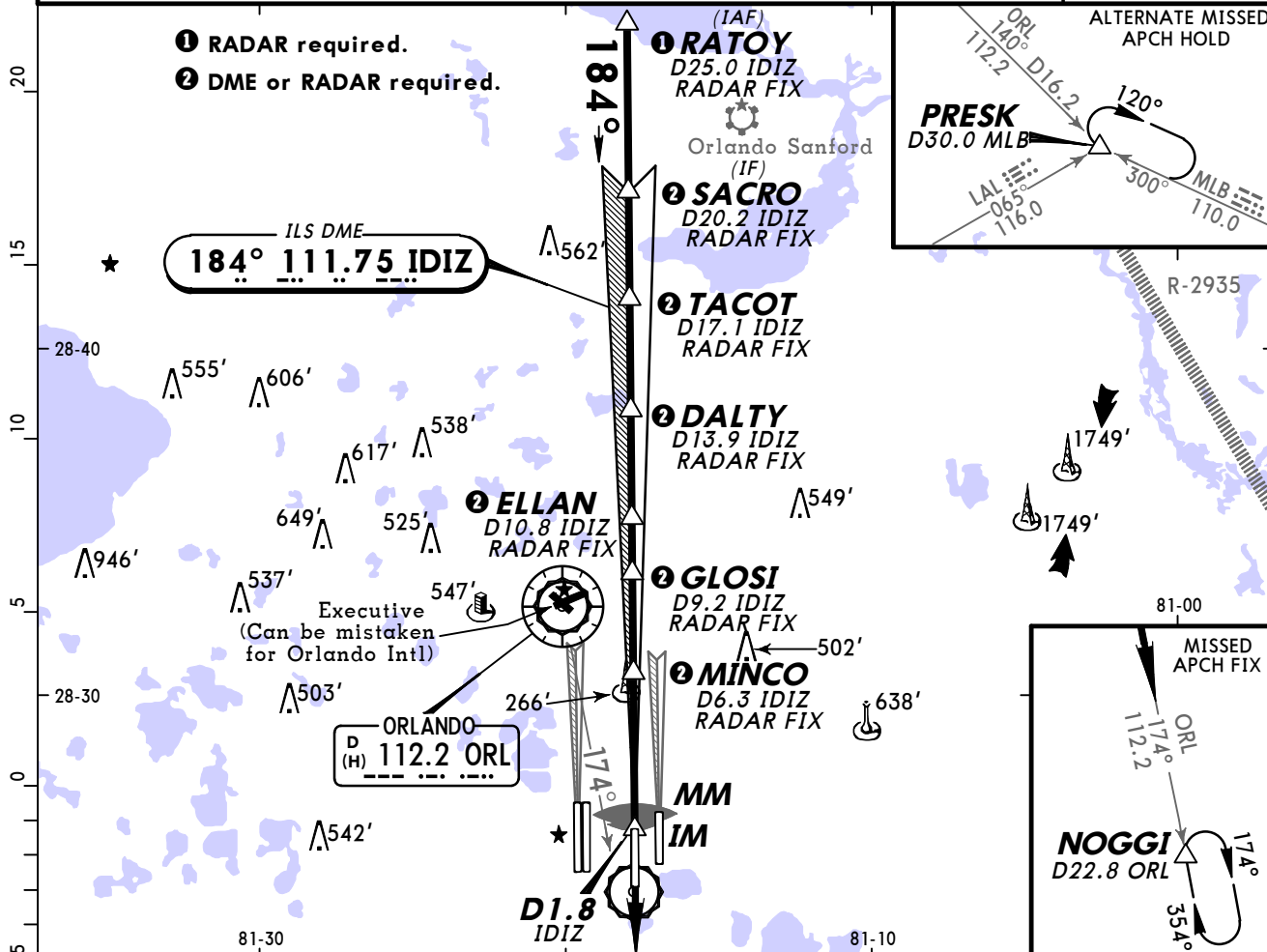


|               |       |     |     |     |     |     |          |      |       |         |
|---------------|-------|-----|-----|-----|-----|-----|----------|------|-------|---------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | ALSIF-II | 500' | 3000' | 100°    |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI     | ↑    | LT    | via hdg |

STRAIGHT-IN LANDING RWY17L  
CAT II ILS  
RA 101'  
DA(H) 190' (100')

RVR 12

| D-ATIS (Arrival)                                                                                                                                                                                                | ORLANDO Approach (R)             | ORLANDO Tower                       |                                    | Ground                                 |             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-------------------------------------|------------------------------------|----------------------------------------|-------------|
| 121.25                                                                                                                                                                                                          | 124.8                            | Rwys 17L/R & 35L/R                  | Rwys 18L/R & 36L/R                 | West                                   | East        |
| LOC IDIZ<br><b>111.75</b>                                                                                                                                                                                       | Final<br>Apch Crs<br><b>184°</b> | GS<br><b>MINCO</b><br>1600' (1510') | ILS<br>DA(H)<br><b>290' (200')</b> | Apt Elev <b>96'</b><br>TDZE <b>90'</b> | 3000'       |
| <b>MISSED APCH:</b> Climb to 3000' outbound via ORL VOR R-174 to NOGGI/D22.8 ORL and hold.                                                                                                                      |                                  |                                     |                                    |                                        | MSA ORL VOR |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Simultaneous approach authorized with Rwy 17L or 18R. 2. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. |                                  |                                     |                                    |                                        |             |

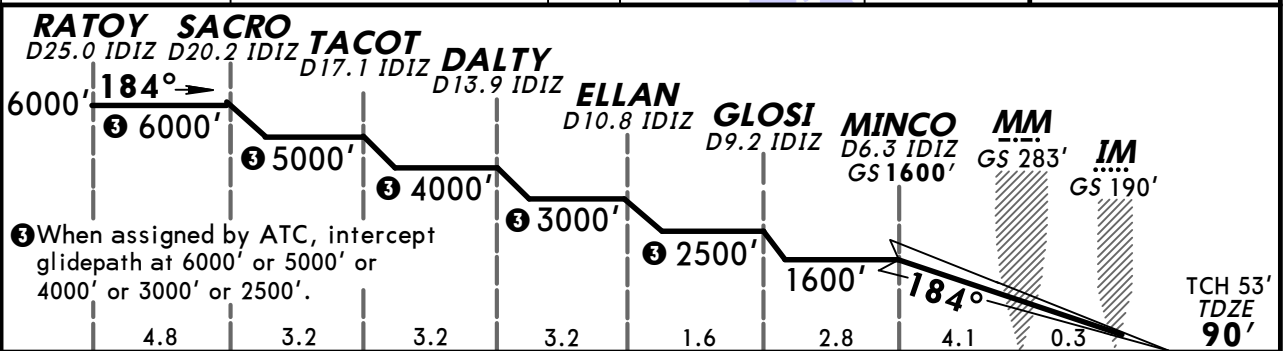
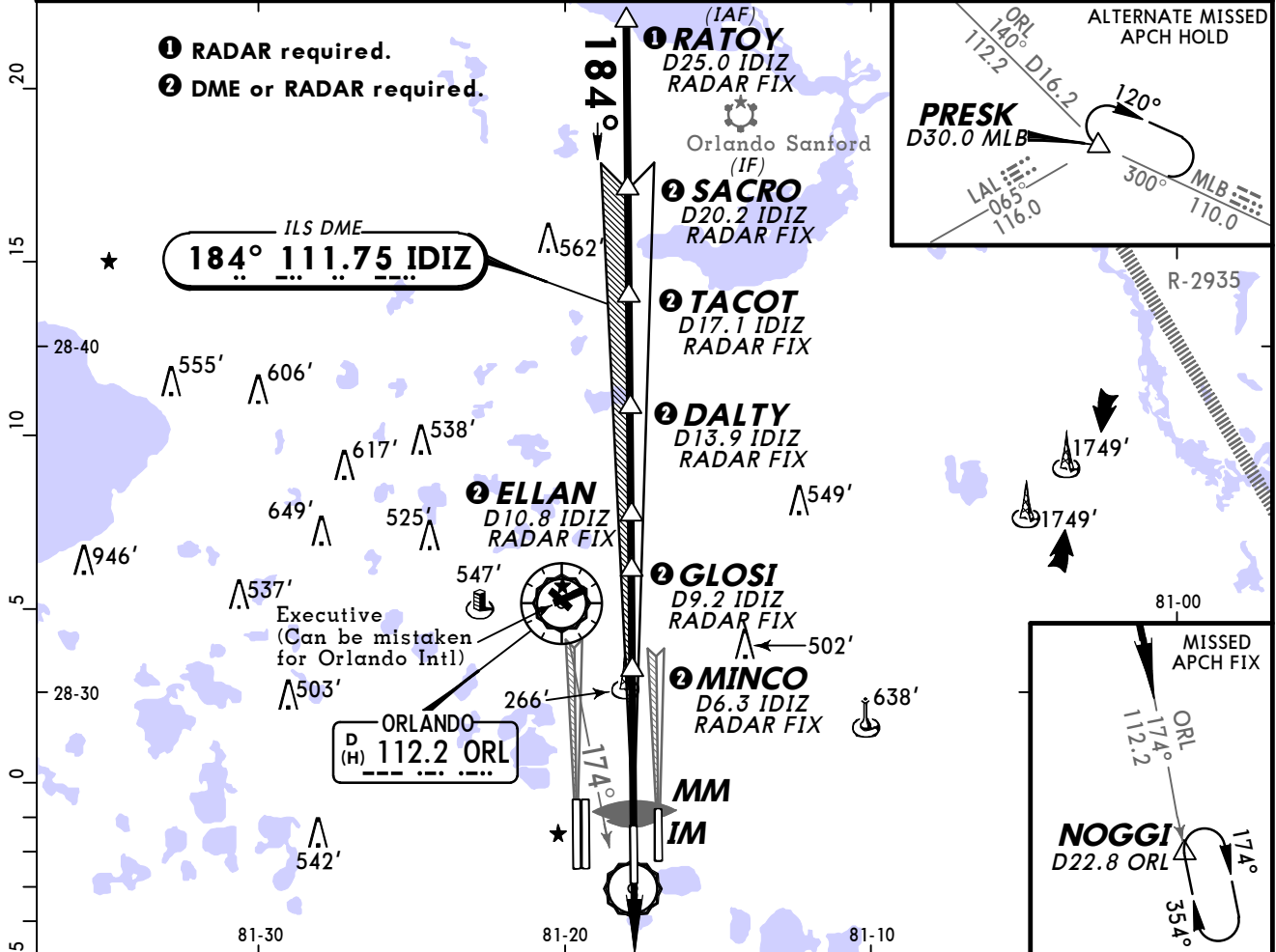


| Gnd speed-Kts                    | 70    | 90   | 100  | 120  | 140  | 160  | ALS F-II | 3000' | ORL | NOGGI |
|----------------------------------|-------|------|------|------|------|------|----------|-------|-----|-------|
| GS                               | 3.00° | 372  | 478  | 531  | 637  | 743  | 849      |       |     |       |
| MAP at D1.8 IDIZ or MINCO to MAP | 4.5   | 3:51 | 3:00 | 2:42 | 2:15 | 1:56 | 1:41     |       |     |       |

| STRAIGHT-IN LANDING RWY 17R |               |               |                    |                 | CIRCLE-TO-LAND |                     |
|-----------------------------|---------------|---------------|--------------------|-----------------|----------------|---------------------|
| ILS                         |               |               | LOC (GS out)       |                 | Max Kts        | MDA(H)              |
| DA(H) 290' (200')           |               |               | MDA(H) 520' (430') |                 |                |                     |
| FULL                        | TDZ or CL out | ALS out       | ALS out            |                 |                |                     |
| A                           |               |               |                    |                 | 90             | 740' (644') - 1     |
| B                           | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4      | RVR 50 or 1     | 120            | 740' (644') - 1 3/4 |
| C                           |               |               | RVR 40 or 3/4      | RVR 60 or 1 1/4 | 140            | 740' (644') - 2     |
| D                           |               |               | RVR 50 or 1        | 1 1/2           | 165            |                     |

1 Not authorized during simultaneous operations.

|                                                                                                                                                                                                          |                                                                                     |                      |                    |                    |              |                                         |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------|--------------------|--------------------|--------------|-----------------------------------------|--|
| BRIEFING STRIP™                                                                                                                                                                                          | D-ATIS (Arrival)                                                                    | ORLANDO Approach (R) | ORLANDO Tower      |                    |              | Ground                                  |  |
|                                                                                                                                                                                                          |                                                                                     |                      | Rwys 17L/R & 35L/R | Rwys 18L/R & 36L/R | West         | East                                    |  |
|                                                                                                                                                                                                          | 121.25                                                                              | 124.8                | 118.45             | 124.3              | 121.8        | 126.4                                   |  |
|                                                                                                                                                                                                          | LOC IDIZ                                                                            | Final Apch Crs       | GS MINCO           | CAT II RA 104'     | Apt Elev 96' | <div>3000'</div> <div>MSA ORL VOR</div> |  |
|                                                                                                                                                                                                          | 111.75                                                                              | 184°                 | 1600' (1510')      | DA(H)190' (100')   | TDZE 90'     |                                         |  |
|                                                                                                                                                                                                          | MISSED APCH: Climb to 3000' outbound via ORL VOR R-174 to NOGGI/D22.8 ORL and hold. |                      |                    |                    |              |                                         |  |
|                                                                                                                                                                                                          | Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                               |                      |                    |                    |              |                                         |  |
| 1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 17L or 18R. 3. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. |                                                                                     |                      |                    |                    |              |                                         |  |



|               |  |     |     |     |     |     |     |                                                                                       |     |             |   |     |       |
|---------------|--|-----|-----|-----|-----|-----|-----|---------------------------------------------------------------------------------------|-----|-------------|---|-----|-------|
|               |  |     |     |     |     |     | 0.4 |                                                                                       | 0.1 |             | 0 |     |       |
| Gnd speed-Kts |  | 70  | 90  | 100 | 120 | 140 | 160 | ALSF-II                                                                               |     | 3000'       |   | ORL | NOGGI |
| GS 3.00°      |  | 372 | 478 | 531 | 637 | 743 | 849 |  |     | ↑ via 112.2 |   |     |       |
|               |  |     |     |     |     |     |     |                                                                                       |     | R-174       |   |     |       |

STRAIGHT-IN LANDING RWY 17R

CAT II ILS

RA 104'

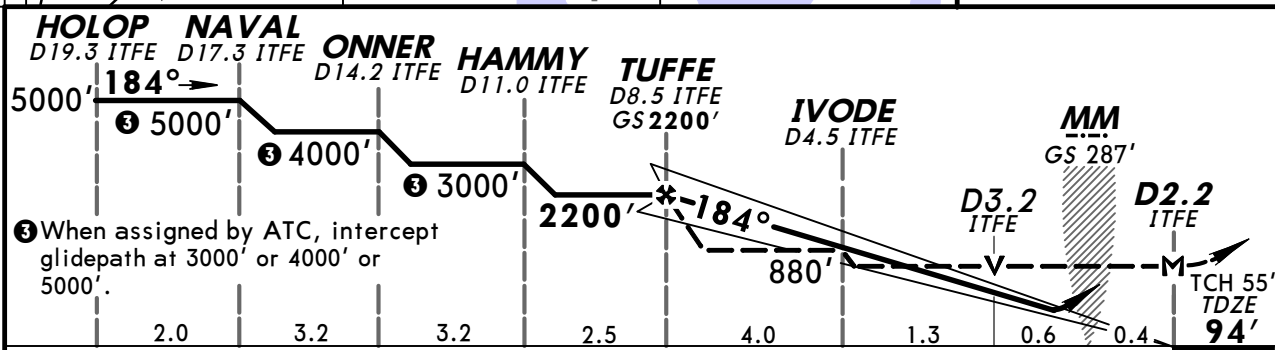
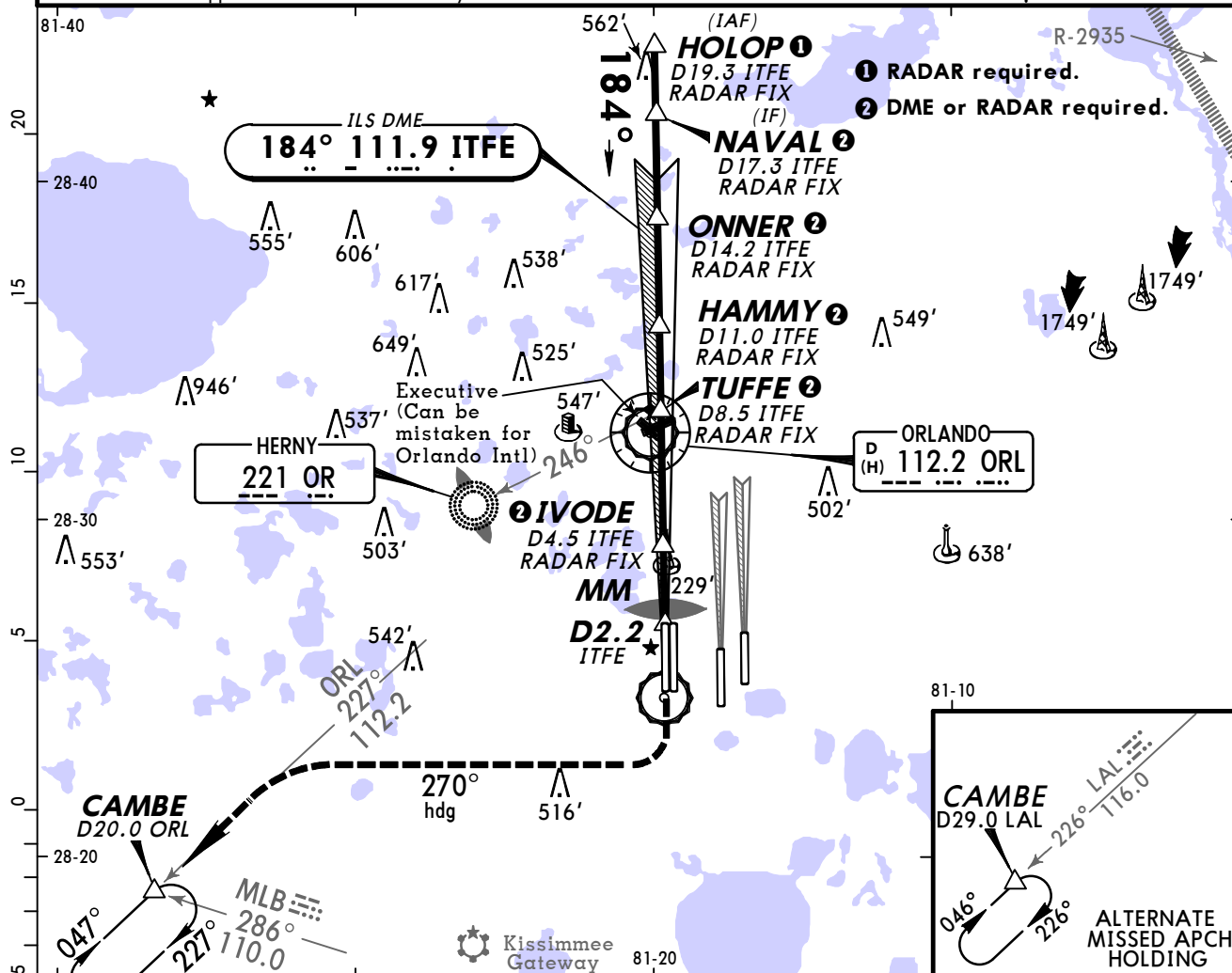
DA(H) 190' (100')

RVR 12

TERPS



| D-ATIS (Arrival)                                                                                                                                                         | ORLANDO Approach (R)      | ORLANDO Tower                |                             | West               | Ground      | East        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------|-----------------------------|--------------------|-------------|-------------|
| 121.25                                                                                                                                                                   | 124.8                     | Rwys 18L/R & 36L/R           | 124.3                       | Rwys 17L/R & 35L/R | 118.45      | 121.8 126.4 |
| LOC<br>ITFE<br>111.9                                                                                                                                                     | Final<br>Apch Crs<br>184° | GS<br>TUFFE<br>2200' (2106') | ILS<br>DA(H)<br>294' (200') | Apt Elev<br>96'    | TDZE<br>94' | 3000'       |
| <b>MISSED APCH:</b> Climb to 500' then climbing RIGHT turn to 4000' via 270° heading and ORL VOR R-227 to CAMBE INT/D20.0 ORL and hold. Continue climb-in-hold to 4000'. |                           |                              |                             |                    |             | MSA ORL VOR |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Simultaneous approach authorized with Rwy 17R or 17L. 2. Use I-TFE DME when on the LOC course.               |                           |                              |                             |                    |             |             |



| Gnd speed-Kts                        | 70    | 90   | 100  | 120  | 140  | 160  | MALSR | 500' | 4000' | 270° |
|--------------------------------------|-------|------|------|------|------|------|-------|------|-------|------|
| GS                                   | 3.00° | 372  | 478  | 531  | 637  | 743  | 849   |      |       | hdg  |
| MAP at D2.2 ITFE or TUFFE to MAP 6.3 | 5:24  | 4:12 | 3:47 | 3:09 | 2:42 | 2:22 |       |      |       |      |

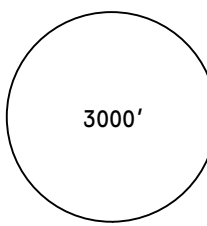
| STRAIGHT-IN LANDING RWY18R |               |                 |                                    |               |                 | CIRCLE-TO-LAND |                   |
|----------------------------|---------------|-----------------|------------------------------------|---------------|-----------------|----------------|-------------------|
| ILS<br>DA(H) 294' (200')   |               |                 | LOC (GS out)<br>MDA(H) 480' (386') |               |                 | Max Kts        | MDA(H)            |
| FULL                       | TDZ or CL out | RAIL or ALS out | RAIL out                           | ALS out       |                 | 90             | 740' (644')-1     |
| A                          |               |                 |                                    |               |                 | 120            |                   |
| B                          | RVR 18 or 1/2 | RVR 24 or 1/2   | RVR 40 or 3/4                      | RVR 24 or 1/2 | RVR 40 or 3/4   | 140            | 740' (644')-1 3/4 |
| C                          |               |                 |                                    |               |                 | 165            | 740' (644')-2     |
| D                          |               |                 |                                    | RVR 40 or 3/4 | RVR 60 or 1 1/4 |                |                   |

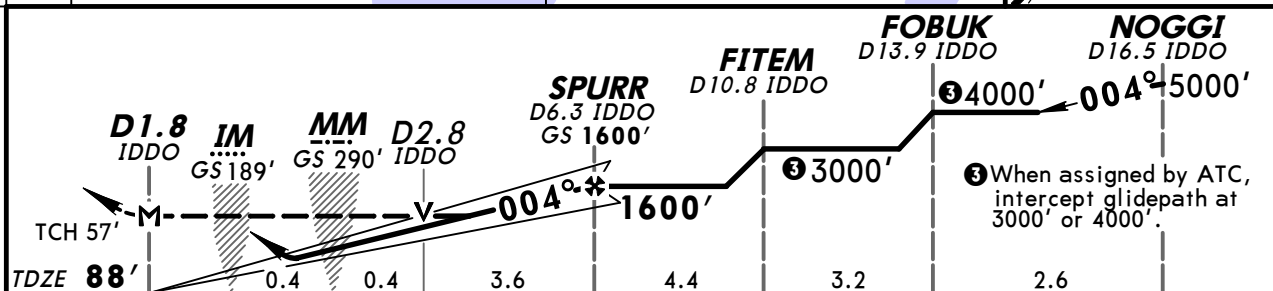
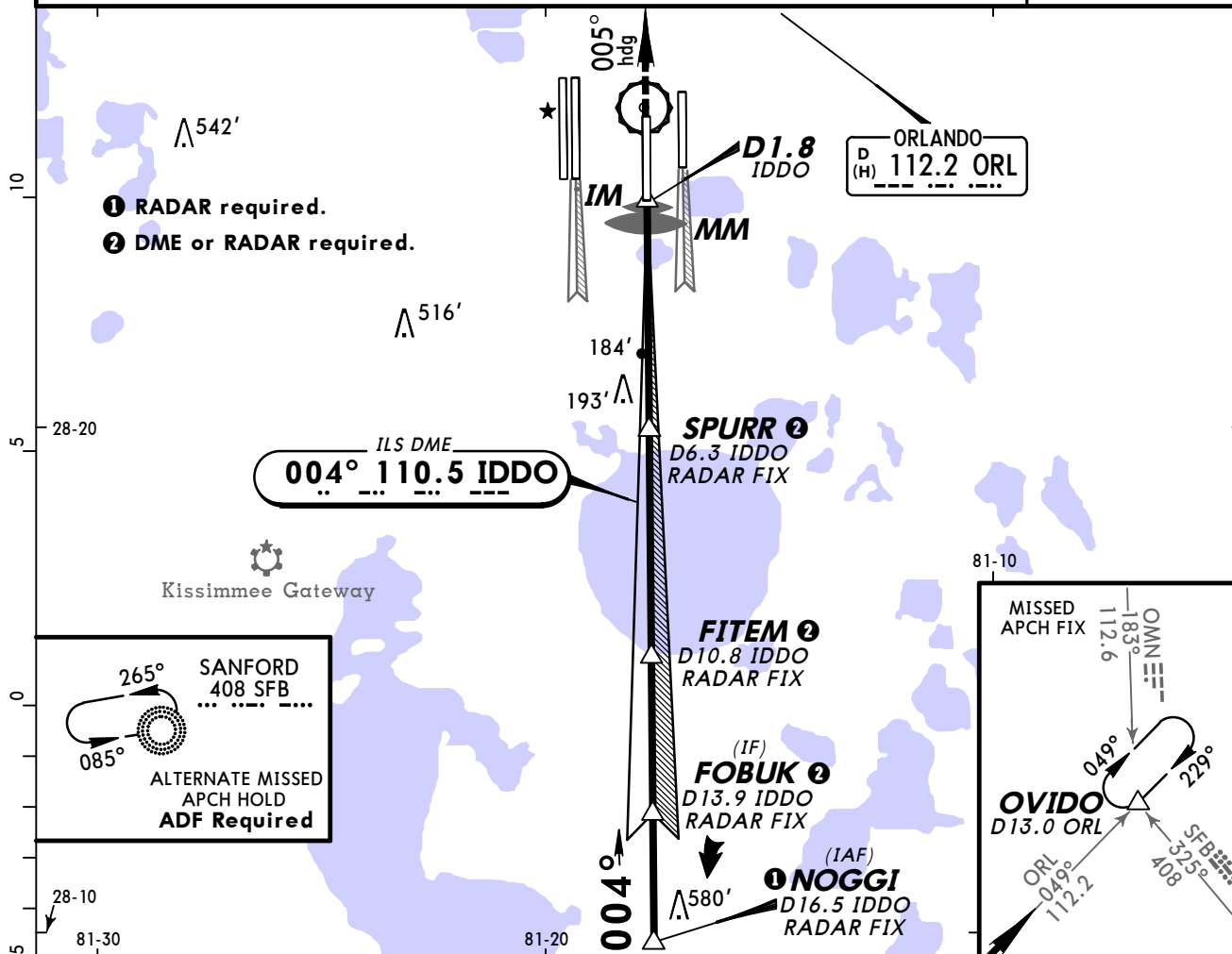
Not authorized during simultaneous operations.

CHANGES: Ground frequency.

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|                                                                                                                                                                                                                 |                           |                              |                             |              |                                                                                     |             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------|-----------------------------|--------------|-------------------------------------------------------------------------------------|-------------|
| D-ATIS (Arrival)                                                                                                                                                                                                | ORLANDO Approach (R)      | ORLANDO Tower                |                             | West         | Ground                                                                              | East        |
| 121.25                                                                                                                                                                                                          | 124.8                     | Rwys 17L/R & 35L/R           | Rwys 18L/R & 36L/R          | 121.8        |                                                                                     | 126.4       |
| LOC<br>IDDO<br>110.5                                                                                                                                                                                            | Final<br>Apch Crs<br>004° | GS<br>SPURR<br>1600' (1512') | ILS<br>DA(H)<br>288' (200') | Apt Elev 96' |  |             |
|                                                                                                                                                                                                                 |                           |                              |                             | TDZE 88'     |                                                                                     |             |
| <b>MISSED APCH:</b> Climb to 3000' via heading 005° and outbound via ORL VOR R-049 to OVIDO/D13.0 ORL and hold.                                                                                                 |                           |                              |                             |              |                                                                                     |             |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Simultaneous approach authorized with Rwy 35R or 36R. 2. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights. |                           |                              |                             |              |                                                                                     | MSA ORL VOR |

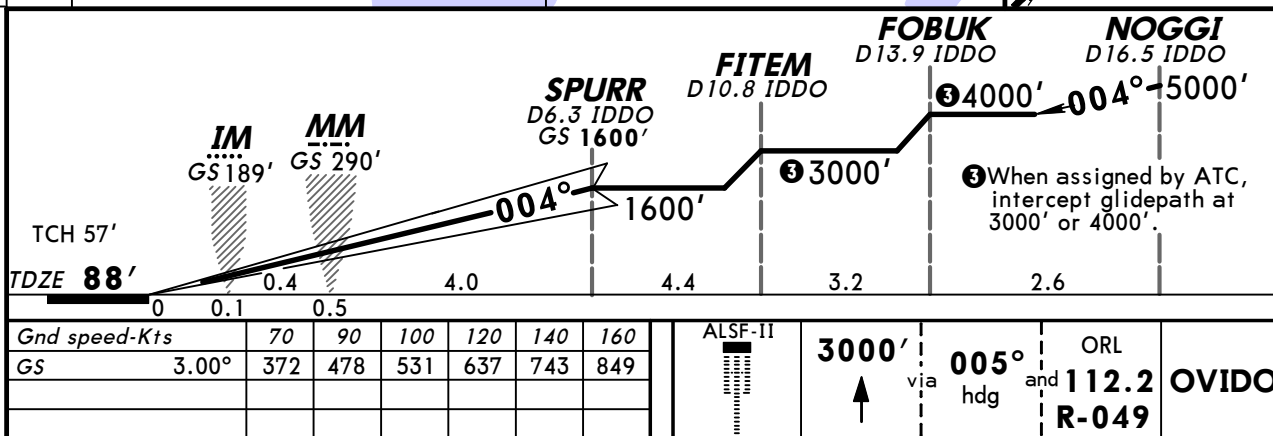
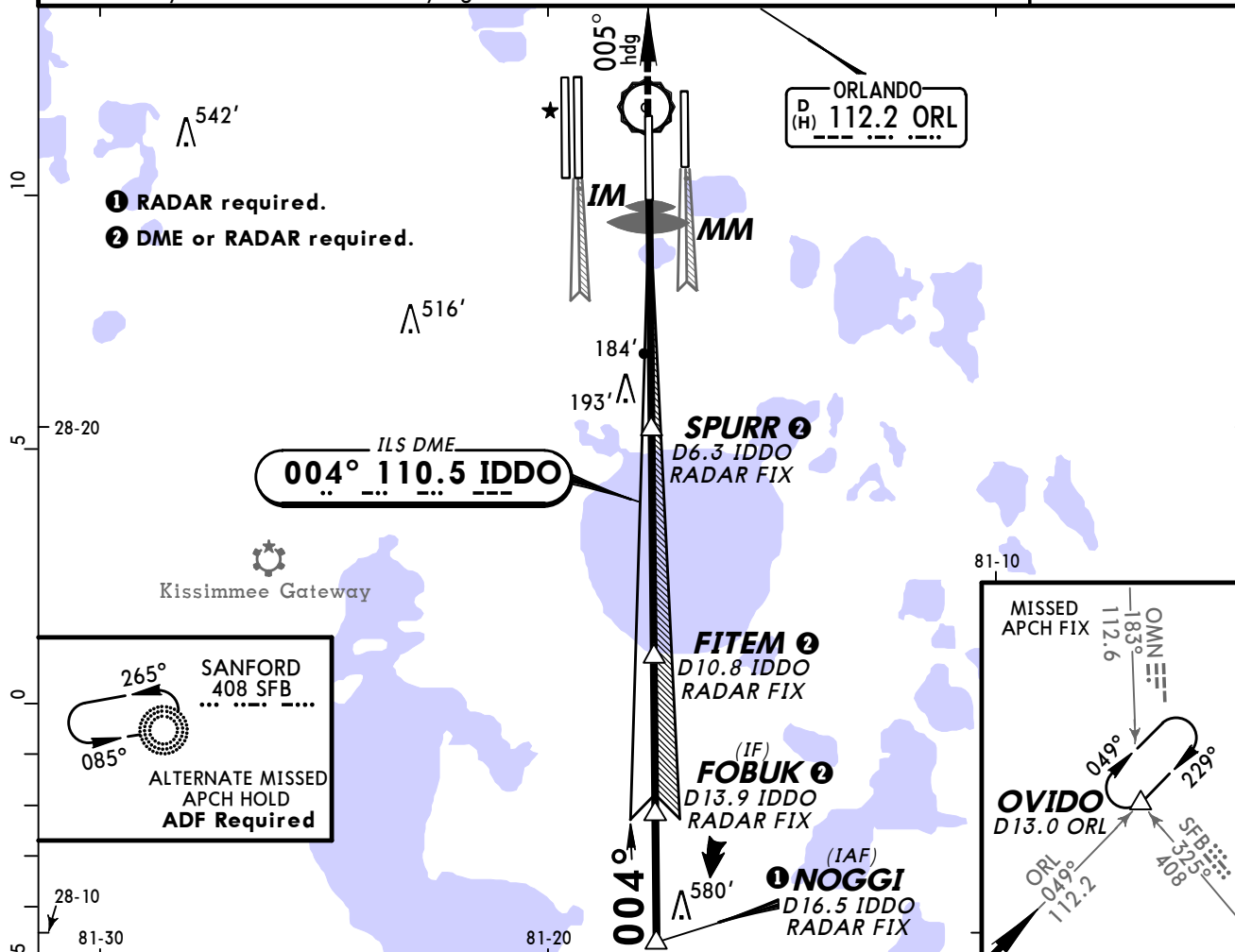


|                                  |       |      |      |      |      |      |                                                                                                |                                             |
|----------------------------------|-------|------|------|------|------|------|------------------------------------------------------------------------------------------------|---------------------------------------------|
| Gnd speed-Kts                    | 70    | 90   | 100  | 120  | 140  | 160  | ALSF-II<br> | 3000' via 005° and 112.2 ORL<br>OVIDO R-049 |
| GS                               | 3.00° | 372  | 478  | 531  | 637  | 743  |                                                                                                |                                             |
| MAP at D1.8 IDDO or SPURR to MAP | 4.5   | 3:51 | 3:00 | 2:42 | 2:15 | 1:56 |                                                                                                |                                             |

| STRAIGHT-IN LANDING RWY35L |               |               |               |                                      |                   | CIRCLE-TO-LAND  |                 |
|----------------------------|---------------|---------------|---------------|--------------------------------------|-------------------|-----------------|-----------------|
| ILS<br>DA(H) 288' (200')   |               |               |               | 1 LOC (GS out)<br>MDA(H) 460' (372') |                   | Max<br>Kts      | MDA(H)          |
| FULL                       |               | TDZ or CL out | ALS out       | ALS out                              |                   |                 |                 |
| A                          | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2                        | RVR 50 or 1       | 90              | 740' (644') - 1 |
| B                          |               |               |               |                                      |                   | 120             |                 |
| C                          |               |               |               | 140                                  | 740' (644')-1 3/4 |                 |                 |
| D                          |               |               |               | RVR 40 or 3/4                        |                   | RVR 60 or 1 1/4 | 165             |

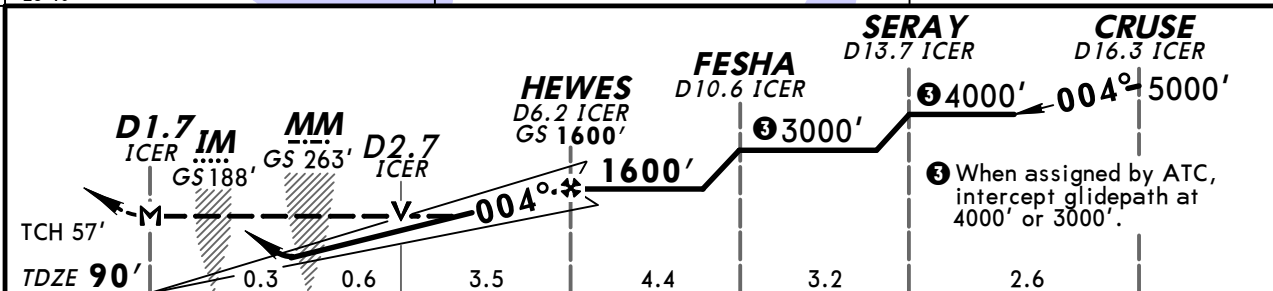
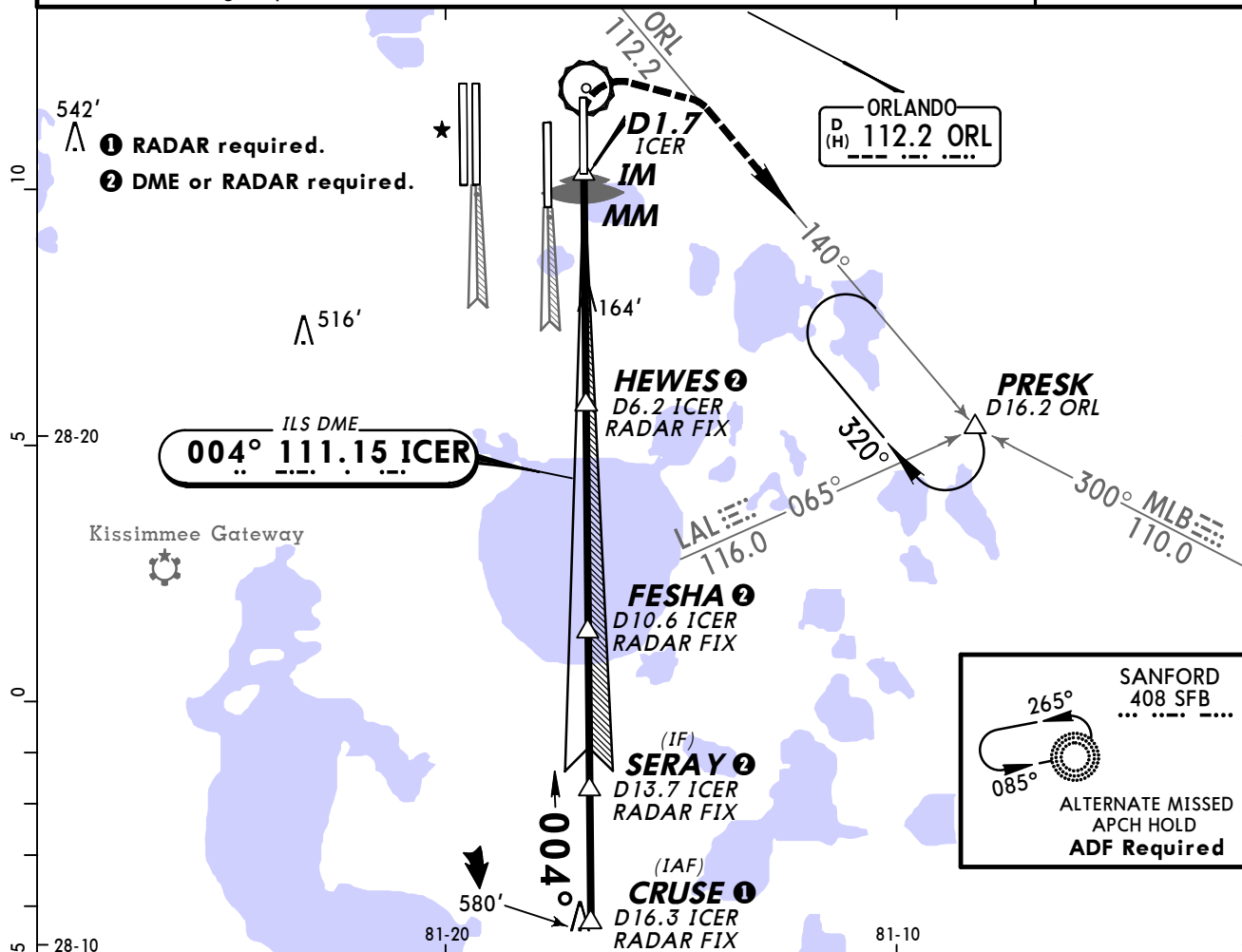
1 Not authorized during simultaneous operations.

| D-ATIS (Arrival)                                                                                                                                                                                                                                                                   |                   | ORLANDO Approach (R) |          | ORLANDO Tower                |          | Ground                                   |                          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------------|----------|------------------------------|----------|------------------------------------------|--------------------------|
| 121.25                                                                                                                                                                                                                                                                             |                   | 124.8                |          | Rwys 17L/R & 35L/R<br>118.45 |          | West<br>121.8                            | East<br>126.4            |
| LOC<br>IDDO                                                                                                                                                                                                                                                                        | Final<br>Apch Crs | GS<br>SPURR          | CAT IIIC | CAT IIIB                     | CAT IIIA | CAT II<br>RA 106'<br>DA(H)<br>188'(100') | Apt Elev 96'<br>TDZE 88' |
| 110.5                                                                                                                                                                                                                                                                              | 004°              | 1600'(1512')         | NA       | Refer to<br>Minimums         |          |                                          |                          |
| <b>MISSED APCH:</b> Climb to 3000' via heading 005° and outbound via<br><b>ORL VOR R-049 to OVIDO/D13.0 ORL and hold.</b>                                                                                                                                                          |                   |                      |          |                              |          |                                          | 3000'                    |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br><b>1. Special Aircrew &amp; Acft Certification Required.</b> 2. Simultaneous approach<br>authorized with Rwy 35R or 36R. 3. Bright lights on highway midway between Rwy 35L<br>and 35R may be mistaken for runway lights. |                   |                      |          |                              |          |                                          | MSA ORL VOR              |



| STRAIGHT-IN LANDING RWY 35L |              |              |                                           |
|-----------------------------|--------------|--------------|-------------------------------------------|
| CAT IIIC ILS                | CAT IIIB ILS | CAT IIIA ILS | CAT II ILS<br>RA 106'<br>DA(H) 188'(100') |
| NA                          | RVR 6        | RVR 7        | RVR 12                                    |

| D-ATIS (Arrival)                                                                                                                                                                                                                                                | ORLANDO Approach (R)      | ORLANDO Tower                |                             | West         | East        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------|-----------------------------|--------------|-------------|
| 121.25                                                                                                                                                                                                                                                          | 124.8                     | Rwys 17L/R & 35L/R           | Rwys 18L/R & 36L/R          | 121.8        | 126.4       |
| LOC<br>ICER<br>111.15                                                                                                                                                                                                                                           | Final<br>Apch Crs<br>004° | GS<br>HEWES<br>1600' (1510') | ILS<br>DA(H)<br>290' (200') | Apt Elev 96' | TDZE 90'    |
| <b>MISSED APCH:</b> Climb to 500' then climbing RIGHT turn to 3000' outbound<br>via ORL VOR R-140 to PRESK/D16.2 ORL and hold. Continue climb-in-<br>hold to 3000'.                                                                                             |                           |                              |                             |              | 3000'       |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Simultaneous approach authorized with Rwy 35L or 36R. 2. Bright lights on highway<br>midway between Rwy 35L and 35R may be mistaken for runway lights.<br>3. VGSI and ILS glidepath not coincident. |                           |                              |                             |              | MSA ORL VOR |



| Gnd speed-Kts                    | 70    | 90   | 100  | 120  | 140  | 160  | ALS-II | 500' | 3000' | ORL   | PRESK |
|----------------------------------|-------|------|------|------|------|------|--------|------|-------|-------|-------|
| GS                               | 3.00° | 372  | 478  | 531  | 637  | 743  | PAPI   | ↑    | RT    | 112.2 | R-140 |
| MAP at D1.7 ICER or HEWES to MAP | 4.5   | 3:51 | 3:00 | 2:42 | 2:15 | 1:56 | 1:41   |      |       |       |       |

| STRAIGHT-IN LANDING RWY 35R |               |               |                                    |               |                 | CIRCLE-TO-LAND |                    |
|-----------------------------|---------------|---------------|------------------------------------|---------------|-----------------|----------------|--------------------|
| ILS<br>DA(H) 290' (200')    |               |               | LOC (GS out)<br>MDA(H) 480' (390') |               |                 | Max Kts        | MDA(H)             |
| FULL                        | TDZ or CL out | ALS out       |                                    | ALS out       |                 | 90             | 740' (644') -1     |
| A                           |               |               |                                    |               |                 | 120            |                    |
| B                           | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4                      | RVR 24 or 1/2 | RVR 50 or 1     | 140            | 740' (644') -1 3/4 |
| C                           |               |               |                                    |               |                 | 165            | 740' (644') -2     |
| D                           |               |               |                                    | RVR 40 or 3/4 | RVR 60 or 1 1/4 |                |                    |

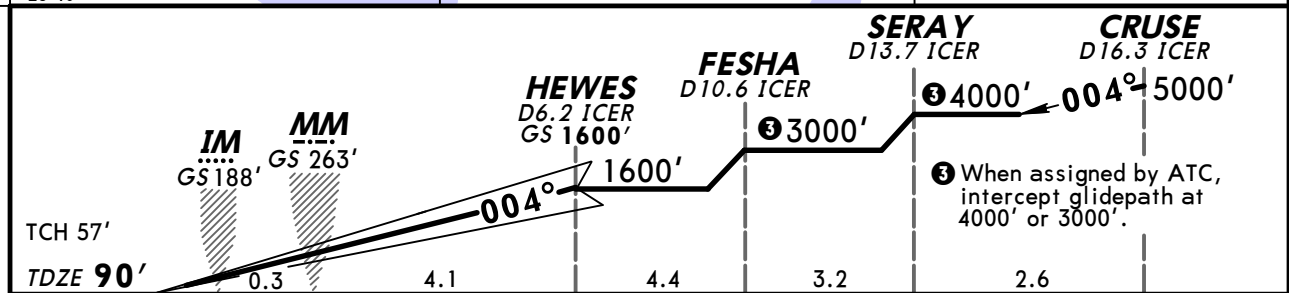
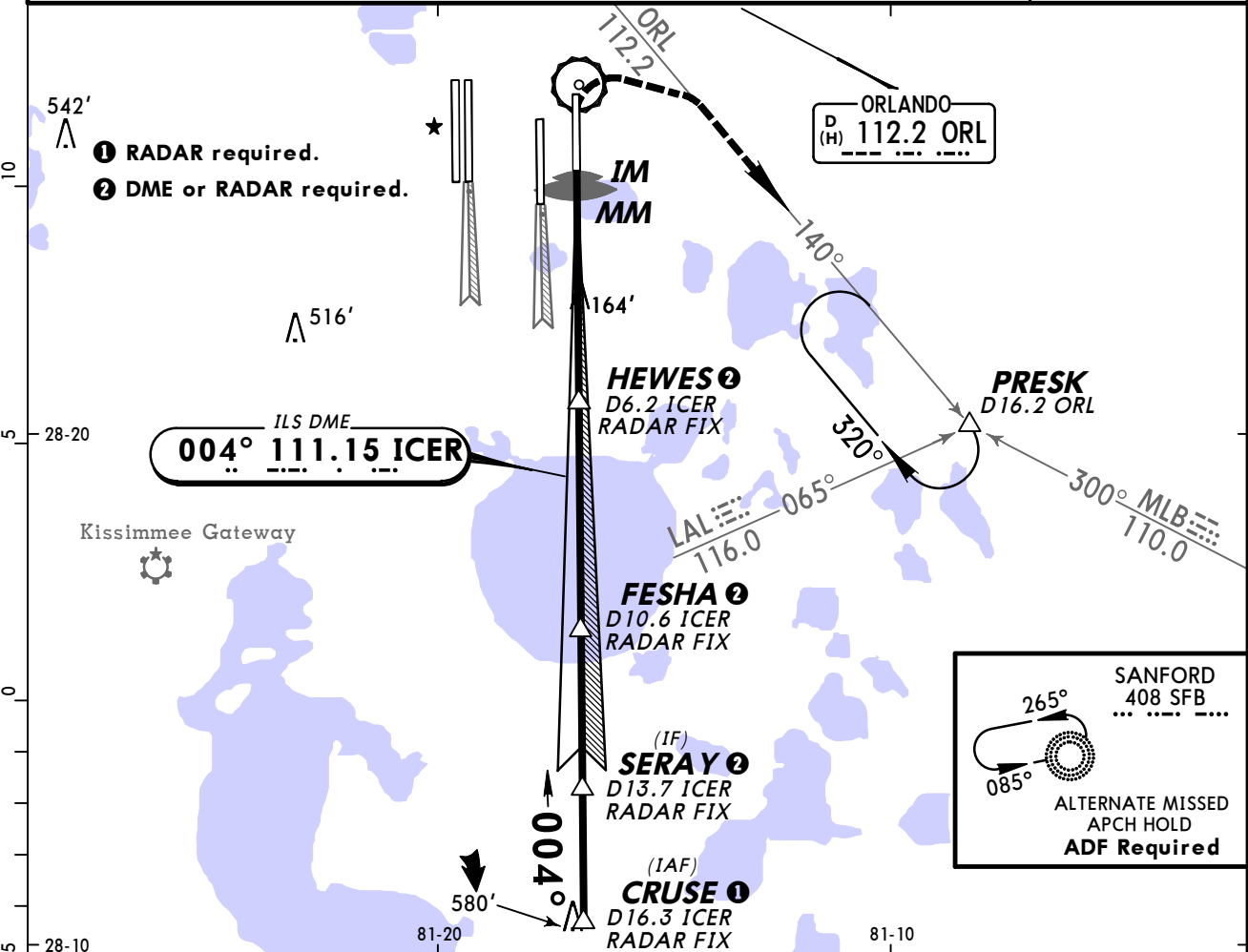
Not authorized during simultaneous operations.

CHANGES: Ground frequency, obstructions.

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BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                  |                           |                                                             |                                       |                          |                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------------------------------------------|---------------------------------------|--------------------------|-----------------------------------------|
| D-ATIS (Arrival)                                                                                                                                                                                                                                                                                                                 | ORLANDO Approach (R)      | ORLANDO Tower<br>Rwys 17L/R & 35L/R      Rwys 18L/R & 36L/R |                                       | West                     | East                                    |
| 121.25                                                                                                                                                                                                                                                                                                                           | 124.8                     | 118.45                                                      | 124.3                                 | 121.8                    | 126.4                                   |
| LOC<br>ICER<br>111.15                                                                                                                                                                                                                                                                                                            | Final<br>Apch Crs<br>004° | GS<br>HEWES<br>1600' (1510')                                | CAT II<br>RA 101'<br>DA(H)190' (100') | Apt Elev 96'<br>TDZE 90' | <div>3000'</div> <div>MSA ORL VOR</div> |
| MISSED APCH: Climb to 500' then climbing RIGHT turn to 3000' outbound via ORL VOR R-140 to PRESK/D16.2 ORL and hold. Continue climb-in-hold to 3000'.                                                                                                                                                                            |                           |                                                             |                                       |                          |                                         |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'<br>1. <b>Special Aircrew &amp; Acft Certification Required.</b> 2. Simultaneous approach authorized with Rwy 35L or 36R. 3. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights. 4. VGSI and ILS glidepath not coincident. |                           |                                                             |                                       |                          |                                         |



|               |       |     |     |     |     |     |         |      |       |                 |       |
|---------------|-------|-----|-----|-----|-----|-----|---------|------|-------|-----------------|-------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | ALSF-II | 500' | 3000' | ORL             | PRESK |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI    | ↑    | RT    | via 112.2 R-140 |       |

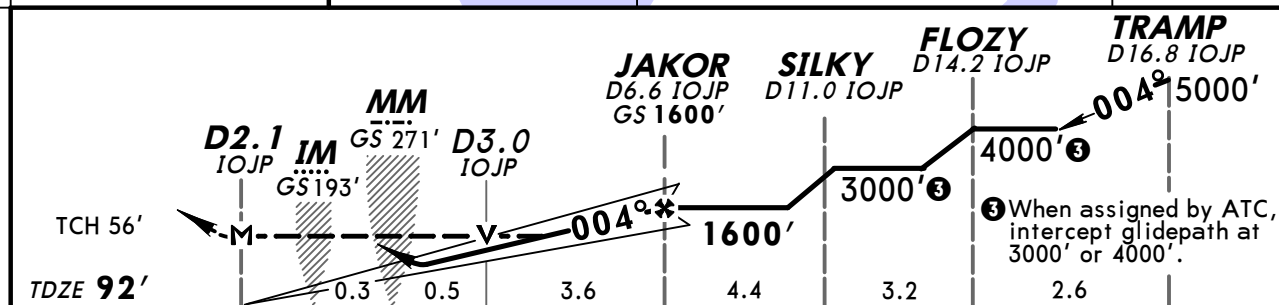
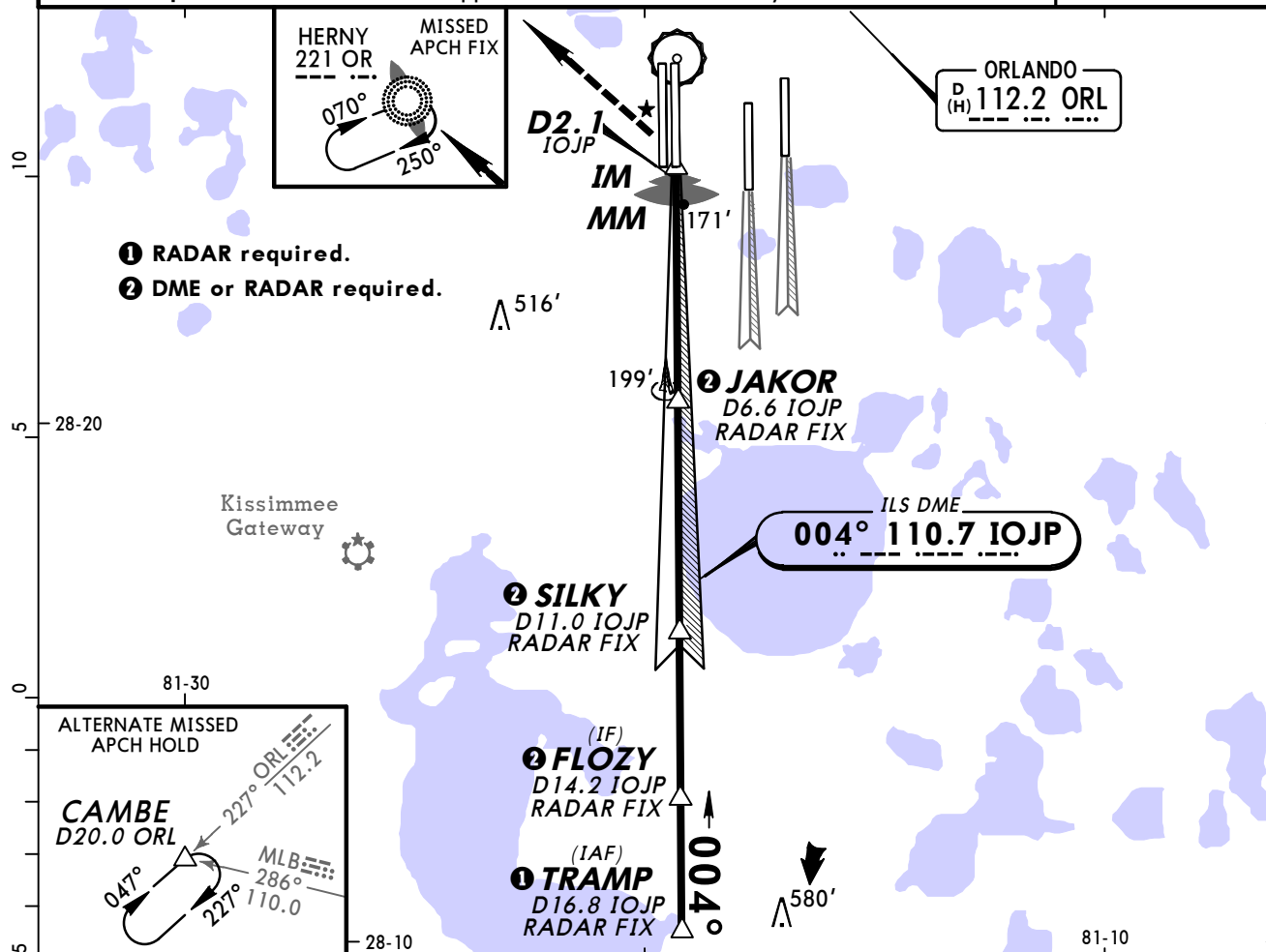
STRAIGHT-IN LANDING RWY 35R  
CAT II ILS  
RA 101'  
DA(H) 190' (100')

TERPS

RVR 12

BRIEFING STRIP™

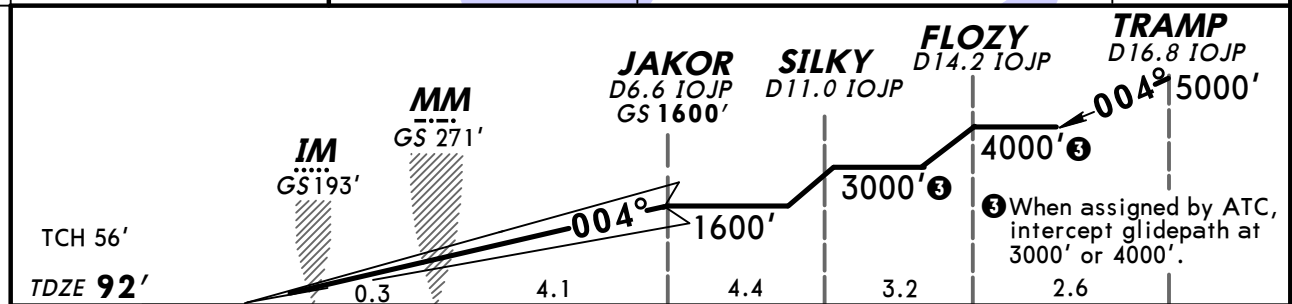
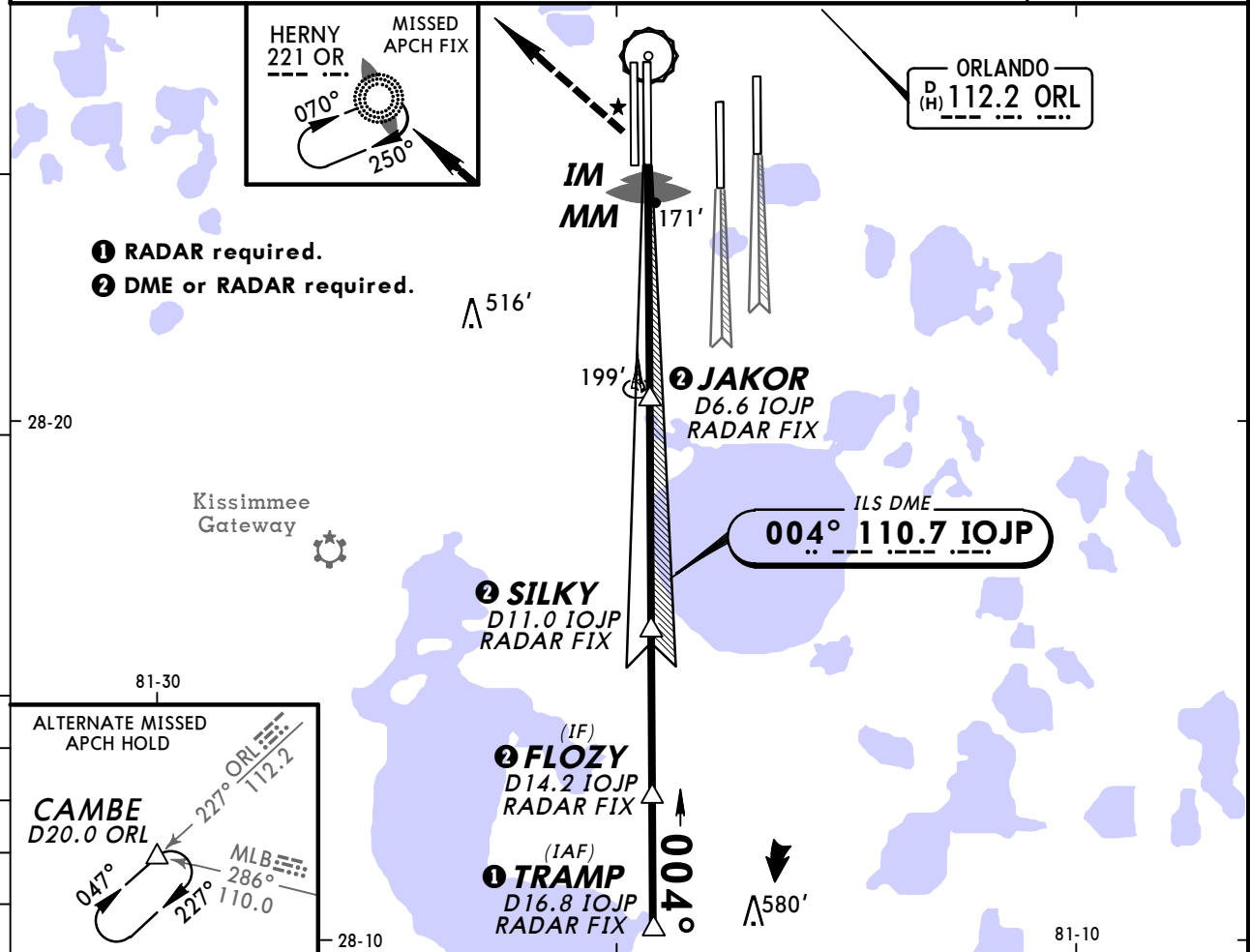
|                                                                                                                                                |                            |                              |                             |                              |                                         |
|------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------------------|
| D-ATIS (Arrival)                                                                                                                               | ORLANDO Approach (R)       | ORLANDO Tower                |                             | Ground                       |                                         |
| 121.25                                                                                                                                         | 124.8                      | Rwys 18L/R & 36L/R           | Rwys 17L/R & 35L/R          | West                         | East                                    |
|                                                                                                                                                |                            | 124.3                        | 118.45                      | 121.8                        | 126.4                                   |
| LOC<br>IOJP<br>110.7                                                                                                                           | Final<br>Aptch Crs<br>004° | GS<br>JAKOR<br>1600' (1508') | ILS<br>DA(H)<br>292' (200') | Apt Elev 96'<br><br>TDZE 92' | <div>3000'</div> <div>MSA ORL VOR</div> |
| MISSED APCH: Climb to 500', then climbing LEFT turn to 3000' direct OR LOM and hold.                                                           |                            |                              |                             |                              |                                         |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'<br>1. ADF required.   2. Simultaneous approach authorized with Rwy 35L or 35R. |                            |                              |                             |                              |                                         |



|                                      |       |      |      |      |      |      |         |      |       |        |
|--------------------------------------|-------|------|------|------|------|------|---------|------|-------|--------|
| Gnd speed-Kts                        | 70    | 90   | 100  | 120  | 140  | 160  | ALSF-II | 500' | 3000' | OR 221 |
| GS                                   | 3.00° | 372  | 478  | 531  | 637  | 743  | 849     | ↑    | LT    |        |
| MAP at D2.1 IOJP or JAKOR to MAP 4.5 | 3:51  | 3:00 | 2:42 | 2:15 | 1:56 | 1:41 |         |      |       |        |

| STRAIGHT-IN LANDING RWY36R |               |               |                    |               | CIRCLE-TO-LAND |                   |
|----------------------------|---------------|---------------|--------------------|---------------|----------------|-------------------|
| ILS                        |               |               | 1 LOC (GS out)     |               | Max Kts.       | MDA(H)            |
| DA(H) 292' (200')          |               |               | MDA(H) 440' (348') |               |                |                   |
| FULL                       | TDZ or CL out | ALS out       | ALS out            |               |                |                   |
| A                          |               |               |                    |               | 90             | 740' (644')-1     |
| B                          |               |               |                    |               | 120            | 740' (644')-1 3/4 |
| C                          | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4      | RVR 24 or 1/2 | 140            | 740' (644')-1 3/4 |
| D                          |               |               |                    | RVR 40 or 3/4 | 165            | 740' (644')-2     |

|                                                                                                 |                   |                                 |                    |                                      |          |                                          |              |                                         |       |
|-------------------------------------------------------------------------------------------------|-------------------|---------------------------------|--------------------|--------------------------------------|----------|------------------------------------------|--------------|-----------------------------------------|-------|
| D-ATIS (Arrival)                                                                                |                   | ORLANDO Approach (R)            |                    | ORLANDO Tower                        |          |                                          |              | Ground                                  |       |
| 121.25                                                                                          |                   | 124.8                           |                    | Rwys 18L/R & 36L/R                   |          | Rwys 17L/R & 35L/R                       |              | West                                    | East  |
|                                                                                                 |                   |                                 |                    | 124.3                                |          | 118.45                                   |              | 121.8                                   | 126.4 |
| LOC<br>IOJP                                                                                     | Final<br>Apch Crs | GS<br>JAKOR<br>1600'<br>(1508') | CAT IIIC<br><br>NA | CAT IIIB<br><br>Refer to<br>Minimums | CAT IIIA | CAT II<br>RA 115'<br>DA(H)<br>192'(100') | Apt Elev 96' | <div>3000'</div> <div>MSA ORL VOR</div> |       |
| 110.7                                                                                           | 004°              |                                 |                    |                                      |          | TDZE 92'                                 |              |                                         |       |
| MISSED APCH: Climb to 500', then climbing LEFT turn to 3000'<br>direct OR LOM and hold.         |                   |                                 |                    |                                      |          |                                          |              |                                         |       |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000' |                   |                                 |                    |                                      |          |                                          |              |                                         |       |
| 1. Special Aircrew & Acft Certification Required. 2. ADF required.                              |                   |                                 |                    |                                      |          |                                          |              |                                         |       |
| 3. Simultaneous approach authorized with Rwy 35L or 35R.                                        |                   |                                 |                    |                                      |          |                                          |              |                                         |       |

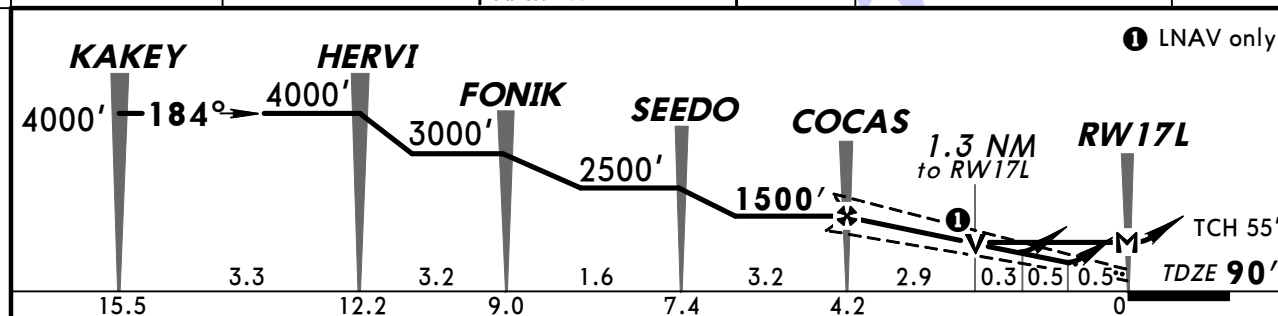
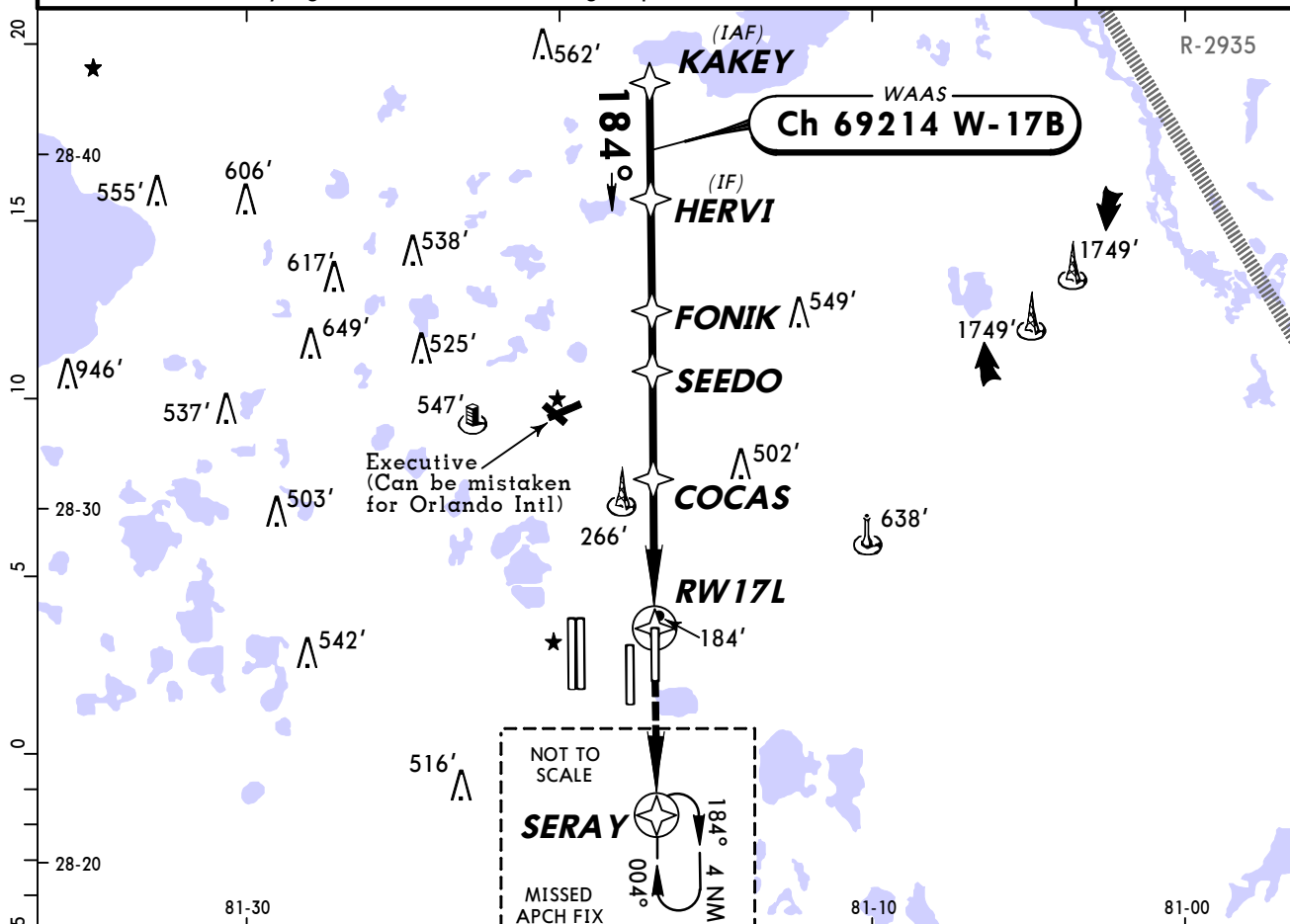


|               |       |     |     |     |     |     |         |      |       |    |     |
|---------------|-------|-----|-----|-----|-----|-----|---------|------|-------|----|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | ALSF-II | 500' | 3000' | OR | 221 |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | 849     |      | LT    |    |     |

|                            |              |              |                                           |
|----------------------------|--------------|--------------|-------------------------------------------|
| STRAIGHT-IN LANDING RWY36R |              |              |                                           |
| CAT IIIC ILS               | CAT IIIB ILS | CAT IIIA ILS | CAT II ILS<br>RA 115'<br>DA(H) 192'(100') |
| NA                         | RVR 6        | RVR 7        | RVR 12                                    |



|                                                                                                                                                                                                                                                                                                                                                                              |                            |                                       |                             |                          |                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|---------------------------------------|-----------------------------|--------------------------|---------------------------------------|
| D-ATIS (Arrival)                                                                                                                                                                                                                                                                                                                                                             | ORLANDO Approach (R)       | ORLANDO Tower                         |                             | Ground                   |                                       |
|                                                                                                                                                                                                                                                                                                                                                                              |                            | Rwys 17L/R & 35L/R                    | Rwys 18L/R & 36L/R          | West                     | East                                  |
| 121.25                                                                                                                                                                                                                                                                                                                                                                       | 124.8                      | 118.45                                | 124.3                       | 121.8                    | 126.4                                 |
| WAAS<br>Ch 69214<br>W-17B                                                                                                                                                                                                                                                                                                                                                    | Final<br>Aptch Crs<br>184° | Minimum Alt<br>COCAS<br>1500' (1410') | LPV<br>DA(H)<br>290' (200') | Apt Elev 96'<br>TDZE 90' | <div>3000'</div> <div>MSA RW17L</div> |
| MISSED APCH: Climb to 3000' direct SERAY and hold.                                                                                                                                                                                                                                                                                                                           |                            |                                       |                             |                          |                                       |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'<br>1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. 5. VGSI and RNAV glidepath not coincident. |                            |                                       |                             |                          |                                       |

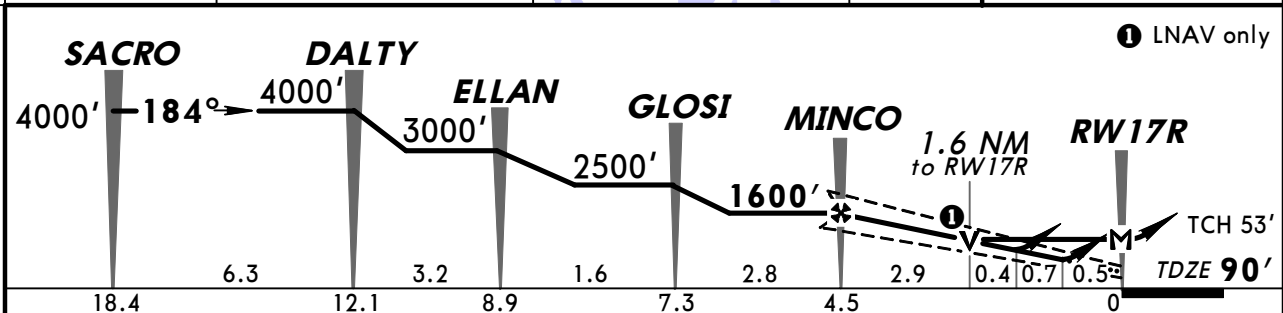
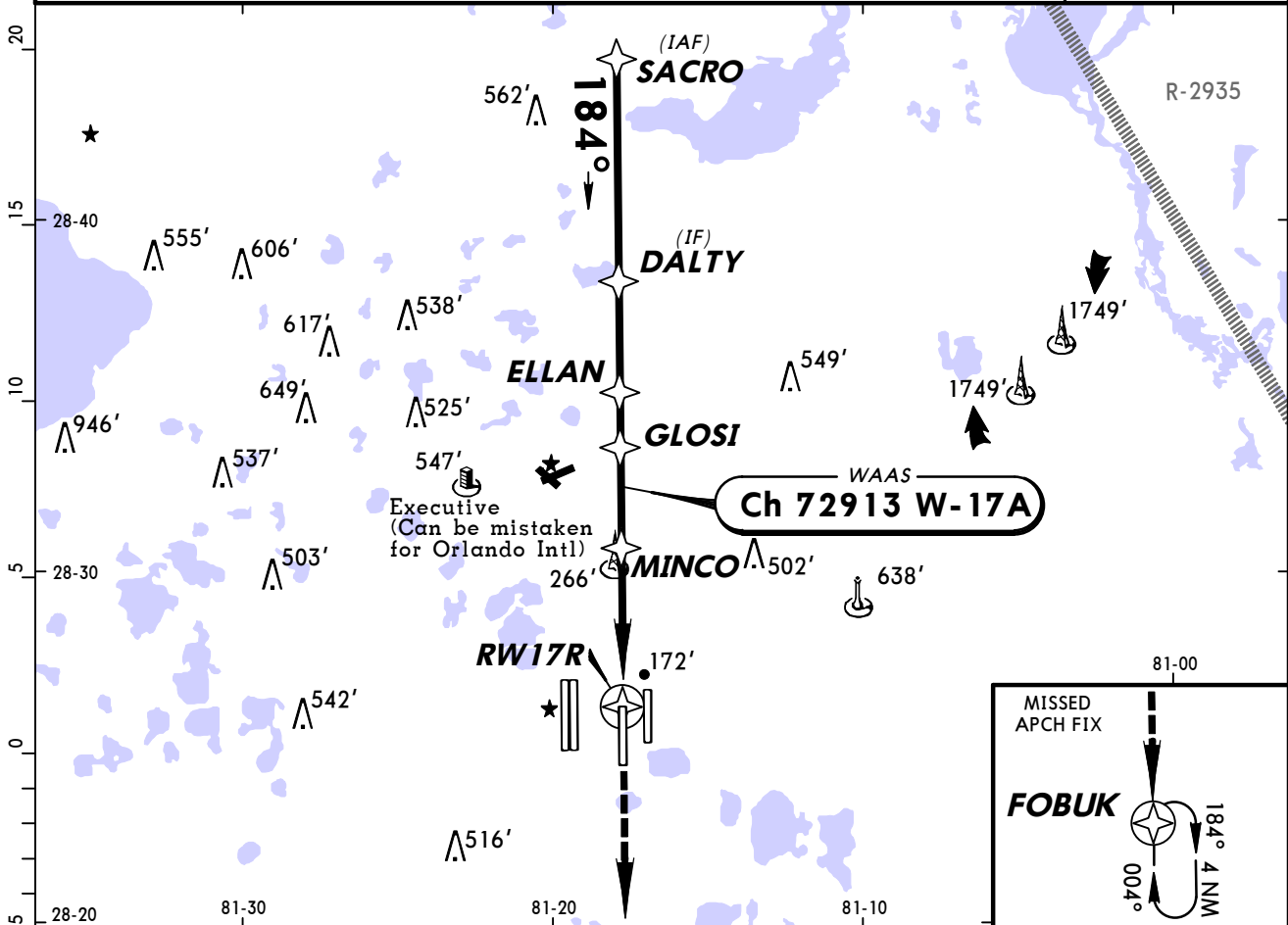


|                        |     |     |     |     |     |     |         |       |      |       |
|------------------------|-----|-----|-----|-----|-----|-----|---------|-------|------|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | ALSF-II | 3000' | PAPI | SERAY |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |         |       |      |       |
| MAP at RW17L           |     |     |     |     |     |     |         |       |      |       |

| STRAIGHT-IN LANDING RWY 17L |        |                   |        | CIRCLE-TO-LAND     |               |         |                     |
|-----------------------------|--------|-------------------|--------|--------------------|---------------|---------|---------------------|
| LPV                         |        | LNAV/VNAV         |        | LNAV               |               |         |                     |
| DA(H) 290' (200')           |        | DA(H) 470' (380') |        | MDA(H) 580' (490') |               |         |                     |
| ALS out                     |        | ALS out           |        | ALS out            |               | Max Kts | MDA(H)              |
| A                           |        |                   |        |                    |               | 90      | 740' (644') - 1     |
| B                           | RVR 24 | RVR 40            | RVR 40 | RVR 60             | RVR 24 or 1/2 | 120     | 740' (644') - 1 3/4 |
| C                           | or 1/2 | or 3/4            | or 3/4 | or 1 1/4           | RVR 40 or 3/4 | 140     | 740' (644') - 2     |
| D                           |        |                   |        |                    | RVR 50 or 1   | 165     |                     |

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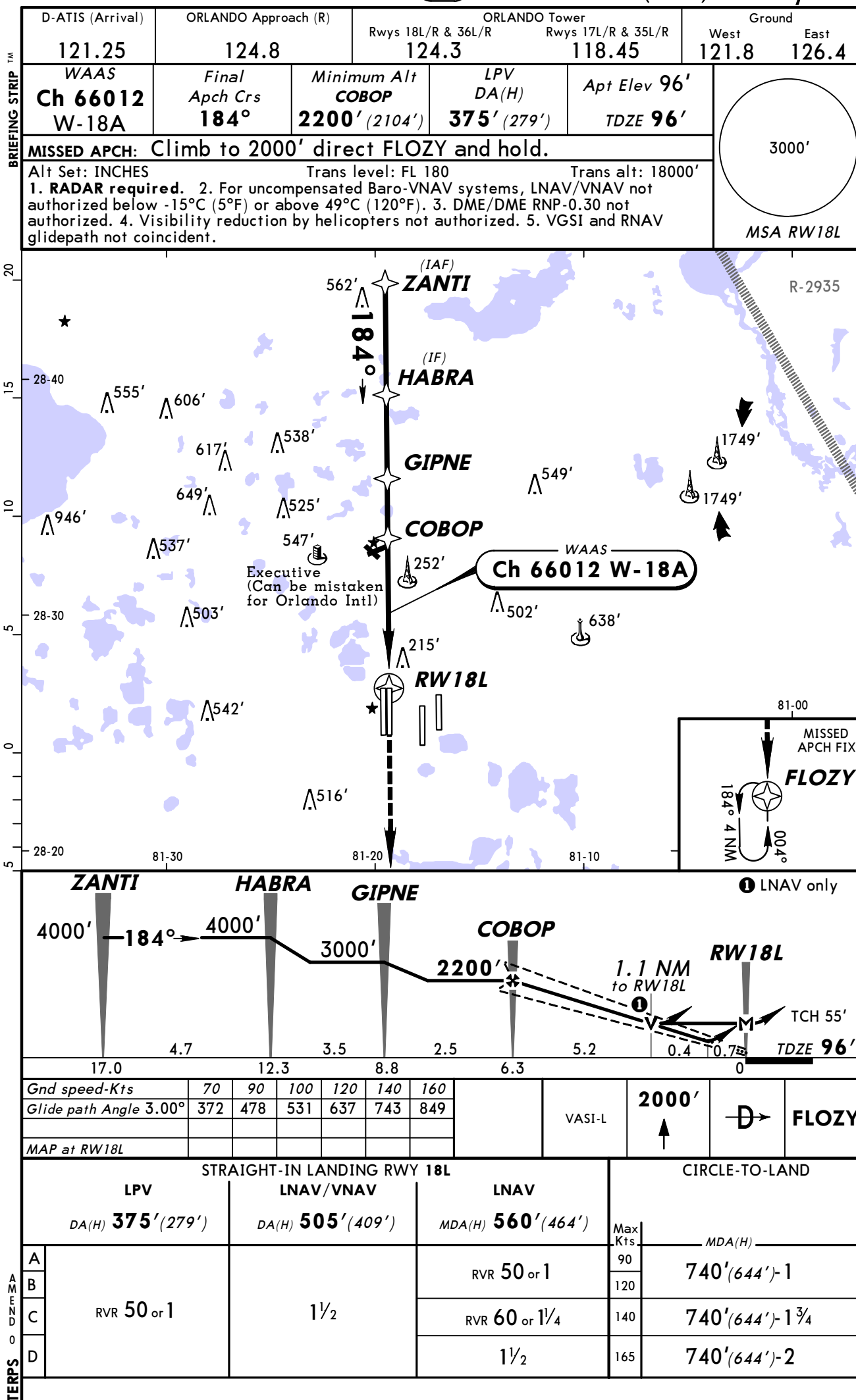
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|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|------------------------------------|----------------------------------------|---------------------------------------|
| D-ATIS (Arrival)                                                                                                                                                                                                                                                  | ORLANDO Approach (R)             | ORLANDO Tower                                       |                                    | Ground                                 |                                       |
| 121.25                                                                                                                                                                                                                                                            | 124.8                            | Rwys 17L/R & 35L/R                                  | Rwys 18L/R & 36L/R                 | West                                   | East                                  |
|                                                                                                                                                                                                                                                                   |                                  | 118.45                                              | 124.3                              | 121.8                                  | 126.4                                 |
| WAAS<br><b>Ch 72913</b><br>W-17A                                                                                                                                                                                                                                  | Final<br>Apch Crs<br><b>184°</b> | Minimum Alt<br><b>MINCO</b><br><b>1600' (1510')</b> | LPV<br>DA(H)<br><b>290' (200')</b> | Apt Elev <b>96'</b><br>TDZE <b>90'</b> | <div>3000'</div> <div>MSA RW17R</div> |
| MISSED APCH: Climb to 3000' direct FOBUK and hold.                                                                                                                                                                                                                |                                  |                                                     |                                    |                                        |                                       |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                                                                                                   |                                  |                                                     |                                    |                                        |                                       |
| 1. Radar required.    2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. |                                  |                                                     |                                    |                                        |                                       |



|                        |     |     |     |     |     |     |          |       |       |
|------------------------|-----|-----|-----|-----|-----|-----|----------|-------|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | ALS F-II | 3000' | FOBUK |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |          |       |       |
| MAP at RW17R           |     |     |     |     |     |     |          |       |       |

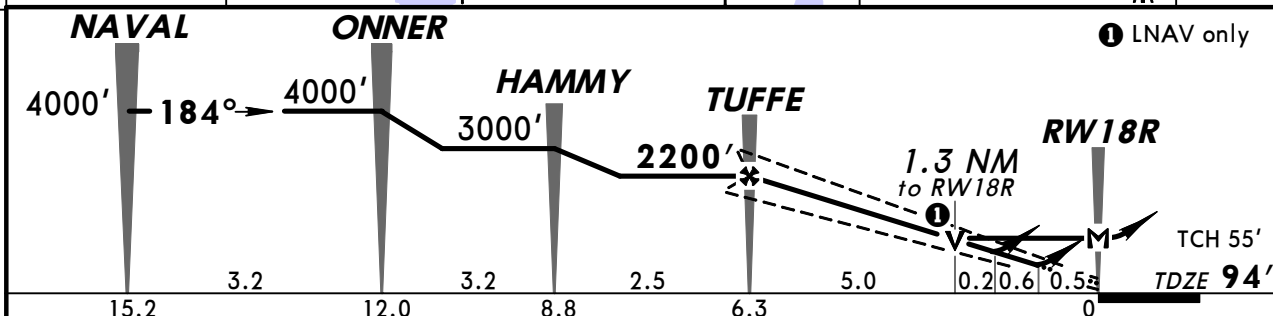
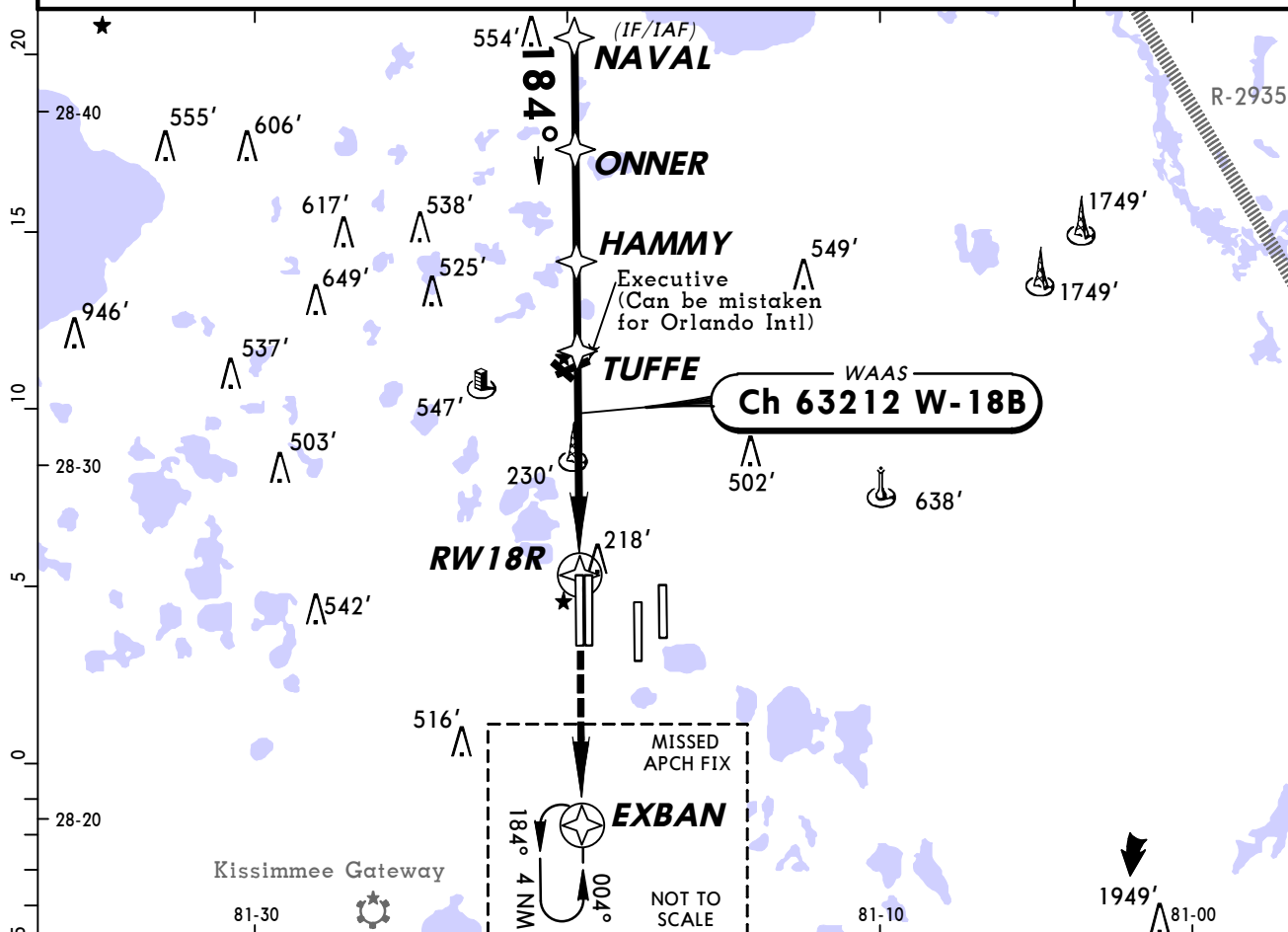
| STRAIGHT-IN LANDING RWY 17R     |        |                                       |        |                                   |               | CIRCLE-TO-LAND |                  |
|---------------------------------|--------|---------------------------------------|--------|-----------------------------------|---------------|----------------|------------------|
| LPV<br>DA(H) <b>290'</b> (200') |        | LNAV/VNAV<br>DA(H) <b>526'</b> (436') |        | LNAV<br>MDA(H) <b>660'</b> (570') |               | Max Kts        | MDA(H)           |
| ALS out                         |        | ALS out                               |        | ALS out                           |               | 90             | 740'(644')-1     |
| A                               |        |                                       |        |                                   |               | 120            |                  |
| B                               | RVR 24 | RVR 40                                | RVR 50 | 1 1/2                             | RVR 24 or 1/2 | RVR 50 or 1    |                  |
| C                               | or 1/2 | or 3/4                                | or 1   |                                   | RVR 50 or 1   | 1 1/2          | 740'(644')-1 3/4 |
| D                               |        |                                       |        |                                   | RVR 60 or 1/4 | 1 3/4          | 740'(644')-2     |





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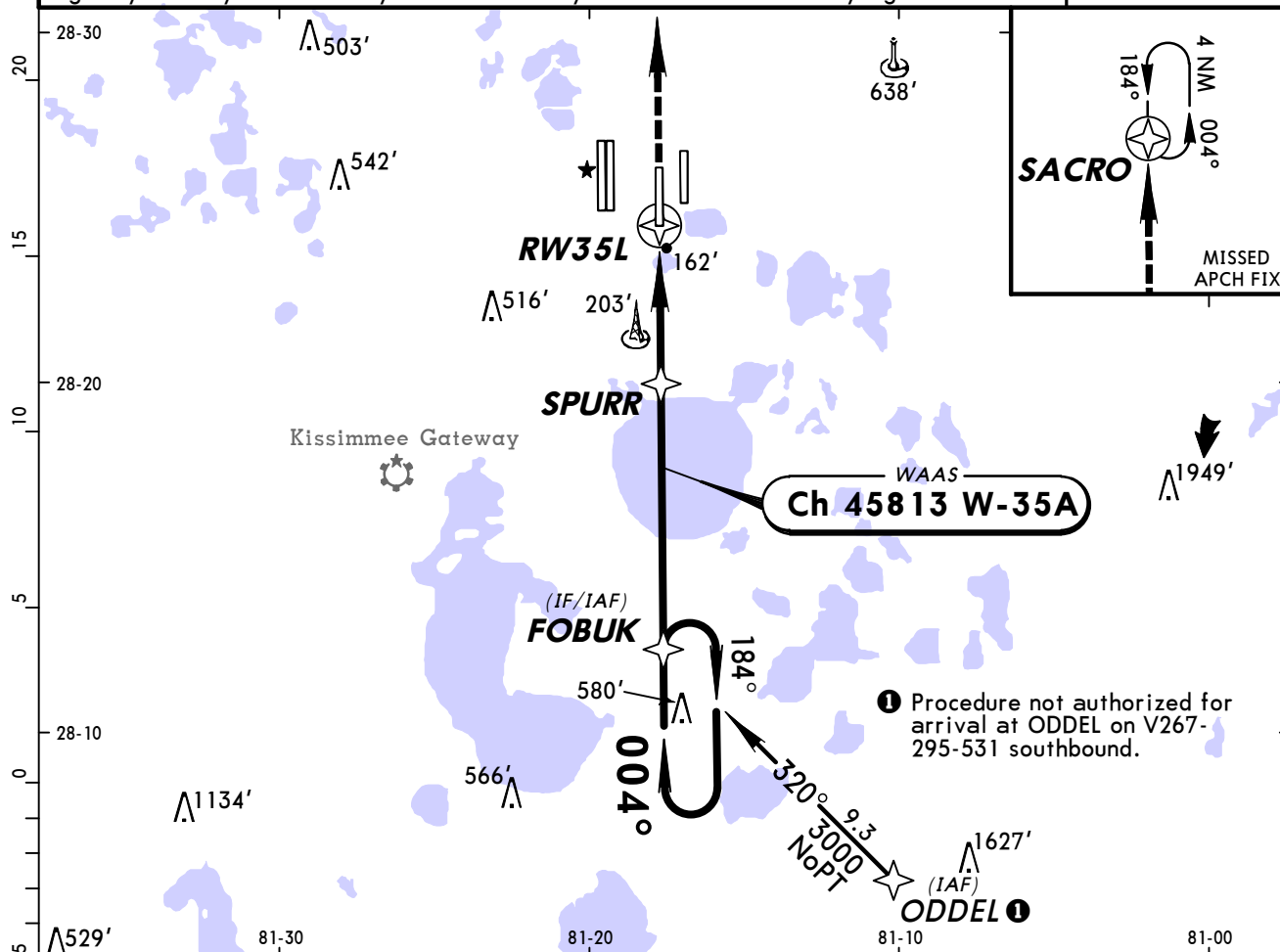
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|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------------|--------------------------|---------------------------------------|
| D-ATIS (Arrival)                                                                                                                                                                                                                                                           | ORLANDO Approach (R)      | ORLANDO Tower                         |                             | Ground                   |                                       |
|                                                                                                                                                                                                                                                                            |                           | Rwys 18L/R & 36L/R                    | Rwys 17L/R & 35L/R          | West                     | East                                  |
| 121.25                                                                                                                                                                                                                                                                     | 124.8                     | 124.3                                 | 118.45                      | 121.8                    | 126.4                                 |
| WAAS<br>Ch 63212<br>W-18B                                                                                                                                                                                                                                                  | Final<br>Apch Crs<br>184° | Minimum Alt<br>TUFFE<br>2200' (2106') | LPV<br>DA(H)<br>294' (200') | Apt Elev 96'<br>TDZE 94' | <div>3000'</div> <div>MSA RW18R</div> |
| MISSED APCH: Climb to 2000' direct EXBAN and hold.                                                                                                                                                                                                                         |                           |                                       |                             |                          |                                       |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. <b>RADAR required.</b> 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. DME/DME RNP-0.30 not authorized. |                           |                                       |                             |                          |                                       |



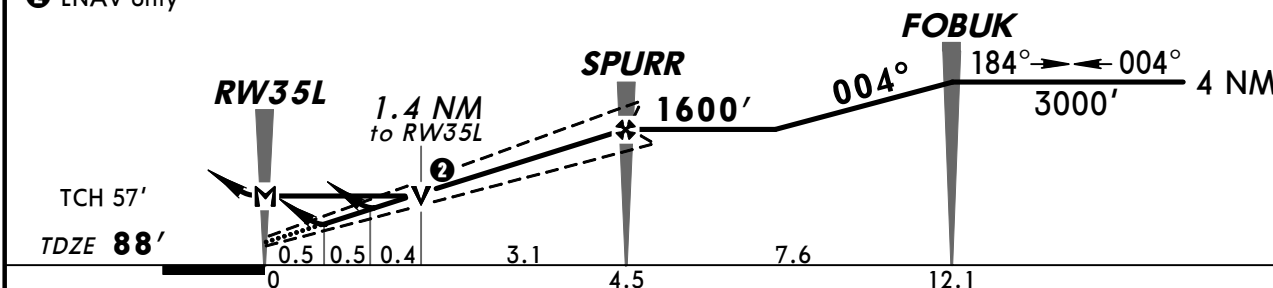
|                        |     |     |     |     |     |     |                                                                                                                                                                                                        |                                                                                                    |
|------------------------|-----|-----|-----|-----|-----|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | MALSR<br><br><b>2000'</b><br> |  <b>EXBAN</b> |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                                                                                                                                                                                                        |                                                                                                    |
| MAP at RW18R           |     |     |     |     |     |     |                                                                                                                                                                                                        |                                                                                                    |

| STRAIGHT-IN LANDING RWY 18R     |               |                                       |             | CIRCLE-TO-LAND                    |               |         |
|---------------------------------|---------------|---------------------------------------|-------------|-----------------------------------|---------------|---------|
| LPV<br>DA(H) <b>294'</b> (200') |               | LNAV/VNAV<br>DA(H) <b>505'</b> (411') |             | LNAV<br>MDA(H) <b>560'</b> (466') |               | Max Kts |
| RAIL or ALS out                 |               | RAIL or ALS out                       |             | RAIL out                          | ALS out       | 90      |
| A                               |               |                                       |             | RVR 24 or 1/2                     | RVR 40 or 3/4 | 120     |
| B                               | RVR 24 or 1/2 | RVR 40 or 3/4                         | RVR 50 or 1 | 1 1/2                             |               | 140     |
| C                               |               |                                       |             |                                   |               | 165     |
| D                               |               |                                       |             |                                   |               |         |

|                                                                                                                                                                                                                                             |                                  |                                                     |                                    |                     |           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|------------------------------------|---------------------|-----------|
| D-ATIS (Arrival)                                                                                                                                                                                                                            | ORLANDO Approach (R)             | ORLANDO Tower                                       |                                    | Ground              |           |
| 121.25                                                                                                                                                                                                                                      | 124.8                            | Rwys 17L/R & 35L/R                                  | Rwys 18L/R & 36 L/R                | West                | East      |
| WAAS<br><b>Ch 45813</b><br>W-35A                                                                                                                                                                                                            | Final<br>Apch Crs<br><b>004°</b> | Minimum Alt<br><b>SPURR</b><br><b>1600'</b> (1512') | LPV<br>DA(H)<br><b>288'</b> (200') | Apt Elev <b>96'</b> |           |
| TDZE <b>88'</b>                                                                                                                                                                                                                             |                                  |                                                     |                                    |                     | 3000'     |
| <b>MISSED APCH: Climb to 4000' direct SACRO and hold.</b>                                                                                                                                                                                   |                                  |                                                     |                                    |                     |           |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                                                                                                                                                                                       |                                  |                                                     |                                    |                     |           |
| 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights. |                                  |                                                     |                                    |                     | MSA RW35L |



② LNAV only

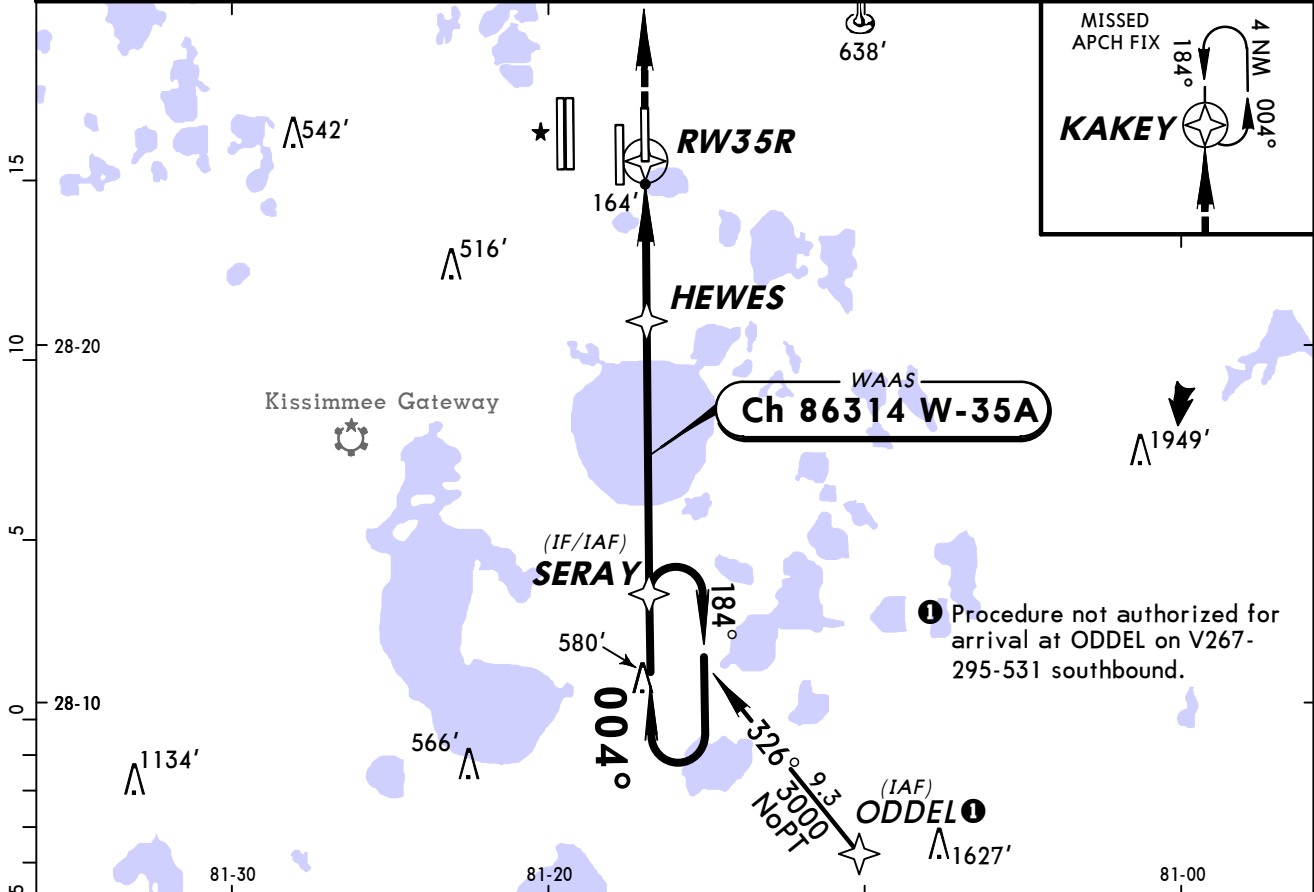


|                        |     |     |     |     |     |     |         |       |   |       |
|------------------------|-----|-----|-----|-----|-----|-----|---------|-------|---|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | ALSF-II | 4000' | → | SACRO |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |         |       |   |       |
| MAP at RW35L           |     |     |     |     |     |     |         |       |   |       |

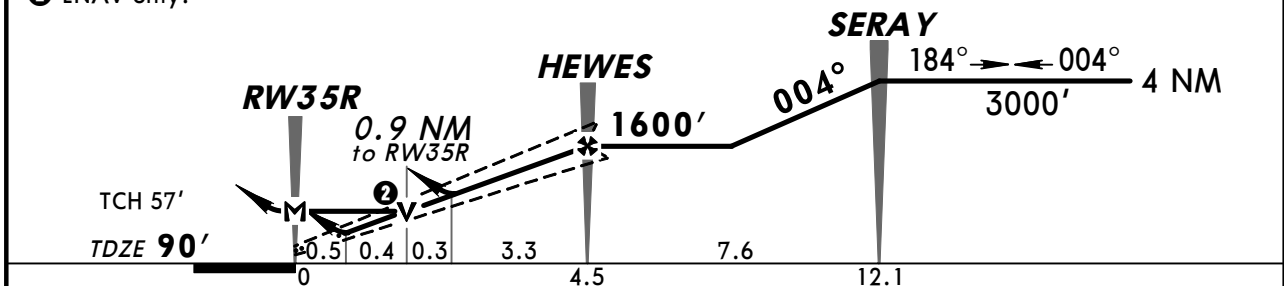
| STRAIGHT-IN LANDING RWY 35L |        |                          |        | CIRCLE-TO-LAND            |               |         |                     |
|-----------------------------|--------|--------------------------|--------|---------------------------|---------------|---------|---------------------|
| LPV                         |        | LNAV/VNAV                |        | LNAV                      |               |         |                     |
| DA(H) <b>288'</b> (200')    |        | DA(H) <b>461'</b> (373') |        | MDA(H) <b>580'</b> (492') |               |         |                     |
| ALS out                     |        | ALS out                  |        | ALS out                   |               | Max Kts | MDA(H)              |
| A                           |        |                          |        |                           |               | 90      | 740' (644') - 1     |
| B                           | RVR 24 | RVR 40                   | RVR 40 | RVR 60                    | RVR 24 or 1/2 | 120     | 740' (644') - 1 3/4 |
| C                           | or 1/2 | or 3/4                   | or 3/4 | or 1 1/4                  | RVR 40 or 3/4 | 140     | 740' (644') - 2     |
| D                           |        |                          |        |                           | RVR 50 or 1   | 165     |                     |

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                        |  |                           |  |                                       |  |                              |                                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------|--|---------------------------------------|--|------------------------------|---------------------------------------|
| D-ATIS (Arrival)                                                                                                                                                                                                                                                                       |  | ORLANDO Approach (R)      |  | ORLANDO Tower                         |  | Ground                       |                                       |
| 121.25                                                                                                                                                                                                                                                                                 |  | 124.8                     |  | Rwys 17L/R & 35L/R<br>118.45          |  | Rwys 18L/R & 36 L/R<br>124.3 |                                       |
| West                                                                                                                                                                                                                                                                                   |  | East                      |  | 121.8                                 |  | 126.4                        |                                       |
| WAAS<br>Ch 86314<br>W-35A                                                                                                                                                                                                                                                              |  | Final<br>Apch Crs<br>004° |  | Minimum Alt<br>HEWES<br>1600' (1510') |  | LPV<br>DA(H)<br>290' (200')  |                                       |
|                                                                                                                                                                                                                                                                                        |  |                           |  |                                       |  | Apt Elev 96'<br>TDZE 90'     |                                       |
| MISSED APCH: Climb to 4000' direct KAKEY and hold. Continue climb-in-hold to 4000'.                                                                                                                                                                                                    |  |                           |  |                                       |  |                              | <div>3000'</div> <div>MSA RW35R</div> |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'                                                                                                                                                                                                                        |  |                           |  |                                       |  |                              |                                       |
| 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights. 4. VGSI and RNAV glidepath not coincident. |  |                           |  |                                       |  |                              |                                       |



② LNAV only.

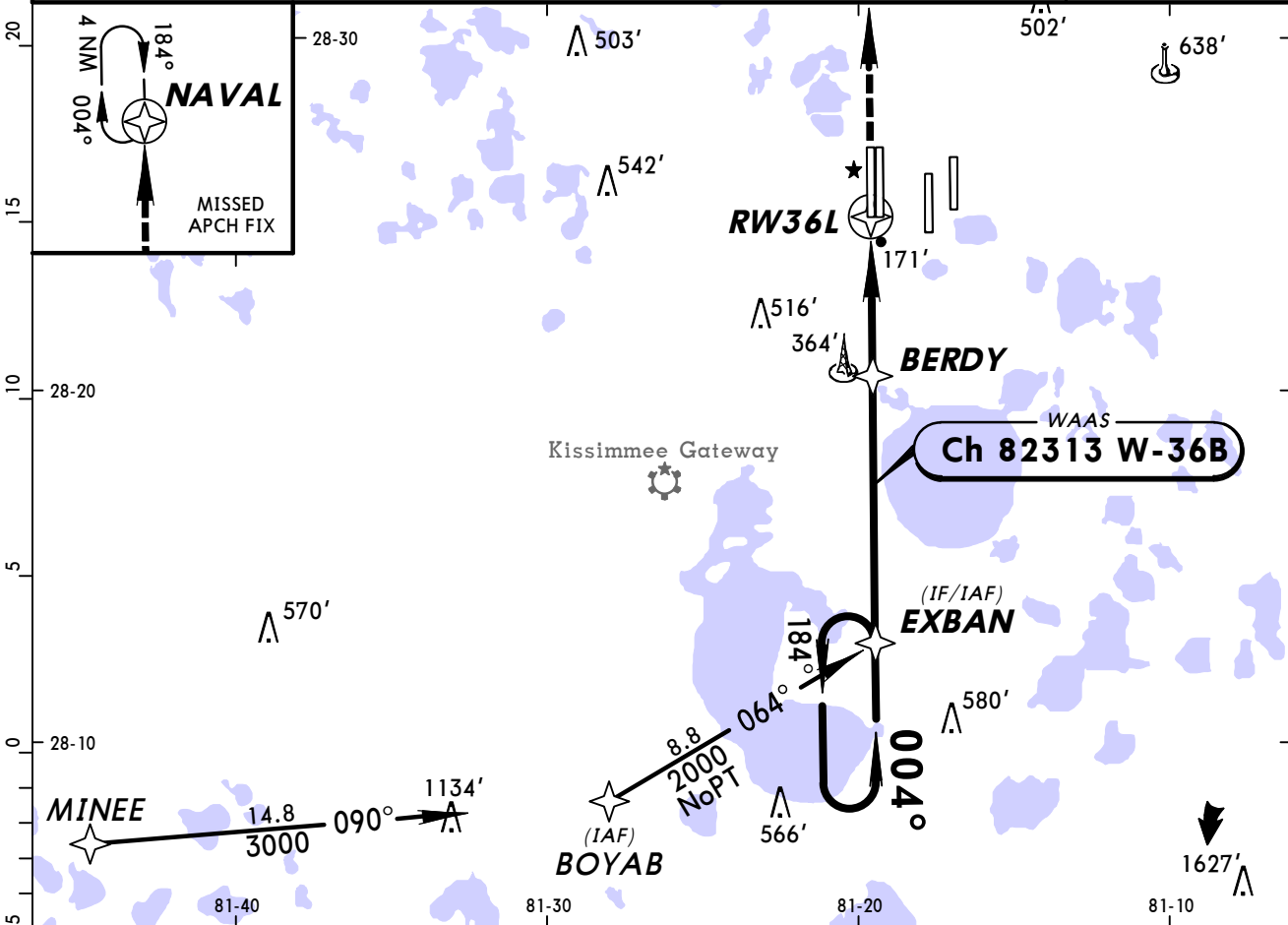


|                        |     |     |     |     |     |     |                                                                                      |                   |                                                                                       |              |
|------------------------|-----|-----|-----|-----|-----|-----|--------------------------------------------------------------------------------------|-------------------|---------------------------------------------------------------------------------------|--------------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  | <b>4000'</b><br>↑ |  | <b>KAKEY</b> |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                                                                                      |                   |                                                                                       |              |
| MAP at RW35R           |     |     |     |     |     |     |                                                                                      |                   |                                                                                       |              |

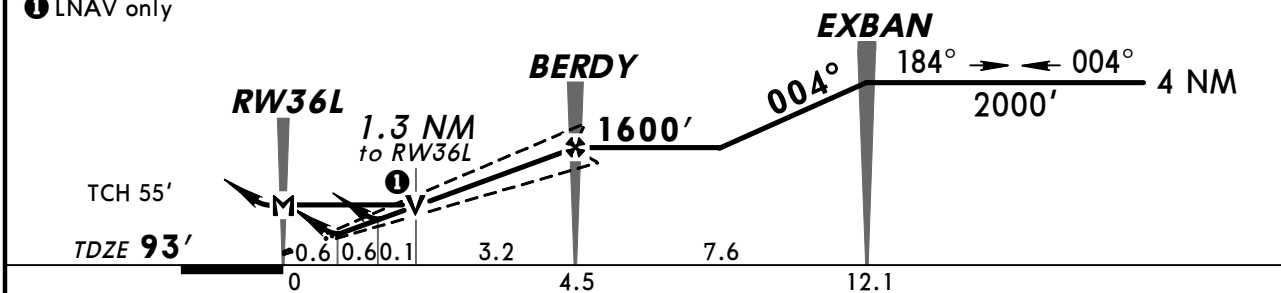
| STRAIGHT-IN LANDING RWY 35R |                  |                  |                               |       |                           |                  | CIRCLE-TO-LAND |              |
|-----------------------------|------------------|------------------|-------------------------------|-------|---------------------------|------------------|----------------|--------------|
| LPV<br>DA(H) 290'(200')     |                  |                  | LNAV/VNAV<br>DA(H) 537'(447') |       | LNAV<br>MDA(H) 460'(370') |                  | Max<br>Kts     | MDA(H)       |
| ALS out                     |                  |                  | ALS out                       |       | ALS out                   |                  |                |              |
| A                           | RVR 24<br>or 1/2 | RVR 40<br>or 3/4 | RVR 50<br>or 1                | 1 1/2 | RVR 24 or 1/2             | RVR 50 or 1      | 90             | 740'(644')-1 |
| B                           |                  |                  |                               |       |                           |                  | 120            |              |
| C                           |                  |                  |                               |       | 140                       | 740'(644')-1 3/4 |                |              |
| D                           |                  |                  |                               |       | 165                       |                  | 740'(644')-2   |              |

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                             |                           |                                       |                              |                          |                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|------------------------------|--------------------------|---------------------------------------|
| D-ATIS (Arrival)                                                                                                                                                                                                                                                                            | ORLANDO Approach (R)      | ORLANDO Tower                         |                              | Ground                   |                                       |
| 121.25                                                                                                                                                                                                                                                                                      | 124.8                     | Rwys 18L/R & 36L/R<br>124.3           | Rwys 17L/R & 35L/R<br>118.45 | West<br>121.8            | East<br>126.4                         |
| WAAS<br>Ch 82313<br>W-36B                                                                                                                                                                                                                                                                   | Final<br>Apch Crs<br>004° | Minimum Alt<br>BERDY<br>1600' (1507') | LPV<br>DA(H)<br>343' (250')  | Apt Elev 96'<br>TDZE 93' | <div>3000'</div> <div>MSA RW36L</div> |
| MISSED APCH: Climb to 4000' direct NAVAL and hold. Continue climb-in-hold to 4000'.                                                                                                                                                                                                         |                           |                                       |                              |                          |                                       |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. |                           |                                       |                              |                          |                                       |



① LNAV only

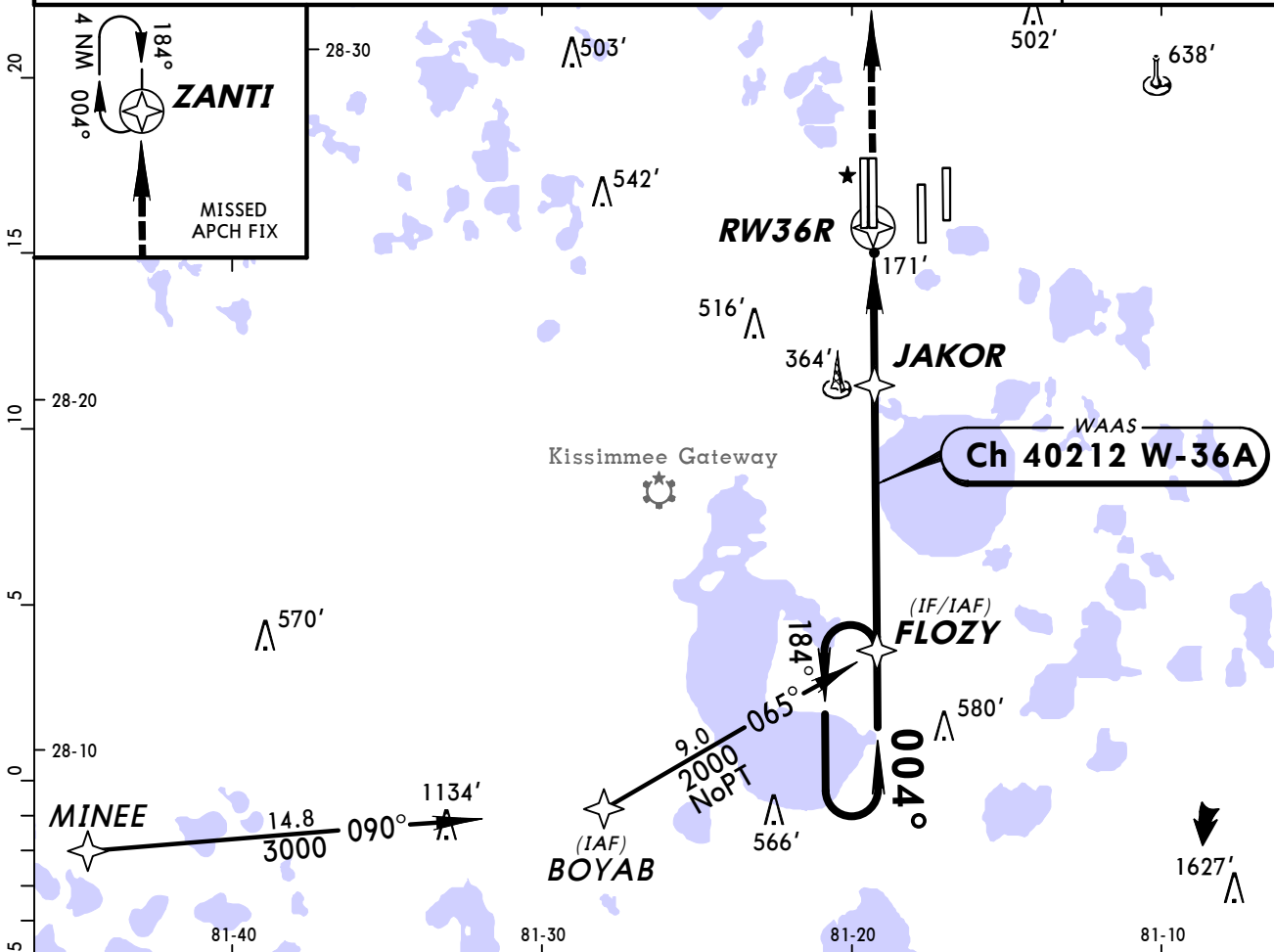


|                        |     |     |     |     |     |     |                |       |   |       |
|------------------------|-----|-----|-----|-----|-----|-----|----------------|-------|---|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>VASI-L | 4000' | D | NAVAL |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                |       |   |       |
| MAP at RW36L           |     |     |     |     |     |     |                |       |   |       |

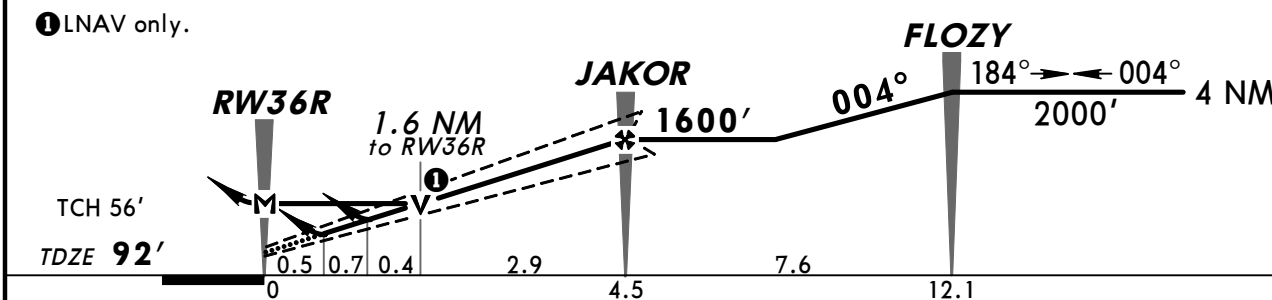
| STRAIGHT-IN LANDING RWY 36L |                          |                           |  | CIRCLE-TO-LAND |                   |
|-----------------------------|--------------------------|---------------------------|--|----------------|-------------------|
| LPV                         | LNAV/VNAV                | LNAV                      |  | Max Kts        | MDA(H)            |
| DA(H) <b>343'</b> (250')    | DA(H) <b>514'</b> (421') | MDA(H) <b>640'</b> (547') |  | 90             | 740' (644')-1     |
| RVR 40 or 3/4               | 1 1/2                    | RVR 50 or 1               |  | 120            | 740' (644')-1 3/4 |
|                             |                          | 1 1/2                     |  | 140            | 740' (644')-2     |
|                             |                          | 1 3/4                     |  | 165            | 740' (644')-2     |

BRIEFING STRIP™

|                                                                                                                                               |  |                           |                                       |                             |                          |                                       |      |
|-----------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------|---------------------------------------|-----------------------------|--------------------------|---------------------------------------|------|
| D-ATIS (Arrival)                                                                                                                              |  | ORLANDO Approach (R)      |                                       | ORLANDO Tower               |                          | Ground                                |      |
| 121.25                                                                                                                                        |  | 124.8                     |                                       | Rwys 18L/R & 36L/R          | Rwys 17L/R & 35L/R       | West                                  | East |
| 124.3                                                                                                                                         |  | 118.45                    |                                       | 121.8                       |                          | 126.4                                 |      |
| WAAS<br>Ch 40212<br>W-36A                                                                                                                     |  | Final<br>Apch Crs<br>004° | Minimum Alt<br>JAKOR<br>1600' (1508') | LPV<br>DA(H)<br>292' (200') | Apt Elev 96'<br>TDZE 92' | <div>3000'</div> <div>MSA RW36R</div> |      |
| MISSED APCH: Climb to 4000' direct ZANTI and hold.                                                                                            |  |                           |                                       |                             |                          |                                       |      |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                                                                                         |  |                           |                                       |                             |                          |                                       |      |
| 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. |  |                           |                                       |                             |                          |                                       |      |



① LNAV only.



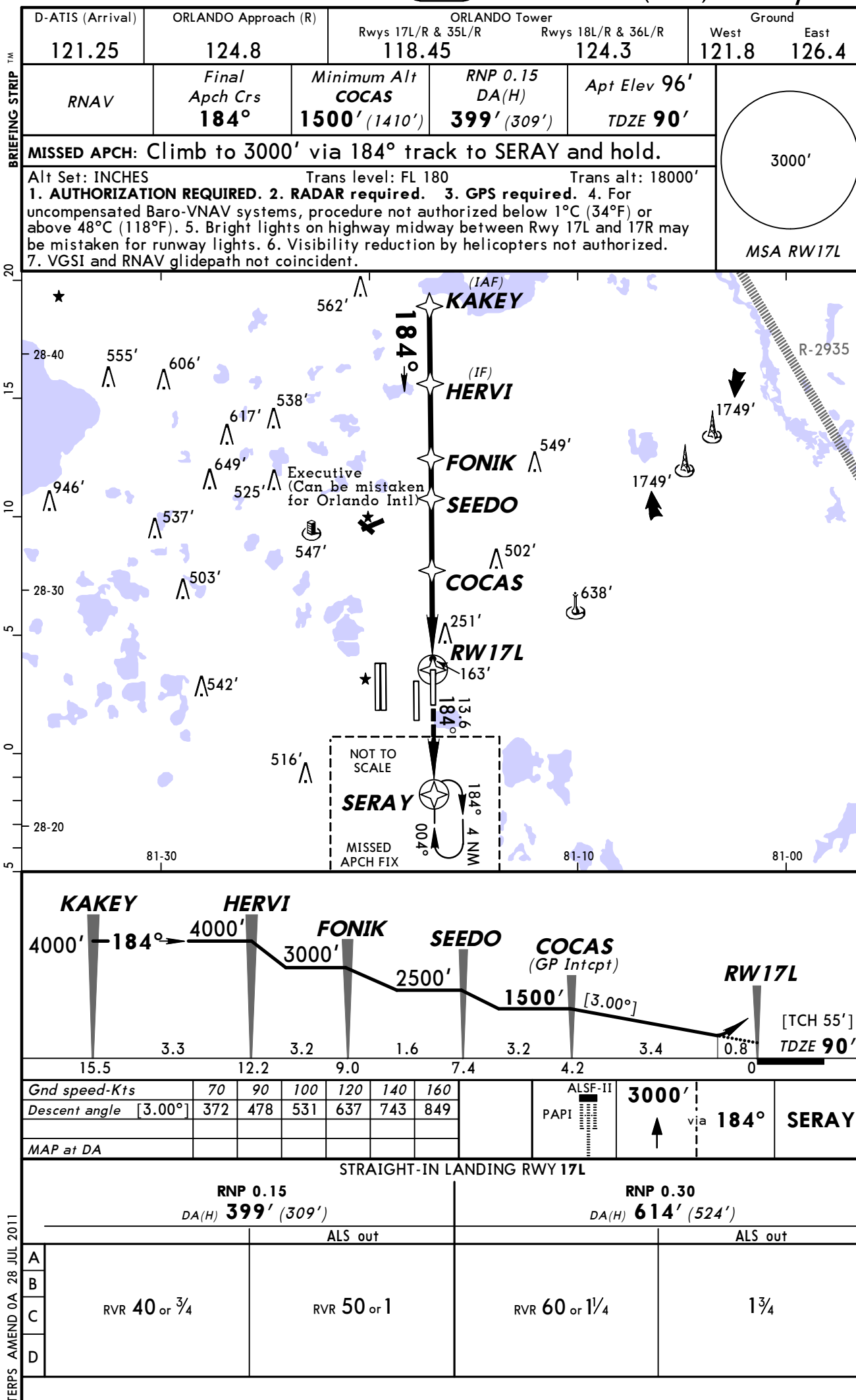
|                        |     |     |     |     |     |     |         |       |   |       |
|------------------------|-----|-----|-----|-----|-----|-----|---------|-------|---|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | ALSF-II | 4000' | → | ZANTI |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |         |       |   |       |
| MAP at RW36R           |     |     |     |     |     |     |         |       |   |       |

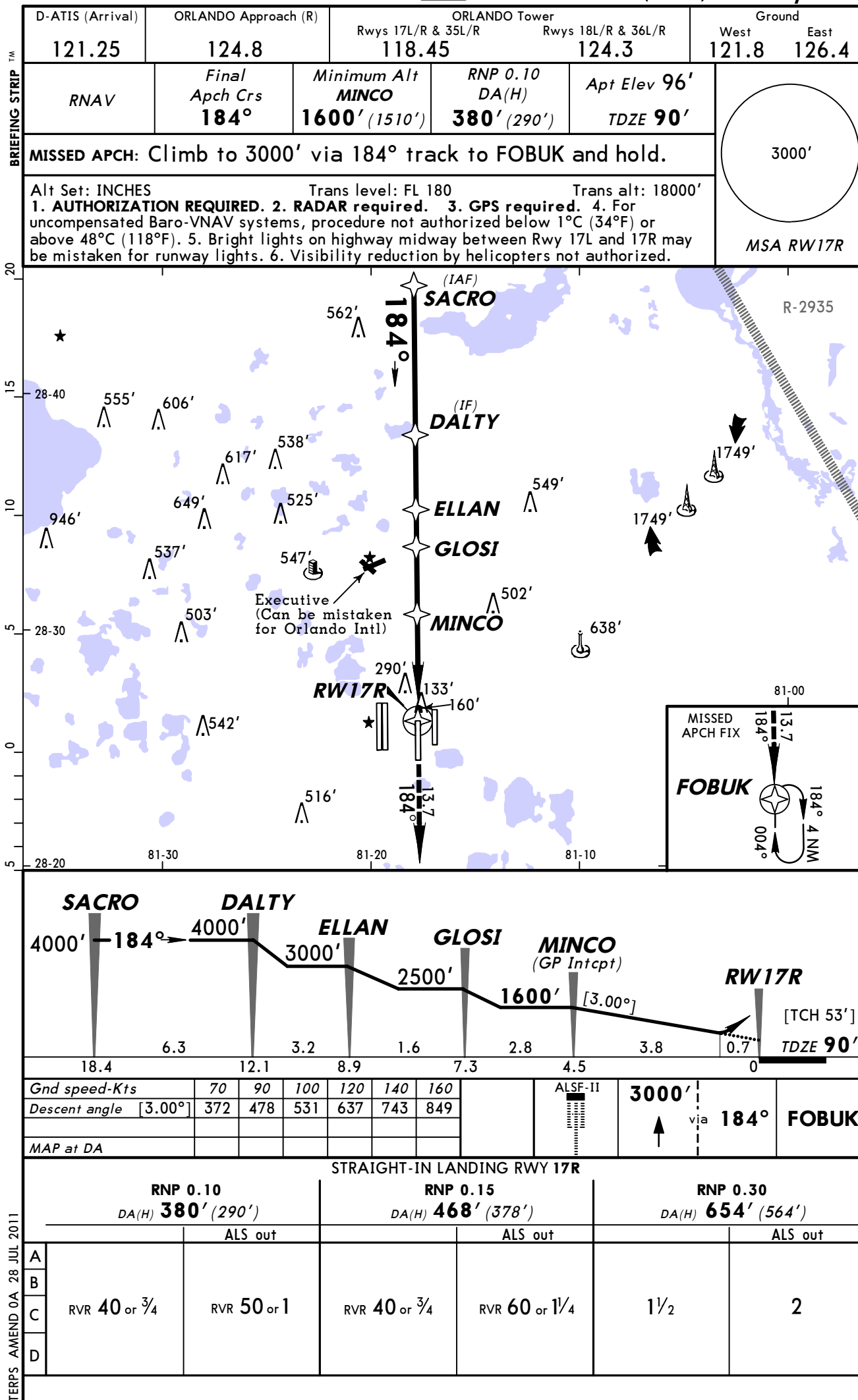
| STRAIGHT-IN LANDING RWY 36R |        |                   |        | CIRCLE-TO-LAND     |                 |             |               |
|-----------------------------|--------|-------------------|--------|--------------------|-----------------|-------------|---------------|
| LPV                         |        | LNAV/VNAV         |        | LNAV               |                 |             |               |
| DA(H) 292' (200')           |        | DA(H) 515' (423') |        | MDA(H) 640' (548') |                 |             |               |
| ALS out                     |        | ALS out           |        | ALS out            |                 | Max Kts     | MDA(H)        |
| A                           |        |                   |        |                    |                 | 90          | 740' (644')-1 |
| B                           | RVR 24 | RVR 40            | RVR 50 | 1 1/2              | RVR 24 or 1/2   | RVR 50 or 1 | 120           |
| C                           | or 1/2 | or 3/4            | or 1   |                    | RVR 50 or 1     | 1 1/2       | 140           |
| D                           |        |                   |        |                    | RVR 60 or 1 1/4 | 1 3/4       | 165           |
|                             |        |                   |        |                    |                 |             | 740' (644')-2 |

CHANGES: Ground frequency, obstructions.

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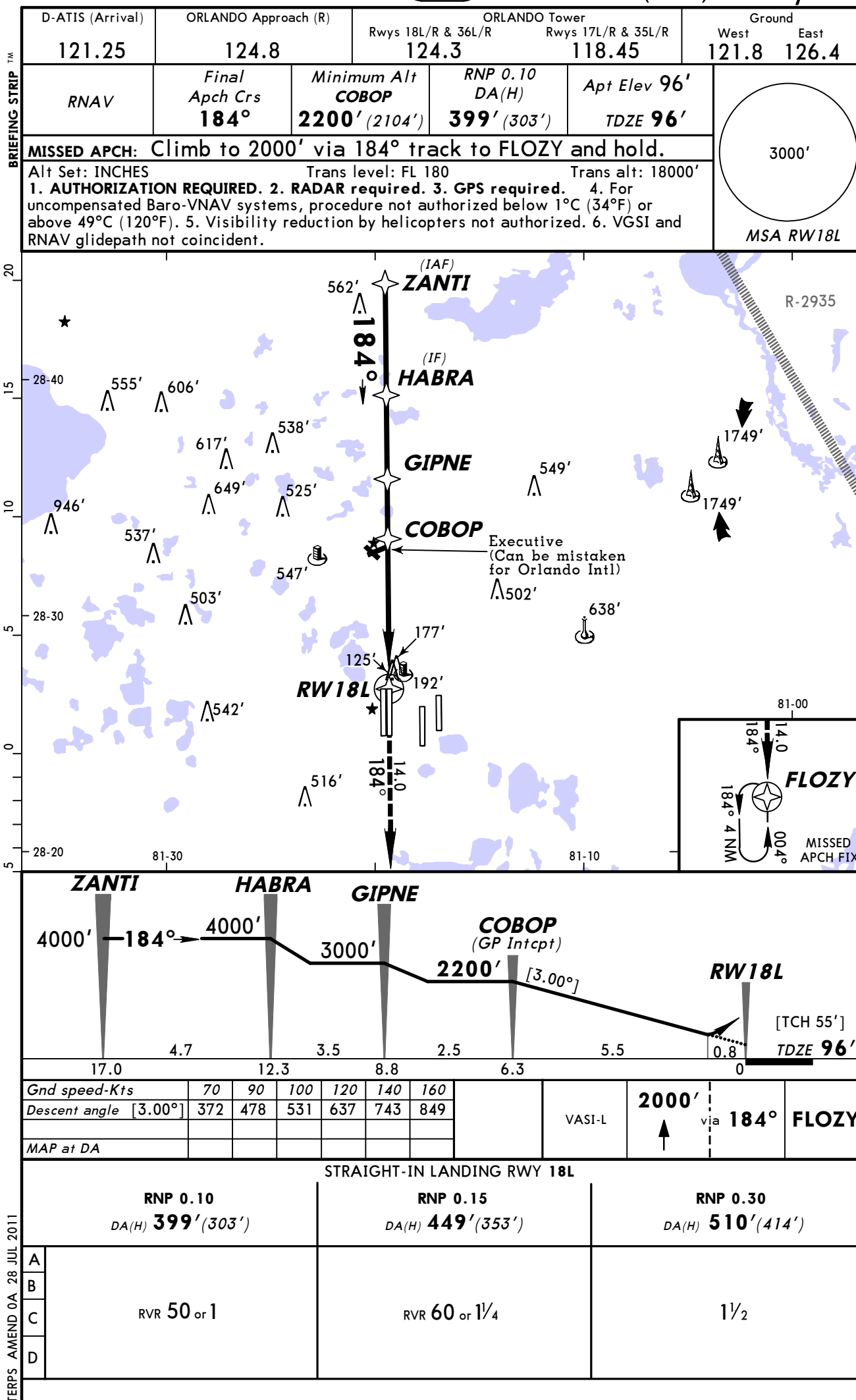






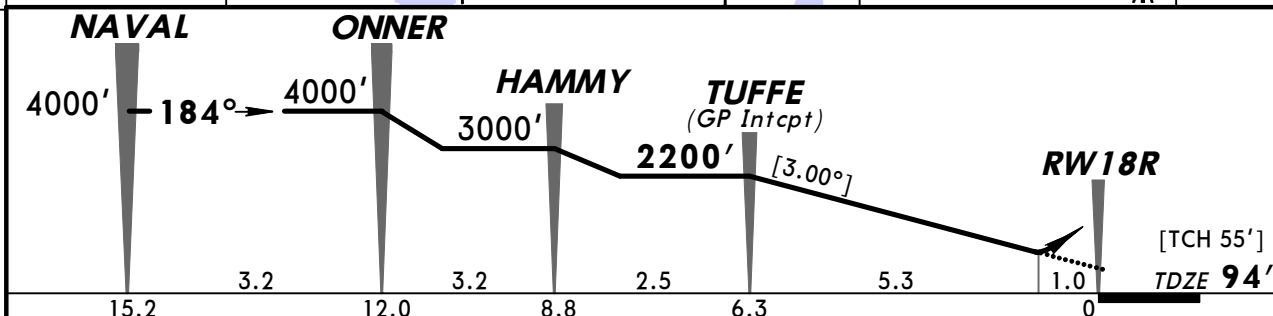
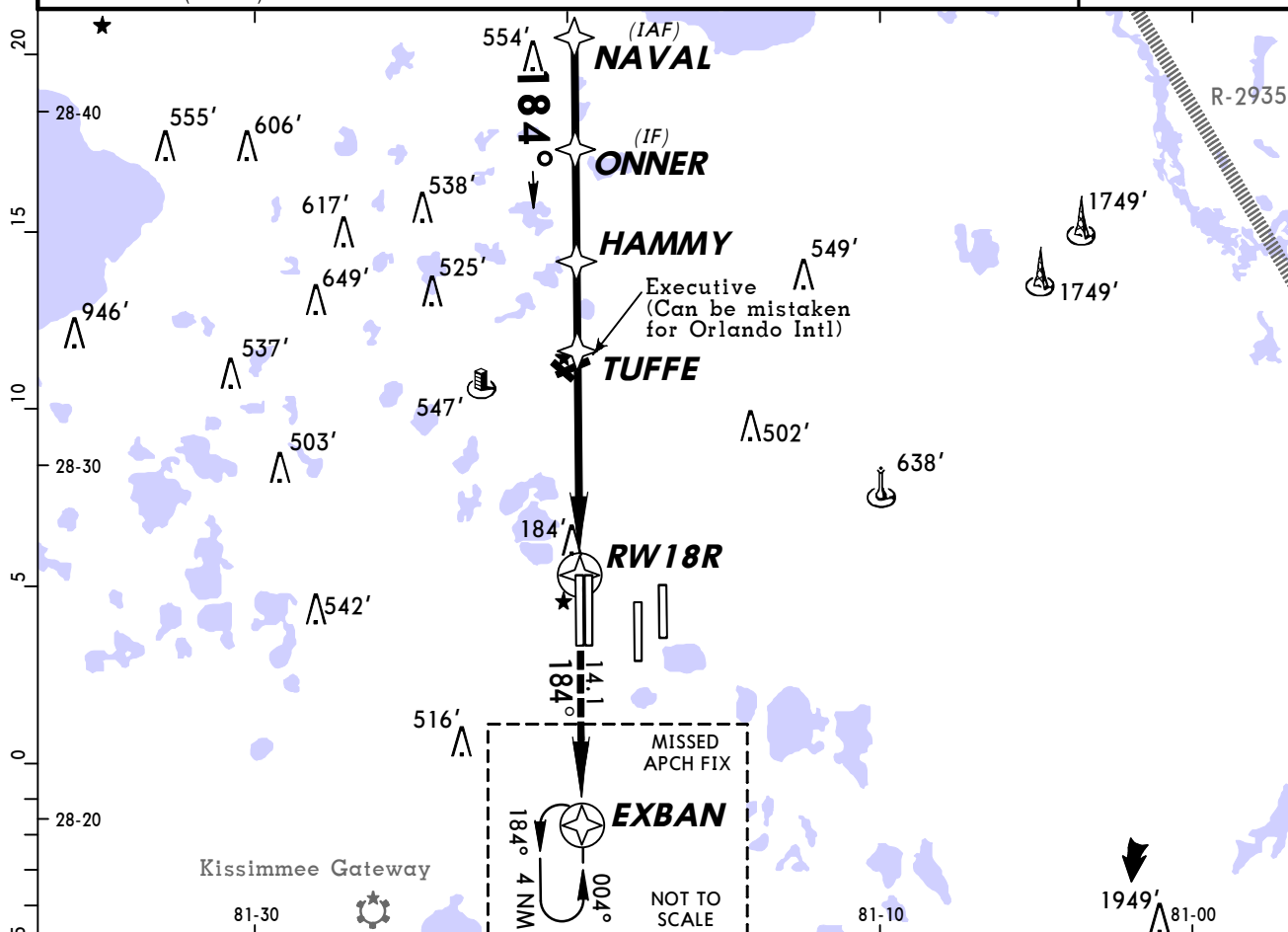
TERPS AMEND OA 28 JUL 2011





BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                  |                           |                                       |                                  |                          |                                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|----------------------------------|--------------------------|---------------------------------------|
| D-ATIS (Arrival)                                                                                                                                                                                                                                                                 | ORLANDO Approach (R)      | ORLANDO Tower                         |                                  | Ground                   |                                       |
| 121.25                                                                                                                                                                                                                                                                           | 124.8                     | Rwys 18L/R & 36L/R                    | Rwys 17L/R & 35L/R               | West                     | East                                  |
|                                                                                                                                                                                                                                                                                  |                           | 124.3                                 | 118.45                           | 121.8                    | 126.4                                 |
| RNAV                                                                                                                                                                                                                                                                             | Final<br>Apch Crs<br>184° | Minimum Alt<br>TUFFE<br>2200' (2106') | RNP 0.15<br>DA(H)<br>453' (359') | Apt Elev 96'<br>TDZE 94' | <div>3000'</div> <div>MSA RW18R</div> |
| MISSED APCH: Climb to 2000' via 184° track to EXBAN and hold.                                                                                                                                                                                                                    |                           |                                       |                                  |                          |                                       |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. AUTHORIZATION REQUIRED. 2. RADAR required. 3. GPS required. 4. For<br>uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or<br>above 49°C (120°F). |                           |                                       |                                  |                          |                                       |



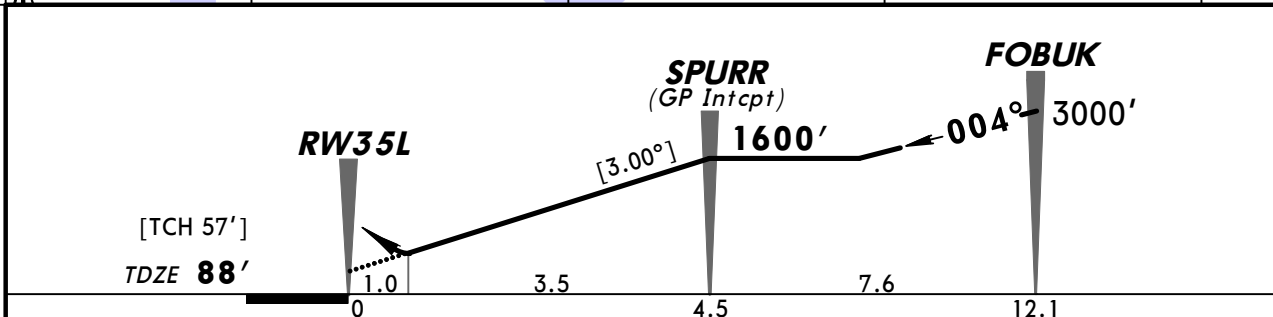
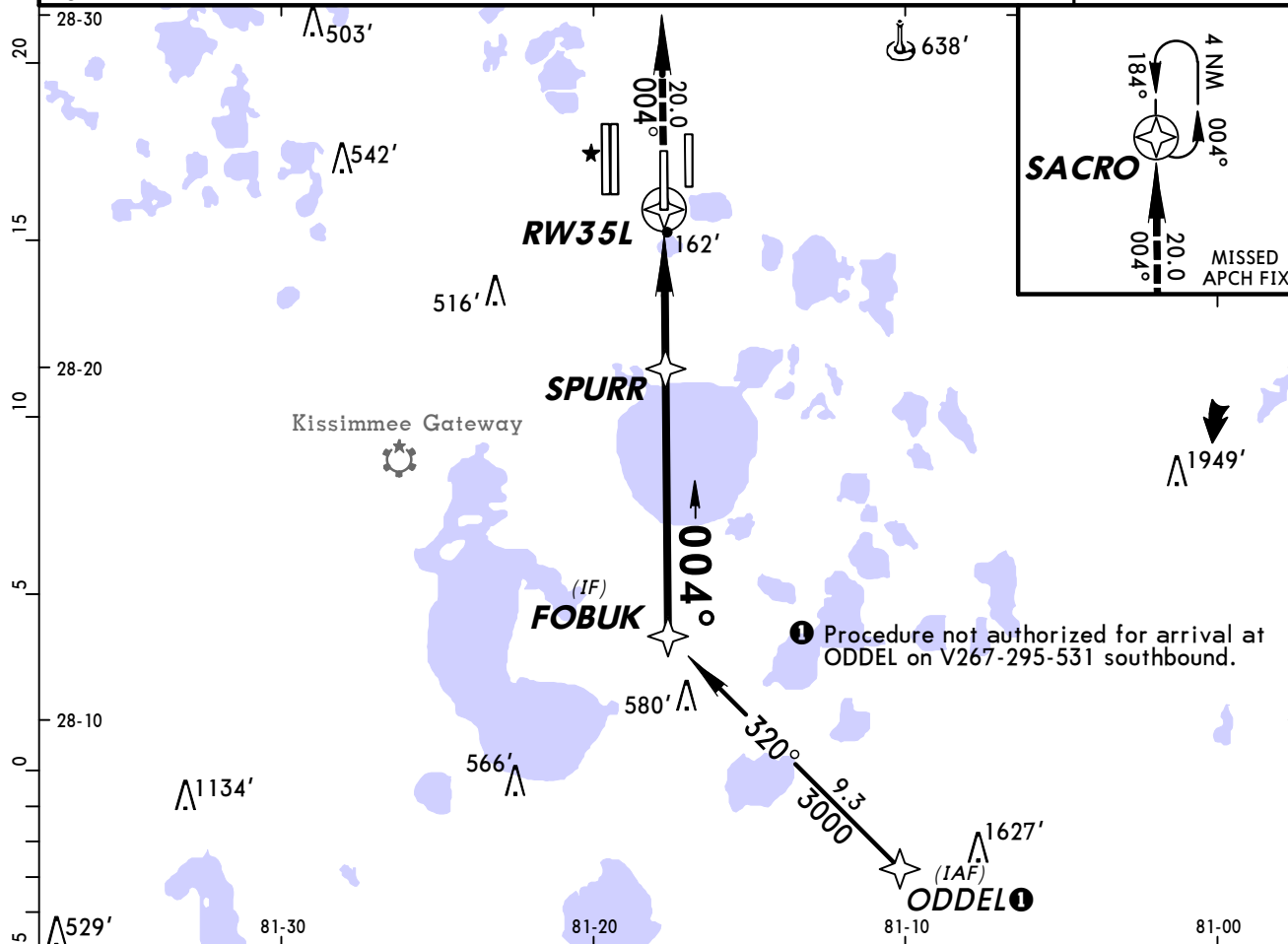
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| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | <div><div>MALSR</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><d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| STRAIGHT-IN LANDING RWY 18R                 |               |                                             |             |
|---------------------------------------------|---------------|---------------------------------------------|-------------|
| <b>RNP 0.15</b><br>DA(H) <b>453'</b> (359') |               | <b>RNP 0.30</b><br>DA(H) <b>511'</b> (417') |             |
| RAIL or ALS out                             |               | RAIL or ALS out                             |             |
| A                                           |               |                                             |             |
| B                                           |               |                                             |             |
| C                                           | RVR 40 or 3/4 | RVR 60 or 1 1/4                             | RVR 50 or 1 |
| D                                           |               |                                             | 1 1/2       |

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BRIEFING STRIP™

|                                                                                                                                                                                                                                                    |  |                           |                                       |                                  |                          |                                       |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------|---------------------------------------|----------------------------------|--------------------------|---------------------------------------|--|
| D-ATIS (Arrival)                                                                                                                                                                                                                                   |  | ORLANDO Approach (R)      |                                       | ORLANDO Tower                    |                          | Ground                                |  |
| 121.25                                                                                                                                                                                                                                             |  | 124.8                     |                                       | Rwys 17L/R & 35L/R<br>118.45     |                          | Rwys 18L/R & 36 L/R<br>124.3          |  |
|                                                                                                                                                                                                                                                    |  |                           |                                       |                                  |                          | West<br>121.8                         |  |
|                                                                                                                                                                                                                                                    |  |                           |                                       |                                  |                          | East<br>126.4                         |  |
| RNAV                                                                                                                                                                                                                                               |  | Final<br>Apch Crs<br>004° | Minimum Alt<br>SPURR<br>1600' (1512') | RNP 0.30<br>DA(H)<br>446' (358') | Apt Elev 96'<br>TDZE 88' | <div>3000'</div> <div>MSA RW35L</div> |  |
| MISSED APCH: Climb to 4000' via 004° track to SACRO and hold.                                                                                                                                                                                      |  |                           |                                       |                                  |                          |                                       |  |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'                                                                                                                                                                                    |  |                           |                                       |                                  |                          |                                       |  |
| 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 48°C (118°F). 4. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights. |  |                           |                                       |                                  |                          |                                       |  |



|               |    |    |     |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      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| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | <div><div>ALSF-II</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div>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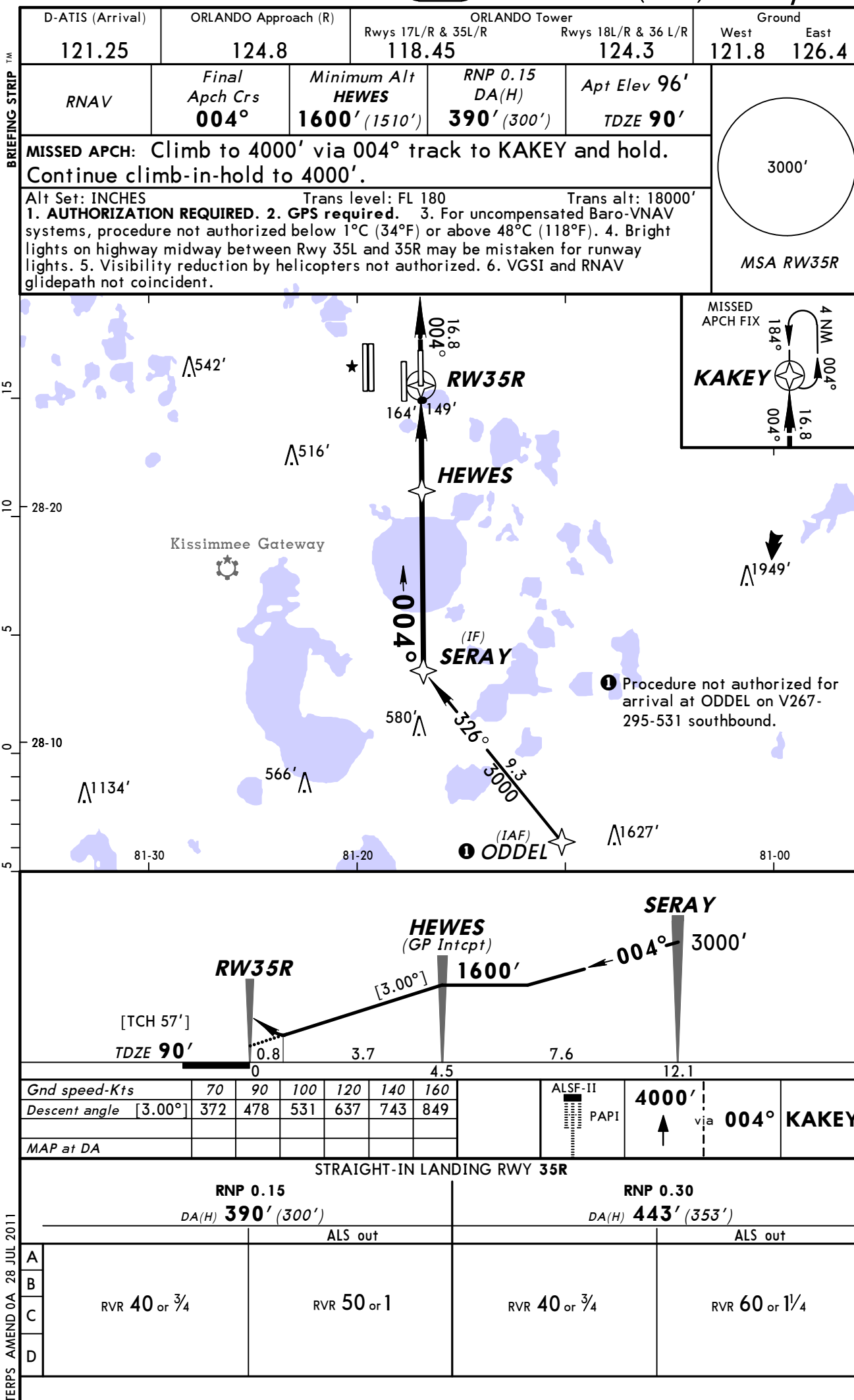
STRAIGHT-IN LANDING RWY 35L

RNP 0.30

DA(H) **446'** (358')

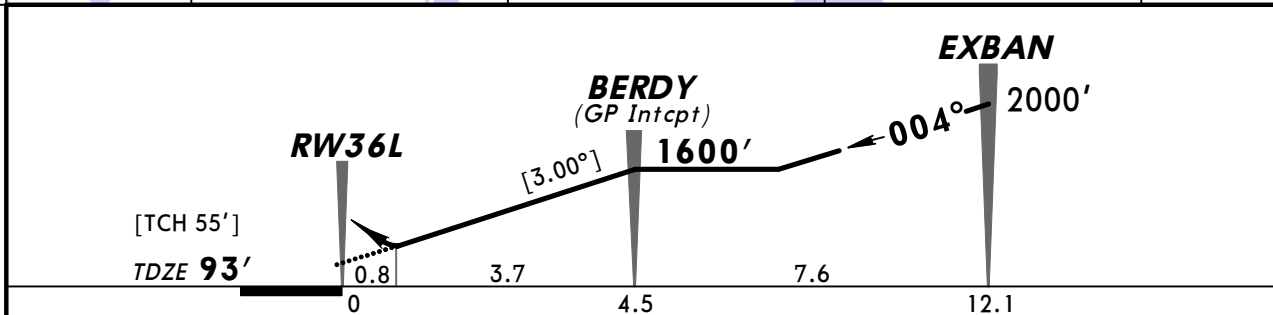
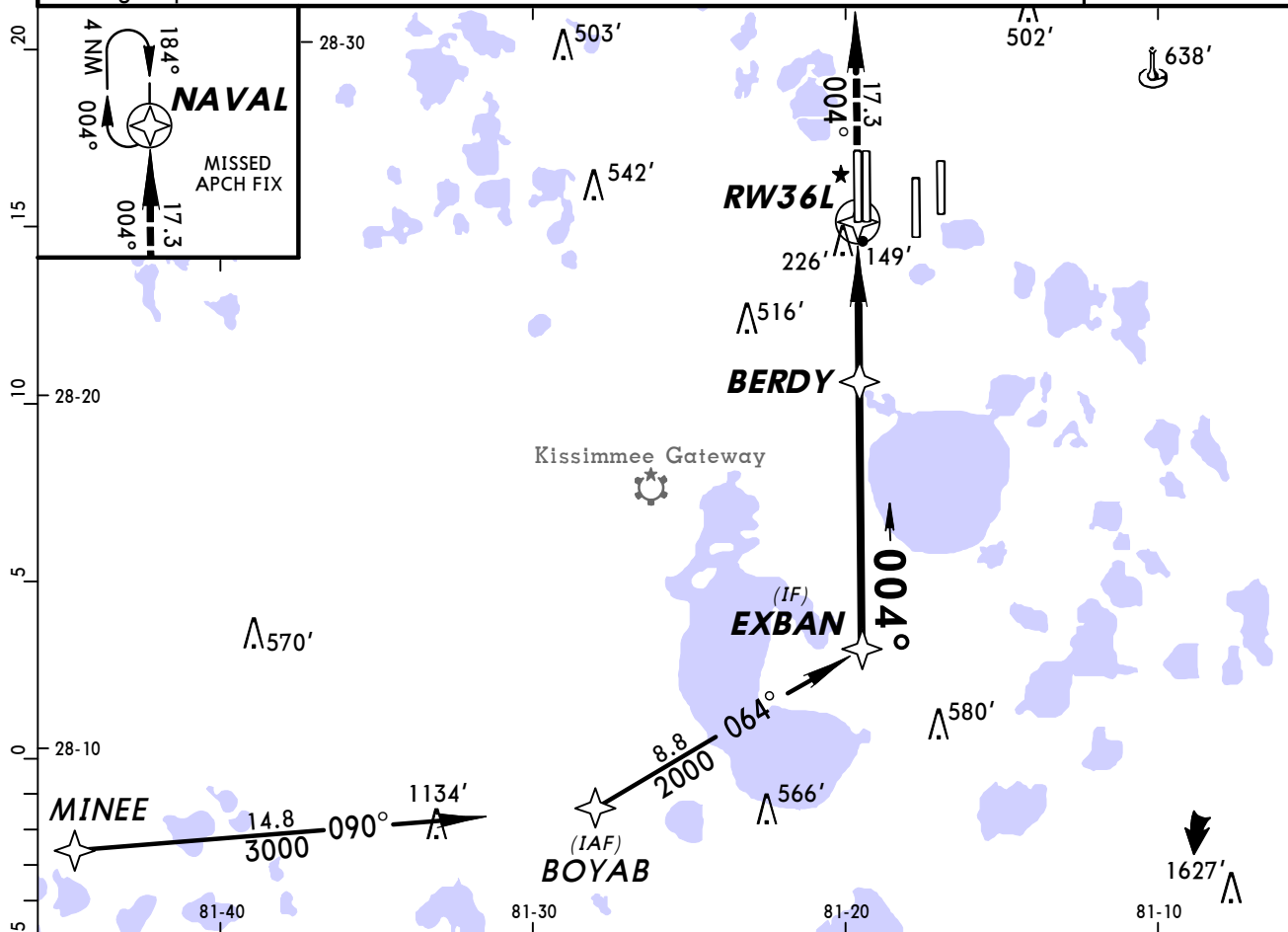
ALS out

|   |                                |                                 |
|---|--------------------------------|---------------------------------|
| A | RVR <b>40</b> or $\frac{3}{4}$ | RVR <b>60</b> or $1\frac{1}{4}$ |
| B |                                |                                 |
| C |                                |                                 |
| D |                                |                                 |



BRIEFING STRIP™

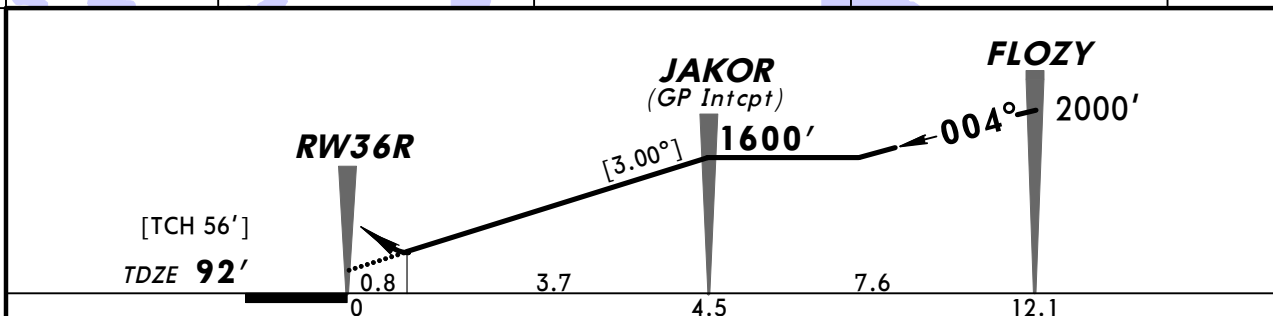
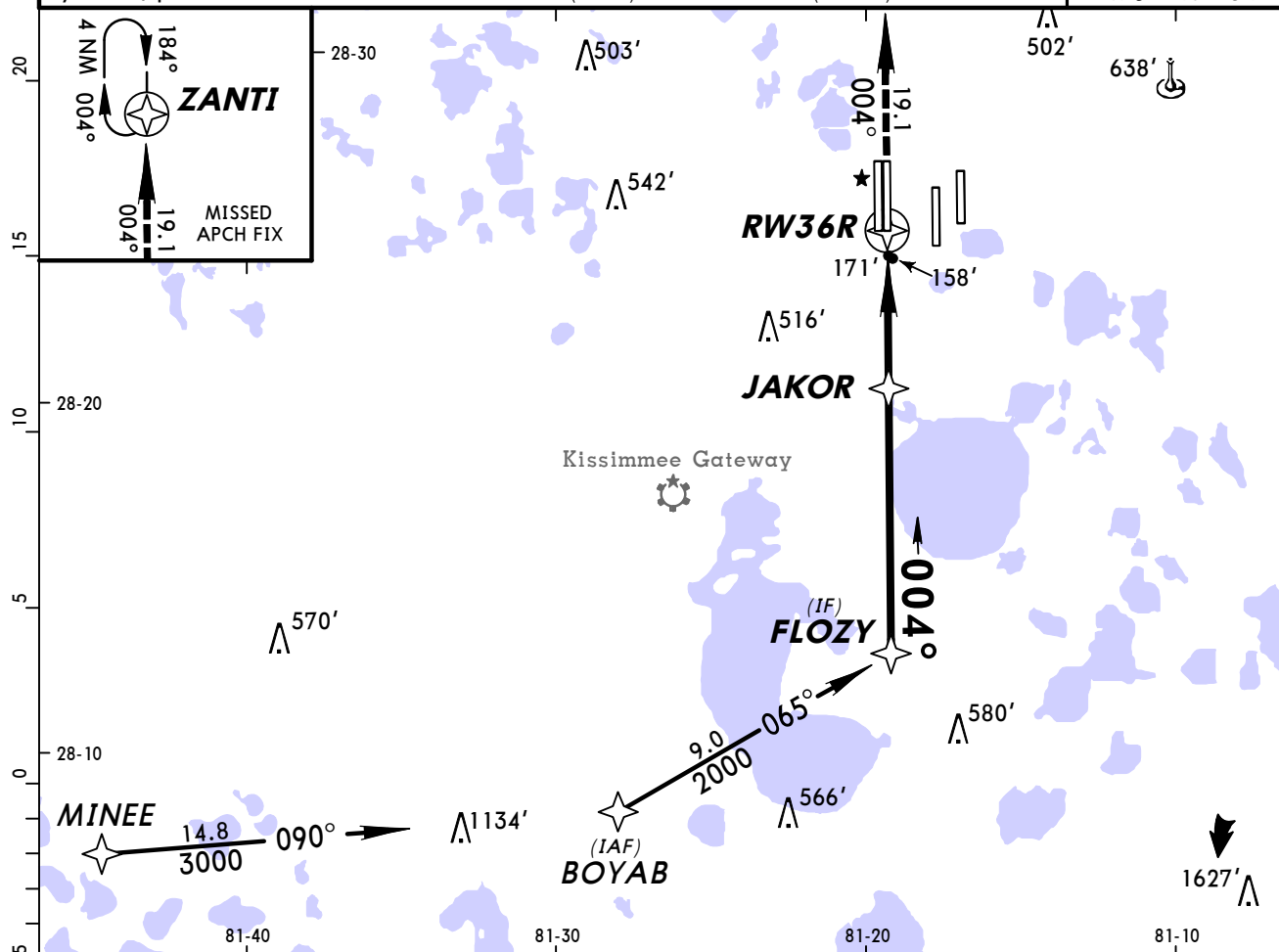
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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|---------------------------------------|----------------------------------|------------------------------|---------------------------------------|---------------|
| D-ATIS (Arrival)                                                                                                                                                                                                                                                   | ORLANDO Approach (R)       |                                       | ORLANDO Tower                    |                              | Ground                                |               |
| 121.25                                                                                                                                                                                                                                                             | 124.8                      |                                       | Rwys 18L/R & 36L/R<br>124.3      | Rwys 17L/R & 35L/R<br>118.45 | West<br>121.8                         | East<br>126.4 |
| RNAV                                                                                                                                                                                                                                                               | Final<br>Aptch Crs<br>004° | Minimum Alt<br>BERDY<br>1600' (1507') | RNP 0.15<br>DA(H)<br>386' (293') | Apt Elev 96'<br>TDZE 93'     | <div>3000'</div> <div>MSA RW36L</div> |               |
| MISSED APCH: Climb to 4000' via 004° track to NAVAL and hold.<br>Continue climb-in-hold to 4000'.                                                                                                                                                                  |                            |                                       |                                  |                              |                                       |               |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'<br>1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 48°C (118°F). 4. VGSI and RNAV glidepath not coincident. |                            |                                       |                                  |                              |                                       |               |



|                       |     |     |     |     |     |     |                |                        |       |
|-----------------------|-----|-----|-----|-----|-----|-----|----------------|------------------------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>VASI-L | 4000'<br>↑<br>via 004° | NAVAL |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |                |                        |       |
| MAP at DA             |     |     |     |     |     |     |                |                        |       |

| STRAIGHT-IN LANDING RWY 36L          |             |  |  |  |                                      |  |  |  |  |
|--------------------------------------|-------------|--|--|--|--------------------------------------|--|--|--|--|
| RNP 0.15<br>DA(H) <b>386'</b> (293') |             |  |  |  | RNP 0.30<br>DA(H) <b>525'</b> (432') |  |  |  |  |
| A                                    | RVR 50 or 1 |  |  |  | 1½                                   |  |  |  |  |
| B                                    |             |  |  |  |                                      |  |  |  |  |
| C                                    |             |  |  |  |                                      |  |  |  |  |
| D                                    |             |  |  |  |                                      |  |  |  |  |

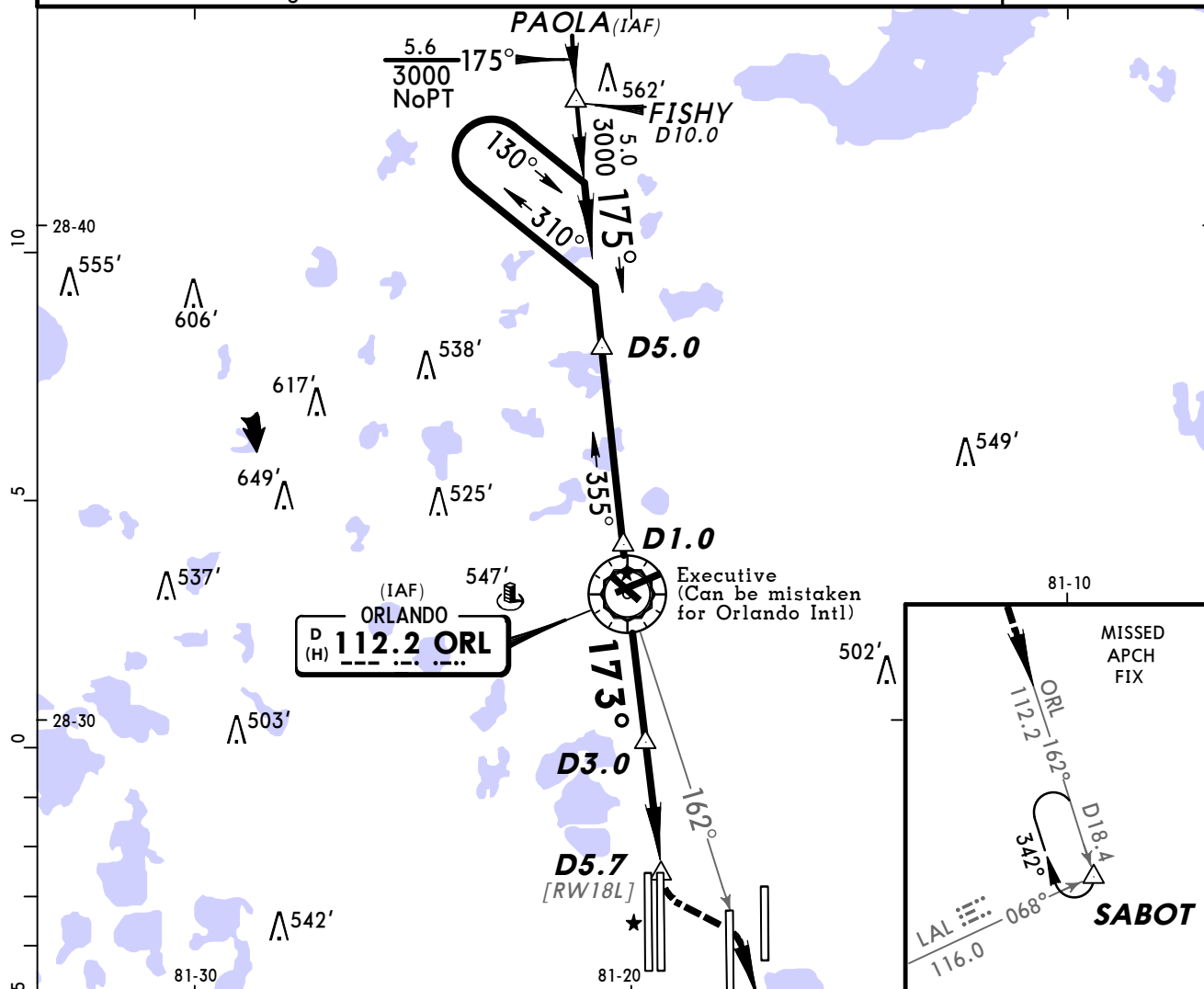
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|------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|---------------------------|---------------------------------------|----------------------------------|-----------------------------|--|---------------------------------------|--|
| BRIEFING STRIP™                                                                                                                                      | D-ATIS (Arrival) |                           | ORLANDO Approach (R)                  |                                  | ORLANDO Tower               |  | Ground                                |  |
|                                                                                                                                                      | 121.25           |                           | 124.8                                 |                                  | Rwys 18L/R & 36L/R<br>124.3 |  | Rwys 17L/R & 35L/R<br>118.45          |  |
|                                                                                                                                                      |                  |                           |                                       |                                  |                             |  | West<br>121.8                         |  |
|                                                                                                                                                      |                  |                           |                                       |                                  |                             |  | East<br>126.4                         |  |
|                                                                                                                                                      |                  |                           |                                       |                                  |                             |  |                                       |  |
| RNAV                                                                                                                                                 |                  | Final<br>Apch Crs<br>004° | Minimum Alt<br>JAKOR<br>1600' (1508') | RNP 0.15<br>DA(H)<br>386' (294') | Apt Elev 96'<br>TDZE 92'    |  | <div>3000'</div> <div>MSA RW36R</div> |  |
| MISSED APCH: Climb to 4000' via 004° track to ZANTI and hold.                                                                                        |                  |                           |                                       |                                  |                             |  |                                       |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                      |                  |                           |                                       |                                  |                             |  |                                       |  |
| 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 48°C (118°F). |                  |                           |                                       |                                  |                             |  |                                       |  |



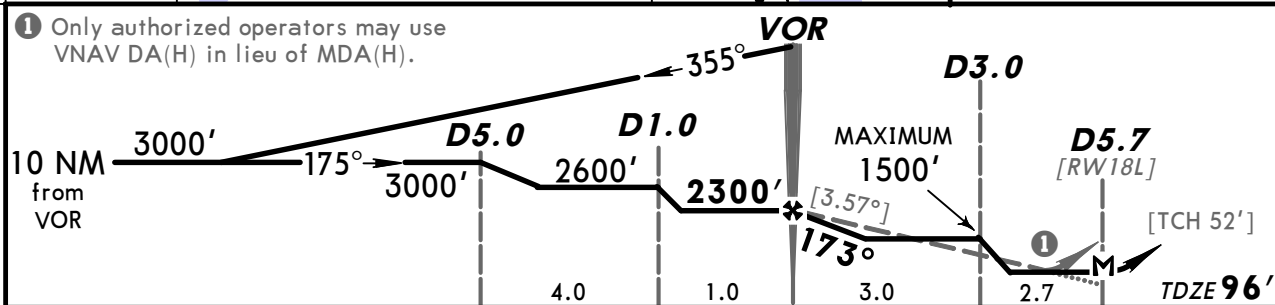
|                       |     |     |     |     |     |     |                                                          |       |
|-----------------------|-----|-----|-----|-----|-----|-----|----------------------------------------------------------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | <div>ALSIF-II</div> <div>4000'</div> <div>via 004°</div> | ZANTI |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |                                                          |       |
| MAP at DA             |     |     |     |     |     |     |                                                          |       |

| STRAIGHT-IN LANDING RWY 36R |               |                          |             |
|-----------------------------|---------------|--------------------------|-------------|
| RNP 0.15                    |               | RNP 0.30                 |             |
| DA(H) <b>386'</b> (294')    |               | DA(H) <b>496'</b> (404') |             |
| ALS out                     |               | ALS out                  |             |
| A                           |               |                          |             |
| B                           |               |                          |             |
| C                           | RVR 24 or 1/2 | RVR 50 or 1              | RVR 50 or 1 |
| D                           |               |                          | 1 1/2       |

|                                                                                                     |                                      |                                                                                   |                              |                                        |
|-----------------------------------------------------------------------------------------------------|--------------------------------------|-----------------------------------------------------------------------------------|------------------------------|----------------------------------------|
| D-ATIS (Arrival)<br><b>121.25</b>                                                                   | ORLANDO Approach (R)<br><b>124.8</b> | ORLANDO Tower<br>Rwys 18L/R & 36L/R <b>124.3</b> Rwys 17L/R & 35L/R <b>118.45</b> |                              | West Ground East<br><b>121.8 126.4</b> |
| VOR<br>ORL<br><b>112.2</b>                                                                          | Final<br>Apch Crs<br><b>173°</b>     | Minimum Alt<br>VOR<br><b>2300'</b> (2204')                                        | MDA(H)<br><b>540'</b> (444') | Apt Elev <b>96'</b><br>TDZE <b>96'</b> |
| <b>MISSED APCH:</b> Climb to 2000' outbound via ORL VOR R-162 to SABOT INT and hold.                |                                      |                                                                                   |                              |                                        |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. VGSI and descent angles not coincident. |                                      |                                                                                   |                              |                                        |
| <div style="text-align: center;">3000'</div> <div style="text-align: center;">MSA ORL VOR</div>     |                                      |                                                                                   |                              |                                        |



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

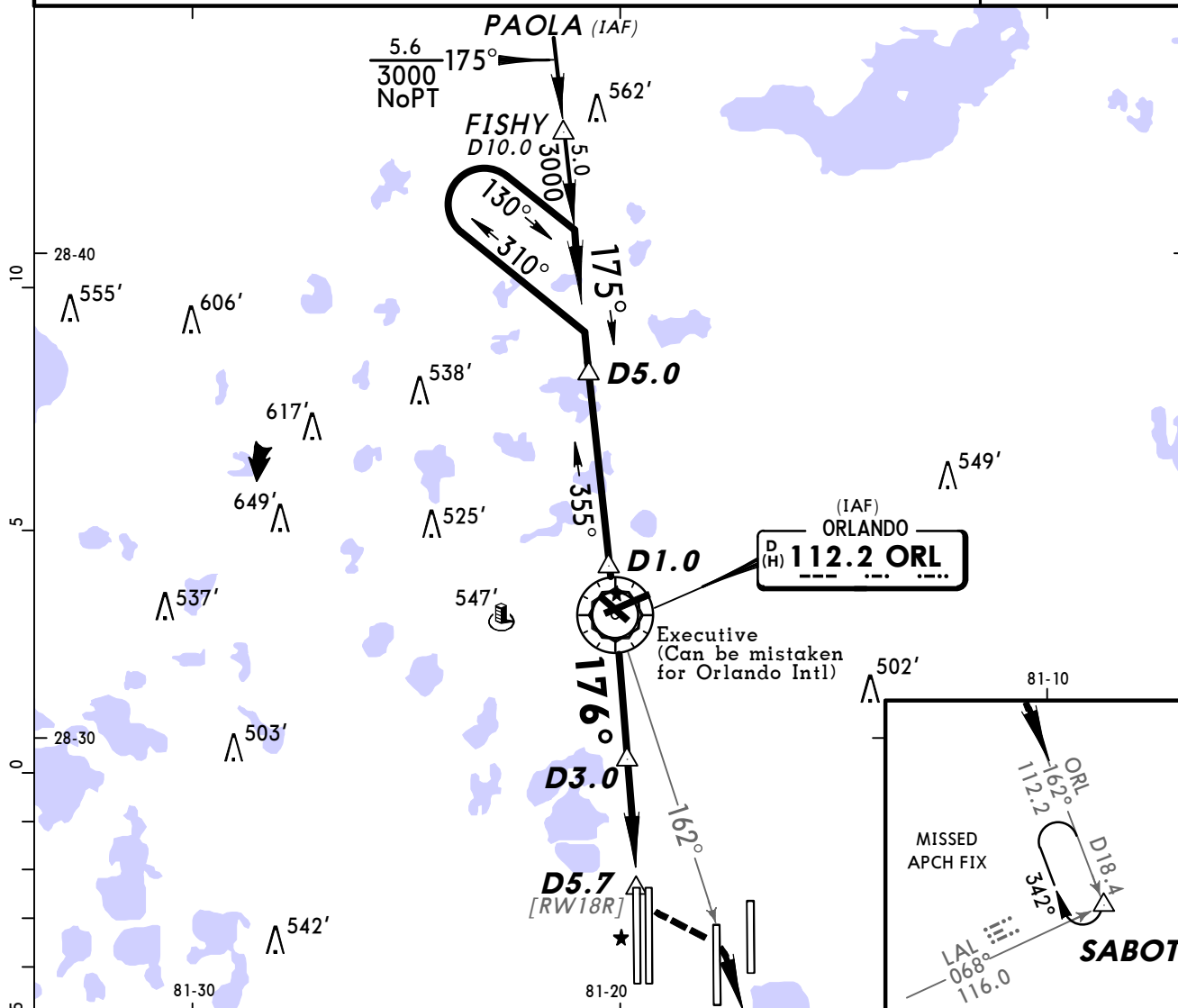


|                       |     |     |     |     |     |      |        |  |       |           |       |
|-----------------------|-----|-----|-----|-----|-----|------|--------|--|-------|-----------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160  | VASI-L |  | 2000' | ORL       | SABOT |
| Descent angle [3.57°] | 442 | 569 | 632 | 758 | 885 | 1011 |        |  | ↑     | via 112.2 |       |
| MAP at D5.7           |     |     |     |     |     |      |        |  |       | R-162     |       |

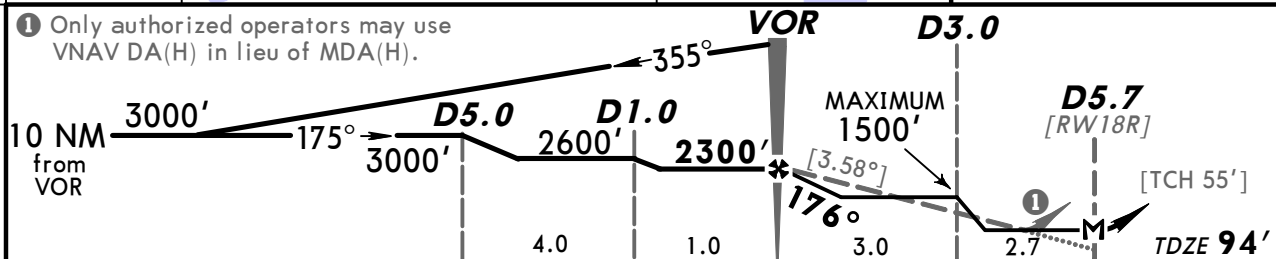
| STRAIGHT-IN LANDING RWY 18L |                 |  |  | CIRCLE-TO-LAND |                     |  |  |
|-----------------------------|-----------------|--|--|----------------|---------------------|--|--|
| MDA(H) <b>540'</b> (444')   |                 |  |  | MDA(H)         |                     |  |  |
| A                           | RVR 50 or 1     |  |  | Max Kts        | 740' (644') - 1     |  |  |
| B                           |                 |  |  | 90             |                     |  |  |
| C                           | RVR 60 or 1 1/4 |  |  | 120            | 740' (644') - 1 3/4 |  |  |
| D                           | 1 1/2           |  |  | 140            |                     |  |  |
|                             |                 |  |  | 165            | 740' (644') - 2     |  |  |



|                                                                               |                  |                      |                     |             |                    |                   |        |       |
|-------------------------------------------------------------------------------|------------------|----------------------|---------------------|-------------|--------------------|-------------------|--------|-------|
| BRIEFING STRIP™                                                               | D-ATIS (Arrival) | ORLANDO Approach (R) | ORLANDO Tower       |             |                    | West              | Ground | East  |
|                                                                               | 121.25           | 124.8                | Rwys 18L/R & 36L/R  | 124.3       | Rwys 17L/R & 35L/R | 118.45            | 121.8  | 126.4 |
|                                                                               | VOR              | Final                | Minimum Alt         | MDA(H)      | Apt Elev           | <div>3000'</div>  |        |       |
|                                                                               | ORL              | Apch Crs             | VOR                 |             |                    |                   |        |       |
|                                                                               | 112.2            | 176°                 | 2300' (2206')       | 540' (446') | 96'                |                   |        |       |
| MISSED APCH: Climb to 2000' outbound via ORL VOR R-162 to SABOT INT and hold. |                  |                      |                     |             |                    |                   |        |       |
| Alt Set: INCHES                                                               |                  |                      | Trans level: FL 180 |             |                    | Trans alt: 18000' |        |       |
| MSA ORL VOR                                                                   |                  |                      |                     |             |                    |                   |        |       |



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



|                       |     |     |     |     |     |      |       |  |             |       |       |
|-----------------------|-----|-----|-----|-----|-----|------|-------|--|-------------|-------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160  | MALSR |  | 2000'       | ORL   | SABOT |
| Descent angle [3.58°] | 444 | 570 | 634 | 760 | 887 | 1014 |       |  | ↑ via 112.2 | R-162 |       |
| MAP at D5.7           |     |     |     |     |     |      |       |  |             |       |       |

| STRAIGHT-IN LANDING RWY 18R |               |                 |             | CIRCLE-TO-LAND |                     |  |  |
|-----------------------------|---------------|-----------------|-------------|----------------|---------------------|--|--|
| MDA(H) <b>540'</b> (446')   |               |                 |             | MDA(H)         |                     |  |  |
| RAIL out                    |               | ALS out         |             | Max Kts        |                     |  |  |
| A                           | RVR 24 or 1/2 | RVR 40 or 3/4   | RVR 50 or 1 | 90             | 740' (644') - 1     |  |  |
| B                           |               |                 |             | 120            |                     |  |  |
| C                           | RVR 40 or 3/4 | RVR 60 or 1 1/4 |             | 140            | 740' (644') - 1 3/4 |  |  |
| D                           | RVR 50 or 1   | 1 1/2           |             | 165            | 740' (644') - 2     |  |  |



KMCO/MCO  
ORLANDO INTL

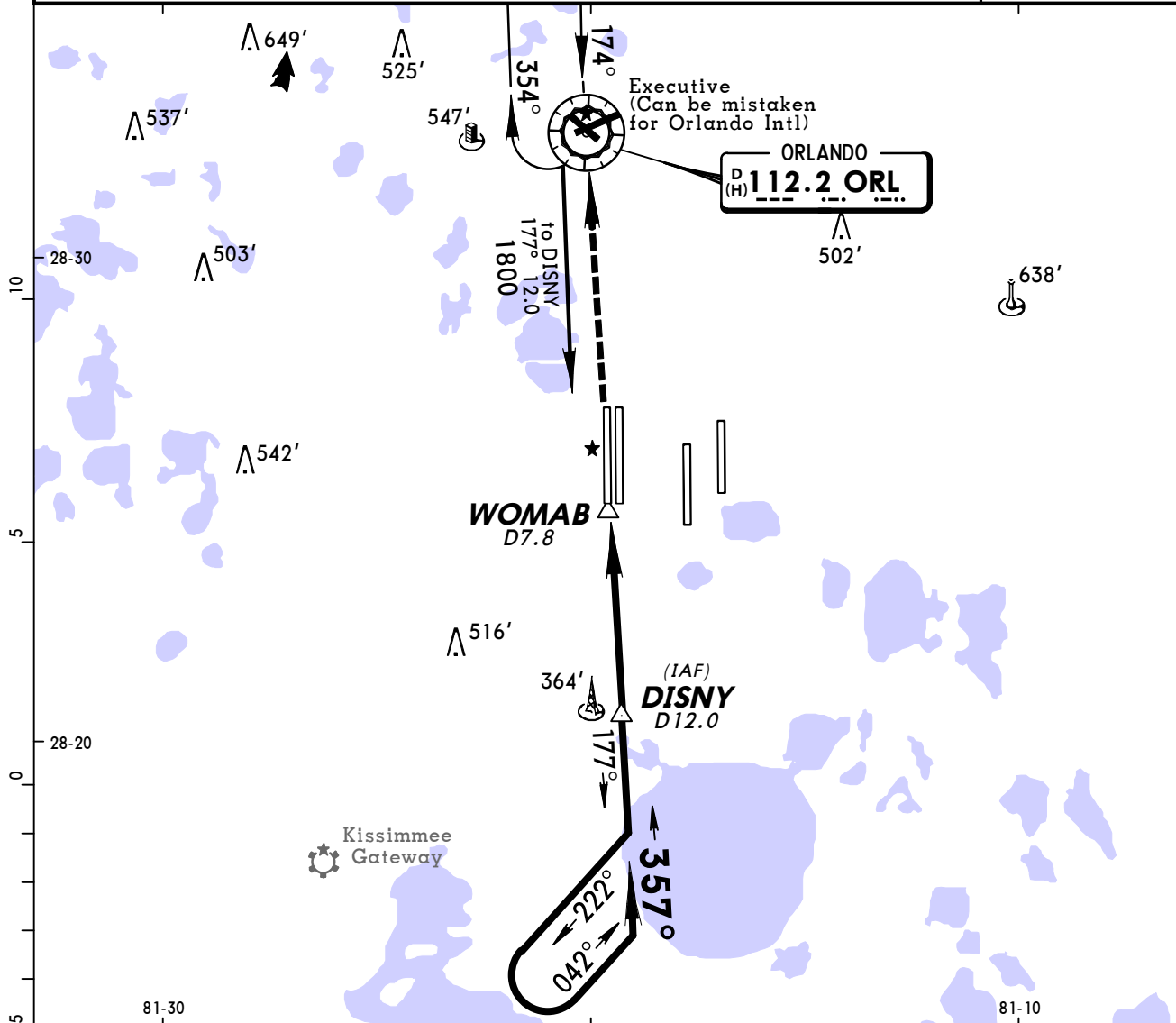
16 SEP 11

(23-3)

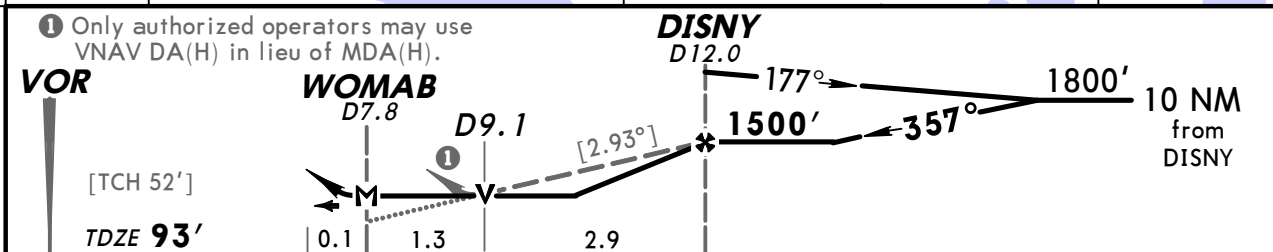
ORLANDO, FLA  
VOR DME Rwy 36L

BRIEFING STRIP™

|                                                      |                           |                                       |                       |                          |                                         |             |
|------------------------------------------------------|---------------------------|---------------------------------------|-----------------------|--------------------------|-----------------------------------------|-------------|
| D-ATIS (Arrival)                                     | ORLANDO Approach (R)      | ORLANDO Tower                         |                       |                          | Ground West                             | Ground East |
| 121.25                                               | 124.8                     | Rwys 18L/R & 36L/R                    | 124.3                 | Rwys 17L/R & 35L/R       | 118.45                                  | 121.8 126.4 |
| VOR<br>ORL<br>112.2                                  | Final<br>Apch Crs<br>357° | Minimum Alt<br>DISNY<br>1500' (1407') | MDA(H)<br>600' (507') | Apt Elev 96'<br>TDZE 93' | <div>3000'</div> <div>MSA ORL VOR</div> |             |
| MISSED APCH: Climb to 2000' direct ORL VOR and hold. |                           |                                       |                       |                          |                                         |             |
| Alt Set: INCHES                                      |                           | Trans level: FL 180                   |                       | Trans alt: 18000'        |                                         |             |



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



|                       |     |     |     |     |     |     |                |                                                                                       |                                                                                       |              |
|-----------------------|-----|-----|-----|-----|-----|-----|----------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|--------------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>VASI-L | 2000'                                                                                 |  | ORL<br>112.2 |
| Descent angle [2.93°] | 363 | 466 | 518 | 622 | 726 | 829 |                |  |                                                                                       |              |
|                       |     |     |     |     |     |     |                |                                                                                       |                                                                                       |              |
| MAP at WOMAB          |     |     |     |     |     |     |                |                                                                                       |                                                                                       |              |

| STRAIGHT-IN LANDING RWY 36L |             |  |  |  |  | CIRCLE-TO-LAND |                     |  |  |  |  |
|-----------------------------|-------------|--|--|--|--|----------------|---------------------|--|--|--|--|
| MDA(H) 600' (507')          |             |  |  |  |  | MDA(H)         |                     |  |  |  |  |
| A                           | RVR 50 or 1 |  |  |  |  | Max Kts        |                     |  |  |  |  |
| B                           |             |  |  |  |  | 90             | 740' (644') - 1     |  |  |  |  |
| C                           |             |  |  |  |  | 120            |                     |  |  |  |  |
| D                           |             |  |  |  |  | 140            | 740' (644') - 1 3/4 |  |  |  |  |
|                             | 1 1/2       |  |  |  |  | 165            | 740' (644') - 2     |  |  |  |  |

CHANGES: Ground frequency, obstructions.

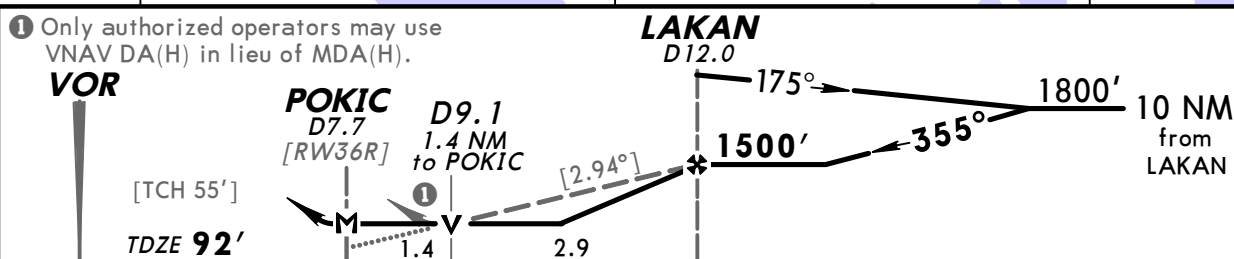
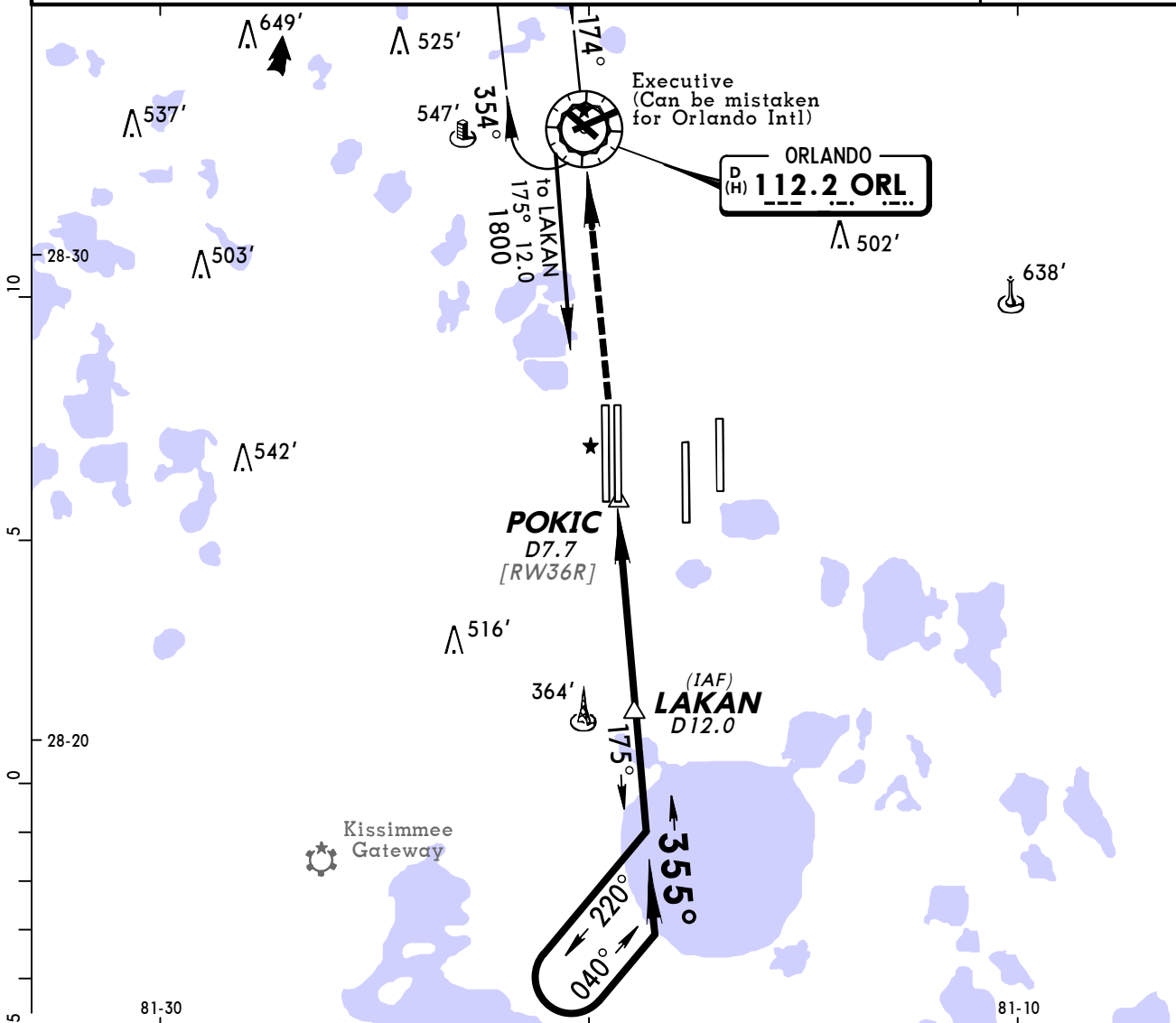
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KMCO/MCO  
ORLANDO INTL

JEPPESEN  
16 SEP 11 (23-4)

ORLANDO, FLA  
VOR DME Rwy 36R

|                                                      |                     |                           |                                       |                       |                          |             |
|------------------------------------------------------|---------------------|---------------------------|---------------------------------------|-----------------------|--------------------------|-------------|
| BRIEFING STRIP™                                      | D-ATIS (Arrival)    | ORLANDO Approach (R)      | ORLANDO Tower                         |                       | Ground                   |             |
|                                                      | 121.25              | 124.8                     | Rwys 18L/R & 36L/R                    | 124.3                 | Rwys 17L/R & 35L/R       | 118.45      |
|                                                      | West                | East                      |                                       |                       |                          |             |
|                                                      | VOR<br>ORL<br>112.2 | Final<br>Apch Crs<br>355° | Minimum Alt<br>LAKAN<br>1500' (1408') | MDA(H)<br>600' (508') | Apt Elev 96'<br>TDZE 92' | 3000'       |
| MISSED APCH: Climb to 2000' direct ORL VOR and hold. |                     |                           |                                       |                       |                          | MSA ORL VOR |
| Alt Set: INCHES                                      |                     | Trans level: FL 180       |                                       | Trans alt: 18000'     |                          |             |



|                       |     |     |     |     |     |     |         |       |           |
|-----------------------|-----|-----|-----|-----|-----|-----|---------|-------|-----------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | ALSF-II | 2000' | ORL 112.2 |
| Descent angle [2.94°] | 364 | 468 | 520 | 624 | 728 | 832 |         |       |           |
| MAP at POKIC          |     |     |     |     |     |     |         |       |           |

| STRAIGHT-IN LANDING RWY 36R |               |  | CIRCLE-TO-LAND |                     |  |
|-----------------------------|---------------|--|----------------|---------------------|--|
| MDA(H) 600' (508')          |               |  | MDA(H)         |                     |  |
| ALS out                     |               |  | Max Kts        |                     |  |
| A                           | RVR 24 or 1/2 |  | 90             | 740' (644') - 1     |  |
| B                           | RVR 50 or 1   |  | 120            | 740' (644') - 1 3/4 |  |
| C                           | RVR 50 or 1   |  | 140            | 740' (644') - 2     |  |
| D                           | RVR 50 or 1   |  | 165            |                     |  |

CHANGES: Ground frequency, obstructions.

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## **General Information**

Location: Miami FL USA

IATA Code: MIA

Lat/Long: N25° 47.7' W080° 17.4'

Elevation: 9 ft

Airport Use: Public

Magnetic Variation: 6.1 °W

Sectional Chart: Miami

Fuel Types: 100-130 Octane, Jet A

Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle

Repair Types: Major Airframe, Major Engine

Customs: Upon Prior Request

Airport Type: IFR

Landing Fee: Yes

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1147 Z

Sunset: 2321 Z,

## **Runway Information**

Runway: 08L

Length x Width: 8600 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 8 ft

Lighting: Edge, Centerline, REIL

Runway: 08R

Length x Width: 10506 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 8 ft

Lighting: Edge, ALS, Centerline, TDZ

Runway: 09

Length x Width: 13000 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 7 ft

Lighting: Edge, ALS, Centerline

Displaced Threshold: 1350 ft

Runway: 12

Length x Width: 9355 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 8 ft

Lighting: Edge, ALS, Centerline

Runway: 26L  
Length x Width: 10506 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 8 ft  
Lighting: Edge, ALS, Centerline

Runway: 26R  
Length x Width: 8600 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 8 ft  
Lighting: Edge, Centerline, REIL

Runway: 27  
Length x Width: 13000 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 9 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 261 ft

Runway: 30  
Length x Width: 9355 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 8 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 939 ft

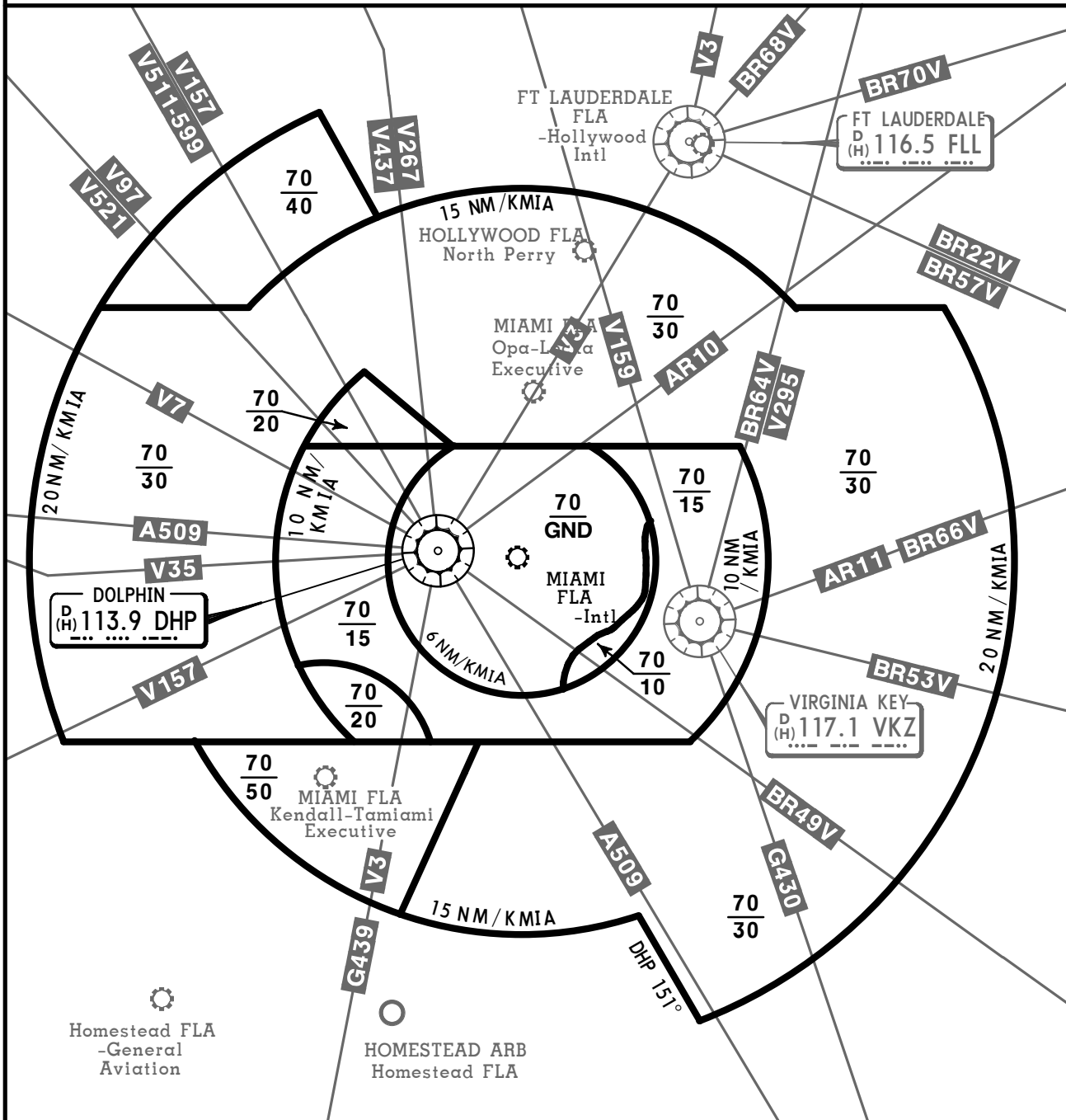
Communication Information

ATIS 133.675  
ATIS 119.15  
Miami Tower 123.9 (90°-269°)  
Miami Tower 118.3 (270°-89°)  
Miami Ground Control 127.5  
Miami Ground Control 121.8  
Ramp Control Ramp/Taxi Control 130.95  
Ramp Control Ramp/Taxi Control 130.5  
Ramp Control Ramp/Taxi Control 128.025  
Miami Clearance Delivery 135.35  
Gate Hold Clearance Delivery 120.35  
Miami Approach Control 125.75 Secondary  
Miami Approach Control 124.85 (270°-89°) Initial Contact  
Miami Approach Control 120.5 (90°-269°)  
Miami App TCA 124.85 (270°-89°)  
Miami App TCA 120.5 (90°-269°)  
Miami Departure Control 125.5 (90°-269°)  
Miami Departure Control 119.45 (270°-89°)  
Miami Intl Unicom 123.0

# MIAMI CLASS B AIRSPACE

## CLASS B AIRSPACE COMMUNICATIONS

(270°-089°) Miami App 124.85 (090°-269°) Miami App 120.5



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS  
SEE FAR 91.131, 91.117 AND 91.215

## FLIGHT PROCEDURES

IFR Flights-Aircraft within the Class B airspace are required to operate in accordance with ATC clearances and instructions.

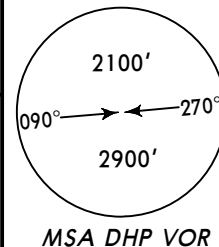
VFR Flights-

1. Arriving aircraft should contact Miami Approach Control on specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B airspace must obtain an ATC clearance to enter the Class B airspace and will be handled on an ATC workload permitting basis.

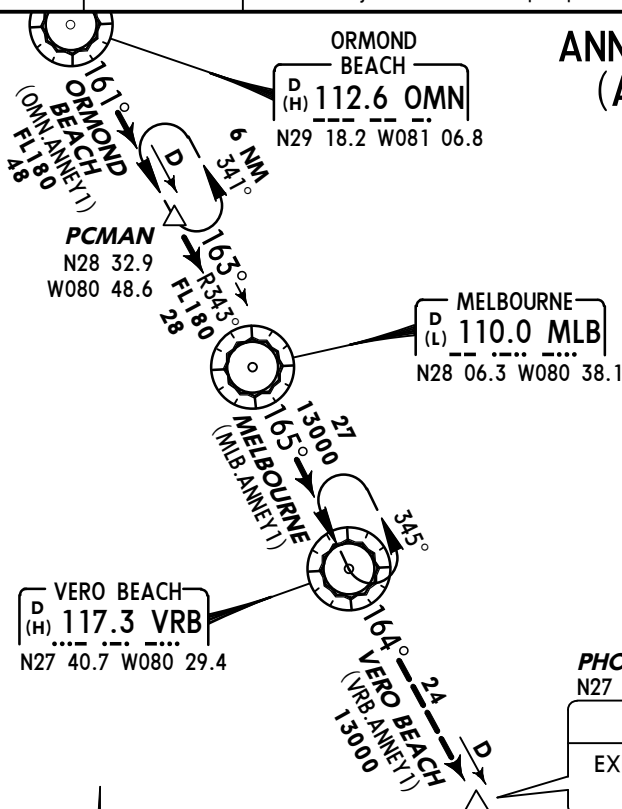
MIAMI INTL  
D-ATIS  
**119.15**

Apt Elev  
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME required.  
2. Turbojets and turboprops only. 3. Also Serves **1**



## ANNEY ONE ARRIVAL (ANNEY.ANNEY1)



Direct distance from KAINS to:  
Miami Intl **15 NM**

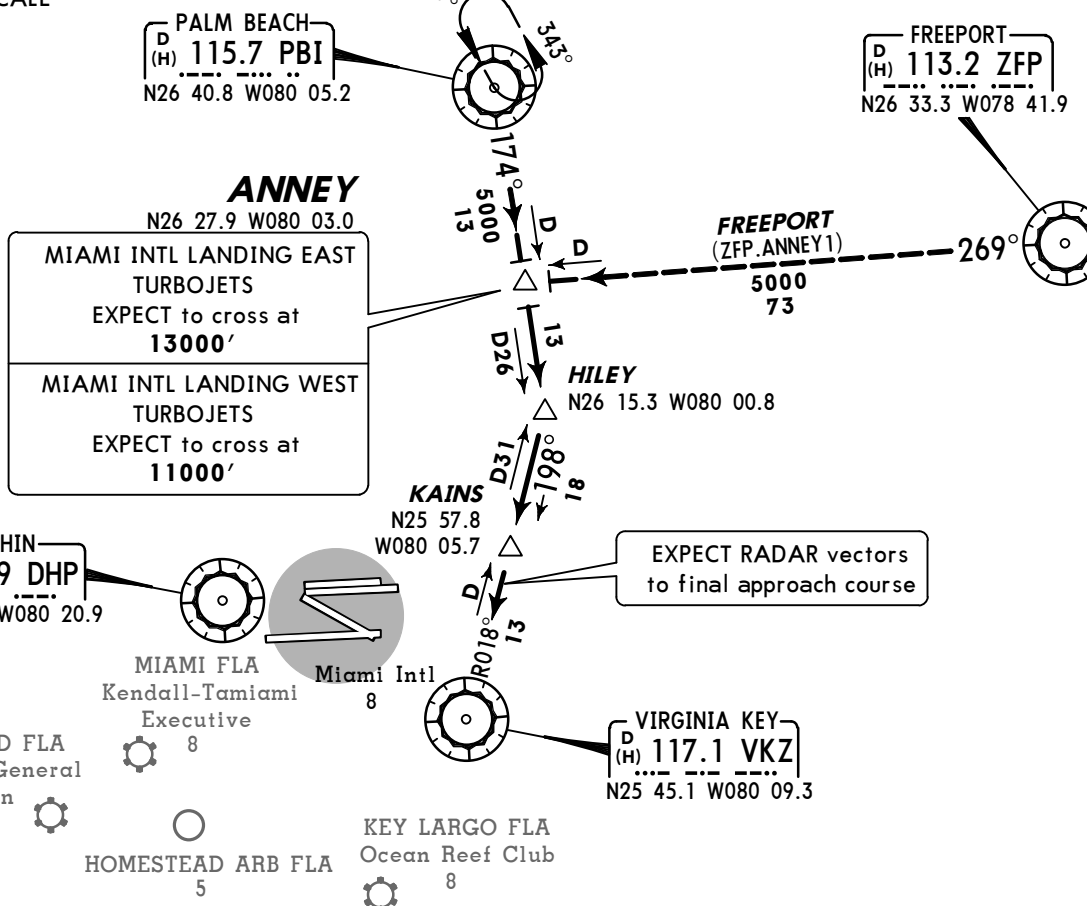
Direct distance from KAINS to:

**1** AIRPORTS SERVED  
Homestead General Aviation **37 NM**  
Ocean Reef Club **39 NM**

Direct distance from VKZ to:  
Miami Intl **8 NM**

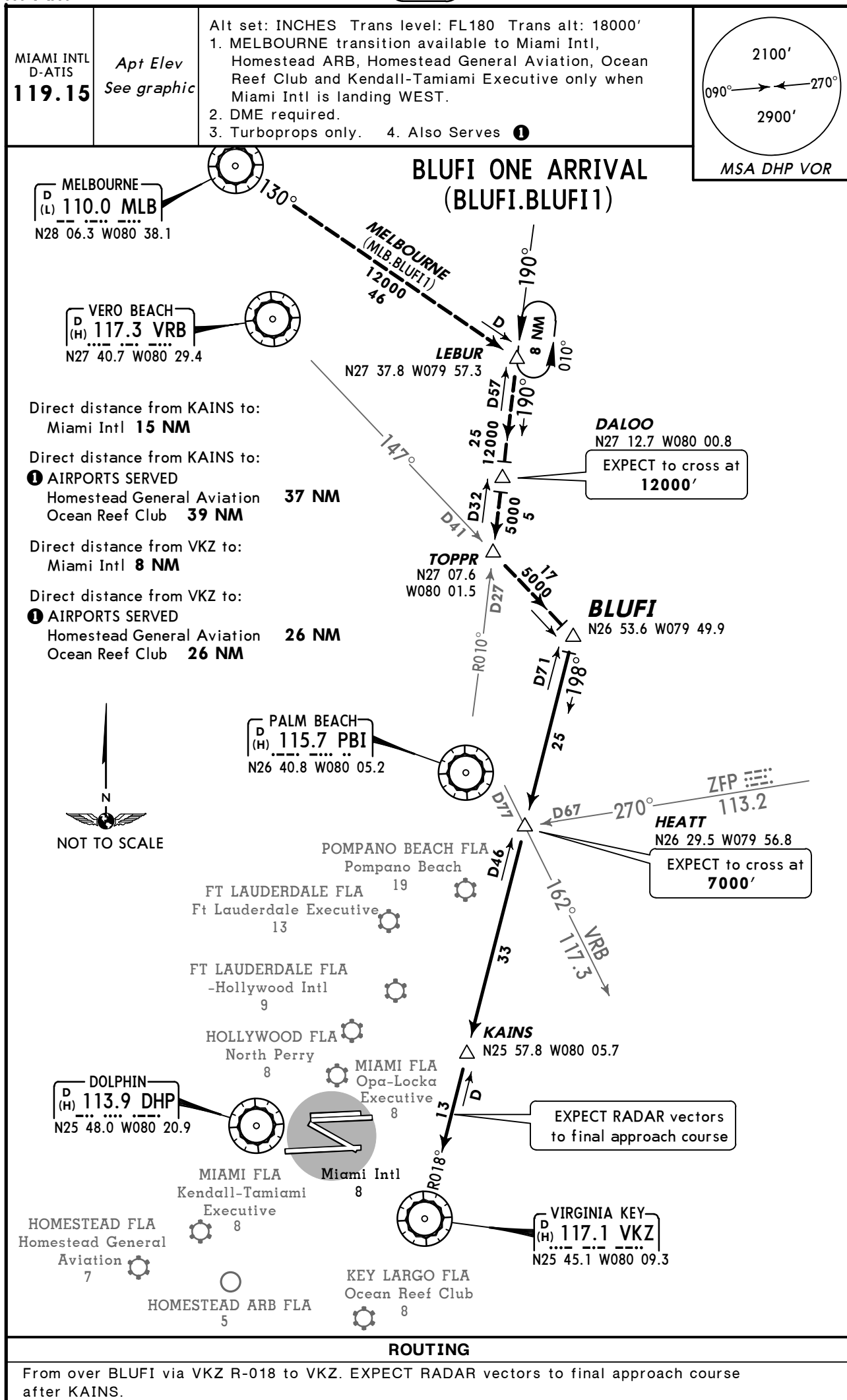
Direct distance from VKZ to:

**1** AIRPORTS SERVED  
Homestead General Aviation **26 NM**  
Ocean Reef Club **26 NM**



### ROUTING

From over ANNEY via PBI R-174 to HILEY, then via VKZ R-018 to VKZ. EXPECT RADAR vectors to final approach course after KAINS.



### ROUTING

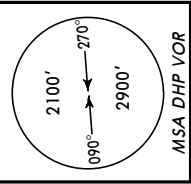
From over BLUFI via VKZ R-018 to VKZ. EXPECT RADAR vectors to final approach course after KAINS.

MIAMI INTL  
D-ATIS  
119.15

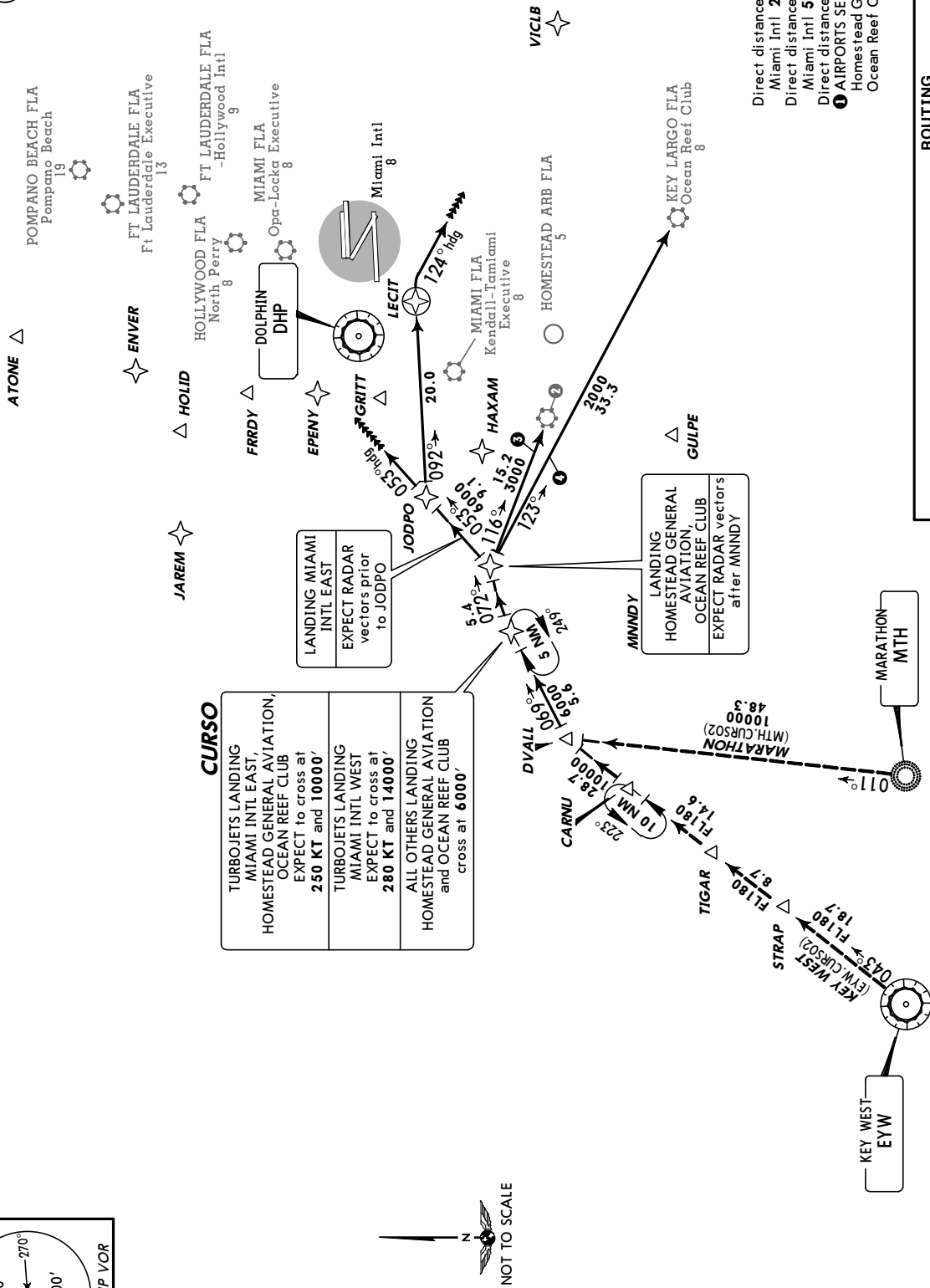
Apt Elev  
See graphic

Alt Set: INCHES      Trans level: FL180      Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RNAV 1.  
3. RADAR required. 4. KEY WEST transition: For non-GPS equipped aircraft PHK  
DME must be operational. 5. MARATHON Transition: For non-GPS equipped  
aircraft, EYW and PHK DMEs must be operational. 6. Also Serves 1



CURSO TWO RNAV ARRIVAL  
(CURSO.CURSO2)



ROUTING

From over DVALL via 069° track to CURSU, then via 072° track to MNNDY, then as depicted.

LANDING

|                                       |                                                                                                                                                 |
|---------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| MIAMI INTL EAST<br>RWYS 8L/R, 9, 12   | From over MNNDY via 053° track to JODPO, then fly heading 053°. EXPECT<br>RADAR vectors to final approach course.                               |
| MIAMI INTL WEST<br>RWYS 26L/R, 27, 30 | From over MNNDY via 053° track to JODPO, then via 092° track to LECIT,<br>then fly heading 124°. EXPECT RADAR vectors to final approach course. |
| HOMESTEAD GENERAL<br>AVIATION         | From over MNNDY via 116° track to Homestead General Aviation airport.                                                                           |
| OCEAN REEF CLUB                       | From over MNNDY via 123° track to Ocean Reef Club airport.                                                                                      |

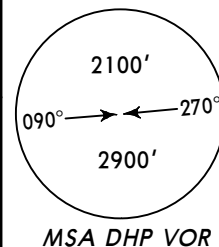
COMMS    LOST COMMS    LOST COMMS    LOST COMMS    LOST COMMS    LOST  
MIAMI INTL LANDING EAST: Track to JODPO,  
then proceed direct to GRITT, intercept Rwy 9  
final approach course, conduct approach.  
MIAMI INTL LANDING WEST: Track to LECIT,  
then proceed direct to VICLB, turn LEFT to  
intercept Rwy 30 final approach course,  
conduct approach.



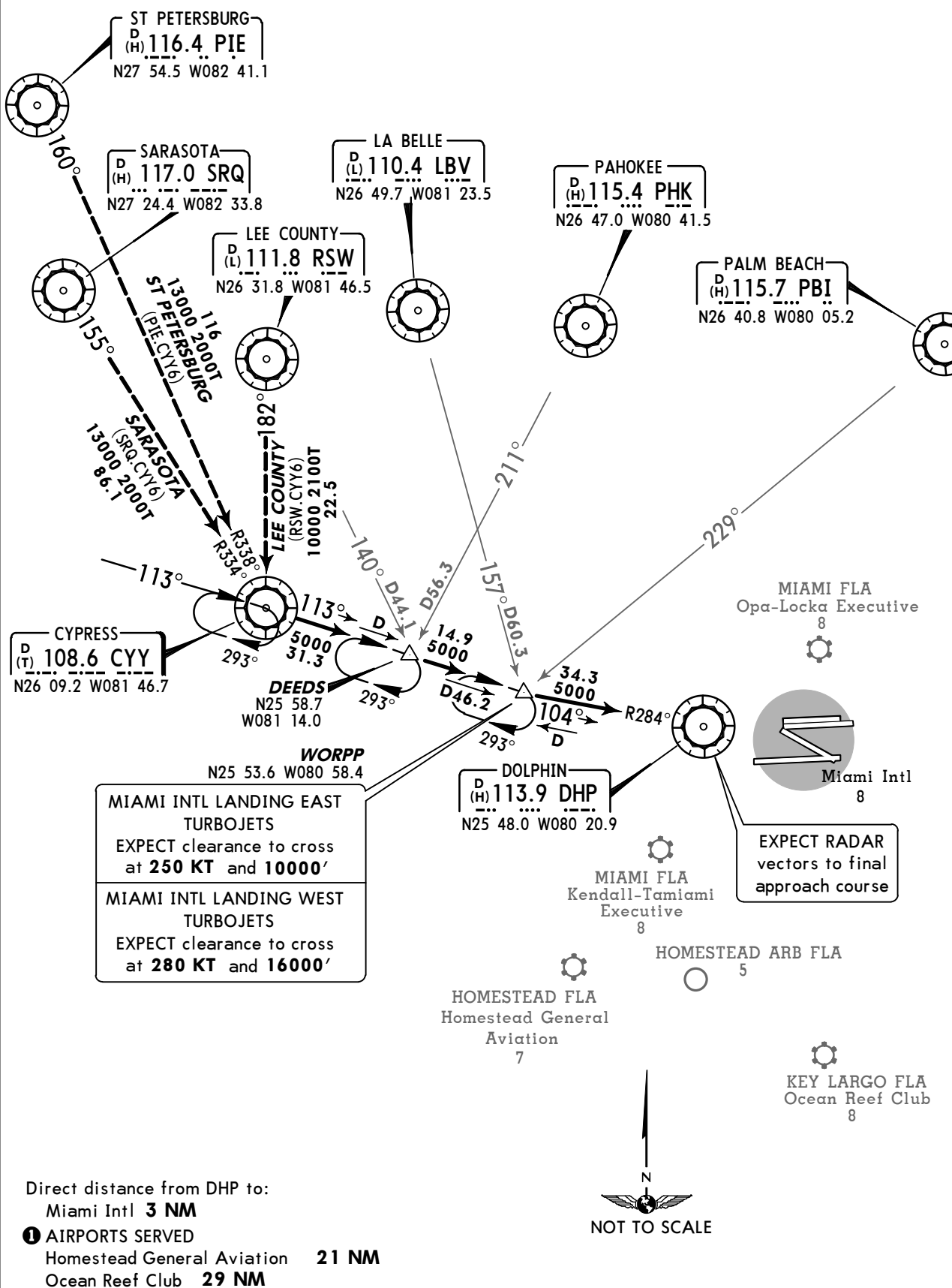
MIAMI INTL  
D-ATIS  
119.15

Apt Elev  
See graphic

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'  
Also Serves ①



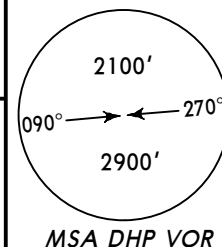
## CYPRESS SIX ARRIVAL (CYY.CYY6)



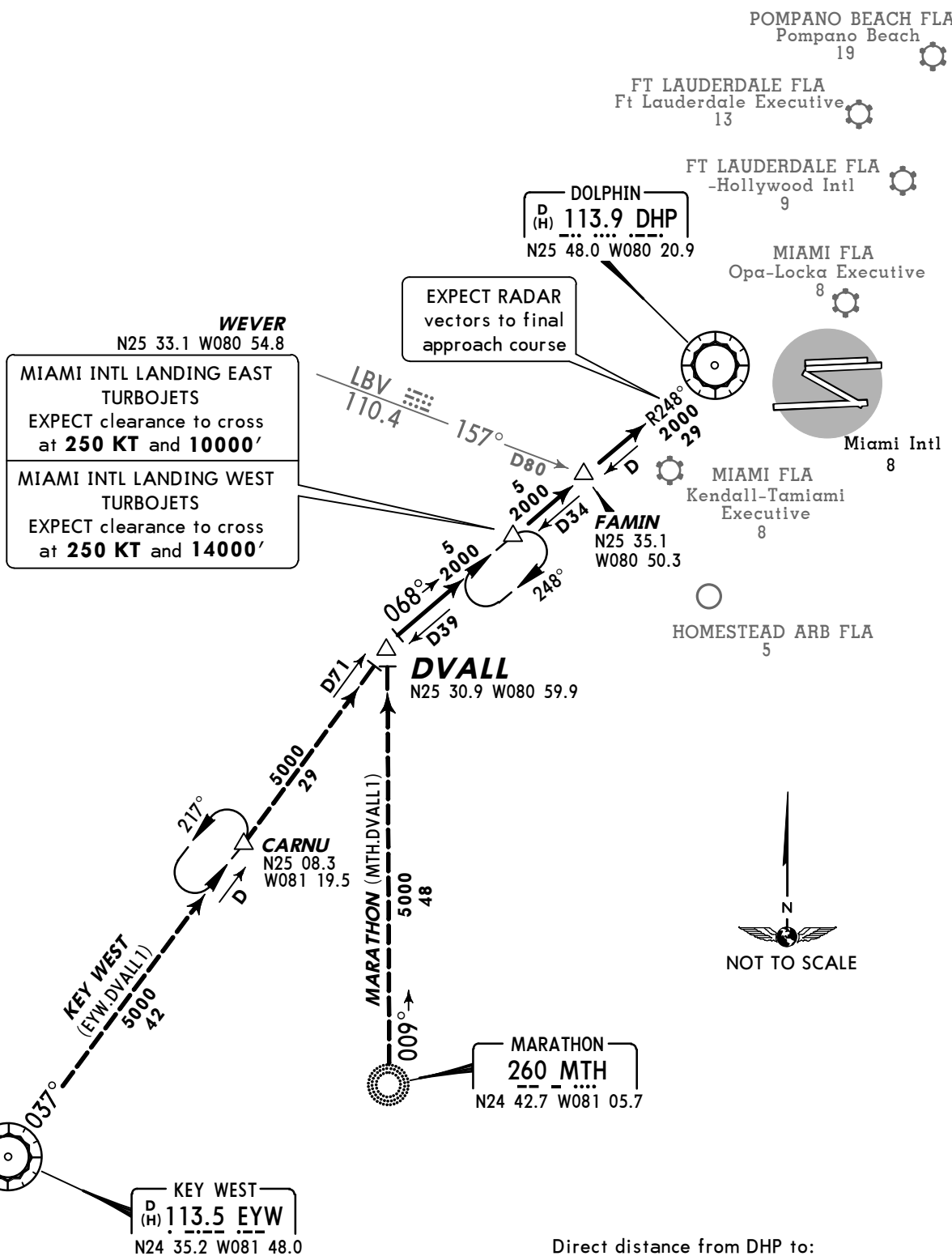
D-ATIS  
119.15

Apt Elev  
See graphic

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'  
DME required.



## DVALL ONE ARRIVAL (DVALL.DVALL1)



Direct distance from DHP to:  
Miami Intl **3 NM**  
Direct distance from FAMIN to:  
Miami Intl **32 NM**

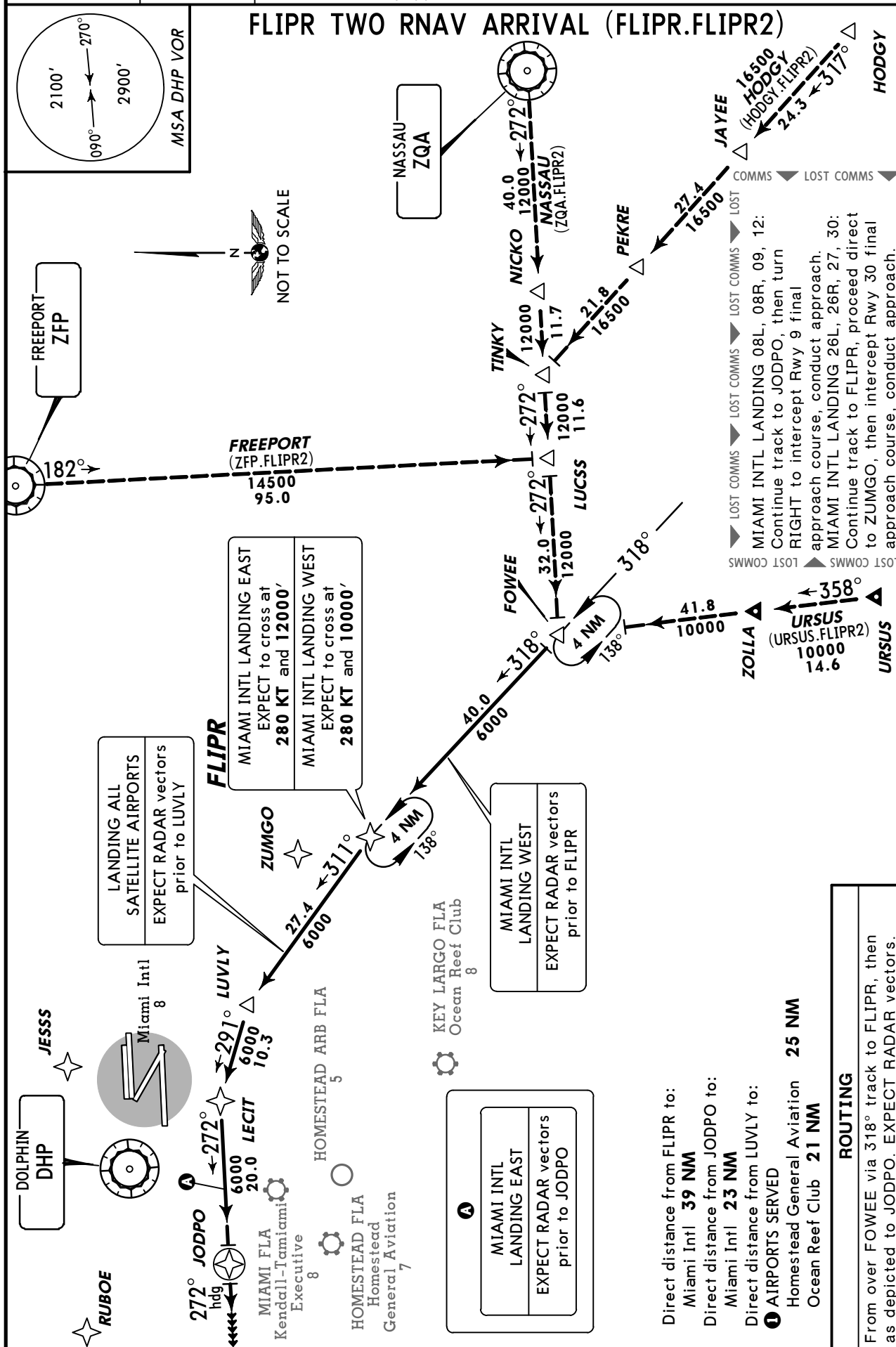
### ROUTING

From over DVALL via DHP R-248 to DHP. EXPECT RADAR vectors to final approach course after FAMIN.

MIAMI INTL  
D-ATIS  
119.15

Apt Elev  
See graphic

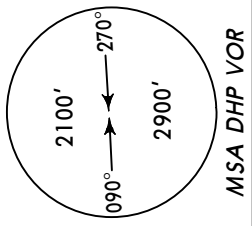
Alt set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME/DME/IRU or GPS required. 2. RNAV 1.  
3. RADAR required. 4. Turbojet and Turboprop aircraft only.  
5. Miami Intl primary landing runways 9, 30.  
6. For non-GPS equipped aircraft, VKZ and ZBV must be operational.  
7. FREEPORT Transition: VKZ, ZBV, and ZFP must be operational for non-GPS equipped aircraft. 8. Also Serves ①



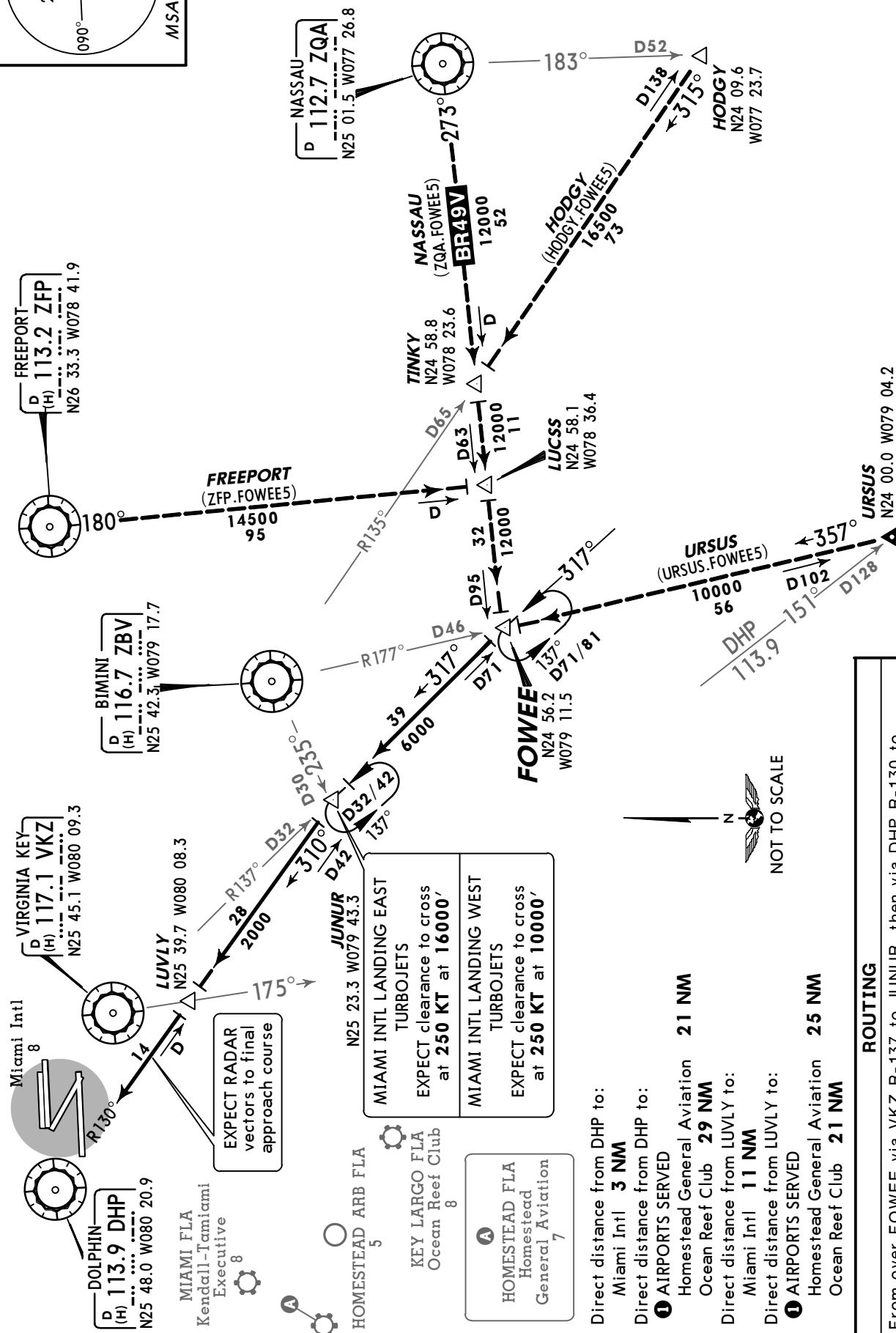
MIAMI INTL  
D-ATIS  
**119.15**

Apt Elev  
See  
graphic

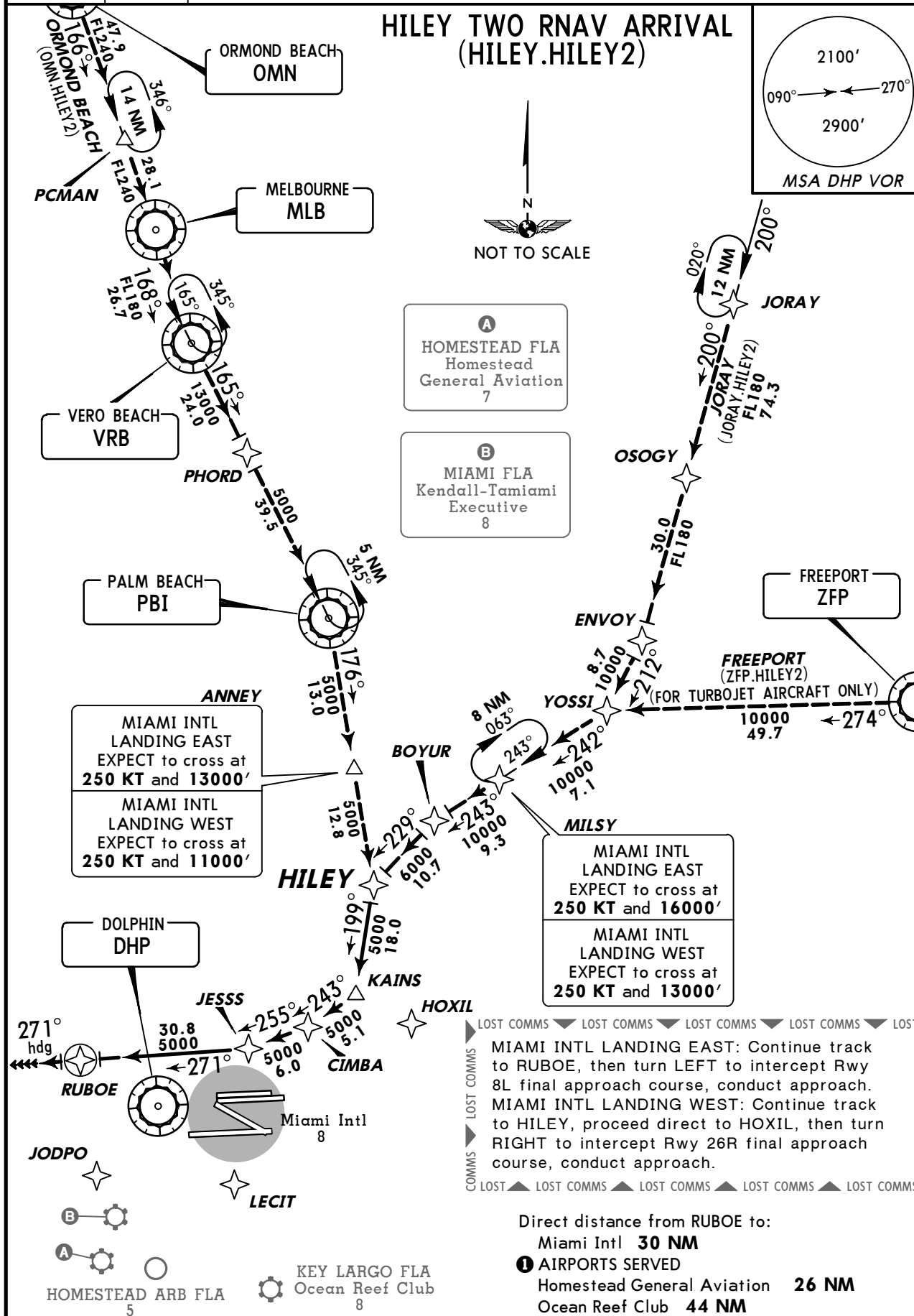
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
1. Aircraft equipped with RNAV or other certified equipment may  
EXPECT direct JUNUR.  
2. DME required. 3. Also Serves **1**



## FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

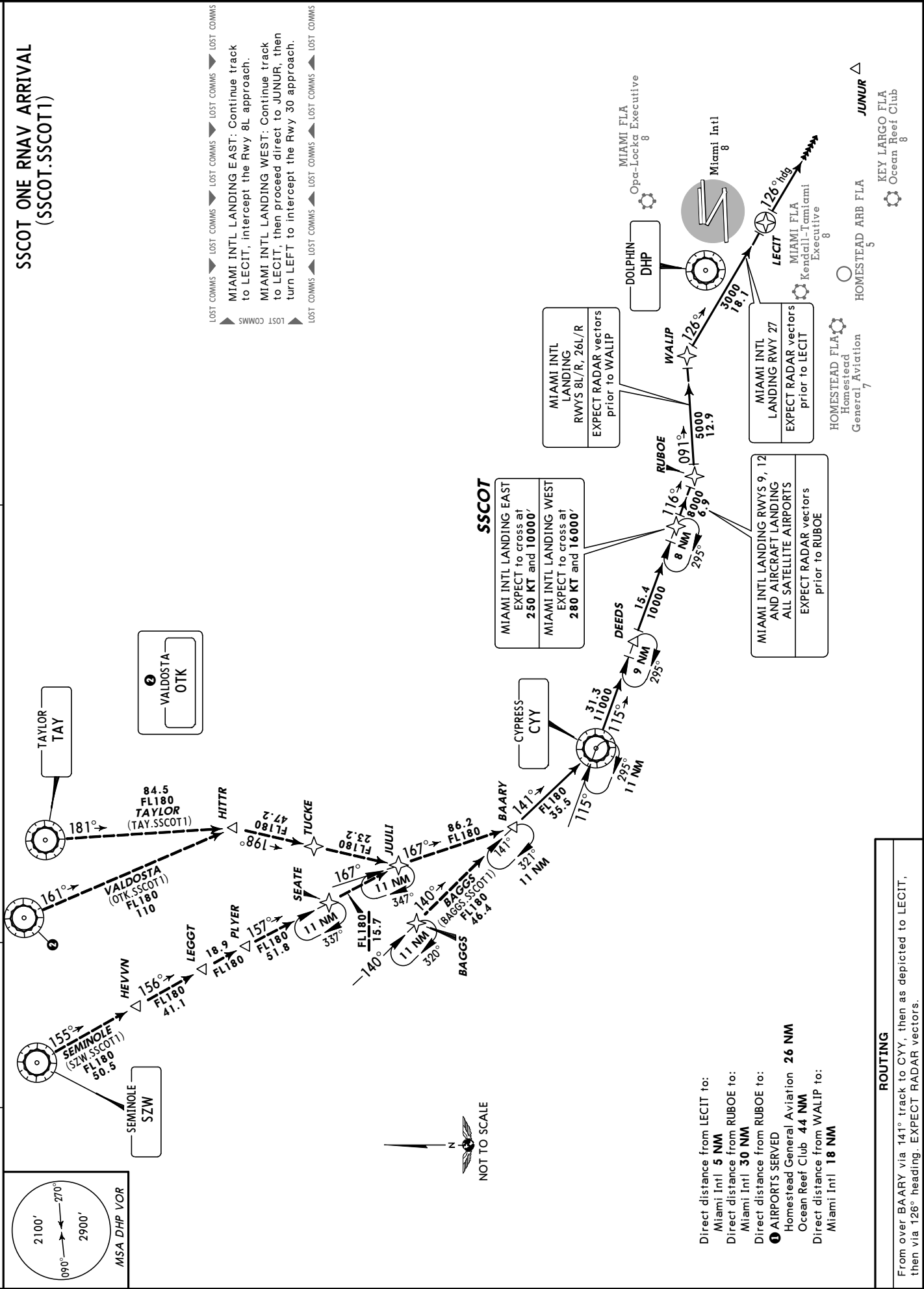


|                                                |                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------------------------------------|----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>MIAMI INTL<br/>D-ATIS<br/><b>119.15</b></p> | <p><i>Apt Elev</i><br/><i>See</i><br/><i>graphic</i></p> | <p>Alt set: INCHES Trans level: FL180 Trans alt: 18000'<br/>                     1. DME/DME/IRU or GPS required. 2. RNAV 1.<br/>                     3. RADAR required. 4. Turbojet and Turboprop aircraft only.<br/>                     5. Primary landing runways 8L, 12, 26R. 6. ORMOND BEACH Transition:<br/>                     DHP must be operational for non-GPS equipped aircraft. 7. FREEPORT<br/>                     Transition: FLL and PBI must be operational for non-GPS equipped aircraft.<br/>                     8. Also Serves <b>1</b></p> |
|------------------------------------------------|----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



ROUTING

From HILEY via 199° track to KAINS, then as depicted to RUBOE.

















1. DME/DME/IRU or GPS required.

2. RNAV 1.

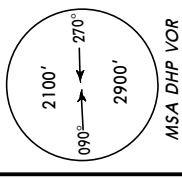
2. RNAV 1.

2. RNAV 1.

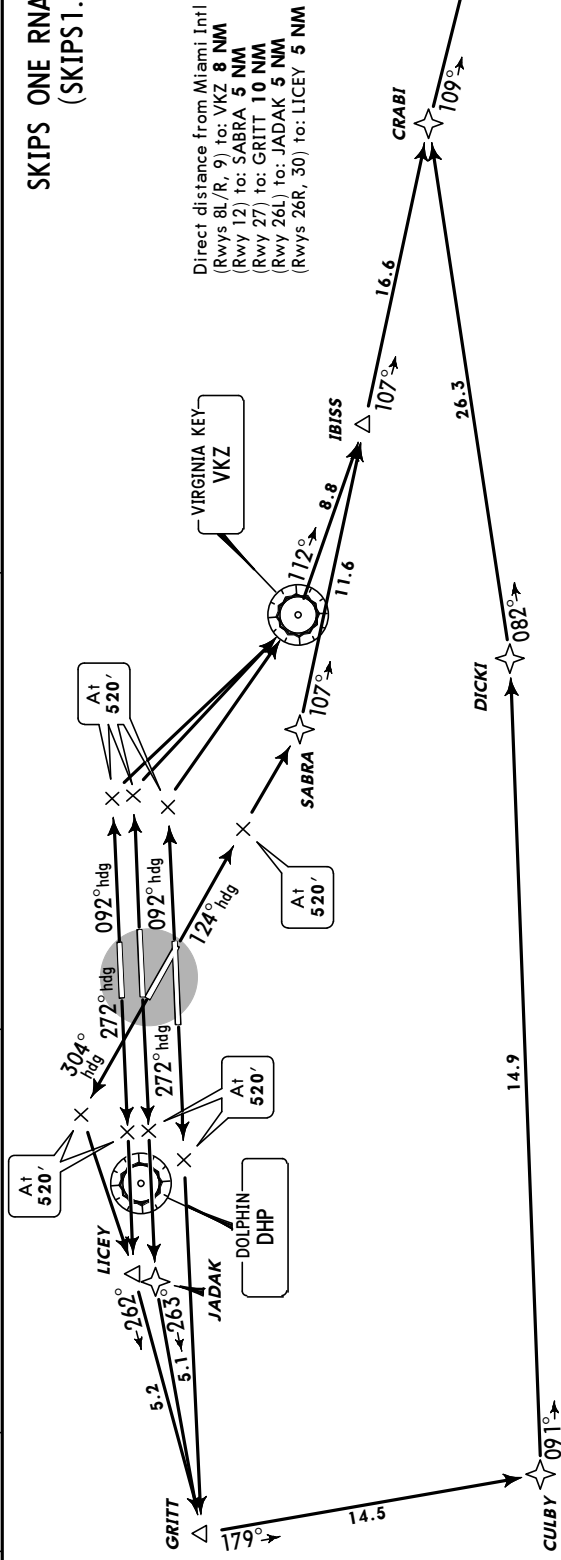
Trans level: FL180

MIAMI Departure

Apt Elev



**SKIPS ONE RNAV DEPARTURE  
(SKIPS1.SKIPS)**



**This SID requires take-off minimums**

(for standard minimums, refer to airport chart):

Rwy 8L: 300-1 1/4 with minimum obstacle climb of 221' per NM to **1200'**, or standard (or lower than standard, if authorized) with minimum obstacle climb of 382' per NM to **300'**, minimum ATC climb of 500' per NM to **520'**.

Rwy 8R: Standard (or lower than standard, if authorized) with minimum obstacle climb of 237' per NM to 1200', minimum ATC climb of 500'

per NM to 1200', minimum ATC climb of 500' per NM to 5200'.  
 Rwy 9: Standard (or lower than standard, if authorized) with minimum obstacle climb of 233' per NM to 1200', minimum ATC climb of 500' per NM to 5200'.

Rwy 12: Standard (or lower than standard, if authorized) with minimum obstacle climb of 229' per NM to **1200'**, minimum ATC climb of 500' per NM to **520'**.

per NM to 320 .  
Rwys 26L/B. 27. 30: Standard (or lower than

standard, if authorized) with minimum ATC

| Grnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|---------------|-----|-----|------|------|------|------|
| 221' per NM   | 276 | 368 | 553  | 737  | 921  | 1105 |
| 229' per NM   | 286 | 382 | 573  | 763  | 954  | 1145 |
| 233' per NM   | 291 | 388 | 583  | 777  | 971  | 1165 |
| 237' per NM   | 296 | 395 | 593  | 790  | 988  | 1185 |
| 300' per NM   | 375 | 500 | 750  | 1000 | 1250 | 1500 |
| 382' per NM   | 478 | 637 | 955  | 1273 | 1592 | 1910 |
| 500' per NM   | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

## INITIAL CLIMB

Climb heading 092° to **520'**, then **RIGHT** turn direct **VKZ**, then **via** depicted route to **SKIPS**.

Climb heading 124° to **520'**, then direct SABRA, then via depicted route to SKIPS

Climb heading 272° to **520'**, then LEFT turn direct JADAK depicted route to SKIPS.

Climb heading 272° to **520'**, then LEFT turn direct LICEY, then via depicted route to SKIPS.

Climb heading 272° to **520'**, then LEFT turn direct GRITT, then via depicted route to SKIPS.

then LEFT turn via track 179° to CULBY, then via depicted route to SKIPS.

## ROUTING

**EXPECT** further clearance to filed altitude within 10 minutes after departure.

## OBSTACLES

Rwy 8L: Building 3391', from DER, 1024' LEFT of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' RIGHT of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from DER, 691' LEFT of centerline, up to 150' AGL/164' MSL.

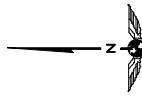
Rwy 8R: Tree 4064' from DER, 959' RIGHT of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' LEFT of centerline up to 85' AGL/98' MSL

Rwy 12: Railroad beginning 4' from DER, 356' RIGHT of centerline. 23' AGL/28' MSL. Building centerline, up to 85' AGL/96' MSL.

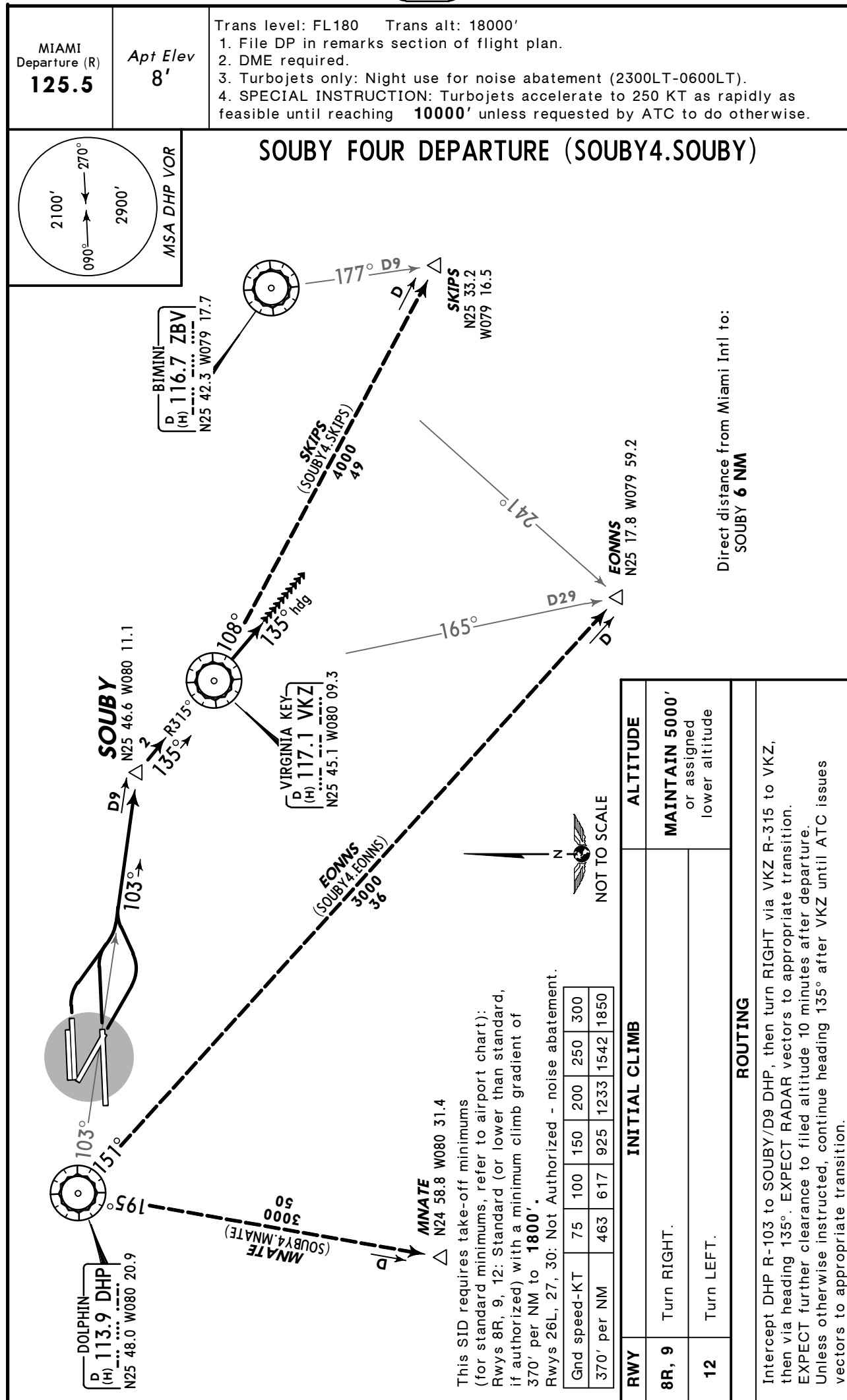
height of centerline, 29' AGL/20' MSL. Building and tree beginning 1084' from DER, 118' RIGHT of centerline, up to 94' AGL/108' MSL. Windsock 681' centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' LEFT of centerline, 21' AGL/30' MSL. Rwy 26L: Tower and multiple trees beginning 1306' from DER, 638' RIGHT of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' LEFT of centerline, up to 61' AGL/75' MSL. Rwy 26R: Tower, building, multiple light poles and trees beginning 741' from DER, 1' RIGHT of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from DER, 5' LEFT of centerline, up to 34' AGL/48' MSL.

Rwy 27: Railroad, tree, and multiple light poles beginning 750' from DER, 94' LEFT of centerline, up to 62' AGL/76' MSL.

Rwy 30: Pole, multiple towers and trees beginning 1414' from DER, 189' RIGHT of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' LEFT of centerline. 52' AGL/66' MSL.



NOT TO SCALE









**TAKEOFF OBSTACLE NOTES****KENDALL-TAMIAMI EXECUTIVE**

## ◦ RWY 9L:

TREES BEGINNING 1731' FROM DER, 717' LEFT OF CENTERLINE, UP TO 100' AGL/119' MSL. TREE 3013' FROM DER, 687' RIGHT OF CENTERLINE, 100' AGL/119' MSL.

## ◦ RWY 9R:

SIGNS BEGINNING 35' FROM DER, 182' LEFT OF CENTERLINE, UP TO 3' AGL/11' MSL. TREES BEGINNING 1296' FROM DER, 516' LEFT OF CENTERLINE, UP TO 100' AGL/119' MSL. TREE 2712' FROM DER, 1185' RIGHT OF CENTERLINE, 100' AGL/119' MSL.

## ◦ RWY 13:

TREE 1100' FROM DER, 764' RIGHT OF CENTERLINE, 100' AGL/119' MSL. POLE 1248' FROM DER, 587' RIGHT OF CENTERLINE, 51' AGL/70' MSL.

## ◦ RWY 27L:

TRANSMISSION TOWERS 1858' FROM DER, 910' LEFT OF CENTERLINE, UP TO 72' AGL/82' MSL.

## ◦ RWY 27R:

TREES BEGINNING 149' FROM DER, 352' RIGHT OF CENTERLINE, UP TO 100' AGL/119' MSL. OBSTRUCTION LIGHT ON TOWER 372' FROM DER, 458' RIGHT OF CENTERLINE, 54' AGL/64' MSL. OBSTRUCTION LIGHT ON ANTENNA 385' FROM DER, 450' RIGHT OF CENTERLINE, 49' AGL/59' MSL.

## ◦ RWY 31:

TREES BEGINNING 163' FROM DER, 410' LEFT OF CENTERLINE, UP TO 100' AGL/119' MSL. TREE 3583' FROM DER, 360' RIGHT OF CENTERLINE, 100' AGL/119' MSL.

**MIAMI INTL**

## ◦ RWY 8L:

MULTIPLE BUILDINGS WITH ANTENNAS AND TOWERS BEGINNING 1350' FROM DER, 690' LEFT OF CENTERLINE, UP TO 160' AGL/172' MSL.

## ◦ RWY 8R:

TREE 4064' FROM DER, 958' RIGHT OF CENTERLINE, 93' AGL/112' MSL. MULTIPLE POWERLINES, ANTENNAS AND TREES BEGINNING 1856' FROM DER, 283' LEFT OF CENTERLINE, UP TO 150' AGL/153' MSL. NAVAID AND ROD ON OBSTRUCTION LIGHT GLIDE SLOPE 804' FROM DER, 500' RIGHT OF CENTERLINE, 46' MSL.

## ◦ RWY 9:

LIGHT WINDSOCK 21' FROM DER, 437' RIGHT OF CENTERLINE, 21' AGL/30' MSL. POLE 702' FROM DER, 600' RIGHT OF CENTERLINE, 21' AGL/38' MSL. ANTENNA 4035' FROM DER, 1528' RIGHT OF CENTERLINE, 108' AGL/125' MSL. ELECTRICAL SYSTEM 1231' FROM DER, 785' LEFT OF CENTERLINE, 32' AGL/48' MSL.

## ◦ RWY 12:

TRAIN 3' FROM DER, 436' RIGHT OF RUNWAY, 23' AGL/51' MSL. ANTENNA 2917' FROM DER, 1140' RIGHT OF CENTERLINE, 89' AGL/106' MSL. ANTENNA ON BUILDING 3164' FROM DER, 992' RIGHT OF CENTERLINE, 91' AGL/108' MSL. TREES BEGINNING 114' FROM DER, 117' RIGHT OF CENTERLINE, UP TO 20' AGL/37' MSL. SIGN 1191' FROM DER, 438' RIGHT OF CENTERLINE, 32' AGL/49' MSL. WINDSOCK 680' FROM DER, 345' LEFT OF CENTERLINE, 16' AGL/30' MSL.

**TAKEOFF OBSTACLE NOTES (CONTD)****MIAMI INTL (CONTD)**

## ◦ RWY 26L:

POLE 1080' FROM DER, 680' LEFT OF CENTERLINE, 33' AGL/47' MSL. LIGHT POLE 1773' FROM DER, 825' LEFT OF CENTERLINE, 34' AGL/53' MSL. TREE 1405' FROM DER, 848' LEFT OF CENTERLINE, 30' AGL/44' MSL. ROD ON TOWER 1305' FROM DER, 638' RIGHT OF CENTERLINE, 34' AGL/48' MSL. TREE 2459' FROM DER, 1070' RIGHT OF CENTERLINE, 63' AGL/71' MSL.

## ◦ RWY 26R:

NUMEROUS POLES BEGINNING 1090' FROM DER, 36' RIGHT OF CENTERLINE, UP TO 44' AGL/59' MSL. BUILDING 740' FROM DER, 511' RIGHT OF CENTERLINE, 14' AGL/28' MSL. TREES BEGINNING 1047' FROM DER, 272' RIGHT OF CENTERLINE, UP TO 66' AGL/80' MSL. TREE 888' FROM DER, ON CENTERLINE, 21' AGL/35' MSL. ROD ON TOWER 1304' FROM DER, 160' LEFT OF CENTERLINE, 34' AGL/48' MSL.

## ◦ RWY 27:

NUMEROUS POLES AND LIGHT POLES BEGINNING 2056' FROM DER, 93' LEFT OF CENTERLINE, UP TO 62' AGL/76' MSL. TRAIN ON TRACKS 750' FROM DER, 576' LEFT OF CENTERLINE, 23' AGL/53' MSL. SIGN 2005' FROM DER, 386' LEFT OF CENTERLINE, 44' AGL/58' MSL. TREE 1067' FROM DER, 680' LEFT OF CENTERLINE, 23' AGL/37' MSL. POLE 2056' FROM DER, 95' RIGHT OF CENTERLINE, 46' AGL/60' MSL. POLE 2067' FROM DER, 273' RIGHT OF CENTERLINE, 46' AGL/60' MSL.

## ◦ RWY 30:

POLE 560' FROM DER, 563' LEFT OF CENTERLINE, 33' AGL/47' MSL. ROD ON TOWER 2451' FROM DER, 434' RIGHT OF CENTERLINE, 34' AGL/48' MSL. ANTENNA ON TOWER 1733' FROM DER, 911' RIGHT OF CENTERLINE, 41' AGL/55' MSL. ANTENNA ON TOWER 4427' FROM DER, 1451' RIGHT OF CENTERLINE, 109' AGL/123' MSL. TREES BEGINNING 2658' FROM DER, 188' RIGHT OF CENTERLINE, UP TO 63' AGL/77' MSL.

**NORTH PERRY**

## ◦ RWY 27L:

TREES, BUILDINGS AND POLES BEGINNING 37' FROM DER, 13' RIGHT OF CENTERLINE, UP TO 110' AGL/112' MSL. TREES, BUILDINGS AND POLES BEGINNING 1115' FROM DER, 28' LEFT OF CENTERLINE, UP TO 87' AGL/95' MSL.

## ◦ RWY 27R:

TREES AND POLES BEGINNING 17' FROM DER, 65' RIGHT OF CENTERLINE, UP TO 82' AGL/90' MSL. TREES, POLES AND BUILDING BEGINNING 15' FROM DER, 28' LEFT OF CENTERLINE, UP TO 102' AGL/112' MSL.

**OPA-LOCKA EXECUTIVE**

## ◦ RWY 9L:

FENCE 48' FROM DER, 497' LEFT OF CENTERLINE, 7' AGL/17' MSL. TREE 3246' FROM DER, 885' RIGHT OF CENTERLINE, 78' AGL/92' MSL.

## ◦ RWY 9R:

TOWER 3832' FROM DER, 729' LEFT OF CENTERLINE, 166' AGL/181' MSL. TREES BEGINNING 1947' FROM DER, 366' LEFT OF CENTERLINE, UP TO 88' AGL/103' MSL. LIGHT POLE 1438' FROM DER, 737' RIGHT OF CENTERLINE, 30' AGL/45' MSL.

## ◦ RWY 12:

TREE 1558' FROM DER, 610' RIGHT OF CENTERLINE, 49' AGL/63' MSL.

**TAKEOFF OBSTACLE NOTES (CONTD 1)****OPA-LOCKA EXECUTIVE (CONTD)**◦ **RWY 27L:**

POLE 1381' FROM DER, 258' LEFT OF CENTERLINE, 33' AGL/47' MSL. POLE 1591' FROM DER, 102' LEFT OF CENTERLINE, 37' AGL/51' MSL.

◦ **RWY 27R:**

TREES 1127' FROM DER, 745' RIGHT OF CENTERLINE, 72' AGL/86' MSL. TREES 1449' FROM DER, 312' LEFT OF CENTERLINE, 32' AGL/46' MSL. TREES 4225' FROM DER, 229' RIGHT OF CENTERLINE, 100' AGL/114' MSL.

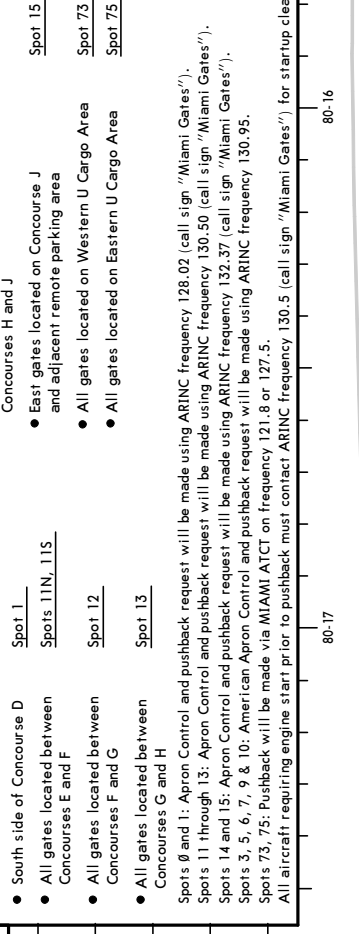
◦ **RWY 30:**

TREE 1711' FROM DER, 614' RIGHT OF CENTERLINE, 72' AGL/86' MSL. TREE 1370' FROM DER, 437' LEFT OF CENTERLINE, 32' AGL/46' MSL. TOWER 2542' FROM DER, 565' RIGHT OF CENTERLINE, 70' AGL/84' MSL. TOWER 3760' FROM DER, 968' RIGHT OF CENTERLINE, 100' AGL/105' MSL.

**POSITIVE APRON CONTROL AND PUSHBACKS**

Miami Dade Aviation Department (MDAD) has implemented mandatory positive Apron and Pushback Control of the non-movement (non-PAA controlled) apron areas in the Terminal area. MDAD Pushback Control has positive control of the following aircraft gates, hardstands and spots as indicated:

|                 |        |                             |                     |
|-----------------|--------|-----------------------------|---------------------|
| ● Central Base- | Spot 0 | ● All gates located between | Spots 14W, 14C, 14E |
|-----------------|--------|-----------------------------|---------------------|



**HS** For information only, not to be construed as ATC instructions.

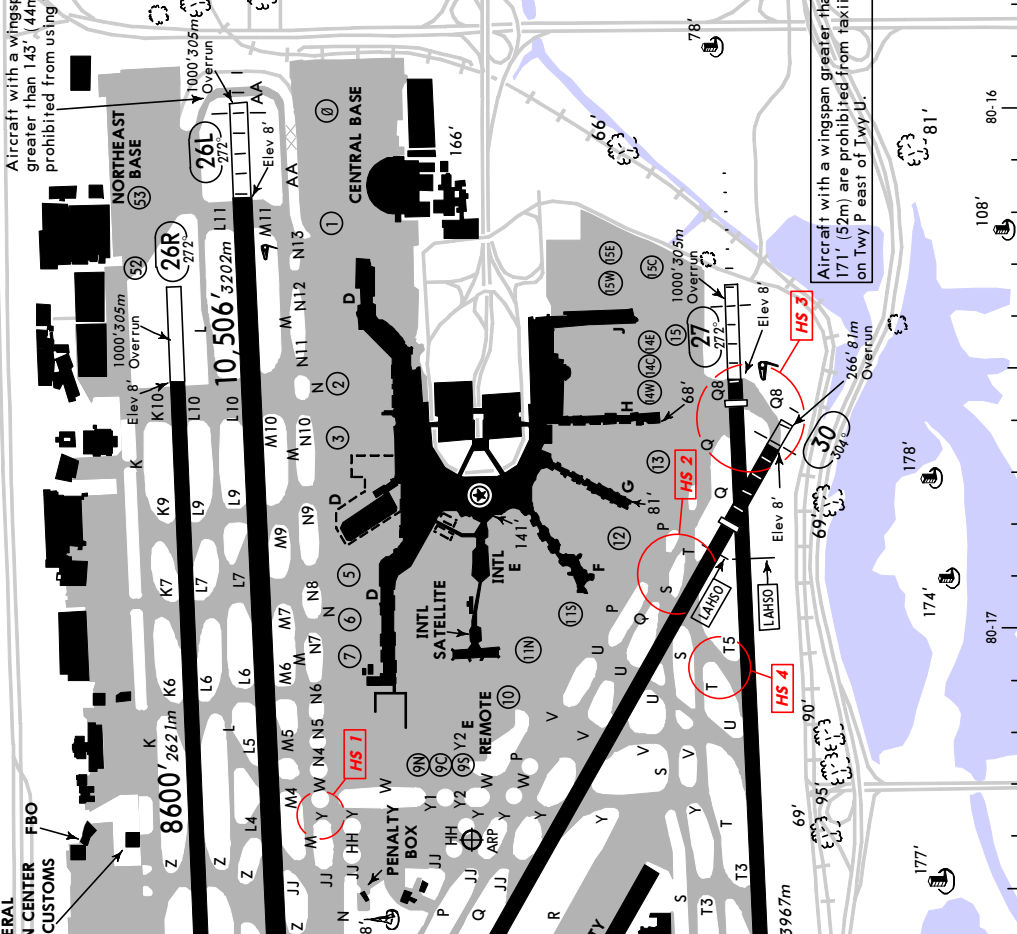
**HS2** Short taxi across taxiways to runway.

**HS4** Short taxiway between runway departure risk.

together with multiple hold lines that are dependent upon the runway(s) in use.

7

|            |      |
|------------|------|
| Hold pairs | Spot |
| 3          |      |



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GENERAL

CAUTION: Be alert to runway crossing clearances. Readback of all runway holding instructions is required.

ASDE-X Surveillance System in use: Pilots should operate transponders with mode C on all taxiways and runways.

Airport closed to non-engine aircraft.

Birds in vicinity of airport.

Terminal Doppler Weather Radar.

| ADDITIONAL RUNWAY INFORMATION                                       |                                        |             |                |                    |                  |                     |
|---------------------------------------------------------------------|----------------------------------------|-------------|----------------|--------------------|------------------|---------------------|
| RWY                                                                 | —LANDING BEYOND—                       |             | USABLE LENGTHS |                    | TAKE-OFF         | WIDTH               |
|                                                                     | Threshold                              | Glide Slope | LAHSO Distance |                    |                  |                     |
| 8L                                                                  | HIRL CL REIL PAPI-L (angle 3.00°)      | grooved     | RVR            |                    |                  | 150'<br>46m         |
|                                                                     | 26R HIRL CL REIL PAPI-L (angle 3.00°)  | grooved     |                |                    |                  |                     |
| ① Closed 2200-0700LT when Rwys 8R-26L and 9-27 are in use.          |                                        |             |                |                    |                  |                     |
| 8R                                                                  | HIRL CL MALSR TDZ PAPI-L (angle 3.00°) | RVR         | 9545'<br>2909m |                    |                  | 200'<br>61m         |
|                                                                     | 26L HIRL CL MALSF PAPI-L (angle 3.00°) | RVR         | 9405'<br>2867m |                    |                  |                     |
| ② Grooved.                                                          |                                        |             |                |                    |                  |                     |
| 9                                                                   | HIRL CL MALSR PAPI-L (angle 3.00°)     | grooved     | RVR            | ③ 11,397'<br>3474m | 10,325'<br>3147m | 12/30<br>9750/2972m |
|                                                                     |                                        |             |                | 12,755'<br>3888m   | 11,698'<br>3566m |                     |
|                                                                     |                                        |             |                |                    |                  |                     |
| ③ Last 269' (82m) is unavailable for landing distance computations. |                                        |             |                |                    |                  |                     |
| 12                                                                  | HIRL CL MALSR PAPI-R (angle 3.00°)     | grooved     | RVR            | ④ 8579'<br>2615m   | 7513'<br>2290m   | 9/27<br>8100/2469m  |
|                                                                     |                                        |             |                | 7913'<br>2412m     | 6948'<br>2118m   |                     |
|                                                                     |                                        |             |                |                    |                  |                     |
| ④ 30                                                                |                                        |             |                |                    |                  |                     |

| TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE                             |                     |                  |                                   |
|---------------------------------------------------------------------|---------------------|------------------|-----------------------------------|
| Rwys 12, 27                                                         |                     |                  |                                   |
| 2 operating RVRs are required<br>All operating RVRs are controlling | Adequate<br>Vis Ref |                  | STD                               |
|                                                                     | CL & HIRL           | RCLM & HIRL      | 3 & 4 Eng                         |
| TDZ RVR 5                                                           | TDZ RVR 10          | RVR 16<br>or 1/4 | RVR 24<br>or 1/2                  |
| Mid RVR 5                                                           | Mid RVR 10          |                  |                                   |
| Rollout RVR 5                                                       | Rollout RVR 10      |                  |                                   |
| Rwys 8R, 26L, 30                                                    |                     |                  |                                   |
| Both RVRs are required and controlling                              | Adequate<br>Vis Ref |                  | STD                               |
|                                                                     | CL & HIRL           | RCLM & HIRL      | 3 & 4 Eng                         |
| TDZ RVR 5                                                           | TDZ RVR 10          | RVR 16<br>or 1/4 | RVR 24<br>or 1/2                  |
| Mid RVR 5                                                           | Mid RVR 10          |                  |                                   |
| Rollout RVR 5                                                       | Rollout RVR 10      |                  |                                   |
| Rwy 9                                                               |                     |                  |                                   |
| With Mim climb of 240'/NM to 1200'                                  |                     |                  |                                   |
| 2 operating RVRs are required<br>All operating RVRs are controlling | Adequate<br>Vis Ref |                  | STD                               |
|                                                                     | CL & HIRL           | RCLM & HIRL      | 3 & 4 Eng                         |
| TDZ RVR 5                                                           | TDZ RVR 10          | RVR 16<br>or 1/4 | RVR 24<br>or 1/2                  |
| Mid RVR 5                                                           | Mid RVR 10          |                  |                                   |
| Rollout RVR 5                                                       | Rollout RVR 10      |                  |                                   |
| Rwy 26R                                                             |                     |                  |                                   |
| Adequate<br>Vis Ref                                                 | STD                 |                  | With Mim climb of 382'/NM to 300' |
|                                                                     | 3 & 4 Eng           | 1 & 2 Eng        | STD                               |
| 1/4                                                                 | 1/2                 | 1                | RVR 16<br>or 1/4                  |
|                                                                     |                     |                  | RVR 24<br>or 1/2                  |
|                                                                     |                     |                  | RVR 50<br>or 1                    |
| 300-1 1/4                                                           |                     |                  |                                   |
| Rwy 8L                                                              |                     |                  |                                   |
| Adequate<br>Vis Ref                                                 | STD                 |                  | With Mim climb of 382'/NM to 300' |
|                                                                     | 3 & 4 Eng           | 1 & 2 Eng        | STD                               |
| 1/4                                                                 | 1/2                 | 1                | RVR 16<br>or 1/4                  |
|                                                                     |                     |                  | RVR 24<br>or 1/2                  |
|                                                                     |                     |                  | RVR 50<br>or 1                    |
|                                                                     |                     |                  | 300-1 1/4                         |

OBSTACLE DP

Rwy 8L/R- Climb heading 092° to 1000' before turning right.

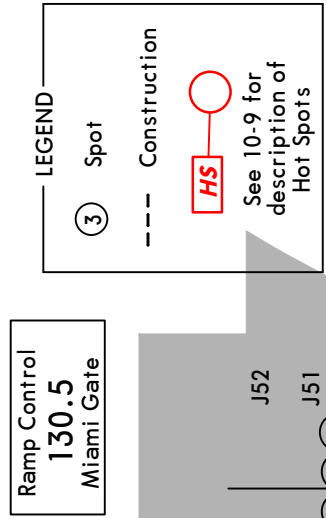
Rwy 12- Climbing right turn to intercept DHP VOR R-125 to 1100' before turning left.

Rwy 26L/R- Climb heading 272° to 600' before turning left.

Rwy 27- Climb heading 272° to 600' before turning right.

FOR FILING AS ALTERNATE

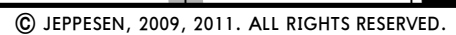
| A           | B               | C                    | D                    | 600-2 | 800-2 | Authorized Only<br>When Local<br>Weather Available |            | 900-2 | NA |
|-------------|-----------------|----------------------|----------------------|-------|-------|----------------------------------------------------|------------|-------|----|
|             |                 |                      |                      |       |       | ILS Rwy 27                                         | LOC Rwy 27 |       |    |
| ILS Rwy 8R  | LOC/DME Rwy 8L  | RNAV (GPS) Z Rwy 8R  | RNAV (GPS) Rwy 8L    |       |       |                                                    |            |       |    |
| ILS Rwy 9   | LOC Rwy 8R      | RNAV (GPS) Z Rwy 12  | RNAV (GPS) Z Rwy 12  |       |       |                                                    |            |       |    |
| ILS Rwy 12  | LOC Rwy 9       | RNAV (GPS) Z Rwy 26L | RNAV (GPS) Z Rwy 26L |       |       |                                                    |            |       |    |
| ILS Rwy 26L | LOC Rwy 12      | RNAV (GPS) Z Rwy 26R | RNAV (GPS) Z Rwy 26R |       |       |                                                    |            |       |    |
| ILS Rwy 30  | LOC Rwy 26L     | RNAV (RNP) Y Rwy 27  | RNAV (RNP) Y Rwy 27  |       |       |                                                    |            |       |    |
|             | LOC/DME Rwy 26R | RNAV (GPS) Z Rwy 30  | RNAV (GPS) Z Rwy 30  |       |       |                                                    |            |       |    |
|             |                 |                      |                      | 600-2 | 800-2 |                                                    |            | 900-2 |    |
|             |                 |                      |                      |       |       |                                                    |            |       |    |
|             |                 |                      |                      |       |       |                                                    |            |       |    |



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## PARKING BAY COORDINATES

| BAY No.                         | COORDINATES        | BAY No.             | COORDINATES        |
|---------------------------------|--------------------|---------------------|--------------------|
| <b>CONCOURSE D</b>              |                    | <b>CONCOURSE F</b>  |                    |
| D1 thru D5A                     | N25 47.9 W080 16.3 | F3 thru F9          | N25 47.6 W080 16.8 |
| D6                              | N25 48.0 W080 16.3 | F10, F10A           | N25 47.5 W080 16.8 |
| D7                              | N25 47.9 W080 16.3 | F11                 | N25 47.6 W080 16.9 |
| D8, D8A                         | N25 47.9 W080 16.4 | F12, F14, F14A      | N25 47.5 W080 16.9 |
| D9, D9A                         | N25 47.9 W080 16.3 | F15, F15A           | N25 47.6 W080 16.9 |
| D10, D10A                       | N25 47.9 W080 16.4 | F16 thru F19        | N25 47.5 W080 16.9 |
| D11, D12                        | N25 47.9 W080 16.4 | F19A                | N25 47.5 W080 17.0 |
| D14 thru D16                    | N25 47.9 W080 16.4 | F20, F21, F23       | N25 47.5 W080 16.9 |
| D17, D19                        | N25 47.8 W080 16.4 | F23A                | N25 47.5 W080 17.0 |
| D20, D21                        | N25 47.9 W080 16.5 |                     |                    |
| D22 thru D24                    | N25 47.9 W080 16.6 | <b>CONCOURSE G</b>  |                    |
| D25                             | N25 47.9 W080 16.7 | G1, G2, G4, G5      | N25 47.6 W080 16.7 |
| D29 thru D30A                   | N25 47.9 W080 16.8 | G6 thru G10         | N25 47.5 W080 16.7 |
| D31, D32                        | N25 47.8 W080 16.8 | G11                 | N25 47.5 W080 16.8 |
| D33, D34, D36                   | N25 47.8 W080 16.9 | G12                 | N25 47.5 W080 16.7 |
| D37 thru D40                    | N25 47.9 W080 16.9 | G14                 | N25 47.4 W080 16.7 |
| D41                             | N25 47.8 W080 16.9 | G15                 | N25 47.5 W080 16.8 |
| D42                             | N25 47.9 W080 17.0 | G16                 | N25 47.4 W080 16.8 |
| D43                             | N25 47.8 W080 16.9 | G19                 | N25 47.5 W080 16.8 |
| D44                             | N25 47.9 W080 17.0 |                     |                    |
| D45                             | N25 47.8 W080 17.0 | <b>CONCOURSE H</b>  |                    |
| D46                             | N25 47.9 W080 17.0 | H3                  | N25 47.6 W080 16.6 |
| D47                             | N25 47.8 W080 17.0 | H4 thru H10A        | N25 47.5 W080 16.6 |
| D48                             | N25 47.9 W080 17.1 | H11, H12            | N25 47.4 W080 16.6 |
| D49                             | N25 47.8 W080 17.0 | H14 thru H15A       | N25 47.4 W080 16.6 |
| D50                             | N25 47.9 W080 17.1 | H17                 | N25 47.4 W080 16.6 |
| D51                             | N25 47.8 W080 17.1 |                     |                    |
| <b>REMOTE COMMUTER FACILITY</b> |                    | <b>CONCOURSE J</b>  |                    |
| D53, D55                        | N25 47.8 W080 17.1 | J2                  | N25 47.5 W080 16.4 |
| D60A thru D60C                  | N25 47.8 W080 17.1 | J3                  | N25 47.6 W080 16.4 |
| D60D thru D60H                  | N25 47.8 W080 17.2 | J4, J5              | N25 47.5 W080 16.4 |
| D60J                            | N25 47.8 W080 17.2 | J7 thru J12         | N25 47.5 W080 16.4 |
| D60K, D60L                      | N25 47.9 W080 17.1 | J14 thru J15        | N25 47.5 W080 16.4 |
| D60M, D60N                      | N25 47.9 W080 17.2 | J16 thru J18        | N25 47.4 W080 16.4 |
| D60P thru D60S                  | N25 47.9 W080 17.2 | <b>J BAYS</b>       |                    |
| D60T, D60U                      | N25 47.9 W080 17.1 | J49                 | N25 47.4 W080 16.3 |
| D60W, D60Y                      | N25 47.9 W080 17.1 | J50 thru J52        | N25 47.5 W080 16.3 |
| <b>E REMOTE</b>                 |                    | <b>CENTRAL BASE</b> |                    |
| E27 thru E28B                   | N25 47.7 W080 17.1 | C100                | N25 48.0 W080 16.2 |
| E28C thru E29B                  | N25 47.7 W080 17.2 | C101 thru C103      | N25 48.0 W080 16.1 |
| <b>INTL CONCOURSE E</b>         |                    | C104, C105          | N25 48.0 W080 16.0 |
| E2, E4, E5                      | N25 47.7 W080 16.8 | C106                | N25 48.0 W080 15.9 |
| E6 thru E11                     | N25 47.7 W080 16.9 | C107 thru C109      | N25 47.9 W080 15.9 |
| <b>INTL SATELLITE</b>           |                    | C110 thru C113A     | N25 47.9 W080 16.0 |
| E20                             | N25 47.7 W080 17.0 | C114 thru C115A     | N25 47.9 W080 16.1 |
| E21                             | N25 47.7 W080 17.1 |                     |                    |
| E22                             | N25 47.7 W080 17.0 |                     |                    |
| E23                             | N25 47.7 W080 17.1 |                     |                    |
| E24                             | N25 47.7 W080 17.0 |                     |                    |
| E25                             | N25 47.7 W080 17.1 |                     |                    |
| E30                             | N25 47.7 W080 17.0 |                     |                    |
| E31, E33                        | N25 47.7 W080 17.1 |                     |                    |

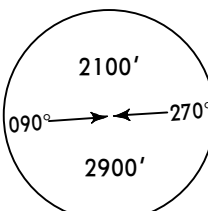


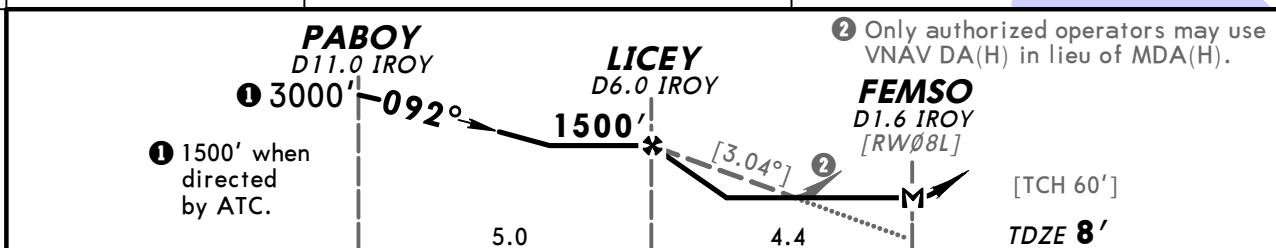
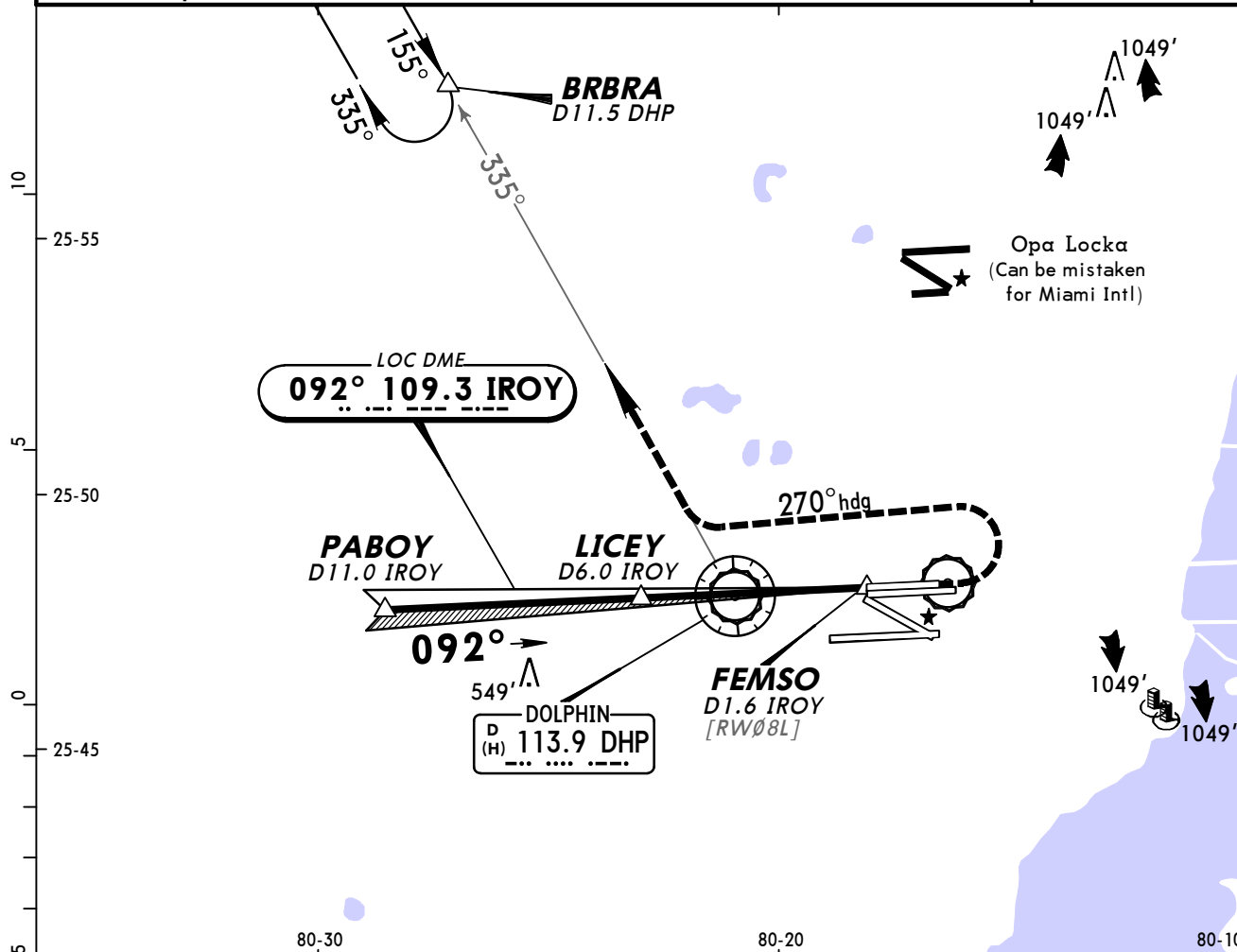


**WEST CARGO PARKING BAY COORDINATES**

| BAY No.           | COORDINATES        | BAY No.                     | COORDINATES        |
|-------------------|--------------------|-----------------------------|--------------------|
| <b>CARGO CITY</b> |                    | <b>EASTERN U CARGO AREA</b> |                    |
| W11A, W11B        | N25 47.4 W080 17.4 | W40                         | N25 47.4 W080 18.0 |
| W12, W12A, W12B   | N25 47.5 W080 17.5 | W42 thru W44                | N25 47.4 W080 18.0 |
| W14 thru W16C     | N25 47.5 W080 17.6 | W45 thru W47                | N25 47.5 W080 18.0 |
| W17 thru W18C     | N25 47.6 W080 17.8 | W49                         | N25 47.6 W080 18.0 |
|                   |                    | W50                         | N25 47.5 W080 18.1 |
|                   |                    | W51 thru W54                | N25 47.5 W080 18.1 |
|                   |                    | W55 thru W57                | N25 47.4 W080 18.1 |
|                   |                    | W58, W59                    | N25 47.4 W080 18.1 |
|                   |                    | <b>WESTERN U CARGO AREA</b> |                    |
|                   |                    | W60, W61                    | N25 47.4 W080 18.3 |
|                   |                    | W62 thru W66                | N25 47.4 W080 18.3 |
|                   |                    | W67 thru W70                | N25 47.5 W080 18.3 |
|                   |                    | W71                         | N25 47.6 W080 18.3 |
|                   |                    | W72                         | N25 47.6 W080 18.4 |
|                   |                    | W73 thru W76                | N25 47.5 W080 18.4 |
|                   |                    | W77 thru W79                | N25 47.4 W080 18.4 |
|                   |                    | W80 thru W83                | N25 47.4 W080 18.4 |

BRIEFING STRIP™

|                                                                                                                                             |                           |                                       |                       |                                |                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------|--------------------------------|-------------------------------------------------------------------------------------|
| D-ATIS Arrival                                                                                                                              | MIAMI Approach (R)        | MIAMI Tower<br>270°-089°<br>090°-269° |                       | Ground<br>Rwys 8L/R, 12, 26L/R | Rwys 9, 27, 30                                                                      |
| 119.15                                                                                                                                      | 124.85                    | 118.3                                 | 123.9                 | 121.8                          | 127.5                                                                               |
| LOC<br>IROY<br>109.3                                                                                                                        | Final<br>Apch Crs<br>092° | Minimum Alt<br>LICEY<br>1500' (1492') | MDA(H)<br>440' (432') | Apt Elev 8'<br>TDZE 8'         |  |
| MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' via heading 270° and outbound on DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold. |                           |                                       |                       |                                |                                                                                     |
| Alt Set: INCHES<br>1. Radar required.                                                                                                       |                           | Trans level: FL 180                   |                       | Trans alt: 18000'              |                                                                                     |

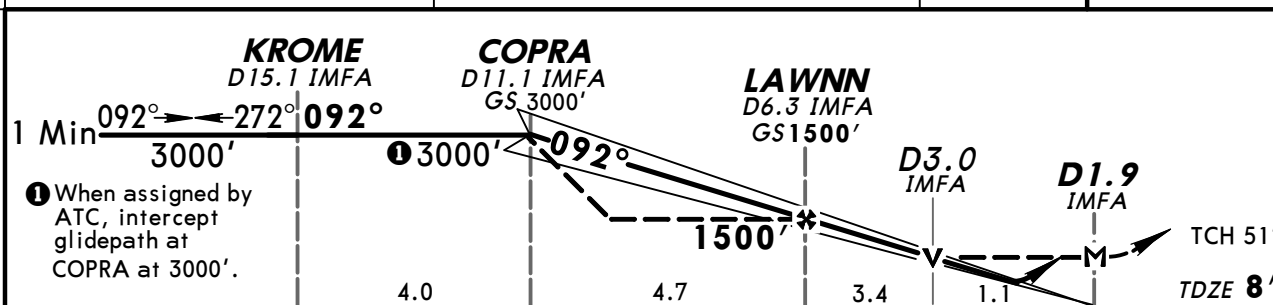
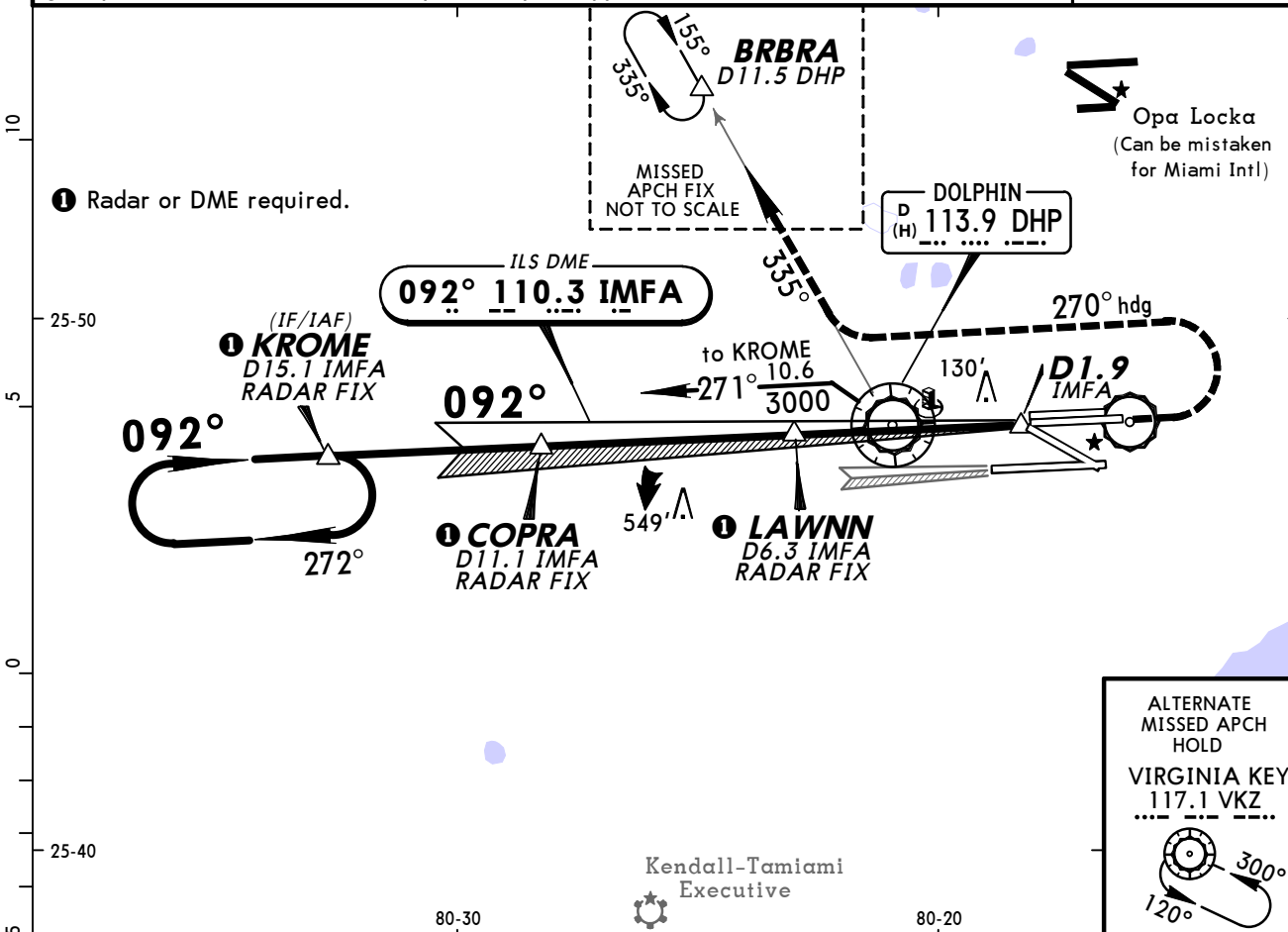


|                       |     |     |     |     |     |     |                |  |      |       |                        |       |
|-----------------------|-----|-----|-----|-----|-----|-----|----------------|--|------|-------|------------------------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L |  | 800' | 3000' | via 270° and 113.9 DHP | R-335 |
| Descent angle [3.04°] | 376 | 484 | 538 | 645 | 753 | 861 |                |  | ↑    | LT    |                        |       |
| MAP at FEMSO          |     |     |     |     |     |     |                |  |      |       |                        |       |

|                            |  |  |  |  |  |                |  |  |  |  |  |
|----------------------------|--|--|--|--|--|----------------|--|--|--|--|--|
| STRAIGHT-IN LANDING RWY 8L |  |  |  |  |  | CIRCLE-TO-LAND |  |  |  |  |  |
| MDA(H) <b>440'</b> (432')  |  |  |  |  |  |                |  |  |  |  |  |

|                 |   |               |  |  |  |  |  |   |    |  |  |  |  |  |
|-----------------|---|---------------|--|--|--|--|--|---|----|--|--|--|--|--|
| TERPS<br>BOBZMM | A | RVR 50 or 1   |  |  |  |  |  | A | NA |  |  |  |  |  |
|                 | B |               |  |  |  |  |  | B |    |  |  |  |  |  |
|                 | C | RVR 60 or 1/4 |  |  |  |  |  | C |    |  |  |  |  |  |
|                 | D | 1 1/2         |  |  |  |  |  | D |    |  |  |  |  |  |

|                                                                                                                                                                                                                                     |                                     |                                           |                                    |                                                |                                |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-------------------------------------------|------------------------------------|------------------------------------------------|--------------------------------|
| D-ATIS Arrival<br><b>119.15</b>                                                                                                                                                                                                     | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b>  | 090°-269°<br><b>123.9</b>          | Ground<br>Rwys 8L/R, 12, 26L/R<br><b>121.8</b> | Rwys 9, 27, 30<br><b>127.5</b> |
| LOC<br>IMFA<br><b>110.3</b>                                                                                                                                                                                                         | Final<br>Apch Crs<br><b>092°</b>    | GS<br><b>LAWN</b><br><b>1500'</b> (1492') | ILS<br>DA(H)<br><b>208'</b> (200') | Apt Elev 8'<br>TDZE 8'                         |                                |
| <b>MISSED APCH:</b> Climb to 800' then climbing LEFT turn to 3000' via heading 270° and outbound on DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.                                                                                  |                                     |                                           |                                    |                                                |                                |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br><b>1. DME required.</b> 2. Simultaneous approach authorized with Rwy 9. 3. VGSI and ILS glidepath not coincident. 4. Autopilot coupled approach not authorized below 500'. |                                     |                                           |                                    |                                                | MSA DHP VOR                    |



|                                 |       |      |      |      |      |      |       |      |       |                        |
|---------------------------------|-------|------|------|------|------|------|-------|------|-------|------------------------|
| Gnd speed-Kts                   | 70    | 90   | 100  | 120  | 140  | 160  | MALSR | 800' | 3000' | via 270° and 113.9 DHP |
| GS                              | 3.00° | 377  | 484  | 538  | 646  | 753  | 861   | PAPI | LT    | R-335                  |
| MAP at D1.9 IMFA or LAWN to MAP | 4.5   | 3:51 | 3:00 | 2:42 | 2:15 | 1:56 | 1:41  |      |       |                        |

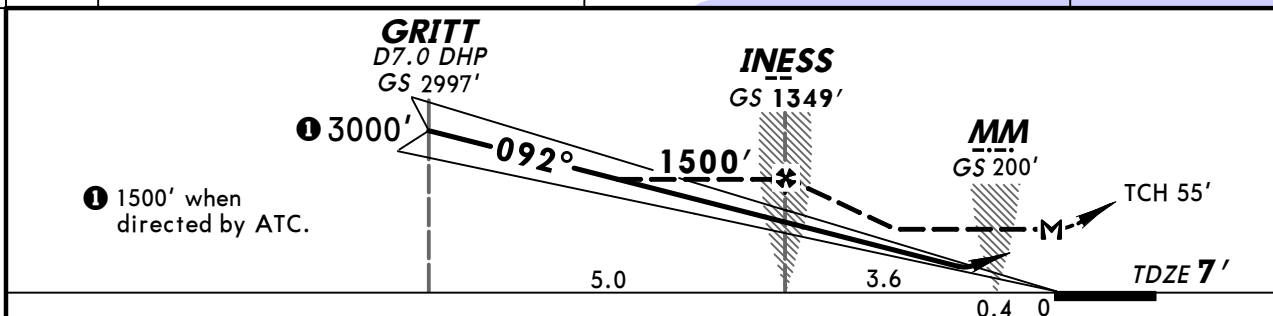
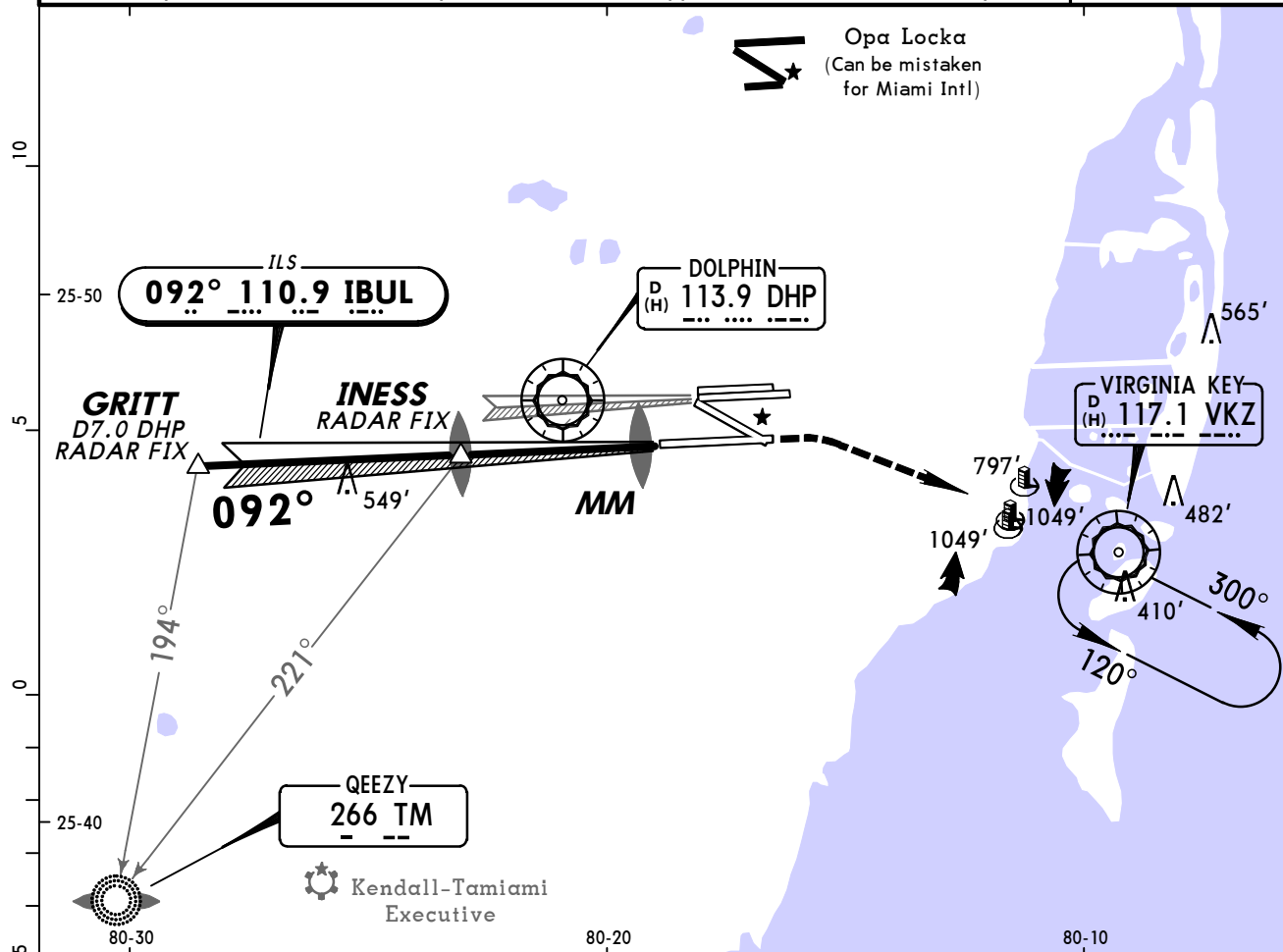
| STRAIGHT-IN LANDING RWY8R |               |               |                    |                 |               | CIRCLE-TO-LAND |  |             |
|---------------------------|---------------|---------------|--------------------|-----------------|---------------|----------------|--|-------------|
| ILS                       |               |               | 1 LOC (GS out)     |                 |               | NA             |  |             |
| DA(H) 208' (200')         |               |               | MDA(H) 560' (552') |                 |               |                |  |             |
| FULL                      |               | TDZ or CL out | RAIL or ALS out    | RAIL out        |               |                |  | ALS out     |
| A                         | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4      | RVR 24 or 1/2   | RVR 40 or 3/4 |                |  | RVR 50 or 1 |
| B                         |               |               |                    |                 |               |                |  |             |
| C                         |               |               |                    | RVR 50 or 1     | 1 1/2         |                |  |             |
| D                         |               |               |                    | RVR 60 or 1 1/4 | 1 3/4         |                |  |             |

① Not authorized during simultaneous operations.

CHANGES: ATIS frequency.

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|                                                                                                                                                                                                                                     |                                     |                                            |                                    |                                |                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------------------------|------------------------------------|--------------------------------|-------------------------------------------------------------------------|
| D-ATIS Arrival<br><b>119.15</b>                                                                                                                                                                                                     | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b>   | 090°-269°<br><b>123.9</b>          | Rwys 9, 27, 30<br><b>127.5</b> | Ground<br>Rwys 8L/R, 12, 26L/R<br><b>121.8</b>                          |
| LOC<br>IBUL<br><b>110.9</b>                                                                                                                                                                                                         | Final<br>Apch Crs<br><b>092°</b>    | GS<br><b>INESS</b><br><b>1349'</b> (1342') | ILS<br>DA(H)<br><b>207'</b> (200') | Apt Elev 8'<br><b>TDZE 7'</b>  | <div> <div>2100'</div> <div>090° → ← 270°</div> <div>2900'</div> </div> |
| <b>MISSED APCH:</b> Climb to 800' then climbing RIGHT turn to 3000' direct VKZ VOR and hold.                                                                                                                                        |                                     |                                            |                                    |                                |                                                                         |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br><b>1. Radar required.</b> 2. CAUTION: Lights on highway 1/4 NM south of final approach course may be mistaken for runway. 3. Simultaneous approach authorized with Rwy 8R. |                                     |                                            |                                    |                                |                                                                         |
| MSA DHP VOR                                                                                                                                                                                                                         |                                     |                                            |                                    |                                |                                                                         |

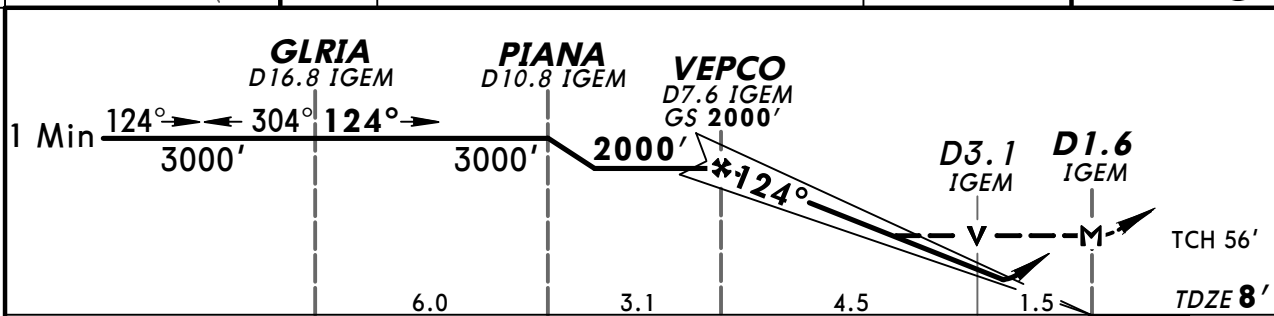
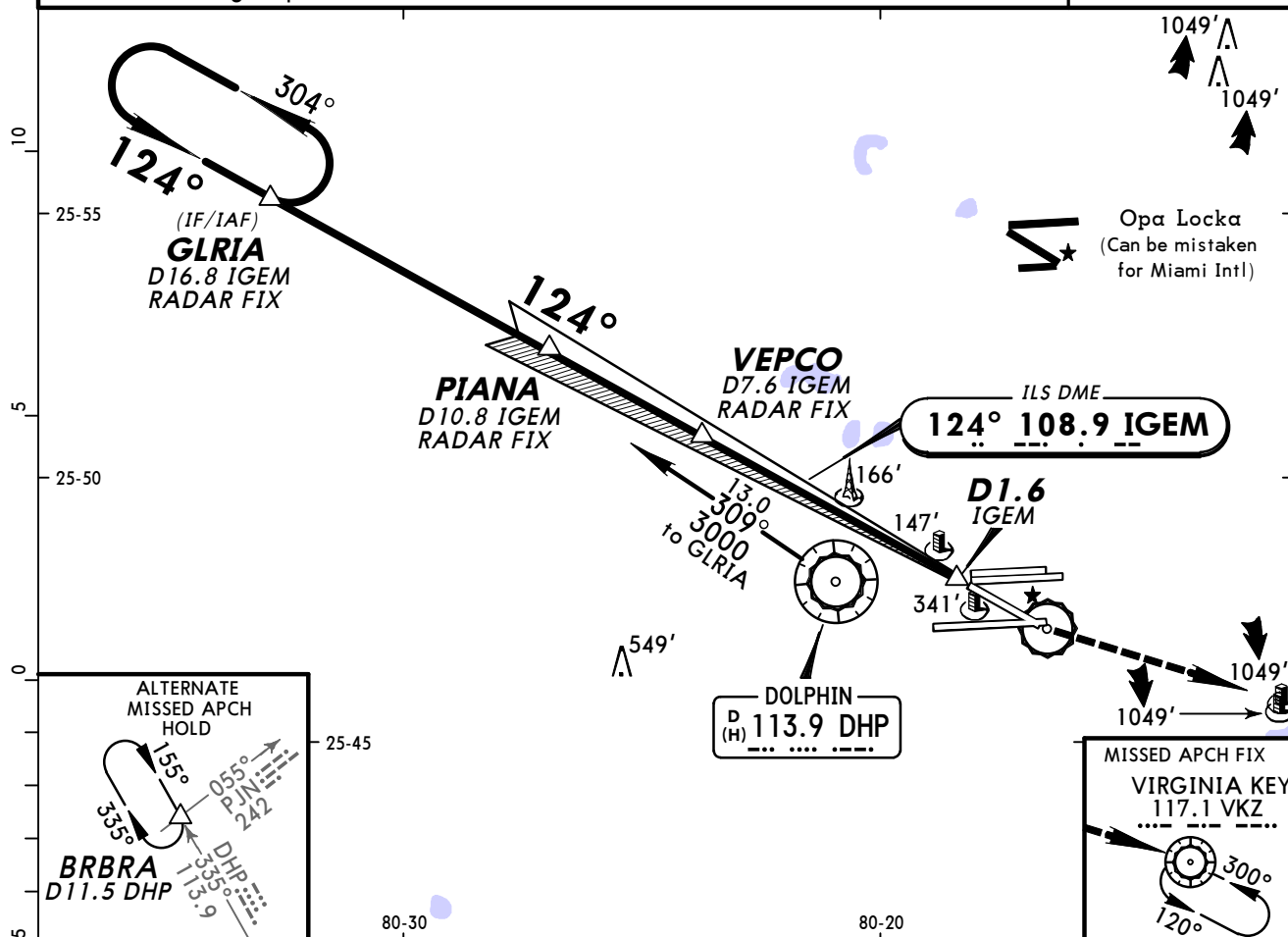


|               |       |      |      |      |      |      |       |      |       |   |           |
|---------------|-------|------|------|------|------|------|-------|------|-------|---|-----------|
| Gnd speed-Kts | 70    | 90   | 100  | 120  | 140  | 160  | MALSR | 800' | 3000' | → | VKZ 117.1 |
| GS            | 3.00° | 377  | 484  | 538  | 646  | 753  | PAPI  | ↑    | ↖ RT  |   |           |
| INESS to MAP  | 4.0   | 3:26 | 2:40 | 2:24 | 2:00 | 1:43 | 1:30  |      |       |   |           |

| STRAIGHT-IN LANDING RWY9 |                 |                    | CIRCLE-TO-LAND |               |   |
|--------------------------|-----------------|--------------------|----------------|---------------|---|
| ILS                      |                 | LOC (GS out)       |                |               |   |
| DA(H) 207' (200')        |                 | MDA(H) 440' (433') |                |               |   |
| FULL                     | RAIL or ALS out | RAIL out           | ALS out        |               |   |
| A                        |                 | RVR 24 or 1/2      | RVR 40 or 3/4  | RVR 50 or 1   | A |
| B                        |                 |                    |                |               | B |
| C                        | 1 RVR 24 or 1/2 | RVR 40 or 3/4      | RVR 40 or 3/4  | RVR 60 or 1/4 | C |
| D                        |                 |                    | RVR 50 or 1    | 1 1/2         | D |

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

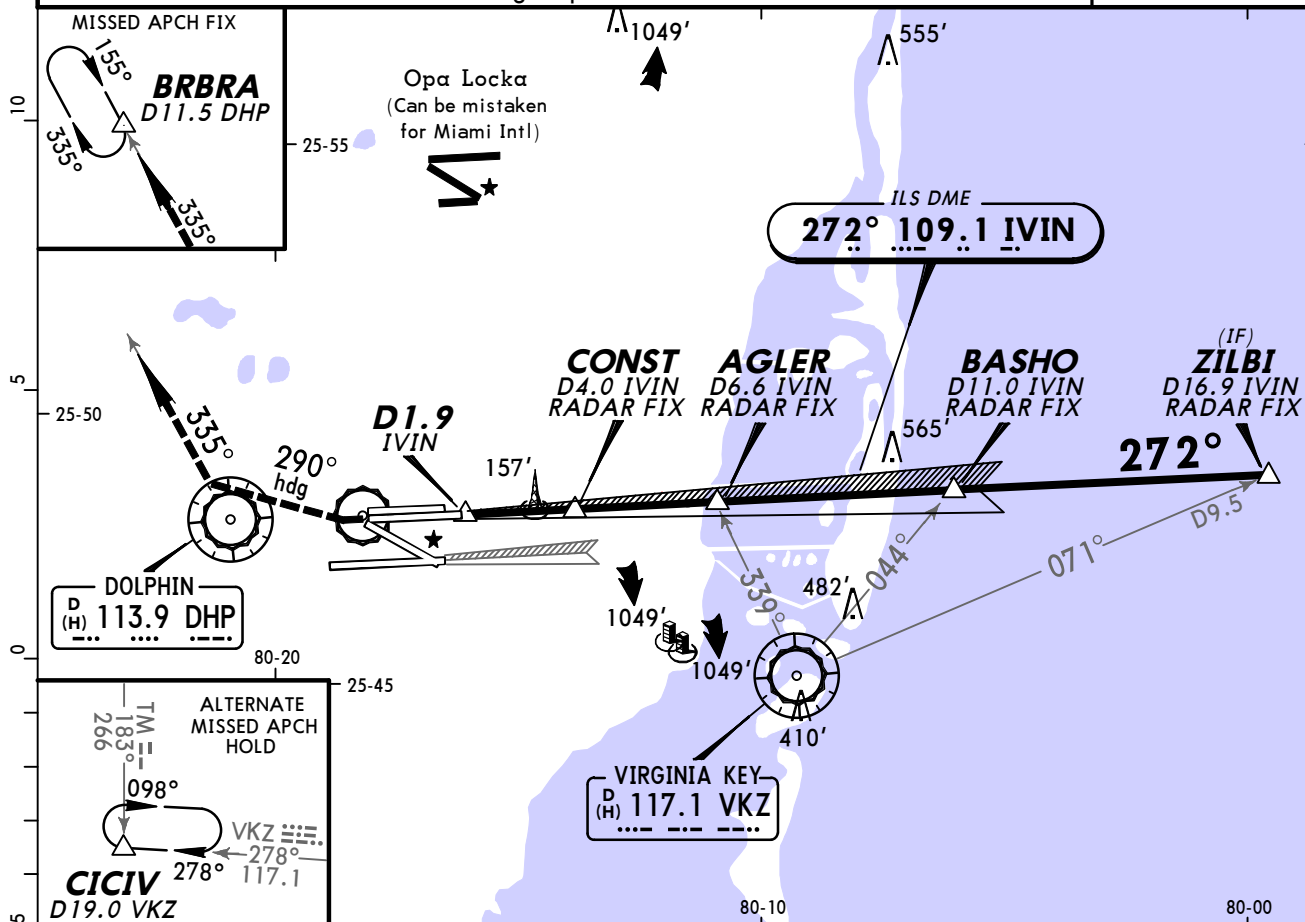
|                                                                                                                                                                                        |                                     |                                          |                                    |                                                |                                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|------------------------------------------|------------------------------------|------------------------------------------------|--------------------------------|
| D-ATIS Arrival<br><b>119.15</b>                                                                                                                                                        | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b> | 090°-269°<br><b>123.9</b>          | Ground<br>Rwys 8L/R, 12, 26L/R<br><b>121.8</b> | Rwys 9, 27, 30<br><b>127.5</b> |
| LOC<br>IGEM<br><b>108.9</b>                                                                                                                                                            | Final<br>Aptch Crs<br><b>124°</b>   | GS<br>VEPCO<br><b>2000'</b> (1992')      | ILS<br>DA(H)<br><b>376'</b> (368') | Apt Elev 8'<br>TDZE 8'                         |                                |
| <b>MISSED APCH:</b> Climb to 800' then climbing LEFT turn to 3000' direct VKZ VOR and hold.                                                                                            |                                     |                                          |                                    |                                                |                                |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. DME or Radar required. 2. Visibility reduction by helicopters not authorized.<br>3. VGSI and ILS glidepath not coincident. |                                     |                                          |                                    |                                                | MSA DHP VOR                    |



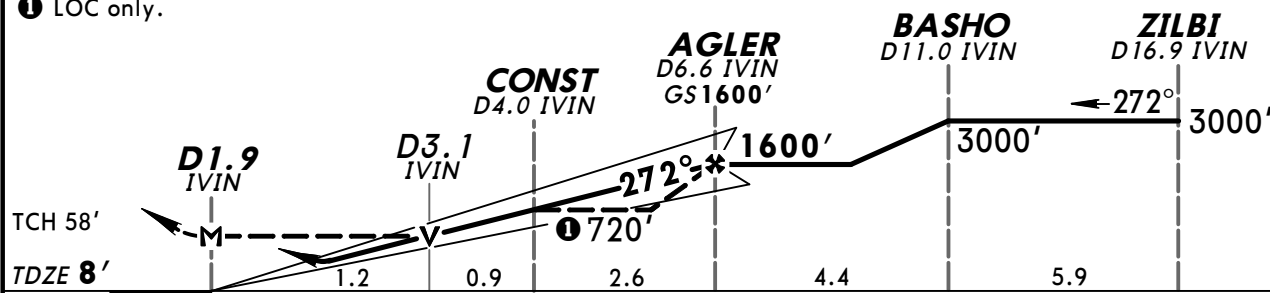
|                                  |       |      |      |      |      |      |       |      |       |   |           |
|----------------------------------|-------|------|------|------|------|------|-------|------|-------|---|-----------|
| Gnd speed-Kts                    | 70    | 90   | 100  | 120  | 140  | 160  | MALSR | 800' | 3000' | D | VKZ 117.1 |
| GS                               | 3.00° | 377  | 484  | 538  | 646  | 753  | PAPI  | ↑    | LT    |   |           |
| MAP at D1.6 IGEM or VEPCO to MAP | 6.0   | 5:09 | 4:00 | 3:36 | 3:00 | 2:34 |       |      |       |   |           |

| STRAIGHT-IN LANDING RWY 12 |                                |                                 |                                 |                |                    | CIRCLE-TO-LAND |    |
|----------------------------|--------------------------------|---------------------------------|---------------------------------|----------------|--------------------|----------------|----|
| ILS                        |                                |                                 | LOC (GS out)                    |                |                    |                |    |
| DA(H) <b>376'</b> (368')   |                                |                                 | MDA(H) <b>560'</b> (552')       |                |                    |                |    |
| FULL                       |                                | RAIL out                        | ALS out                         |                | RAIL out           | ALS out        |    |
| A                          | RVR <b>40</b> or $\frac{3}{4}$ | RVR <b>60</b> or $1\frac{1}{4}$ | RVR <b>40</b> or $\frac{3}{4}$  |                | RVR <b>50</b> or 1 | A              | NA |
| B                          |                                |                                 |                                 |                |                    | B              |    |
| C                          |                                |                                 | RVR <b>50</b> or 1              | $1\frac{1}{2}$ | C                  |                |    |
| D                          |                                |                                 | RVR <b>60</b> or $1\frac{1}{4}$ | $1\frac{3}{4}$ | D                  |                |    |

|                                                                                                                                                                                                                                                                                                      |                                     |                                            |                                    |                                                |                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------------------------|------------------------------------|------------------------------------------------|--------------------------------|
| D-ATIS Arrivals<br><b>119.15</b>                                                                                                                                                                                                                                                                     | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b>   | 090°-269°<br><b>123.9</b>          | Ground<br>Rwys 8L/R, 12, 26L/R<br><b>121.8</b> | Rwys 9, 27, 30<br><b>127.5</b> |
| LOC<br>IVIN<br><b>109.1</b>                                                                                                                                                                                                                                                                          | Final<br>Apch Crs<br><b>272°</b>    | GS<br><b>AGLER</b><br><b>1600'</b> (1592') | ILS<br>DA(H)<br><b>208'</b> (200') | Apt Elev <b>8'</b><br>TDZE <b>8'</b>           |                                |
| <b>MISSED APCH:</b> Climb to 800' then climbing RIGHT turn to 2000' via heading 290° and DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.                                                                                                                                                              |                                     |                                            |                                    |                                                |                                |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br><b>1. DME required.</b> 2. Simultaneous approach authorized with Rwy 27. 3. LOC procedure not authorized during simultaneous operations. 4. Autopilot coupled approach not authorized below 385'. 5. VGSI and ILS glidepath not coincident. |                                     |                                            |                                    |                                                | MSA DHP VOR                    |



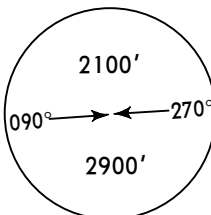
① LOC only.

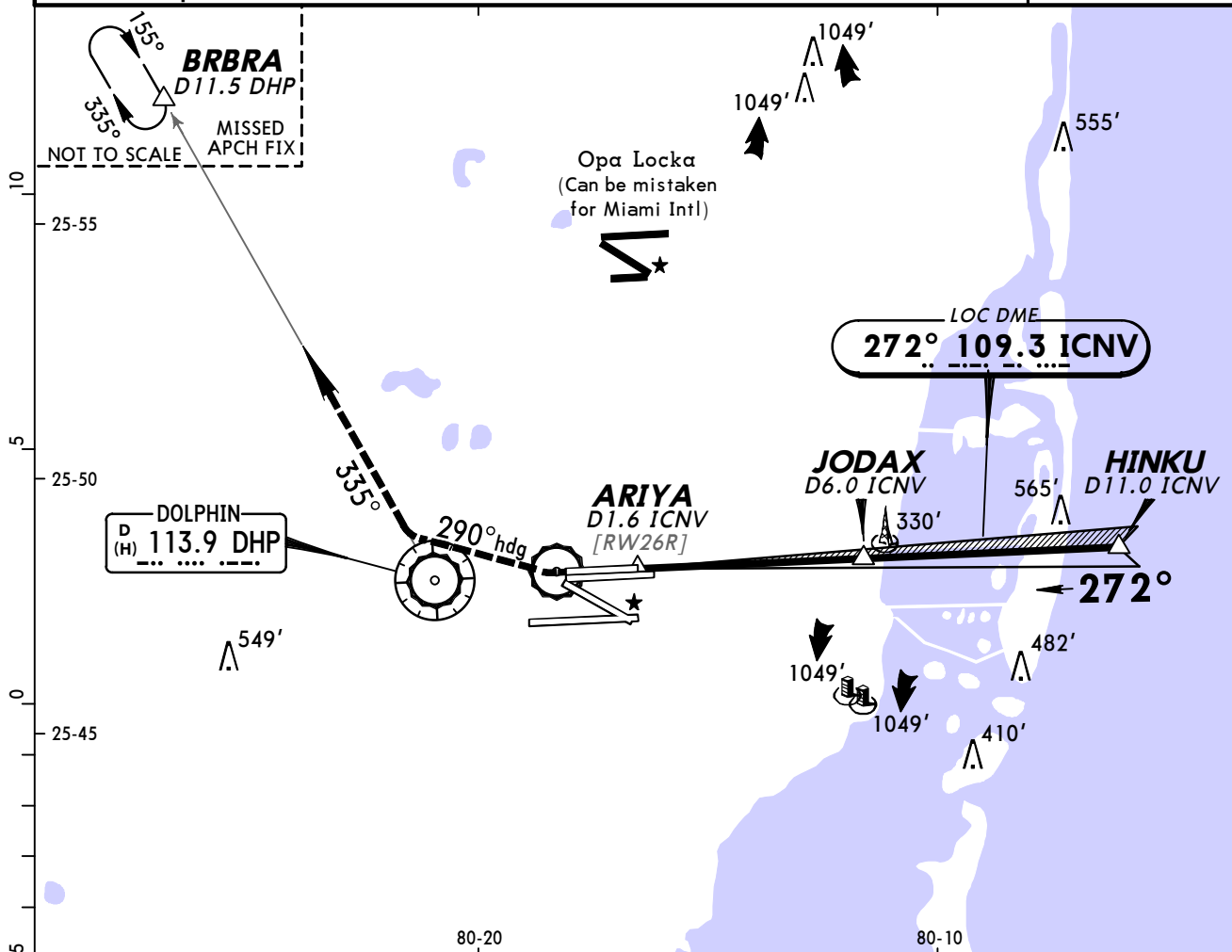


|                      |      |      |      |      |      |      |                                            |                              |                                  |                                               |                                                                 |
|----------------------|------|------|------|------|------|------|--------------------------------------------|------------------------------|----------------------------------|-----------------------------------------------|-----------------------------------------------------------------|
| <i>Gnd speed-Kts</i> | 70   | 90   | 100  | 120  | 140  | 160  | <div><div>MALSF</div><div>PAPI</div></div> | <div>800'</div> <div>↑</div> | <div>2000'</div> <div>↙ RT</div> | <div>290°</div> <div>via</div> <div>hdg</div> | <div>DHP</div> <div>and</div> <div>113.9</div> <div>R-335</div> |
| GS 3.00°             | 377  | 484  | 538  | 646  | 753  | 861  |                                            |                              |                                  |                                               |                                                                 |
| MAP at D1.9 IVIN or  |      |      |      |      |      |      |                                            |                              |                                  |                                               |                                                                 |
| AGLER to MAP 4.8     | 4:07 | 3:12 | 2:53 | 2:24 | 2:03 | 1:48 |                                            |                              |                                  |                                               |                                                                 |

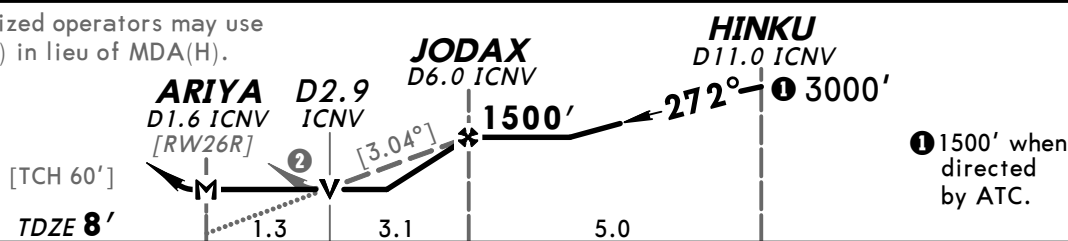
| STRAIGHT-IN LANDING RWY 26L |               |                                      |             | CIRCLE-TO-LAND                          |             |   |    |
|-----------------------------|---------------|--------------------------------------|-------------|-----------------------------------------|-------------|---|----|
| ILS                         |               | LOC (GS out)                         |             |                                         |             |   |    |
| DA(H) <b>208'</b> (200')    |               | MDA(H) <b>460'</b> (452') with CONST |             | MDA(H) <b>720'</b> (712') without CONST |             |   |    |
| FULL                        | ALS out       | ALS out                              |             | ALS out                                 |             |   |    |
| A                           |               | RVR 40 or 3/4                        | RVR 50 or 1 | RVR 40 or 3/4                           | RVR 50 or 1 | A |    |
| B                           |               |                                      |             |                                         |             | B |    |
| C                           | RVR 40 or 3/4 | 1 1/4                                |             | 2                                       |             | C | NA |
| D                           |               | 1 1/2                                |             | 2 1/4                                   |             | D |    |

BRIEFING STRIP™

|                                                                                                                                              |                           |                                       |                       |                    |                               |                                                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------|--------------------|-------------------------------|-------------------------------------------------------------------------------------|
| D-ATIS Arrival                                                                                                                               | MIAMI Approach (R)        |                                       | MIAMI Tower           |                    | Ground                        |                                                                                     |
| 119.15                                                                                                                                       | 124.85                    |                                       | 270°-089°<br>118.3    | 090°-269°<br>123.9 | Rwys 8L/R, 12, 26L/R<br>121.8 | Rwys 9, 27, 30<br>127.5                                                             |
| LOC<br>ICNV<br>109.3                                                                                                                         | Final<br>Apch Crs<br>272° | Minimum Alt<br>JODAX<br>1500' (1492') | MDA(H)<br>480' (472') |                    | Apt Elev 8'<br>TDZE 8'        |  |
| MISSED APCH: Climb to 800' then climbing RIGHT turn to 2000' via heading 290° and outbound on DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold. |                           |                                       |                       |                    |                               |                                                                                     |
| Alt Set: INCHES<br>1. Radar required.                                                                                                        |                           | Trans level: FL 180                   |                       | Trans alt: 18000'  |                               |                                                                                     |
|                                                                                                                                              |                           |                                       |                       |                    |                               | MSA DHP VOR                                                                         |



② Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



|                       |     |     |     |     |     |     |                |      |       |           |             |                              |
|-----------------------|-----|-----|-----|-----|-----|-----|----------------|------|-------|-----------|-------------|------------------------------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 800' | 2000' | via<br>RT | 290°<br>hdg | DHP<br>and<br>113.9<br>R-335 |
| Descent angle [3.04°] | 376 | 484 | 538 | 645 | 753 | 861 |                |      |       |           |             |                              |
| MAP at ARIYA          |     |     |     |     |     |     |                |      |       |           |             |                              |

STRAIGHT-IN LANDING RWY 26R

MDA(H) **480'** (472')

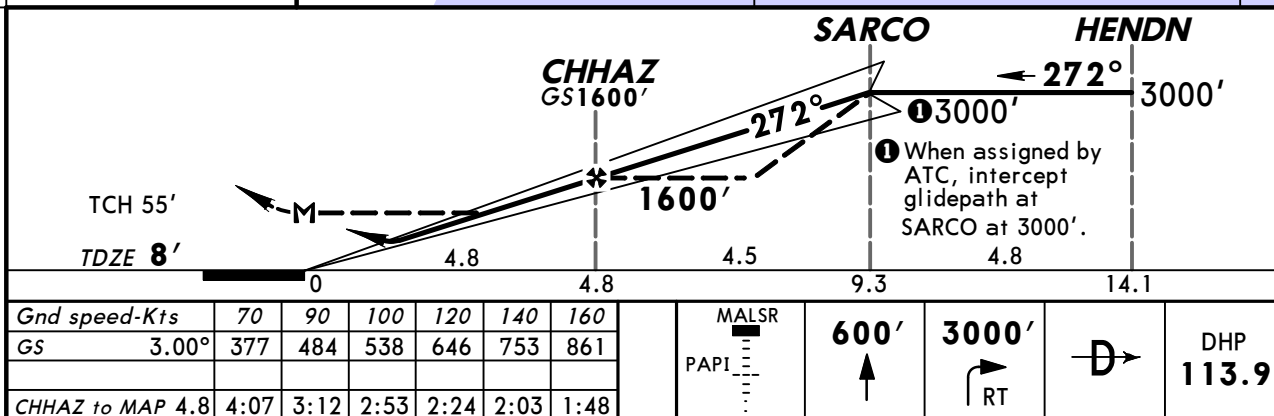
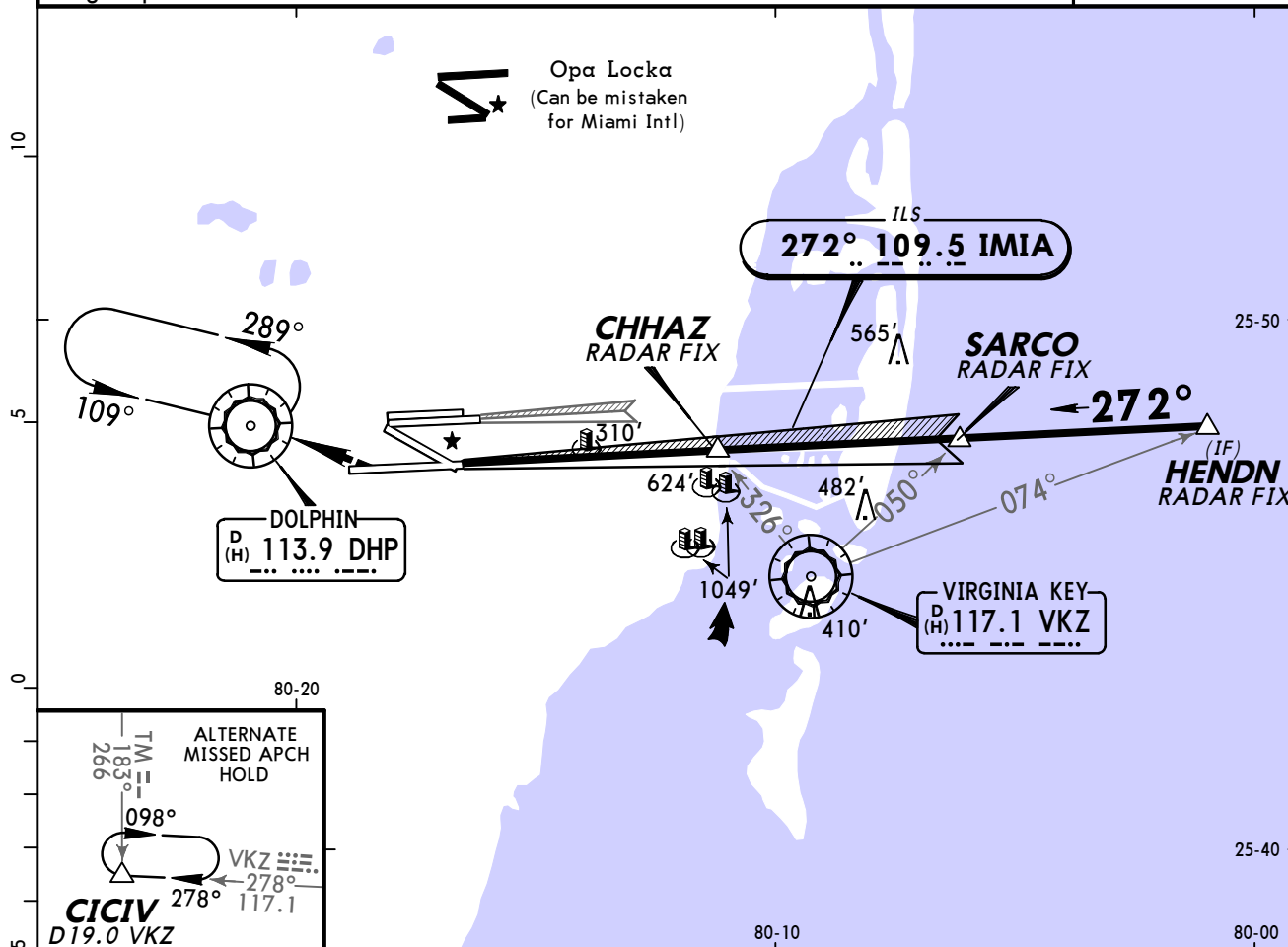
CIRCLE-TO-LAND

TERPS

|   |    |   |    |
|---|----|---|----|
| A | 1  | A | NA |
| B |    | B |    |
| C | 1¼ | C |    |
| D | 1½ | D |    |



|                                                                                                                                                                                |                                     |                                          |                                    |                                |                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|------------------------------------------|------------------------------------|--------------------------------|-----------------------------------------------------------------------|
| D-ATIS Arrival<br><b>119.15</b>                                                                                                                                                | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b> | 090°-269°<br><b>123.9</b>          | Rwys 9, 27, 30<br><b>127.5</b> | Ground<br>Rwys 8L/R, 12, 26L/R<br><b>121.8</b>                        |
| LOC<br>IMIA<br><b>109.5</b>                                                                                                                                                    | Final<br>Apch Crs<br><b>272°</b>    | GS<br>CHHAZ<br><b>1600'</b> (1592')      | ILS<br>DA(H)<br><b>208'</b> (200') | Apt Elev 8'<br>TDZE 8'         | <div> <div>2100'</div> <div>090° ← 270°</div> <div>2900'</div> </div> |
| <b>MISSED APCH:</b> Climb to 600' then climbing RIGHT turn to 3000' direct DHP VOR and hold.                                                                                   |                                     |                                          |                                    |                                |                                                                       |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br><b>1. Radar required.</b> 2. Simultaneous approach authorized with Rwy 26L. 3. VGSI and ILS glidepath not coincident. |                                     |                                          |                                    |                                |                                                                       |
|                                                                                                                                                                                |                                     |                                          |                                    |                                | MSA DHP VOR                                                           |

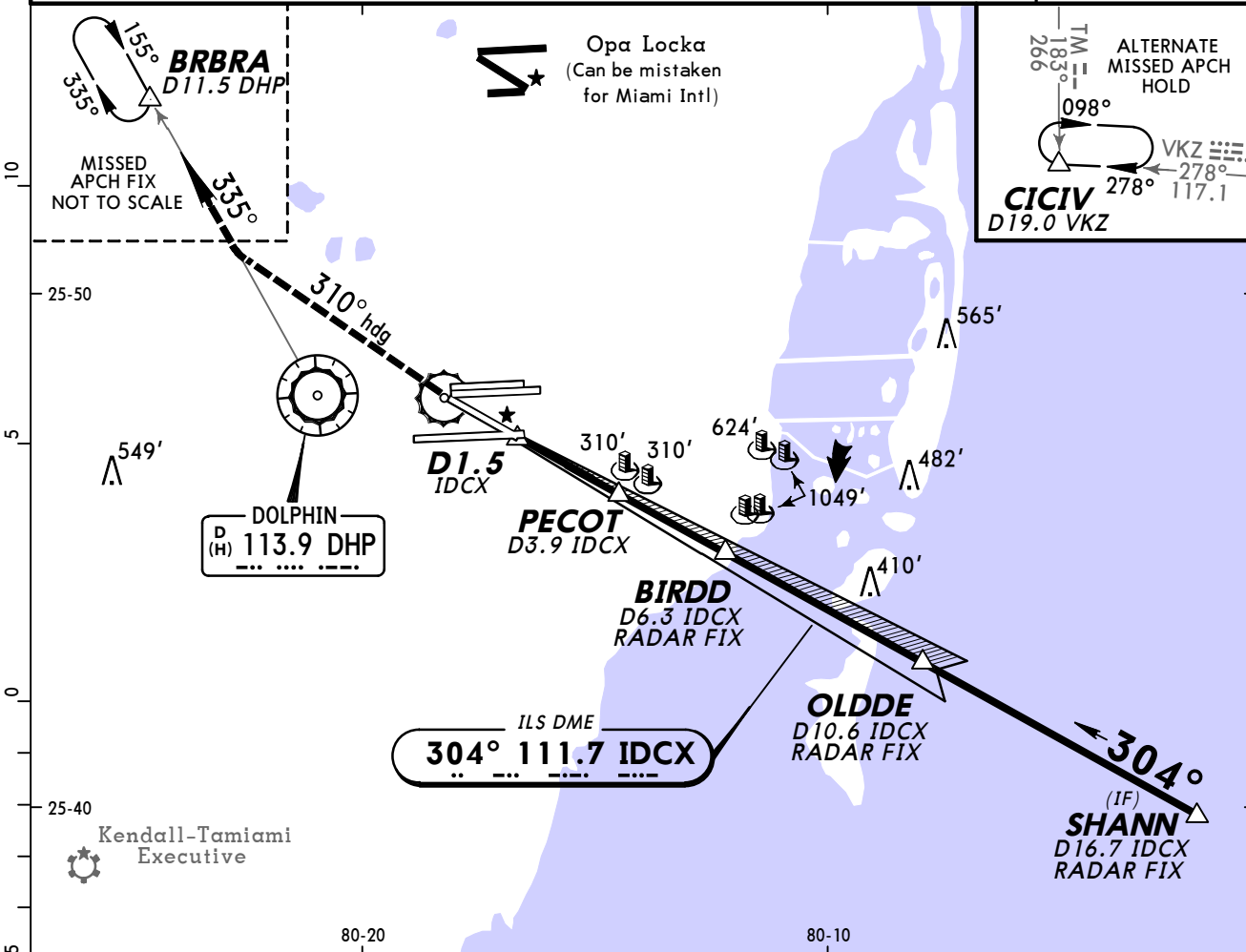


| STRAIGHT-IN LANDING RWY27              |                      |                      |                                                           |                    | CIRCLE-TO-LAND |  |
|----------------------------------------|----------------------|----------------------|-----------------------------------------------------------|--------------------|----------------|--|
| ILS<br><i>DA(H)</i> <b>208'</b> (200') |                      |                      | <b>1</b> LOC (GS out)<br><i>MDA(H)</i> <b>560'</b> (552') |                    | NA             |  |
| FULL                                   |                      | RAIL or ALS out      | RAIL out                                                  | ALS out            |                |  |
| A                                      | RVR <b>24</b> or 1/2 | RVR <b>40</b> or 3/4 | RVR <b>24</b><br>or 1/2                                   | RVR <b>50</b> or 1 |                |  |
| B                                      |                      |                      |                                                           |                    | B              |  |
| C                                      |                      |                      | RVR <b>50</b> or 1                                        | 1 1/2              | C              |  |
| D                                      |                      |                      | RVR <b>60</b> or 1 1/4                                    | 1 3/4              | D              |  |

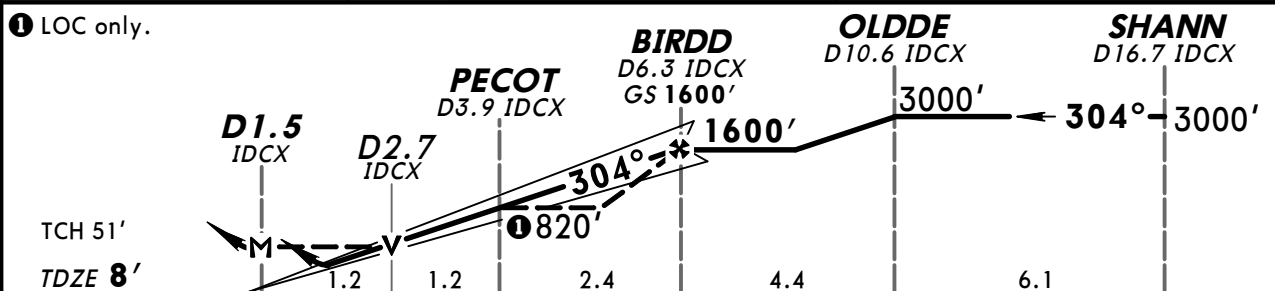
① Not authorized during simultaneous operations.



|                                                                                                                                               |                                     |                                          |                                    |                                |                                                                                                                              |
|-----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|------------------------------------------|------------------------------------|--------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| D-ATIS Arrival<br><b>119.15</b>                                                                                                               | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b> | 090°-269°<br><b>123.9</b>          | Rwys 9, 27, 30<br><b>127.5</b> | Ground<br>Rwys 8L/R, 12, 26L/R<br><b>121.8</b>                                                                               |
| LOC<br>IDCX<br><b>111.7</b>                                                                                                                   | Final<br>Apch Crs<br><b>304°</b>    | GS<br>BIRDD<br><b>1600'</b> (1592')      | ILS<br>DA(H)<br><b>220'</b> (212') | Apt Elev 8'<br>TDZE 8'         | <div> <div>2100'</div> <div>090° → ← 270°</div> <div>2900'</div> </div>                                                      |
| <b>MISSED APCH:</b> Climb to 800' then climbing RIGHT turn to 2000' via heading 310° and DHP VOR R-335 to BRBRA INT/D11.5 DHP and hold.       |                                     |                                          |                                    |                                | <div> <div>266</div> <div>183</div> <div>098°</div> <div>278°</div> <div>117.1</div> <div>278°</div> <div>117.1</div> </div> |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br><b>1. DME required. 2. Radar required. 3. VGSI and ILS glidepath not coincident.</b> |                                     |                                          |                                    |                                | MSA DHP VOR                                                                                                                  |



① LOC only.



| <i>Gnd speed-Kts</i>                    | 70   | 90   | 100  | 120  | 140  | 160  |
|-----------------------------------------|------|------|------|------|------|------|
| GS 3.00°                                | 377  | 484  | 538  | 646  | 753  | 861  |
| MAP at D1.5 IDCX or<br>BIRDD to MAP 4.8 | 4:07 | 3:12 | 2:53 | 2:24 | 2:03 | 1:48 |

|      |      |       |      |
|------|------|-------|------|
| MALS | 800' | 2000' | 310° |
| PAPI | ↑    | RT    | hdg  |

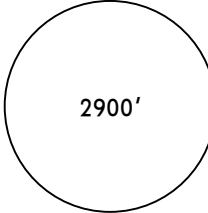
| STRAIGHT-IN LANDING RWY 30 |               |                                  |             | CIRCLE-TO-LAND                      |             |
|----------------------------|---------------|----------------------------------|-------------|-------------------------------------|-------------|
| ILS                        |               | LOC (GS out)                     |             |                                     |             |
| DA(H) 220' (212')          |               | MDA(H) 460' (452')<br>With PECOT |             | MDA(H) 820' (812')<br>Without PECOT |             |
| FULL                       | ALS out       | ALS out                          | ALS out     |                                     |             |
| A                          | RVR 40 or 3/4 | RVR 40 or 3/4                    | RVR 50 or 1 | RVR 40 or 3/4                       | RVR 50 or 1 |
| B                          |               | RVR 60 or 1 1/4                  |             | RVR 60 or 1 1/4                     |             |
| C                          |               | 2 1/2                            |             | 2 1/2                               |             |
| D                          |               | 1 1/2                            |             | 2 3/4                               |             |

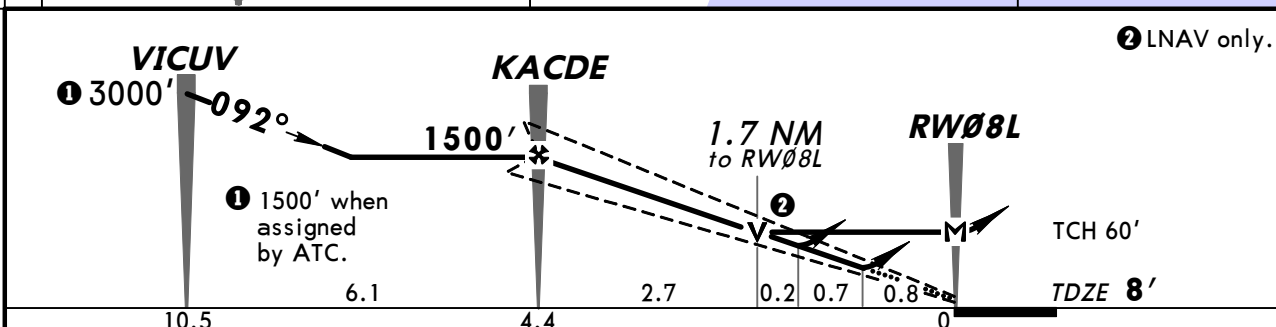
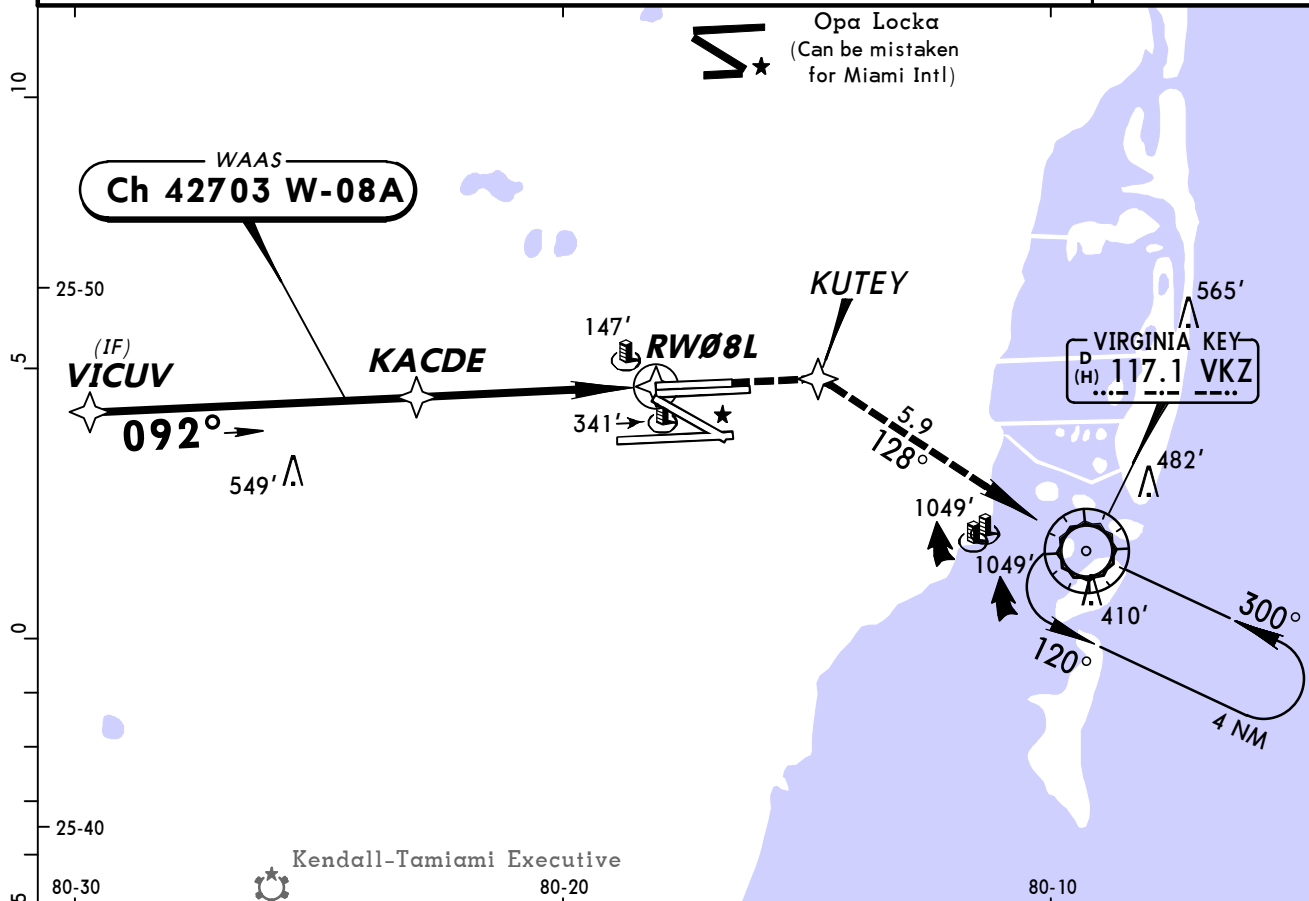
KMIA/MIA  
MIAMI INTL

JEPPESEN  
15 MAY 09 (12-1)

MIAMI, FLA  
RNAV (GPS) Rwy 8L

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                                                                                                  |                           |                                       |                             |                        |                                                                                                               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------------|------------------------|---------------------------------------------------------------------------------------------------------------|
| D-ATIS Arrival                                                                                                                                                                                                                                                                                                                                                                                                   | MIAMI Approach (R)        | MIAMI Tower                           |                             | Ground                 |                                                                                                               |
|                                                                                                                                                                                                                                                                                                                                                                                                                  |                           | 270°-089°                             | 090°-269°                   | Rwys 8L/R, 12, 26L/R   | Rwys 9, 27, 30                                                                                                |
| 119.15                                                                                                                                                                                                                                                                                                                                                                                                           | 124.85                    | 118.3                                 | 123.9                       | 121.8                  | 127.5                                                                                                         |
| WAAS<br>Ch 42703<br>W-08A                                                                                                                                                                                                                                                                                                                                                                                        | Final<br>Apch Crs<br>092° | Minimum Alt<br>KACDE<br>1500' (1492') | LPV<br>DA(H)<br>306' (298') | Apt Elev 8'<br>TDZE 8' | <br>2900'<br><br>MSA RW08L |
| MISSED APCH: Climb to 2000' direct KUTEY and via 128° track to VKZ VOR and hold.                                                                                                                                                                                                                                                                                                                                 |                           |                                       |                             |                        |                                                                                                               |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. <b>RADAR required.</b> 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided. 5. Visibility reduction by helicopters not authorized. |                           |                                       |                             |                        |                                                                                                               |



|                  |       |     |     |     |     |     |     |        |       |   |       |
|------------------|-------|-----|-----|-----|-----|-----|-----|--------|-------|---|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 |     | REIL   | 2000' |   | KUTEY |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI-L | ↑     | → |       |
| MAP at RW08L     |       |     |     |     |     |     |     |        |       |   |       |

| STRAIGHT-IN LANDING RWY 8L      |                                       |                                   |
|---------------------------------|---------------------------------------|-----------------------------------|
| LPV<br>DA(H) <b>306'</b> (298') | LNAV/VNAV<br>DA(H) <b>530'</b> (522') | LNAV<br>MDA(H) <b>600'</b> (592') |
| A<br>B<br>C<br>D<br>RVR 50 or 1 | 1 3/4                                 | RVR 50 or 1                       |
|                                 |                                       | 1 1/2                             |
|                                 |                                       | 1 3/4                             |
|                                 |                                       |                                   |

CHANGES: ATIS frequency.

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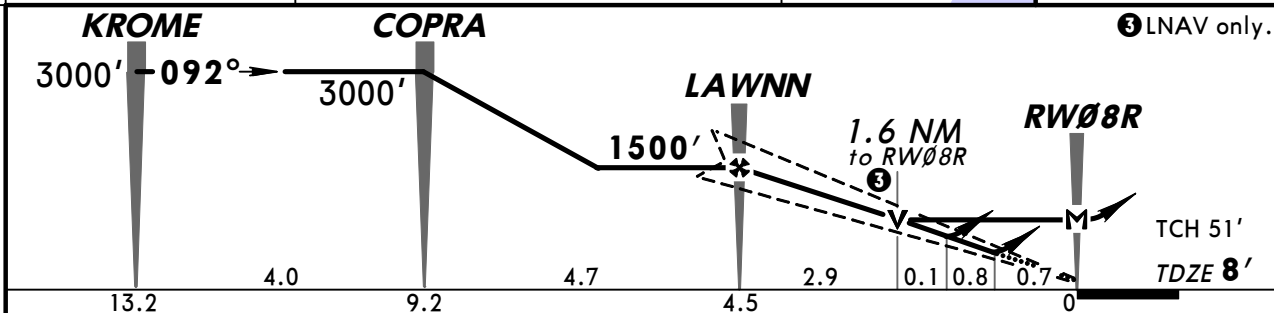
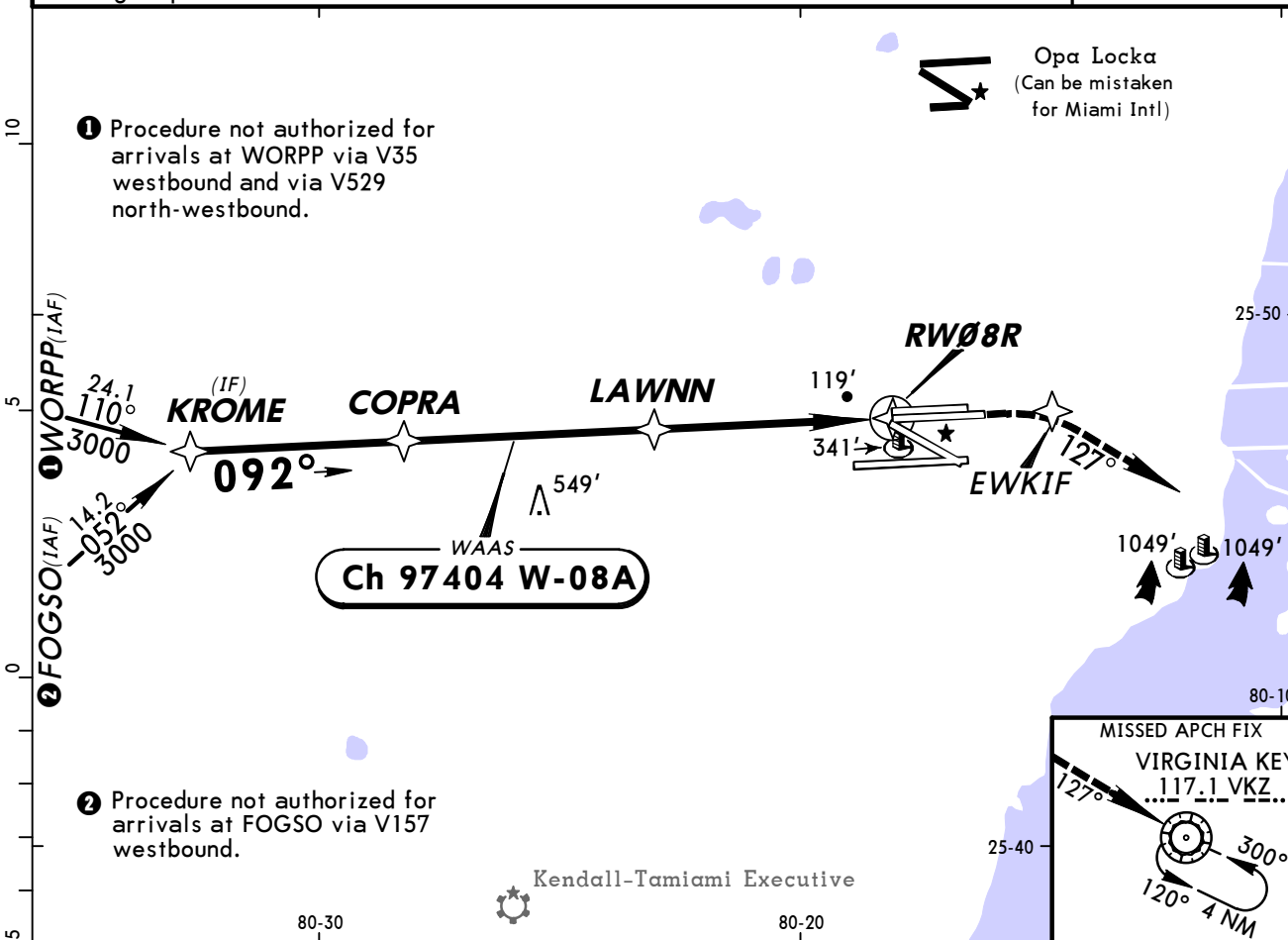
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MIAMI INTL

JEPPESEN  
15 MAY 09 (12-2)

MIAMI, FLA  
RNAV (GPS) Z Rwy 8R

BRIEFING STRIP TM

|                                                                                                                                                                                                                                                                                             |                           |                                      |                             |                               |                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------|-----------------------------|-------------------------------|---------------------------------------|
| D-ATIS Arrival                                                                                                                                                                                                                                                                              | MIAMI Approach (R)        | MIAMI Tower                          |                             | Ground                        |                                       |
| 119.15                                                                                                                                                                                                                                                                                      | 124.85                    | 270°-089°<br>118.3                   | 090°-269°<br>123.9          | Rwys 8L/R, 12, 26L/R<br>121.8 | Rwys 9, 27, 30<br>127.5               |
| WAAS<br>Ch 97404<br>W-08A                                                                                                                                                                                                                                                                   | Final<br>Apch Crs<br>092° | Minimum Alt<br>LAWN<br>1500' (1492') | LPV<br>DA(H)<br>273' (265') | Apt Elev 8'<br>TDZE 8'        | <div>2900'</div> <div>MSA RW08R</div> |
| MISSED APCH: Climb to 3000' direct EWKIF and via 127° track to VKZ VOR and hold, continue climb-in-hold to 3000'.                                                                                                                                                                           |                           |                                      |                             |                               |                                       |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. VGSI and RNAV glidepath not coincident. |                           |                                      |                             |                               |                                       |



|                        |     |     |     |     |     |     |                                 |
|------------------------|-----|-----|-----|-----|-----|-----|---------------------------------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | MALSR<br>PAPI<br>3000'<br>EWKIF |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                                 |
| MAP at RW08R           |     |     |     |     |     |     |                                 |

| STRAIGHT-IN LANDING RWY 8R      |               |                                       |                 | TERPS                             |               |             |
|---------------------------------|---------------|---------------------------------------|-----------------|-----------------------------------|---------------|-------------|
| LPV<br>DA(H) <b>273'</b> (265') |               | LNAV/VNAV<br>DA(H) <b>530'</b> (522') |                 | LNAV<br>MDA(H) <b>600'</b> (592') |               |             |
| RAIL or ALS out                 |               | RAIL or ALS out                       |                 | RAIL out                          | ALS out       |             |
| A                               |               |                                       |                 | RVR 24 or 1/2                     | RVR 40 or 3/4 | RVR 50 or 1 |
| B                               |               |                                       |                 |                                   |               |             |
| C                               | RVR 24 or 1/2 | RVR 50 or 1                           | RVR 60 or 1 1/4 | RVR 50 or 1                       | 1 1/2         |             |
| D                               |               |                                       |                 | RVR 60 or 1 1/4                   | 1 3/4         |             |

CHANGES: ATIS frequency.

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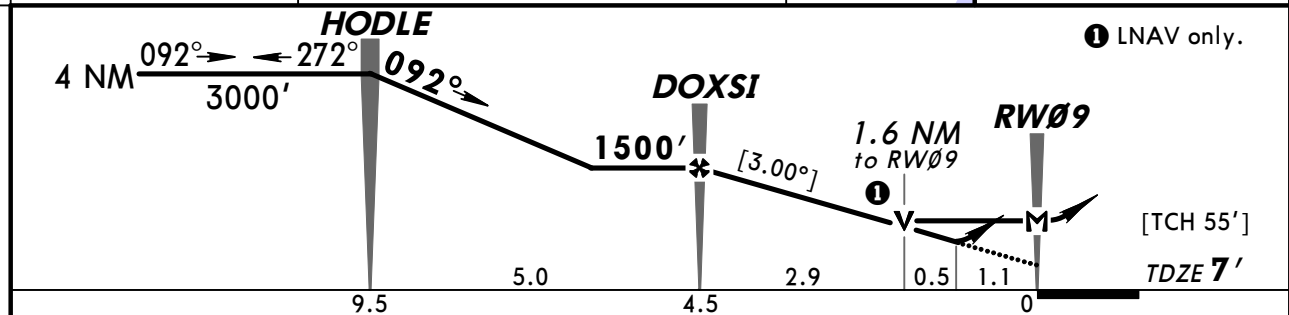
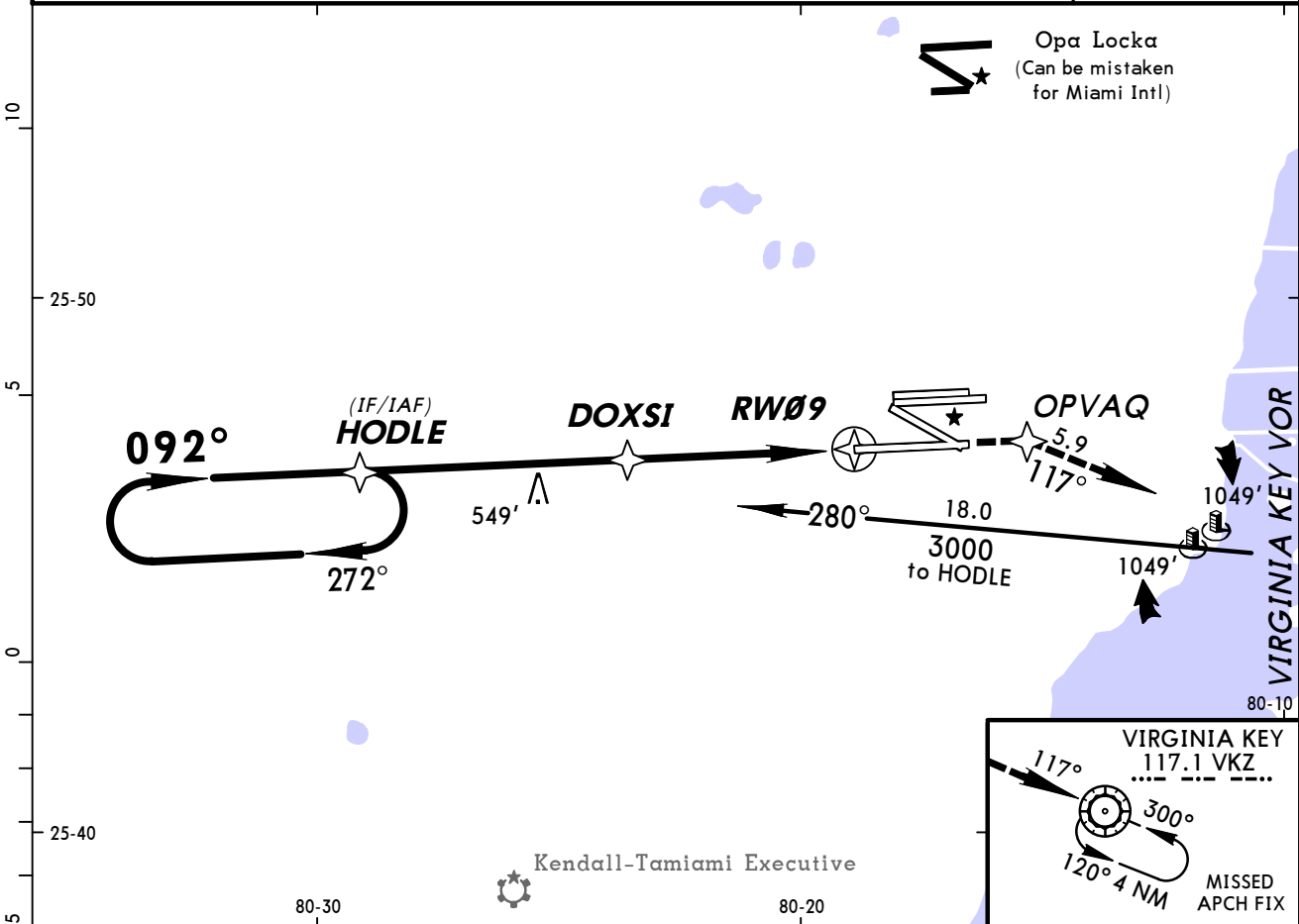
**KMIA/MIA**  
**MIAMI INTL**

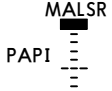
**JEPPESEN**  
15 MAY 09 **(12-3)**

**MIAMI, FLA**  
**RNAV (GPS) Rwy 9**

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                             |                           |                                       |                                   |                         |                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------------------|-------------------------|--------------------------------------|
| D-ATIS Arrival                                                                                                                                                                                                                                                              | MIAMI Approach (R)        | MIAMI Tower                           |                                   | Ground                  |                                      |
| 119.15                                                                                                                                                                                                                                                                      | 124.85                    | 270°-089°<br>118.3                    | 090°-269°<br>123.9                | Rwys 9, 27, 30<br>127.5 | Rwys 8L/R, 12, 26L/R<br>121.8        |
| RNAV                                                                                                                                                                                                                                                                        | Final<br>Apch Crs<br>092° | Minimum Alt<br>DOXSI<br>1500' (1493') | LNAV/VNAV<br>DA(H)<br>420' (413') | Apt Elev 8'<br>TDZE 7'  | <div>2900'</div> <div>MSA RW09</div> |
| MISSED APCH: Climb to 3000' direct OPVAQ and 117° track to VKZ VOR and hold.                                                                                                                                                                                                |                           |                                       |                                   |                         |                                      |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                                                                                                             |                           |                                       |                                   |                         |                                      |
| 1. GPS required. 2. CAUTION: Lights on highway 1/4 mile south of final approach course may be mistaken for runway. 3. Baro-VNAV not authorized below -15°C (5°F). 4. DME/DME RNP-0.30 not authorized. 5. WAAS VNAV outages may occur. WAAS VNAV NOTAM service not provided. |                           |                                       |                                   |                         |                                      |



|                       |     |     |     |     |     |     |                                                                                      |                   |                                                                                       |              |
|-----------------------|-----|-----|-----|-----|-----|-----|--------------------------------------------------------------------------------------|-------------------|---------------------------------------------------------------------------------------|--------------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |  | <b>3000'</b><br>↑ |  | <b>OPVAQ</b> |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |                                                                                      |                   |                                                                                       |              |
| MAP at RW09           |     |     |     |     |     |     |                                                                                      |                   |                                                                                       |              |

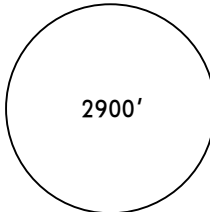
| STRAIGHT-IN LANDING RWY 9 |             |          |                    |               |               | CIRCLE-TO-LAND |         |    |
|---------------------------|-------------|----------|--------------------|---------------|---------------|----------------|---------|----|
| LNAV/VNAV                 |             |          | LNAV               |               |               |                |         |    |
| DA(H) 420' (413')         |             |          | MDA(H) 560' (553') |               |               |                |         |    |
|                           |             | RAIL out | ALS out            |               |               | RAIL out       | ALS out |    |
| A                         | RVR 50 or 1 | 1½       |                    | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 50 or 1    | A       | NA |
| B                         |             |          |                    |               |               |                | B       |    |
| C                         |             |          |                    | RVR 50 or 1   | 1½            | C              |         |    |
| D                         |             |          |                    | RVR 60 or 1¼  | 1¾            | D              |         |    |

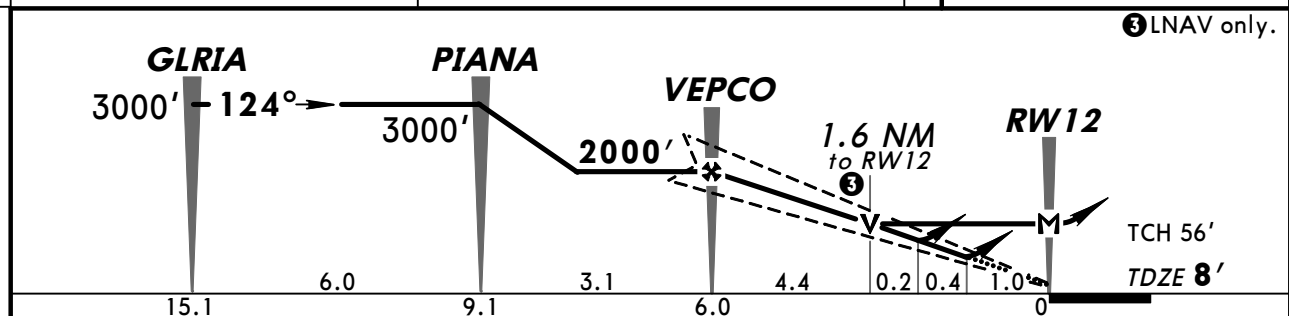
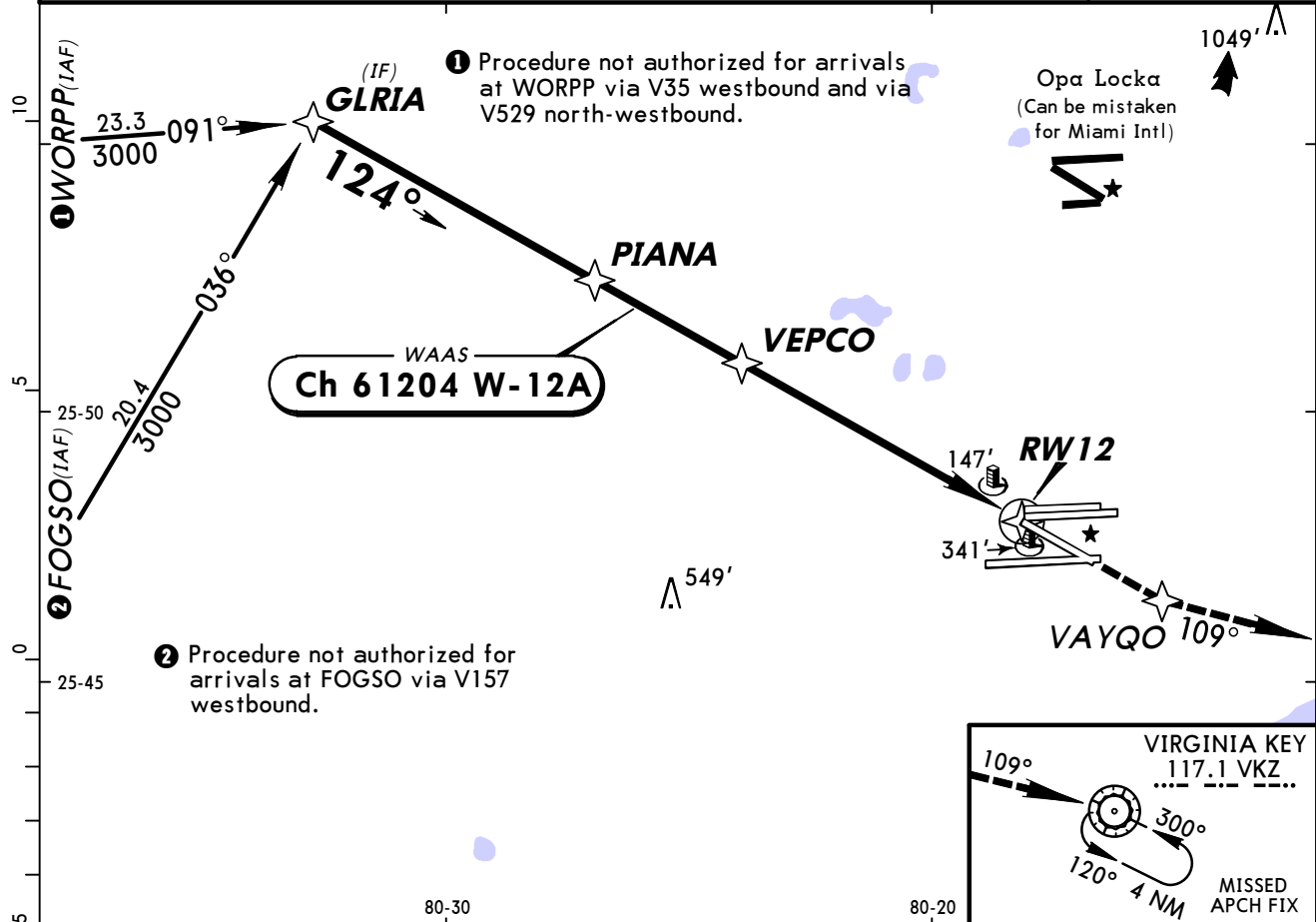
TERPS CODE

CHANGES: ATIS frequency.

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BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                                                                                                                            |                           |                                       |                             |                                |                                                                                                              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------------|--------------------------------|--------------------------------------------------------------------------------------------------------------|
| D-ATIS Arrival                                                                                                                                                                                                                                                                                                                                                                                                                             | MIAMI Approach (R)        | MIAMI Tower<br>270°-089°              | MIAMI Tower<br>090°-269°    | Ground<br>Rwys 8L/R, 12, 26L/R | Rwys 9, 27, 30                                                                                               |
| 119.15                                                                                                                                                                                                                                                                                                                                                                                                                                     | 124.85                    | 118.3                                 | 123.9                       | 121.8                          | 127.5                                                                                                        |
| WAAS<br>Ch 61204<br>W-12A                                                                                                                                                                                                                                                                                                                                                                                                                  | Final<br>Apch Crs<br>124° | Minimum Alt<br>VEPCO<br>2000' (1992') | LPV<br>DA(H)<br>390' (382') | Apt Elev 8'<br>TDZE 8'         | <br>2900'<br><br>MSA RW12 |
| MISSED APCH: Climb to 3000' direct VAYQO and via 109° track to VKZ VOR and hold, continue climb-in-hold to 3000'.                                                                                                                                                                                                                                                                                                                          |                           |                                       |                             |                                |                                                                                                              |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems,<br>LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. VGSI and<br>RNAV glidepath not coincident. 4. Visibility reduction by helicopters not authorized.<br>5. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided. |                           |                                       |                             |                                |                                                                                                              |



|                        |     |     |     |     |     |     |       |       |   |       |
|------------------------|-----|-----|-----|-----|-----|-----|-------|-------|---|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | MALSR | 3000' | D | VAYQO |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI  |       |   |       |
| MAP at RW12            |     |     |     |     |     |     |       |       |   |       |

| LPV                      |               | STRAIGHT-IN LANDING RWY 12 |               | LNAV                      |             |
|--------------------------|---------------|----------------------------|---------------|---------------------------|-------------|
| DA(H) <b>390'</b> (382') |               | LNAV/VNAV                  |               | MDA(H) <b>600'</b> (592') |             |
| RAIL or ALS out          |               | RAIL or ALS out            |               | RAIL out                  |             |
| A                        |               |                            |               | RVR 40 or 3/4             | RVR 50 or 1 |
| B                        |               |                            |               |                           |             |
| C                        | RVR 40 or 3/4 | RVR 60 or 1/4              | RVR 60 or 1/4 | 1 3/4                     | 1 1/2       |
| D                        |               |                            |               | RVR 60 or 1/4             | 1 3/4       |

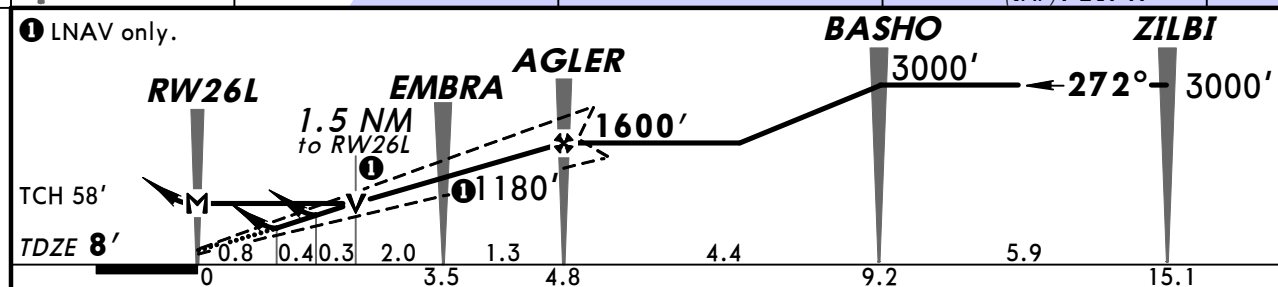
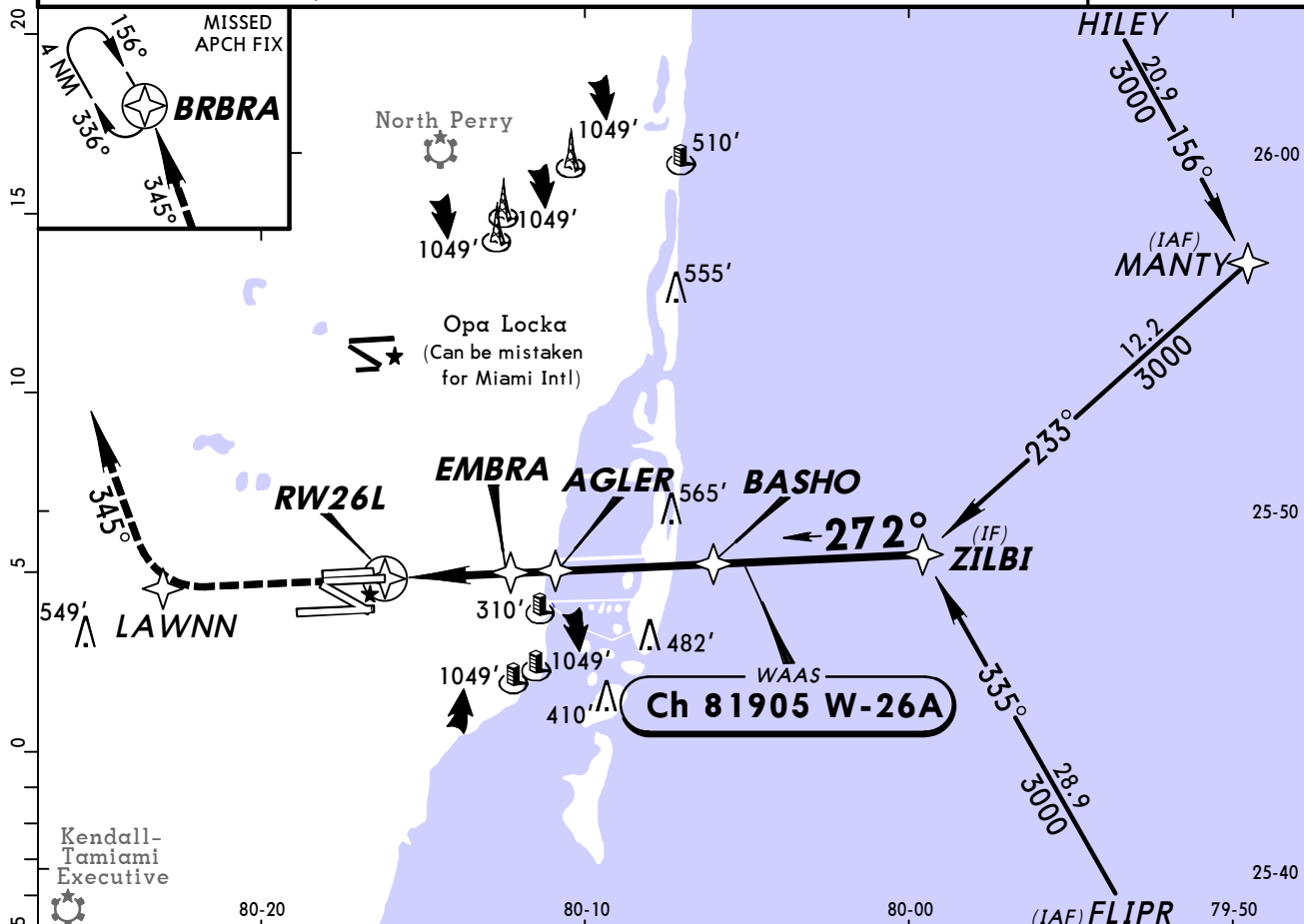
KMIA/MIA  
MIAMI INTL

15 MAY 09

(12-5)

MIAMI, FLA  
RNAV (GPS) Z Rwy 26L

|                                                                                                                                                                                                                                                                                                                                   |                                     |                                                     |                                    |                                                |                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------------|------------------------------------|------------------------------------------------|---------------------------------------|
| D-ATIS Arrival<br><b>119.15</b>                                                                                                                                                                                                                                                                                                   | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b>            | 090°-269°<br><b>123.9</b>          | Ground<br>Rwys 8L/R, 12, 26L/R<br><b>121.8</b> | Rwys 9, 27, 30<br><b>127.5</b>        |
| WAAS<br><b>Ch 81905</b><br><b>W-26A</b>                                                                                                                                                                                                                                                                                           | Final<br>Apch Crs<br><b>272°</b>    | Minimum Alt<br><b>AGLER</b><br><b>1600'</b> (1592') | LPV<br>DA(H)<br><b>325'</b> (317') | Apt Elev 8'<br>TDZE 8'                         |                                       |
| <b>MISSED APCH: Climb to 2000' direct LAWNN and via 345° track to BRBRA and hold.</b>                                                                                                                                                                                                                                             |                                     |                                                     |                                    |                                                | <div>2900'</div> <div>MSA RW26L</div> |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. DME/DME RNP -0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. VGSI and RNAV glidepath not coincident. 4. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided. |                                     |                                                     |                                    |                                                |                                       |



|                        |     |     |     |     |     |     |  |        |       |   |       |
|------------------------|-----|-----|-----|-----|-----|-----|--|--------|-------|---|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  | MALS F | 2000' | D | LAWNN |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  | PAPI   |       |   |       |
| MAP at RW26L           |     |     |     |     |     |     |  |        |       |   |       |

| LPV               |               | STRAIGHT-IN LANDING RWY 26L |             | LNAV               |             |
|-------------------|---------------|-----------------------------|-------------|--------------------|-------------|
| DA(H) 325' (317') |               | LNAV/VNAV                   |             | MDA(H) 560' (552') |             |
| ALS out           |               | ALS out                     |             | ALS out            |             |
| A                 |               |                             |             | RVR 24 or 1/2      | RVR 50 or 1 |
| B                 |               |                             |             | RVR 50 or 1        | 1 1/2       |
| C                 | RVR 24 or 1/2 | RVR 50 or 1                 | RVR 50 or 1 | 1 1/2              |             |
| D                 |               |                             |             | RVR 60 or 1 1/4    | 1 3/4       |

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**KMIA/MIA**  
**MIAMI INTL**

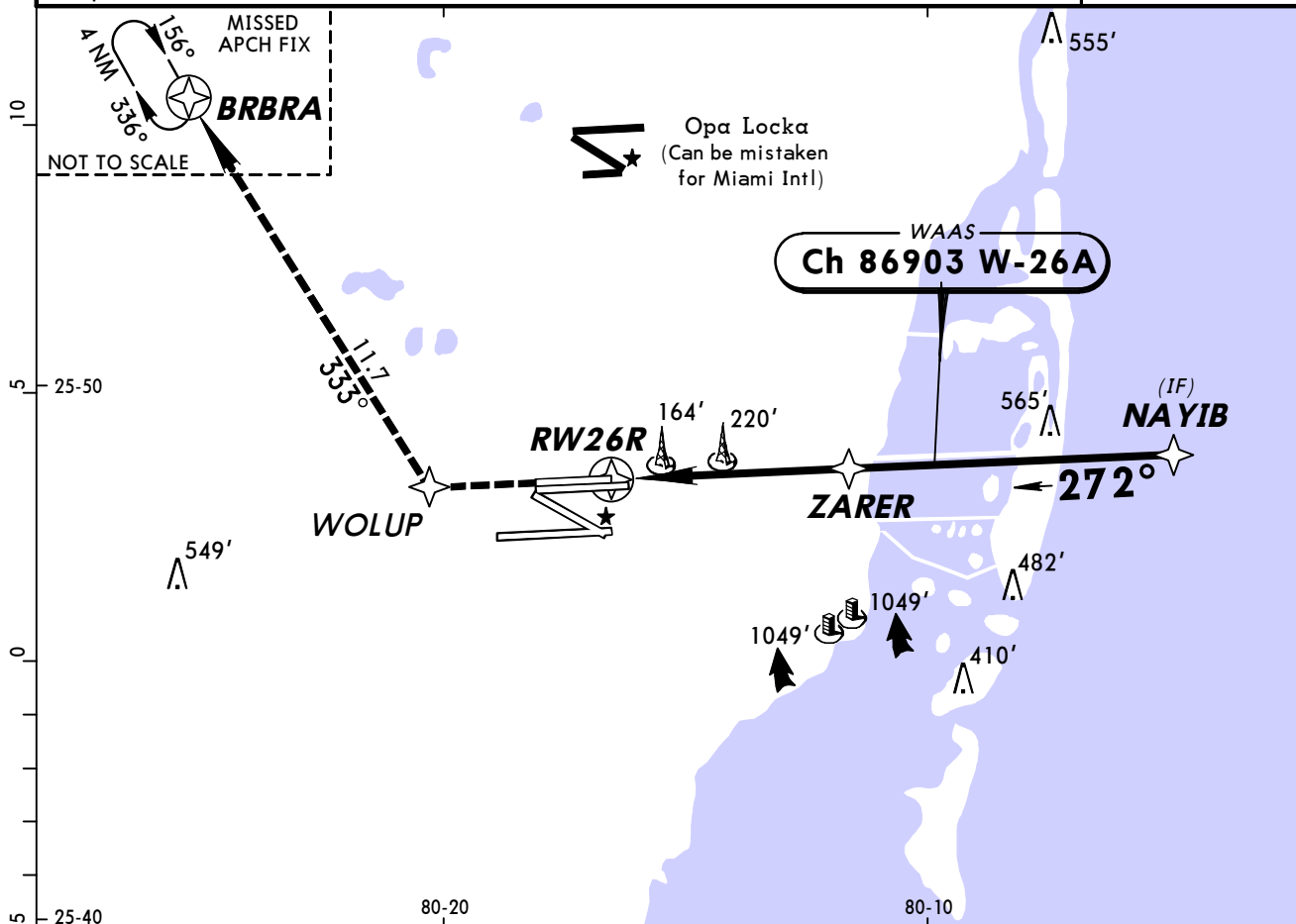
15 MAY 09

(12-6)

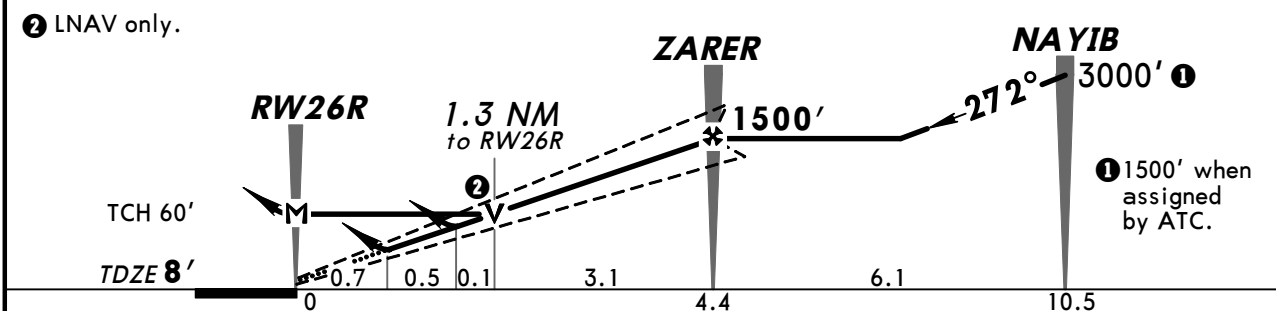
**MIAMI, FLA**  
**RNAV (GPS) Rwy 26R**

BRIEFING STRIP™

|                                                                                |                           |                                       |                             |                        |                                                            |
|--------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------------|------------------------|------------------------------------------------------------|
| D-ATIS Arrival                                                                 | MIAMI Approach (R)        | MIAMI Tower                           |                             | Ground                 |                                                            |
| 119.15                                                                         | 124.85                    | 270°-089°                             | 090°-269°                   | Rwys 8L/R, 12, 26L/R   | Rwys 9, 27, 30                                             |
|                                                                                |                           | 118.3                                 | 123.9                       | 121.8                  | 127.5                                                      |
| WAAS<br>Ch 86903<br>W-26A                                                      | Final<br>Apch Crs<br>272° | Minimum Alt<br>ZARER<br>1500' (1492') | LPV<br>DA(H)<br>298' (290') | Apt Elev 8'<br>TDZE 8' | <div><div></div><div>2900'</div><div>MSA RW26R</div></div> |
| MISSED APCH: Climb to 2000' direct WOLUP and via 333° track to BRBRA and hold. |                           |                                       |                             |                        |                                                            |
| Alt Set: INCHES                                                                |                           |                                       |                             |                        |                                                            |



② LNAV only.



|                        |     |     |     |     |     |     |                |            |    |       |
|------------------------|-----|-----|-----|-----|-----|-----|----------------|------------|----|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 2000'<br>↑ | D→ | WOLUP |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                |            |    |       |
| MAP at RW26R           |     |     |     |     |     |     |                |            |    |       |

STRAIGHT-IN LANDING RWY 26R

CIRCLE-TO-LAND

| LPV<br>DA(H) <b>298'</b> (290') |   | LNAV/VNAV<br>DA(H) <b>460'</b> (452') |    | LNAV<br>MDA(H) <b>480'</b> (472') |   | CIRCLE-TO-LAND |    |
|---------------------------------|---|---------------------------------------|----|-----------------------------------|---|----------------|----|
| A                               | 1 | 1½                                    | 1¼ | 1½                                | 1 | A              | NA |
| B                               |   |                                       |    |                                   |   | B              |    |
| C                               |   |                                       |    |                                   |   | C              |    |
| D                               |   |                                       |    |                                   |   | D              |    |

TERPS

CHANGES: ATIS frequency.

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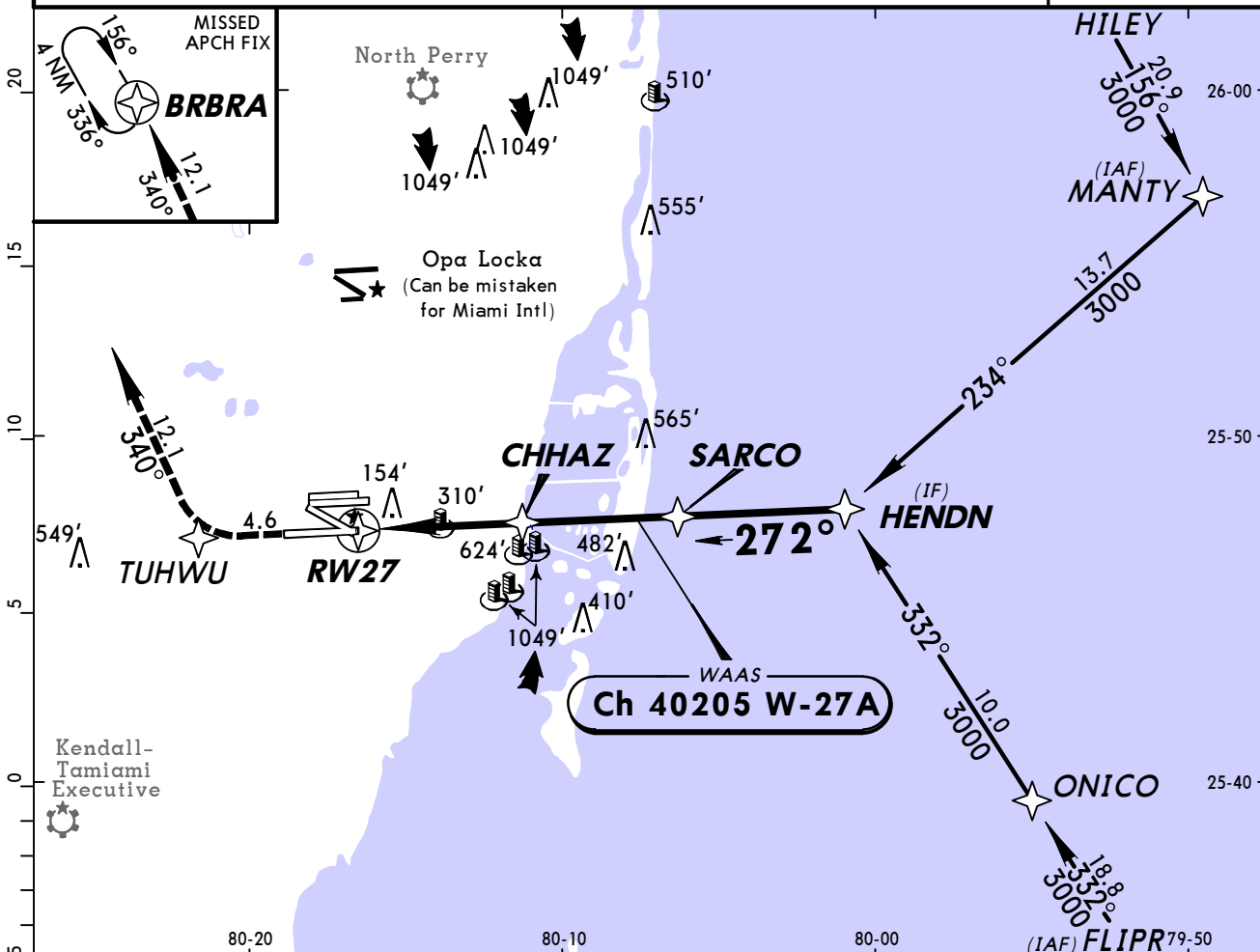
KMIA/MIA  
MIAMI INTL

JEPPESSEN  
24 JUL 09  
Eff 30 Jul 12-7

MIAMI, FLA  
RNAV (GPS) Z Rwy 27

BRIEFING STRIP

|                                                                                                                                                                                          |                           |                                       |                             |                        |                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------------|------------------------|--------------------------------------|
| D-ATIS Arrival                                                                                                                                                                           | MIAMI Approach (R)        | MIAMI Tower                           |                             | Ground                 |                                      |
|                                                                                                                                                                                          |                           | 270°-089°                             | 090°-269°                   | Rwys 9, 27, 30         | Rwys 8L/R, 12, 26L/R                 |
| 119.15                                                                                                                                                                                   | 124.85                    | 118.3                                 | 123.9                       | 127.5                  | 121.8                                |
| WAAS<br>Ch 40205<br>W-27A                                                                                                                                                                | Final<br>Apch Crs<br>272° | Minimum Alt<br>CHHAZ<br>1600' (1592') | LPV<br>DA(H)<br>312' (304') | Apt Elev 8'<br>TDZE 8' | <div>2900'</div> <div>MSA RW27</div> |
| MISSED APCH: Climb to 2000' direct TUHWU and via 340° track to BRBRA and hold.                                                                                                           |                           |                                       |                             |                        |                                      |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                          |                           |                                       |                             |                        |                                      |
| 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. VGSI and RNAV glidepath not coincident. |                           |                                       |                             |                        |                                      |



|                        |     |                |     |              |     |              |                                                                                                                                                                                                    |
|------------------------|-----|----------------|-----|--------------|-----|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ① LNAV only.           |     | <b>CHHAZ</b>   |     | <b>SARCO</b> |     | <b>HENDN</b> |                                                                                                                                                                                                    |
| <b>RW27</b>            |     | 1.5 NM to RW27 |     | 3000'        |     | 3000'        |                                                                                                                                                                                                    |
| TCH 55'                |     | 1600'          |     | 272°         |     | 3000'        |                                                                                                                                                                                                    |
| TDZE 8'                |     | 0.8 0.5 0.2    |     | 3.3          |     | 4.5          |                                                                                                                                                                                                    |
|                        |     | 4.8            |     | 9.3          |     | 14.1         |                                                                                                                                                                                                    |
| Gnd speed-Kts          | 70  | 90             | 100 | 120          | 140 | 160          | <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">MALSR</div> <div style="text-align: center;">2000'</div> <div style="margin-left: 10px;">D → TUHWU</div> </div> |
| Glide Path Angle 3.00° | 372 | 478            | 531 | 637          | 743 | 849          |                                                                                                                                                                                                    |
| MAP at RW27            |     |                |     |              |     |              |                                                                                                                                                                                                    |

| LPV                      |               | STRAIGHT-IN LANDING RWY 27            |             | LNAV                      |         |
|--------------------------|---------------|---------------------------------------|-------------|---------------------------|---------|
| DA(H) <b>312'</b> (304') |               | LNAV/VNAV<br>DA(H) <b>470'</b> (462') |             | MDA(H) <b>560'</b> (552') |         |
| RAIL or ALS out          |               | RAIL or ALS out                       |             | RAIL out                  | ALS out |
| A                        |               |                                       |             | RVR 24                    | RVR 50  |
| B                        |               |                                       |             | or 1/2                    | or 1    |
| C                        | RVR 24 or 1/2 | RVR 50 or 1                           | RVR 50 or 1 | 1 1/2                     |         |
| D                        |               |                                       | 1 1/2       | RVR 60 or 1 1/4           | 1 3/4   |

CHANGES: Procedure.

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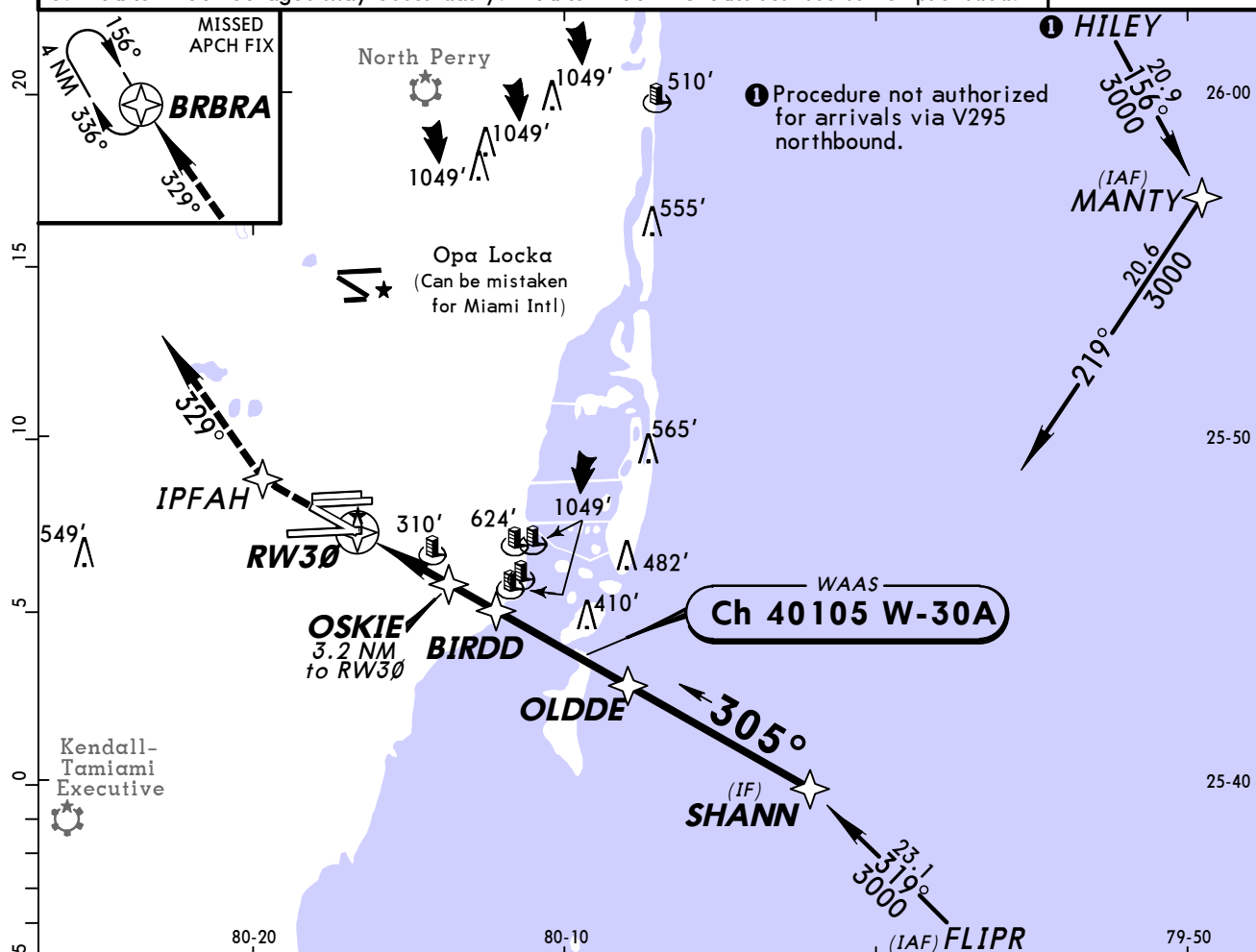


MIAMI, FLA  
RNAV (GPS) Z Rwy 30

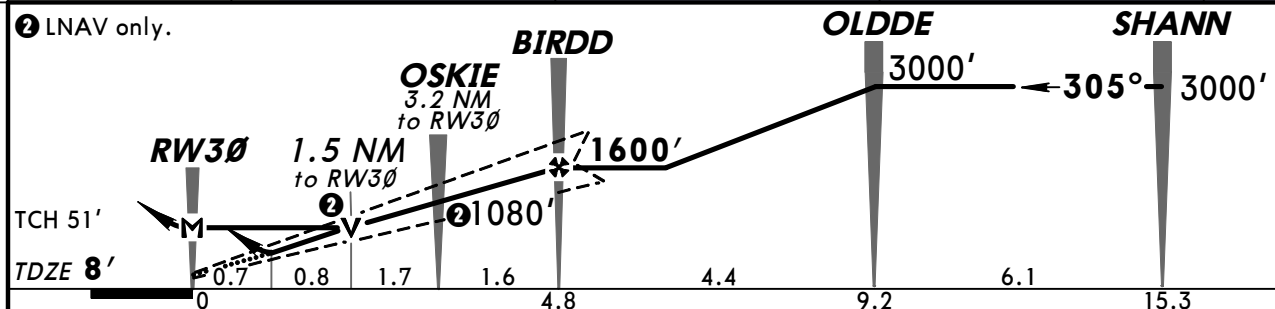
BRIEFING STRIP™

A diagram of a circular pond. A vertical line segment passes through the center of the circle, representing the diameter. The text "2900'" is written inside the circle, indicating the diameter.

1. DME/DME RNP-0.30 not authorized. 2. VGSI and LPV glidepath not coincident.  
3. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided.



**2** LNAV only.



|                               |     |     |     |     |     |     |  |       |
|-------------------------------|-----|-----|-----|-----|-----|-----|--|-------|
| <i>Gnd speed-Kts</i>          | 70  | 90  | 100 | 120 | 140 | 160 |  | IPFAH |
| <i>Glide Path Angle 3.00°</i> | 372 | 478 | 531 | 637 | 743 | 849 |  |       |
|                               |     |     |     |     |     |     |  |       |
| <i>MAP at RW30</i>            |     |     |     |     |     |     |  |       |

STRAIGHT-IN LANDING RWY 30

| LPV<br><i>DA(H)</i> <b>285'</b> (277') |                    | LNAV<br><i>MDA(H)</i> <b>560'</b> (552') |                    |
|----------------------------------------|--------------------|------------------------------------------|--------------------|
| ALS out                                |                    | ALS out                                  |                    |
| A                                      | RVR <b>50</b> or 1 | RVR <b>40</b> or $\frac{3}{4}$           | RVR <b>50</b> or 1 |
| B                                      |                    |                                          |                    |
| C                                      |                    | 1 $\frac{1}{2}$                          |                    |
| D                                      |                    | 1 $\frac{3}{4}$                          |                    |

# TERPS

## AMEND 1

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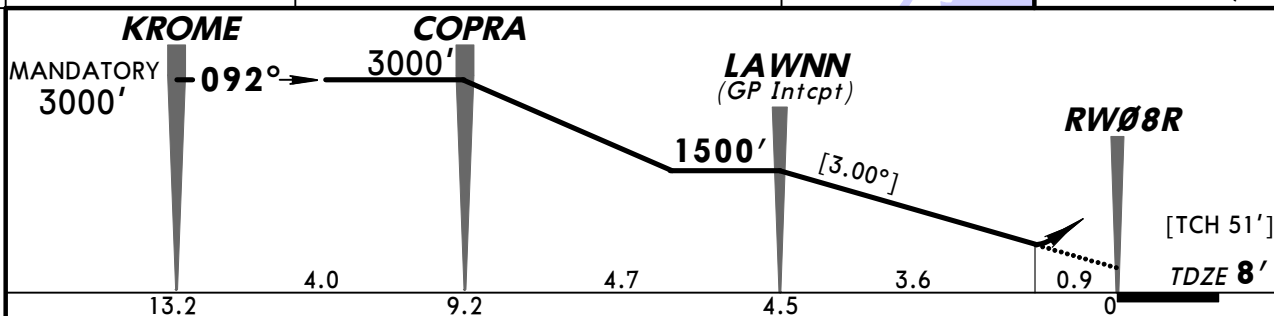
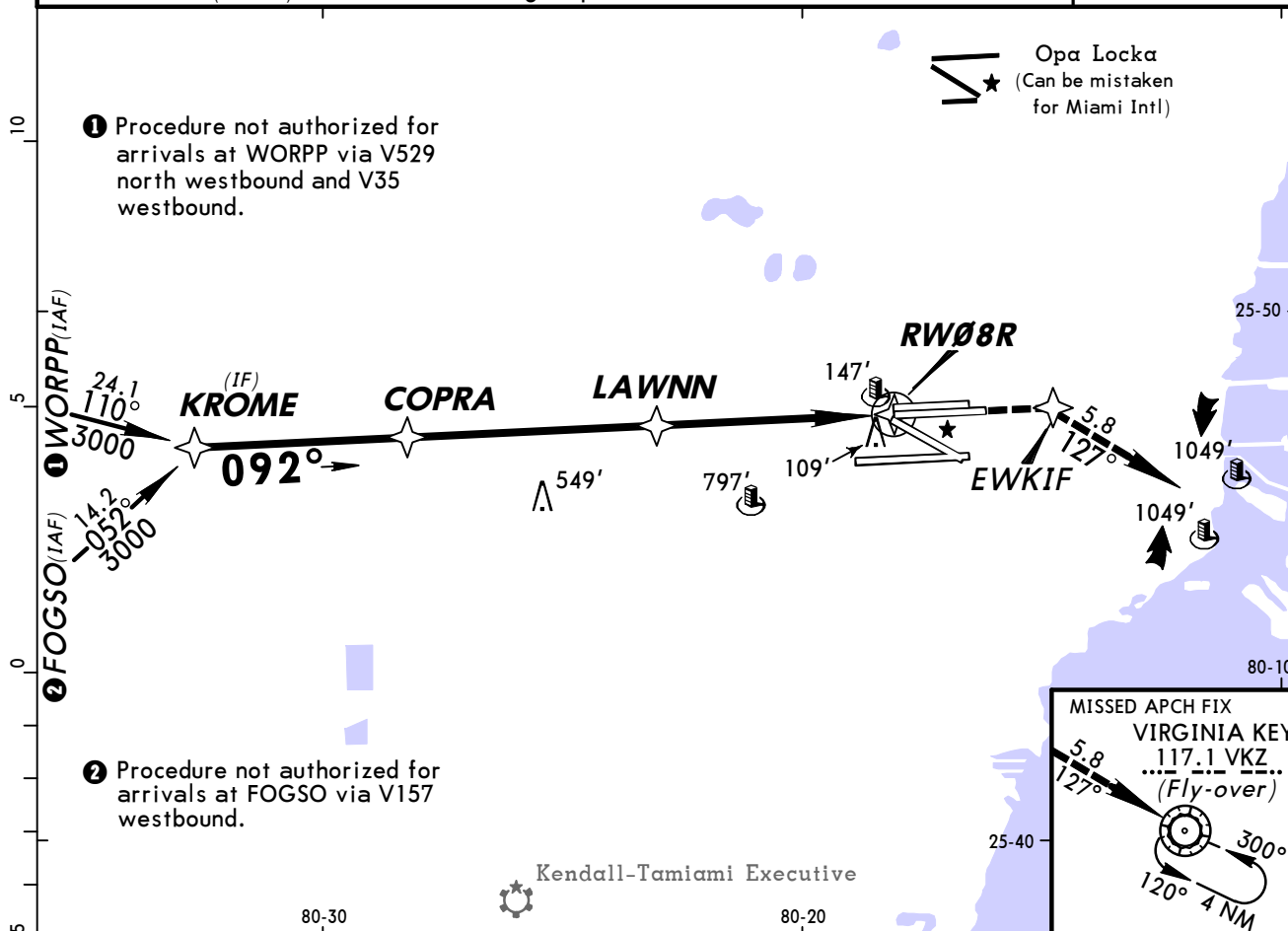
KMIA/MIA  
MIAMI INTL

24 JUN 11 (12-20)

MIAMI, FLA  
RNAV (RNP) Y Rwy 8R

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                       |                           |                                       |                                  |                               |                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|----------------------------------|-------------------------------|---------------------------------------|
| D-ATIS Arrival                                                                                                                                                                                                                                                                                        | MIAMI Approach (R)        | MIAMI Tower                           |                                  | Ground                        |                                       |
| 119.15                                                                                                                                                                                                                                                                                                | 124.85                    | 270°-089°<br>118.3                    | 090°-269°<br>123.9               | Rwys 8L/R, 12, 26L/R<br>121.8 | Rwys 9, 27, 30<br>127.5               |
| RNAV                                                                                                                                                                                                                                                                                                  | Final<br>Apch Crs<br>092° | Minimum Alt<br>LAWNN<br>1500' (1492') | RNP 0.11<br>DA(H)<br>354' (346') | Apt Elev 9'<br>TDZE 8'        | <div>2900'</div> <div>MSA RW08R</div> |
| MISSED APCH: Climb to 3000' direct EWKIF and via 127° track to VKZ VOR and hold, continue climb-in-hold to 3000'.                                                                                                                                                                                     |                           |                                       |                                  |                               |                                       |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. AUTHORIZATION REQUIRED. 2. GPS required.<br>3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (42°F) or above 49°C (120°F). 4. VGSI and RNAV glidepath not coincident. |                           |                                       |                                  |                               |                                       |



|                       |     |     |     |     |     |     |               |       |   |       |
|-----------------------|-----|-----|-----|-----|-----|-----|---------------|-------|---|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | MALSR<br>PAPI | 3000' | D | EWKIF |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |               |       |   |       |
| MAP at DA             |     |     |     |     |     |     |               |       |   |       |

| STRAIGHT-IN LANDING RWY 8R                    |                                |                                             |                           |
|-----------------------------------------------|--------------------------------|---------------------------------------------|---------------------------|
| <b>1 RNP 0.11</b><br>DA(H) <b>354'</b> (346') |                                | <b>RNP 0.30</b><br>DA(H) <b>458'</b> (450') |                           |
| RAIL or ALS out                               |                                | RAIL or ALS out                             |                           |
| A                                             |                                |                                             |                           |
| B                                             |                                |                                             |                           |
| C                                             | RVR <b>32</b> or $\frac{5}{8}$ | RVR <b>60</b> or $\frac{1}{4}$              | RVR <b>50</b> or <b>1</b> |
| D                                             |                                |                                             | $\frac{1}{2}$             |

**1** Missed approach requires minimum climb of 330'/NM to 600'.

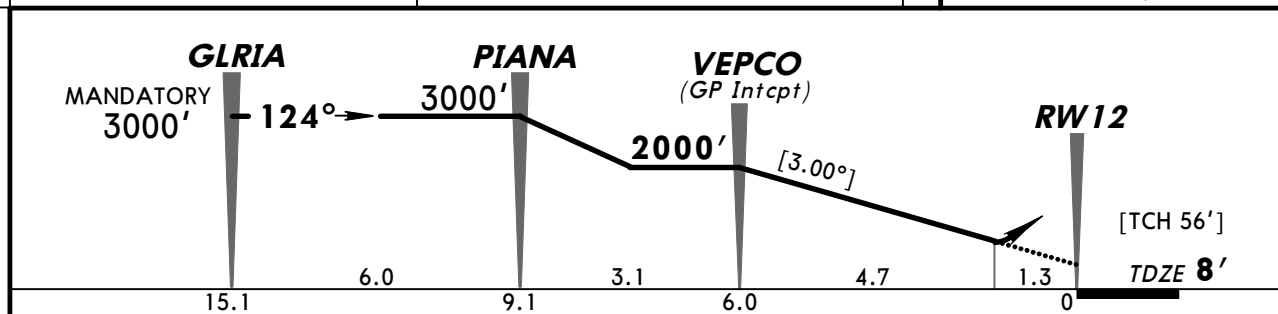
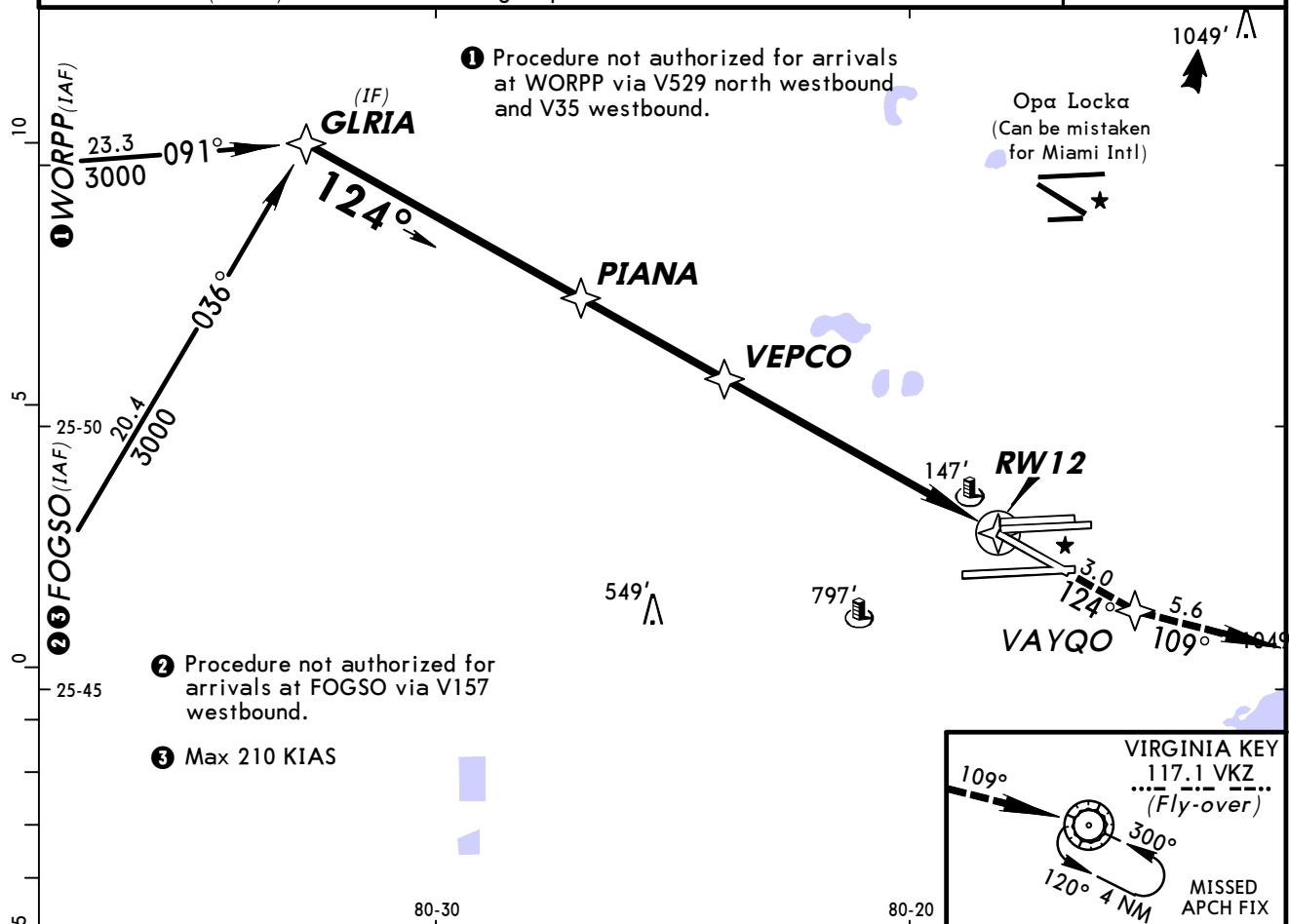
CHANGES: Procedure authorization note.

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TERPS AMEND 0A 30 JUN 2011

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                                                                                |                                     |                                                     |                                         |                                                |                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------------|-----------------------------------------|------------------------------------------------|--------------------------------|
| D-ATIS Arrival<br><b>119.15</b>                                                                                                                                                                                                                                                                                                                                                                | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b>            | 090°-269°<br><b>123.9</b>               | Ground<br>Rwys 8L/R, 12, 26L/R<br><b>121.8</b> | Rwys 9, 27, 30<br><b>127.5</b> |
| RNAV                                                                                                                                                                                                                                                                                                                                                                                           | Final<br>Apch Crs<br><b>124°</b>    | Minimum Alt<br><b>VEPCO</b><br><b>2000'</b> (1992') | RNP 0.30<br>DA(H)<br><b>461'</b> (453') | Apt Elev <b>9'</b><br>TDZE <b>8'</b>           | 2900'                          |
| <b>MISSED APCH:</b> Climb to 3000' direct VAYQO and via 109° track to VKZ VOR and hold, continue climb-in-hold to 3000'.<br>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br><b>1. AUTHORIZATION REQUIRED. 2. GPS required.</b><br>3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (42°F) or above 49°C (120°F). 4. VGSI and RNAV glidepath not coincident. |                                     |                                                     |                                         |                                                | MSA RW12                       |



|                       |     |     |     |     |     |     |       |       |   |       |
|-----------------------|-----|-----|-----|-----|-----|-----|-------|-------|---|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | MALSR | 3000' | → | VAYQO |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 | PAPI  | ↑     |   |       |
| MAP at DA             |     |     |     |     |     |     |       |       |   |       |

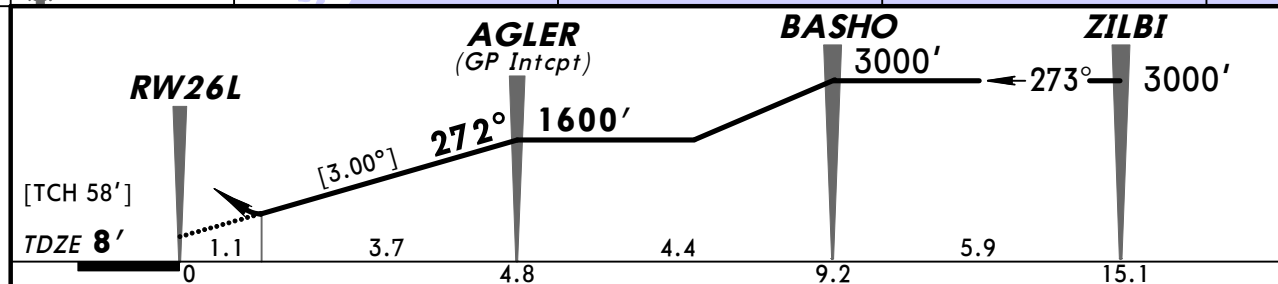
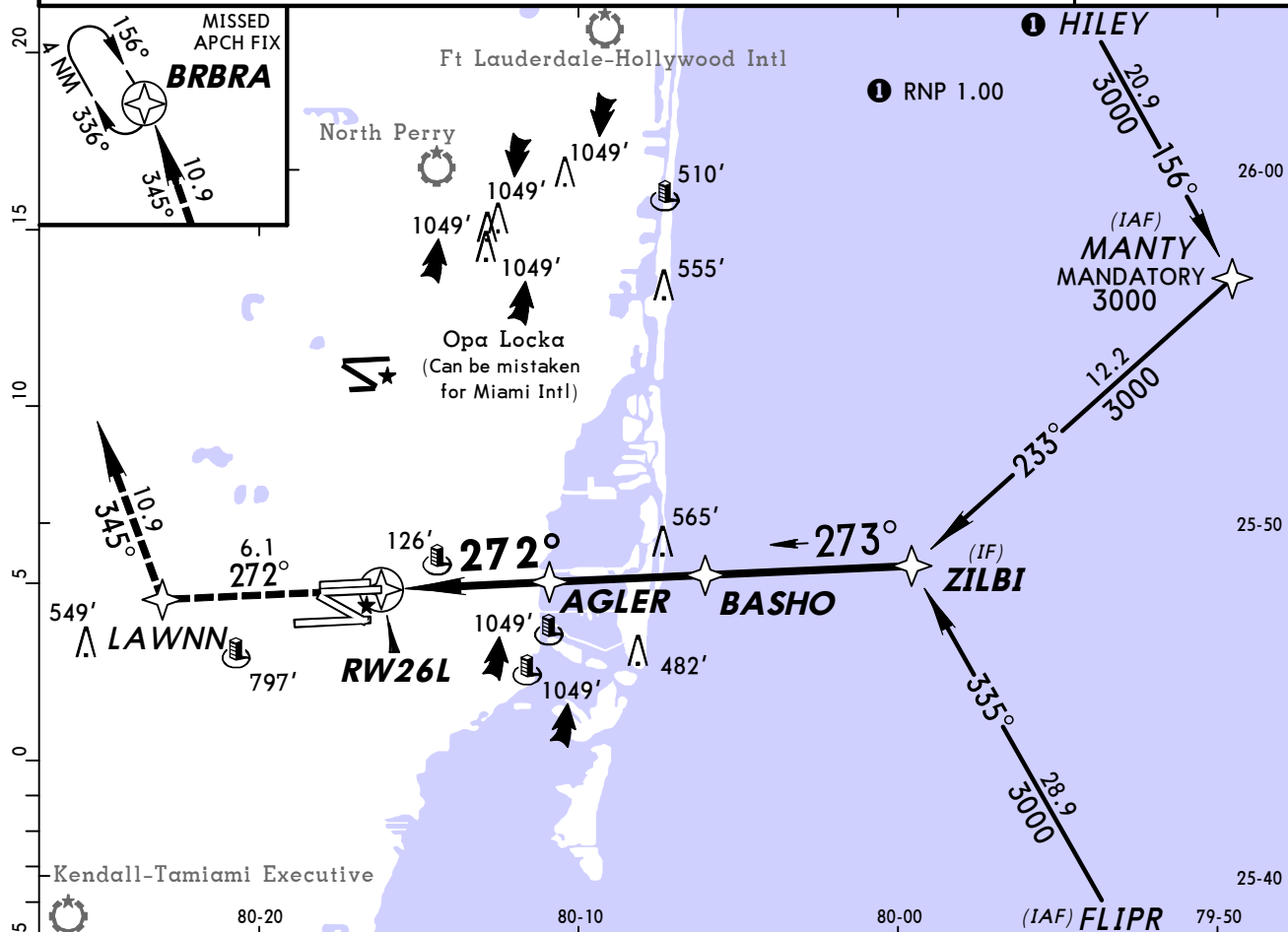
STRAIGHT-IN LANDING RWY 12  
RNP 0.30  
DA(H) **461'** (453')

|   |                 |
|---|-----------------|
|   | RAIL or ALS out |
| A |                 |
| B |                 |
| C | RVR 50 or 1     |
| D | 1½              |

TERPS AMEND 0B 30 JUN 2011

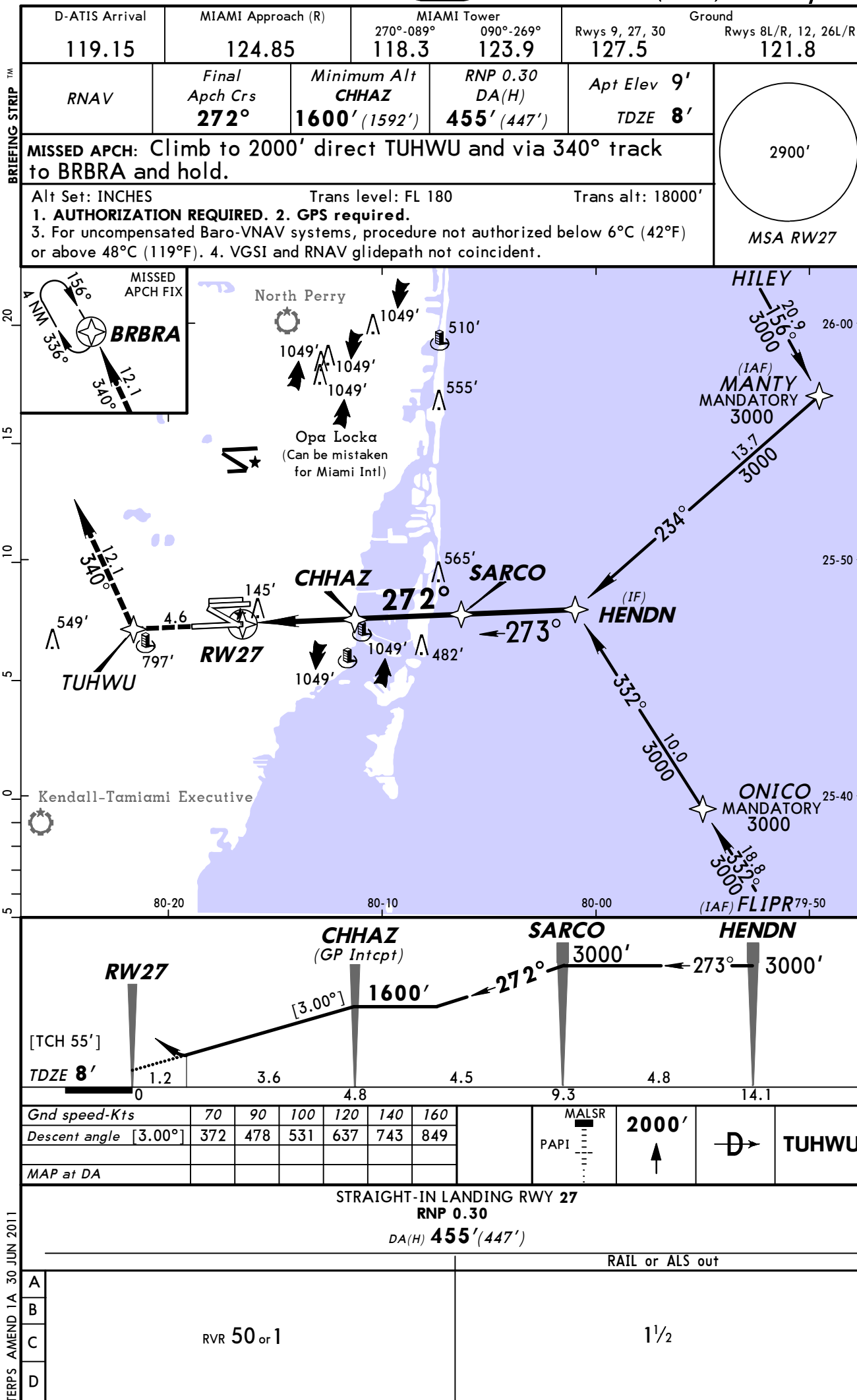
BRIEFING STRIP™

|                                                                                                                                                                                                    |                           |                                       |                                  |                        |                                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|----------------------------------|------------------------|---------------------------------------|
| D-ATIS Arrival                                                                                                                                                                                     | MIAMI Approach (R)        | MIAMI Tower                           |                                  | Ground                 |                                       |
| 119.15                                                                                                                                                                                             | 124.85                    | 270°-089°                             | 090°-269°                        | Rwys 8L/R, 12, 26L/R   | Rwys 9, 27, 30                        |
|                                                                                                                                                                                                    |                           | 118.3                                 | 123.9                            | 121.8                  | 127.5                                 |
| RNAV                                                                                                                                                                                               | Final<br>Apch Crs<br>272° | Minimum Alt<br>AGLER<br>1600' (1592') | RNP 0.20<br>DA(H)<br>407' (399') | Apt Elev 9'<br>TDZE 8' | <div>2900'</div> <div>MSA RW26L</div> |
| MISSED APCH: Climb to 2000' direct LAWNN and via 345° track to BRBRA and hold.                                                                                                                     |                           |                                       |                                  |                        |                                       |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                                    |                           |                                       |                                  |                        |                                       |
| 1. AUTHORIZATION REQUIRED. 2. GPS required.<br>3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (42°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident. |                           |                                       |                                  |                        |                                       |

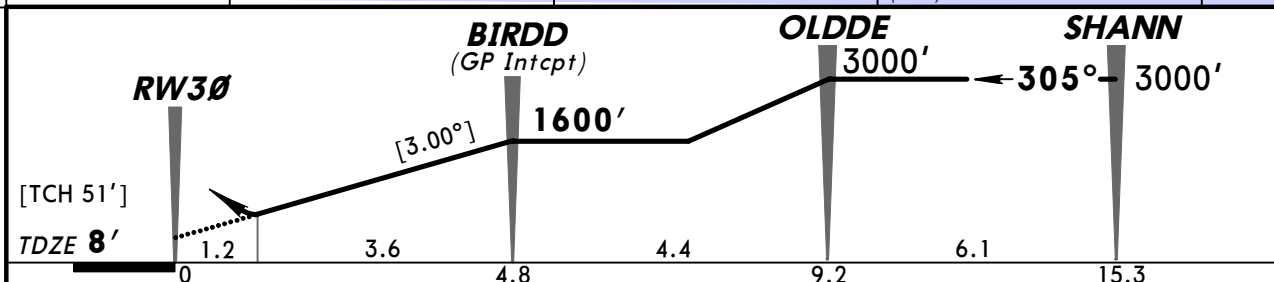
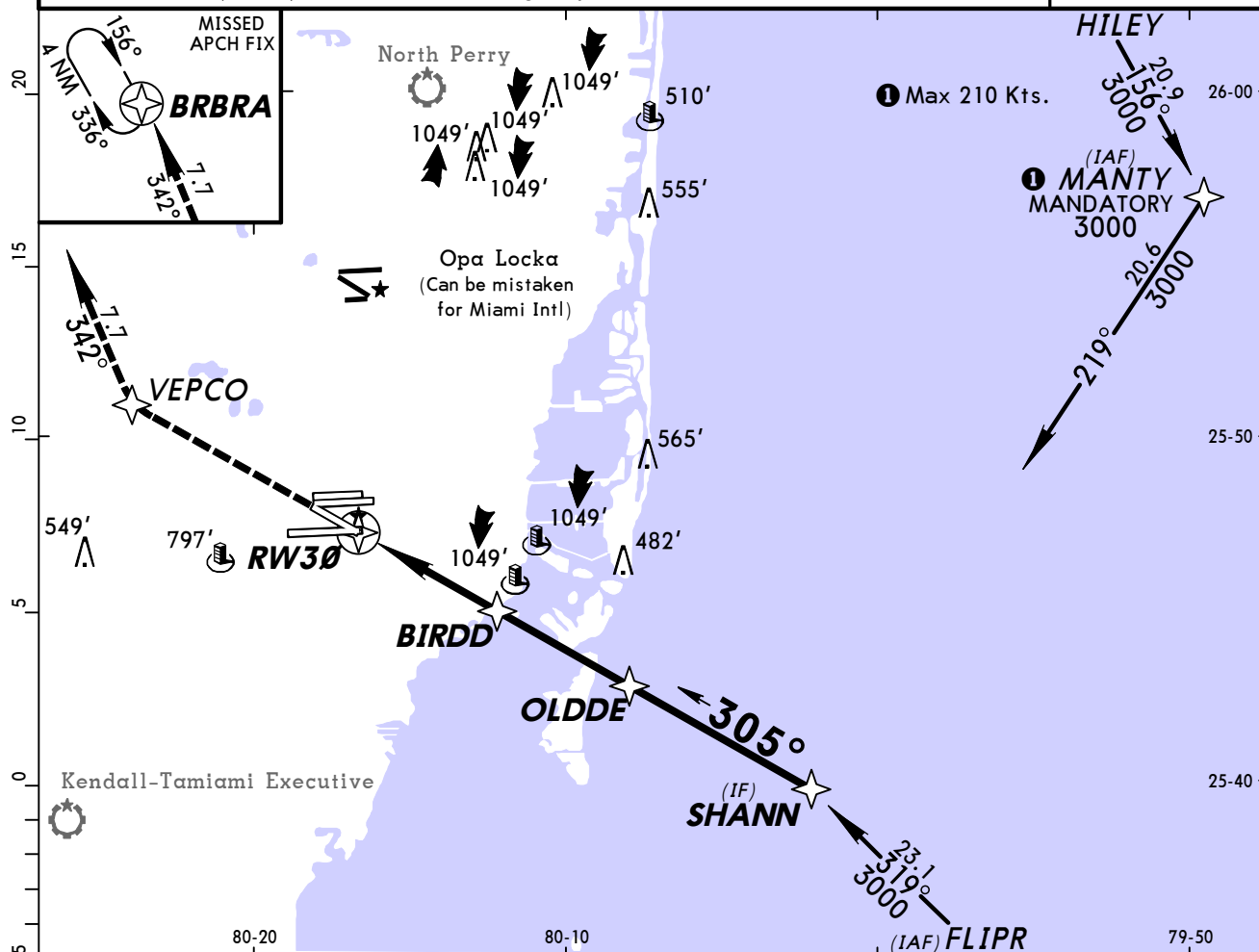


| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | MALSFS | 2000' | D | LAWNN |
|-----------------------|-----|-----|-----|-----|-----|-----|--------|-------|---|-------|
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 | PAPIS  |       |   |       |
| MAP at DA             |     |     |     |     |     |     |        |       |   |       |

| STRAIGHT-IN LANDING RWY 26L          |             |                                      |    |
|--------------------------------------|-------------|--------------------------------------|----|
| RNP 0.20<br>DA(H) <b>407'</b> (399') |             | RNP 0.30<br>DA(H) <b>564'</b> (556') |    |
| ALS out                              |             | ALS out                              |    |
| A                                    |             |                                      |    |
| B                                    |             |                                      |    |
| C                                    | RVR 50 or 1 | RVR 60 or 1¼                         | 1¾ |
| D                                    |             |                                      | 2  |



|                                                                                                                                                                                                                                                                    |                                     |                                                     |                                         |                                      |                                                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------------|-----------------------------------------|--------------------------------------|------------------------------------------------|
| D-ATIS Arrival<br><b>119.15</b>                                                                                                                                                                                                                                    | MIAMI Approach (R)<br><b>124.85</b> | MIAMI Tower<br>270°-089°<br><b>118.3</b>            | 090°-269°<br><b>123.9</b>               | Rwys 9, 27, 30<br><b>127.5</b>       | Ground<br>Rwys 8L/R, 12, 26L/R<br><b>121.8</b> |
| RNAV                                                                                                                                                                                                                                                               | Final<br>Apch Crs<br><b>305°</b>    | Minimum Alt<br><b>BIRDD</b><br><b>1600'</b> (1592') | RNP 0.23<br>DA(H)<br><b>426'</b> (418') | Apt Elev <b>9'</b><br>TDZE <b>8'</b> | <div>2900'</div> <div>MSA RW30</div>           |
| <b>MISSED APCH:</b> Climb to 3000' direct VEPCO and via 342° track to BRBRA and hold.                                                                                                                                                                              |                                     |                                                     |                                         |                                      |                                                |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br><b>1. AUTHORIZATION REQUIRED. 2. GPS required.</b><br>3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (42°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident. |                                     |                                                     |                                         |                                      |                                                |



| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | MALS | 3000' | VEPCO |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-------|-------|
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 | PAPI |       |       |
| MAP at DA             |     |     |     |     |     |     |      |       |       |

| STRAIGHT-IN LANDING RWY 30           |    |                                      |    |
|--------------------------------------|----|--------------------------------------|----|
| RNP 0.23<br>DA(H) <b>426'</b> (418') |    | RNP 0.30<br>DA(H) <b>521'</b> (513') |    |
| ALS out                              |    | ALS out                              |    |
| A                                    |    |                                      |    |
| B                                    |    |                                      |    |
| C                                    | 1¼ | 1½                                   | 1¾ |
| D                                    |    |                                      |    |

## General Information

Location: Melbourne FL USA  
IATA Code: MLB  
Lat/Long: N28° 06.2' W080° 38.7'  
Elevation: 33 ft

Airport Use: Public  
Magnetic Variation: 6.3°W  
Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet A  
Repair Types: Major Airframe, Major Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1150 Z  
Sunset: 2321 Z,

## Runway Information

Runway: 05  
Length x Width: 3000 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 25 ft  
Lighting: Edge, Pilot controlled

Runway: 09L  
Length x Width: 6000 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 31 ft  
Lighting: Edge, Pilot controlled

Runway: 09R  
Length x Width: 10181 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 32 ft  
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 23  
Length x Width: 3000 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 25 ft  
Lighting: Edge, Pilot controlled

Runway: 27L

Length x Width: 10181 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 26 ft  
Lighting: Edge, Centerline, REIL, Pilot controlled  
Displaced Threshold: 700 ft

Runway: 27R  
Length x Width: 6000 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 26 ft  
Lighting: Edge, Pilot controlled

## **Communication Information**

ATIS 132.55  
Melbourne Tower 124.05 Secondary  
Melbourne Tower 118.2 CTAF PCL  
Melbourne Ground Control 121.9  
Orlando Clearance Delivery 132.65  
Melbourne Clearance Delivery 121.9  
Orlando Approach Approach Control 132.65  
Orlando Departure Departure Control 132.65  
Melbourne Intl Unicom 122.95  
Grumman Operations 123.2 Military  
St Petersburg Flight Service Station 122.6 RCO  
St Petersburg Flight Service Station 122.1 RCO  
St Petersburg Flight Service Station 110.0 RCO

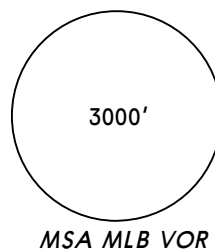




ATIS  
**132.55**

Apt Elev  
See Graphic

Alt Set: INCHES  
Trans level: FL180 Trans alt: 18000'



# BITHO SEVEN ARRIVAL (BITHO.BITH07)

Direct distance from BITHO to:  
Melbourne Intl **39 NM**

OCALA  
D (L) 113.7 OCF  
N29 10.6 W082 13.6

LAMMA  
N29 00.9 W081 05.4

**TURBOJETS**

EXPECT clearance to  
cross at **15000'**

**BITHO**  
N28 37.9 W081 03.6

**TURBOJETS**  
EXPECT clearance  
to cross at **8000'**

EXPECT RADAR vectors  
to final approach  
course after BITHO

ORLANDO  
D (H) 112.2 ORL  
N28 32.6 W081 20.1

ORLANDO FLA  
Orlando Intl  
96

ORLANDO FLA  
Kissimmee Gateway  
82

TITUSVILLE FLA  
Space Coast Regl  
34

CAPE CANAVERAL  
AFS SKID STRIP FLA  
10

MERRITT I FLA  
Merritt I  
6

MELBOURNE  
D (L) 110.0 MLB  
N28 06.3 W080 38.1

Melbourne Intl  
33

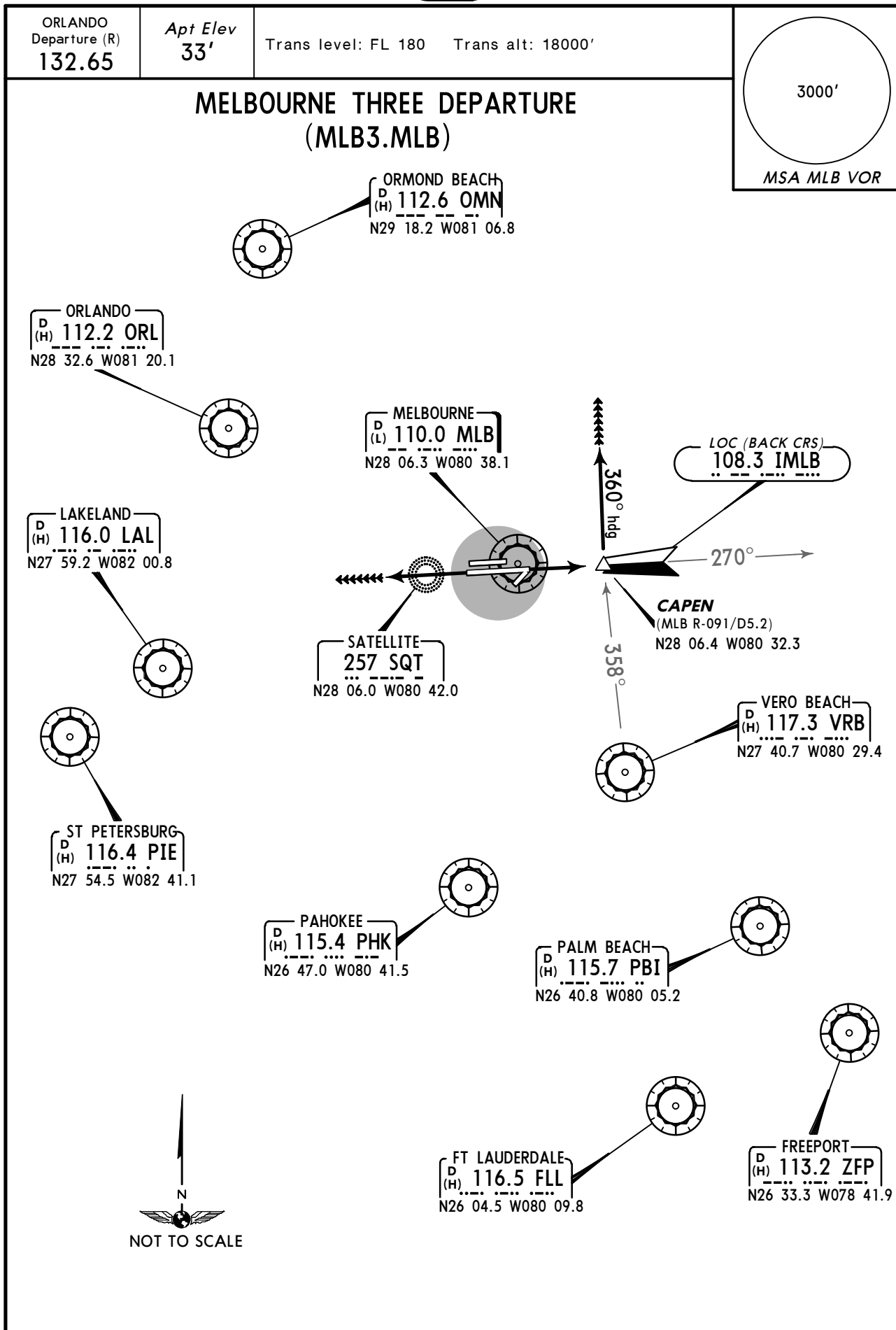
PATRICK  
AFB FLA  
8

NASA SHUTTLE  
LANDING FACILITY FLA  
10



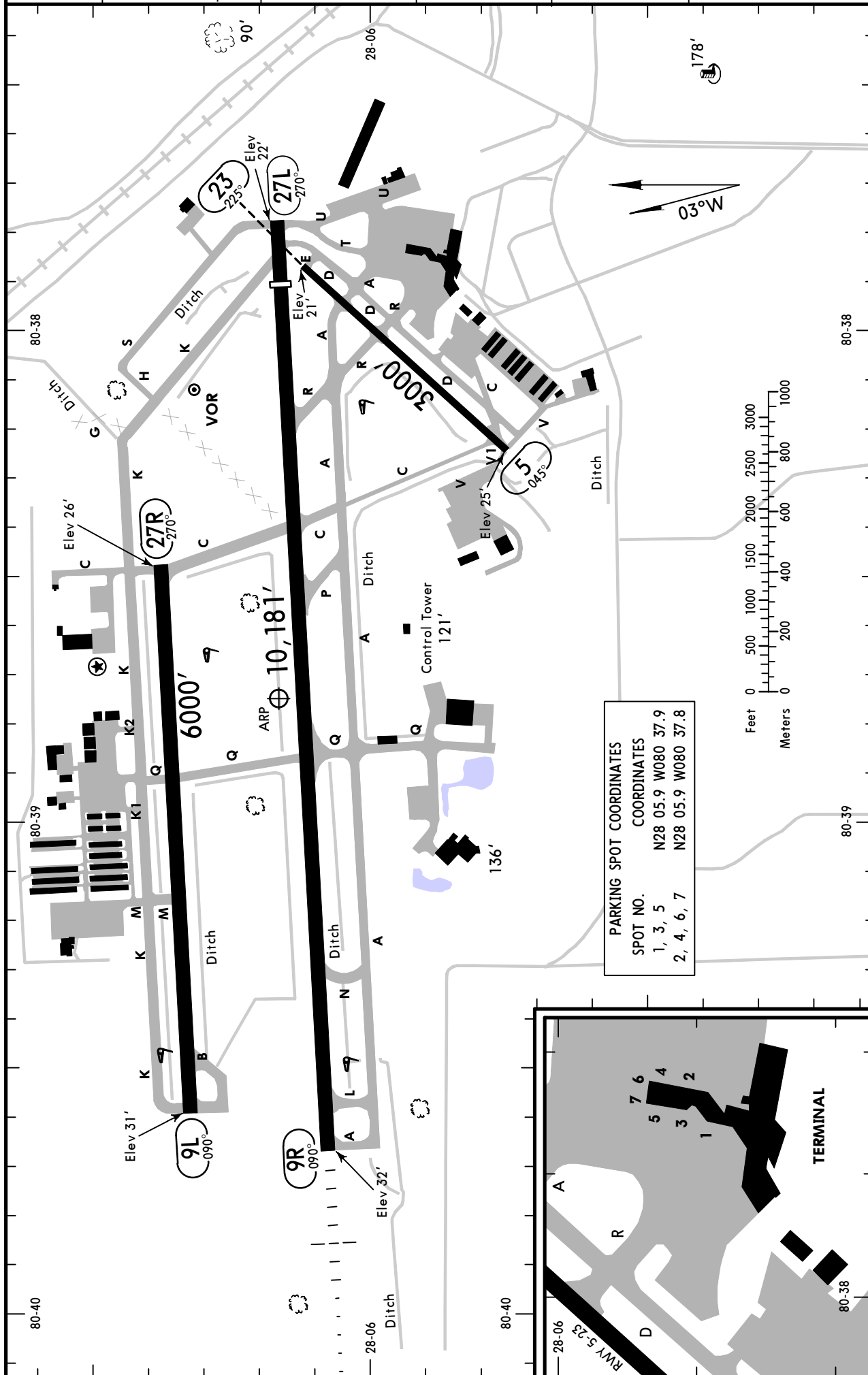
## ROUTING

From over OMN via OMN R-176 to BITHO. EXPECT RADAR vectors to final approach course after BITHO.



| RWY                                                                                                                                   | INITIAL CLIMB                                                | ALTITUDE                             |
|---------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|--------------------------------------|
| 9R                                                                                                                                    | Fly runway heading until CAPEN, then turn LEFT heading 360°. | MAINTAIN 5000' or assigned altitude. |
| 27L                                                                                                                                   | Fly runway heading.                                          |                                      |
| ROUTING                                                                                                                               |                                                              |                                      |
| All aircraft EXPECT RADAR vectors to join assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure. |                                                              |                                      |

|        |                          |                   |            |               |                       |
|--------|--------------------------|-------------------|------------|---------------|-----------------------|
| ATIS   | ORLANDO Clearance        | *MELBOURNE Ground | *Tower     | UNICOM 122.95 | ORLANDO Departure (R) |
| 132.55 | 132.65<br>when Twr inop. | 121.9             | CTAF 118.2 |               | 132.65                |



**GENERAL**

Training operations by large aircraft over 12,500 lbs or turbojet aircraft (all categories) prohibited; except by prior written authorization from the Office of the Director of Aviation.  
 Touch & go operations restricted after 0100 LT or 2 hours after sunset (whichever is latest).

**ADDITIONAL RUNWAY INFORMATION**

|                                                                                 |                                                       | USABLE LENGTHS |             |          |       |
|---------------------------------------------------------------------------------|-------------------------------------------------------|----------------|-------------|----------|-------|
| RWY                                                                             |                                                       | LANDING BEYOND |             | TAKE-OFF | WIDTH |
|                                                                                 |                                                       | Threshold      | Glide Slope |          |       |
| 5<br>23                                                                         | ① MIRL PAPI-L (angle 3.0°, TCH 21')                   |                |             |          | 75'   |
| ① Activate preselected rwy lights (normally rwy 9R-27L) on 118.2 when Twr inop. |                                                       |                |             |          |       |
| 9R<br>27L                                                                       | ② HIRL CL ③ MALSR TDZ PAPI-L (angle 3.0°) grooved RVR |                | 8931'       |          | 150'  |
|                                                                                 | ② HIRL CL ③ REIL PAPI-L (angle 3.0°) grooved          | 9481'          |             |          |       |
| ② Activate preselected rwy lights (normally rwy 9R-27L) on 118.2 when Twr inop. |                                                       |                |             |          |       |
| ③ Activate on 118.2 when Twr inop.                                              |                                                       |                |             |          |       |
| 9L<br>27R                                                                       | ④ MIRL PAPI-L (angle 3.0°)                            |                |             |          | 150'  |
| ④ Activate preselected rwy lights (normally rwy 9R-27L) on 118.2 when Twr inop. |                                                       |                |             |          |       |

**TAKE-OFF**

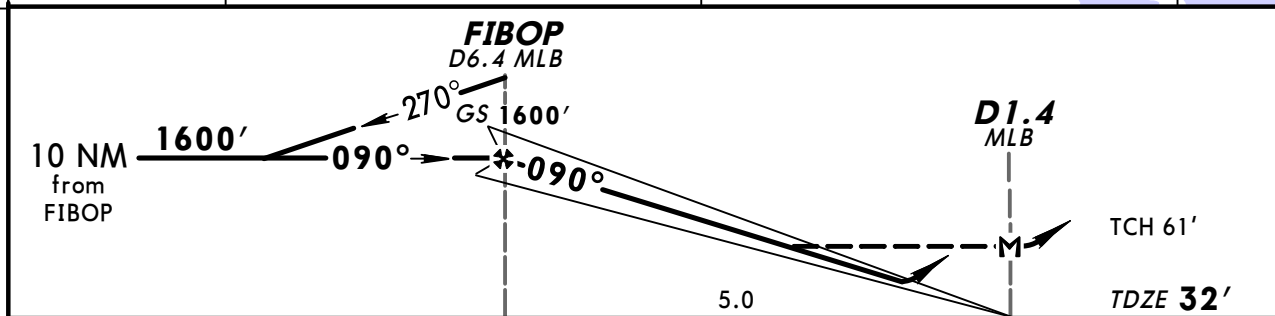
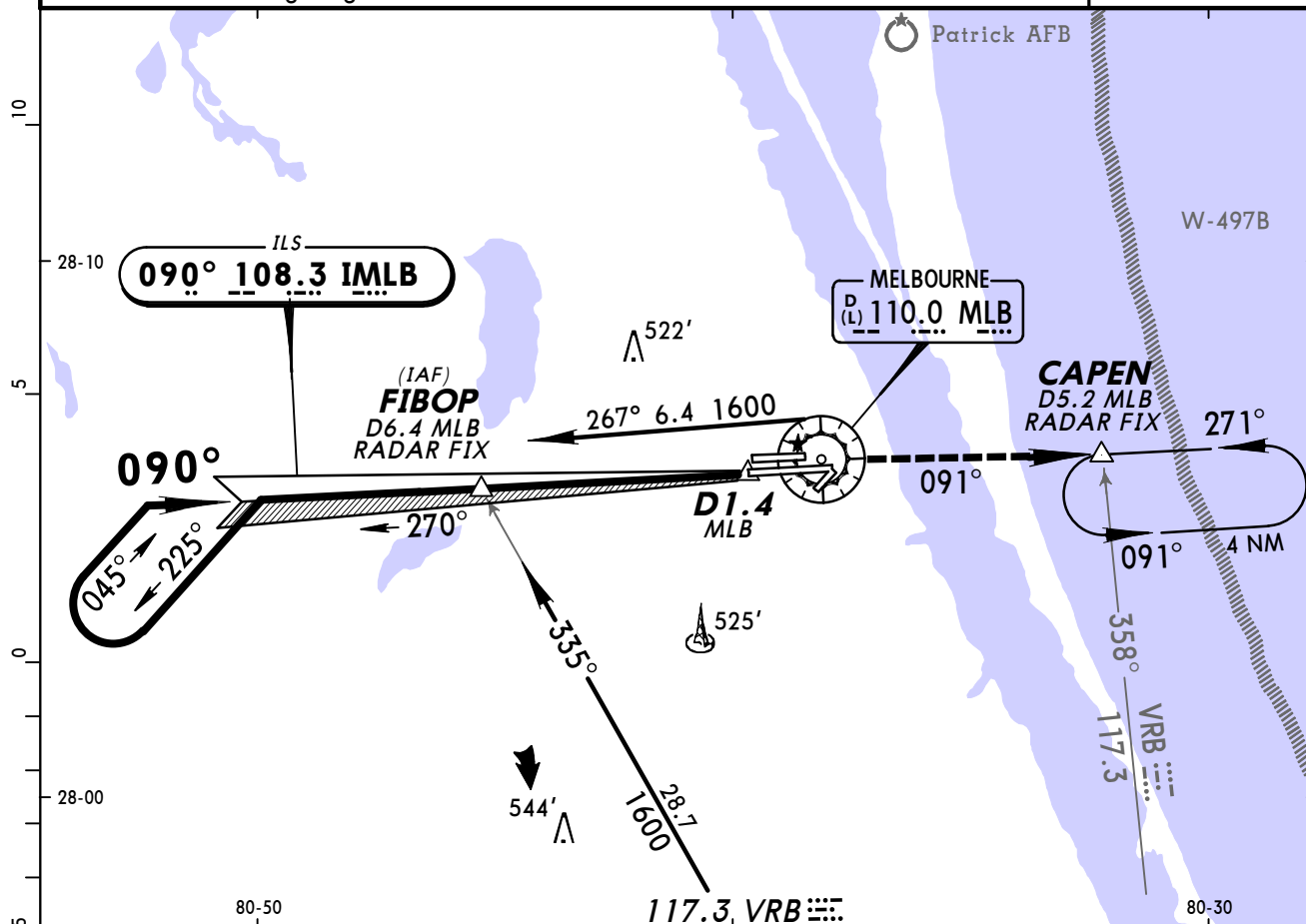
|              | All Rwys         |               |
|--------------|------------------|---------------|
|              | Adequate Vis Ref | STD           |
| 1 & 2<br>Eng | RVR 16 or 1/4    | RVR 50 or 1   |
| 3 & 4<br>Eng |                  | RVR 24 or 1/2 |

**FOR FILING AS ALTERNATE**

| ILS Rwy 9R |       | LOC Rwy 9R<br>LOC BC Rwy 27L<br>RNAV (GPS) Rwy 9L<br>RNAV (GPS) Rwy 9R | RNAV (GPS) Rwy 27L<br>RNAV (GPS) Rwy 27R<br>VOR Rwy 9R<br>VOR Rwy 27L |
|------------|-------|------------------------------------------------------------------------|-----------------------------------------------------------------------|
| A          | 600-2 | 800-2                                                                  |                                                                       |
| B          |       |                                                                        |                                                                       |
| C          |       |                                                                        |                                                                       |
| D          |       |                                                                        |                                                                       |

BRIEFING STRIP™

|                                                                                                                               |                           |                                    |                             |                                    |  |                                                   |  |
|-------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------|-----------------------------|------------------------------------|--|---------------------------------------------------|--|
| ATIS<br><br>132.55                                                                                                            |                           | ORLANDO Approach (R)<br><br>132.65 |                             | *MELBOURNE Tower<br><br>CTAF 118.2 |  | *Ground<br><br>121.9                              |  |
| LOC<br>IMLB<br>108.3                                                                                                          | Final<br>Apch Crs<br>090° | GS<br>FIBOP<br>1600' (1568')       | ILS<br>DA(H)<br>232' (200') | Apt Elev 33'<br><br>TDZE 32'       |  | <div><div>3000'</div><div>MSA MLB VOR</div></div> |  |
| MISSED APCH: Climb to 2000' outbound via MLB VOR R-091 to<br>CAPEN INT/D5.2 MLB/RADAR FIX and hold.                           |                           |                                    |                             |                                    |  |                                                   |  |
| Alt Set: INCHES<br>1. DME or RADAR required. 2. VGSI and ILS glidepath not coincident.<br>3. Pilot controlled lighting 118.2. |                           |                                    |                             |                                    |  |                                                   |  |
| Trans level: FL 180<br>Trans alt: 18000'                                                                                      |                           |                                    |                             |                                    |  |                                                   |  |

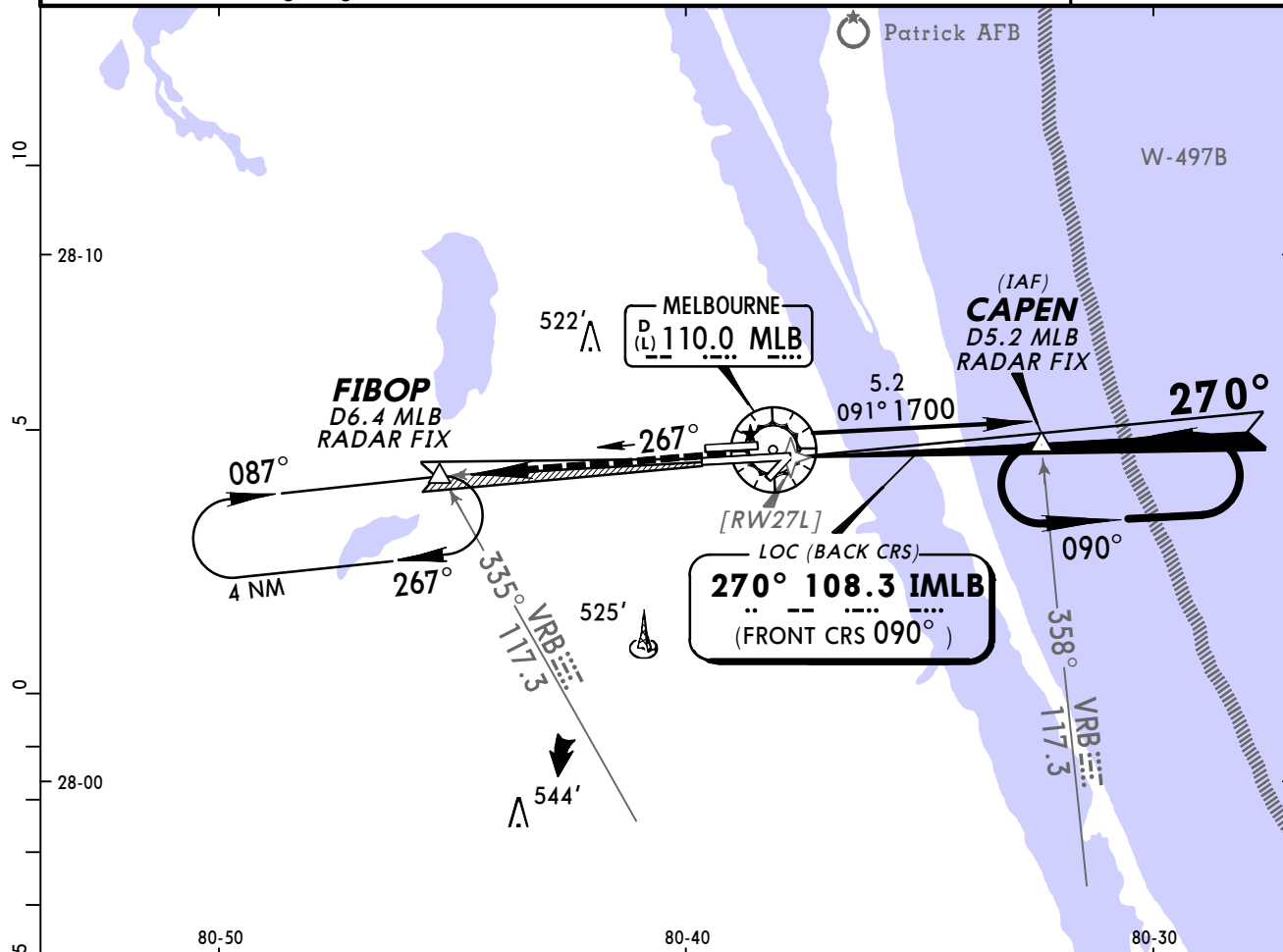


|                                        |      |      |      |      |      |      |                                                                                                                                                                                                                 |                          |
|----------------------------------------|------|------|------|------|------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Gnd speed-Kts                          | 70   | 90   | 100  | 120  | 140  | 160  | <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">MALSR</div> <div style="border: 1px solid black; padding: 2px;">2000'</div> <div style="margin-left: 10px;">MLB</div> </div> | via 110.0 CAPEN<br>R-091 |
| GS 2.80°                               | 352  | 452  | 503  | 603  | 704  | 804  |                                                                                                                                                                                                                 |                          |
| MAP at D1.4 MLB or<br>FIBOP to MAP 5.0 | 4:17 | 3:20 | 3:00 | 2:30 | 2:09 | 1:53 |                                                                                                                                                                                                                 |                          |

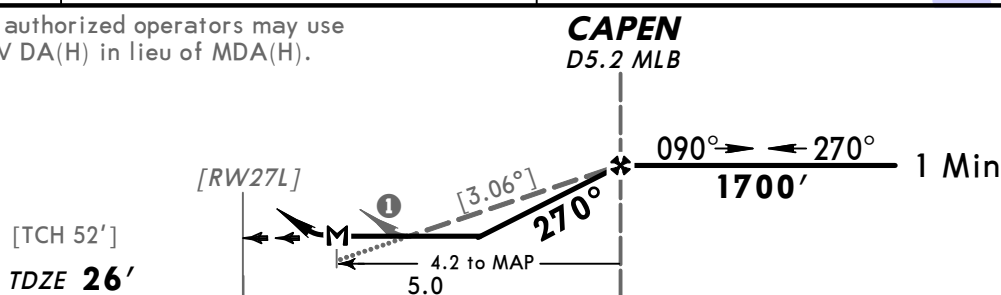
| STRAIGHT-IN LANDING RWY 9R |               |               |                 |                    |               |                 | CIRCLE-TO-LAND |                     |
|----------------------------|---------------|---------------|-----------------|--------------------|---------------|-----------------|----------------|---------------------|
| ILS                        |               |               |                 | LOC (GS out)       |               |                 | Max<br>Kts     | MDA(H)              |
| DA(H) 232' (200')          |               |               |                 | MDA(H) 380' (348') |               |                 |                |                     |
| FULL                       |               | TDZ or CL out | RAIL or ALS out |                    | RAIL out      | ALS out         |                |                     |
| A                          | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4   | RVR 24 or 1/2      | RVR 40 or 3/4 | RVR 50 or 1     | 90             | 500' (467') - 1     |
| B                          |               |               |                 |                    |               |                 | 120            | 580' (547') - 1     |
| C                          |               |               |                 |                    |               |                 | 140            | 580' (547') - 1 1/2 |
| D                          |               |               |                 |                    | RVR 40 or 3/4 | RVR 60 or 1 1/4 |                | 165                 |

BRIEFING STRIP™

|                                                                                                  |  |                                            |  |                                       |  |                       |  |                          |  |                                         |
|--------------------------------------------------------------------------------------------------|--|--------------------------------------------|--|---------------------------------------|--|-----------------------|--|--------------------------|--|-----------------------------------------|
| ATIS<br>132.55                                                                                   |  | ORLANDO Approach (R)<br>132.65             |  | *MELBOURNE Tower<br>CTAF 118.2        |  | *Ground<br>121.9      |  |                          |  |                                         |
| LOC<br>IMLB<br>108.3                                                                             |  | Final Apch Crs<br>270°<br>(Front Crs 090°) |  | Minimum Alt<br>CAPEN<br>1700' (1674') |  | MDA(H)<br>520' (494') |  | Apt Elev 33'<br>TDZE 26' |  | <div>3000'</div> <div>MSA MLB VOR</div> |
| MISSED APCH: Climb to 1600' outbound via MLB VOR R-267 to FIBOP INT/D6.4 MLB/RADAR FIX and hold. |  |                                            |  |                                       |  |                       |  |                          |  |                                         |
| Alt Set: INCHES                                                                                  |  |                                            |  |                                       |  |                       |  |                          |  |                                         |



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

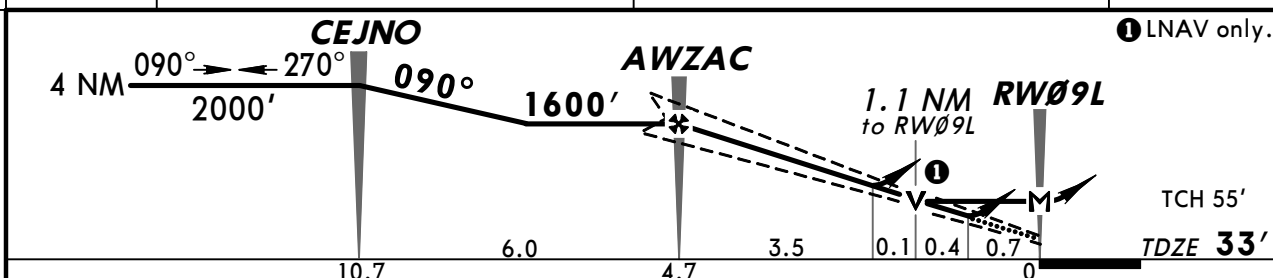
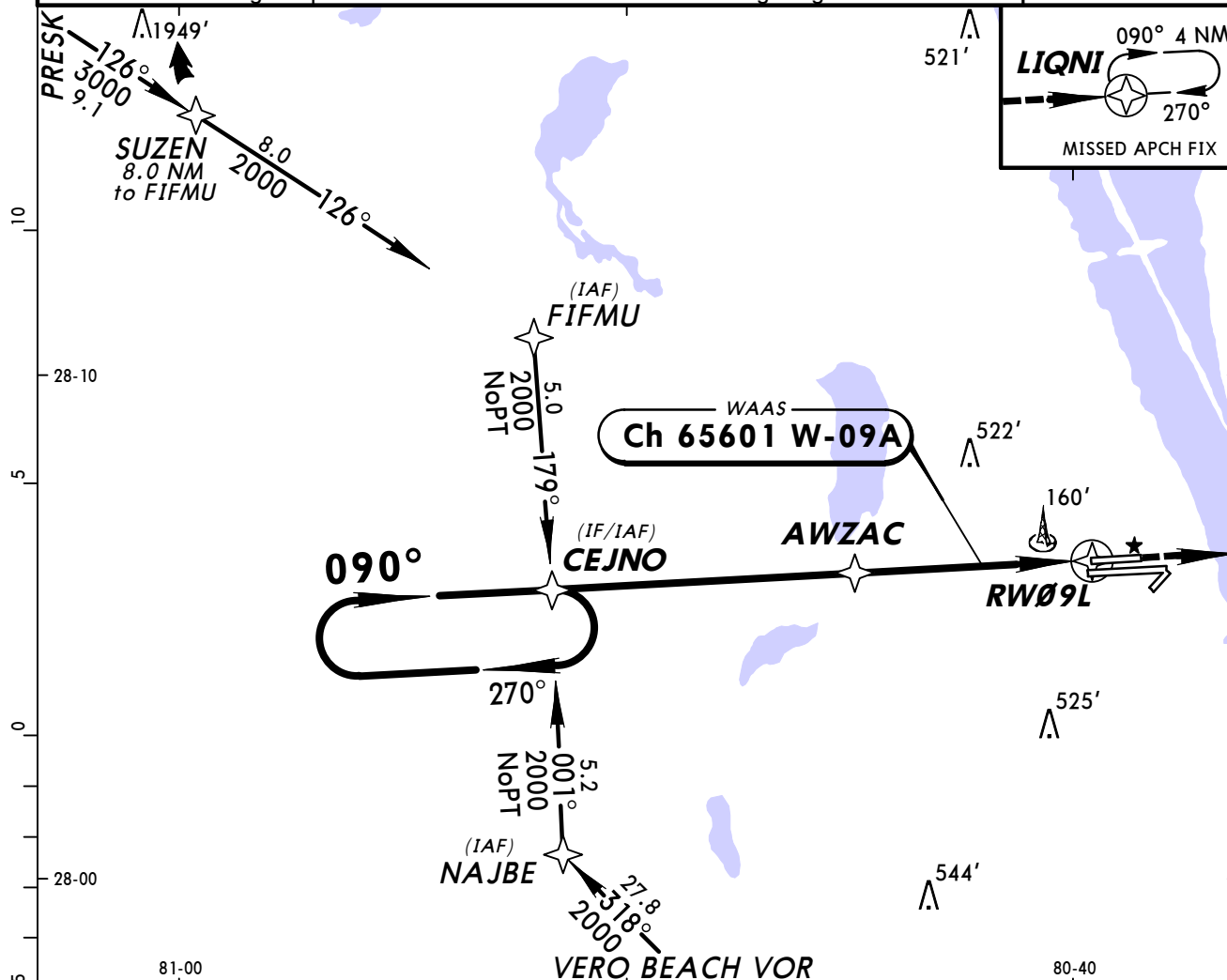


|                       |     |      |      |      |      |      |                |       |       |       |
|-----------------------|-----|------|------|------|------|------|----------------|-------|-------|-------|
| Gnd speed-Kts         | 70  | 90   | 100  | 120  | 140  | 160  | REIL<br>PAPI-L | 1600' | MLB   | FIBOP |
| Descent angle [3.06°] | 379 | 487  | 541  | 650  | 758  | 866  |                | ↑     | 110.0 |       |
| CAPEN to MAP          | 4.2 | 3:36 | 2:48 | 2:31 | 2:06 | 1:48 |                |       | R-267 |       |

| STRAIGHT-IN LANDING RWY 27L |       |  |  |  | CIRCLE-TO-LAND |                     |  |  |  |
|-----------------------------|-------|--|--|--|----------------|---------------------|--|--|--|
| MDA(H) 520' (494')          |       |  |  |  |                |                     |  |  |  |
| A                           | 1     |  |  |  | Max Kts        | MDA(H)              |  |  |  |
| B                           | 1     |  |  |  | 90             | 520' (487') - 1     |  |  |  |
| C                           | 1 1/4 |  |  |  | 120            | 580' (547') - 1     |  |  |  |
| D                           | 1 1/2 |  |  |  | 140            | 580' (547') - 1 1/2 |  |  |  |
|                             |       |  |  |  | 165            | 620' (587') - 2     |  |  |  |

BRIEFING STRIP™

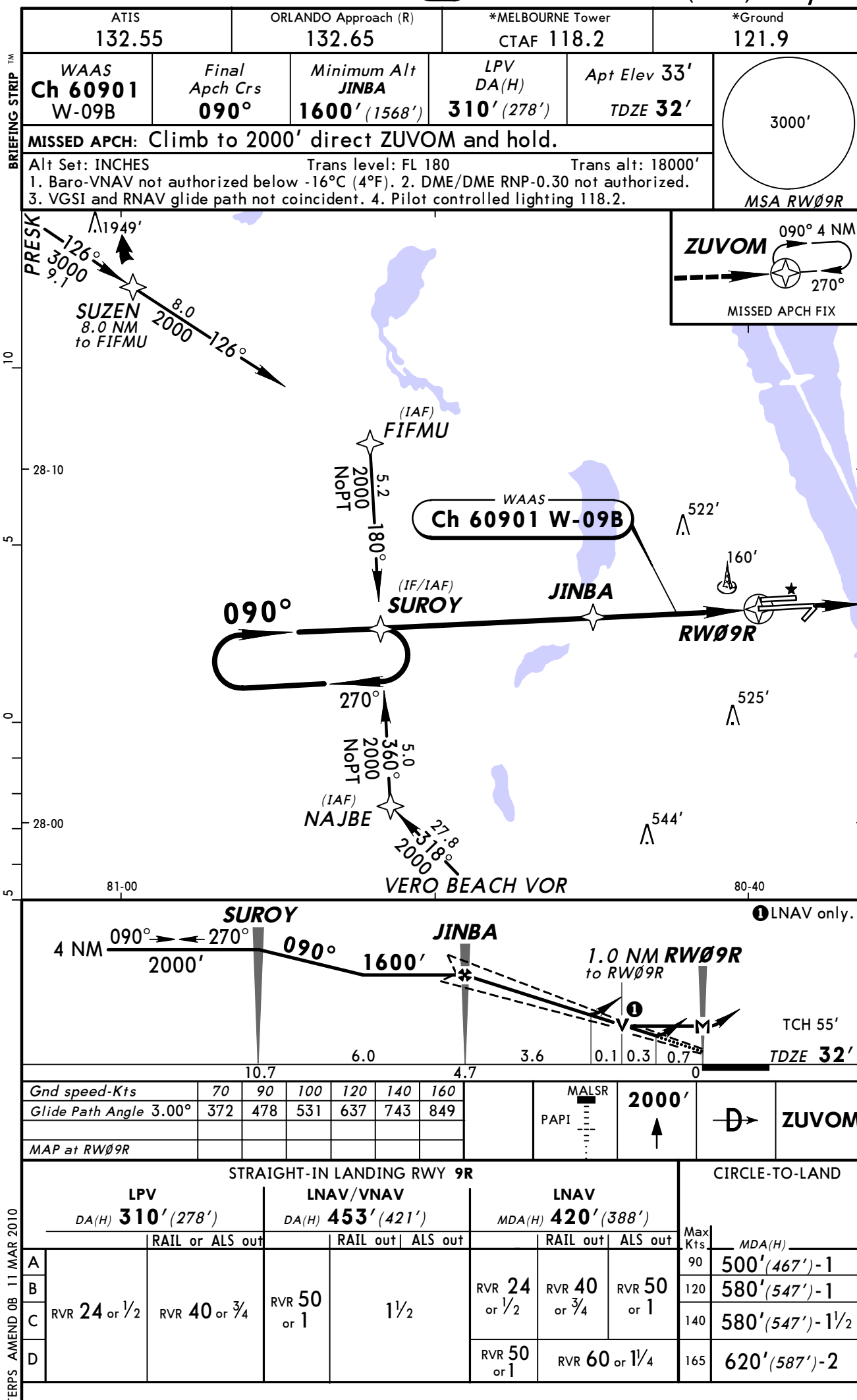
|                                                                                                                                                                                                                                          |  |                                |  |                                       |  |                             |  |                          |  |                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------|--|---------------------------------------|--|-----------------------------|--|--------------------------|--|---------------------------------------|
| ATIS<br>132.55                                                                                                                                                                                                                           |  | ORLANDO Approach (R)<br>132.65 |  | *MELBOURNE Tower<br>CTAF 118.2        |  | *Ground<br>121.9            |  |                          |  |                                       |
| WAAS<br>Ch 65601<br>W-09A                                                                                                                                                                                                                |  | Final<br>Apch Crs<br>090°      |  | Minimum Alt<br>AWZAC<br>1600' (1567') |  | LPV<br>DA(H)<br>310' (277') |  | Apt Elev 33'<br>TDZE 33' |  | <div>3000'</div> <div>MSA RW09L</div> |
| MISSED APCH: Climb to 2000' direct LIQNI and hold.                                                                                                                                                                                       |  |                                |  |                                       |  |                             |  |                          |  |                                       |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'<br>1. Baro-VNAV not authorized below -16°C (4°F). 2. DME/DME RNP-0.30 not authorized.<br>3. VGSI and RNAV glide path not coincident. 4. Pilot controlled lighting 118.2. |  |                                |  |                                       |  |                             |  |                          |  |                                       |



|                        |     |     |     |     |     |     |  |  |        |       |       |
|------------------------|-----|-----|-----|-----|-----|-----|--|--|--------|-------|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  |  | PAPI-L | 2000' | LIQNI |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |  |        |       |       |
| MAP at RW09L           |     |     |     |     |     |     |  |  |        |       |       |

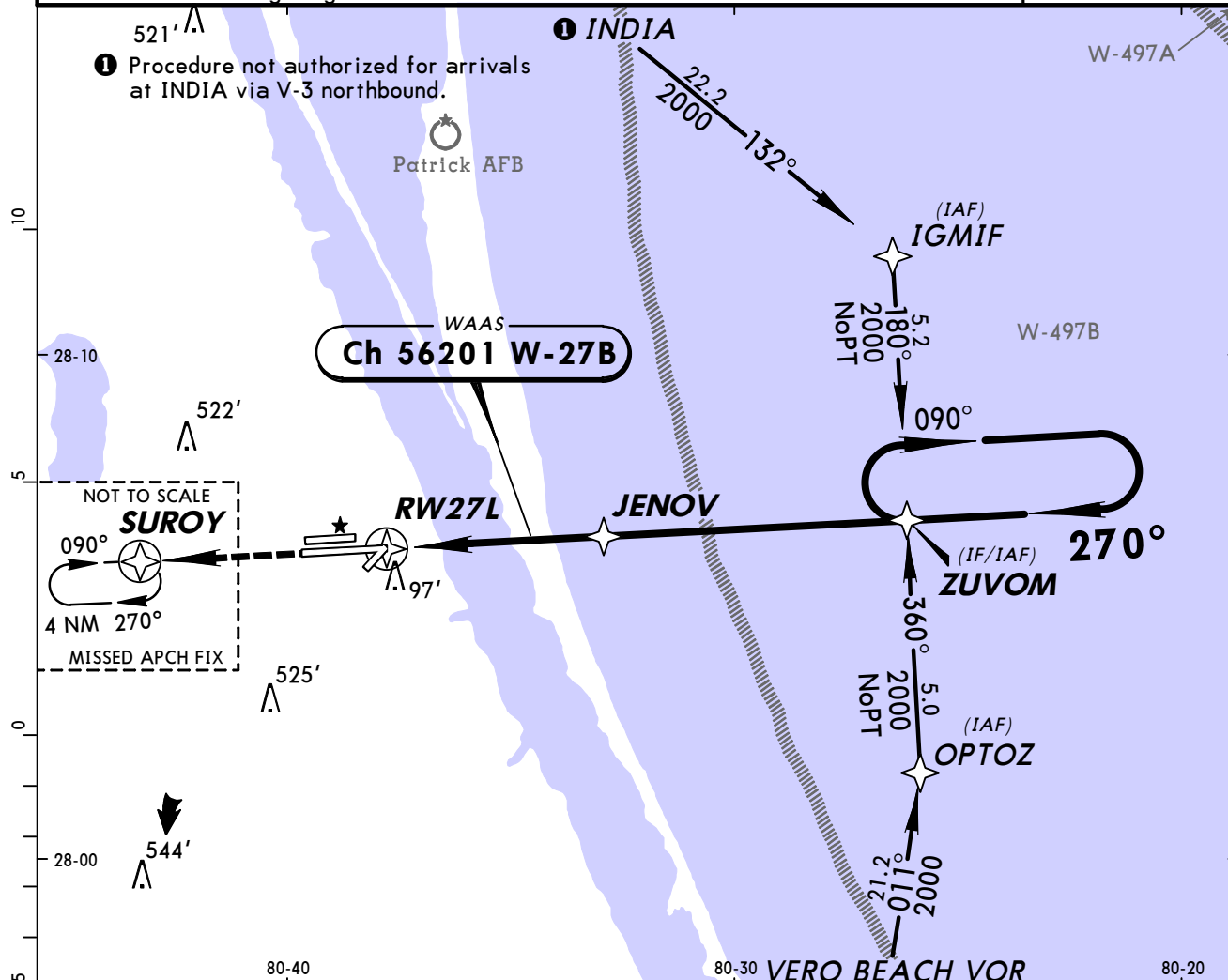
| STRAIGHT-IN LANDING RWY 9L      |  |                                       |  |                                   |  | CIRCLE-TO-LAND |                  |
|---------------------------------|--|---------------------------------------|--|-----------------------------------|--|----------------|------------------|
| LPV<br>DA(H) <b>310'</b> (277') |  | LNAV/VNAV<br>DA(H) <b>464'</b> (431') |  | LNAV<br>MDA(H) <b>420'</b> (387') |  | Max Kts        | MDA(H)           |
| 1                               |  | 1½                                    |  | 1                                 |  | 90             | 500' (467') - 1  |
|                                 |  |                                       |  |                                   |  | 120            | 580' (547') - 1  |
|                                 |  |                                       |  |                                   |  | 140            | 580' (547') - 1½ |
|                                 |  |                                       |  | 1¼                                |  | 165            | 620' (587') - 2  |



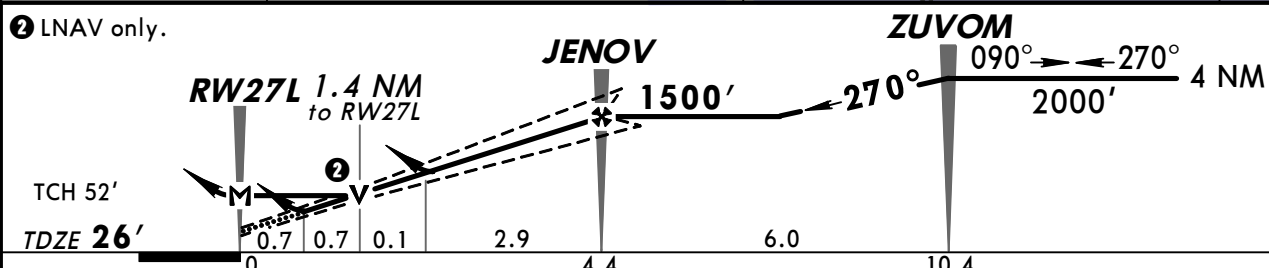


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|                                                                                                                                                                                                                              |  |                                |  |                                       |  |                             |  |                          |  |                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------|--|---------------------------------------|--|-----------------------------|--|--------------------------|--|---------------------------------------|
| ATIS<br>132.55                                                                                                                                                                                                               |  | ORLANDO Approach (R)<br>132.65 |  | *MELBOURNE Tower<br>CTAF 118.2        |  | *Ground<br>121.9            |  |                          |  |                                       |
| WAAS<br>Ch 56201<br>W-27B                                                                                                                                                                                                    |  | Final<br>Apch Crs<br>270°      |  | Minimum Alt<br>JENOV<br>1500' (1474') |  | LPV<br>DA(H)<br>290' (264') |  | Apt Elev 33'<br>TDZE 26' |  | <div>3000'</div> <div>MSA RW27L</div> |
| MISSED APCH: Climb to 2000' direct SUROY and hold.                                                                                                                                                                           |  |                                |  |                                       |  |                             |  |                          |  |                                       |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. Baro-VNAV not authorized below -16°C (4°F). 2. DME/DME RNP-0.30 not authorized.<br>3. Pilot controlled lighting 118.2. |  |                                |  |                                       |  |                             |  |                          |  |                                       |



② LNAV only.

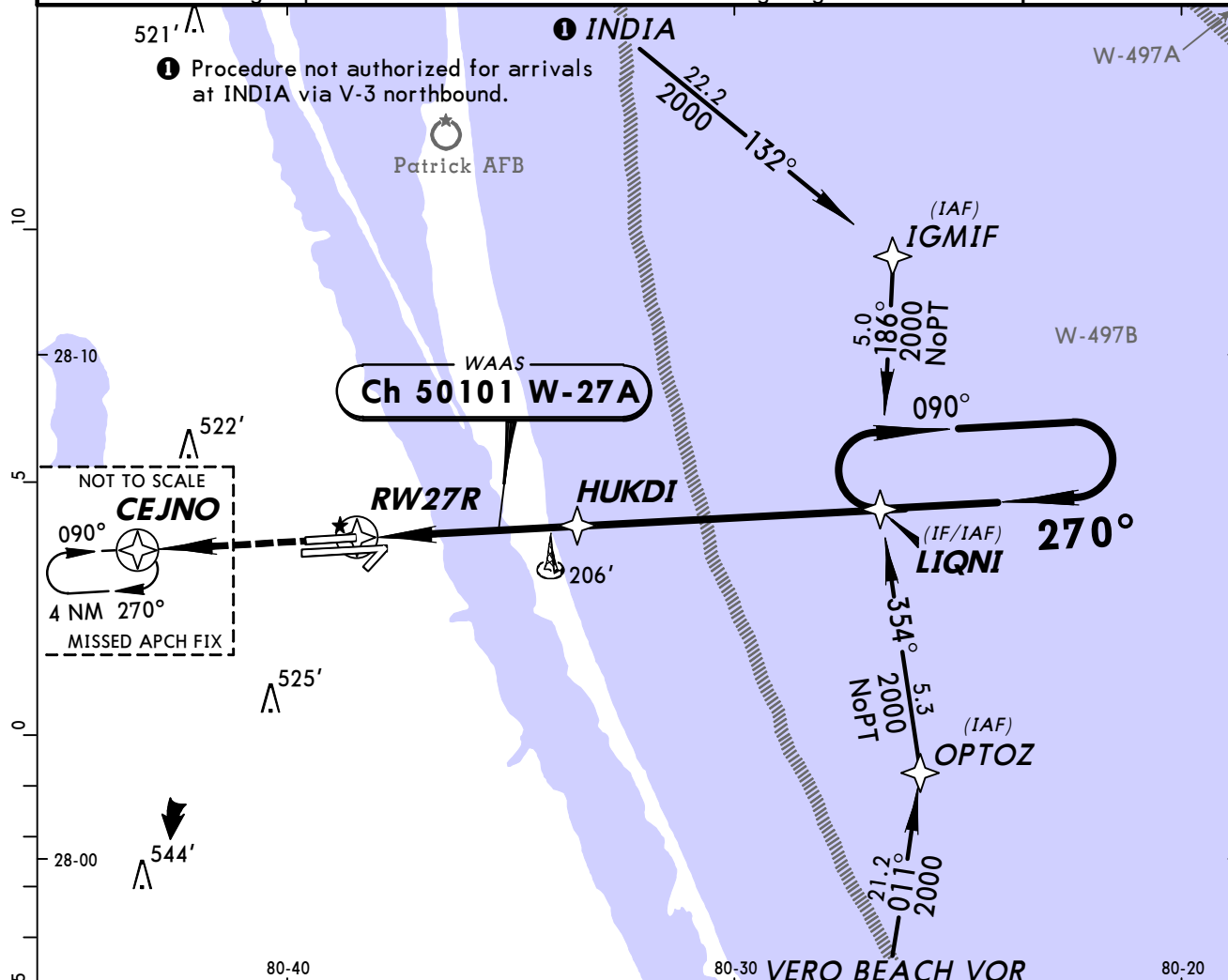


|                        |     |     |     |     |     |     |                |       |       |
|------------------------|-----|-----|-----|-----|-----|-----|----------------|-------|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 2000' | SUROY |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                |       |       |
| MAP at RW27L           |     |     |     |     |     |     |                |       |       |

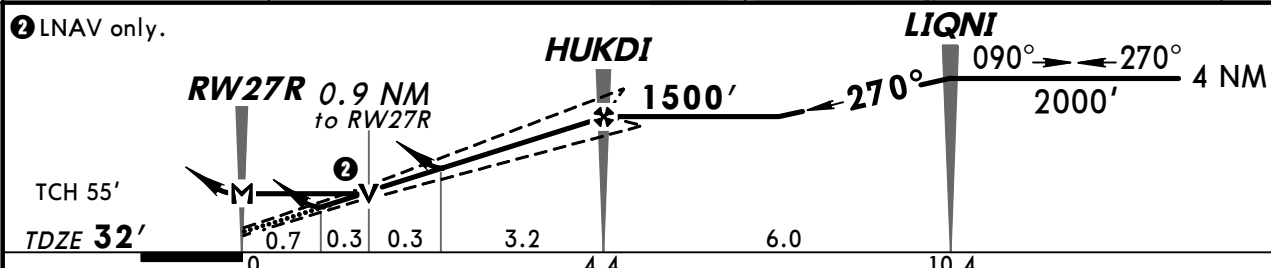
| STRAIGHT-IN LANDING RWY 27L     |                                       |                                   |  | CIRCLE-TO-LAND |                  |
|---------------------------------|---------------------------------------|-----------------------------------|--|----------------|------------------|
| LPV<br>DA(H) <b>290'</b> (264') | LNAV/VNAV<br>DA(H) <b>563'</b> (537') | LNAV<br>MDA(H) <b>520'</b> (494') |  | Max<br>Kts     | MDA(H)           |
| 1                               | 2                                     | 1<br>1¼<br>1½                     |  | 90             | 520' (487') - 1  |
|                                 |                                       |                                   |  | 120            | 580' (547') - 1  |
|                                 |                                       |                                   |  | 140            | 580' (547') - 1½ |
|                                 |                                       |                                   |  | 165            | 620' (587') - 2  |

BRIEFING STRIP™

|                                                                                                                                                                      |  |                                |  |                                       |  |                             |  |                          |  |                                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------|--|---------------------------------------|--|-----------------------------|--|--------------------------|--|---------------------------------------|
| ATIS<br>132.55                                                                                                                                                       |  | ORLANDO Approach (R)<br>132.65 |  | *MELBOURNE Tower<br>CTAF 118.2        |  | *Ground<br>121.9            |  |                          |  |                                       |
| WAAS<br>Ch 50101<br>W-27A                                                                                                                                            |  | Final<br>Apch Crs<br>270°      |  | Minimum Alt<br>HUKDI<br>1500' (1468') |  | LPV<br>DA(H)<br>290' (258') |  | Apt Elev 33'<br>TDZE 32' |  | <div>3000'</div> <div>MSA RW27R</div> |
| MISSED APCH: Climb to 2000' direct CEJNO and hold.                                                                                                                   |  |                                |  |                                       |  |                             |  |                          |  |                                       |
| Alt Set: INCHES                                                                                                                                                      |  | Trans level: FL 180            |  |                                       |  | Trans alt: 18000'           |  |                          |  |                                       |
| 1. Baro-VNAV not authorized below -16°C (4°F). 2. DME/DME RNP-0.30 not authorized.<br>3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 118.2. |  |                                |  |                                       |  |                             |  |                          |  |                                       |



② LNAV only.

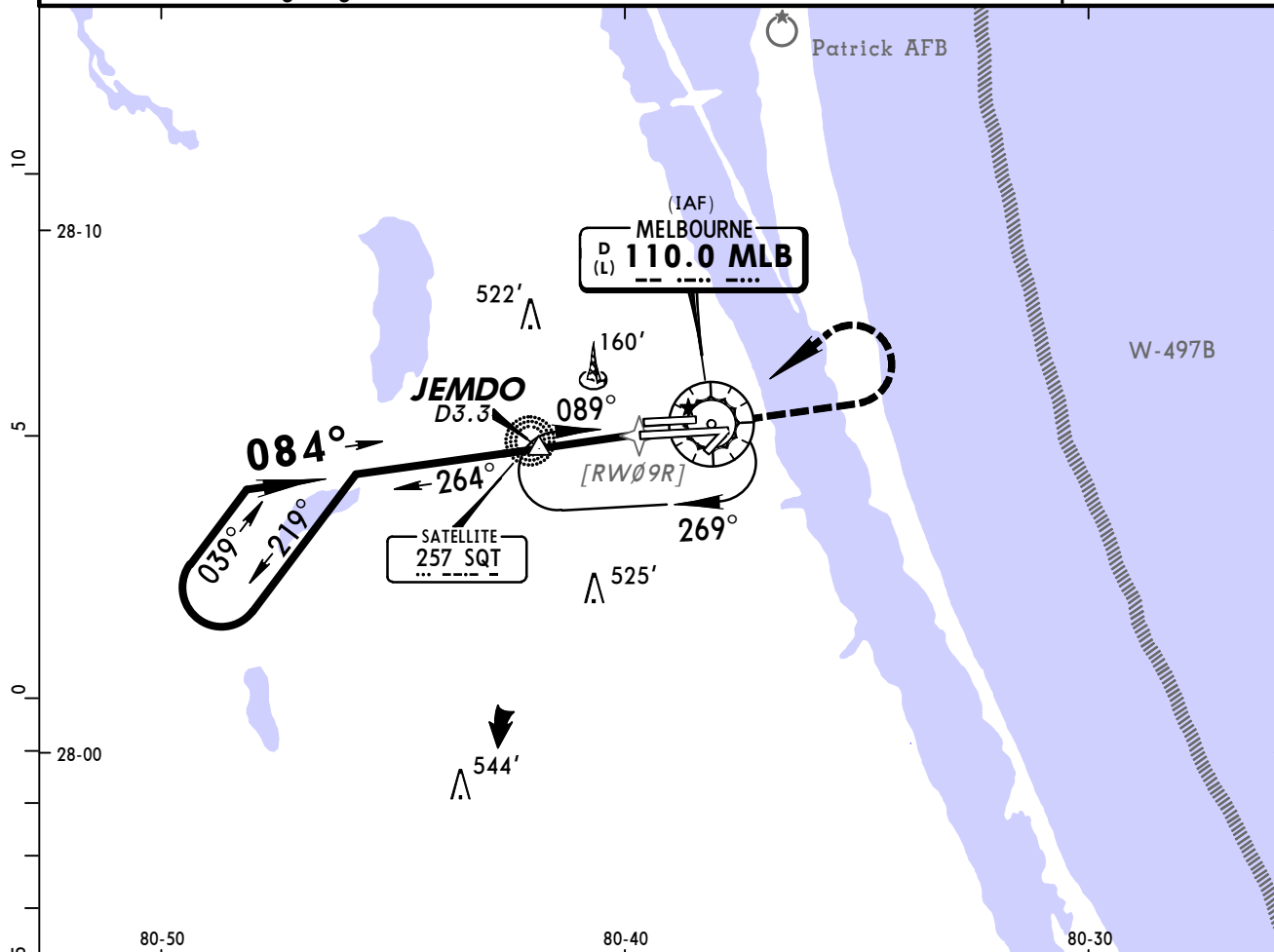


|                        |     |     |     |     |     |     |  |  |  |  |  |
|------------------------|-----|-----|-----|-----|-----|-----|--|--|--|--|--|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  |  |  |  |  |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |  |  |  |  |
| MAP at RW27R           |     |     |     |     |     |     |  |  |  |  |  |

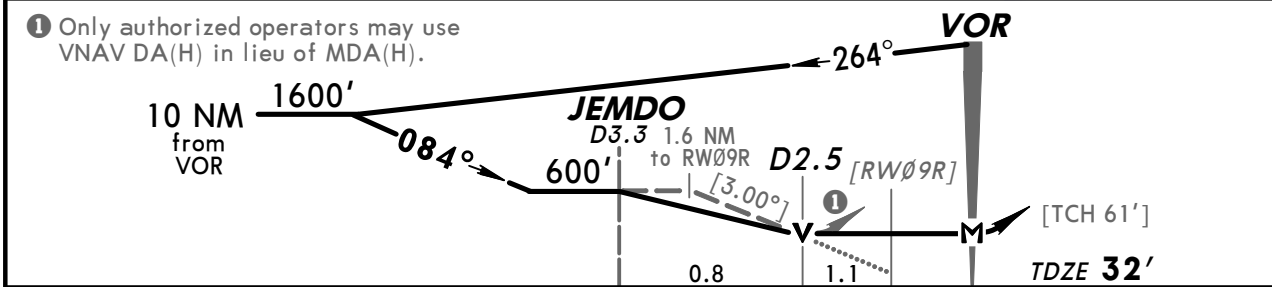
| STRAIGHT-IN LANDING RWY 27R     |  |                                       |  |                                   |  | CIRCLE-TO-LAND |                  |
|---------------------------------|--|---------------------------------------|--|-----------------------------------|--|----------------|------------------|
| LPV<br>DA(H) <b>290'</b> (258') |  | LNAV/VNAV<br>DA(H) <b>480'</b> (448') |  | LNAV<br>MDA(H) <b>380'</b> (348') |  | Max Kts        | MDA(H)           |
| 1                               |  | 1½                                    |  | 1                                 |  | 90             | 500' (467') - 1½ |
|                                 |  |                                       |  |                                   |  | 120            | 580' (547') - 1½ |
|                                 |  |                                       |  |                                   |  | 140            |                  |
|                                 |  |                                       |  | 1¼                                |  | 165            | 620' (587') - 2  |

BRIEFING STRIP™

|                                                                                        |                           |                                |  |                                        |                          |                                         |  |
|----------------------------------------------------------------------------------------|---------------------------|--------------------------------|--|----------------------------------------|--------------------------|-----------------------------------------|--|
| ATIS<br>132.55                                                                         |                           | ORLANDO Approach (R)<br>132.65 |  | *MELBOURNE Tower<br>CTAF 118.2         |                          | *Ground<br>121.9                        |  |
| VOR<br>MLB<br>110.0                                                                    | Final<br>Apch Crs<br>084° | No FAF                         |  | MDA(H)<br>(CONDITIONAL)<br>460' (428') | Apt Elev 33'<br>TDZE 32' | <div>3000'</div> <div>MSA MLB VOR</div> |  |
| MISSED APCH: Climb to 1000', then climbing LEFT turn to 2100' direct MLB VOR and hold. |                           |                                |  |                                        |                          |                                         |  |
| Alt Set: INCHES                                                                        |                           | Trans level: FL 180            |  | Trans alt: 18000'                      |                          |                                         |  |
| 1. Pilot controlled lighting 118.2.                                                    |                           |                                |  |                                        |                          |                                         |  |



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

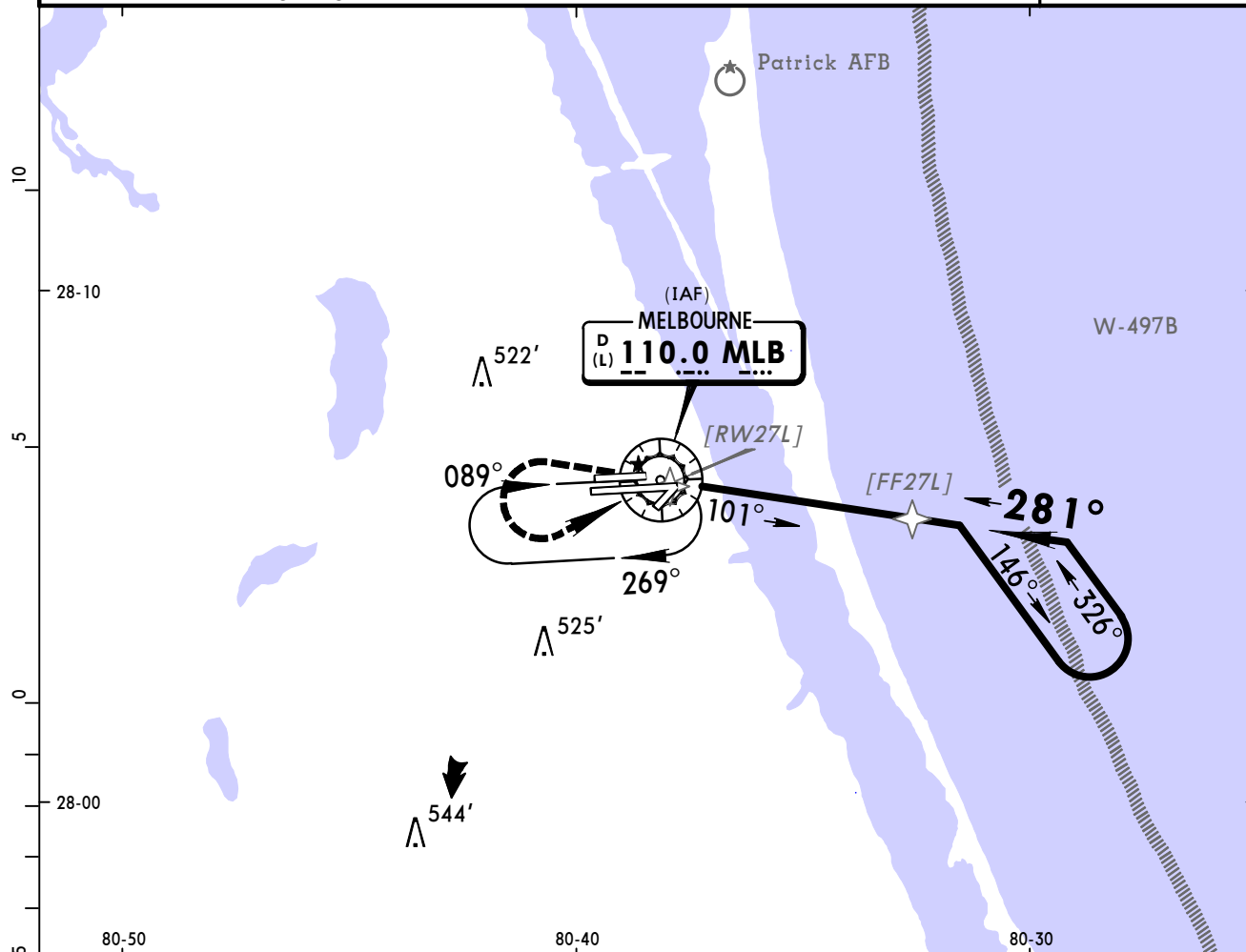


| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | MALSR |  | 1000' | 2100' | D | MLB<br>110.0 |
|-----------------------|-----|-----|-----|-----|-----|-----|-------|--|-------|-------|---|--------------|
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 | PAPI  |  | ↑     | LT    |   |              |
| MAP at VOR            |     |     |     |     |     |     |       |  |       |       |   |              |

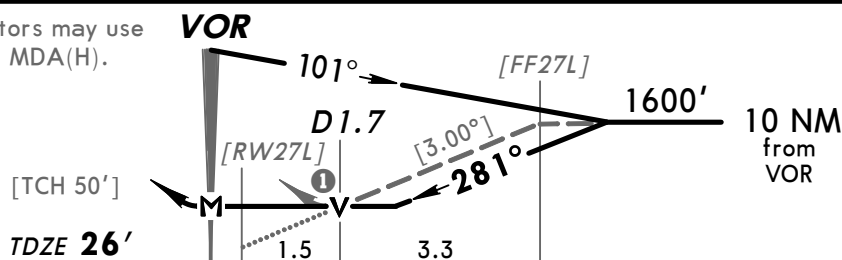
| STRAIGHT-IN LANDING RWY 9R |          |                 |                    |          |             | CIRCLE-TO-LAND |                     |                     |  |
|----------------------------|----------|-----------------|--------------------|----------|-------------|----------------|---------------------|---------------------|--|
| MDA(H) 460' (428')         |          |                 | MDA(H) 600' (568') |          |             | With JEMDO     |                     | Without JEMDO       |  |
| With JEMDO                 |          |                 | Without JEMDO      |          |             | Max Kts        | MDA(H)              | MDA(H)              |  |
|                            | RAIL out | ALS out         |                    | RAIL out | ALS out     |                |                     |                     |  |
| A                          | RVR 24   |                 | RVR 24             |          |             | 90             | 500' (467') - 1     | 600' (567') - 1     |  |
| B                          | or 1/2   | RVR 40 or 3/4   | or 1/2             | or 3/4   | RVR 50 or 1 | 120            | 580' (547') - 1     |                     |  |
| C                          | RVR 40   |                 | RVR 50             |          | 1 1/2       | 140            | 580' (547') - 1 1/2 | 600' (567') - 1 1/2 |  |
|                            | or 3/4   | RVR 60 or 1 1/4 | or 1               |          |             |                |                     |                     |  |
| D                          | RVR 60   |                 | RVR 60             |          | 1 3/4       | 165            | 620' (587') - 2     | 620' (587') - 2     |  |
|                            | or 1 1/4 | 1 1/2           | or 1 1/4           |          |             |                |                     |                     |  |

BRIEFING STRIP™

|                                                                                        |                           |                                |  |                                |                          |                                         |  |
|----------------------------------------------------------------------------------------|---------------------------|--------------------------------|--|--------------------------------|--------------------------|-----------------------------------------|--|
| ATIS<br>132.55                                                                         |                           | ORLANDO Approach (R)<br>132.65 |  | *MELBOURNE Tower<br>CTAF 118.2 |                          | *Ground<br>121.9                        |  |
| VOR<br>MLB<br>110.0                                                                    | Final<br>Apch Crs<br>281° | No FAF                         |  | MDA(H)<br>560' (534')          | Apt Elev 33'<br>TDZE 26' | <div>3000'</div> <div>MSA MLB VOR</div> |  |
| MISSED APCH: Climb to 1000', then climbing LEFT turn to 2100' direct MLB VOR and hold. |                           |                                |  |                                |                          |                                         |  |
| Alt Set: INCHES<br>1. Pilot controlled lighting 118.2.                                 |                           | Trans level: FL 180            |  | Trans alt: 18000'              |                          |                                         |  |



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



|                       |     |     |     |     |     |     |                |       |       |    |              |
|-----------------------|-----|-----|-----|-----|-----|-----|----------------|-------|-------|----|--------------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 1000' | 2100' | D→ | MLB<br>110.0 |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |                | ↑     | LT    |    |              |
| MAP at VOR            |     |     |     |     |     |     |                |       |       |    |              |

STRAIGHT-IN LANDING RWY 27L

CIRCLE-TO-LAND

MDA(H) 560' (534')

Max  
Kts

MDA(H)

|   |    |     |                  |
|---|----|-----|------------------|
| A | 1  | 90  | 560' (527') - 1  |
| B |    | 120 | 580' (547') - 1  |
| C | 1½ | 140 | 580' (547') - 1½ |
| D | 1¾ | 165 | 620' (587') - 2  |

TERPS 12 DZ 22 23 24

## **General Information**

Location: Jacksonville FL USA  
IATA Code: NIP  
Lat/Long: N30° 14.0' W081° 40.5'  
Elevation: 20 ft

Airport Use: Military  
Magnetic Variation: 6.0°W  
Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet 5  
Oxygen Types: High Pressure, Low Pressure  
Repair Types: Major Airframe, Major Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1155 Z  
Sunset: 2324 Z,

## **Runway Information**

Runway: 10  
Length x Width: 8002 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 20 ft  
Lighting: Edge, ALS, Centerline, REIL  
Stopway: 1000 ft

Runway: 14  
Length x Width: 5980 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 10 ft  
Lighting: Edge  
Displaced Threshold: 2739 ft

Runway: 28  
Length x Width: 8002 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 12 ft  
Lighting: Edge, ALS, Centerline, REIL

Runway: 32  
Length x Width: 5980 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 10 ft  
Lighting: Edge, REIL

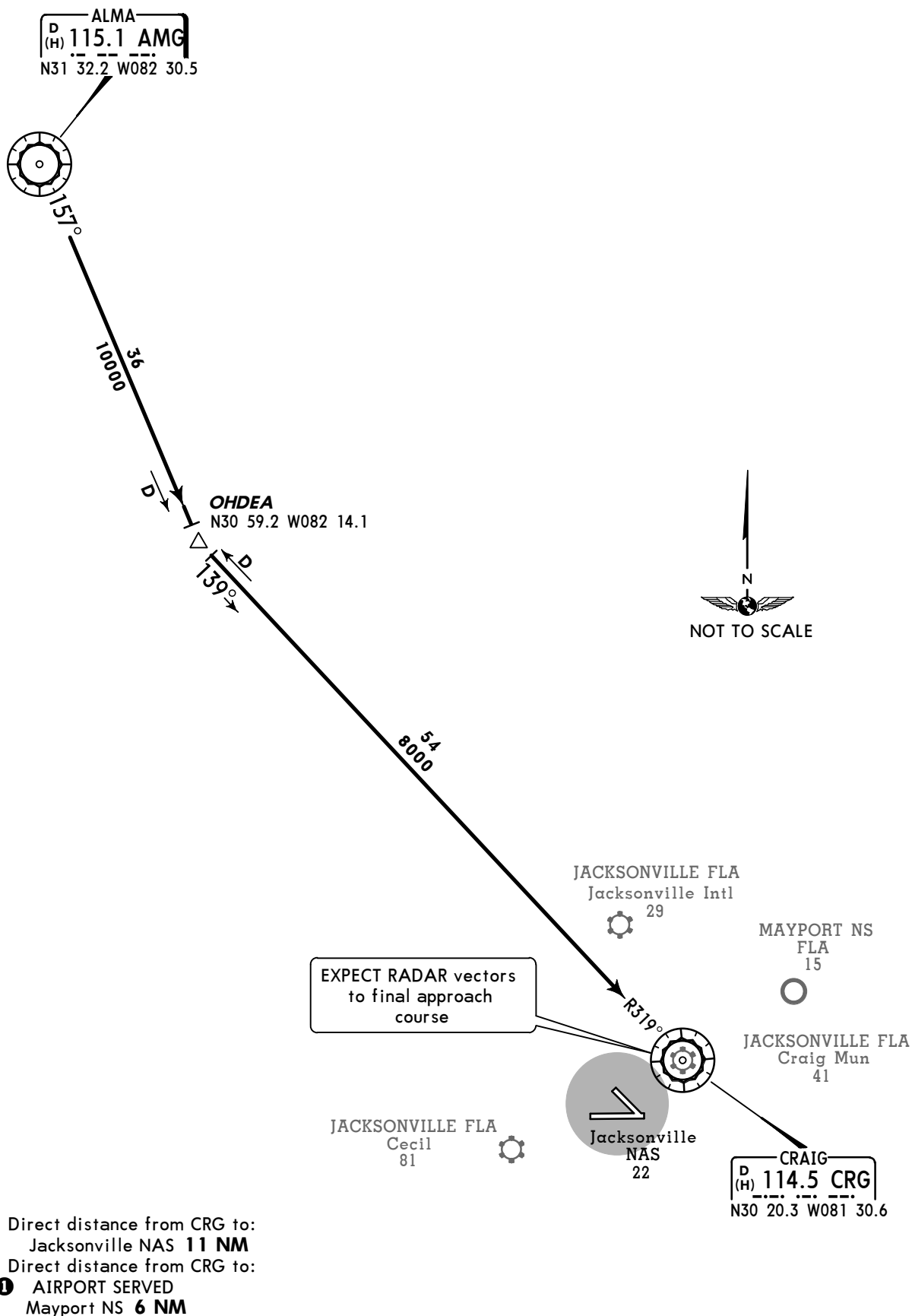
**Communication Information**

Navy Jacksonville Tower 120.0  
Navy Jacksonville Ground Control 128.6  
Navy Jacksonville Clearance Delivery 134.775  
Jacksonville Approach Control 123.8  
Jacksonville Departure Control 123.8  
Navy Jacksonville Radar 134.1  
Navy Jacksonville Radar 127.7  
Navy Jacksonville Radar 120.0

Apt Elev  
See Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME required.  
2. Also Serves ①.

## ALMA TWO ARRIVAL (AMG.AMG2)



### ROUTING

From over AMG via AMG R-157 to OHDEA, then via CRG R-319 to CRG. EXPECT RADAR vectors to final approach course.



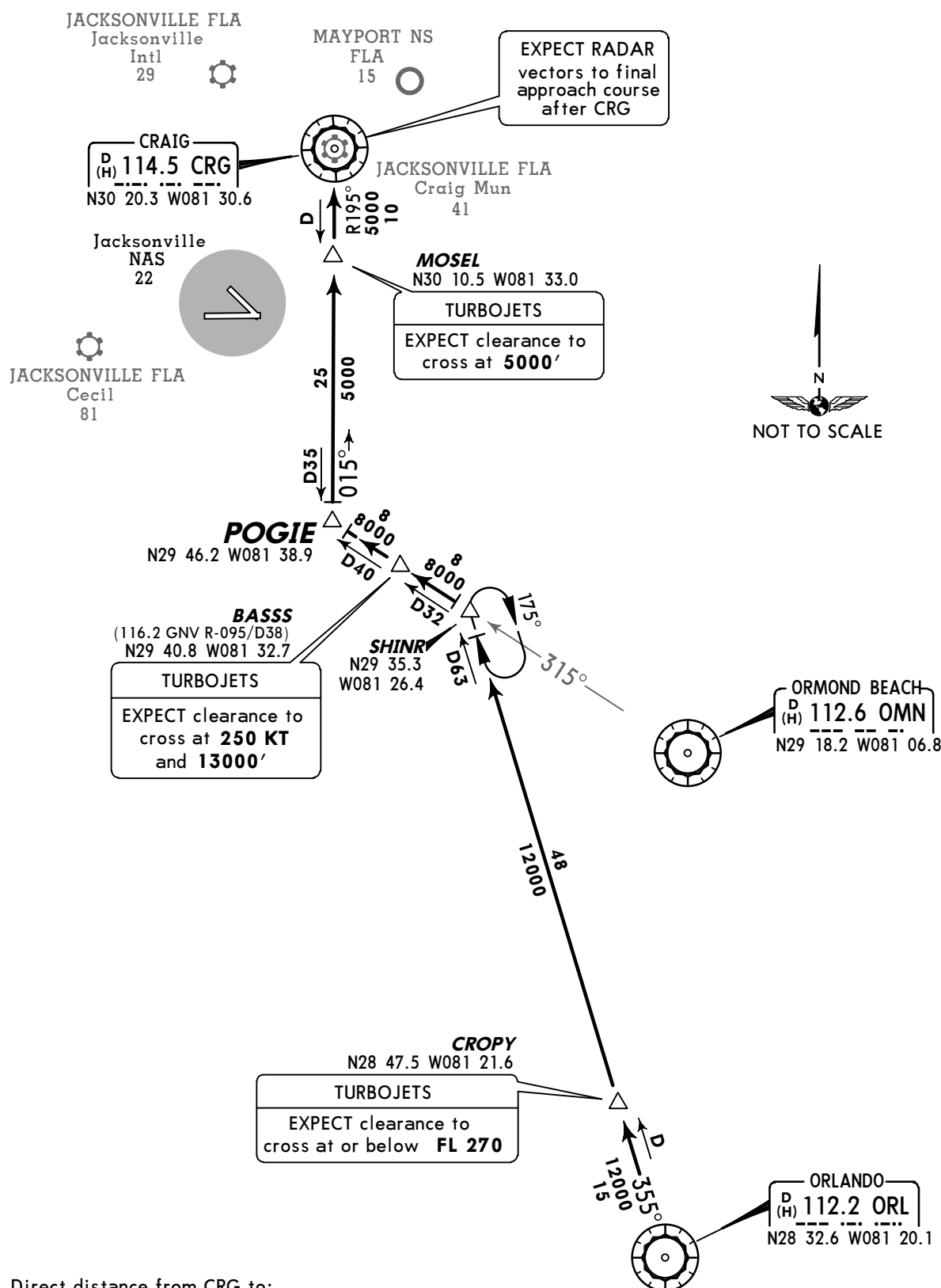
Apt Elev  
See Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'.

1. DME and RADAR required.

2. Also Serves ①.

## POGIE ONE ARRIVAL (POGIE.POGIE1)



Direct distance from CRG to:  
Jacksonville NAS 11 NM

Direct distance from CRG to:

① AIRPORT SERVED

Mayport NS 6 NM

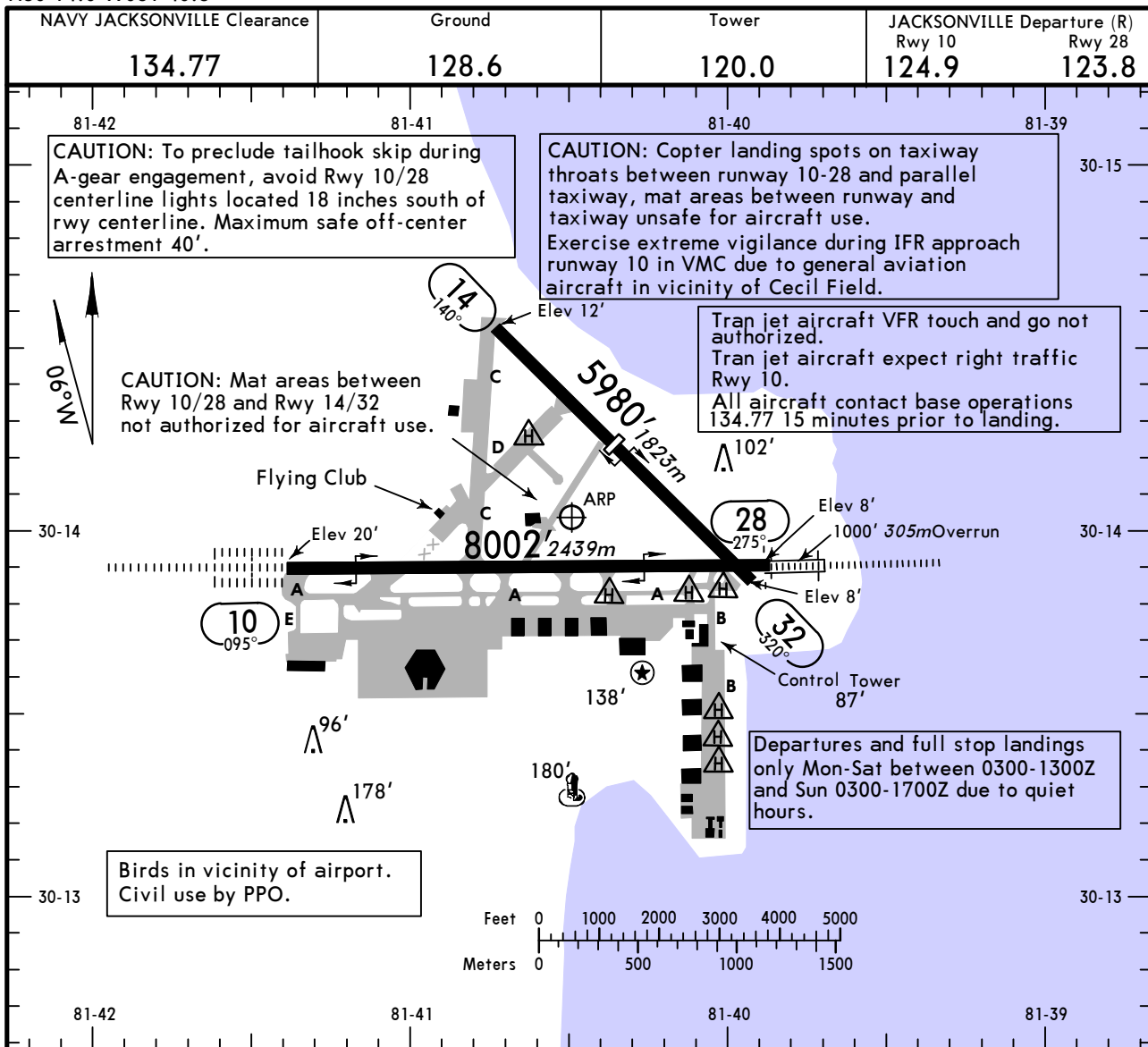
### ROUTING

From over ORL via ORL R-355 to SHINR, then via OMN R-315 to POGIE, then via CRG R-195 to CRG. EXPECT RADAR vectors to final approach course after CRG.

2. Also Serves **1**

From over TAY via TAY R-070 to CROKR then via CRG R-301 to CROG. EXPECT RADAR vectors to final approach course after CROKR.

NOT TO SCALE



## ADDITIONAL RUNWAY INFORMATION

| RWY |                                           | USABLE LENGTHS |             |          | WIDTH       |
|-----|-------------------------------------------|----------------|-------------|----------|-------------|
|     |                                           | LANDING BEYOND |             | TAKE-OFF |             |
|     |                                           | Threshold      | Glide Slope |          |             |
| 10  | HIRL CL ALSF-II REIL PAPI-L (angle 3.00°) |                |             |          | 200'<br>61m |
| 28  | HIRL CL ALSF-I REIL PAPI-R (angle 3.00°)  |                |             |          |             |
| 14  | HIRL REIL                                 | 3241' 988m     |             |          | 200'<br>61m |
| 32  |                                           |                |             |          |             |

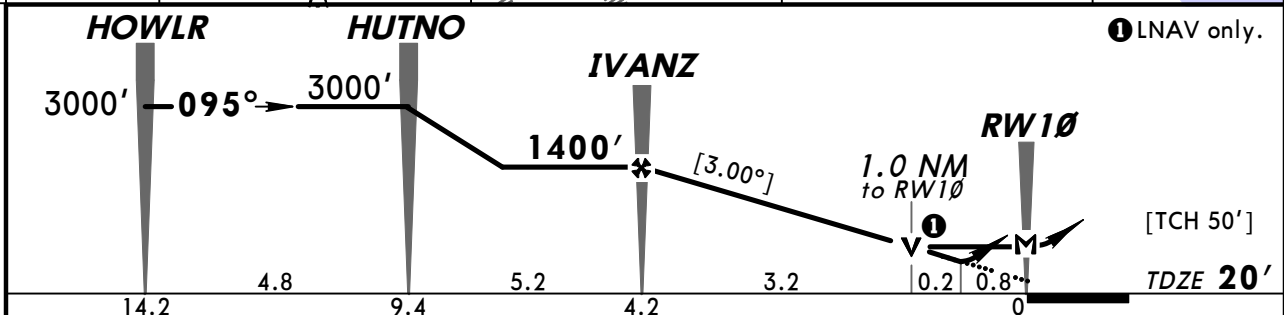
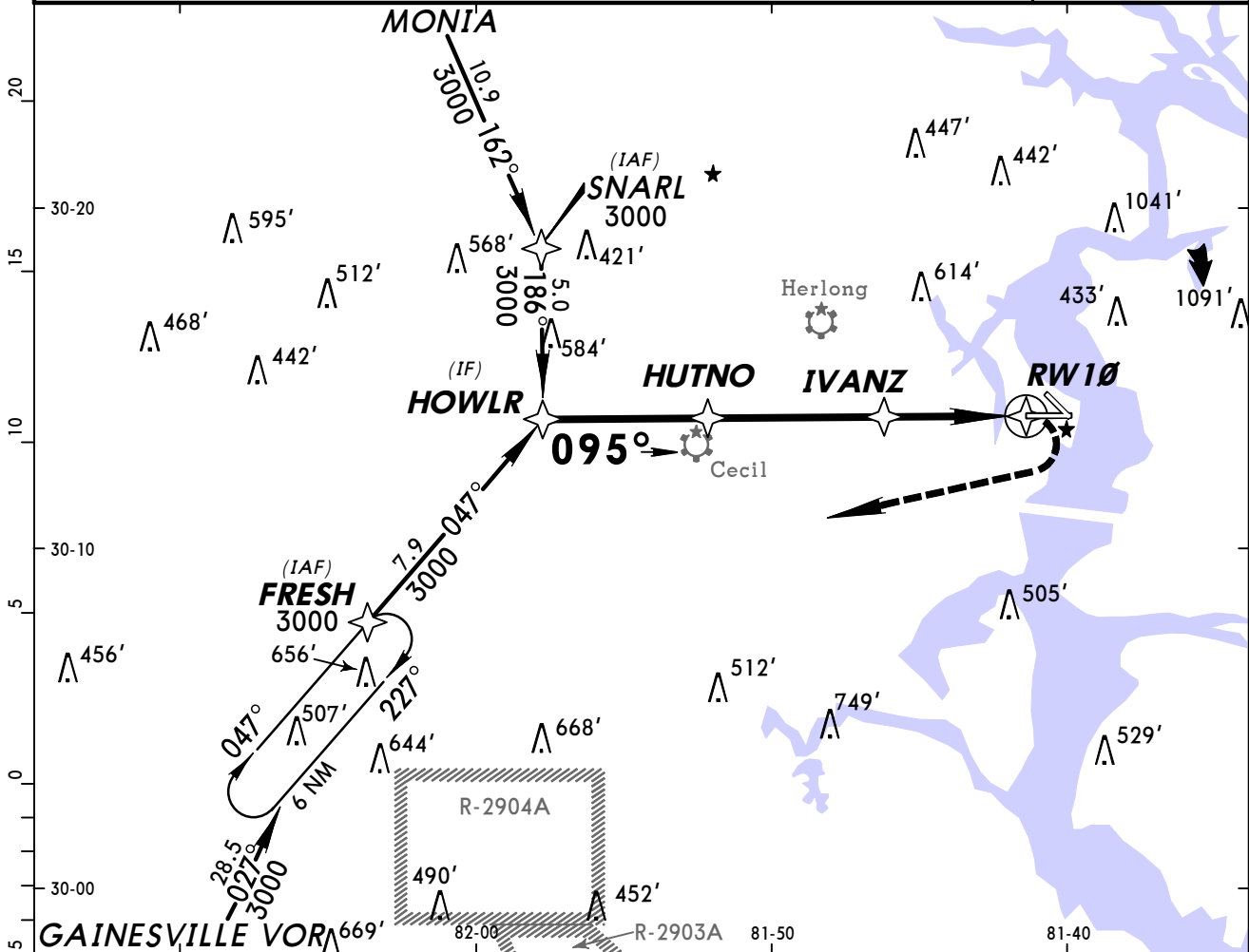
## TAKE-OFF &amp; OBSTACLE DEPARTURE PROCEDURE

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

OBSTACLE DP: Rwy 10, Diverse departures only authorized between 095° through 275° clockwise. Rwy 14, Diverse departures only authorized between 095° through 320° clockwise. Rwy 32, Diverse departures only authorized between 351° through 141° counter clockwise.

BRIEFING STRIP™

|                                                                                                                                                                                                                                                       |                                  |                                                     |                                          |                                     |                                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|------------------------------------------|-------------------------------------|--------------------------------------|
| JACKSONVILLE Approach (R)                                                                                                                                                                                                                             |                                  | NAVY JACKSONVILLE Tower                             |                                          | Ground                              |                                      |
| 123.8                                                                                                                                                                                                                                                 |                                  | 120.0                                               |                                          | 128.6                               |                                      |
| RNAV                                                                                                                                                                                                                                                  | Final<br>Apch Crs<br><b>095°</b> | Minimum Alt<br><b>IVANZ</b><br><b>1400'</b> (1380') | LNAV/VNAV<br>DA(H)<br><b>340'</b> (320') | Apt Elev 20'<br><br>TDZE <b>20'</b> | <div>2100'</div> <div>MSA RW10</div> |
| MISSED APCH: Climbing RIGHT turn to 3000' direct FRESH and hold.                                                                                                                                                                                      |                                  |                                                     |                                          |                                     |                                      |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. DME/DME RNP -0.30 not authorized. 2. For uncompensated Baro VNAV systems,<br>LNAV/VNAV not authorized below -15°C (5°F) and above 42°C (107°F). |                                  |                                                     |                                          |                                     |                                      |

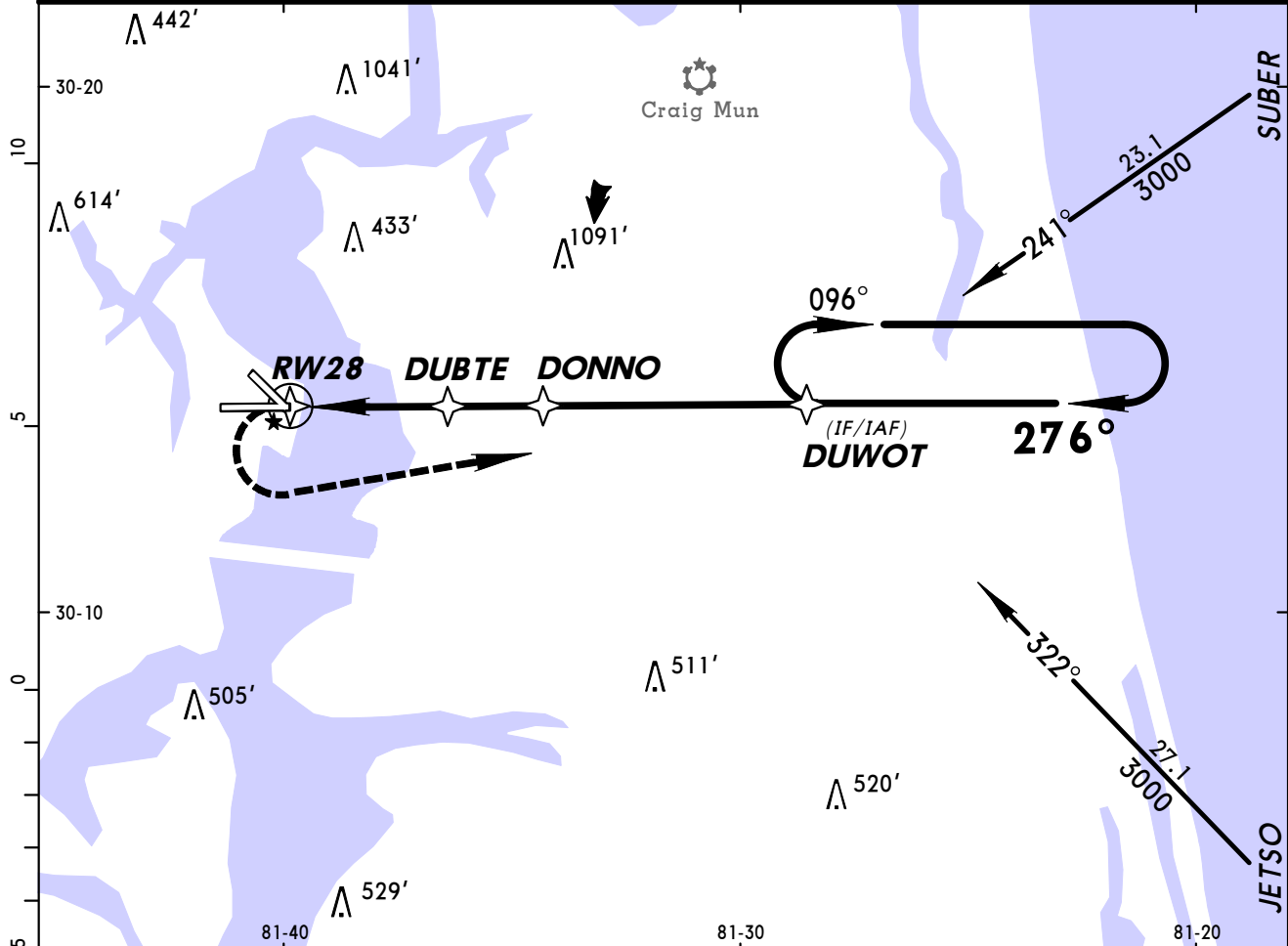


|                       |     |     |     |     |     |     |                         |                                                                                                           |                                                             |       |
|-----------------------|-----|-----|-----|-----|-----|-----|-------------------------|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | ALSF-II<br>REIL<br>PAPI | <div style="border: 1px solid black; padding: 2px;">3000'</div> <div style="text-align: center;">RT</div> | <div style="border: 1px solid black; padding: 2px;">D</div> | FRESH |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |                         |                                                                                                           |                                                             |       |
| MAP at RW10           |     |     |     |     |     |     |                         |                                                                                                           |                                                             |       |

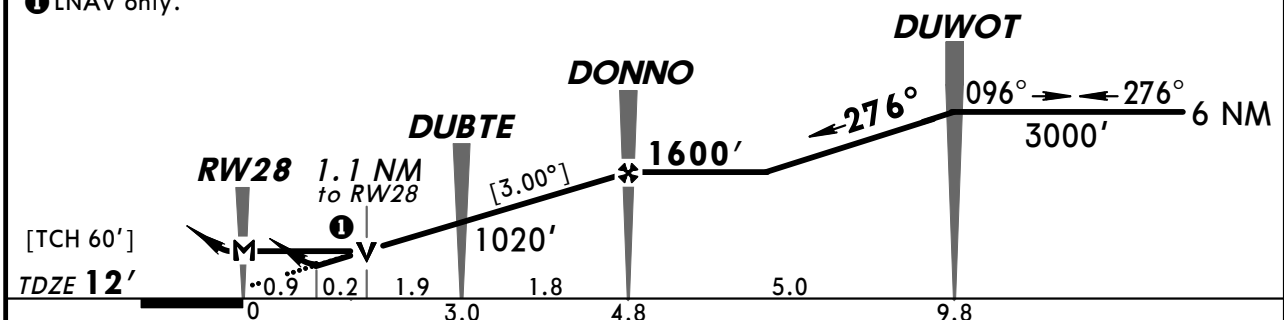
| TERPS | STRAIGHT-IN LANDING RWY 10 |   |                           |       | CIRCLE-TO-LAND |                   |
|-------|----------------------------|---|---------------------------|-------|----------------|-------------------|
|       | LNAV/VNAV                  |   | LNAV                      |       | Max Kts        | MDA(H)            |
|       | DA(H) <b>340'</b> (320')   |   | MDA(H) <b>380'</b> (360') |       |                |                   |
|       | ALS out                    |   | ALS out                   |       |                |                   |
|       |                            |   |                           |       |                |                   |
| A     | 1/2                        | 1 | 1/2                       | 1     | 90             | 480' (460')-1     |
| B     |                            |   |                           |       | 120            |                   |
| C     | 3/4                        |   | 3/4                       |       | 140            | 480' (460')-1 1/2 |
| D     |                            |   |                           | 1 1/4 | 165            | 580' (560')-2     |

BRIEFING STRIP™

|                                                                                                                                                    |                                          |                                                            |                                                  |                                            |                                      |
|----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------------------------------------|--------------------------------------------------|--------------------------------------------|--------------------------------------|
| JACKSONVILLE Approach (R)                                                                                                                          |                                          | NAVY JACKSONVILLE Tower                                    |                                                  | Ground                                     |                                      |
| 123.8                                                                                                                                              |                                          | 120.0                                                      |                                                  | 128.6                                      |                                      |
| RNAV                                                                                                                                               | <i>Final<br/>Apch Crs</i><br><b>276°</b> | <i>Minimum Alt</i><br><b>DONNO</b><br><b>1600'</b> (1588') | <i>LNAV/VNAV<br/>DA(H)</i><br><b>340'</b> (328') | <i>Apt Elev 20'</i><br><br><i>TDZE 12'</i> | <div>2100'</div> <div>MSA RW28</div> |
| <b>MISSED APCH: Climbing LEFT turn to 3000' direct DUWOT and hold.</b>                                                                             |                                          |                                                            |                                                  |                                            |                                      |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                    |                                          |                                                            |                                                  |                                            |                                      |
| 1. DME/DME RNP -0.30 not authorized. 2. For uncompensated Baro VNAV systems,<br>LNAV/VNAV not authorized below -15°C (5°F) and above 42°C (107°F). |                                          |                                                            |                                                  |                                            |                                      |



① LNAV only.



|                       |     |     |     |     |     |     |                                             |
|-----------------------|-----|-----|-----|-----|-----|-----|---------------------------------------------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | ALSF-I<br>REIL PAPI<br>3000'<br>LT<br>DUWOT |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |                                             |
| MAP at RW28           |     |     |     |     |     |     |                                             |

| TERPS | STRAIGHT-IN LANDING RWY 28 |   |                           |       | CIRCLE-TO-LAND |                  |
|-------|----------------------------|---|---------------------------|-------|----------------|------------------|
|       | LNAV/VNAV                  |   | LNAV                      |       | Max Kts        | MDA(H)           |
|       | DA(H) <b>340'</b> (328')   |   | MDA(H) <b>420'</b> (408') |       |                |                  |
|       | ALS out                    |   | ALS out                   |       |                |                  |
|       |                            |   |                           |       |                |                  |
| A     | 1/2                        | 1 | 1/2                       | 1     | 90             | 480'(460')-1     |
| B     |                            |   |                           |       | 120            |                  |
| C     | 3/4                        |   | 3/4                       | 1 1/4 | 140            | 480'(460')-1 1/2 |
| D     |                            |   |                           |       | 165            | 580'(560')-2     |

KNIP/NIP

1 APR 11

(38-1)

JEPPesen

JACKSONVILLE NAS

JACKSONVILLE, FLA

RADAR PAR Rwy 10, 28

ASR Rwy 10, 28, 32

|                                                                                   |                                                      |                                                       |                                                 |                                                                                   |                                         |                                                                                                                                                 |                                            |                          |  |
|-----------------------------------------------------------------------------------|------------------------------------------------------|-------------------------------------------------------|-------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|--------------------------|--|
| BRIEFING STRIP™                                                                   | JACKSONVILLE Approach (R)<br><b>123.8</b>            |                                                       | NAVY JACKSONVILLE Radar<br><b>127.7X 133.25</b> |                                                                                   | NAVY JACKSONVILLE Tower<br><b>120.0</b> |                                                                                                                                                 | Ground<br><b>128.6</b>                     |                          |  |
|                                                                                   | RADAR                                                | Final Apch Crs<br>By ATC                              | Minimum Alt<br>No FAF                           | DA(H)<br>Refer to<br>Minimums                                                     | Apt Elev <b>20'</b><br>THR- See Below   | <div style="border: 1px solid black; border-radius: 50%; padding: 10px; text-align: center;">           No<br/>MSA<br/>published         </div> |                                            |                          |  |
|                                                                                   | <b>MISSED APCH: As directed by RADAR CONTROLLER.</b> |                                                       |                                                 |                                                                                   |                                         |                                                                                                                                                 |                                            |                          |  |
|                                                                                   | Alt Set: INCHES                                      |                                                       | Trans level: FL 180                             |                                                                                   | Trans alt: 18000'                       |                                                                                                                                                 |                                            |                          |  |
|                                                                                   |                                                      |                                                       |                                                 |                                                                                   |                                         |                                                                                                                                                 |                                            |                          |  |
| RWY 10<br>PAR TCH 38'<br>TDZE 20'                                                 |                                                      | RWY 10<br>THR 20'                                     |                                                 | RWY 28<br>PAR TCH 40'<br>TDZE 12'                                                 |                                         | RWY 28<br>THR 8'                                                                                                                                |                                            | RWY 32<br>THR 8'         |  |
| Gnd speed-Kts                                                                     | 70                                                   | 90                                                    | 100                                             | 120                                                                               | 140                                     | 160                                                                                                                                             | Lighting -<br>Refer to<br>Airport<br>Chart |                          |  |
| Rwy 10, 28<br>PAR GS 3.00°                                                        | 377                                                  | 484                                                   | 538                                             | 646                                                                               | 753                                     | 861                                                                                                                                             |                                            |                          |  |
| <b>STRAIGHT-IN LANDING</b>                                                        |                                                      |                                                       |                                                 |                                                                                   |                                         |                                                                                                                                                 |                                            |                          |  |
| <b>PAR 10</b><br>DA(H) <b>220'</b> (200')<br>MDA(H) <b>360'</b> (340')<br>ALS out |                                                      |                                                       |                                                 | <b>PAR 28</b><br>DA(H) <b>212'</b> (200')<br>MDA(H) <b>340'</b> (328')<br>ALS out |                                         |                                                                                                                                                 |                                            |                          |  |
| A                                                                                 | 1/2                                                  |                                                       | 3/4                                             |                                                                                   | 1/2                                     |                                                                                                                                                 | 3/4                                        |                          |  |
| B                                                                                 | 3/4                                                  |                                                       | 1 1/4                                           |                                                                                   | 3/4                                     |                                                                                                                                                 | 1 1/4                                      |                          |  |
| C                                                                                 | 3/4                                                  |                                                       | 1 1/4                                           |                                                                                   | 3/4                                     |                                                                                                                                                 | 1 1/4                                      |                          |  |
| D                                                                                 | 3/4                                                  |                                                       | 1 1/4                                           |                                                                                   | 3/4                                     |                                                                                                                                                 | 1 1/4                                      |                          |  |
| <b>STRAIGHT-IN LANDING</b>                                                        |                                                      |                                                       |                                                 |                                                                                   |                                         |                                                                                                                                                 | <b>1</b> CIRCLE-TO-LAND                    |                          |  |
| <b>ASR 10</b><br>MDA(H) <b>400'</b> (380')<br>ALS out                             |                                                      | <b>ASR 28</b><br>MDA(H) <b>400'</b> (392')<br>ALS out |                                                 | <b>ASR 32</b><br>MDA(H) <b>420'</b> (412')<br>ALS out                             |                                         |                                                                                                                                                 |                                            |                          |  |
| A                                                                                 | 1/2                                                  | 1                                                     | 1/2                                             | 1                                                                                 | 1                                       | 1                                                                                                                                               | Max Kts 90                                 | <b>2</b> 480' (460') - 1 |  |
| B                                                                                 | 3/4                                                  | 1 1/4                                                 | 3/4                                             | 1 1/4                                                                             | 1 1/4                                   | 1 1/4                                                                                                                                           | 120                                        |                          |  |
| C                                                                                 | 3/4                                                  | 1 1/4                                                 | 3/4                                             | 1 1/4                                                                             | 1 1/4                                   | 1 1/4                                                                                                                                           | 140                                        |                          |  |
| D                                                                                 | 3/4                                                  | 1 1/4                                                 | 3/4                                             | 1 1/4                                                                             | 1 1/4                                   | 1 1/4                                                                                                                                           | 165                                        |                          |  |
| <b>1</b> Circling authorized from PAR W/O GS and ASR only.                        |                                                      |                                                       |                                                 |                                                                                   |                                         |                                                                                                                                                 |                                            |                          |  |
| <b>2</b> Increase VIS to 1 1/4 when circling from PAR W/O GS.                     |                                                      |                                                       |                                                 |                                                                                   |                                         |                                                                                                                                                 |                                            |                          |  |

CHANGES: ASR minimums.

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## **General Information**

Location: Pensacola FL USA  
IATA Code: NPA  
Lat/Long: N30° 21.2' W087° 19.1'  
Elevation: 28 ft

Airport Use: Military  
Magnetic Variation: 2.1 °W  
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL), Jet 5  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1218 Z  
Sunset: 2346 Z,

## **Runway Information**

Runway: 01  
Length x Width: 7137 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 28 ft  
Lighting: Edge  
Stopway: 1000 ft

Runway: 07L  
Length x Width: 8002 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 23 ft  
Lighting: Edge  
Stopway: 1000 ft

Runway: 07R  
Length x Width: 8001 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 25 ft  
Lighting: Edge, ALS  
Stopway: 1000 ft

Runway: 19  
Length x Width: 7137 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 22 ft  
Lighting: Edge  
Stopway: 1000 ft

Runway: 25L  
Length x Width: 8001 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 22 ft  
Lighting: Edge  
Stopway: 1000 ft

Runway: 25R  
Length x Width: 8002 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 21 ft  
Lighting: Edge  
Stopway: 1000 ft

## Communication Information

ATIS 124.35  
Sherman Tower 120.7 CTAF  
Sherman Ground Control 121.7  
Sherman Clearance Delivery 134.1  
Sherman Pre-Taxi Clearance 134.1  
Pensacola Approach Control 120.05 Military  
Pensacola App ARSA 120.65  
Pensacola Departure Control 120.65 Military  
Sherman Radar 128.25

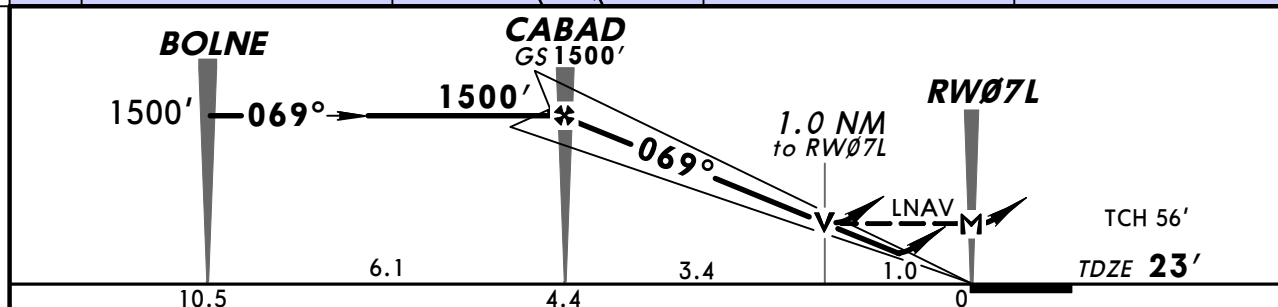
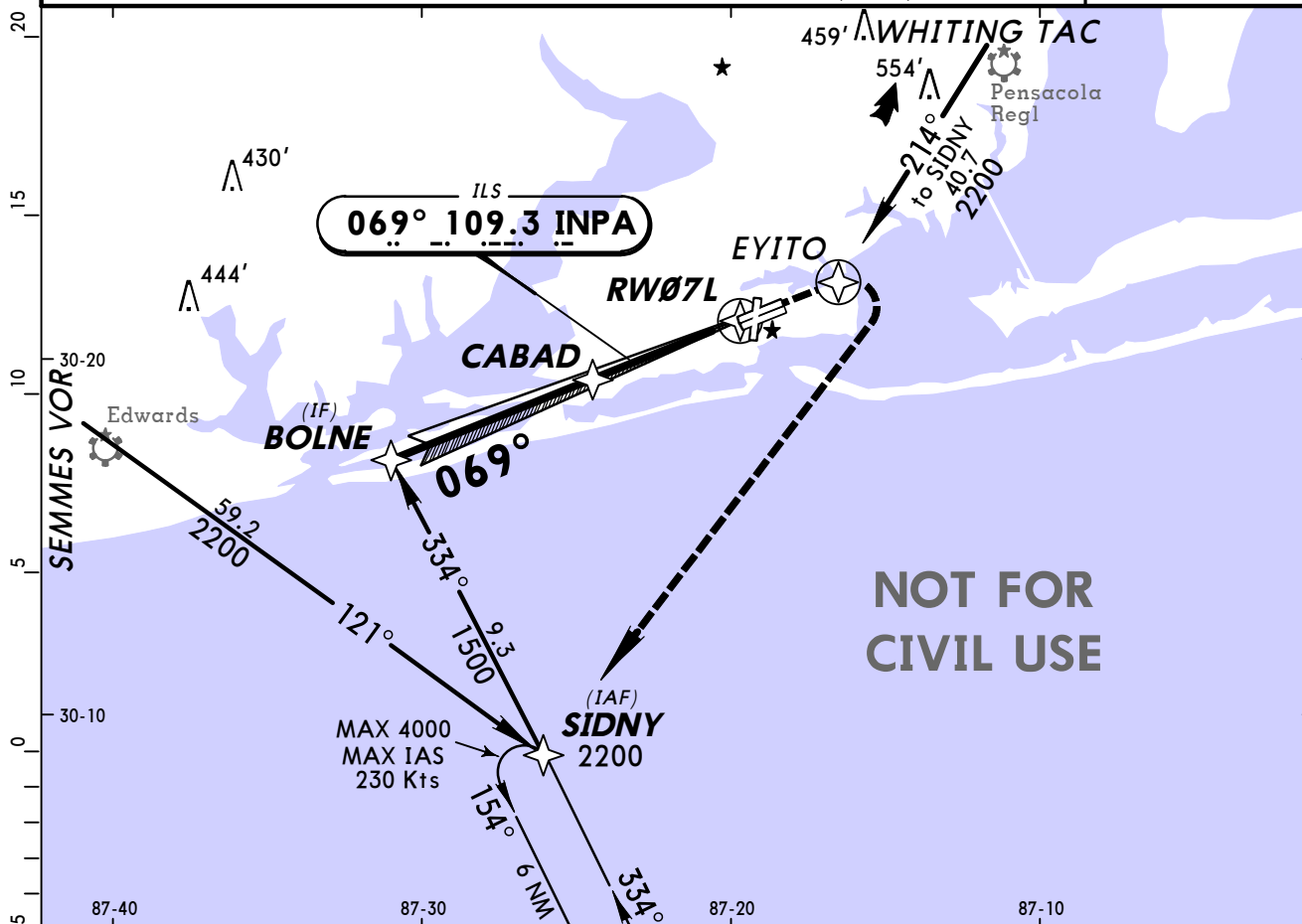


| ADDITIONAL RUNWAY INFORMATION |             |                                 |             |          |       |
|-------------------------------|-------------|---------------------------------|-------------|----------|-------|
| RWY                           |             | USABLE LENGTHS                  |             | TAKE-OFF | WIDTH |
|                               |             | — LANDING BEYOND —<br>Threshold | Glide Slope |          |       |
| 1<br>19                       | HIRL        |                                 |             |          | 200'  |
| 7R<br>25L                     | HIRL        |                                 |             |          | 200'  |
| 7L<br>25R                     | HIRL ALSF-I |                                 |             |          | 200'  |
|                               | HIRL        |                                 |             |          |       |
|                               |             |                                 |             |          |       |
|                               |             |                                 |             |          |       |

|                  |     |  |  |     |     |  |  |  |  |
|------------------|-----|--|--|-----|-----|--|--|--|--|
|                  |     |  |  |     |     |  |  |  |  |
| TAKE-OFF         |     |  |  |     |     |  |  |  |  |
| All Rwys         |     |  |  |     |     |  |  |  |  |
| Adequate Vis Ref |     |  |  | STD |     |  |  |  |  |
| 1 & 2<br>Eng     | 1/4 |  |  |     | 1   |  |  |  |  |
| 3 & 4<br>Eng     |     |  |  |     | 1/2 |  |  |  |  |
|                  |     |  |  |     |     |  |  |  |  |

BRIEFING STRIP™

|                                                                                     |  |                                  |                                       |                         |                                   |                  |                          |
|-------------------------------------------------------------------------------------|--|----------------------------------|---------------------------------------|-------------------------|-----------------------------------|------------------|--------------------------|
| *ATIS<br>124.35                                                                     |  | PENSACOLA Approach (R)<br>120.05 |                                       | *SHERMAN Tower<br>120.7 |                                   | *Ground<br>121.7 |                          |
| LOC<br>INPA<br>109.3                                                                |  | Final<br>Apch Crs<br>069°        | GS<br>CABAD<br>1500' (1477')          |                         | ILS<br>DA(H)<br>223' (200')       |                  | Apt Elev 28'<br>TDZE 23' |
| RNAV                                                                                |  |                                  | Minimum Alt<br>CABAD<br>1500' (1477') |                         | LNAV/VNAV<br>DA(H)<br>400' (377') |                  |                          |
| MISSED APCH: Climb to 2200' direct EYITO, then turn RIGHT direct<br>SIDNY and hold. |  |                                  |                                       |                         |                                   |                  |                          |
| Alt Set: INCHES                                                                     |  |                                  |                                       |                         |                                   |                  |                          |



|                       |       |     |     |     |     |     |         |       |    |       |
|-----------------------|-------|-----|-----|-----|-----|-----|---------|-------|----|-------|
| Gnd speed-Kts         | 70    | 90  | 100 | 120 | 140 | 160 | ALSIF-I | 2200' | D→ | EYITO |
| GS                    | 3.00° | 377 | 484 | 538 | 646 | 753 | 861     |       |    |       |
| Descent angle [3.00°] | 372   | 478 | 531 | 637 | 743 | 849 |         |       |    |       |
| MAP at RW07L          |       |     |     |     |     |     |         |       |    |       |

| STRAIGHT-IN LANDING RWY 7L |         |                                |         |                            |         | CIRCLE-TO-LAND |                     |
|----------------------------|---------|--------------------------------|---------|----------------------------|---------|----------------|---------------------|
| ILS<br>DA(H) 223' (200')   |         | LNAV/VNAV<br>DA(H) 400' (377') |         | LNAV<br>MDA(H) 400' (377') |         | Max Kts        | MDA(H)              |
| FULL                       | ALS out |                                | ALS out |                            | ALS out | 90             | 520' (492') - 1     |
| 1/2                        | 3/4     | 3/4                            | 1 1/4   | 1/2                        | 1       | 120            | 520' (492') - 1 1/2 |
|                            |         |                                |         | 3/4                        | 1 1/4   | 140            |                     |
| D                          |         |                                |         |                            |         | 165            | 580' (552') - 2     |

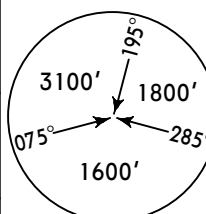
PENSACOLA, FLA

7 JAN 11 (31-2)

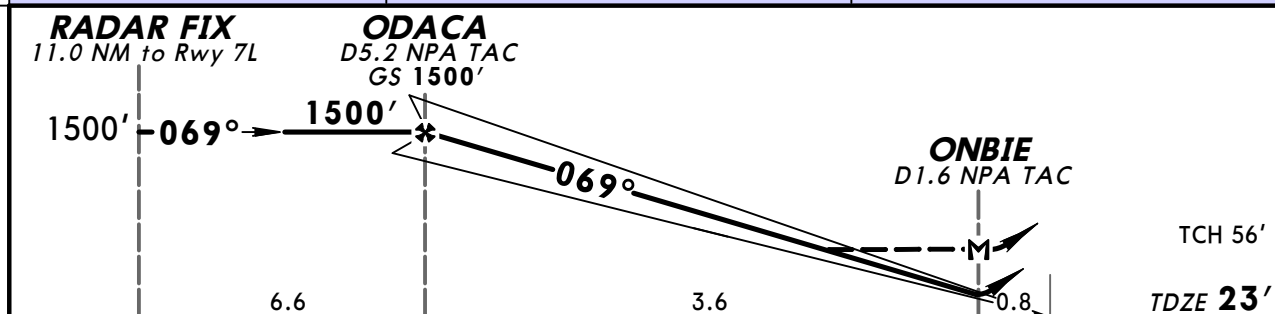
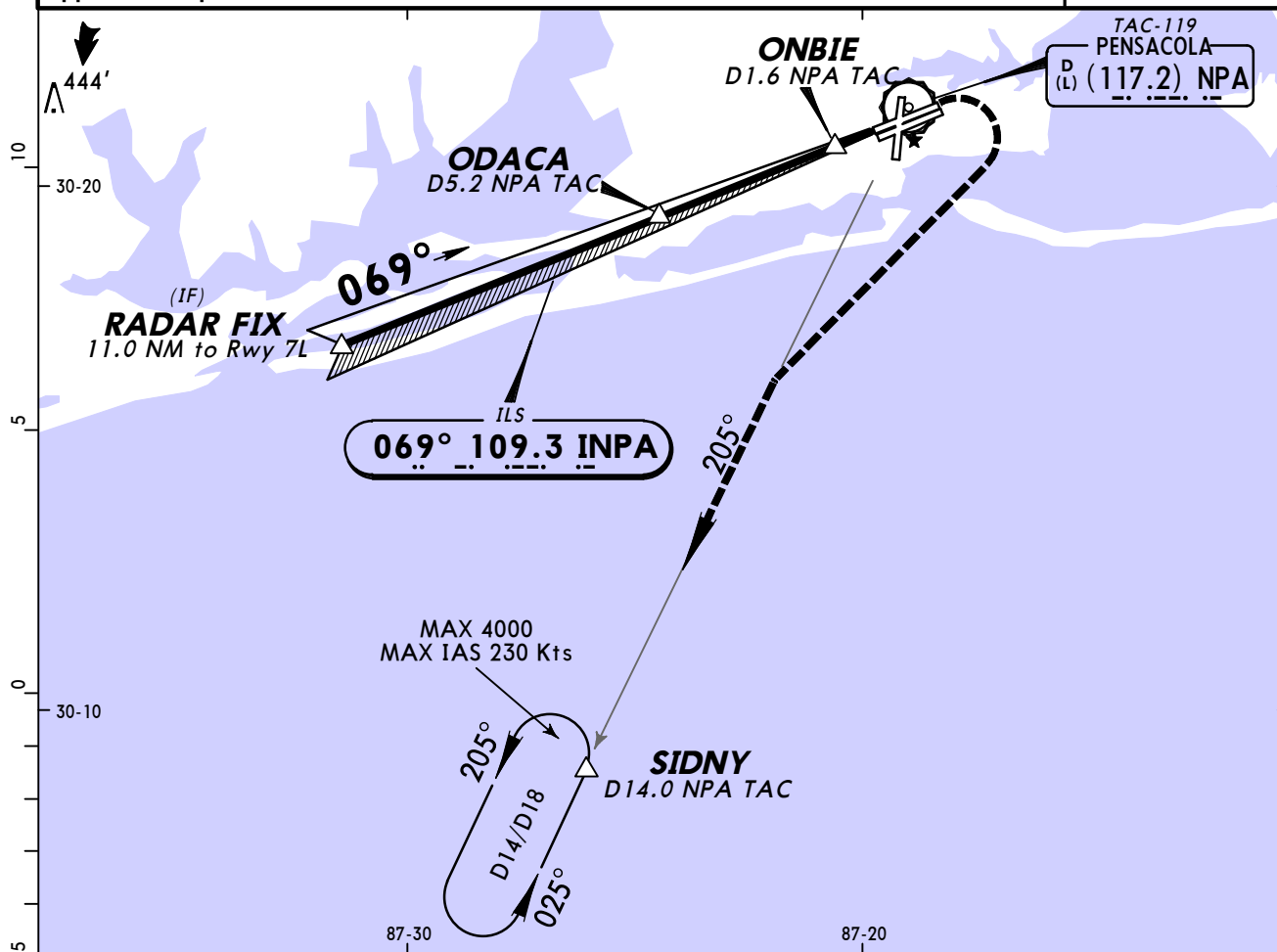
ILS Z or LOC DME Rwy 7L

TACAN Azimuth Required

BRIEFING STRIP™

|                                                                                                                                                                                                 |                           |                                  |                             |                          |  |                                                                                     |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|----------------------------------|-----------------------------|--------------------------|--|-------------------------------------------------------------------------------------|--|
| *ATIS<br>124.35                                                                                                                                                                                 |                           | PENSACOLA Approach (R)<br>120.05 |                             | *SHERMAN Tower<br>120.7  |  | *Ground<br>121.7                                                                    |  |
| LOC<br>INPA<br>109.3                                                                                                                                                                            | Final<br>Apch Crs<br>069° | GS<br>ODACA<br>1500' (1477')     | ILS<br>DA(H)<br>223' (200') | Apt Elev 28'<br>TDZE 23' |  |  |  |
| MISSED APCH: Climb to 500'. Then climbing RIGHT turn to 2200',<br>outbound via NPA TAC R-205 to SIDNY/D14.0 NPA TAC and<br>hold.                                                                |                           |                                  |                             |                          |  |                                                                                     |  |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'<br>1. TACAN or DME required. 2. RADAR required. 3. RADAR vectors to final<br>approach required. 4. EMERG SAFE ALT 100 NM 3100'. |                           |                                  |                             |                          |  |                                                                                     |  |

MSA NPA TAC

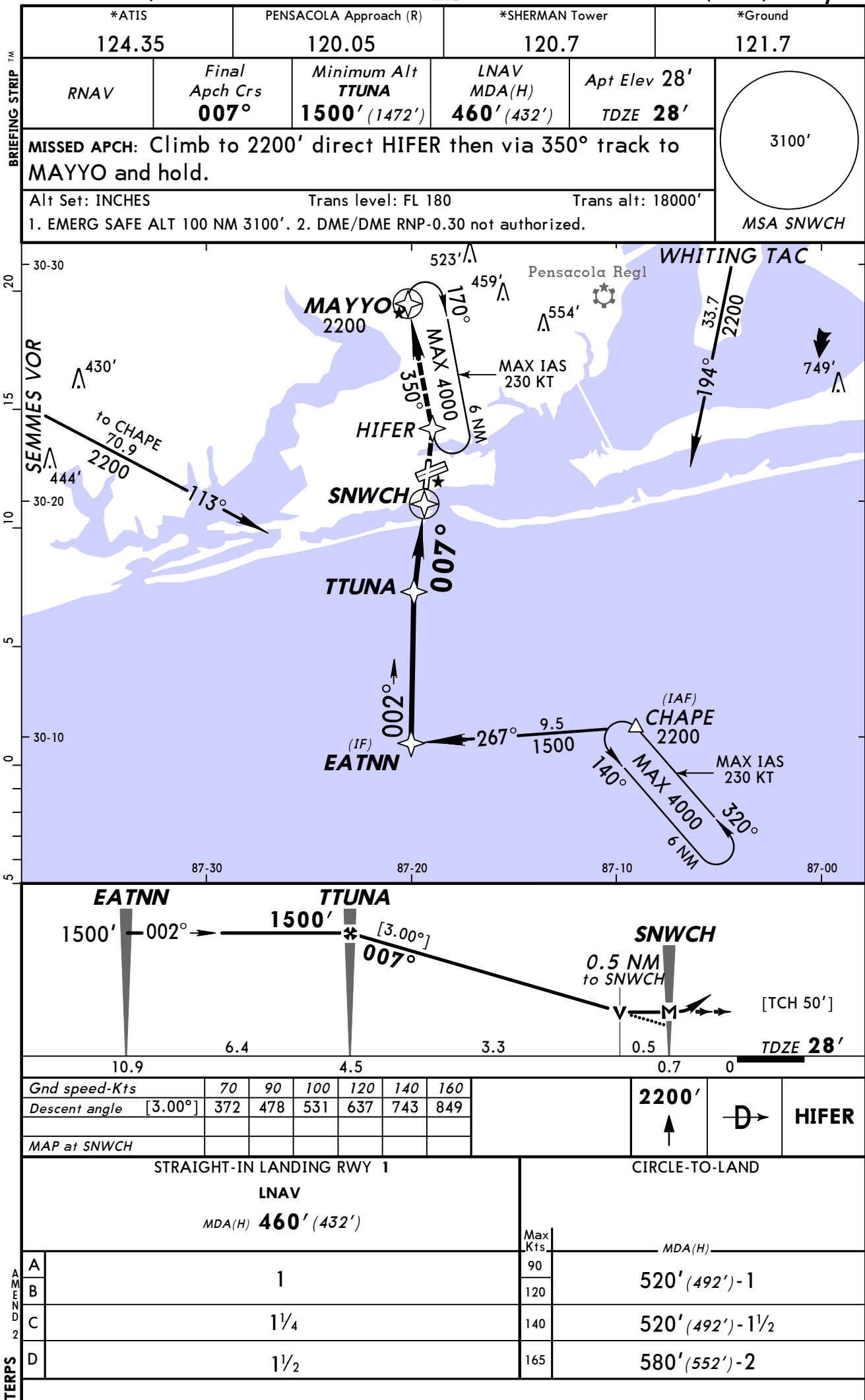


|                                     |       |      |      |      |      |      |        |      |       |                           |       |
|-------------------------------------|-------|------|------|------|------|------|--------|------|-------|---------------------------|-------|
| Gnd speed-Kts                       | 70    | 90   | 100  | 120  | 140  | 160  | ALSF-I | 500' | 2200' | NPA<br>TAC-119<br>(117.2) | SIDNY |
| GS                                  | 3.00° | 377  | 484  | 538  | 646  | 753  | 861    | ↑    | RT    | R-205                     |       |
| MAP at ONBIE or<br>ODACA to MAP 3.6 | 3:05  | 2:24 | 2:10 | 1:48 | 1:33 | 1:21 |        |      |       |                           |       |

| STRAIGHT-IN LANDING RWY 7L |         |                    |         | CIRCLE-TO-LAND |                   |
|----------------------------|---------|--------------------|---------|----------------|-------------------|
| ILS                        |         | LOC (GS out)       |         | Max<br>Kts     | MDA(H)            |
| DA(H) 223' (200')          |         | MDA(H) 380' (357') |         |                |                   |
| FULL                       | ALS out |                    | ALS out |                |                   |
| A                          |         | 1/2                |         | 90             | 520' (492')-1     |
| B                          |         |                    | 1       | 120            |                   |
| C                          | 1/2     | 3/4                |         | 140            | 520' (492')-1 1/2 |
| D                          |         | 3/4                | 1 1/4   | 165            | 580' (552')-2     |

CHANGES: Approach frequency.

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BRIEFING STRIP

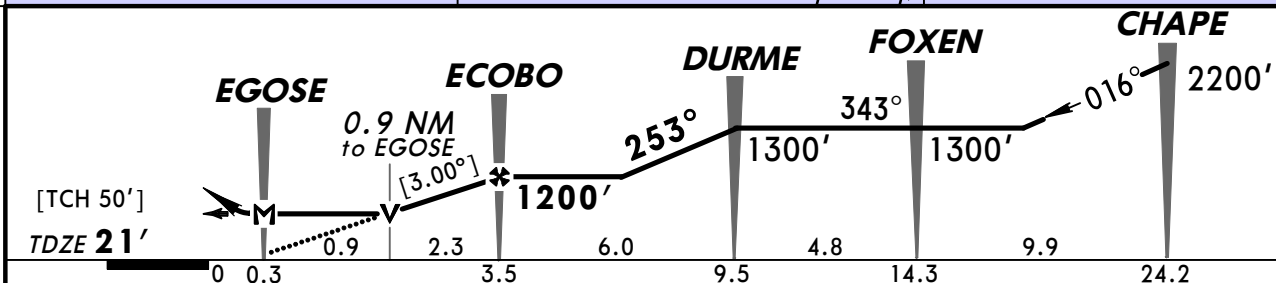
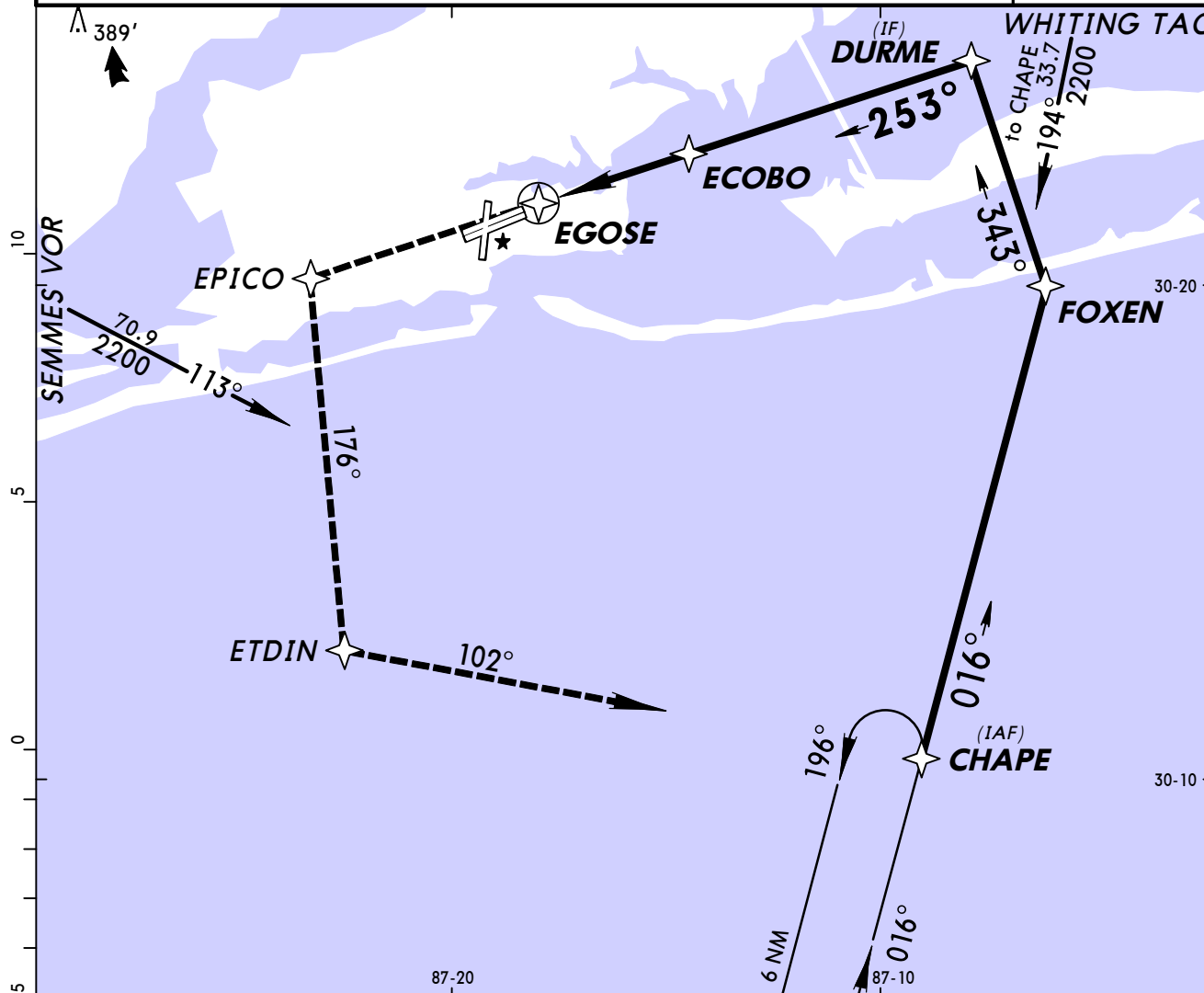
|                                                                                                                                                                                                                                    |                           |                                       |                               |                          |  |                     |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-------------------------------|--------------------------|--|---------------------|--|
| *ATIS<br>124.35                                                                                                                                                                                                                    |                           | PENSACOLA Approach (R)<br>120.05      |                               | *SHERMAN Tower<br>120.7  |  | *Ground<br>121.7    |  |
| RNAV                                                                                                                                                                                                                               | Final<br>Apch Crs<br>187° | Minimum Alt<br>ASPNN<br>1500' (1478') | LNAV<br>MDA(H)<br>380' (358') | Apt Elev 28'<br>TDZE 22' |  | TAA<br>30 NM<br>IAF |  |
| MISSED APCH: Climb to 2200' direct CONSL then turn RIGHT via track 210° to SIDNY and hold.                                                                                                                                         |                           |                                       |                               |                          |  |                     |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. CAUTION: CAT C, D intermediate segment length 5.4 NM.<br>2. EMERG SAFE ALT 100 NM 3100'. 3. DME/DME RNP-0.30 not authorized. |                           |                                       |                               |                          |  |                     |  |



|                            |   |     |     |     |     |     |     |                |                  |                 |       |
|----------------------------|---|-----|-----|-----|-----|-----|-----|----------------|------------------|-----------------|-------|
|                            |   |     |     |     |     |     |     |                |                  |                 |       |
| Gnd speed-Kts              |   | 70  | 90  | 100 | 120 | 140 | 160 | 2200'          |                  | D               | CONSL |
| Descent angle [3.00°]      |   | 372 | 478 | 531 | 637 | 743 | 849 |                |                  |                 |       |
| MAP at MAJRR               |   |     |     |     |     |     |     |                |                  |                 |       |
| STRAIGHT-IN LANDING RWY 19 |   |     |     |     |     |     |     | CIRCLE-TO-LAND |                  |                 |       |
| LNAV                       |   |     |     |     |     |     |     |                |                  |                 |       |
| MDA(H) 380' (358')         |   |     |     |     |     |     |     |                |                  |                 |       |
| TERPS<br>RECOMMENDED       | A | 1   |     |     |     |     |     | Max Kts        | MDA(H)           |                 |       |
|                            | B |     |     |     |     |     |     | 90             | 520' (492') - 1  |                 |       |
|                            | C |     |     |     |     |     |     | 120            | 520' (492') - 1½ |                 |       |
|                            | D |     |     |     |     |     |     | 140            | 520' (492') - 1½ |                 |       |
|                            |   |     | 1¼  |     |     |     |     |                | 165              | 580' (552') - 2 |       |

BRIEFING STRIP

|                                                                                                                                                     |  |                                  |                                       |                               |  |                          |                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------|---------------------------------------|-------------------------------|--|--------------------------|---------------------------------------|
| *ATIS<br>124.35                                                                                                                                     |  | PENSACOLA Approach (R)<br>120.05 |                                       | *SHERMAN Tower<br>120.7       |  | *Ground<br>121.7         |                                       |
| RNAV                                                                                                                                                |  | Final<br>Apch Crs<br>253°        | Minimum Alt<br>ECOBO<br>1200' (1179') | LNAV<br>MDA(H)<br>460' (439') |  | Apt Elev 28'<br>TDZE 21' |                                       |
| MISSED APCH: Climb to 2200' direct EPICO. Then via track 176° to ETDIN. Then via track 102° to CHAPE and hold. (Max missed approach speed 265 KIAS) |  |                                  |                                       |                               |  |                          | <div>3100'</div> <div>MSA EGOSE</div> |
| Alt Set: INCHES                                                                                                                                     |  | Trans level: FL 180              |                                       | Trans alt: 18000'             |  |                          |                                       |
| 1. GPS or RNP-0.30 required. 2. EMERG SAFE ALT 100 NM 3100'.<br>3. DME/DME RNP-0.30 not authorized.                                                 |  |                                  |                                       |                               |  |                          |                                       |



|                       |     |     |     |     |     |     |                               |              |       |
|-----------------------|-----|-----|-----|-----|-----|-----|-------------------------------|--------------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | <div>2200'</div> <div>↑</div> | <div>→</div> | EPICO |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |                               |              |       |
|                       |     |     |     |     |     |     |                               |              |       |
| MAP at EGOSE          |     |     |     |     |     |     |                               |              |       |

| STRAIGHT-IN LANDING RWY 25R |       |  |  | CIRCLE-TO-LAND |                     |  |  |
|-----------------------------|-------|--|--|----------------|---------------------|--|--|
| LNAV                        |       |  |  |                |                     |  |  |
| MDA(H) 460' (439')          |       |  |  | Max Kts        | MDA(H)              |  |  |
| A                           |       |  |  | 90             | 520' (492') - 1     |  |  |
| B                           | 1     |  |  | 120            |                     |  |  |
| C                           | 1 1/4 |  |  | 140            | 520' (492') - 1 1/2 |  |  |
| D                           | 1 1/2 |  |  | 165            | 580' (552') - 2     |  |  |

BRIEFING STRIP™

|                                                                                                                                  |  |                                  |                     |                                     |  |                       |  |                          |  |
|----------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------|---------------------|-------------------------------------|--|-----------------------|--|--------------------------|--|
| *ATIS<br>124.35                                                                                                                  |  | PENSACOLA Approach (R)<br>120.05 |                     | *SHERMAN Tower<br>120.7             |  | *Ground<br>121.7      |  |                          |  |
| VOR<br>NUN<br>108.8                                                                                                              |  | Final<br>Apch Crs<br>171°        |                     | Minimum Alt<br>VOR<br>2100' (2078') |  | MDA(H)<br>480' (458') |  | Apt Elev 28'<br>TDZE 22' |  |
| MISSED APCH: Climb to 2100' outbound via NUN VOR R-171. Then turn RIGHT direct NUN VOR and hold. Remain within 15 NM of NUN VOR. |  |                                  |                     |                                     |  |                       |  |                          |  |
| Alt Set: INCHES                                                                                                                  |  |                                  | Trans level: FL 180 |                                     |  | Trans alt: 18000'     |  |                          |  |
| 1. EMERG SAFE ALT 100 NM 3100'.                                                                                                  |  |                                  |                     |                                     |  |                       |  |                          |  |

3100'

100°

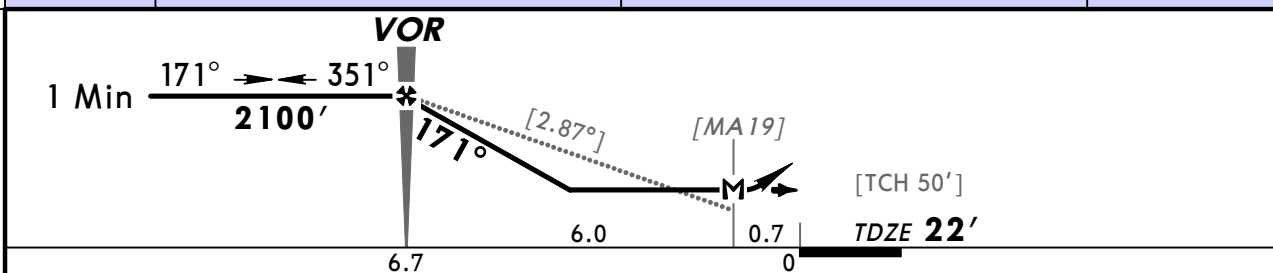
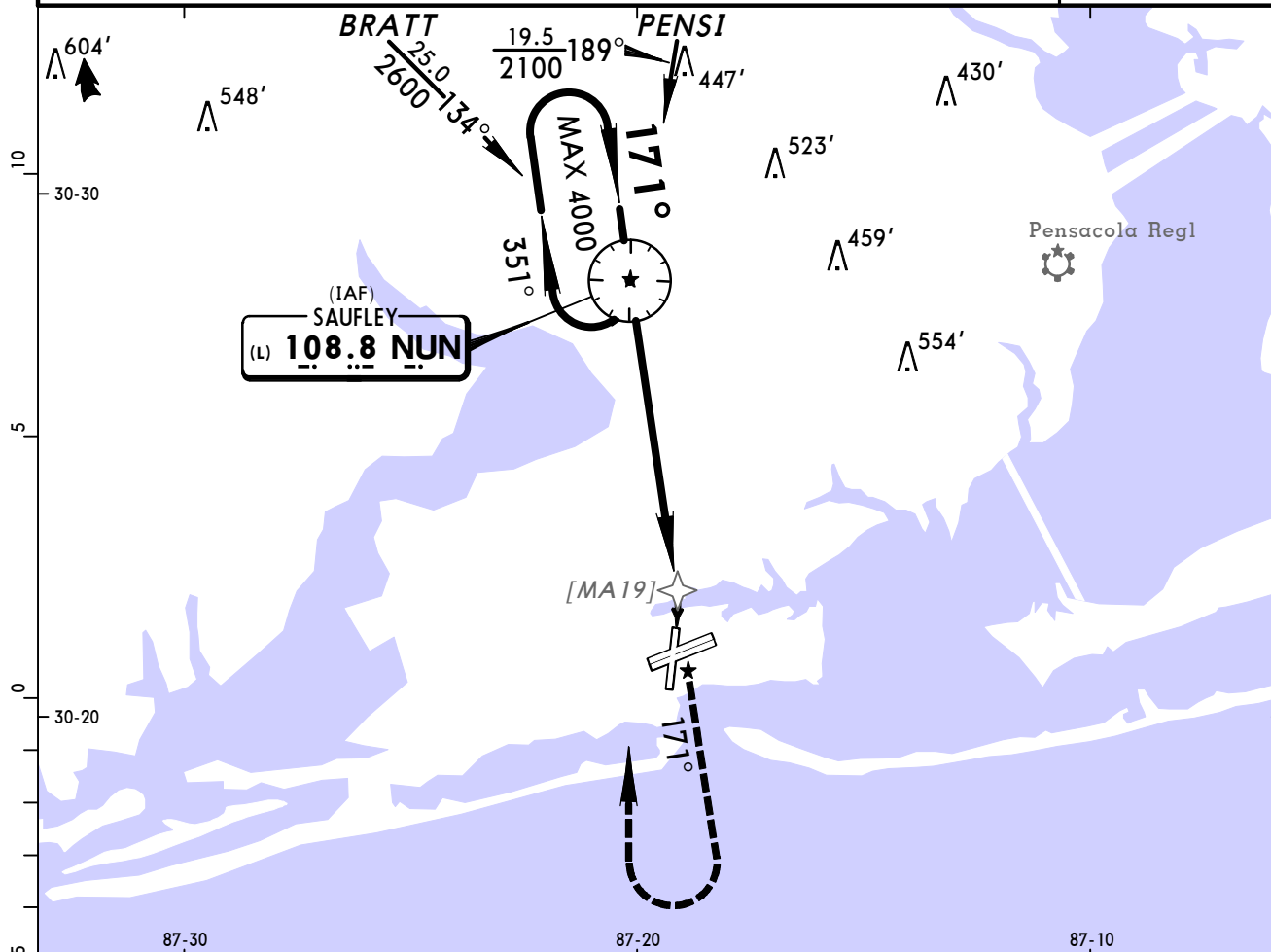
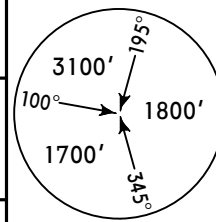
1700'

561'

1800'

345°

MSA NUN VOR



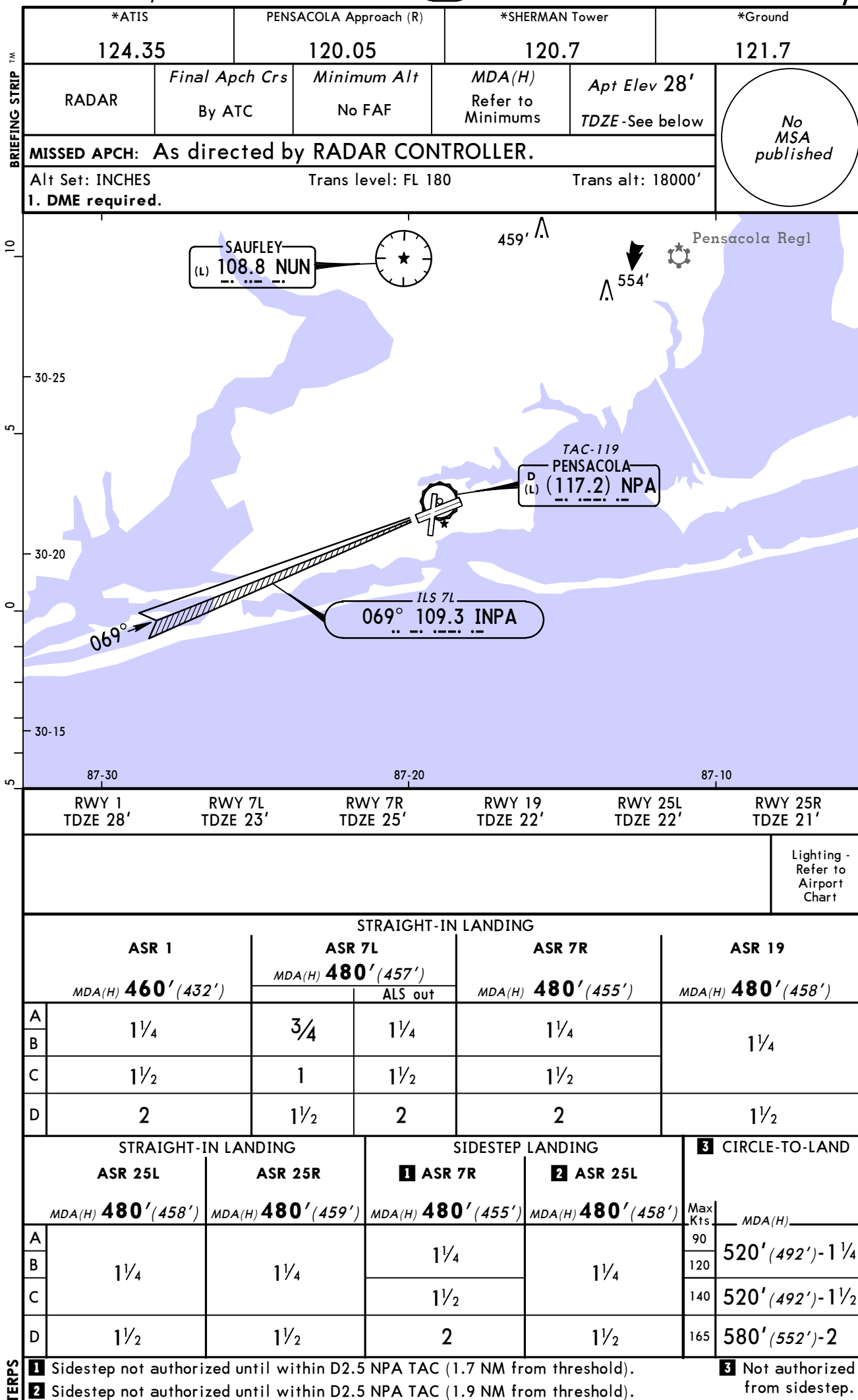
|                       |     |      |      |      |      |      |
|-----------------------|-----|------|------|------|------|------|
| Gnd speed-Kts         | 70  | 90   | 100  | 120  | 140  | 160  |
| Descent angle [2.87°] | 355 | 457  | 508  | 609  | 711  | 812  |
| VOR to MAP            | 6.0 | 5:09 | 4:00 | 3:36 | 3:00 | 2:34 |

|                           |       |  |                |                     |  |
|---------------------------|-------|--|----------------|---------------------|--|
| STRAIGHT-IN LANDING RWY19 |       |  | CIRCLE-TO-LAND |                     |  |
| MDA(H) <b>480' (458')</b> |       |  |                |                     |  |
| A                         | 1     |  | Max Kts        | MDA(H)              |  |
| B                         |       |  | 90             | 520' (492') - 1     |  |
| C                         | 1 1/4 |  | 120            | 520' (492') - 1 1/2 |  |
| D                         | 1 1/2 |  | 140            | 520' (492') - 1 1/2 |  |
|                           |       |  | 165            | 580' (552') - 2     |  |









## General Information

Location: Key West FL USA  
IATA Code: NQX  
Lat/Long: N24° 34.5' W081° 41.3'  
Elevation: 6 ft

Airport Use: Military  
Magnetic Variation: 5.0°W  
Sectional Chart: Miami

Fuel Types: 115-145 Octane, Jet 4  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1151 Z  
Sunset: 2328 Z,

## Runway Information

Runway: 03  
Length x Width: 7002 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 4 ft  
Lighting: Edge  
Stopway: 690 ft

Runway: 07  
Length x Width: 10001 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 4 ft  
Lighting: Edge, ALS  
Stopway: 1000 ft

Runway: 13  
Length x Width: 7000 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 4 ft  
Lighting: Edge  
Stopway: 712 ft

Runway: 21  
Length x Width: 7002 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 6 ft  
Lighting: Edge  
Stopway: 950 ft

Runway: 25  
Length x Width: 10001 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 5 ft  
Lighting: Edge  
Stopway: 965 ft

Runway: 31  
Length x Width: 7000 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 4 ft  
Lighting: Edge  
Stopway: 718 ft

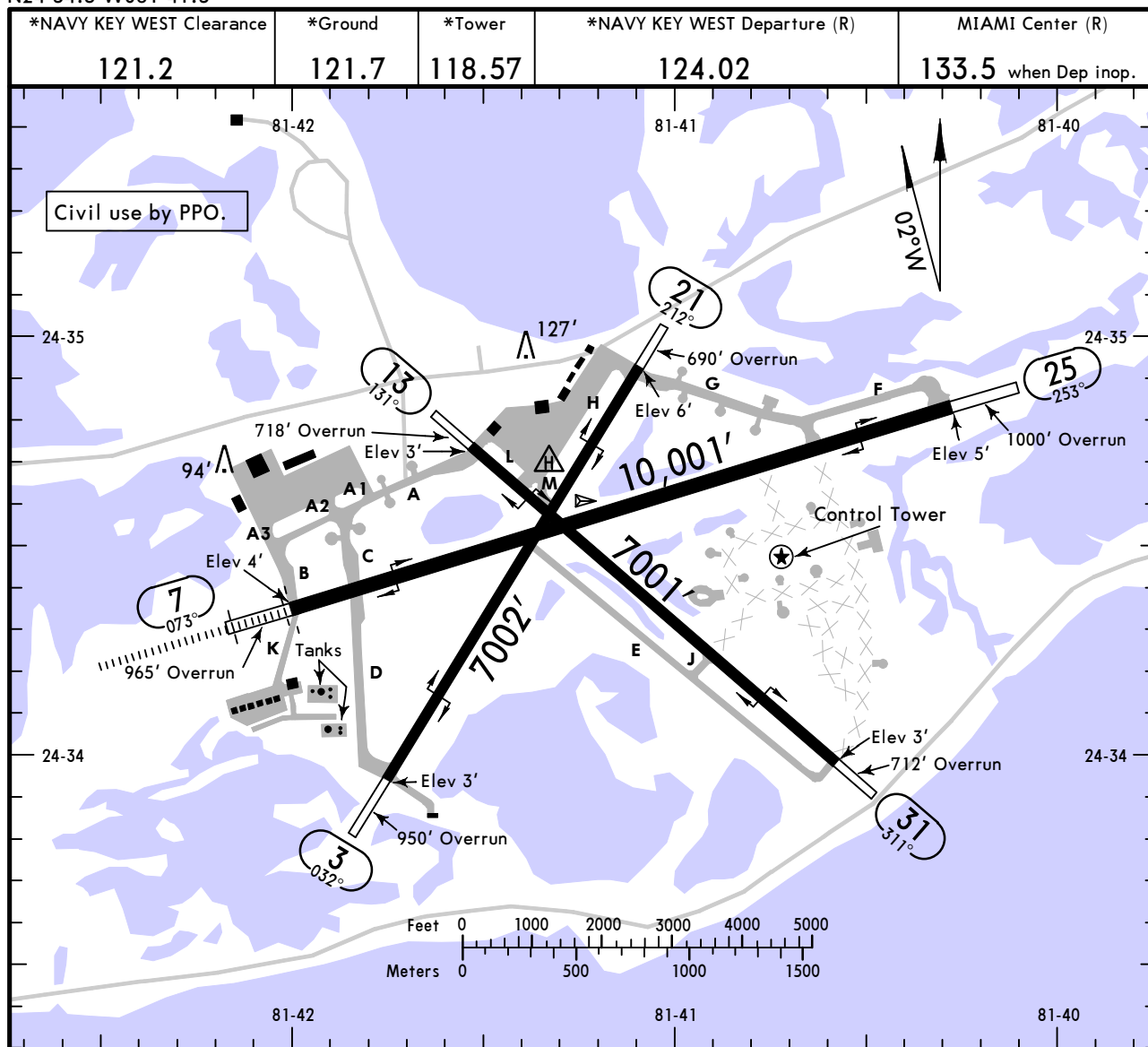
## Communication Information

Navy Key West Tower 118.575  
Navy Key West Ground Control 121.7  
Navy Key West Clearance Delivery 121.2  
Navy Key West Approach Control 126.575  
Navy Key West Approach Control 124.025  
Navy Key West Departure Control 126.575  
Navy Key West Departure Control 124.025  
Miami Flight Service Station 123.65 RCO  
Miami Flight Service Station 122.2 RCO  
Miami Flight Service Station 122.1 RCO  
Miami Flight Service Station 113.5 RCO  
Miami Center 133.5 Remote Communications Air-Ground

KNQX/NQX  
Apt Elev 6'  
N24 34.5 W081 41.3

JEPPesen  
5 FEB 10 (30-9) Eff 11 Feb

KEY WEST NAS  
KEY WEST, FLA



ADDITIONAL RUNWAY INFORMATION

| RWY |    |                                 |  | USABLE LENGTHS |                | TAKE-OFF | WIDTH |
|-----|----|---------------------------------|--|----------------|----------------|----------|-------|
|     |    |                                 |  | Threshold      | Landing Beyond |          |       |
| 3   | 21 | HIRL PAPI-L (angle 3.0°)        |  |                |                |          | 150'  |
| 7   | 25 | HIRL ALSF-I PAPI-L (angle 3.0°) |  |                |                |          | 200'  |
| 13  | 31 | HIRL PAPI-L (angle 3.0°)        |  |                |                |          | 150'  |

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

|           | All Rwy's        |     |  |
|-----------|------------------|-----|--|
|           | Adequate Vis Ref | STD |  |
| 1 & 2 Eng | 1/4              | 1   |  |
| 3 & 4 Eng |                  | 1/2 |  |

OBSTACLE DP: Rwy 3, cross DER at or above 25' AGL/31' MSL. Diverse departures authorized between 028° counterclockwise to 216°. LEFT turn to departure heading only. Rwy 7, diverse departures authorized between 087° clockwise to 257°. Crossing DER climb on heading 065° until reaching 3 DME from NQX TACAN, then turn RIGHT to departure heading. Other headings and LEFT turns on departure expect Radar vectors. Do not exceed 310 KIAS until established on heading or receiving Radar vectors. If no vectors are received within 6 DME of NQX TACAN or 12 DME of EYW VOR, make climbing RIGHT turn direct EYW VOR for enroute aircraft and NQX TACAN for

military aircraft intending use of local special use airspace. Turboprop aircraft cross EYW VOR or NQX TACAN at or above 3000', turbojet aircraft cross EYW VOR or NQX TACAN at or above 5000'. Do not exceed 310 KIAS until crossing EYW VOR or NQX TACAN. Rwy 13, diverse departures authorized between 084° clockwise to 315°. Rwy 21, diverse departures authorized between 084° clockwise to 315°. Rwy 25, diverse departures authorized between 084° clockwise to 315°. Rwy 31, diverse departures authorized between 035° clockwise to 084°.

## KEY WEST NAS

\*Ground

121.7

15.000'

MSA RW03



*MDA(H)* **340'** (336')

MDA(H)

|  |  |
|--|--|
|  |  |
|  |  |

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[illegible]

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# KNQX/NQX KEY WEST, FLA

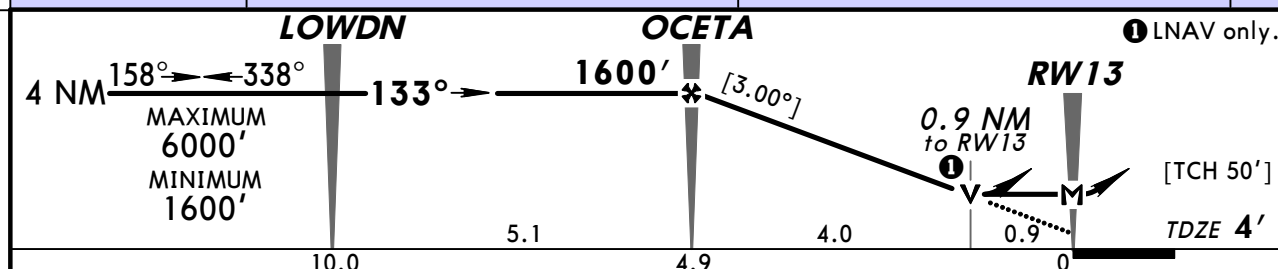
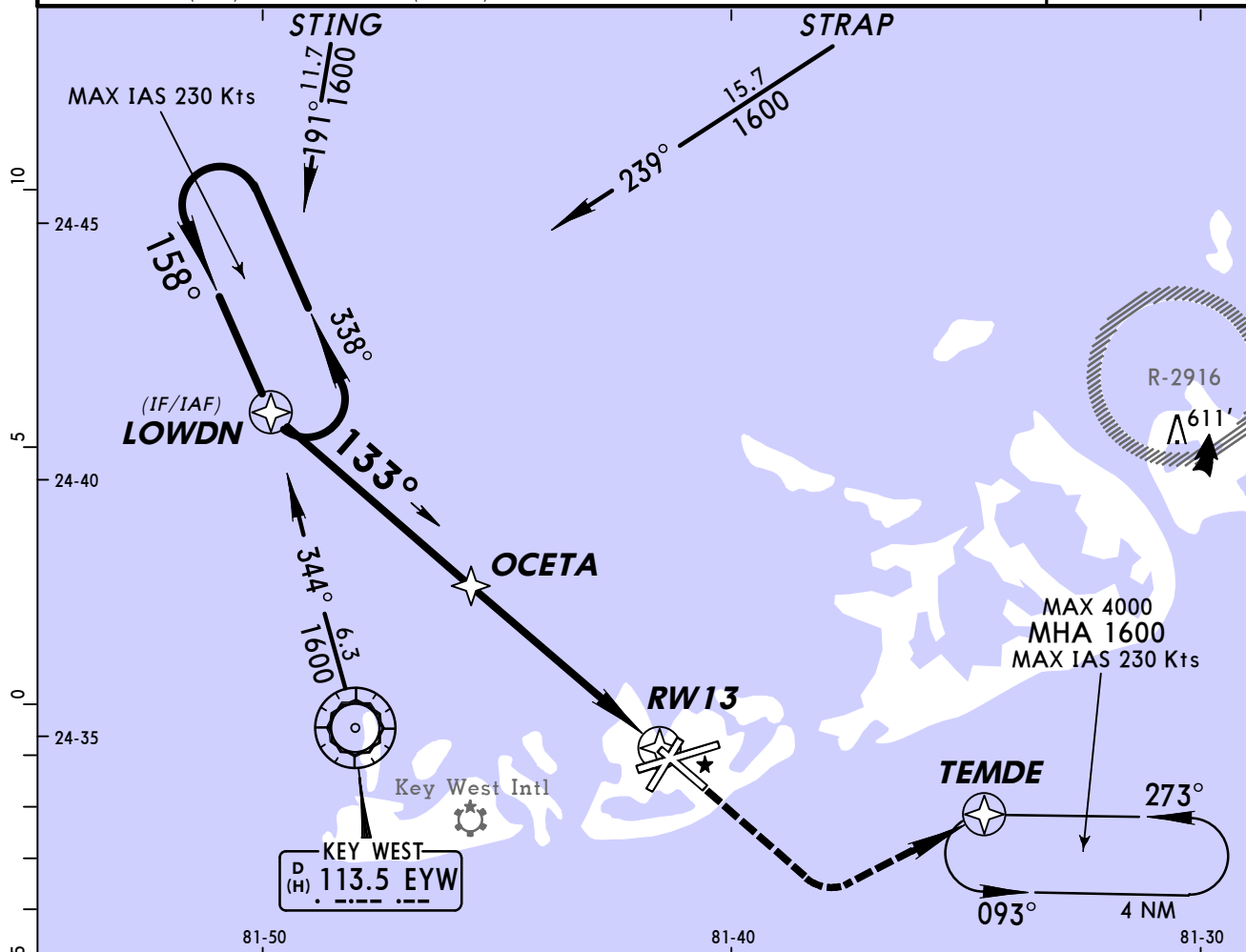
25 JUN 10 **32-3**

# KEY WEST NAS RNAV (GPS) Rwy 13

BRIEFING STRIP

REF: 124.02, 133.5, 118.57, 121.7

|                                                                                                                                                                                                                                                                                                                                                                                       |                           |                                       |                                   |                        |                                        |         |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------------------|------------------------|----------------------------------------|---------|--|
| *NAVY KEY WEST Approach (R)                                                                                                                                                                                                                                                                                                                                                           |                           | MIAMI Center (R)                      |                                   | *NAVY KEY WEST Tower   |                                        | *Ground |  |
| 124.02                                                                                                                                                                                                                                                                                                                                                                                |                           | 133.5 when App inop.                  |                                   | 118.57                 |                                        | 121.7   |  |
| RNAV                                                                                                                                                                                                                                                                                                                                                                                  | Final<br>Apch Crs<br>133° | Minimum Alt<br>OCETA<br>1600' (1596') | LNAV/VNAV<br>DA(H)<br>288' (284') | Apt Elev 6'<br>TDZE 4' | <div>15,000'</div> <div>MSA RW13</div> |         |  |
| MISSED APCH: Climb to 800', then climbing LEFT turn to 1600' direct TEMDE and hold.                                                                                                                                                                                                                                                                                                   |                           |                                       |                                   |                        |                                        |         |  |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. CAUTION: Balloon with strobe light on unmarked cable to 14,000' in R-2916.<br>2. CAUTION: Visual area penetrated by unlit obstacle. 3. SAFE ALTITUDE WITHIN 100 NM 15,000'. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 44°C (111°F). 5. DME/DME RNP-0.30 not authorized. |                           |                                       |                                   |                        |                                        |         |  |



|                       |     |     |     |     |     |     |        |      |       |   |       |
|-----------------------|-----|-----|-----|-----|-----|-----|--------|------|-------|---|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | PAPI-L | 800' | 1600' | D | TEMDE |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |        |      |       |   |       |
| MAP at RW13           |     |     |     |     |     |     |        |      |       |   |       |

| STRAIGHT-IN LANDING RWY 13 |  |                           |  | CIRCLE-TO-LAND |                         |
|----------------------------|--|---------------------------|--|----------------|-------------------------|
| LNAV/VNAV                  |  | LNAV                      |  | Max Kts        | MDA(H)                  |
| DA(H) <b>288'</b> (284')   |  | MDA(H) <b>380'</b> (376') |  | 90             | <b>440'</b> (434') - 1  |
| 1                          |  | 1                         |  | 120            | <b>500'</b> (494') - 1  |
|                            |  |                           |  | 140            | <b>500'</b> (494') - 1½ |
|                            |  |                           |  | 165            | <b>560'</b> (554') - 2  |

CHANGES: Notes.

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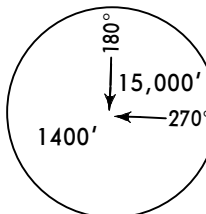


# KNQX/NQX KEY WEST, FLA

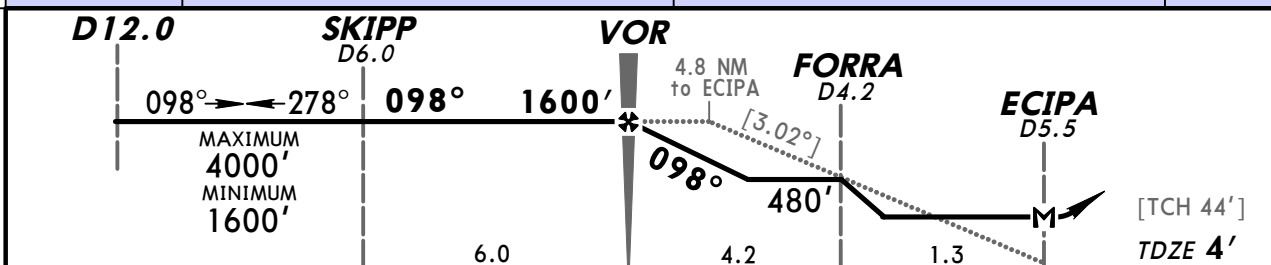
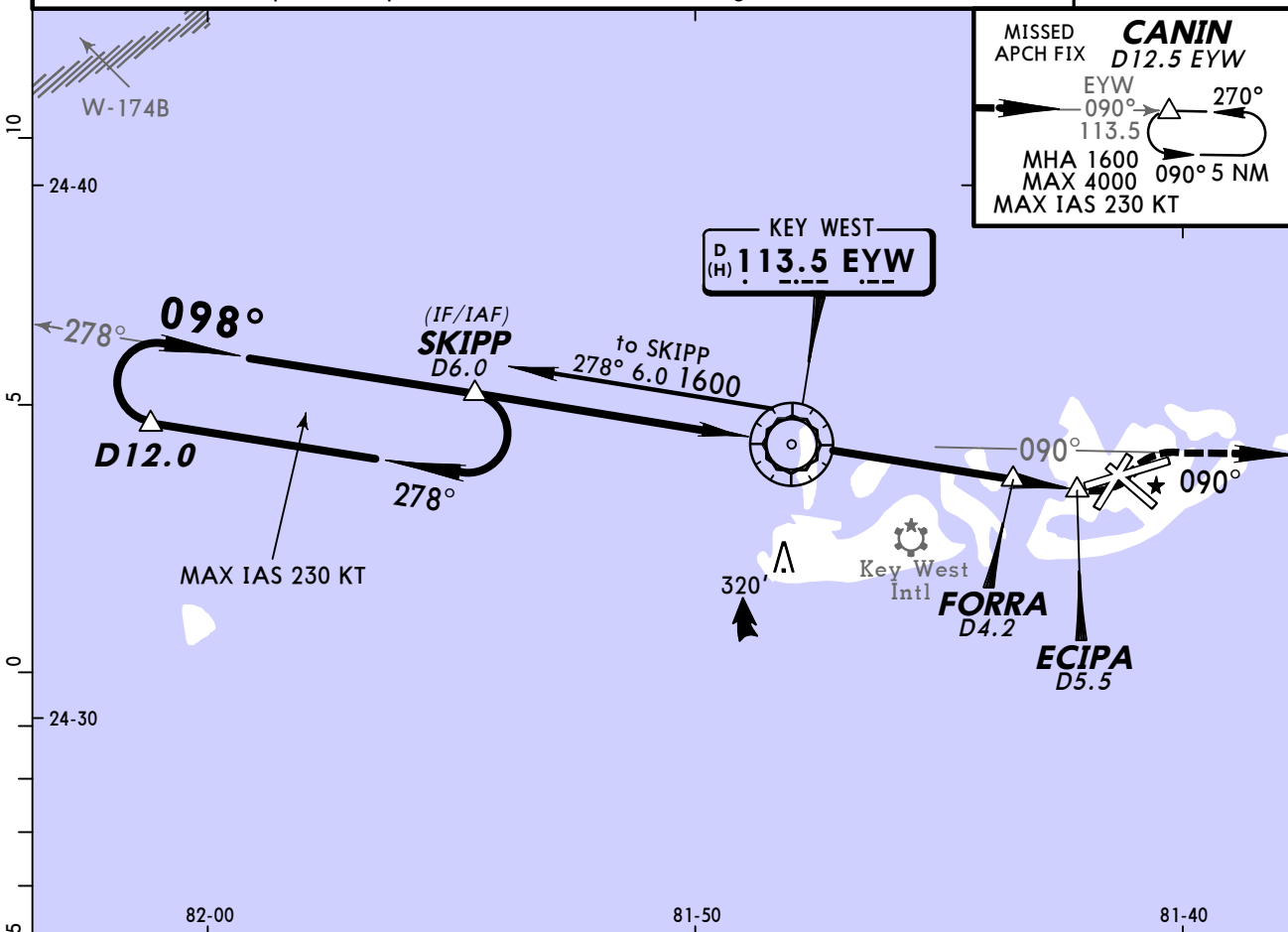
JEPPESSEN  
5 FEB 10 **33-1** Eff 11 Feb

# KEY WEST NAS VOR DME Rwy 7

BRIEFING STRIP™

|                                                                                                                                                  |                           |                                     |                       |                        |  |                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------------------|-----------------------|------------------------|--|-------------------------------------------------------------------------------------|
| *NAVY KEY WEST Approach (R)                                                                                                                      |                           | MIAMI Center (R)                    |                       | *NAVY KEY WEST Tower   |  | *Ground                                                                             |
| 124.02                                                                                                                                           |                           | 133.5 when App inop.                |                       | 118.57                 |  | 121.7                                                                               |
| VOR<br>EYW<br>113.5                                                                                                                              | Final<br>Apch Crs<br>098° | Minimum Alt<br>VOR<br>1600' (1596') | MDA(H)<br>360' (356') | Apt Elev 6'<br>TDZE 4' |  |  |
| MISSED APCH: Climbing LEFT turn to 1600' to intercept EYW VOR R-090 to CANIN and hold.                                                           |                           |                                     |                       |                        |  |                                                                                     |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                  |                           |                                     |                       |                        |  |                                                                                     |
| 1. CAUTION: Balloon with strobe light on unmarked cable to 14,000' in R-2916.<br>2. When VGSI is inoperative, procedure not authorized at night. |                           |                                     |                       |                        |  |                                                                                     |

MSA EYW VOR



| Gnd speed-Kts              | 70  | 90   | 100  | 120  | 140  | 160  | ALSF-I |  | 1600' | EYW   | CANIN |
|----------------------------|-----|------|------|------|------|------|--------|--|-------|-------|-------|
| Descent angle [3.02°]      | 374 | 481  | 534  | 641  | 748  | 855  | PAPI   |  | LT    | 113.5 |       |
| MAP at ECIPA or VOR to MAP | 5.5 | 4:43 | 3:40 | 3:18 | 2:45 | 2:21 | 2:04   |  |       | R-090 |       |

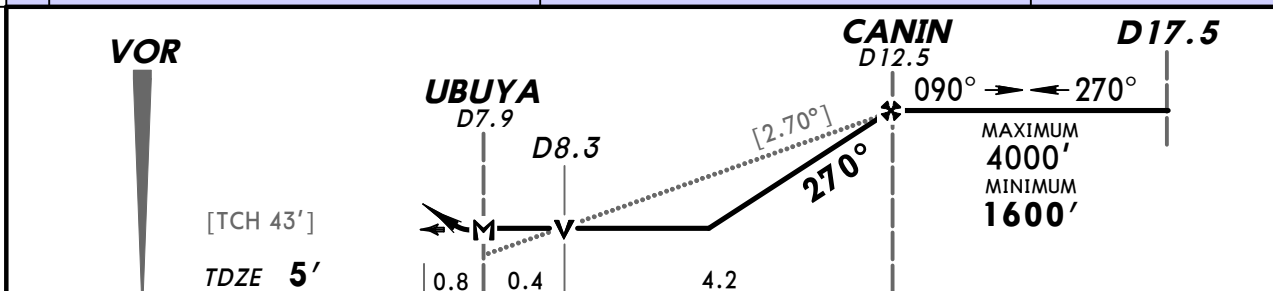
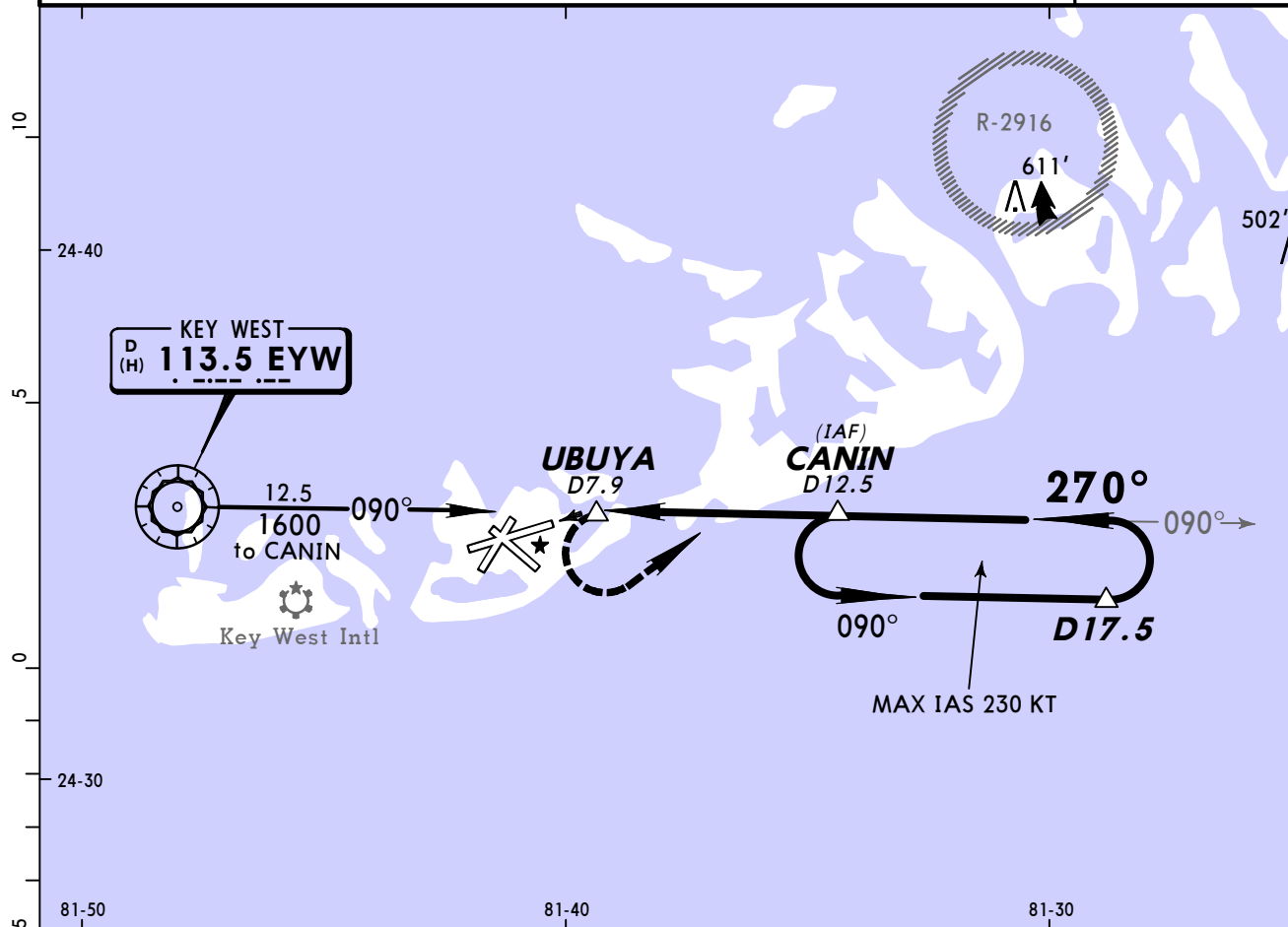
| STRAIGHT-IN LANDING RWY 7 |   |  |  |  |  | CIRCLE-TO-LAND |                 |  |  |
|---------------------------|---|--|--|--|--|----------------|-----------------|--|--|
| MDA(H) <b>360'</b> (356') |   |  |  |  |  |                |                 |  |  |
| ALS out                   |   |  |  |  |  | Max Kts.       | MDA(H)          |  |  |
| A                         |   |  |  |  |  | 90             | 440' (434) -1   |  |  |
| B                         | 1 |  |  |  |  | 120            | 500' (494') -1  |  |  |
| C                         |   |  |  |  |  | 140            | 500' (494') -1½ |  |  |
| D                         | 1 |  |  |  |  | 165            | 560' (554') -2  |  |  |

CHANGES: Procedure.

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BRIEFING STRIP

|                                                                                                                                        |                           |                                       |                       |                        |  |             |
|----------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------|------------------------|--|-------------|
| *NAVY KEY WEST Approach (R)                                                                                                            |                           | MIAMI Center (R)                      |                       | *NAVY KEY WEST Tower   |  | *Ground     |
| 124.02                                                                                                                                 |                           | 133.5 when App inop.                  |                       | 118.57                 |  | 121.7       |
| VOR<br>EYW<br>113.5                                                                                                                    | Final<br>Apch Crs<br>270° | Minimum Alt<br>CANIN<br>1600' (1595') | MDA(H)<br>460' (455') | Apt Elev 6'<br>TDZE 5' |  |             |
| MISSED APCH: Climbing LEFT turn to 1600' to intercept EYW VOR<br>R-090 outbound to CANIN INT/D12.5 and hold.                           |                           |                                       |                       |                        |  |             |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. CAUTION: Balloon with strobe light on unmarked cable to 14,000' in R-2916. |                           |                                       |                       |                        |  |             |
|                                                                                                                                        |                           |                                       |                       |                        |  | MSA EYW VOR |



|                       |     |     |     |     |     |     |  |  |  |  |
|-----------------------|-----|-----|-----|-----|-----|-----|--|--|--|--|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |  |  |  |  |
| Descent angle [2.70°] | 334 | 430 | 478 | 573 | 669 | 764 |  |  |  |  |
| MAP at UBUYA          |     |     |     |     |     |     |  |  |  |  |

| STRAIGHT-IN LANDING RWY 25 |       |  |  | CIRCLE-TO-LAND |                     |  |  |
|----------------------------|-------|--|--|----------------|---------------------|--|--|
| MDA(H) 460' (455')         |       |  |  |                |                     |  |  |
| A                          | 1     |  |  | Max Kts        | MDA(H)              |  |  |
| B                          | 1     |  |  | 90             | 460' (454') - 1     |  |  |
| C                          | 1 1/4 |  |  | 120            | 500' (494') - 1     |  |  |
| D                          | 1 1/2 |  |  | 140            | 500' (494') - 1 1/2 |  |  |
|                            |       |  |  | 165            | 560' (554') - 2     |  |  |





## General Information

Location: Mayport FL USA  
IATA Code: NRB  
Lat/Long: N30° 23.5' W081° 25.4'  
Elevation: 15 ft

Airport Use: Military  
Magnetic Variation: 6.2°W  
Sectional Chart: Jacksonville

Fuel Types: Jet 5  
Customs: Yes  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1154 Z  
Sunset: 2323 Z,

## Runway Information

Runway: 05  
Length x Width: 8001 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 13 ft  
Lighting: Edge, REIL

Runway: 23  
Length x Width: 8001 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 15 ft  
Lighting: Edge, REIL

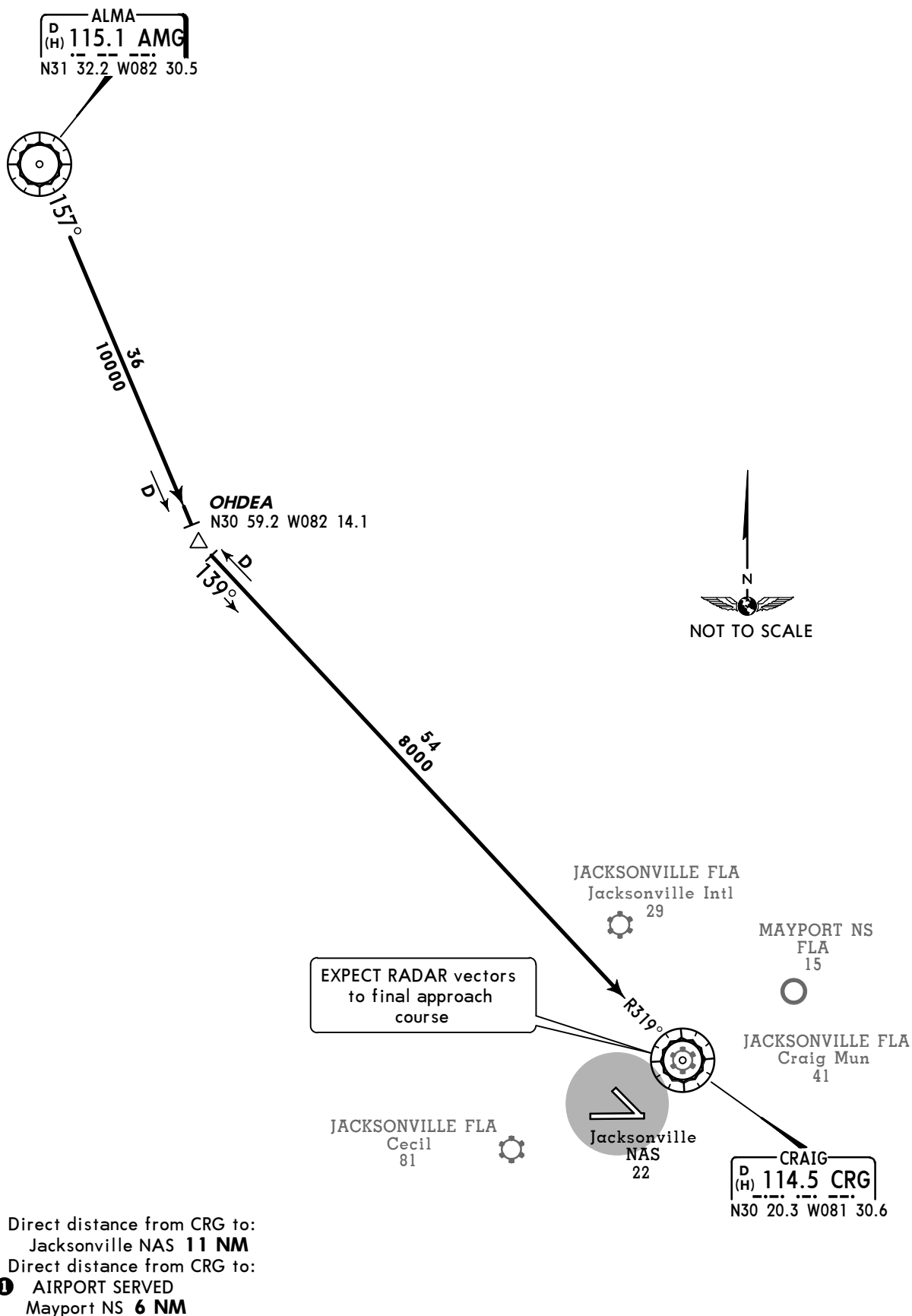
## Communication Information

Mayport Tower 118.75  
Mayport Ground Control 126.5  
Jacksonville Approach Control 124.9  
Jacksonville Departure Control 124.9  
Mayport Radar 125.525  
Mayport Radar 119.7  
Navy Mayport Radio 672.3

Apt Elev  
See Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME required.  
2. Also Serves ①.

## ALMA TWO ARRIVAL (AMG.AMG2)



### ROUTING

From over AMG via AMG R-157 to OHDEA, then via CRG R-319 to CRG. EXPECT RADAR vectors to final approach course.

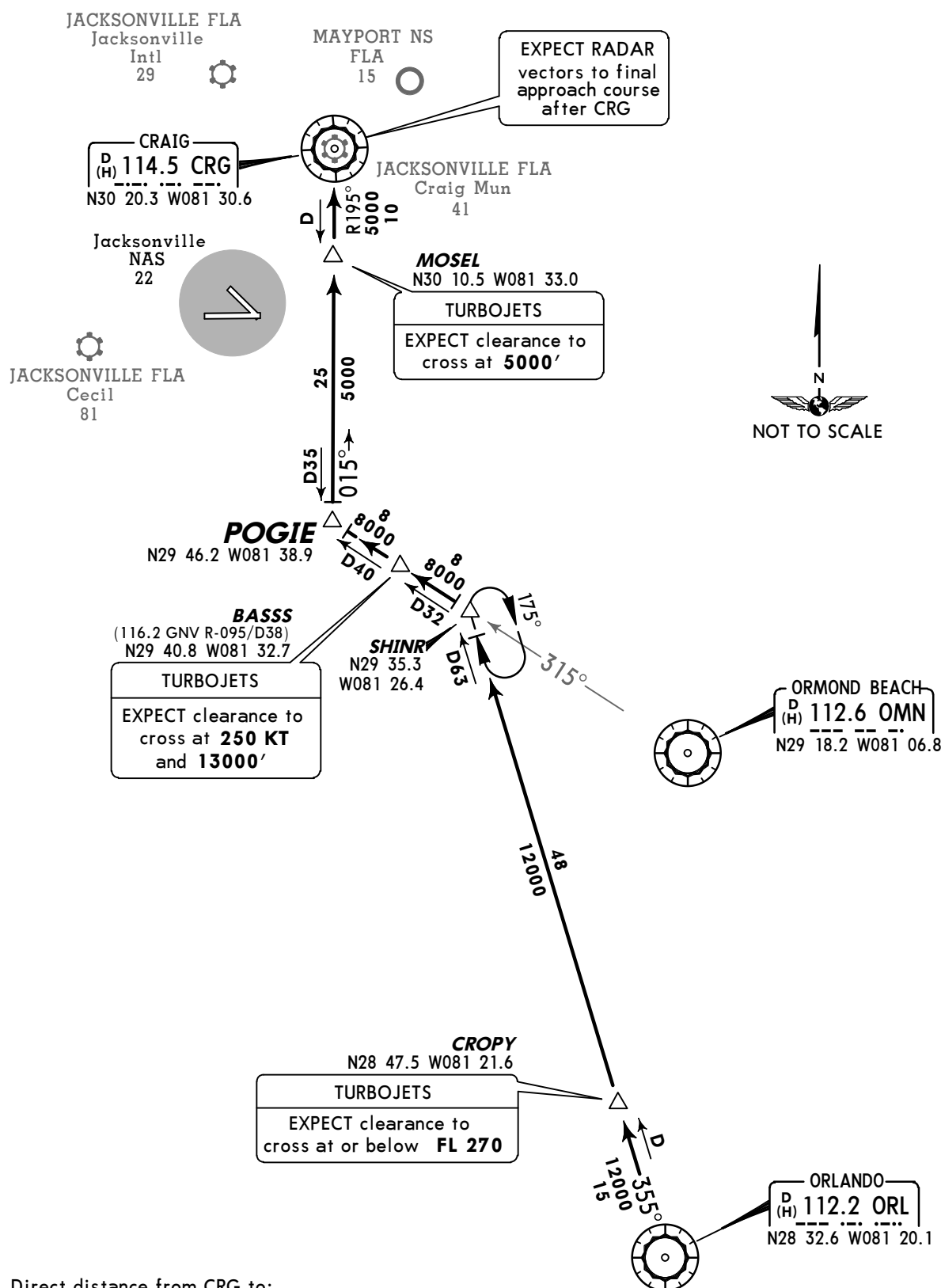
Apt Elev  
See Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'.

1. DME and RADAR required.

2. Also Serves ①.

## POGIE ONE ARRIVAL (POGIE.POGIE1)



Direct distance from CRG to:  
Jacksonville NAS 11 NM

Direct distance from CRG to:

① AIRPORT SERVED

Mayport NS 6 NM

### ROUTING

From over ORL via ORL R-355 to SHINR, then via OMN R-315 to POGIE, then via CRG R-195 to CRG. EXPECT RADAR vectors to final approach course after CRG.



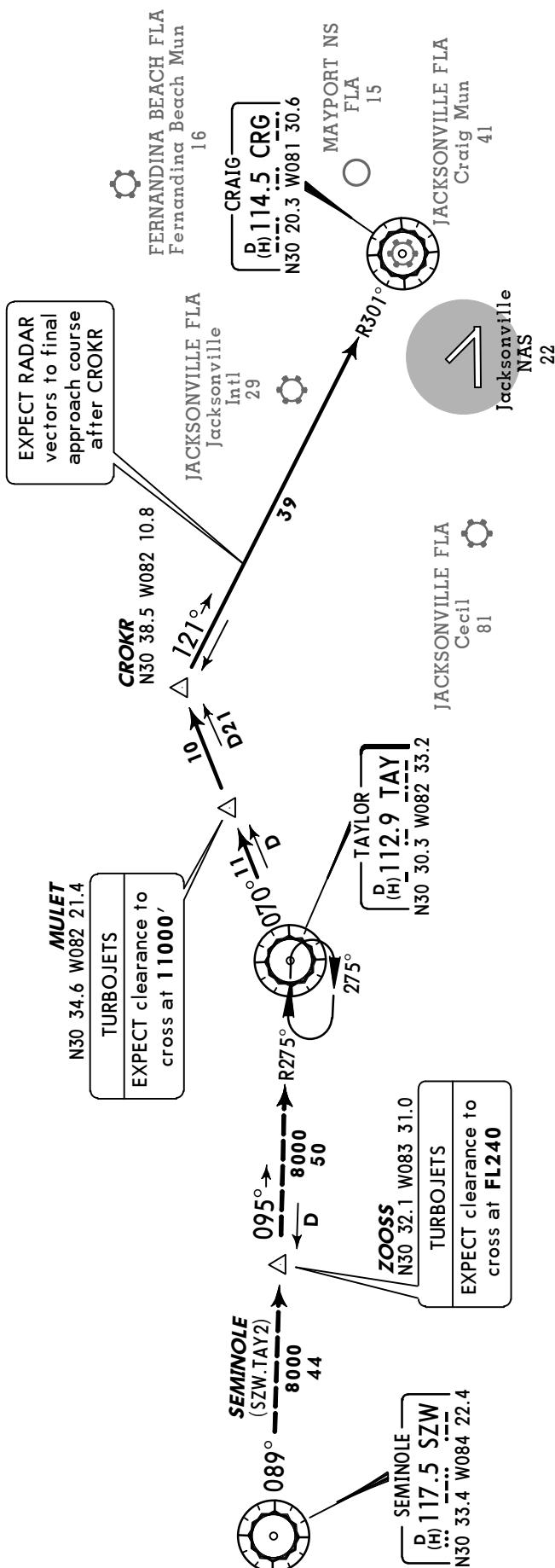
Apt Elev  
See Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'.

1. DME required.

2. Also Serves ①

## TAYLOR TWO ARRIVAL (TAY.TAY2)

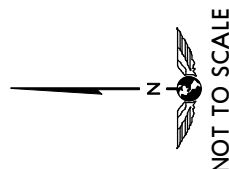


Direct distance from CRG to:  
Jacksonville NAS 11 NM

① AIRPORTS SERVED  
Mayport NS 6 NM

### ROUTING

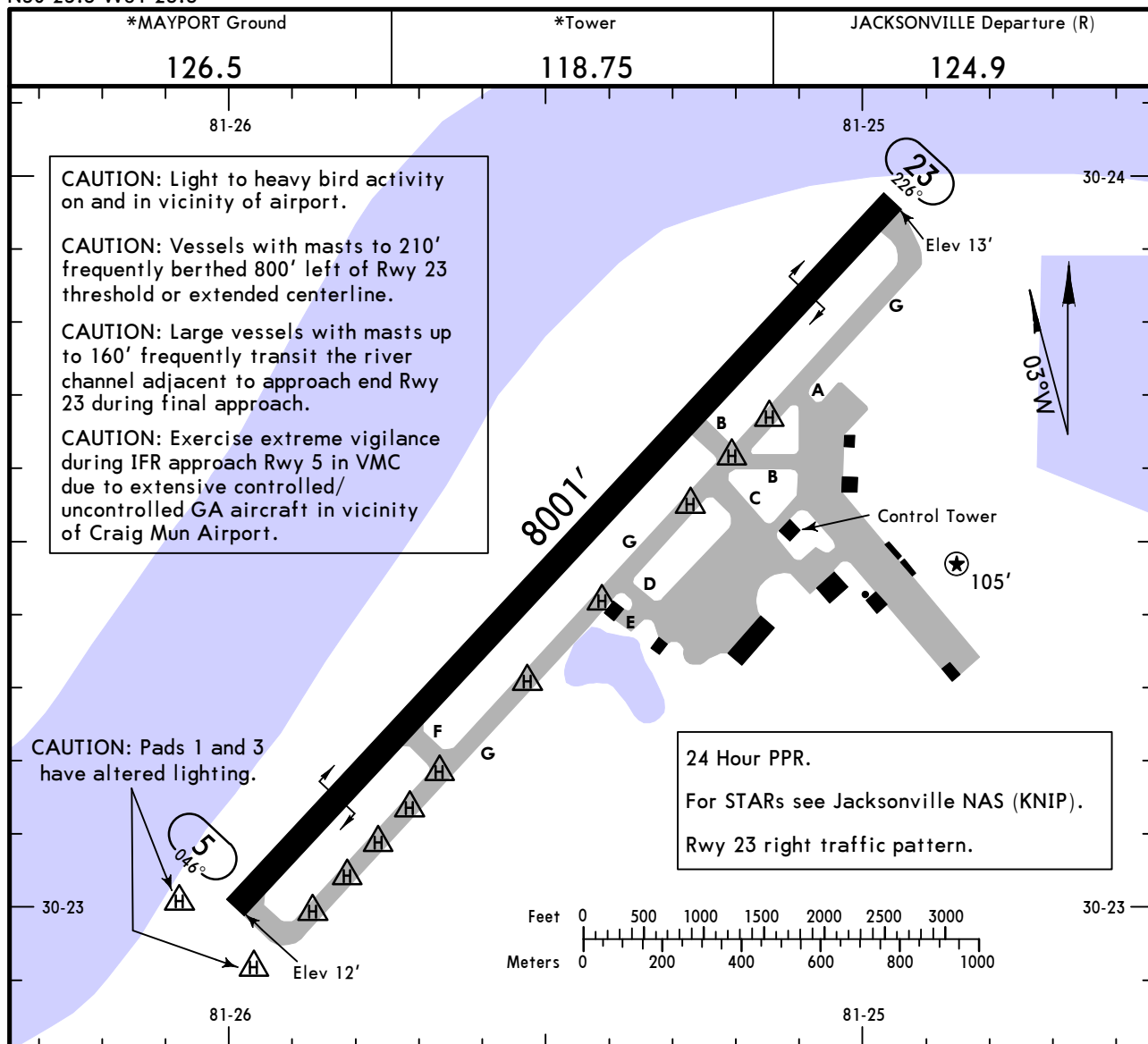
From over TAY via TAY R-070 to CROKR then via CRG R-301 to CRG. EXPECT RADAR vectors to final approach course after CROKR.



**KNRB/NRB**  
 Apt Elev **15'**  
 N30 23.5 W81 25.5

**JEPPesen**  
 5 FEB 10 **(38-1)** Eff 11 Feb

**MAYPORT NS**  
 MAYPORT, FLA



| ADDITIONAL RUNWAY INFORMATION |    |                  |                          |             |       |
|-------------------------------|----|------------------|--------------------------|-------------|-------|
| RWY                           |    |                  | USABLE LENGTHS           |             | WIDTH |
|                               |    |                  | LANDING BEYOND Threshold | Glide Slope |       |
| 5                             | 23 | HIRL REIL PAPI-L |                          |             | 200'  |
|                               |    |                  |                          |             |       |
|                               |    |                  |                          |             |       |
|                               |    |                  |                          |             |       |
|                               |    |                  |                          |             |       |

| TAKE-OFF  |                  |     | FOR FILING AS ALTERNATE |               |
|-----------|------------------|-----|-------------------------|---------------|
|           | All Rwys         |     | Precision               | Non-Precision |
|           | Adequate Vis Ref | STD |                         |               |
| 1 & 2 Eng | 1/4              | 1   | 600-2                   | 800-2         |
| 3 & 4 Eng |                  | 1/2 |                         |               |
|           |                  |     |                         |               |
|           |                  |     |                         |               |

Rwy 5: Vessels with masts to 150' MSL, 500' to 2900' from departure end of runway. Rwy 23: Vessels with masts to 150' MSL, 1600' right of runway centerline to 4000' from departure end of runway.

JACKSONVILLE Approach (R)

124.9

\*MAYPORT Tower

118.75

\*Ground

126.5

RADAR

Final Apch Crs  
By ATC

Minimum Alt  
No FAF

DA(H)/MDA(H)  
Refer to  
Minimums

Apt Elev 15'  
TDZE -See below

No  
MSA  
published

Missed Approach - See Below

Alt Set: INCHESTrans level: FL 180Trans alt: 18000'  
1. CAUTION: Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 threshold. 2. Single frequency approach not available.

442'

660'

490'

1041'

81-30

81-20

30-25

30-20

Craig Mun

TAC-51  
MAYPORT  
D (L) (111.4) NRB

W-158E

MISSED APPROACH:

Rwy 5 PAR, PAR w/o GS, ASR: Climb to 500', then climbing RIGHT turn to 2100' via heading 130°.  
Rwy 23 PAR, PAR w/o GS: Climb to 500', then climbing LEFT turn to 1500' via heading 090°.  
Rwy 23 ASR: Climbing LEFT turn to 1500' via heading 090°.

RWY 5RWY 23

PAR TCH 48'PAR TCH 48'

TDZE 13'TDZE 15'

Gnd speed-Kts

7090100120140160

Rwys 5, 23 PAR GS3.00°

377484538646753861

PAR w/o GS Rwys 5, 23: MAP 1 NM from Rwy Thr.

ASR Rwys 5, 23: MAP 0.5 NM from Rwy Thr.

Lighting -  
Refer to  
Airport  
Chart

STRAIGHT-IN LANDING

PAR 5  
DA(H) 213' (200')

PAR 23  
DA(H) 309' (294')

PAR (w/o GS) 5  
MDA(H) 380' (367')

PAR (w/o GS) 23  
MDA(H) 420' (405')

A

B

C

D

3/4

1

1

1

1 1/4

1 1/2

STRAIGHT-IN LANDING

ASR 5  
MDA(H) 400' (387')

ASR 23  
MDA(H) 500' (485')

Max  
Kts

PAR ALL RWYS  
MDA(H)

PAR (w/o GS) ALL RWYS  
ASR ALL RWYS  
MDA(H)

A

B

C

D

1

1

1 1/4

1 1/2

90

120

140

165

560' (545')-2

560' (545')-2

560' (545')-1 1/2

580' (565')-2

560' (545')-1

580' (565')-2

1 Acft height groups 1 and 2 authorized. Acft height groups 3 and 4 authorized only when the St. Johns River is clear of vessels from the mouth of Haulover Creek to St. Johns Point.

## **General Information**

Location: Ocala FL USA  
IATA Code: OCF  
Lat/Long: N29° 10.3' W082° 13.4'  
Elevation: 90 ft

Airport Use: Public  
Magnetic Variation: 5.4 °W  
Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet A-1  
Oxygen Types: High Pressure, Low Pressure  
Repair Types: Major Airframe, Major Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1157 Z  
Sunset: 2327 Z,

## **Runway Information**

Runway: 08  
Length x Width: 3009 ft x 50 ft  
Surface Type: asphalt  
TDZ-Elev: 90 ft

Runway: 18  
Length x Width: 7467 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 80 ft  
Lighting: Edge, Pilot controlled  
Displaced Threshold: 160 ft

Runway: 26  
Length x Width: 3009 ft x 50 ft  
Surface Type: asphalt  
TDZ-Elev: 90 ft

Runway: 36  
Length x Width: 7467 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 80 ft  
Lighting: Edge, ALS, Pilot controlled  
Displaced Threshold: 561 ft

**Communication Information**

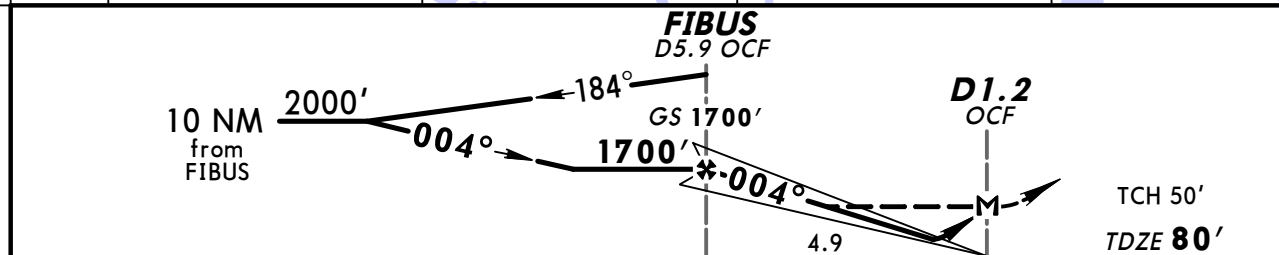
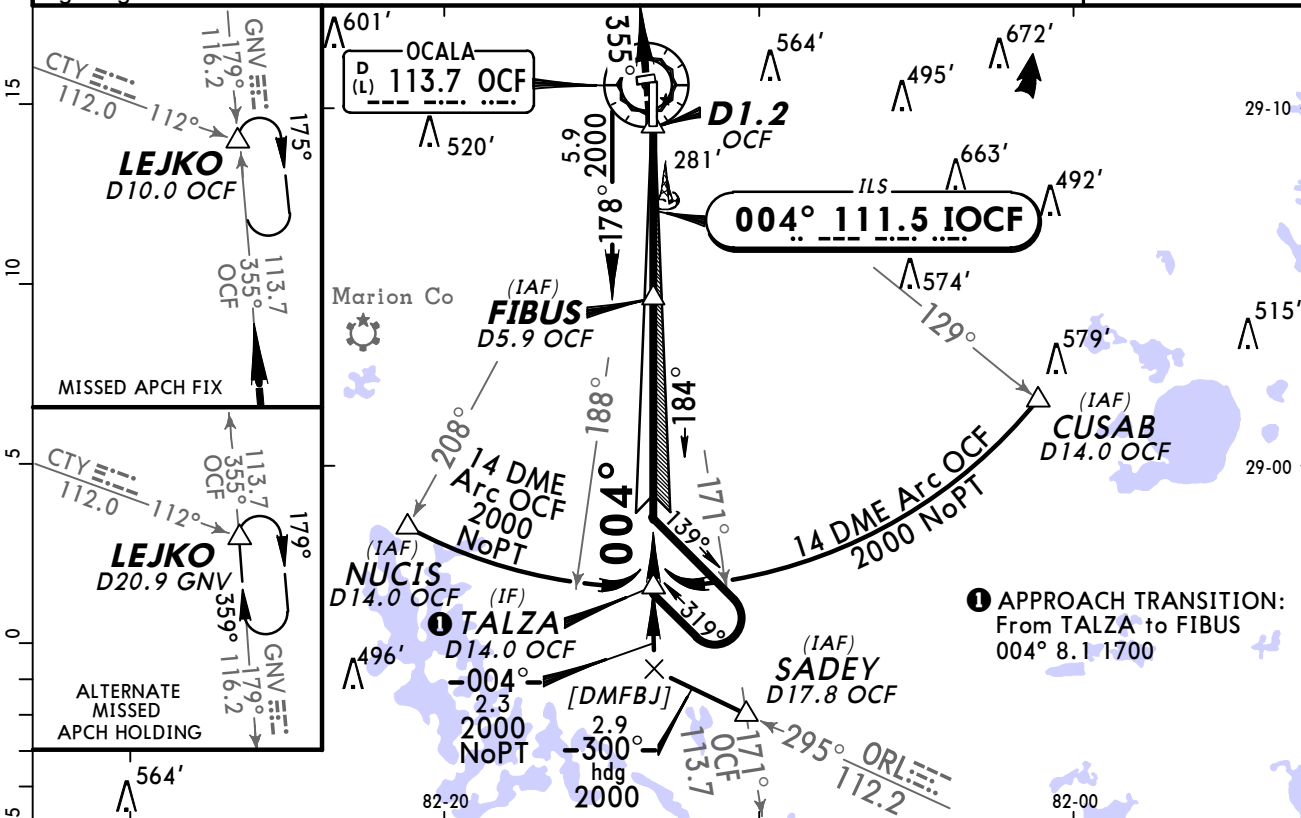
ATIS 128.125  
AWOS 128.125  
Ocala Tower 119.25 CTAF PCL  
Ocala Ground Control 121.4  
Jacksonville Approach Control 118.6  
Jacksonville Departure Control 118.6  
Ocala Intl-Jim Taylor Unicom 123.0  
Gainesville Flight Service Station 122.1 RCO  
Gainesville Flight Service Station 113.7 RCO

| ADDITIONAL RUNWAY INFORMATION |                                            |                |                               |          |       |
|-------------------------------|--------------------------------------------|----------------|-------------------------------|----------|-------|
| RWY                           |                                            | USABLE LENGTHS |                               | TAKE-OFF | WIDTH |
|                               |                                            | Threshold      | Landing Beyond<br>Glide Slope |          |       |
| 8<br>① 26                     |                                            |                |                               |          | 50'   |
| 18<br>② 36                    | ③ HIRL    ③ PAPI-L                         | ⑤ 6747'        |                               |          | 150'  |
|                               | ③ HIRL    ③ MALSR    ④ PAPI-L (angle 3.0°) | ⑥ 6347'        | 5422'                         |          |       |
|                               |                                            |                |                               |          |       |
|                               |                                            |                |                               |          |       |
|                               |                                            |                |                               |          |       |

- | TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE |     |     | FOR FILING AS ALTERNATE<br>Authorized Only When<br>Local Weather Available |                                                                        |       |
|-----------------------------------------|-----|-----|----------------------------------------------------------------------------|------------------------------------------------------------------------|-------|
| All Rwys                                |     |     | ILS Rwy 36                                                                 | LOC DME Rwy 36<br>RNAV (GPS) Rwy 18<br>RNAV (GPS) Rwy 36<br>VOR Rwy 36 |       |
| Adequate Vis Ref                        |     | STD |                                                                            |                                                                        |       |
| 1 & 2<br>Eng                            | 1/4 | 1   | A                                                                          | 600-2                                                                  | 800-2 |
| 3 & 4<br>Eng                            |     | 1/2 | B                                                                          |                                                                        |       |
|                                         |     |     | C                                                                          |                                                                        |       |
|                                         |     |     | D                                                                          |                                                                        |       |

**1**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                    |                                         |                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-----------------------------------------|----------------------------------------------|
| ATIS<br>128.12                                                                                                                                                                                                                                                                                                                                                                                                                                                       | JACKSONVILLE Approach (R)<br>118.6 | *OCALA INTL-TAYLOR Tower<br>CTAF 119.25 | *Ground<br>121.4                             |
| LOC<br>IOCF<br>111.5                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Final<br>Apch Crs<br>004°          | GS<br>FIBUS<br>1700' (1620')            | ILS<br>DA(H)<br>(CONDITIONAL)<br>280' (200') |
| Apt Elev 90'<br>TDZE 80'                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                    |                                         |                                              |
| <b>MISSED APCH:</b> Climb to 3000' outbound via OCF VOR R-355 to LEJKO INT/D10.0 OCF VOR and hold, continue climb-in-hold to 3000'.<br>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br><b>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.</b> |                                    |                                         |                                              |
| <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> <div style="text-align: center;">2500'</div> </div> <div style="text-align: center; margin-top: 5px;">MSA OCF VOR</div>                                                                                                                                                                         |                                    |                                         |                                              |



| Gnd speed-Kts   | 70    | 90  | 100 | 120 | 140 | 160 |     | MALSR | 3000' | OCF             | LEJKO |
|-----------------|-------|-----|-----|-----|-----|-----|-----|-------|-------|-----------------|-------|
| GS              | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI  | ↑     | via 113.7 R-355 |       |
| MAP at D1.2 OCF |       |     |     |     |     |     |     |       |       |                 |       |

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

BRIEFING STRIP™

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

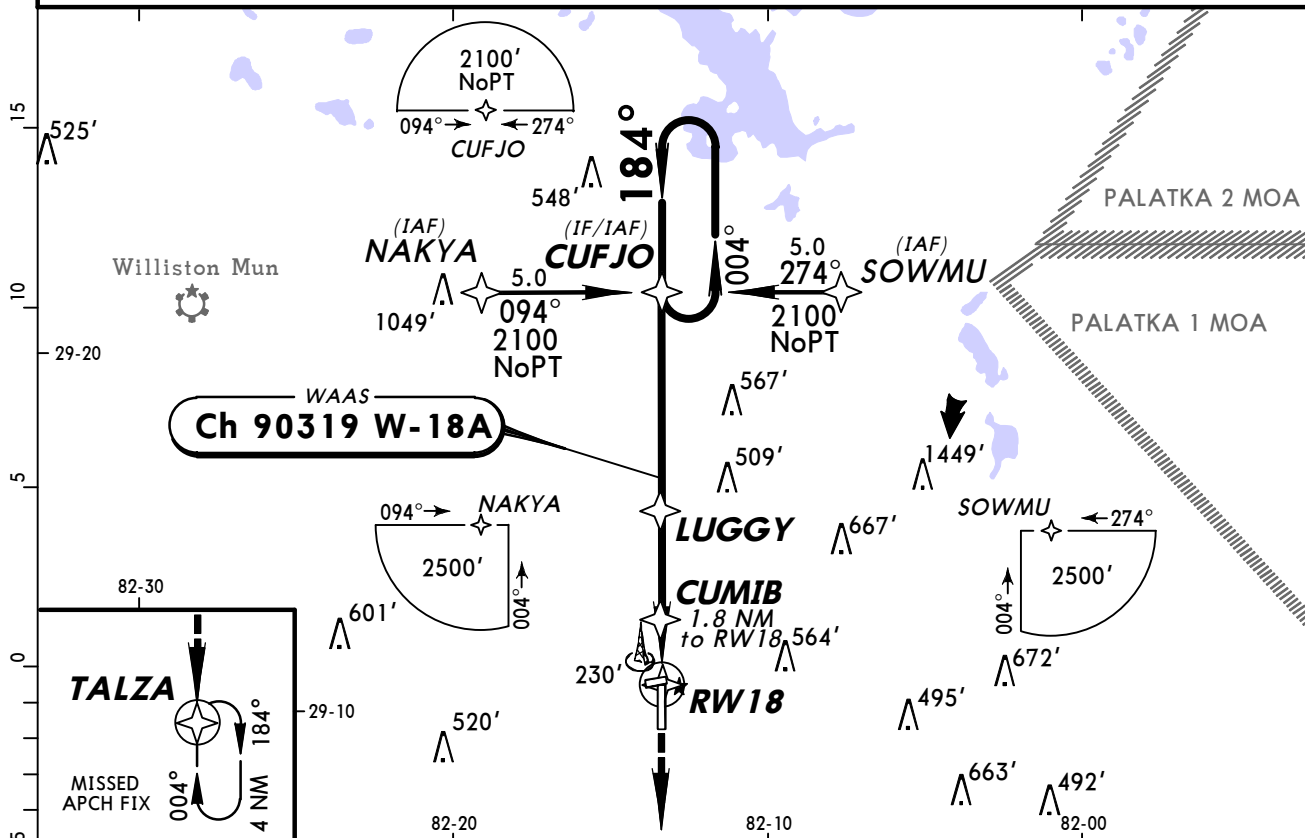
**MISSED APCH:** Climb to 2000' direct TALZA and hold.

Alt Set: INCHES

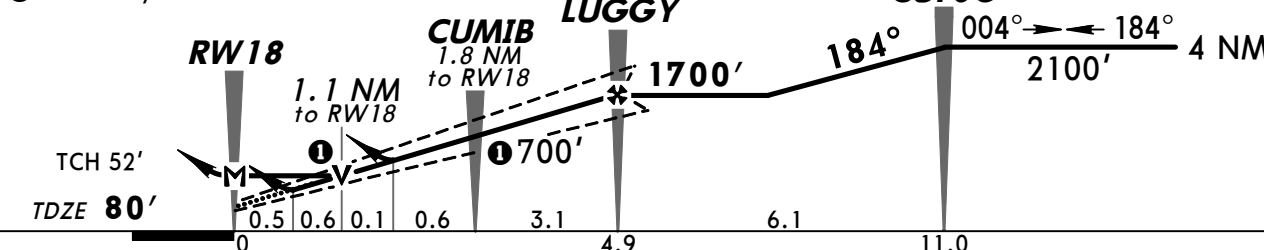
Trans level: FL 180

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.



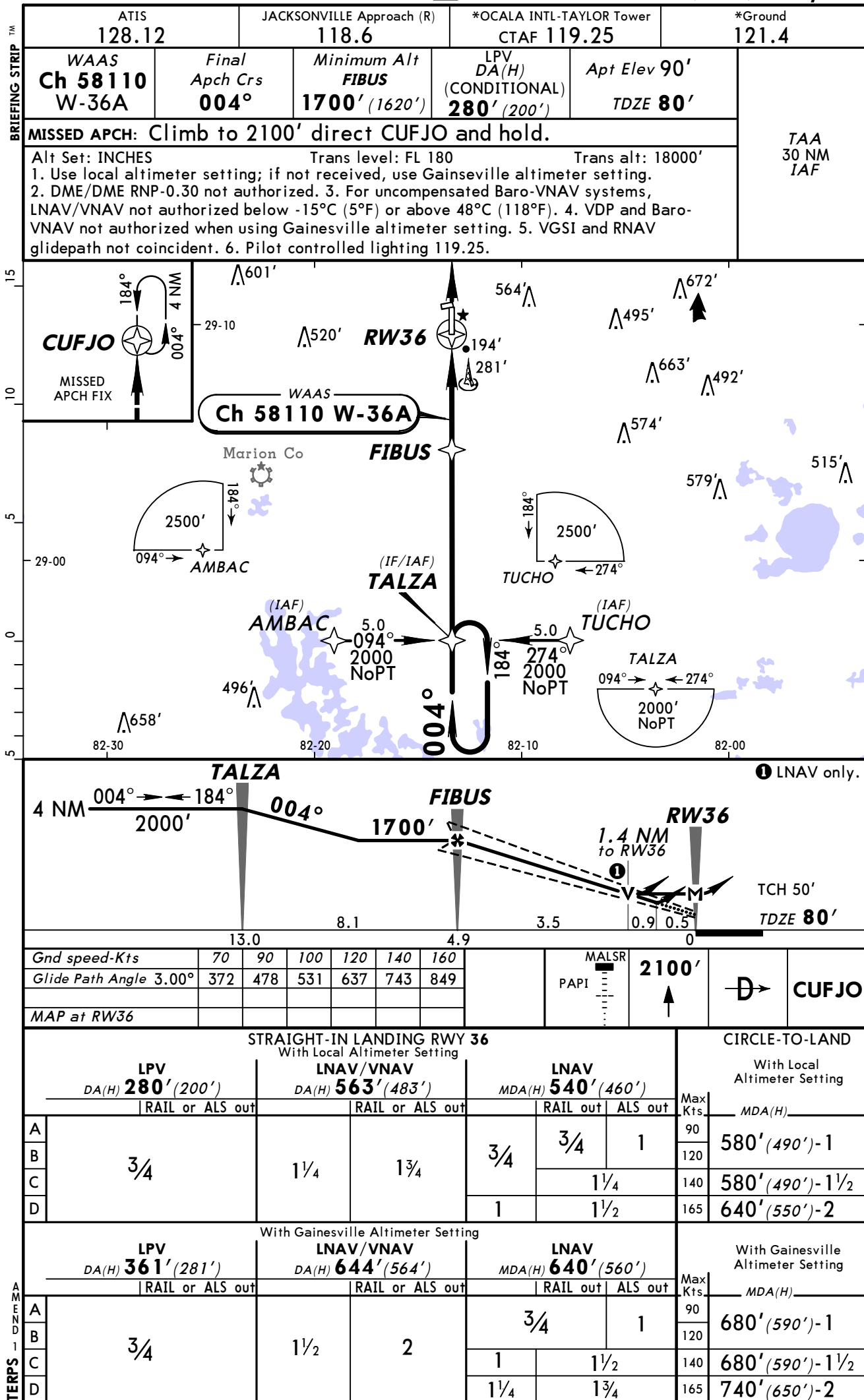
① LNAV only.



|                        |     |     |     |     |     |     |  |  |  |  |  |  |
|------------------------|-----|-----|-----|-----|-----|-----|--|--|--|--|--|--|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  |  |  |  |  |  |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |  |  |  |  |  |
| MAP at RW18            |     |     |     |     |     |     |  |  |  |  |  |  |

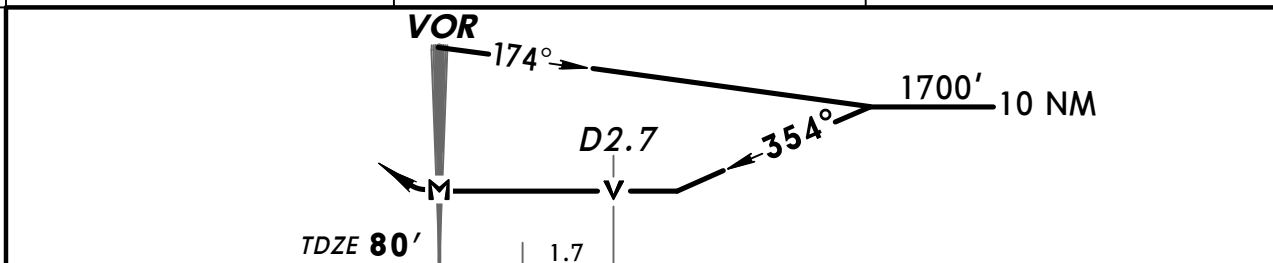
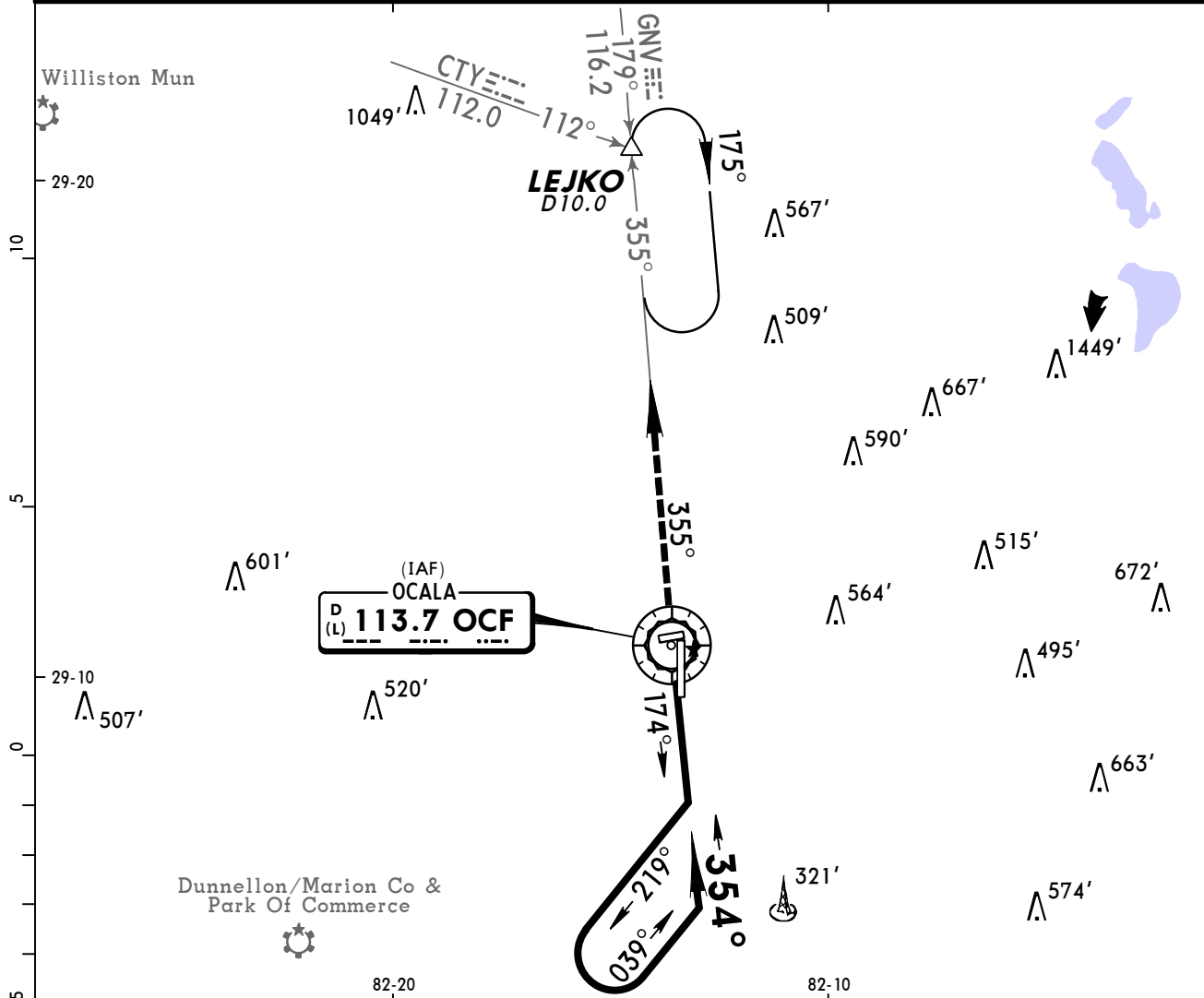
| STRAIGHT-IN LANDING RWY 18         |     |                                |       |                            | CIRCLE-TO-LAND                     |                 |
|------------------------------------|-----|--------------------------------|-------|----------------------------|------------------------------------|-----------------|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





BRIEFING STRIP

|                                                                                     |  |                                    |  |                                         |  |                                        |  |                          |  |                                         |
|-------------------------------------------------------------------------------------|--|------------------------------------|--|-----------------------------------------|--|----------------------------------------|--|--------------------------|--|-----------------------------------------|
| ATIS<br>128.12                                                                      |  | JACKSONVILLE Approach (R)<br>118.6 |  | *OCALA INTL-TAYLOR Tower<br>CTAF 119.25 |  | *Ground<br>121.4                       |  |                          |  |                                         |
| VOR<br>OCF<br>113.7                                                                 |  | Final<br>Apch Crs<br>354°          |  | No FAF                                  |  | MDA(H)<br>(CONDITIONAL)<br>640' (560') |  | Apt Elev 90'<br>TDZE 80' |  | <div>2500'</div> <div>MSA OCF VOR</div> |
| MISSED APCH: Climb to 2000' outbound via OCF VOR R-355 to LEJKO INT/D10.0 and hold. |  |                                    |  |                                         |  |                                        |  |                          |  |                                         |
| Alt Set: INCHES                                                                     |  |                                    |  |                                         |  |                                        |  |                          |  |                                         |



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

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

## General Information

Location: Miami FL USA  
IATA Code: OPF  
Lat/Long: N25° 54.4' W080° 16.7'  
Elevation: 8 ft

Airport Use: Public  
Magnetic Variation: 6.1 °W  
Sectional Chart: Miami

Fuel Types: 100 Octane (LL), Jet A  
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle  
Repair Types: Major Airframe, Major Engine  
Customs: Upon Prior Request  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes  
Pattern Altitude: 1000 ft AGL

Sunrise: 1147 Z  
Sunset: 2321 Z,

## Runway Information

Runway: 09L  
Length x Width: 8002 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 8 ft  
Lighting: Edge, ALS, Pilot controlled

Runway: 09R  
Length x Width: 4309 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 6 ft  
Lighting: Edge

Runway: 12  
Length x Width: 6800 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 8 ft  
Lighting: Edge, ALS, Pilot controlled  
Displaced Threshold: 800 ft

Runway: 27L  
Length x Width: 4309 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 6 ft  
Lighting: Edge

Runway: 27R  
Length x Width: 8002 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 8 ft  
Lighting: Edge, ALS, Pilot controlled

Runway: 30  
Length x Width: 6800 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 8 ft  
Lighting: Edge, Pilot controlled  
Stopway: 800 ft

## **Communication Information**

ATIS 125.9  
Opa-Locka Executive Tower 120.7 CTAF PCL  
Opa-Locka Executive Tower 118.6 Secondary  
Opa-Locka Executive Ground Control 121.9  
Opa-Locka Executive Clearance Delivery 119.2  
Miami Approach Control 128.6 At or below 4000 ft  
Miami Departure Control 128.6 At or below 4000 ft  
CG Miami AIR Operations 123.1 Military



**TAKEOFF OBSTACLE NOTES****KENDALL-TAMIAMI EXECUTIVE**

## ◦ RWY 9L:

TREES BEGINNING 1731' FROM DER, 717' LEFT OF CENTERLINE, UP TO 100' AGL/119' MSL. TREE 3013' FROM DER, 687' RIGHT OF CENTERLINE, 100' AGL/119' MSL.

## ◦ RWY 9R:

SIGNS BEGINNING 35' FROM DER, 182' LEFT OF CENTERLINE, UP TO 3' AGL/11' MSL. TREES BEGINNING 1296' FROM DER, 516' LEFT OF CENTERLINE, UP TO 100' AGL/119' MSL. TREE 2712' FROM DER, 1185' RIGHT OF CENTERLINE, 100' AGL/119' MSL.

## ◦ RWY 13:

TREE 1100' FROM DER, 764' RIGHT OF CENTERLINE, 100' AGL/119' MSL. POLE 1248' FROM DER, 587' RIGHT OF CENTERLINE, 51' AGL/70' MSL.

## ◦ RWY 27L:

TRANSMISSION TOWERS 1858' FROM DER, 910' LEFT OF CENTERLINE, UP TO 72' AGL/82' MSL.

## ◦ RWY 27R:

TREES BEGINNING 149' FROM DER, 352' RIGHT OF CENTERLINE, UP TO 100' AGL/119' MSL. OBSTRUCTION LIGHT ON TOWER 372' FROM DER, 458' RIGHT OF CENTERLINE, 54' AGL/64' MSL. OBSTRUCTION LIGHT ON ANTENNA 385' FROM DER, 450' RIGHT OF CENTERLINE, 49' AGL/59' MSL.

## ◦ RWY 31:

TREES BEGINNING 163' FROM DER, 410' LEFT OF CENTERLINE, UP TO 100' AGL/119' MSL. TREE 3583' FROM DER, 360' RIGHT OF CENTERLINE, 100' AGL/119' MSL.

**MIAMI INTL**

## ◦ RWY 8L:

MULTIPLE BUILDINGS WITH ANTENNAS AND TOWERS BEGINNING 1350' FROM DER, 690' LEFT OF CENTERLINE, UP TO 160' AGL/172' MSL.

## ◦ RWY 8R:

TREE 4064' FROM DER, 958' RIGHT OF CENTERLINE, 93' AGL/112' MSL. MULTIPLE POWERLINES, ANTENNAS AND TREES BEGINNING 1856' FROM DER, 283' LEFT OF CENTERLINE, UP TO 150' AGL/153' MSL. NAVAID AND ROD ON OBSTRUCTION LIGHT GLIDE SLOPE 804' FROM DER, 500' RIGHT OF CENTERLINE, 46' MSL.

## ◦ RWY 9:

LIGHT WINDSOCK 21' FROM DER, 437' RIGHT OF CENTERLINE, 21' AGL/30' MSL. POLE 702' FROM DER, 600' RIGHT OF CENTERLINE, 21' AGL/38' MSL. ANTENNA 4035' FROM DER, 1528' RIGHT OF CENTERLINE, 108' AGL/125' MSL. ELECTRICAL SYSTEM 1231' FROM DER, 785' LEFT OF CENTERLINE, 32' AGL/48' MSL.

## ◦ RWY 12:

TRAIN 3' FROM DER, 436' RIGHT OF RUNWAY, 23' AGL/51' MSL. ANTENNA 2917' FROM DER, 1140' RIGHT OF CENTERLINE, 89' AGL/106' MSL. ANTENNA ON BUILDING 3164' FROM DER, 992' RIGHT OF CENTERLINE, 91' AGL/108' MSL. TREES BEGINNING 114' FROM DER, 117' RIGHT OF CENTERLINE, UP TO 20' AGL/37' MSL. SIGN 1191' FROM DER, 438' RIGHT OF CENTERLINE, 32' AGL/49' MSL. WINDSOCK 680' FROM DER, 345' LEFT OF CENTERLINE, 16' AGL/30' MSL.

**TAKEOFF OBSTACLE NOTES (CONTD)****MIAMI INTL (CONTD)**

## ◦ RWY 26L:

POLE 1080' FROM DER, 680' LEFT OF CENTERLINE, 33' AGL/47' MSL. LIGHT POLE 1773' FROM DER, 825' LEFT OF CENTERLINE, 34' AGL/53' MSL. TREE 1405' FROM DER, 848' LEFT OF CENTERLINE, 30' AGL/44' MSL. ROD ON TOWER 1305' FROM DER, 638' RIGHT OF CENTERLINE, 34' AGL/48' MSL. TREE 2459' FROM DER, 1070' RIGHT OF CENTERLINE, 63' AGL/71' MSL.

## ◦ RWY 26R:

NUMEROUS POLES BEGINNING 1090' FROM DER, 36' RIGHT OF CENTERLINE, UP TO 44' AGL/59' MSL. BUILDING 740' FROM DER, 511' RIGHT OF CENTERLINE, 14' AGL/28' MSL. TREES BEGINNING 1047' FROM DER, 272' RIGHT OF CENTERLINE, UP TO 66' AGL/80' MSL. TREE 888' FROM DER, ON CENTERLINE, 21' AGL/35' MSL. ROD ON TOWER 1304' FROM DER, 160' LEFT OF CENTERLINE, 34' AGL/48' MSL.

## ◦ RWY 27:

NUMEROUS POLES AND LIGHT POLES BEGINNING 2056' FROM DER, 93' LEFT OF CENTERLINE, UP TO 62' AGL/76' MSL. TRAIN ON TRACKS 750' FROM DER, 576' LEFT OF CENTERLINE, 23' AGL/53' MSL. SIGN 2005' FROM DER, 386' LEFT OF CENTERLINE, 44' AGL/58' MSL. TREE 1067' FROM DER, 680' LEFT OF CENTERLINE, 23' AGL/37' MSL. POLE 2056' FROM DER, 95' RIGHT OF CENTERLINE, 46' AGL/60' MSL. POLE 2067' FROM DER, 273' RIGHT OF CENTERLINE, 46' AGL/60' MSL.

## ◦ RWY 30:

POLE 560' FROM DER, 563' LEFT OF CENTERLINE, 33' AGL/47' MSL. ROD ON TOWER 2451' FROM DER, 434' RIGHT OF CENTERLINE, 34' AGL/48' MSL. ANTENNA ON TOWER 1733' FROM DER, 911' RIGHT OF CENTERLINE, 41' AGL/55' MSL. ANTENNA ON TOWER 4427' FROM DER, 1451' RIGHT OF CENTERLINE, 109' AGL/123' MSL. TREES BEGINNING 2658' FROM DER, 188' RIGHT OF CENTERLINE, UP TO 63' AGL/77' MSL.

**NORTH PERRY**

## ◦ RWY 27L:

TREES, BUILDINGS AND POLES BEGINNING 37' FROM DER, 13' RIGHT OF CENTERLINE, UP TO 110' AGL/112' MSL. TREES, BUILDINGS AND POLES BEGINNING 1115' FROM DER, 28' LEFT OF CENTERLINE, UP TO 87' AGL/95' MSL.

## ◦ RWY 27R:

TREES AND POLES BEGINNING 17' FROM DER, 65' RIGHT OF CENTERLINE, UP TO 82' AGL/90' MSL. TREES, POLES AND BUILDING BEGINNING 15' FROM DER, 28' LEFT OF CENTERLINE, UP TO 102' AGL/112' MSL.

**OPA-LOCKA EXECUTIVE**

## ◦ RWY 9L:

FENCE 48' FROM DER, 497' LEFT OF CENTERLINE, 7' AGL/17' MSL. TREE 3246' FROM DER, 885' RIGHT OF CENTERLINE, 78' AGL/92' MSL.

## ◦ RWY 9R:

TOWER 3832' FROM DER, 729' LEFT OF CENTERLINE, 166' AGL/181' MSL. TREES BEGINNING 1947' FROM DER, 366' LEFT OF CENTERLINE, UP TO 88' AGL/103' MSL. LIGHT POLE 1438' FROM DER, 737' RIGHT OF CENTERLINE, 30' AGL/45' MSL.

## ◦ RWY 12:

TREE 1558' FROM DER, 610' RIGHT OF CENTERLINE, 49' AGL/63' MSL.

**TAKEOFF OBSTACLE NOTES (CONTD 1)****OPA-LOCKA EXECUTIVE (CONTD)**◦ **RWY 27L:**

POLE 1381' FROM DER, 258' LEFT OF CENTERLINE, 33' AGL/47' MSL. POLE 1591' FROM DER, 102' LEFT OF CENTERLINE, 37' AGL/51' MSL.

◦ **RWY 27R:**

TREES 1127' FROM DER, 745' RIGHT OF CENTERLINE, 72' AGL/86' MSL. TREES 1449' FROM DER, 312' LEFT OF CENTERLINE, 32' AGL/46' MSL. TREES 4225' FROM DER, 229' RIGHT OF CENTERLINE, 100' AGL/114' MSL.

◦ **RWY 30:**

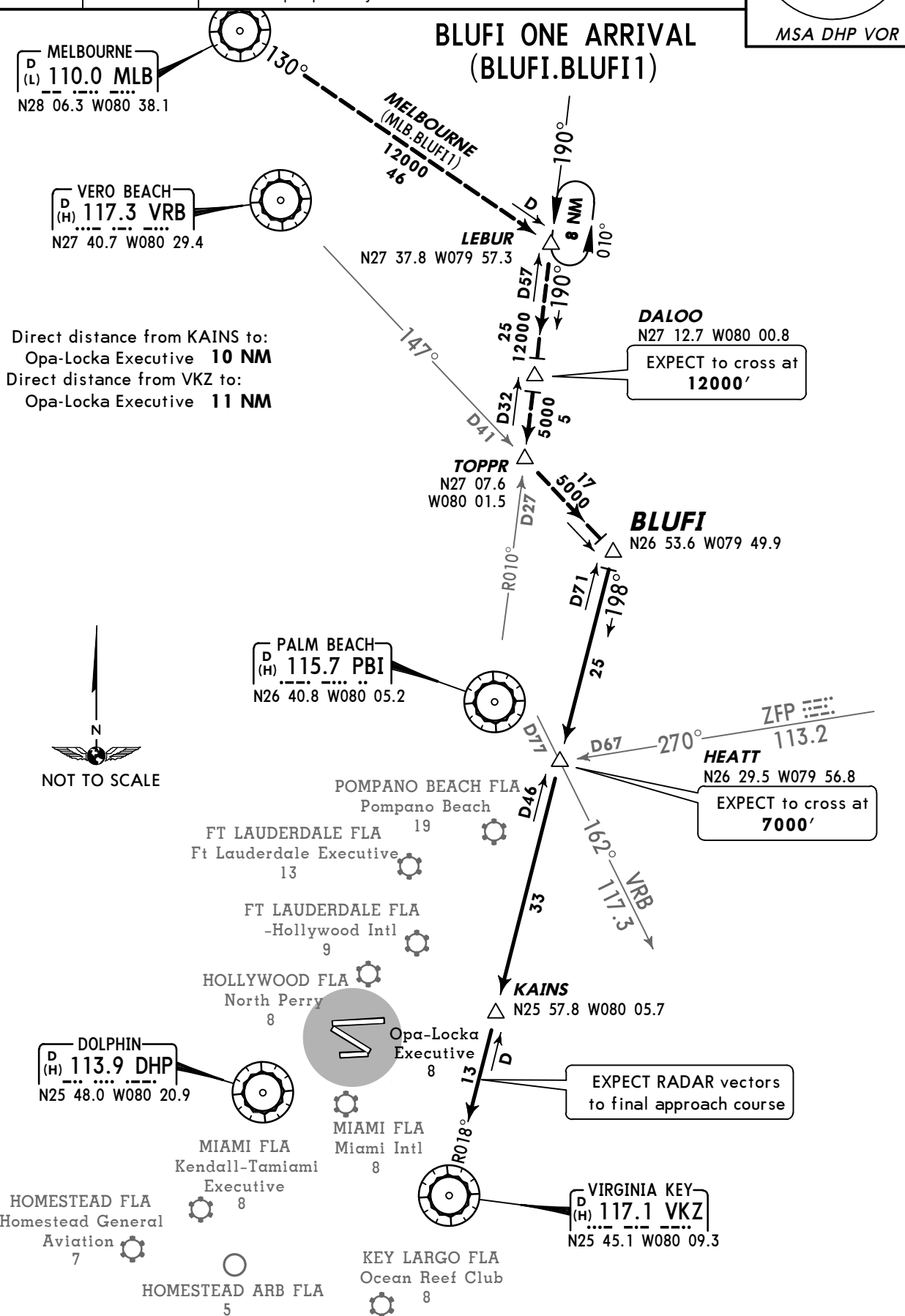
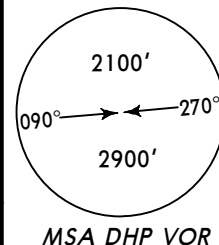
TREE 1711' FROM DER, 614' RIGHT OF CENTERLINE, 72' AGL/86' MSL. TREE 1370' FROM DER, 437' LEFT OF CENTERLINE, 32' AGL/46' MSL. TOWER 2542' FROM DER, 565' RIGHT OF CENTERLINE, 70' AGL/84' MSL. TOWER 3760' FROM DER, 968' RIGHT OF CENTERLINE, 100' AGL/105' MSL.



ATIS  
125.9

Apt Elev  
See graphic

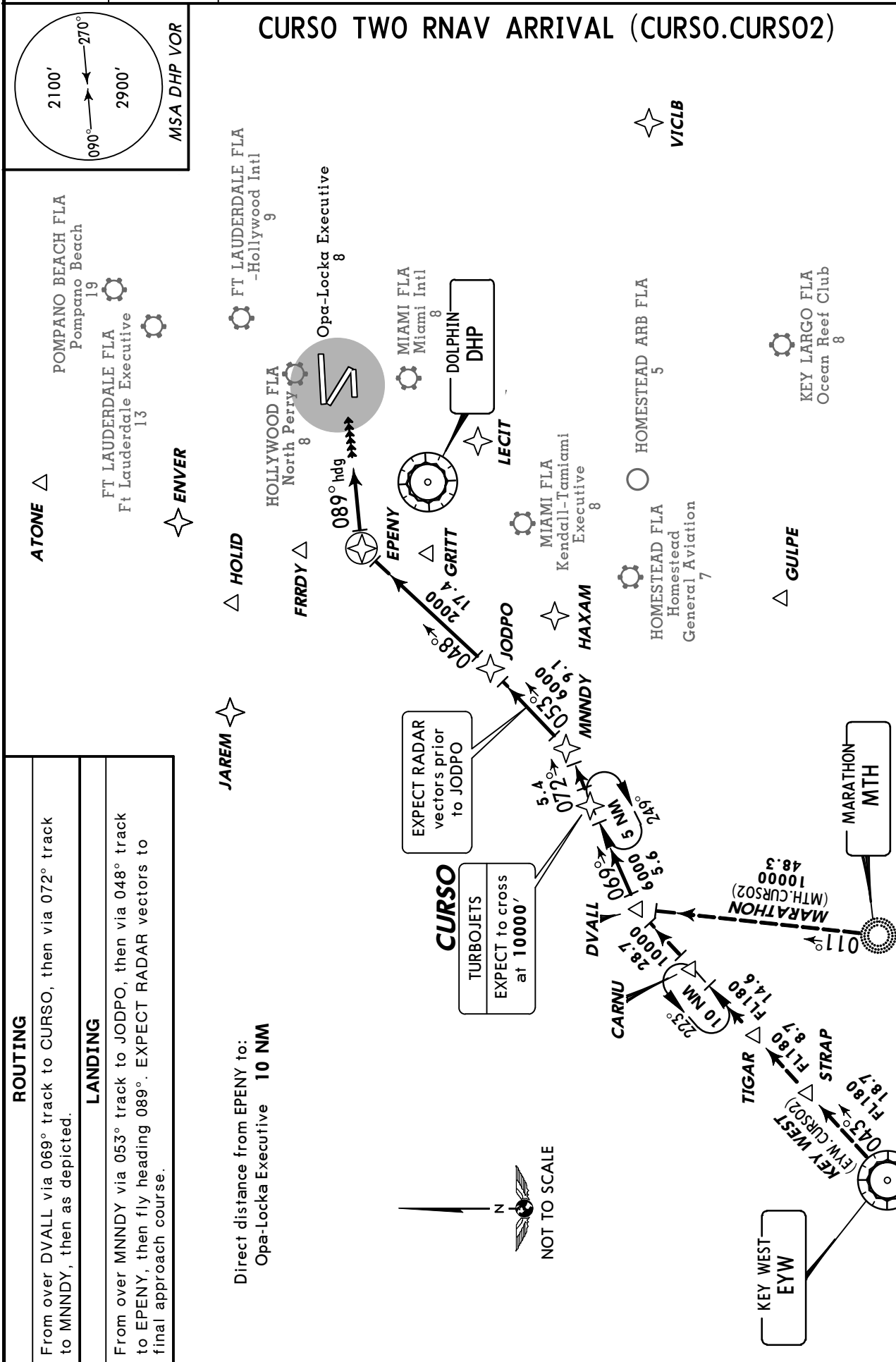
- Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. MELBOURNE transition available to Miami Intl, Homestead ARB, Homestead General Aviation, Ocean Reef Club and Kendall-Tamiami Executive only when Miami Intl is landing WEST.
  2. DME required.
  3. Turboprops only.



ROUTING

From over BLUFI via VKZ R-018 to VKZ. EXPECT RADAR vectors to final approach course after KAINS.

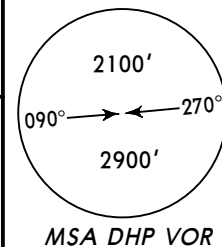
|               |                         |                                                                                                                                                                                                                                                                                                          |
|---------------|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ATIS<br>125.9 | Apt Elev<br>See graphic | Alt set: INCHES Trans level: FL180 Trans alt: 18000'<br>1. DME/DME/IRU or GPS required. 2. RNAV 1.<br>3. RADAR required. 4. KEY WEST Transition: For non-GPS equipped aircraft PHK DME must be operational. 5. MARATHON Transition: For non-GPS equipped aircraft, EYW and PHK DMEs must be operational. |
|---------------|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



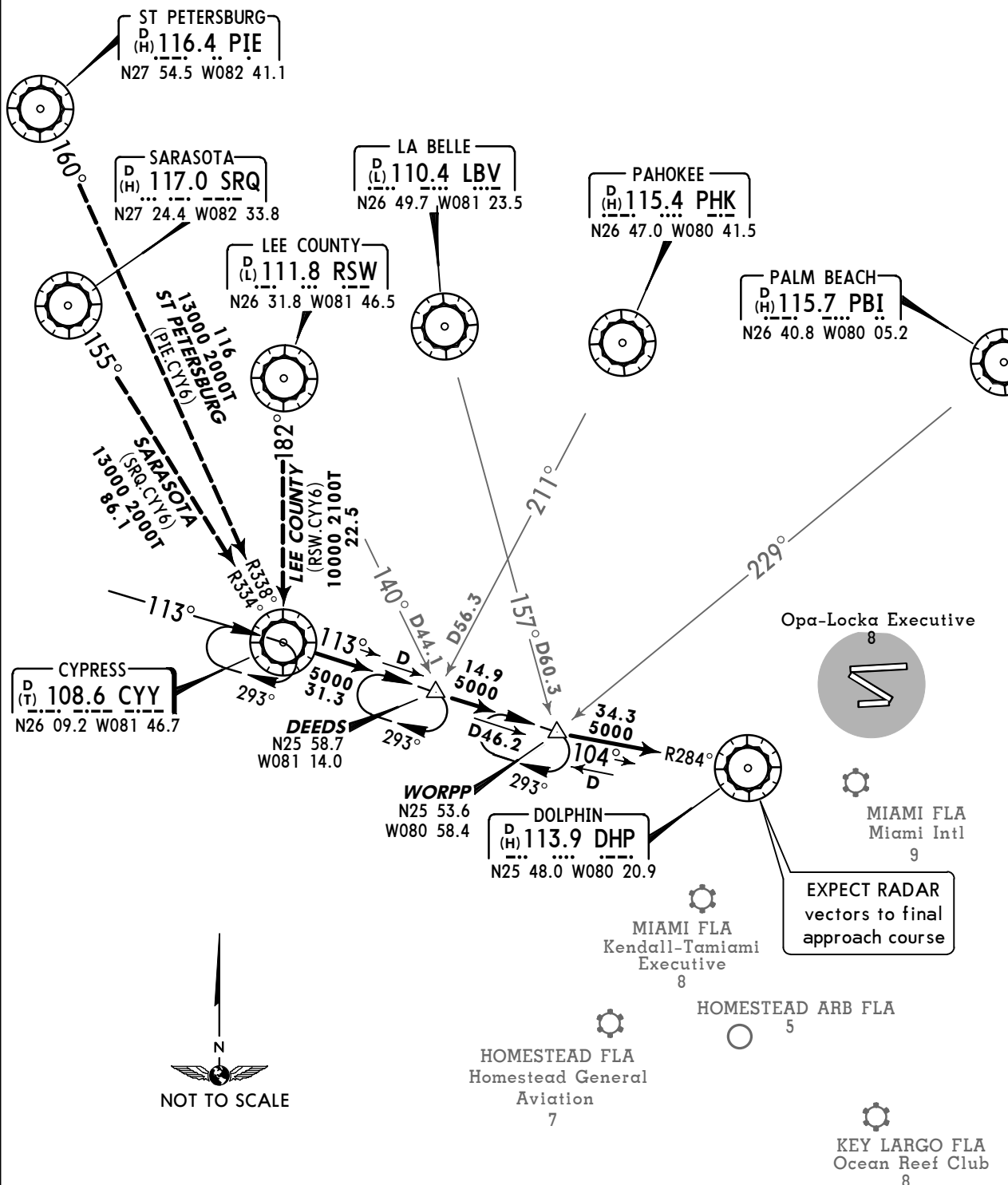
ATIS  
125.9

Apt Elev  
See Graphic

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'  
Turbojet aircraft only.



## CYPRESS SIX ARRIVAL (CYY.CYY6)



Direct distance from DHP to:  
Opa-Locka Executive **7 NM**

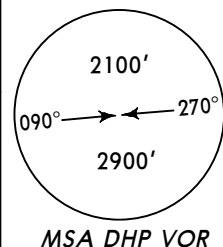
### ROUTING

From over CYY via CYY R-113 to WORPP, then via DHP R-284 to DHP. EXPECT RADAR vectors to final approach course.

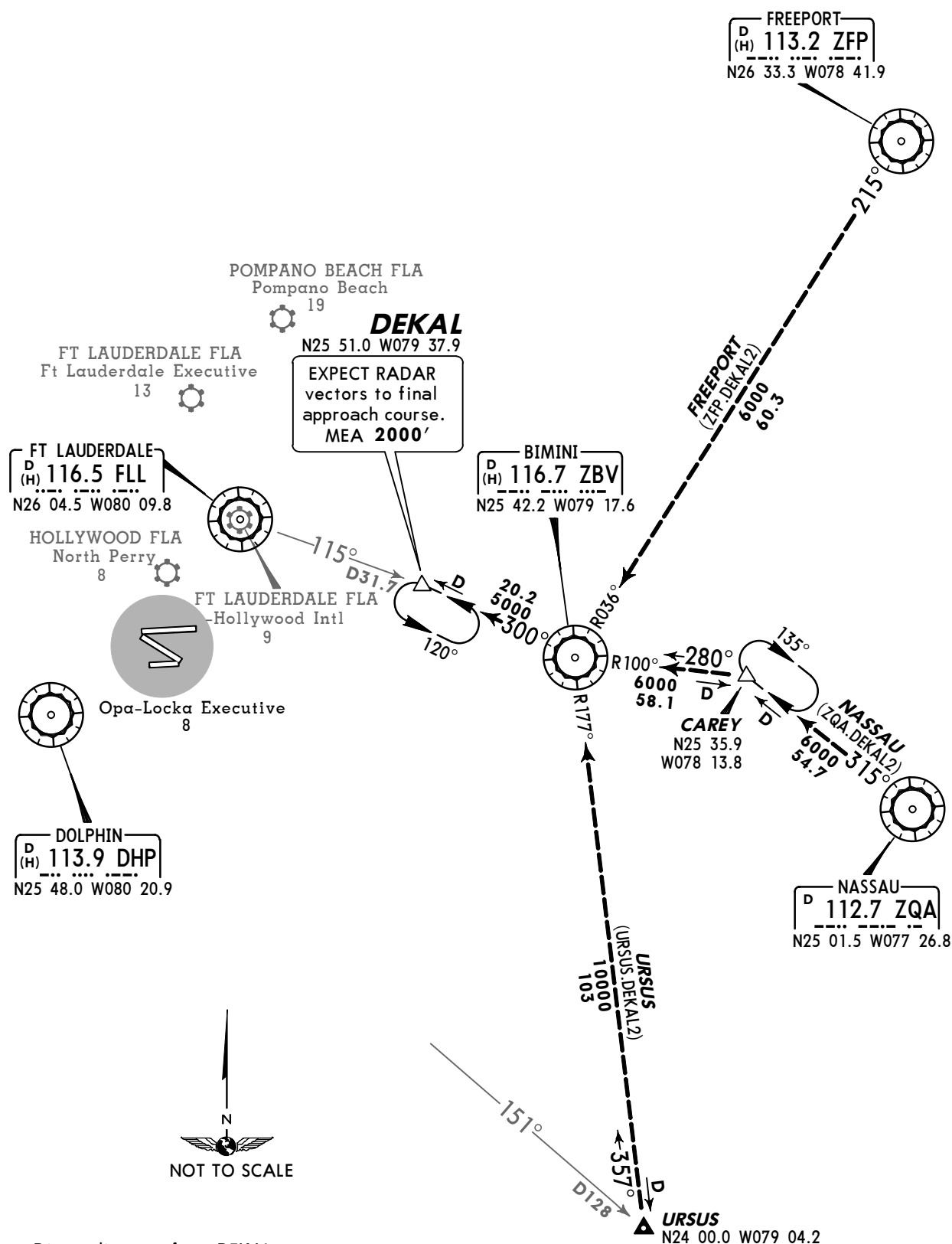
ATIS  
125.9

Apt Elev  
See  
Graphic

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'  
**DME or RNAV required.**



## DEKAL TWO ARRIVAL (DEKAL.DEKAL2)



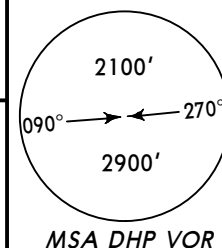
### ROUTING

From over DEKAL, EXPECT RADAR vectors to final approach course.

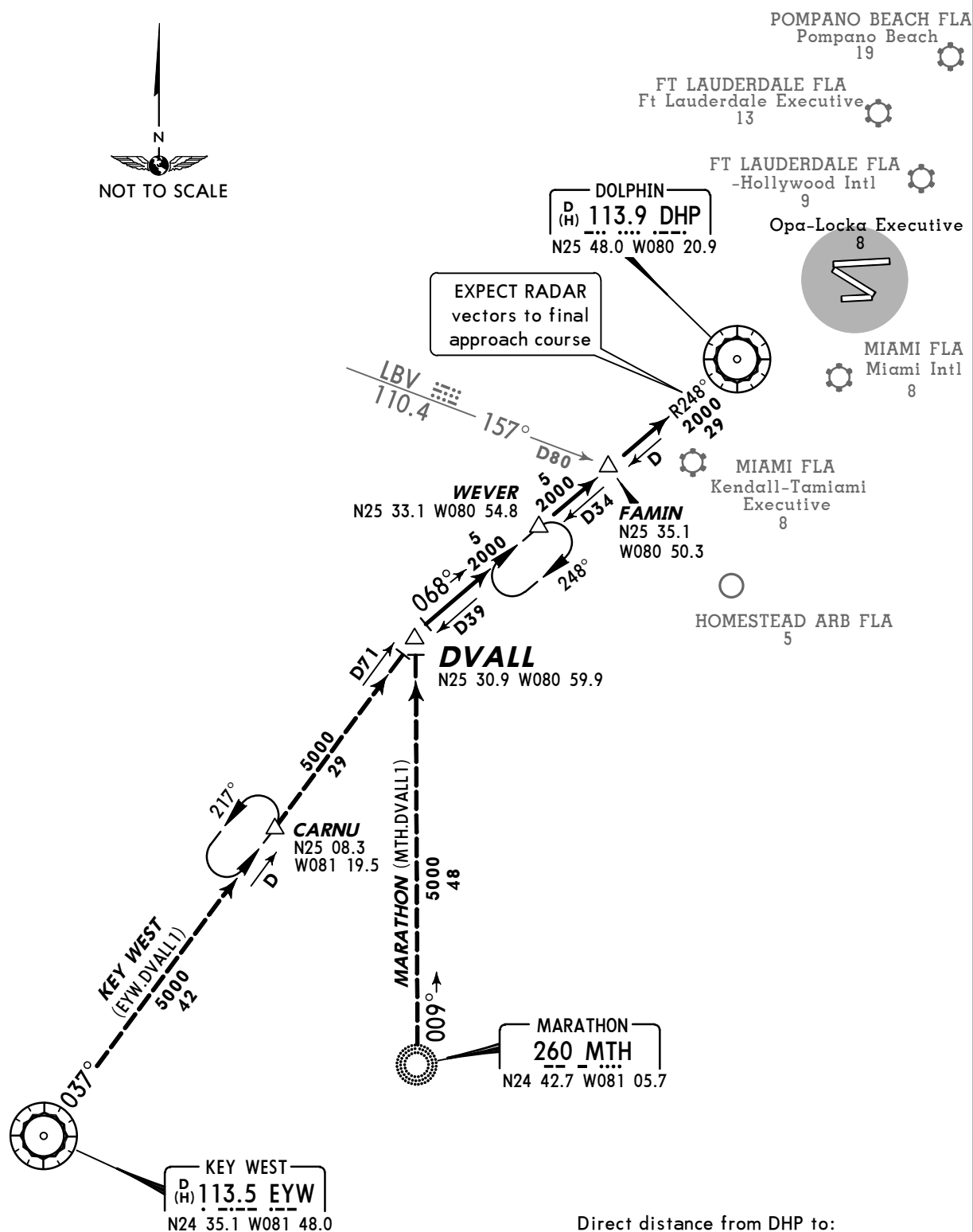
ATIS  
**125.9**

Apt Elev  
See graphic

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'  
DME required.



## DVALL ONE ARRIVAL (DVALL.DVALL1)



Direct distance from DHP to:  
Opa-Locka Executive **7 NM**  
Direct distance from FAMIN to:  
Opa-Locka Executive **36 NM**

### ROUTING

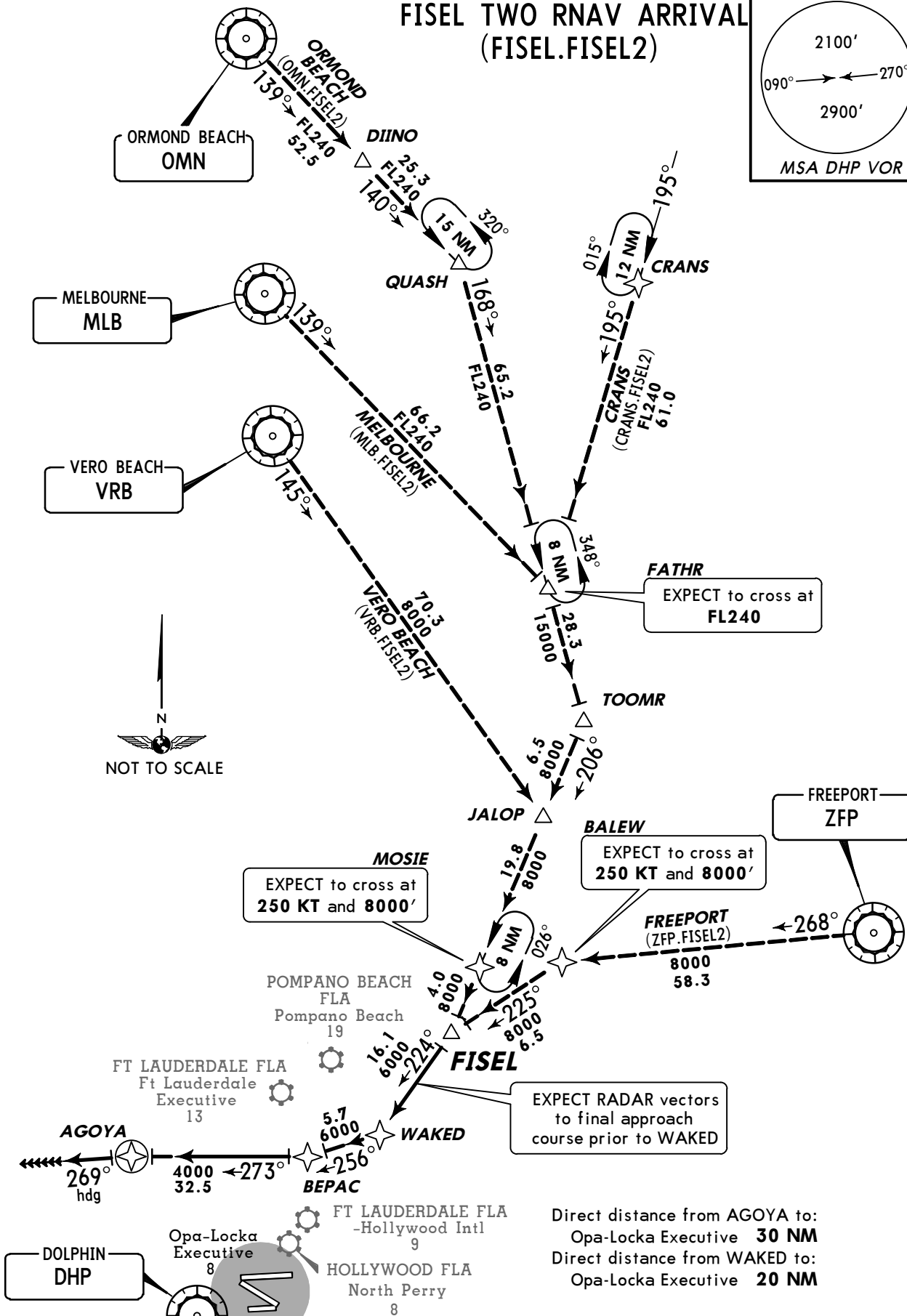
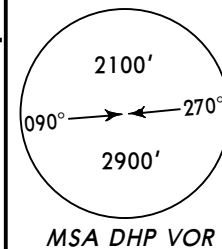
From over DVALL via DHP R-248 to DHP. EXPECT RADAR vectors to final approach course after FAMIN.

ATIS  
**125.9**

Apt Elev  
See  
graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME/DME/IRU or GPS required. 2. RNAV 1.  
3. RADAR required. 4. ORMOND BEACH, CRANS and MELBOURNE  
Transitions-PBI DME must be operational for non-GPS equipped aircraft.  
5. FREEPORT Transition-PBI and FLL DME must be operational for  
non-GPS equipped aircraft. 6. VERO BEACH Transition-PHK, PBI and  
FLL DME must be operational for non-GPS equipped aircraft.

## FISEL TWO RNAV ARRIVAL (FISEL.FISEL2)



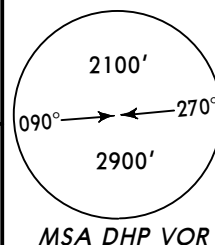
### ROUTING

From over FISEL via 224° track to WAKED, then as depicted to AGOYA.

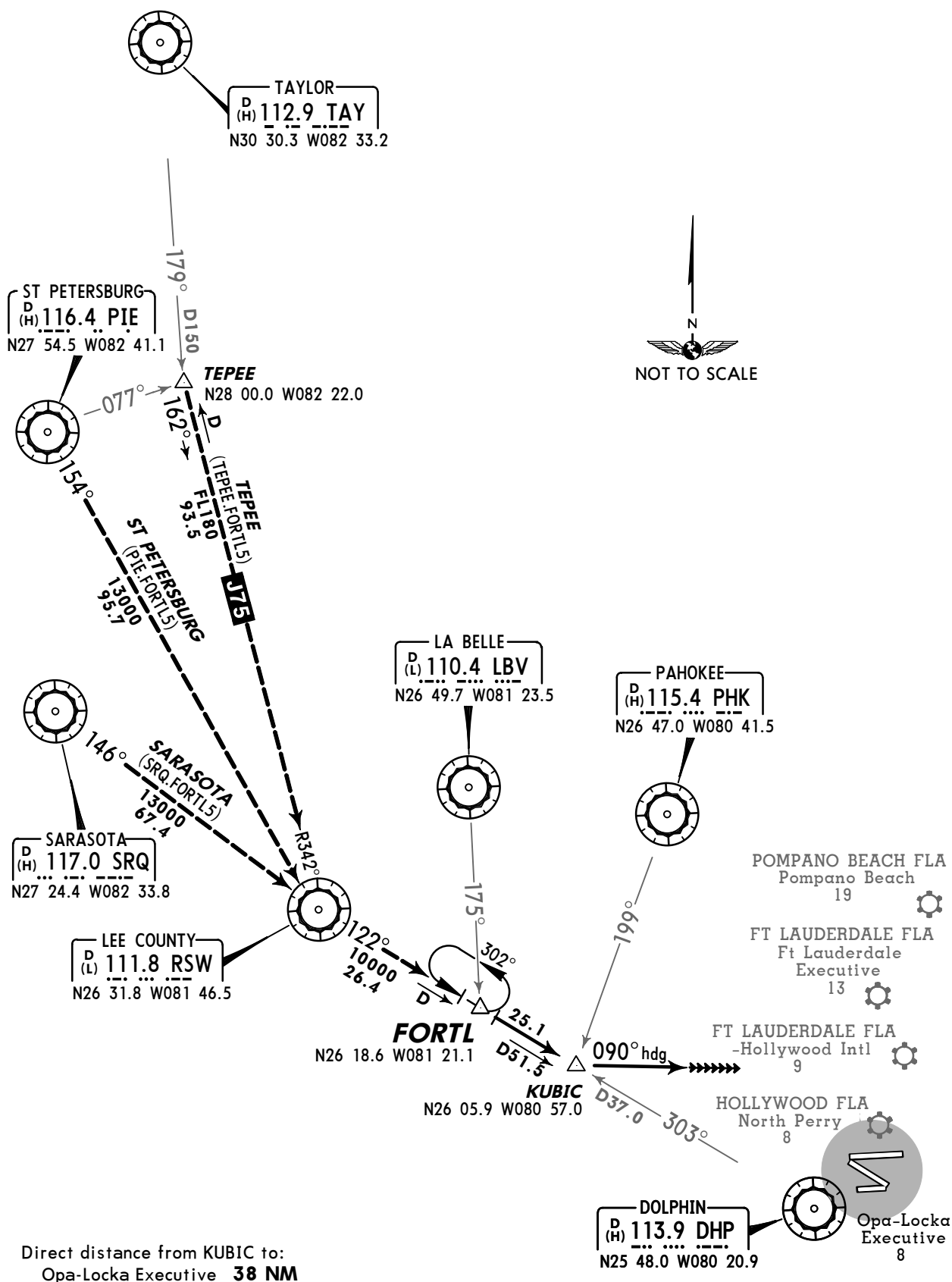
ATIS  
125.9

Apt Elev  
See  
graphic

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'  
Available to turboprop and prop aircraft only.

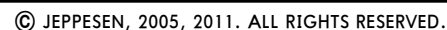


## FORTL FIVE ARRIVAL (FORTL.FORTL5)



### ROUTING

From over FORTL via RSW R-122 to KUBIC then heading 090°. EXPECT RADAR vectors to final approach course.



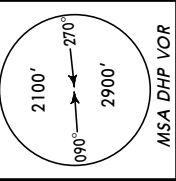


- 1. DME/DME/IRU or GPS required. 2. RNAV 1.
- 3. RADAR required. 4. Turboprop aircraft only.
- 5. For non-GPS equipped aircraft, FLL, LBV, and RSW must be operational.

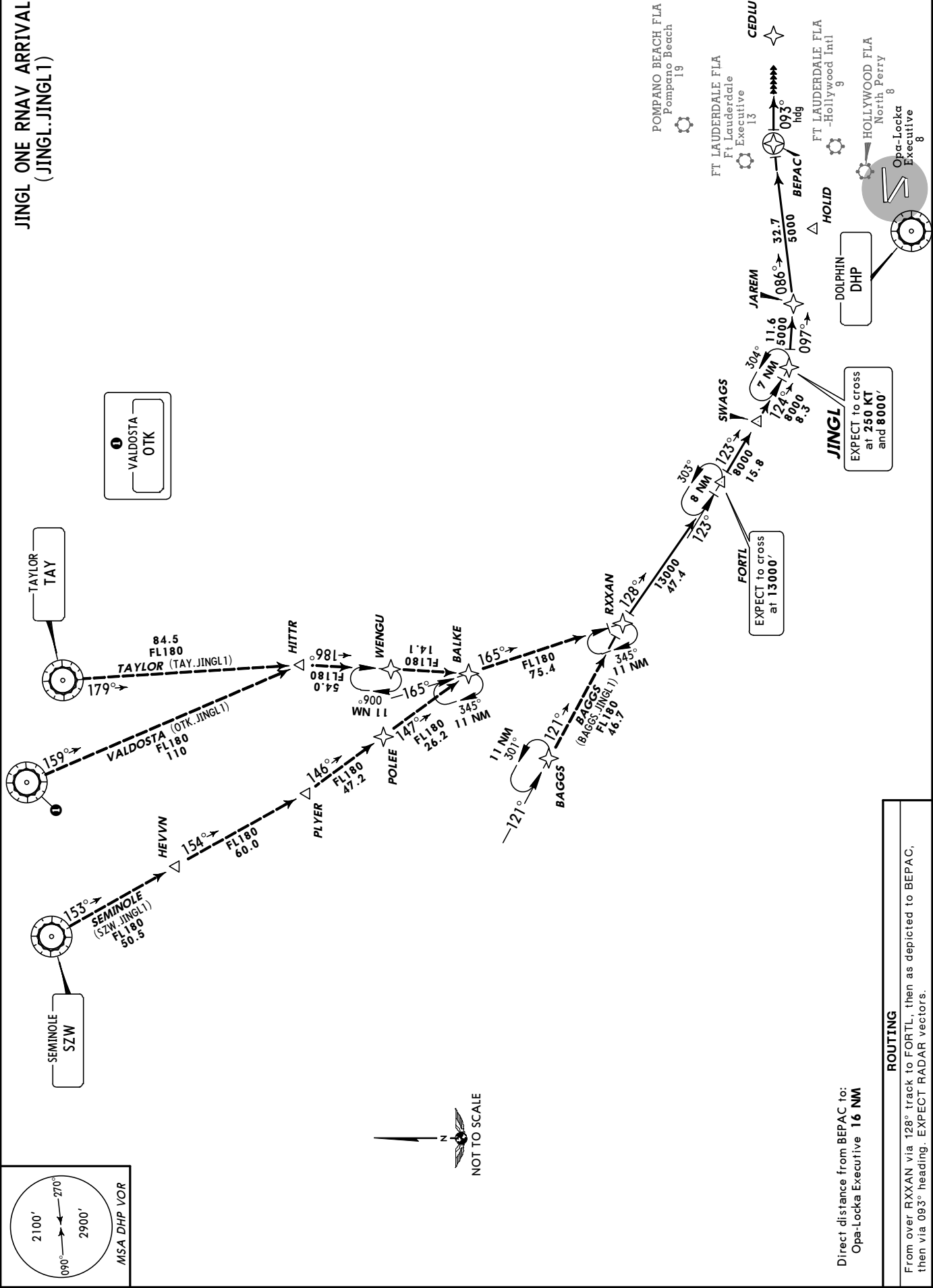
Alt Set: INCHES      Trans level: FL180      Trans alt: 18000'

Apt Elev  
See graphic

ATIS  
125.9



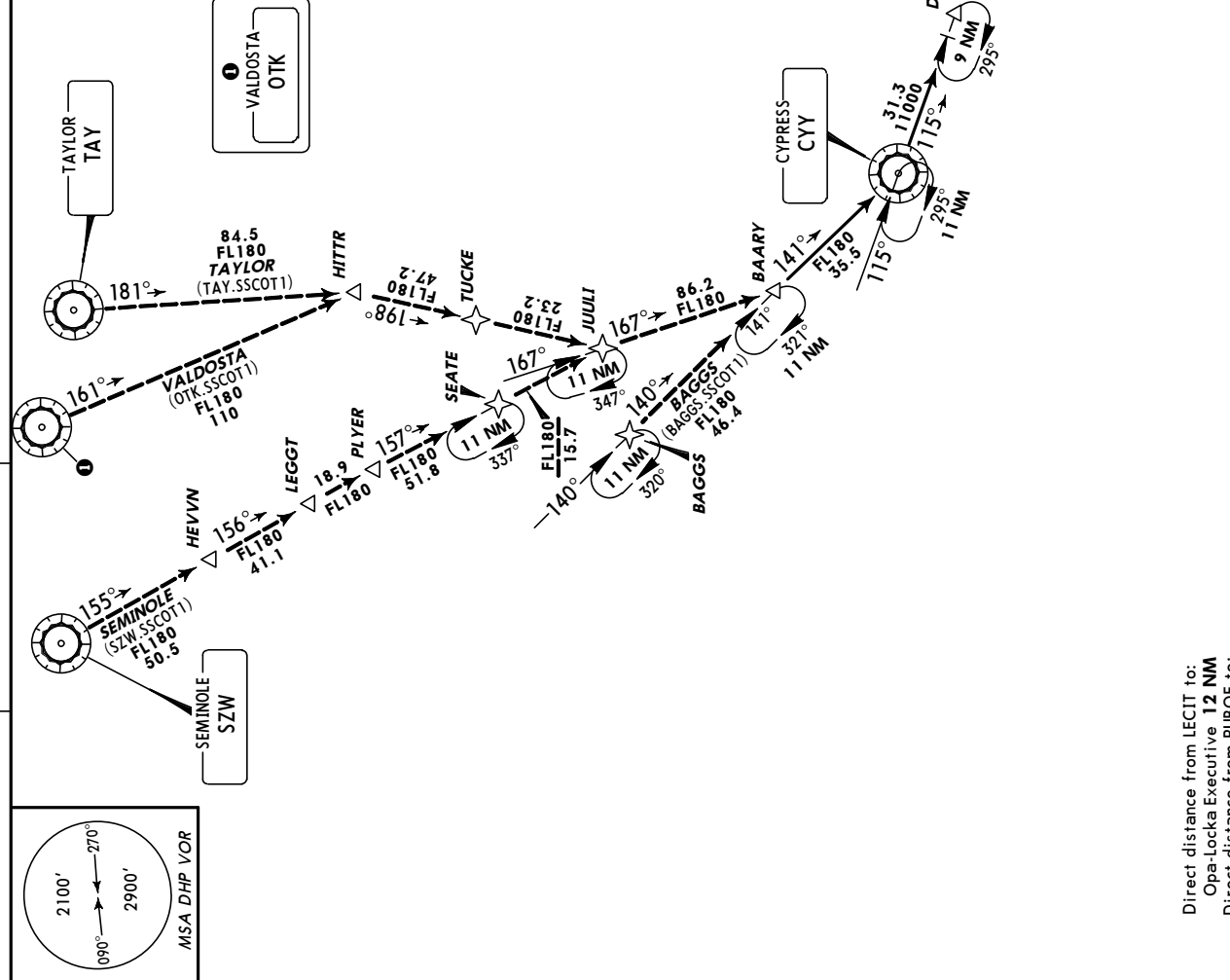
JINGL ONE RNAV ARRIVAL  
(JINGL.JINGL1)



Direct distance from BEPAC to:  
Opa-Locka Executive 16 NM

**ROUTING**  
From over RXRXAN via 128° track to FORTL, then as depicted to BEPAC, then via 093° heading. EXPECT RADAR vectors.  
CHANGES: New procedure at this airport.

3. RADAR required.
4. Turbojet aircraft only.
5. For non-GPS equipped aircraft, PHK must be operational.

SSCOT ONE RNAV ARRIVAL  
(SSCOT.SSCOT1)

Direct distance from LECIT to:  
Opa-Locka Executive **12 NM**  
Direct distance from RUBOE to:  
Opa-Locka Executive **31 NM**

## ROUTING

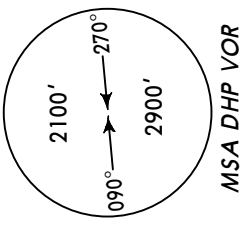
From over BAARY via 141° track to CYY, then as depicted to LECIT, then via 126° heading. EXPECT RADAR vectors.

**CHANGES:** New procedure at this airport.

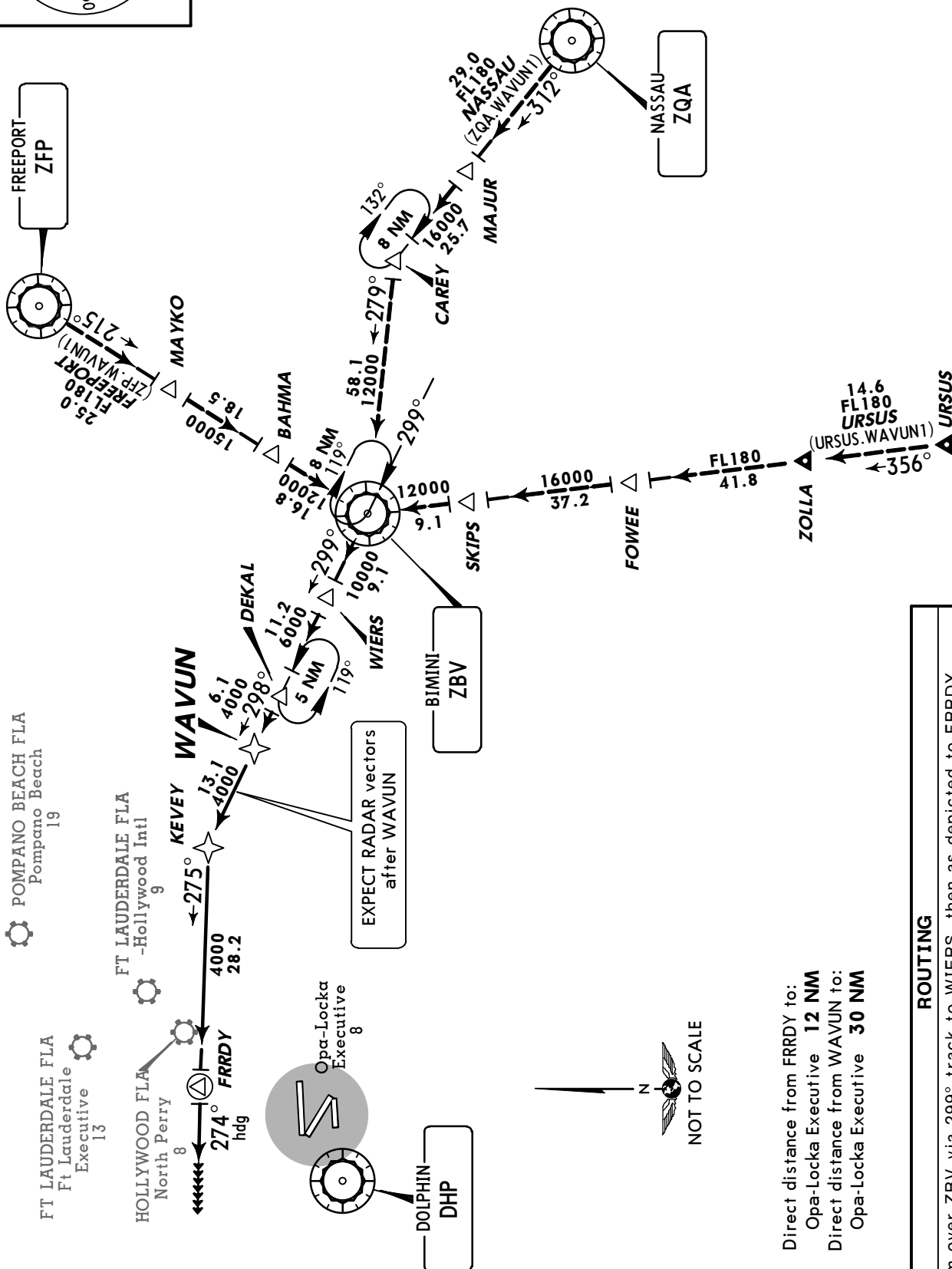
ATIS  
**125.9**

Apt Elev  
See  
graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME/DME/IRU or GPS required. 2. RNAV 1.  
3. RADAR required. 4. URSUS Transition: ZBV must be operational for non-GPS equipped aircraft.  
5. NASSAU Transition: ZFP, ZBV, VKZ and PBI must be operational for non-GPS equipped aircraft.



## WAVUN ONE RNAV ARRIVAL (WAVUN.WAVUN1)



Direct distance from FRRDY to:  
Opa-Locka Executive 12 NM  
Direct distance from WAVUN to:  
Opa-Locka Executive 30 NM

### ROUTING

From over ZBV via 299° track to WIERS, then as depicted to FRRDY.

**JEPPESEN**  
9 DEC 11 **(20-9)** **Eff 15 Dec**

## OPA-LOCKA EXECUTIVE

ATIS 125.9 \*OPA Locka Clearance 119.2 \*Ground 121.9 \*Tower CTAF 120.7 MIAMI Departure (R) 128.6

25-55 25-54

02°W

80-16 80-17

118' 132' 158'

Canal

Aircraft Rescue & Fire Fighting

8002' 2439m

9L 089° Elev 7'

12 124° Elev 8'

800' 244m Stopway

Temporary Air Traffic Control Tower (ATCT)

6800' 2073m

HSI

27L 269° Elev 6'

4309' 1313m

9R 089° Elev 6'

30 304° Elev 8'

27R 269° Elev 8'

Canal

108'

84' 105'

80-16

Feet 0 500 1000 1500 2000 2500 3000

Meters 0 200 400 600 800 1000

LEGEND

Non-movement areas; areas not visible from temporary ATCT.

RUNWAY INCURSION HOT SPOT HSI

See 20-9A for description of hot spot.

A portion of the former Runway 18/36 has been closed to aircraft traffic as indicated.

For Graphic Obstacle DP, See Miami, Fla (Int'l)

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## GENERAL

Birds and banner towing in vicinity of airport.  
Rwys 9R, 27R right traffic pattern.

## ADDITIONAL RUNWAY INFORMATION

| RWY |                          | USABLE LENGTHS |             | TAKE-OFF | WIDTH |
|-----|--------------------------|----------------|-------------|----------|-------|
|     |                          | LANDING        | BEYOND      |          |       |
|     |                          | Threshold      | Glide Slope |          |       |
| 9R  | MIRL VASI-L              |                |             |          | 100'  |
| 27L | MIRL PAPI-L (angle 3.0°) |                |             |          | 30m   |

① Closed sunset-2100 LT.

|     |                               |             |      |
|-----|-------------------------------|-------------|------|
| 9L  | ② HIRL ③ MALSR VASI-L grooved | 6952' 2119m | 150' |
| 27R | ② HIRL ③ MALSR VASI-L grooved | 6949' 2118m | 46m  |

② 30 min PPR to request activation.

③ When tower closed, activate on 120.7.

|    |                                            |             |             |      |
|----|--------------------------------------------|-------------|-------------|------|
| 12 | ④ HIRL ⑤ MALSR PAPI-L (angle 3.0°) grooved | 6000' 1829m | 4990' 1521m | 150' |
| 30 | ④ HIRL PAPI-L (angle 3.0°) grooved         |             |             | 46m  |

④ Preset on medium intensity when Twr inop.

⑤ Activate on 120.7.

RUNWAY INCURSION HOT SPOT 

For information only, not to be construed as ATC instructions.

**HSI** Short taxi ramp to runway risk. Large pavement area with only surface painted location and direction signs.

## TAKE-OFF &amp; OBSTACLE DEPARTURE PROCEDURE

|              | All Rwys            |     |
|--------------|---------------------|-----|
|              | Adequate<br>Vis Ref | STD |
| 1 & 2<br>Eng | 1/4                 | 1   |
| 3 & 4<br>Eng |                     | 1/2 |

## OBSTACLE DP

Rwy 9L, climb heading 093° to 1100' before turning north.

Rwy 9R, climb heading 093° to 1000' before turning north.

Rwy 12, climb heading 128° to 600' before turning north.

Rwy 27R, climb heading 273° to 500' before turning north.

## FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

Authorized Only When Twr Operating

|   | ILS Rwy 9L<br>ILS Rwy 12<br>ILS Rwy 27R | LOC Rwy 9L<br>LOC Rwy 12<br>LOC Rwy 27R | RNAV (GPS) Rwy 9L<br>RNAV (GPS) Rwy 12<br>RNAV (GPS) Rwy 27R |
|---|-----------------------------------------|-----------------------------------------|--------------------------------------------------------------|
| A | 600-2                                   | 800-2                                   | 800-2                                                        |
| B |                                         |                                         |                                                              |
| C |                                         |                                         |                                                              |
| D |                                         |                                         |                                                              |



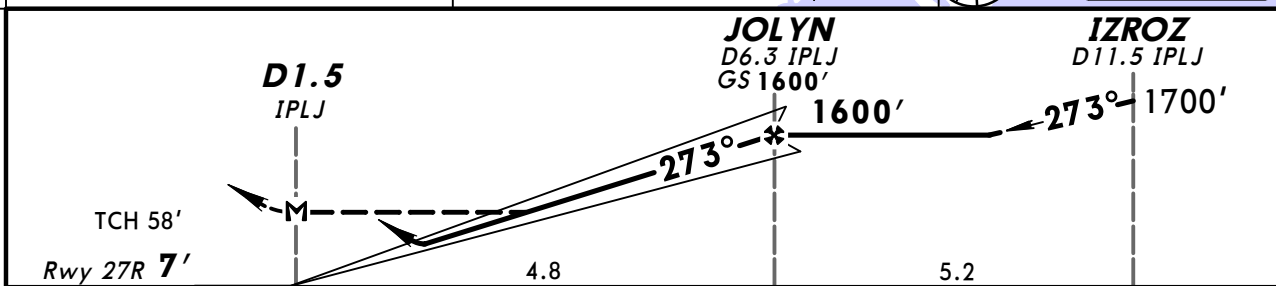
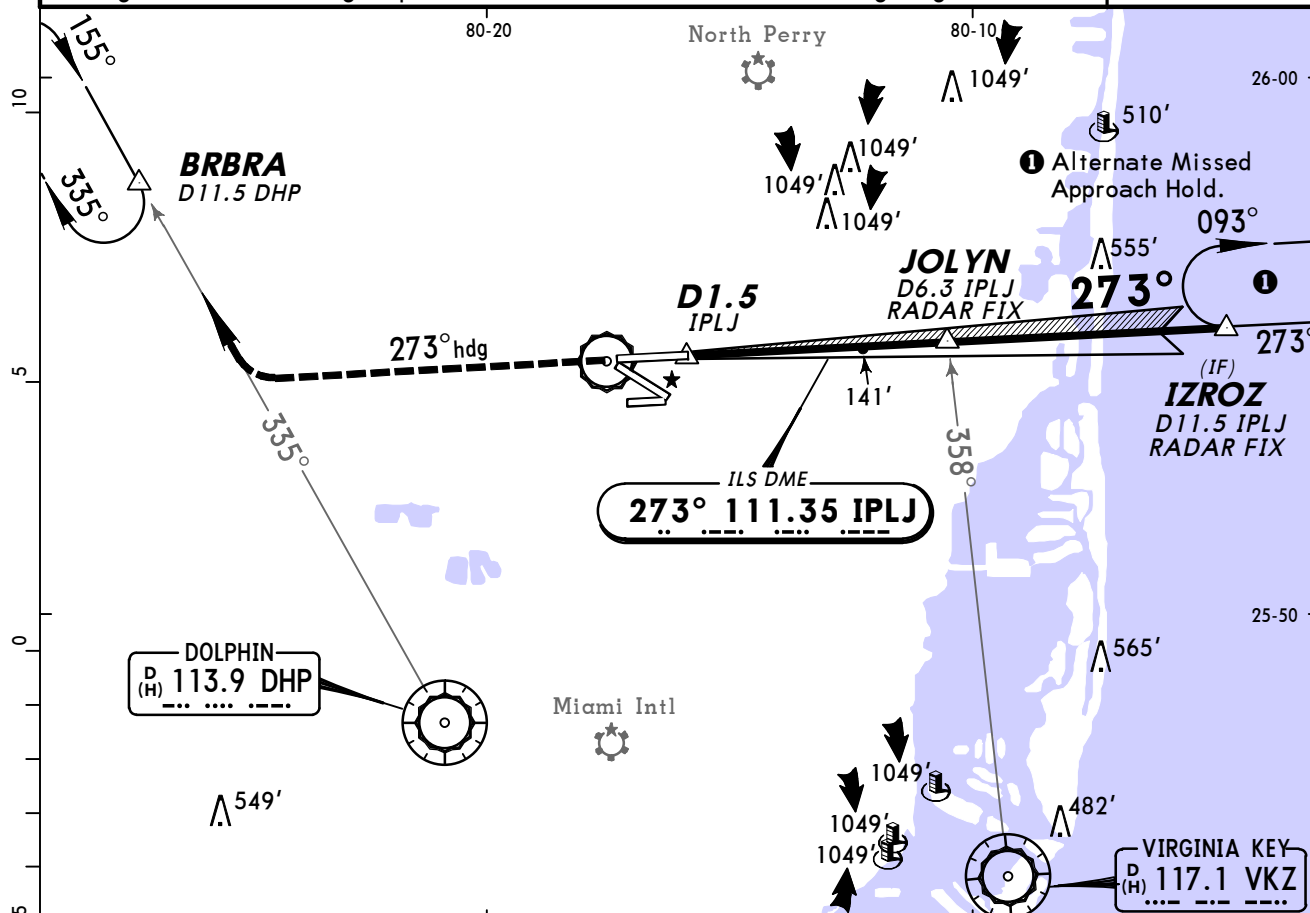
**BRIEFING STRIP** <sup>TM</sup>

AMEND 2 15 DEC 2011

TERPS

BRIEFING STRIP™

|                                                                                                                                                                                                                                                             |                           |                              |                                              |                                |            |                                                                                            |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------|----------------------------------------------|--------------------------------|------------|--------------------------------------------------------------------------------------------|--|
| ATIS<br>125.9                                                                                                                                                                                                                                               |                           | MIAMI Approach (R)<br>128.6  |                                              | *OPA-LOCKA Tower<br>CTAF 120.7 |            | *Ground<br>121.9                                                                           |  |
| LOC<br>IPLJ<br>111.35                                                                                                                                                                                                                                       | Final<br>Apch Crs<br>273° | GS<br>JOLYN<br>1600' (1593') | ILS<br>DA(H)<br>(CONDITIONAL)<br>289' (282') | Apt Elev 8'                    | Rwy 27R 7' | <div><div>2100'</div><div>090° → ← 270°</div><div>2900'</div></div> <div>MSA VKZ VOR</div> |  |
| MISSED APCH: Climb to 2000' heading 273° and outbound on DHP VOR R-335 to BRBRA/D11.5 DHP and hold, or as directed by ATC.                                                                                                                                  |                           |                              |                                              |                                |            |                                                                                            |  |
| Alt Set: INCHES                                                                                                                                                                                                                                             |                           | Trans level: FL 180          |                                              | Trans alt: 18000'              |            |                                                                                            |  |
| 1. DME required. 2. RADAR required. 3. Visibility reduction by helicopters not authorized. 4. Use local altimeter setting; if not received, use Miami Intl altimeter setting. 5. VGSI and ILS glidepath not coincident. 6. Pilot controlled lighting 120.7. |                           |                              |                                              |                                |            |                                                                                            |  |



|                                      |       |      |      |      |      |      |                                              |       |             |                     |       |
|--------------------------------------|-------|------|------|------|------|------|----------------------------------------------|-------|-------------|---------------------|-------|
| Gnd speed-Kts                        | 70    | 90   | 100  | 120  | 140  | 160  | <div> <div>MALS</div> <div>VASI</div> </div> | 2000' | 273°<br>hdg | DHP<br>and<br>R-335 | BRBRA |
| GS                                   | 3.00° | 372  | 478  | 531  | 637  | 743  |                                              |       |             |                     |       |
| MAP at D1.5 IPLJ or JOLYN to MAP 4.8 | 4:07  | 3:12 | 2:53 | 2:24 | 2:03 | 1:48 |                                              |       |             |                     |       |

| TERPS               |         |                              |       |       | 2 STRAIGHT-IN LANDING RWY 27R     |   |   |   |   | 2 CIRCLE-TO-LAND             |                     |                     |  |  |
|---------------------|---------|------------------------------|-------|-------|-----------------------------------|---|---|---|---|------------------------------|---------------------|---------------------|--|--|
| ILS                 |         | LOC (GS out)                 |       |       |                                   |   |   |   |   |                              |                     |                     |  |  |
| 1 DA(H) 289' (282') |         | With Local Altimeter Setting |       |       | With Miami Intl Altimeter Setting |   |   |   |   | With Local Altimeter Setting |                     |                     |  |  |
|                     |         | MDA(H) 400' (393')           |       |       | MDA(H) 420' (413')                |   |   |   |   | MDA(H)                       |                     |                     |  |  |
| FULL                | ALS out | ALS out                      |       |       | ALS out                           |   |   |   |   | ALS out                      |                     |                     |  |  |
| A                   |         |                              |       |       |                                   |   |   |   |   | Max Kts                      |                     |                     |  |  |
| B                   |         |                              |       |       |                                   |   |   |   |   | 90                           | 540' (532') - 1     | 560' (552') - 1     |  |  |
| C                   | 1       | 1                            | 1     | 1     | 1                                 | 1 | 1 | 1 | 1 | 120                          | 540' (532') - 1 1/2 | 560' (552') - 1 1/2 |  |  |
| D                   |         |                              | 1 1/8 | 1 3/8 |                                   |   |   |   |   | 140                          | 540' (532') - 2     | 580' (572') - 2     |  |  |

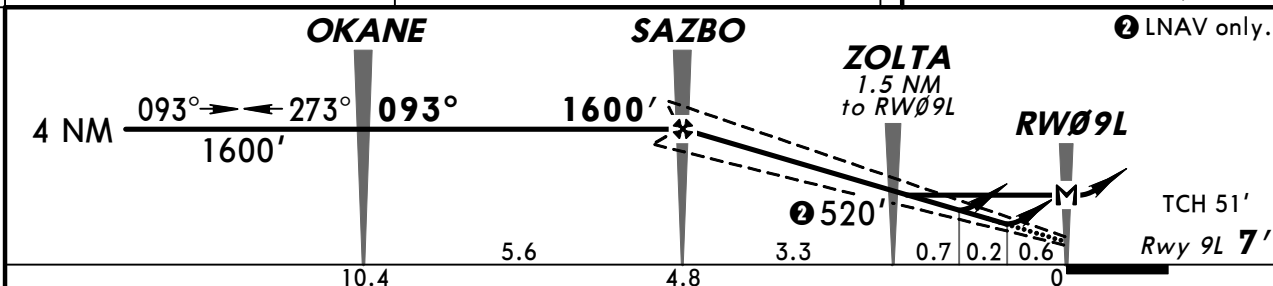
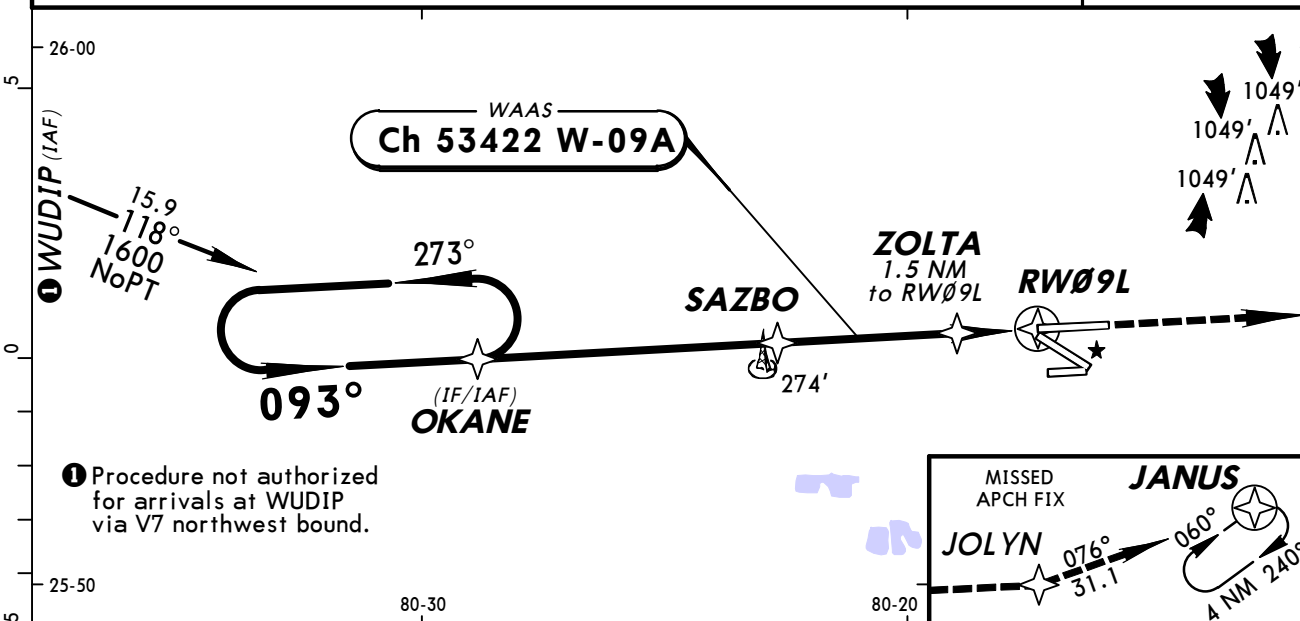
1 DA(H) 309' (302') with Miami Intl altimeter setting.

2 When VGSI inop, Straight-in/Circling Rwy 27R not authorized at night.



BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |                                  |  |                                                     |  |                                                     |  |                                       |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------|--|-----------------------------------------------------|--|-----------------------------------------------------|--|---------------------------------------|--|
| ATIS<br>125.9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  | MIAMI Approach (R)<br>128.6      |  | *OPA-LOCKA Tower<br>CTAF 120.7                      |  | *Ground<br>121.9                                    |  |                                       |  |
| WAAS<br><b>Ch 53422</b><br>W-09A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  | Final<br>Apch Crs<br><b>093°</b> |  | Minimum Alt<br><b>SAZBO</b><br><b>1600'</b> (1593') |  | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>257'</b> (250') |  | Apt Elev 8'<br>Rwy 9L <b>7'</b>       |  |
| MISSED APCH: Climb to 2000' direct to JOLYN and on track 076° to JANUS and hold.                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |                                  |  |                                                     |  |                                                     |  | <div>2900'</div> <div>MSA RW09L</div> |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                                                                                                                                                                                                                                                                                                                                                          |  |                                  |  |                                                     |  |                                                     |  |                                       |  |
| 1. CAUTION: Lights on highway 0.7 NM north may be mistaken for runway. 2. Use local altimeter setting; if not received, use Miami Intl altimeter setting.<br>3. Baro-VNAV not authorized when using Miami Intl altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Visibility reduction by helicopters not authorized.<br>8. Pilot controlled lighting 120.7. |  |                                  |  |                                                     |  |                                                     |  |                                       |  |

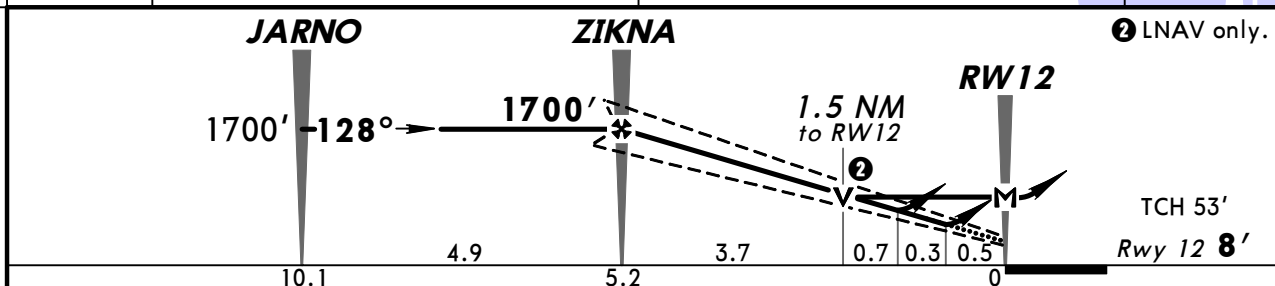
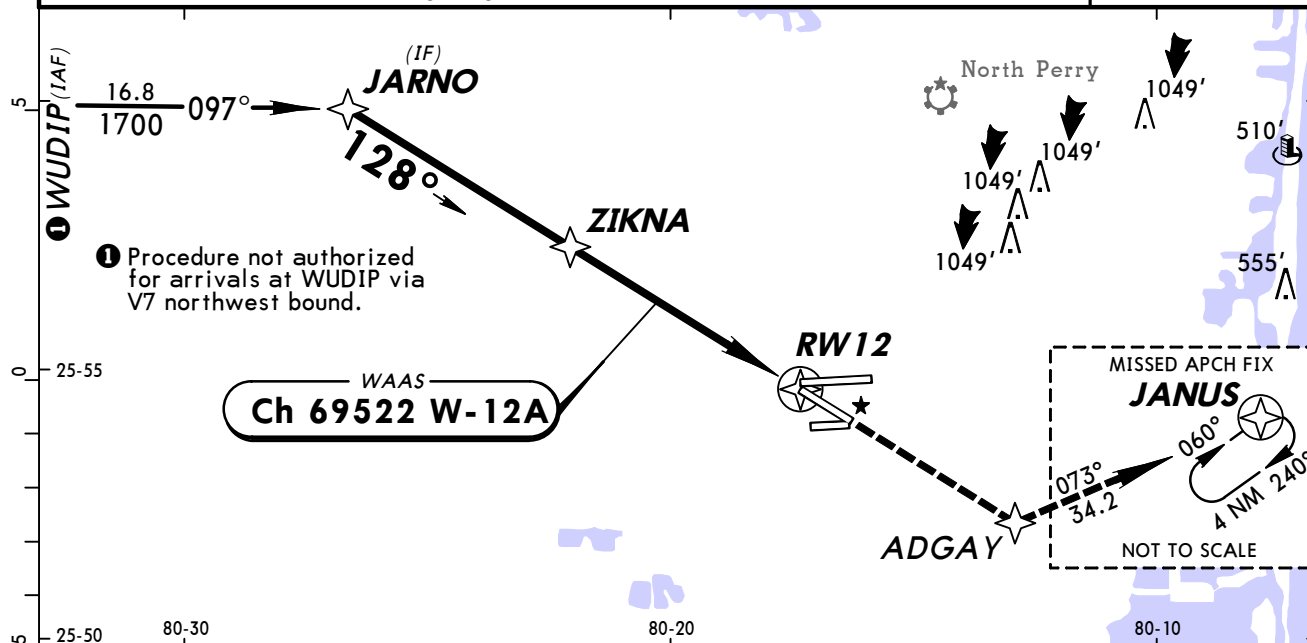


|                  |       |     |     |     |     |     |     |       |       |   |       |
|------------------|-------|-----|-----|-----|-----|-----|-----|-------|-------|---|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 |     | MALSR | 2000' |   | JOLYN |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | VASI  | ↑     | → |       |
| MAP at RW09L     |       |     |     |     |     |     |     |       |       |   |       |

| TERPS             |     |  |  |  |                   |     |  |  |  | STRAIGHT-IN LANDING RWY 9L        |     |  |  |  |         |       |  |  |  | 1 CIRCLE-TO-LAND                  |     |  |  |  |                 |                     |  |  |  |  |                     |  |  |  |  |
|-------------------|-----|--|--|--|-------------------|-----|--|--|--|-----------------------------------|-----|--|--|--|---------|-------|--|--|--|-----------------------------------|-----|--|--|--|-----------------|---------------------|--|--|--|--|---------------------|--|--|--|--|
|                   |     |  |  |  |                   |     |  |  |  | With Local Altimeter Setting      |     |  |  |  |         |       |  |  |  | With Local Altimeter Setting      |     |  |  |  |                 |                     |  |  |  |  |                     |  |  |  |  |
| LPV               |     |  |  |  | LNAV/VNAV         |     |  |  |  | LNAV                              |     |  |  |  |         |       |  |  |  |                                   |     |  |  |  |                 |                     |  |  |  |  |                     |  |  |  |  |
| DA(H) 257' (250') |     |  |  |  | DA(H) 320' (313') |     |  |  |  | MDA(H) 420' (413')                |     |  |  |  |         |       |  |  |  |                                   |     |  |  |  |                 |                     |  |  |  |  |                     |  |  |  |  |
| RAIL out          |     |  |  |  | ALS out           |     |  |  |  | RAIL out                          |     |  |  |  | ALS out |       |  |  |  | RAIL out                          |     |  |  |  | ALS out         |                     |  |  |  |  |                     |  |  |  |  |
| A                 | 3/4 |  |  |  |                   | 3/4 |  |  |  |                                   | 1   |  |  |  |         | 3/4   |  |  |  |                                   | 3/4 |  |  |  |                 | 1                   |  |  |  |  |                     |  |  |  |  |
| B                 |     |  |  |  |                   |     |  |  |  |                                   |     |  |  |  |         |       |  |  |  |                                   | 90  |  |  |  |                 | MDA(H)              |  |  |  |  |                     |  |  |  |  |
| C                 |     |  |  |  |                   |     |  |  |  |                                   |     |  |  |  |         |       |  |  |  |                                   | 120 |  |  |  |                 | 540' (532') - 1     |  |  |  |  |                     |  |  |  |  |
| D                 |     |  |  |  |                   |     |  |  |  |                                   |     |  |  |  |         |       |  |  |  |                                   | 140 |  |  |  |                 | 540' (532') - 1 1/2 |  |  |  |  |                     |  |  |  |  |
|                   |     |  |  |  |                   |     |  |  |  |                                   |     |  |  |  |         |       |  |  |  | 165                               |     |  |  |  | 560' (552') - 2 |                     |  |  |  |  |                     |  |  |  |  |
|                   |     |  |  |  |                   |     |  |  |  | With Miami Intl Altimeter Setting |     |  |  |  |         |       |  |  |  | With Miami Intl Altimeter Setting |     |  |  |  |                 |                     |  |  |  |  |                     |  |  |  |  |
| LPV               |     |  |  |  | LNAV/VNAV         |     |  |  |  | LNAV                              |     |  |  |  |         |       |  |  |  |                                   |     |  |  |  |                 |                     |  |  |  |  |                     |  |  |  |  |
| DA(H) 277' (270') |     |  |  |  | DA(H) 340' (333') |     |  |  |  | MDA(H) 440' (433')                |     |  |  |  |         |       |  |  |  |                                   |     |  |  |  |                 |                     |  |  |  |  |                     |  |  |  |  |
| RAIL out          |     |  |  |  | ALS out           |     |  |  |  | RAIL out                          |     |  |  |  | ALS out |       |  |  |  | RAIL out                          |     |  |  |  | ALS out         |                     |  |  |  |  |                     |  |  |  |  |
| A                 | 3/4 |  |  |  |                   | 7/8 |  |  |  |                                   | 3/4 |  |  |  |         | 1 1/8 |  |  |  |                                   | 3/4 |  |  |  |                 | 3/4                 |  |  |  |  | 1                   |  |  |  |  |
| B                 |     |  |  |  |                   |     |  |  |  |                                   |     |  |  |  |         |       |  |  |  |                                   |     |  |  |  |                 | 90                  |  |  |  |  | MDA(H)              |  |  |  |  |
| C                 |     |  |  |  |                   |     |  |  |  |                                   |     |  |  |  |         |       |  |  |  |                                   |     |  |  |  |                 | 120                 |  |  |  |  | 560' (552') - 1     |  |  |  |  |
| D                 |     |  |  |  |                   |     |  |  |  |                                   |     |  |  |  |         |       |  |  |  |                                   |     |  |  |  |                 | 140                 |  |  |  |  | 560' (552') - 1 1/2 |  |  |  |  |
|                   |     |  |  |  |                   |     |  |  |  |                                   |     |  |  |  |         |       |  |  |  | 165                               |     |  |  |  | 580' (572') - 2 |                     |  |  |  |  |                     |  |  |  |  |

**1** When VGSI inop, Circling Rwy 27R not authorized at night.

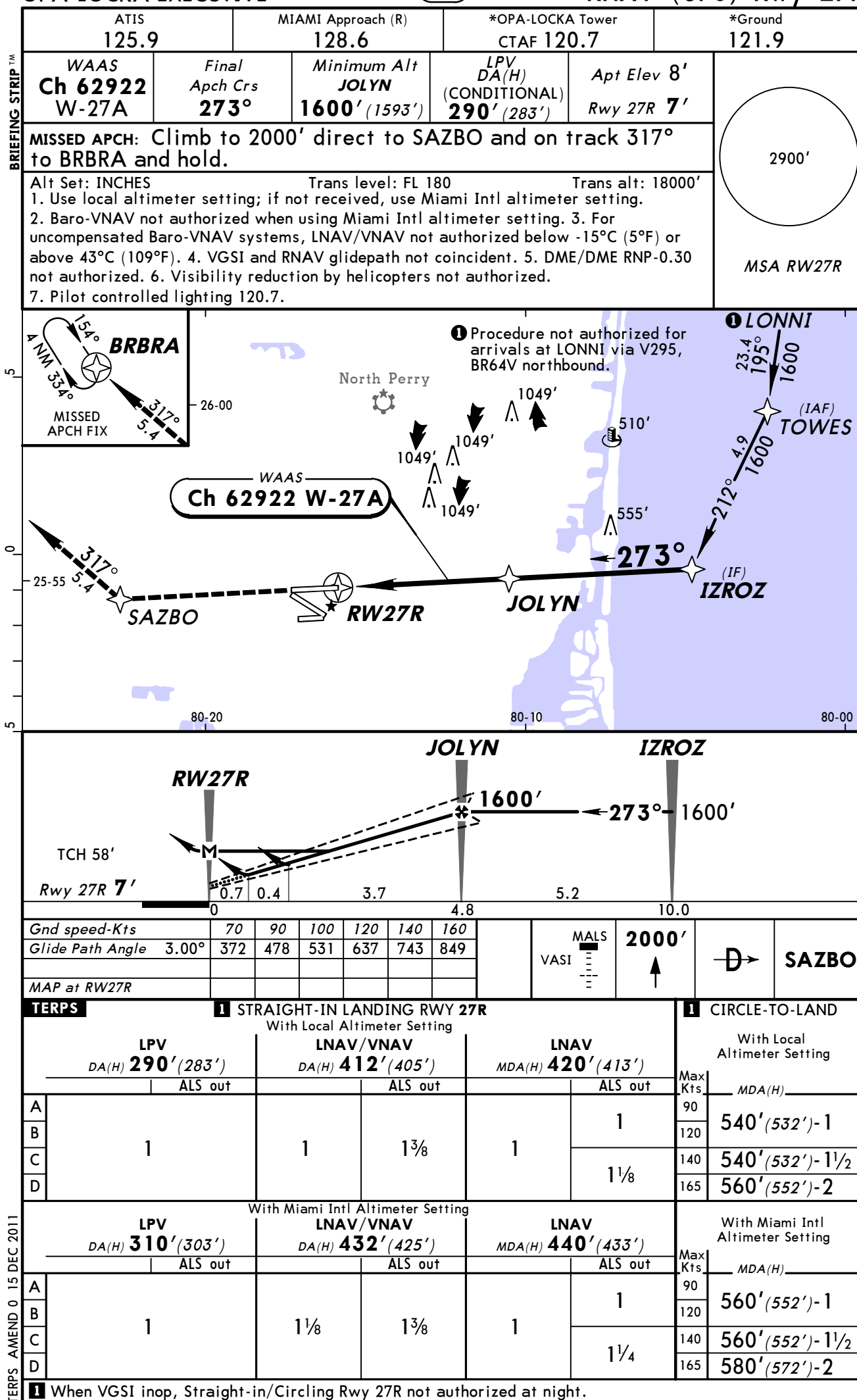
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                  |                                                     |                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|-----------------------------------------------------|
| ATIS<br>125.9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | MIAMI Approach (R)<br>128.6      | *OPA-LOCKA Tower<br>CTAF 120.7                      | *Ground<br>121.9                                    |
| WAAS<br><b>Ch 69522</b><br>W-12A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Final<br>Apch Crs<br><b>128°</b> | Minimum Alt<br><b>ZIKNA</b><br><b>1700'</b> (1692') | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>208'</b> (200') |
| <b>MISSED APCH: Climb to 2000' direct to ADGAY and on track 073° to JANUS and hold.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                  |                                                     |                                                     |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Miami Intl altimeter setting.<br>2. Baro-VNAV not authorized when using Miami Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 4. VDP not authorized with Miami Intl altimeter setting.<br>5. DME/DME RNP-0.30 not authorized. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 120.7. |                                  |                                                     |                                                     |
| <div style="text-align: center;">2900'</div> <div style="text-align: center;">MSA RW12</div>                                                                                                                                                                                                                                                                                                                                                                                                                             |                                  |                                                     |                                                     |



|                  |       |     |     |     |     |     |       |       |       |
|------------------|-------|-----|-----|-----|-----|-----|-------|-------|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | MALSR | 2000' | ADGAY |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI  | ↑     |       |
| MAP at RW12      |       |     |     |     |     |     |       |       |       |

| TERPS             |     |          |       |         |                   |  |     |          |                     | STRAIGHT-IN LANDING RWY 12        |  |  |     |          |       |         |       |    |     | 1 CIRCLE-TO-LAND                  |                     |  |                 |  |  |  |  |  |  |
|-------------------|-----|----------|-------|---------|-------------------|--|-----|----------|---------------------|-----------------------------------|--|--|-----|----------|-------|---------|-------|----|-----|-----------------------------------|---------------------|--|-----------------|--|--|--|--|--|--|
|                   |     |          |       |         |                   |  |     |          |                     | With Local Altimeter Setting      |  |  |     |          |       |         |       |    |     | With Local Altimeter Setting      |                     |  |                 |  |  |  |  |  |  |
| LPV               |     |          |       |         | LNAV/VNAV         |  |     |          |                     | LNAV                              |  |  |     |          |       |         |       |    |     | Max Kts                           |                     |  |                 |  |  |  |  |  |  |
| DA(H) 208' (200') |     |          |       |         | DA(H) 320' (312') |  |     |          |                     | MDA(H) 520' (512')                |  |  |     |          |       |         |       |    |     | MDA(H)                            |                     |  |                 |  |  |  |  |  |  |
|                   |     | RAIL out |       | ALS out |                   |  |     | RAIL out |                     | ALS out                           |  |  |     | RAIL out |       | ALS out |       | 90 |     |                                   |                     |  |                 |  |  |  |  |  |  |
| A                 | 3/4 |          |       |         | 3/4               |  |     |          | 1                   |                                   |  |  | 3/4 |          |       |         | 1     |    |     |                                   | 120                 |  | 540' (532') - 1 |  |  |  |  |  |  |
|                   |     |          |       |         |                   |  |     |          |                     |                                   |  |  |     |          |       |         |       |    |     |                                   |                     |  |                 |  |  |  |  |  |  |
| B                 |     |          |       |         |                   |  |     |          |                     |                                   |  |  | 1   |          | 1 1/4 |         | 1 3/8 |    | 140 |                                   | 540' (532') - 1 1/2 |  |                 |  |  |  |  |  |  |
|                   |     |          |       |         |                   |  |     |          |                     |                                   |  |  |     |          |       |         |       |    |     |                                   |                     |  |                 |  |  |  |  |  |  |
| C                 | 1   |          | 1 1/4 |         | 1 3/8             |  | 140 |          | 540' (532') - 1 1/2 |                                   |  |  |     |          |       |         |       |    |     |                                   |                     |  |                 |  |  |  |  |  |  |
|                   |     |          |       |         |                   |  |     |          |                     |                                   |  |  |     |          |       |         |       |    |     |                                   |                     |  |                 |  |  |  |  |  |  |
| D                 | 1   |          | 1 1/4 |         | 1 3/8             |  | 140 |          | 540' (532') - 1 1/2 |                                   |  |  |     |          |       |         |       |    |     |                                   |                     |  |                 |  |  |  |  |  |  |
|                   |     |          |       |         |                   |  |     |          |                     |                                   |  |  |     |          |       |         |       |    |     |                                   |                     |  |                 |  |  |  |  |  |  |
|                   |     |          |       |         |                   |  |     |          |                     | With Miami Intl Altimeter Setting |  |  |     |          |       |         |       |    |     | With Miami Intl Altimeter Setting |                     |  |                 |  |  |  |  |  |  |
| LPV               |     |          |       |         | LNAV/VNAV         |  |     |          |                     | LNAV                              |  |  |     |          |       |         |       |    |     | Max Kts                           |                     |  |                 |  |  |  |  |  |  |
| DA(H) 228' (220') |     |          |       |         | DA(H) 340' (332') |  |     |          |                     | MDA(H) 540' (532')                |  |  |     |          |       |         |       |    |     | MDA(H)                            |                     |  |                 |  |  |  |  |  |  |
|                   |     | RAIL out |       | ALS out |                   |  |     | RAIL out |                     | ALS out                           |  |  |     | RAIL out |       | ALS out |       | 90 |     |                                   |                     |  |                 |  |  |  |  |  |  |
| A                 | 3/4 |          |       |         | 3/4               |  |     |          | 1                   |                                   |  |  | 3/4 |          |       |         | 1     |    |     |                                   | 120                 |  | 560' (552') - 1 |  |  |  |  |  |  |
|                   |     |          |       |         |                   |  |     |          |                     |                                   |  |  |     |          |       |         |       |    |     |                                   |                     |  |                 |  |  |  |  |  |  |
| B                 |     |          |       |         |                   |  |     |          |                     |                                   |  |  | 1   |          | 1 1/4 |         | 1 1/2 |    | 140 |                                   | 560' (552') - 1 1/2 |  |                 |  |  |  |  |  |  |
|                   |     |          |       |         |                   |  |     |          |                     |                                   |  |  |     |          |       |         |       |    |     |                                   |                     |  |                 |  |  |  |  |  |  |
| C                 | 1   |          | 1 1/4 |         | 1 1/2             |  | 140 |          | 560' (552') - 1 1/2 |                                   |  |  |     |          |       |         |       |    |     |                                   |                     |  |                 |  |  |  |  |  |  |
|                   |     |          |       |         |                   |  |     |          |                     |                                   |  |  |     |          |       |         |       |    |     |                                   |                     |  |                 |  |  |  |  |  |  |
| D                 | 1   |          | 1 1/4 |         | 1 1/2             |  | 140 |          | 580' (572') - 2     |                                   |  |  |     |          |       |         |       |    |     |                                   |                     |  |                 |  |  |  |  |  |  |
|                   |     |          |       |         |                   |  |     |          |                     |                                   |  |  |     |          |       |         |       |    |     |                                   |                     |  |                 |  |  |  |  |  |  |

1 When VGSI inop, Circling Rwy 27R not authorized at night.



## **General Information**

Location: Panama City FL USA  
IATA Code: PAM  
Lat/Long: N30° 04.2' W085° 34.5'  
Elevation: 17 ft

Airport Use: Military  
Magnetic Variation: 3.3°W  
Sectional Chart: New Orleans

Fuel Types: Jet 4  
Repair Types: Major Airframe, Major Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1211 Z  
Sunset: 2340 Z,

## **Runway Information**

Runway: 13L  
Length x Width: 10004 ft x 200 ft  
Surface Type: concrete  
TDZ-Elev: 14 ft  
Lighting: Edge, ALS  
Stopway: 1000 ft

Runway: 13R  
Length x Width: 9135 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 14 ft  
Lighting: Edge  
Stopway: 1015 ft

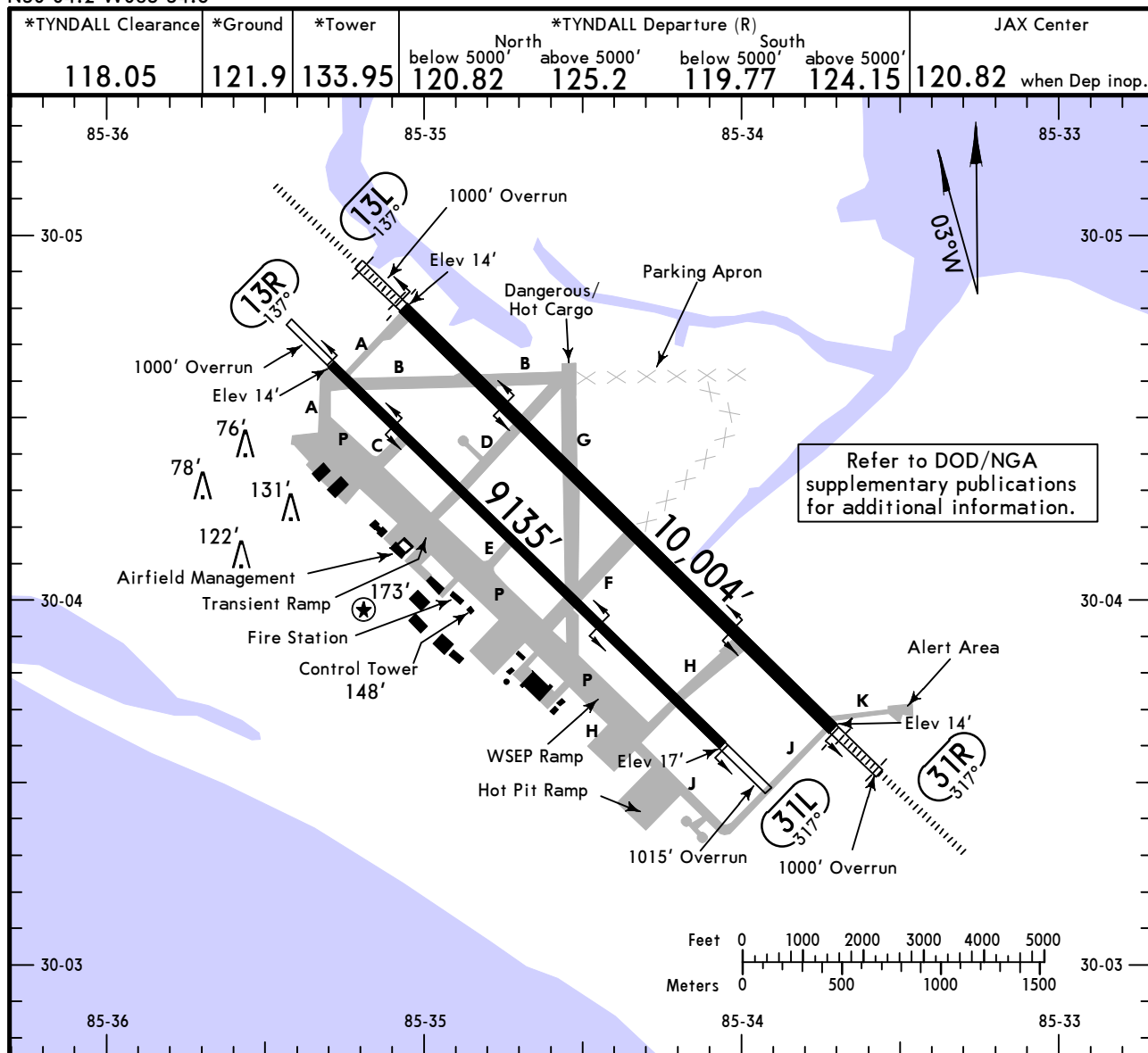
Runway: 31L  
Length x Width: 9135 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 17 ft  
Lighting: Edge  
Stopway: 1000 ft

Runway: 31R  
Length x Width: 10004 ft x 200 ft  
Surface Type: concrete  
TDZ-Elev: 14 ft  
Lighting: Edge, ALS

Stopway: 1000 ft

**Communication Information**

- Tyndall AFB Tower 133.95
- Tyndall AFB Ground Control 121.9
- Tyndall AFB Clearance Delivery 118.05
- Tyndall Approach Approach Control 120.825 Arrival Service
- Tyndall Approach Approach Control 124.15 (91 °-270 °) At or above 5000 ft Arrival Service
- Tyndall Approach Approach Control 119.775 (91 °-270 °) At or below 5000 ft Arrival Service
- Tyndall Approach Approach Control 125.2 (271 °-90 °) At or above 5000 ft Arrival Service
- Tyndall Departure Departure Control 120.825 Departure Service
- Tyndall Departure Departure Control 124.15 (91 °-270 °) At or above 5000 ft Departure Service
- Tyndall Departure Departure Control 119.775 (91 °-270 °) At or below 5000 ft Departure Service
- Tyndall Departure Departure Control 125.2 (271 °-90 °) At or above 5000 ft Departure Service
- Tyndall Radar Radar 124.15 At or below 5000 ft
- Tyndall Radar Radar 119.75 At or above 5000 ft
- Tyndall AFB Operations 122.7 Military
- Jacksonville Center 120.825 Remote Communications Air-Ground



| ADDITIONAL RUNWAY INFORMATION |                    |           |     |                |             |       |
|-------------------------------|--------------------|-----------|-----|----------------|-------------|-------|
| RWY                           |                    |           |     | USABLE LENGTHS |             | WIDTH |
|                               |                    |           |     | Threshold      | Glide Slope |       |
| 13R                           | HIRL PAPI-R        | grooved   |     |                |             | 150'  |
| 31L                           | HIRL PAPI-L        | grooved   |     |                |             |       |
| 13L                           | HIRL ALSF-I PAPI-R | ② grooved | RVR |                |             | 200'  |
| 31R                           | HIRL ALSF-I PAPI-L | ③ grooved | RVR |                |             |       |
|                               |                    |           |     |                |             |       |
|                               |                    |           |     |                |             |       |
|                               |                    |           |     |                |             |       |

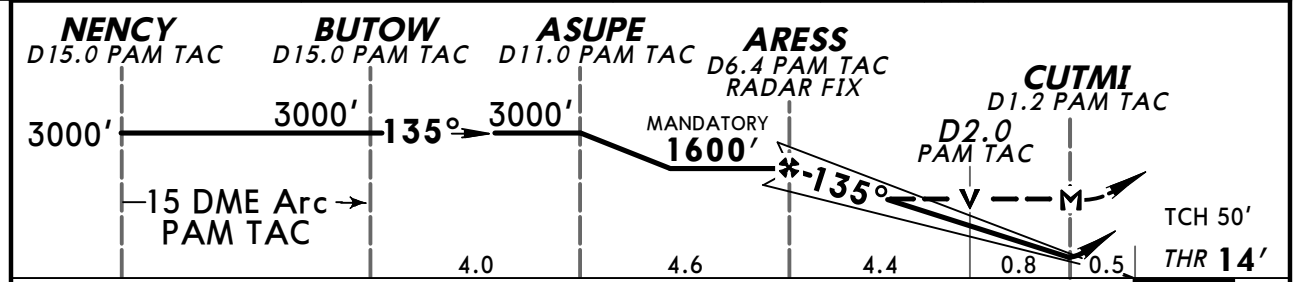
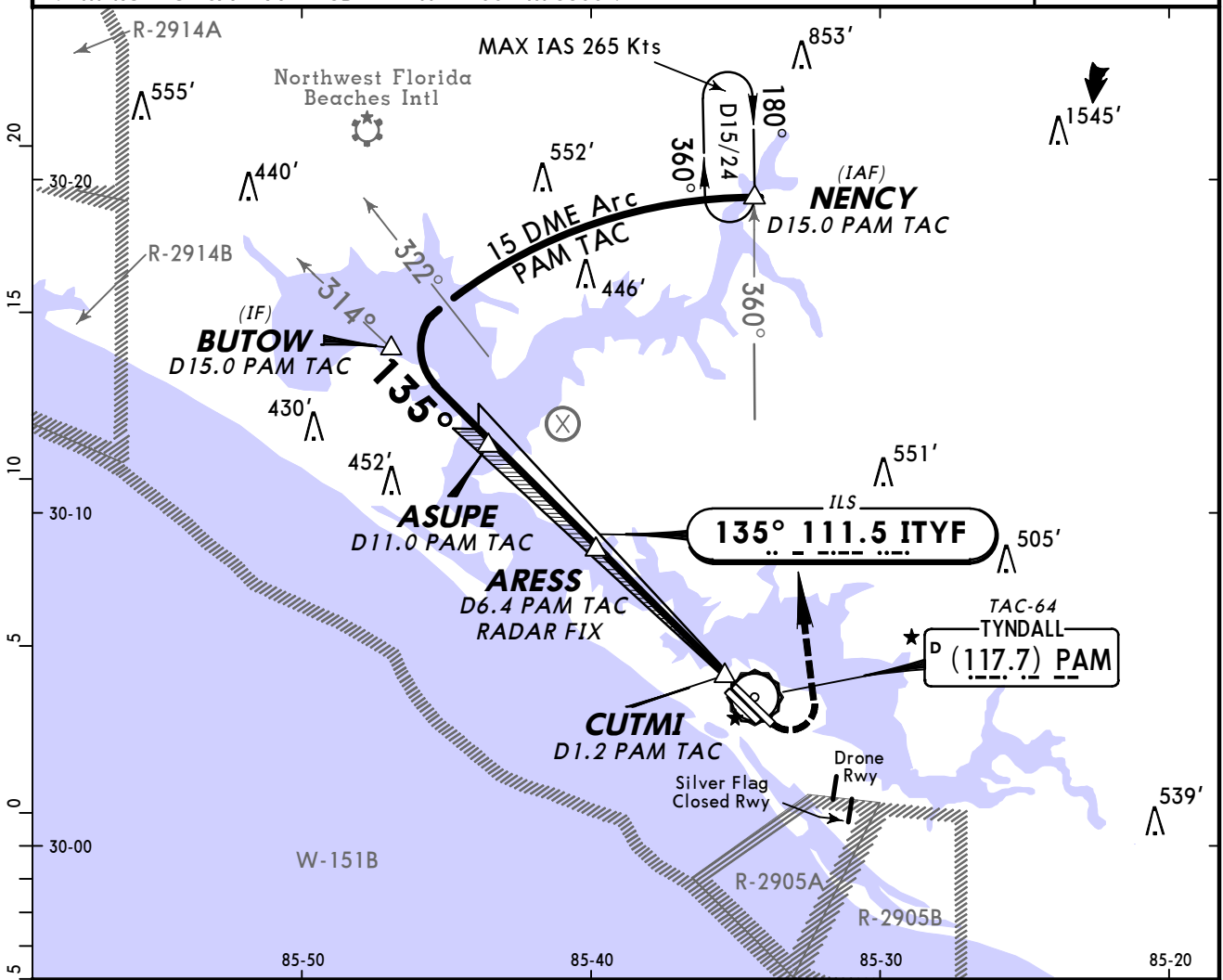
- ① First 1700' not grooved.  
② First 1000' not grooved.  
③ First 3000' not grooved.

| TAKE-OFF  |                  |               | FOR FILING AS ALTERNATE |               |
|-----------|------------------|---------------|-------------------------|---------------|
|           | All Rwys         |               | Precision               | Non-Precision |
|           | Adequate Vis Ref | STD           |                         |               |
| 1 & 2 Eng | RVR 16 or 1/4    | RVR 50 or 1   | A                       | 600-2         |
| 3 & 4 Eng |                  | RVR 24 or 1/2 | B                       |               |
|           |                  |               | C                       |               |
|           |                  |               | D                       |               |

TAKE-OFF OBSTACLES: Rwy 13L, 29' MSL/13' AGL vehicle on road 127' from DER, 533' right of centerline. 39' MSL/20' AGL aircraft 6' inward of DER, 301' right of centerline. Rwy 31L, 27' MSL/11' AGL building 188' from DER, 519' left of

centerline. 81' MSL/66' AGL aircraft 4' inward of DER, 302' left of centerline. Rwy 31R, 29' MSL/13' AGL vehicle 2' inward of DER, 458' right of centerline. 29' MSL/13' AGL vehicle 3' inward of DER, 383' left of centerline.

|                                                 |                                                                                                                          |                           |                                         |                             |                         |                                         |         |
|-------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------------------------------|-----------------------------|-------------------------|-----------------------------------------|---------|
| BRIEFING STRIP™                                 | *TYNDALL Approach (R)                                                                                                    |                           |                                         |                             | JAX Center              | *TYNDALL Tower                          | *Ground |
|                                                 | North                                                                                                                    |                           | South                                   |                             | 120.82 when App inop.   | 133.95                                  | 121.9   |
|                                                 | above 5000'                                                                                                              | below 5000'               | above 5000'                             | below 5000'                 |                         |                                         |         |
|                                                 | 125.2                                                                                                                    | 120.82                    | 124.15                                  | 119.77                      |                         |                                         |         |
|                                                 | LOC<br>ITYF<br>111.5                                                                                                     | Final<br>Apch Crs<br>135° | Mandatory Alt<br>ARESS<br>1600' (1586') | ILS<br>DA(H)<br>214' (200') | Apt Elev 17'<br>THR 14' | <div>2600'</div> <div>MSA PAM TAC</div> |         |
|                                                 | MISSED APCH: Fly runway heading and climb to 700', then climbing LEFT turn to 3000' direct NENCY D15.0 PAM TAC and hold. |                           |                                         |                             |                         |                                         |         |
| Alt Set: INCHES                                 |                                                                                                                          | Trans level: FL 180       |                                         | Trans alt: 18000'           |                         |                                         |         |
| 1. EMERGENCY SAFE ALTITUDE WITHIN 100 NM 3300'. |                                                                                                                          |                           |                                         |                             |                         |                                         |         |



| Gnd speed-Kts                   | 70    | 90   | 100  | 120  | 140  | 160  | ALSFI | 700' | 3000' | → | NENCY |
|---------------------------------|-------|------|------|------|------|------|-------|------|-------|---|-------|
| GS                              | 2.50° | 310  | 398  | 442  | 531  | 619  | PAPI  | ↑    | LT    |   |       |
| MAP at CUTMI or<br>ARESS to MAP | 5.2   | 4:27 | 3:28 | 3:07 | 2:36 | 2:14 | 1:57  |      |       |   |       |

| Military          |  |                    |  | STRAIGHT-IN LANDING RWY 13L |  |             |  | CIRCLE-TO-LAND |  |                     |  |
|-------------------|--|--------------------|--|-----------------------------|--|-------------|--|----------------|--|---------------------|--|
| ILS               |  | 1 LOC (GS out)     |  | FULL                        |  | ALS out     |  | Max Kts        |  | MDA(H)              |  |
| DA(H) 214' (200') |  | MDA(H) 480' (466') |  |                             |  |             |  |                |  |                     |  |
| RVR 24 or 1/2     |  | RVR 40 or 3/4      |  | RVR 24 or 1/2               |  | RVR 55 or 1 |  | 90             |  | 560' (543') - 1     |  |
|                   |  |                    |  |                             |  |             |  | 120            |  | 560' (543') - 1 1/2 |  |
|                   |  |                    |  |                             |  |             |  | 140            |  | 560' (543') - 1 1/2 |  |
|                   |  |                    |  |                             |  |             |  | 165            |  | 580' (563') - 2     |  |



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KPAM/PAM

PANAMA CITY, FLA

JEPPesen

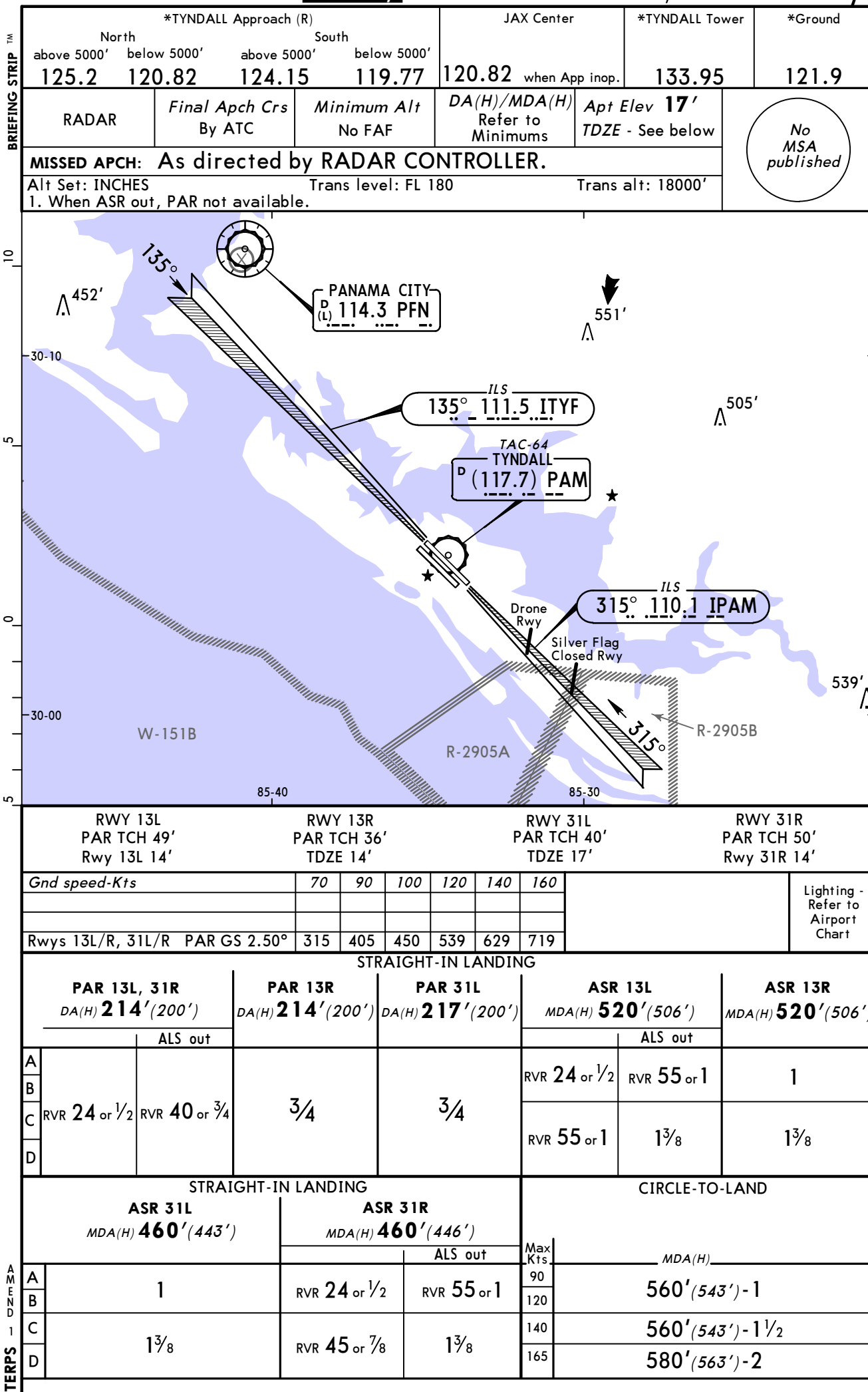
29 APR 11

Eff 5 May

(38-1)

TYNDALL AFB  
RADAR

\*PAR/\*ASR All Rws



CHANGES: None.

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## **General Information**

Location: West Palm Beach FL USA

IATA Code: PBI

Lat/Long: N26° 41.0' W080° 05.7'

Elevation: 20 ft

Airport Use: Public

Magnetic Variation: 6.4 °W

Sectional Chart: Miami

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle

Repair Types: Major Engine

Customs: Upon Prior Request

Airport Type: IFR

Landing Fee: Yes

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: Yes

Beacon: Yes

Sunrise: 1146 Z

Sunset: 2320 Z,

## **Runway Information**

Runway: 10L

Length x Width: 10000 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 20 ft

Lighting: Edge, ALS, Centerline

Displaced Threshold: 1199 ft

Runway: 10R

Length x Width: 3213 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 17 ft

Lighting: Edge, REIL

Runway: 14

Length x Width: 6931 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 17 ft

Lighting: Edge, REIL

Runway: 28L

Length x Width: 3213 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 17 ft

Lighting: Edge, REIL

Runway: 28R  
Length x Width: 10000 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 18 ft  
Lighting: Edge, Centerline, REIL  
Displaced Threshold: 813 ft

Runway: 32  
Length x Width: 6931 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 16 ft  
Lighting: Edge, REIL  
Displaced Threshold: 418 ft

## **Communication Information**

ATIS 123.75  
ASOS 123.75  
Palm Beach Tower 119.1  
Palm Beach Tower 118.75 Secondary  
Palm Beach Ground Control 121.9  
Palm Beach Clearance Delivery 121.6  
Palm Beach Approach Control 132.8  
Palm Beach Approach Control 125.2  
Palm Beach Approach Control 124.6 Initial Contact  
Palm Beach App ARSA 127.35 Secondary  
Palm Beach App ARSA 125.2 (91 °-270 °)  
Palm Beach App ARSA 124.6 (271 °-90 °)  
Palm Beach Departure Control 132.8  
Palm Beach Departure Control 127.35  
Palm Beach Departure Control 128.3  
Palm Beach Departure Control 125.2  
Palm Beach Intl Unicom 122.95  
Miami Flight Service Station 122.4 RCO  
Miami Flight Service Station 122.1 RCO  
Miami Flight Service Station 115.7 RCO

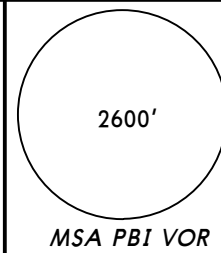
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

PALM BEACH  
 INTL D-ATIS  
 123.75

Apt Elev  
 See graphic

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. Turbojet/turboprop aircraft only.
5. Aircraft landing North Palm Beach Co General Aviation airport via AYBID transition only.
6. Also Serves **1**

## FRWAY FOUR RNAV ARRIVAL (FRWAY.FRWAY4)



Direct distance from CASKI to:  
Palm Beach Intl **20 NM**

Direct distance from CASKI to:

**1 AIRPORTS SERVED**

Gwinn **10 NM**

North Palm Beach Co  
General Aviation **13 NM**

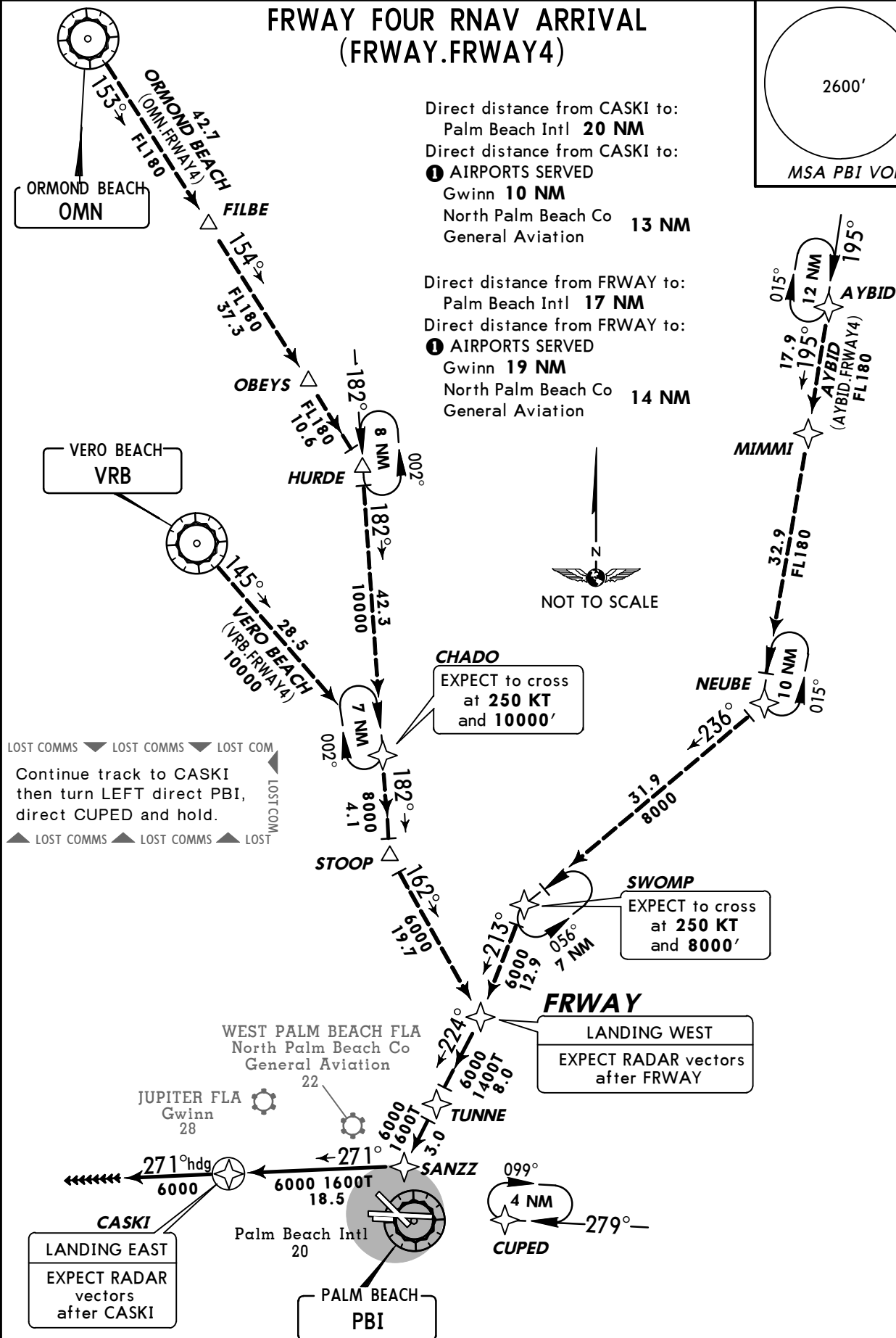
Direct distance from FRWAY to:  
Palm Beach Intl **17 NM**

Direct distance from FRWAY to:

**1 AIRPORTS SERVED**

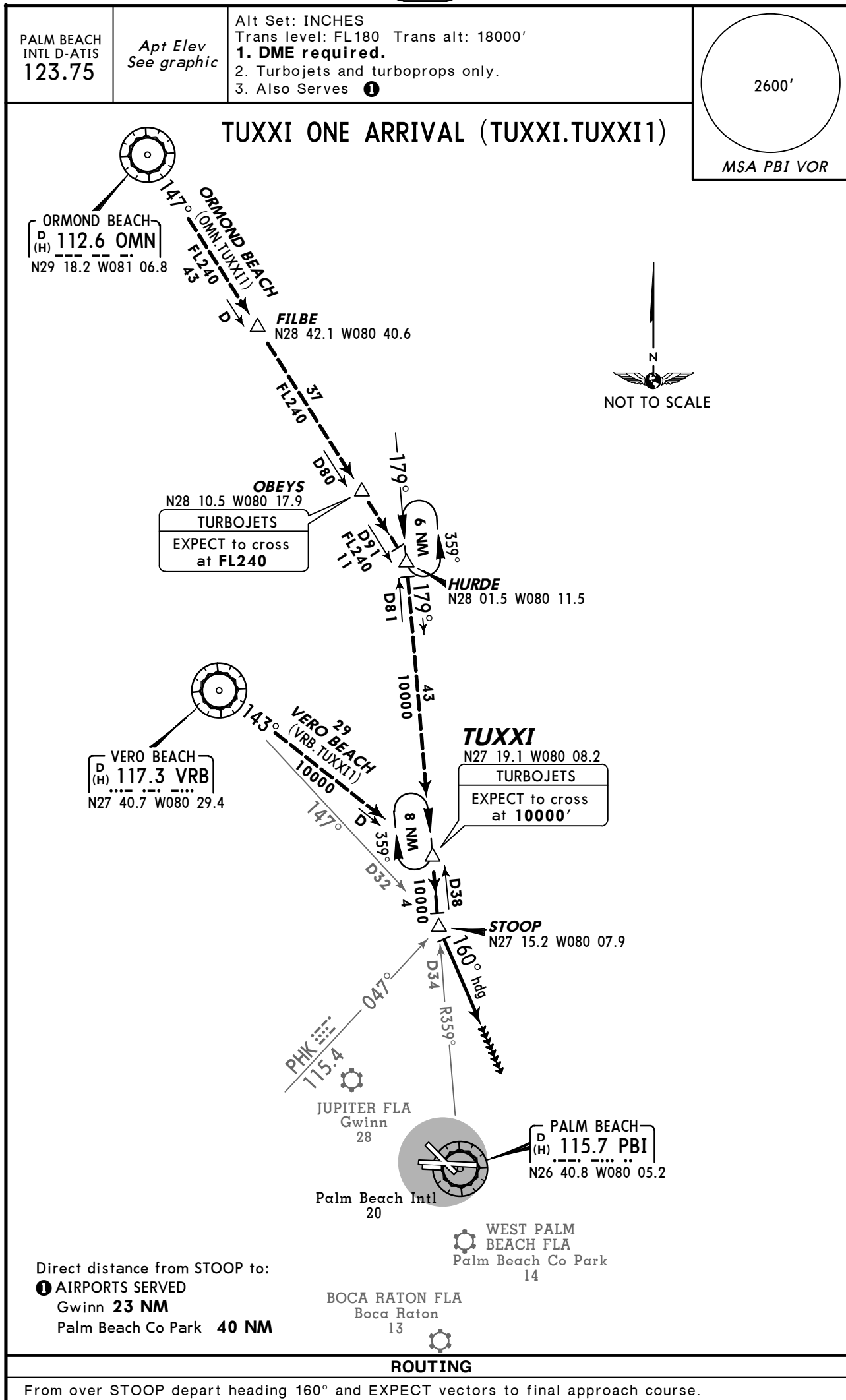
Gwinn **19 NM**

North Palm Beach Co  
General Aviation **14 NM**



### ROUTING

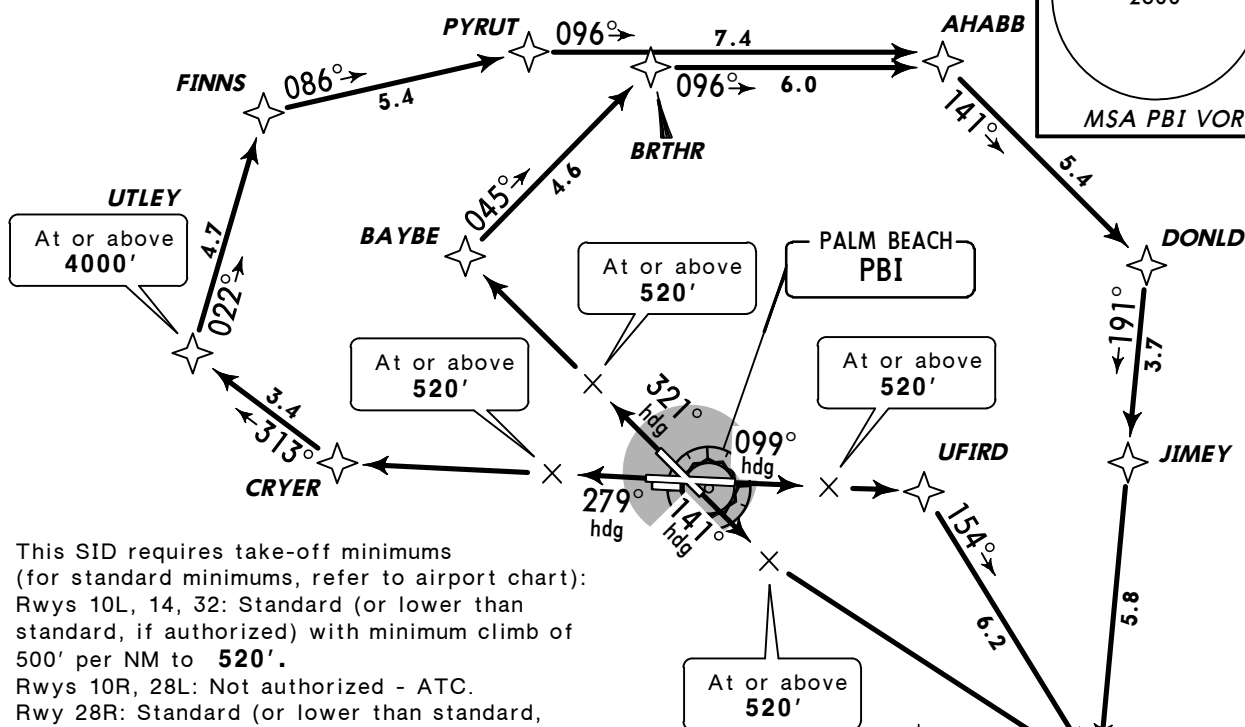
From FRWAY on track 224° to TUNNE, then on track 224° to SANZZ, then on track 271° to CASKI, then on heading 271°. EXPECT RADAR vectors.





|                          |                 |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------------------------|-----------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PALM BEACH Departure (R) |                 | Apt Elev<br>19' | Trans level: FL 180 Trans alt: 18000'<br>1. Turbojets only. 2. RADAR required. 3. RNAV 1.<br>4. DME/DME/IRU or GPS required. 5. If unable to accept minimum climb rates, advise ATC on initial contact.<br>6. Transponder code will be issued via PDC or Palm Beach clearance delivery. 7. For non-GPS equipped aircraft: FLL and PBI DMEs must be operational for take-off Rwy 10L, 14; FLL, PBI and PHK DMEs must be operational for take-off Rwy 28R, 32. |
| North<br>128.3           | South<br>127.35 |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

## BUFIT ONE RNAV DEPARTURE (BUFIT1.BUFIT)



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 10L, 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **520'**.  
Rwys 10R, 28L: Not authorized - ATC.  
Rwy 28R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **520'**. ATC climb of 500' per NM to **4000'**.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

### OBSTACLES

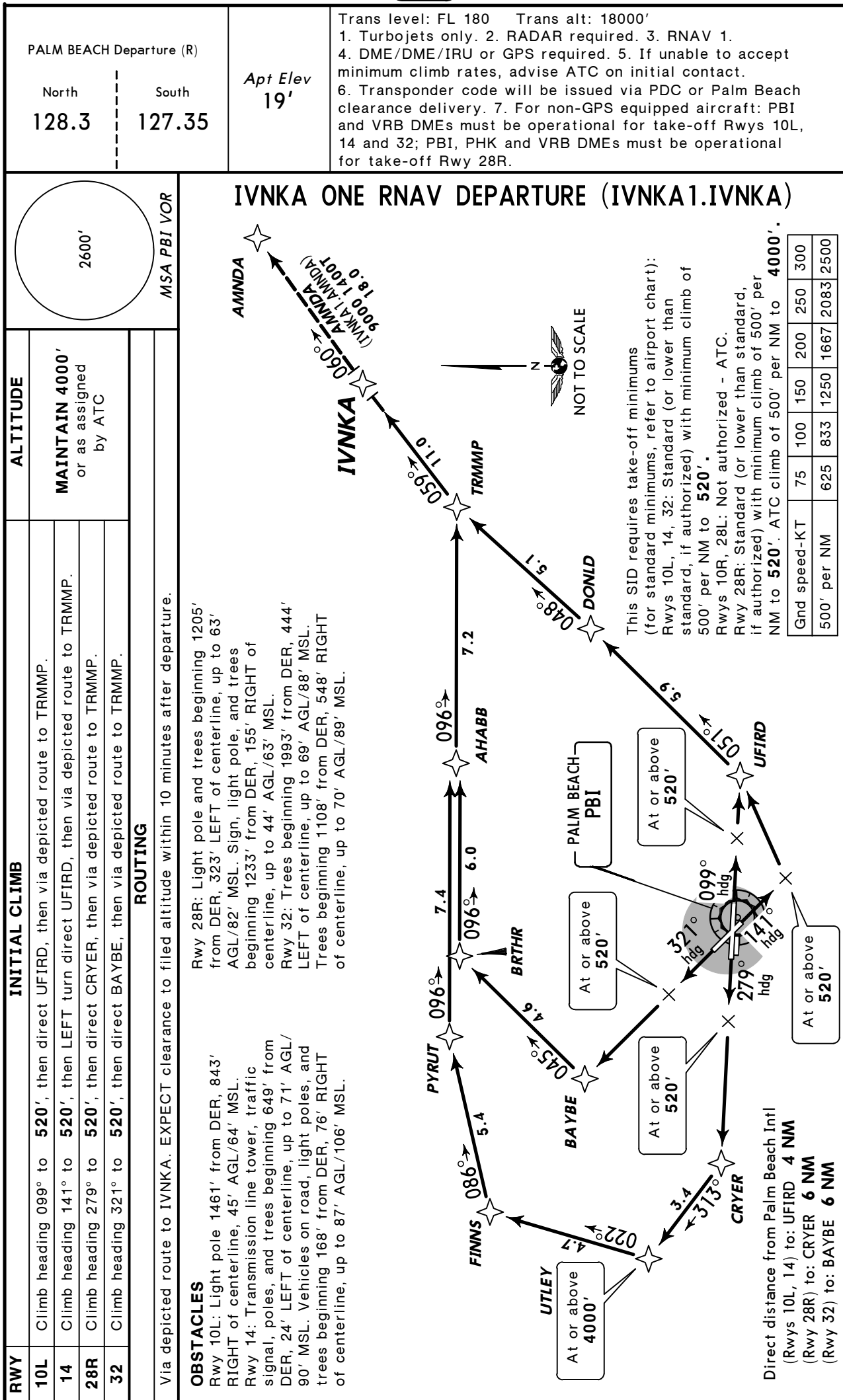
Rwy 10L: Light pole 1461' from DER, 843' RIGHT of centerline, 45' AGL/64' MSL.  
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' LEFT of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' RIGHT of centerline, up to 87' AGL/106' MSL.  
Rwy 28R: Light pole and trees beginning 1205' from DER, 323' LEFT of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' RIGHT of centerline, up to 44' AGL/63' MSL.  
Rwy 32: Trees beginning 1993' from DER, 444' LEFT of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' RIGHT of centerline, up to 70' AGL/89' MSL.

Direct distance from Palm Beach Intl  
(Rwy 10L) to: UFIRD **4 NM**  
(Rwy 14) to: BUFIT **10 NM**  
(Rwy 28R) to: CRYER **6 NM**  
(Rwy 32) to: BAYBE **6 NM**

| RWY | INITIAL CLIMB                                                                            | ALTITUDE                                       |
|-----|------------------------------------------------------------------------------------------|------------------------------------------------|
| 10L | Climb heading 099° to <b>520'</b> , then direct UFIRD, then via depicted route to BUFIT. | <b>MAINTAIN 4000'</b><br>or as assigned by ATC |
| 14  | Climb heading 141° to <b>520'</b> , then LEFT turn direct BUFIT.                         |                                                |
| 28R | Climb heading 279° to <b>520'</b> , then direct CRYER, then via depicted route to BUFIT. |                                                |
| 32  | Climb heading 321° to <b>520'</b> , then direct BAYBE, then via depicted route to BUFIT. |                                                |

### ROUTING

Via depicted route to HEATT. EXPECT clearance to filed altitude within 10 minutes after departure.





PALM BEACH Departure (R)

North

128.3

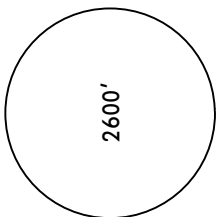
South

127.35

**Apt Elev**  
**19'**

Trans level: FL 180 Trans alt: 18000'

1. Turbojets only. 2. RADAR required. 3. RNAV 1.  
 4. DME/DME/IRU or GPS required. 5. If unable to accept  
 minimum climb rates, advise ATC on initial contact.  
 6. Transponder code will be issued via PDC or Palm Beach  
 clearance delivery. 7. For non-GPS equipped aircraft: PBI  
 and PHK DMEs must be operational for take-off Rwy 10L;  
 FLL DME must be operational for take-off Rwy 14.



MSA PBI VOR

## LMORE ONE RNAV DEPARTURE (LMORE1.LMORE)

### INITIAL CLIMB

| RWY | ALTITUDE                                                                                                                                                 |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| 10L | Climb heading 099° to 520', then direct UFIRD, then via track 154° to BUFIT, then RIGHT turn via track 244° to SHIRKY, then via depicted route to LMORE. |
| 14  | Climb heading 141° to 520', then RIGHT turn direct BLNKT, then via depicted route to LMORE.                                                              |
| 28R | Climb heading 279° to 520', then direct CRYER, then via depicted route to LMORE.                                                                         |
| 32  | Climb heading 321° to 520', then LEFT turn direct CRYER, then via depicted route to LMORE.                                                               |

**MAINTAIN 4000'**  
 or as assigned  
 by ATC

### ROUTING

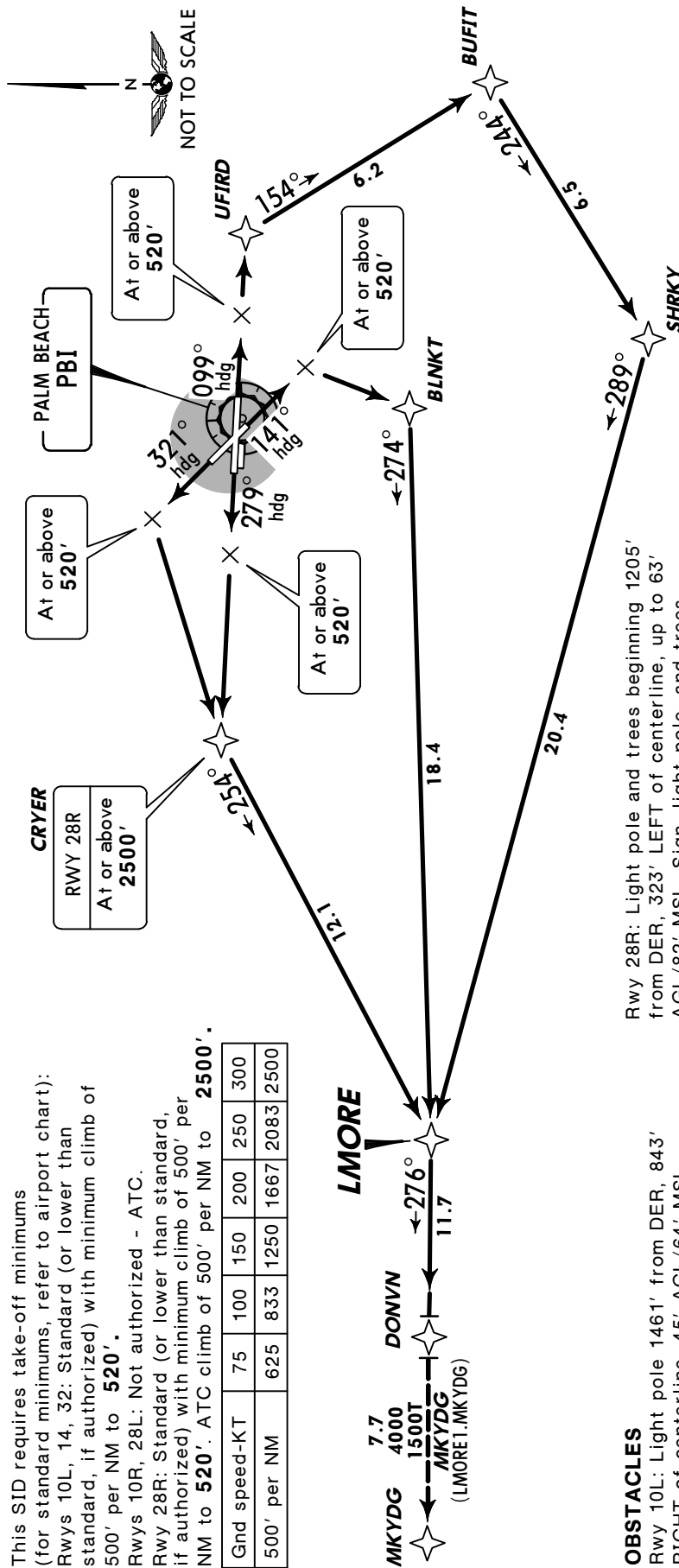
Via depicted route to DONVN. EXPECT clearance to filed altitude within 10 minutes after departure.

This SID requires take-off minimums  
 (for standard minimums, refer to airport chart):  
 Rwy 10L, 14, 32: Standard (or lower than  
 standard, if authorized) with minimum climb of  
 500' per NM to 520'.

Rwys 10R, 28L: Not authorized - ATC.

Rwy 28R: Standard (or lower than standard,  
 if authorized) with minimum climb of 500' per  
 NM to 520'. ATC climb of 500' per NM to 2500'.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |



### OBSTACLES

Rwy 10L: Light pole 1461' from DER, 843'  
 RIGHT of centerline, 45' AGL/64' MSL.  
 Rwy 14: Transmission line tower, traffic  
 signal, poles, and trees beginning 649' from  
 DER, 24' LEFT of centerline, up to 71' AGL/  
 90' MSL. Vehicles on road, light poles, and  
 trees beginning 168' from DER, 76' RIGHT  
 of centerline, up to 87' AGL/106' MSL.

Rwy 28R: Light pole and trees beginning 1205'  
 from DER, 323' LEFT of centerline, up to 63'  
 AGL/82' MSL. Sign, light pole, and trees  
 beginning 1233' from DER, 155' RIGHT of  
 centerline, up to 44' AGL/63' MSL.  
 Rwy 32: Trees beginning 1993' from DER, 444'  
 LEFT of centerline, up to 69' AGL/88' MSL.  
 Trees beginning 1108' from DER, 548' RIGHT  
 of centerline, up to 70' AGL/89' MSL.

Direct distance from Palm Beach Intl  
 (Rwy 10L) to: UFIRD 4 NM  
 (Rwy 14) to: BLNKT 4 NM  
 (Rwys 28R, 32) to: CRYER 6 NM

PALM BEACH Departure (R)

North

128.3

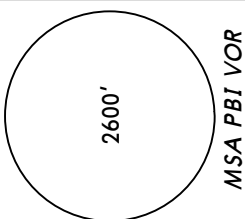
South

127.35

Apt Elev  
19'

Trans level: FL 180 Trans alt: 18000'

1. Turbojets only. 2. RADAR required. 3. RNAV 1.
4. DME/DME/IRU or GPS required. 5. If unable to accept minimum climb rates, advise ATC on initial contact.
6. Transponder code will be issued via PDC or Palm Beach clearance delivery. 7. For non-GPS equipped aircraft: FLL and PBI DMEs must be operational for take-off Rwy 10L, 14; FLL, PBI and PHK DMEs must be operational for take-off Rwy 28R, 32.



MSA PBI VOR

# ALTITUDE

MAINTAIN 4000'  
or as assigned  
by ATC

# INITIAL CLIMB

| RWY | INITIAL CLIMB                                                                              |
|-----|--------------------------------------------------------------------------------------------|
| 10L | Climb heading 099° to 520', then direct UFIRD, then via depicted route to TURPS.           |
| 14  | Climb heading 141° to 520', then LEFT turn direct UFIRD, then via depicted route to TURPS. |
| 28R | Climb heading 279° to 520', then direct CRYER, then via depicted route to TURPS.           |
| 32  | Climb heading 321° to 520', then direct BAYBE, then via depicted route to TURPS.           |

# ROUTING

Via depicted route to MIXAE. EXPECT clearance to filed altitude within 10 minutes after departure.

This SID requires take-off minimums

(for standard minimums, refer to airport chart):  
Rwys 10L, 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 520'.

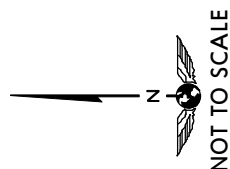
Rwys 10R, 28L: Not authorized - ATC.

Rwy 28R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 520'. ATC climb of 500' per NM to 4000'.

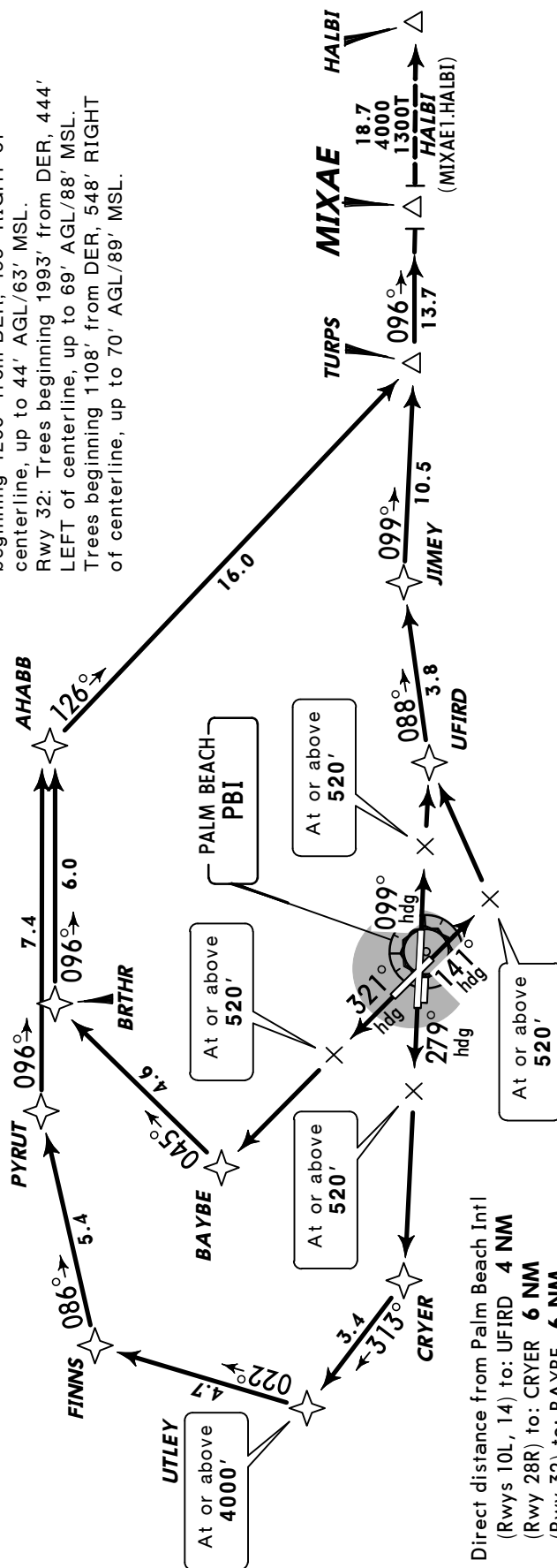
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

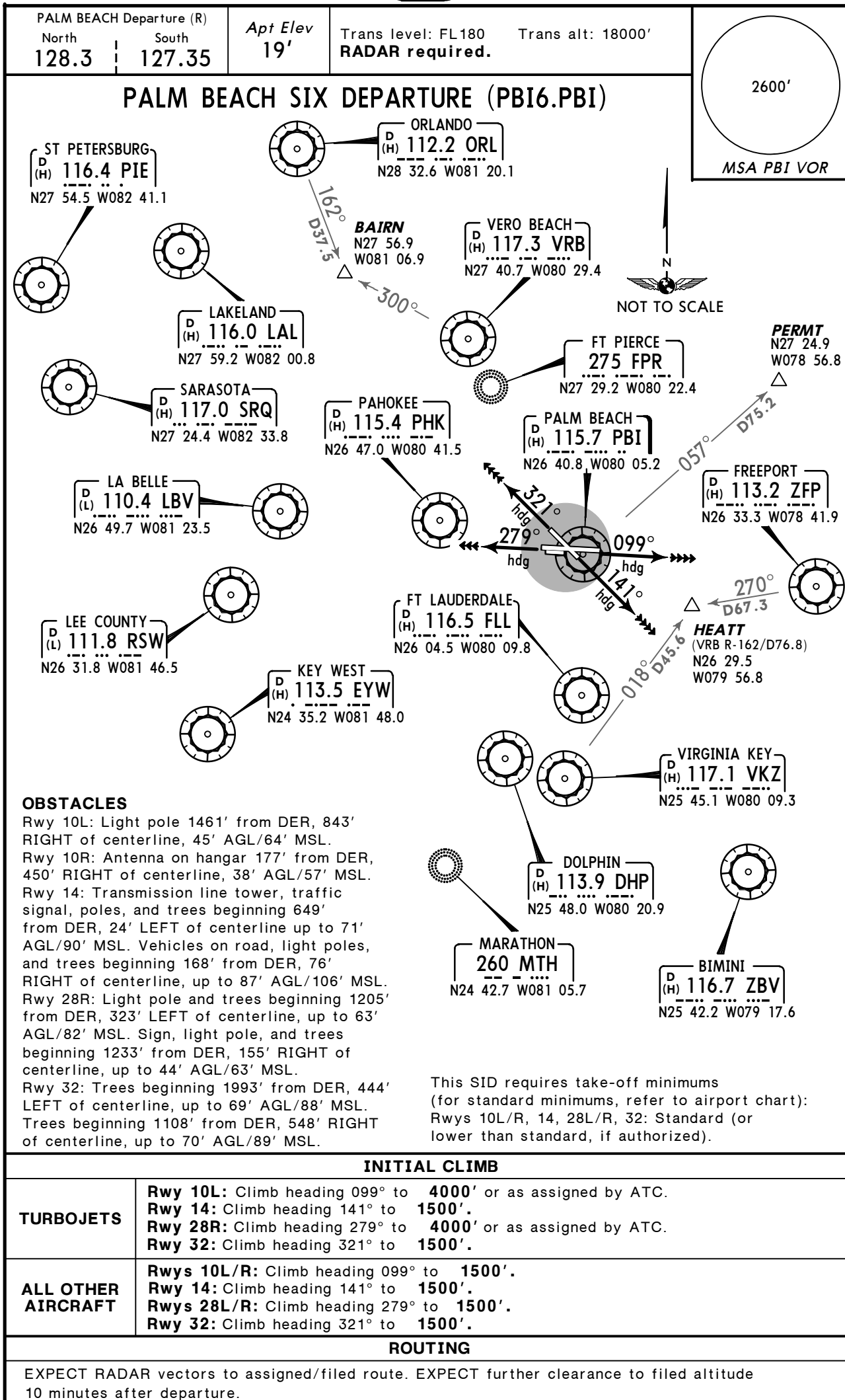
# OBSTACLES

- Rwy 10L: Light pole 1461' from DER, 843' RIGHT of centerline, 45' AGL/64' MSL.  
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' LEFT of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' RIGHT of centerline, up to 87' AGL/106' MSL.  
Rwy 28R: Light pole and trees beginning 1205' from DER, 323' LEFT of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' RIGHT of centerline, up to 44' AGL/63' MSL.  
Rwy 32: Trees beginning 1993' from DER, 444' LEFT of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' RIGHT of centerline, up to 70' AGL/89' MSL.

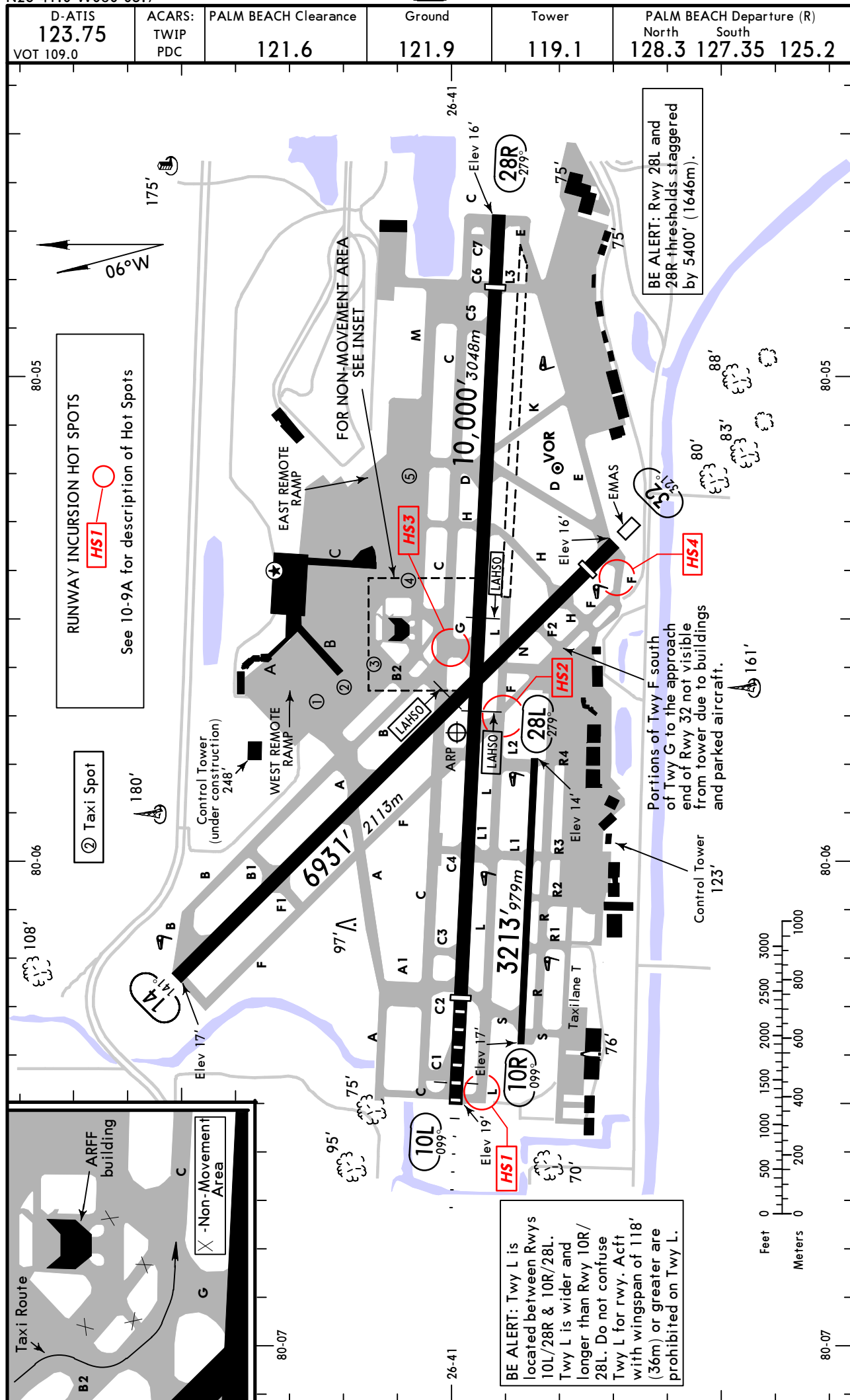


# MIXAE ONE RNAV DEPARTURE (MIXAE1.MIXAE)









**GENERAL**

Low-level wind shear alert system.  
 Terminal Doppler Weather Radar.  
 Ultralights & birds in vicinity of airport.

**ADDITIONAL RUNWAY INFORMATION**

| RWY          |                  | USABLE LENGTHS |                               |                | WIDTH      |
|--------------|------------------|----------------|-------------------------------|----------------|------------|
|              |                  | Threshold      | Landing Beyond<br>Glide Slope | LAHSO Distance |            |
| 10R<br>① 28L | MIRL REIL PAPI-L | grooved        |                               |                | 75'<br>23m |
|              | MIRL REIL PAPI-R | grooved        |                               |                |            |

① Non air-carrier aircraft only.

|            |                        |             |             |             |                   |             |
|------------|------------------------|-------------|-------------|-------------|-------------------|-------------|
| 10L<br>28R | HIRL CL MALSR ② PAPI-R | grooved RVR | 8800' 2682m | 7803' 2378m | 14/32 3140' 957m  | 150'<br>46m |
|            | HIRL CL REIL ② PAPI-L  | grooved RVR | 9187' 2800m | 8040' 2451m | 14/32 3710' 1131m |             |

② (angle 3.0°).

|          |                                 |         |               |  |                     |             |
|----------|---------------------------------|---------|---------------|--|---------------------|-------------|
| 14<br>32 | ③ MIRL REIL PAPI-R (angle 3.0°) | grooved | ④ 5998' 1828m |  | 10L/28R 4360' 1329m | 150'<br>46m |
|          | ③ MIRL REIL PAPI-L (angle 3.0°) | grooved | 6513' 1985m   |  |                     |             |

③ Northwest 6502' 1982m lighted.

④ Last 933' 284m is unavailable for landing distance computations.

**RUNWAY INCURSION HOT SPOTS**

(For information only, not to be construed as ATC instructions.)

**HOT SPOT**

- HS1** Twy L often mistaken as Rwy 10R by arrivals.  
**HS2** Aircraft northwest bound on Twy F missing left turn onto Twy L.  
**HS3** Aircraft of the north ramps miss the turn onto Twy G.  
**HS4** Pilots approaching Rwy 32 along Twy F are sometimes suprised at the location of the hold line and cross without authorization. Area not visible from the tower.

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE****Rwys 10L, 28R**

| Both RVRs are required and controlling<br>CL, or<br>RCLM & HIRL | Adequate<br>Vis Ref | STD           |             |
|-----------------------------------------------------------------|---------------------|---------------|-------------|
|                                                                 |                     | 3 & 4 Eng     | 1 & 2 Eng   |
| TDZ RVR 10<br>Rollout RVR 10                                    | RVR 16 or 1/4       | RVR 24 or 1/2 | RVR 50 or 1 |

**Rwys 10R, 28L, 14, 32**

| Adequate<br>Vis Ref | STD       |           |
|---------------------|-----------|-----------|
|                     | 3 & 4 Eng | 1 & 2 Eng |
| 1/4                 | 1/2       | 1         |

**OBSTACLE DP**

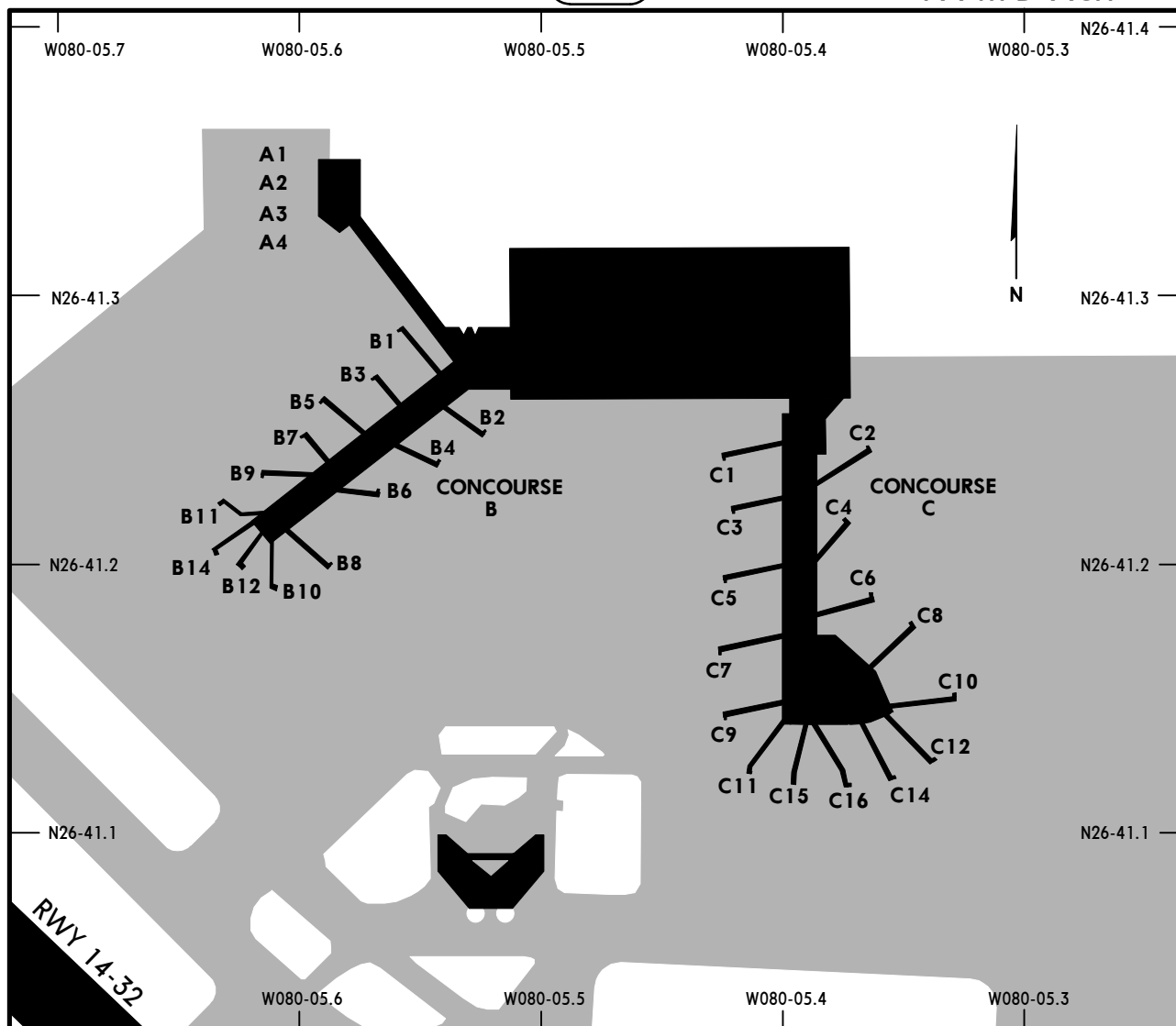
Rwys 28L, 28R, climb heading 279° to 1200' before turning left.

**FOR FILING AS ALTERNATE**

|                  |       | LOC Rwy 10L<br>LOC Rwy 28R<br>RNAV (GPS) Y Rwy 10L<br>RNAV (GPS) Y Rwy 28R<br>RNAV (GPS) Y Rwy 32 | RNAV (RNP) Z Rwy 10L<br>RNAV (RNP) Z Rwy 14<br>RNAV (RNP) Z Rwy 28R<br>RNAV (RNP) Z Rwy 32 | RNAV (GPS) Y Rwy 14 |
|------------------|-------|---------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|---------------------|
| A<br>B<br>C<br>D | 600-2 | 800-2                                                                                             |                                                                                            | 800-2               |
|                  |       |                                                                                                   |                                                                                            |                     |
|                  | 700-2 |                                                                                                   |                                                                                            | 800-2 1/4           |
|                  |       |                                                                                                   |                                                                                            |                     |

CHANGES: None.

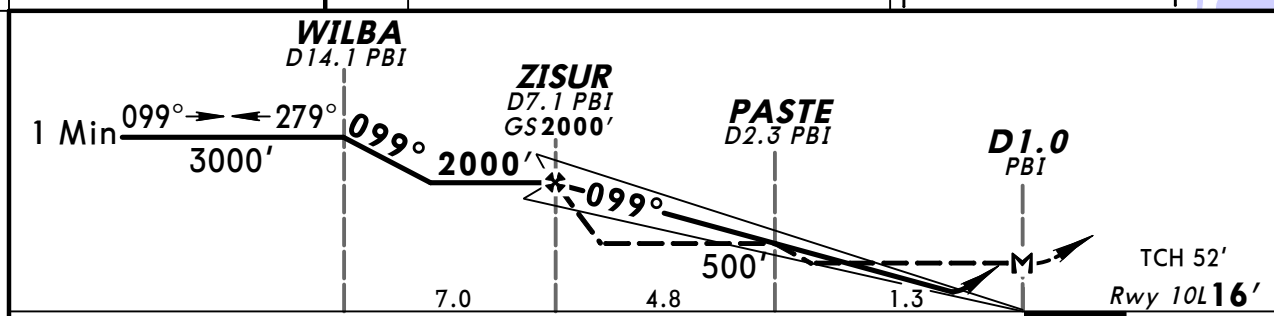
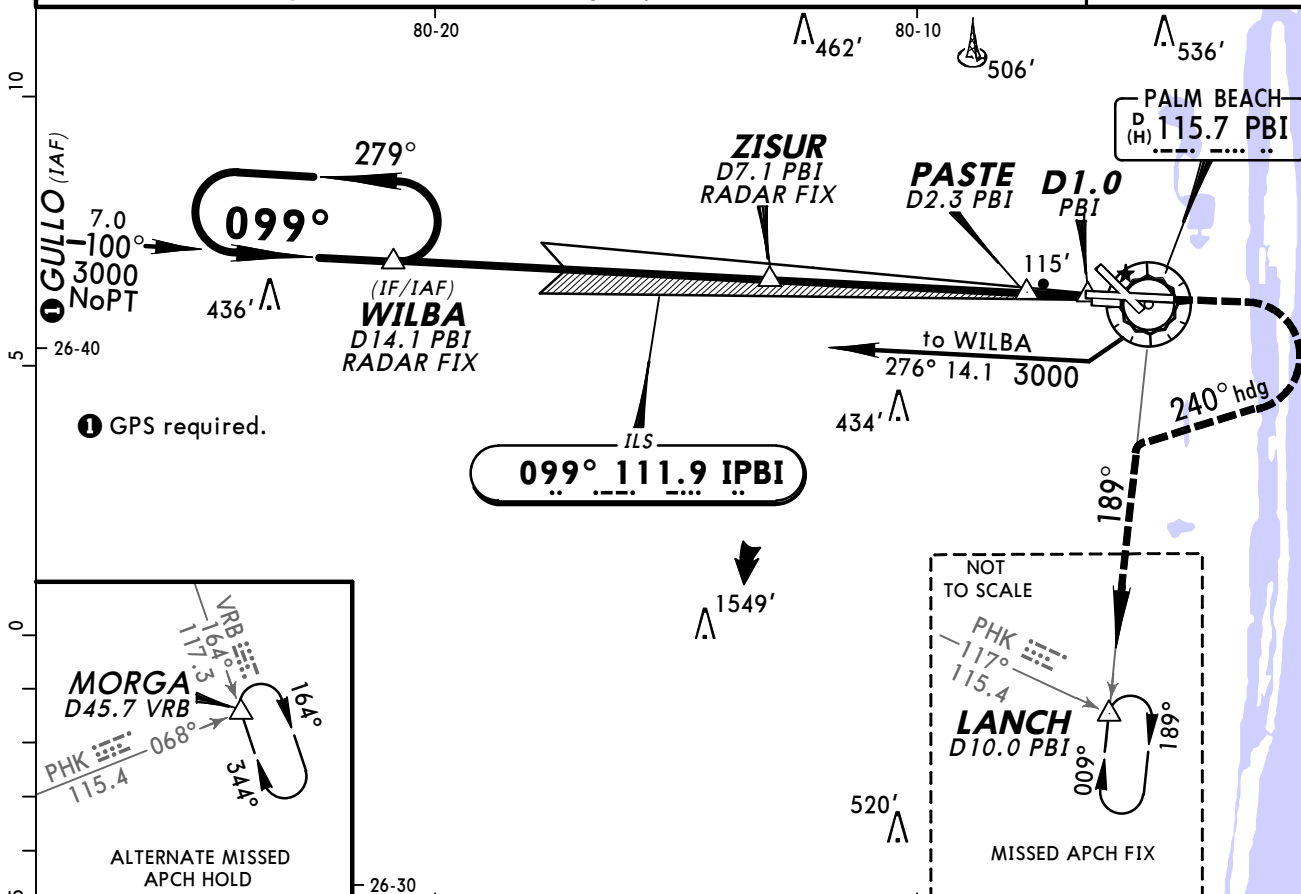
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## PARKING GATE CORDINATES

| GATE No.           | COORDINATES        | GATE No.           | COORDINATES        |
|--------------------|--------------------|--------------------|--------------------|
| A1 thru A4         | N26 41.3 W080 05.6 | <b>CONCOURSE C</b> |                    |
| <b>CONCOURSE B</b> |                    | C1 thru C8         | N26 41.2 W080 05.4 |
| B1, B3, B5         | N26 41.3 W080 05.6 | C9 and C11         | N26 41.1 W080 05.4 |
| B2, B4             | N26 41.2 W080 05.5 | C14 thru C16       | N26 41.1 W080 05.4 |
| B6 thru B12        | N26 41.2 W080 05.6 | C10 and C12        | N26 41.1 W080 05.3 |
| B14                | N26 41.2 W080 05.6 |                    |                    |

|                                                                                                                                                                         |                                         |                                            |                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|--------------------------------------------|------------------------------------|
| D-ATIS<br><b>123.75</b>                                                                                                                                                 | PALM BEACH Approach (R)<br><b>124.6</b> | PALM BEACH Tower<br><b>119.1</b>           | Ground<br><b>121.9</b>             |
| LOC<br>IPBI<br><b>111.9</b>                                                                                                                                             | Final<br>Apch Crs<br><b>099°</b>        | GS<br><b>ZISUR</b><br><b>2000'</b> (1984') | ILS<br>DA(H)<br><b>216'</b> (200') |
| <b>MISSED APCH:</b> Climb to 1000' then climbing RIGHT turn to 2000' on heading 240° and outbound PBI VOR R-189 to LANCH INT/D10.0 PBI and hold, or as directed by ATC. |                                         |                                            |                                    |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'                                                                                                         |                                         |                                            |                                    |
| <b>1. DME or Radar required.</b> <b>2. VGSI and ILS glidepath not coincident.</b>                                                                                       |                                         |                                            |                                    |
| <div style="text-align: center;"> </div>                                                                                                                                |                                         |                                            |                                    |



|                                 |       |      |      |      |      |      |       |       |       |        |
|---------------------------------|-------|------|------|------|------|------|-------|-------|-------|--------|
| Gnd speed-Kts                   | 70    | 90   | 100  | 120  | 140  | 160  | MALSR | 1000' | 2000' | 240°   |
| GS                              | 3.00° | 372  | 478  | 531  | 637  | 743  | PAPI  | ↑     | RT    | on hdg |
| MAP at D1.0 PBI or ZISUR to MAP | 6.1   | 5:14 | 4:04 | 3:40 | 3:03 | 2:37 |       |       |       |        |

| TERPS             |                 | STRAIGHT-IN LANDING RWY 10L   |               |               |                                  |                 |         | CIRCLE-TO-LAND |                     |
|-------------------|-----------------|-------------------------------|---------------|---------------|----------------------------------|-----------------|---------|----------------|---------------------|
| ILS               |                 | LOC (GS out)                  |               |               | LOC (GS out)                     |                 |         |                |                     |
| DA(H) 216' (200') |                 | MDA(H) 380' (364') With PASTE |               |               | MDA(H) 500' (484') Without PASTE |                 |         |                |                     |
| FULL              | RAIL or ALS out | RAIL out                      | ALS out       | RAIL out      | ALS out                          | RAIL out        | ALS out | Max Kts        | MDA(H)              |
| A                 |                 | RVR 24 or 1/2                 | RVR 55 or 1   | RVR 24 or 1/2 | RVR 40 or 3/4                    | RVR 55 or 1     |         | 90             | 560' (540') - 1     |
| B                 | 1 RVR 24 or 1/2 | RVR 40 or 3/4                 | RVR 40 or 3/4 | RVR 50 or 1   | RVR 50 or 1                      | RVR 60 or 1 1/8 | 1 3/8   | 120            | 640' (620') - 1 3/4 |
| C                 |                 |                               |               |               |                                  |                 |         | 140            | 680' (660') - 2     |
| D                 |                 |                               |               |               |                                  |                 |         | 165            |                     |

**1** RVR 18 with Flight Director or Autopilot or HUD to DA.



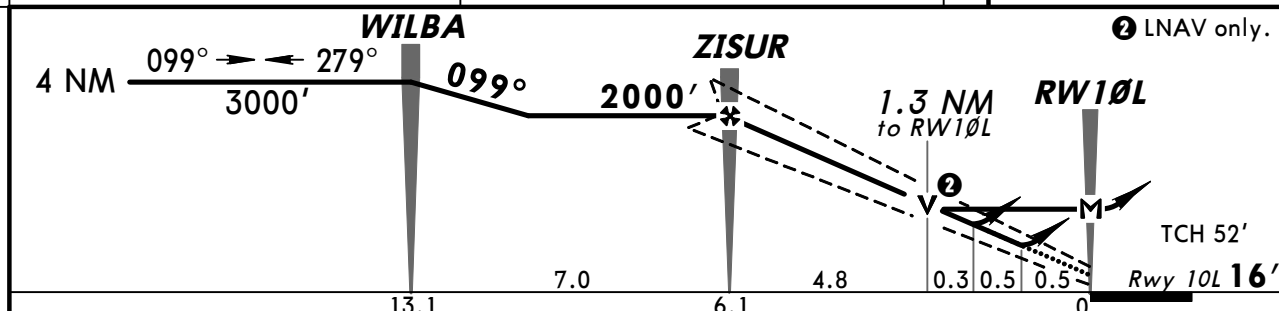
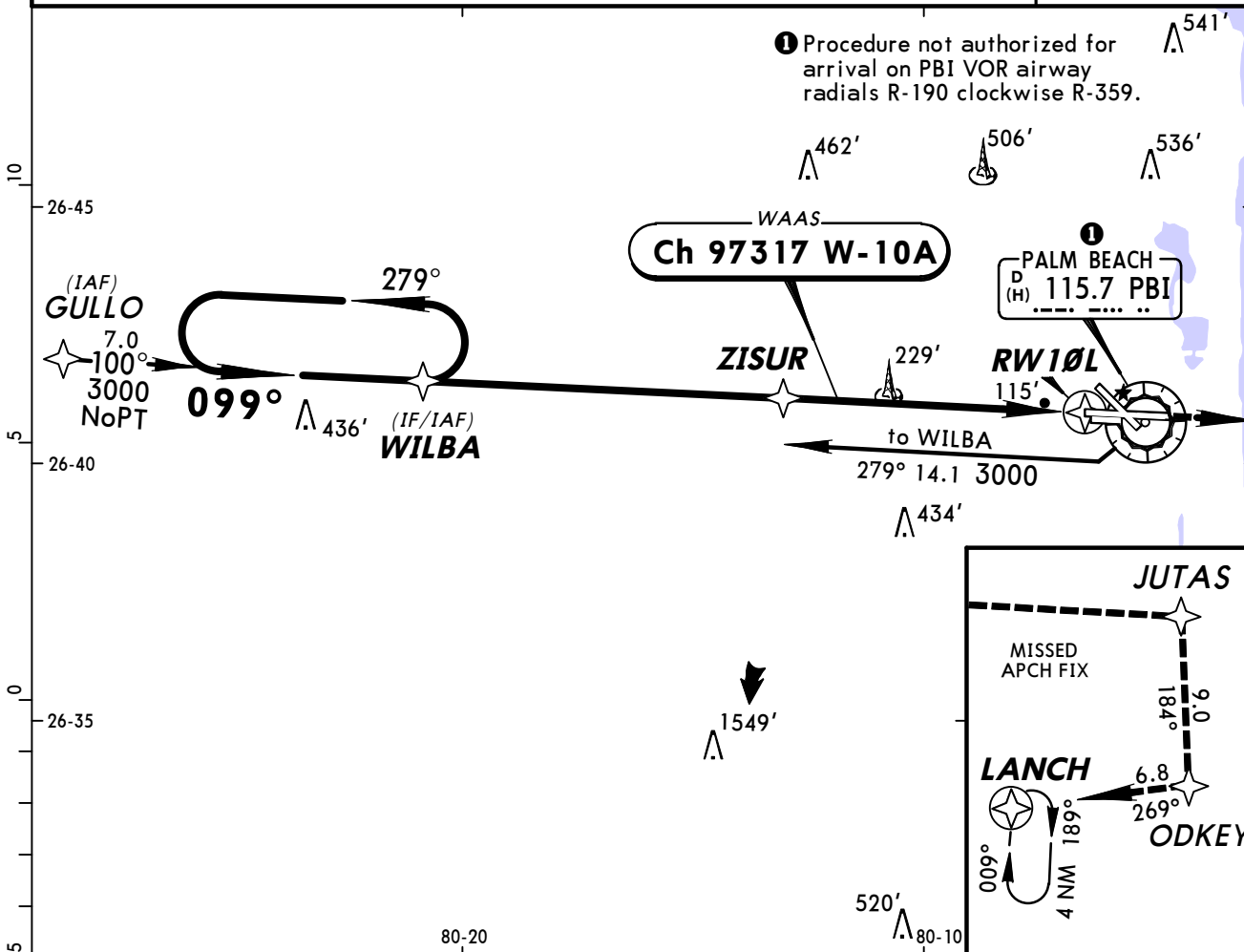
**JEPPesen** WEST PALM BEACH, FLA  
3 FEB 12 (11-2) Eff 9 Feb ILS or LOC Rwy 28R

BRIEFING STRIP™ERPS AMEND 3 17 DEC 2009ERPS AMEND 3 17 DEC 2009

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BRIEFING STRIP™

|                                                                                                                                                                                                                                                   |                                  |                                                     |                                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|------------------------------------|
| D-ATIS<br>123.75                                                                                                                                                                                                                                  | PALM BEACH Approach (R)<br>124.6 | PALM BEACH Tower<br>119.1                           | Ground<br>121.9                    |
| WAAS<br><b>Ch 97317</b><br>W-10A                                                                                                                                                                                                                  | Final<br>Apch Crs<br><b>099°</b> | Minimum Alt<br><b>ZISUR</b><br><b>2000'</b> (1984') | LPV<br>DA(H)<br><b>216'</b> (200') |
| Apt Elev <b>20'</b><br>Rwy 10L <b>16'</b>                                                                                                                                                                                                         |                                  |                                                     | 2600'                              |
| <b>MISSED APCH:</b> Climb to 2000' direct JUTAS and on track 184° to ODKEY and on track 269° to LANCH and hold.                                                                                                                                   |                                  |                                                     | MSA RW10L                          |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. |                                  |                                                     |                                    |



|                        |     |     |     |     |     |     |       |       |   |       |
|------------------------|-----|-----|-----|-----|-----|-----|-------|-------|---|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | MALSR | 2000' | D | JUTAS |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI  |       |   |       |
| MAP at RW10L           |     |     |     |     |     |     |       |       |   |       |

| TERPS             |  |                   |  | STRAIGHT-IN LANDING RWY 10L |  |                    |  | CIRCLE-TO-LAND |  |                |  |
|-------------------|--|-------------------|--|-----------------------------|--|--------------------|--|----------------|--|----------------|--|
| LPV               |  | LNAV/VNAV         |  | LNAV                        |  | LNAV               |  | CIRCLE-TO-LAND |  | CIRCLE-TO-LAND |  |
| DA(H) 216' (200') |  | DA(H) 388' (372') |  | MDA(H) 500' (484')          |  | MDA(H) 500' (484') |  | MDA(H)         |  | MDA(H)         |  |
| RAIL or ALS out   |  | RAIL out          |  | RAIL out                    |  | RAIL out           |  | RAIL out       |  | RAIL out       |  |
| A                 |  |                   |  |                             |  |                    |  |                |  |                |  |
| B                 |  |                   |  |                             |  |                    |  |                |  |                |  |
| C                 |  |                   |  |                             |  |                    |  |                |  |                |  |
| D                 |  |                   |  |                             |  |                    |  |                |  |                |  |

# KPBI/PBI PALM BEACH INTL

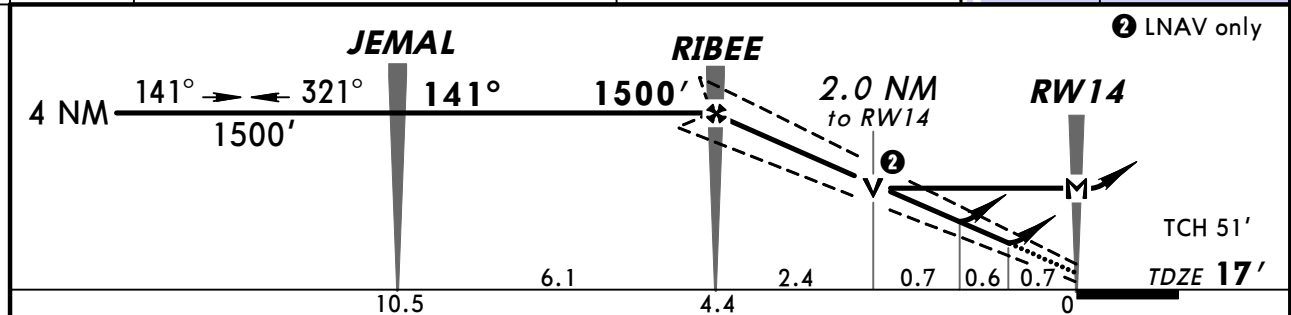
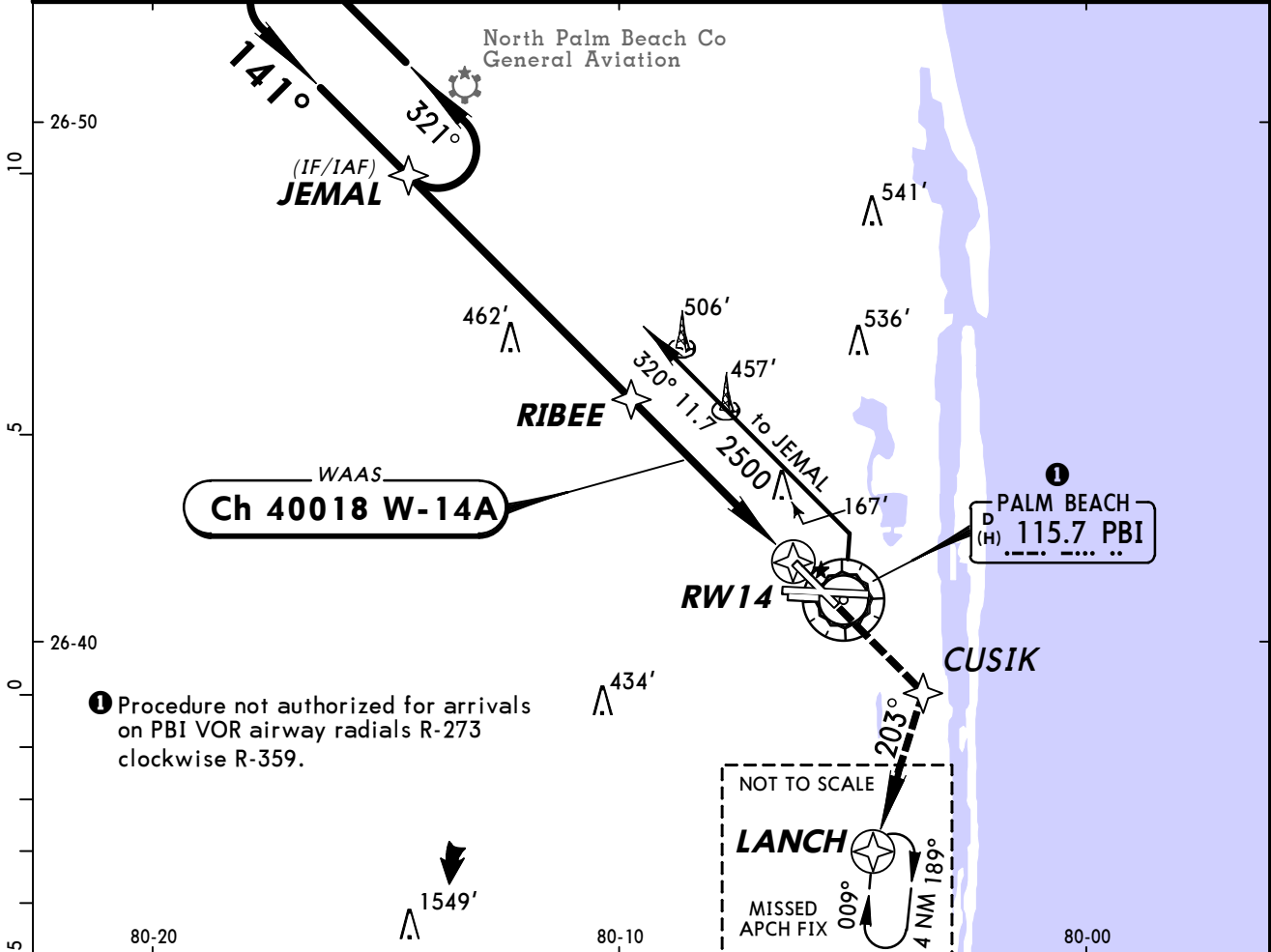
3 FEB 12  
Eff 9 Feb

12-2

WEST PALM BEACH, FLA  
RNAV (GPS) Y Rwy 14

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                          |                                  |                                                     |                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|------------------------------------|
| D-ATIS<br>123.75                                                                                                                                                                                                                                                                                         | PALM BEACH Approach (R)<br>124.6 | PALM BEACH Tower<br>119.1                           | Ground<br>121.9                    |
| WAAS<br><b>Ch 40018</b><br>W-14A                                                                                                                                                                                                                                                                         | Final<br>Apch Crs<br><b>141°</b> | Minimum Alt<br><b>RIBEE</b><br><b>1500'</b> (1483') | LPV<br>DA(H)<br><b>293'</b> (276') |
| Apt Elev <b>20'</b><br>TDZE <b>17'</b>                                                                                                                                                                                                                                                                   |                                  |                                                     | 2600'                              |
| <b>MISSED APCH:</b> Climb to 2000' direct CUSIK and on track 203° to LANCH and hold.                                                                                                                                                                                                                     |                                  |                                                     |                                    |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Visibility reduction by helicopters not authorized. |                                  |                                                     |                                    |
|                                                                                                                                                                                                                                                                                                          |                                  |                                                     | MSA RW14                           |



|                        |     |     |     |     |     |     |  |                |       |   |       |
|------------------------|-----|-----|-----|-----|-----|-----|--|----------------|-------|---|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  | REIL<br>PAPI-R | 2000' | ➔ | CUSIK |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |                |       |   |       |
| MAP at RW14            |     |     |     |     |     |     |  |                |       |   |       |

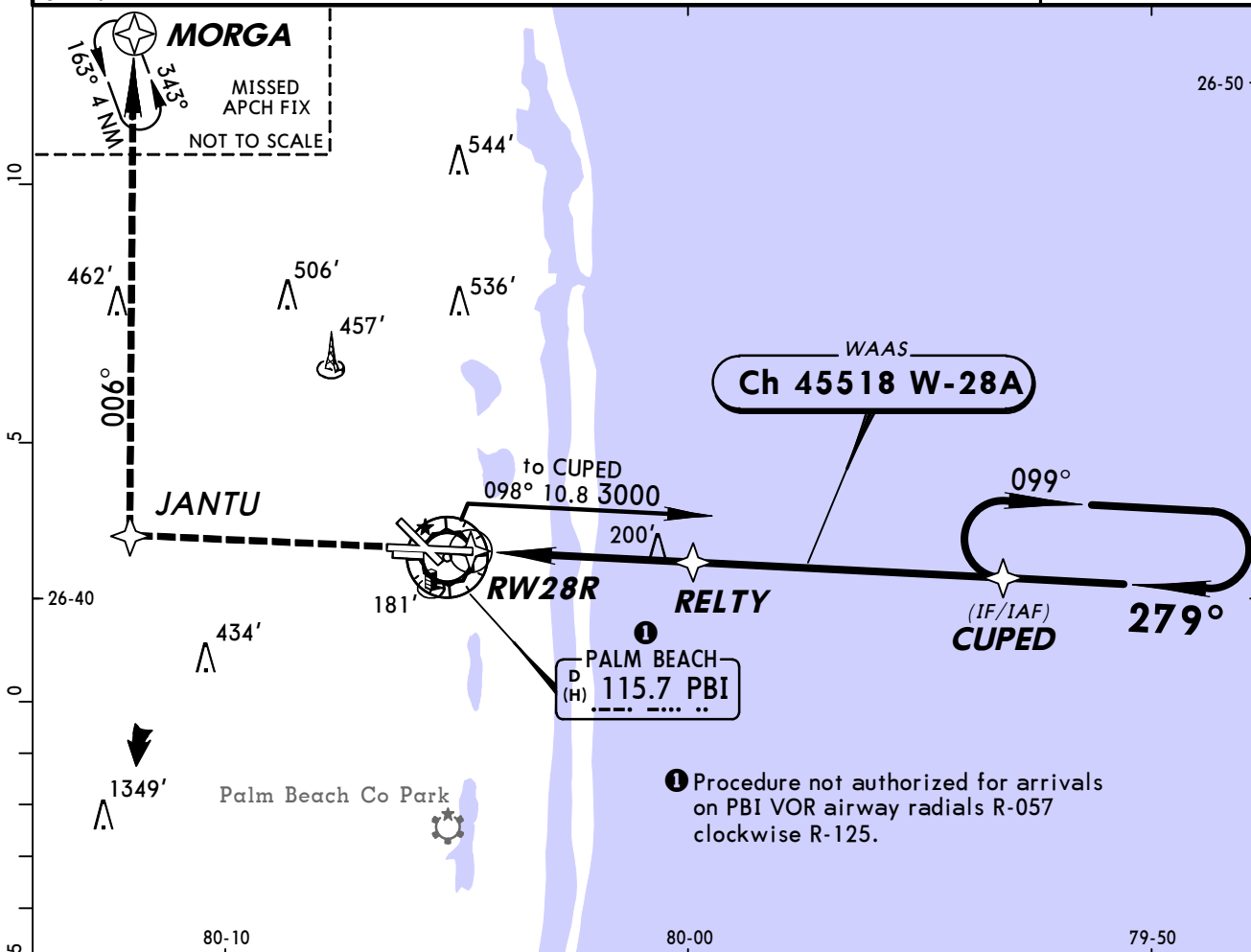
| STRAIGHT-IN LANDING RWY 14      |                                       |                                   |  | CIRCLE-TO-LAND |                 |
|---------------------------------|---------------------------------------|-----------------------------------|--|----------------|-----------------|
| LPV<br>DA(H) <b>293'</b> (276') | LNAV/VNAV<br>DA(H) <b>475'</b> (458') | LNAV<br>MDA(H) <b>720'</b> (703') |  | Max<br>Kts     | MDA(H)          |
| 1                               | 1½                                    | 1                                 |  | 90             | 720' (700') -1  |
|                                 |                                       | 2                                 |  | 120            | 720' (700') -2  |
|                                 |                                       | 2¼                                |  | 140            | 720' (700') -2  |
|                                 |                                       |                                   |  | 165            | 720' (700') -2¼ |

TERPS AMEND 2A 3 JUN 2010

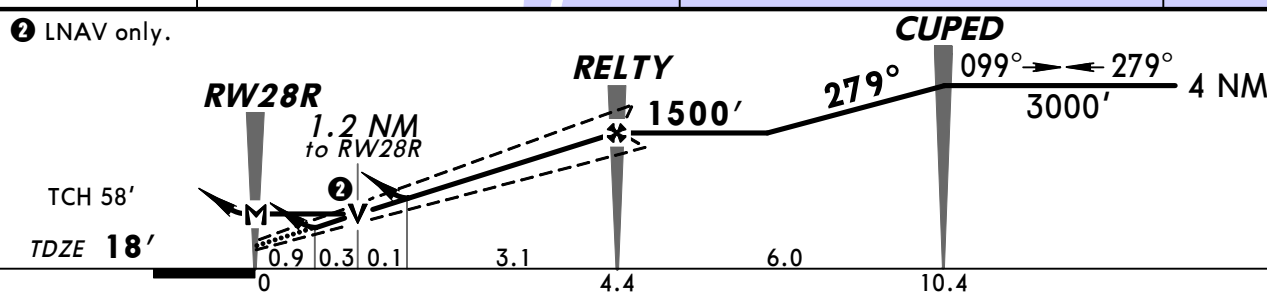
CHANGES: Airport elevation, minimums.

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|                                                                                                                                                                                                                                                   |                                         |                                                     |                                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|-----------------------------------------------------|------------------------------------|
| D-ATIS<br><b>123.75</b>                                                                                                                                                                                                                           | PALM BEACH Approach (R)<br><b>124.6</b> | PALM BEACH Tower<br><b>119.1</b>                    | Ground<br><b>121.9</b>             |
| WAAS<br><b>Ch 45518</b><br>W-28A                                                                                                                                                                                                                  | Final<br>Apch Crs<br><b>279°</b>        | Minimum Alt<br><b>RELTY</b><br><b>1500'</b> (1482') | LPV<br>DA(H)<br><b>356'</b> (338') |
| Apt Elev <b>19'</b><br>TDZE <b>18'</b>                                                                                                                                                                                                            |                                         |                                                     |                                    |
| <b>MISSED APCH:</b> Climb to 2000' direct JANTU and via track 006° to MORGA and hold.                                                                                                                                                             |                                         |                                                     |                                    |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. |                                         |                                                     |                                    |
| <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">             2600'           </div> MSA RW28R                                 |                                         |                                                     |                                    |



② LNAV only.



|                        |     |     |     |     |     |     |  |                |       |   |       |
|------------------------|-----|-----|-----|-----|-----|-----|--|----------------|-------|---|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  | REIL<br>PAPI-L | 2000' | → | JANTU |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |                |       |   |       |
| MAP at RW28R           |     |     |     |     |     |     |  |                |       |   |       |

| STRAIGHT-IN LANDING RWY 28R |                          |                           |  | CIRCLE-TO-LAND |                     |
|-----------------------------|--------------------------|---------------------------|--|----------------|---------------------|
| LPV                         | LNAV/VNAV                | LNAV                      |  | Max Kts        | MDA(H)              |
| DA(H) <b>356'</b> (338')    | DA(H) <b>484'</b> (466') | MDA(H) <b>460'</b> (442') |  | 90             | 500' (481') - 1     |
|                             |                          | RVR 50 or 1               |  | 120            |                     |
| RVR 60 or 1 1/4             | 1 1/2                    | RVR 60 or 1 1/4           |  | 140            | 640' (621') - 1 3/4 |
|                             |                          | 1 1/2                     |  | 165            | 680' (661') - 2     |

# KPBI/PBI PALM BEACH INTL

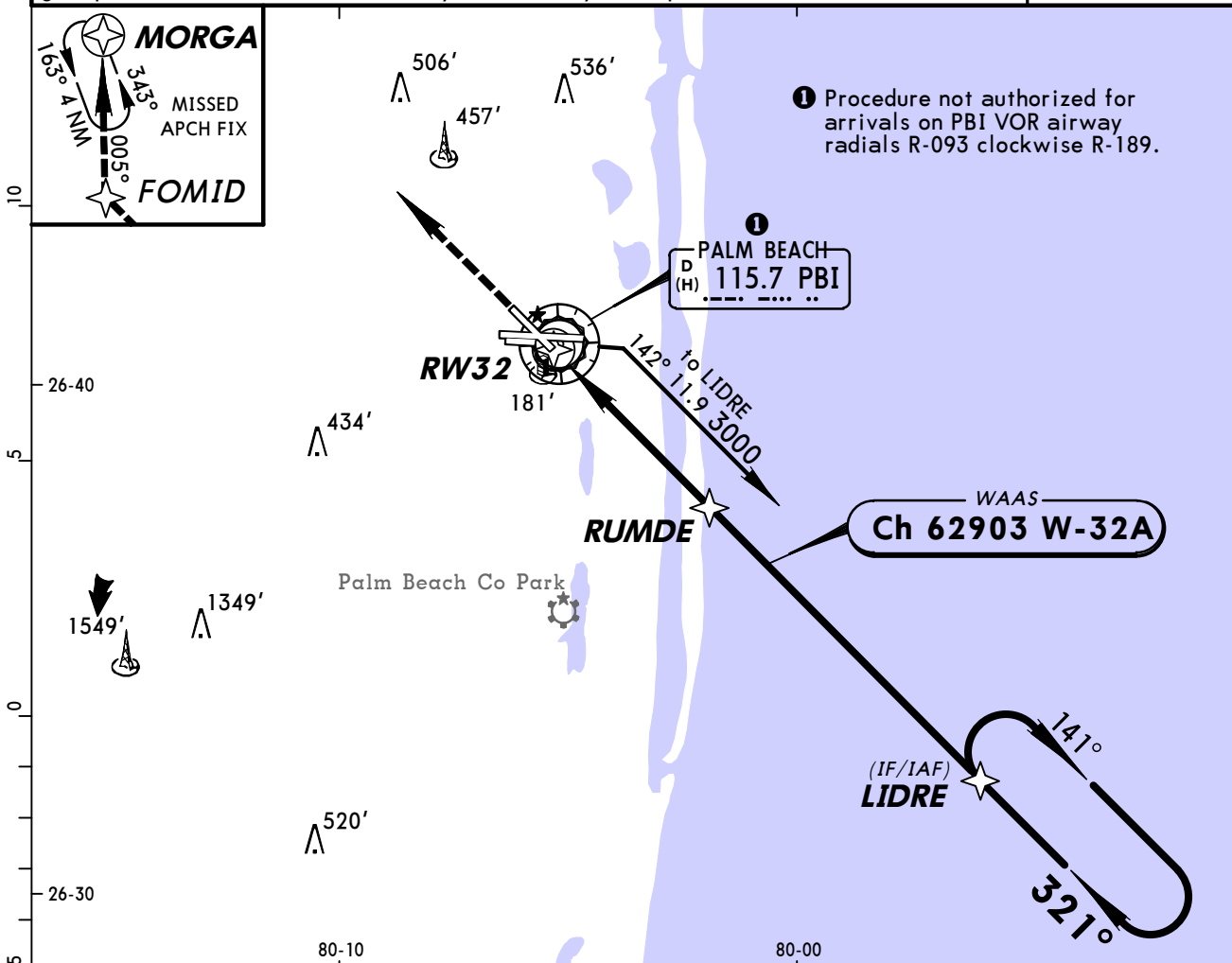
11 DEC 09  
Eff 17 Dec

12-4

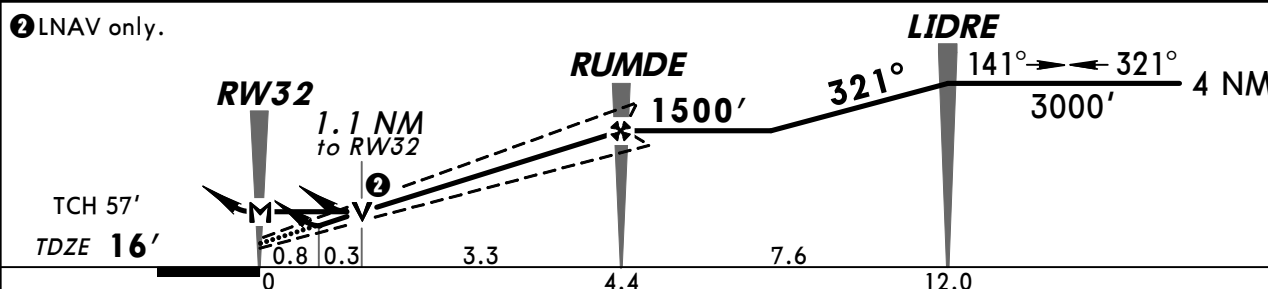
WEST PALM BEACH, FLA  
RNAV (GPS) Y Rwy 32

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                          |                                  |                                                     |                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|------------------------------------|
| D-ATIS<br>123.75                                                                                                                                                                                                                                                                                         | PALM BEACH Approach (R)<br>124.6 | PALM BEACH Tower<br>119.1                           | Ground<br>121.9                    |
| WAAS<br><b>Ch 62903</b><br>W-32A                                                                                                                                                                                                                                                                         | Final<br>Apch Crs<br><b>321°</b> | Minimum Alt<br><b>RUMDE</b><br><b>1500'</b> (1484') | LPV<br>DA(H)<br><b>336'</b> (320') |
| Apt Elev 19'<br>TDZE 16'                                                                                                                                                                                                                                                                                 |                                  |                                                     |                                    |
| <b>MISSED APCH:</b> Climb to 2000' direct FOMID and via track 005° to MORGAN and hold.                                                                                                                                                                                                                   |                                  |                                                     |                                    |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Visibility reduction by helicopters not authorized. |                                  |                                                     |                                    |
| <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> <div style="text-align: center;">2600'</div> </div> MSA RW32                                                                        |                                  |                                                     |                                    |



② LNAV only.



|                  |       |     |     |     |     |     |     |                |       |   |       |
|------------------|-------|-----|-----|-----|-----|-----|-----|----------------|-------|---|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 |     | REIL<br>PAPI-L | 2000' | → | FOMID |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                |       |   |       |
| MAP at RW32      |       |     |     |     |     |     |     |                |       |   |       |

| STRAIGHT-IN LANDING RWY 32 |   |                                |    |                            |   | CIRCLE-TO-LAND |                  |
|----------------------------|---|--------------------------------|----|----------------------------|---|----------------|------------------|
| LPV<br>DA(H) 336' (320')   |   | LNAV/VNAV<br>DA(H) 431' (415') |    | LNAV<br>MDA(H) 440' (424') |   | Max<br>Kts     | MDA(H)           |
| A                          | 1 | 1½                             | 1¼ | 1                          | 1 | 90             | 500' (481') - 1  |
|                            |   |                                |    |                            |   | 120            |                  |
|                            |   |                                |    |                            |   | 140            | 640' (621') - 1¾ |
|                            |   |                                |    |                            |   | 165            | 680' (661') - 2  |

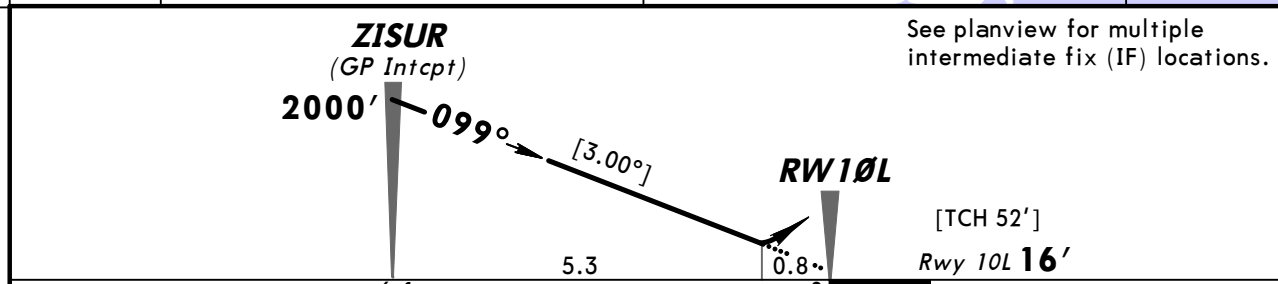
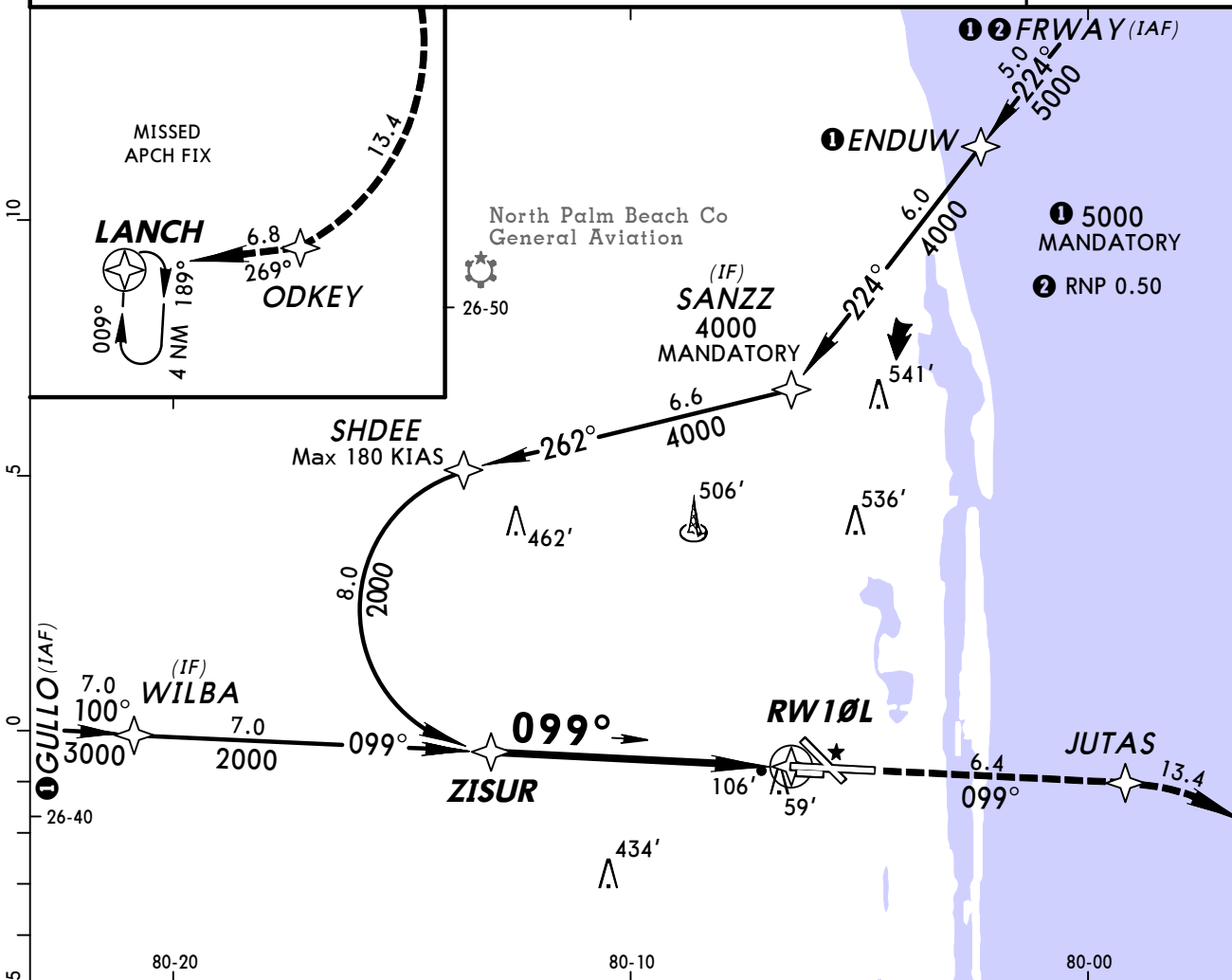
CHANGES: Procedure.

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TERPS AMEND 2 17 DEC 2009

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|                                                                                                                                                                                                                                                                           |                                         |                                                     |                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|-----------------------------------------------------|-----------------------------------------|
| D-ATIS<br><b>123.75</b>                                                                                                                                                                                                                                                   | PALM BEACH Approach (R)<br><b>124.6</b> | PALM BEACH Tower<br><b>119.1</b>                    | Ground<br><b>121.9</b>                  |
| RNAV                                                                                                                                                                                                                                                                      | Final<br>Apch Crs<br><b>099°</b>        | Minimum Alt<br><b>ZISUR</b><br><b>2000'</b> (1984') | RNP 0.11<br>DA(H)<br><b>314'</b> (298') |
| <b>MISSED APCH: Climb to 2000' on track 099° to JUTAS and RIGHT turn to ODKEY and on track 269° to LANCH and hold.</b>                                                                                                                                                    |                                         |                                                     |                                         |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br><b>1. AUTHORIZATION REQUIRED. 2. RF and GPS required.</b><br>3. For uncompensated Baro-VNAV systems, procedure not authorized below 2°C (36°F) or above 49°C (120°F). 4. VGS1 and RNAV glidepath not coincident. |                                         |                                                     |                                         |
| <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">             2600'           </div> <div style="text-align: center; margin-top: 5px;">MSA RW10L</div> |                                         |                                                     |                                         |

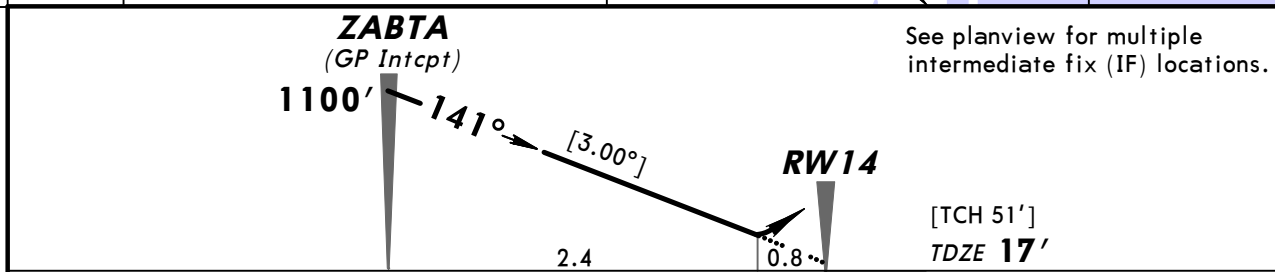
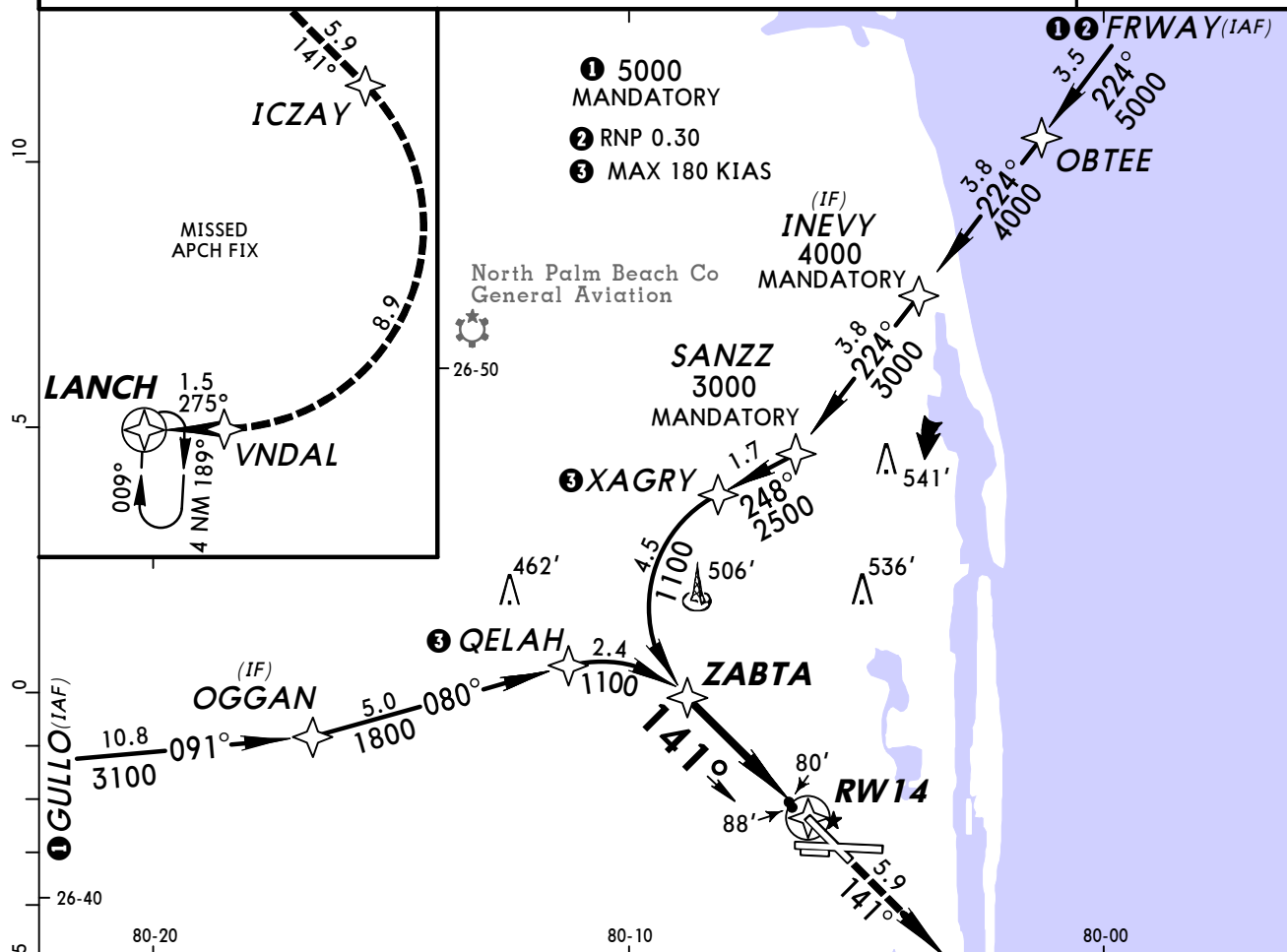


|                       |     |     |     |     |     |     |                                                                                                                                                                            |       |         |       |
|-----------------------|-----|-----|-----|-----|-----|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | <div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> MALSR<br/>PAPI         </div> | 2000' | on 099° | JUTAS |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |                                                                                                                                                                            |       |         |       |
| MAP at DA             |     |     |     |     |     |     |                                                                                                                                                                            |       |         |       |

| TERPS             |               |               |                             |               |                 |
|-------------------|---------------|---------------|-----------------------------|---------------|-----------------|
| RNP 0.11          |               |               | STRAIGHT-IN LANDING RWY 10L |               |                 |
| DA(H) 314' (298') |               |               | RNP 0.30                    |               |                 |
| RAIL out          |               |               | RAIL out                    |               |                 |
| ALS out           |               |               | ALS out                     |               |                 |
| A                 |               |               |                             |               |                 |
| B                 |               |               |                             |               |                 |
| C                 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 50 or 1                 | RVR 40 or 3/4 | RVR 45 or 7/8   |
| D                 |               |               |                             |               | RVR 60 or 1 1/8 |

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                                                    |                           |                                       |                                  |                          |  |                                                |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|----------------------------------|--------------------------|--|------------------------------------------------|--|
| D-ATIS                                                                                                                                                                                                                                                                                                                                                             |                           | PALM BEACH Approach (R)               |                                  | PALM BEACH Tower         |  | Ground                                         |  |
| 123.75                                                                                                                                                                                                                                                                                                                                                             |                           | 124.6                                 |                                  | 119.1                    |  | 121.9                                          |  |
| RNAV                                                                                                                                                                                                                                                                                                                                                               | Final<br>Apch Crs<br>141° | Minimum Alt<br>ZABTA<br>1100' (1083') | RNP 0.11<br>DA(H)<br>320' (303') | Apt Elev 20'<br>TDZE 17' |  | <div><div>2600'</div><div>MSA RW14</div></div> |  |
| MISSED APCH: (Do not exceed 200 KIAS until VNDAL) Climb to 2000' on track 141° to ICZAY and RIGHT turn to VNDAL and on track 275° to LANCH and hold.                                                                                                                                                                                                               |                           |                                       |                                  |                          |  |                                                |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 3°C (38°F) or above 47°C (118°F).<br>4. When VGSI inop, procedure not authorized at night. 5. VGSI and RNAV glidepath not coincident. |                           |                                       |                                  |                          |  |                                                |  |



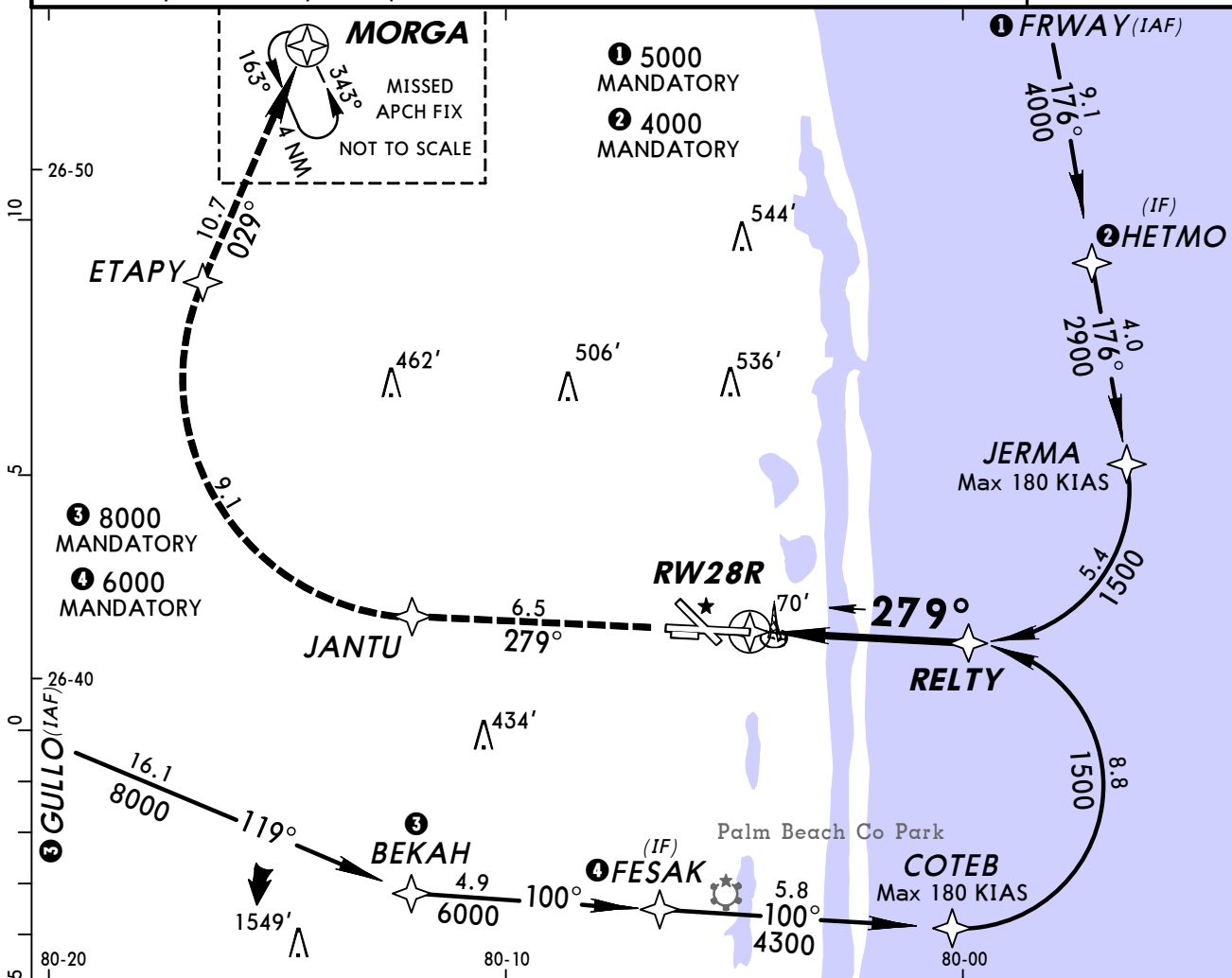
|               |         |     |     |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------------|---------|-----|-----|-----|-----|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Gnd speed-Kts | 70      | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-R<br><div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: black; margin-right: 5px;"></div> <div style="text-align: center;">2000'</div> <div style="width: 20px; height: 20px; background-color: black; margin-left: 5px;"></div> <div style="margin: 0 5px;">on</div> <div style="text-align: center;">141°</div> <div style="margin-left: 10px;">ICZAY</div> </div> |
| Descent angle | [3.00°] | 372 | 478 | 531 | 637 | 743 |                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| MAP at DA     |         |     |     |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                           |

|                                      |   |  |                                      |    |  |
|--------------------------------------|---|--|--------------------------------------|----|--|
| STRAIGHT-IN LANDING RWY 14           |   |  |                                      |    |  |
| RNP 0.11<br>DA(H) <b>320'</b> (303') |   |  | RNP 0.30<br>DA(H) <b>364'</b> (347') |    |  |
| A                                    | 1 |  |                                      | 1¼ |  |
| B                                    |   |  |                                      |    |  |
| C                                    |   |  |                                      |    |  |
| D                                    |   |  |                                      |    |  |

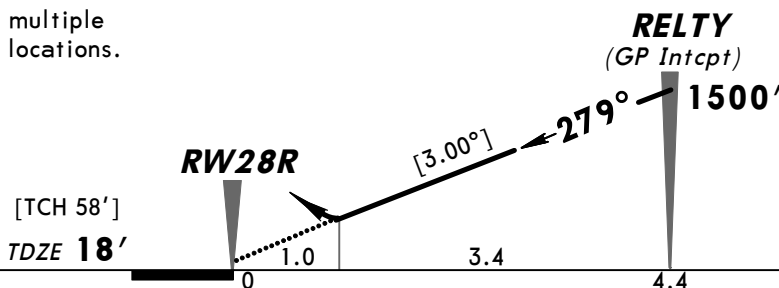


BRIEFING STRIP™

|                                                                                                                                                                                                                                            |                                  |                                       |                                  |                          |                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------------|----------------------------------|--------------------------|---------------------------------------|
| D-ATIS<br>123.75                                                                                                                                                                                                                           | PALM BEACH Approach (R)<br>124.6 |                                       | PALM BEACH Tower<br>119.1        |                          | Ground<br>121.9                       |
| RNAV                                                                                                                                                                                                                                       | Final<br>Apch Crs<br>279°        | Minimum Alt<br>RELTY<br>1500' (1482') | RNP 0.30<br>DA(H)<br>393' (375') | Apt Elev 19'<br>TDZE 18' | <div>2600'</div> <div>MSA RW28R</div> |
| MISSED APCH: Climb to 2000' on track 279° to JANTU and RIGHT turn to ETAPY and on track 029° to MORGA and hold.                                                                                                                            |                                  |                                       |                                  |                          |                                       |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                                                                            |                                  |                                       |                                  |                          |                                       |
| 1. AUTHORIZATION REQUIRED. 2. RF and GPS required.                      3. For uncompensated Baro-VNAV systems, procedure not authorized below 3°C (38°F) or above 48°C (119°F).<br>4. Visibility reduction by helicopters not authorized. |                                  |                                       |                                  |                          |                                       |



See planview for multiple intermediate fix locations.



|                       |     |     |     |     |     |     |  |  |        |       |    |      |       |
|-----------------------|-----|-----|-----|-----|-----|-----|--|--|--------|-------|----|------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |  |  | REIL   | 2000' | on | 279° | JANTU |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |  |  | PAPI-L | ↑     |    |      |       |
| MAP at DA             |     |     |     |     |     |     |  |  |        |       |    |      |       |

STRAIGHT-IN LANDING RWY 28R

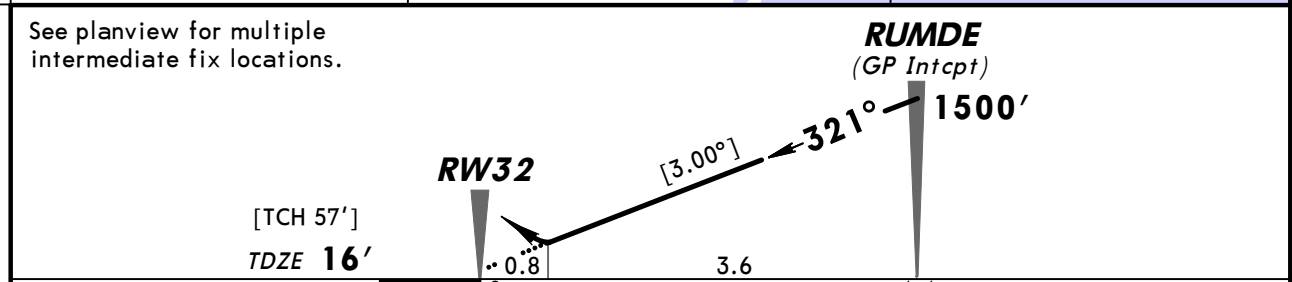
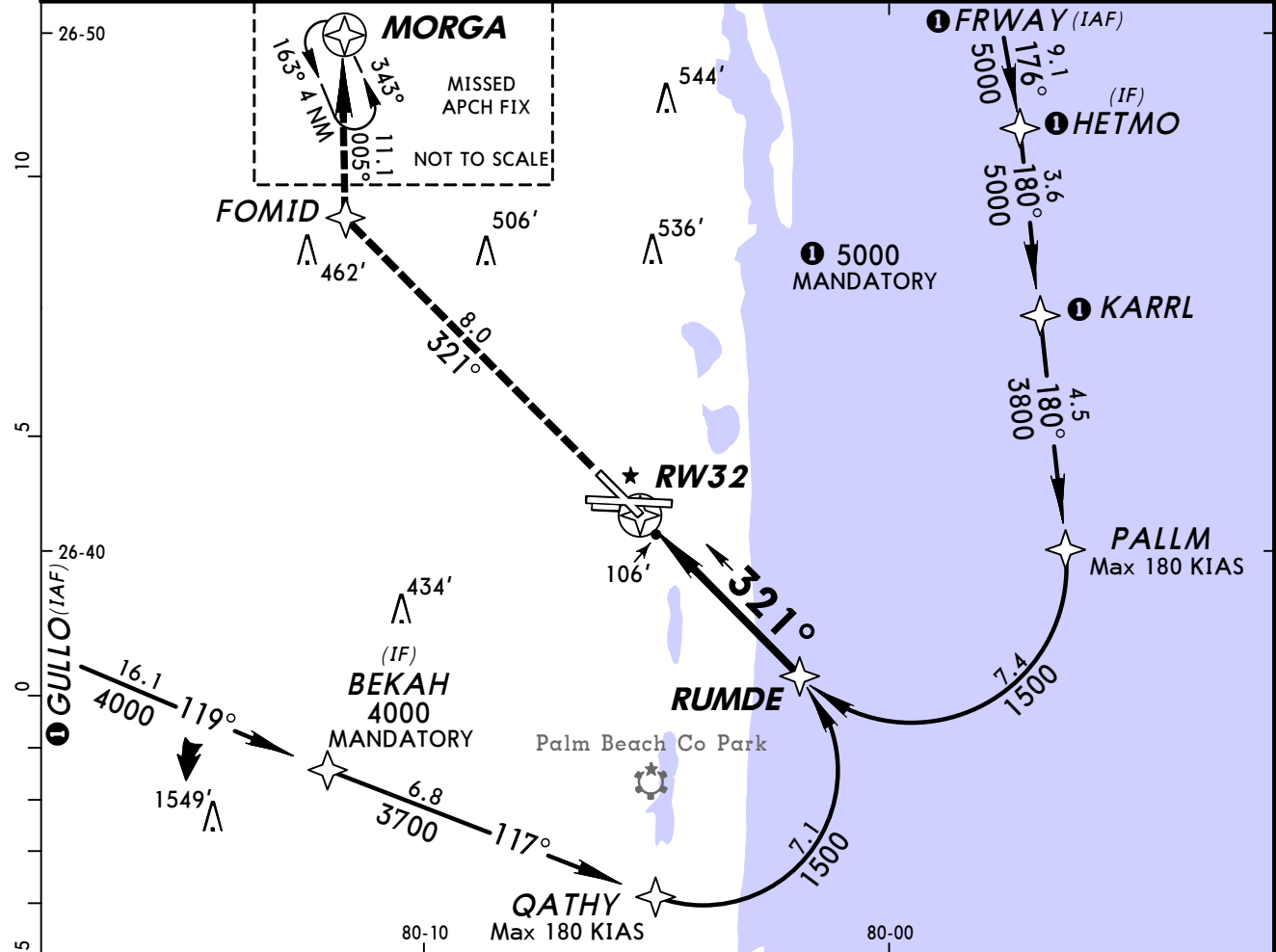
RNP 0.30

DA(H) **393'** (375')

|   |              |  |  |  |  |  |  |  |  |  |  |  |  |
|---|--------------|--|--|--|--|--|--|--|--|--|--|--|--|
| A |              |  |  |  |  |  |  |  |  |  |  |  |  |
| B |              |  |  |  |  |  |  |  |  |  |  |  |  |
| C |              |  |  |  |  |  |  |  |  |  |  |  |  |
| D | RVR 60 or 1¼ |  |  |  |  |  |  |  |  |  |  |  |  |



|                                                                                                                                                                                                                                                                                                                                                                           |                           |                                       |                                  |                           |  |                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|----------------------------------|---------------------------|--|--------------------------------------|
| D-ATIS<br>123.75                                                                                                                                                                                                                                                                                                                                                          |                           | PALM BEACH Approach (R)<br>124.6      |                                  | PALM BEACH Tower<br>119.1 |  | Ground<br>121.9                      |
| RNAV                                                                                                                                                                                                                                                                                                                                                                      | Final<br>Apch Crs<br>321° | Minimum Alt<br>RUMDE<br>1500' (1484') | RNP 0.12<br>DA(H)<br>326' (310') | Apt Elev 19'<br>TDZE 16'  |  | <div>2600'</div> <div>MSA RW32</div> |
| MISSED APCH: Climb to 2000' on track 321° to FOMID and on track 005° to MORG and hold.                                                                                                                                                                                                                                                                                    |                           |                                       |                                  |                           |  |                                      |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated<br>Baro-VNAV systems, procedure not authorized below 3°C (38°F) or above 48°C (119°F).<br>4. VGSI and RNAV glidepath not coincident. 5. Visibility reduction by helicopters<br>not authorized. |                           |                                       |                                  |                           |  |                                      |



|                       |     |     |     |     |     |     |                |                     |       |
|-----------------------|-----|-----|-----|-----|-----|-----|----------------|---------------------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 2000'<br>on<br>321° | FOMID |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |                |                     |       |
| MAP at DA             |     |     |     |     |     |     |                |                     |       |

|                                      |   |  |  |  |                                      |  |  |  |  |
|--------------------------------------|---|--|--|--|--------------------------------------|--|--|--|--|
| STRAIGHT-IN LANDING RWY 32           |   |  |  |  |                                      |  |  |  |  |
| RNP 0.12<br>DA(H) <b>326'</b> (310') |   |  |  |  | RNP 0.30<br>DA(H) <b>405'</b> (389') |  |  |  |  |
| A                                    |   |  |  |  |                                      |  |  |  |  |
| B                                    |   |  |  |  |                                      |  |  |  |  |
| C                                    | 1 |  |  |  | 1¼                                   |  |  |  |  |
| D                                    |   |  |  |  |                                      |  |  |  |  |

## **General Information**

Location: Punta Gorda FL USA  
IATA Code: PGD  
Lat/Long: N26° 55.1' W081° 59.5'  
Elevation: 26 ft

Airport Use: Public  
Magnetic Variation: 5.2°W  
Sectional Chart: Miami

Fuel Types: 100 Octane (LL), Jet A, Jet A+  
Oxygen Types: High Pressure, Low Pressure  
Repair Types: Major Airframe, Major Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes  
Pattern Altitude: 1000 ft AGL

Sunrise: 1154 Z  
Sunset: 2327 Z,

## **Runway Information**

Runway: 04  
Length x Width: 7193 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 24 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 09  
Length x Width: 2636 ft x 60 ft  
Surface Type: asphalt  
TDZ-Elev: 26 ft

Runway: 15  
Length x Width: 5688 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 21 ft  
Lighting: Edge, REIL, Pilot controlled  
Displaced Threshold: 561 ft

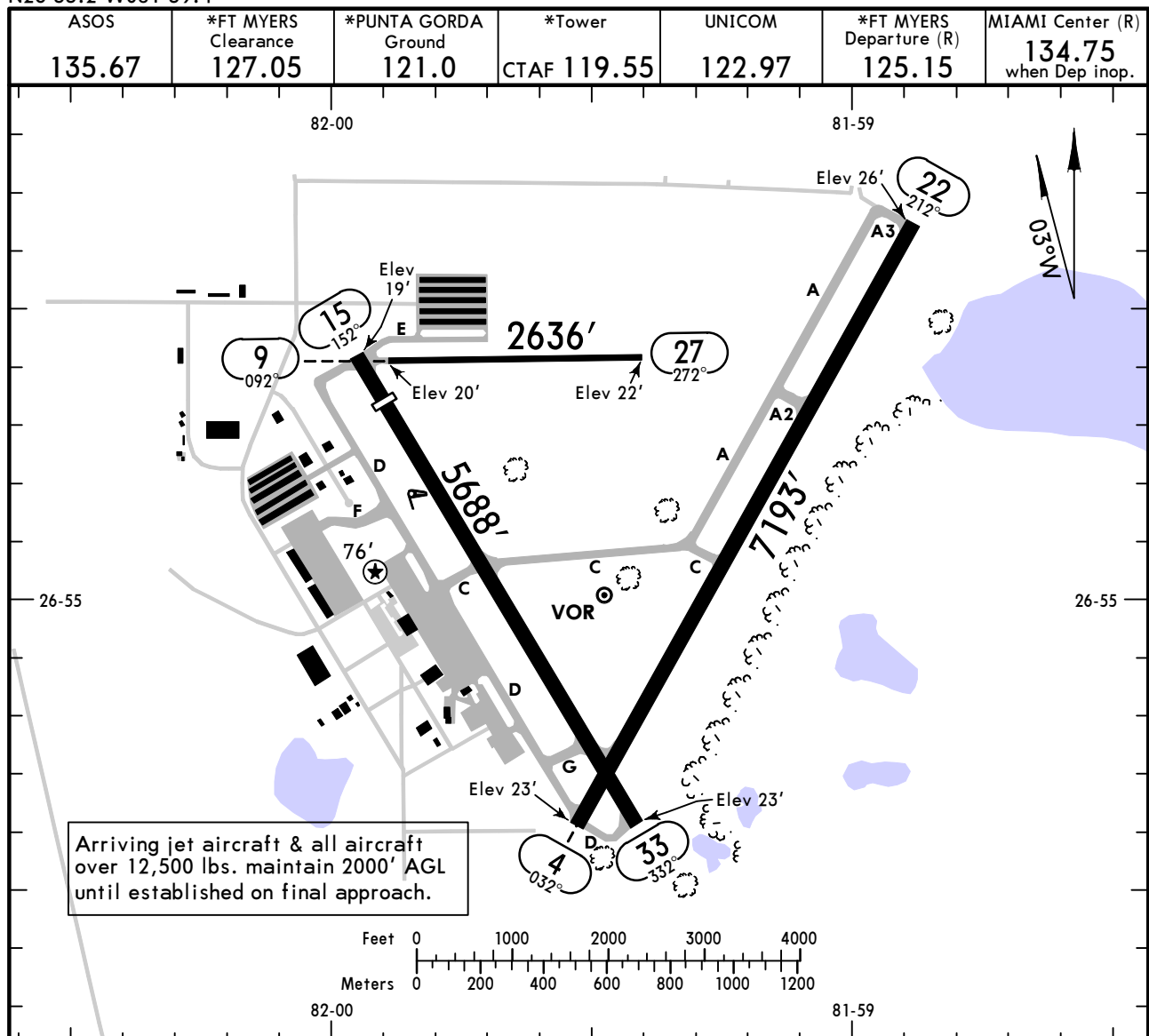
Runway: 22  
Length x Width: 7193 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 26 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 27  
Length x Width: 2636 ft x 60 ft  
Surface Type: asphalt  
TDZ-Elev: 26 ft

Runway: 33  
Length x Width: 5688 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 23 ft  
Lighting: Edge, REIL, Pilot controlled

## **Communication Information**

ASOS 135.675  
Punta Gorda Tower 119.55  
Punta Gorda Ground Control 121.0  
FT Myers Clearance Delivery 127.05  
FT Myers Approach Control 125.15  
FT Myers Departure Control 125.15  
Punta Gorda Unicom 122.975 CTAF PCL  
Miami Center 134.75 Remote Communications Air-Ground



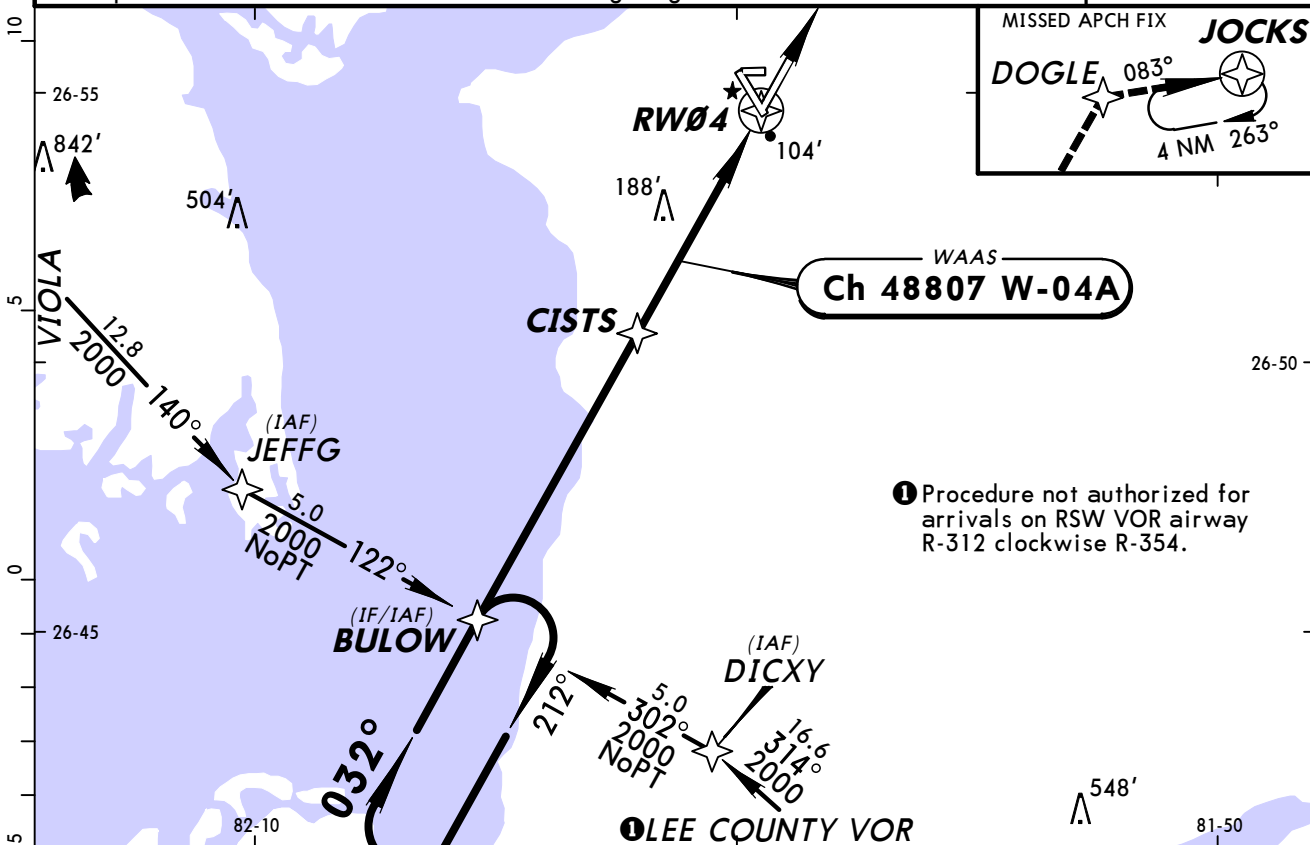
ADDITIONAL RUNWAY INFORMATION

| RWY |    | USABLE LENGTHS                              |                               | TAKE-OFF | WIDTH |
|-----|----|---------------------------------------------|-------------------------------|----------|-------|
|     |    | Threshold                                   | Landing Beyond<br>Glide Slope |          |       |
| 4   | 22 | ① HIRL ② REIL ② PAPI-L (angle 3.0°) grooved |                               |          | 150'  |
| 9   | 27 |                                             |                               |          | 60'   |
| 15  | 33 | ① MIRL ② REIL ② PAPI-L (angle 3.00°)        |                               | 5127'    | 150'  |
|     |    |                                             |                               |          |       |
|     |    |                                             |                               |          |       |

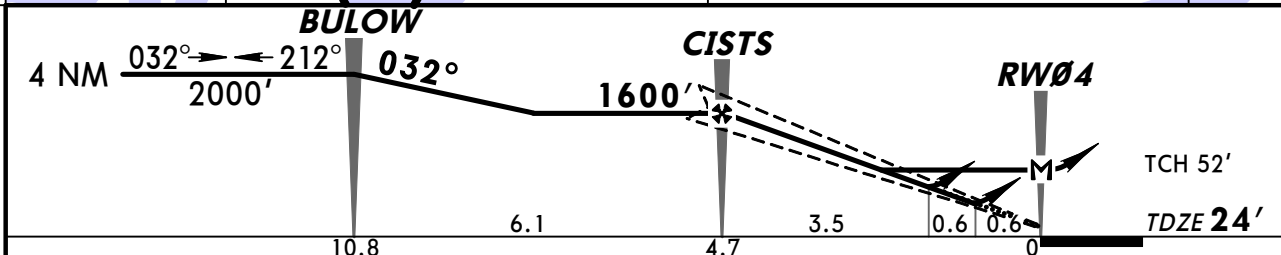
- ① Increase intensity on 119.55.  
 ② Activate on 119.55.  
 ③ Restricted to aircraft less than 6000 lbs. Closed to air carrier operations.

| TAKE-OFF     |                    |     |            | FOR FILING AS ALTERNATE                         |       |
|--------------|--------------------|-----|------------|-------------------------------------------------|-------|
|              | Rwys 4, 15, 22, 33 |     | Rwys 9, 27 | Authorized Only When<br>Local Weather Available |       |
|              | Adequate Vis Ref   | STD |            |                                                 |       |
| 1 & 2<br>Eng | 1/4                | 1   | NA         | A                                               | 800-2 |
| 3 & 4<br>Eng |                    | 1/2 |            | B                                               |       |
|              |                    |     |            | C                                               |       |
|              |                    |     |            | D                                               |       |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                         |                                                     |                                                     |                                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|-----------------------------------------------------|-----------------------------------------------------|----------------------------------------|
| ASOS<br><b>135.67</b>                                                                                                                                                                                                                                                                                                                                                                                                                             | *FT MYERS Approach (R)<br><b>125.15</b> | MIAMI Center (R)<br><b>134.75</b> when App inop.    | *PUNTA GORDA Tower<br><b>CTAF 119.55</b>            | *Ground<br><b>121.0</b>                |
| WAAS<br><b>Ch 48807</b><br><b>W-04A</b>                                                                                                                                                                                                                                                                                                                                                                                                           | Final<br>Apch Crs<br><b>032°</b>        | Minimum Alt<br><b>CISTS</b><br><b>1600'</b> (1576') | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>274'</b> (250') | Apt Elev <b>26'</b><br>TDZE <b>24'</b> |
| <b>MISSED APCH:</b> Climb to 2500' direct DOGLE and via 083° track to JOCKS and hold, continue climb-in-hold to 2500'.                                                                                                                                                                                                                                                                                                                            |                                         |                                                     |                                                     |                                        |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Page altimeter setting.<br>2. Baro-VNAV not authorized when using Page altimeter setting. 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 48°C (118°F). 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 119.55. |                                         |                                                     |                                                     |                                        |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                         |                                                     |                                                     | 2600'<br><br><b>MSA RW04</b>           |



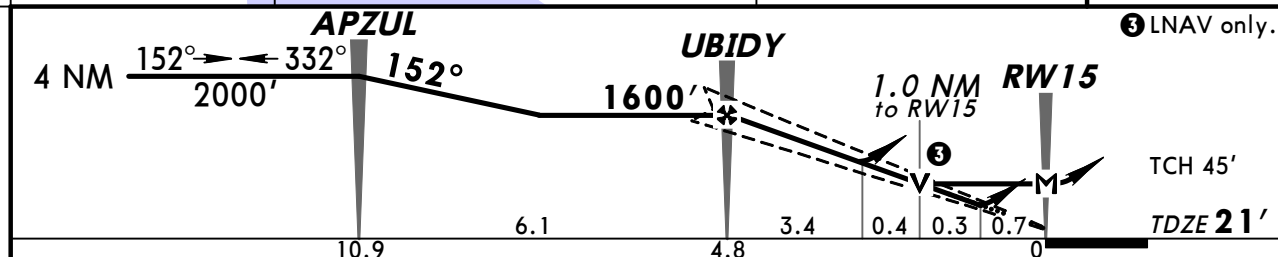
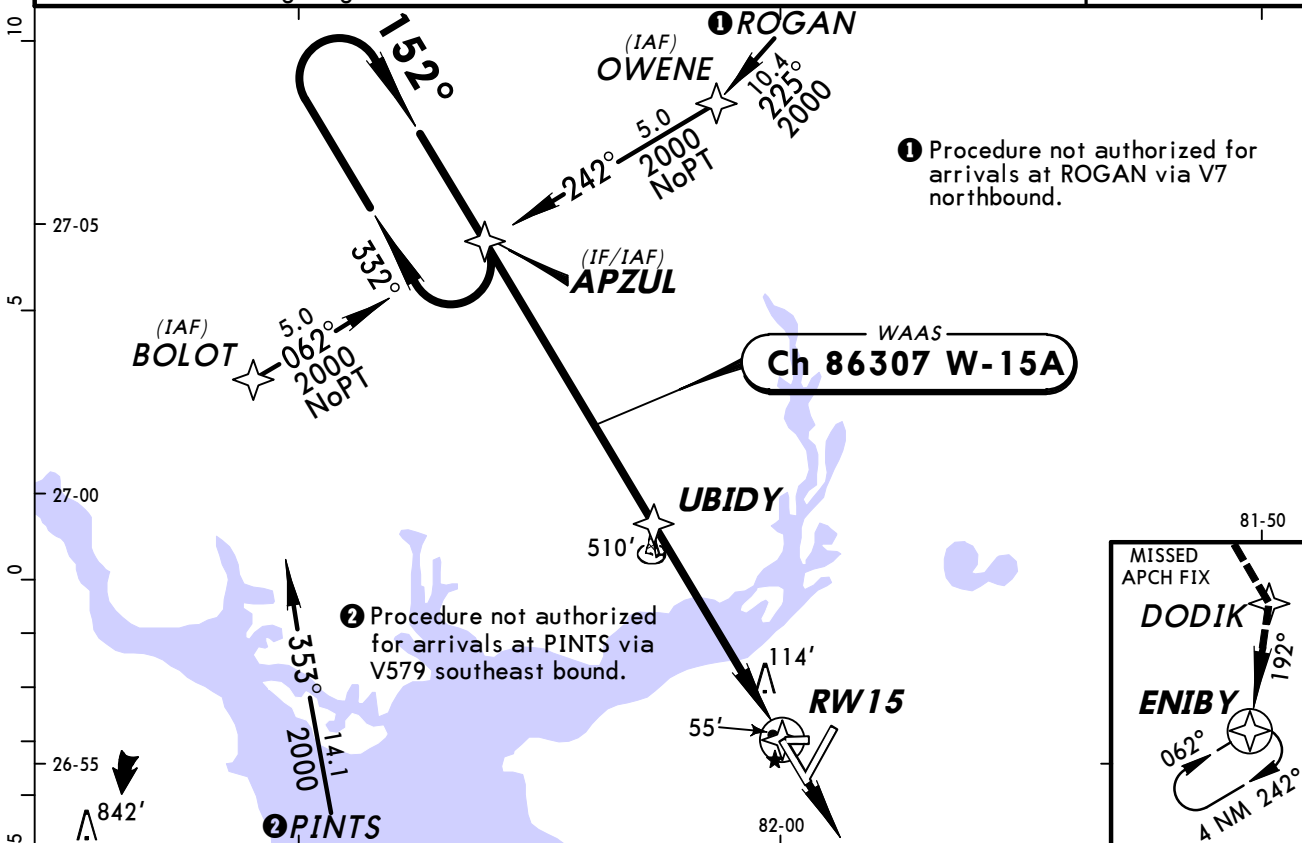
❶ Procedure not authorized for arrivals on RSW VOR airway R-312 clockwise R-354.



|                        |     |     |     |     |     |     |        |       |       |
|------------------------|-----|-----|-----|-----|-----|-----|--------|-------|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | REIL   | 2500' | DOGLE |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI-L |       |       |
| MAP at RW04            |     |     |     |     |     |     |        |       |       |

| STRAIGHT-IN LANDING RWY 4    |   |                                |   |                            | CIRCLE-TO-LAND               |            |        |
|------------------------------|---|--------------------------------|---|----------------------------|------------------------------|------------|--------|
| With Local Altimeter Setting |   |                                |   |                            | With Local Altimeter Setting |            |        |
| LPV<br>DA(H) 274' (250')     |   | LNAV/VNAV<br>DA(H) 452' (428') |   | LNAV<br>MDA(H) 500' (476') |                              | Max<br>Kts | MDA(H) |
| A                            | 1 | 1½                             | 1 | 90                         | 500' (474')- 1               |            |        |
| B                            |   |                                |   | 120                        | 580' (554')- 1               |            |        |
| C                            |   |                                |   | 140                        | 580' (554')- 1½              |            |        |
| D                            |   |                                |   | 165                        | 580' (554')- 2               |            |        |
| With Page Altimeter Setting  |   |                                |   |                            | With Page Altimeter Setting  |            |        |
| LPV<br>DA(H) 324' (300')     |   | LNAV/VNAV<br>DA(H) 502' (478') |   | LNAV<br>MDA(H) 560' (536') |                              | Max<br>Kts | MDA(H) |
| A                            | 1 | 1¾                             | 1 | 90                         | 560' (534')- 1               |            |        |
| B                            |   |                                |   | 120                        | 640' (614')- 1               |            |        |
| C                            |   |                                |   | 140                        | 640' (614')- 1¾              |            |        |
| D                            |   |                                |   | 165                        | 640' (614')- 2               |            |        |

|                                                                                                                                                                                                                                                                                                                                                                                                       |                                         |                                                     |                                                     |                                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|-----------------------------------------------------|-----------------------------------------------------|----------------------------------------|
| ASOS<br><b>135.67</b>                                                                                                                                                                                                                                                                                                                                                                                 | *FT MYERS Approach (R)<br><b>125.15</b> | MIAMI Center (R)<br><b>134.75</b> when App inop.    | *PUNTA GORDA Tower<br><b>CTAF 119.55</b>            | *Ground<br><b>121.0</b>                |
| WAAS<br><b>Ch 86307</b><br><b>W-15A</b>                                                                                                                                                                                                                                                                                                                                                               | Final<br>Apch Crs<br><b>152°</b>        | Minimum Alt<br><b>UBIDY</b><br><b>1600'</b> (1579') | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>271'</b> (250') | Apt Elev <b>26'</b><br>TDZE <b>21'</b> |
| <b>MISSED APCH:</b> Climb to 2500' direct DODIK and via 192° track to ENIBY and hold.                                                                                                                                                                                                                                                                                                                 |                                         |                                                     |                                                     |                                        |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Page altimeter setting.<br>2. Baro-VNAV and VDP not authorized when using Page altimeter setting. 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 48°C (118°F).<br>5. Pilot controlled lighting 119.55. |                                         |                                                     |                                                     |                                        |
|                                                                                                                                                                                                                                                                                                                                                                                                       |                                         |                                                     |                                                     | 2600'                                  |
|                                                                                                                                                                                                                                                                                                                                                                                                       |                                         |                                                     |                                                     | MSA RW15                               |



|                        |     |     |     |     |     |     |  |        |       |  |       |
|------------------------|-----|-----|-----|-----|-----|-----|--|--------|-------|--|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  | REIL   | 2500' |  | DODIK |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  | PAPI-L |       |  |       |
| MAP at RW15            |     |     |     |     |     |     |  |        |       |  |       |

| STRAIGHT-IN LANDING RWY 15<br>With Local Altimeter Setting |    |                                |     |                            |               | CIRCLE-TO-LAND<br>With Local Altimeter Setting |        |
|------------------------------------------------------------|----|--------------------------------|-----|----------------------------|---------------|------------------------------------------------|--------|
| LPV<br>DA(H) 271' (250')                                   |    | LNAV/VNAV<br>DA(H) 514' (493') |     | LNAV<br>MDA(H) 380' (359') |               | Max Kts                                        | MDA(H) |
| A                                                          | 1  | 1¾                             | 1   | 1¼                         | 90            | 420' (394')-1                                  |        |
| B                                                          |    |                                |     |                            | 120           | 580' (554')-1                                  |        |
| C                                                          |    |                                |     |                            | 140           | 580' (554')-1½                                 |        |
| D                                                          |    |                                | 165 |                            | 580' (554')-2 |                                                |        |
| With Page Altimeter Setting                                |    |                                |     |                            |               | With Page Altimeter Setting                    |        |
| LPV<br>DA(H) 321' (300')                                   |    | LNAV/VNAV<br>DA(H) 564' (543') |     | LNAV<br>MDA(H) 440' (419') |               | Max Kts                                        | MDA(H) |
| A                                                          | 1¼ | 2                              | 1   | 1¼                         | 90            | 480' (454')-1                                  |        |
| B                                                          |    |                                |     |                            | 120           | 640' (614')-1                                  |        |
| C                                                          |    |                                |     |                            | 140           | 640' (614')-1¾                                 |        |
| D                                                          |    |                                | 165 |                            | 640' (614')-2 |                                                |        |

**BRIEFING STRIP™**



**ERPS**  
AMEND  
C

# KPGD/PGD PUNTA GORDA

JEPPesen  
17 FEB 12 (12-4)

# PUNTA GORDA, FLA RNAV (GPS) Rwy 33





**BRIEFING STRIP** <sup>TM</sup>

MAP at VORTERPS  
AMEND  
1A

PUNTA GORDA, FLA  
VOR Rwy 22

**BRIEFING STRIP™**



**MAP at VOR**

**AMEND 4**

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## General Information

Location: St Petersburg-Clearwater FL USA

IATA Code: PIE

Lat/Long: N27° 54.6' W082° 41.2'

Elevation: 11 ft

Airport Use: Public

Magnetic Variation: 4.9°W

Sectional Chart: Miami

Fuel Types: 100-130 Octane, Jet A

Oxygen Types: High Pressure, Low Pressure

Repair Types: Major Airframe, Major Engine

Customs: ADCUS

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Pattern Altitude: 800 ft AGL

Sunrise: 1158 Z

Sunset: 2330 Z,

## Runway Information

Runway: 04

Length x Width: 5903 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 11 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 09

Length x Width: 5163 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 10 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 18L

Length x Width: 9730 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 7 ft

Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 18R

Length x Width: 4000 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 7 ft

Runway: 22  
Length x Width: 5903 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 7 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 27  
Length x Width: 5163 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 8 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 36L  
Length x Width: 4000 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 8 ft  
Displaced Threshold: 558 ft

Runway: 36R  
Length x Width: 9730 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 10 ft  
Lighting: Edge, Centerline, Pilot controlled  
Displaced Threshold: 930 ft

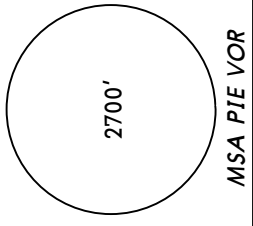
## **Communication Information**

ATIS 134.5  
St Petersburg-Clearwater Tower 128.4 Secondary  
St Petersburg-Clearwater Tower 118.3 CTAF PCL  
St Petersburg-Clearwater Ground Control 121.9  
St Petersburg-Clearwater Clearance Delivery 120.6  
Tampa Approach Control 125.3  
Tampa Departure Control 125.3  
St Petersburg-Clearwater Unicom 122.95  
St Petersburg-Clearwater Flight Service Station 118.3 AAS CTAF PCL  
St Petersburg Flight Service Station 123.6 RCO  
St Petersburg Flight Service Station 122.45 RCO  
St Petersburg Flight Service Station 122.2 RCO  
St Petersburg Flight Service Station 122.1 RCO  
St Petersburg Flight Service Station 116.4 RCO

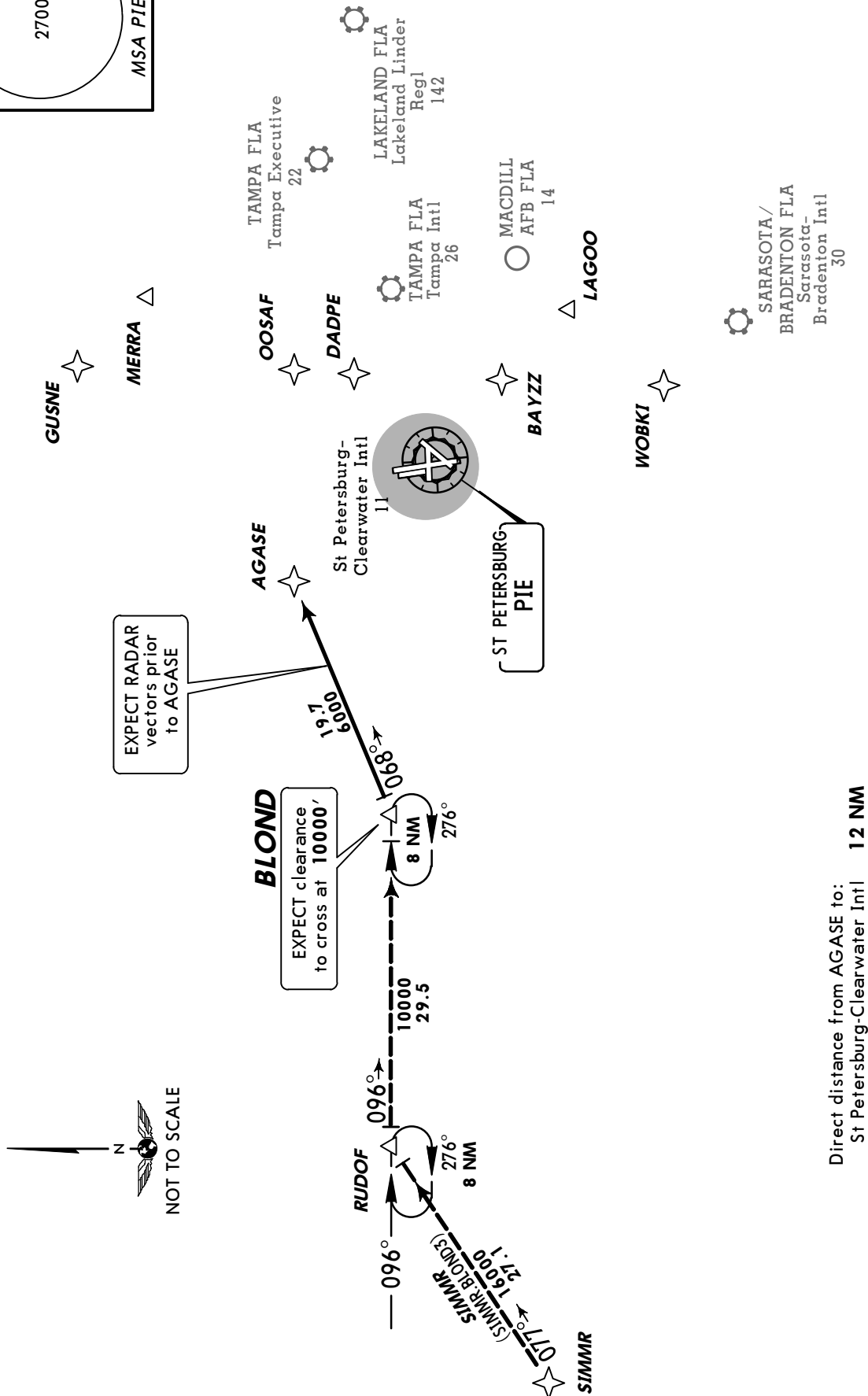
ATIS (ASOS  
when Twr inop)  
**134.5**

*Apt Elev*  
*See graphic*

Alt set: INCHES Trans level: FL180 Trans alt: 18000'  
**1. RADAR required. 2. DME/DME/IRU or GPS required.**  
**3. Turbojet/turboprop aircraft only. 4. RNAV 1.**  
**5. For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: LAL, ORL, PIE and SRQ must be operational.**



## BLOND THREE RNAV ARRIVAL (BLOND.BLOND3)



# KPIE/PIE

## ST PETERSBURG-CLEARWATER INTL

JEPPesen

7 JAN 11

10-2A

Eff 13 Jan

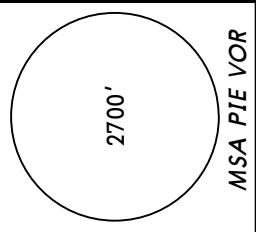
# ST PETERSBURG-CLEARWATER, FLA

STAR

ST PETERSBURG-CLEARWATER INTL  
ATIS (ASOS when Twr inop)  
**134.5**

Apt Elev  
See Graphic

Alt Set: INCHES  
Trans level: FL180 Trans alt: 18000'  
Also Serves **1**



## BRDGE SIX ARRIVAL (BRDGE.BRDGE6)

### ROUTING

From over BRDGE via PIE R-138 to PIE. EXPECT RADAR vector to final approach course/airport after BRDGE.

LAKELAND  
D (H) 116.0 LAL  
N27 59.2 W082 00.8

Direct distance from JSTRM to:

**1** AIRPORT SERVED

Whitted **12 NM**

Direct distance from PIE to:

**1** AIRPORT SERVED

Whitted **9 NM**

TAMPA FLA  
Tampa Executive  
22

TAMPA FLA  
Tampa Intl  
26

CLEARWATER FLA  
Clearwater  
71

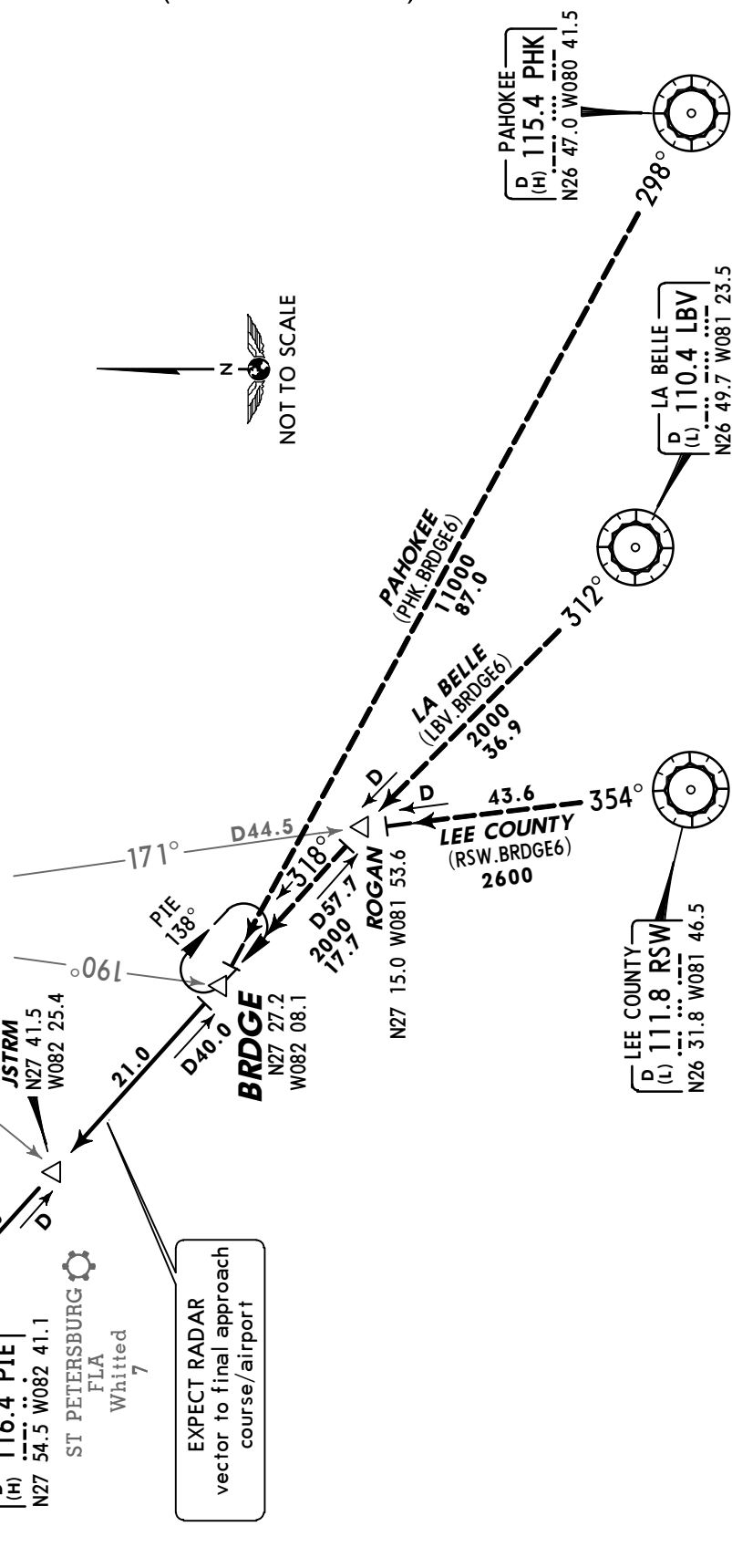
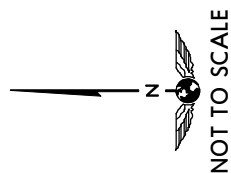
TAMPA FLA  
Knight  
8

MACDILL  
AFB FLA  
14

St Petersburg-Clearwater Intl  
11

ST PETERSBURG  
D (H) 116.4 PIE  
N27 54.5 W082 41.1

ST PETERSBURG  
FLA  
Whitted 7



ATIS (ASOS  
when Twr inop)  
**134.5**

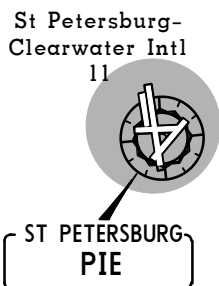
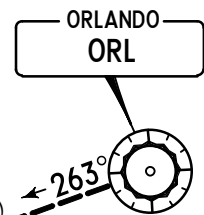
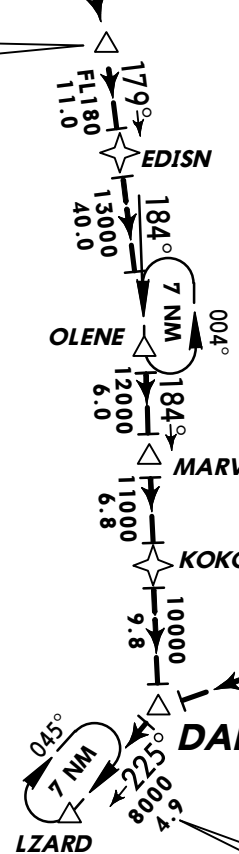
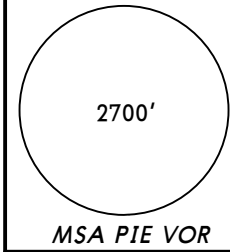
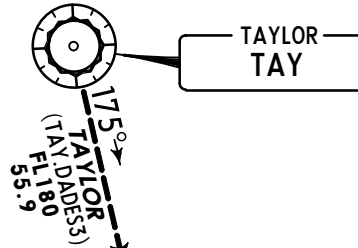
*Apt Elev*  
*See graphic*

Alt set: INCHES Trans level: FL180 Trans alt: 18000'  
**1. RADAR required. 2. DME/DME/IRU or GPS required.**  
**3. Turbojet/turboprop aircraft only. 4. RNAV 1.**  
5. For non-GPS equipped aircraft: ORLANDO transition: LAL and ORL must be operational; TAYLOR transition: OCF and ORL must be operational.

# DADES THREE RNAV ARRIVAL (DADES.DADES3)



JAYJA  
EXPECT clearance  
to cross at **FL270**



Direct distance from LZARD to:  
St Petersburg-Clearwater Intl **31 NM**

## ROUTING

From DADES on track 225° to LZARD, then via assigned runway transition.

# KPIE/PIE ST PETERSBURG- CLEARWATER INTL

7 JAN 11

10-2C

Eff 13 Jan

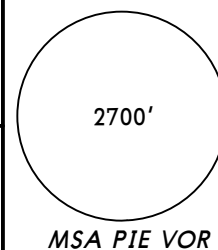
# ST PETERSBURG- CLEARWATER, FLA

STAR

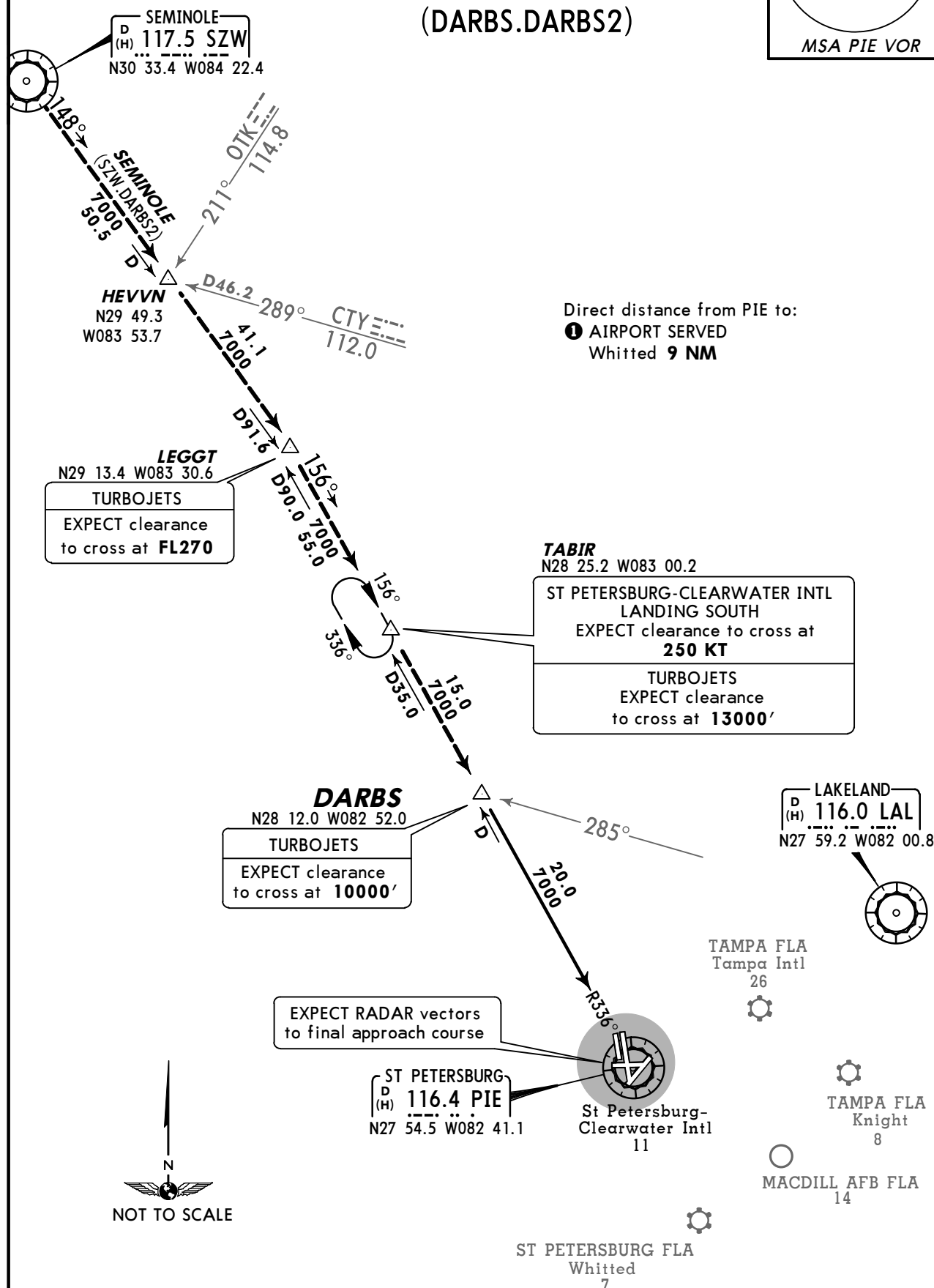
ST PETERSBURG-  
CLEARWATER INTL ATIS  
(ASOS when Twr inop)  
**134.5**

*Apt Elev*  
*See graphic*

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'  
**1. DME required.**  
2. Also Serves **1**



## DARBS TWO ARRIVAL (DARBS.DARBS2)



## ROUTING

From over DARBS via PIE R-336 to PIE. EXPECT RADAR vectors to final approach course.



ATIS (ASOS  
when Twr inop)  
**134.5**

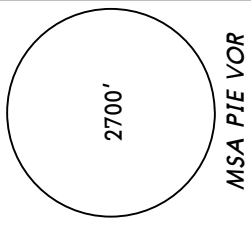
*Apt Elev*  
*See graphic*

Alt set: INCHES Trans level: FL180 Trans alt: 18000'

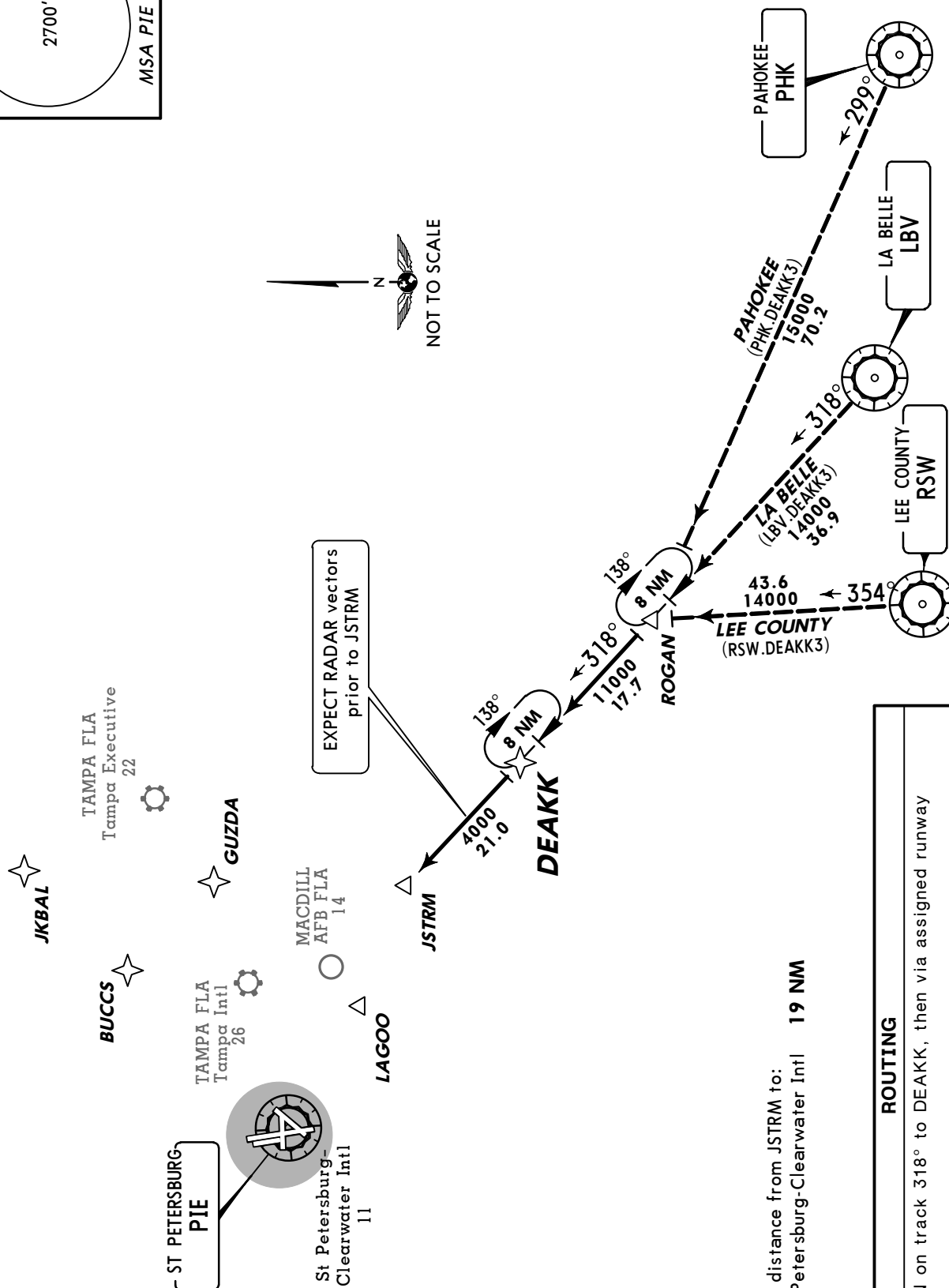
**1. RADAR required. 2. DME/DME/IRU or GPS required.**

3. Turbojet/turboprop aircraft only. **4. RNAV 1.**

5. For non-GPS equipped aircraft: LA BELLE transition: LAL and SRQ must be operational; LEE COUNTY transition: LAL, LBV, RSW, and SRQ must be operational.



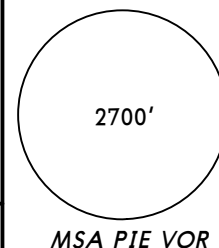
## DEAKK THREE RNAV ARRIVAL (DEAKK.DEAKK3)



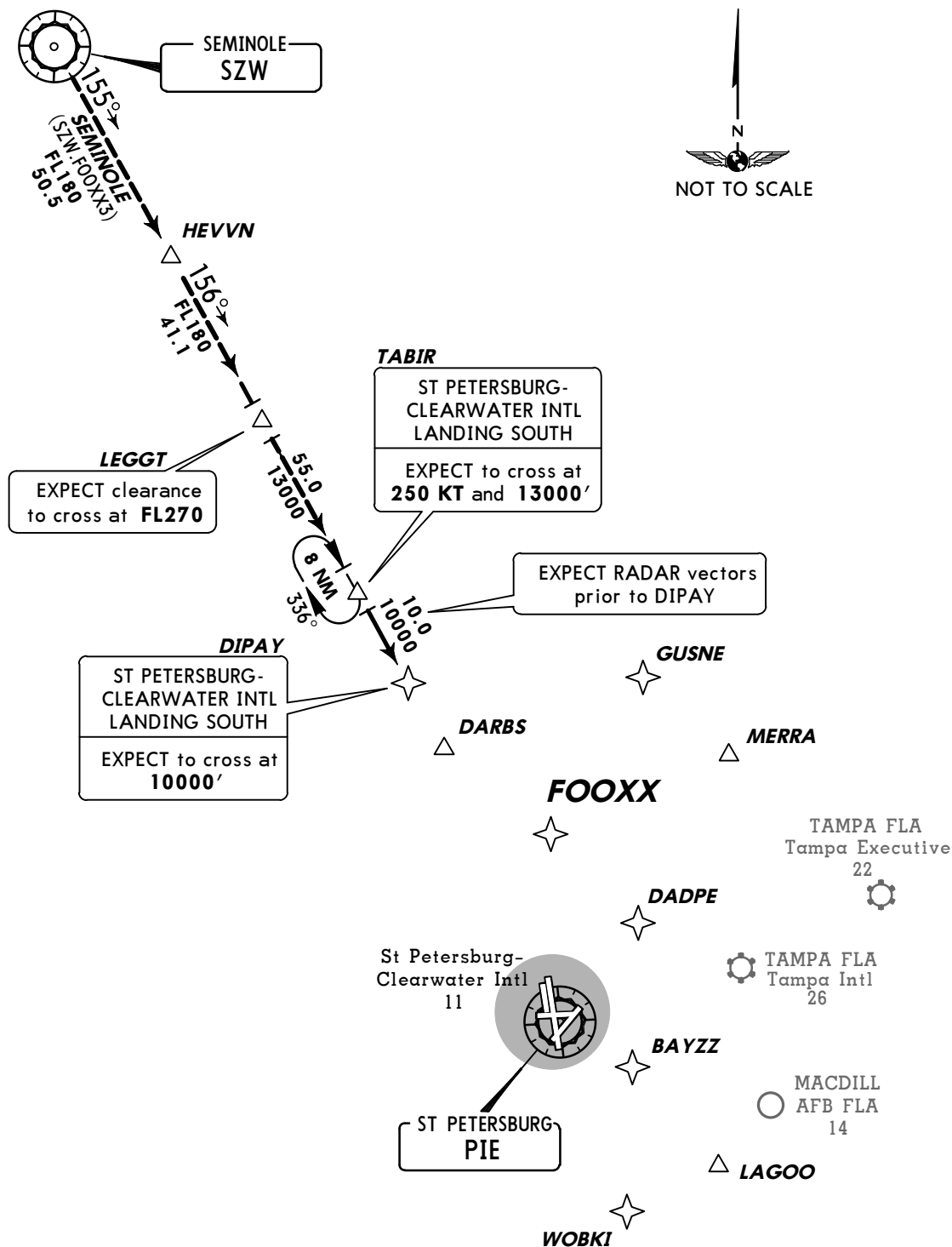
ATIS (ASOS  
when Twr inop)  
**134.5**

*Apt Elev*  
*See graphic*

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'  
**1. RADAR required. 2. RNAV 1.**  
**3. DME/DME/IRU or GPS required.**  
4. Turbojet/turboprop aircraft only.  
5. For non-GPS equipped aircraft LAL, OCF and  
PIE must be operational.



## FOOXX THREE RNAV ARRIVAL (FOOXX.FOOXX3)



### ROUTING

From TABIR on track 156° to DIPAY, then via assigned runway transition.

Whitted 9 NM

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# KPIE/PIE

## ST PETERSBURG-CLEARWATER INTL

JEPPESSEN

14 OCT 11

10-3

Eff 20 Oct

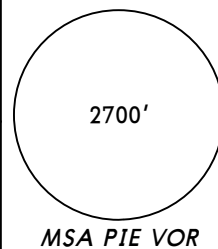
# ST PETERSBURG-CLEARWATER, FLA

SID

TAMPA  
Departure (R)  
125.3

Apt Elev  
11'

Trans level: FL180 Trans alt: 18000'  
DME required.



## ST PETE FIVE DEPARTURE (PIE5.PIE)

SEMINOLE  
D(H) 117.5 SZW  
N30 33.4 W084 22.4

TAYLOR  
D(H) 112.9 TAY  
N30 30.3 W082 33.2

CROSS CITY  
D(L) 112.0 CTY  
N29 35.9 W083 02.9

GATORS  
D(L) 116.2 GNV  
N29 41.5 W082 16.4

OCALA  
D(L) 113.7 OCF  
N29 10.6 W082 13.6

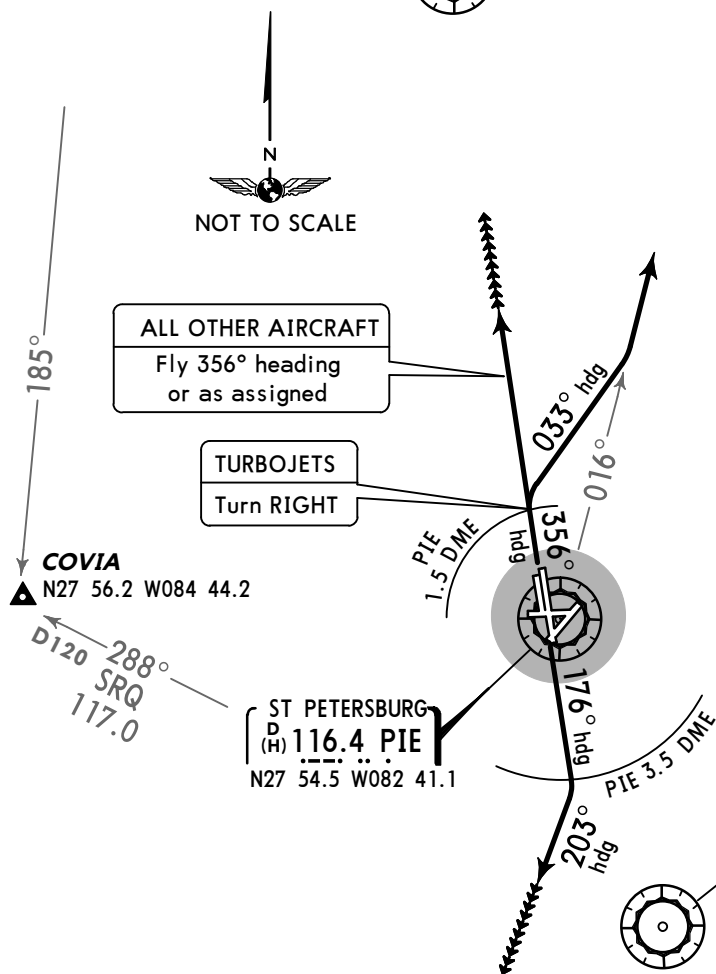
ORLANDO  
D(H) 112.2 ORL  
N28 32.6 W081 20.1

LAKELAND  
D(H) 116.0 LAL  
N27 59.2 W082 00.8

SARASOTA  
D(H) 117.0 SRQ  
N27 24.4 W082 33.8

PAHOKEE  
D(H) 115.4 PHK  
N26 47.0 W080 41.5

LEE COUNTY  
D(L) 111.8 RSW  
N26 31.8 W081 46.5



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 18L, 36R: Standard (or lower than standard, if authorized).

### OBSTACLES

For TAKEOFF OBSTACLES see 10-30B1.

| RWY                                                                    | INITIAL CLIMB                                                                                                                                                                                                                                 | ALTITUDE       |
|------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| 18L                                                                    | Climb heading 176° until PIE 3.5 DME, then turn RIGHT heading 203° or as assigned. EXPECT RADAR vectors to filed/assigned route.                                                                                                              | MAINTAIN 1600' |
| 36R                                                                    | <b>Turbojets:</b> Climb heading 356° until PIE 1.5 DME, then turn RIGHT heading 033° to intercept and fly outbound on PIE R-016.<br><b>All other aircraft:</b> Fly heading 356° or as assigned. EXPECT RADAR vectors to filed/assigned route. |                |
| ROUTING                                                                |                                                                                                                                                                                                                                               |                |
| EXPECT further clearance to filed altitude 10 minutes after departure. |                                                                                                                                                                                                                                               |                |

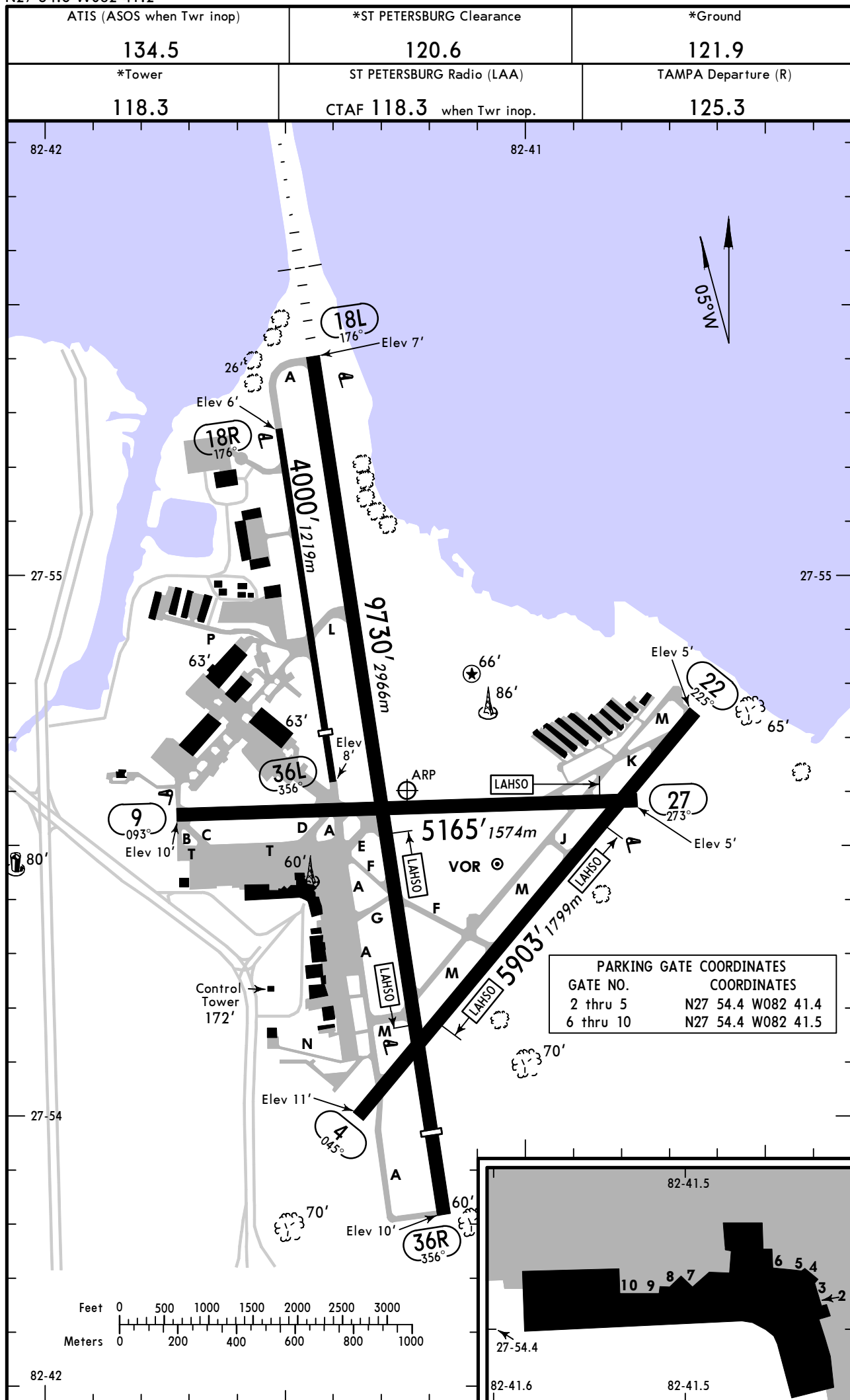
## TAKEOFF OBSTACLE NOTES

## ◦ RWY 18L:

BUILDING 689' FROM DER, 418' RIGHT OF CENTERLINE, 35' AGL/44' MSL.  
BUILDING 833' FROM DER, 439' RIGHT OF CENTERLINE, 35' AGL/44' MSL. SIGNS  
BEGINNING 909' FROM DER, 98' RIGHT OF CENTERLINE, UP TO 49' AGL/58' MSL.  
POLES BEGINNING 970' FROM DER, 114' RIGHT OF CENTERLINE, UP TO 49'  
AGL/58' MSL. POLES BEGINNING 1015' FROM DER, 103' LEFT OF CENTERLINE, UP  
TO 38' AGL/47' MSL. SIGN 1336' FROM DER, 198' LEFT OF CENTERLINE, 44'  
AGL/53' MSL. TREE 2100' FROM DER, 996' RIGHT OF CENTERLINE, 96' AGL/105'  
MSL. ANTENNA ON HOPPER 2583' FROM DER, 801' RIGHT OF CENTERLINE, 80'  
AGL/89' MSL.

## ◦ RWY 36R:

BOATS BEGINNING 646' FROM DER, 655' LEFT OF CENTERLINE, UP TO 25' MSL.



CHANGES: Rwy 17L/35R and 17R/35L now 18L/36R and 18R/36L.

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**GENERAL**

Turbojets landing Rwy 18L and departing Rwy 36R are to use published noise abatement procedures.  
Pushback required on main terminal ramp when aircraft of 80' (24m) wingspan or greater are parked at adjacent gates.  
Banner Towing prohibited on airport.  
In minimum visibility conditions bright lights on highway north of airport may be mistaken for Rwy lights.  
Prior permission required to use compass rose.

**ADDITIONAL RUNWAY INFORMATION**

| RWY             |                                  | LANDING BEYOND<br>Threshold | USABLE LENGTHS<br>Glide Slope | LAHSO<br>Distance      | TAKE-OFF | WIDTH       |
|-----------------|----------------------------------|-----------------------------|-------------------------------|------------------------|----------|-------------|
|                 |                                  |                             |                               |                        |          |             |
| 4<br>22         | ① MIRL REIL PAPI-L (angle 3.0°)  |                             |                               | 9/27 4286'<br>1306m    |          | 150'<br>46m |
|                 |                                  |                             |                               | 18L/36R 4514'<br>1376m |          |             |
| 9<br>27         | ① MIRL REIL PAPI-L (angle 3.5°)  |                             |                               | 4/22 4733'<br>1443m    |          | 150'<br>46m |
|                 | ① MIRL REIL VASI-L               |                             |                               |                        |          |             |
| 18L<br>②<br>36R | ① HIRL CL MALSR TDZ ③ PAPI-L RVR | ④ 9180' 2798m               | 8179' 2493m                   | 4/22 7557' 2303m       |          | 150'<br>46m |
|                 | ① HIRL CL PAPI-L (angle 3.0°)    | ⑤ 8720' 2658m               | 7620' 2323m                   | 9/27 3405' 1038m       |          |             |
| 18R<br>⑥<br>36L |                                  |                             |                               |                        |          | 75'<br>23m  |
|                 | PAPI-L (angle 4.0°)              | 3442' 1049m                 |                               |                        |          |             |

① Activate on 118.3 when twr inop.

② Grooved.

③ Angle 3.0°.

④ Last 550' (168m) is unavailable for landing distance computations.

⑤ Last 80' (24m) is unavailable for landing distance computations.

⑥ VFR day use only; used as lighted Twy A at night.

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE****Rwy 18L**

|                                                                     |                    |                     |               |             |
|---------------------------------------------------------------------|--------------------|---------------------|---------------|-------------|
| 2 operating RVRs are required<br>All operating RVRs are controlling |                    | Adequate<br>Vis Ref | STD           |             |
| CL & HIRL                                                           | CL, or RCLM & HIRL |                     | 3 & 4 Eng     | 1 & 2 Eng   |
| TDZ RVR 5                                                           | TDZ RVR 10         | RVR 16 or 1/4       | RVR 24 or 1/2 | RVR 50 or 1 |
| Mid RVR 5                                                           | Mid RVR 10         |                     |               |             |
| Rollout RVR 5                                                       | Rollout RVR 10     |                     |               |             |

| Rwys 4, 9, 27, 36R  |           |           | Rwy 22                              |           |           |           | Rwys 18R, 36L |
|---------------------|-----------|-----------|-------------------------------------|-----------|-----------|-----------|---------------|
| Adequate<br>Vis Ref | STD       |           | 1 With Mim climb of 230'/NM to 300' |           |           | Other     |               |
|                     | 3 & 4 Eng | 1 & 2 Eng | Adequate Vis Ref                    | STD       |           |           |               |
|                     |           |           |                                     | 3 & 4 Eng | 1 & 2 Eng |           |               |
| 1/4                 | 1/2       | 1         | 1/4                                 | 1/2       | 1         | 200-1 1/4 | NA            |

① Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1700' prior to departure end of runway.

**OBSTACLE DP**

Rwy 9, climb heading 093° to 500' before proceeding southbound.

**FOR FILING AS ALTERNATE**  
Authorized Only When Local Weather Available

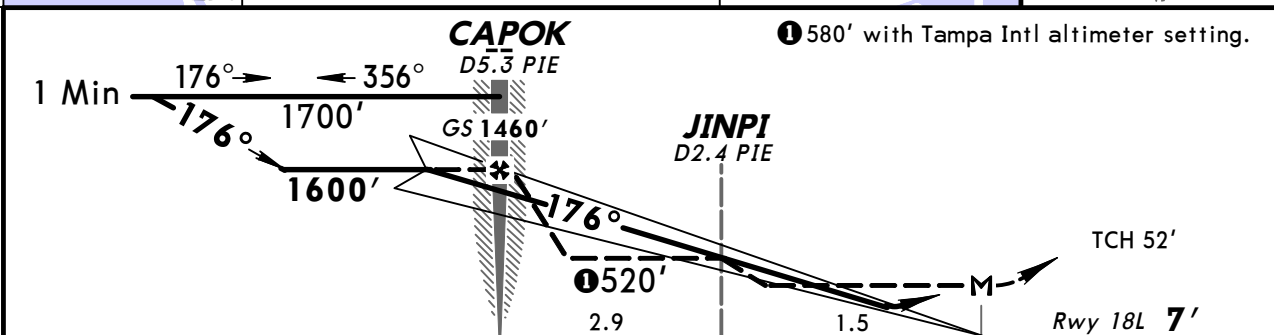
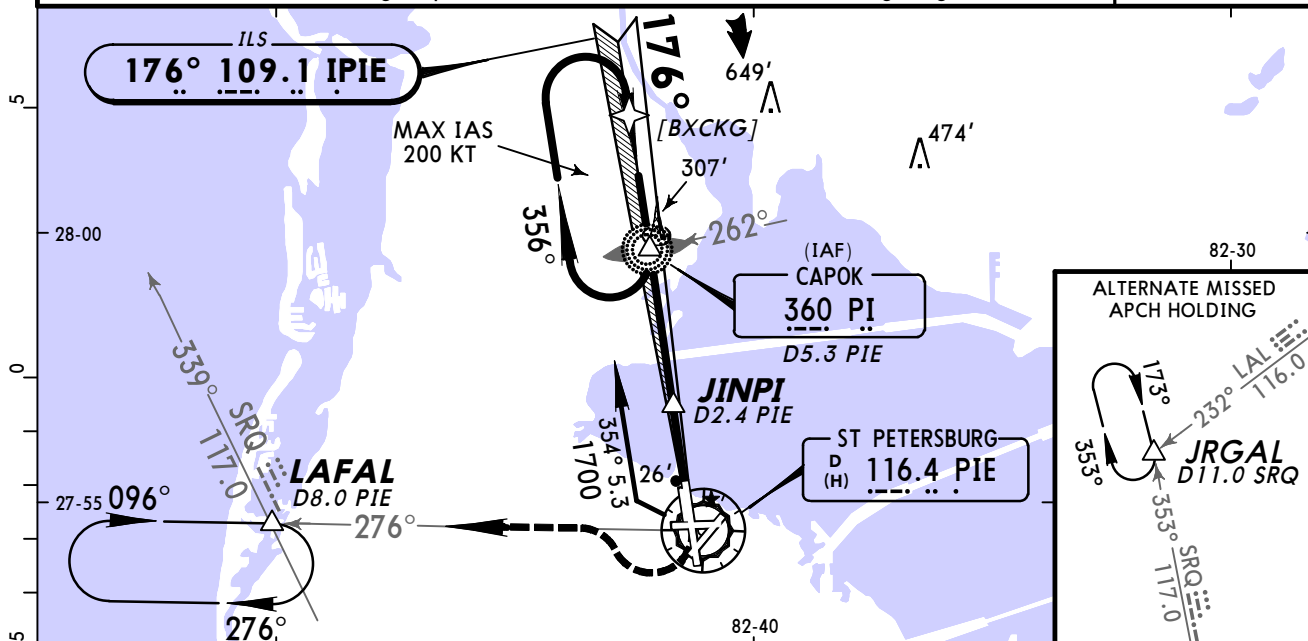
|   |       |                    |                 |           |
|---|-------|--------------------|-----------------|-----------|
|   |       | LOC Rwy 18L        |                 |           |
|   |       | LOC DME Rwy 36R    | RNAV (GPS)-A    |           |
|   |       | RNAV (GPS) Rwy 18L | VOR DME Rwy 18L |           |
|   |       | RNAV (GPS) Rwy 36R | VOR Rwy 36R     | VOR Rwy 4 |
| A | 600-2 | 800-2              |                 | 1000-2    |
| B |       |                    |                 |           |
| C |       |                    |                 |           |
| D |       |                    |                 | 1000-3    |

# KPIE/PIE ST PETERSBURG -CLEARWATER INTL

JEPPESSEN  
14 OCT 11 (11-1) Eff 20 Oct

# ST PETERSBURG -CLEARWATER, FLA ILS or LOC Rwy 18L

|                                                                                                                                                                                                                                                                          |                           |                              |                                              |                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------|----------------------------------------------|----------------------------|
| ATIS (ASOS when Twr inop)                                                                                                                                                                                                                                                | TAMPA Approach (R)        | *ST PETERSBURG Tower         | ST PETERSBURG Radio (LAA)                    | *Ground                    |
| 134.5                                                                                                                                                                                                                                                                    | 125.3                     | 118.3                        | CTAF 118.3 when Twr inop.                    | 121.9                      |
| LOC<br>IPIE<br>109.1                                                                                                                                                                                                                                                     | Final<br>Apch Crs<br>176° | GS<br>CAPOK<br>1460' (1453') | ILS<br>DA(H)<br>(CONDITIONAL)<br>207' (200') | Apt Elev 11'<br>Rwy 18L 7' |
| <b>MISSED APCH:</b> Climb to 500' then climbing RIGHT turn to 1700' outbound on PIE VOR R-276 to LAFAL INT/D8.0 PIE and hold, or as directed by ATC.                                                                                                                     |                           |                              |                                              |                            |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                                                                                                                                                                                                                    |                           |                              |                                              |                            |
| 1. ADF or DME required. 2. Simultaneous reception of IPIE and PIE VOR DME required. 3. Use local altimeter setting; if not received use Tampa Intl altimeter setting. 4. DME from PIE VOR. 5. VGSI and ILS glidepath not coincident. 6. Pilot controlled lighting 118.3. |                           |                              |                                              |                            |
|                                                                                                                                                                                                                                                                          |                           |                              |                                              | 2700'                      |
|                                                                                                                                                                                                                                                                          |                           |                              |                                              | MSA PIE VOR                |



|                  |       |      |      |      |      |      |       |      |       |          |       |
|------------------|-------|------|------|------|------|------|-------|------|-------|----------|-------|
| Gnd speed-Kts    | 70    | 90   | 100  | 120  | 140  | 160  | MALSR | 500' | 1700' | PIE      | LAFAL |
| GS               | 3.00° | 372  | 478  | 531  | 637  | 743  | PAPI  | ↑    | RT    | on 116.4 |       |
| CAPOK to MAP 4.4 | 3:46  | 2:56 | 2:38 | 2:12 | 1:53 | 1:39 |       |      |       | R-276    |       |

| STRAIGHT-IN LANDING RWY 18L       |               |               |               |                               |               |               |             |                                  |               | CIRCLE-TO-LAND                    |                     |  |
|-----------------------------------|---------------|---------------|---------------|-------------------------------|---------------|---------------|-------------|----------------------------------|---------------|-----------------------------------|---------------------|--|
| With Local Altimeter Setting      |               |               |               |                               |               |               |             |                                  |               | With Local Altimeter Setting      |                     |  |
| ILS                               |               |               |               | LOC (GS out)                  |               |               |             |                                  |               |                                   |                     |  |
| DA(H) 207' (200')                 |               |               |               | MDA(H) 280' (273') With JINPI |               |               |             | MDA(H) 520' (513') Without JINPI |               |                                   |                     |  |
| FULL                              | TDZ or CL out | RAIL out      | ALS out       | RAIL out                      | ALS out       | RAIL out      | ALS out     | RAIL out                         | ALS out       | Max Kts                           | MDA(H)              |  |
| A                                 |               |               |               |                               |               |               |             |                                  |               | 90                                | 520' (509') - 1     |  |
| B                                 | RVR 18 or 3/8 | RVR 24 or 1/2 | RVR 26 or 1/2 | RVR 40 or 3/4                 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 55 or 1 | RVR 24 or 1/2                    | RVR 40 or 3/4 | 120                               | 520' (509') - 1 1/2 |  |
| C                                 |               |               |               |                               |               |               |             |                                  |               | 140                               | 520' (509') - 1 1/2 |  |
| D                                 |               |               |               |                               |               |               |             |                                  |               | 165                               | 580' (569') - 2     |  |
| With Tampa Intl Altimeter Setting |               |               |               |                               |               |               |             |                                  |               | With Tampa Intl Altimeter Setting |                     |  |
| ILS                               |               |               |               | LOC (GS out)                  |               |               |             |                                  |               |                                   |                     |  |
| DA(H) 231' (224')                 |               |               |               | MDA(H) 320' (313') With JINPI |               |               |             | MDA(H) 560' (553') Without JINPI |               |                                   |                     |  |
| FULL                              | TDZ or CL out | RAIL out      | ALS out       | RAIL out                      | ALS out       | RAIL out      | ALS out     | RAIL out                         | ALS out       | Max Kts                           | MDA(H)              |  |
| A                                 |               |               |               |                               |               |               |             |                                  |               | 90                                | 560' (549') - 1     |  |
| B                                 | RVR 18 or 3/8 | RVR 24 or 1/2 | RVR 26 or 1/2 | RVR 40 or 3/4                 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 55 or 1 | RVR 24 or 1/2                    | RVR 40 or 3/4 | 120                               | 560' (549') - 1 1/2 |  |
| C                                 |               |               |               |                               |               |               |             |                                  |               | 140                               | 560' (549') - 1 1/2 |  |
| D                                 |               |               |               |                               |               |               |             |                                  |               | 165                               | 620' (609') - 2     |  |

■ RVR 18 with Flight Director or Autopilot or HUD to DA(H).

CHANGES: Rwy 17L changed to Rwy 18L.

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KPIE/PIE

JEPPESSEN

ST PETERSBURG

ST PETERSBURG

14 OCT 11

11-1A

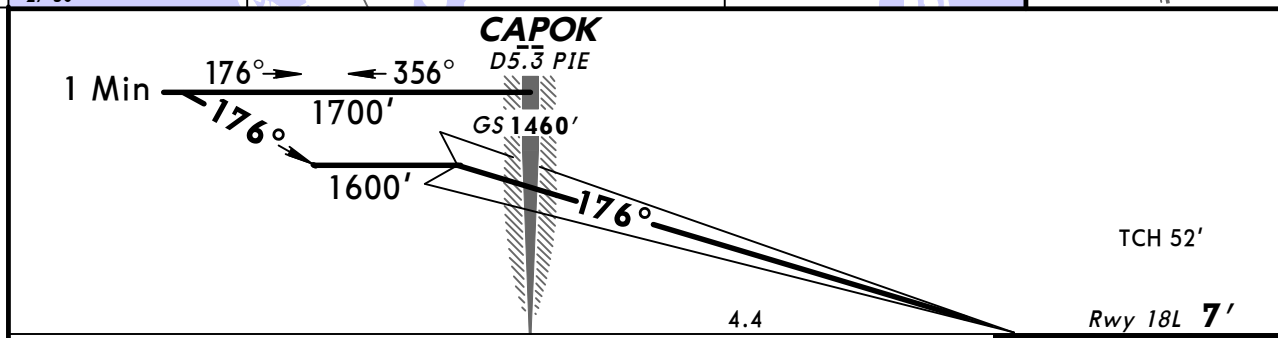
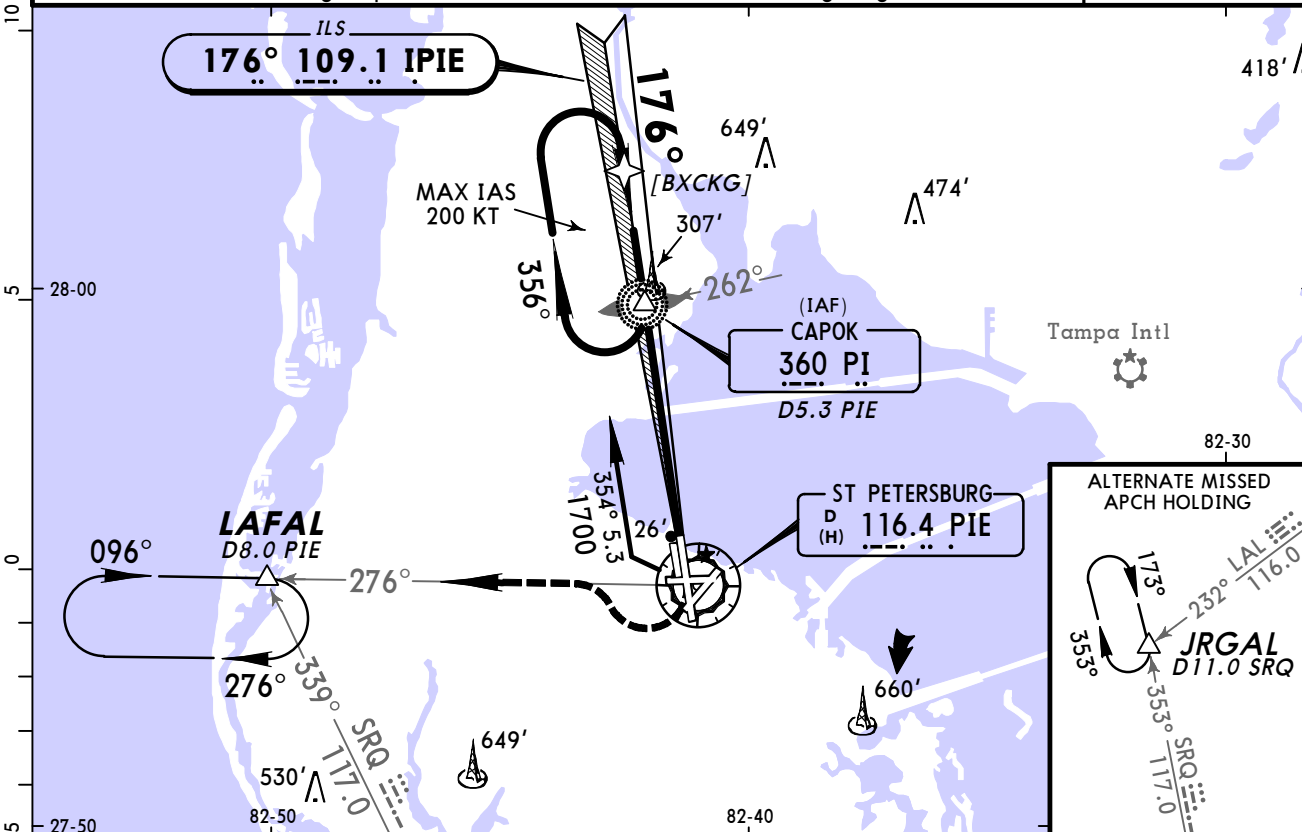
Eff 20 Oct

-CLEARWATER, FLA  
ILS Rwy 18L CAT II

-CLEARWATER INTL

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                           |  |                                    |  |                                      |  |                                                               |  |                                                   |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------|--|--------------------------------------|--|---------------------------------------------------------------|--|---------------------------------------------------|--|
| ATIS (ASOS when Twr inop)<br><b>134.5</b>                                                                                                                                                                                                                                                                                                 |  | TAMPA Approach (R)<br><b>125.3</b> |  | *ST PETERSBURG Tower<br><b>118.3</b> |  | ST PETERSBURG Radio (LAA)<br>CTAF <b>118.3</b> when Twr inop. |  | *Ground<br><b>121.9</b>                           |  |
| LOC<br>IPIE<br><b>109.1</b>                                                                                                                                                                                                                                                                                                               |  | Final<br>Apch Crs<br><b>176°</b>   |  | GS<br>CAPOK<br><b>1460'</b> (1453')  |  | CAT II ILS<br>RA <b>107'</b><br>DA(H) 107' (100')             |  | Apt Elev <b>11'</b><br>Rwy 18L <b>7'</b>          |  |
| MISSED APCH: Climb to 500' then climbing RIGHT turn to 1700' outbound on PIE VOR R-276 to LAFAL INT/D8.0 PIE and hold, or as directed by ATC.                                                                                                                                                                                             |  |                                    |  |                                      |  |                                                               |  | <div><div>2700'</div><div>MSA PIE VOR</div></div> |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                                                                                                                                                                           |  |                                    |  |                                      |  |                                                               |  |                                                   |  |
| 1. <b>Special Aircrew &amp; Acft Certification Required.</b> 2. <b>ADF or DME required.</b><br>3. <b>Simultaneous reception of IPIE and PIE VOR DME required.</b>                                                                                                                                                                         |  |                                    |  |                                      |  |                                                               |  |                                                   |  |
| 4. Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. 5. Use local altimeter setting; if not received, procedure not authorized. 6. Procedure not authorized when tower inop. 7. DME from PIE VOR. 8. VGSI and ILS glidepath not coincident. 9. Pilot controlled lighting 118.3. |  |                                    |  |                                      |  |                                                               |  |                                                   |  |



|               |       |     |     |     |     |     |       |  |      |       |       |                |
|---------------|-------|-----|-----|-----|-----|-----|-------|--|------|-------|-------|----------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | MALSR |  | 500' | 1700' | PIE   | on 116.4 LAFAL |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI  |  | ↑    | RT    | R-276 |                |
| MAP at DA     |       |     |     |     |     |     |       |  |      |       |       |                |

STRAIGHT-IN LANDING RWY 18L  
CAT II ILS  
RA 107'  
DA(H) 107' (100')

|   |        |
|---|--------|
| A | RVR 12 |
| B |        |
| C |        |
| D |        |

TERPS AMEND 21A 20 OCT 2011

CHANGES: Rwy 17L changed to Rwy 18L, notes.

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KPIE/PIE

JEPPESSEN

ST PETERSBURG

ST PETERSBURG

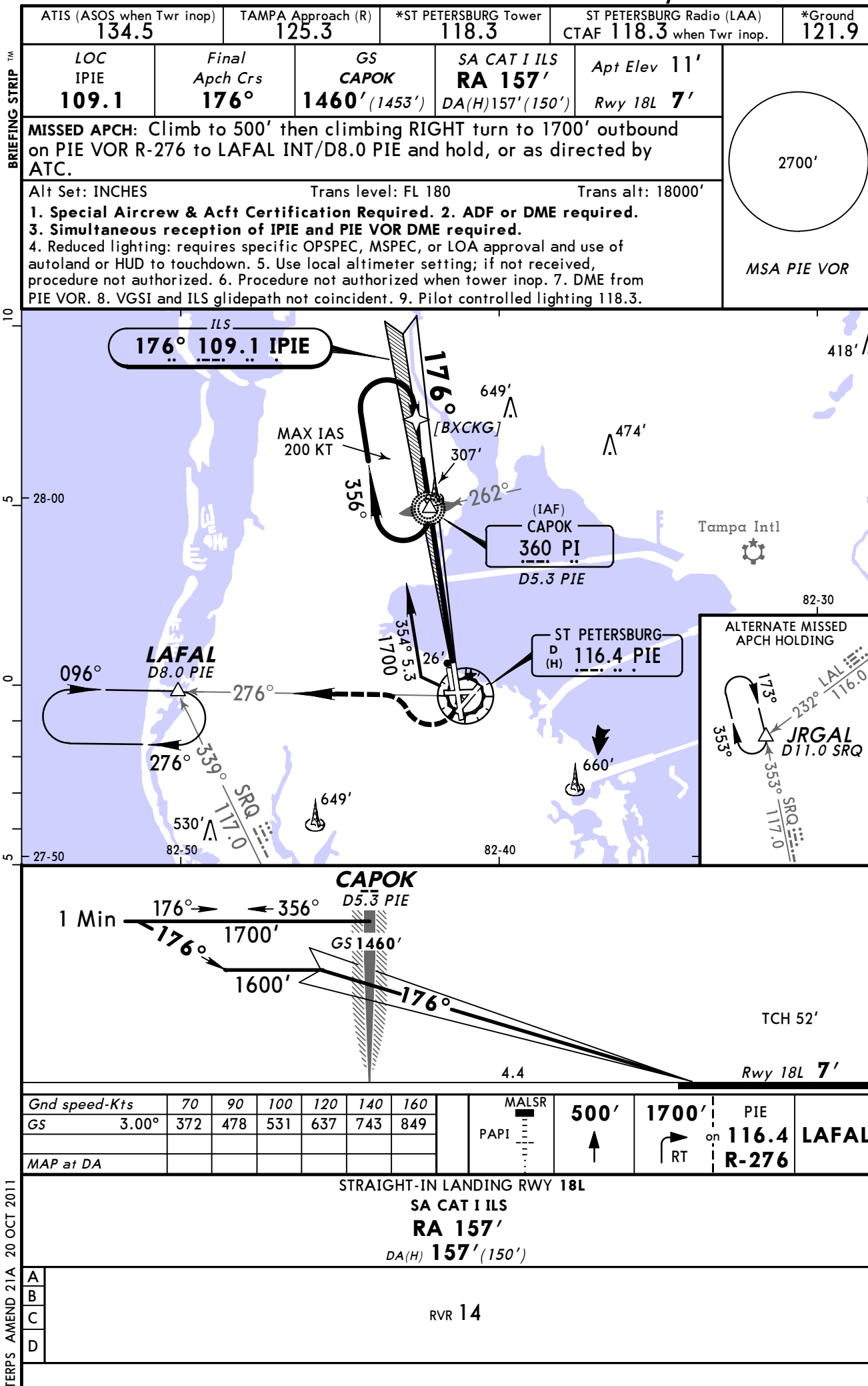
-CLEARWATER, FLA

-CLEARWATER INTL

14 OCT 11  
Eff 20 Oct

11-1B

ILS Rwy 18L SA CAT I



TERPS AMEND 21A 20 OCT 2011

CHANGES: New procedure.

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# KPIE/PIE

## ST PETERSBURG -CLEARWATER INTL

14 OCT 11

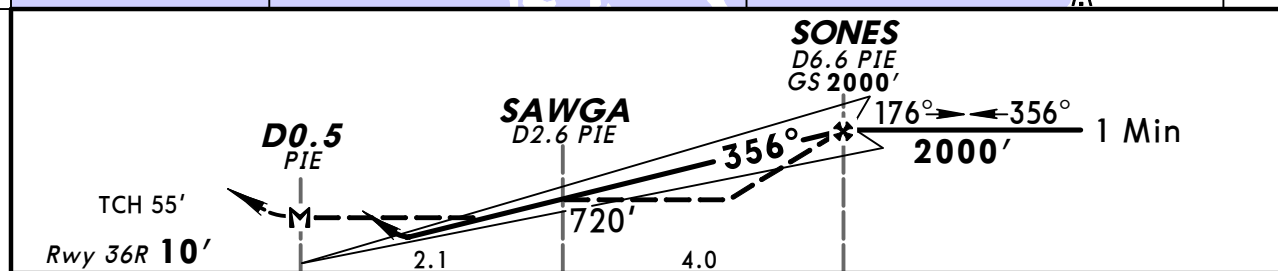
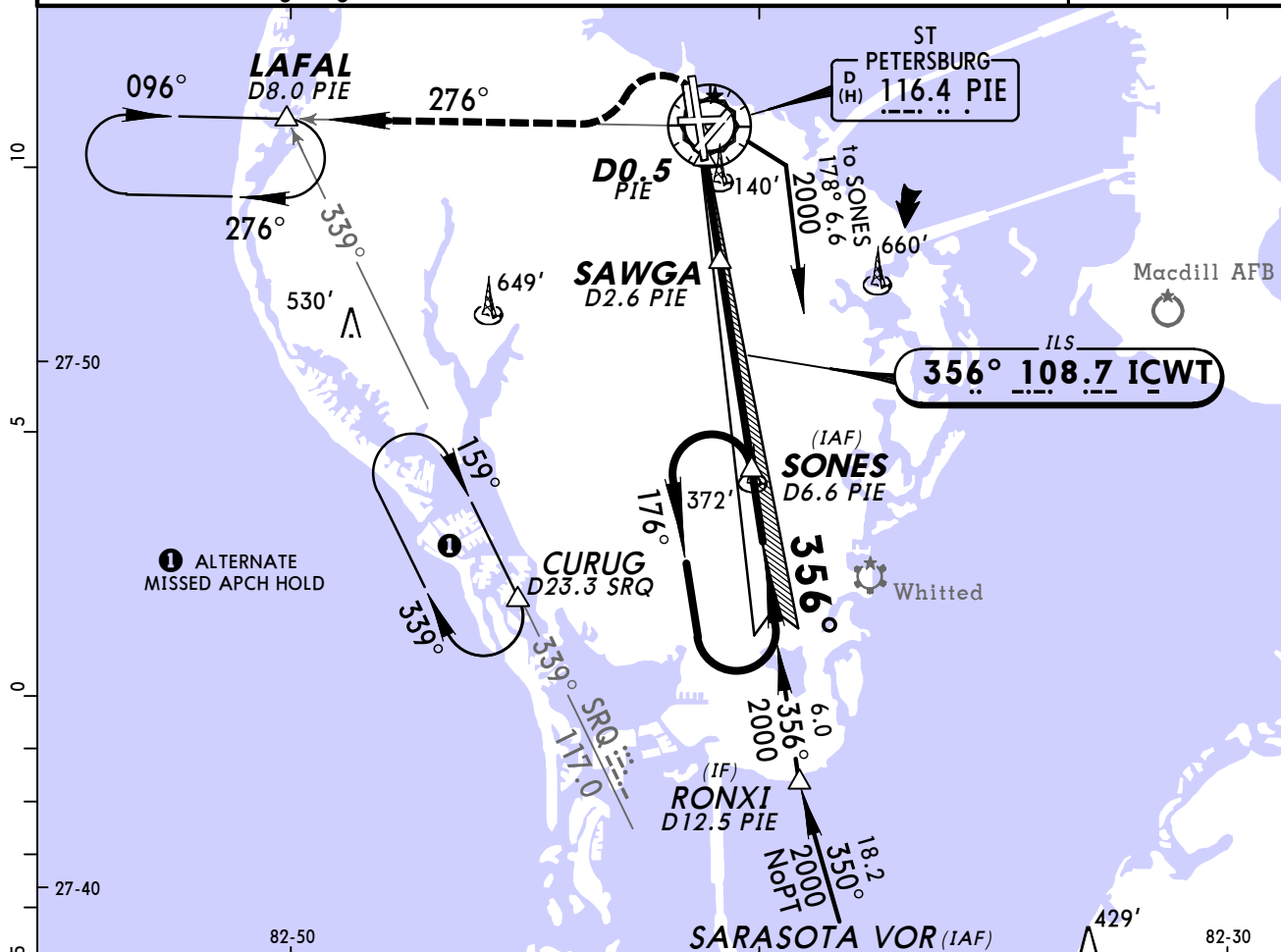
(11-2)

Eff 20 Oct

### JEPPesen

## ST PETERSBURG -CLEARWATER, FLA ILS or LOC DME Rwy 36R

|                                                                                                                                                                                                                                                                                                                                          |                                    |                                            |                                                               |                                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|--------------------------------------------|---------------------------------------------------------------|-------------------------------------------|
| ATIS (ASOS when Twr inop)<br><b>134.5</b>                                                                                                                                                                                                                                                                                                | TAMPA Approach (R)<br><b>125.3</b> | *ST PETERSBURG Tower<br><b>118.3</b>       | ST PETERSBURG Radio (LAA)<br>CTAF <b>118.3</b> when Twr inop. | *Ground<br><b>121.9</b>                   |
| LOC<br>ICWT<br><b>108.7</b>                                                                                                                                                                                                                                                                                                              | Final<br>Apch Crs<br><b>356°</b>   | GS<br><b>SONES</b><br><b>2000'</b> (1990') | ILS<br>DA(H)<br>(CONDITIONAL)<br><b>210'</b> (200')           | Apt Elev <b>11'</b><br>Rwy 36R <b>10'</b> |
| <b>MISSED APCH:</b> Climb to 600' then climbing LEFT turn to 2000' outbound on PIE VOR R-276 to LAFAL INT/D8.0 PIE and hold, or as directed by ATC.                                                                                                                                                                                      |                                    |                                            |                                                               |                                           |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br><b>1. DME and Radar required. 2. Simultaneous reception of ICWT and PIE DME required. 3. Use local altimeter setting; if not received, use Tampa Intl altimeter setting. 4. DME from PIE VOR. 5. VGSI and ILS glidepath not coincident. 6. Pilot controlled lighting 118.3.</b> |                                    |                                            |                                                               |                                           |
|                                                                                                                                                                                                                                                                                                                                          |                                    |                                            |                                                               | 2700'<br><br>MSA PIE VOR                  |



|                 |       |     |     |     |     |     |     |        |      |       |
|-----------------|-------|-----|-----|-----|-----|-----|-----|--------|------|-------|
| Gnd speed-Kts   | 70    | 90  | 100 | 120 | 140 | 160 |     |        |      |       |
| GS              | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI-L | 600' | 2000' |
| MAP at D0.5 PIE |       |     |     |     |     |     |     |        | ↑    | LT    |

| STRAIGHT-IN LANDING RWY 36R                                    |     |                                                                     |   |                                                                 | CIRCLE-TO-LAND                                                       |                   |                                           |                                                |
|----------------------------------------------------------------|-----|---------------------------------------------------------------------|---|-----------------------------------------------------------------|----------------------------------------------------------------------|-------------------|-------------------------------------------|------------------------------------------------|
| ILS                                                            |     | LOC (GS out)                                                        |   |                                                                 |                                                                      |                   |                                           |                                                |
| DA(H)<br><b>210' (200')</b><br>With Local<br>Altimeter Setting |     | DA(H)<br><b>234' (224')</b><br>With Tampa Intl<br>Altimeter Setting |   | MDA(H)<br><b>380' (370')</b><br>With Local<br>Altimeter Setting | MDA(H)<br><b>420' (410')</b><br>With Tampa Intl<br>Altimeter Setting | Max<br>Kts        | With Local<br>Altimeter Setting<br>MDA(H) | With Tampa Intl<br>Altimeter Setting<br>MDA(H) |
| A                                                              | 3/4 | 3/4                                                                 | 1 | 1 1/8                                                           | 90                                                                   | 520' (509')-1     | 560' (549')-1                             |                                                |
| B                                                              |     |                                                                     |   |                                                                 | 120                                                                  |                   |                                           |                                                |
| C                                                              |     |                                                                     |   |                                                                 | 140                                                                  | 520' (509')-1 1/2 | 560' (549')-1 1/2                         |                                                |
| D                                                              |     |                                                                     |   |                                                                 | 165                                                                  | 580' (569')-2     | 620' (609')-2                             |                                                |

CHANGES: Rwy 35R changed to Rwy 36R.

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TERPS AMEND 2A 20 OCT 2011

# KPIE/PIE

## ST PETERSBURG

### -CLEARWATER INTL

14 OCT 11

(12-1)

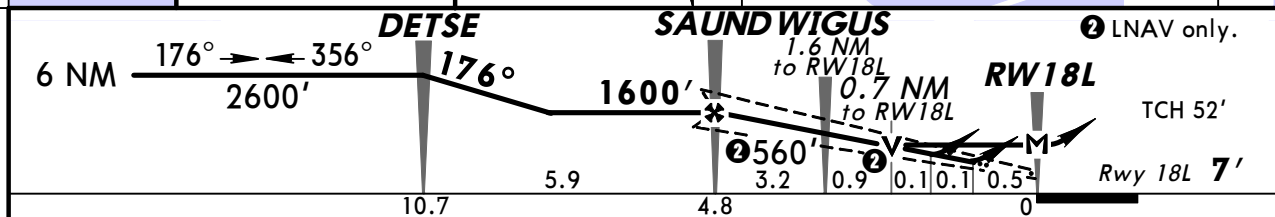
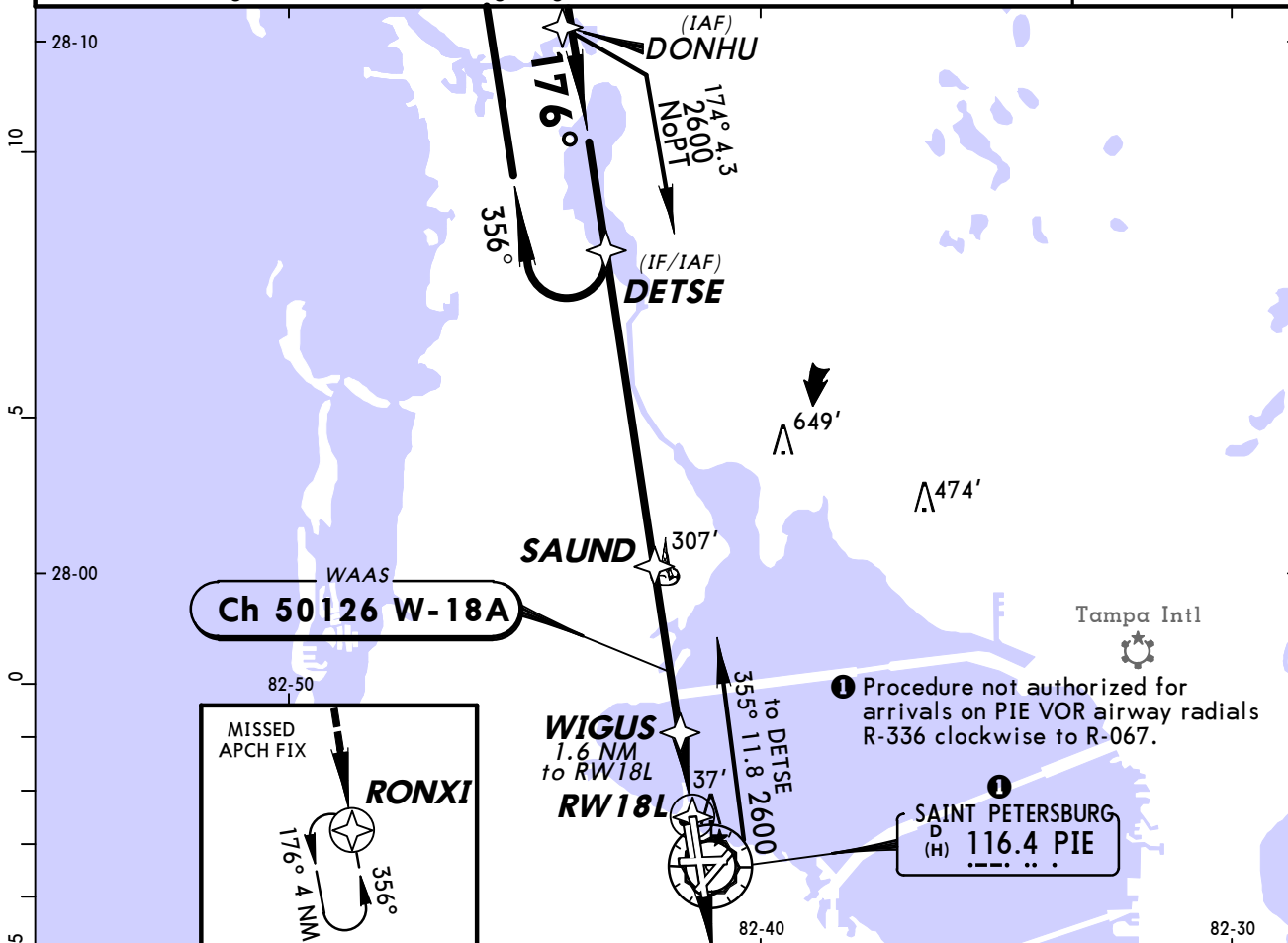
Eff 20 Oct

# ST PETERSBURG

## -CLEARWATER, FLA

### RNAV (GPS) Rwy 18L

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                    |                                                     |                                                               |                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-----------------------------------------------------|---------------------------------------------------------------|------------------------------------------|
| ATIS (ASOS when Twr inop)<br><b>134.5</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TAMPA Approach (R)<br><b>125.3</b> | *ST PETERSBURG Tower<br><b>118.3</b>                | ST PETERSBURG Radio (LAA)<br>CTAF <b>118.3</b> when Twr inop. | *Ground<br><b>121.9</b>                  |
| WAAS<br><b>Ch 50126</b><br><b>W-18A</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Final<br>Apch Crs<br><b>176°</b>   | Minimum Alt<br><b>SAUND</b><br><b>1600'</b> (1593') | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>207'</b> (200')           | Apt Elev <b>11'</b><br>Rwy 18L <b>7'</b> |
| <b>MISSED APCH: Climb to 2600' direct RONXI and hold.</b><br>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Tampa Intl altimeter setting.<br>2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. VDP and Baro-VNAV not authorized when using Tampa Intl altimeter setting. 6. Pilot controlled lighting 118.3. |                                    |                                                     |                                                               |                                          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                    |                                                     |                                                               | 2700'<br><br><b>MSA RW18L</b>            |



|                  |       |     |     |     |     |     |        |       |       |
|------------------|-------|-----|-----|-----|-----|-----|--------|-------|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | MALS R | 2600' | RONXI |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI   |       |       |
| MAP at RW18L     |       |     |     |     |     |     |        |       |       |

| STRAIGHT-IN LANDING RWY 18L       |         |                                |         |                            |         |          |         |          |         | CIRCLE-TO-LAND                    |                     |
|-----------------------------------|---------|--------------------------------|---------|----------------------------|---------|----------|---------|----------|---------|-----------------------------------|---------------------|
| With Local Altimeter Setting      |         |                                |         |                            |         |          |         |          |         | With Local Altimeter Setting      |                     |
| LPV<br>DA(H) 207' (200')          |         | LNAV/VNAV<br>DA(H) 257' (250') |         | LNAV<br>MDA(H) 300' (293') |         |          |         |          |         | Max Kts                           | MDA(H)              |
| RAIL out                          | ALS out | RAIL out                       | ALS out | RAIL out                   | ALS out | RAIL out | ALS out | RAIL out | ALS out |                                   |                     |
| A                                 |         |                                |         |                            |         |          |         |          |         | 90                                | 520' (509') - 1     |
| B                                 | RVR 24  | RVR 40                         | RVR 24  | RVR 40                     | RVR 24  | RVR 40   | RVR 55  |          |         | 120                               |                     |
| C                                 | or 1/2  | or 3/4                         | or 1/2  | or 3/4                     | or 1/2  | or 3/4   | or 1    |          |         | 140                               | 520' (509') - 1 1/2 |
| D                                 |         |                                |         |                            |         |          | RVR 45  |          |         | 165                               | 580' (569') - 2     |
|                                   |         |                                |         |                            |         |          | or 7/8  |          |         |                                   |                     |
| With Tampa Intl Altimeter Setting |         |                                |         |                            |         |          |         |          |         | With Tampa Intl Altimeter Setting |                     |
| LPV<br>DA(H) 231' (224')          |         | LNAV/VNAV<br>DA(H) 281' (274') |         | LNAV<br>MDA(H) 340' (333') |         |          |         |          |         | Max Kts                           | MDA(H)              |
| RAIL out                          | ALS out | RAIL out                       | ALS out | RAIL out                   | ALS out | RAIL out | ALS out | RAIL out | ALS out |                                   |                     |
| A                                 |         |                                |         |                            |         |          |         |          |         | 90                                | 560' (549') - 1     |
| B                                 | RVR 24  | RVR 40                         | RVR 24  | RVR 40                     | RVR 45  | RVR 24   | RVR 55  |          |         | 120                               |                     |
| C                                 | or 1/2  | or 3/4                         | or 1/2  | or 3/4                     | or 7/8  | or 1/2   | or 1    |          |         | 140                               | 560' (549') - 1 1/2 |
| D                                 |         |                                |         |                            |         |          | RVR 26  |          |         | 165                               | 620' (609') - 2     |
|                                   |         |                                |         |                            |         |          | or 1/2  |          |         |                                   |                     |

CHANGES: Rwy 17L changed to Rwy 18L.

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**ST PETERSBURG**  
**-CLEARWATER INTL**

**JEPPESSEN**

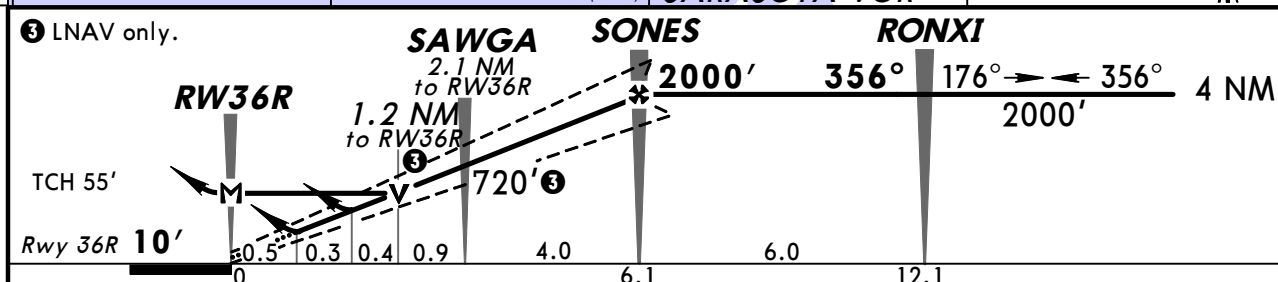
14 OCT 11

(12-2)

Eff 20 Oct

**ST PETERSBURG**  
**-CLEARWATER, FLA**  
**RNAV (GPS) Rwy 36R**

|                                                                                                                                                                                                                                                                                                                                                                                                   |                                    |                                                     |                                                               |                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-----------------------------------------------------|---------------------------------------------------------------|-------------------------------------------|
| ATIS (ASOS when Twr inop)<br><b>134.5</b>                                                                                                                                                                                                                                                                                                                                                         | TAMPA Approach (R)<br><b>125.3</b> | *ST PETERSBURG Tower<br><b>118.3</b>                | ST PETERSBURG Radio (LAA)<br>CTAF <b>118.3</b> when Twr inop. | *Ground<br><b>121.9</b>                   |
| WAAS<br><b>Ch 56226</b><br><b>W-36A</b>                                                                                                                                                                                                                                                                                                                                                           | Final<br>Apch Crs<br><b>356°</b>   | Minimum Alt<br><b>SONES</b><br><b>2000'</b> (1990') | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>210'</b> (200')           | Apt Elev <b>11'</b><br>Rwy 36R <b>10'</b> |
| <b>MISSED APCH: Climb to 2600' direct DETSE and hold.</b>                                                                                                                                                                                                                                                                                                                                         |                                    |                                                     |                                                               |                                           |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                                                                                                                                                                                                                                                                                                                                             |                                    |                                                     |                                                               |                                           |
| 1. Use local altimeter setting; if not received use Tampa Intl altimeter setting.<br>2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 3. DME/DME RNP-0.30 not authorized. 4. VDP and Baro-VNAV not authorized when using Tampa Intl altimeter setting.<br>5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 118.3. |                                    |                                                     |                                                               |                                           |
|                                                                                                                                                                                                                                                                                                                                                                                                   |                                    |                                                     |                                                               | 2700'<br><br>MSA RW36R                    |



|                  |       |     |     |     |     |     |     |        |       |
|------------------|-------|-----|-----|-----|-----|-----|-----|--------|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 |     |        |       |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |        |       |
| MAP at RW36R     |       |     |     |     |     |     |     |        |       |
|                  |       |     |     |     |     |     |     | PAPI-L | 2600' |
|                  |       |     |     |     |     |     |     |        | DETSE |

| STRAIGHT-IN LANDING RWY 36R       |                                |                            |  | CIRCLE-TO-LAND                    |                     |  |  |
|-----------------------------------|--------------------------------|----------------------------|--|-----------------------------------|---------------------|--|--|
| With Local Altimeter Setting      |                                |                            |  | With Local Altimeter Setting      |                     |  |  |
| LPV<br>DA(H) 210' (200')          | LNAV/VNAV<br>DA(H) 319' (309') | LNAV<br>MDA(H) 460' (450') |  | Max Kts                           | MDA(H)              |  |  |
| A                                 |                                |                            |  | 90                                | 520' (509') - 1     |  |  |
| B                                 |                                |                            |  | 120                               | 520' (509') - 1 1/2 |  |  |
| C                                 |                                |                            |  | 140                               | 520' (509') - 1 1/2 |  |  |
| D                                 |                                |                            |  | 165                               | 580' (569') - 2     |  |  |
| With Tampa Intl Altimeter Setting |                                |                            |  | With Tampa Intl Altimeter Setting |                     |  |  |
| LPV<br>DA(H) 234' (224')          | LNAV/VNAV<br>DA(H) 343' (333') | LNAV<br>MDA(H) 500' (490') |  | Max Kts                           | MDA(H)              |  |  |
| A                                 |                                |                            |  | 90                                | 560' (549') - 1     |  |  |
| B                                 |                                |                            |  | 120                               | 560' (549') - 1 1/2 |  |  |
| C                                 |                                |                            |  | 140                               | 560' (549') - 1 1/2 |  |  |
| D                                 |                                |                            |  | 165                               | 620' (609') - 2     |  |  |

CHANGES: Rwy 35R changed to Rwy 36R.

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ST PETERSBURG  
-CLEARWATER INTL

7 JAN 11

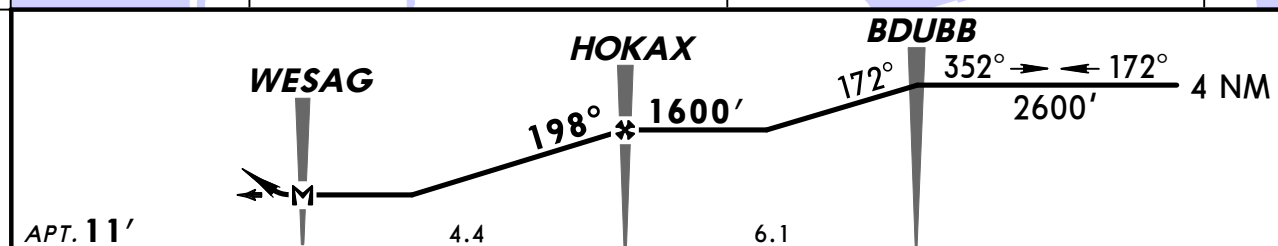
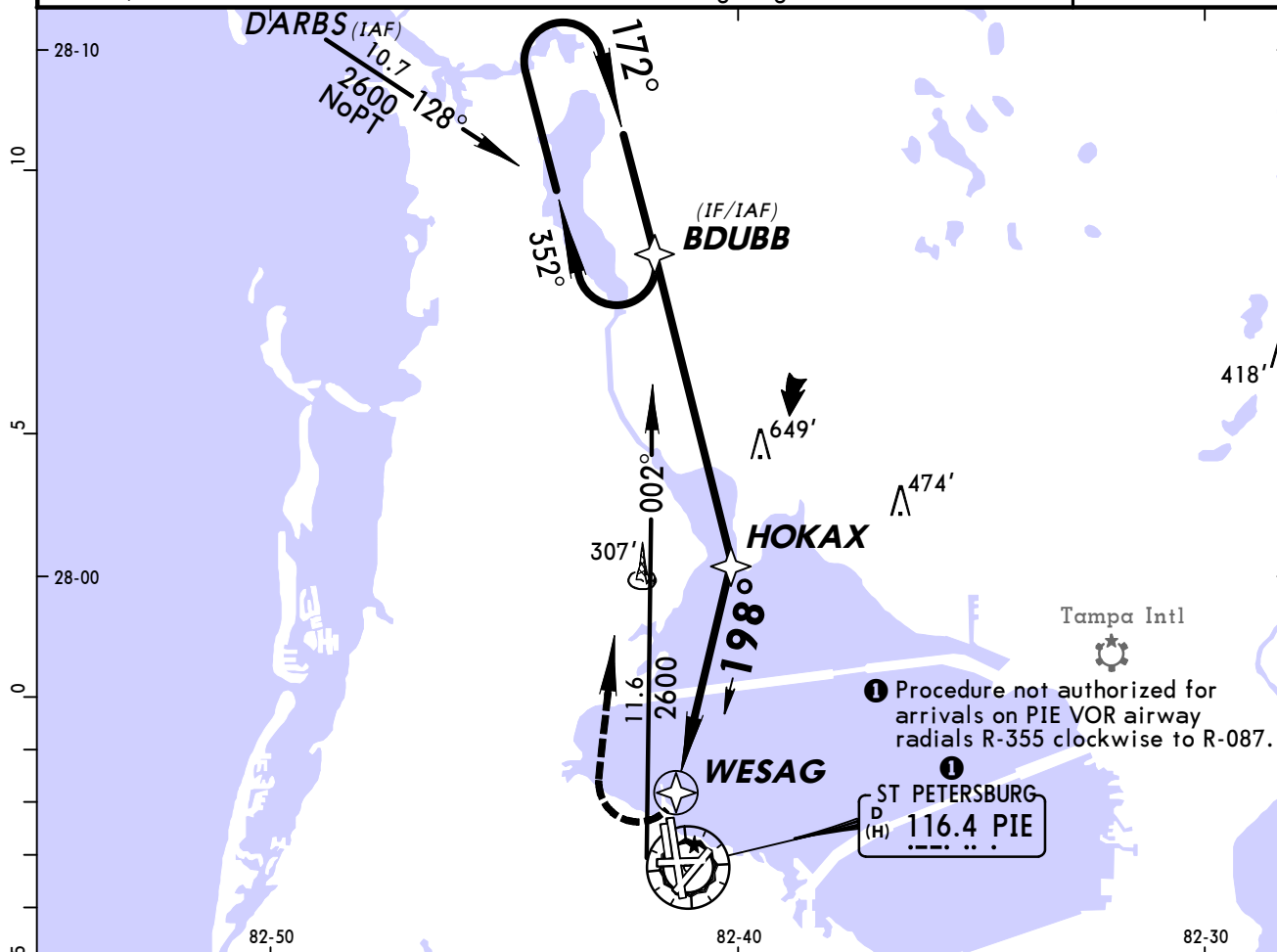
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Eff 13 Jan

ST PETERSBURG  
-CLEARWATER, FLA  
RNAV (GPS)-A

BRIEFING STRIP™

|                                                                                                                                                                                                                                                          |                                  |                                                     |                                |                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|--------------------------------|---------------------|
| ATIS (ASOS when Twr inop)                                                                                                                                                                                                                                | TAMPA Approach (R)               | *ST PETERSBURG Tower                                | ST PETERSBURG Radio (LAA)      | *Ground             |
| 134.5                                                                                                                                                                                                                                                    | 125.3                            | 118.3                                               | CTAF 118.3 when Twr inop.      | 121.9               |
| RNAV                                                                                                                                                                                                                                                     | Final<br>Apch Crs<br><b>198°</b> | Minimum Alt<br><b>HOKAX</b><br><b>1600'</b> (1589') | MDA(H)<br>Refer to<br>Minimums | Apt Elev <b>11'</b> |
| <b>MISSED APCH: Climbing RIGHT turn to 2600' direct BDUBB and hold.</b>                                                                                                                                                                                  |                                  |                                                     |                                |                     |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Tampa Intl altimeter setting.<br>2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 118.3.                         |                                  |                                                     |                                |                     |
| <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">2700'</div> <div style="text-align: center; margin-top: 5px;"><b>MSA WESAG</b></div> |                                  |                                                     |                                |                     |



|              |  |  |  |  |  |  |                                            |       |       |
|--------------|--|--|--|--|--|--|--------------------------------------------|-------|-------|
|              |  |  |  |  |  |  | Lighting -<br>Refer to<br>Airport<br>Chart | 2600' | BDUBB |
|              |  |  |  |  |  |  |                                            | RT    |       |
| MAP at WESAG |  |  |  |  |  |  |                                            |       |       |

|   |            |                     |  | CIRCLE-TO-LAND                  |                                      |
|---|------------|---------------------|--|---------------------------------|--------------------------------------|
|   |            |                     |  | With Local<br>Altimeter Setting | With Tampa Intl<br>Altimeter Setting |
|   | Max<br>Kts | MDA(H)              |  | MDA(H)                          | MDA(H)                               |
| A | 90         | 520' (509') - 1     |  | 520' (509') - 1                 | 560' (549') - 1                      |
| B | 120        | 520' (509') - 1 1/2 |  | 520' (509') - 1 1/2             | 560' (549') - 1 1/2                  |
| C | 140        | 580' (569') - 2     |  | 580' (569') - 2                 | 620' (609') - 2                      |
| D | 165        |                     |  |                                 |                                      |

TERPS AMEND 2 13 JAN 2011

CHANGES: Procedure bearings, notes, PPLNT renamed HOKAX.

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ST PETERSBURG

-CLEARWATER INTL

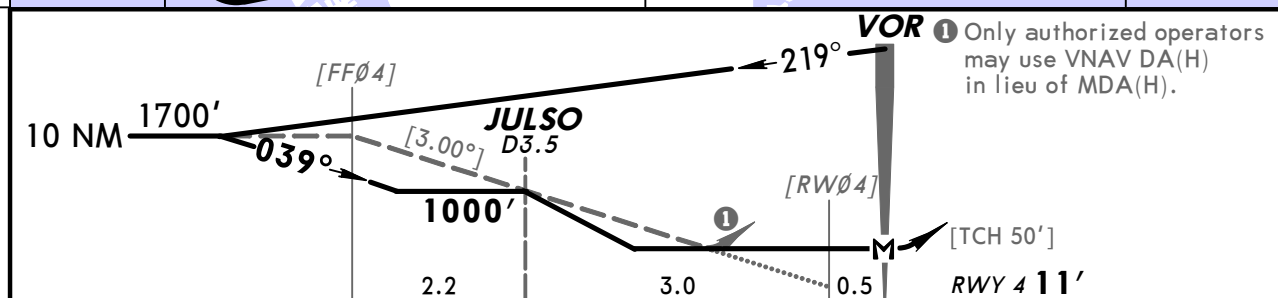
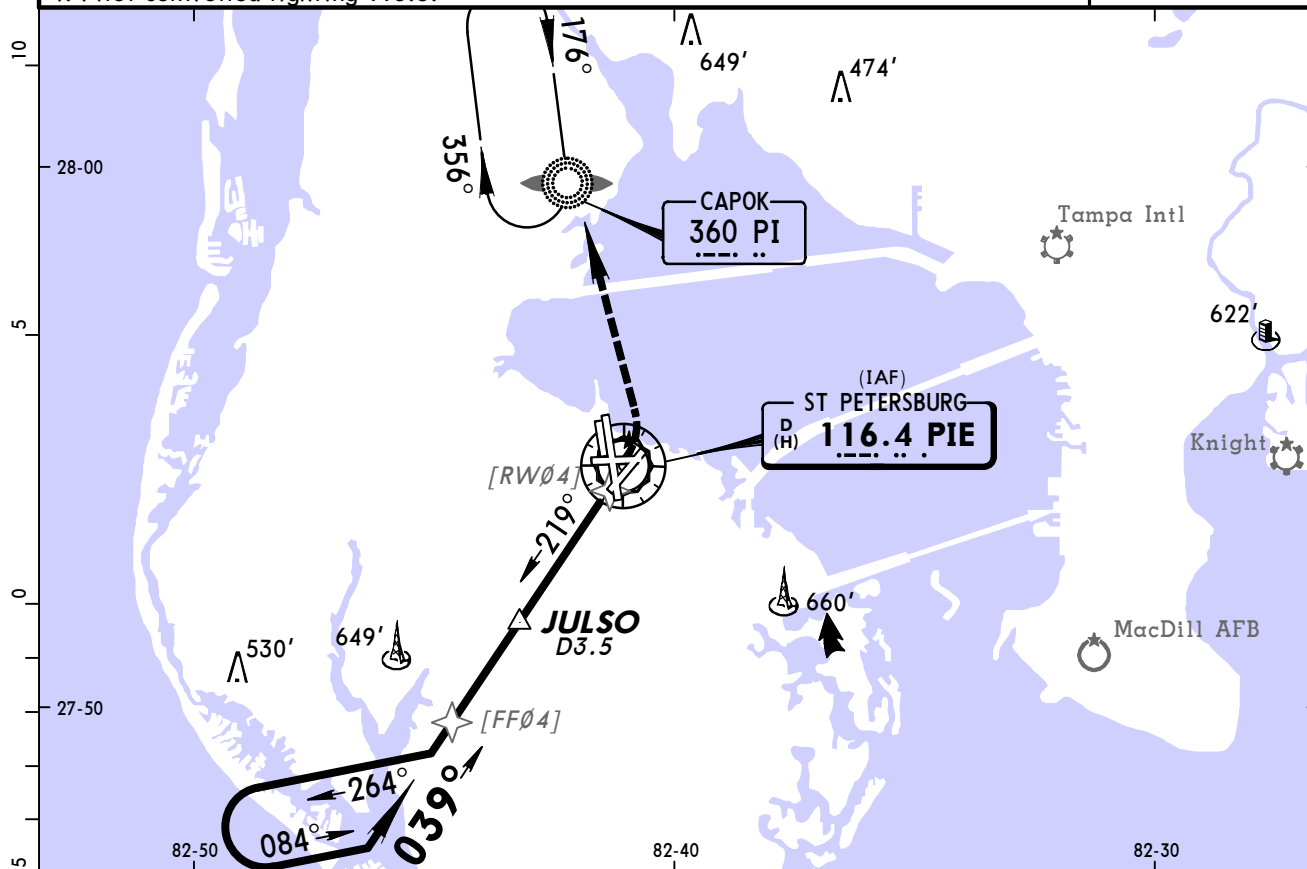
7 JAN 11

(13-1)

Eff 13 Jan

ST PETERSBURG  
-CLEARWATER, FLA  
VOR Rwy 4

|                                                                                                                                                                                                                                                                                                                                                 |                                    |                                                    |                                                               |                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------------------------------------------------|---------------------------------------------------------------|-----------------------------------------|
| ATIS (ASOS when Twr inop)<br><b>134.5</b>                                                                                                                                                                                                                                                                                                       | TAMPA Approach (R)<br><b>125.3</b> | *ST PETERSBURG Tower<br><b>118.3</b>               | ST PETERSBURG Radio (LAA)<br>CTAF <b>118.3</b> when Twr inop. | *Ground<br><b>121.9</b>                 |
| VOR<br>PIE<br><b>116.4</b>                                                                                                                                                                                                                                                                                                                      | Final<br>Apch Crs<br><b>039°</b>   | Minimum Alt<br><b>JULSO</b><br><b>1000'</b> (989') | MDA(H)<br>(CONDITIONAL)<br><b>480'</b> (469')                 | Apt Elev <b>11'</b><br>Rwy 4 <b>11'</b> |
| <b>MISSED APCH: Climbing LEFT turn to 1700' direct to PI LOM and hold.</b><br>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. <b>ADF required.</b> 2. Use local altimeter setting; if not received, use Tampa Intl altimeter setting. 3. Visibility reduction by helicopters not authorized.<br>4. Pilot controlled lighting 118.3. |                                    |                                                    |                                                               |                                         |
| <div style="text-align: center;">2700'</div> <div style="text-align: center;">MSA PIE VOR</div>                                                                                                                                                                                                                                                 |                                    |                                                    |                                                               |                                         |



|                       |     |     |     |     |     |     |  |        |       |    |     |
|-----------------------|-----|-----|-----|-----|-----|-----|--|--------|-------|----|-----|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |  | REIL   | 1700' |    | PI  |
| Descent Angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |  | PAPI-L | LT    | D→ | 360 |
| MAP at VOR            |     |     |     |     |     |     |  |        |       |    |     |

| STRAIGHT-IN LANDING RWY 4         |    |                             |    | CIRCLE-TO-LAND               |                                   |               |                    |
|-----------------------------------|----|-----------------------------|----|------------------------------|-----------------------------------|---------------|--------------------|
| With JULSO                        |    | Without JULSO               |    | With JULSO                   |                                   | Without JULSO |                    |
| With Local Altimeter Setting      |    |                             |    | With Local Altimeter Setting |                                   |               |                    |
| MDA(H) <b>480'</b> (469')         |    | MDA(H) <b>1000'</b> (989')  |    | Max Kts                      | MDA(H)                            |               | MDA(H)             |
|                                   |    |                             |    | 90                           | 520' (509') - 1                   |               | 1000' (989') - 1¼  |
|                                   |    |                             |    | 120                          |                                   |               | 1000' (989') - 1½  |
| With Tampa Intl Altimeter Setting |    |                             |    | 140                          | 520' (509') - 1½                  |               | 1000' (989') - 3   |
| MDA(H) <b>520'</b> (509')         |    | MDA(H) <b>1040'</b> (1029') |    | 165                          | 580' (569') - 2                   |               |                    |
| A                                 | 1  |                             | 1¼ | Max Kts                      | With Tampa Intl Altimeter Setting |               |                    |
| B                                 |    |                             | 1½ | 90                           | MDA(H)                            |               | MDA(H)             |
| C                                 | 1⅜ |                             | 3  | 120                          | 560' (549') - 1                   |               | 1040' (1029') - 1¼ |
| D                                 |    |                             |    | 140                          | 560' (549') - 1½                  |               | 1040' (1029') - 1½ |
|                                   |    |                             |    | 165                          | 620' (609') - 2                   |               | 1040' (1029') - 3  |

TERPS AMEND 1 13 JAN 2011

CHANGES: Procedure.

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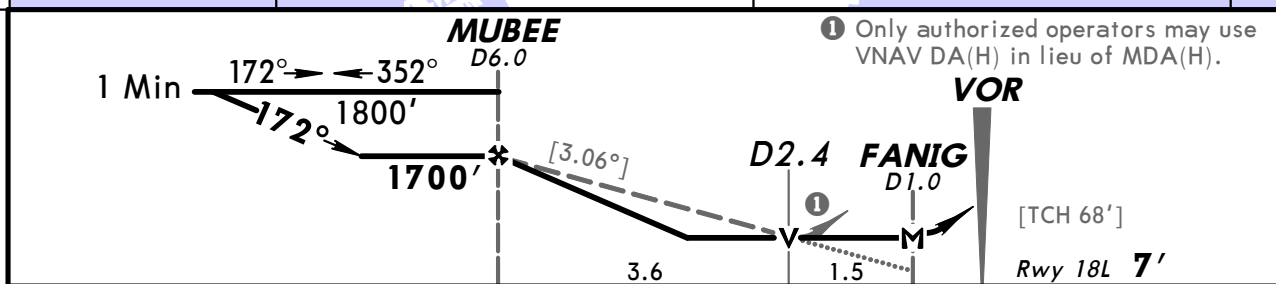
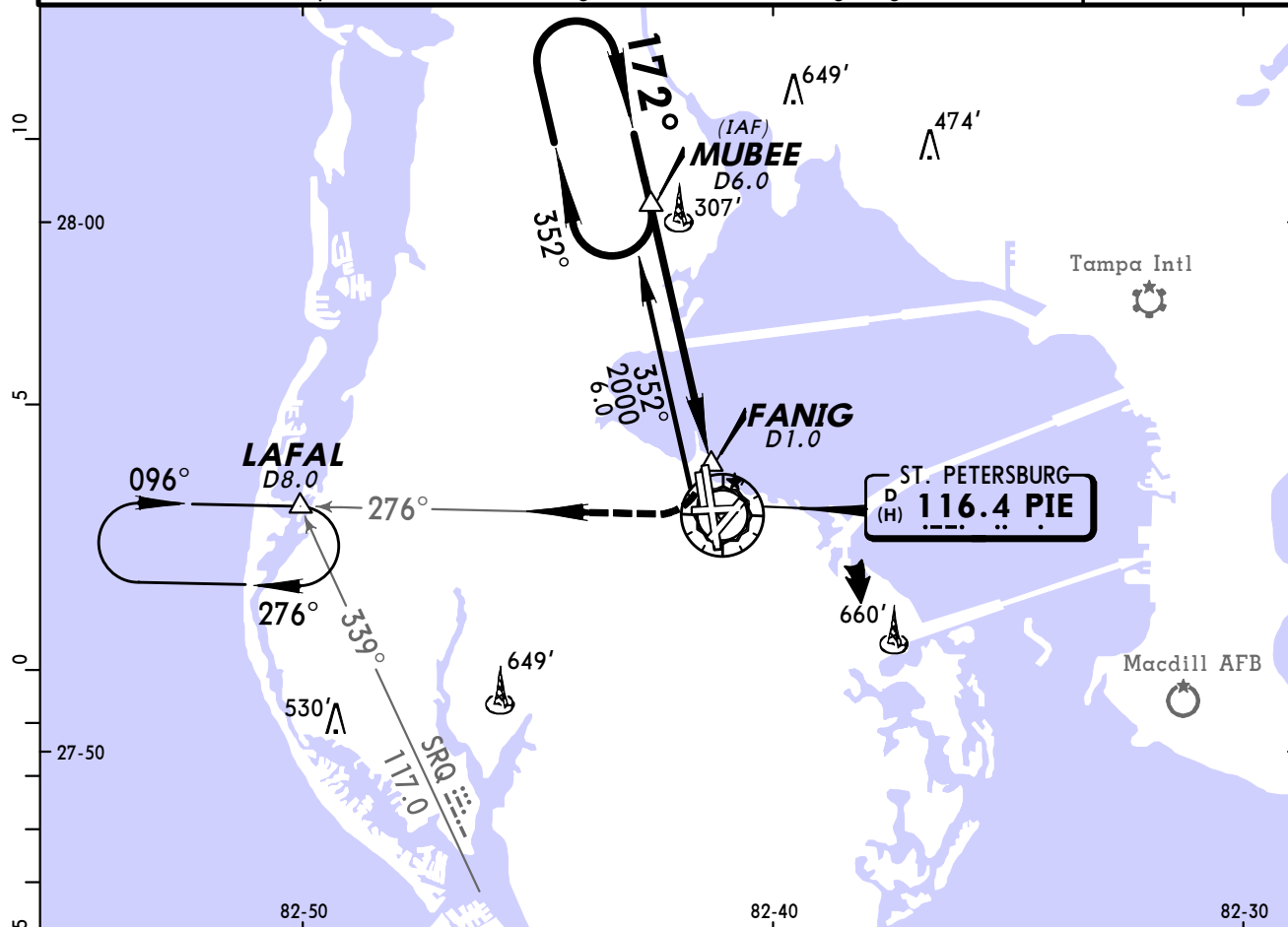
**KPIE/PIE**  
**ST PETERSBURG**  
**-CLEARWATER INTL**

14 OCT 11 **13-2** Eff 20 Oct

**ST PETERSBURG**  
**-CLEARWATER, FLA**  
**VOR DME Rwy 18L**

BRIEFING STRIP™

|                                                                                                                                                                                                                                          |                                  |                                                     |                                               |                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|-----------------------------------------------|-----------------------------------|
| ATIS (ASOS when Twr inop)                                                                                                                                                                                                                | TAMPA Approach (R)               | *ST PETERSBURG Tower                                | ST PETERSBURG Radio (LAA)                     | *Ground                           |
| 134.5                                                                                                                                                                                                                                    | 125.3                            | 118.3                                               | CTAF 118.3 when Twr inop.                     | 121.9                             |
| VOR<br>PIE<br><b>116.4</b>                                                                                                                                                                                                               | Final<br>Apch Crs<br><b>172°</b> | Minimum Alt<br><b>MUBEE</b><br><b>1700'</b> (1693') | MDA(H)<br>(CONDITIONAL)<br><b>540'</b> (533') | Apt Elev 11'<br>Rwy 18L <b>7'</b> |
| <b>MISSED APCH: Climbing RIGHT turn to 1700' outbound on PIE VOR R-276 to LAFAL INT/D8.0 and hold.</b>                                                                                                                                   |                                  |                                                     |                                               |                                   |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Tampa Intl altimeter setting. 2. VDP not authorized with Tampa Intl altimeter setting. 3. Pilot controlled lighting 118.3. |                                  |                                                     |                                               | 2700'<br><br><b>MSA PIE VOR</b>   |



|                       |     |     |     |     |     |     |                                                      |
|-----------------------|-----|-----|-----|-----|-----|-----|------------------------------------------------------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | MALSR<br>PAPI<br>1700' on 116.4<br>RT R-276<br>LAFAL |
| Descent Angle [3.06°] | 379 | 487 | 541 | 650 | 758 | 866 |                                                      |
| MAP at FANIG          |     |     |     |     |     |     |                                                      |

| STRAIGHT-IN LANDING RWY 18L |                       |               |                           |               |               |               | CIRCLE-TO-LAND                  |                      |                                      |                          |
|-----------------------------|-----------------------|---------------|---------------------------|---------------|---------------|---------------|---------------------------------|----------------------|--------------------------------------|--------------------------|
| MDA(H) <b>540'</b> (533')   |                       |               | MDA(H) <b>580'</b> (573') |               |               |               | With Local<br>Altimeter Setting |                      | With Tampa Intl<br>Altimeter Setting |                          |
|                             |                       | RAIL out      | ALS out                   |               |               | RAIL out      | ALS out                         | Max<br>Kts.          | MDA(H)                               | MDA(H)                   |
| A                           | RVR <b>24</b>         | RVR <b>40</b> | RVR <b>55</b>             | RVR <b>24</b> | RVR <b>40</b> | RVR <b>55</b> | 90                              | 120                  | <b>540'</b> (529')-1                 | <b>580'</b> (569')-1     |
| B                           | or 1/2                | or 3/4        | or 1                      | or 1/2        | or 3/4        | or 1          |                                 |                      |                                      |                          |
| C                           | RVR <b>55</b><br>or 1 | 1 1/4         | 1 1/2                     | 1 1/4         | 1 3/8         | 1 5/8         | 140                             |                      | <b>540'</b> (529')-1 1/2             | <b>580'</b> (569')-1 5/8 |
| D                           |                       |               |                           |               |               |               | 165                             | <b>580'</b> (569')-2 | <b>620'</b> (609')-2                 |                          |

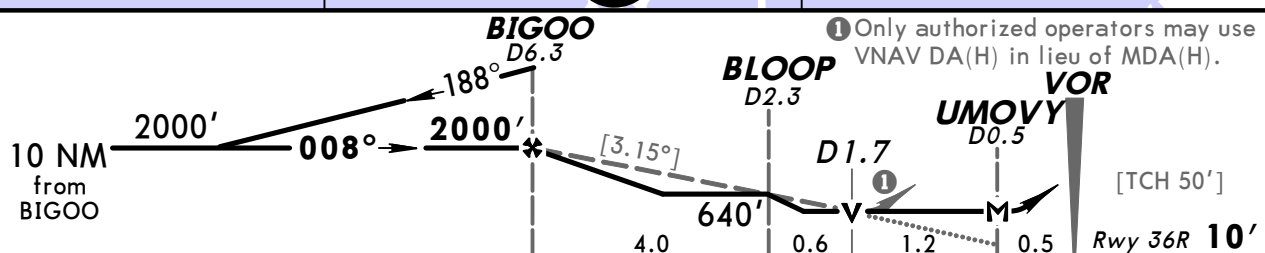
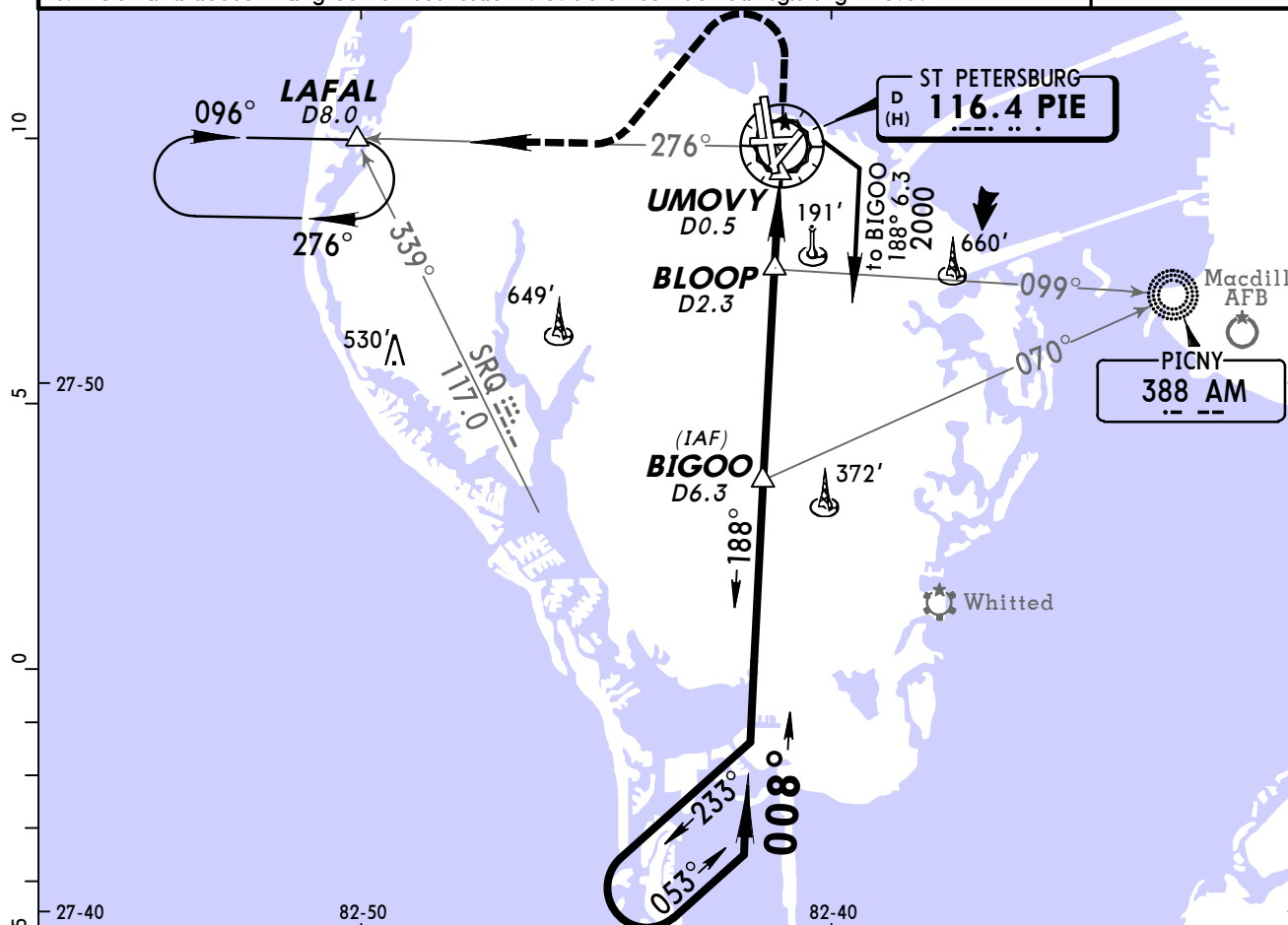
CHANGES: Rwy 17L changed to Rwy 18L.

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TERPS AMEND 1A 20 OCT 2011



|                                                                                                                                                                                                                                                    |                           |                                       |                                        |                                                                                                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------------------|
| ATIS (ASOS when Twr inop)                                                                                                                                                                                                                          | TAMPA Approach (R)        | *ST PETERSBURG Tower                  | ST PETERSBURG Radio (LAA)              | *Ground                                                                                         |
| 134.5                                                                                                                                                                                                                                              | 125.3                     | 118.3                                 | CTAF 118.3 when Twr inop.              | 121.9                                                                                           |
| VOR<br>PIE<br>116.4                                                                                                                                                                                                                                | Final<br>Apch Crs<br>008° | Minimum Alt<br>BIGOO<br>2000' (1990') | MDA(H)<br>(CONDITIONAL)<br>460' (450') | Apt Elev 11'<br>Rwy 36R 10'                                                                     |
| <b>MISSED APCH:</b> Climb to 1200' then climbing LEFT turn to 1700' outbound on PIE VOR R-276 to LAFAL INT/D8.0 and hold.                                                                                                                          |                           |                                       |                                        | <div style="text-align: center;">2700'</div> <div style="text-align: center;">MSA PIE VOR</div> |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                                                                                    |                           |                                       |                                        |                                                                                                 |
| 1. ADF or DME required. 2. Use local altimeter setting; if not received, use Tampa Intl altimeter setting. 3. VDP not authorized with Tampa Intl altimeter setting. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 118.3. |                           |                                       |                                        |                                                                                                 |



|                                             |      |      |      |      |      |      |        |            |                  |                          |       |
|---------------------------------------------|------|------|------|------|------|------|--------|------------|------------------|--------------------------|-------|
| <i>Gnd speed-Kts</i>                        | 70   | 90   | 100  | 120  | 140  | 160  | PAPI-L | 1200'<br>↑ | 1700'<br>←<br>LT | on PIE<br>116.4<br>R-276 | LAFAL |
| <i>Descent Angle</i> 3.15°                  | 390  | 502  | 557  | 669  | 780  | 892  |        |            |                  |                          |       |
| <i>MAP at UMOVY or<br/>BIGOO to MAP</i> 5.8 | 4:58 | 3:52 | 3:29 | 2:54 | 2:29 | 2:10 |        |            |                  |                          |       |

| STRAIGHT-IN LANDING RWY 36R       |   |                           | CIRCLE-TO-LAND                    |                        |                        |
|-----------------------------------|---|---------------------------|-----------------------------------|------------------------|------------------------|
| With BLOOP                        |   | Without BLOOP             | With BLOOP                        |                        | Without BLOOP          |
| With Local Altimeter Setting      |   |                           | With Local Altimeter Setting      |                        |                        |
| MDA(H) <b>460'</b> (450')         |   | MDA(H) <b>640'</b> (630') | Max Kts.                          | MDA(H)                 | MDA(H)                 |
| A                                 | 1 | 1                         | 90                                | <b>520'</b> (509') - 1 | <b>640'</b> (629') - 1 |
| B                                 |   |                           | 120                               |                        |                        |
| C                                 |   |                           | 140                               |                        |                        |
| D                                 |   |                           | 165                               |                        |                        |
| With Tampa Intl Altimeter Setting |   |                           | With Tampa Intl Altimeter Setting |                        |                        |
| MDA(H) <b>500'</b> (490')         |   | MDA(H) <b>680'</b> (670') | Max Kts.                          | MDA(H)                 | MDA(H)                 |
| A                                 | 1 | 1                         | 90                                | <b>560'</b> (549') - 1 | <b>680'</b> (669') - 1 |
| B                                 |   |                           | 120                               |                        |                        |
| C                                 |   |                           | 140                               |                        |                        |
| D                                 |   |                           | 165                               |                        |                        |
| With Tampa Intl Altimeter Setting |   |                           | With Tampa Intl Altimeter Setting |                        |                        |
| MDA(H) <b>500'</b> (490')         |   | MDA(H) <b>680'</b> (670') | Max Kts.                          | MDA(H)                 | MDA(H)                 |
| A                                 | 1 | 1                         | 90                                | <b>560'</b> (549') - 1 | <b>680'</b> (669') - 1 |
| B                                 |   |                           | 120                               |                        |                        |
| C                                 |   |                           | 140                               |                        |                        |
| D                                 |   |                           | 165                               |                        |                        |

**CHANGES:** Rwy 35R changed to Rwy 36R.

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KPIE/PIE

ST PETERSBURG  
-CLEARWATER INTL

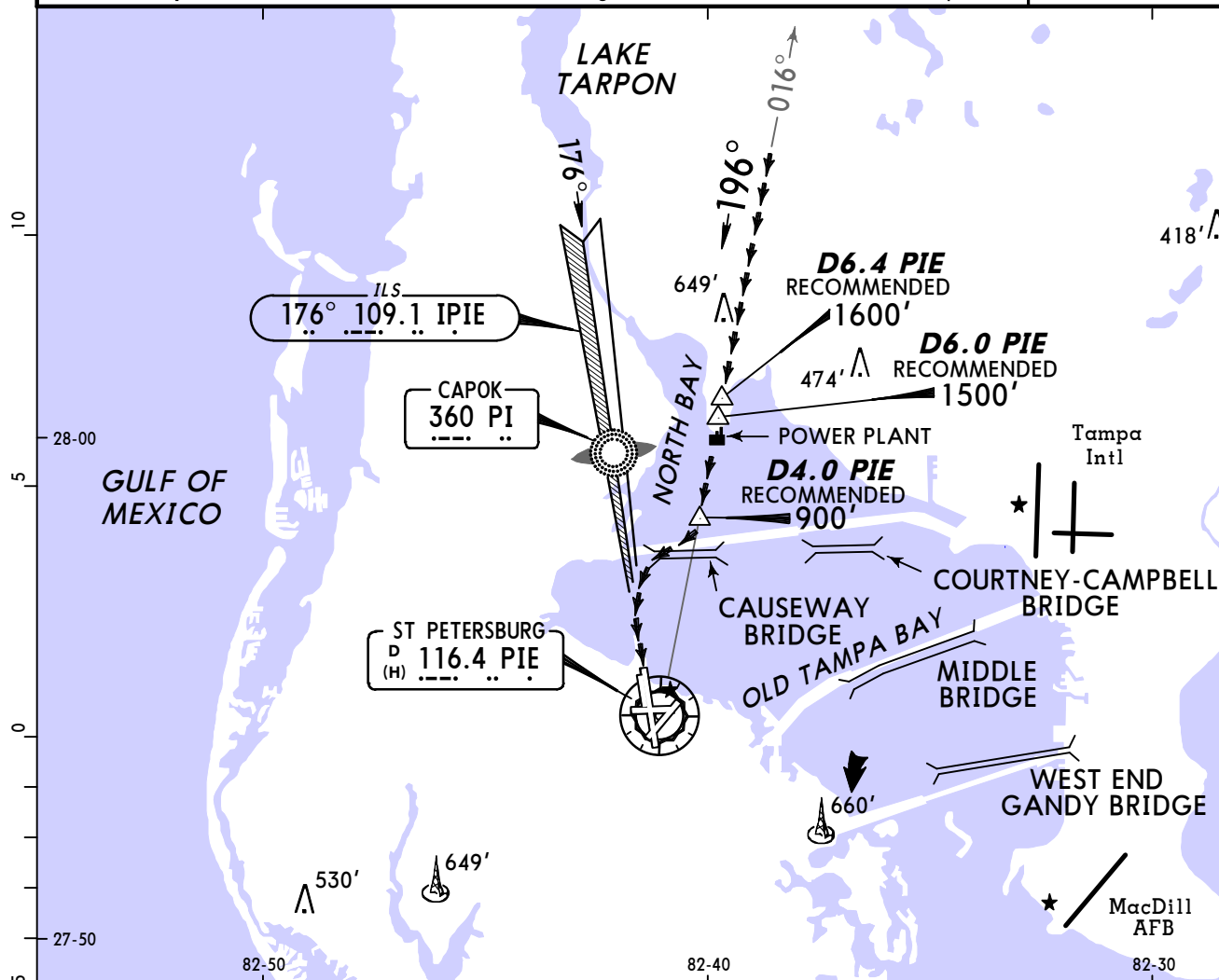
14 OCT 11  
Eff 20 Oct

(19-1)

ST PETERSBURG  
-CLEARWATER, FLA  
NORTH BAY VISUAL Rwy 18L

BRIEFING STRIP

|                                                                                         |                           |                      |                           |              |
|-----------------------------------------------------------------------------------------|---------------------------|----------------------|---------------------------|--------------|
| ATIS (ASOS when Twr inop)                                                               | TAMPA Approach (R)        | *ST PETERSBURG Tower | ST PETERSBURG Radio (LAA) | *Ground      |
| 134.5                                                                                   | 125.3                     | 118.3                | CTAF 118.3 when Twr inop. | 121.9        |
| NAVAIDS-<br>See<br>Planview                                                             | Final<br>Apch Crs<br>176° | No FAF               | CEIL-VIS<br>2100'-3       | Apt Elev 11' |
| MISSED APCH: No Missed Approach Procedure.                                              |                           |                      |                           | 2700'        |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                                   |                           |                      |                           | MSA PIE VOR  |
| 1. Radar required. 2. Procedure not authorized at night & not authorized when Twr inop. |                           |                      |                           |              |



### NORTH BAY VISUAL APPROACH RWY 18L

When cleared for a NORTH BAY VISUAL APPROACH, aircraft will proceed visually from over the power plant (PIE R-016 D6.0 fix) heading 196° direct to the causeway bridge, then turn right to intercept the final approach course to Rwy 18L.

MALSR

PAPI

### WEATHER MINIMUMS

Ceiling **2100'**-VIS **3**

TERPS AMEND 3 13 JAN 2011

CHANGES: Rwy 17L changed to Rwy 18L.

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## General Information

Location: Pensacola FL USA  
IATA Code: PNS  
Lat/Long: N30° 28.4' W087° 11.2'  
Elevation: 121 ft

Airport Use: Public  
Magnetic Variation: 2.2°W  
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL), 100-130 Octane, Jet A  
Oxygen Types: High Pressure  
Repair Types: Major Airframe, Major Engine  
Customs: Upon Prior Request  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: Yes  
Beacon: Yes  
Pattern Altitude: 1000 ft AGL

Sunrise: 1218 Z  
Sunset: 2346 Z,

## Runway Information

Runway: 08  
Length x Width: 7000 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 97 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 17  
Length x Width: 7004 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 121 ft  
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 26  
Length x Width: 7000 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 114 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 35  
Length x Width: 7004 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 103 ft  
Lighting: Edge, Centerline, REIL, TDZ, Pilot controlled

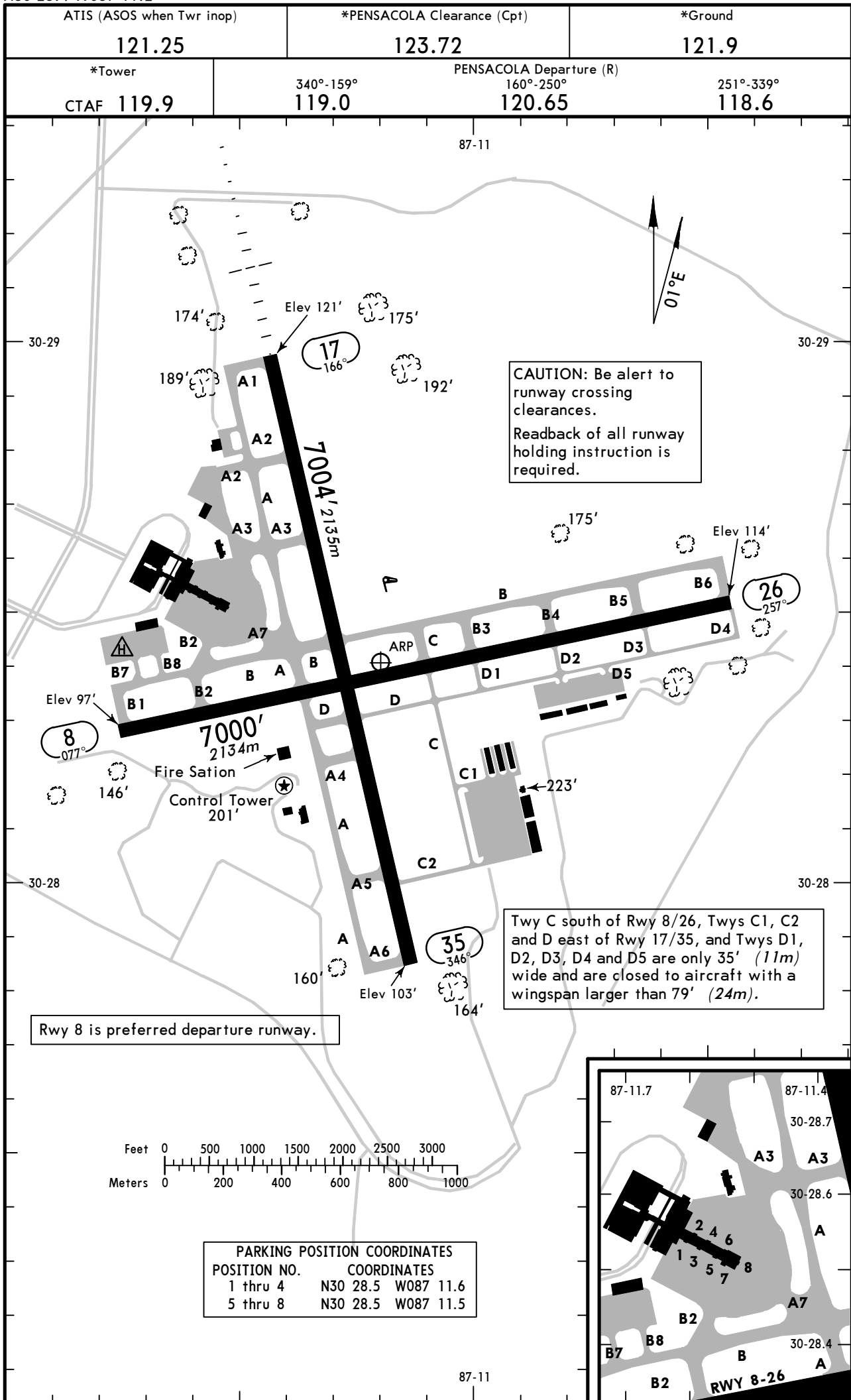
**Communication Information**

ATIS 121.25  
Pensacola Tower 119.9 CTAF PCL  
Pensacola Ground Control 121.9  
Pensacola Clearance Delivery 123.725  
Pensacola Approach Control 120.65 (160°-250°)  
Pensacola Approach Control 119.0 (340°-159°) Initial Contact  
Pensacola Approach Control 118.6 (251°-339°)  
Pensacola App ARSA 120.65 (160°-250°)  
Pensacola App ARSA 119.0 (340°-159°)  
Pensacola App ARSA 118.6 (251°-339°)  
Pensacola Departure Control 120.65 (160°-250°)  
Pensacola Departure Control 119.0 (340°-159°)  
Pensacola Departure Control 118.6 (251°-339°)  
Pensacola Gulf Coast Regl Unicom 122.95  
Gainesville Flight Service Station 122.6 RCO  
Gainesville Flight Service Station 122.2 RCO

**KPNS/PNS**  
 Apt Elev **121'**  
 N30 28.4 W087 11.2

**JEPPesen**  
 28 OCT 11 **(10-9)**

**PENSACOLA, FLA**  
 PENSACOLA GULF COAST REG



CHANGES: Airport diagram revised.

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GENERAL

Low-level wind shear alert system.

24 hour prior permission required for unscheduled air carrier operations with more than 30 passenger seats or for unscheduled aircraft greater than 65,000 lbs GWT.

Birds in vicinity of airport.

## ADDITIONAL RUNWAY INFORMATION

|         |                                          | USABLE LENGTHS |             | TAKE-OFF | WIDTH       |
|---------|------------------------------------------|----------------|-------------|----------|-------------|
| RWY     |                                          | Threshold      | Glide Slope |          |             |
| 8<br>26 | ① HIRL REIL PAPI-L (angle 3.00°) grooved |                |             |          | 150'<br>46m |

① Activate on 119.9 when Twr inop.

|            |                                    |             |             |
|------------|------------------------------------|-------------|-------------|
| 17<br>② 35 | ③ HIRL CL ③ MALSR TDZ ④ PAPI-L RVR | 6002' 1829m | 150'<br>46m |
|            | ③ HIRL CL TDZ REIL ④ PAPI-L RVR    |             |             |

② Grooved.

③ Activate on 119.9 when Twr inop.

④ Angle 3.0°.

## TAKE-OFF &amp; OBSTACLE DEPARTURE PROCEDURE

## Rwys 17, 35

| Both RVRs are required & controlling |                    | Adequate Vis Ref | STD           |             |
|--------------------------------------|--------------------|------------------|---------------|-------------|
| CL & HIRL                            | CL, or RCLM & HIRL |                  | 3 & 4 Eng     | 1 & 2 Eng   |
| TDZ RVR 5                            | TDZ RVR 10         | RVR 16 or 1/4    | RVR 24 or 1/2 | RVR 50 or 1 |
| Rollout RVR 5                        | Rollout RVR 10     |                  |               |             |

## Rwys 8, 26

| Adequate Vis Ref | STD       |           |
|------------------|-----------|-----------|
|                  | 3 & 4 Eng | 1 & 2 Eng |
| 1/4              | 1/2       | 1         |

## OBSTACLE DP

Rwy 26, climb runway heading to 800' before turning south.

## FOR FILING AS ALTERNATE

| Authorized Only When Tower Operating |            | LOC Rwy 26<br>RNAV (GPS) Rwy 8<br>RNAV (GPS) Rwy 17<br>RNAV (GPS) Rwy 26<br>RNAV (GPS) Rwy 35<br>NDB Rwy 35 | VOR Rwy 8 |
|--------------------------------------|------------|-------------------------------------------------------------------------------------------------------------|-----------|
| ILS Rwy 17                           | LOC Rwy 17 |                                                                                                             |           |
| A                                    |            |                                                                                                             | 800-2     |
| B                                    | 600-2      | 800-2                                                                                                       | 800-2     |
| C                                    |            |                                                                                                             | 800-2 1/4 |
| D                                    |            |                                                                                                             |           |

AMEND 0

KPNS/PNS

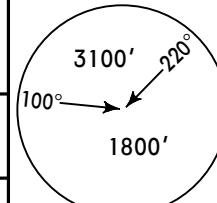
PENSACOLA GULF COAST REGL

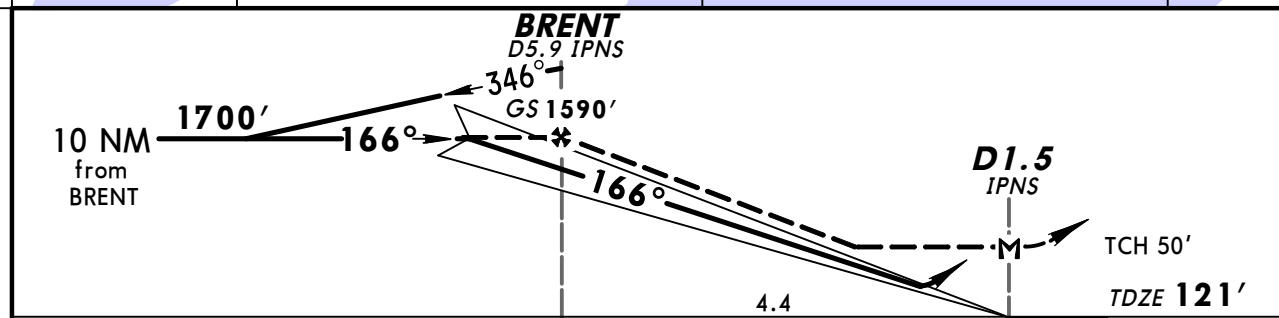
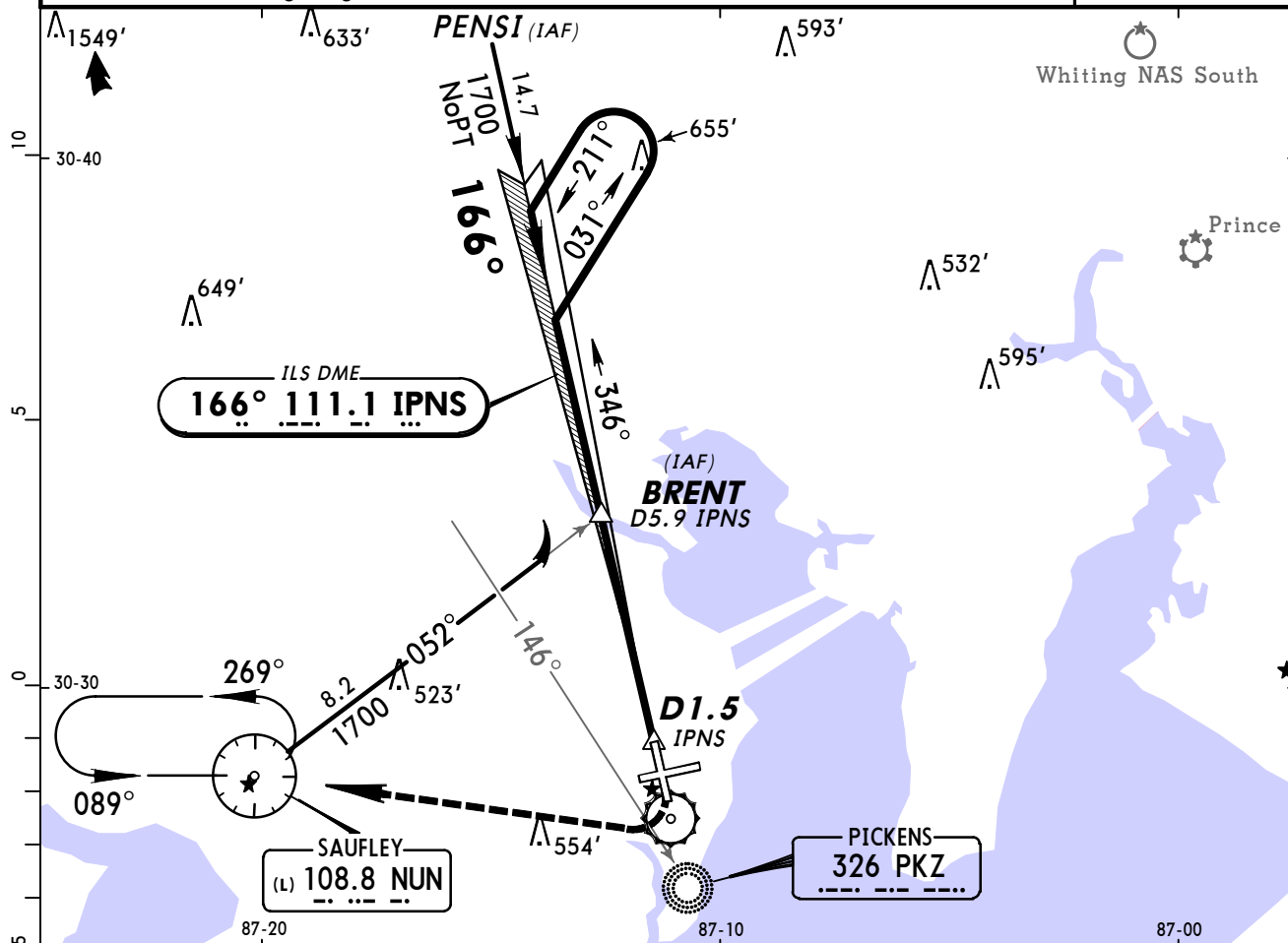
JEPPESEN

15 OCT 10 (11-1)

PENSACOLA, FLA

ILS or LOC Rwy 17

|                                                                                                  |                           |                             |                            |                            |  |                                                                                                        |  |
|--------------------------------------------------------------------------------------------------|---------------------------|-----------------------------|----------------------------|----------------------------|--|--------------------------------------------------------------------------------------------------------|--|
| ATIS (ASOS when Twr inop)                                                                        |                           | PENSACOLA Approach (R)      |                            | *PENSACOLA Tower           |  | *Ground                                                                                                |  |
| 121.25                                                                                           |                           | 119.0                       |                            | CTAF 119.9                 |  | 121.9                                                                                                  |  |
| LOC<br>IPNS<br>111.1                                                                             | Final<br>Apch Crs<br>166° | GS<br>BRENT<br>1590'(1469') | ILS<br>DA(H)<br>321'(200') | Apt Elev 121'<br>TDZE 121' |  | <br><br>MSA NUN VOR |  |
| MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' direct NUN VOR and hold.            |                           |                             |                            |                            |  |                                                                                                        |  |
| Alt Set: INCHES                                                                                  |                           | Trans level: FL 180         |                            | Trans alt: 18000'          |  |                                                                                                        |  |
| 1. CAUTION: Intensive VFR student training all quadrants.<br>2. Pilot controlled lighting 119.9. |                           |                             |                            |                            |  |                                                                                                        |  |



|                                  |       |      |      |      |      |      |       |  |      |       |   |           |
|----------------------------------|-------|------|------|------|------|------|-------|--|------|-------|---|-----------|
| Gnd speed-Kts                    | 70    | 90   | 100  | 120  | 140  | 160  | MALSR |  | 600' | 3000' | D | NUN 108.8 |
| GS                               | 3.00° | 377  | 484  | 538  | 646  | 753  | PAPI  |  | ↑    | RT    |   |           |
| MAP at D1.5 IPNS or BRENT to MAP | 4.4   | 3:46 | 2:56 | 2:38 | 2:12 | 1:53 |       |  |      |       |   |           |

| STRAIGHT-IN LANDING RWY17 |                 |                           | CIRCLE-TO-LAND |         |                   |
|---------------------------|-----------------|---------------------------|----------------|---------|-------------------|
| ILS                       |                 | LOC (GS out)              |                |         |                   |
| DA(H) <b>321'</b> (200')  |                 | MDA(H) <b>640'</b> (519') |                |         |                   |
| FULL                      | RAIL or ALS out | RAIL out                  | ALS out        | Max Kts | MDA(H)            |
| A                         |                 | RVR 24 or 1/2             | RVR 40 or 3/4  | 90      | 640' (519')-1     |
| B                         |                 | RVR 50 or 1               | 1 1/2          | 120     | 680' (559')-1     |
| C                         |                 | RVR 60 or 1 1/4           | 1 3/4          | 140     | 680' (559')-1 1/2 |
| D                         |                 |                           |                | 165     | 680' (559')-2     |

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

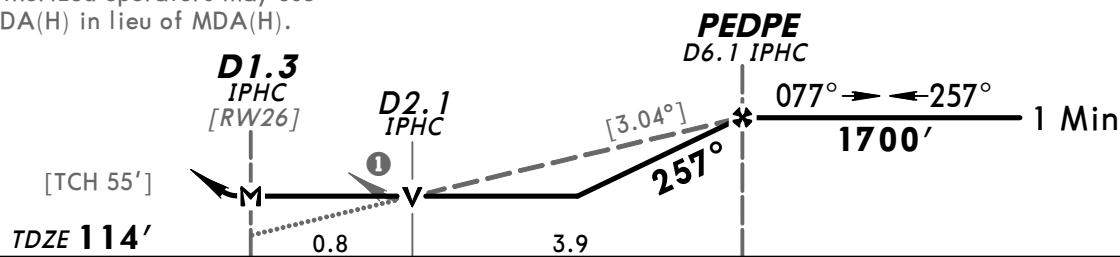
CHANGES: Airport name, MM removed, PAPI added.

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**BRIEFING STRIP**™



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



|                                                 |      |      |      |      |      |      |                |           |                  |   |              |
|-------------------------------------------------|------|------|------|------|------|------|----------------|-----------|------------------|---|--------------|
| <i>Gnd speed-Kts</i>                            | 70   | 90   | 100  | 120  | 140  | 160  | REIL<br>PAPI-L | 600'<br>↑ | 3000'<br>↖<br>RT | ↻ | NUN<br>108.8 |
| <i>Descent angle</i> [3.04°]                    | 376  | 484  | 538  | 645  | 753  | 861  |                |           |                  |   |              |
| <i>MAP at D1.3 IPHC or<br/>PEDPE to MAP</i> 4.7 | 4:02 | 3:08 | 2:49 | 2:21 | 2:01 | 1:46 |                |           |                  |   |              |

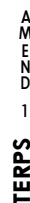
STRAIGHT-IN LANDING RWY 26

CIRCLE-TO-LAND

|                           |   |             |                         |
|---------------------------|---|-------------|-------------------------|
| MDA(H) <b>420'</b> (306') |   | Max<br>Kts. | MDA(H)                  |
| A                         | 1 | 90          | <b>560'</b> (439') - 1  |
| B                         |   | 120         | <b>680'</b> (559') - 1  |
| C                         |   | 140         | <b>680'</b> (559') - 1½ |
| D                         |   | 165         | <b>680'</b> (559') - 2  |

**CHANGES:** Airport name.



BRIEFING STRIP™

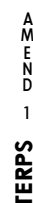
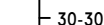
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**BRIEFING STRIP** <sup>TM</sup>



**TERPS**

AMEND 1  
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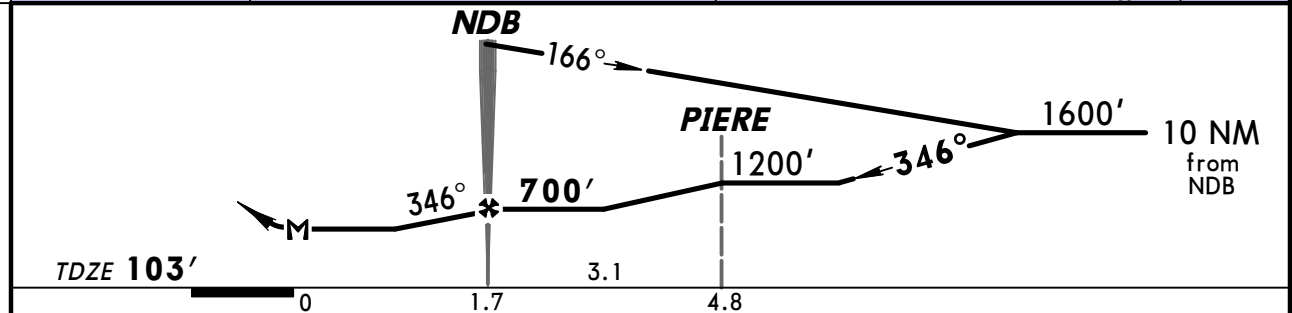
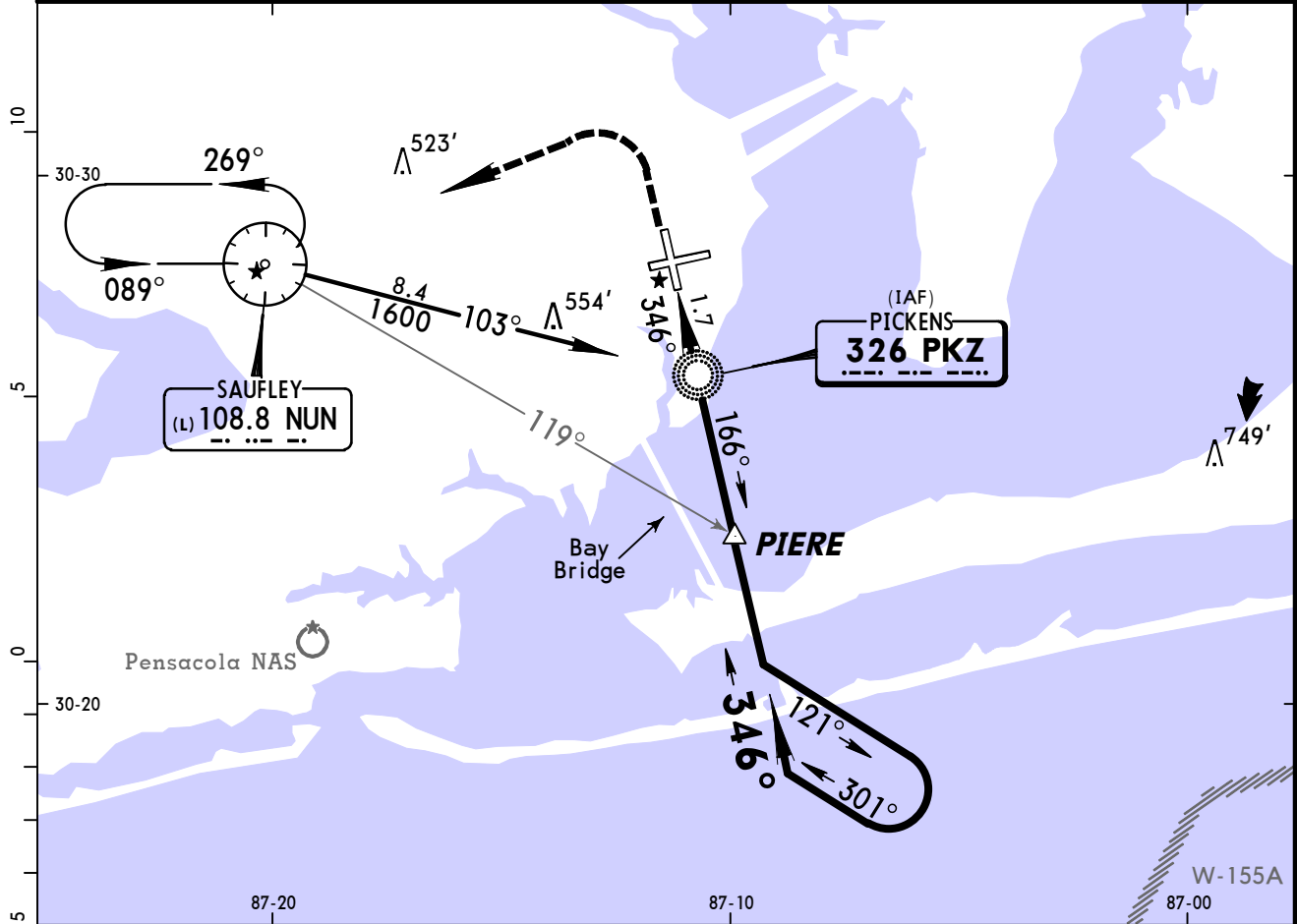
**BRIEFING STRIP** <sup>TM</sup>



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|                                                                                       |                           |                                   |                       |                            |  |                                                                                                                        |  |
|---------------------------------------------------------------------------------------|---------------------------|-----------------------------------|-----------------------|----------------------------|--|------------------------------------------------------------------------------------------------------------------------|--|
| ATIS (ASOS when Twr inop)                                                             |                           | PENSACOLA Approach (R)            |                       | *PENSACOLA Tower           |  | *Ground                                                                                                                |  |
| 121.25                                                                                |                           | 119.0                             |                       | CTAF 119.9                 |  | 121.9                                                                                                                  |  |
| NDB<br>PKZ<br>326                                                                     | Final<br>Apch Crs<br>346° | Minimum Alt<br>NDB<br>700' (597') | MDA(H)<br>500' (397') | Apt Elev 121'<br>TDZE 103' |  | <div><div><div>2900'</div><div>1800'</div></div><div><div>090°</div><div>180°</div></div></div> <div>MSA PKZ NDB</div> |  |
| MISSED APCH: Climb to 1000' then climbing LEFT turn to 2000' direct NUN VOR and hold. |                           |                                   |                       |                            |  |                                                                                                                        |  |
| Alt Set: INCHES                                                                       |                           |                                   |                       |                            |  |                                                                                                                        |  |



|               |     |      |      |      |      |      |                |            |             |              |
|---------------|-----|------|------|------|------|------|----------------|------------|-------------|--------------|
| Gnd speed-Kts | 70  | 90   | 100  | 120  | 140  | 160  | REIL<br>PAPI-L | 1000'<br>↑ | 2000'<br>LT | NUN<br>108.8 |
| NDB to MAP    | 1.7 | 1:27 | 1:08 | 1:01 | 0:51 | 0:44 |                |            |             |              |

|                           |               |  |                |                     |  |
|---------------------------|---------------|--|----------------|---------------------|--|
| STRAIGHT-IN LANDING RWY35 |               |  | CIRCLE-TO-LAND |                     |  |
| MDA(H) <b>500'</b> (397') |               |  |                |                     |  |
| A                         | RVR 50 or 1   |  | Max Kts        | MDA(H)              |  |
| B                         |               |  | 90             | 540' (419') - 1     |  |
| C                         |               |  | 120            | 680' (559') - 1     |  |
| D                         | RVR 60 or 1/4 |  | 140            | 680' (559') - 1 1/2 |  |
|                           |               |  | 165            | 680' (559') - 2     |  |

## **General Information**

Location: FT Myers FL USA  
IATA Code: RSW  
Lat/Long: N26° 32.2' W081° 45.3'  
Elevation: 30 ft

Airport Use: Public  
Magnetic Variation: 5.3°W  
Sectional Chart: Miami

Fuel Types: 100 Octane (LL), Jet A  
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle  
Repair Types: Major Airframe, Major Engine  
Customs: ADCUS  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1153 Z  
Sunset: 2327 Z,

## **Runway Information**

Runway: 06  
Length x Width: 12000 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 27 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 24  
Length x Width: 12000 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 30 ft  
Lighting: Edge, Centerline, REIL

## **Communication Information**

ATIS 124.65  
ASOS 124.65  
FT Myers Tower 128.75  
FT Myers Ground Control 121.9  
FT Myers Clearance Delivery 132.075  
FT Myers Approach Control 126.8 (331°-59°) Initial Contact  
FT Myers Approach Control 125.15 (241°-330°)  
FT Myers Approach Control 119.75 (60°-240°)  
Fort Myers App ARSA 126.8 (331°-59°)  
Fort Myers App ARSA 125.15 (241°-330°)

Fort Myers App ARSA 119.75 (60°-240°)  
FT Myers Departure Control 126.8 (331°-59°)  
FT Myers Departure Control 125.15 (241°-330°)  
FT Myers Departure Control 119.75 (60°-240°)  
Southwest Florida Intl Unicom 122.95 CTAF  
FT Myers Radar 126.8  
Miami Center 134.75 Remote Communications Air-Ground

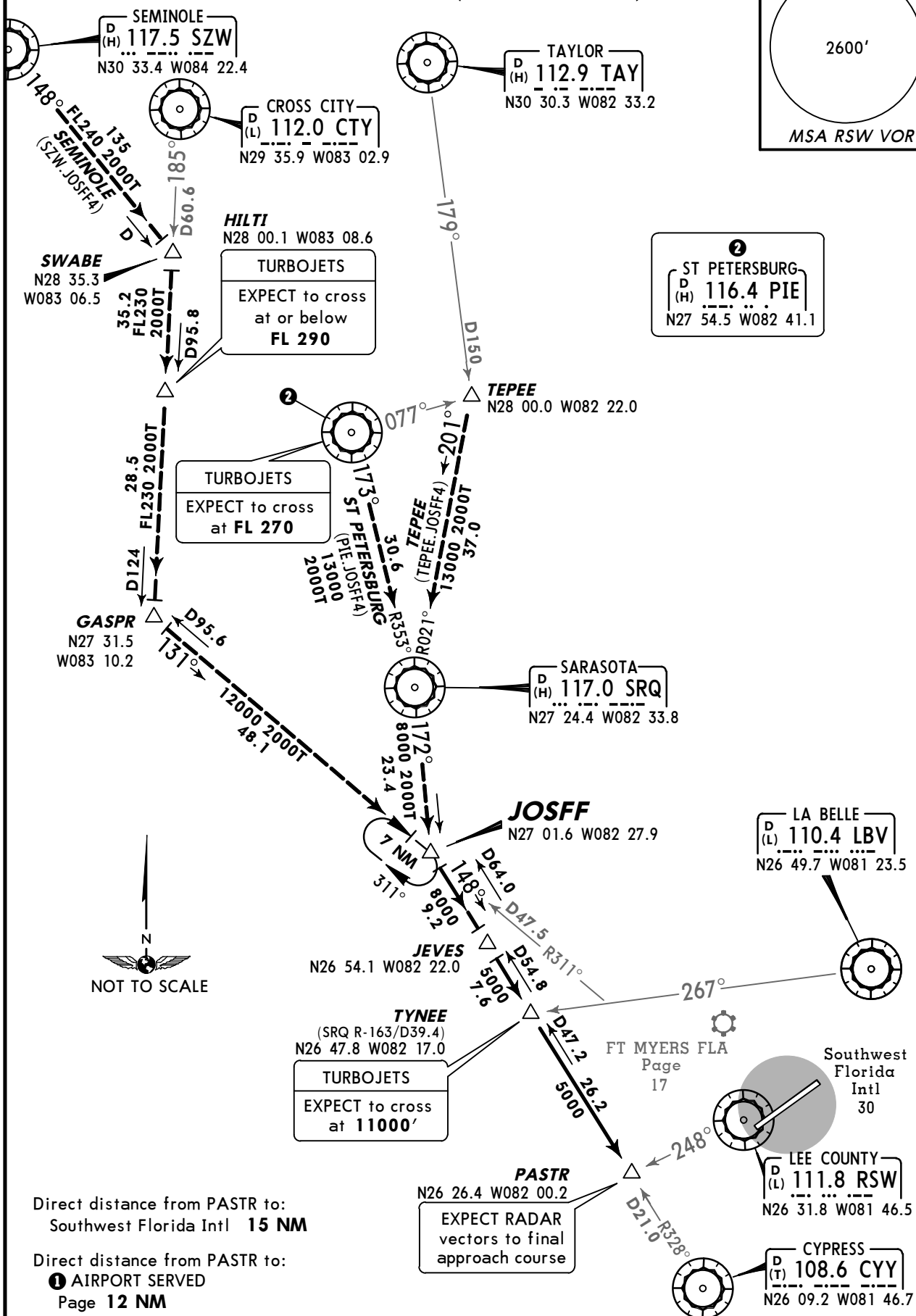


SOUTHWEST FLORIDA INTL  
ATIS  
(ASOS when Twr inop)  
**124.65**

Apt Elev  
See graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
**1. DME required.**  
**2. TEPEE transition for non-turbojet aircraft only.**  
**3. Also Serves ①**

## JOSFF FOUR ARRIVAL (JOSFF.JOSFF4)



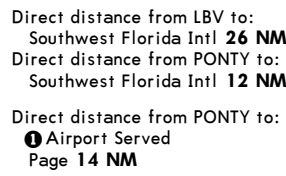
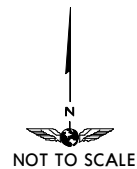
### ROUTING

From over JOSFF via CYY R-328 to JEVES and via CYY R-328 to PASTR. EXPECT RADAR vectors to final approach course.

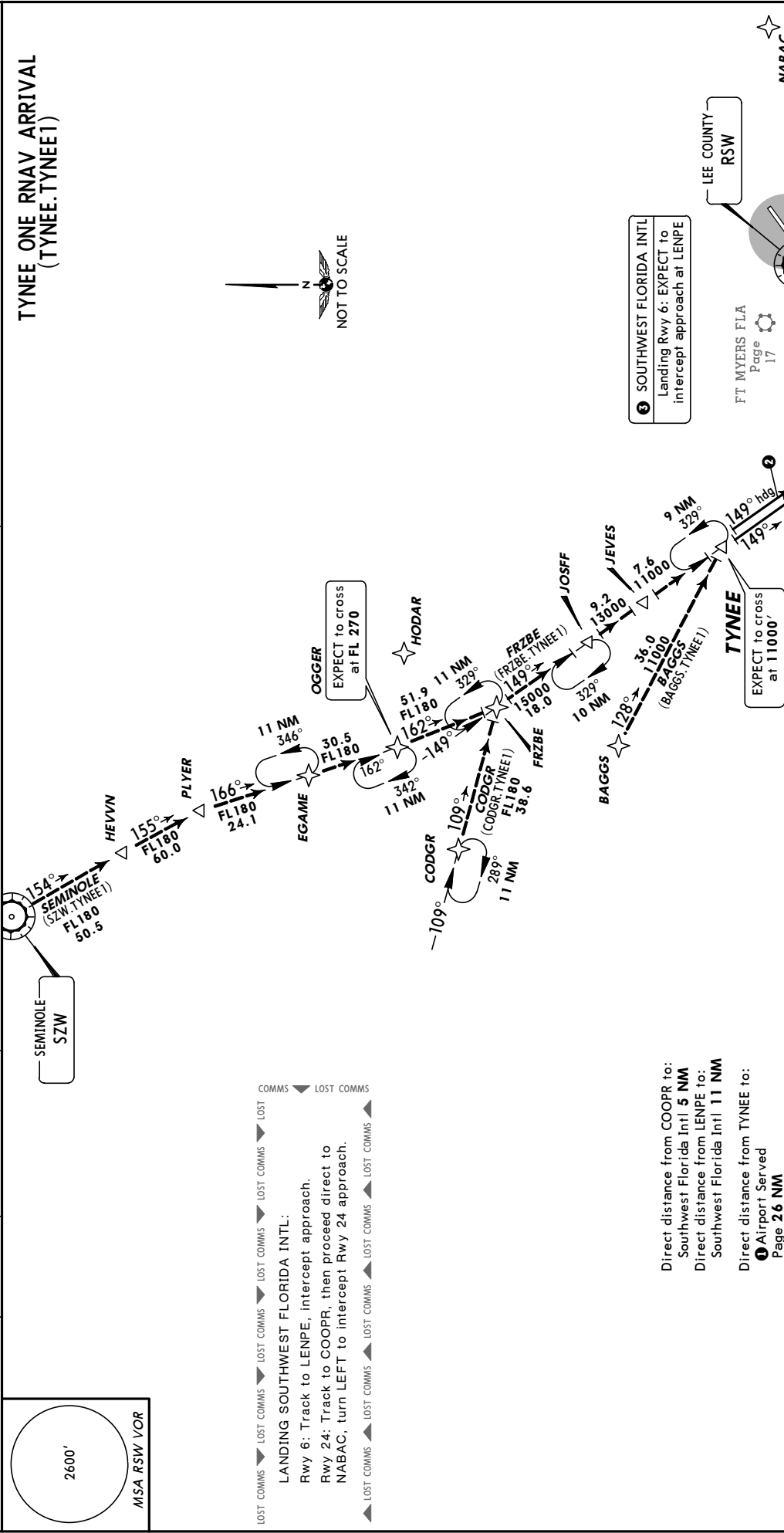
4. Turbojet/Turboprop aircraft only.
5. Also Serves **1**
6. For non-GPS equipped aircraft, LE

## SHFTY TWO RNAV ARRIVAL (SHFTY.SHFTY2)

From over LBV via 186° track to IRNIE, then via 238° track to WYCOF, then via 238° track to PONTY, then via 240° heading. EXPECT RADAR vectors.



|                                                                         |                                                             |                         |                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-------------------------------------------------------------------------|-------------------------------------------------------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SOUTHWEST FLORIDA INTL<br>ATIS<br>(ASOS when Twr inop)<br><b>124.65</b> | Alt Set: INCHES<br>Trans level: FL 180<br>Trans alt: 18000' | Apt Elev<br>See graphic | <ol style="list-style-type: none"> <li>1. DME/DME/IRU or GPS required.</li> <li>2. RNAV 1.</li> <li>3. RADAR required.</li> <li>4. Turbojet/Turboprop aircraft only.</li> <li>5. FRZBE transition: ATC assigned only.</li> <li>6. Also Serves <b>1</b>.</li> <li>7. BAGGS transition to COOPR: For non-GPS equipped aircraft CYY and RSW must be operational.</li> </ol> | <ol style="list-style-type: none"> <li>8. CODGR transition to COOPR: For non-GPS equipped aircraft CYY, PIE and VRB must be operational.</li> <li>9. CODGR transition to LENPE: For non-GPS equipped aircraft PIE and VRB must be operational.</li> <li>10. FRZBE or SEMINOLE transitions to COOPR: For non-GPS equipped aircraft CYY and VRB must be operational.</li> <li>11. FRZBE or SEMINOLE transitions to LENPE: For non-GPS equipped aircraft VRB must be operational.</li> </ol> |
|-------------------------------------------------------------------------|-------------------------------------------------------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



|                                          |                                                                                                                                                                  |
|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>ROUTING</b>                           |                                                                                                                                                                  |
| From over TYNEE via 149° track to PASTR. |                                                                                                                                                                  |
| <b>LANDING</b>                           |                                                                                                                                                                  |
| <b>SOUTHWEST<br/>FLORIDA INTL</b>        | <b>Rwy 6:</b> From over PASTR via 107° track to LENPE. Then via 107° heading. EXPECT RADAR vectors.                                                              |
|                                          | <b>Rwy 24:</b> From over PASTR via 129° track to LLMER, then via 086° track to SPNKE, then via 058° track to COOPR, then via 088° heading. EXPECT RADAR vectors. |
| <b>PAGE</b>                              | <b>2</b> From over TYNEE via 149° heading. EXPECT RADAR vectors.                                                                                                 |

\*FT MYERS  
Departure (R)  
**126.8**

MIAMI Center (R)  
**134.75**  
when Dep inop.

*Apt Elev*  
**30'**

Trans level: FL 180 Trans alt: 18000'  
**DME required.**

2600'

MSA RSW VOR

## ALICO THREE DEPARTURE (ALICO3.ALICO)

ST PETERSBURG  
D (H) **116.4 PIE**  
N27 54.5 W082 41.1

ORLANDO  
D (H) **112.2 ORL**  
N28 32.6 W081 20.1

LAKELAND  
D (H) **116.0 LAL**  
N27 59.2 W082 00.8

LA BELLE  
D (L) **110.4 LBV**  
N26 49.7 W081 23.5

PAHOKEE  
D (H) **115.4 PHK**  
N26 47.0 W080 41.5

SARASOTA  
D (H) **117.0 SRQ**  
N27 24.4 W082 33.8

LEE COUNTY  
D (L) **111.8 RSW**  
N26 31.8 W081 46.5

Leaving **3000'**

MUFFE  
**336 RS**  
N26 29.1 W081 50.1

CYPRESS  
D (T) **108.6 CYU**  
N26 09.2 W081 46.7

FT LAUDERDALE  
D (H) **116.5 FLL**  
N26 04.5 W080 09.8

KEY WEST  
D (H) **113.5 EYW**  
N24 35.2 W081 48.0

NOT TO SCALE

This SID requires take-off minimums  
(for standard minimums, refer to airport chart):  
Rwys 6, 24: Standard (or lower than standard,  
if authorized).

| RWY                                                                           | INITIAL CLIMB                                                                                                                                                                     | ALTITUDE                                                               |
|-------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| 6                                                                             | Climb on runway heading or as assigned for vectors to join filed route.                                                                                                           | All aircraft<br><b>MAINTAIN 4000'</b><br>or assigned<br>lower altitude |
| 24                                                                            | Climb on heading 238°, (or as assigned) until RSW 2.3 DME, then turn RIGHT to heading 270°. Leaving <b>3000'</b> turn RIGHT heading 310°. EXPECT RADAR vectors to assigned route. |                                                                        |
| ROUTING                                                                       |                                                                                                                                                                                   |                                                                        |
| EXPECT further clearance to filed altitude within 10 minutes after departure. |                                                                                                                                                                                   |                                                                        |

\*FT MYERS  
Departure (R)  
**126.8**

MIAMI Center (R)  
**134.75**  
when Dep inop.

Apt Elev  
see  
Graphic

Trans level: FL 180 Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RADAR required.
3. For turbojet aircraft only. 4. RNAV 1.
5. Southwest Florida Intl: Rwy 6: For non-GPS equipped aircraft LAL, LBV, RSW and SRQ DMEs must be operational; Rwy 24: For non-GPS equipped aircraft LBV and RSW DMEs must be operational. 6. Page: For non-GPS equipped aircraft LAL, LBV, RSW and SRQ DMEs must be operational.
7. Also Serves **1**

## CSHEL FOUR RNAV DEPARTURE (CSHEL4.CSHEL)

This SID requires take-off minimums  
(for standard minimums, refer to airport chart):

**PAGE:** Rwys 5, 13, 23, 31: Standard (or lower than standard, if authorized).

**SOUTHWEST FLORIDA INTL:** Rwys 6, 24:

Standard (or lower than standard, if authorized)  
with ATC climb of 500' per NM to **540'**.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

### OBSTACLES

**Page:** Rwy 5: Bush, train and multiple trees beginning 81' from DER, 52' RIGHT of centerline, up to 73' AGL/90' MSL.

Multiple antennas and trees beginning 330' from DER, 81' LEFT of centerline, up to 70' AGL/86' MSL.

Rwy 13: Bush, road, buildings and multiple trees beginning 66' from DER, 138' RIGHT of centerline, up to 52' AGL/66' MSL. Rod on light pole 306' from DER, 375' RIGHT of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' RIGHT of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' LEFT of centerline, 10' AGL/24' MSL. Obstruction lighting on building 829' from DER, 447' LEFT of centerline, 34' AGL/48' MSL.

Rwy 23: Sign, concrete pole, obstruction lighting on pole, tree and antenna beginning 98' from DER, 95' RIGHT of centerline, up to 36' AGL/49' MSL. Vehicles, concrete pole, obstruction lighting on pole and trees beginning 288' from DER, 8' LEFT of centerline, up to 62' AGL/75' MSL.

Rwy 31: Concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' RIGHT of centerline up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' LEFT of centerline, up to 74' AGL/88' MSL.

**Southwest Florida Intl:** Rwy 6: Trees beginning 1398' from DER, 582' LEFT of centerline, up to 84' AGL/104' MSL. Trees beginning 1763' from DER, 860' RIGHT of centerline, up to 95' AGL/115' MSL. Rwy 24: Tree 1692' from DER, 916' RIGHT of centerline, 78' AGL/98' MSL.

Direct distance from Southwest Florida Intl

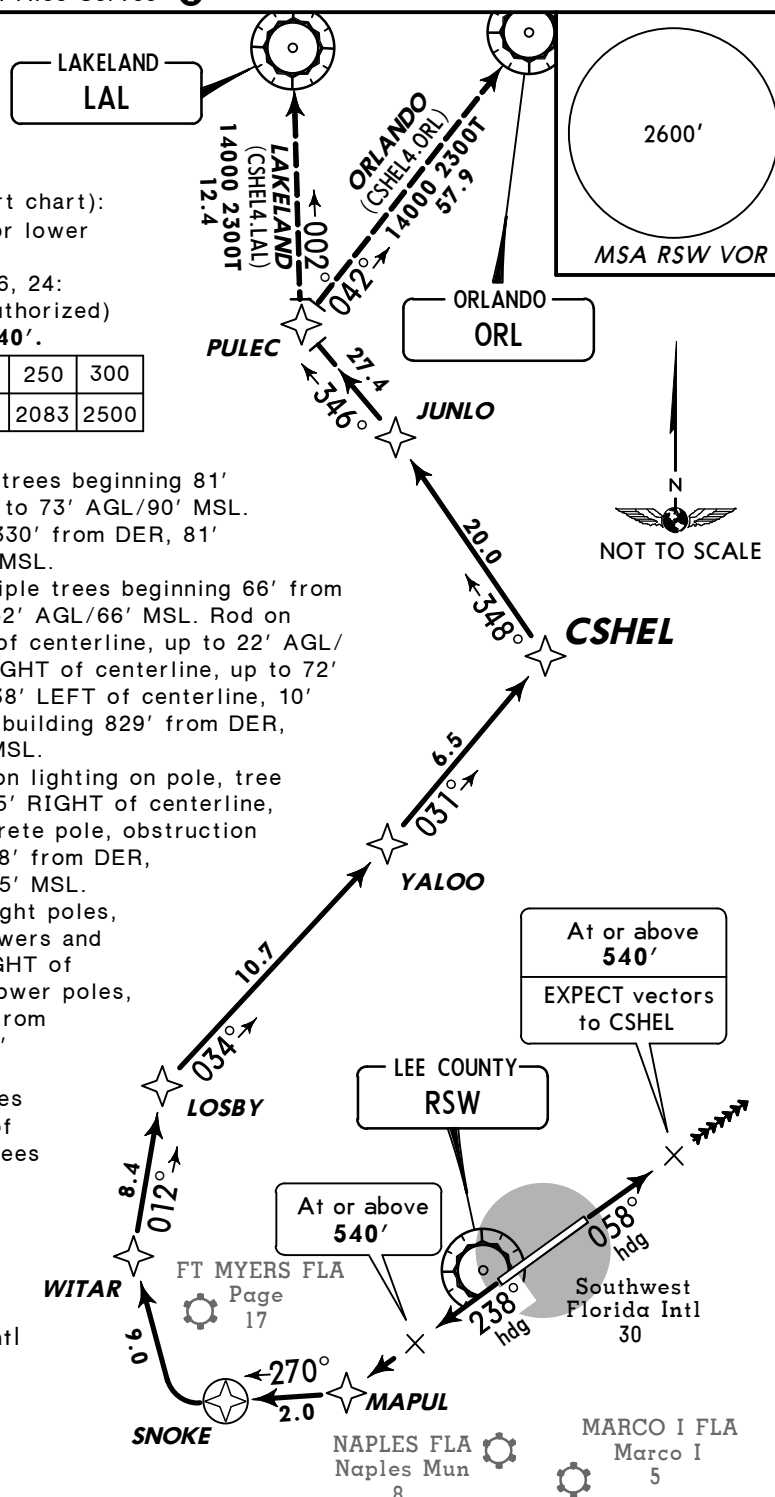
(Rwy 6) to: CSHEL **29 NM**

(Rwy 24) to: MAPUL **4 NM**

Direct distance to CSHEL from:

**1 AIRPORT SERVED**

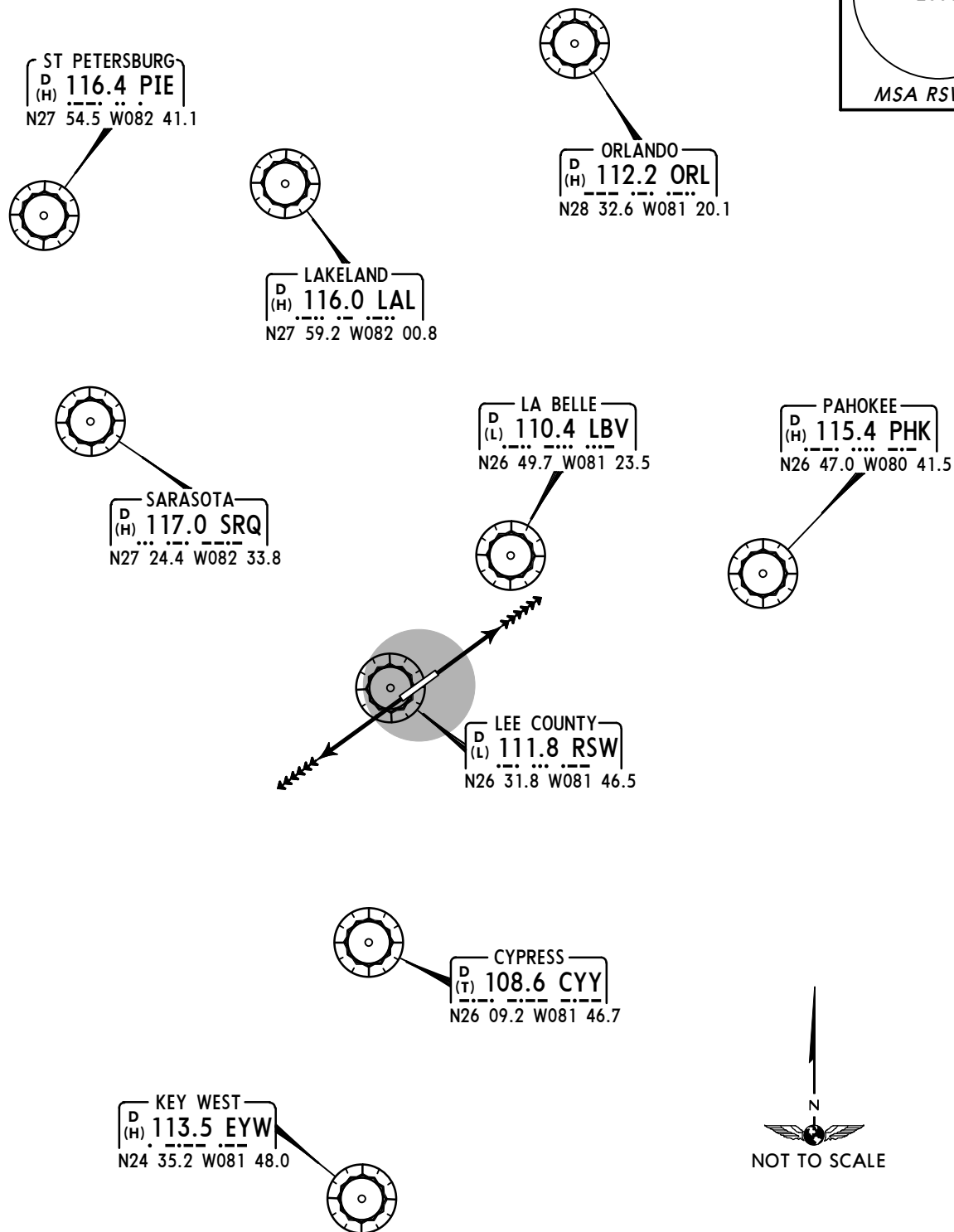
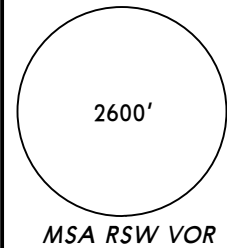
Page **27 NM**



| AIRPORT                                                                        | INITIAL CLIMB                                                                                                                                                                                                                                                                                                            | ALTITUDE                                               |
|--------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| <b>SOUTHWEST FLORIDA INTL</b>                                                  | <p><b>Rwy 6:</b> Climb heading 058° or as assigned by ATC to <b>540'</b>. EXPECT vectors to CSHEL, then via depicted route to PULEC.</p> <p><b>Rwy 24:</b> Climb heading 238° to <b>540'</b>, then direct MAPUL, then climb via 270° track to SNOKE, then RIGHT turn direct WITAR, then via depicted route to PULEC.</p> | <p><b>MAINTAIN 4000'</b><br/>or as assigned by ATC</p> |
| <b>PAGE</b>                                                                    | Climb on assigned heading for RADAR vectors to CSHEL, then via depicted route to PULEC.                                                                                                                                                                                                                                  | <b>MAINTAIN 1500'</b> or as assigned by ATC            |
| ROUTING                                                                        |                                                                                                                                                                                                                                                                                                                          |                                                        |
| Via transition. EXPECT filed altitude/flight level 10 minutes after departure. |                                                                                                                                                                                                                                                                                                                          |                                                        |

|                             |                                   |                                             |                 |                                         |
|-----------------------------|-----------------------------------|---------------------------------------------|-----------------|-----------------------------------------|
| *FT MYERS<br>Rwy 6<br>126.8 | Departure (R)<br>Rwy 24<br>125.15 | MIAMI Center (R)<br>134.75<br>when Dep inop | Apt Elev<br>30' | Trans level: FL180    Trans alt: 18000' |
|-----------------------------|-----------------------------------|---------------------------------------------|-----------------|-----------------------------------------|

## SCUBY TWO DEPARTURE (SCUBY2.SCUBY)



| RWY                                                                           | INITIAL CLIMB                                                                   | ALTITUDE                                                               |
|-------------------------------------------------------------------------------|---------------------------------------------------------------------------------|------------------------------------------------------------------------|
| 6                                                                             | Fly runway heading or as assigned for vectors to join filed route.              | All aircraft<br><b>MAINTAIN 4000'</b><br>or assigned<br>lower altitude |
| 24                                                                            | (SOUTHBOUND) Fly runway heading or as assigned for vectors to join filed route. |                                                                        |
| ROUTING                                                                       |                                                                                 |                                                                        |
| EXPECT further clearance to filed altitude within 10 minutes after departure. |                                                                                 |                                                                        |

KRSW/RSW  
Apt Elev 30'  
N26 32.2 W081 45.3

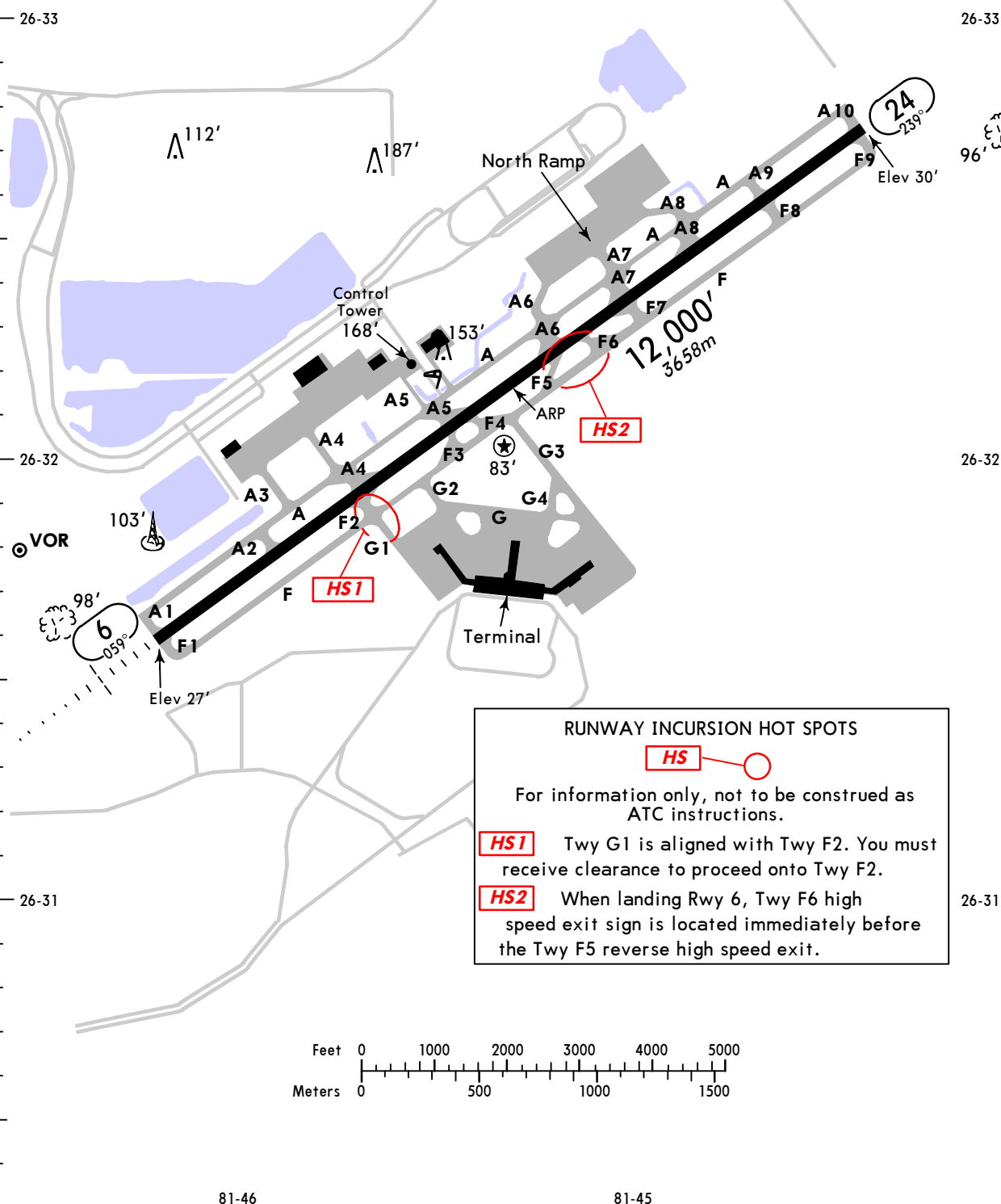
JEPPESEN  
23 DEC 11 (20-9)

FT MYERS, FLA  
SOUTHWEST FLORIDA INTL

| ATIS<br>(ASOS when Twr inop) | *FT MYERS Clearance     | *Ground             | *Tower                |
|------------------------------|-------------------------|---------------------|-----------------------|
| 124.65                       | 132.07                  | 121.9               | 128.75                |
| FT MYERS UNICOM              | *FT MYERS Departure (R) |                     | MIAMI Center (R)      |
| CTAF 122.95 when Twr inop.   | 331°-059°<br>126.8      | 060°-240°<br>119.75 | 241°-330°<br>125.15   |
|                              |                         |                     | 134.75 when Dep inop. |

CAUTION: Lights on parallel road & parking lot NW of Rwy 6/24 can be mistaken for the runway & approach environment.

ATC clearance required prior to entering Twy F.  
No helicopter operations permitted on terminal ramp.



#### RUNWAY INCURSION HOT SPOTS



For information only, not to be construed as ATC instructions.

**HS1** Twy G1 is aligned with Twy F2. You must receive clearance to proceed onto Twy F2.

**HS2** When landing Rwy 6, Twy F6 high speed exit sign is located immediately before the Twy F5 reverse high speed exit.

**NOISE ABATEMENT:** Airport has runway use program. Use distant noise abatement departure profile. Visual approaches to Rwy 6 west of Ft Myers Beach are requested to maintain 3000' until crossing Ft Myers Beach shoreline 12 NM southwest of airport. For noise abatement procedures call airport manager.

#### GENERAL

**CAUTION:** Open baggage bays within the terminal area. Aircrews should use minimum thrust settings in these areas, especially during single engine taxi. Cross-bleed starts are only allowed after reaching the tug release point.

**CAUTION:** Birds and wildlife in vicinity of airport.

Closed to unscheduled air carrier operations with more than 30 passenger seats except prior approval required, call airport manager.

Low-level wind shear alert system.

Rwy 6 right traffic pattern.

#### **RAMP PROCEDURES**

##### GENERAL

**Terminal ramp has specific inbound and outbound routing.**

Arrivals should expect to enter the ramp via Taxilane G3.

Departures should expect to exit the ramp via Taxilane G1.

All traffic on the ramp should expect a clockwise flow, with the exception of aircraft positioned on the outside gates at Terminals B & D.

Inbound traffic should give way to pushbacks.

Aircraft required to taxi on ramp taxilane centerlines due to close proximity of obstructions.

##### ARRIVALS:

Inbound traffic for gates B1, B3, B5 & B7 stop at call spot #1 and request company direction.

Inbound traffic for gates D2, D4, D6, D8 & D10 stop at call spot #3 and request company direction.

Inbound traffic for all other gates, proceed directly to the gate.

#### **PUSHBACK PROCEDURES**

Do not contact ground control for pushback.

Outbound traffic from gates B1 thru B9, C1, C3, C5, C7 thru C9 proceed to call spot #2 and request taxi instructions.

Outbound traffic from gates C2, C4, C6, D1, D3, D5, D7 proceed to call spot #4 and request taxi instructions.

Outbound traffic from gates D2, D4, D6, D8 thru D10 proceed to call spot #6 and request taxi instructions.

#### **ADDITIONAL RUNWAY INFORMATION**

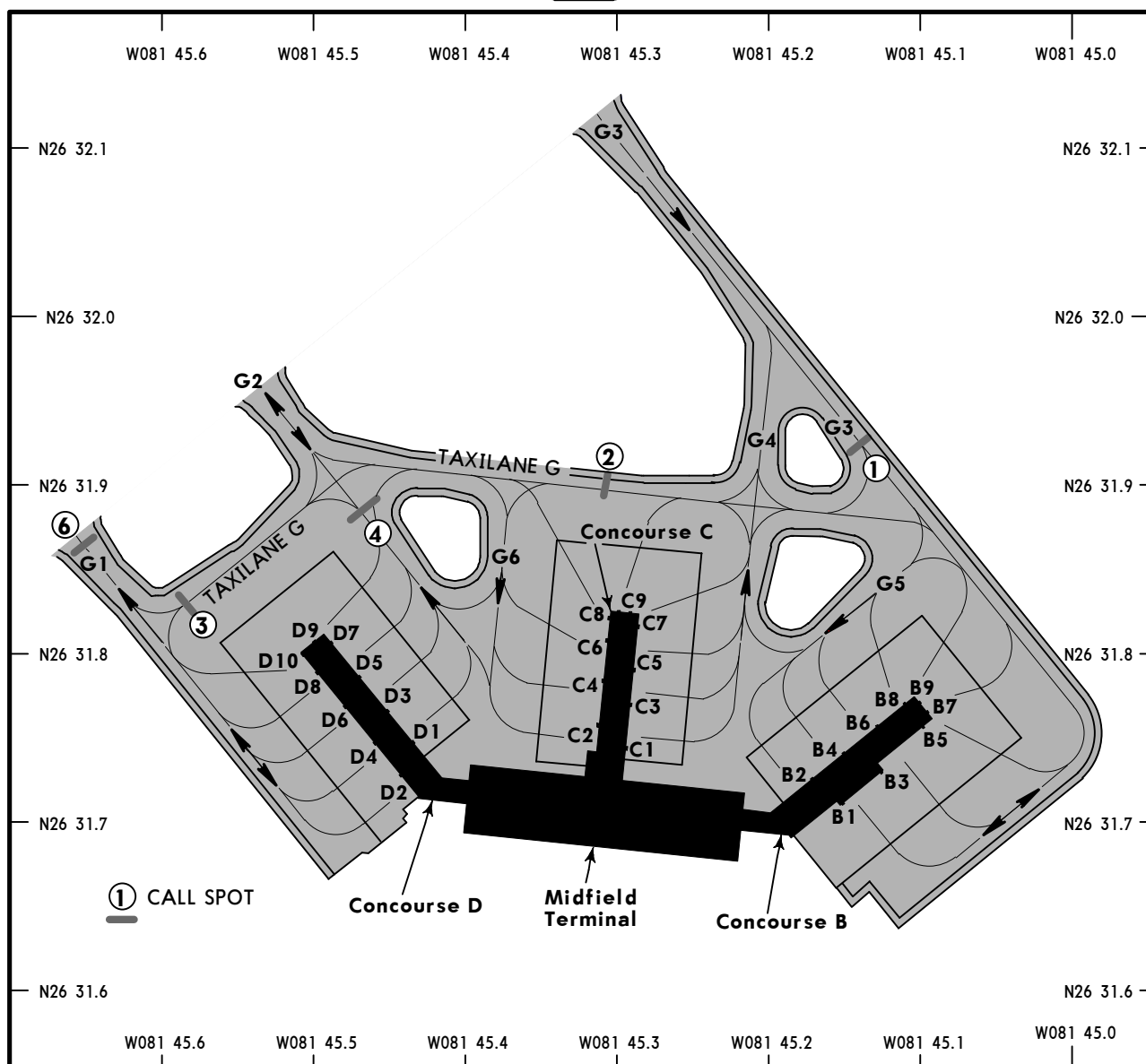
| RWY |                                          | USABLE LENGTHS |               |          | WIDTH |
|-----|------------------------------------------|----------------|---------------|----------|-------|
|     |                                          | LANDING BEYOND |               | TAKE-OFF |       |
|     |                                          | Threshold      | Glide Slope   |          |       |
| 6   | HIRL CL ① MALSR TDZ VASI-L grooved RVR   |                | 10,948' 3337m |          | 150'  |
| 24  | HIRL CL REIL PAPI-L (angle 3.0°) grooved |                |               |          | 46m   |

① Activate on 122.95 when Twr inop.

| TAKE-OFF  |                  |               | FOR FILING AS ALTERNATE            |           |                                                         |
|-----------|------------------|---------------|------------------------------------|-----------|---------------------------------------------------------|
|           | All Rwys         |               | Authorized Only When Twr Operating |           | RNAV (GPS) Rwy 6<br>RNAV (GPS) Rwy 24<br>VOR DME Rwy 24 |
|           | Adequate Vis Ref | STD           | ILS Rwy 6                          | LOC Rwy 6 |                                                         |
| 1 & 2 Eng | RVR 16 or 1/4    | RVR 50 or 1   | 600-2                              | 800-2     | 800-2                                                   |
| 3 & 4 Eng |                  | RVR 24 or 1/2 |                                    |           |                                                         |
|           |                  |               |                                    |           |                                                         |
|           |                  |               |                                    |           |                                                         |

Rwy 24: Note: Tree 1,692' from departure end of runway, 916' right of centerline, 78' AGL/98' MSL.





## PARKING GATE COORDINATES

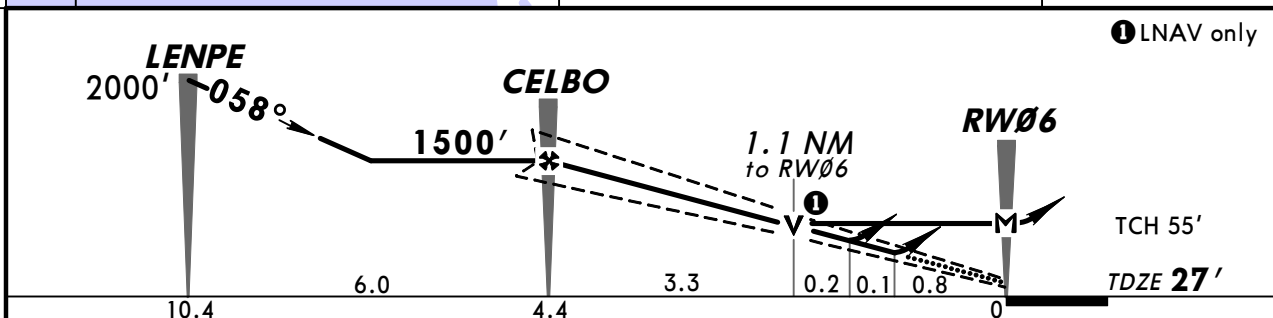
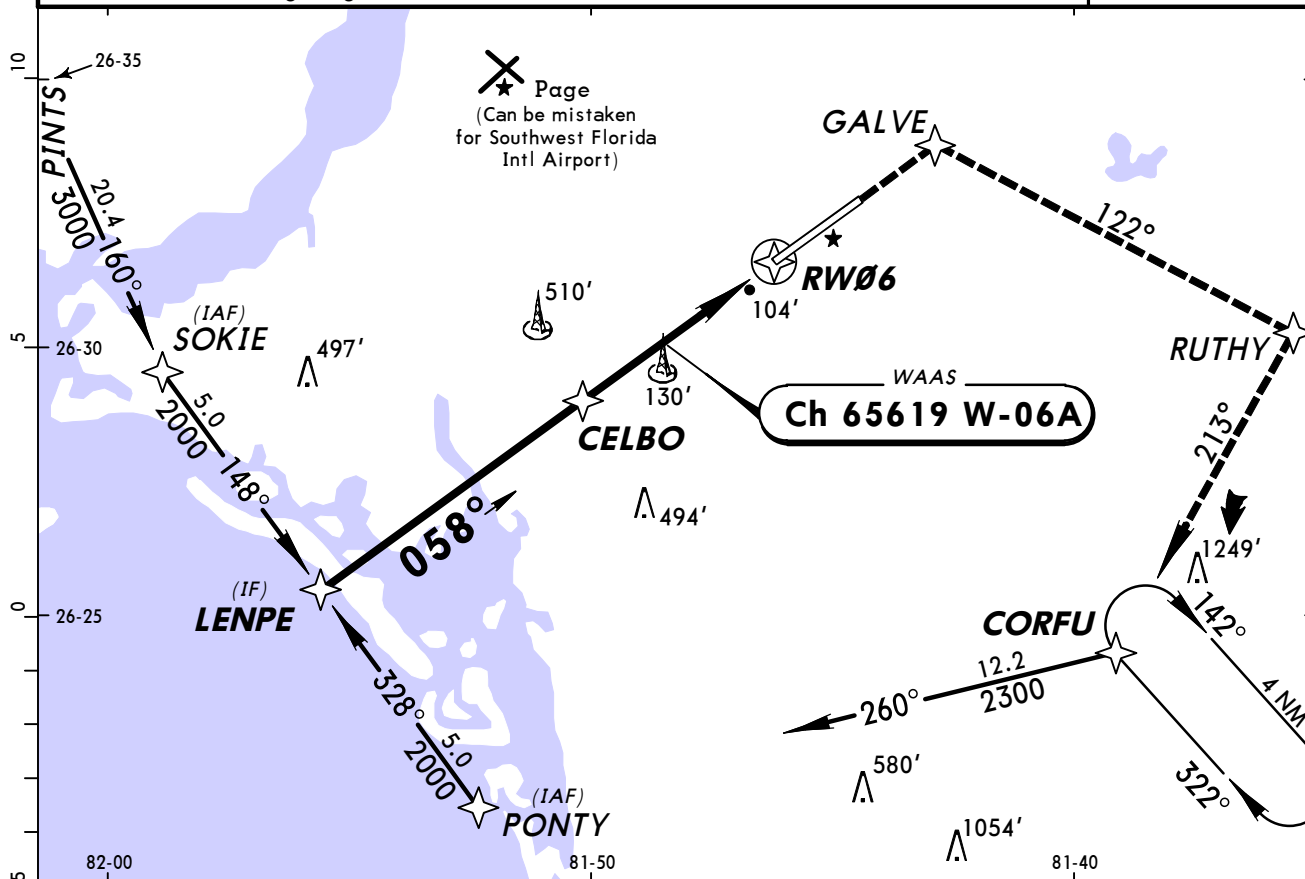
| GATE No.            | COORDINATES        |
|---------------------|--------------------|
| B1, B2, B4          | N26 31.7 W081 45.2 |
| B3, B5 thru B9      | N26 31.7 W081 45.1 |
| C1 thru C3          | N26 31.7 W081 45.3 |
| C4 thru C9          | N26 31.8 W081 45.3 |
| D1 thru D3          | N26 31.7 W081 45.4 |
| D4, D6              | N26 31.7 W081 45.5 |
| D5, D7, D8 thru D10 | N26 31.8 W081 45.5 |

BRIEFING STRIP™

DC

BRIEFING STRIP

|                                                                                                                                                                                       |                                  |                                                      |                                    |                                                  |                                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|------------------------------------------------------|------------------------------------|--------------------------------------------------|-----------------------------------------------------------|
| ATIS (ASOS when Twr inop)<br><b>124.65</b>                                                                                                                                            |                                  | *FT MYERS Approach (R)<br><b>126.8</b>               |                                    | MIAMI Center (R)<br><b>134.75</b> when App inop. |                                                           |
| *FT MYERS Tower<br><b>128.75</b>                                                                                                                                                      |                                  | FT MYERS UNICOM<br>CTAF <b>122.95</b> when Twr inop. |                                    | *Ground<br><b>121.9</b>                          |                                                           |
| WAAS<br><b>Ch 65619</b><br>W-06A                                                                                                                                                      | Final<br>Apch Crs<br><b>058°</b> | Minimum Alt<br><b>CELBO</b><br><b>1500'</b> (1473')  | LPV<br>DA(H)<br><b>330'</b> (303') | Apt Elev <b>30'</b><br><br>TDZE <b>27'</b>       | <div><div></div><div>2600'</div><div>MSA RW06</div></div> |
| MISSED APCH: Climb to 2300' direct GALVE and via 122° track to RUTHY and RIGHT turn via 213° track to CORFU and hold.                                                                 |                                  |                                                      |                                    |                                                  |                                                           |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                       |                                  |                                                      |                                    |                                                  |                                                           |
| 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized.<br>3. Pilot controlled lighting 122.95. |                                  |                                                      |                                    |                                                  |                                                           |



|                        |     |     |     |     |     |     |                                     |
|------------------------|-----|-----|-----|-----|-----|-----|-------------------------------------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | MALSR<br>VASI<br>2300'<br>D → GALVE |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                                     |
| MAP at RW06            |     |     |     |     |     |     |                                     |

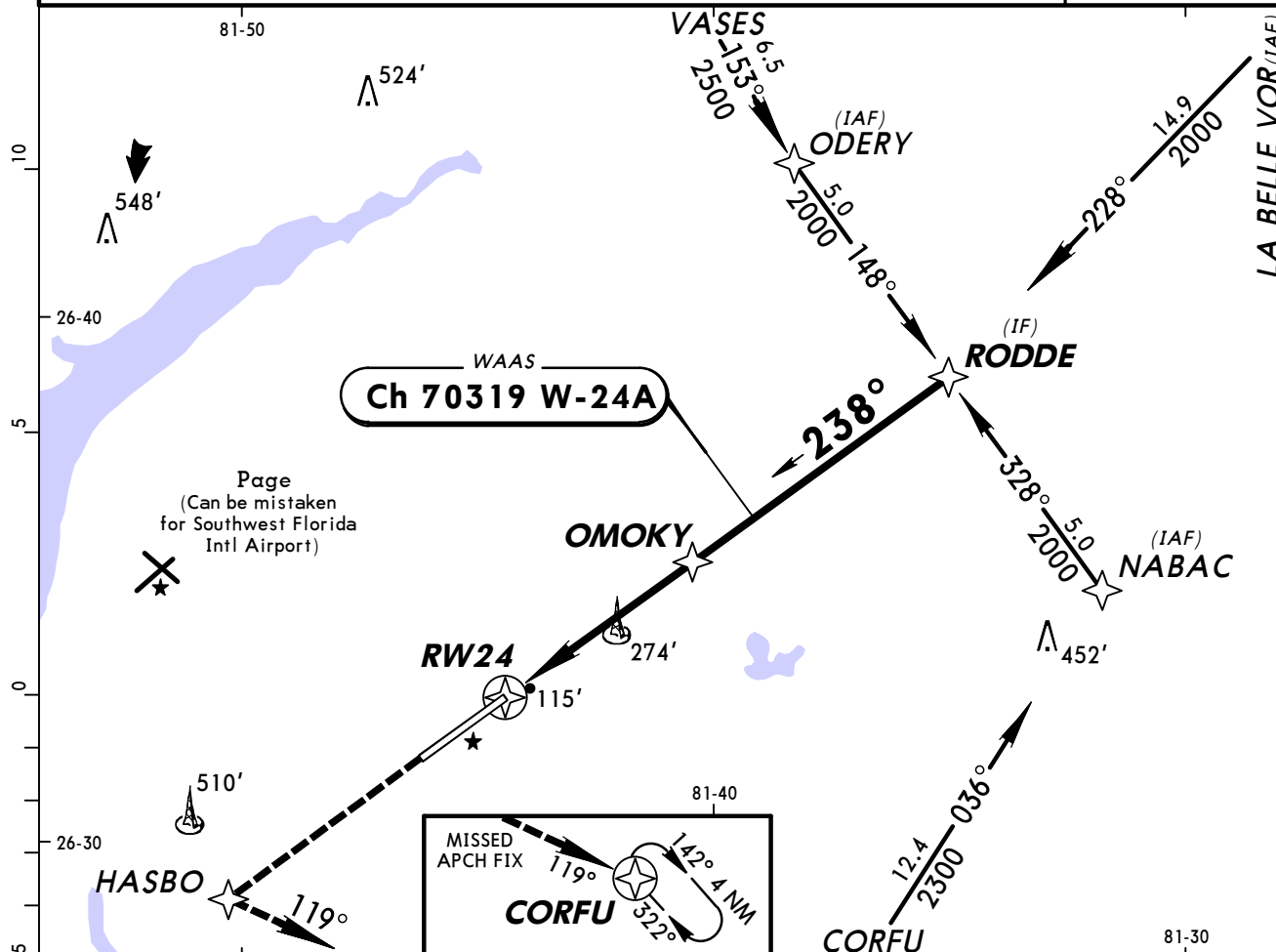
| STRAIGHT-IN LANDING RWY 6       |               |                                       |               |                                   |               |                 | CIRCLE-TO-LAND |                    |
|---------------------------------|---------------|---------------------------------------|---------------|-----------------------------------|---------------|-----------------|----------------|--------------------|
| LPV<br>DA(H) <b>330'</b> (303') |               | LNAV/VNAV<br>DA(H) <b>380'</b> (353') |               | LNAV<br>MDA(H) <b>440'</b> (413') |               |                 | Max Kts        | MDA(H)             |
| RAIL or ALS out                 |               | RAIL out   ALS out                    |               | RAIL out   ALS out                |               |                 | 90             |                    |
| A                               |               |                                       |               |                                   |               |                 | 120            | 500' (470') -1     |
| B                               | RVR 24 or 1/2 | RVR 50 or 1                           | RVR 40 or 3/4 | RVR 60 or 1 1/4                   | RVR 24 or 1/2 | RVR 40 or 3/4   |                |                    |
| C                               |               |                                       |               |                                   | RVR 40 or 3/4 | RVR 50 or 1     | 140            | 500' (470') -1 1/2 |
| D                               |               |                                       |               |                                   | RVR 50 or 1   | RVR 60 or 1 1/4 | 165            | 580' (550') -2     |

CHANGES: CORFU hold length.

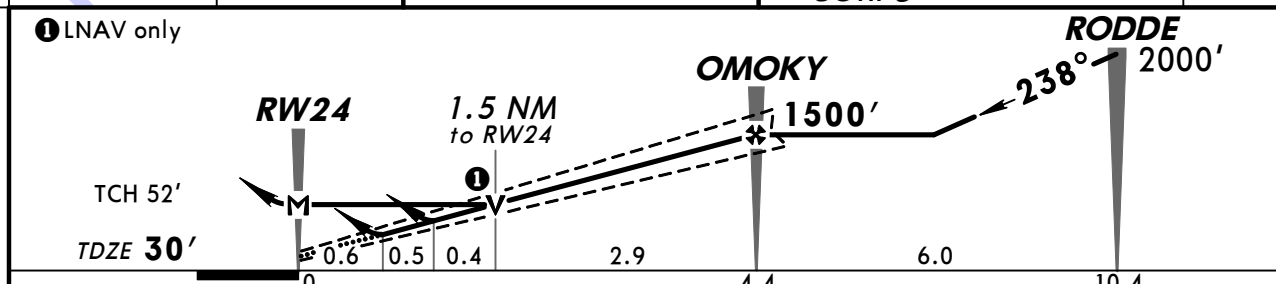
TM

BRIEFING STRIP

|                                                                                                                                                                                                                                                                                        |                                  |                                                      |                                    |                                                  |                                                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|------------------------------------------------------|------------------------------------|--------------------------------------------------|------------------------------------------------|
| ATIS (ASOS when Twr inop)<br><b>124.65</b>                                                                                                                                                                                                                                             |                                  | *FT MYERS Approach (R)<br><b>126.8</b>               |                                    | MIAMI Center (R)<br><b>134.75</b> when App inop. |                                                |
| *FT MYERS Tower<br><b>128.75</b>                                                                                                                                                                                                                                                       |                                  | FT MYERS UNICOM<br>CTAF <b>122.95</b> when Twr inop. |                                    | *Ground<br><b>121.9</b>                          |                                                |
| WAAS<br><b>Ch 70319</b><br><b>W-24A</b>                                                                                                                                                                                                                                                | Final<br>Apch Crs<br><b>238°</b> | Minimum Alt<br><b>OMOKY</b><br><b>1500'</b> (1470')  | LPV<br>DA(H)<br><b>280'</b> (250') | Apt Elev <b>30'</b><br>TDZE <b>30'</b>           | <div><div>2600'</div><div>MSA RW24</div></div> |
| MISSED APCH: Climb to 2300' direct HASBO and LEFT turn via 119° track to CORFU and hold.                                                                                                                                                                                               |                                  |                                                      |                                    |                                                  |                                                |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP 0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 122.95. |                                  |                                                      |                                    |                                                  |                                                |
|                                                                                                                                                                                                                                                                                        |                                  |                                                      |                                    |                                                  |                                                |



① LNAV only

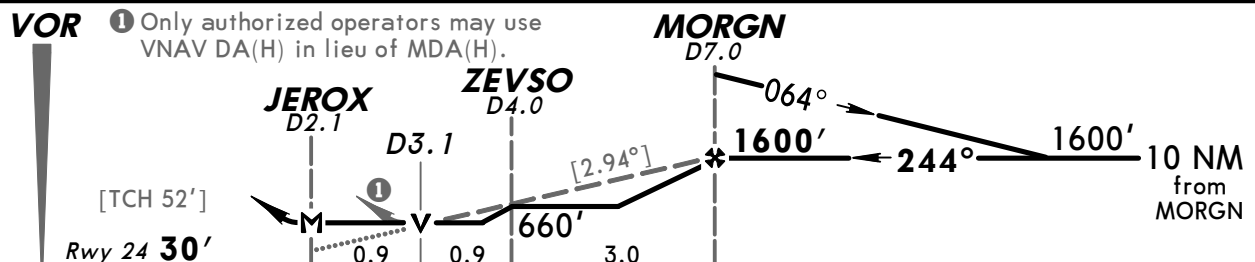
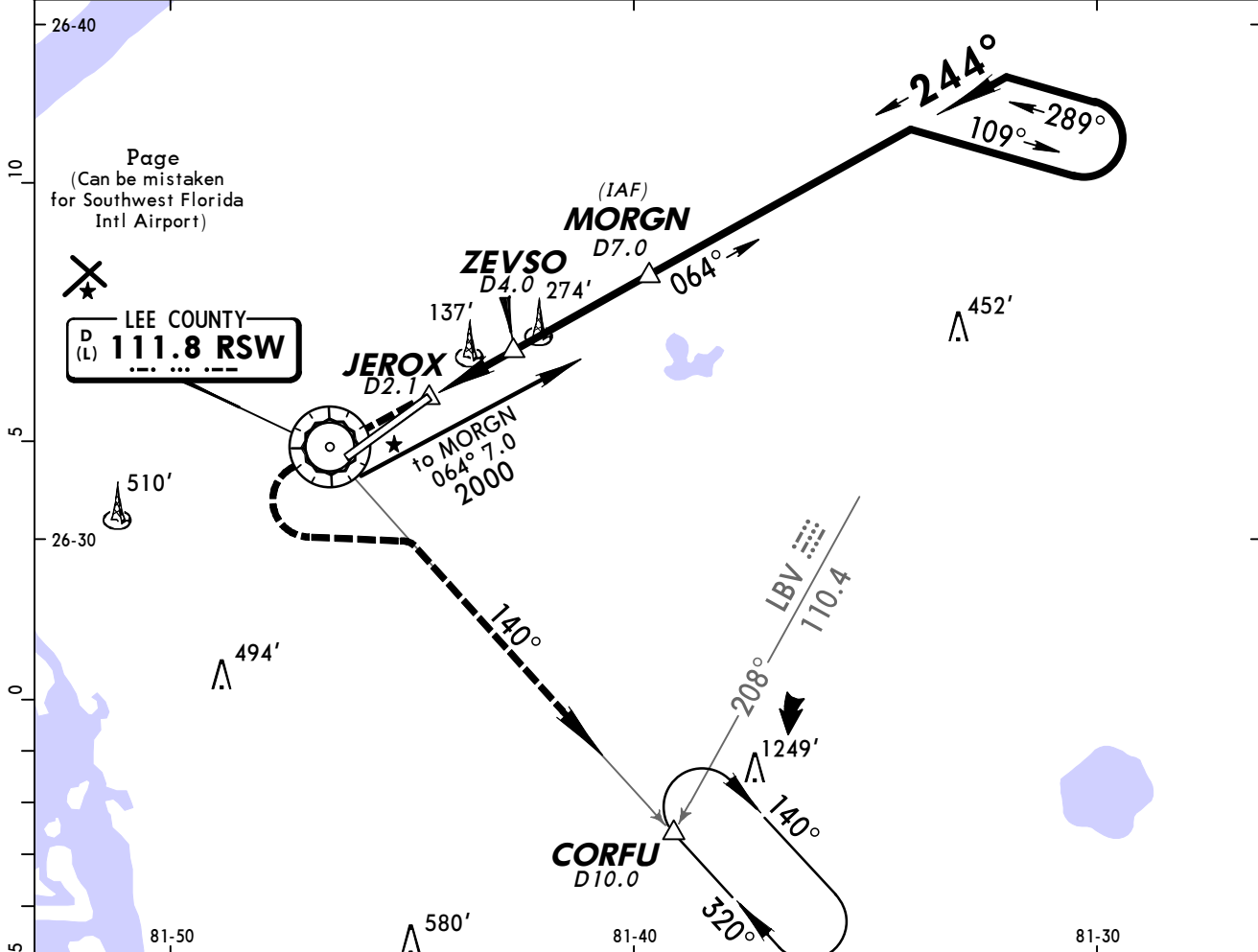


|                        |     |     |     |     |     |     |                |            |      |       |  |
|------------------------|-----|-----|-----|-----|-----|-----|----------------|------------|------|-------|--|
| 0                      |     |     |     |     |     |     | 4.4            |            | 10.4 |       |  |
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 2300'<br>↑ | D→   | HASBO |  |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                |            |      |       |  |
| MAP at RW24            |     |     |     |     |     |     |                |            |      |       |  |

| STRAIGHT-IN LANDING RWY 24 |                          |                           |         | CIRCLE-TO-LAND    |  |
|----------------------------|--------------------------|---------------------------|---------|-------------------|--|
| LPV                        | LNAV/VNAV                | LNAV                      | Max Kts | MDA(H)            |  |
| DA(H) <b>280'</b> (250')   | DA(H) <b>420'</b> (390') | MDA(H) <b>580'</b> (550') | 90      | 580' (550')-1     |  |
| 3/4                        | 1 1/4                    | 1                         | 120     | 580' (550')-1 1/2 |  |
|                            |                          | 1 1/2                     | 140     | 580' (550')-1 1/2 |  |
|                            |                          | 1 3/4                     | 165     | 580' (550')-2     |  |

BRIEFING STRIP™

|                                                                                                                 |                                  |                                                      |                              |                                                  |                                                              |
|-----------------------------------------------------------------------------------------------------------------|----------------------------------|------------------------------------------------------|------------------------------|--------------------------------------------------|--------------------------------------------------------------|
| ATIS (ASOS when Twr inop)<br><b>124.65</b>                                                                      |                                  | *FT MYERS Approach (R)<br><b>126.8</b>               |                              | MIAMI Center (R)<br><b>134.75</b> when App inop. |                                                              |
| *FT MYERS Tower<br><b>128.75</b>                                                                                |                                  | FT MYERS UNICOM<br>CTAF <b>122.95</b> when Twr inop. |                              | *Ground<br><b>121.9</b>                          |                                                              |
| VOR<br>RSW<br><b>111.8</b>                                                                                      | Final<br>Apch Crs<br><b>244°</b> | Minimum Alt<br><b>MORGN</b><br><b>1600' (1570')</b>  | MDA(H)<br><b>400' (370')</b> | Apt Elev <b>30'</b><br>Rwy 24 <b>30'</b>         | <div><div></div><div>2600'</div><div>MSA RSW VOR</div></div> |
| MISSED APCH: Climb to 1000' then climbing LEFT turn to 2300' outbound on RSW VOR R-140 to CORFU/D10.0 and hold. |                                  |                                                      |                              |                                                  |                                                              |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                 |                                  |                                                      |                              |                                                  |                                                              |
| 1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 122.95.                                 |                                  |                                                      |                              |                                                  |                                                              |



|                       |     |     |     |     |     |     |                |       |       |          |       |
|-----------------------|-----|-----|-----|-----|-----|-----|----------------|-------|-------|----------|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 1000' | 2300' | RSW      | CORFU |
| Descent angle [2.94°] | 364 | 468 | 520 | 624 | 728 | 832 |                | ↑     | ←     | on 111.8 |       |
| MAP at JEROX          |     |     |     |     |     |     |                |       |       | R-140    |       |

| TERPS |   |  |  | STRAIGHT-IN LANDING RWY 24 |         | CIRCLE-TO-LAND      |  |
|-------|---|--|--|----------------------------|---------|---------------------|--|
|       |   |  |  | MDA(H) <b>400'</b> (370')  |         | MDA(H)              |  |
| A     | 1 |  |  |                            | Max Kts |                     |  |
| B     |   |  |  |                            | 90      | 500' (470') - 1     |  |
| C     |   |  |  |                            | 120     | 500' (470') - 1 1/2 |  |
| D     |   |  |  |                            | 140     | 500' (470') - 1 1/2 |  |
|       |   |  |  |                            | 165     | 580' (550') - 2     |  |

## General Information

Location: Orlando FL USA  
IATA Code: SFB  
Lat/Long: N28° 46.6' W081° 14.1'  
Elevation: 55 ft

Airport Use: Public  
Magnetic Variation: 6.0°W  
Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet A  
Oxygen Types: HP Bottle  
Repair Types: Major Airframe, Major Engine  
Customs: Upon Prior Request  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes  
Pattern Altitude: 1000 ft AGL

Sunrise: 1152 Z  
Sunset: 2323 Z,

## Runway Information

Runway: 09C  
Length x Width: 3578 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 52 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 09L  
Length x Width: 9601 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 55 ft  
Lighting: Edge, ALS, Pilot controlled  
Displaced Threshold: 1000 ft  
Stopway: 500 ft

Runway: 09R  
Length x Width: 6647 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 47 ft  
Lighting: Edge, ALS, Pilot controlled  
Displaced Threshold: 1647 ft

Runway: 18  
Length x Width: 6002 ft x 150 ft  
Surface Type: asphalt

TDZ-Elev: 49 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 27C  
Length x Width: 3578 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 52 ft  
Lighting: Edge, Pilot controlled

Runway: 27L  
Length x Width: 6647 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 28 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 27R  
Length x Width: 9601 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 49 ft  
Lighting: Edge, ALS, Pilot controlled  
Displaced Threshold: 599 ft  
Stopway: 500 ft

Runway: 36  
Length x Width: 6002 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 49 ft  
Lighting: Edge, REIL, Pilot controlled

## **Communication Information**

ATIS 125.975  
Orlando Tower 135.25 Secondary  
Orlando Tower 120.3 CTAF PCL  
Orlando Ground Control 121.35  
Orlando Clearance Delivery 123.975  
Orlando Clearance Delivery 121.35  
Orlando Approach Approach Control 121.1  
Orlando ARSA 119.775  
Orlando ARSA 121.1  
Orlando Departure Departure Control 121.1

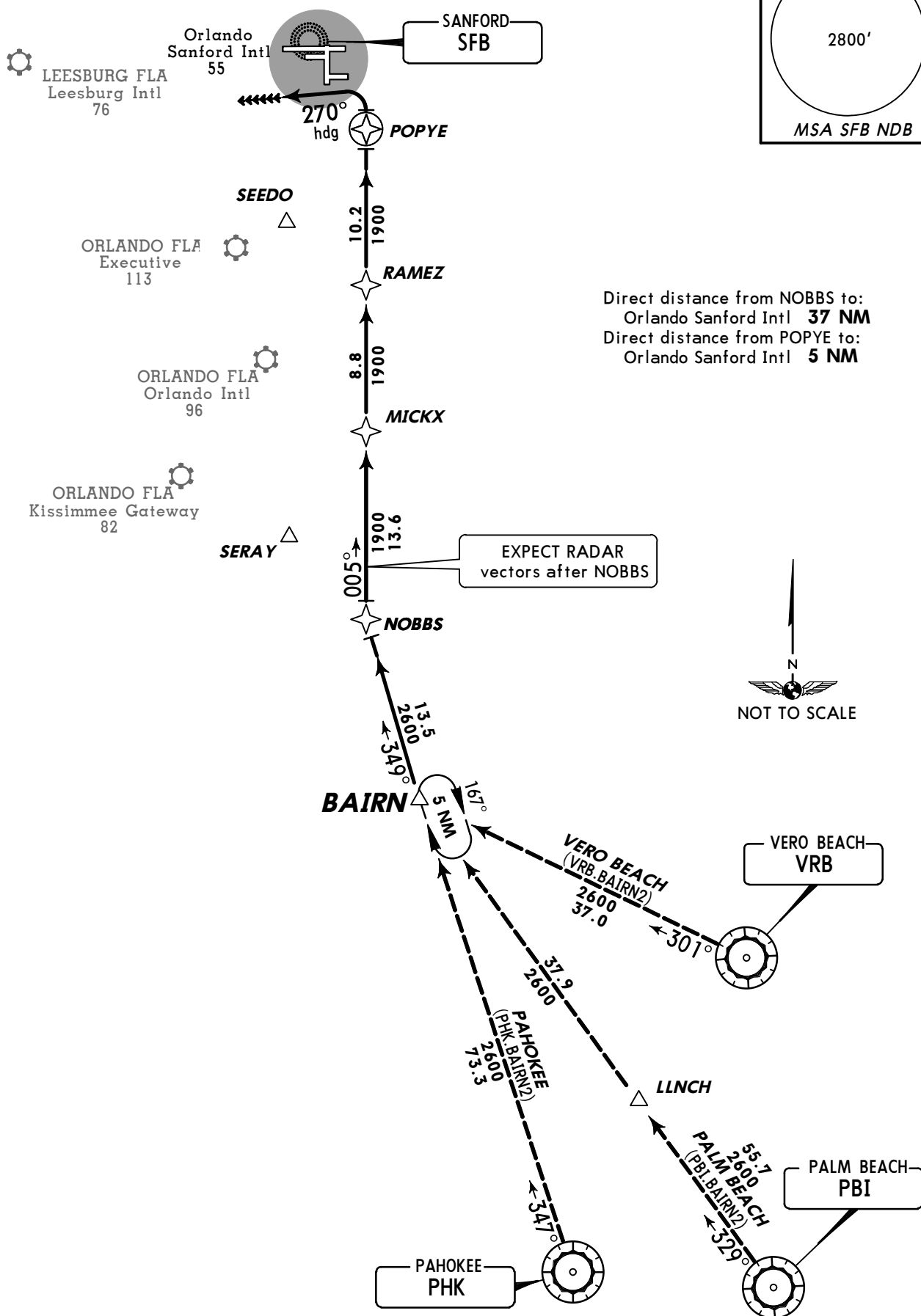
ATIS  
**125.97**

Apt Elev  
See  
Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.  
4. PAHOKEE and PALM BEACH transitions: For non-GPS equipped aircraft MLB, ORL, PHK, and VRB must be operational. 5. VERO BEACH transition: For non-GPS equipped aircraft MLB and ORL must be operational. 6. Turbojet/turboprop aircraft only.

## BAIRN TWO RNAV ARRIVAL (BAIRN.BAIRN2)



### ROUTING

From over BAIRN via 349° track to NOBBS, then as depicted to POPYE.



ATIS  
**125.97**Apt Elev  
See GraphicAlt Set: INCHES Trans level: FL180 Trans alt: 18000'  
RADAR and DME required.

2800'

MSA SFB NDB

**CORLL ONE ARRIVAL (OMN.CORLL1)**ORMOND BEACH  
D 112.6 OMN  
(H) --- --  
N29 18.2 W081 06.8EXPECT clearance to  
cross at **10000'**

191°

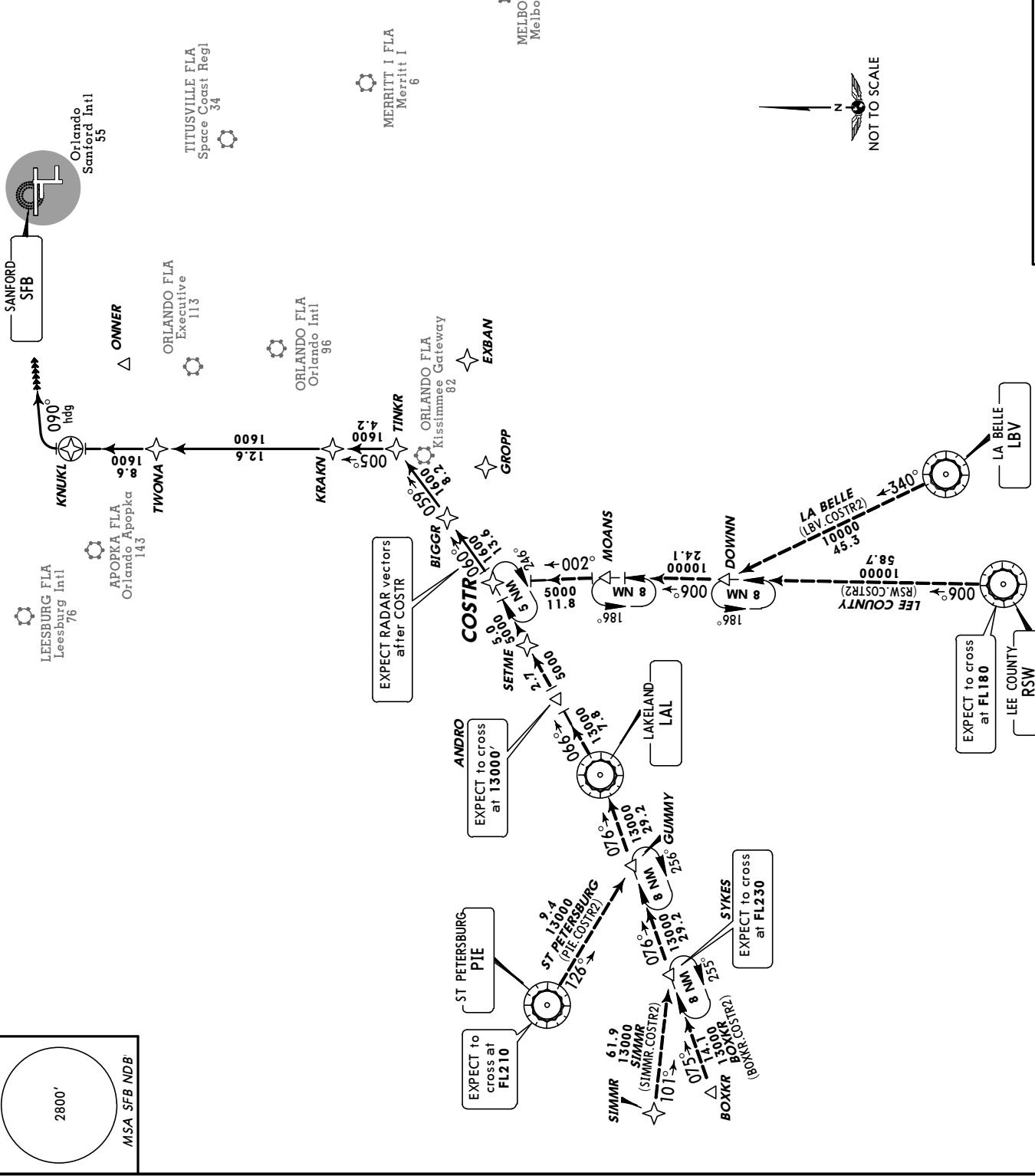
15  
2000Direct distance from CORLL to:  
Orlando Sanford Intl **9 NM**DIGGR  
N29 03.4 W081 10.0EXPECT clearance to  
cross at **5000'**8  
2000**CORLL**

N28 55.6 W081 11.8

EXPECT RADAR vectors to  
destination airport or final  
approach courseSANFORD  
408 SFB  
... ..  
N28 47.1 W081 14.6Orlando Sanford Intl  
55ORLANDO FLA  
Executive  
113**ROUTING**

From over OMN via OMN R-191 to CORLL. EXPECT RADAR vectors to destination airport or final approach course.

COSTR TWO RNAV ARRIVAL  
(COSTR.COSTR2)



ATIS  
**125.97**

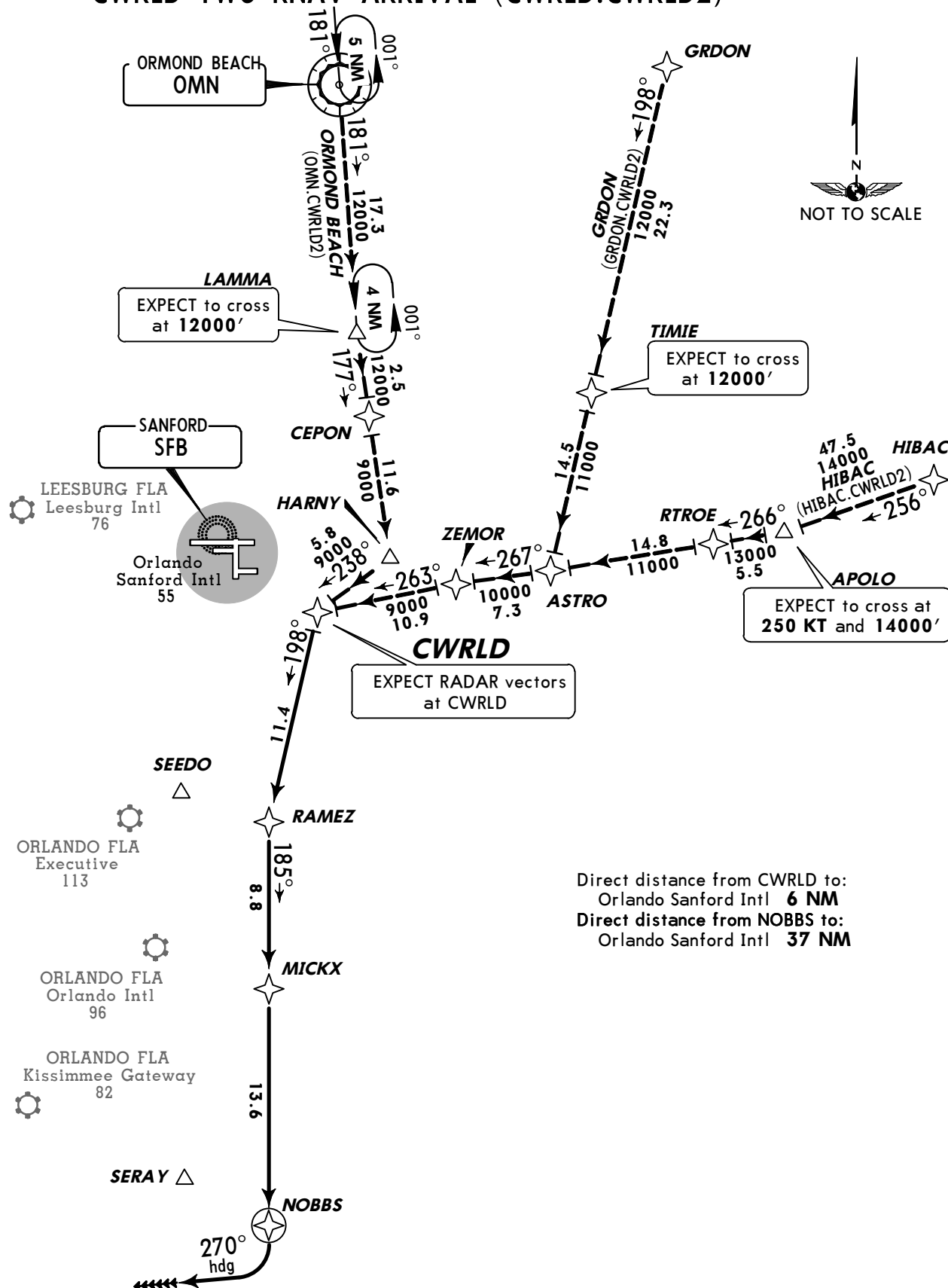
Apt Elev  
See  
Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME/DME/IRU or GPS required. 2. RNAV 1.  
3. RADAR required. 4. Turbojet aircraft only.  
5. ORMOND BEACH transition for Orlando Intl and Kissimmee Gateway landing aircraft only. 6. HIBAC transition: For non-GPS aircraft MLB, OMN, ORL and VRB DMEs must be operational. 7. ORMOND BEACH and GRDON transitions: For non-GPS aircraft MLB, OMN and ORL DMEs must be operational. 8. GRDON transition: ATC assigned only. 9.

2800'

MSA SFB NDB

## CWRLD TWO RNAV ARRIVAL (CWRLD.CWRLD2)



### ROUTING

From CWRLD via 198° track to RAMEZ, then as depicted to NOBBS, then via 270° heading.

ATIS  
**125.97**

*Apt Elev*  
*See Graphic*

Alt Set: INCHES

Trans level: FL180

Trans alt: 18000'

2800'

MSA SFB NDB

## GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

0 100 Miles

Leesburg, FL  
Leesburg Intl  
76

SANFORD  
408 SFB  
... ..  
N28 47.1 W081 14.6

Orlando Sanford Intl  
55

APOPKA FLA  
Orlando Apopka  
143

ORLANDO  
D  
(H) 112.2 ORL  
N28 32.6 W081 20.1

ORLANDO FLA  
Executive  
113

TITUSVILLE FLA  
Space Coast Regl  
34

Direct distance from SABOT to:  
Orlando Sanford Intl **32 NM**

ORLANDO FLA  
Orlando Intl  
96

MERRITT I FLA  
Merritt I  
6

ORLANDO FLA  
Kissimmee Gateway  
82

KISSIMMEE  
329 ISM  
N28 17.4 W081 26.1

**SABOT**  
N28 15.1 W081 13.6

EXPECT RADAR vectors  
to final approach course

**ODDEI**  
N28 05.8 W081 10.2  
080° D45

MELBOURNE  
P  
(L) 110.0 MLB  
N28 06.3 W080 38.1

**BAIRN**  
N27 56.9 W081 06.9

**VERO BEACH**  
(VRB.GOOFY5)  
**2600**  
**37**

VERO BEACH  
D  
(H) 117.3 VRB  
... ..  
N27 40.7 W080 29.4

**LLNCH**  
N27 26.1  
W080 41.7

PAHOKEE  
D  
(H) 115.4 PHK  
N26 47.0 W080 41.5

[ PALM BEACH ]  
 (H) 115.7 PBI  
 . . . . .  
 N26 40.8 W080 05.2

**PALM BEACH**  
(PBI.GOOFY5)  
5000 2600  
56

VIRGINIA KEY  
 (D) 117.1 VKZ  
 ... ..  
 N25 45.1 W080 09.3



## ROUTING

From over BAIRN via ORL R-162 to SABOT. EXPECT RADAR vectors to final approach course.

**CHANGES:** None.

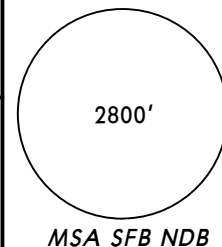
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ORLANDO  
Departure (R)  
**121.1**

*Apt Elev*  
**55'**

Trans level: FL180    Trans alt: 18000'  
RADAR required.



## SANFORD THREE DEPARTURE (SFB3.SFB)



SEMINOLE  
D(H) 117.5 SZW  
N30 33.4 W084 22.4

CRAIG  
D(H) 114.5 CRG  
N30 20.3 W081 30.6



CROSS CITY  
D(L) 112.0 CTY  
N29 35.9 W083 02.9

SANFORD  
408 SFB  
N28 47.1 W081 14.6

ORMOND BEACH  
D(H) 112.6 OMN  
N29 18.2 W081 06.8

OCALA  
D(L) 113.7 OCF  
N29 10.6 W082 13.6



LAKELAND  
D(H) 116.0 LAL  
N27 59.2 W082 00.8

ST PETERSBURG  
D(H) 116.4 PIE  
N27 54.5 W082 41.1

ORLANDO  
D(H) 112.2 ORL  
N28 32.6 W081 20.1

MELBOURNE  
D(L) 110.0 MLB  
N28 06.3 W080 38.1

SARASOTA  
D(H) 117.0 SRQ  
N27 24.4 W082 33.8

VERO BEACH  
D(H) 117.3 VRB  
N27 40.7 W080 29.4

PAHOKEE  
D(H) 115.4 PHK  
N26 47.0 W080 41.5

PALM BEACH  
D(H) 115.7 PBI  
N26 40.8 W080 05.2

LEE COUNTY  
D(L) 111.8 RSW  
N26 31.8 W081 46.5

This SID requires take-off minimums  
(for standard minimums, refer to airport chart):  
Rwys 9L/C/R, 18, 27L/C/R, 36: Standard (or  
lower than standard, if authorized).

### OBSTACLES

Rwy 9L: Trees beginning 197' from DER,  
25' LEFT of centerline, up to 55' AGL/79'  
MSL. Pole 2277' from DER, 12' LEFT of  
centerline, 32' AGL/61' MSL. Trees  
beginning 956' from DER, 280' RIGHT of  
centerline, 65' AGL/90' MSL.

Rwy 9C: Bush 162' from DER, 276' LEFT of  
centerline, 8' AGL/57' MSL. Tree 2305'  
from DER, 90' RIGHT of centerline, up to  
81' AGL/111' MSL.

Rwy 9R: Utilities beginning 430' from DER,  
206' LEFT of centerline, up to 36' AGL/55'  
MSL. Trees beginning 986' from DER, 13'  
LEFT of centerline, up to 52' AGL/71' MSL.  
Post 1' from DER, 277' LEFT of centerline,  
6' AGL/25' MSL. Utilities beginning 430'  
from DER, 109' RIGHT of centerline, up to  
36' AGL/55' MSL. Tree 1078' from DER,  
463' RIGHT of centerline, 34' AGL/53' MSL.

Rwy 27L: Trees beginning 2733' from DER,  
260' LEFT of centerline, up to 72' AGL/131'  
MSL. Fence 229' from DER, 16' RIGHT of  
centerline, 12' AGL/51' MSL.

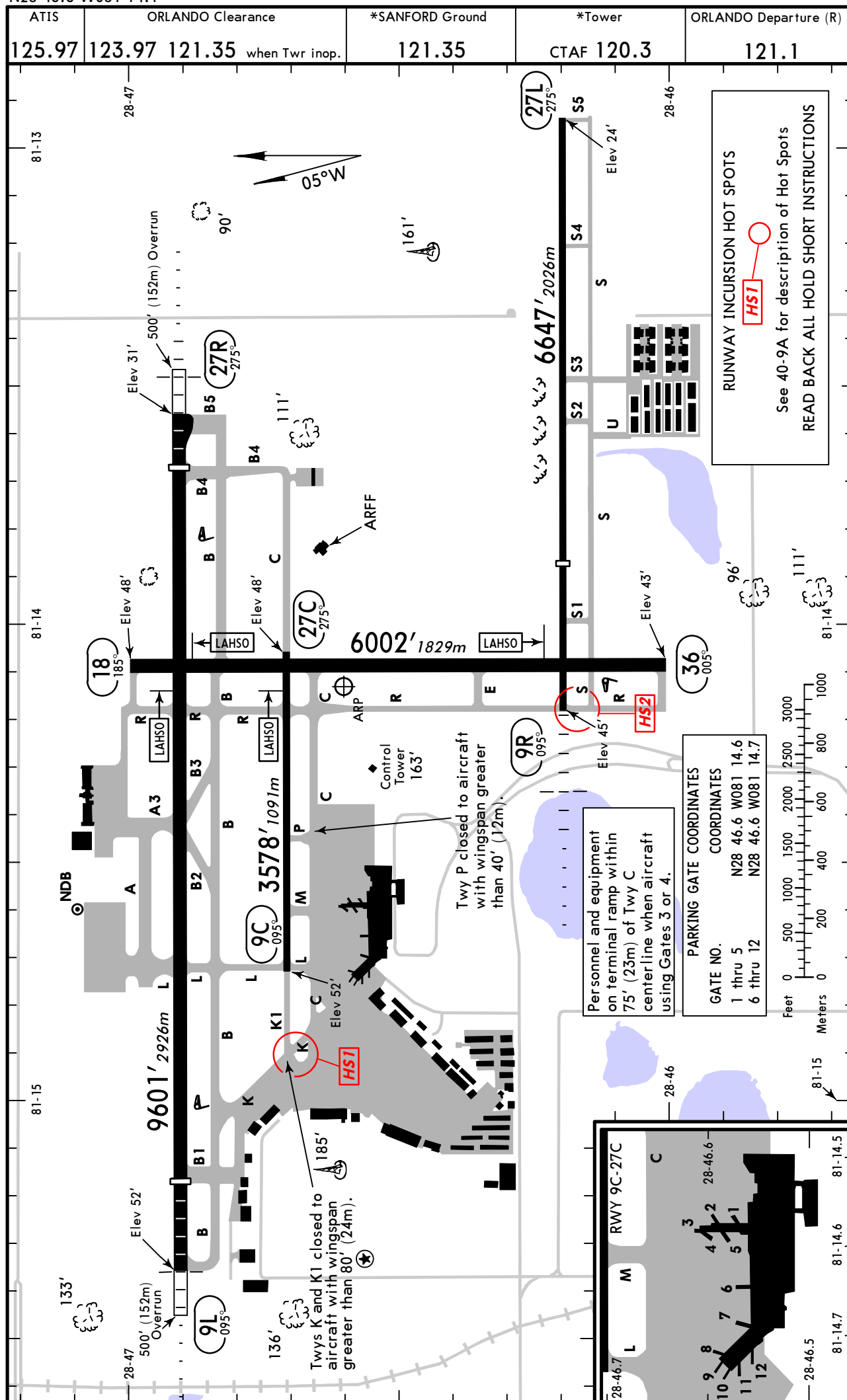
Rwy 27C: Tower 2341' from DER, 544' LEFT  
of centerline, 128' AGL/185' MSL. Rod on  
obstacle light tower 2364' from DER, 551'  
LEFT of centerline, 125' AGL/184' MSL.

Rwy 27R: Tower 3434' from DER, 1332' LEFT  
of centerline, 115' AGL/171' MSL. Pole 1378'  
from DER, 790' LEFT of centerline, 37'  
AGL/96' MSL. Trees beginning 1355' from  
DER, 147' LEFT of centerline, up to 71'  
AGL/120' MSL. Antenna on building 130'  
from DER, 440' RIGHT of centerline, 18'  
AGL/67' MSL. Trees beginning 1453' from  
DER, 179' RIGHT of centerline, up to 63'  
AGL/112' MSL.

| RWY     | INITIAL CLIMB       | ALTITUDE          |
|---------|---------------------|-------------------|
| 9L/C/R  | Climb heading 095°. | MAINTAIN<br>2000' |
| 18      | Climb heading 185°. |                   |
| 27L/C/R | Climb heading 275°. |                   |
| 36      | Climb heading 005°. |                   |

### ROUTING

EXPECT vectors to appropriate fix. EXPECT further clearance to filed altitude/flight level  
10 minutes after departure.



**GENERAL**

Airport closed to repetitive air carrier training operations except 24 hours PPR.

Birds in vicinity of airport.

Rwys 9R, 9C, 27R & 36 right traffic pattern.

**ADDITIONAL RUNWAY INFORMATION**

| RWY                                                                                                                                |                                            | USABLE LENGTHS           |                |                |                | TAKE-OFF | WIDTH       |
|------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|--------------------------|----------------|----------------|----------------|----------|-------------|
|                                                                                                                                    |                                            | LANDING BEYOND Threshold | Glide Slope    | LAHSO Distance |                |          |             |
| 9L<br>①<br>27R                                                                                                                     | ② HIRL MALSR ② PAPI-L (angle 3.0°) grooved | 8600'<br>2621m           | 7550'<br>2301m | 18/36          | 5500'<br>1676m |          | 150'<br>46m |
|                                                                                                                                    |                                            | 9000'<br>2743m           | 8012'<br>2442m |                |                |          |             |
| ① Primary runways for air carrier operations.<br>② Activate on 120.3 when Twr inop.                                                |                                            |                          |                |                |                |          |             |
| 9C<br>③<br>27C                                                                                                                     | MIRL REIL PAPI-L (angle 4.0°)              |                          |                | 18/36          | 3150'<br>960m  |          | 75'<br>23m  |
|                                                                                                                                    | MIRL PAPI-L (angle 3.0°)                   |                          |                |                |                |          |             |
| ③ Non-air carrier use only.                                                                                                        |                                            |                          |                |                |                |          |             |
| 9R<br>④<br>27L                                                                                                                     | ⑤ HIRL MALSR REIL PAPI-L                   | 5000'<br>1524m           | 4006'<br>1221m |                |                |          | 75'<br>23m  |
|                                                                                                                                    | ⑤ HIRL REIL PAPI-L                         | ⑥ 6132'<br>1869m         |                |                |                |          |             |
| ④ Non-air carrier use only.<br>⑤ Activate on 120.3 when Twr inop.<br>⑥ Last 515' is unavailable for landing distance computations. |                                            |                          |                |                |                |          |             |
| 18<br>⑦<br>36                                                                                                                      | ⑧ MIRL REIL ⑧ PAPI-L (angle 3.0°) grooved  |                          |                | 9R/27L         | 4624'<br>1409m |          | 150'<br>46m |
|                                                                                                                                    |                                            |                          |                | 9L/27R         | 5300'<br>1615m |          |             |
| ⑦ Primary runways for air carrier operations.<br>⑧ Activate on 120.3 when Twr inop.                                                |                                            |                          |                |                |                |          |             |

**RUNWAY INCURSION HOT SPOTS**

(For information only, not to be construed as ATC instructions.)

**HS1** Runway 9C approach hold (9C APCH) enroute to Taxiway C.

**HS2** The hold line for 9R on Taxiway R northbound is placed immediately adjacent to Taxiway S after crossing Runway 36 and turning right on Taxiway R.

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**

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

**OBSTACLE DP**

Rwy 27R, 27C, climb via heading 275° to 900' before proceeding northbound.

Rwy 27L, climb via heading 275° to 800' before proceeding northbound.

Rwy 36, climb via heading 005° to 2000' before proceeding on course.

**FOR FILING AS ALTERNATE**

|   | Authorized Only When Tower Operating         |                                         | Authorized Only When Local Weather Available                                                        |
|---|----------------------------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------------|
|   | Authorized Only When Local Weather Available |                                         |                                                                                                     |
|   | ILS Rwy 9L<br>ILS Rwy 9R<br>ILS Rwy 27R      | LOC Rwy 9L<br>LOC Rwy 9R<br>LOC Rwy 27R | NDB-B<br>NDB-C<br>RNAV (GPS) Rwy 9L<br>RNAV (GPS) Rwy 9R<br>RNAV (GPS) Rwy 18<br>RNAV (GPS) Rwy 27R |
| A | 600-2                                        | 800-2                                   | 800-2                                                                                               |
| B |                                              |                                         |                                                                                                     |
| C |                                              |                                         |                                                                                                     |
| D |                                              |                                         |                                                                                                     |



**BRIEFING STRIP™**

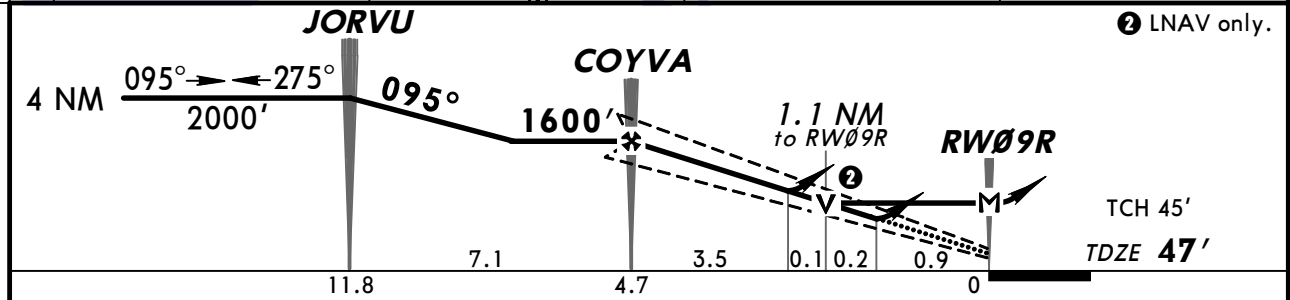
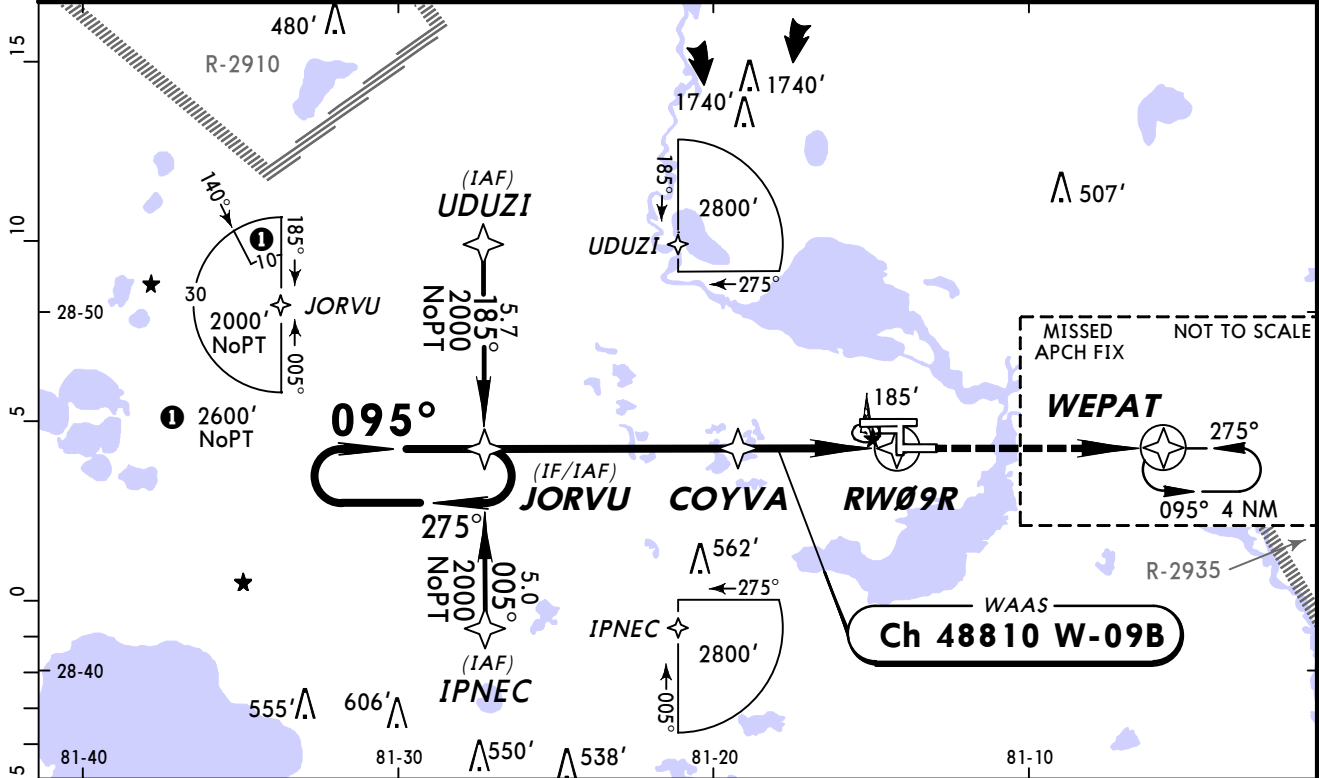
6 AMEND 3B 12 JAN 2012







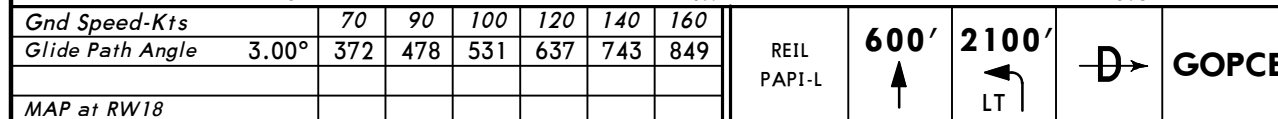
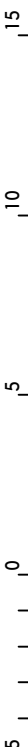
|                                                                                                                                                                                                                                                                                                                                                 |                           |                                       |                                              |                              |                     |                   |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|----------------------------------------------|------------------------------|---------------------|-------------------|--|
| ATIS<br>125.97                                                                                                                                                                                                                                                                                                                                  |                           | ORLANDO Approach (R)<br>121.1         |                                              | *SANFORD Tower<br>CTAF 120.3 |                     | *Ground<br>121.35 |  |
| WAAS<br>Ch 48810<br>W-09B                                                                                                                                                                                                                                                                                                                       | Final<br>Apch Crs<br>095° | Minimum Alt<br>COYVA<br>1600' (1553') | LPV<br>DA(H)<br>(CONDITIONAL)<br>383' (336') | Apt Elev 55'<br><br>TDZE 47' | TAA<br>30 NM<br>IAF |                   |  |
| MISSED APCH: Climb to 1600' direct WEPAT and hold.                                                                                                                                                                                                                                                                                              |                           |                                       |                                              |                              |                     |                   |  |
| Alt Set: INCHES                                                                                                                                                                                                                                                                                                                                 |                           | Trans level: FL 180                   |                                              |                              | Trans alt: 18000'   |                   |  |
| 1. Use local altimeter setting; if not received, use Executive altimeter setting. 2. Baro-VNAV and VDP not authorized when using Executive 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. Pilot controlled lighting 120.3. |                           |                                       |                                              |                              |                     |                   |  |



|                               |     |     |     |     |     |     |           |  |       |           |
|-------------------------------|-----|-----|-----|-----|-----|-----|-----------|--|-------|-----------|
| <i>Gnd speed-Kts</i>          | 70  | 90  | 100 | 120 | 140 | 160 | MALSR     |  | 1600' | D → WEPAT |
| <i>Glide Path Angle</i> 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | REIL PAPI |  | ↑     |           |
| <i>MAP at RW09R</i>           |     |     |     |     |     |     |           |  |       |           |

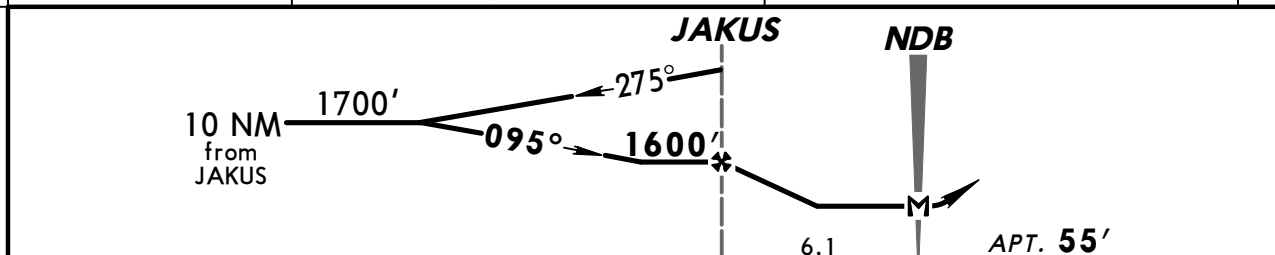
| STRAIGHT-IN LANDING RWY 9R       |    |  |                    |  |  |                    |  |  |                              | CIRCLE-TO-LAND                     |  |
|----------------------------------|----|--|--------------------|--|--|--------------------|--|--|------------------------------|------------------------------------|--|
| With Local Altimeter Setting     |    |  |                    |  |  |                    |  |  |                              | Not Authorized at Night to Rwy 27C |  |
| LPV                              |    |  | LNAV/VNAV          |  |  | LNAV               |  |  | With Local Altimeter Setting |                                    |  |
| DA(H) 383' (336')                |    |  | DA(H) 477' (430')  |  |  | MDA(H) 440' (393') |  |  | Max Kts                      | MDA(H)                             |  |
| RAIL out   ALS out               |    |  | RAIL out   ALS out |  |  | RAIL out   ALS out |  |  |                              |                                    |  |
| A                                | 1¼ |  | 1½                 |  |  | 1                  |  |  | 90                           | 580' (525') - 1                    |  |
| B                                |    |  |                    |  |  |                    |  |  | 120                          |                                    |  |
| C                                |    |  |                    |  |  |                    |  |  | 140                          |                                    |  |
| D                                |    |  |                    |  |  | 1¼                 |  |  | 165                          | 620' (565') - 2                    |  |
| With Executive Altimeter Setting |    |  |                    |  |  |                    |  |  |                              | With Executive Altimeter Setting   |  |
| DA(H) 426' (379')                |    |  | DA(H) 520' (473')  |  |  | MDA(H) 500' (453') |  |  | Max Kts                      | MDA(H)                             |  |
| RAIL out   ALS out               |    |  | RAIL out   ALS out |  |  | RAIL out   ALS out |  |  |                              |                                    |  |
| A                                | 1¼ |  | 1¾                 |  |  | 1                  |  |  | 90                           | 640' (585') - 1                    |  |
| B                                |    |  |                    |  |  |                    |  |  | 120                          |                                    |  |
| C                                |    |  |                    |  |  |                    |  |  | 140                          |                                    |  |
| D                                |    |  |                    |  |  | 1½                 |  |  | 165                          | 680' (625') - 2                    |  |



BRIEFING STRIP™TERPS AMEND 08 12 JAN 2012

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| Date           | Number of cases |
|----------------|-----------------|
| March 2020     | ~1,000,000      |
| April 2020     | ~5,000,000      |
| May 2020       | ~10,000,000     |
| June 2020      | ~8,000,000      |
| July 2020      | ~6,000,000      |
| August 2020    | ~4,000,000      |
| September 2020 | ~3,000,000      |
| October 2020   | ~4,000,000      |
| November 2020  | ~5,000,000      |
| December 2020  | ~4,000,000      |
| January 2021   | ~3,000,000      |
| February 2021  | ~3,000,000      |
| March 2021     | ~4,000,000      |

[illegible]

|  |          |                                                      |
|--|----------|------------------------------------------------------|
|  |          | CIRCLE-TO-LAND<br>Not Authorized at Night to Rwy 27C |
|  | Max Kts. | MDA(H)                                               |
|  | A 90     | <b>600'</b> (545') - 1                               |
|  | B 120    |                                                      |
|  | C 140    | <b>600'</b> (545') - 1½                              |
|  | D 165    | <b>620'</b> (565') - 2                               |



5

|  |         |                                                      |
|--|---------|------------------------------------------------------|
|  |         | CIRCLE-TO-LAND<br>Not Authorized at Night to Rwy 27C |
|  | Max Kts | MDA(H)                                               |
|  | A 90    | <b>580'</b> (525')-1                                 |
|  | B 120   |                                                      |
|  | C 140   | <b>580'</b> (525')-1½                                |
|  | D 165   | <b>620'</b> (565')-2                                 |

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## General Information

Location: St Augustine FL USA  
IATA Code: UST  
Lat/Long: N29° 57.6' W081° 20.4'  
Elevation: 10 ft

Airport Use: Public  
Magnetic Variation: 6.1 °W  
Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet A  
Oxygen Types: HP Bottle, LP Bottle  
Repair Types: Major Airframe, Major Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes  
Pattern Altitude: 1000 ft AGL

Sunrise: 1154 Z  
Sunset: 2323 Z,

## Runway Information

Runway: 02  
Length x Width: 2610 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 9 ft  
Lighting: Edge, Pilot controlled

Runway: 06  
Length x Width: 2701 ft x 60 ft  
Surface Type: asphalt  
TDZ-Elev: 10 ft  
Lighting: Edge, Pilot controlled

Runway: 13  
Length x Width: 7996 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 10 ft  
Lighting: Edge, Centerline, Pilot controlled  
Displaced Threshold: 1058 ft

Runway: 20  
Length x Width: 2610 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 6 ft  
Lighting: Edge, Pilot controlled

Runway: 24  
Length x Width: 2701 ft x 60 ft  
Surface Type: asphalt  
TDZ-Elev: 6 ft  
Lighting: Edge, Pilot controlled

Runway: 31  
Length x Width: 7996 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 8 ft  
Lighting: Edge, Centerline, Pilot controlled  
Displaced Threshold: 800 ft

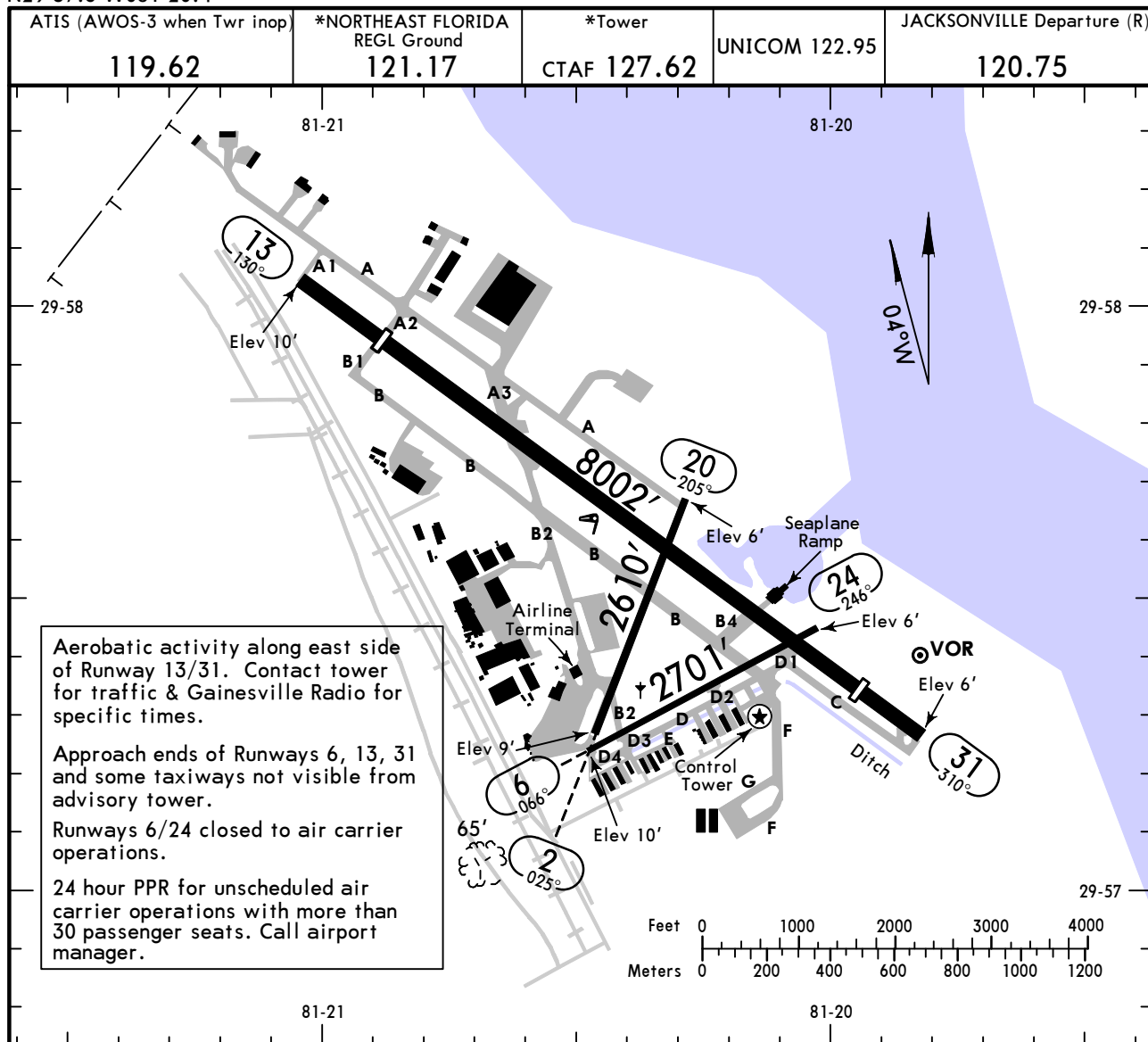
## Communication Information

ATIS 119.625  
AWOS 119.625  
Northeast Florida Regl Tower 127.625 CTAF PCL  
Northeast Florida Regl Ground Control 121.175  
Northeast Florida Regl Unicom 122.95  
Gainesville Flight Service Station 122.3 RCO

**KSGJ/UST**  
 Apt Elev **10'**  
 N29 57.6 W081 20.4

**JEPPESEN**  
 6 JAN 12 **(11-1)**

**ST AUGUSTINE, FLA**  
**NORTHEAST FLORIDA REG**



#### ADDITIONAL RUNWAY INFORMATION

| RWY |    | USABLE LENGTHS                |                               |          | WIDTH |
|-----|----|-------------------------------|-------------------------------|----------|-------|
|     |    | Threshold                     | Landing Beyond<br>Glide Slope | TAKE-OFF |       |
| 2   | 20 | ① MIRL                        |                               |          | 75'   |
| 6   | 24 | ① MIRL PAPI-L (angle 3.0°)    |                               |          | 60'   |
|     |    | ① MIRL                        |                               |          |       |
| 13  | 31 | ① HIRL CL VASI-L              | 6144'                         |          | 150'  |
|     |    | ① HIRL CL PAPI-L (angle 3.0°) | 6056'                         | 6107'    |       |
|     |    |                               |                               |          |       |
|     |    |                               |                               |          |       |

① Activate on 127.62 when Twr inop.

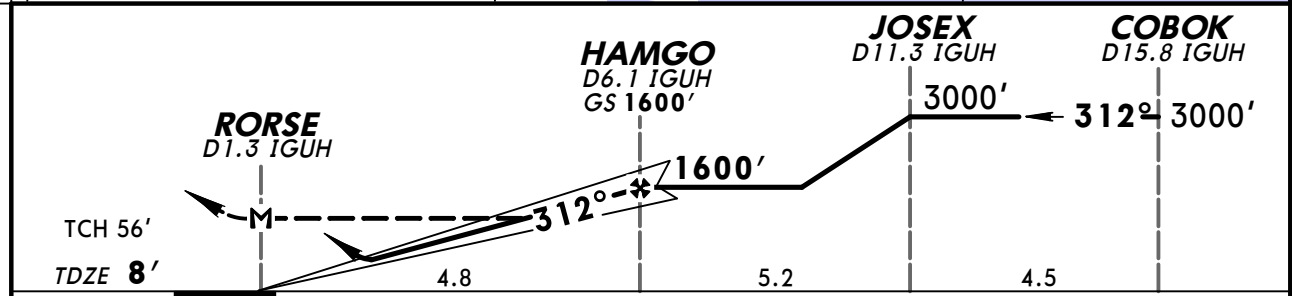
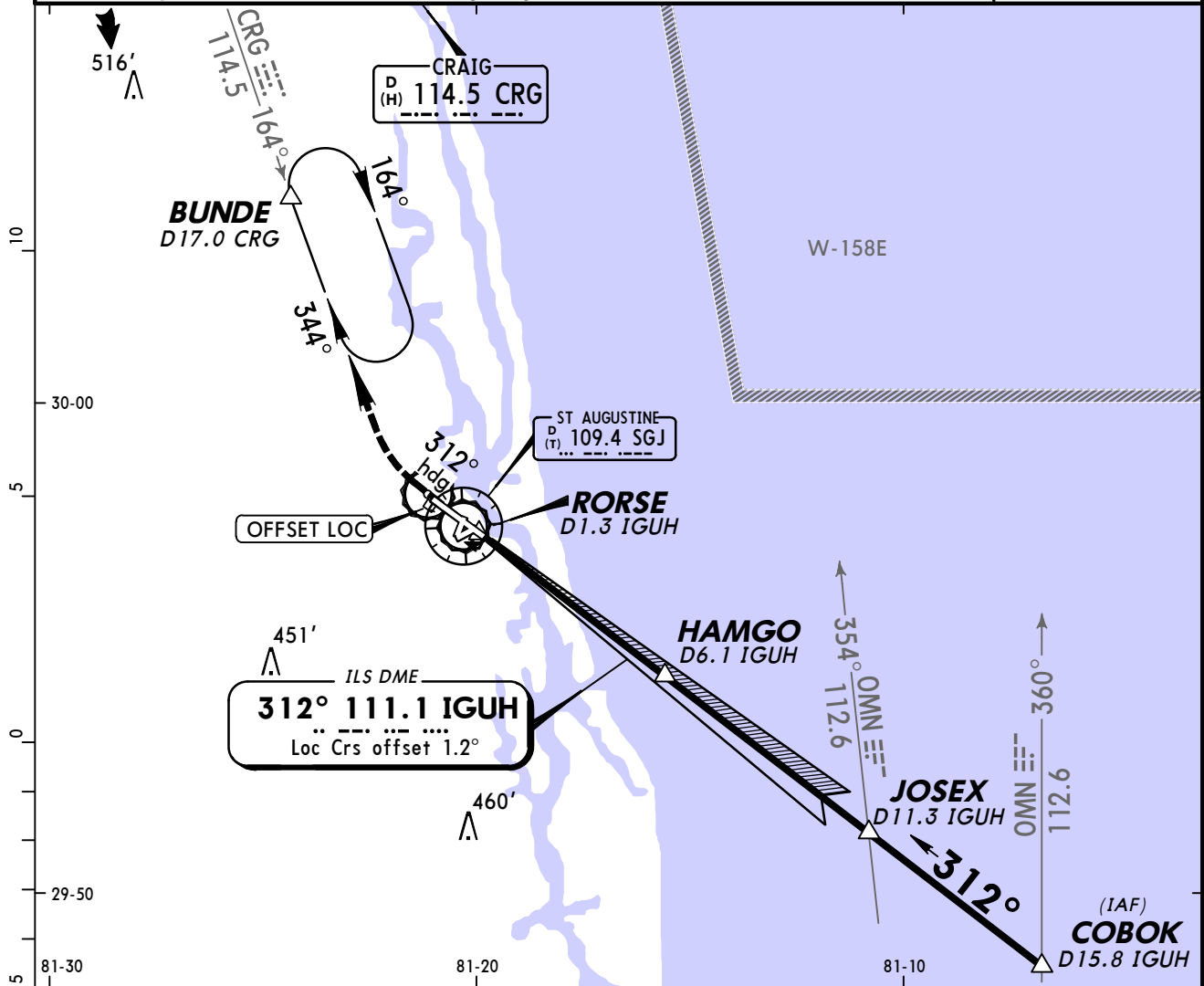
| TAKE-OFF     |                  |     | FOR FILING AS ALTERNATE                                           |                                                                                           |       |
|--------------|------------------|-----|-------------------------------------------------------------------|-------------------------------------------------------------------------------------------|-------|
|              | All Rwy's        |     | Authorized Only When<br>Twr Operating<br>VOR Rwy 13<br>VOR Rwy 31 | Authorized Only When<br>Local Weather Available<br>RNAV (GPS) Rwy 13<br>RNAV (GPS) Rwy 31 | Other |
|              | Adequate Vis Ref | STD |                                                                   |                                                                                           |       |
| 1 & 2<br>Eng | 1/4              | 1   | A<br>B<br>C<br>D<br>800-2                                         | 800-2                                                                                     | NA    |
| 3 & 4<br>Eng |                  | 1/2 |                                                                   |                                                                                           |       |

CHANGES: Airport name, power line added.

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A  
M  
E  
N  
D  
0

|                                                                                                        |                           |                              |                             |                               |  |                                         |  |
|--------------------------------------------------------------------------------------------------------|---------------------------|------------------------------|-----------------------------|-------------------------------|--|-----------------------------------------|--|
| ATIS (AWOS-3 when Twr inop)                                                                            |                           | JACKSONVILLE Approach (R)    |                             | *NORTHEAST FLORIDA REGL Tower |  | *Ground                                 |  |
| 119.62                                                                                                 |                           | 120.75                       |                             | CTAF 127.62                   |  | 121.17                                  |  |
| LOC<br>IGUH<br>111.1                                                                                   | Final<br>Apch Crs<br>312° | GS<br>HAMGO<br>1600' (1592') | ILS<br>DA(H)<br>258' (250') | Apt Elev 10'<br>TDZE 8'       |  | <div>2100'</div> <div>MSA CRG VOR</div> |  |
| MISSED APCH: Climb to 3000' via 312° heading and inbound on CRG VOR R-164 to BUNDE/D17.0 CRG and hold. |                           |                              |                             |                               |  |                                         |  |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                                                  |                           |                              |                             |                               |  |                                         |  |
| 1. DME required. 2. Pilot controlled lighting 127.62.                                                  |                           |                              |                             |                               |  |                                         |  |



|               |       |     |     |     |     |     |        |       |      |       |       |
|---------------|-------|-----|-----|-----|-----|-----|--------|-------|------|-------|-------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | PAPI-L | 3000' | 312° | CRG   | BUNDE |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |        | ↑     | via  | 114.5 |       |
| MAP at RORSE  |       |     |     |     |     |     |        |       | hdg  | R-164 |       |

| STRAIGHT-IN LANDING RWY 31 |  |                                    |  | CIRCLE-TO-LAND |                |
|----------------------------|--|------------------------------------|--|----------------|----------------|
| ILS<br>DA(H) 258' (250')   |  | LOC (GS out)<br>MDA(H) 380' (372') |  | Max<br>Kts     | MDA(H)         |
| 3/4                        |  | 1                                  |  | 90             | 460' (450')-1  |
|                            |  |                                    |  | 120            | 460' (450')-1½ |
|                            |  |                                    |  | 140            | 460' (450')-1½ |
|                            |  | 1¼                                 |  | 165            | 560' (550')-2  |

ATIS (AWOS-3 when Twr inop)

JACKSONVILLE Approach (R)

\*NORTHEAST FLORIDA REGL Tower

\*Ground

119.62

120.75

CTAF 127.62

121.17

WAAS  
Ch 77711  
W-13A

Final  
Apch Crs  
130°

Minimum Alt  
UDUZO  
1600' (1590')

LPV  
DA(H)  
(CONDITIONAL)  
357' (347')

Apt Elev 10'  
TDZE 10'

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

Alt Set: INCHES

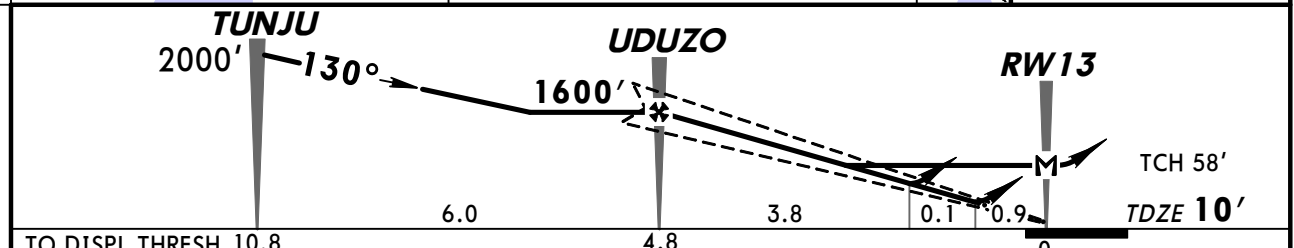
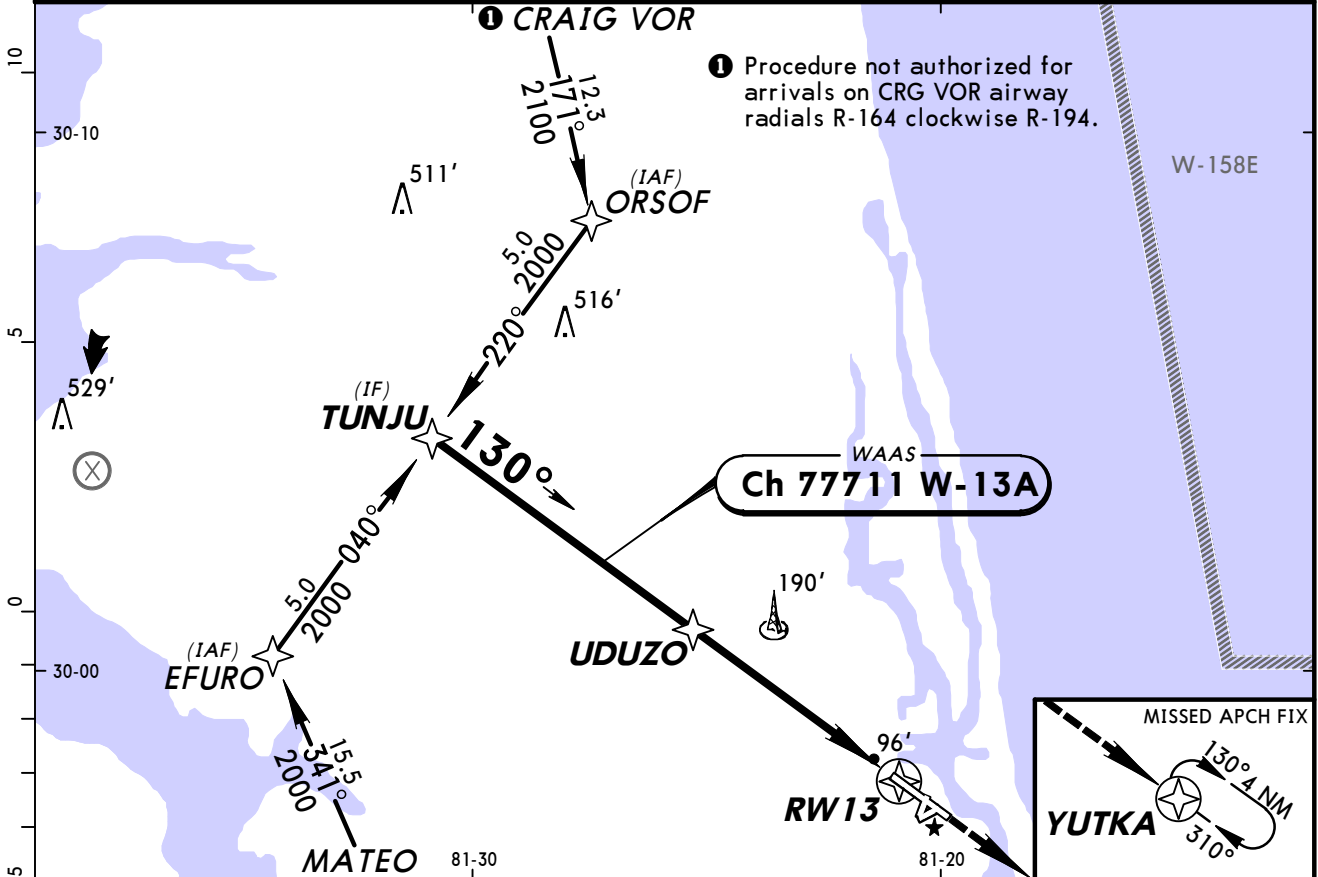
Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Jacksonville NAS/Towers altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV not authorized when using Jacksonville NAS/Towers altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 127.62.

2300'

MSA RW13



|                        |     |     |     |     |     |     |     |        |       |   |     |       |     |  |   |  |
|------------------------|-----|-----|-----|-----|-----|-----|-----|--------|-------|---|-----|-------|-----|--|---|--|
| TO DISPL THRESH 10.8   |     |     |     |     |     |     | 4.8 |        | 3.8   |   | 0.1 |       | 0.9 |  | 0 |  |
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |     | VASI-L | 2000' | ↑ | D→  | YUTKA |     |  |   |  |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |     |        |       |   |     |       |     |  |   |  |
|                        |     |     |     |     |     |     |     |        |       |   |     |       |     |  |   |  |
| MAP at RWY13           |     |     |     |     |     |     |     |        |       |   |     |       |     |  |   |  |

| STRAIGHT-IN LANDING RWY 13 |    |                                 |    |                             | CIRCLE-TO-LAND |                |                                           |                                                                |
|----------------------------|----|---------------------------------|----|-----------------------------|----------------|----------------|-------------------------------------------|----------------------------------------------------------------|
| 1 LPV<br>DA(H) 357'(347')  |    | 2 LNAV/VNAV<br>DA(H) 391'(381') |    | 3 LNAV<br>MDA(H) 440'(430') |                | Max<br>Kts     | With Local<br>Altimeter Setting<br>MDA(H) | With Jacksonville<br>NAS/Towers<br>Altimeter Setting<br>MDA(H) |
| A                          | 1¼ | 1¼                              | 1  | 90                          | 460'(450')-1   | 520'(510')-1   |                                           |                                                                |
| B                          |    |                                 |    |                             |                |                |                                           |                                                                |
| C                          |    |                                 |    |                             |                |                |                                           |                                                                |
| D                          |    |                                 |    |                             |                |                |                                           |                                                                |
|                            |    |                                 | 1¼ | 140                         | 460'(450')- 1½ | 520'(510')- 1½ |                                           |                                                                |
|                            |    |                                 | 1½ | 165                         | 580'(570')-2   | 640'(630')-2   |                                           |                                                                |

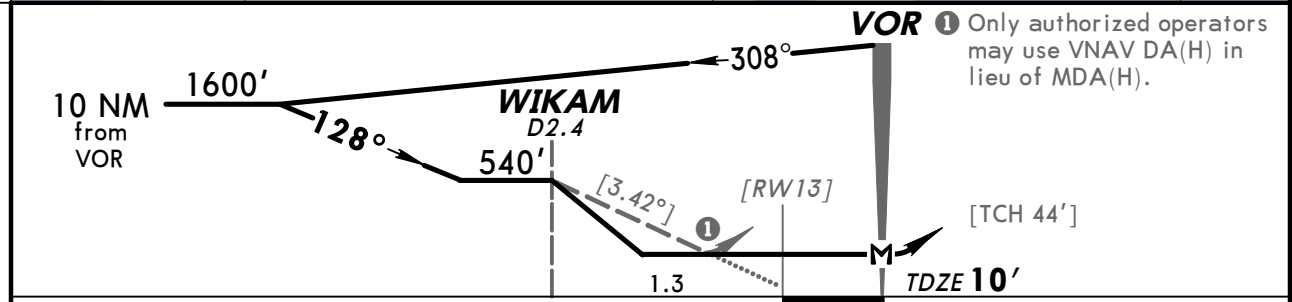
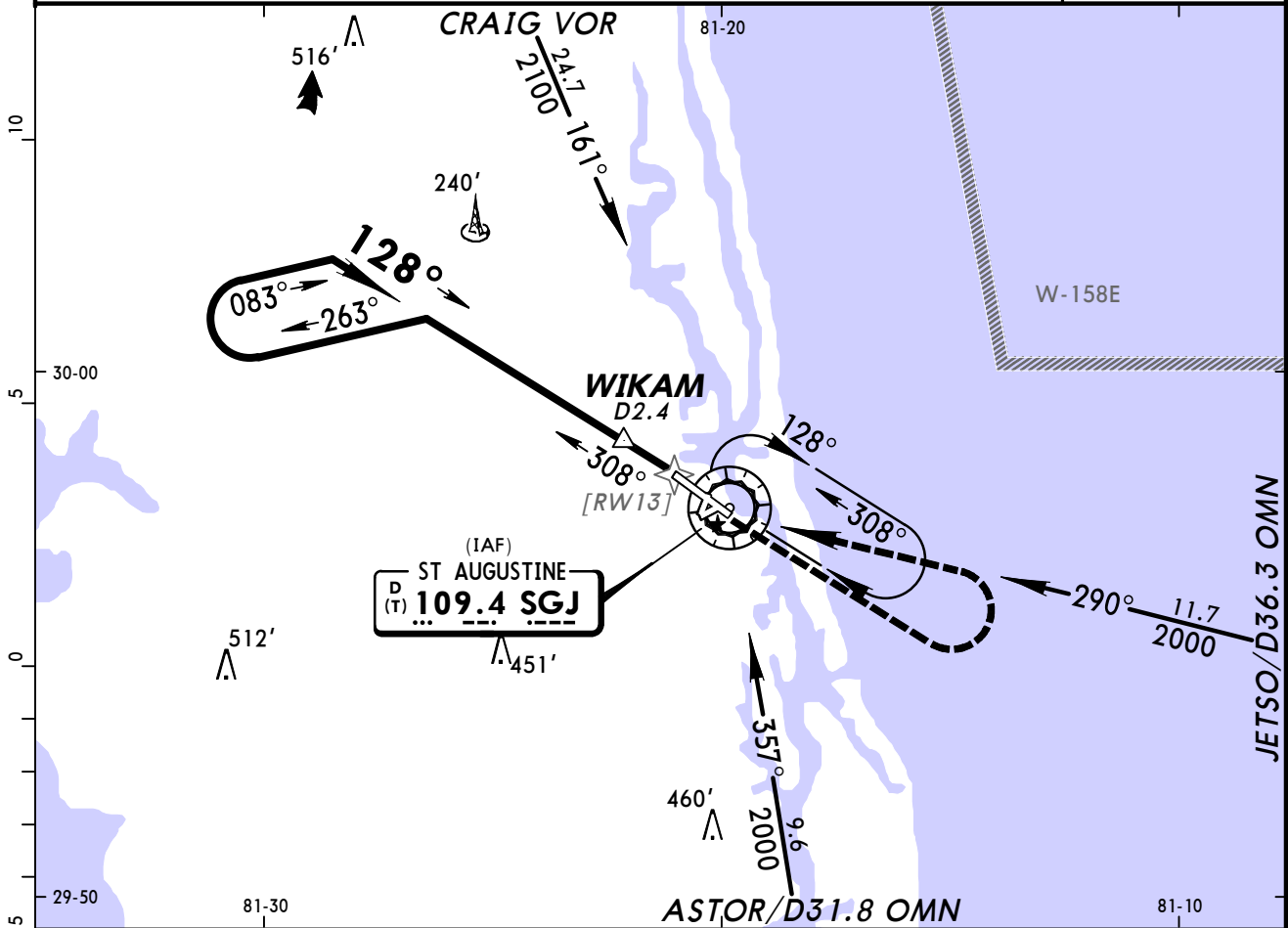
- 1 DA(H) 414' (404') VIS 1 1/2 with Jacksonville NAS/Towers altimeter setting.

2 DA(H) 448' (438') VIS 1 1/2 with Jacksonville NAS/Towers altimeter setting.

3 MDA(H) 500' (490') with Jacksonville NAS/Towers altimeter setting.



|                                                                                                                                        |                           |                           |  |                                        |                          |                                                                                     |  |
|----------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------|--|----------------------------------------|--------------------------|-------------------------------------------------------------------------------------|--|
| ATIS (AWOS-3 when Twr inop)                                                                                                            |                           | JACKSONVILLE Approach (R) |  | *NORTHEAST FLORIDA REGL Tower          |                          | *Ground                                                                             |  |
| 119.62                                                                                                                                 |                           | 120.75                    |  | CTAF 127.62                            |                          | 121.17                                                                              |  |
| VOR<br>SGJ<br>109.4                                                                                                                    | Final<br>Apch Crs<br>128° | No FAF                    |  | MDA(H)<br>(CONDITIONAL)<br>400' (390') | Apt Elev 10'<br>TDZE 10' |  |  |
| MISSED APCH: Climb to 1000' then climbing LEFT turn to 2000' direct SGJ VOR and hold.                                                  |                           |                           |  |                                        |                          |                                                                                     |  |
| Alt Set: INCHES                                                                                                                        |                           | Trans level: FL 180       |  | Trans alt: 18000'                      |                          |                                                                                     |  |
| 1. Visibility reduction by helicopters not authorized. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 127.62. |                           |                           |  |                                        |                          |                                                                                     |  |



|                       |     |     |     |     |     |     |        |       |       |    |                     |
|-----------------------|-----|-----|-----|-----|-----|-----|--------|-------|-------|----|---------------------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | VASI-L | 1000' | 2000' | D→ | SGJ<br><b>109.4</b> |
| Descent angle [3.42°] | 424 | 545 | 605 | 726 | 847 | 968 |        | ↑     | LT    |    |                     |
| MAP at VOR            |     |     |     |     |     |     |        |       |       |    |                     |

| STRAIGHT-IN LANDING RWY 13 |    |                           |    | CIRCLE-TO-LAND<br>Not Authorized at Night<br>to Rwy's 2-20 and 6-24 |                 |                         |  |
|----------------------------|----|---------------------------|----|---------------------------------------------------------------------|-----------------|-------------------------|--|
| MDA(H) <b>400'</b> (390')  |    | MDA(H) <b>540'</b> (530') |    | With WIKAM<br>MDA(H)                                                |                 | Without WIKAM<br>MDA(H) |  |
| With WIKAM                 |    | Without WIKAM             |    | Max<br>Kts                                                          |                 |                         |  |
| A                          | 1  | 1                         | 1½ | 90                                                                  | 460'(450') - 1  | 540'(530') - 1          |  |
|                            |    |                           |    | 120                                                                 |                 |                         |  |
|                            |    |                           |    | 140                                                                 | 460'(450') - 1½ | 540'(530') - 1½         |  |
| B                          |    |                           |    |                                                                     |                 |                         |  |
| C                          |    |                           |    |                                                                     |                 |                         |  |
| D                          | 1¼ | 1¾                        |    | 165                                                                 | 560'(550') - 2  | 560'(550') - 2          |  |



ATIS (AWOS-3 when Twr inop)

119.62

JACKSONVILLE Approach (R)

120.75

\*NORTHEAST FLORIDA REGL Tower

CTAF 127.62

\*Ground

121.17

VOR SGJ

109.4

Final Apch Crs

316°

No FAF

MDA(H) (CONDITIONAL)

380' (372')

Apt Elev 10'

TDZE 8'

MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2000' direct SGJ VOR and hold.

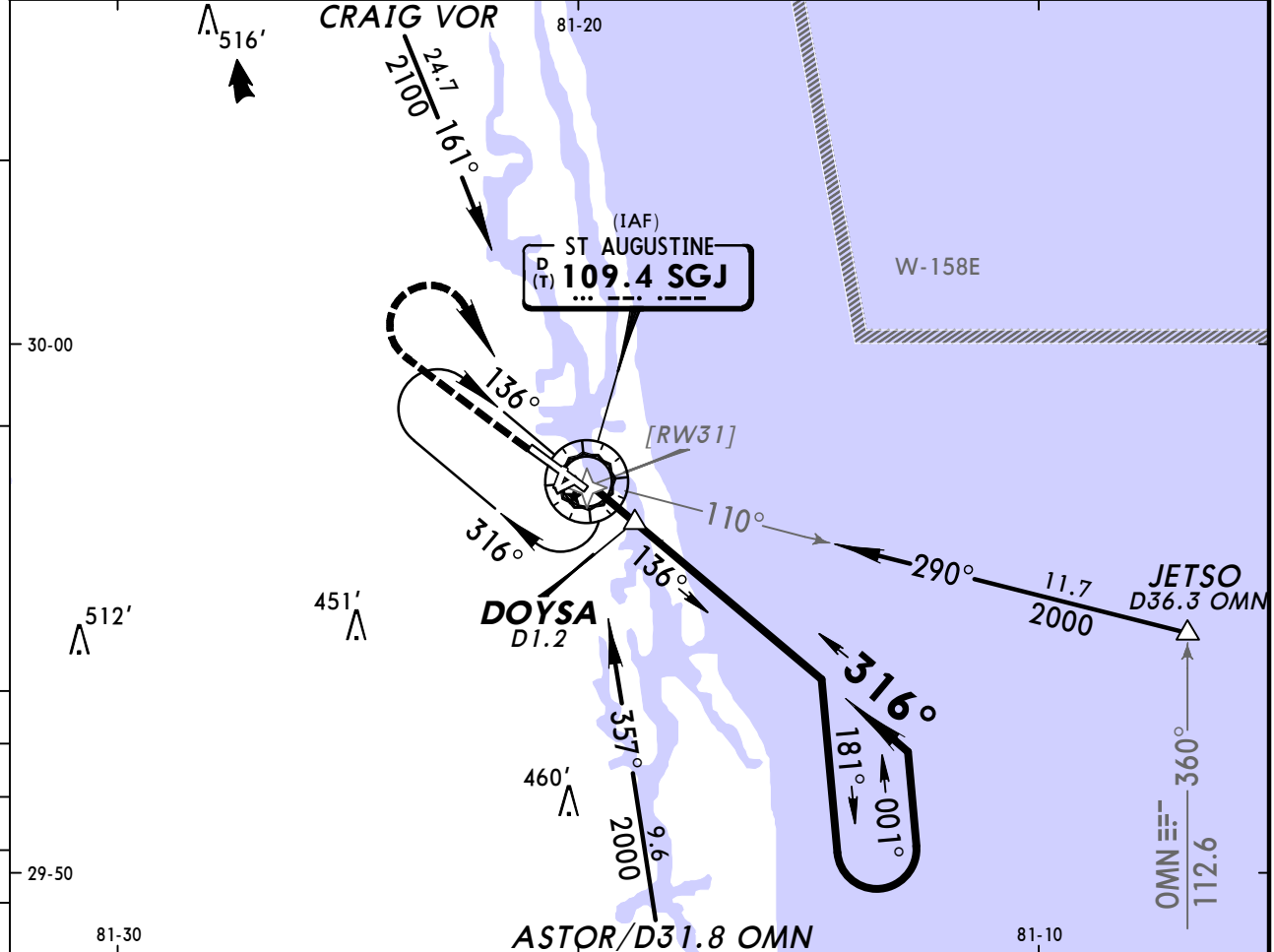
Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Pilot controlled lighting 127.62.

MSA SGJ VOR



Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

VOR

DOYSA D1.2

ASTOR/D31.8 OMN

136°

316°

1600'

10 NM from VOR

[TCH 42']

TDZE 8'

1.2

[2.98°]

| Gnd speed-Kts              | 70    | 90  | 100 | 120 | 140 | 160 |                                              |                  |  |  |
|----------------------------|-------|-----|-----|-----|-----|-----|----------------------------------------------|------------------|--|--|
| Descent angle [2.98°]      | 369   | 474 | 527 | 633 | 738 | 843 |                                              |                  |  |  |
| MAP at VOR                 |       |     |     |     |     |     |                                              |                  |  |  |
| STRAIGHT-IN LANDING RWY 31 |       |     |     |     |     |     | CIRCLE-TO-LAND                               |                  |  |  |
| MDA(H) 380' (372')         |       |     |     |     |     |     | Not Authorized at Night to Rwy 2-20 and 6-24 |                  |  |  |
| With DOYSA                 |       |     |     |     |     |     | Without DOYSA                                |                  |  |  |
| A                          |       |     |     |     |     |     | Max Kts                                      | MDA(H)           |  |  |
| B                          | 1     |     |     |     |     |     | 90                                           | 460'(450')-1     |  |  |
| C                          |       |     |     |     |     |     | 120                                          |                  |  |  |
| D                          | 1 1/4 |     |     |     |     |     | 140                                          | 460'(450')-1 1/2 |  |  |
|                            |       |     |     |     |     |     | 165                                          | 560'(550')-2     |  |  |

## General Information

Location: Sarasota/Bradenton FL USA

IATA Code: SRQ

Lat/Long: N27° 23.7' W082° 33.3'

Elevation: 30 ft

Airport Use: Public

Magnetic Variation: 4.9°W

Sectional Chart: Miami

Fuel Types: 100 Octane (LL), Jet A, Jet A+

Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle

Repair Types: Major Airframe, Major Engine

Customs: Yes

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: Yes

Beacon: Yes

Pattern Altitude: 1000 ft AGL

Sunrise: 1157 Z

Sunset: 2329 Z,

## Runway Information

Runway: 04

Length x Width: 5009 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 23 ft

Lighting: Edge, Pilot controlled

Runway: 14

Length x Width: 9500 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 23 ft

Lighting: Edge, ALS, Pilot controlled

Displaced Threshold: 1350 ft

Runway: 22

Length x Width: 5009 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 24 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 32

Length x Width: 9500 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 27 ft

Lighting: Edge, ALS, Pilot controlled

Displaced Threshold: 1150 ft

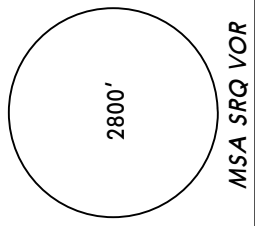
**Communication Information**

- ATIS 124.375
- ASOS 124.375
- Sarasota Tower 120.1 CTAF PCL
- Sarasota Ground Control 121.9
- Sarasota Clearance Delivery 118.25
- Sarasota Pre-Taxi Clearance 118.25
- Tampa Approach Control 124.95 At or below 4000 ft Secondary
- Tampa Approach Control 119.65 At or below 4000 ft
- Tampa App ARSA 119.65
- Tampa Departure Control 124.95 At or below 4000 ft
- Tampa Departure Control 119.65 At or below 4000 ft
- Sarasota-Bradenton Intl Unicom 122.95
- Tampa Radar 124.95 At or below 4000 ft
- St Petersburg Flight Service Station 122.1 RCO
- St Petersburg Flight Service Station 117.0 RCO

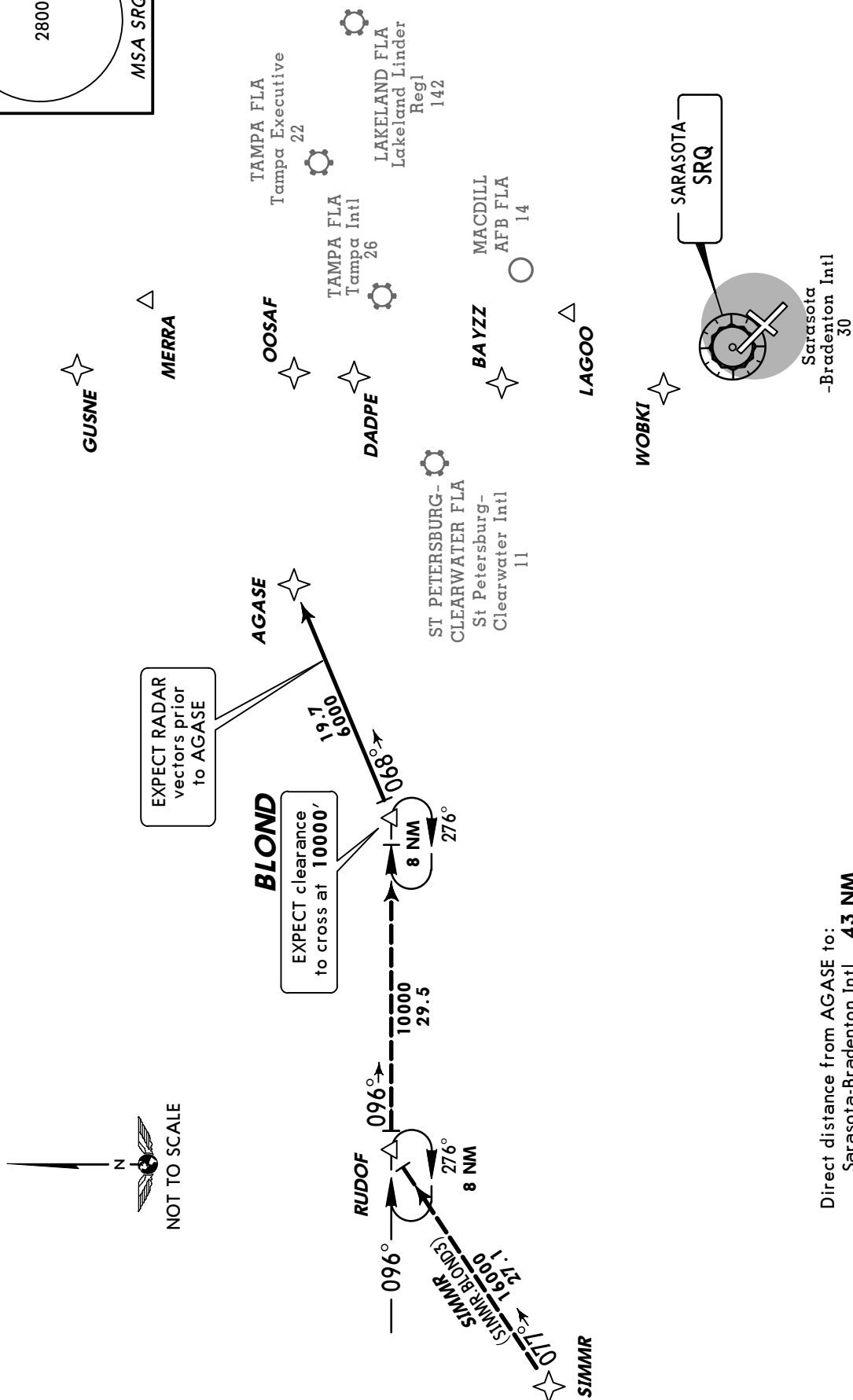
ATIS  
(ASOS when  
Twr inop)  
**124.37**

*Apt Elev*  
*See graphic*

Alt set: INCHES Trans level: FL180 Trans alt: 18000'  
**1. RADAR required. 2. DME/DME/IRU or GPS required.**  
**3. Turbojet/turboprop aircraft only. 4. RNAV 1.**  
**5. For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: LAL, ORL, PIE and SRQ must be operational.**



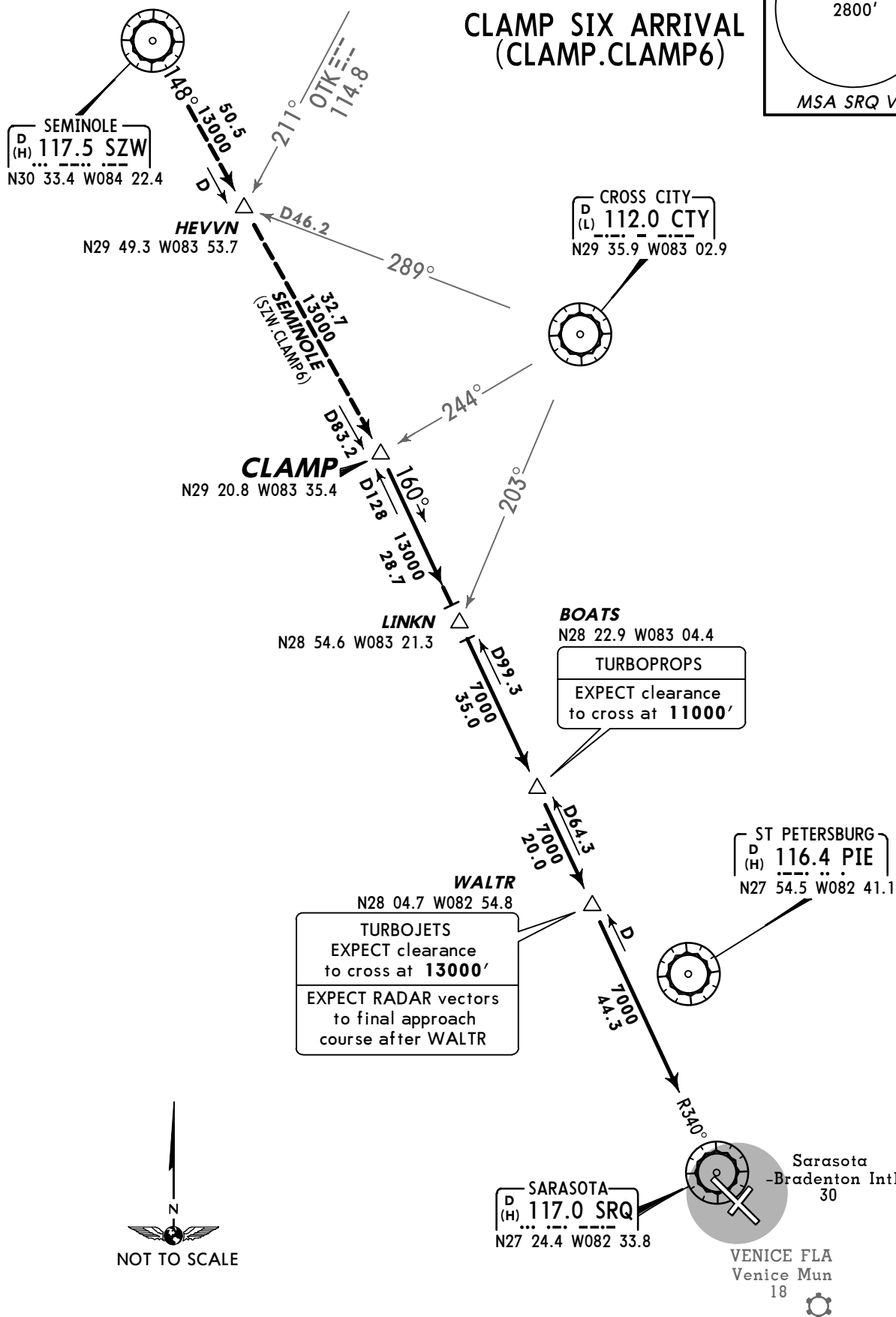
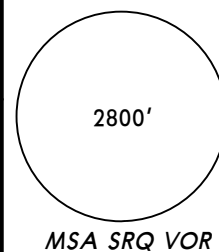
## BLOND THREE RNAV ARRIVAL (BLOND.BLOND3)



ATIS  
(ASOS when Twr inop)  
**124.37**

Apt Elev  
See  
graphic

Alt Set: INCHES  
Trans level: FL180 Trans alt: 18000'  
**DME required.**



**ROUTING**

From over CLAMP via SRQ R-340 to SRQ. EXPECT RADAR vectors to final approach course after WALTR.

ATIS  
(ASOS when Twr inop)  
**124.37**

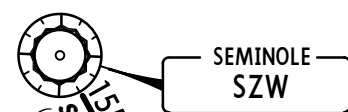
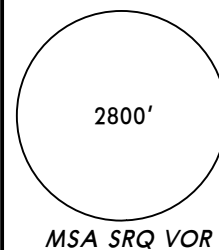
Apt Elev  
See  
graphic

Alt Set: INCHES

Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RADAR required.  
3. Turbojet and turboprop only. 4. RNAV 1.

# TEEGN ONE RNAV ARRIVAL (TEEGN.TEEN1)



SEMINOLE  
SZW  
(SZW.TEEN1)  
FL180  
50.5

HEVVN

156°  
FL180  
32.7

CLAMP

160°  
FL180  
18.8

LINKN

TURBOJETS  
EXPECT to cross at  
**FL270**

165°  
FL180  
35.8

AVTAR

TURBOPROPS  
EXPECT to cross at  
**11000'**

170°  
FL180  
10.1

TEEGN

TURBOJETS  
EXPECT to cross at  
**13000'**

OGGER

TURBOJETS  
EXPECT to cross at  
**12000'**

CLOUW

183°  
FL180  
10.4

ALROE

138°  
FL180  
7.2

MAHAR

128°  
FL180  
25.2

FIVDO

139°  
FL180  
12.8

PASOE

140°  
FL180  
13.1

MURDO

230°  
FL180  
3000

SARASOTA  
SRQ

Sarasota  
-Bradenton Intl  
30

VENICE FLA  
Venice Mun  
18

Direct distance from MURDO to:  
Sarasota-Bradenton Intl **13 NM**  
Direct distance from PASOE to:  
Sarasota-Bradenton Intl **13 NM**

## ROUTING

From OGGER on track 183° to CLOUW.

| RWY | LANDING                                                                                                                                                                    |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 14  | From over CLOUW on track 183° to ALROE, then on track 138° to MAHAR, then on track 140° to PASOE. EXPECT RADAR vectors.                                                    |
| 32  | From over CLOUW on track 183° to ALROE, then on track 138° to MAHAR, then on track 128° to FIVDO, then on track 139° to MURDO, then on heading 230°. EXPECT RADAR vectors. |

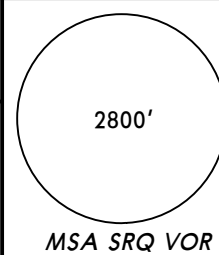
**RNAV STAR**

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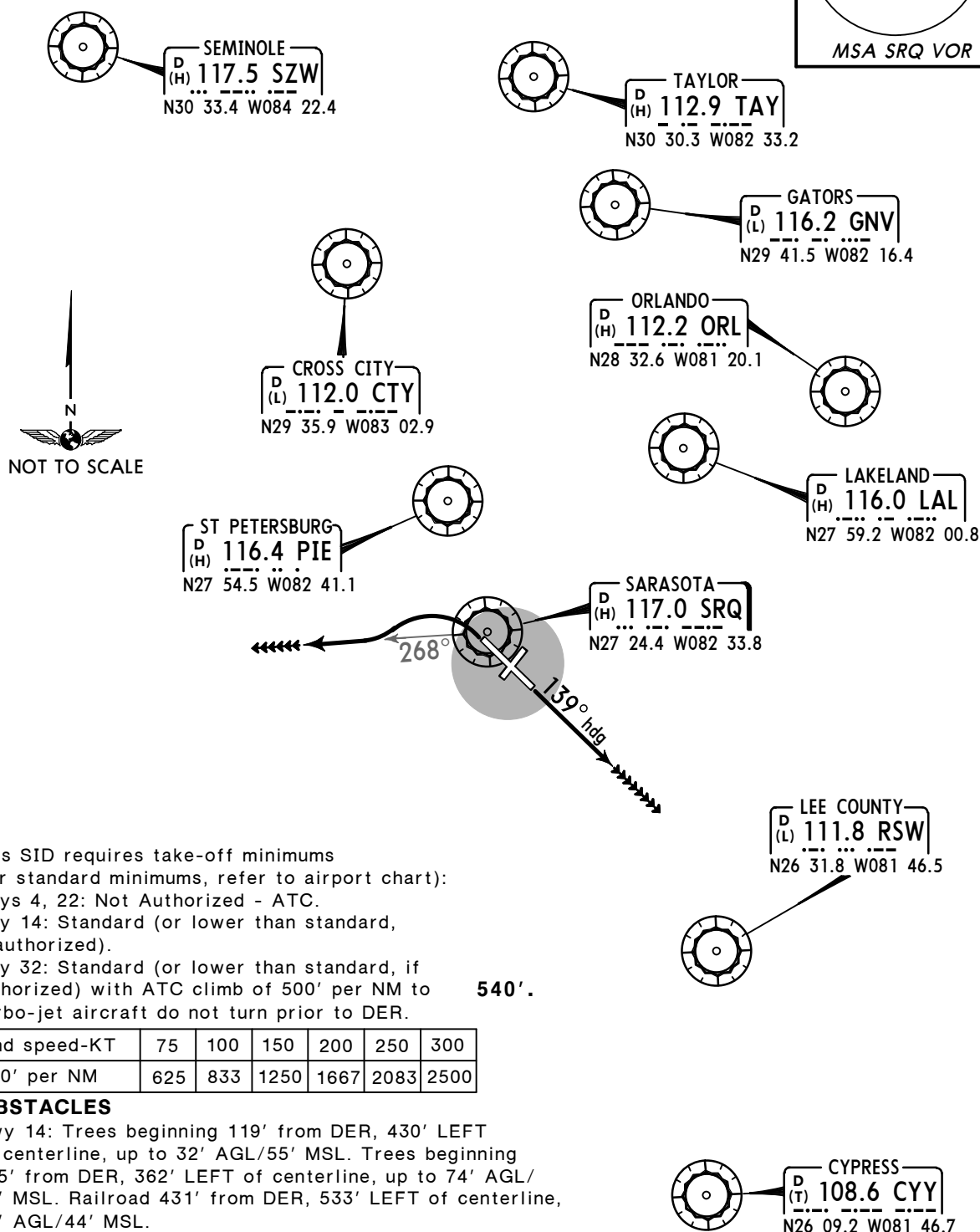
TAMPA  
Departure (R)  
119.65

Apt Elev  
30'

Trans level: FL180 Trans alt: 18000'  
RADAR required.



## SARASOTA FOUR DEPARTURE (SRQ4.SRQ)



This SID requires take-off minimums  
(for standard minimums, refer to airport chart):  
Rwys 4, 22: Not Authorized - ATC.  
Rwy 14: Standard (or lower than standard,  
if authorized).  
Rwy 32: Standard (or lower than standard, if  
authorized) with ATC climb of 500' per NM to **540'**.  
Turbo-jet aircraft do not turn prior to DER.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

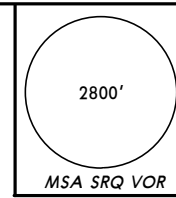
### OBSTACLES

Rwy 14: Trees beginning 119' from DER, 430' LEFT  
of centerline, up to 32' AGL/55' MSL. Trees beginning  
345' from DER, 362' LEFT of centerline, up to 74' AGL/  
94' MSL. Railroad 431' from DER, 533' LEFT of centerline,  
24' AGL/44' MSL.  
Rwy 32: Wall 199' from DER, 465' LEFT of centerline,  
up to 39' AGL/49' MSL. Antenna 732' from DER, 168'  
LEFT of centerline, 44' AGL/54' MSL. Trees beginning  
775' from DER, 274' LEFT of centerline, up to 78' AGL/  
88' MSL. Trees beginning 606' from DER, 645' RIGHT  
of centerline, 61' AGL/71' MSL.

| RWY                                                                                                            | INITIAL CLIMB                                                                 | ALTITUDE                                |
|----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-----------------------------------------|
| 14                                                                                                             | Climb heading 139°.                                                           | MAINTAIN 3000' or<br>as assigned by ATC |
| 32                                                                                                             | Climbing LEFT turn to intercept SRQ R-268 WESTBOUND<br>or as assigned by ATC. |                                         |
| ROUTING                                                                                                        |                                                                               |                                         |
| EXPECT RADAR vectors to join assigned route. EXPECT clearance to filed altitude 10<br>minutes after departure. |                                                                               |                                         |



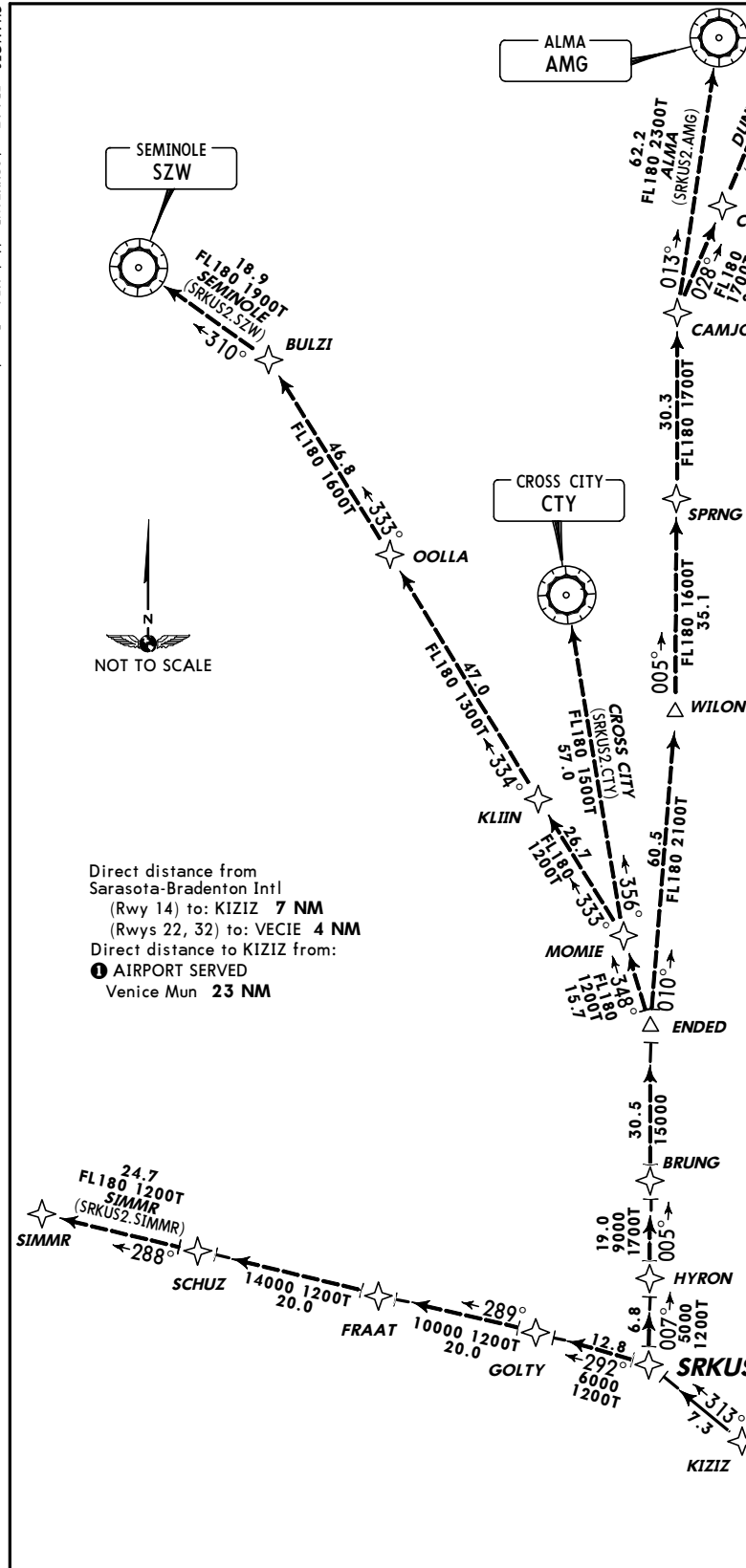
|                     |        |                            |                     |                   |                                                                                                                                                                   |
|---------------------|--------|----------------------------|---------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TAMPA Departure (R) | 119.65 | Apt Elev<br>see<br>Graphic | Trans level: FL 180 | Trans alt: 18000' | 1. DME/DME/IRU or GPS required. 2. RADAR required. 3. Turbojets only. 4. RNAV 1. 5. Sarasota/Bradenton Intl: Take-off Rwy 4 not authorized - ATC. 6. Also serves. |
|---------------------|--------|----------------------------|---------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
**SARASOTA-BRADENTON INTL:**  
Rwy 4: Not authorized - ATC.  
Rwys 14, 22, 32: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 540'.  
**VENICE MUN:**  
Rwys 4, 13, 22, 31: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 540'.

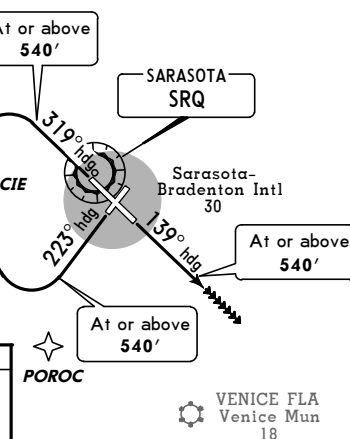
|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

**OBSTACLES**  
**SARASOTA-BRADENTON INTL:**  
Rwy 14: Trees beginning 119' from DER, 430' LEFT of centerline, up to 32' AGL/55' MSL. Trees beginning 345' from DER, 362' LEFT of centerline, up to 74' AGL/94' MSL. Railroad 431' from DER, 533' LEFT of centerline, 24' AGL/44' MSL.  
Rwy 22: Vehicles on road 125' from DER, through centerline, up to 17' AGL/38' MSL. Trees beginning 235' from DER, 518' RIGHT of centerline, up to 103' AGL/113' MSL. Trees beginning 819' from DER, 18' LEFT of centerline, up to 95' AGL/102' MSL. Poles/signs beginning 346' from DER, 528' RIGHT of centerline, up to 39' AGL/53' MSL. Poles/signs beginning 882' from DER, 38' LEFT of centerline, up to 46' AGL/63' MSL. Buildings beginning 1689' from DER, 61' LEFT of centerline, up to 65' AGL/75' MSL.  
Rwy 32: Wall 199' from DER, 465' LEFT of centerline, up to 39' AGL/49' MSL. Antenna 732' from DER, 168' LEFT of centerline, 44' AGL/54' MSL. Trees beginning 775' from DER, 274' LEFT of centerline, up to 78' AGL/88' MSL. Trees beginning 606' from DER, 645' RIGHT of centerline, 61' AGL/71' MSL.  
**VENICE MUN:**  
Rwy 4: Trees beginning 511' from DER, 586' RIGHT of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 526' from DER, 578' LEFT of centerline, up to 50' AGL/64' MSL.  
Rwy 13: Trees beginning 861' from DER, 419' LEFT of centerline, up to 40' AGL/54' MSL. Trees beginning 965' from DER, 610' RIGHT of centerline, up to 40' AGL/49' MSL.  
Rwy 22: Building 805' from DER, 327' LEFT of centerline, 30' AGL/39' MSL.  
Rwy 31: Trees beginning 691' from DER, 617' LEFT of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 853' from DER, 693' RIGHT of centerline, up to 50' AGL/69' MSL. Tower 1193' from DER, 515' LEFT of centerline, 40' AGL/50' MSL.



Direct distance from  
Sarasota-Bradenton Intl  
(Rwy 14) to: KIZIZ 7 NM  
(Rwys 22, 32) to: VECIE 4 NM  
Direct distance to KIZIZ from:  
1 AIRPORT SERVED  
Venice Mun 23 NM

| AIRPORT                                                                              | INITIAL CLIMB                                                                                                                           | ALTITUDE                             |
|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| SARASOTA-BRADENTON INTL                                                              | Rwy 14: Climb heading 139° or as assigned by ATC to at or above 540', EXPECT vectors to KIZIZ, then on track 313° to SRKUS.             | MAINTAIN 3000' or as assigned by ATC |
|                                                                                      | Rwy 22: Climb heading 223° to at or above 540', then RIGHT turn direct VECIE, then on track 267° to KIZIZ, then on track 313° to SRKUS. |                                      |
|                                                                                      | Rwy 32: Climb heading 319° to at or above 540', then LEFT turn direct VECIE, then on track 267° to KIZIZ, then on track 313° to SRKUS.  |                                      |
| VENICE MUN                                                                           | Rwys 4, 13, 22, 31: Climb on assigned heading to at or above 540', EXPECT vectors to KIZIZ, then on track 313° to SRKUS.                | MAINTAIN 2000' or as assigned by ATC |
| ROUTING                                                                              |                                                                                                                                         |                                      |
| At SRKUS EXPECT clearance to filed altitude/flight level 10 minutes after departure. |                                                                                                                                         |                                      |

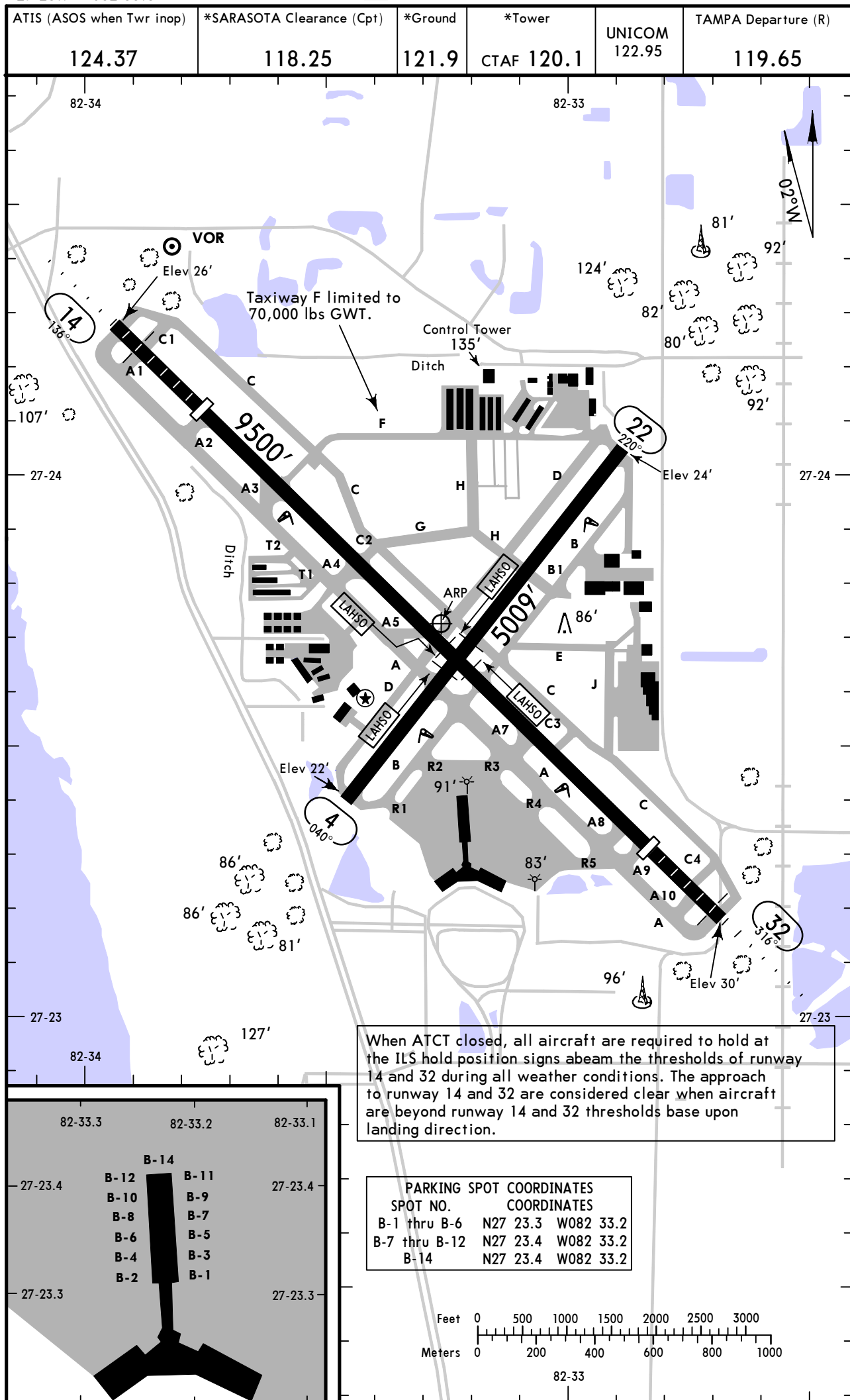


SRKUS TWO RNAV DEPARTURE  
(SRKUS2.SRKUS)

**KSRQ/SRQ**  
 Apt Elev **30'**  
 N27 23.7 W082 33.3

**JEPPesen**  
 19 MAR 10 **(10-9)**

**SARASOTA/BRADENTON, FLA**  
**SARASOTA-BRADENTON INTL**



**GENERAL**

Low-level wind shear alert system.

Birds in vicinity of airport.

Airport has noise abatement procedures, contact environmental affairs office.

NOTE: Ramps are uncontrolled. Do not call for push/power back. Advise ground control when ready to taxi.

**ADDITIONAL RUNWAY INFORMATION**

| RWY         |                                     | LANDING THRESHOLD | BEYOND GLIDE SLOPE | USABLE LENGTHS |  | TAKE-OFF | WIDTH |
|-------------|-------------------------------------|-------------------|--------------------|----------------|--|----------|-------|
|             |                                     |                   |                    | LAHSO Distance |  |          |       |
| 4<br>① ② 22 | ③ HIRL ③ PAPI-L (angle 3.0°)        |                   |                    | 14/32 1800'    |  |          | 150'  |
|             | ③ HIRL ③ REIL ③ PAPI-L (angle 3.0°) |                   |                    | 14/32 2750'    |  |          |       |

① Maximum GWT 25,000 lbs, except in excessive crosswinds.

② Grooved.

③ Activate on 120.1 when Twr inop.

|            |                                      |         |       |            |       |      |
|------------|--------------------------------------|---------|-------|------------|-------|------|
| 14<br>④ 32 | ⑤ HIRL ⑤ MALSR ⑤ PAPI-L (angle 3.0°) | ⑥ 7540' | 6506' | 4/22 3800' | 8350' | 150' |
|            |                                      | ⑦ 7510' | 6460' | 4/22 2803' | 8150' |      |

④ Grooved.

⑤ Activate on 120.1 when Twr inop.

⑥ Last 610' unavailable for landing distance computations.

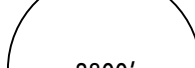
⑦ Last 840' unavailable for landing distance computations.

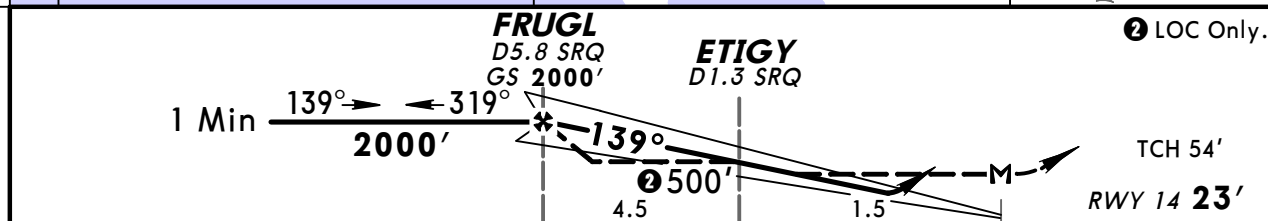
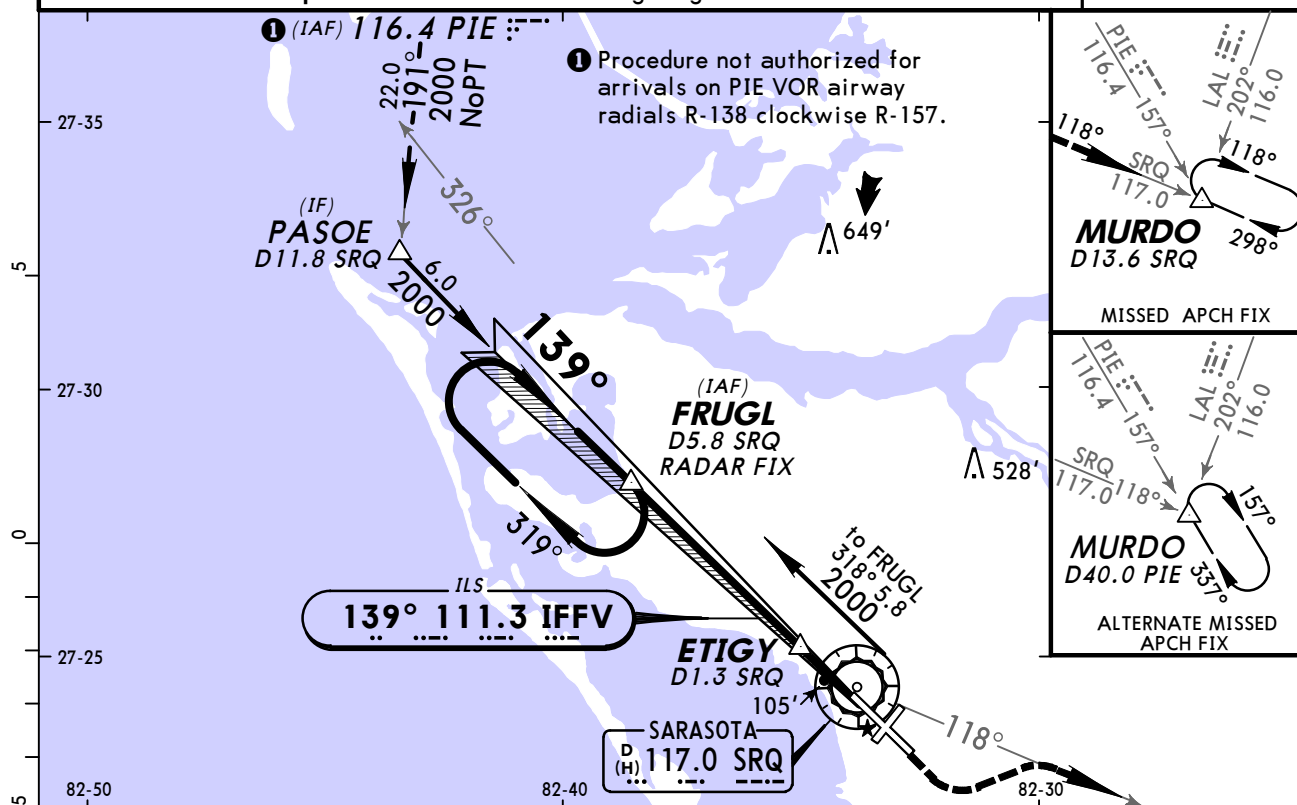
**TAKE-OFF****All Rwys**

|           | Adequate Vis Ref | STD |
|-----------|------------------|-----|
| 1 & 2 Eng | 1/4              | 1   |
| 3 & 4 Eng |                  | 1/2 |

**FOR FILING AS ALTERNATE**

|   | Authorized Only When Twr Operating |                          | RNAV (GPS) Rwy 4<br>RNAV (GPS) Rwy 14<br>RNAV (GPS) Rwy 22<br>RNAV (GPS) Rwy 32<br>VOR Rwy 14 | VOR Rwy 32 |
|---|------------------------------------|--------------------------|-----------------------------------------------------------------------------------------------|------------|
|   | ILS Rwy 14<br>ILS Rwy 32           | LOC Rwy 14<br>LOC Rwy 32 |                                                                                               |            |
| A | 600-2                              | 800-2                    | 800-2                                                                                         | 900-2      |
| B |                                    |                          |                                                                                               | 900-2½     |
| C |                                    |                          |                                                                                               |            |
| D |                                    |                          |                                                                                               | 900-2¾     |

|                                                                                                                                                       |                                   |                                     |                                                     |                                          |  |                                                                                     |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-------------------------------------|-----------------------------------------------------|------------------------------------------|--|-------------------------------------------------------------------------------------|--|
| ATIS (ASOS when Twr inop)<br><b>124.37</b>                                                                                                            |                                   | TAMPA Approach (R)<br><b>119.65</b> |                                                     | *SARASOTA Tower<br><b>CTAF 120.1</b>     |  | *Ground<br><b>121.9</b>                                                             |  |
| LOC<br>IFFV<br><b>111.3</b>                                                                                                                           | Final<br>Aptch Crs<br><b>139°</b> | GS<br>FRUGL<br><b>2000'</b> (1977') | ILS<br>DA(H)<br>(CONDITIONAL)<br><b>223'</b> (200') | Apt Elev <b>30'</b><br>Rwy 14 <b>23'</b> |  |  |  |
| <b>MISSED APCH:</b> Climb to 1000' then climbing LEFT turn to 2000' outbound on SRQ VOR R-118 to MURDO INT/D13.6 SRQ and hold, or as directed by ATC. |                                   |                                     |                                                     |                                          |  |                                                                                     |  |
| Alt Set: INCHES                                                                                                                                       |                                   | Trans level: FL 180                 |                                                     | Trans alt: 18000'                        |  |                                                                                     |  |
| <b>1. DME or RADAR required.</b> 2. Pilot controlled lighting 120.1.                                                                                  |                                   |                                     |                                                     |                                          |  | <b>MSA SRQ VOR</b>                                                                  |  |



|                         |      |      |      |      |      |      |                                                                                                                                                                                                                                                                                                                              |
|-------------------------|------|------|------|------|------|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Gnd speed-Kts</i>    | 70   | 90   | 100  | 120  | 140  | 160  | <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> MALSR<br/>PAPI<br/>↑ </div> <div style="margin-right: 10px;"> 1000'<br/>↑ </div> <div style="margin-right: 10px;"> 2000'<br/>LT ↘ </div> <div style="margin-right: 10px;"> SRQ<br/>on 117.0<br/>R-118 </div> <div> MURDOCK </div> </div> |
| <i>GS</i> 3.00°         | 377  | 484  | 538  | 646  | 753  | 861  |                                                                                                                                                                                                                                                                                                                              |
|                         |      |      |      |      |      |      |                                                                                                                                                                                                                                                                                                                              |
| <i>FRUGL to MAP</i> 6.0 | 5:09 | 4:00 | 3:36 | 3:00 | 2:34 | 2:15 |                                                                                                                                                                                                                                                                                                                              |

| STRAIGHT-IN LANDING RWY 14 |     |                 |                    |          |         |                    |                |                    |               | 1 CIRCLE-TO-LAND |                    |
|----------------------------|-----|-----------------|--------------------|----------|---------|--------------------|----------------|--------------------|---------------|------------------|--------------------|
| ILS                        |     |                 | When Twr Operating |          |         |                    |                |                    | With ETIGY    |                  |                    |
| DA(H) 223' (200')          |     |                 | MDA(H) 360' (337') |          |         | MDA(H) 500' (477') |                |                    |               |                  |                    |
|                            |     |                 | With ETIGY         |          |         | Without ETIGY      |                |                    |               |                  |                    |
| FULL                       |     | RAIL or ALS out |                    | RAIL out | ALS out |                    | RAIL out       | ALS out            | Max Kts       | MDA(H)           |                    |
| A                          | 1/2 | 3/4             | 1/2                | 3/4      | 1       | 1/2                | 3/4            | 1                  | 90            | 500'(470') - 1   |                    |
| B                          |     |                 |                    | 5/8      | 1       | 1                  | 1 1/8          | 1 3/8              | 120           |                  |                    |
| C                          |     |                 |                    |          |         |                    |                |                    | 140           |                  | 500'(470') - 1 1/2 |
| D                          |     |                 |                    |          |         |                    |                |                    | 165           |                  |                    |
| ILS                        |     |                 | When Twr Inop      |          |         |                    |                |                    | Without ETIGY |                  |                    |
|                            |     |                 | MDA(H) 360' (337') |          |         | MDA(H) 500' (477') |                |                    |               |                  |                    |
|                            |     |                 | With ETIGY         |          |         | Without ETIGY      |                |                    |               |                  |                    |
|                            |     |                 |                    | RAIL out | ALS out |                    | RAIL out       | ALS out            | Max Kts       | MDA(H)           |                    |
| A                          | NA  |                 | 1                  | 1        |         |                    | 1              |                    |               | 90               | 500'(470') - 1     |
| B                          |     |                 |                    |          |         |                    | 120            |                    |               |                  |                    |
| C                          |     |                 |                    | 1        | 1 1/8   | 1 3/8              | 140            | 500'(470') - 1 1/2 |               |                  |                    |
| D                          |     |                 |                    | 165      |         |                    | 580'(550') - 2 |                    |               |                  |                    |

**1** When VGSI inop, circling Rwy 4/22 not authorized at night.

**CHANGES:** Procedure.

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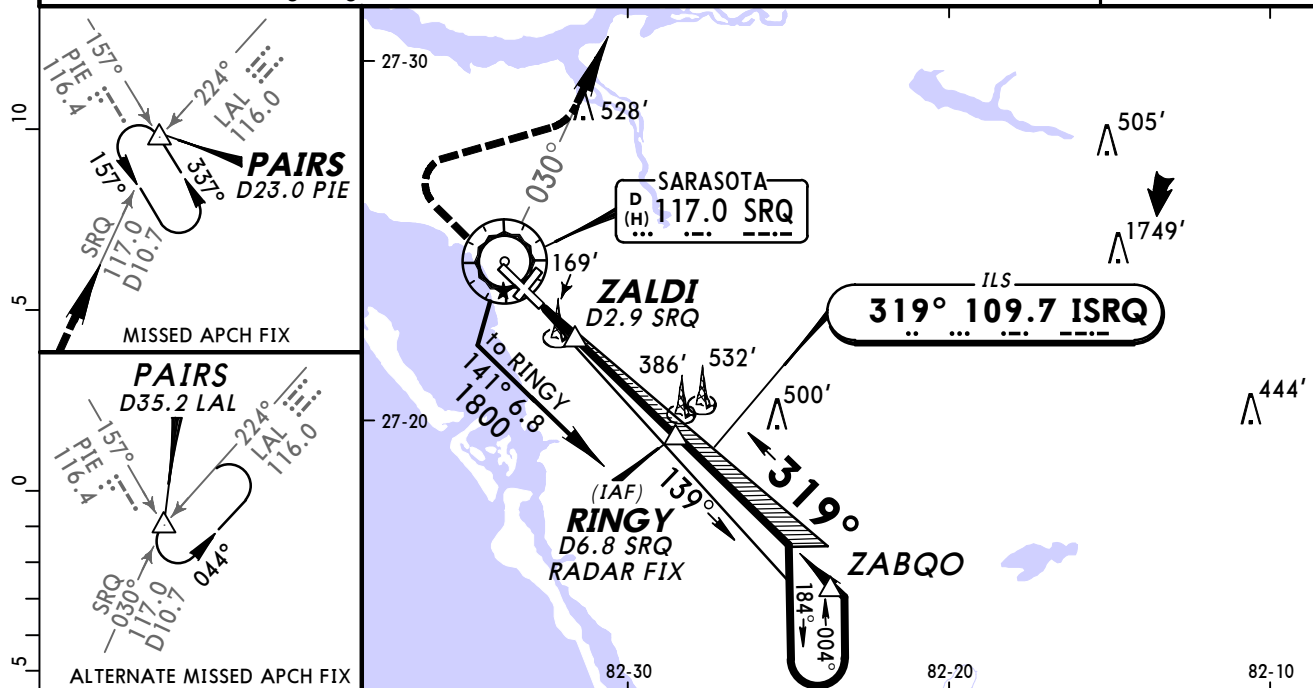
TERPS AMEND 6 13 JAN 2011

# KSRQ/SRQ SARASOTA/BRADENTON, FLA

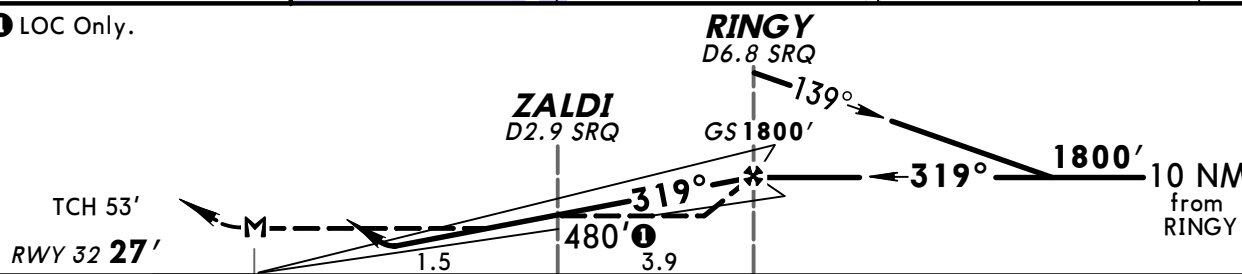
SARASOTA-BRADENTON INTL 7 JAN 11 **11-2** Eff 13 Jan ILS or LOC Rwy 32

BRIEFING STRIP™

|                                                                                                                                                                                                                                     |                                  |                                            |                                                     |                                          |  |                                                                      |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|--------------------------------------------|-----------------------------------------------------|------------------------------------------|--|----------------------------------------------------------------------|--|
| ATIS (ASOS when Twr inop)<br><b>124.37</b>                                                                                                                                                                                          |                                  | TAMPA Approach (R)<br><b>119.65</b>        |                                                     | *SARASOTA Tower<br>CTAF <b>120.1</b>     |  | *Ground<br><b>121.9</b>                                              |  |
| LOC<br>ISRQ<br><b>109.7</b>                                                                                                                                                                                                         | Final<br>Apch Crs<br><b>319°</b> | GS<br><b>RINGY</b><br><b>1800'</b> (1773') | ILS<br>DA(H)<br>(CONDITIONAL)<br><b>227'</b> (200') | Apt Elev <b>30'</b><br>Rwy 32 <b>27'</b> |  | <div><div></div><div>2800'</div></div><br><br><div>MSA SRQ VOR</div> |  |
| <b>MISSED APCH:</b> Climb to 1000' then climbing RIGHT turn to 3000' on heading 065° and outbound on SRQ VOR R-030 to PAIRS INT/D23.0 PIE and hold, continue climb-in-hold to 3000', or as directed by ATC.                         |                                  |                                            |                                                     |                                          |  |                                                                      |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. <b>DME or RADAR required.</b> 2. Autopilot coupled approach not authorized below 840'.<br>3. Pilot controlled lighting 120.1. |                                  |                                            |                                                     |                                          |  |                                                                      |  |



① LOC Only.



|                  |       |      |      |      |      |      |       |  |       |       |       |       |
|------------------|-------|------|------|------|------|------|-------|--|-------|-------|-------|-------|
| Gnd speed-Kts    | 70    | 90   | 100  | 120  | 140  | 160  | MALSR |  | 1000' | 3000' | SRQ   | PAIRS |
| GS               | 3.00° | 377  | 484  | 538  | 646  | 753  | PAPI  |  | ↑     | RT    | 117.0 | R-030 |
| RINGY to MAP 5.4 | 4:38  | 3:36 | 3:14 | 2:42 | 2:19 | 2:02 |       |  |       |       |       |       |

## STRAIGHT-IN LANDING RWY 32

When Twr Operating

| ILS                      |                 | LOC (GS out)              |         |                           |         | CIRCLE-TO-LAND |                  |
|--------------------------|-----------------|---------------------------|---------|---------------------------|---------|----------------|------------------|
| DA(H) <b>227'</b> (200') |                 | MDA(H) <b>360'</b> (333') |         | MDA(H) <b>480'</b> (453') |         | With ZALDI     |                  |
|                          |                 | With ZALDI                |         | Without ZALDI             |         |                |                  |
| FULL                     | RAIL or ALS out | RAIL out                  | ALS out | RAIL out                  | ALS out | Max Kts        | MDA(H)           |
| A                        |                 |                           |         |                           |         | 90             | 500'(470')-1     |
| B                        | 1/2             | 3/4                       | 1       | 1/2                       | 3/4     | 120            | 500'(470')-1 1/2 |
| C                        |                 |                           |         |                           |         | 140            | 580'(550')-2     |
| D                        |                 |                           |         |                           |         | 165            |                  |

When Twr Inop

| ILS |    | LOC (GS out)              |         |                           |         | Without ZALDI |                  |
|-----|----|---------------------------|---------|---------------------------|---------|---------------|------------------|
|     |    | MDA(H) <b>360'</b> (333') |         | MDA(H) <b>480'</b> (453') |         |               |                  |
|     |    | With ZALDI                |         | Without ZALDI             |         |               |                  |
|     |    | RAIL out                  | ALS out | RAIL out                  | ALS out | Max Kts       | MDA(H)           |
| A   |    |                           |         |                           |         | 90            | 500'(470')-1     |
| B   | NA | 1                         |         | 1                         | 1 1/8   | 120           | 500'(470')-1 1/2 |
| C   |    |                           |         |                           |         | 140           | 580'(550')-2     |
| D   |    |                           |         |                           |         | 165           |                  |

① When VGSI inop, circling Rwy 4/22 not authorized at night.

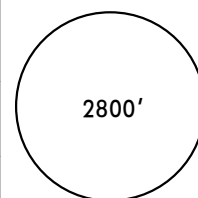
CHANGES: Procedure.

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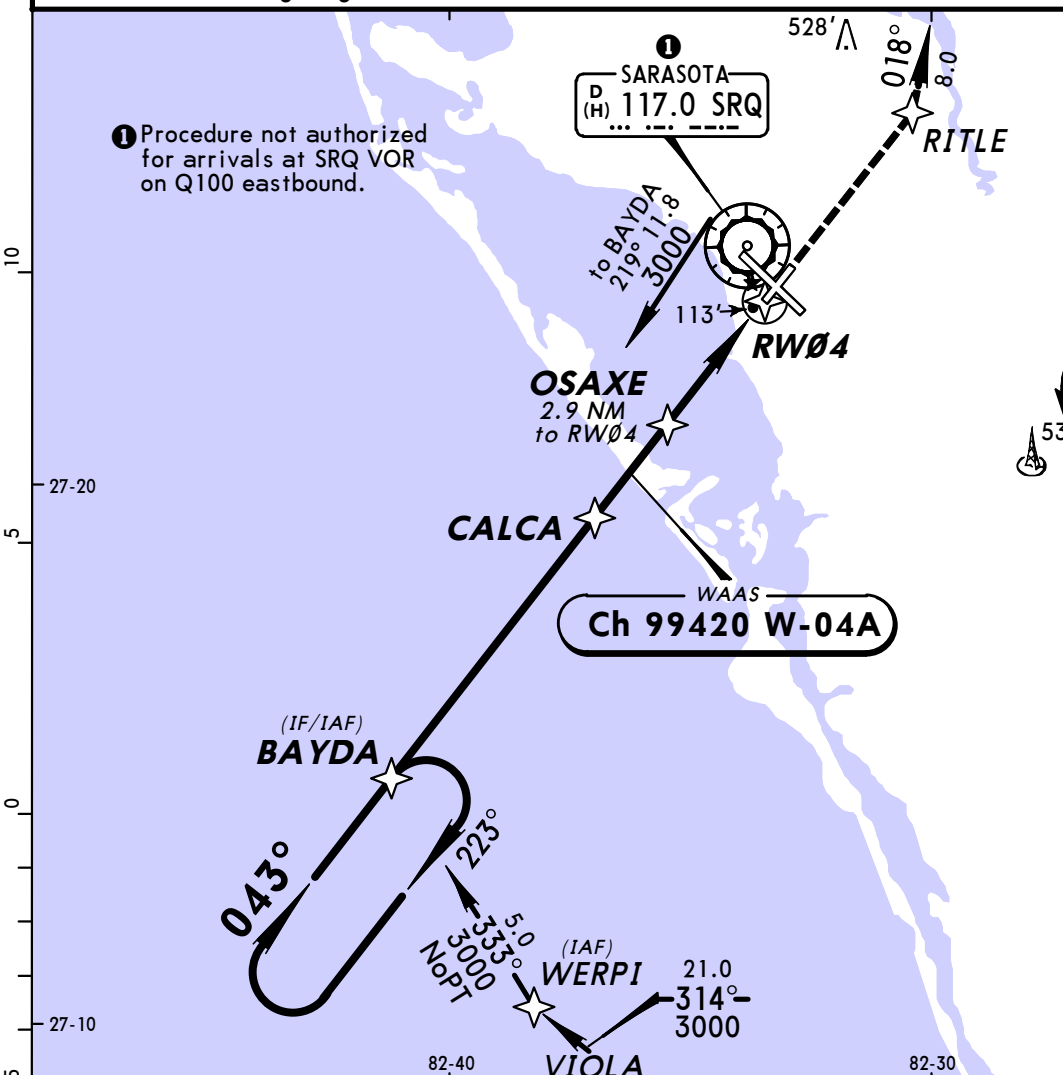
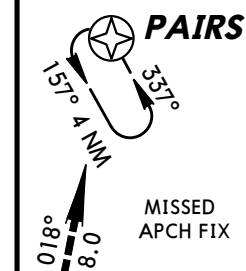
TERPS AMEND 8 13 JAN 2011

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                                        |                                     |                                                     |                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------------|-------------------------------------|
| ATIS (ASOS when Twr inop)<br><b>124.37</b>                                                                                                                                                                                                                                                                                                             | TAMPA Approach (R)<br><b>119.65</b> | *SARASOTA Tower<br>CTAF <b>120.1</b>                | *Ground<br><b>121.9</b>             |
| WAAS<br><b>Ch 99420</b><br><b>W-04A</b>                                                                                                                                                                                                                                                                                                                | Final<br>Apch Crs<br><b>043°</b>    | Minimum Alt<br><b>CALCA</b><br><b>1700'</b> (1678') | LPV<br>MDA(H)<br><b>272'</b> (250') |
| Apt Elev <b>30'</b><br>Rwy 4 <b>22'</b>                                                                                                                                                                                                                                                                                                                |                                     |                                                     |                                     |
| <b>MISSED APCH:</b> Climb to 3000' direct RITLE and on 018° track to PAIRS and hold, continue climb-in-hold to 3000'.                                                                                                                                                                                                                                  |                                     |                                                     |                                     |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'<br>1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 120.1. |                                     |                                                     |                                     |



MSA RW04



|                                                                                                                                                                                                                                                                                                                                                                                                                                                           |       |     |       |     |     |     |     |        |       |     |       |     |     |     |     |               |    |    |     |     |     |     |  |                        |     |     |     |     |     |     |  |             |  |  |  |  |  |  |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-----|-------|-----|-----|-----|-----|--------|-------|-----|-------|-----|-----|-----|-----|---------------|----|----|-----|-----|-----|-----|--|------------------------|-----|-----|-----|-----|-----|-----|--|-------------|--|--|--|--|--|--|--|
| <p><b>BAYDA</b><br/>4 NM 043° → 223° 3000' 043° 1700' CALCA 1000' 2.2 OSAXE 2.9 NM to RW04 0.1 0.6 RW04<br/>TCH 57' RWY 4 22' ② LNAV Only.</p>                                                                                                                                                                                                                                                                                                            |       |     |       |     |     |     |     |        |       |     |       |     |     |     |     |               |    |    |     |     |     |     |  |                        |     |     |     |     |     |     |  |             |  |  |  |  |  |  |  |
| <table><tr><td></td><td>11.2</td><td>6.1</td><td>5.1</td><td>2.2</td><td>2.2</td><td>0.1</td><td>0.6</td></tr><tr><td>Gnd speed-Kts</td><td>70</td><td>90</td><td>100</td><td>120</td><td>140</td><td>160</td><td></td></tr><tr><td>Glide Path Angle 3.00°</td><td>372</td><td>478</td><td>531</td><td>637</td><td>743</td><td>849</td><td></td></tr><tr><td>MAP at RW04</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table> |       |     |       |     |     |     |     |        | 11.2  | 6.1 | 5.1   | 2.2 | 2.2 | 0.1 | 0.6 | Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |  | Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  | MAP at RW04 |  |  |  |  |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 11.2  | 6.1 | 5.1   | 2.2 | 2.2 | 0.1 | 0.6 |        |       |     |       |     |     |     |     |               |    |    |     |     |     |     |  |                        |     |     |     |     |     |     |  |             |  |  |  |  |  |  |  |
| Gnd speed-Kts                                                                                                                                                                                                                                                                                                                                                                                                                                             | 70    | 90  | 100   | 120 | 140 | 160 |     |        |       |     |       |     |     |     |     |               |    |    |     |     |     |     |  |                        |     |     |     |     |     |     |  |             |  |  |  |  |  |  |  |
| Glide Path Angle 3.00°                                                                                                                                                                                                                                                                                                                                                                                                                                    | 372   | 478 | 531   | 637 | 743 | 849 |     |        |       |     |       |     |     |     |     |               |    |    |     |     |     |     |  |                        |     |     |     |     |     |     |  |             |  |  |  |  |  |  |  |
| MAP at RW04                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |     |       |     |     |     |     |        |       |     |       |     |     |     |     |               |    |    |     |     |     |     |  |                        |     |     |     |     |     |     |  |             |  |  |  |  |  |  |  |
| <table><tr><td>PAPI-L</td><td>3000'</td><td>→</td><td>RITLE</td></tr></table>                                                                                                                                                                                                                                                                                                                                                                             |       |     |       |     |     |     |     | PAPI-L | 3000' | →   | RITLE |     |     |     |     |               |    |    |     |     |     |     |  |                        |     |     |     |     |     |     |  |             |  |  |  |  |  |  |  |
| PAPI-L                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 3000' | →   | RITLE |     |     |     |     |        |       |     |       |     |     |     |     |               |    |    |     |     |     |     |  |                        |     |     |     |     |     |     |  |             |  |  |  |  |  |  |  |

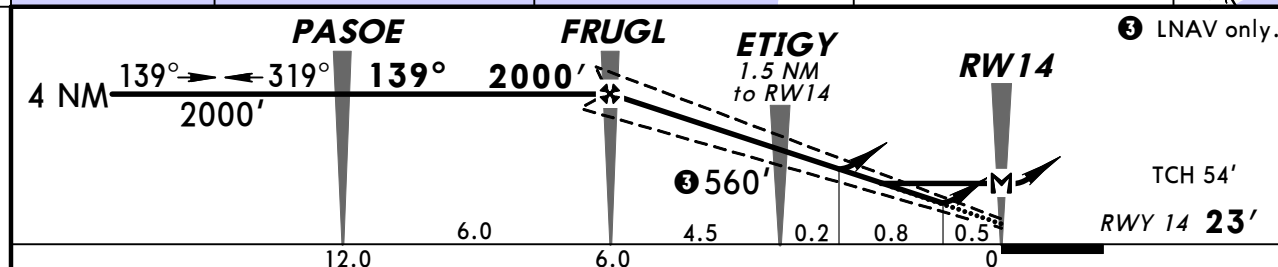
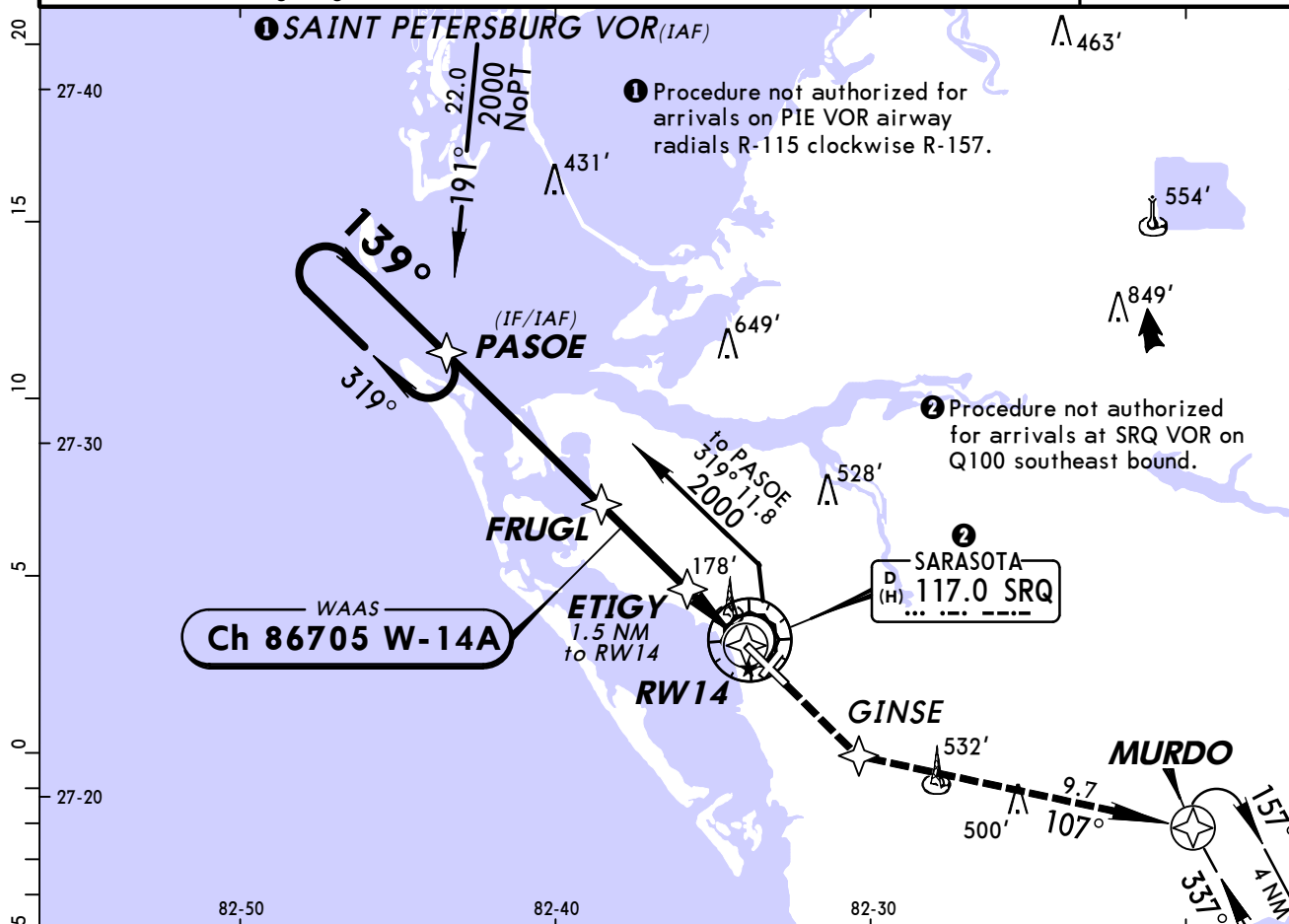
| 1 STRAIGHT-IN LANDING RWY 4     |                                       |                                   | 1 CIRCLE-TO-LAND |                     |  |
|---------------------------------|---------------------------------------|-----------------------------------|------------------|---------------------|--|
| LPV<br>DA(H) <b>272'</b> (250') | LNAV/VNAV<br>DA(H) <b>294'</b> (272') | LNAV<br>MDA(H) <b>380'</b> (358') | Max Kts          | MDA(H)              |  |
| A                               | 1                                     | 1                                 | 90               | 500' (470') - 1     |  |
|                                 |                                       |                                   | 120              | 500' (470') - 1     |  |
|                                 |                                       |                                   | 140              | 500' (470') - 1 1/2 |  |
|                                 |                                       |                                   | 165              | 580' (550') - 2     |  |

1 When VGSI inop, straight-in/circling Rwy 4 and circling Rwy 22 procedure not authorized at night.

TERPS AMEND 2 13 JAN 2011

DATA LINK 3300

|                                                                                                                                                                                         |                           |                                       |                                              |                            |  |                                      |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|----------------------------------------------|----------------------------|--|--------------------------------------|--|
| ATIS (ASOS when Twr inop)                                                                                                                                                               |                           | TAMPA Approach (R)                    |                                              | *SARASOTA Tower            |  | *Ground                              |  |
| 124.37                                                                                                                                                                                  |                           | 119.65                                |                                              | CTAF 120.1                 |  | 121.9                                |  |
| WAAS<br>Ch 86705<br>W-14A                                                                                                                                                               | Final<br>Apch Crs<br>139° | Minimum Alt<br>FRUGL<br>2000' (1977') | LPV<br>DA(H)<br>(CONDITIONAL)<br>223' (200') | Apt Elev 30'<br>Rwy 14 23' |  | <div>2800'</div> <div>MSA RW14</div> |  |
| MISSED APCH: Climb to 3000' direct GINSE and on 107° track to MURDO and hold.                                                                                                           |                           |                                       |                                              |                            |  |                                      |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                         |                           |                                       |                                              |                            |  |                                      |  |
| 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems,<br>LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F).<br>3. Pilot controlled lighting 120.1. |                           |                                       |                                              |                            |  |                                      |  |



|                        |     |     |     |     |     |     |                                 |
|------------------------|-----|-----|-----|-----|-----|-----|---------------------------------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | MALSR<br>PAPI<br>3000'<br>GINSE |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                                 |
| MAP at RW14            |     |     |     |     |     |     |                                 |

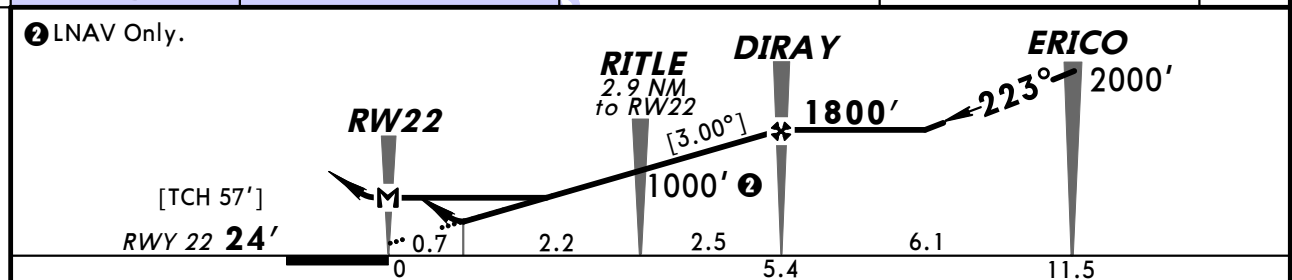
| STRAIGHT-IN LANDING RWY 14 |                 |                          |                 |                           |          |         | CIRCLE-TO-LAND |                     |         |
|----------------------------|-----------------|--------------------------|-----------------|---------------------------|----------|---------|----------------|---------------------|---------|
| 1 LPV                      |                 | 1 LNAV/VNAV              |                 | LNAV                      |          |         |                |                     |         |
| DA(H) <b>223'</b> (200')   |                 | DA(H) <b>489'</b> (466') |                 | MDA(H) <b>440'</b> (417') |          |         |                |                     |         |
|                            |                 |                          |                 | When Twr Operating        |          |         | When Twr Inop  |                     |         |
|                            | RAIL or ALS out |                          | RAIL or ALS out |                           | RAIL out | ALS out |                | RAIL out            | ALS out |
| A                          |                 |                          |                 | 1/2                       | 3/4      | 1       |                | 1                   |         |
| B                          |                 |                          |                 |                           |          |         |                |                     |         |
| C                          | 1/2             | 3/4                      | 1/8             | 1/2                       | 3/4      | 1 1/8   |                | 1                   | 1 1/8   |
| D                          |                 |                          |                 |                           |          |         |                |                     |         |
|                            |                 |                          |                 |                           |          |         | Max Kts        | MDA(H)              |         |
|                            |                 |                          |                 |                           |          |         | 90             | 500' (470') - 1     |         |
|                            |                 |                          |                 |                           |          |         | 120            |                     |         |
|                            |                 |                          |                 |                           |          |         | 140            | 500' (470') - 1 1/2 |         |
|                            |                 |                          |                 |                           |          |         | 165            | 580' (550') - 2     |         |

1 Not authorized when Twr inop. 2 When VGSI inop, circling Rwy 4/22 not authorized at night.



# KSRQ/SRQ SARASOTA-BRADENTON INTL 7 JAN 11 (12-3) Eff 13 Jan RNAV (GPS) Rwy 22

|                                                                                                                                                                                                                                                                                                                                                                                                                    |                                     |                                                     |                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------------|------------------------------------------|
| ATIS (ASOS when Twr inop)<br><b>124.37</b>                                                                                                                                                                                                                                                                                                                                                                         | TAMPA Approach (R)<br><b>119.65</b> | *SARASOTA Tower<br>CTAF <b>120.1</b>                | *Ground<br><b>121.9</b>                  |
| RNAV                                                                                                                                                                                                                                                                                                                                                                                                               | Final<br>Apch Crs<br><b>223°</b>    | Minimum Alt<br><b>DIRAY</b><br><b>1800'</b> (1776') | LNAV/VNAV<br>DA(H)<br><b>295'</b> (271') |
|                                                                                                                                                                                                                                                                                                                                                                                                                    |                                     | Apt Elev <b>30'</b><br>Rwy 22 <b>24'</b>            |                                          |
| <b>MISSED APCH: Climb to 2000' direct BAYDA and hold.</b><br>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below<br>-15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility<br>reduction by helicopters not authorized. 4. VGSI and RNAV glidepath not coincident.<br>5. Pilot controlled lighting 120.1. |                                     |                                                     |                                          |
|                                                                                                                                                                                                                                                                                                                                                                                                                    |                                     |                                                     | 2800'<br>MSA RW22                        |



|                       |     |     |     |     |     |     |  |        |       |  |       |
|-----------------------|-----|-----|-----|-----|-----|-----|--|--------|-------|--|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |  | REIL   | 2000' |  | BAYDA |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |  | PAPI-L |       |  |       |
| MAP at RW22           |     |     |     |     |     |     |  |        |       |  |       |

| 1 STRAIGHT-IN LANDING RWY 22 |   |                           |   | 1 CIRCLE-TO-LAND |  |                  |  |
|------------------------------|---|---------------------------|---|------------------|--|------------------|--|
| LNAV/VNAV                    |   | LNAV                      |   |                  |  |                  |  |
| DA(H) <b>295'</b> (271')     |   | MDA(H) <b>400'</b> (376') |   |                  |  |                  |  |
| A                            |   |                           |   | Max Kts          |  | MDA(H)           |  |
| B                            |   |                           |   | 90               |  | 500' (470') - 1  |  |
| C                            | 1 |                           | 1 | 120              |  | 500' (470') - 1½ |  |
| D                            |   |                           |   | 140              |  | 500' (470') - 1½ |  |
|                              |   |                           |   | 165              |  | 580' (550') - 2  |  |

1 When VGSI inop, straight-in/circling Rwy 22 and circling Rwy 4 procedure not authorized at night.

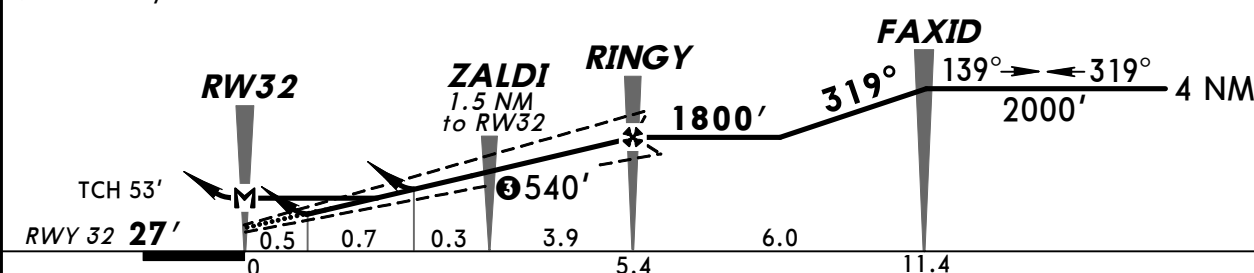


# KSRQ/SRQ SARASOTA-BRADENTON INTL 7 JAN 11 (12-4) Eff 13 Jan RNAV (GPS) Rwy 32

|                                                                                                                                                                                                                                                                                         |                           |                                       |                                              |                            |  |                                      |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|----------------------------------------------|----------------------------|--|--------------------------------------|--|
| ATIS (ASOS when Twr inop)                                                                                                                                                                                                                                                               |                           | TAMPA Approach (R)                    |                                              | *SARASOTA Tower            |  | *Ground                              |  |
| 124.37                                                                                                                                                                                                                                                                                  |                           | 119.65                                |                                              | CTAF 120.1                 |  | 121.9                                |  |
| WAAS<br>Ch 72605<br>W-32A                                                                                                                                                                                                                                                               | Final<br>Apch Crs<br>319° | Minimum Alt<br>RINGY<br>1800' (1773') | LPV<br>DA(H)<br>(CONDITIONAL)<br>227' (200') | Apt Elev 30'<br>Rwy 32 27' |  | <div>2800'</div> <div>MSA RW32</div> |  |
| MISSED APCH: Climb to 3000' direct ACIPU and on 047° track to PAIRS and hold, continue climb-in-hold to 3000'.                                                                                                                                                                          |                           |                                       |                                              |                            |  |                                      |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized.<br>3. Pilot controlled lighting 120.1. |                           |                                       |                                              |                            |  |                                      |  |



③ LNAV only.



|                  |       |     |     |     |     |     |                                         |
|------------------|-------|-----|-----|-----|-----|-----|-----------------------------------------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | MALSR<br>PAPI<br>3000'<br>↑<br>D→ ACIPU |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 849 |                                         |
| MAP at RW32      |       |     |     |     |     |     |                                         |

| STRAIGHT-IN LANDING RWY 32 |     |     |                    |       |                    |             |            |               |             | 2 CIRCLE-TO-LAND |              |
|----------------------------|-----|-----|--------------------|-------|--------------------|-------------|------------|---------------|-------------|------------------|--------------|
| 1 LPV                      |     |     | 1 LNAV/VNAV        |       | LNAV               |             |            |               |             |                  |              |
| DA(H) 227'(200')           |     |     | DA(H) 463'(436')   |       | MDA(H) 440'(413')  |             |            |               |             |                  |              |
|                            |     |     |                    |       | When Twr Operating |             |            | When Twr Inop |             | Max<br>Kts       | MDA(H)       |
| RAIL or<br>ALS out         |     |     | RAIL or<br>ALS out |       |                    | RAIL<br>out | ALS<br>out |               | RAIL<br>out |                  |              |
| A                          | 1/2 | 3/4 | 1                  | 1 1/2 | 1/2                | 3/4         | 1          | 1             |             | 90               | 500'(470')-1 |
| B                          |     |     |                    |       |                    |             |            |               |             | 120              |              |
| C                          |     |     |                    |       |                    |             |            |               |             | 140              |              |
| D                          |     |     |                    |       |                    |             |            |               |             | 165              |              |
|                            |     |     |                    |       | 3/4                | 1           | 1 1/8      | 1             | 1 1/8       | 580'(550')-2     |              |

① Not authorized when Twr inop.

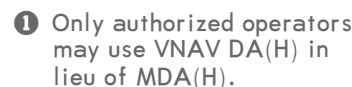
② When VGSI inop, circling Rwy 4/22 not authorized at night.

CHANGES: Procedure.

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TERPS AMEND 3 13 JAN 2011

**BRIFEING STRIP™**



|                              |     |     |     |     |     |     |
|------------------------------|-----|-----|-----|-----|-----|-----|
| <i>Gnd speed-Kts</i>         | 70  | 90  | 100 | 120 | 140 | 160 |
| <i>Descent angle [3.00°]</i> | 372 | 478 | 531 | 637 | 743 | 849 |
|                              |     |     |     |     |     |     |
| <i>MAP at VOR</i>            |     |     |     |     |     |     |

TERPS AMEND 18 13 JAN 2011

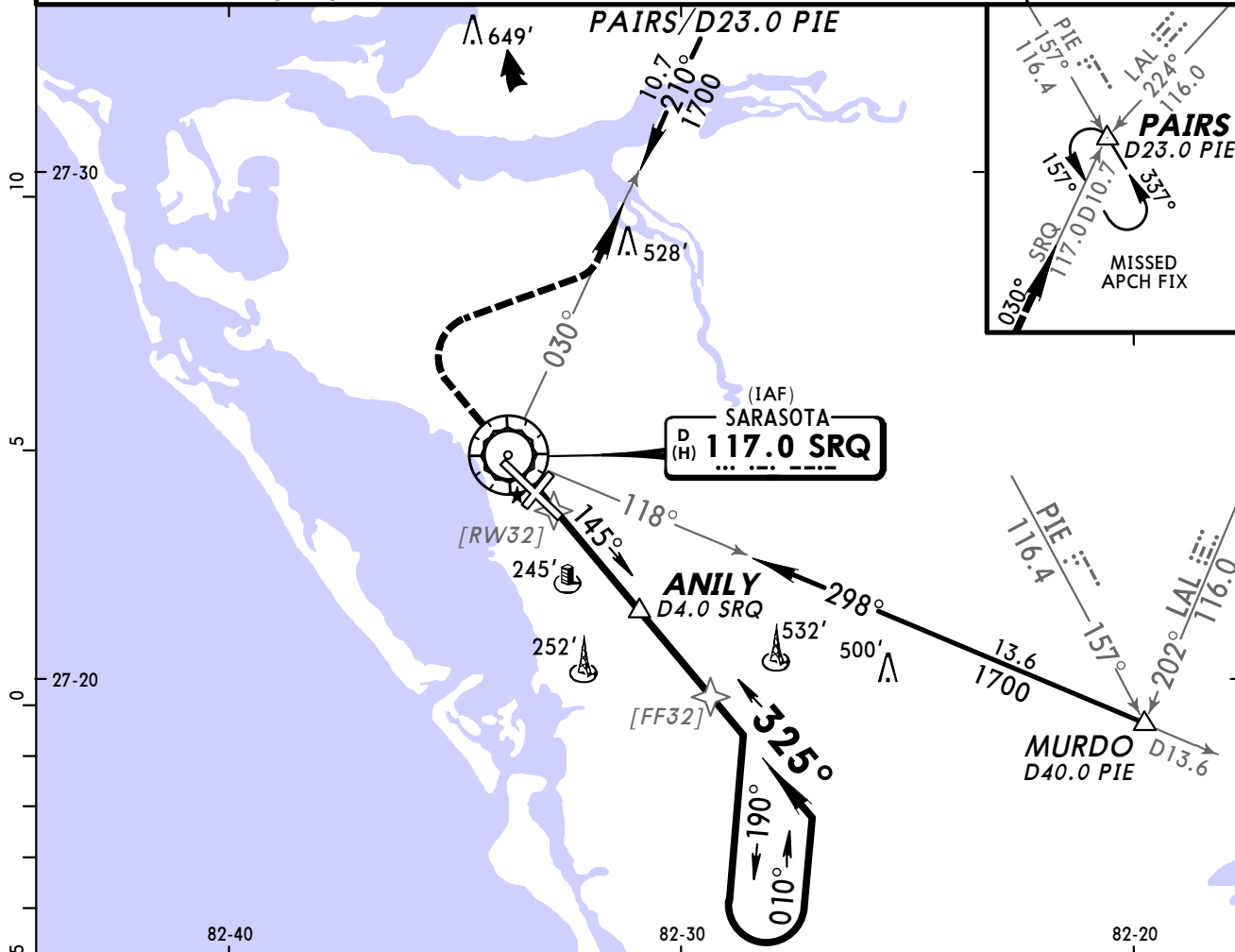
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**KSRQ/SRQ**  
**SARASOTA**  
**-BRADENTON INTL**

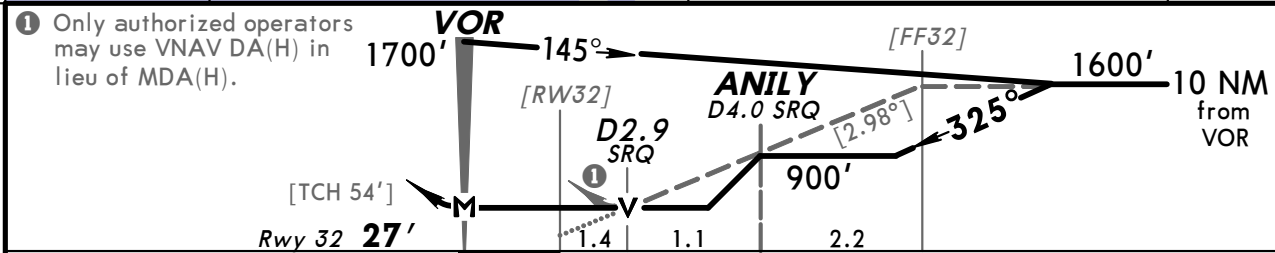
**JEPPESSEN SARASOTA/BRADENTON, FLA**  
 7 JAN 11 **(13-2)** **Eff 13 Jan**  
**VOR Rwy 32**

BRIEFING STRIP™

|                                                                                                                                 |                                  |                                     |  |                                               |                                              |                                         |  |
|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-------------------------------------|--|-----------------------------------------------|----------------------------------------------|-----------------------------------------|--|
| ATIS (ASOS when Twr inop)<br><b>124.37</b>                                                                                      |                                  | TAMPA Approach (R)<br><b>119.65</b> |  | *SARASOTA Tower<br>CTAF <b>120.1</b>          |                                              | *Ground<br><b>121.9</b>                 |  |
| VOR<br>SRQ<br><b>117.0</b>                                                                                                      | Final<br>Apch Crs<br><b>325°</b> | No FAF                              |  | MDA(H)<br>(CONDITIONAL)<br><b>540' (513')</b> | Apt Elev <b>30'</b><br><br>Rwy 32 <b>27'</b> | <div>2800'</div> <div>MSA SRQ VOR</div> |  |
| <b>MISSED APCH:</b> Climb to 1000' then climbing RIGHT turn to 2000' outbound on SRQ VOR R-030 to PAIRS INT/D23.0 PIE and hold. |                                  |                                     |  |                                               |                                              |                                         |  |
| Alt Set: INCHES                                                                                                                 |                                  | Trans level: FL 180                 |  | Trans alt: 18000'                             |                                              |                                         |  |
| 1. Pilot controlled lighting 120.1.                                                                                             |                                  |                                     |  |                                               |                                              |                                         |  |



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



|                       |     |     |     |     |     |     |  |       |       |     |                                    |
|-----------------------|-----|-----|-----|-----|-----|-----|--|-------|-------|-----|------------------------------------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |  | 1000' | 2000' | SRQ | <b>PAIRS</b><br><b>117.0 R-030</b> |
| Descent angle [2.98°] | 369 | 474 | 527 | 633 | 738 | 843 |  | ↑     | RT    | on  |                                    |
| MAP at VOR            |     |     |     |     |     |     |  |       |       |     |                                    |

| STRAIGHT-IN LANDING RWY 32      |          |         |               |          |         |                                    |          |         |               |          |         | 1 CIRCLE-TO-LAND |                |                    |                    |                    |  |
|---------------------------------|----------|---------|---------------|----------|---------|------------------------------------|----------|---------|---------------|----------|---------|------------------|----------------|--------------------|--------------------|--------------------|--|
| With ANILY<br>MDA(H) 540'(513') |          |         |               |          |         | Without ANILY<br>MDA(H) 900'(873') |          |         |               |          |         |                  |                |                    |                    |                    |  |
| When Twr Operating              |          |         | When Twr Inop |          |         | When Twr Operating                 |          |         | When Twr Inop |          |         | With ANILY       |                |                    | Without ANILY      |                    |  |
|                                 | RAIL out | ALS out |               | RAIL out | ALS out |                                    | RAIL out | ALS out |               | RAIL out | ALS out | Max Kts.         | MDA(H)         | MDA(H)             |                    |                    |  |
| A                               | 3/4      |         | 1             | 1        | 1       | 3/4                                | 3/4      | 1       | 1             |          |         | 90               | 540'(510') - 1 | 900'(870') - 1 1/4 |                    |                    |  |
| B                               |          |         |               |          |         |                                    | 1        | 1 1/4   | 1             | 1 1/4    | 120     |                  |                |                    |                    |                    |  |
| C                               | 1        | 1 1/4   | 1 3/8         |          |         | 1 1/4                              | 1 3/8    | 2       | 2 1/2         |          | 2       | 2 1/2            |                | 140                | 540'(510') - 1 1/2 | 900'(870') - 2 1/2 |  |
| D                               |          |         |               |          |         |                                    |          |         |               |          |         |                  |                | 165                | 580'(550') - 2     | 900'(870') - 2 3/4 |  |

① When VGSI inop, circling Rwy 4/22 not authorized at night.

CHANGES: Procedure.

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TERPS AMEND 10 13 JAN 2011

## General Information

Location: Titusville FL USA  
IATA Code: TIX  
Lat/Long: N28° 30.9' W080° 48.0'  
Elevation: 34 ft

Airport Use: Public  
Magnetic Variation: 6.2°W  
Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet A  
Repair Types: Major Airframe, Major Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1151 Z  
Sunset: 2322 Z,

## Runway Information

Runway: 09  
Length x Width: 5000 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 32 ft  
Lighting: Edge, REIL, Pilot controlled  
Displaced Threshold: 190 ft

Runway: 18  
Length x Width: 7319 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 32 ft  
Lighting: Edge, REIL, Pilot controlled  
Displaced Threshold: 322 ft

Runway: 27  
Length x Width: 5000 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 32 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 36  
Length x Width: 7319 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 34 ft  
Lighting: Edge, ALS, REIL, Pilot controlled

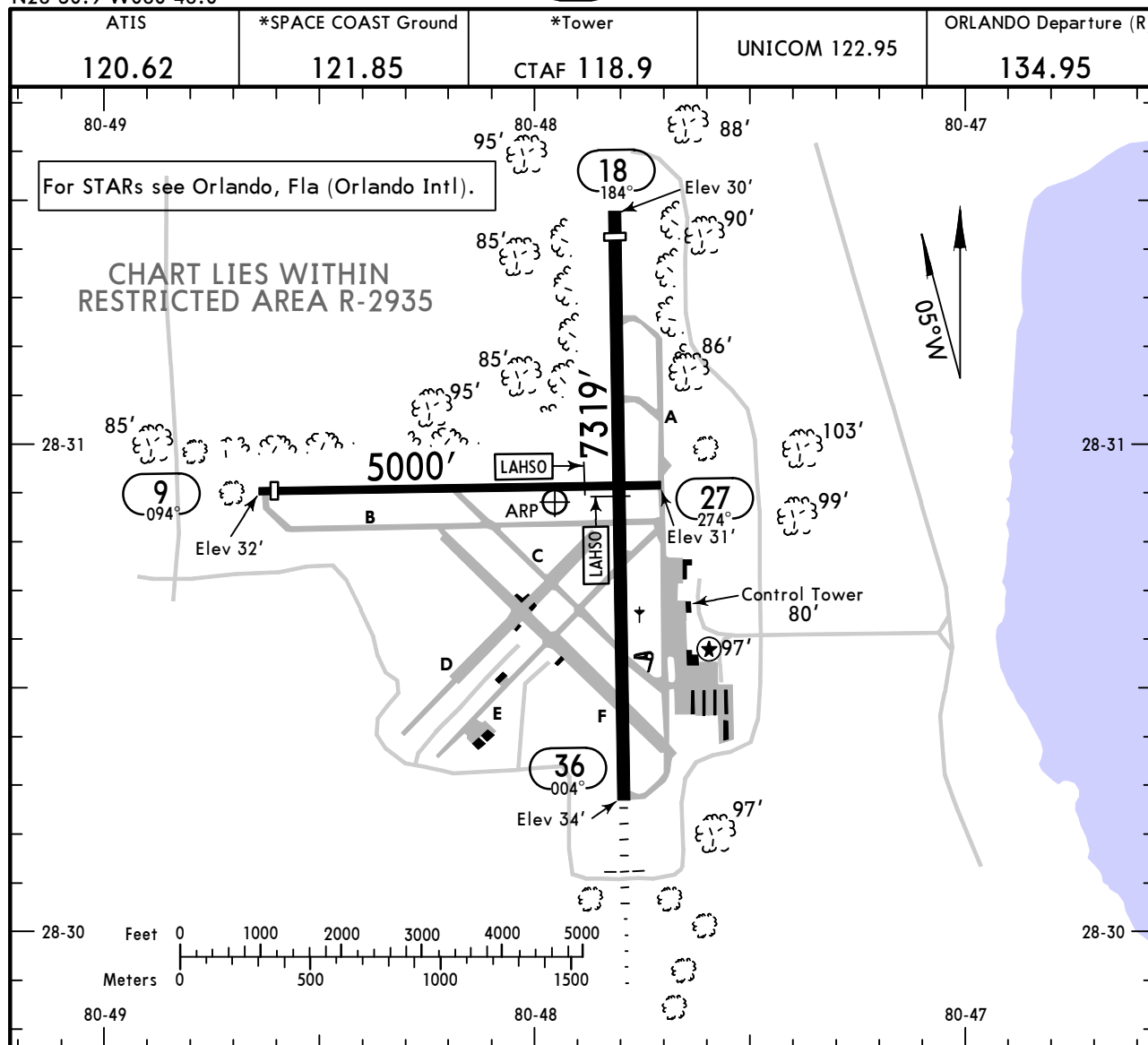
**Communication Information**

ATIS 120.625  
Space Coast Tower 118.9 CTAF PCL  
Space Coast Ground Control 121.85  
Orlando Approach Approach Control 134.95  
Orlando Departure Departure Control 134.95  
Space Coast Regl Unicom 122.95  
St Petersburg Flight Service Station 123.6 RCO

**KTIX/TIX**  
Apt Elev **34'**  
N28 30.9 W080 48.0

**JEPPESSEN**  
15 OCT 10 **(11-1)** Eff 21 Oct

**TITUSVILLE, FLA**  
SPACE COAST REGL



**ADDITIONAL RUNWAY INFORMATION**

|          |                                             | RWY |       | USABLE LENGTHS              |                |                   |          |
|----------|---------------------------------------------|-----|-------|-----------------------------|----------------|-------------------|----------|
|          |                                             |     |       | LANDING BEYOND<br>Threshold | Glide<br>Slope | LAHSO<br>Distance | TAKE-OFF |
| 9<br>27  | ① MIRL ① REIL ① PAPI-L (angle 3.0°)         |     | 4810' |                             | 18/36 4035'    |                   | 100'     |
|          |                                             |     |       |                             |                |                   |          |
| 18<br>36 | ① HIRL ① REIL ① PAPI-L (angle 3.0°) grooved |     | 6997' |                             |                |                   | 150'     |
|          | ① HIRL ① REIL ① MALSR ① ② PAPI-L grooved    |     |       | 6220'                       | 9/27 3750'     |                   |          |
|          |                                             |     |       |                             |                |                   |          |
|          |                                             |     |       |                             |                |                   |          |
|          |                                             |     |       |                             |                |                   |          |

- 1 Activate on 118.9 when Twr inop.  
2 Angle 3.0°.

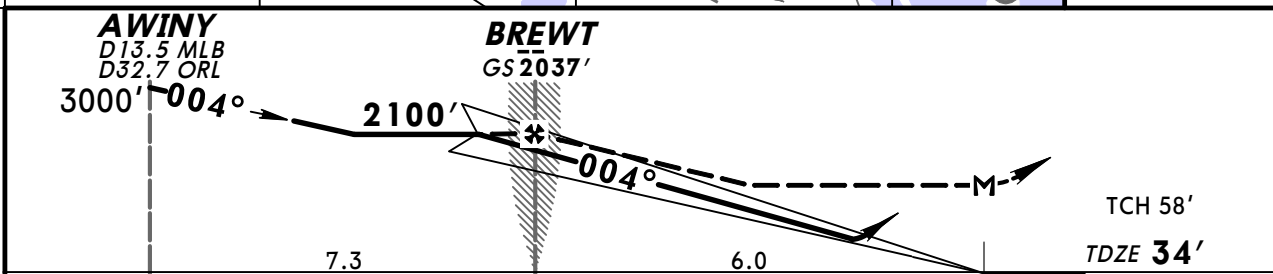
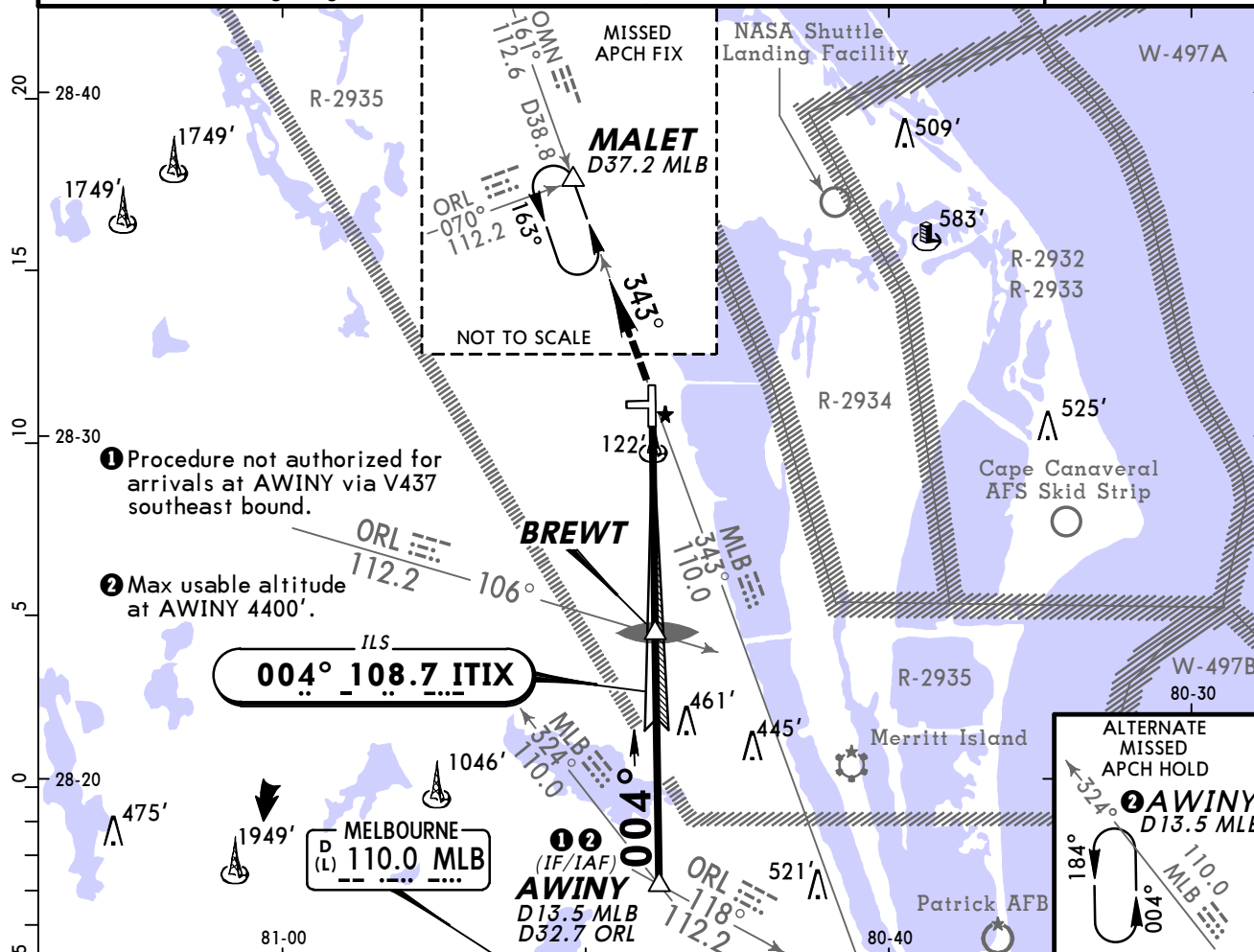
| 1 TAKE-OFF   |     |     | FOR FILING AS ALTERNATE               |                                   |                                                                |       |       |
|--------------|-----|-----|---------------------------------------|-----------------------------------|----------------------------------------------------------------|-------|-------|
| All Rwys     |     |     | Authorized Only<br>When Twr Operating |                                   | Authorized Only When<br>Local Weather Available                |       | Other |
|              |     |     | ILS Rwy 36                            | LOC Rwy 36<br>RNAV (GPS) Z Rwy 18 | RNAV (GPS) Y Rwy 9<br>RNAV (GPS) Y Rwy 18<br>RNAV (GPS) Rwy 36 |       |       |
| 1 & 2<br>Eng | 1/4 | 1   | A                                     | 600-2                             | 800-2                                                          | 800-2 | NA    |
| 3 & 4<br>Eng |     | 1/2 | B<br>C<br>D                           |                                   |                                                                |       |       |

1 RWY 36: 60' AGL trees 254' from departure end of runway, 526' right of centerline.

AMEND 0

BRIEFING STRIP™

|                                                                                                                                |                           |                                |                                              |                                  |  |                                         |  |
|--------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------|----------------------------------------------|----------------------------------|--|-----------------------------------------|--|
| ATIS<br>120.62                                                                                                                 |                           | ORLANDO Approach (R)<br>134.95 |                                              | *SPACE COAST Tower<br>CTAF 118.9 |  | *Ground<br>121.85                       |  |
| LOC<br>ITIX<br>108.7                                                                                                           | Final<br>Apch Crs<br>004° | GS<br>BREW<br>2037' (2003')    | ILS<br>DA(H)<br>(CONDITIONAL)<br>234' (200') | Apt Elev 34'<br>TDZE 34'         |  | <div>3000'</div> <div>MSA MLB VOR</div> |  |
| MISSED APCH: Climb to 500' then climbing LEFT turn to 2000' and<br>outbound via MLB VOR R-343 to MALET INT/D37.2 MLB and hold. |                           |                                |                                              |                                  |  |                                         |  |
| Alt Set: INCHES                                                                                                                |                           |                                |                                              |                                  |  |                                         |  |



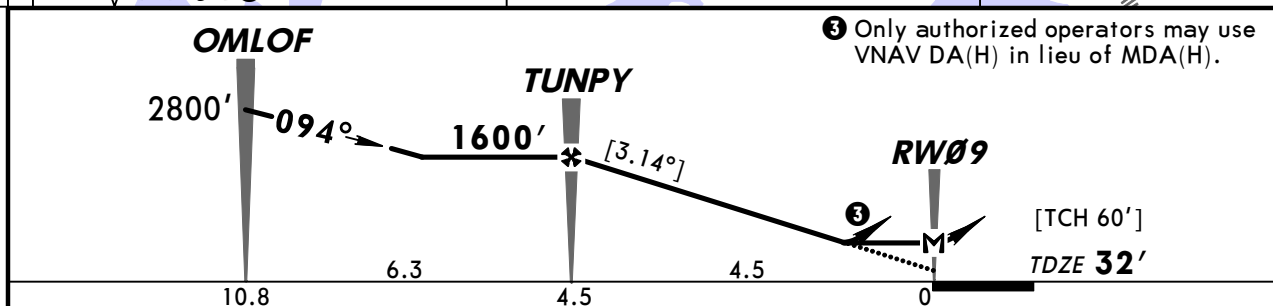
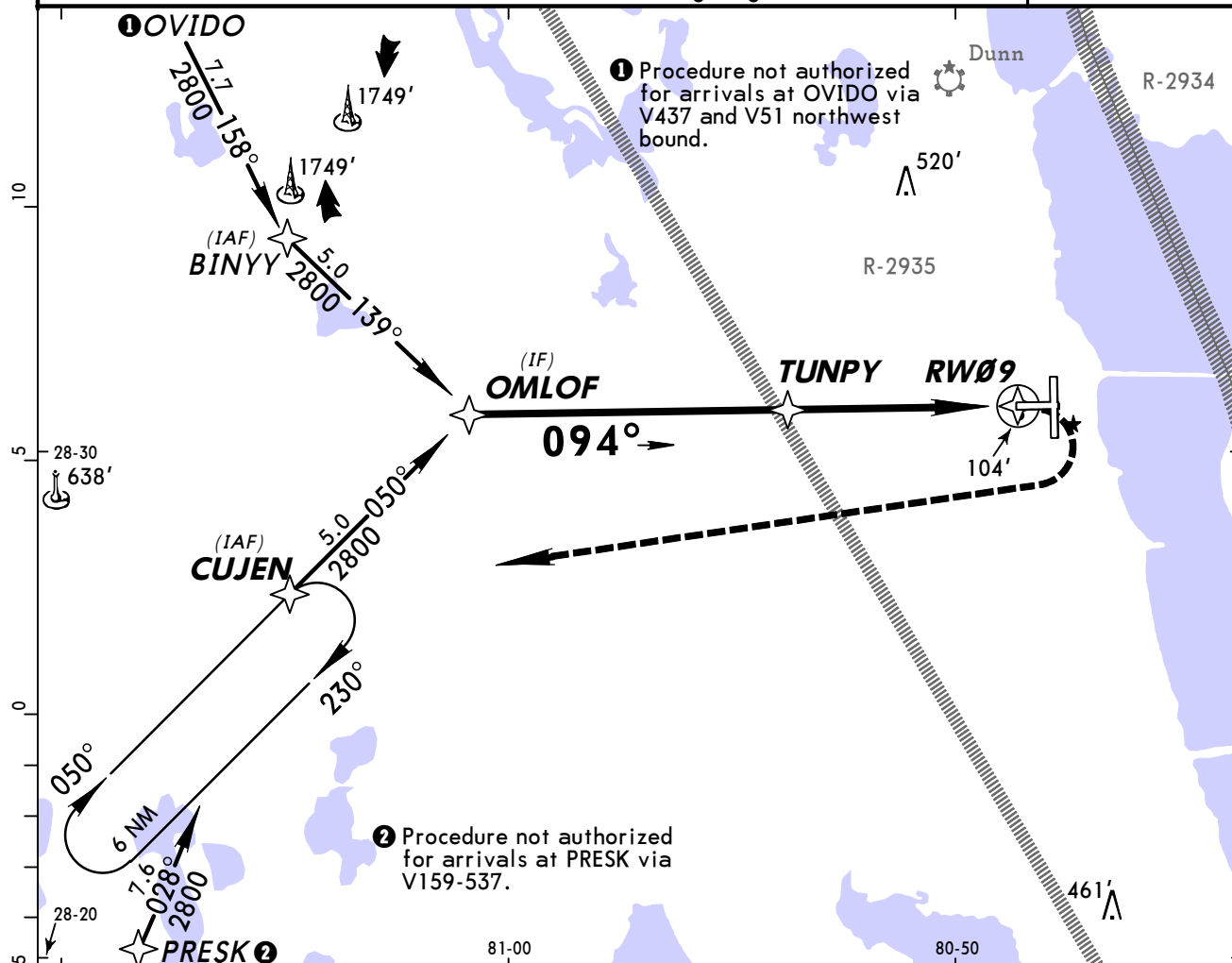
| Gnd speed-Kts   | 70    | 90   | 100  | 120  | 140  | 160  | MALSR     |  | 500' | 2000' | MLB             | MALET |
|-----------------|-------|------|------|------|------|------|-----------|--|------|-------|-----------------|-------|
| GS              | 3.00° | 377  | 484  | 538  | 646  | 753  | REIL PAPI |  | ↑    | LT    | via 110.0 R-343 |       |
| BREW to MAP 6.0 | 5:09  | 4:00 | 3:36 | 3:00 | 2:34 | 2:15 |           |  |      |       |                 |       |

| STRAIGHT-IN LANDING RWY 36 |     |                                  |     |                      |              |                 |                                  |      |     |                 | CIRCLE-TO-LAND |                    |                    |                                  |        |  |
|----------------------------|-----|----------------------------------|-----|----------------------|--------------|-----------------|----------------------------------|------|-----|-----------------|----------------|--------------------|--------------------|----------------------------------|--------|--|
| ILS                        |     |                                  |     |                      | LOC (GS out) |                 |                                  |      |     |                 |                |                    |                    |                                  |        |  |
| DA(H)<br>234'(200')        |     | DA(H)<br>294'(260')              |     | MDA(H)<br>380'(346') |              |                 | MDA(H)<br>440'(406')             |      |     |                 |                | When Twr Operating |                    | With Melbourne Altimeter Setting |        |  |
| When Twr Operating         |     | With Melbourne Altimeter Setting |     | When Twr Operating   |              |                 | With Melbourne Altimeter Setting |      |     |                 |                |                    |                    |                                  |        |  |
| FULL                       |     | RAIL or ALS out                  |     | FULL                 |              | RAIL or ALS out |                                  | FULL |     | RAIL or ALS out |                | Max Kts            | MDA(H)             |                                  | MDA(H) |  |
| A                          | 1/2 | 3/4                              | 1/2 | 3/4                  | 1/2          | 3/4             | 1                                | 1/2  | 3/4 | 1               | 90             | 640'(606') - 1     | 700'(666') - 1     |                                  |        |  |
| B                          |     |                                  |     |                      |              |                 |                                  |      |     |                 |                |                    |                    |                                  |        |  |
| C                          |     |                                  |     |                      |              |                 |                                  |      |     |                 |                |                    |                    |                                  |        |  |
| D                          |     |                                  |     |                      |              |                 |                                  |      |     |                 |                |                    |                    |                                  |        |  |
|                            |     |                                  |     |                      |              |                 |                                  |      |     |                 | 120            |                    |                    |                                  |        |  |
|                            |     |                                  |     |                      |              |                 |                                  |      |     |                 | 140            | 640'(606') - 1 3/4 | 700'(666') - 1 3/4 |                                  |        |  |
|                            |     |                                  |     |                      |              |                 |                                  |      |     |                 | 165            | 640'(606') - 2     | 700'(666') - 2     |                                  |        |  |



BRIEFING STRIP™

|                                                                                                                                                                                                                                   |                                  |                                                     |                                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|-------------------------------------------------------|
| ATIS<br>120.62                                                                                                                                                                                                                    | ORLANDO Approach (R)<br>134.95   | *SPACE COAST Tower<br>CTAF 118.9                    | *Ground<br>121.85                                     |
| RNAV                                                                                                                                                                                                                              | Final<br>Apch Crs<br><b>094°</b> | Minimum Alt<br><b>TUNPY</b><br><b>1600'</b> (1568') | LNAV<br>MDA(H)<br>(CONDITIONAL)<br><b>440'</b> (408') |
| MISSED APCH: Climbing RIGHT turn to 2800' direct CUJEN and hold.                                                                                                                                                                  |                                  |                                                     |                                                       |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                                                                                                                                                                             |                                  |                                                     |                                                       |
| 1. When Twr inop, use Melbourne Intl altimeter setting. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 118.9. |                                  |                                                     |                                                       |
| 3000'                                                                                                                                                                                                                             |                                  |                                                     |                                                       |
| MSA RW09                                                                                                                                                                                                                          |                                  |                                                     |                                                       |



| Gnd Speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Descent angle [3.14°] | 389 | 500 | 556 | 667 | 778 | 889 |
| MAP at RW09           |     |     |     |     |     |     |

| STRAIGHT-IN LANDING RWY 9 |    |                                       |     | CIRCLE-TO-LAND     |               |                                       |
|---------------------------|----|---------------------------------------|-----|--------------------|---------------|---------------------------------------|
| LNAV                      |    |                                       |     |                    |               |                                       |
| MDA(H) <b>440'</b> (408') |    | MDA(H) <b>500'</b> (468')             |     | When Twr Operating |               | With Melbourne Intl Altimeter Setting |
| When Twr Operating        |    | With Melbourne Intl Altimeter Setting |     | Max Kts            | MDA(H)        | MDA(H)                                |
| A                         | 1  | 1                                     | 90  | 640'(606')-1       | 700'(666')-1  |                                       |
| B                         |    |                                       | 120 |                    |               |                                       |
| C                         | 1¼ | 1¼                                    | 140 | 640'(606')-1¾      | 700'(666')-1¾ |                                       |
| D                         |    | 1½                                    | 165 | 640'(606')-2       | 700'(666')-2  |                                       |



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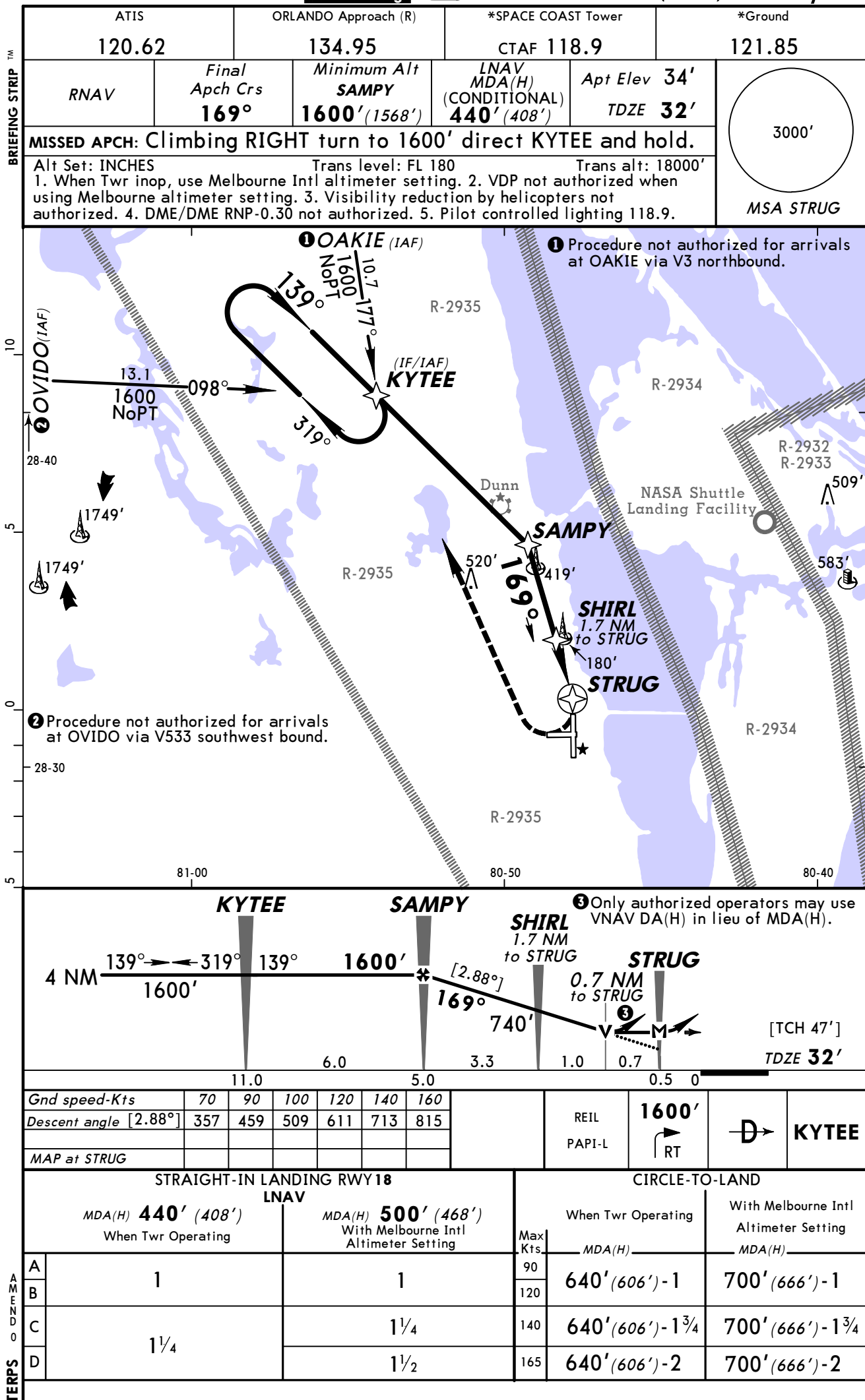
KTIX/TIX

SPACE COAST REGL

JEPPESSEN

21 AUG 09  
Eff 27 Aug

12-3

TITUSVILLE, FLA  
RNAV (GPS) Y Rwy 18

KTIX/TIX

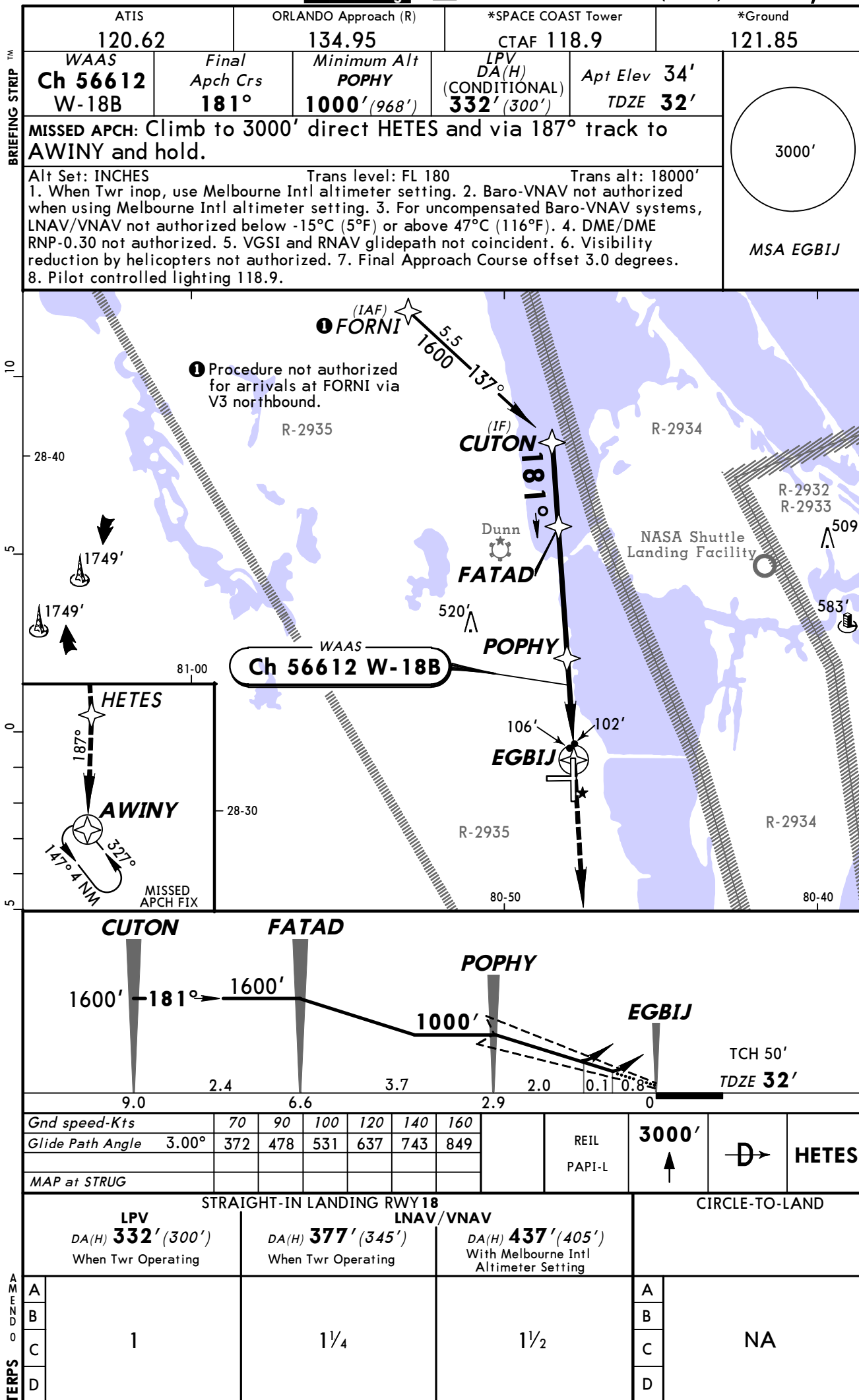
SPACE COAST REGL

21 AUG 09

Eff 27 Aug

12-4

JEPPESEN

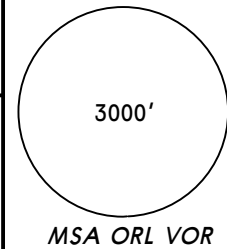
TITUSVILLE, FLA  
RNAV (GPS) Z Rwy 18



ORLANDO INTL  
D-ATIS  
(Arrival)  
**121.25**

*Apt Elev*  
*See Graphic*

Alt Set: INCHES  
Trans level: FL180 Trans alt: 18000'  
Also serves **1**



## BITHO SEVEN ARRIVAL (BITHO.BITH07)

Direct distance from BITHO to:  
Orlando Intl **19 NM**

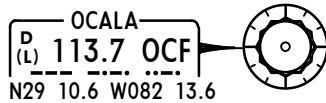
Direct distance from BITHO to:

**1** AIRPORTS SERVED

Kissimmee Gateway **29 NM**

Merritt I **26 NM**

Space Coast Regl **15 NM**



**LAMMA**  
N29 00.9 W081 05.4

TURBOJETS LANDING KISSIMMEE GATEWAY,  
ORLANDO INTL, SPACE COAST REGL  
EXPECT clearance to cross at **12000'**

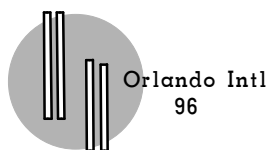
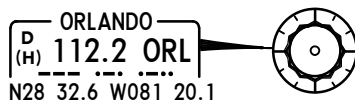
TURBOJETS LANDING MERRITT I  
EXPECT clearance to cross at **15000'**

TURBOJETS LANDING ORLANDO INTL (SOUTH)  
EXPECT clearance to cross at **250 KT**

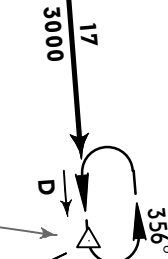
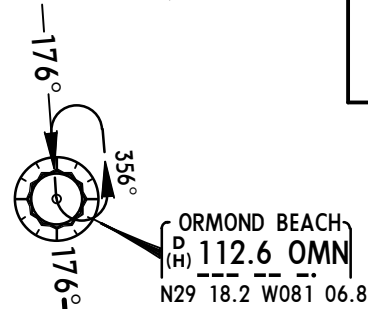
**BITHO**  
N28 37.9 W081 03.6

TURBOJETS LANDING  
MERRITT I  
EXPECT clearance  
to cross at **8000'**

EXPECT RADAR vectors  
to final approach course  
after BITHO



ORLANDO FLA  
Kissimmee Gateway  
82



**JESUP**  
N28 53.3 W081 04.8

**COZMO**  
N28 47.9 W081 04.4

TURBOJETS LANDING  
ORLANDO INTL RWY 18  
EXPECT clearance to cross at  
**10000'**

NASA SHUTTLE  
LANDING FACILITY FLA  
10

TITUSVILLE FLA  
Space Coast Regl  
34

CAPE CANAVERAL  
AFS SKID STRIP FLA  
10

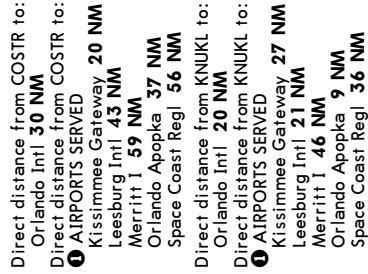
MERRITT I FLA  
Merritt I  
6

PATRICK  
AFB FLA  
8

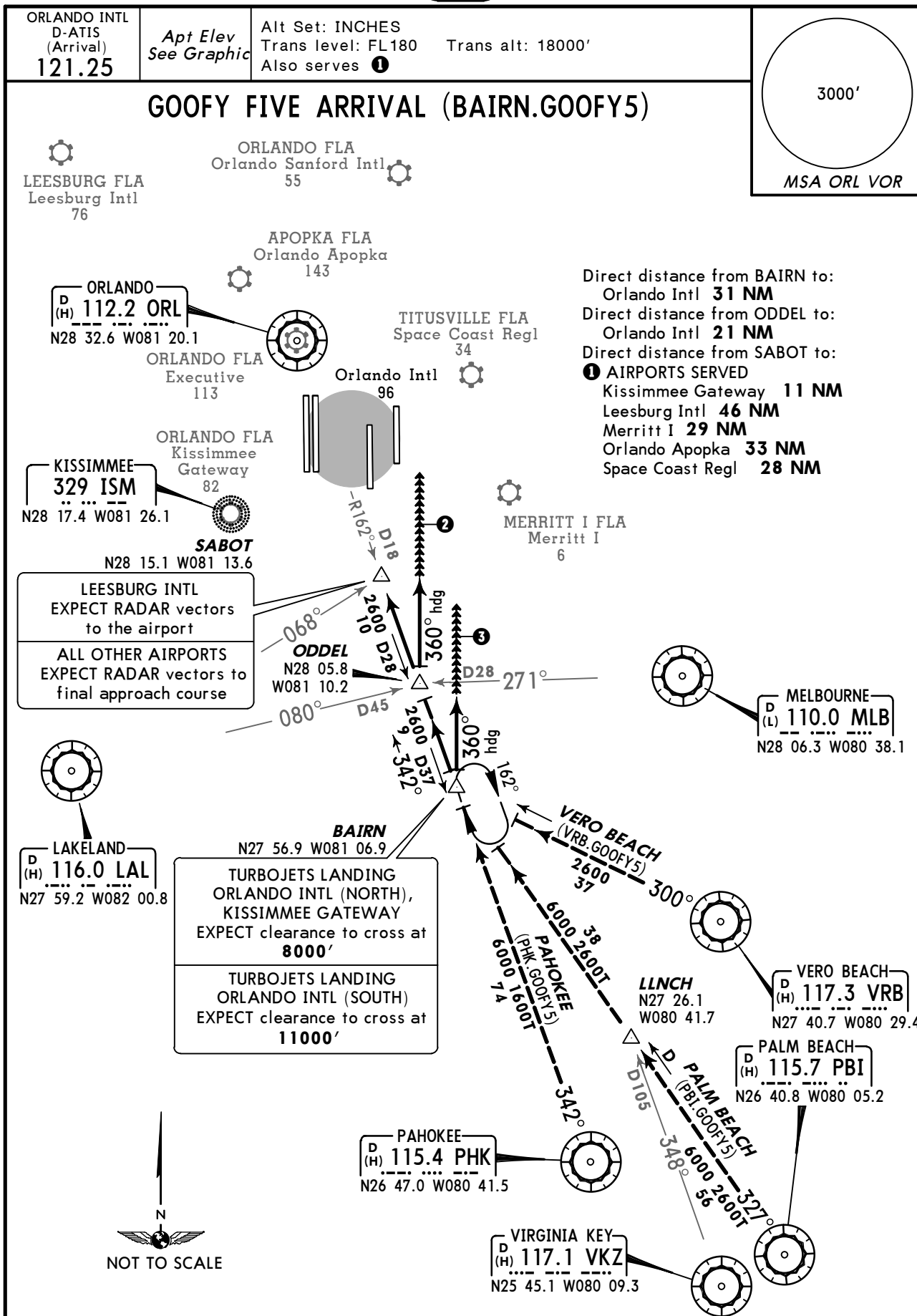
MELBOURNE FLA  
Melbourne Intl  
33

### ROUTING

From over OMN via OMN R-176 to BITHO. EXPECT RADAR vectors to final approach course after BITHO.



From over COSTR via 060° track to BIGGR, then as depicted to KNUKL



| ROUTING            |                                                                                                                                                                                                                                |
|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ORLANDO INTL       | <b>2</b> Rwy 17L/R, 18L/R: From over BAIRN via ORL R-162 to ODDEL. Depart ODDEL heading 360° for vector to final approach course.<br><b>3</b> Rwy 35L/R, 36L/R: Depart BAIRN heading 360° for vector to final approach course. |
| LEESBURG INTL      | From over BAIRN via ORL R-162 to SABOT. EXPECT RADAR vectors to the airport.                                                                                                                                                   |
| ALL OTHER AIRPORTS | From over BAIRN via ORL R-162 to SABOT. EXPECT RADAR vectors to final approach course.                                                                                                                                         |



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## General Information

Location: Tallahassee FL USA  
IATA Code: TLH  
Lat/Long: N30° 23.8' W084° 21.0'  
Elevation: 81 ft

Airport Use: Public  
Magnetic Variation: 4.2°W  
Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet A  
Oxygen Types: High Pressure, HP Bottle  
Repair Types: Major Airframe, Major Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1206 Z  
Sunset: 2334 Z,

## Runway Information

Runway: 09  
Length x Width: 8000 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 70 ft  
Lighting: Edge, Centerline, REIL, Pilot controlled

Runway: 18  
Length x Width: 6076 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 81 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 27  
Length x Width: 8000 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 53 ft  
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 36  
Length x Width: 6076 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 64 ft  
Lighting: Edge, ALS, Pilot controlled

## Communication Information

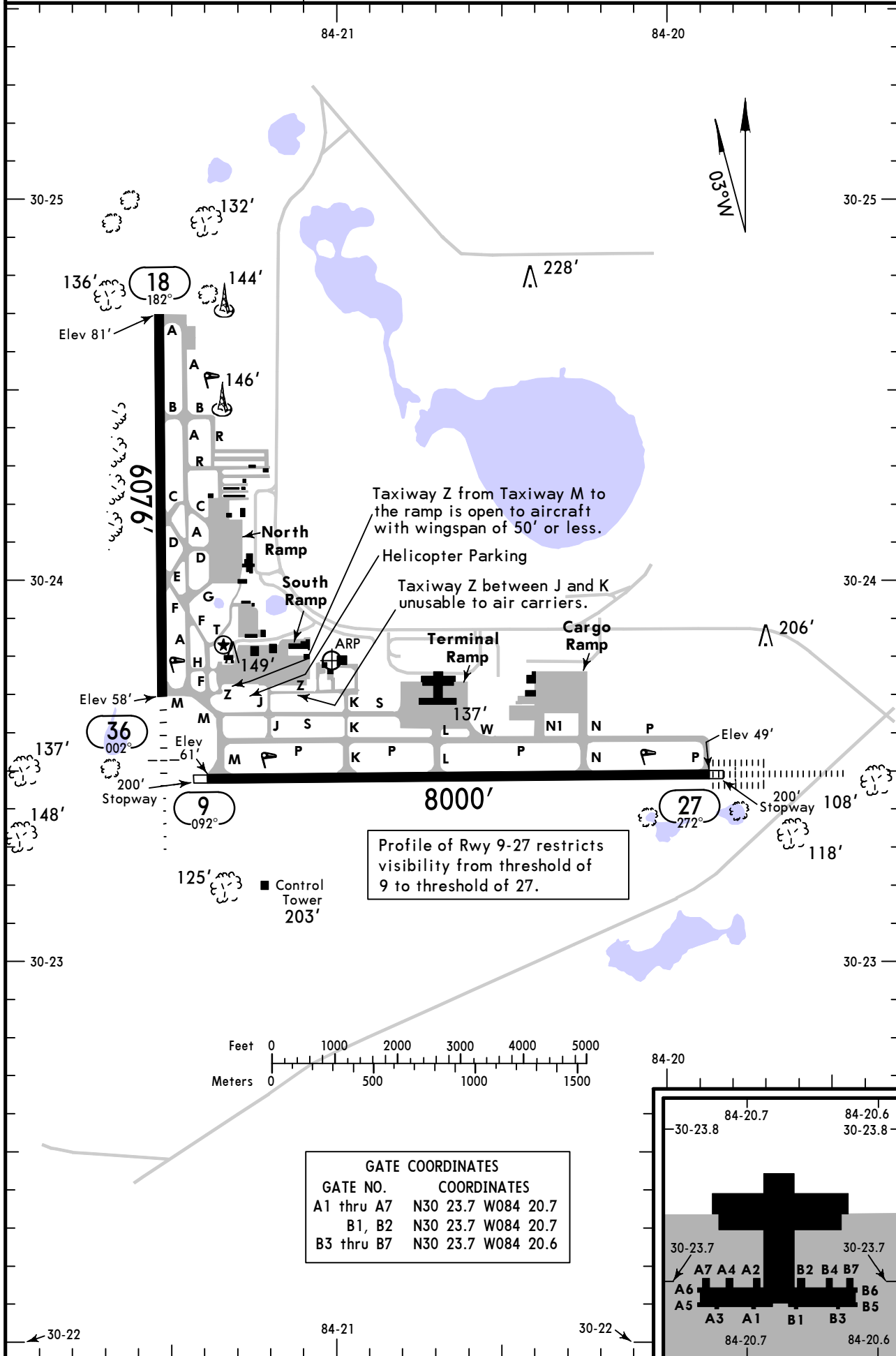
ATIS 119.45  
ASOS 119.45  
Tallahassee Tower 118.7 CTAF PCL  
Tallahassee Ground Control 121.9  
Tallahassee Clearance Delivery 126.65  
Tallahassee Approach Control 135.8 (1 °-180 °) Initial Contact  
Tallahassee Approach Control 133.85 Secondary  
Tallahassee Approach Control 128.7 (181 °-360 °)  
Tallahassee App ARSA 135.8 (1 °-180 °)  
Tallahassee App ARSA 128.7 (181 °-360 °)  
Tallahassee Departure Control 135.8 (1 °-180 °)  
Tallahassee Departure Control 133.85 Secondary  
Tallahassee Departure Control 128.7 (181 °-360 °)  
Tallahassee Regl Unicom 122.95  
Gainesville Flight Service Station 122.4 RCO  
Gainesville Flight Service Station 122.2 RCO  
Gainesville Flight Service Station 122.1 RCO  
Gainesville Flight Service Station 117.5 RCO  
Jacksonville Center 128.625 Remote Communications Air-Ground

**KTLLH/TLH**  
 Apt Elev **81'**  
 N30 23.8 W084 21.0

**JEPPSEN**  
 3 SEP 10 **(10-9)**

**TALLAHASSEE, FLA**  
 TALLAHASSEE REGL

|                           |                           |                           |
|---------------------------|---------------------------|---------------------------|
| ATIS (ASOS when Twr inop) | *TALLAHASSEE Clearance    | *Ground                   |
| VOT 111.0 <b>119.45</b>   | <b>126.65</b>             | <b>121.9</b>              |
| *Tower                    | TALLAHASSEE Departure (R) |                           |
| CTAF <b>118.7</b>         | 181°-360°<br><b>128.7</b> | 001°-180°<br><b>135.8</b> |



CHANGES: Departure frequency, diagram.

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GENERAL

Birds in vicinity of airport.

## ADDITIONAL RUNWAY INFORMATION

| RWY |                                                                                                  | USABLE LENGTHS |             |          | WIDTH |
|-----|--------------------------------------------------------------------------------------------------|----------------|-------------|----------|-------|
|     |                                                                                                  | LANDING        | BEYOND      | TAKE-OFF |       |
|     |                                                                                                  | Threshold      | Glide Slope |          |       |
| 9   | <b>①</b> HIRL <b>①</b> CL <b>①</b> REIL <b>①</b> PAPI-L (angle 3.0°) grooved RVR                 |                |             |          | 150'  |
| 27  | <b>①</b> HIRL <b>①</b> CL <b>②</b> ALSF-II <b>①</b> TDZ <b>①</b> PAPI-L (angle 3.0°) grooved RVR |                | 6950'       |          |       |

**①** Activate on 118.7 when Twr inop.**②** Preset on medium intensity only when Twr inop.

|    |                                                                  |  |       |  |      |
|----|------------------------------------------------------------------|--|-------|--|------|
| 18 | <b>③</b> HIRL <b>③</b> REIL <b>③</b> PAPI-L (angle 3.0°) grooved |  |       |  | 150' |
| 36 | <b>③</b> HIRL <b>③</b> MALSR <b>③</b> PAPI-L grooved RVR         |  | 5069' |  |      |

**③** Activate on 118.7 when Twr inop.

## TAKE-OFF

| Rwys 9, 27                             |                       |                                   |                                   |                              | Rwys 18, 36                    |                                   |                              |
|----------------------------------------|-----------------------|-----------------------------------|-----------------------------------|------------------------------|--------------------------------|-----------------------------------|------------------------------|
| Both RVRs are required and controlling |                       | Adequate<br>Vis Ref               | STD                               |                              | Adequate<br>Vis Ref            | STD                               |                              |
| CL & HIRL                              | CL, or<br>RCLM & HIRL |                                   | 3 & 4 Eng                         | 1 & 2 Eng                    |                                | 3 & 4 Eng                         | 1 & 2 Eng                    |
| TDZ RVR <b>5</b>                       | TDZ RVR <b>10</b>     | RVR <b>16</b><br>or $\frac{1}{4}$ | RVR <b>24</b><br>or $\frac{1}{2}$ | RVR <b>50</b><br>or <b>1</b> | RVR <b>16</b> or $\frac{1}{4}$ | RVR <b>24</b><br>or $\frac{1}{2}$ | RVR <b>50</b><br>or <b>1</b> |
| Rollout RVR <b>5</b>                   | Rollout RVR <b>10</b> |                                   |                                   |                              |                                |                                   |                              |

## FOR FILING AS ALTERNATE

Authorized Only When Twr Operating

 Authorized Only  
 When Local  
 Weather Available  
 ILS Rwy 27  
 LOC Rwy 27

 RNAV (GPS) Rwy 9  
 RNAV (GPS) Rwy 36  
 VOR DME Rwy 36  
 RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 27

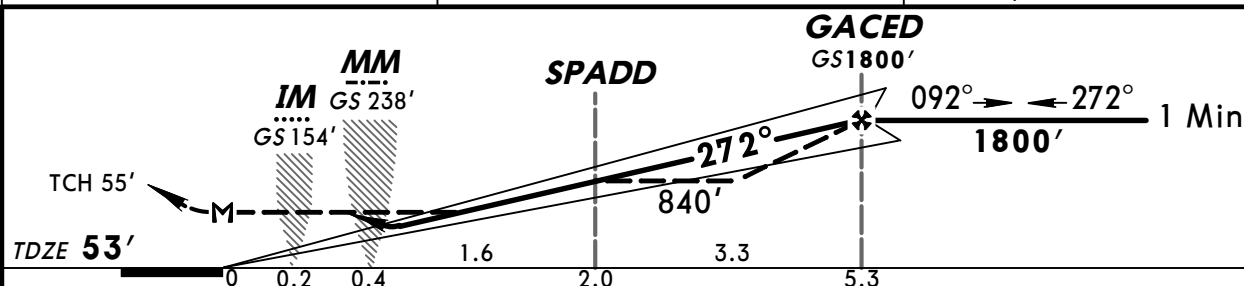
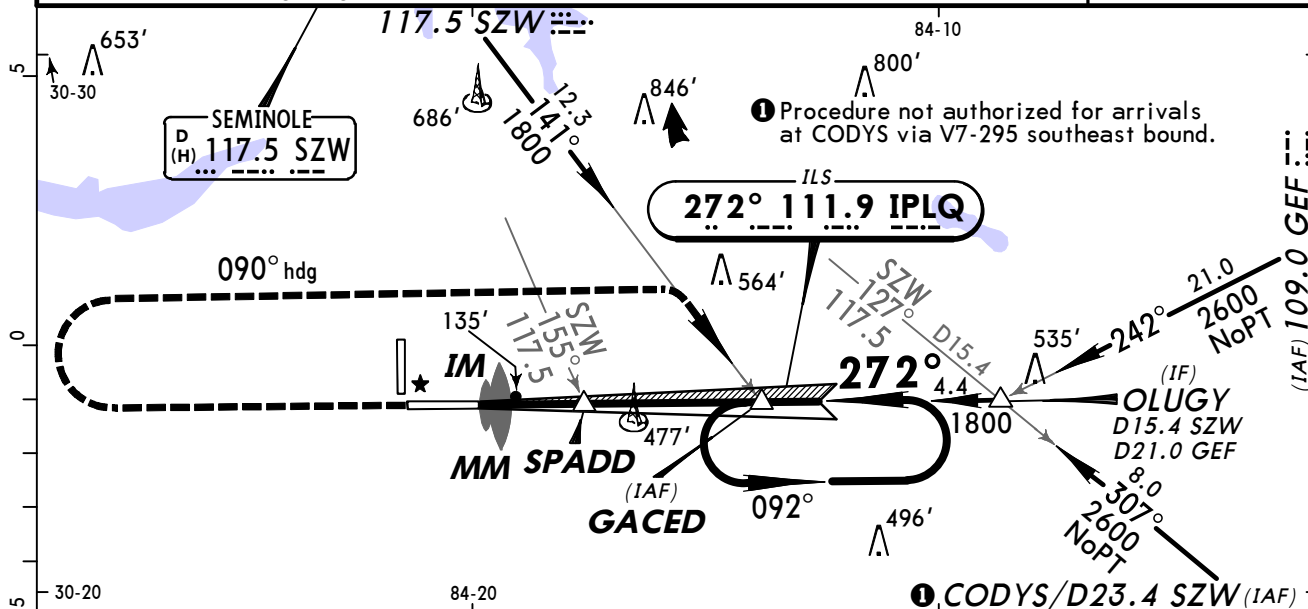
|   | ILS Rwy 36 | RADAR-1<br>LOC Rwy 36<br>NDB Rwy 36 | VOR Rwy 18 | VOR Rwy 18 | VOR DME Rwy 36 | Rwy 18 (DME) Rwy 27 |
|---|------------|-------------------------------------|------------|------------|----------------|---------------------|
| A | 600-2      | 800-2                               | 800-2      | 800-2      | 800-2          | 800-2               |
| B |            |                                     |            | 800-2 1/4  |                |                     |
| C |            |                                     | 800-2 1/4  | 800-2 1/2  |                | 800-2 1/4           |
| D |            |                                     |            |            |                |                     |

CHANGES: None.

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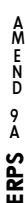
BRIEFING STRIP™

|                                                                                                                                                                       |  |                           |  |                              |  |                                              |  |                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------|--|------------------------------|--|----------------------------------------------|--|--------------------------|
| ATIS (ASOS when Twr inop)                                                                                                                                             |  | TALLAHASSEE Approach (R)  |  | *TALLAHASSEE Tower           |  | *Ground                                      |  |                          |
| 119.45                                                                                                                                                                |  | 181°-360°<br>128.7        |  | 001°-180°<br>135.8           |  | CTAF 118.7                                   |  | 121.9                    |
| LOC<br>IPLQ<br>111.9                                                                                                                                                  |  | Final<br>Apch Crs<br>272° |  | GS<br>GACED<br>1800' (1747') |  | ILS<br>DA(H)<br>(CONDITIONAL)<br>253' (200') |  | Apt Elev 81'<br>TDZE 53' |
| MISSED APCH: Climb to 2000' then climbing RIGHT turn to 4000' via heading 090° and outbound via SZW VOR R-141 to GACED INT and hold, continue climb-in-hold to 4000'. |  |                           |  |                              |  |                                              |  |                          |
| Alt Set: INCHES                                                                                                                                                       |  |                           |  |                              |  |                                              |  |                          |



|                  |       |      |      |      |      |      |         |  |       |       |      |       |
|------------------|-------|------|------|------|------|------|---------|--|-------|-------|------|-------|
| Gnd speed-Kts    | 70    | 90   | 100  | 120  | 140  | 160  | ALSF-II |  | 2000' | 4000' | 090° | SZW   |
| GS               | 3.00° | 377  | 484  | 538  | 646  | 753  | PAPI    |  | ↑     | RT    | via  | 117.5 |
| GACED to MAP 5.3 | 4:33  | 3:32 | 3:11 | 2:39 | 2:16 | 1:59 |         |  |       |       | hdg  | R-141 |

| STRAIGHT-IN LANDING RWY 27<br>With Local Altimeter Setting |               |               |                                                                                                 |               |               |         |                   |                   |  | CIRCLE-TO-LAND<br>With Local Altimeter Setting |        |               |        |
|------------------------------------------------------------|---------------|---------------|-------------------------------------------------------------------------------------------------|---------------|---------------|---------|-------------------|-------------------|--|------------------------------------------------|--------|---------------|--------|
| ILS<br>DA(H) <b>253' (200')</b>                            |               |               | LOC (GS out)<br>MDA(H) <b>400' (347')</b> With SPADD<br>MDA(H) <b>840' (787')</b> Without SPADD |               |               |         |                   |                   |  | With SPADD                                     |        | Without SPADD |        |
| FULL                                                       | TDZ or CL out | ALS out       |                                                                                                 | ALS out       | ALS out       | Max Kts | MDA(H)            | MDA(H)            |  | MDA(H)                                         | MDA(H) |               | MDA(H) |
| A                                                          |               |               |                                                                                                 |               | RVR 24 or 1/2 | 90      | 540' (459')-1     | 840' (759')-1     |  |                                                |        |               |        |
| B                                                          | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4                                                                                   | RVR 24 or 1/2 | RVR 50 or 1   | 120     |                   | 840' (759')-1 1/4 |  |                                                |        |               |        |
| C                                                          |               |               |                                                                                                 |               | 1 3/4         | 140     | 580' (499')-1 1/2 | 840' (759')-2 1/4 |  |                                                |        |               |        |
| D                                                          |               |               |                                                                                                 |               | 2             | 165     | 640' (559')-2     | 840' (759')-2 1/2 |  |                                                |        |               |        |
| With Bainbridge, GA Altimeter Setting                      |               |               |                                                                                                 |               |               |         |                   |                   |  | With Bainbridge, GA Altimeter Setting          |        |               |        |
| ILS<br>DA(H) <b>348' (295')</b>                            |               |               | LOC (GS out)<br>MDA(H) <b>500' (447')</b> With SPADD<br>MDA(H) <b>940' (887')</b> Without SPADD |               |               |         |                   |                   |  | With SPADD                                     |        | Without SPADD |        |
| FULL                                                       | TDZ or CL out | ALS out       |                                                                                                 | ALS out       | ALS out       | Max Kts | MDA(H)            | MDA(H)            |  | MDA(H)                                         | MDA(H) |               | MDA(H) |
| A                                                          |               |               |                                                                                                 |               | RVR 24 or 1/2 | 90      | 640' (559')-1     | 940' (859')-1     |  |                                                |        |               |        |
| B                                                          | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4                                                                                   | RVR 24 or 1/2 | RVR 50 or 1   | 120     |                   | 940' (859')-1 1/4 |  |                                                |        |               |        |
| C                                                          |               |               |                                                                                                 |               | 1 3/4         | 140     | 680' (599')-1 1/2 | 940' (859')-2 1/4 |  |                                                |        |               |        |
| D                                                          |               |               |                                                                                                 |               | 2             | 165     | 740' (659')-2     | 940' (859')-2 1/2 |  |                                                |        |               |        |

BRIEFING STRIP™

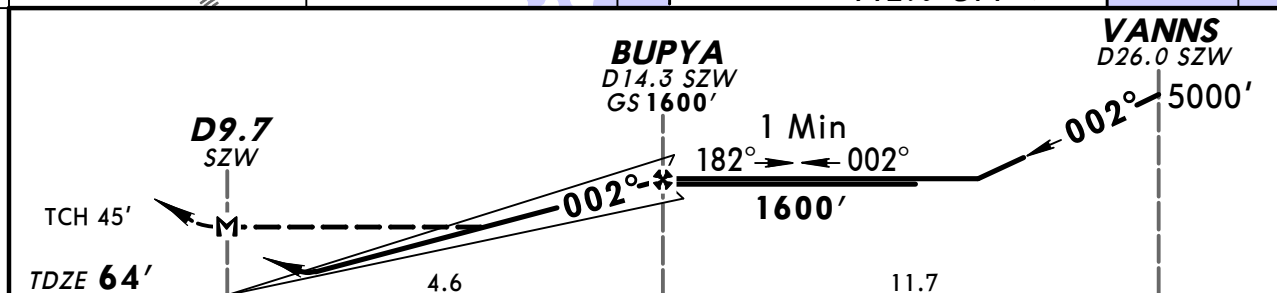
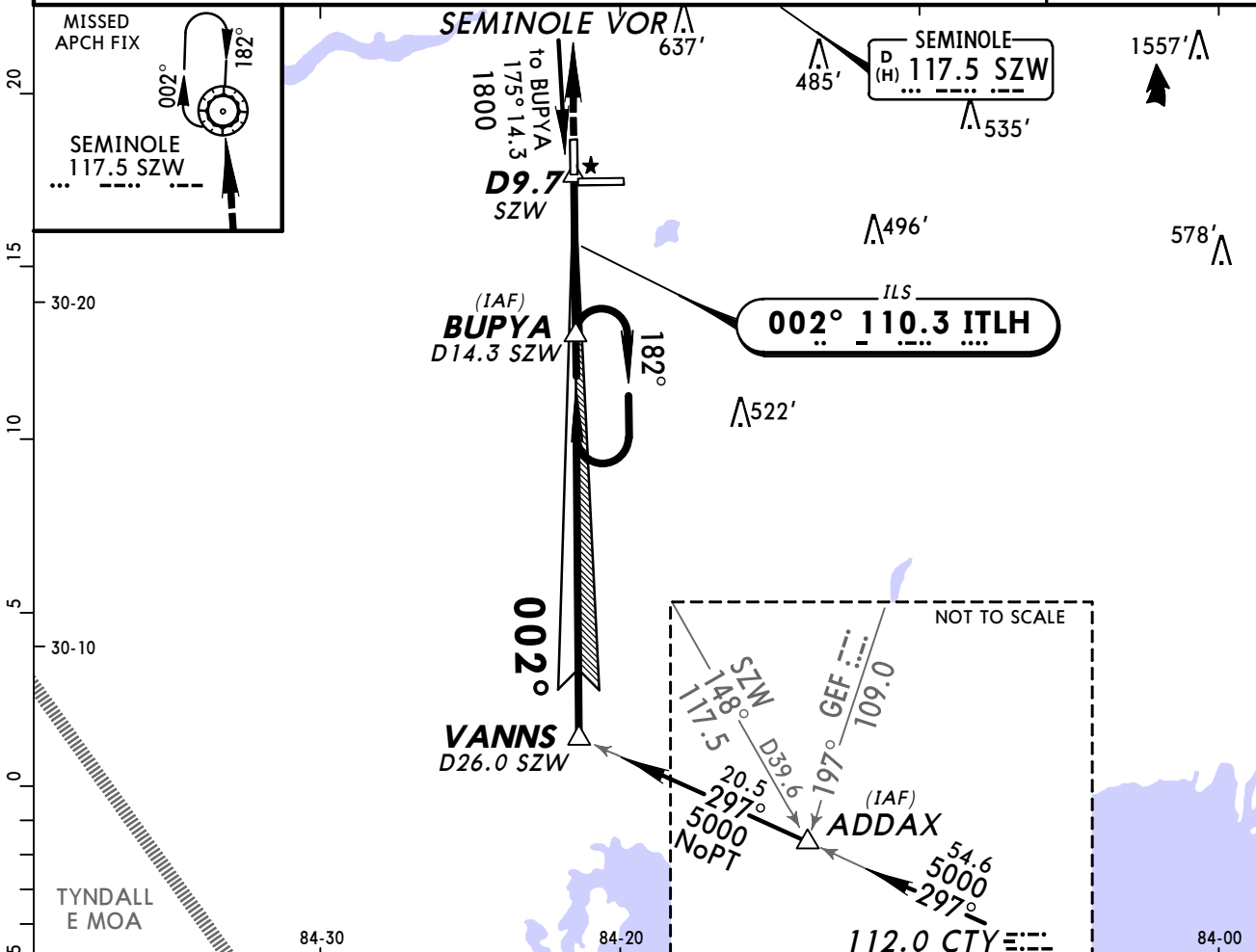
**1** STRAIGHT-IN LANDING RWY 27  
CAT II ILS  
**RA 107'**  
DA(H) **153'**(100')

RVR 12

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|                                                                                                                                                                      |                           |                              |                             |                          |                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------|-----------------------------|--------------------------|-----------------------------------------|
| ATIS (ASOS when Twr inop)                                                                                                                                            |                           | TALLAHASSEE Approach (R)     |                             | *TALLAHASSEE Tower       | *Ground                                 |
| 119.45                                                                                                                                                               |                           | 181°-360°<br>128.7           | 001°-180°<br>135.8          | CTAF 118.7               | 121.9                                   |
| LOC<br>ITLH<br>110.3                                                                                                                                                 | Final<br>Apch Crs<br>002° | GS<br>BUPYA<br>1600' (1536') | ILS<br>DA(H)<br>264' (200') | Apt Elev 81'<br>TDZE 64' | <div>3300'</div> <div>MSA SZW VOR</div> |
| MISSED APCH: Climb to 2000' direct SZW VOR and hold.                                                                                                                 |                           |                              |                             |                          |                                         |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                      |                           |                              |                             |                          |                                         |
| 1. Simultaneous reception of ITLH LOC and SZW DME required.    2. DME from SZW VOR. 3. VGSI and ILS glidepath not coincident.    4. Pilot controlled lighting 118.7. |                           |                              |                             |                          |                                         |



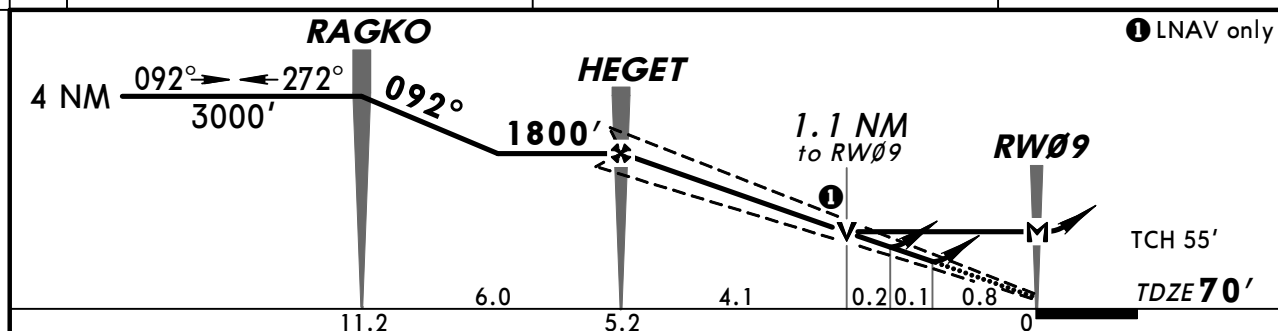
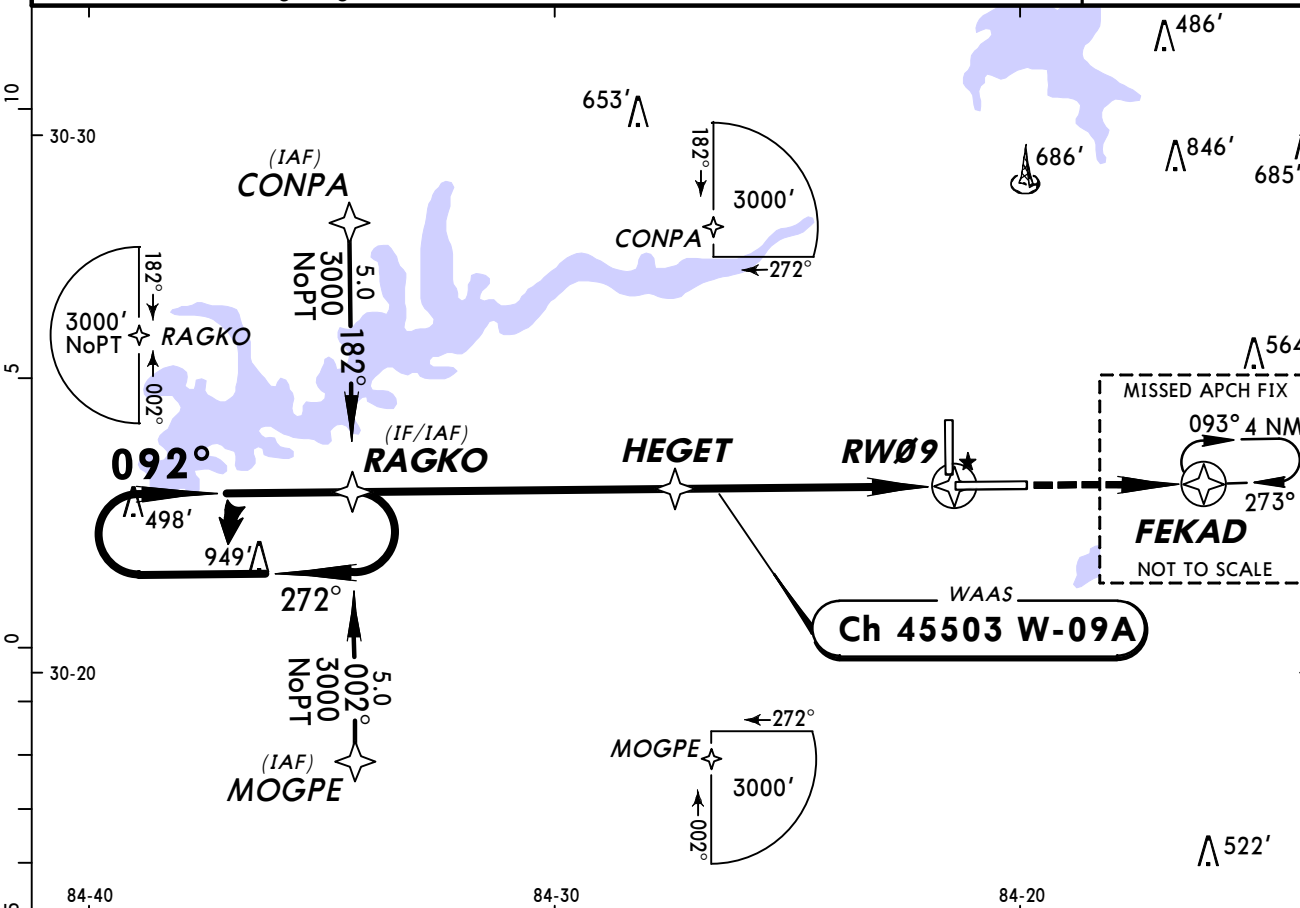
|                 |       |     |     |     |     |     |                                                                                                  |
|-----------------|-------|-----|-----|-----|-----|-----|--------------------------------------------------------------------------------------------------|
| Gnd speed-Kts   | 70    | 90  | 100 | 120 | 140 | 160 | <div>MALSR</div> <div>PAPI</div> <div>2000'</div> <div>↑</div> <div>→</div> <div>SZW 117.5</div> |
| GS              | 3.00° | 372 | 478 | 531 | 637 | 743 |                                                                                                  |
| MAP at D9.7 SZW |       |     |     |     |     |     |                                                                                                  |

| STRAIGHT-IN LANDING RWY 36 |                        |                           | CIRCLE-TO-LAND |         |                   |
|----------------------------|------------------------|---------------------------|----------------|---------|-------------------|
| ILS                        |                        | LOC (GS out)              |                |         |                   |
| DA(H) <b>264' (200')</b>   |                        | MDA(H) <b>460' (396')</b> |                |         |                   |
| FULL                       | RAIL or ALS out        | RAIL out                  | ALS out        | Max Kts | MDA(H)            |
| A                          |                        |                           |                | 90      | 580' (499')-1     |
| B                          |                        |                           |                | 120     |                   |
| C                          | <b>1</b> RVR 24 or 1/2 | RVR 40 or 3/4             | RVR 24 or 1/2  | 140     | 580' (499')-1 1/2 |
| D                          |                        |                           | RVR 40 or 3/4  | 165     | 640' (559')-2     |

**1** RVR 18 with Flight Director or Autopilot or HUD to DA.  
CHANGES: Obstructions, circling minimums.  
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TERPS AMEND 24B 15 DEC 2011

|                                                                                                                                                                                           |                                                       |                                                     |                                         |                                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|-----------------------------------------------------|-----------------------------------------|---------------------------------|
| ATIS (ASOS when Twr inop)<br><b>119.45</b>                                                                                                                                                | TALLAHASSEE Approach (R)<br>181°-360°<br><b>128.7</b> | 001°-180°<br><b>135.8</b>                           | *TALLAHASSEE Tower<br><b>CTAF 118.7</b> | *Ground<br><b>121.9</b>         |
| WAAS<br><b>Ch 45503</b><br><b>W-09A</b>                                                                                                                                                   | Final<br>Apch Crs<br><b>092°</b>                      | Minimum Alt<br><b>HEGET</b><br><b>1800' (1730')</b> | LPV<br>DA(H)<br><b>380' (310')</b>      | Apt Elev 81'<br><b>TDZE 70'</b> |
| <b>MISSED APCH: Climb to 3000' direct FEKAD and hold.</b>                                                                                                                                 |                                                       |                                                     |                                         |                                 |
| <b>Alt Set: INCHES</b> Trans level: FL 180 Trans alt: 18000'<br>1. Baro-VNAV not authorized below -15°C (5°F). 2. DME/DME RNP-0.30 not authorized.<br>3. Pilot controlled lighting 118.7. |                                                       |                                                     |                                         |                                 |

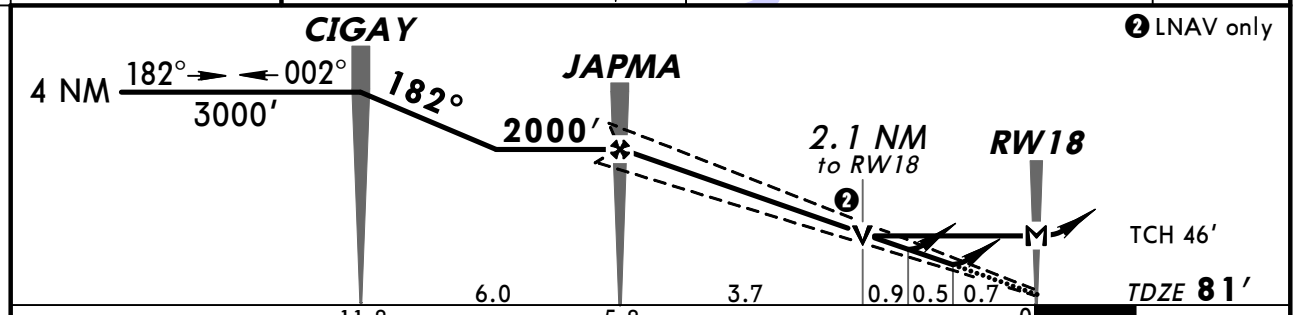
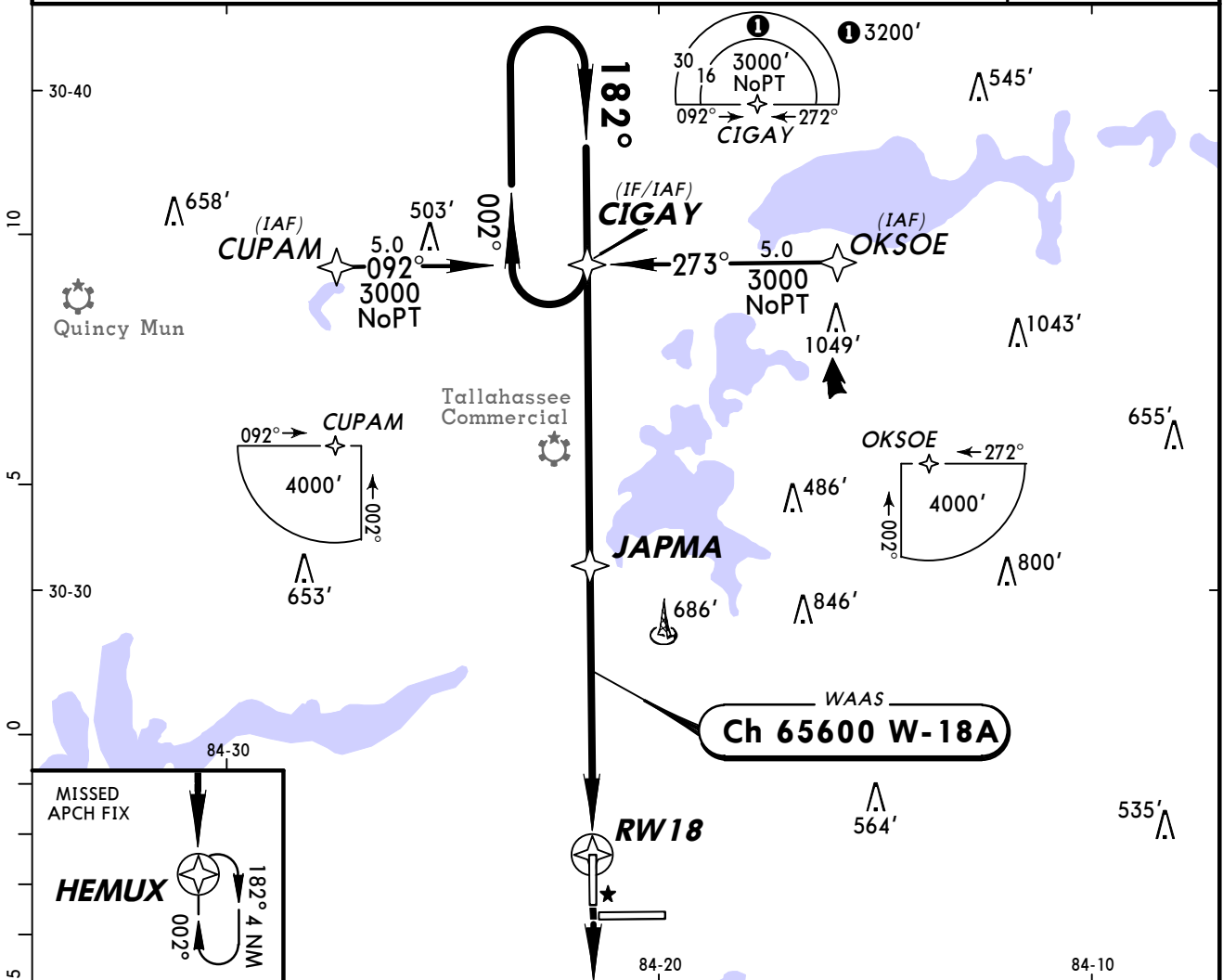


|                        |     |     |     |     |     |     |  |        |       |  |       |
|------------------------|-----|-----|-----|-----|-----|-----|--|--------|-------|--|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  | REIL   | 3000' |  | FEKAD |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  | PAPI-L |       |  |       |
| MAP at RW09            |     |     |     |     |     |     |  |        |       |  |       |

| STRAIGHT-IN LANDING RWY 9 |                          |                           |  | CIRCLE-TO-LAND |                          |
|---------------------------|--------------------------|---------------------------|--|----------------|--------------------------|
| LPV                       | LNAV/VNAV                | LNAV                      |  | Max Kts        | MDA(H)                   |
| DA(H) <b>380' (310')</b>  | DA(H) <b>420' (350')</b> | MDA(H) <b>460' (390')</b> |  | 90             | <b>580' (499')-1</b>     |
|                           |                          |                           |  | 120            |                          |
| RVR 50 or 1               | RVR 60 or 1/4            | RVR 50 or 1               |  | 140            | <b>580' (499')-1 1/2</b> |
|                           |                          | RVR 60 or 1/4             |  | 165            | <b>640' (559')-2</b>     |



|                                                                                                                           |  |                                  |                                                     |                                    |                                     |
|---------------------------------------------------------------------------------------------------------------------------|--|----------------------------------|-----------------------------------------------------|------------------------------------|-------------------------------------|
| ATIS (ASOS when Twr inop)                                                                                                 |  | TALLAHASSEE Approach (R)         |                                                     | *TALLAHASSEE Tower                 | *Ground                             |
| 119.45                                                                                                                    |  | 181°-360°<br>128.7               |                                                     | CTAF 118.7                         | 121.9                               |
| WAAS<br><b>Ch 65600</b><br>W-18A                                                                                          |  | Final<br>Apch Crs<br><b>182°</b> | Minimum Alt<br><b>JAPMA</b><br><b>2000'</b> (1919') | LPV<br>DA(H)<br><b>340'</b> (259') | Apt Elev 81'<br><br>TDZE <b>81'</b> |
| MISSED APCH: Climb to 3000' direct HEMUX and hold.                                                                        |  |                                  |                                                     |                                    | TAA<br>30 NM<br>IAF                 |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                                                                     |  |                                  |                                                     |                                    |                                     |
| 1. Baro-VNAV not authorized below -15°C (5°F). 2. DME/DME RNP-0.30 not authorized.<br>3. Pilot controlled lighting 118.7. |  |                                  |                                                     |                                    |                                     |

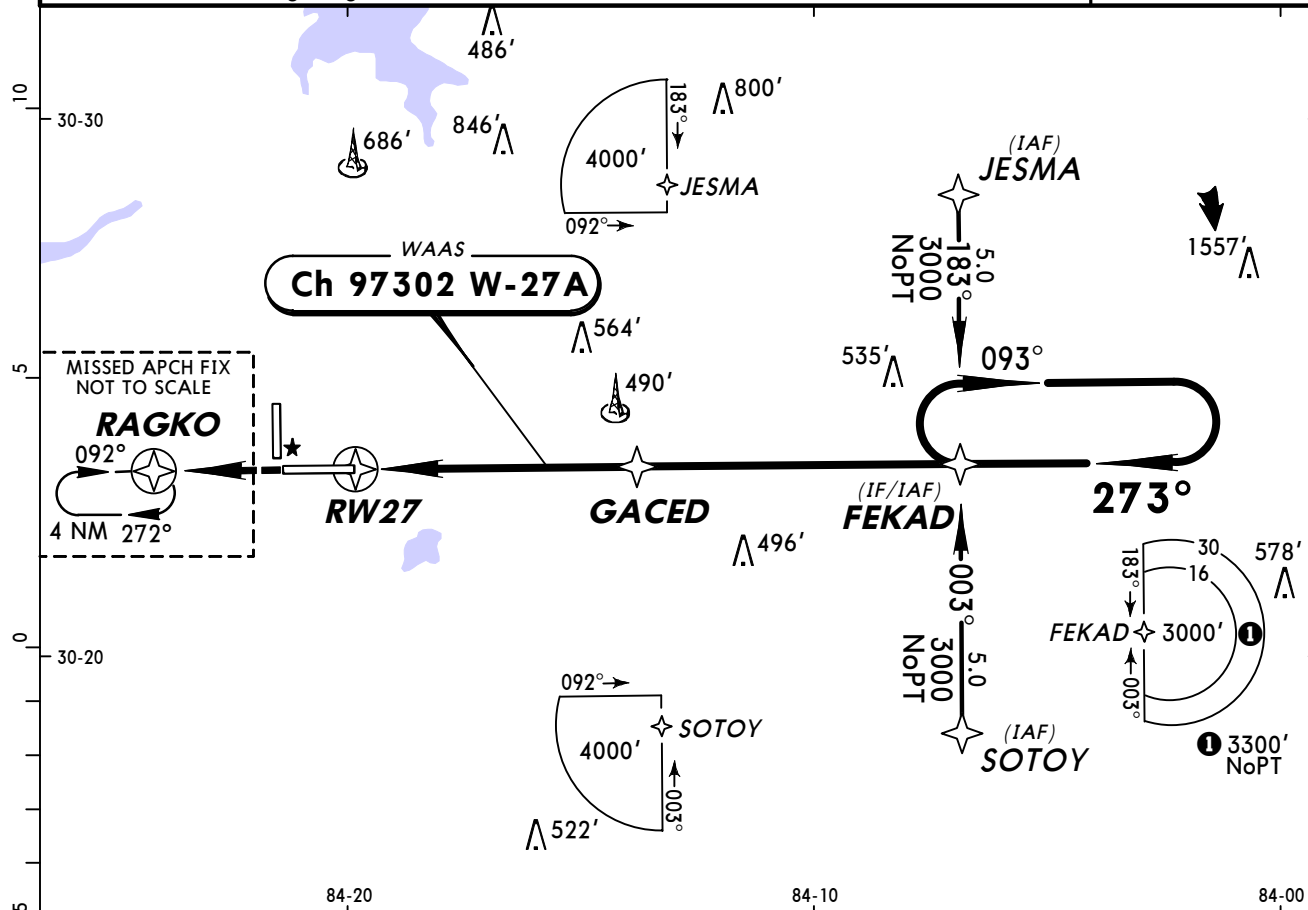


|                        |     |     |     |     |     |     |                |  |       |       |
|------------------------|-----|-----|-----|-----|-----|-----|----------------|--|-------|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L |  | 3000' | HEMUX |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                |  |       |       |
| MAP at RW18            |     |     |     |     |     |     |                |  |       |       |

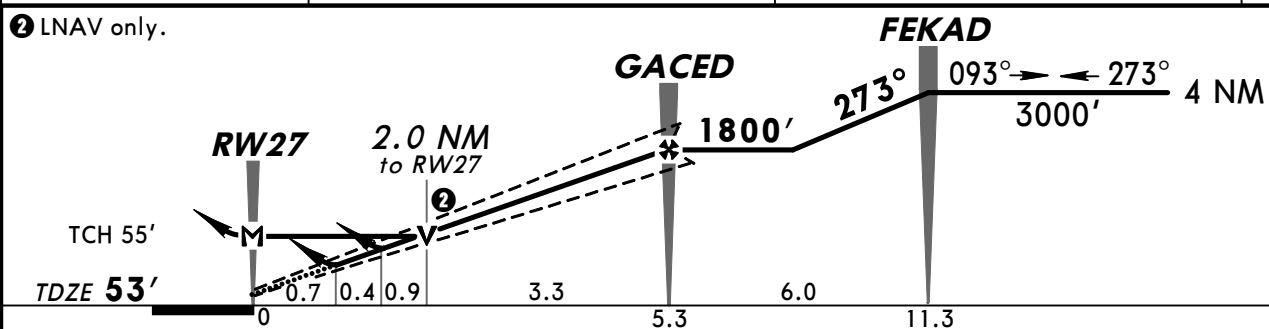
| STRAIGHT-IN LANDING RWY 18 |                   |                    | CIRCLE-TO-LAND |                   |  |
|----------------------------|-------------------|--------------------|----------------|-------------------|--|
| LPV                        | RNAV/VNAV         | RNAV               | Max Kts        | MDA(H)            |  |
| DA(H) 340' (259')          | DA(H) 520' (439') | MDA(H) 800' (719') | 90             | 800' (719')-1 1/2 |  |
| 1                          | 1 1/2             | 1                  | 120            | 800' (719')-2     |  |
|                            |                   | 2                  | 140            | 800' (719')-2     |  |
|                            |                   | 2 1/4              | 165            | 800' (719')-2 1/4 |  |

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|                                                                                                                           |  |                           |  |                                       |  |                             |  |                          |  |
|---------------------------------------------------------------------------------------------------------------------------|--|---------------------------|--|---------------------------------------|--|-----------------------------|--|--------------------------|--|
| ATIS (ASOS when Twr inop)                                                                                                 |  | TALLAHASSEE Approach (R)  |  | *TALLAHASSEE Tower                    |  | *Ground                     |  |                          |  |
| 119.45                                                                                                                    |  | 181°-360°<br>128.7        |  | 001°-180°<br>135.8                    |  | CTAF 118.7                  |  | 121.9                    |  |
| WAAS<br>Ch 97302<br>W-27A                                                                                                 |  | Final<br>Apch Crs<br>273° |  | Minimum Alt<br>GACED<br>1800' (1747') |  | LPV<br>DA(H)<br>330' (277') |  | Apt Elev 81'<br>TDZE 53' |  |
| MISSED APCH: Climb to 3000' direct RAGKO and hold.                                                                        |  |                           |  |                                       |  |                             |  | TAA<br>30 NM<br>IAF      |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                           |  |                           |  |                                       |  |                             |  |                          |  |
| 1. Baro-VNAV not authorized below -15°C (5°F). 2. DME/DME RNP-0.30 not authorized.<br>3. Pilot controlled lighting 118.7. |  |                           |  |                                       |  |                             |  |                          |  |



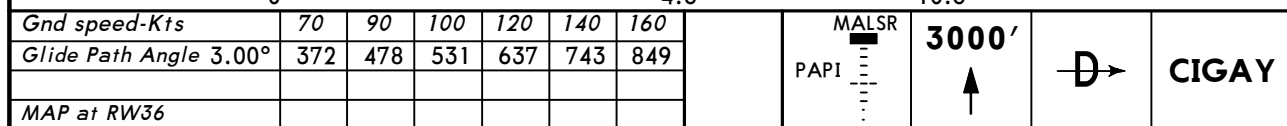
② LNAV only.



|                        |     |     |     |     |     |     |                 |                   |                         |
|------------------------|-----|-----|-----|-----|-----|-----|-----------------|-------------------|-------------------------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | ALSF-II<br>PAPI | <b>3000'</b><br>↑ | <b>D</b> → <b>RAGKO</b> |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                 |                   |                         |
| MAP at RW27            |     |     |     |     |     |     |                 |                   |                         |

| STRAIGHT-IN LANDING RWY 27             |                         |                                              |                       |                                          |                         |                       | CIRCLE-TO-LAND |                          |
|----------------------------------------|-------------------------|----------------------------------------------|-----------------------|------------------------------------------|-------------------------|-----------------------|----------------|--------------------------|
| LPV<br><i>DA(H)</i> <b>330'</b> (277') |                         | LNAV/VNAV<br><i>DA(H)</i> <b>460'</b> (407') |                       | LNAV<br><i>MDA(H)</i> <b>740'</b> (687') |                         | Max<br>Kts            | <i>MDA(H)</i>  |                          |
| ALS out                                |                         | ALS out                                      |                       | ALS out                                  |                         |                       |                |                          |
| A                                      | RVR <b>24</b><br>or 1/2 | RVR <b>40</b><br>or 3/4                      | RVR <b>50</b><br>or 1 | 1 1/2                                    | RVR <b>24</b><br>or 1/2 | RVR <b>50</b><br>or 1 | 90             | <b>740'</b> (659')-1 1/2 |
| B                                      |                         |                                              |                       |                                          | 1 1/2                   | 2                     | 120            |                          |
| C                                      |                         |                                              |                       |                                          |                         |                       | 140            | <b>740'</b> (659')-2     |
| D                                      |                         |                                              |                       |                                          |                         |                       | 165            | <b>740'</b> (659')-2 1/4 |

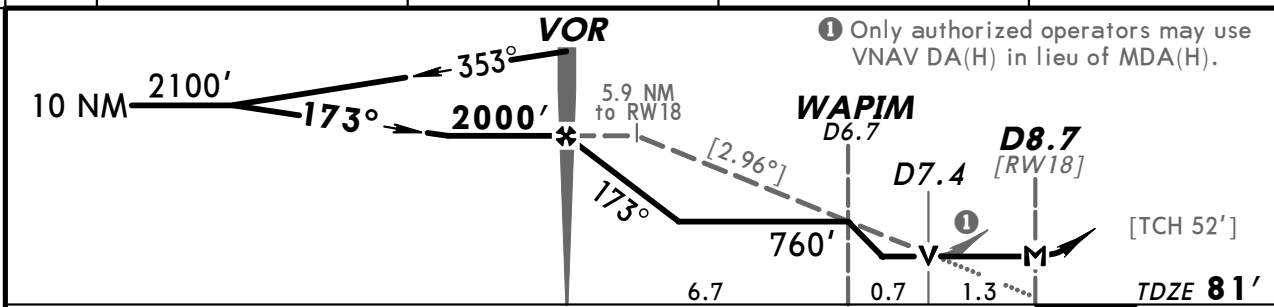
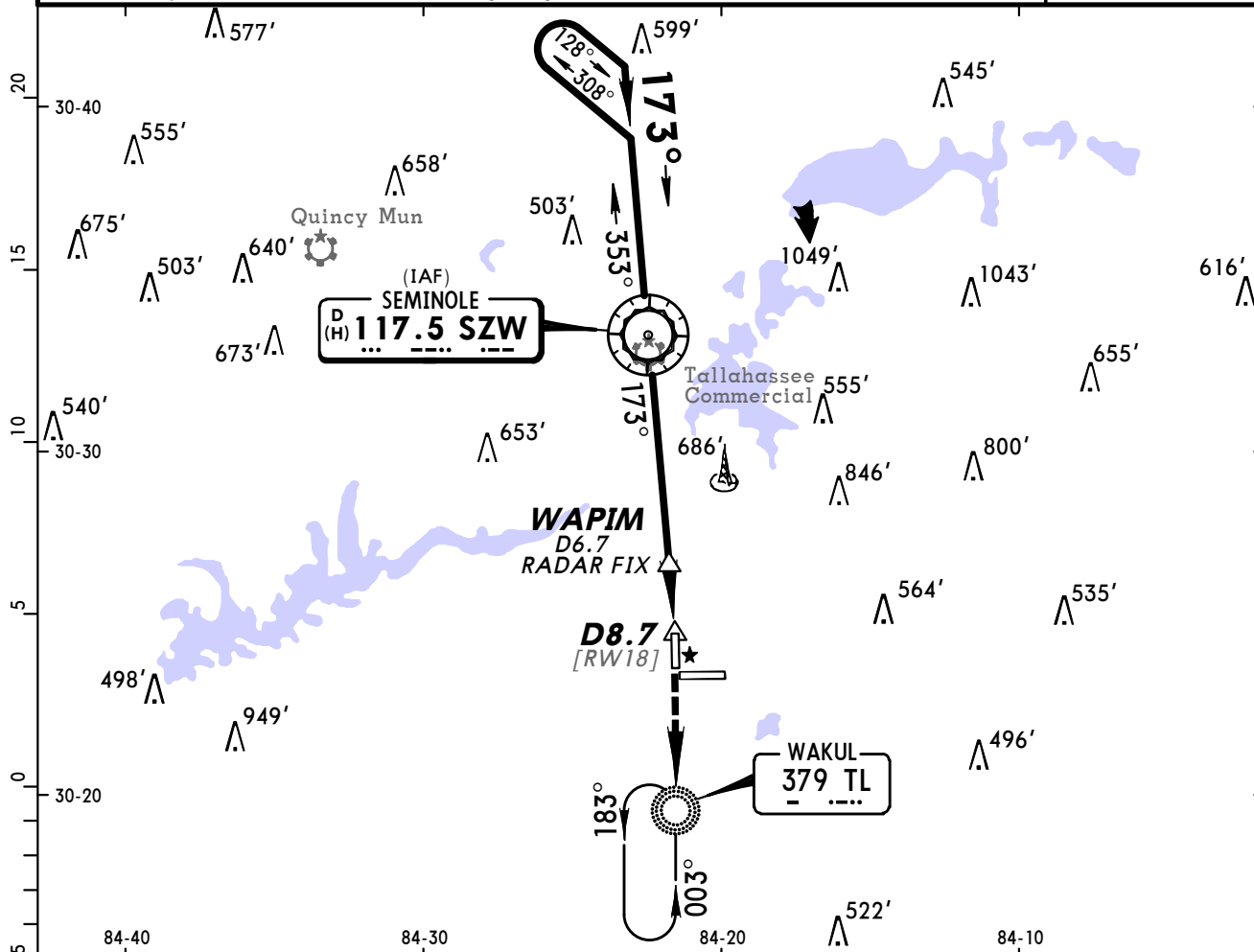
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| STRAIGHT-IN LANDING RWY 36             |                         |                         |                                              |                    |                                          |                         |                       |            |                       | CIRCLE-TO-LAND           |  |
|----------------------------------------|-------------------------|-------------------------|----------------------------------------------|--------------------|------------------------------------------|-------------------------|-----------------------|------------|-----------------------|--------------------------|--|
| LPV<br><i>DA(H)</i> <b>320'</b> (256') |                         |                         | LNAV/VNAV<br><i>DA(H)</i> <b>460'</b> (396') |                    | LNAV<br><i>MDA(H)</i> <b>460'</b> (396') |                         |                       | Max<br>Kts | <i>MDA(H)</i>         |                          |  |
|                                        |                         | RAIL or<br>ALS out      |                                              | RAIL or<br>ALS out |                                          | RAIL out                | ALS out               |            |                       |                          |  |
| A                                      | RVR <b>24</b><br>or 1/2 | RVR <b>40</b><br>or 3/4 | RVR <b>50</b><br>or 1                        | 1 1/2              | RVR <b>24</b><br>or 1/2                  | RVR <b>40</b><br>or 3/4 | RVR <b>50</b><br>or 1 | 90         | <b>580'</b> (499')-1  |                          |  |
| B                                      |                         |                         |                                              |                    |                                          |                         |                       | 120        |                       |                          |  |
| C                                      |                         |                         |                                              |                    |                                          |                         |                       | 140        |                       | <b>580'</b> (499')-1 1/2 |  |
| D                                      |                         |                         |                                              |                    |                                          |                         |                       |            | RVR <b>50</b><br>or 1 | RVR <b>60</b> or 1 1/4   |  |

BRIEFING STRIP™

|                                                      |                           |                                    |                                       |                    |          |            |  |                                         |
|------------------------------------------------------|---------------------------|------------------------------------|---------------------------------------|--------------------|----------|------------|--|-----------------------------------------|
| ATIS (ASOS when Twr inop)                            |                           | TALLAHASSEE Approach (R)           |                                       | *TALLAHASSEE Tower |          | *Ground    |  |                                         |
| 119.45                                               |                           | 181°-360°<br>128.7                 |                                       | 001°-180°<br>135.8 |          | CTAF 118.7 |  | 121.9                                   |
| VOR<br>SZW<br>117.5                                  | Final<br>Apch Crs<br>173° | Minimum Alt<br>VOR<br>2000'(1919') | MDA(H)<br>(CONDITIONAL)<br>540'(459') | Apt Elev 81'       | TDZE 81' |            |  | <div>3300'</div> <div>MSA SZW VOR</div> |
| MISSED APCH: Climb to 1600' direct TL NDB and hold.  |                           |                                    |                                       |                    |          |            |  |                                         |
| Alt Set: INCHES                                      |                           | Trans level: FL 180                |                                       | Trans alt: 18000'  |          |            |  |                                         |
| 1. ADF required. 2. Pilot controlled lighting 118.7. |                           |                                    |                                       |                    |          |            |  |                                         |



|                                  |      |      |      |      |      |      |                |            |  |           |
|----------------------------------|------|------|------|------|------|------|----------------|------------|--|-----------|
| Gnd speed-Kts                    | 70   | 90   | 100  | 120  | 140  | 160  | REIL<br>PAPI-L | 1600'<br>↑ |  | TL<br>379 |
| Descent Angle [2.96°]            | 367  | 471  | 524  | 628  | 733  | 838  |                |            |  |           |
| MAP at D8.7 or<br>VOR to MAP 8.7 | 7:27 | 5:48 | 5:13 | 4:21 | 3:44 | 3:16 |                |            |  |           |

| STRAIGHT-IN LANDING RWY 18              |    |                                            |  | CIRCLE-TO-LAND |                      |                         |  |
|-----------------------------------------|----|--------------------------------------------|--|----------------|----------------------|-------------------------|--|
| MDA(H) <b>540'</b> (459')<br>With WAPIM |    | MDA(H) <b>760'</b> (679')<br>Without WAPIM |  | Max<br>Kts     | With WAPIM<br>MDA(H) | Without WAPIM<br>MDA(H) |  |
| A                                       | 1  | 1                                          |  | 90             | 580'(499')-1         | 760'(679')-1            |  |
| B                                       | 1  | 1                                          |  | 120            | 580'(499')-1         | 760'(679')-1            |  |
| C                                       | 1¼ | 2                                          |  | 140            | 580'(499')-1½        | 760'(679')-2            |  |
| D                                       | 1½ | 2¼                                         |  | 165            | 640'(559')-2         | 760'(679')-2¼           |  |

TERPS AMEND 11B 5 MAY 2011

TALLAHASSEE, FLA  
VOR DME Rwy 36

**BRIEFING STRIP™**



**HAKUT**  
D01.0



|                       |
|-----------------------|
| Gnd speed-Kts         |
| Descent Angle [2.91°] |

TERPS  
AMEND  
0

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**BRIEFING STRIP™**

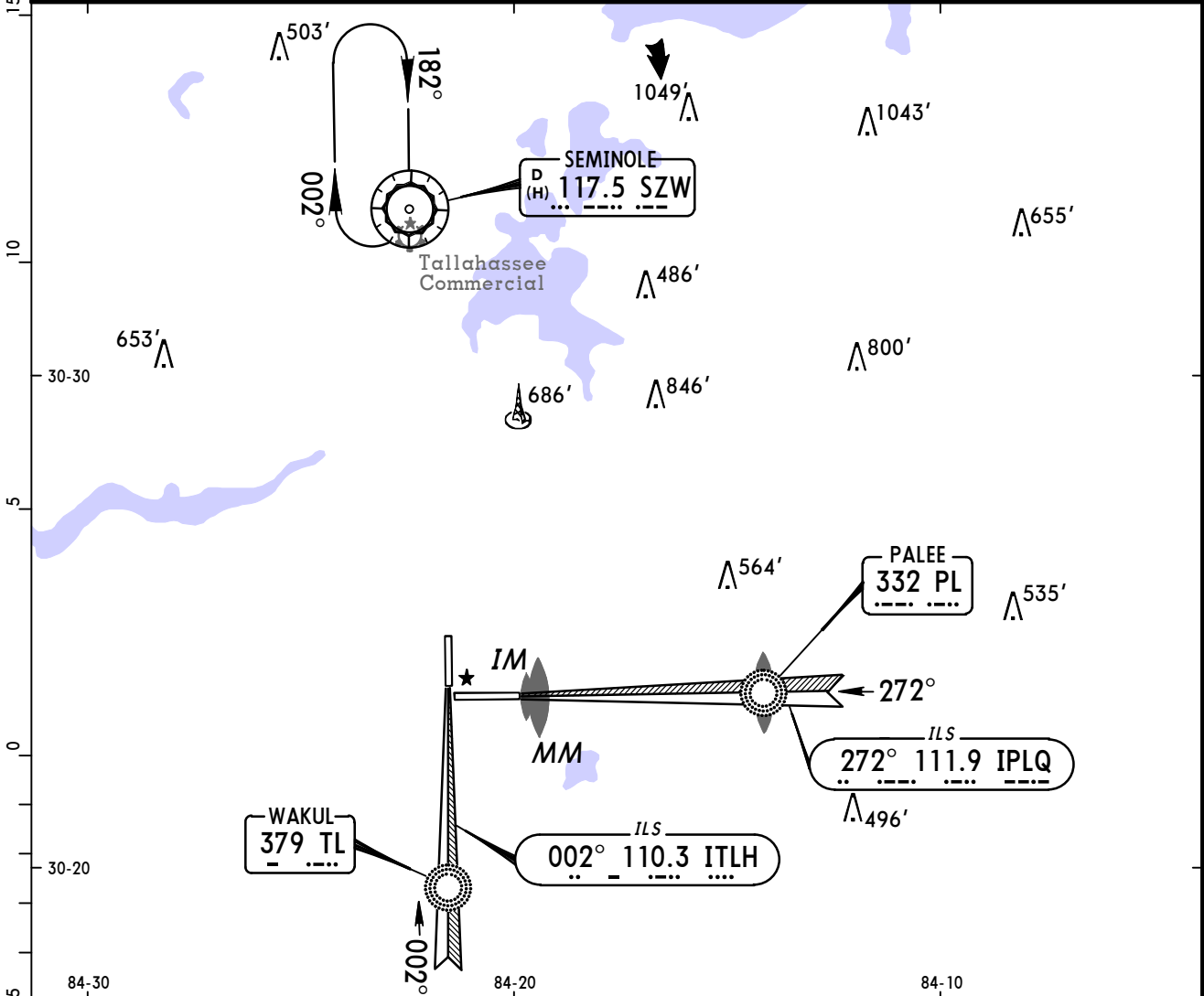


MALSR  
PAPI

TERPS AMEND 20B 5 MAY 2011

BRIEFING STRIP™

|                                                                                |                          |                                                      |                                |                                |                                     |
|--------------------------------------------------------------------------------|--------------------------|------------------------------------------------------|--------------------------------|--------------------------------|-------------------------------------|
| ATIS (ASOS when Twr inop)                                                      |                          | TALLAHASSEE Approach (R)<br>181°-360°      001°-180° |                                | *TALLAHASSEE Tower             | *Ground                             |
| 119.45                                                                         |                          | 128.7      135.8                                     |                                | CTAF 118.7                     | 121.9                               |
| RADAR                                                                          | Final Apch Crs<br>By ATC | Minimum Alt<br>No FAF                                | MDA(H)<br>Refer to<br>Minimums | Apt Elev 81'<br>TDZE-See Below | <div>No<br/>MSA<br/>published</div> |
| Missed Approach-See below                                                      |                          |                                                      |                                |                                |                                     |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'                |                          |                                                      |                                |                                |                                     |
| 1. When Twr inop procedure not authorized. 2. Pilot controlled lighting 118.7. |                          |                                                      |                                |                                |                                     |



**MISSED APPROACH:**  
Runway 9: Climbing LEFT turn to 3000' direct to SZW VOR and hold.  
Runways 18, 27: Climbing RIGHT turn to 3000' direct to SZW VOR and hold.  
Runway 36: Climb to 3000' direct to SZW VOR and hold.

|          |          |          |          |
|----------|----------|----------|----------|
| RWY 9    | RWY 18   | RWY 27   | RWY 36   |
| TDZE 70' | TDZE 81' | TDZE 53' | TDZE 64' |

|                              |                                   |
|------------------------------|-----------------------------------|
| ASR All Rwys: MAP at Rwy Thr | Lighting - Refer to Airport Chart |
|------------------------------|-----------------------------------|

| TERPS AMEND 5B 20 OCT 2011 | STRAIGHT-IN LANDING |                    |                    |                    |               |                 | CIRCLE-TO-LAND |                   |
|----------------------------|---------------------|--------------------|--------------------|--------------------|---------------|-----------------|----------------|-------------------|
|                            | ASR 9               | ASR 18             | ASR 27             | ASR 36             |               |                 | Max Kts        | MDA(H)            |
|                            | MDA(H) 480' (410')  | MDA(H) 560' (479') | MDA(H) 460' (407') | MDA(H) 460' (396') | RAIL out      | ALS out         | 90             | 580' (499')-1     |
|                            | A                   | B                  | C                  | D                  | RVR 24 or 1/2 | RVR 40 or 3/4   | 120            | 580' (499')-1 1/2 |
|                            | RVR 50 or 1         | 1                  | RVR 24 or 1/2      | RVR 50 or 1        | RVR 24 or 1/2 | RVR 40 or 3/4   | 140            | 580' (499')-1 1/2 |
|                            | RVR 60 or 1 1/4     | 1 1/4              | RVR 40 or 3/4      | RVR 60 or 1 1/4    | RVR 40 or 3/4 | RVR 50 or 1     | 165            | 640' (559')-2     |
|                            |                     | 1 1/2              | RVR 50 or 1        | RVR 50 or 1        | RVR 50 or 1   | RVR 60 or 1 1/4 |                |                   |

## General Information

Location: Miami FL USA  
IATA Code: TNT  
Lat/Long: N25° 51.7' W080° 53.8'  
Elevation: 13 ft

Airport Use: Public  
Magnetic Variation: 5.7°W  
Sectional Chart: Miami

Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: No  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1149 Z  
Sunset: 2324 Z,

## Runway Information

Runway: 09  
Length x Width: 10499 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 13 ft  
Lighting: Edge, ALS, Pilot controlled

Runway: 27  
Length x Width: 10499 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 13 ft  
Lighting: Edge, Pilot controlled

## Communication Information

AWOS 119.075  
Dade-Collier Trng & Trans Unicom 123.0 CTAF PCL  
Miami Approach Control 128.6  
Miami Departure Control 128.6  
Miami Flight Service Station 122.3 RCO



KTNT/TNT  
Apt Elev 13'  
N25 51.7 W080 53.8

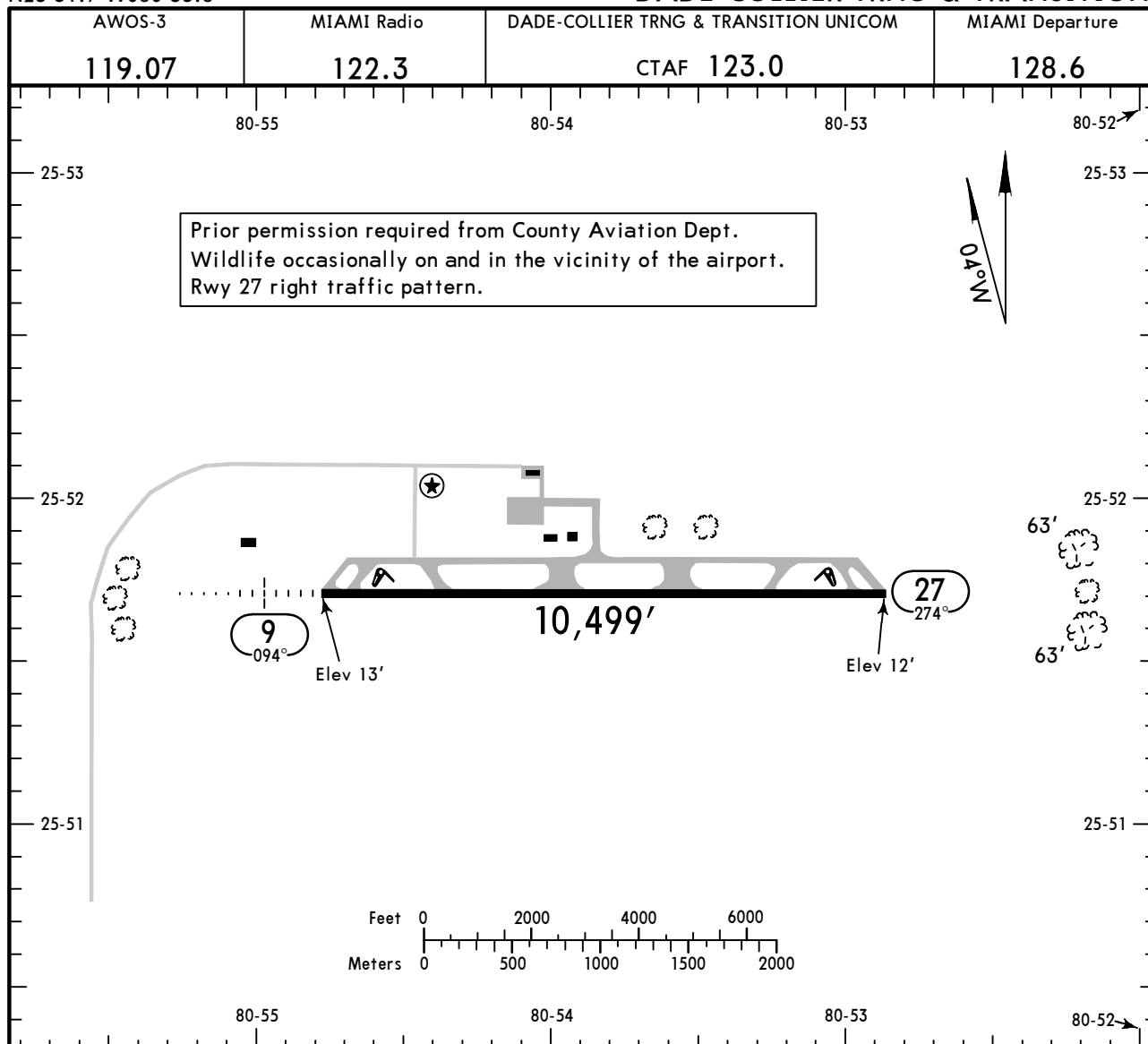
JEPPESSEN

6 JAN 12

(51-1)

DADE-COLLIER TRNG & TRANSITION

MIAMI, FLA



ADDITIONAL RUNWAY INFORMATION

| RWY |                                             | USABLE LENGTHS |             | TAKE-OFF | WIDTH |
|-----|---------------------------------------------|----------------|-------------|----------|-------|
|     |                                             | Threshold      | Glide Slope |          |       |
| 9   | ① HIRL ① MALSR porous friction              |                | 9450'       |          | 150'  |
| 27  | ① HIRL ① PAPI-L (angle 3.0°) course overlay |                |             |          |       |
|     |                                             |                |             |          |       |
|     |                                             |                |             |          |       |
|     |                                             |                |             |          |       |
|     |                                             |                |             |          |       |

① Activate on 123.0 or by prior request.

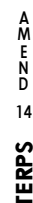
| TAKE-OFF         |     |     | FOR FILING AS ALTERNATE |    |
|------------------|-----|-----|-------------------------|----|
| All Rwy's        |     |     |                         |    |
| Adequate Vis Ref |     | STD |                         |    |
| 1 & 2 Eng        | 1/4 | 1   | A                       | NA |
| 3 & 4 Eng        |     | 1/2 | B                       |    |
|                  |     |     | C                       |    |
|                  |     |     | D                       |    |

CHANGES: Miami departure.

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AMEND 0

**BRIEFING STRIP** <sup>TM</sup>

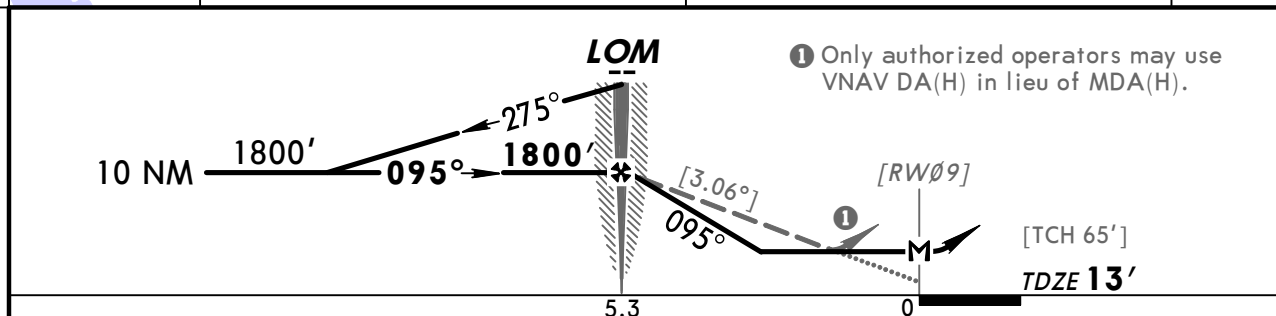
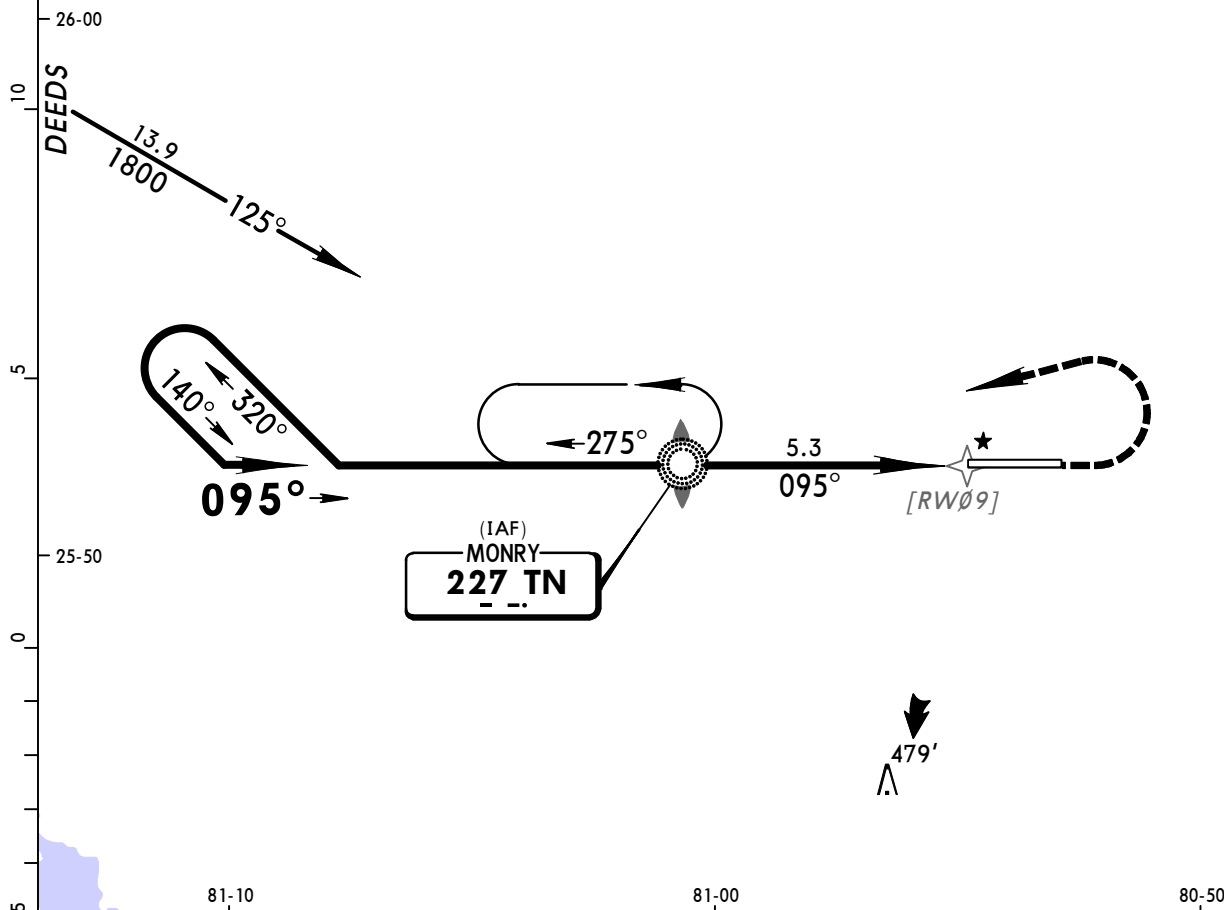


AMEND  
14  
TERPS

AMEND  
14  
TERPS

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|                                                                                                                                                                                                     |                           |                                     |                       |                          |  |                                                     |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------------------|-----------------------|--------------------------|--|-----------------------------------------------------|--|
| AWOS-3<br>119.07                                                                                                                                                                                    |                           | MIAMI Approach<br>128.6             |                       | MIAMI Radio<br>122.3     |  | DADE-COLLIER TRNG & TRANSITION UNICOM<br>CTAF 123.0 |  |
| LOM<br>TN<br>227                                                                                                                                                                                    | Final<br>Apch Crs<br>095° | Minimum Alt<br>LOM<br>1800' (1787') | MDA(H)<br>480' (467') | Apt Elev 13'<br>TDZE 13' |  | <div>1500'</div> <div>MSA TN LOM</div>              |  |
| MISSED APCH: Climb to 1000' then climbing LEFT turn to 1800' direct TN LOM and hold.                                                                                                                |                           |                                     |                       |                          |  |                                                     |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. Use Miami/Kendall-Tamiami Executive altimeter setting.<br>2. Pilot controlled lighting 123.0. |                           |                                     |                       |                          |  |                                                     |  |



| Gnd speed-Kts         | 70  | 90   | 100  | 120  | 140  | 160  | MALSR | 1000' | 1800' | → | TN 227 |
|-----------------------|-----|------|------|------|------|------|-------|-------|-------|---|--------|
| Descent Angle [3.06°] | 379 | 487  | 541  | 650  | 758  | 866  |       |       |       |   |        |
| LOM to MAP            | 5.3 | 4:33 | 3:32 | 3:11 | 2:39 | 2:16 | 1:59  |       |       |   |        |

| STRAIGHT-IN LANDING RWY9  |       |          |         |  | CIRCLE-TO-LAND |                     |
|---------------------------|-------|----------|---------|--|----------------|---------------------|
| MDA(H) <b>480'</b> (467') |       |          |         |  |                |                     |
|                           |       | RAIL out | ALS out |  | Max Kts        | MDA(H)              |
| A                         | 3/4   |          | 1       |  | 90             | 480' (467') - 1     |
| B                         |       |          |         |  | 120            |                     |
| C                         | 1 1/4 |          |         |  | 140            | 480' (467') - 1 1/2 |
| D                         | 1 1/2 |          |         |  | 165            | 580' (567') - 2     |

## General Information

Location: Tampa FL USA  
IATA Code: TPA  
Lat/Long: N27° 58.5' W082° 32.0'  
Elevation: 26 ft

Airport Use: Public  
Magnetic Variation: 5.0°W  
Sectional Chart: Miami

Fuel Types: 100 Octane (LL), Jet A  
Oxygen Types: High Pressure, Low Pressure  
Repair Types: Major Airframe, Major Engine  
Customs: Upon Prior Request  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: Yes  
Beacon: Yes

Sunrise: 1157 Z  
Sunset: 2329 Z,

## Runway Information

Runway: 01L  
Length x Width: 11002 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 11 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 01R  
Length x Width: 8300 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 20 ft  
Lighting: Edge, Centerline, REIL

Runway: 10  
Length x Width: 6999 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 20 ft  
Lighting: Edge

Runway: 19L  
Length x Width: 8300 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 26 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19R  
Length x Width: 11002 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 21 ft  
Lighting: Edge, ALS, Centerline

Runway: 28  
Length x Width: 6999 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 26 ft  
Lighting: Edge

**Communication Information**

ATIS 128.475 Departure Service  
ATIS 126.45 Arrival Service  
Tampa Tower 119.5  
Tampa Tower 119.05 Secondary  
Tampa Ground Control 121.7  
Tampa Ground Control 121.35 Secondary  
Tampa Clearance Delivery 133.6  
Tampa Approach Control 119.65 (151°-219°)  
Tampa Approach Control 118.8 (220°-360°)  
Tampa Approach Control 118.15 (1°-150°)  
Tampa App TCA 125.3 (220°-360°)  
Tampa App TCA 119.9 (1°-150°)  
Tampa App TCA 119.65 (151°-219°)  
Tampa Departure Control 132.525  
Tampa Departure Control 119.65 (151°-219°)  
Tampa Departure Control 118.8 (220°-360°)  
Tampa Departure Control 118.15 (1°-150°)  
Tampa Intl Unicom 122.95  
Tampa Radar 118.5  
Tampa Radar 118.8 (220°-360°)  
Tampa Radar 118.15 (1°-150°)

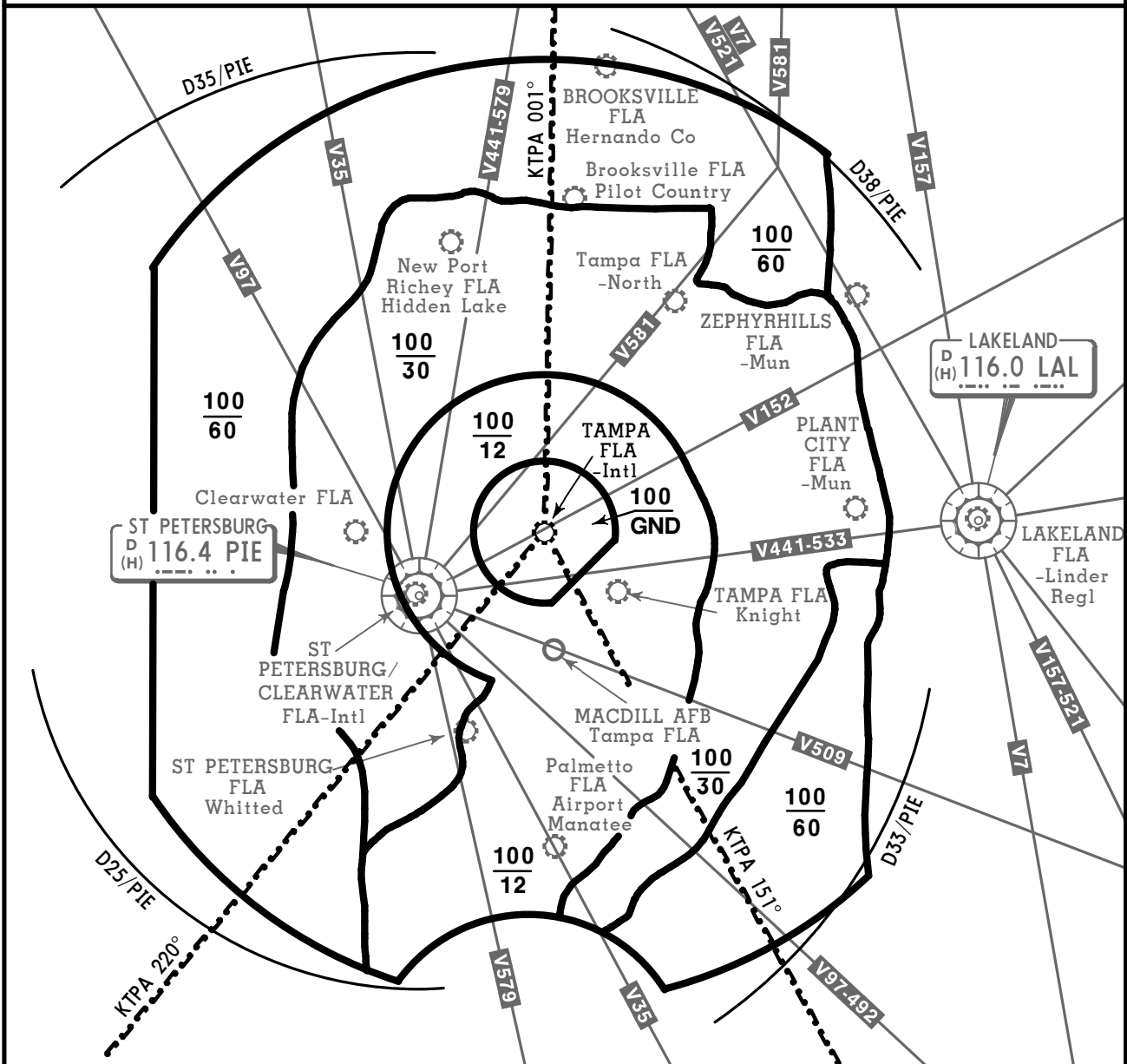
## TAMPA CLASS B AIRSPACE

## CLASS B AIRSPACE VFR COMMUNICATIONS

(001°-150°) **Tampa App 119.9**

(151°-219°) Tampa App 119.65

(220°-360°) **Tampa App** 125.3



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS  
SEE FAR 91.131, 91.117 AND 91.215

## FLIGHT PROCEDURES

IFR Flights-Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

### VFR Flights-

- a. Arriving aircraft should contact Tampa Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.
- b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart Class B airspace. Aircraft departing from other than Tampa International Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.
- c. Aircraft desiring to transit the Class B airspace may obtain an ATC clearance will be handled on an equitable "First-come, first-served" basis, provided the requirements of FAR 91 are met.

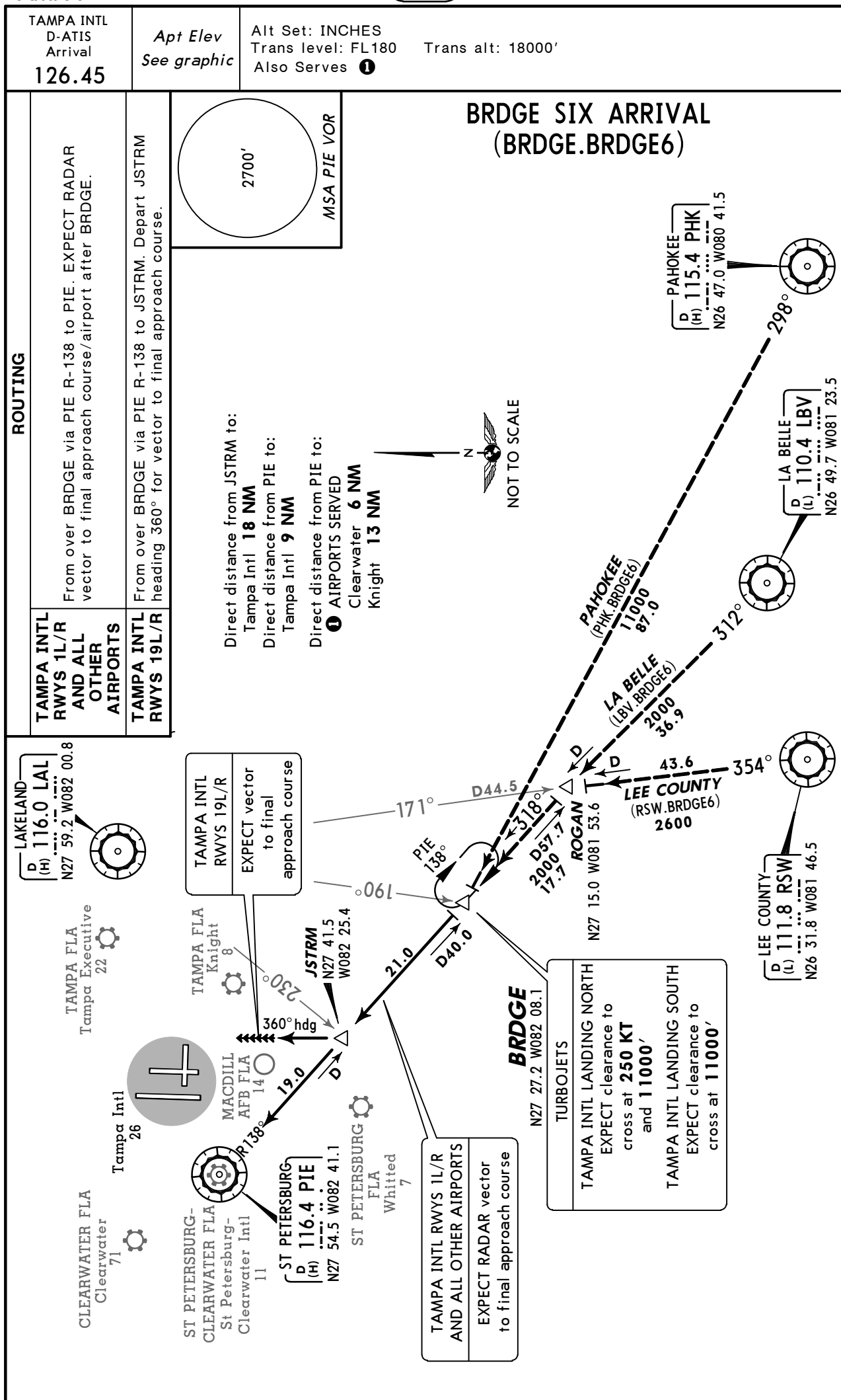
Alt set: INCHES Trans level: FL180 Trans alt: 18000'

- 1. RADAR required.**
- 2. DME/DME/IRU or GPS required.**
- Turbojet/turboprop aircraft only.
- 4. RNAV 1.**
- Primary landing runways 1L/R, 19L/R.
- For non-GPS equipped aircraft:
  - GUSNE transition: PIE must be operational;
  - WOBKI transition: LAL, ORL, PIE and SRQ must be operational.
- Also Serves **1**



Direct distance from GUSNE to:  
Tampa Intl **19 NM**  
Direct distance from WOBKI to:  
Tampa Intl **17 NM**  
Direct distance from AGASE to:  
Tampa Intl **17 NM**  
Direct distance from AGASE to:  
1 AIRPORT SERVED  
Lakeland Linder Regl **43 NM**

| ROUTING                                                                 |                                                                                                                                               |
|-------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| From BLOND on track 068° to AGASE, then via assigned runway transition. |                                                                                                                                               |
| LANDING                                                                 |                                                                                                                                               |
| <b>NORTH<br/>RWYS 1L/R</b>                                              | From over AGASE on track 111° to DADPE, then on track 187° to BAYZZ, then on track 187° to WOBKI, then on heading 097°. EXPECT RADAR vectors. |
| <b>SOUTH<br/>RWYS 19L/R</b>                                             | From over AGASE on track 093° to OOSAF, then on track 006° to GUSNE, then RIGHT turn on heading 097°. EXPECT RADAR vectors.                   |





D-ATIS Arrival  
**126.45**Apt Elev  
See graphic

- Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
  2. **DME/DME/IRU or GPS required.**
  3. Turbojet/turboprop aircraft only.
  4. **RNAV 1.**
  5. For non-GPS equipped aircraft: ORLANDO transition: LAL and ORL must be operational; TAYLOR transition: OCF and ORL must be operational.
  6. Primary landing runways 1L/R, 19L/R.

**DADES THREE RNAV ARRIVAL  
(DADES.DADES3)**

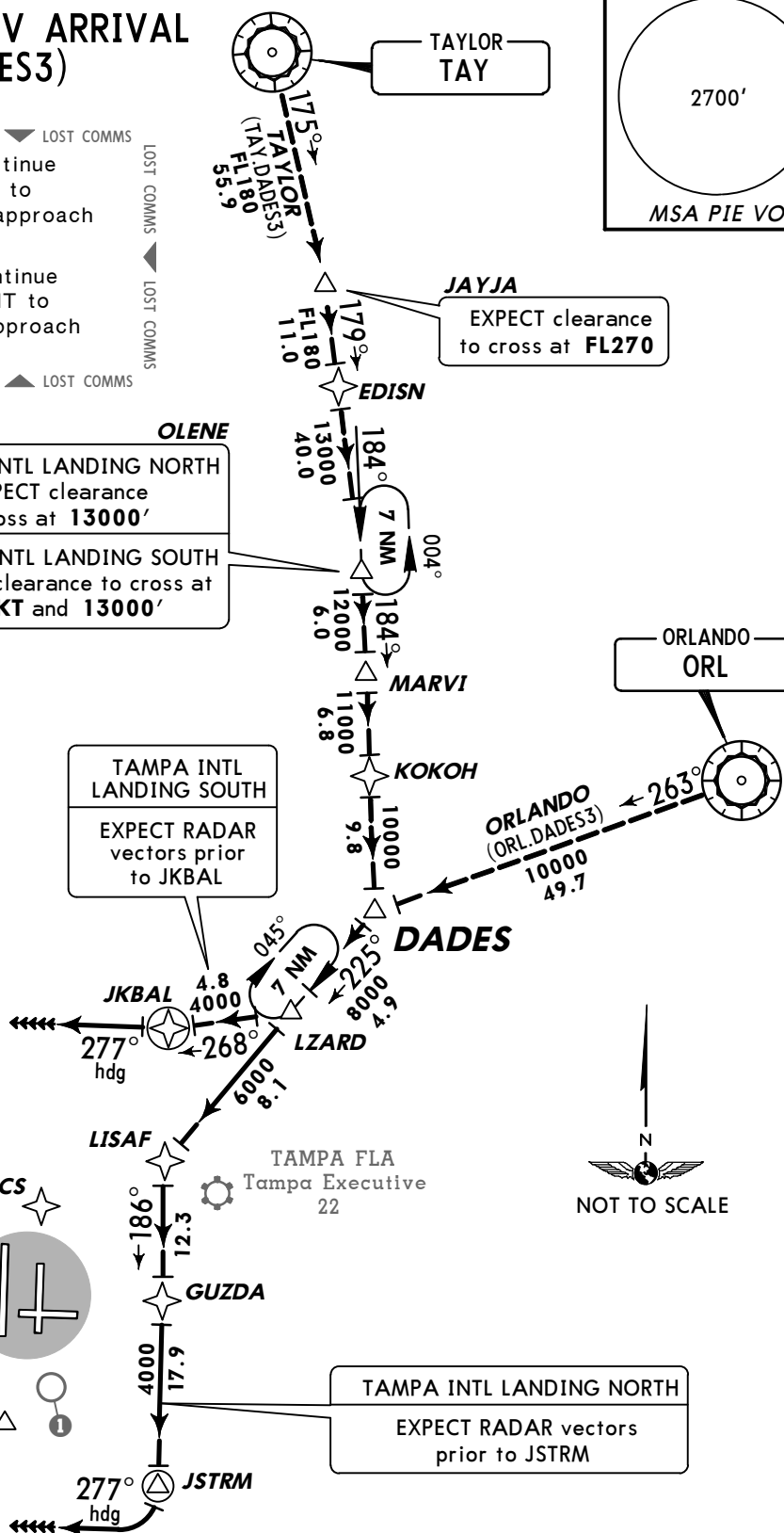
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Tampa Intl Landing SOUTH: Continue track to JKBAL, then turn LEFT to intercept the runway 19L final approach course, conduct approach.

Tampa Intl Landing NORTH: Continue track to JSTRM, then turn RIGHT to intercept the runway 1L final approach course, conduct approach.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Direct distance from JKBAL to:  
Tampa Intl **20 NM**  
Direct distance from JSTRM to:  
Tampa Intl **18 NM**

**1**  
MACDILL AFB FLA  
14**ST PETERSBURG  
CLEARWATER FLA**  
St Petersburg-  
Clearwater Intl  
11**ST PETERSBURG  
PIE**Tampa Intl  
26**BUCCS****LAGOO****ROUTING**

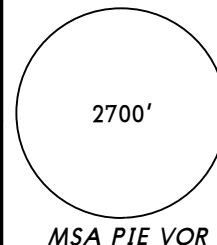
From DADES on track 225° to LZARD, then via assigned runway transition.

**TAMPA INTL LANDING****SOUTH** From over LZARD on track 268° to JKBAL, then on heading 277°. EXPECT RADAR vectors.**NORTH** From over LZARD on track 225° to LISAF, then on track 186° to GUZDA, then on track 186° to JSTRM, then RIGHT turn heading 277°. EXPECT RADAR vectors.

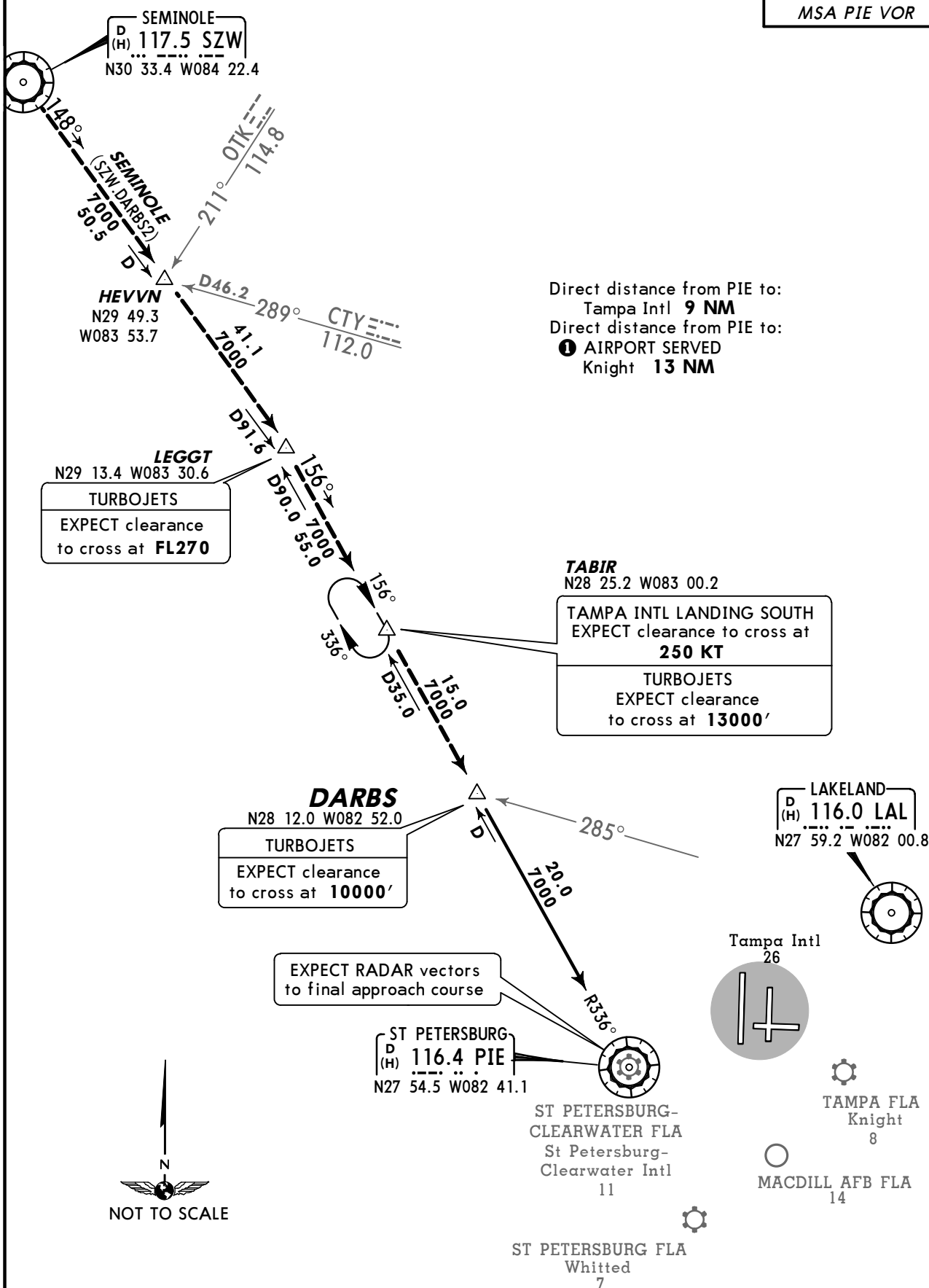
TAMPA INTL  
D-ATIS Arrival  
**126.45**

*Apt Elev*  
*See graphic*

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'  
**1. DME required.**  
**2. Also Serves ①**



## DARBS TWO ARRIVAL (DARBS.DARBS2)



### ROUTING

From over DARBS via PIE R-336 to PIE. EXPECT RADAR vectors to final approach course.

Alt set: INCHES Trans level: FL180 Trans alt: 18000'

- 1. RADAR required. 2. DME/DME/IRU or GPS required.**
- 3. Turbojet/turboprop aircraft only. 4. RNAV 1.**
- 5. For non-GPS equipped aircraft: LA BELLE transition: LAL and SRQ must be operational; LEE COUNTY transition: LAL, LBV, RSW, and SRQ must be operational.**
- 6. Primary landing runways 1L/R, 19L/R.**

2700'

**MSA PIE VOR**

## DEAKK THREE RNAV ARRIVAL (DEAKK.DEAKK3)

LOST COMMS ▼ LOST COMMS

**Tampa Intl Landing SOUTH: Continue track to JKBAL, then turn LEFT to intercept the runway 19L final approach course, conduct approach.**

**Tampa Intl Landing NORTH:** Continue track to JSTRM, then turn RIGHT to intercept the runway 1L final approach course, conduct approach.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

TAMPA INTL  
LANDING SOUTH

|                          |                                        |
|--------------------------|----------------------------------------|
| TAMPA INTL LANDING NORTH | EXPECT RADAR vectors<br>prior to JSTRM |
|--------------------------|----------------------------------------|

NOT TO SCALE

РАНОКЕЕ—  
ДУК

**РАНОКЕЕ**  
**(PHK.DEAKK3)**  
**1500**

PHOKEE  
(PHK.DEAKK3)  
1500

LA BEL  
BV.DF

LA BEL  
BV.DF

4000  
—  
COUN  
W. DEAK

4000  
—  
COUN  
W. DEAK

## ROUTING

From ROGAN on track 318° to DEAKK, then via assigned runway transition.

TAMPA INTI | LANDING

**SOUTH**

From over DEAKK on track 318° to JSTRM, then on track 006° to GUZDA, then on track 007° to JKBAL, then LEFT turn on heading 277°. EXPECT RADAR vectors

|              |                                                                                     |
|--------------|-------------------------------------------------------------------------------------|
| <b>NORTH</b> | From over DEAKK on track 318° to JSTRM, then on heading 277°. EXPECT RADAR vectors. |
|--------------|-------------------------------------------------------------------------------------|

Direct distance from JKBAL to:  
Tampa Intl **20 NM**

Direct distance from JSTRM to:  
Tampa Intl **18 NM**

- ST PETERSBURG

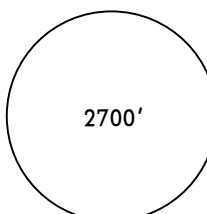
ST PETERSBURG-  
CLEARWATER FLA  
St Petersburg-  
Clearwater Intl  
11

# DEAKK

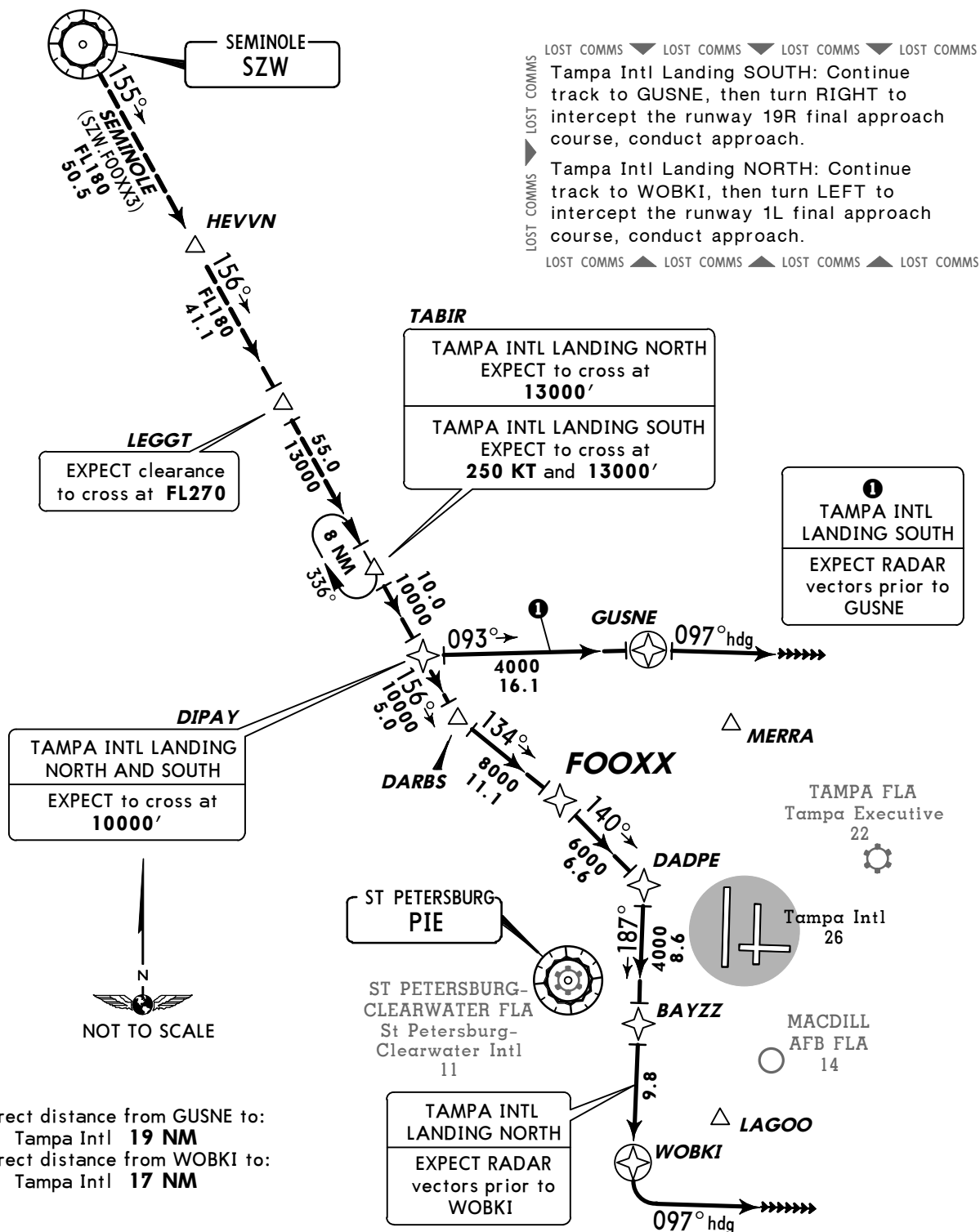
|                                                                                     |                                                                          |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------|
| TAMPA INTL LANDING NORTH<br>EXPECT clearance to cross at<br><b>250 KT and 1100'</b> | TAMPA INTL LANDING SOUTH<br>EXPECT clearance to cross at<br><b>1100'</b> |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------|

**250 KT and 11000'**

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|                                 |                         |                                                                                                                                                                                                                                                                                                                  |                                                                                                             |
|---------------------------------|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| D-ATIS Arrival<br><b>126.45</b> | Apt Elev<br>See graphic | Alt set: INCHES<br>Trans level: FL180 Trans alt: 18000'<br><b>1. RADAR required.</b><br><b>2. DME/DME/IRU or GPS required.</b><br><b>3. RNAV 1.</b><br>4. Turbojet/turboprop aircraft only.<br>5. For non-GPS equipped aircraft LAL, OCF and PIE must be operational.<br>6. Primary landing runways 1L/R, 19L/R. | <br>2700'<br>MSA PIE VOR |
|---------------------------------|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|

## FOOXX THREE RNAV ARRIVAL (FOOXX.FOOXX3)

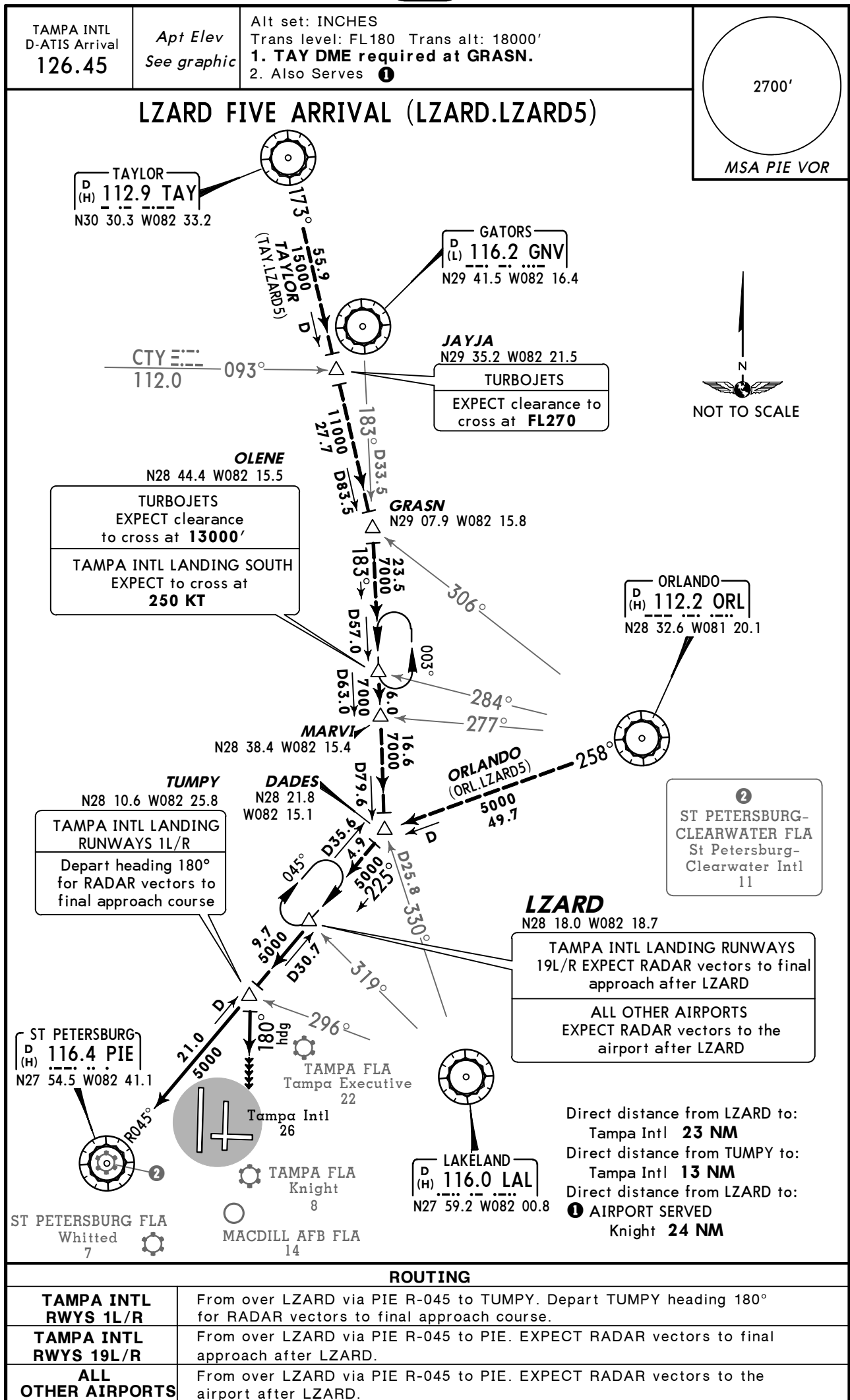


### ROUTING

From TABIR on track 156° to DIPAY, then via assigned runway transition.

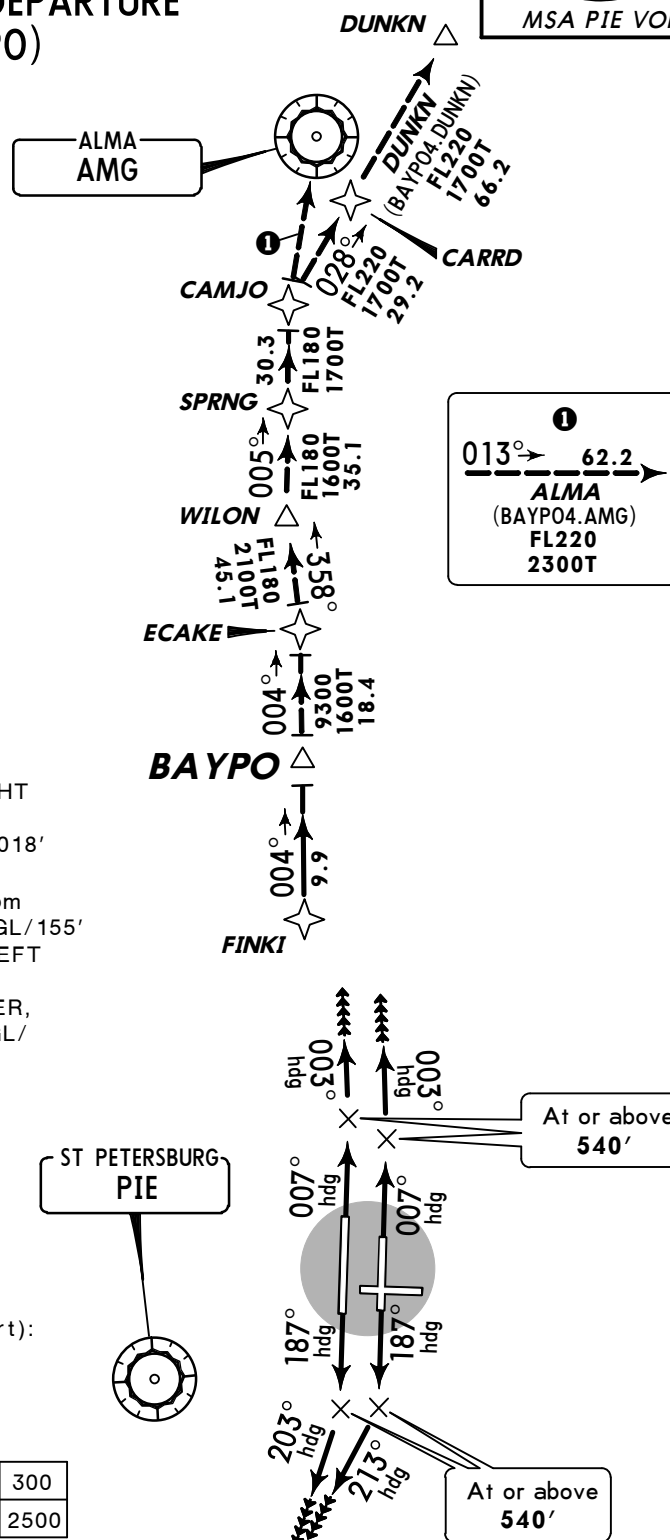
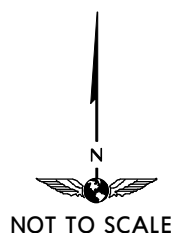
### LANDING

|                         |                                                                                                                                                                                                         |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>NORTH RWYS 1L/R</b>  | From over DIPAY on track 156° to DARBS, then on track 134° to FOOXX, then on track 140° to DADPE, then on track 187° to BAYZZ, then on track 187° to WOBKI, then on heading 097°. EXPECT RADAR vectors. |
| <b>SOUTH RWYS 19L/R</b> | From over DIPAY on track 093° to GUSNE, then on heading 097°. EXPECT RADAR vectors.                                                                                                                     |



|                                        |                        |                                                                                                                                                                                                                                                                                              |                      |
|----------------------------------------|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| TAMPA<br>Departure (R)<br><b>118.8</b> | Apt Elev<br><b>26'</b> | Trans level: FL180 Trans alt: 18000'<br>1. Turbojets only. <b>2. RADAR required.</b> <b>3. RNAV 1.</b><br><b>4. DME/DME/IRU or GPS required.</b><br>5. For non-GPS equipped aircraft: LAL, OCF, ORL, and<br>PIE DMEs must be operational.<br>6. Accelerate to 250 KT, if unable, advise ATC. | 2700'<br>MSA PIE VOR |
|----------------------------------------|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|

## BAYPO FOUR RNAV DEPARTURE (BAYPO4.BAYPO)



### OBSTACLES

Rwy 1L: Tree 753' from DER, 697' RIGHT of centerline, 42' AGL/66' MSL.  
Rwy 1R: Powerlines 2091' from DER, 1018' RIGHT of centerline, 50' AGL/84' MSL.  
Rwy 19L: Antenna on building 3279' from DER, 1160' LEFT of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1523' LEFT of centerline, 146' AGL/155' MSL.  
Rwy 19R: Trees beginning 482' from DER, 578' RIGHT of centerline, up to 33' AGL/37' MSL.

Direct distance from Tampa Intl to:  
FINKI **14 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 1L/R, 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **540'**.  
Rwys 10, 28: Not authorized-ATC.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

| RWY  | INITIAL CLIMB                                                                                                | ALTITUDE                                       |
|------|--------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1L/R | Climb heading 007° to at or above <b>540'</b> , then climbing LEFT turn heading 003° or as assigned by ATC.  | <b>MAINTAIN 6000'</b><br>or as assigned by ATC |
| 19L  | Climb heading 187° to at or above <b>540'</b> , then climbing RIGHT turn heading 213° or as assigned by ATC. |                                                |
| 19R  | Climb heading 187° to at or above <b>540'</b> , then climbing RIGHT turn heading 203° or as assigned by ATC. |                                                |

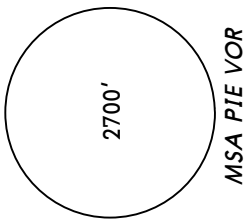
### ROUTING

EXPECT RADAR vectors or direct FINKI, then via 004° track to BAYPO. EXPECT clearance to filed altitude within 10 minutes after departure.

TAMPA  
Departure (R)  
118.8

Apt Elev  
26'

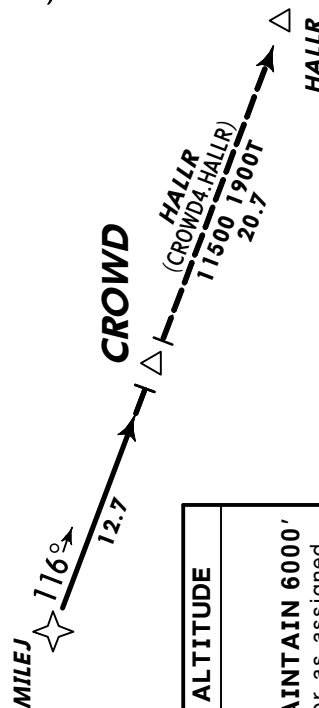
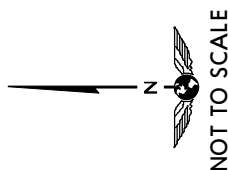
- Trans level: FL180 Trans alt: 18000'
1. Turbojets only.
  2. **RADAR required.**
  3. **RNAV 1.**
  4. **DME/DME/IRU or GPS required.**
  5. For non-GPS equipped aircraft: LAL and PIE DMEs must be operational.
  6. Accelerate to 250 KT, if unable, advise ATC.



MSA PIE VOR

## CROWD FOUR RNAV DEPARTURE (CROWD4.CROWD)

Direct distance from Tampa Intl to:  
MILEJ 23 NM



### OBSTACLES

Rwy 1L: Tree 753' from DER, 697' RIGHT of centerline, 42' AGL/66' MSL.  
Rwy 1R: Powerlines 2091' from DER, 1018' RIGHT of centerline, 50' AGL/84' MSL.  
Rwy 19L: Antenna on building 3279' from DER, 1160' LEFT of centerline, 145' AGL/155' MSL.  
Rwy 19R: Trees beginning 482' from DER, 578' RIGHT of centerline, up to 33' AGL/37' MSL.

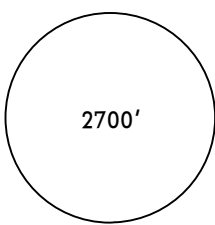
ST PETERSBURG  
PIE



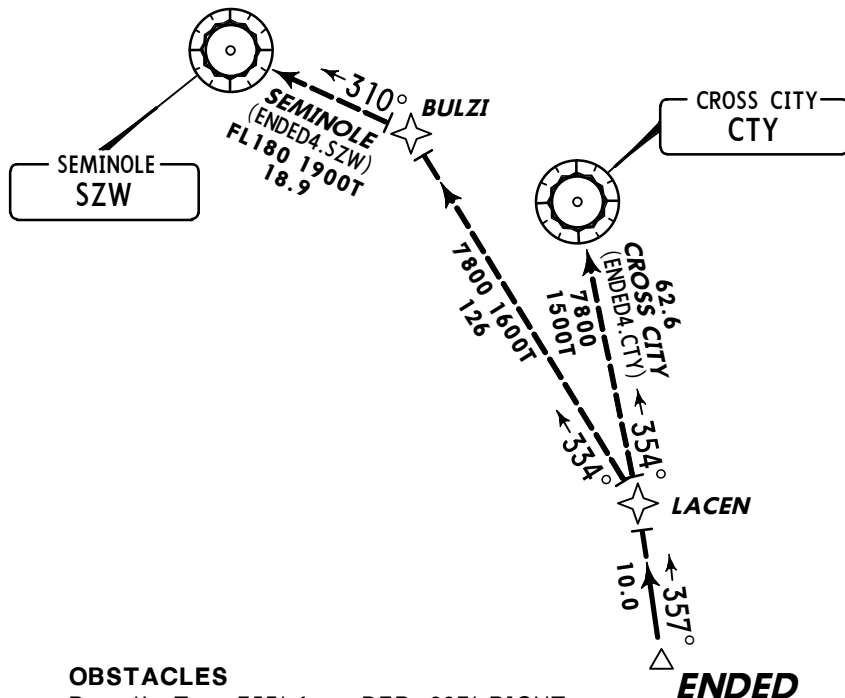
This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 1L/R, 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 540'.  
Rwys 10, 28: Not authorized-ATC.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

| RWY                                                                                                                                       | INITIAL CLIMB                                                                                        | ALTITUDE                             |
|-------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------------|
| 1L/R                                                                                                                                      | Climb heading 007° to at or above 540', then climbing LEFT turn heading 003° or as assigned by ATC.  | MAINTAIN 6000' or as assigned by ATC |
| 19L                                                                                                                                       | Climb heading 187° to at or above 540', then climbing RIGHT turn heading 213° or as assigned by ATC. |                                      |
| 19R                                                                                                                                       | Climb heading 187° to at or above 540', then climbing RIGHT turn heading 203° or as assigned by ATC. |                                      |
| ROUTING                                                                                                                                   |                                                                                                      |                                      |
| EXPECT RADAR vectors or direct MILEJ, then via 116° track to CROWD. EXPECT clearance to filed altitude within 10 minutes after departure. |                                                                                                      |                                      |

|                                        |                        |                                                                                                                                                                                                                                                                                        |                                                                                                                     |
|----------------------------------------|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| TAMPA<br>Departure (R)<br><b>118.8</b> | Apt Elev<br><b>26'</b> | Trans level: FL180 Trans alt: 18000'<br>1. Turbojets only. 2. <b>RADAR required.</b> 3. <b>RNAV 1.</b><br>4. <b>DME/DME/IRU or GPS required.</b><br>5. For non-GPS equipped aircraft: LAL, ORL and PIE<br>DMEs must be operational.<br>6. Accelerate to 250 KT, if unable, advise ATC. |  <p>2700'</p> <p>MSA PIE VOR</p> |
|----------------------------------------|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|

## ENDED FOUR RNAV DEPARTURE (ENDED4.ENDED)



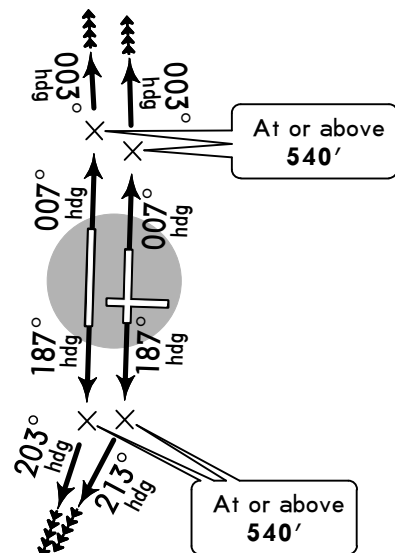
### OBSTACLES

Rwy 1L: Tree 753' from DER, 697' RIGHT of centerline, 42' AGL/66' MSL.  
Rwy 1R: Powerlines 2091' from DER, 1018' RIGHT of centerline, 50' AGL/84' MSL.  
Rwy 19L: Antenna on building 3279' from DER, 1160' LEFT of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1523' LEFT of centerline, 146' AGL/155' MSL.  
Rwy 19R: Trees beginning 482' from DER, 578' RIGHT of centerline, up to 33' AGL/37' MSL.

Direct distance from Tampa Intl to:  
**ENDED 29 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 1L/R, 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **540'**.  
Rwys 10, 28: Not authorized-ATC.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

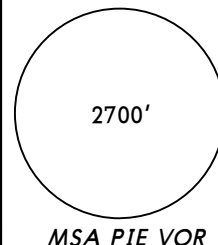
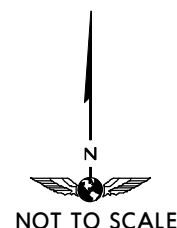
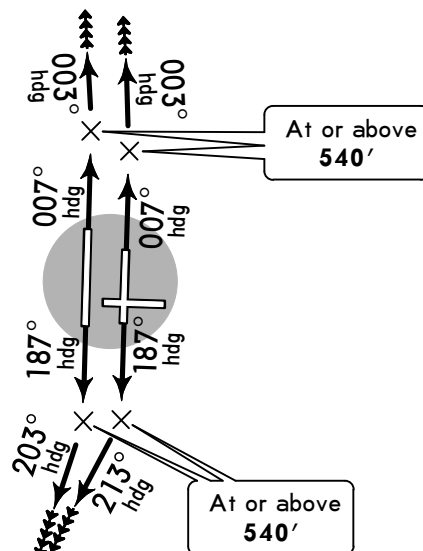


| RWY                                                                                                                                       | INITIAL CLIMB                                                                                                | ALTITUDE                                          |
|-------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|---------------------------------------------------|
| 1L/R                                                                                                                                      | Climb heading 007° to at or above <b>540'</b> , then climbing LEFT turn heading 003° or as assigned by ATC.  | <b>MAINTAIN 6000'</b><br>or as assigned<br>by ATC |
| 19L                                                                                                                                       | Climb heading 187° to at or above <b>540'</b> , then climbing RIGHT turn heading 213° or as assigned by ATC. |                                                   |
| 19R                                                                                                                                       | Climb heading 187° to at or above <b>540'</b> , then climbing RIGHT turn heading 203° or as assigned by ATC. |                                                   |
| ROUTING                                                                                                                                   |                                                                                                              |                                                   |
| EXPECT RADAR vectors or direct ENDED, then via 357° track to LACEN. EXPECT clearance to filed altitude within 10 minutes after departure. |                                                                                                              |                                                   |



TAMPA  
Departure (R)  
118.8Apt Elev  
26'

Trans level: FL180 Trans alt: 18000'  
1. Turbojets only.  
2. **RADAR required.**  
3. **RNAV 1.**  
4. **DME/DME/IRU or GPS required.**  
5. For non-GPS equipped aircraft: PIE and SRQ DMEs must be operational.  
6. Accelerate to 250 KT, if unable, advise ATC.

**GANDY FOUR RNAV DEPARTURE**  
(GANDY4.GANDY)Direct distance from Tampa Intl to:  
GANDY 13 NMST PETERSBURG  
PIE**OBSTACLES**

Rwy 1L: Tree 753' from DER, 697' RIGHT of centerline, 42' AGL/66' MSL.  
Rwy 1R: Powerlines 2091' from DER, 1018' RIGHT of centerline, 50' AGL/84' MSL.  
Rwy 19L: Antenna on building 3279' from DER, 1160' LEFT of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1523' LEFT of centerline, 146' AGL/155' MSL.  
Rwy 19R: Trees beginning 482' from DER, 578' RIGHT of centerline, up to 33' AGL/37' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 1L/R, 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **540'**.  
Rwys 10, 28: Not authorized-ATC.

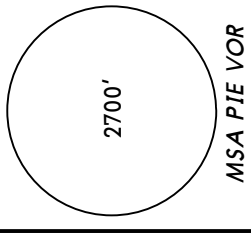
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

| RWY                                                                                                                                       | INITIAL CLIMB                                                                                        |                                      | ALTITUDE |
|-------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------------|----------|
| 1L/R                                                                                                                                      | Climb heading 007° to at or above 540', then climbing LEFT turn heading 003° or as assigned by ATC.  | MAINTAIN 6000' or as assigned by ATC |          |
| 19L                                                                                                                                       | Climb heading 187° to at or above 540', then climbing RIGHT turn heading 213° or as assigned by ATC. |                                      |          |
| 19R                                                                                                                                       | Climb heading 187° to at or above 540', then climbing RIGHT turn heading 203° or as assigned by ATC. |                                      |          |
| ROUTING                                                                                                                                   |                                                                                                      |                                      |          |
| EXPECT RADAR vectors or direct GANDY, then via 162° track to PAIRS. EXPECT clearance to filed altitude within 10 minutes after departure. |                                                                                                      |                                      |          |

TAMPA  
Departure (R)  
118.8

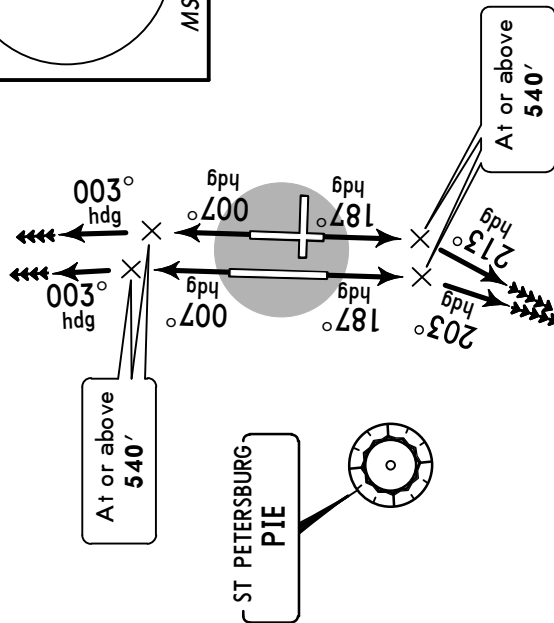
Apt Elev  
26'

- Trans level: FL180 Trans alt: 18000'
1. Turbojets only.
  2. **RADAR required.**
  3. **RNAV 1.**
  4. **DME/DME/IRU or GPS required.**
  5. For non-GPS equipped aircraft: ORL, PIE and SRQ DMEs must be operational.
  6. Accelerate to 250 KT, if unable, advise ATC.



MSA PIE VOR

## SYKES FOUR RNAV DEPARTURE (SYKES4.SYKES)



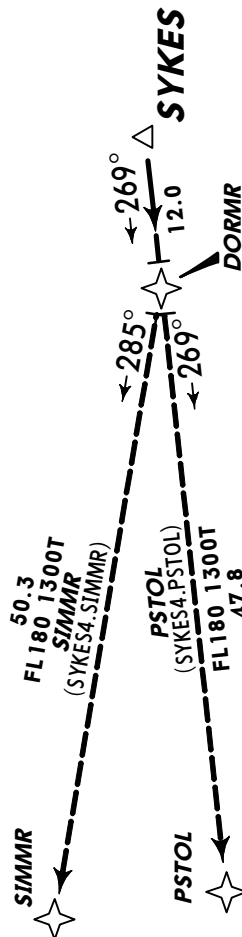
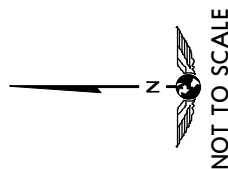
Direct distance from Tampa Intl to:  
SYKES 33 NM

### OBSTACLES

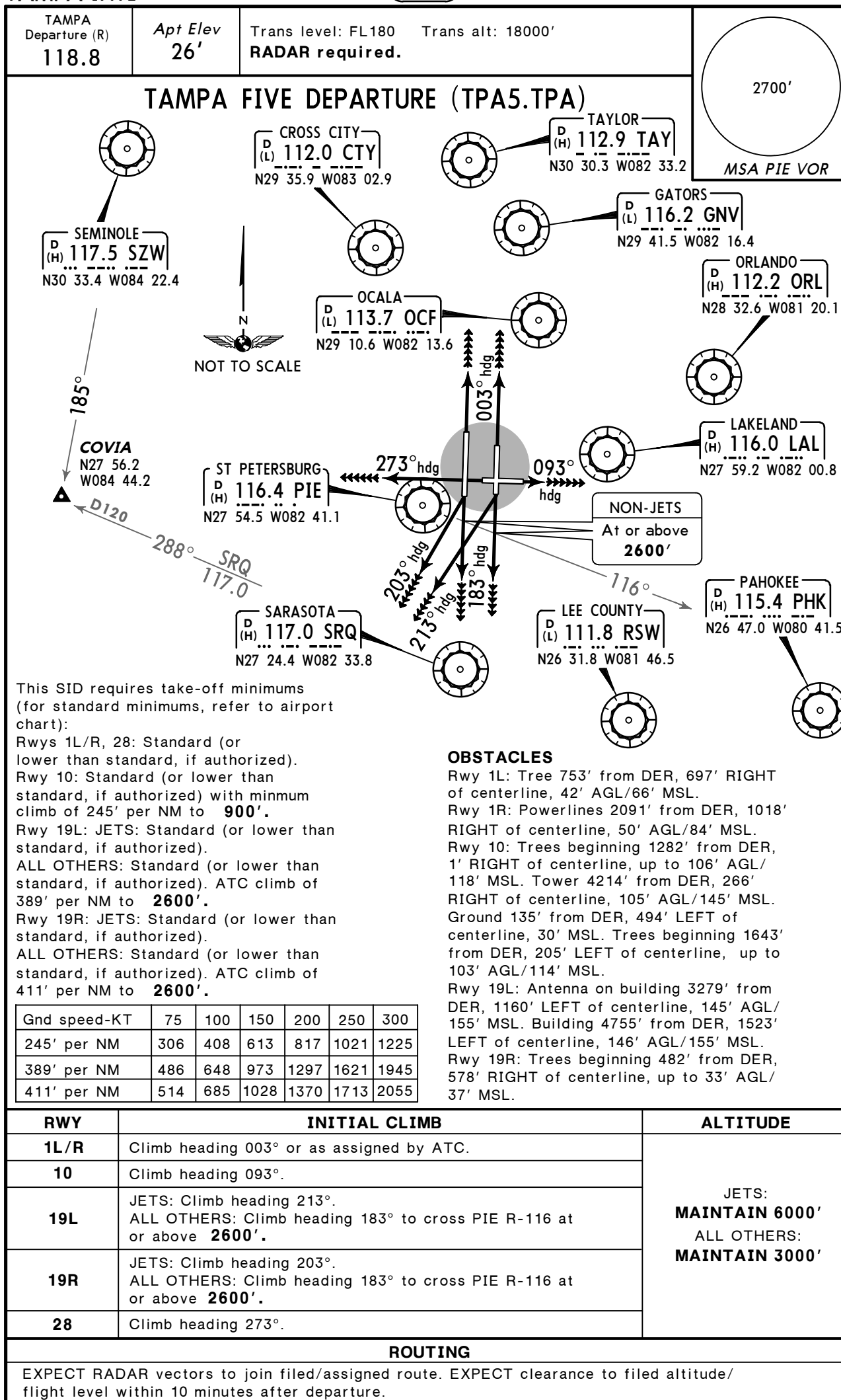
- Rwy 1L: Tree 753' from DER, 697' RIGHT of centerline, 42' AGL/66' MSL.  
Rwy 1R: Powerlines 2091' from DER, 1018' RIGHT of centerline, 50' AGL/84' MSL.  
Rwy 19L: Antenna on building 3279' from DER, 1160' LEFT of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1523' LEFT of centerline, 146' AGL/155' MSL.  
Rwy 19R: Trees beginning 482' from DER, 578' RIGHT of centerline, up to 33' AGL/37' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 1L/R, 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **540'**.  
Rwys 10, 28: Not authorized-ATC.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |



| RWY                                                                                                                                       | INITIAL CLIMB                                                                                        | ALTITUDE                             |
|-------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------------|
| 1L/R                                                                                                                                      | Climb heading 007° to at or above 540', then climbing LEFT turn heading 003° or as assigned by ATC.  | MAINTAIN 6000' or as assigned by ATC |
| 19L                                                                                                                                       | Climb heading 187° to at or above 540', then climbing RIGHT turn heading 213° or as assigned by ATC. |                                      |
| 19R                                                                                                                                       | Climb heading 187° to at or above 540', then climbing RIGHT turn heading 203° or as assigned by ATC. |                                      |
| ROUTING                                                                                                                                   |                                                                                                      |                                      |
| EXPECT RADAR vectors or direct SYKES, then via 269° track to DORMR. EXPECT clearance to filed altitude within 10 minutes after departure. |                                                                                                      |                                      |



|                  |        |
|------------------|--------|
| D-ATIS Departure | 128.47 |
| VOT 111.0        |        |

|        |        |
|--------|--------|
| ACARS: | D-ATIS |
|        | PDC    |

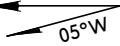
|                 |       |
|-----------------|-------|
| TAMPA Clearance | 133.6 |
|-----------------|-------|

|        |       |
|--------|-------|
| Ground | 121.7 |
|--------|-------|

|       |       |
|-------|-------|
| Tower | 119.5 |
|-------|-------|

|                     |           |
|---------------------|-----------|
| TAMPA Departure (R) | 001°-150° |
|                     | 151°-219° |
|                     | 220°-360° |
|                     | 118.15    |
|                     | 119.65    |
|                     | 118.8     |

Runway 10-28 is not normally available for aircraft operations over 75,000 lbs (34,019 kg) gross weight.

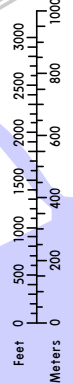


1 Twy N west of Twy L unavailable for wing span greater than 171' (52m) unless PPR from airport operations.

North 1500' (457m) of Twy E unavailable for wing span greater than 171' (52m) unless PPR from airport operations.

Twy R east of Twy D is a non-movement area and unavailable without PPR from airport operations for aircraft with wing span greater than 117' (36m).

Twy (lane) E south of Twy S is a non-movement area and unavailable without PPR from airport operations for aircraft with wing span greater than 117' (36m).



GENERAL

Terminal Doppler Weather Radar.  
Low-level wind shear alert system.  
Noise abatement procedures.

## ADDITIONAL RUNWAY INFORMATION

| RWY |                                      | USABLE LENGTHS       |                       | LAHSO<br>Distance  | WIDTH |
|-----|--------------------------------------|----------------------|-----------------------|--------------------|-------|
|     |                                      | LANDING<br>Threshold | BEYOND<br>Glide Slope |                    |       |
| 10  | HIRL PAPI-L (angle 3.0°) grooved     |                      |                       |                    | 150'  |
| 28  | HIRL PAPI-L (angle 3.0°) grooved RVR | ① 6500' 1981m        |                       | 1R/19L 4350' 1326m | 46m   |

① Last 499' 152m is unavailable for landing distance computations.

|     |                                        |                 |             |  |      |
|-----|----------------------------------------|-----------------|-------------|--|------|
| 1L  | HIRL CL ALSF-II TDZ PAPI-L grooved RVR | ② 10,800' 3292m | 9763' 2976m |  | 150' |
| 19R | HIRL CL MALSR ③ PAPI-L RVR             |                 | 9950' 3033m |  | 46m  |

② Last 202' 62m is unavailable for landing distance computations.

③ Angle 3.0°.

|     |                                   |  |             |                   |      |
|-----|-----------------------------------|--|-------------|-------------------|------|
| 1R  | HIRL REIL CL ④ PAPI-L grooved RVR |  |             |                   | 150' |
| 19L | HIRL CL ALSF-II TDZ ④ PAPI-L RVR  |  | 7251' 2210m | 10/28 5650' 1722m | 46m  |

④ Angle 3.0°.

## TAKE-OFF &amp; OBSTACLE DEPARTURE PROCEDURE

## Rwys 1L/R, 19L/R

|                                                                     |                       |                     |               |             |
|---------------------------------------------------------------------|-----------------------|---------------------|---------------|-------------|
| 2 operating RVRs are required<br>All operating RVRs are controlling |                       | Adequate<br>Vis Ref | STD           |             |
| CL & HIRL                                                           | CL, or<br>RCLM & HIRL |                     | 3 & 4 Eng     | 1 & 2 Eng   |
| TDZ RVR 5                                                           | TDZ RVR 10            | RVR 16 or 1/4       | RVR 24 or 1/2 | RVR 50 or 1 |
| Mid RVR 5                                                           | Mid RVR 10            |                     |               |             |
| Rollout RVR 5                                                       | Rollout RVR 10        |                     |               |             |

## Rwys 10, 28

|                  |               |             |
|------------------|---------------|-------------|
| Adequate Vis Ref | STD           |             |
|                  | 3 & 4 Eng     | 1 & 2 Eng   |
| RVR 16 or 1/4    | RVR 24 or 1/2 | RVR 50 or 1 |

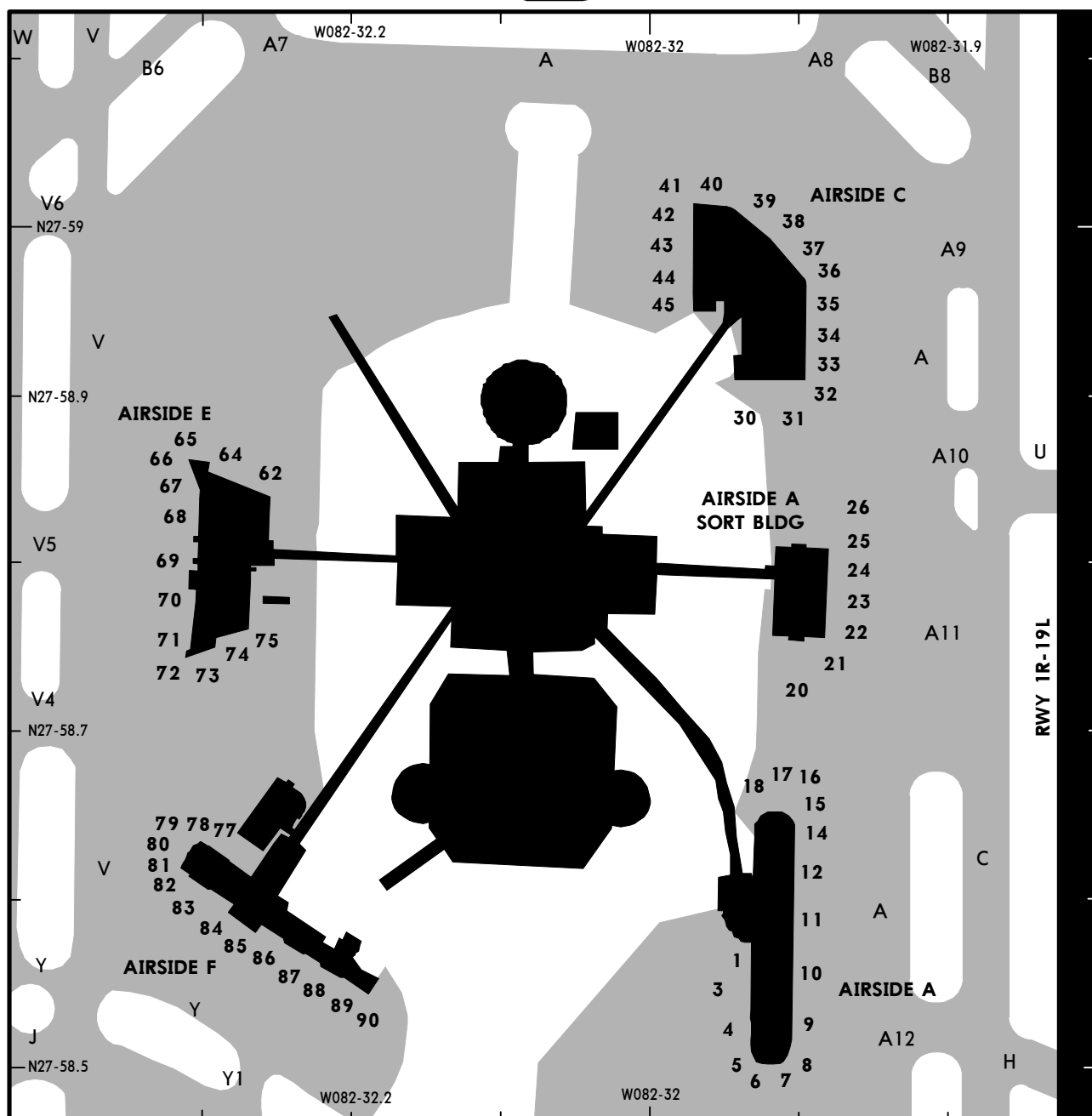
## OBSTACLE DP

Rwy 10, climb heading 097° to 800' before turning RIGHT.

## FOR FILING AS ALTERNATE

|             |             |                      |                      |
|-------------|-------------|----------------------|----------------------|
| ILS Rwy 1L  | LOC Rwy 1L  | RNAV (GPS) Rwy 1L    | RNAV (GPS) Rwy 19R   |
| ILS Rwy 19L | LOC Rwy 1R  | RNAV (GPS) Rwy 1R    | RNAV (GPS) Rwy 28    |
| ILS Rwy 19R | LOC Rwy 19L | RNAV (GPS) Rwy 10    | RNAV (RNP) Y Rwy 19L |
|             | LOC Rwy 19R | RNAV (GPS) Z Rwy 19L | VOR Rwy 10           |

|   |       |       |
|---|-------|-------|
| A | 600-2 | 800-2 |
| B |       |       |
| C |       |       |
| D |       |       |



## PARKING GATE COORDINATES

| GATE No.                   | COORDINATES        | GATE No.         | COORDINATES        |
|----------------------------|--------------------|------------------|--------------------|
| <b>AIRSIDE A</b>           |                    | <b>AIRSIDE E</b> |                    |
| 1                          | N27 58.5 W082 31.9 | 62, 64           | N27 58.8 W082 32.3 |
| 3 thru 5                   | N27 58.5 W082 32.0 | 65               | N27 58.9 W082 32.3 |
| 6 thru 10                  | N27 58.5 W082 31.9 | 66 thru 70       | N27 58.8 W082 32.3 |
| 11, 12                     | N27 58.6 W082 31.9 | 71 thru 75       | N27 58.7 W082 32.3 |
| 14 thru 18                 | N27 58.6 W082 31.9 | <b>AIRSIDE F</b> |                    |
| <b>AIRSIDE A SORT BLDG</b> |                    | 77 thru 85       | N27 58.6 W082 32.3 |
| 20 thru 22                 | N27 58.7 W082 31.9 | 86, 87           | N27 58.5 W082 32.3 |
| 23 thru 26                 | N27 58.8 W082 31.9 | 88 thru 90       | N27 58.5 W082 32.2 |
| <b>AIRSIDE C</b>           |                    |                  |                    |
| 30 thru 35                 | N27 58.9 W082 31.9 |                  |                    |
| 36 thru 39                 | N27 59.0 W082 31.9 |                  |                    |
| 40 thru 43                 | N27 59.0 W082 32.0 |                  |                    |
| 44, 45                     | N27 58.9 W082 32.0 |                  |                    |

LESS THAN RVR 1200 TO 600

LOW VISIBILITY TAXI ROUTES

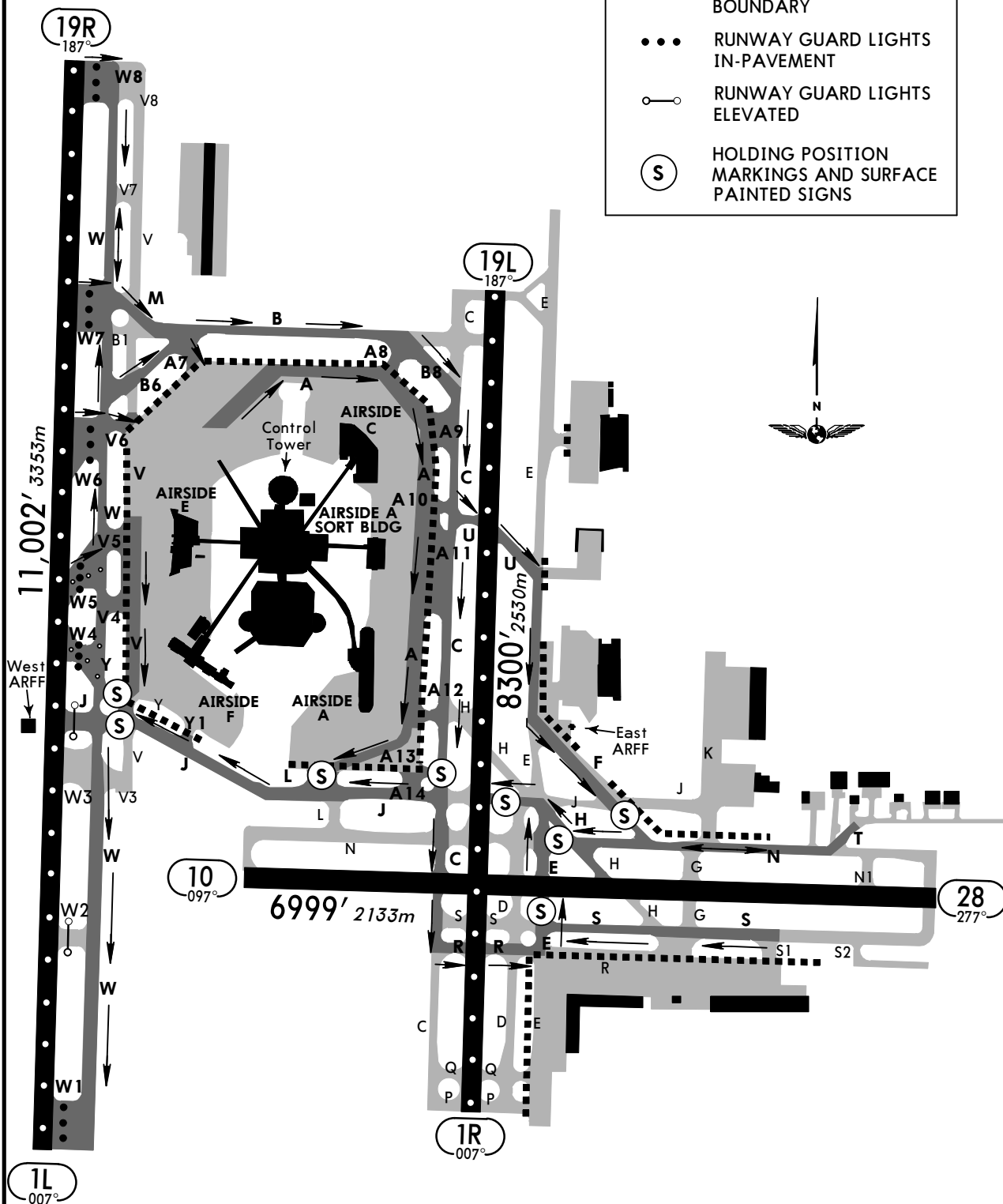
Apt Elev 26'

| D-ATIS Departure | ACARS:<br>D-ATIS<br>PDC | TAMPA Clearance | Ground | Tower | TAMPA Departure (R) |           |           |
|------------------|-------------------------|-----------------|--------|-------|---------------------|-----------|-----------|
| 128.47           |                         |                 |        |       | 001°-150°           | 151°-219° | 220°-360° |
| VOT 111.0        |                         | 133.6           | 121.7  | 119.5 | 118.15              | 119.65    | 118.8     |

Runway 1L is available for all departures and arrivals while low visibility operations are in effect.

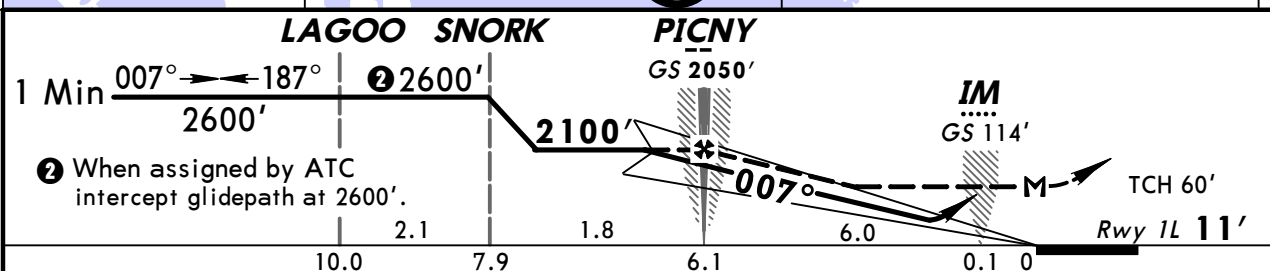
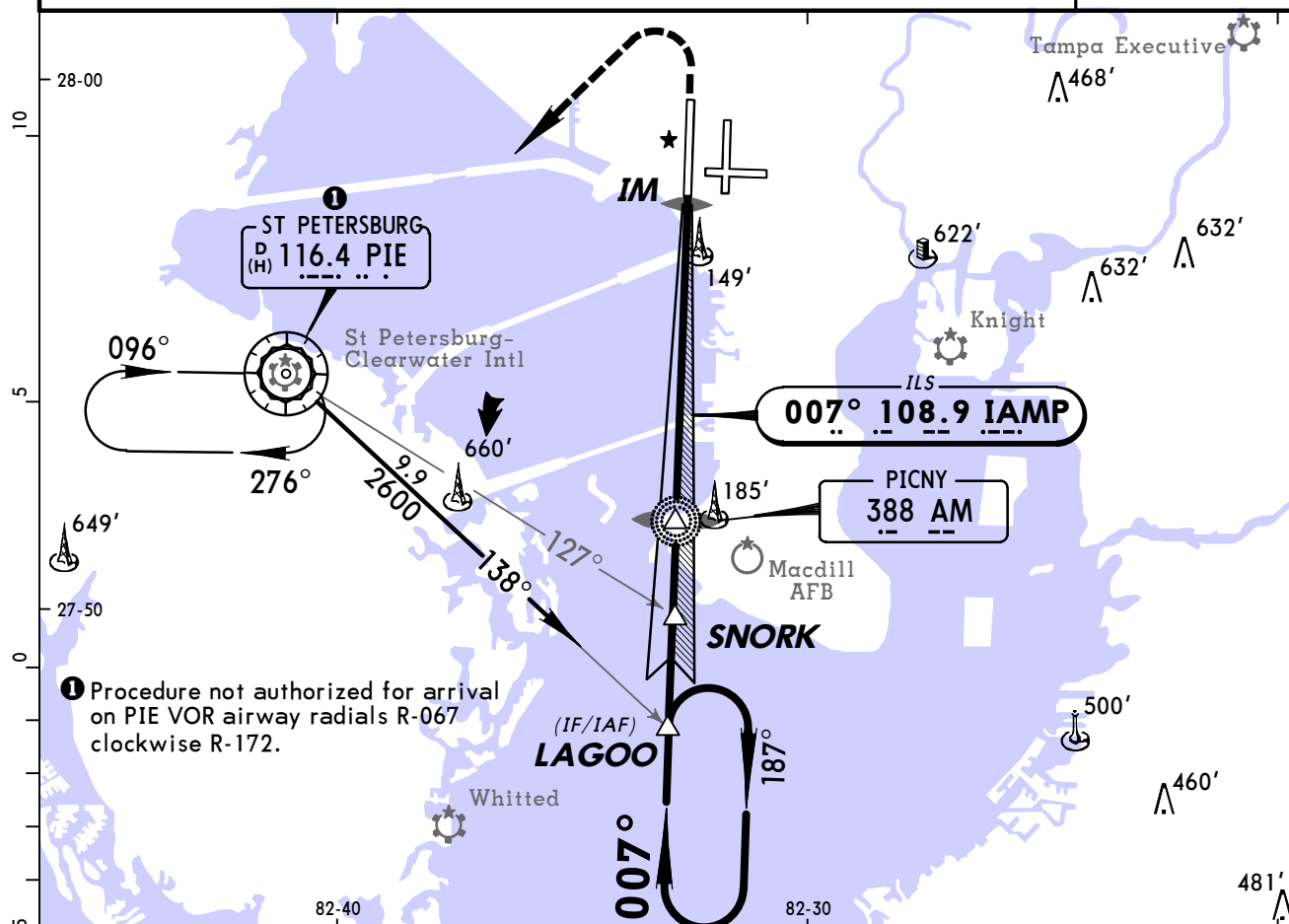
LEGEND

- ○ ○ ○ CENTERLINE LIGHTS
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- ... RUNWAY GUARD LIGHTS IN-PAVEMENT
- RUNWAY GUARD LIGHTS ELEVATED
- (S) HOLDING POSITION MARKINGS AND SURFACE PAINTED SIGNS



BRIEFING STRIP™

|                                                                                                                                              |                           |                              |                             |              |            |                                        |  |
|----------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------|-----------------------------|--------------|------------|----------------------------------------|--|
| D-ATIS Arrival                                                                                                                               |                           | TAMPA Approach (R)           |                             | TAMPA Tower  |            | Ground                                 |  |
| 126.45                                                                                                                                       |                           | 118.5                        |                             | 119.5        |            | 121.7                                  |  |
| LOC<br>IAMP<br>108.9                                                                                                                         | Final<br>Apch Crs<br>007° | GS<br>PICNY<br>2050' (2039') | ILS<br>DA(H)<br>211' (200') | Apt Elev 26' | Rwy 1L 11' | <div>2700'</div> <div>MSA AM LOM</div> |  |
| MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct PIE VOR and hold, continue climb-in-hold to 3000', or as directed by ATC. |                           |                              |                             |              |            |                                        |  |
| Alt Set: INCHES                                                                                                                              |                           |                              |                             |              |            |                                        |  |



|               |       |      |      |      |      |      |         |  |      |       |   |           |
|---------------|-------|------|------|------|------|------|---------|--|------|-------|---|-----------|
| Gnd speed-Kts | 70    | 90   | 100  | 120  | 140  | 160  | ALSF-II |  | 500' | 3000' | D | PIE 116.4 |
| GS            | 3.00° | 372  | 478  | 531  | 637  | 743  | PAPI    |  | ↑    | LT    |   |           |
| PICNY to MAP  | 6.1   | 5:14 | 4:04 | 3:40 | 3:03 | 2:37 |         |  |      |       |   |           |

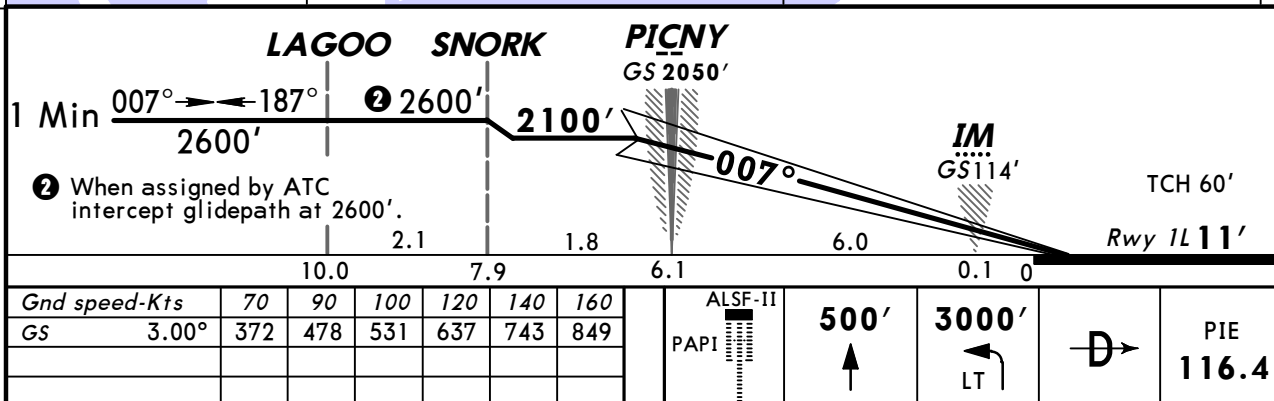
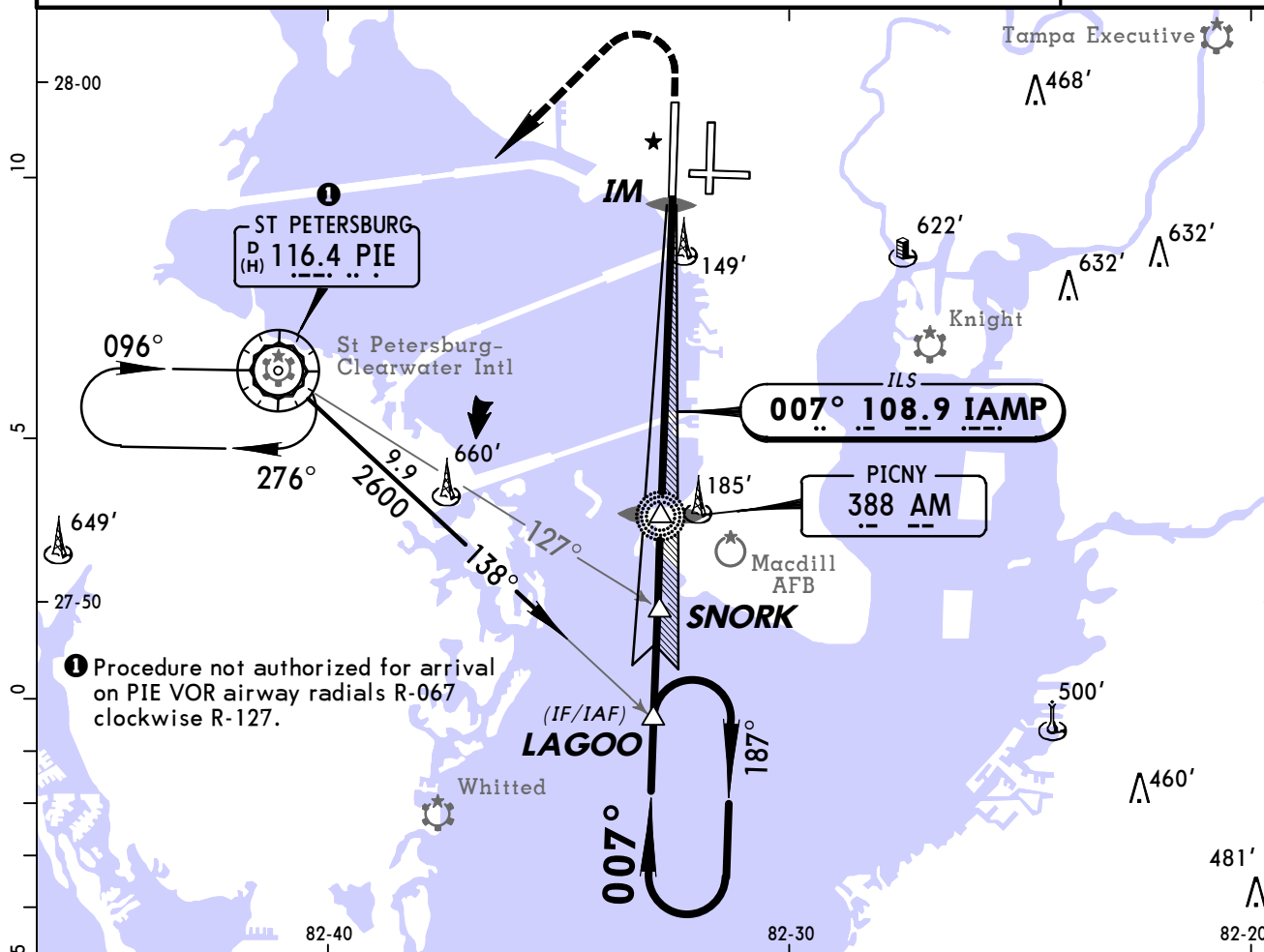
| TERPS             |                  |                    | STRAIGHT-IN LANDING RWY 1L |               |             |            | CIRCLE-TO-LAND      |  |
|-------------------|------------------|--------------------|----------------------------|---------------|-------------|------------|---------------------|--|
| ILS               |                  |                    | LOC (GS out)               |               |             | Max<br>Kts | MDA(H)              |  |
| DA(H) 211' (200') |                  |                    | MDA(H) 440' (429')         |               |             |            |                     |  |
| FULL              |                  | TDZ or CL out      | ALS out                    | ALS out       |             |            |                     |  |
| A                 | RVR 18<br>or 3/8 | 1 RVR 24<br>or 1/2 | RVR 40<br>or 3/4           | RVR 24 or 1/2 | RVR 55 or 1 | 90         | 560' (534') - 1     |  |
| B                 |                  |                    |                            | RVR 40 or 3/4 | 1 1/4       | 120        |                     |  |
| C                 |                  |                    |                            |               |             | 140        |                     |  |
| D                 |                  |                    |                            |               |             | 165        |                     |  |
|                   |                  |                    |                            |               |             |            | 560' (534') - 1 1/2 |  |
|                   |                  |                    |                            |               |             |            | 580' (554') - 2     |  |

1 RVR 18 with Flight Director or Autopilot or HUD to DA.



BRIEFING STRIP™

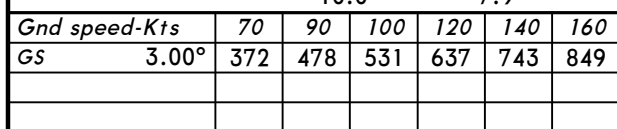
|                                                                                                                                                                           |                           |                                 |                |                                  |                                            |                                  |                                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------|----------------|----------------------------------|--------------------------------------------|----------------------------------|----------------------------------------|
| D-ATIS Arrival<br>126.45                                                                                                                                                  |                           | TAMPA Approach (R)<br>118.5     |                | TAMPA Tower<br>119.5             |                                            | Ground<br>121.7                  |                                        |
| LOC<br>IAMP<br>108.9                                                                                                                                                      | Final<br>Apch Crs<br>007° | GS<br>PICNY<br>2050'<br>(2039') | CAT IIIC<br>NA | CAT IIIB<br>Refer to<br>Minimums | CAT IIIA<br>RA 105'<br>DA(H)<br>111'(100') | Apt Elev<br>26'<br>Rwy 1L<br>11' | <div>2700'</div> <div>MSA AM LOM</div> |
| MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct PIE VOR and hold, continue climb-in-hold to 3000', or as directed by ATC.                              |                           |                                 |                |                                  |                                            |                                  |                                        |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                           |                           |                                 |                |                                  |                                            |                                  |                                        |
| 1 Special Aircrew & Acft Certification Required. 2. ADF or DME required. 3. VGSI and ILS glidepath not coincident. 4. Visibility reduction by helicopters not authorized. |                           |                                 |                |                                  |                                            |                                  |                                        |



| TERPS        |  |              |  |              |  |                                            | STRAIGHT-IN LANDING RWY1L |  |  |
|--------------|--|--------------|--|--------------|--|--------------------------------------------|---------------------------|--|--|
| CAT IIIC ILS |  | CAT IIIB ILS |  | CAT IIIA ILS |  | CAT II ILS<br>RA 105'<br>DA(H) 111' (100') |                           |  |  |
| NA           |  | RVR 6        |  | RVR 7        |  | 1 RVR 12                                   |                           |  |  |

1 RVR 10 auth with specific OPSPEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown.

**BRIEFING STRIP**™



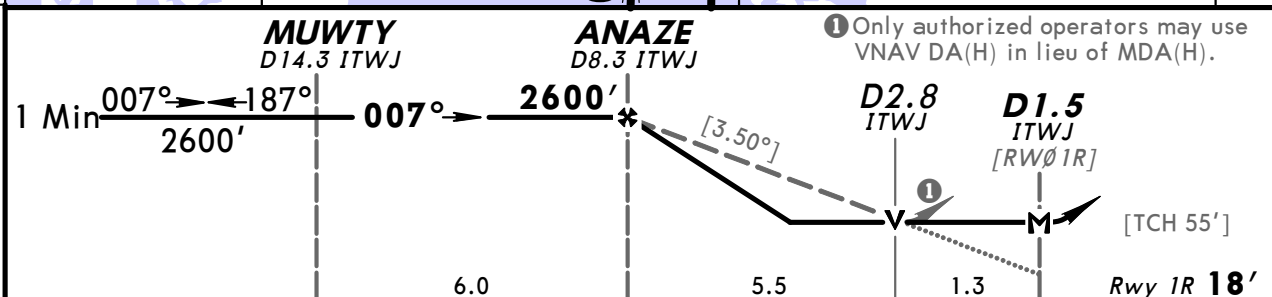
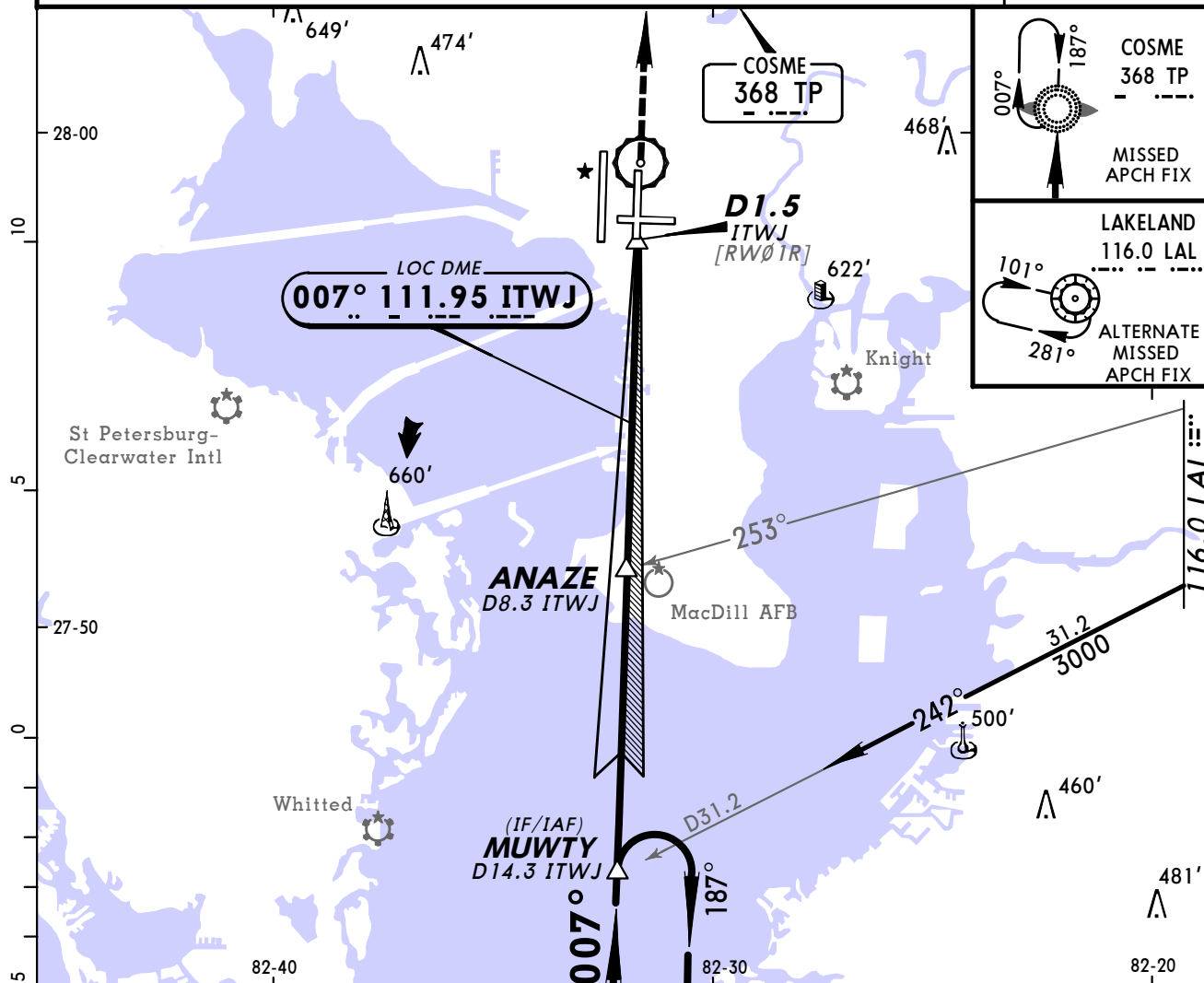
**1** SA CAT I ILS  
**RA 155'**  
*DA(H)* **161'** (150')

**1** Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

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BRIEFING STRIP™

|                                                                            |                           |                                       |                       |                            |  |                                        |  |
|----------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------|----------------------------|--|----------------------------------------|--|
| D-ATIS Arrival<br>126.45                                                   |                           | TAMPA Approach (R)<br>118.5           |                       | TAMPA Tower<br>119.5       |  | Ground<br>121.7                        |  |
| LOC<br>ITWJ<br>111.95                                                      | Final<br>Apch Crs<br>007° | Minimum Alt<br>ANAZE<br>2600' (2582') | MDA(H)<br>540' (522') | Apt Elev 26'<br>Rwy 1R 18' |  | <div>2700'</div> <div>MSA TP LOM</div> |  |
| MISSED APCH: Climb to 2000' direct TP LOM and hold, or as directed by ATC. |                           |                                       |                       |                            |  |                                        |  |
| Alt Set: INCHES                                                            |                           |                                       |                       |                            |  |                                        |  |



|                                  |     |      |      |      |      |      |      |  |  |  |
|----------------------------------|-----|------|------|------|------|------|------|--|--|--|
| Gnd speed-Kts                    | 70  | 90   | 100  | 120  | 140  | 160  |      |  |  |  |
| Descent angle [3.50°]            | 434 | 557  | 619  | 743  | 867  | 991  |      |  |  |  |
| MAP at D1.5 ITWJ or ANAZE to MAP | 6.8 | 5:50 | 4:32 | 4:05 | 3:24 | 2:55 | 2:33 |  |  |  |

| STRAIGHT-IN LANDING RWY 1R |             |  |  | CIRCLE-TO-LAND |                  |  |  |
|----------------------------|-------------|--|--|----------------|------------------|--|--|
| MDA(H) <b>540'</b> (522')  |             |  |  | Max Kts        | MDA(H)           |  |  |
| A                          | RVR 50 or 1 |  |  | 90             | 560' (534') - 1  |  |  |
| B                          |             |  |  | 120            |                  |  |  |
| C                          |             |  |  | 140            | 560' (534') - 1½ |  |  |
| D                          |             |  |  | 165            | 580' (554') - 2  |  |  |

TERPS AMEND 3 13 JAN 2011

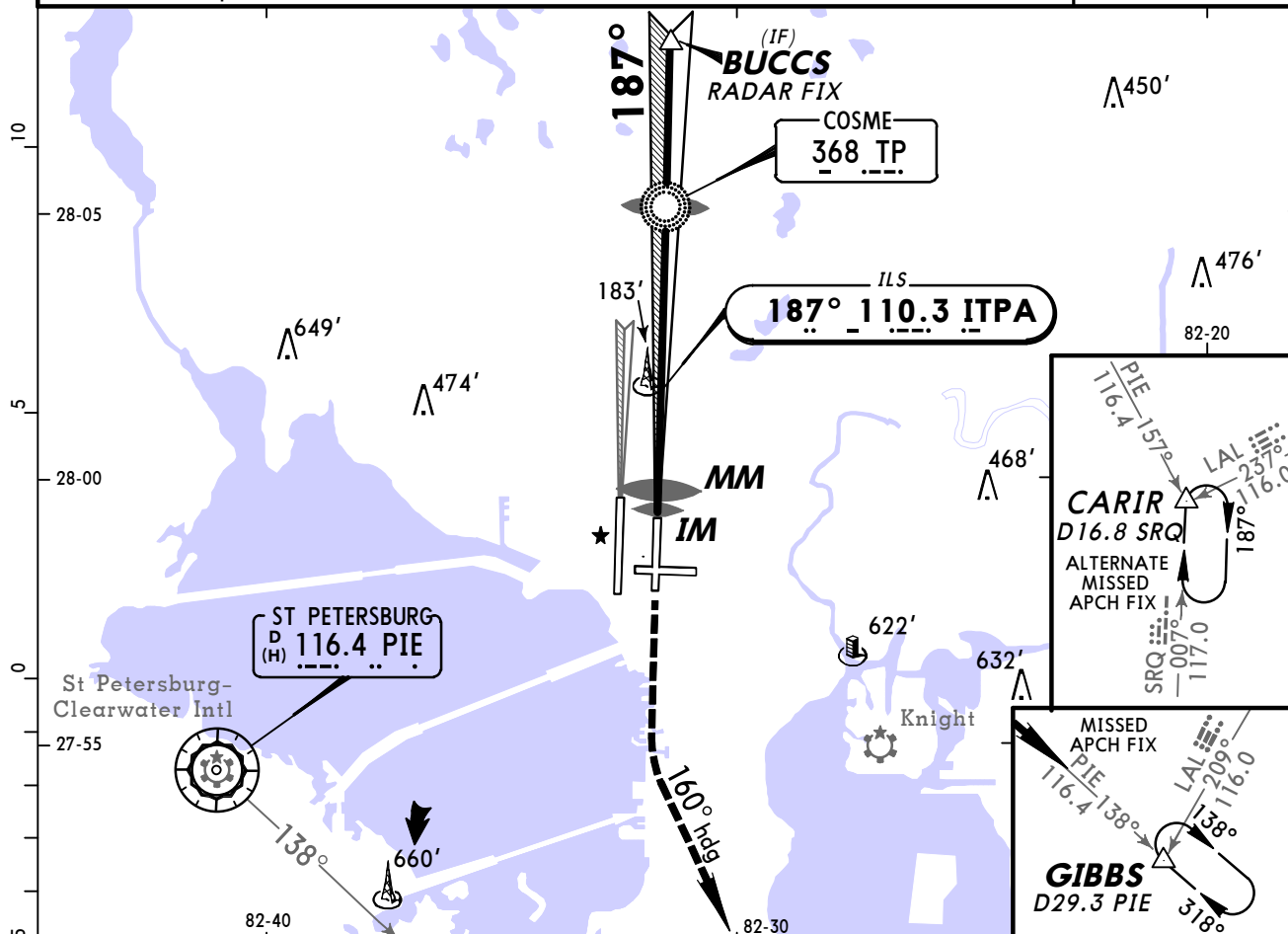
# KTPA/TPA TAMPA INTL

7 JAN 11 (21-3) Eff 13 Jan

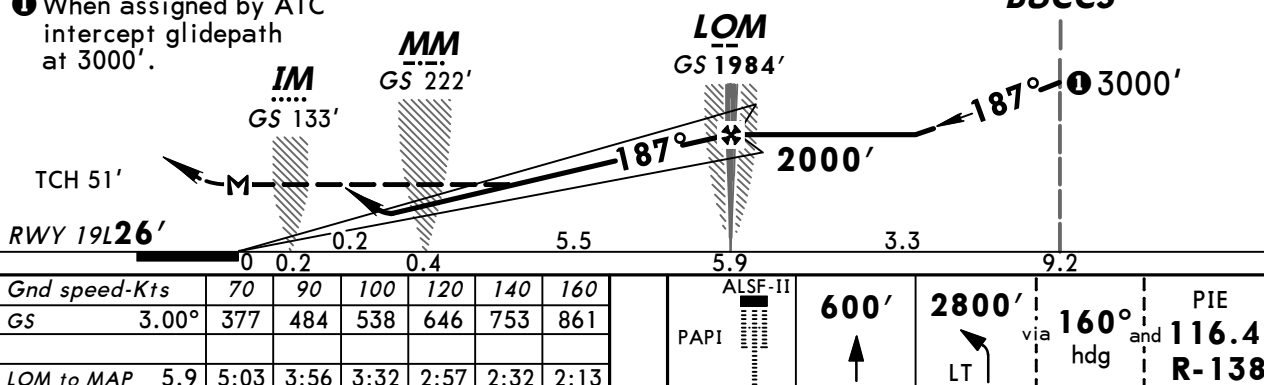
TAMPA, FLA  
ILS or LOC Rwy 19L

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                                                                         |                           |                             |                                              |                             |                             |                                        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------------------|----------------------------------------------|-----------------------------|-----------------------------|----------------------------------------|
| D-ATIS Arrival<br>126.45                                                                                                                                                                                                                                                                                                                                                                |                           | TAMPA Approach (R)<br>118.5 |                                              | TAMPA Tower<br>119.5        |                             | Ground<br>121.7                        |
| LOC<br>ITPA<br>110.3                                                                                                                                                                                                                                                                                                                                                                    | Final<br>Apch Crs<br>187° | GS<br>LOM<br>1984' (1958')  | SA CAT I ILS<br>RA 150'<br>DA(H) 176' (150') | ILS<br>DA(H)<br>226' (200') | Apt Elev 26'<br>Rwy 19L 26' | <div>2700'</div> <div>MSA TP LOM</div> |
| MISSED APCH: Climb to 600' then climbing LEFT turn to 2800' on heading 160° and on PIE VOR R-138 to GIBBS INT/D29.3 and hold, or as directed by ATC.                                                                                                                                                                                                                                    |                           |                             |                                              |                             |                             |                                        |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. <b>Special Aircrew &amp; Aircraft Certification Required for Special Auth CAT I ILS.</b><br>2. <b>RADAR required.</b> 3. VGSI and ILS glidepath not coincident. 4. Simultaneous approach authorized with Rwy 19R. 5. LOC procedure not authorized during simultaneous operations. |                           |                             |                                              |                             |                             |                                        |



① When assigned by ATC intercept glidepath at 3000'.



| STRAIGHT-IN LANDING RWY19L                   |        |                          |               | LOC (GS out)       |                              | CIRCLE-TO-LAND |                     |
|----------------------------------------------|--------|--------------------------|---------------|--------------------|------------------------------|----------------|---------------------|
| SA CAT I ILS<br>RA 150'<br>DA(H) 176' (150') |        | ILS<br>DA(H) 226' (200') |               | MDA(H) 440' (414') |                              | Max Kts        | MDA(H)              |
|                                              |        | FULL                     | TDZ or CL out | ALS out            | ALS out                      | 90             | 560' (534') - 1     |
| A                                            |        |                          |               |                    |                              | 120            |                     |
| B                                            | RVR 14 | RVR 18 or 1/2            | RVR 26 or 1/2 | RVR 40 or 3/4      | RVR 24 or 1/2<br>RVR 55 or 1 | 140            | 560' (534') - 1 1/2 |
| C                                            |        |                          |               |                    |                              | 165            | 580' (554') - 2     |
| D                                            |        |                          |               |                    |                              |                |                     |

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: Procedure.

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TERPS AMEND 40 13 JAN 2011

**BRIEFING STRIP™**



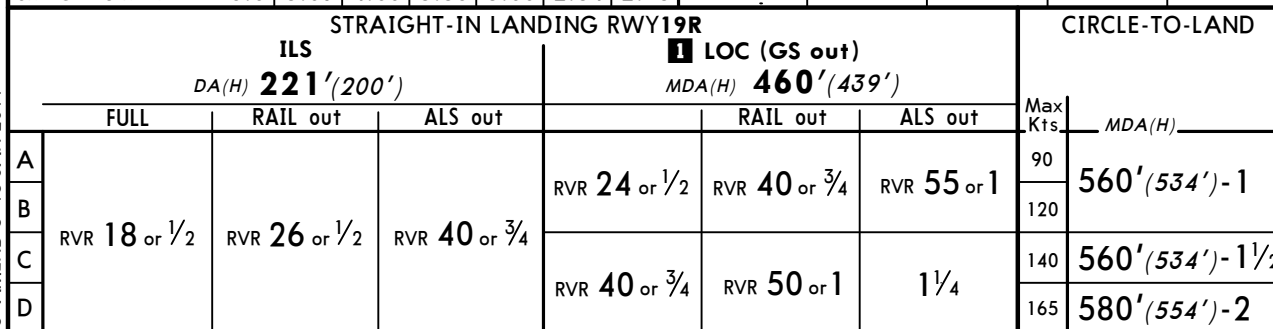
CAT II ILS  
RA 101'  
DA(H) 126' (100')

**1 RVR 12**

**1** RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

**Eff 13 Jan**

# Eff 13 Jan ILS or LOC Rwy 19R

BRIEFING STRIP™

**CHANGES:** Procedure.

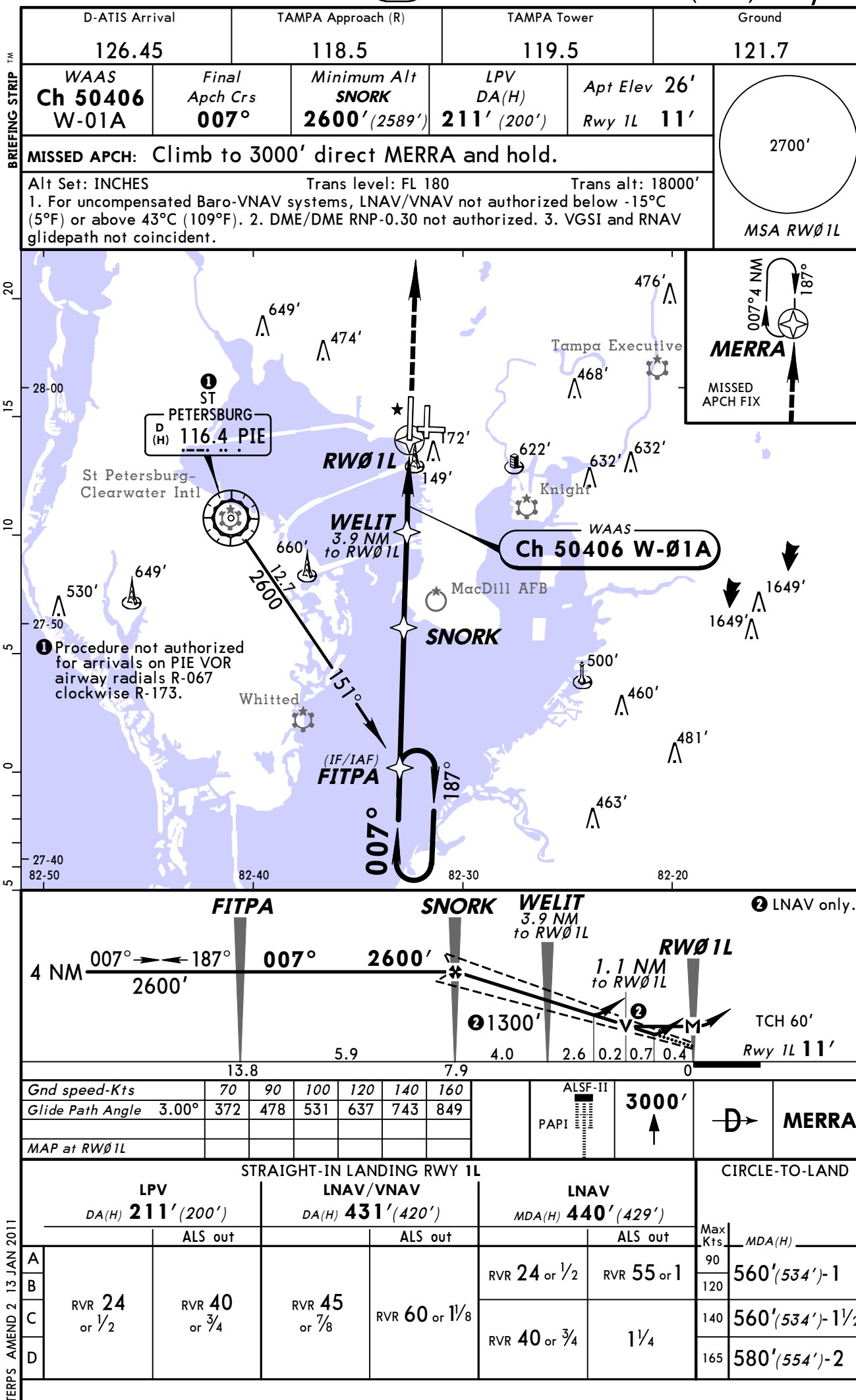
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# KTPA/TPA TAMPA INTL

JEPPESSEN  
21 JAN 11 (22-1)

TAMPA, FLA  
RNAV (GPS) Rwy 1L



CHANGES: Hold length.

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TERPS AMEND 2 13 JAN 2011

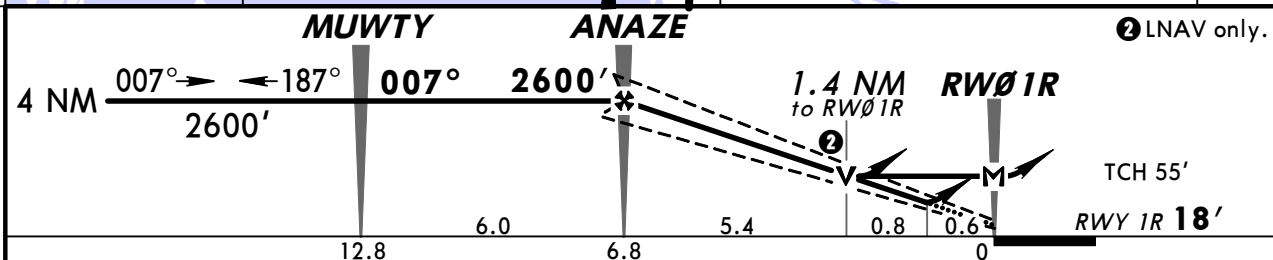
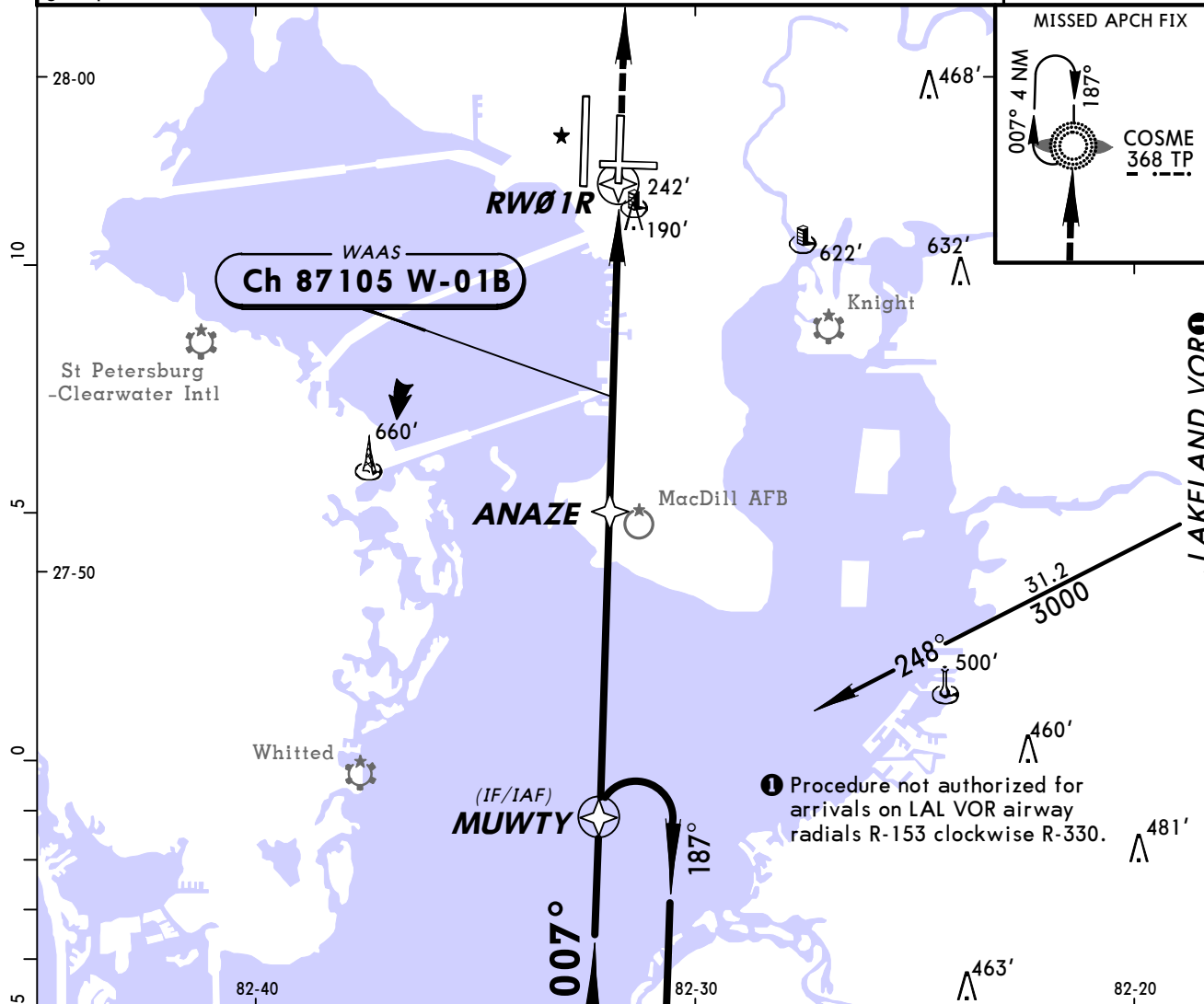
# KTPA/TPA TAMPA INTL

JEPPESSEN  
21 JAN 11 (22-2)

TAMPA, FLA  
RNAV (GPS) Rwy 1R

BRIEFING STRIP™

|                                                     |  |                                    |  |                                                     |  |                                    |  |                                          |  |                                        |
|-----------------------------------------------------|--|------------------------------------|--|-----------------------------------------------------|--|------------------------------------|--|------------------------------------------|--|----------------------------------------|
| D-ATIS Arrival<br><b>126.45</b>                     |  | TAMPA Approach (R)<br><b>118.5</b> |  | TAMPA Tower<br><b>119.5</b>                         |  | Ground<br><b>121.7</b>             |  |                                          |  |                                        |
| WAAS<br><b>Ch 87105</b><br><b>W-01B</b>             |  | Final<br>Apch Crs<br><b>007°</b>   |  | Minimum Alt<br><b>ANAZE</b><br><b>2600'</b> (2582') |  | LPV<br>DA(H)<br><b>301'</b> (283') |  | Apt Elev <b>26'</b><br>Rwy 1R <b>18'</b> |  | <div>2700'</div> <div>MSA RWØ 1R</div> |
| MISSED APCH: Climb to 2000' direct TP LOM and hold. |  |                                    |  |                                                     |  |                                    |  |                                          |  |                                        |
| Alt Set: INCHES                                     |  |                                    |  |                                                     |  |                                    |  |                                          |  |                                        |



|                  |       |     |     |     |     |     |                |       |   |           |
|------------------|-------|-----|-----|-----|-----|-----|----------------|-------|---|-----------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 2000' | D | TP<br>368 |
| Glide Path Angle | 3.50° | 434 | 557 | 619 | 743 | 867 |                |       |   |           |
| MAP at RWY 1R    |       |     |     |     |     |     |                |       |   |           |

| STRAIGHT-IN LANDING RWY 1R      |                                       |                                   |       | CIRCLE-TO-LAND |                     |
|---------------------------------|---------------------------------------|-----------------------------------|-------|----------------|---------------------|
| LPV<br>DA(H) <b>301'</b> (283') | LNAV/VNAV<br>DA(H) <b>504'</b> (486') | LNAV<br>MDA(H) <b>540'</b> (522') |       | Max<br>Kts     | MDA(H)              |
| RVR 45 or 7/8                   | 1 3/8                                 | RVR 50 or 1                       | 1 1/2 | 90             | 560' (534') - 1     |
|                                 |                                       |                                   |       | 120            | 560' (534') - 1 1/2 |
| NA                              | NA                                    |                                   |       | 140            | 560' (534') - 1 1/2 |
|                                 |                                       |                                   |       | 165            | 580' (554') - 2     |

CHANGES: Missed approach fix.

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TERPS AMEND 2 13 JAN 2011



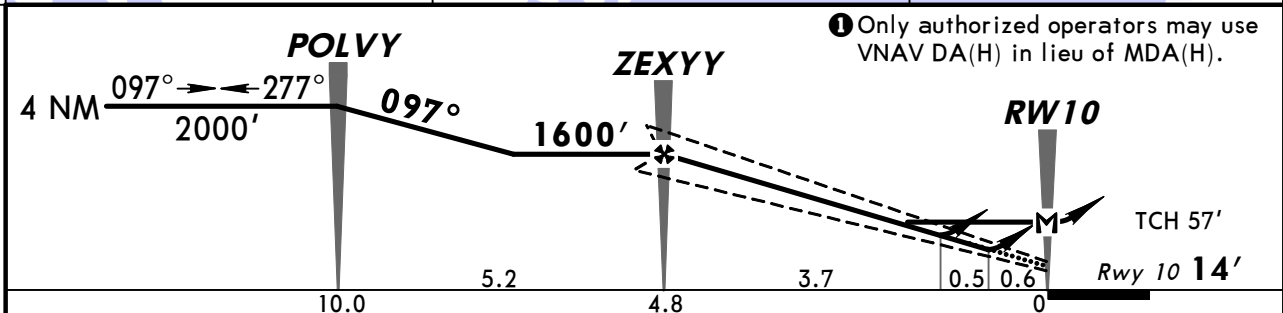
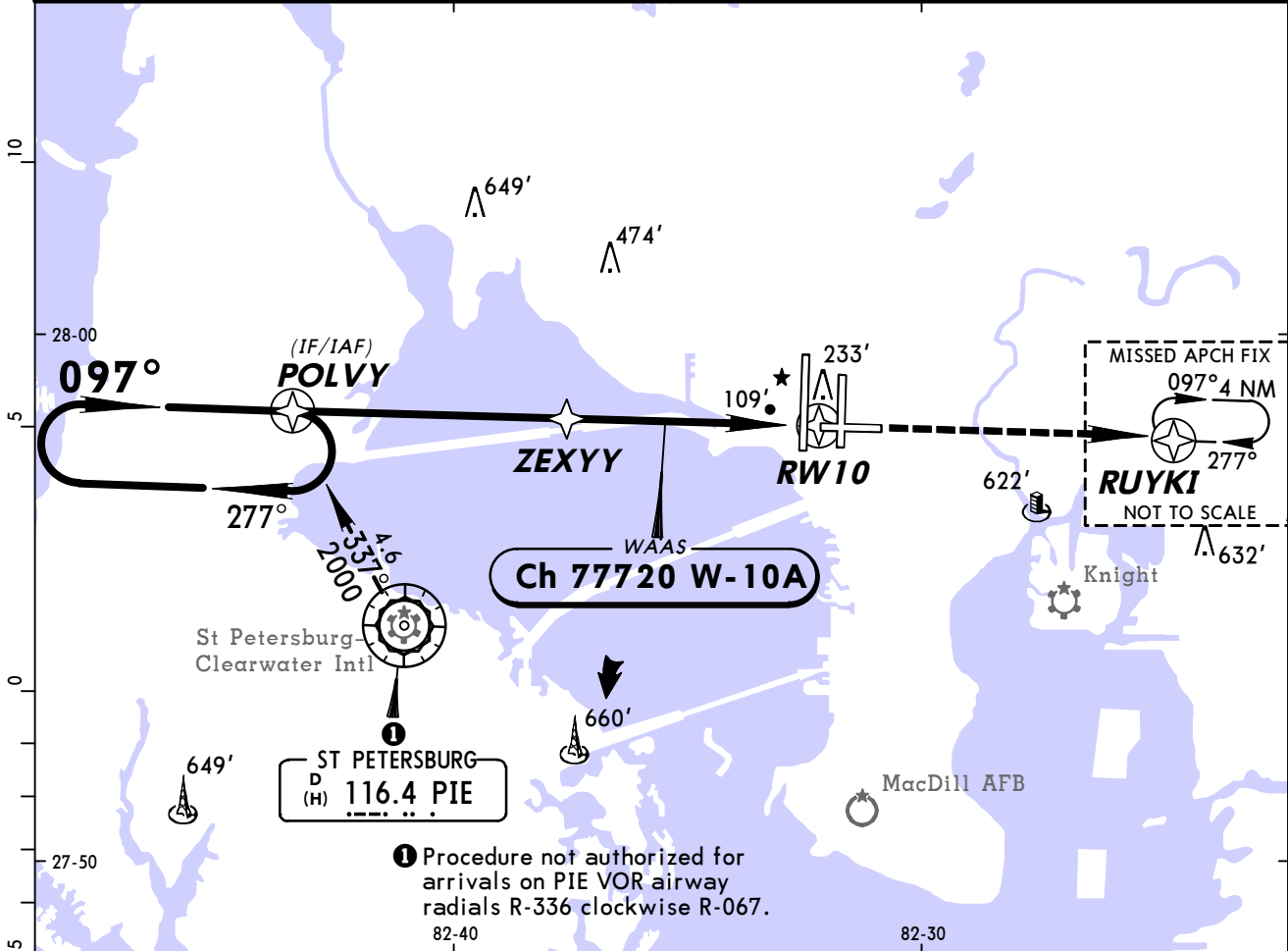
# KTPA/TPA TAMPA INTL

JEPPESEN  
7 JAN 11 (22-3) Eff 13 Jan

TAMPA, FLA  
RNAV (GPS) Rwy 10

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                        |                           |                                       |                             |                           |  |                                      |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------------|---------------------------|--|--------------------------------------|--|
| D-ATIS Arrival                                                                                                                                                                                                                                                                                         |                           | TAMPA Approach (R)                    |                             | TAMPA Tower               |  | Ground                               |  |
| 126.45                                                                                                                                                                                                                                                                                                 |                           | 118.5                                 |                             | 119.5                     |  | 121.7                                |  |
| WAAS<br>Ch 77720<br>W-10A                                                                                                                                                                                                                                                                              | Final<br>Apch Crs<br>097° | Minimum Alt<br>ZEXYY<br>1600' (1586') | LPV<br>DA(H)<br>264' (250') | Apt Elev 26'<br>Rwy10 14' |  | <div>2700'</div> <div>MSA RW10</div> |  |
| MISSED APCH: Climb to 2000' direct RUYKI and hold.                                                                                                                                                                                                                                                     |                           |                                       |                             |                           |  |                                      |  |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2.DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4 VGSI and RNAV glidepath not coincident. |                           |                                       |                             |                           |  |                                      |  |



|                        |     |     |     |     |     |     |  |        |       |                                                                                       |       |
|------------------------|-----|-----|-----|-----|-----|-----|--|--------|-------|---------------------------------------------------------------------------------------|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  | PAPI-L | 2000' |  | RUYKI |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |        |       |                                                                                       |       |
|                        |     |     |     |     |     |     |  |        |       |                                                                                       |       |
| MAP at RW10            |     |     |     |     |     |     |  |        |       |                                                                                       |       |

| STRAIGHT-IN LANDING RWY 10      |  |                                       |  |                                   |  | CIRCLE-TO-LAND |                   |
|---------------------------------|--|---------------------------------------|--|-----------------------------------|--|----------------|-------------------|
| LPV<br>DA(H) <b>264'</b> (250') |  | LNAV/VNAV<br>DA(H) <b>406'</b> (392') |  | LNAV<br>MDA(H) <b>480'</b> (466') |  | Max Kts        | MDA(H)            |
| 1                               |  | 1 1/4                                 |  | 1                                 |  | 90             | 560' (534')-1     |
|                                 |  |                                       |  |                                   |  | 120            |                   |
|                                 |  |                                       |  | 1 3/8                             |  | 140            | 560' (534')-1 1/2 |
|                                 |  |                                       |  |                                   |  | 165            | 580' (554')-2     |

CHANGES: Procedure.

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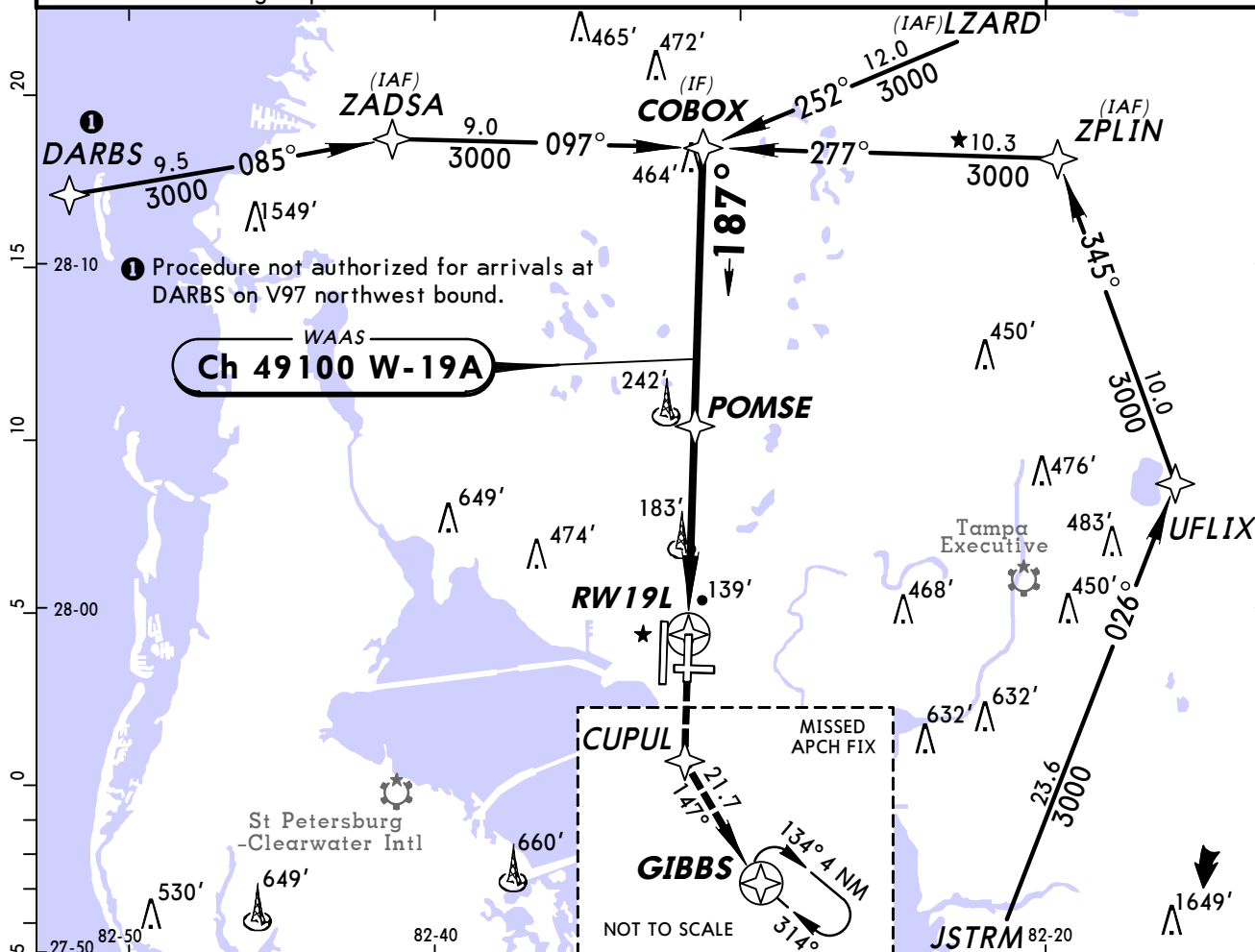
TERPS AMEND 1 13 JAN 2011

# KTPA/TPA TAMPA INTL

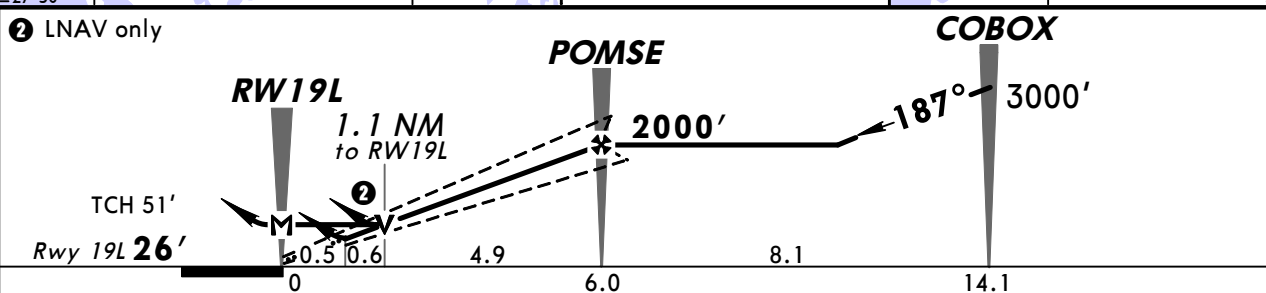
7 JAN 11  
Eff 13 Jan (22-4)

TAMPA, FLA  
RNAV (GPS) Z Rwy 19L

|                                                                                                                                                                                                                                                      |                                  |                                                     |                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|------------------------------------|
| D-ATIS Arrival<br>126.45                                                                                                                                                                                                                             | TAMPA Approach (R)<br>118.5      | TAMPA Tower<br>119.5                                | Ground<br>121.7                    |
| WAAS<br><b>Ch 49100</b><br>W-19A                                                                                                                                                                                                                     | Final<br>Apch Crs<br><b>187°</b> | Minimum Alt<br><b>POMSE</b><br><b>2000'</b> (1974') | LPV<br>DA(H)<br><b>226'</b> (200') |
| Apt Elev <b>26'</b><br>Rwy 19L <b>26'</b>                                                                                                                                                                                                            |                                  |                                                     |                                    |
| <b>MISSED APCH:</b> Climb to 2800' direct CUPUL and on track 147° to GIBBS and hold.                                                                                                                                                                 |                                  |                                                     |                                    |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F).<br>3. VGSI and RNAV glidepath not coincident. |                                  |                                                     |                                    |
| <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2700'</div> MSA RW19L                                                            |                                  |                                                     |                                    |



② LNAV only



|                  |       |     |     |     |     |     |          |       |   |       |
|------------------|-------|-----|-----|-----|-----|-----|----------|-------|---|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | ALSIF-II | 2800' | → | CUPUL |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI     | ↑     |   |       |
| MAP at RW19L     |       |     |     |     |     |     |          |       |   |       |

| STRAIGHT-IN LANDING RWY 19L     |               |                                       |               |                                   |                 | CIRCLE-TO-LAND |                     |
|---------------------------------|---------------|---------------------------------------|---------------|-----------------------------------|-----------------|----------------|---------------------|
| LPV<br>DA(H) <b>226'</b> (200') |               | LNAV/VNAV<br>DA(H) <b>440'</b> (414') |               | LNAV<br>MDA(H) <b>440'</b> (414') |                 | Max Kts        | MDA(H)              |
| ALS out                         |               | ALS out                               |               | ALS out                           |                 | 90             | 560' (534') - 1     |
| A                               |               |                                       | RVR 55 or 1   | RVR 24 or 1/2                     | RVR 55 or 1     | 120            |                     |
| B                               |               |                                       |               |                                   |                 |                |                     |
| C                               | RVR 24 or 1/2 | RVR 40 or 3/4                         | RVR 45 or 7/8 | RVR 60 or 1 1/8                   | RVR 40 or 3/4   | 140            | 560' (534') - 1 1/2 |
| D                               |               |                                       |               |                                   | RVR 60 or 1 1/8 | 165            | 580' (554') - 2     |

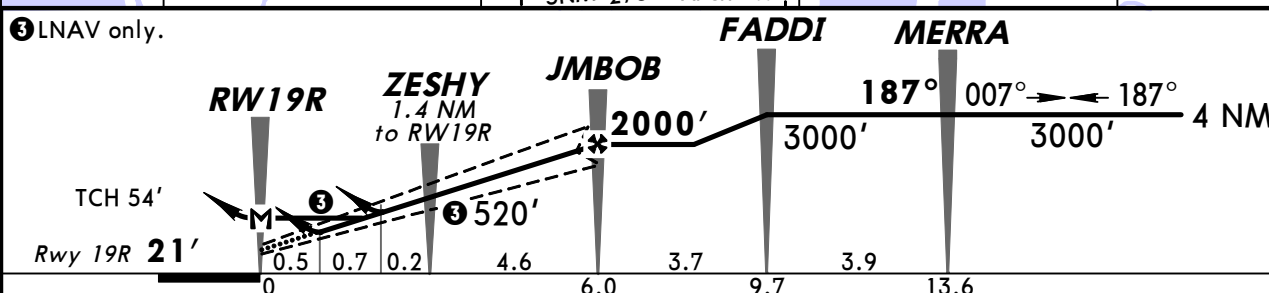
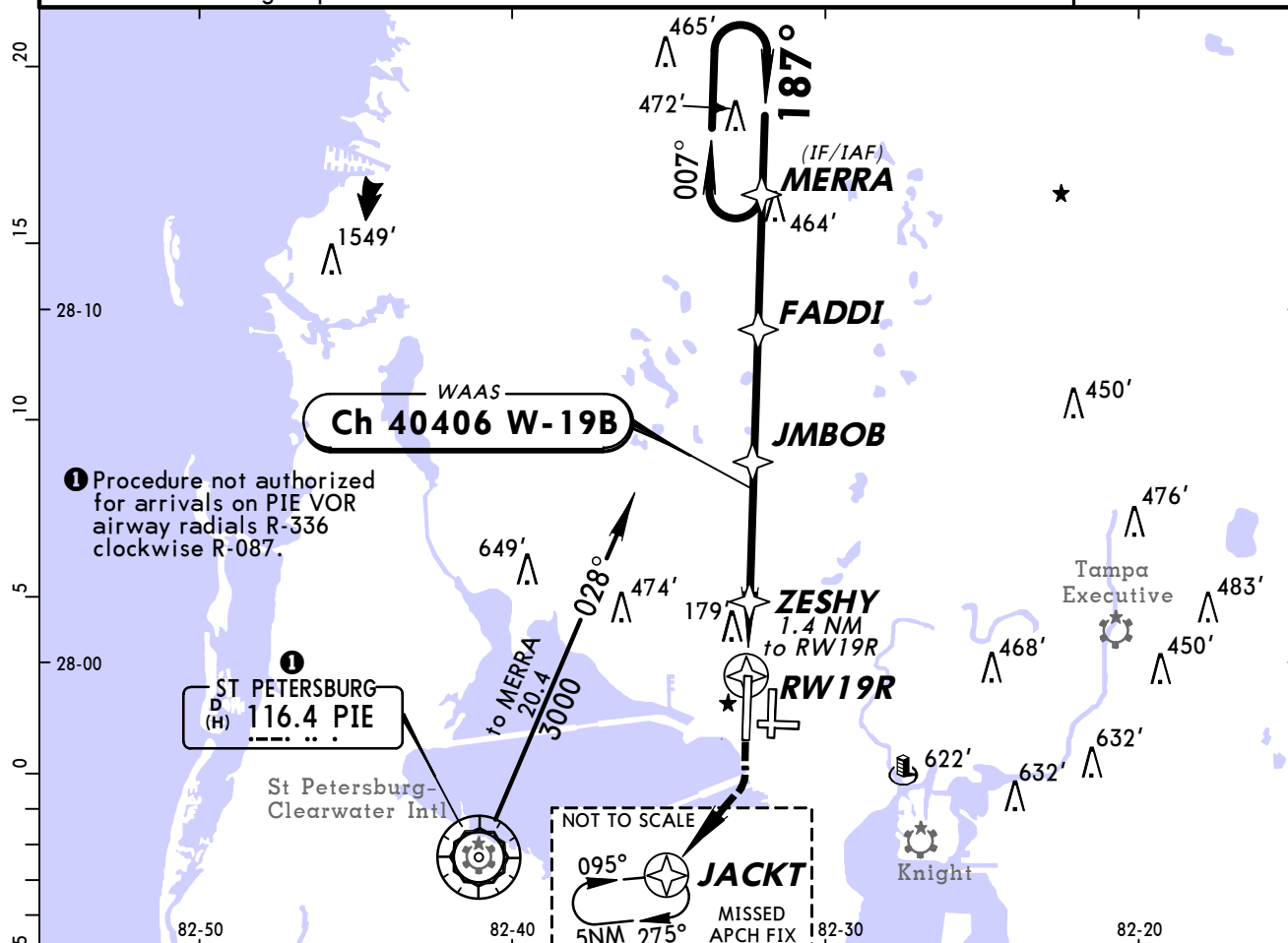
CHANGES: Procedure.

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TERPS AMEND 2 13 JAN 2011

BRIEFING STRIP

|                                                                                                                                                                                             |  |                                  |  |                                                     |  |                                    |  |                                           |  |                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------|--|-----------------------------------------------------|--|------------------------------------|--|-------------------------------------------|--|---------------------------------------|
| D-ATIS Arrival                                                                                                                                                                              |  | TAMPA Approach (R)               |  | TAMPA Tower                                         |  | Ground                             |  |                                           |  |                                       |
| 126.45                                                                                                                                                                                      |  | 118.5                            |  | 119.5                                               |  | 121.7                              |  |                                           |  |                                       |
| WAAS<br><b>Ch 40406</b><br>W-19B                                                                                                                                                            |  | Final<br>Apch Crs<br><b>187°</b> |  | Minimum Alt<br><b>JMBOB</b><br><b>2000'</b> (1979') |  | LPV<br>DA(H)<br><b>221'</b> (200') |  | Apt Elev <b>26'</b><br>Rwy 19R <b>21'</b> |  | <div>2700'</div> <div>MSA RW19R</div> |
| MISSED APCH: Climb to 800' then climbing RIGHT turn to 3000' direct JACKT and hold, continue climb-in-hold to 3000'.                                                                        |  |                                  |  |                                                     |  |                                    |  |                                           |  |                                       |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                             |  |                                  |  |                                                     |  |                                    |  |                                           |  |                                       |
| 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F).<br>3. VGSI and RNAV glidepath not coincident. |  |                                  |  |                                                     |  |                                    |  |                                           |  |                                       |

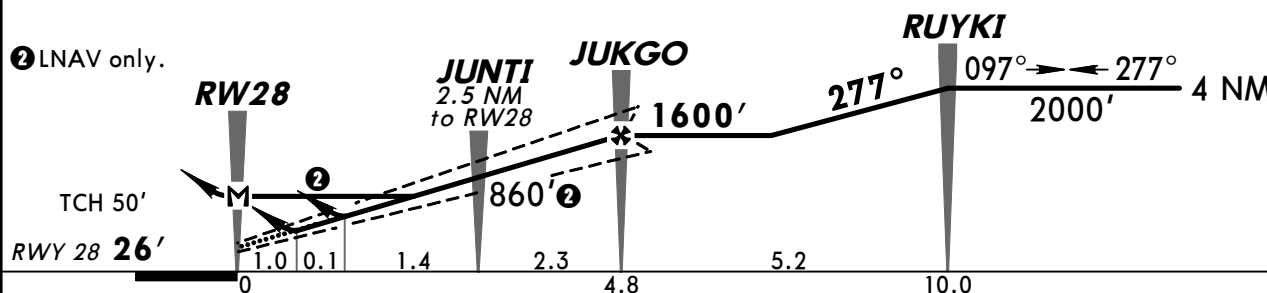
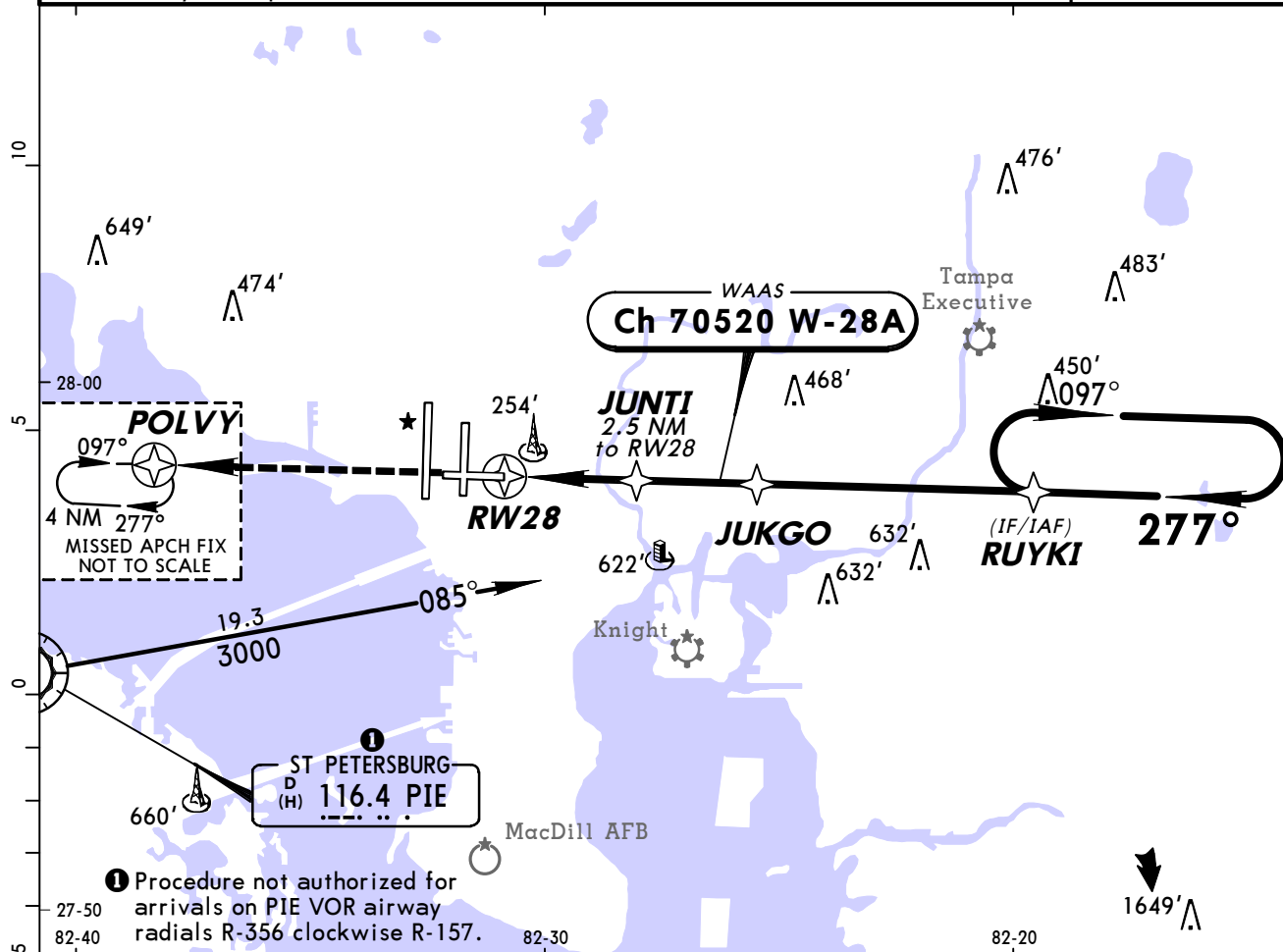


|                        |     |     |     |     |     |     |       |      |       |       |
|------------------------|-----|-----|-----|-----|-----|-----|-------|------|-------|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | MALSR | 800' | 3000' | JACKT |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI  | ↑    | ↗ RT  |       |
| MAP at RW19R           |     |     |     |     |     |     |       |      |       |       |

| STRAIGHT-IN LANDING RWY 19R     |                  |                  |                                       |                |                |                                   | CIRCLE-TO-LAND |                    |                     |
|---------------------------------|------------------|------------------|---------------------------------------|----------------|----------------|-----------------------------------|----------------|--------------------|---------------------|
| LPV<br>DA(H) <b>221'</b> (200') |                  |                  | LNAV/VNAV<br>DA(H) <b>466'</b> (445') |                |                | LNAV<br>MDA(H) <b>440'</b> (419') |                |                    |                     |
| RAIL out                        | ALS out          |                  | RAIL out                              | ALS out        |                | RAIL out                          | ALS out        |                    | Max Kts             |
| A                               |                  |                  |                                       |                |                | RVR 24                            | RVR 40         | RVR 55             | 90                  |
| B                               | RVR 24<br>or 1/2 | RVR 26<br>or 1/2 | RVR 40<br>or 3/4                      | RVR 50<br>or 1 | RVR 55<br>or 1 | or 1/2                            | or 3/4         | or 1               | 120                 |
| C                               |                  |                  |                                       |                | 1 3/8          | RVR 40<br>or 3/4                  | RVR 50<br>or 1 | RVR 60<br>or 1 1/8 | 140                 |
| D                               |                  |                  |                                       |                |                |                                   |                |                    | 165                 |
|                                 |                  |                  |                                       |                |                |                                   |                |                    | MDA(H)              |
|                                 |                  |                  |                                       |                |                |                                   |                |                    | 560' (534') - 1     |
|                                 |                  |                  |                                       |                |                |                                   |                |                    | 560' (534') - 1 1/2 |
|                                 |                  |                  |                                       |                |                |                                   |                |                    | 580' (554') - 2     |

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                         |  |                                  |                                                     |                                   |                                          |        |                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------|-----------------------------------------------------|-----------------------------------|------------------------------------------|--------|--------------------------------------|
| D-ATIS Arrival                                                                                                                                                                                                                                                                                          |  | TAMPA Approach (R)               |                                                     | TAMPA Tower                       |                                          | Ground |                                      |
| 126.45                                                                                                                                                                                                                                                                                                  |  | 118.5                            |                                                     | 119.5                             |                                          | 121.7  |                                      |
| WAAS<br><b>Ch 70520</b><br>W-28A                                                                                                                                                                                                                                                                        |  | Final<br>Apch Crs<br><b>277°</b> | Minimum Alt<br><b>JUKGO</b><br><b>1600'</b> (1574') | LPV<br>DA(H)<br><b>389'</b> 363') | Apt Elev <b>26'</b><br>Rwy 28 <b>26'</b> |        | <div>2700'</div> <div>MSA RW28</div> |
| MISSED APCH: Climb to 2000' direct POLVY and hold.                                                                                                                                                                                                                                                      |  |                                  |                                                     |                                   |                                          |        |                                      |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. |  |                                  |                                                     |                                   |                                          |        |                                      |



|                        |     |     |     |     |     |     |        |       |   |       |
|------------------------|-----|-----|-----|-----|-----|-----|--------|-------|---|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | PAPI-L | 2000' | D | POLVY |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |        |       |   |       |
| MAP at RW28            |     |     |     |     |     |     |        |       |   |       |

| STRAIGHT-IN LANDING RWY 28      |       |                                       |       | CIRCLE-TO-LAND                    |                               |
|---------------------------------|-------|---------------------------------------|-------|-----------------------------------|-------------------------------|
| LPV<br><i>DA(H)</i> 389' (363') |       | LNAV/VNAV<br><i>DA(H)</i> 419' (393') |       | LNAV<br><i>MDA(H)</i> 520' (494') |                               |
| A                               | 1 1/8 | 1 1/4                                 | 1     | Max Kts. 90                       | <i>MDA(H)</i> 560' (534') - 1 |
| B                               |       |                                       |       | 120                               |                               |
| C                               |       |                                       | 1 3/8 | 140                               | 560' (534') - 1 1/2           |
| D                               |       |                                       |       | 165                               | 580' (554') - 2               |

**TAMPA, FLA**  
**RNAV (RNP) Y Rwy 19L**

**BRIEFING STRIP™**

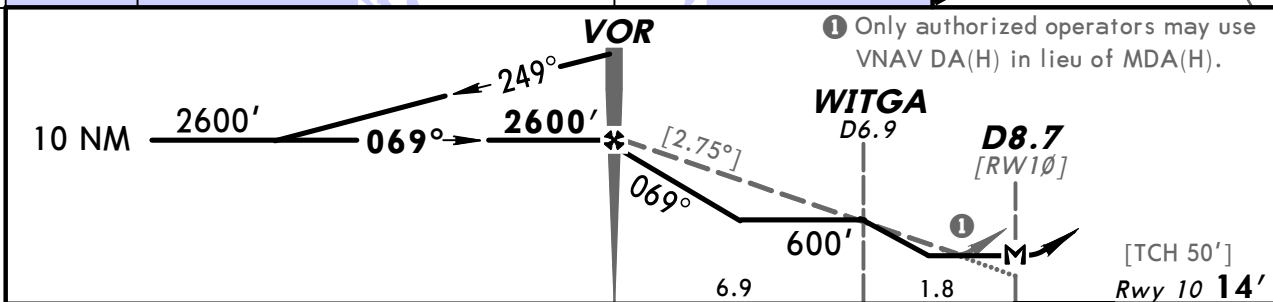


|   |                      | STRAIGHT-IN LANDING RWY 19L                          |                      |                                                      |                      |                                                      |  |
|---|----------------------|------------------------------------------------------|----------------------|------------------------------------------------------|----------------------|------------------------------------------------------|--|
|   |                      | RNP 0.11<br><i>DA(H)</i> <b>329'</b> ( <i>303'</i> ) |                      | RNP 0.23<br><i>DA(H)</i> <b>355'</b> ( <i>329'</i> ) |                      | RNP 0.30<br><i>DA(H)</i> <b>421'</b> ( <i>395'</i> ) |  |
|   |                      | ALS out                                              |                      | ALS out                                              |                      | ALS out                                              |  |
| A | RVR <b>24</b> or 1/2 | RVR <b>50</b> or 1                                   | RVR <b>32</b> or 5/8 | 1 1/8                                                | RVR <b>45</b> or 7/8 | 1 1/4                                                |  |
| B |                      |                                                      |                      |                                                      |                      |                                                      |  |
| C |                      |                                                      |                      |                                                      |                      |                                                      |  |
| D |                      |                                                      |                      |                                                      |                      |                                                      |  |

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BRIEFING STRIP™

|                                                                                                                                                                                                      |                           |                                     |                                        |                            |                                         |        |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------------------|----------------------------------------|----------------------------|-----------------------------------------|--------|--|
| D-ATIS Arrival                                                                                                                                                                                       |                           | TAMPA Approach (R)                  |                                        | TAMPA Tower                |                                         | Ground |  |
| 126.45                                                                                                                                                                                               |                           | 118.5                               |                                        | 119.5                      |                                         | 121.7  |  |
| VOR<br>PIE<br>116.4                                                                                                                                                                                  | Final<br>Apch Crs<br>069° | Minimum Alt<br>VOR<br>2600' (2586') | MDA(H)<br>(CONDITIONAL)<br>500' (486') | Apt Elev 26'<br>Rwy 10 14' | <div>2700'</div> <div>MSA PIE VOR</div> |        |  |
| MISSED APCH: Climb to 2000' outbound on PIE VOR R-067 to PLUMY INT/D33.4 and hold.                                                                                                                   |                           |                                     |                                        |                            |                                         |        |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. VGSI and descent angles not coincident. 2. Visibility reduction by helicopters not authorized. |                           |                                     |                                        |                            |                                         |        |  |



| Gnd speed-Kts             | 70  | 90   | 100  | 120  | 140  | 160  |      |  |
|---------------------------|-----|------|------|------|------|------|------|--|
| Descent angle [2.75°]     | 340 | 438  | 486  | 584  | 681  | 778  |      |  |
| MAP at D8.7 or VOR to MAP | 8.7 | 7:27 | 5:48 | 5:13 | 4:21 | 3:44 | 3:16 |  |

| STRAIGHT-IN LANDING RWY 10 |       |            | CIRCLE-TO-LAND            |                  |                  |
|----------------------------|-------|------------|---------------------------|------------------|------------------|
| MDA(H) <b>500'</b> (486')  |       | With WITGA | MDA(H) <b>600'</b> (586') |                  | Without WITGA    |
| A                          | 1     |            | Max Kts                   | With WITGA       | Without WITGA    |
| B                          |       |            | 90                        | 560'(534')-1     | 600'(574')-1     |
| C                          | 1 3/8 |            | 120                       | 560'(534')-1 1/2 | 600'(574')-1 3/4 |
| D                          |       |            | 140                       | 560'(534')-2     | 600'(574')-2     |
|                            |       |            | 165                       | 580'(554')-2     | 600'(574')-2     |

## General Information

Location: Titusville FL USA

IATA Code:

Lat/Long: N28° 36.9' W080° 41.7'

Elevation: 10 ft

Airport Use: Public

Magnetic Variation: 6.3°W

Sectional Chart: Jacksonville

Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: No

Sunrise: 1150 Z

Sunset: 2321 Z,

## Runway Information

Runway: 15

Length x Width: 15000 ft x 300 ft

Surface Type: concrete

TDZ-Elev: 10 ft

Lighting: Edge, ALS, Centerline, Part time

Stopway: 1000 ft

Runway: 33

Length x Width: 15000 ft x 300 ft

Surface Type: concrete

TDZ-Elev: 10 ft

Lighting: Edge, ALS, Centerline, Part time

Stopway: 1000 ft

## Communication Information

Shuttle Tower 128.55

Shuttle Ground Control 121.75

Orlando Approach Approach Control 134.95 Arrival Service

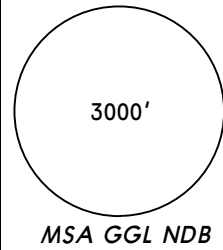
Orlando Departure Departure Control 134.95 Departure Service

Nasa Shuttle Landing Faci Multicom 123.6 CTAF



Apt Elev  
See Graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'



## BITHO SEVEN ARRIVAL (BITHO.BITH07)

Direct distance from BITHO to:  
NASA Shuttle Landing Facility 19 NM

OCALA  
D (L) 113.7 OCF  
N29 10.6 W082 13.6

LAMMA  
N29 00.9 W081 05.4

TURBOJETS  
EXPECT clearance  
to cross at  
12000'



BITHO  
N28 37.9 W081 03.6

EXPECT RADAR vectors  
to final approach course  
TURBOJETS  
EXPECT clearance  
to cross at  
8000'

ORLANDO FLA  
Orlando Sanford  
55

ORLANDO  
D (H) 112.2 ORL  
N28 32.6 W081 20.1

ORLANDO FLA  
Executive  
113

ORLANDO FLA  
Orlando Intl  
96

ORLANDO FLA  
Kissimmee Gateway  
82

ORMOND BEACH  
D (H) 112.6 OMN  
N29 18.2 W081 06.8

JESUP  
N28 53.3 W081 04.8

COZMO  
N28 47.9 W081 04.4

GEIGER LAKE  
375 GGL  
N28 35.6 W080 49.0

NASA Shuttle  
Landing Facility  
10

TITUSVILLE FLA  
Space Coast Regl  
34

MERRITT I FLA  
Merritt I  
7

COCOA BEACH FLA  
Patrick AFB  
8

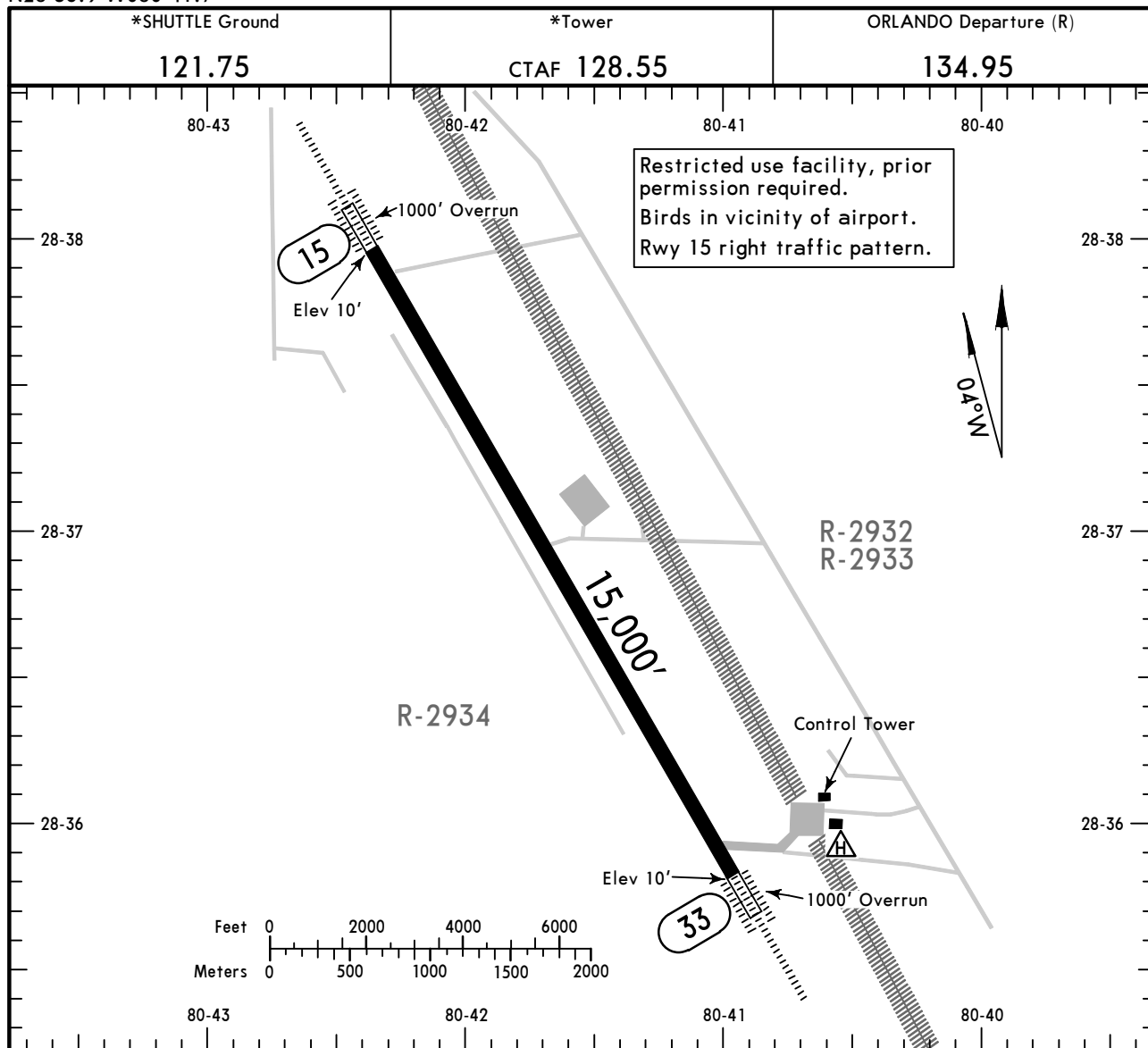
MELBOURNE FLA  
Melbourne Intl  
33

COCOA BEACH FLA  
Cape Canaveral  
AFS Skid Strip  
10

### ROUTING

From over OMN via OMN R-176 to BITHO. EXPECT RADAR vectors to final approach course after BITHO.





| ADDITIONAL RUNWAY INFORMATION |    |        |              |         |         | USABLE LENGTHS |             |
|-------------------------------|----|--------|--------------|---------|---------|----------------|-------------|
| RWY                           |    |        |              |         |         | LANDING BEYOND |             |
|                               |    |        |              |         |         | Threshold      | Glide Slope |
| 15                            | 33 | ① HIRL | CL (non-std) | ALSF-II | grooved |                |             |
|                               |    |        |              |         |         |                |             |
|                               |    |        |              |         |         |                |             |
|                               |    |        |              |         |         |                |             |
|                               |    |        |              |         |         |                |             |

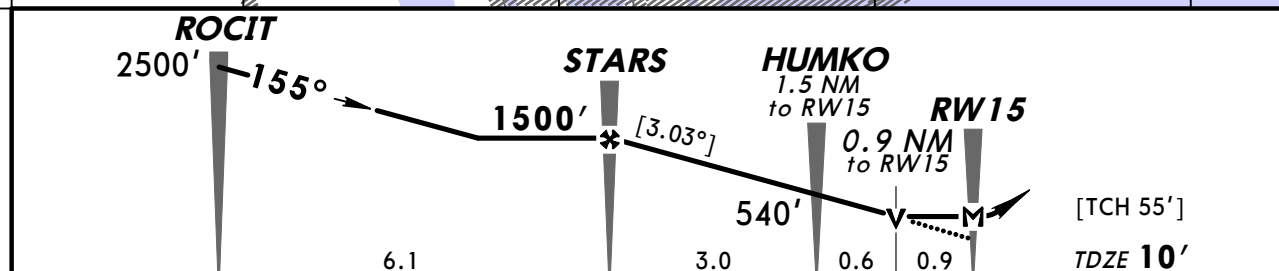
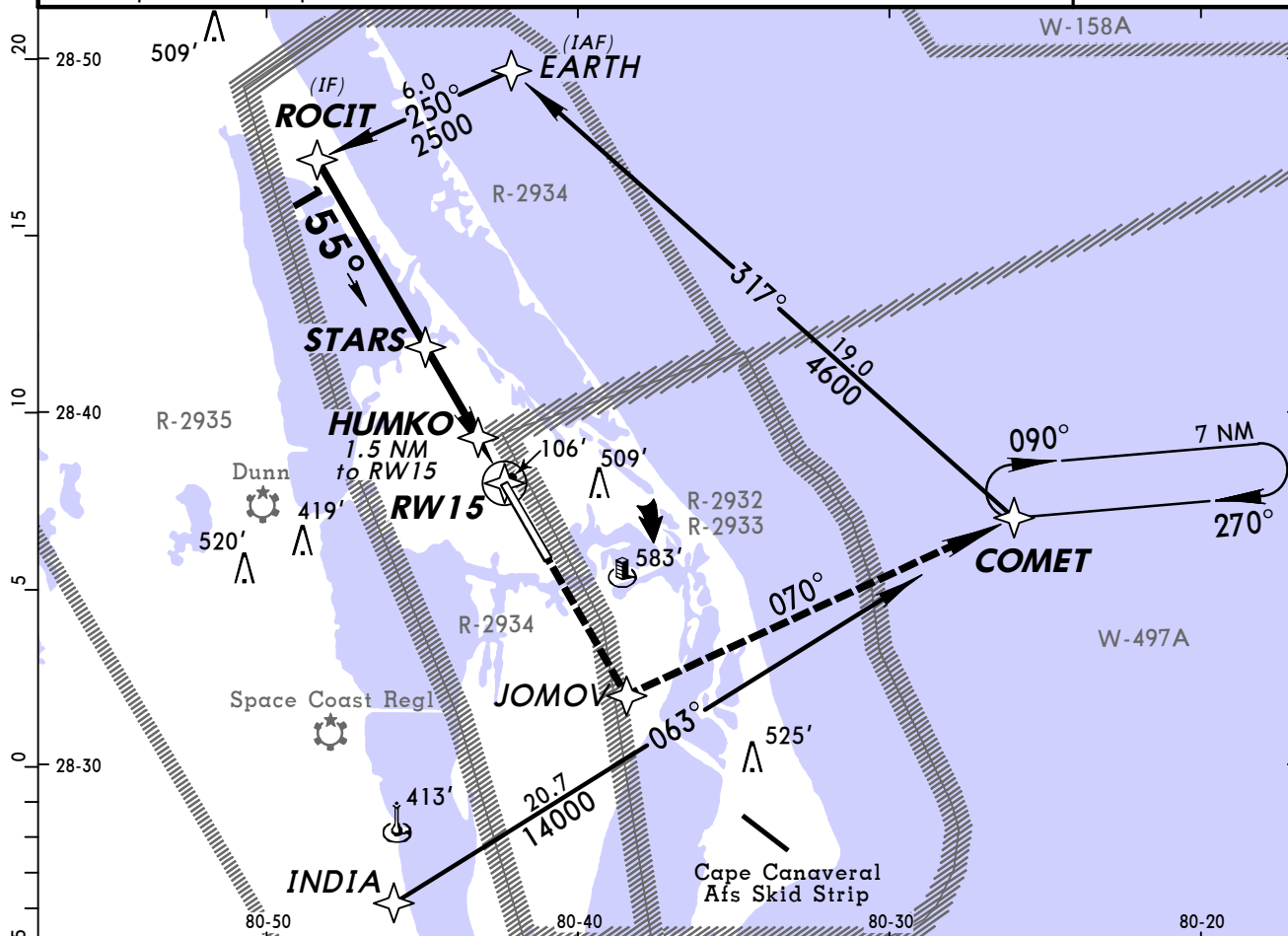
① On prior request.

| TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE |     |     |  | FOR FILING AS ALTERNATE                      |       |
|-----------------------------------------|-----|-----|--|----------------------------------------------|-------|
| All Rwys                                |     |     |  | Authorized Only When Local Weather Available |       |
| Adequate Vis Ref                        |     | STD |  | RNAV (GPS) Rwy 15<br>RNAV (GPS) Rwy 33       | Other |
| 1 & 2 Eng                               | 1/4 | 1   |  | A                                            | NA    |
| 3 & 4 Eng                               |     | 1/2 |  | B                                            |       |
|                                         |     |     |  | C                                            |       |
|                                         |     |     |  | D                                            |       |

OBSTACLE DP: Rwy 15, climb heading 155° to 700' before turning eastbound.

# KTTS **JEPPESEN NASA SHUTTLE LANDING FACILITY** TITUSVILLE, FLA 23 JUL 10 **(32-1)** Eff 29 Jul **RNAV (GPS) Rwy 15**

|                                                                                                                                                                                                                                                                                |                           |                                       |                                                |                          |                                                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|------------------------------------------------|--------------------------|------------------------------------------------|
| ORLANDO Approach (R)<br>134.95                                                                                                                                                                                                                                                 |                           | *SHUTTLE Tower<br>CTAF 128.55         |                                                | *Ground<br>121.75        |                                                |
| RNAV                                                                                                                                                                                                                                                                           | Final<br>Apch Crs<br>155° | Minimum Alt<br>STARS<br>1500' (1490') | LNAV<br>MDA(H)<br>(CONDITIONAL)<br>360' (350') | Apt Elev 10'<br>TDZE 10' | <div><div>3000'</div><div>MSA RW15</div></div> |
| MISSED APCH: Climb to 8000' direct JOMOV and on track 070° to COMET and hold, continue climb-in-hold to 8000'.                                                                                                                                                                 |                           |                                       |                                                |                          |                                                |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                                                                                                                |                           |                                       |                                                |                          |                                                |
| 1. Use local altimeter setting; if not received, use Melbourne altimeter setting.<br>2. VDP not authorized when using Melbourne altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized.<br>5. Prior permission required. |                           |                                       |                                                |                          |                                                |



| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | ALSF-II | 8000' | JOMOV |
|-----------------------|-----|-----|-----|-----|-----|-----|---------|-------|-------|
| Descent angle [3.03°] | 375 | 482 | 536 | 643 | 750 | 858 |         |       |       |
| MAP at RW15           |     |     |     |     |     |     |         |       |       |

| STRAIGHT-IN LANDING RWY 15   |   |                                  |       | CIRCLE-TO-LAND               |                     |                                  |  |
|------------------------------|---|----------------------------------|-------|------------------------------|---------------------|----------------------------------|--|
| LNAV                         |   | LNAV                             |       | With Local Altimeter Setting |                     | With Melbourne Altimeter Setting |  |
| MDA(H) <b>360'</b> (350')    |   | MDA(H) <b>440'</b> (430')        |       | Max Kts                      |                     | MDA(H)                           |  |
| With Local Altimeter Setting |   | With Melbourne Altimeter Setting |       |                              |                     |                                  |  |
| ALS out                      |   | ALS out                          |       |                              |                     |                                  |  |
| A                            | 1 | 1                                | 1     | 90                           | 420' (410') - 1     | 500' (490') - 1                  |  |
| B                            | 1 | 1                                | 1     | 120                          | 460' (450') - 1     | 540' (530') - 1                  |  |
| C                            | 1 | 1                                | 1 1/4 | 140                          | 460' (450') - 1 1/2 | 540' (530') - 1 1/2              |  |
| D                            | 1 | 1 1/4                            | 1 1/2 | 165                          | 940' (930') - 3     | 1020' (1010') - 3                |  |

CHANGES: New procedure.

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# KTTS JEPPESEN NASA SHUTTLE LANDING FACILITY

## TITUSVILLE, FLA 23 JUL 10 (32-2) Eff 29 Jul RNAV (GPS) Rwy 33

ORLANDO Approach (R)

134.95

\*SHUTTLE Tower

CTAF 128.55

\*Ground

121.75

RNAV

Final  
Apch Crs  
349°

Minimum Alt  
SPACS  
1500' (1490')

LNAV  
MDA(H)  
(CONDITIONAL)  
540' (530')

Apt Elev 10'

TDZE 10'

MISSED APCH: Climb to 8000' direct MISSL and RIGHT turn on track 079° to BLKHL and on track 133° to COMET and hold, continue climb-in-hold to 8000'.

Alt Set: INCHES

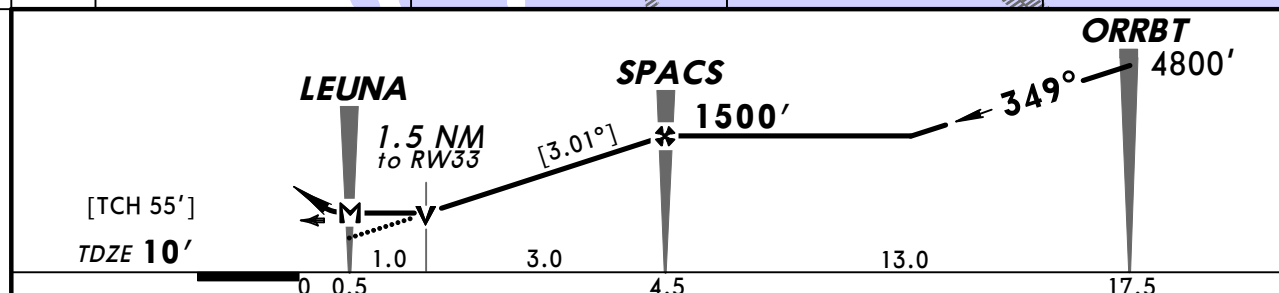
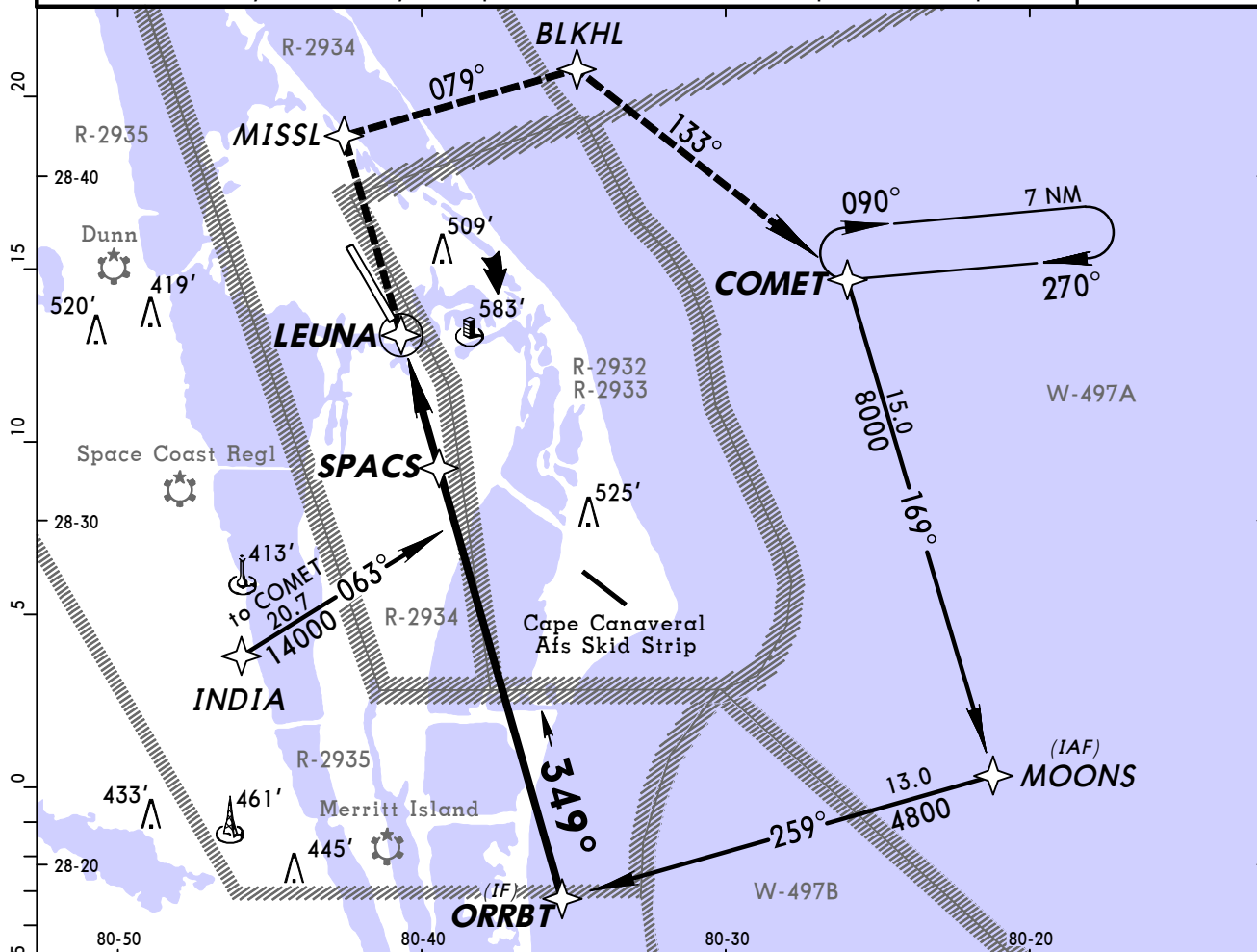
Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Melbourne altimeter setting. 2. VDP not authorized when using Melbourne altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Prior permission required.

3000'

MSA LEUNA



|                       |     |     |     |     |     |     |         |       |   |       |
|-----------------------|-----|-----|-----|-----|-----|-----|---------|-------|---|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | ALSF-II | 8000' | D | MISSL |
| Descent angle [3.01°] | 373 | 479 | 532 | 639 | 745 | 852 |         |       |   |       |
| MAP at LEUNA          |     |     |     |     |     |     |         |       |   |       |

| STRAIGHT-IN LANDING RWY 33   |    |                                  |    | CIRCLE-TO-LAND               |                |                                  |  |
|------------------------------|----|----------------------------------|----|------------------------------|----------------|----------------------------------|--|
| LNAV                         |    |                                  |    |                              |                |                                  |  |
| MDA(H) 540' (530')           |    | MDA(H) 620' (610')               |    | With Local Altimeter Setting |                | With Melbourne Altimeter Setting |  |
| With Local Altimeter Setting |    | With Melbourne Altimeter Setting |    | MDA(H)                       |                | MDA(H)                           |  |
| ALS out                      |    | ALS out                          |    | Max Kts                      |                |                                  |  |
| A                            | 1  | 1                                | 1  | 90                           | 540' (530')-1  | 620' (610')-1                    |  |
| B                            |    |                                  |    | 120                          |                |                                  |  |
| C                            | 1  | 1½                               | 1¼ | 140                          | 540' (530')-1½ | 620' (610')-1¾                   |  |
| D                            | 1¼ | 1¾                               | 2  | 165                          | 940' (930')-3  | 1020' (1010')-3                  |  |

CHANGES: New procedure.

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TERPS AMEND 0 29 JUL 2010

# KTTS NASA SHUTTLE LANDING FACILITY

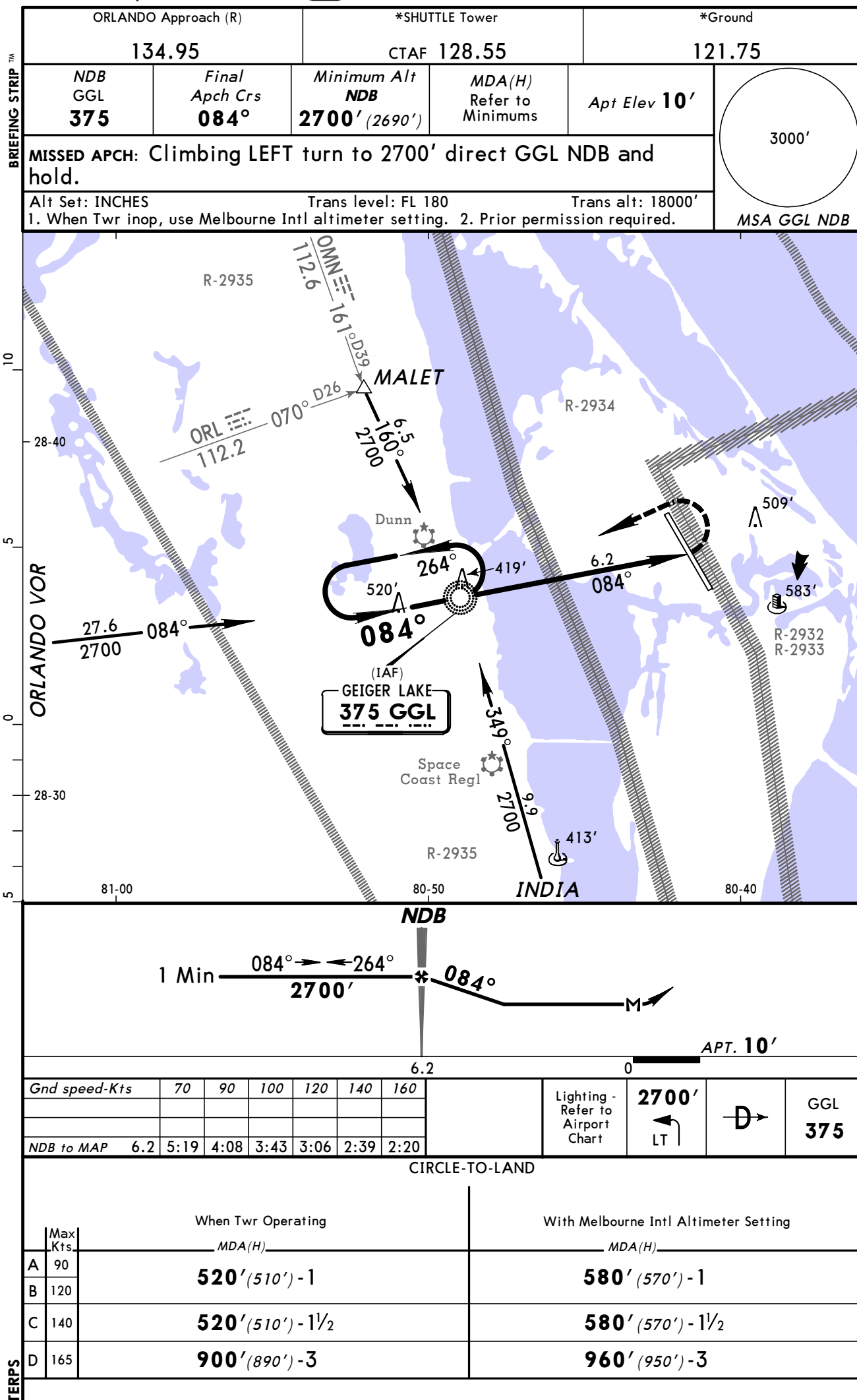
TITUSVILLE, FLA

23 JUL 10

(36-1)

Eff 29 Jul

NDB-A



## General Information

Location: Valparaiso FL USA  
IATA Code: VPS  
Lat/Long: N30° 29.0' W086° 31.5'  
Elevation: 87 ft

Airport Use: Joint  
Magnetic Variation: 2.7°W  
Sectional Chart: New Orleans

Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1215 Z  
Sunset: 2343 Z,

## Runway Information

Runway: 01  
Length x Width: 10012 ft x 300 ft  
Surface Type: asphalt  
TDZ-Elev: 64 ft  
Lighting: Edge, ALS  
Stopway: 500 ft

Runway: 12  
Length x Width: 12005 ft x 300 ft  
Surface Type: asphalt  
TDZ-Elev: 87 ft  
Lighting: Edge  
Stopway: 1000 ft

Runway: 19  
Length x Width: 10012 ft x 300 ft  
Surface Type: asphalt  
TDZ-Elev: 65 ft  
Lighting: Edge, ALS  
Stopway: 750 ft

Runway: 30  
Length x Width: 12005 ft x 300 ft  
Surface Type: asphalt  
TDZ-Elev: 74 ft  
Lighting: Edge, ALS  
Stopway: 1000 ft

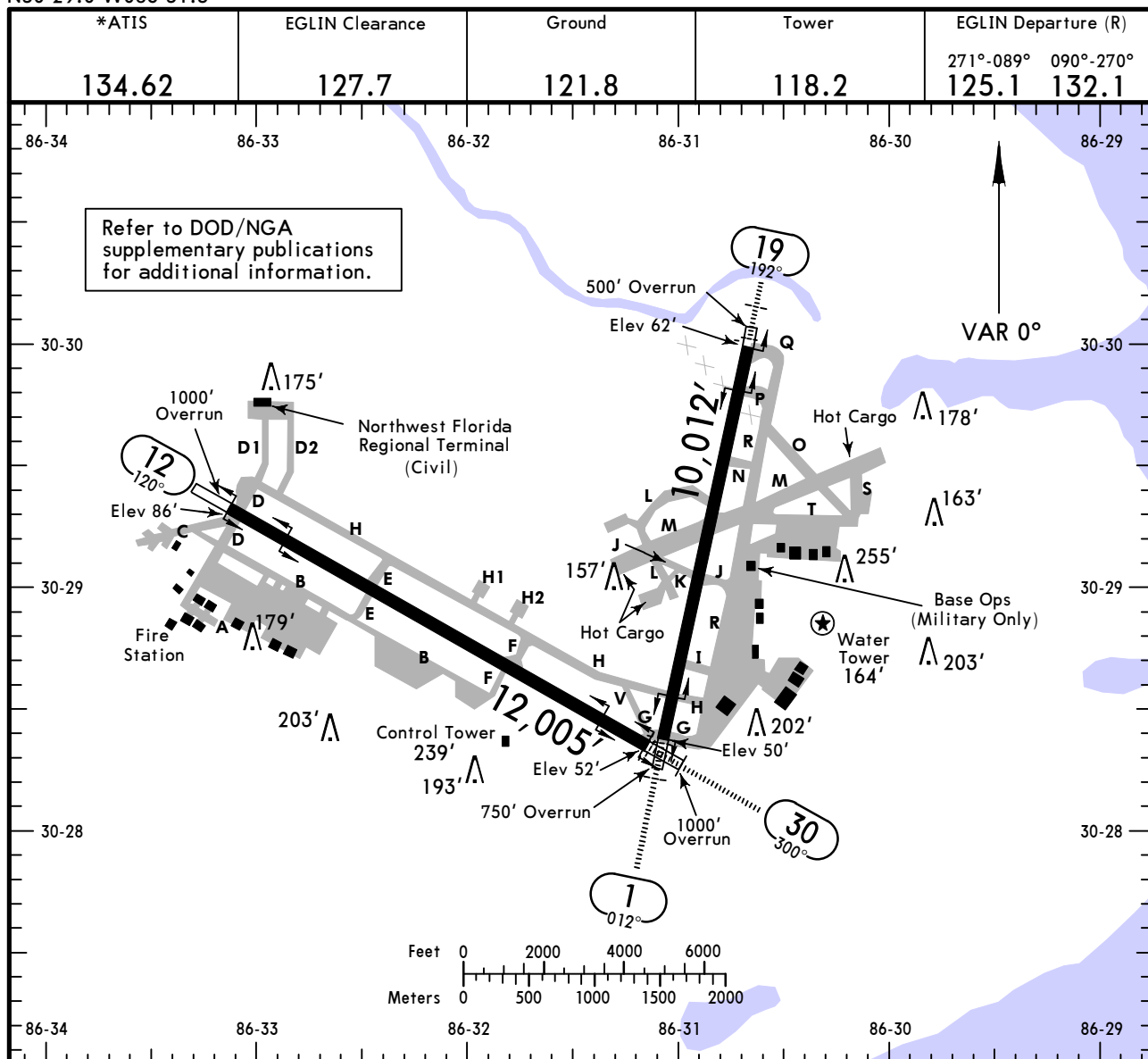
**Communication Information**

ATIS 134.625  
Eglin Tower 118.2  
Eglin Ground Control 121.8  
Eglin Clearance Delivery 127.7  
Eglin Approach Control 132.1 (90°-270°)  
Eglin Approach Control 125.1 (271°-89°)  
Eglin Departure Control 132.1 (90°-270°)  
Eglin Departure Control 125.1 (271°-89°)

KVPS/VPS  
Apt Elev 87'  
N30 29.0 W086 31.5

JEPPesen  
3 FEB 12 11-1 Eff 9 Feb

VALPARAISO, FLA  
EGLIN AFB



#### ADDITIONAL RUNWAY INFORMATION

| RWY               |                                               |  |  | USABLE LENGTHS |             | TAKE-OFF | WIDTH |
|-------------------|-----------------------------------------------|--|--|----------------|-------------|----------|-------|
|                   |                                               |  |  | Threshold      | Glide Slope |          |       |
| 1<br>①<br>②<br>19 | HIRL ALSF-I PAPI-L (angle 3.0°) RVR           |  |  |                |             |          | 300'  |
|                   | HIRL ALSF-I (non-std) PAPI-L (angle 2.5°) RVR |  |  |                | 8840'       |          |       |
| 12<br>③<br>30     | HIRL PAPI-L (angle 3.0°) grooved RVR          |  |  |                |             |          | 300'  |
|                   | HIRL ALSF-I PAPI-L (angle 2.5°) grooved RVR   |  |  |                | 10,376'     |          |       |
|                   |                                               |  |  |                |             |          |       |
|                   |                                               |  |  |                |             |          |       |
|                   |                                               |  |  |                |             |          |       |

- ① Grooved.  
 ② CAUTION: Increased potential for hydroplaning during wet conditions due to rubber buildup.  
 ③ Increased potential for hydroplaning during wet conditions due to polished concrete in first 1000', ponding at Twy M.

| TAKE-OFF         |               |               |  | FOR FILING AS ALTERNATE |       |               |
|------------------|---------------|---------------|--|-------------------------|-------|---------------|
| All Rwys         |               |               |  |                         |       |               |
| Adequate Vis Ref |               | STD           |  | Precision               |       | Non-Precision |
| 1 & 2 Eng        | RVR 16 or 1/4 | RVR 50 or 1   |  | A                       | 600-2 | 800-2         |
| 3 & 4 Eng        |               | RVR 24 or 1/2 |  | B                       |       |               |
|                  |               |               |  | C                       |       |               |
|                  |               |               |  | D                       |       |               |



KVPS/VP

EGLIN AFB

3 FEB 12

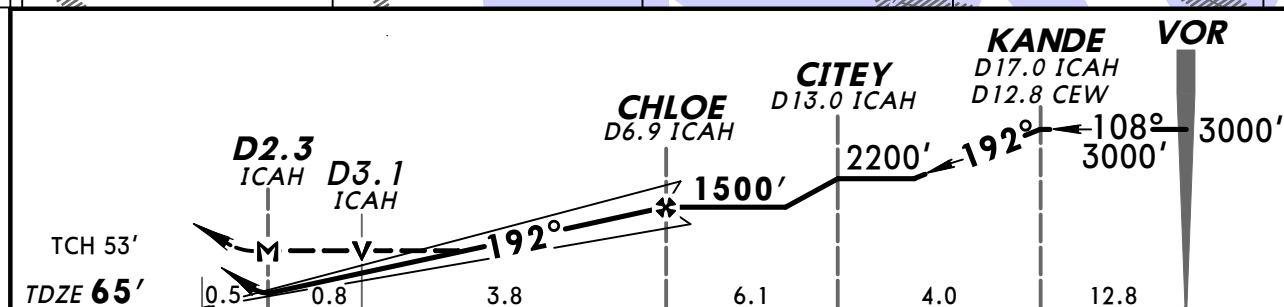
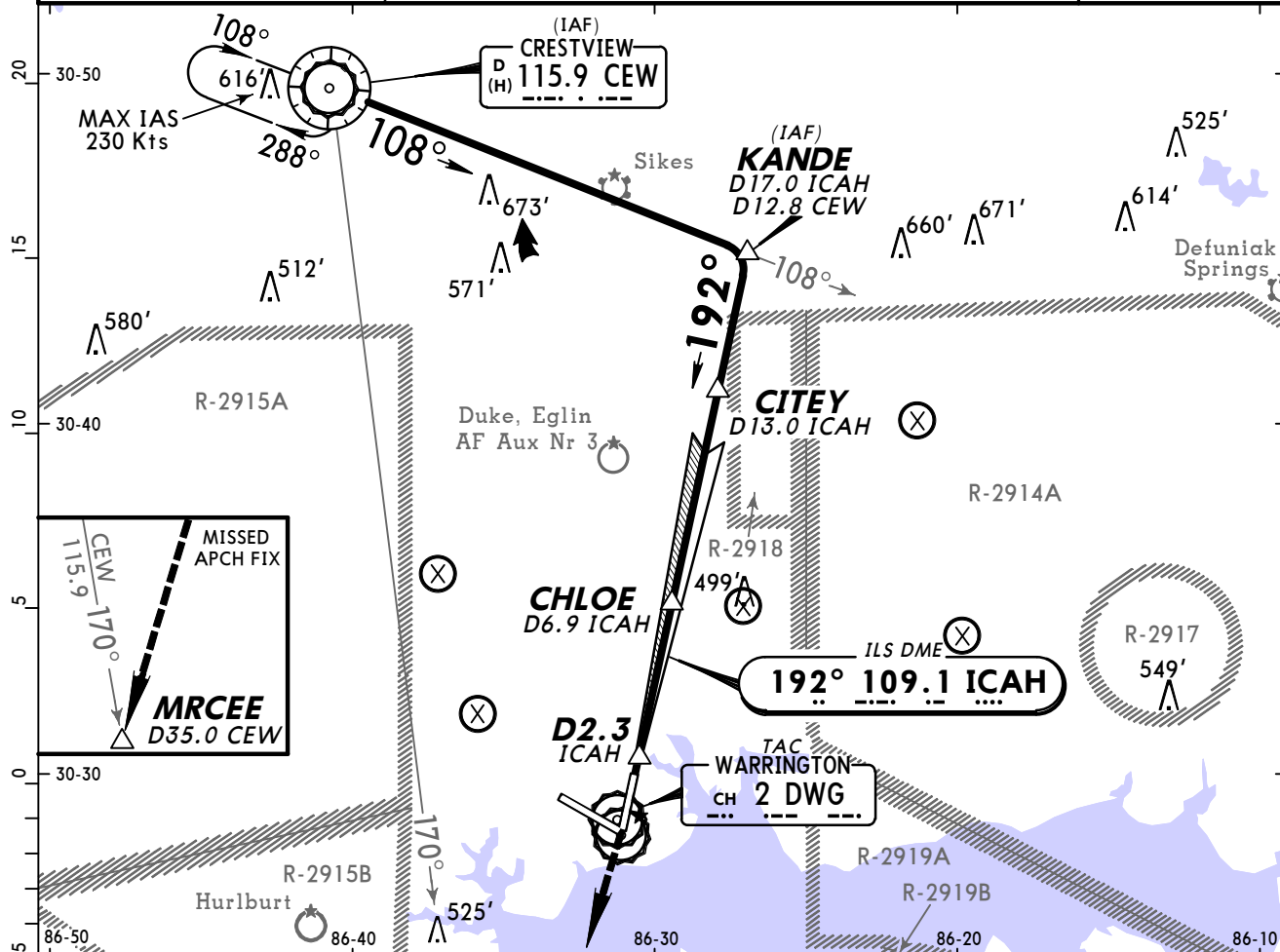
Eff 9 Feb

(11-1)

JEPPESEN ILS Y Rwy 19 or LOC Y Rwy 19

VALPARAISO, FLA

|                                                                                                                    |                                                          |                                       |                             |
|--------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|---------------------------------------|-----------------------------|
| *ATIS<br>134.62                                                                                                    | EGLIN Approach (R)<br>271°-089° 090°-270°<br>125.1 132.1 | EGLIN Tower<br>118.2                  | Ground<br>121.8             |
| LOC<br>ICAH<br>109.1                                                                                               | Final<br>Apch Crs<br>192°                                | Minimum Alt<br>CHLOE<br>1500' (1435') | ILS<br>DA(H)<br>265' (200') |
| Apt Elev 87'<br>TDZE 65'                                                                                           |                                                          |                                       | 1800'                       |
| MISSED APCH: Climb STRAIGHT AHEAD to 3000' to MRCEE/CEW R-170/D35.0, then as directed by ATC.                      |                                                          |                                       |                             |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                                                              |                                                          |                                       |                             |
| 1. RADAR required. 2. EMERG SAFE ALT 100 NM 3600'. 3. Procedure unusable at times due to restricted area activity. |                                                          |                                       |                             |
| MSA DWG TAC                                                                                                        |                                                          |                                       |                             |



|                                  |       |      |      |      |      |      |         |       |       |
|----------------------------------|-------|------|------|------|------|------|---------|-------|-------|
| Gnd speed-Kts                    | 70    | 90   | 100  | 120  | 140  | 160  | ALS F-1 | 3000' | MRCEE |
| GS                               | 2.50° | 310  | 398  | 442  | 531  | 619  | PAPI    | ↑     |       |
| MAP at D2.3 ICAH or CHLOE to MAP | 4.6   | 3:57 | 3:04 | 2:46 | 2:18 | 1:58 | 1:43    |       |       |

| Military STRAIGHT-IN LANDING RWY19 |               |                    |               | CIRCLE-TO-LAND  |                     |
|------------------------------------|---------------|--------------------|---------------|-----------------|---------------------|
| ILS                                |               | LOC (GS out)       |               | Max Kts         |                     |
| DA(H) 265' (200')                  |               | MDA(H) 480' (415') |               | MDA(H)          |                     |
| FULL                               | ALS out       | FULL               | ALS out       | 90              | 120                 |
| A                                  | RVR 24 or 1/2 | RVR 40 or 3/4      | RVR 24 or 1/2 | RVR 50 or 1     | 580' (493') - 1     |
| B                                  | RVR 40 or 3/4 | RVR 50 or 1        | RVR 40 or 3/4 | RVR 60 or 1 1/4 | 580' (493') - 1 1/2 |
| C                                  | RVR 40 or 3/4 | RVR 50 or 1        | RVR 40 or 3/4 | RVR 60 or 1 1/4 | 700' (613') - 2     |
| D                                  | RVR 40 or 3/4 | RVR 50 or 1        | RVR 40 or 3/4 | RVR 60 or 1 1/4 | 700' (613') - 2     |

DME required.

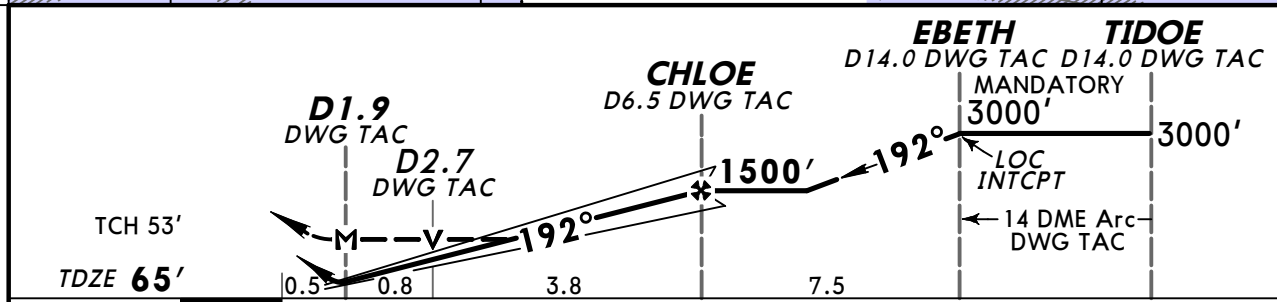
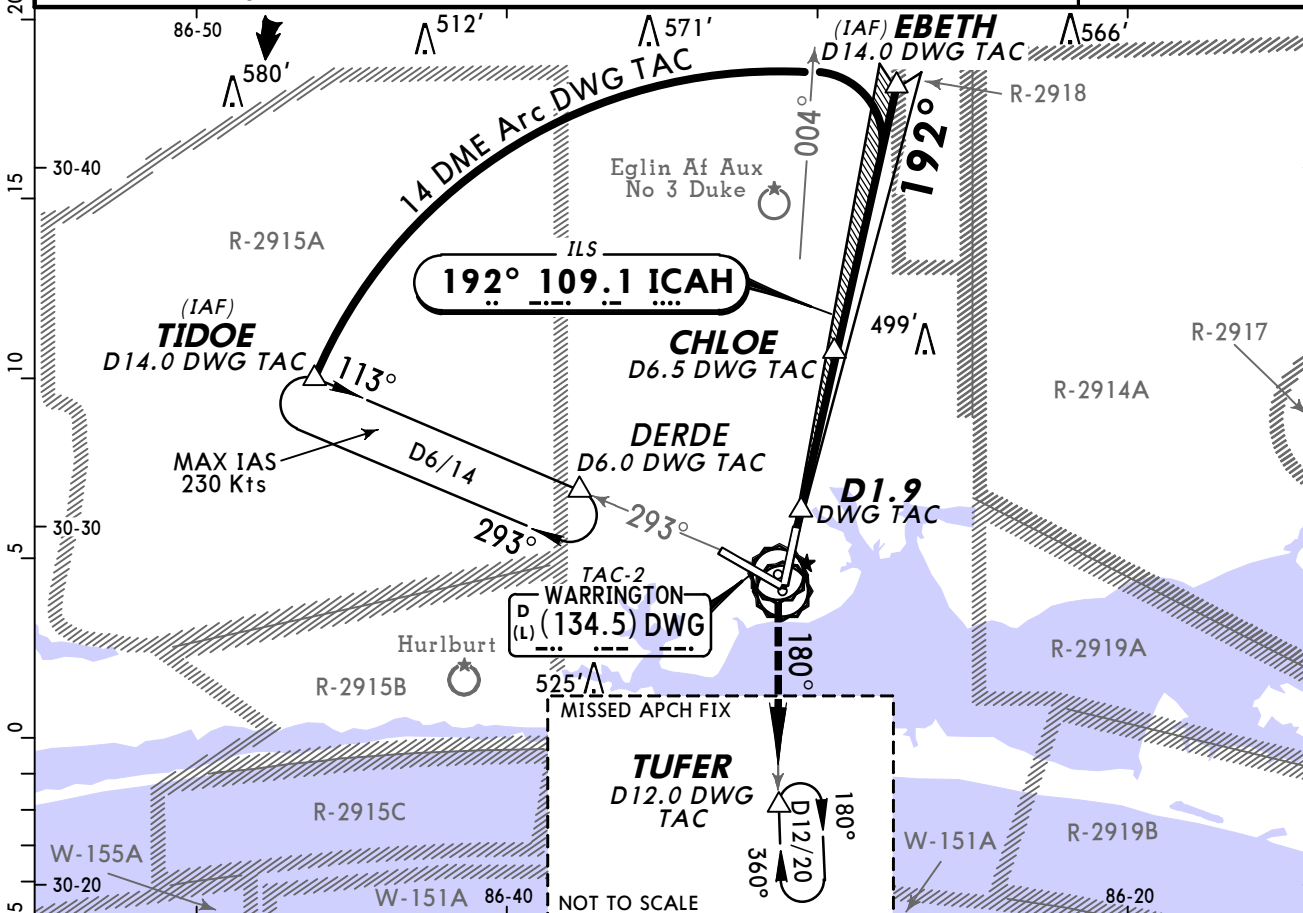
CHANGES: None.

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BRIEFING STRIP™

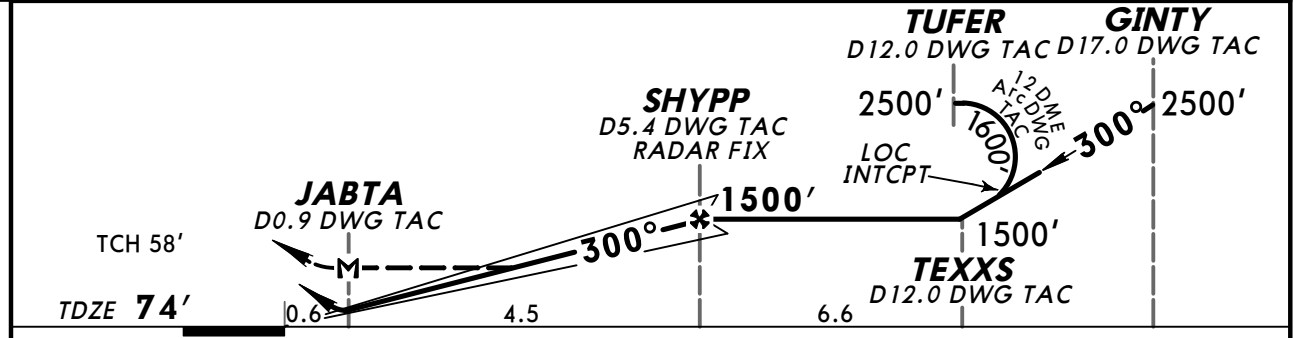
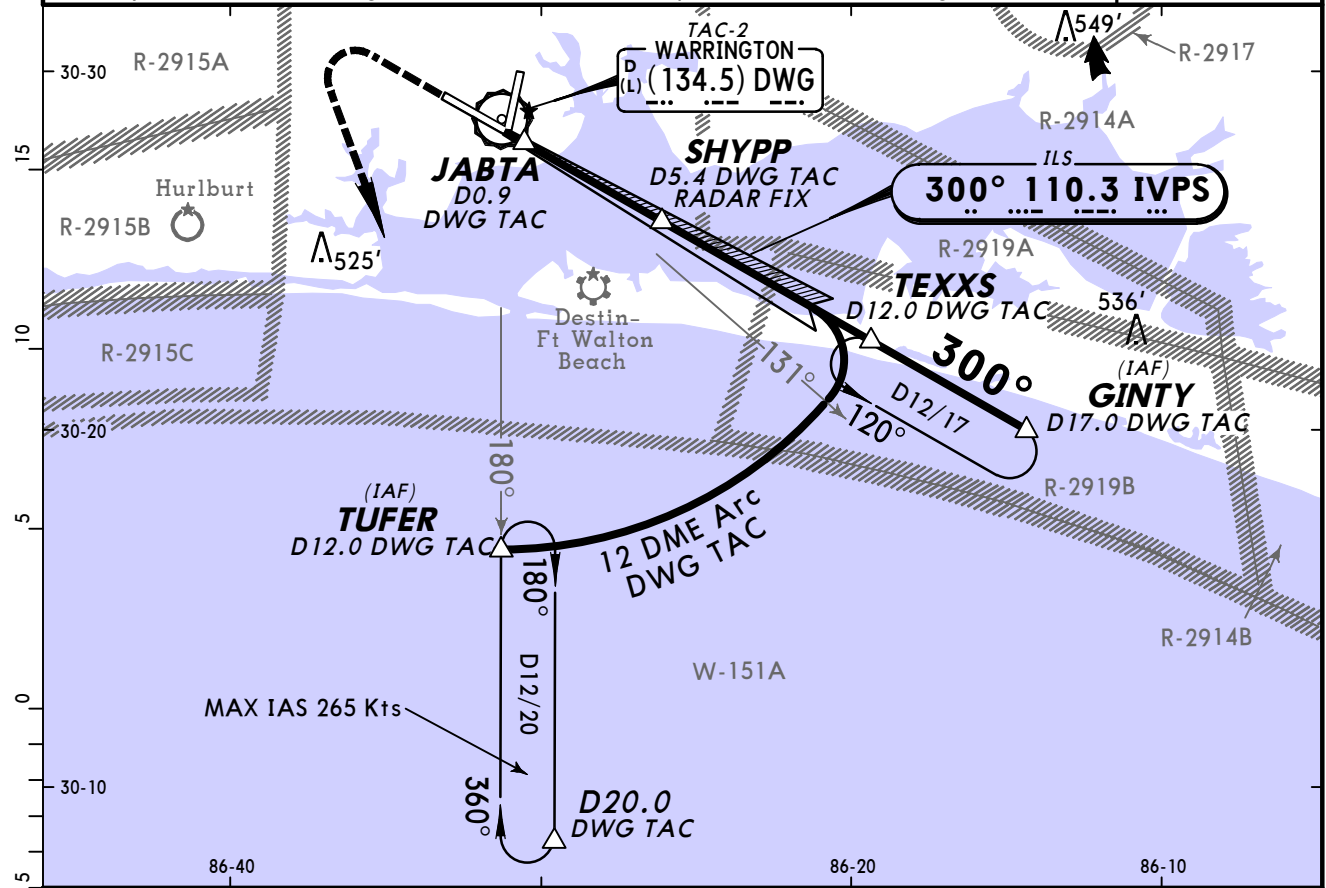
|                                                                                                                                                                                        |                                   |                                                                       |                                    |                                        |                                         |                        |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-----------------------------------------------------------------------|------------------------------------|----------------------------------------|-----------------------------------------|------------------------|--|
| *ATIS<br><b>134.62</b>                                                                                                                                                                 |                                   | EGLIN Approach (R)<br>271°-089°    090°-270°<br><b>125.1    132.1</b> |                                    | EGLIN Tower<br><b>118.2</b>            |                                         | Ground<br><b>121.8</b> |  |
| LOC<br>ICAH<br><b>109.1</b>                                                                                                                                                            | Final<br>Aptch Crs<br><b>192°</b> | Minimum Alt<br><b>CHLOE</b><br><b>1500' (1435')</b>                   | ILS<br>DA(H)<br><b>265' (200')</b> | Apt Elev <b>87'</b><br>TDZE <b>65'</b> | <div>1800'</div> <div>MSA DWG TAC</div> |                        |  |
| MISSED APCH: Climb to 2200' outbound on DWG TAC R-180 to TUFER/D12.0 DWG TAC and hold.                                                                                                 |                                   |                                                                       |                                    |                                        |                                         |                        |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'                                                                                        |                                   |                                                                       |                                    |                                        |                                         |                        |  |
| 1. SAFE ALTITUDE WITHIN 100 NM 3600'. 2. Procedure may not be usable at times due to restricted area activity. 3. All aircraft holding in excess of 230 KIAS require RADAR monitoring. |                                   |                                                                       |                                    |                                        |                                         |                        |  |



|                                        |       |      |      |      |      |      |                                                                                            |                                                                                       |                                                                            |                                              |
|----------------------------------------|-------|------|------|------|------|------|--------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|----------------------------------------------------------------------------|----------------------------------------------|
| Gnd speed-Kts                          | 70    | 90   | 100  | 120  | 140  | 160  | <div style="text-align: center;">ALSIF-I</div> <div style="text-align: center;">PAPI</div> | <div style="text-align: center;">2200'</div> <div style="text-align: center;">↑</div> | <div style="text-align: center;">TAC-2<br/>DWG<br/>(134.5)<br/>R-180</div> | <div style="text-align: center;">TUFER</div> |
| GS                                     | 2.50° | 310  | 398  | 442  | 531  | 619  |                                                                                            |                                                                                       |                                                                            |                                              |
| MAP at D1.9 DWG TAC<br>or CHLOE to MAP | 4.6   | 3:57 | 3:04 | 2:46 | 2:18 | 1:58 |                                                                                            |                                                                                       |                                                                            |                                              |

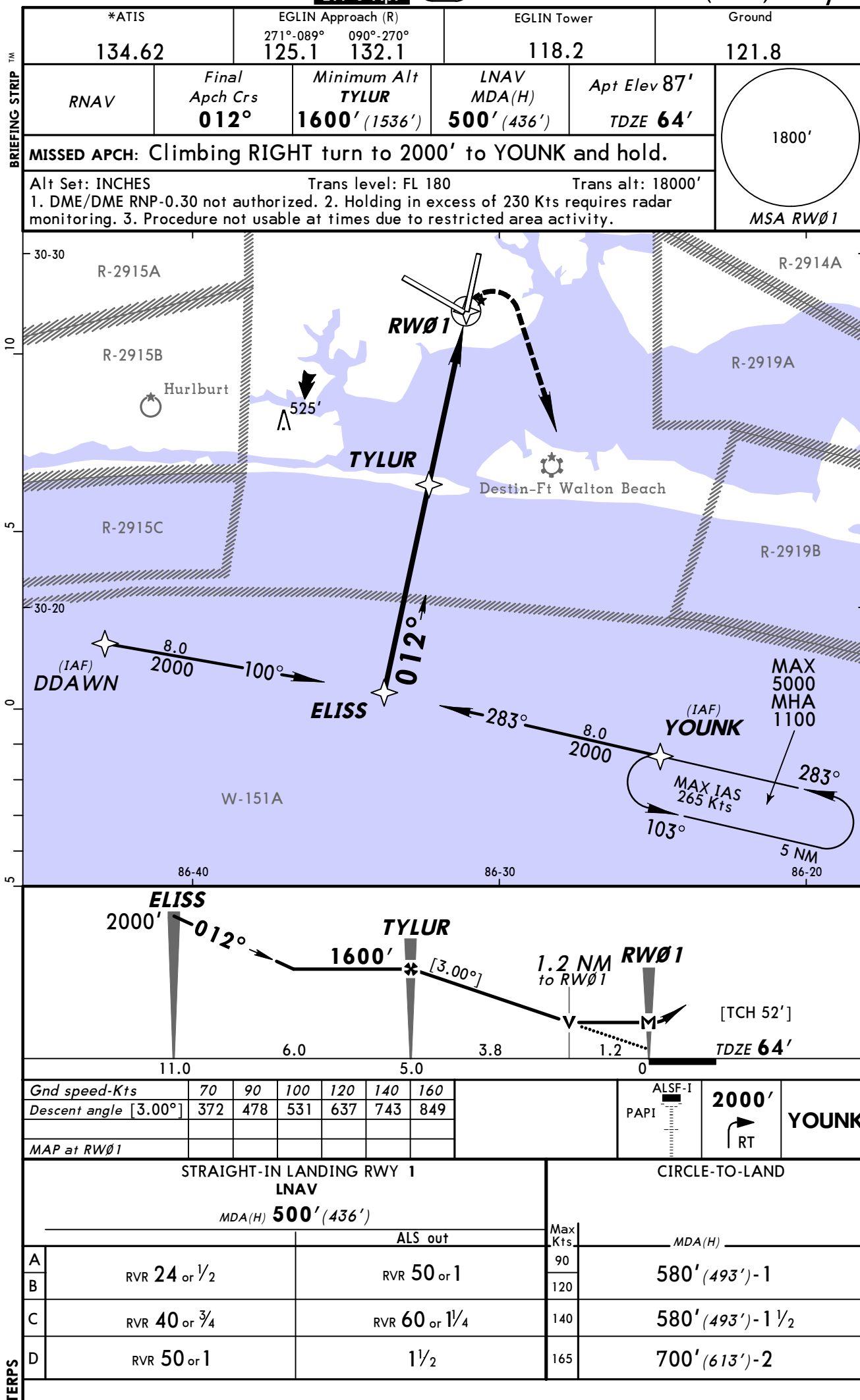
| STRAIGHT-IN LANDING RWY 19      |               |                                           |               | CIRCLE-TO-LAND |                  |
|---------------------------------|---------------|-------------------------------------------|---------------|----------------|------------------|
| ILS<br>DA(H) <b>265' (200')</b> |               | LOC (GS out)<br>MDA(H) <b>480' (415')</b> |               | Max<br>Kts     | MDA(H)           |
| FULL                            | ALS out       | ALS out                                   | ALS out       | 90             | 580'(493')-1     |
| A                               | RVR 24 or 1/2 | RVR 40 or 3/4                             | RVR 24 or 1/2 | 120            | 580'(493')-1 1/2 |
| B                               | RVR 40 or 3/4 | RVR 50 or 1                               | RVR 40 or 3/4 | 140            | 700'(613')-2     |
| C                               | RVR 40 or 3/4 | RVR 50 or 1                               | RVR 40 or 3/4 | 165            |                  |
| D                               | RVR 40 or 3/4 | RVR 50 or 1                               | RVR 40 or 3/4 |                |                  |

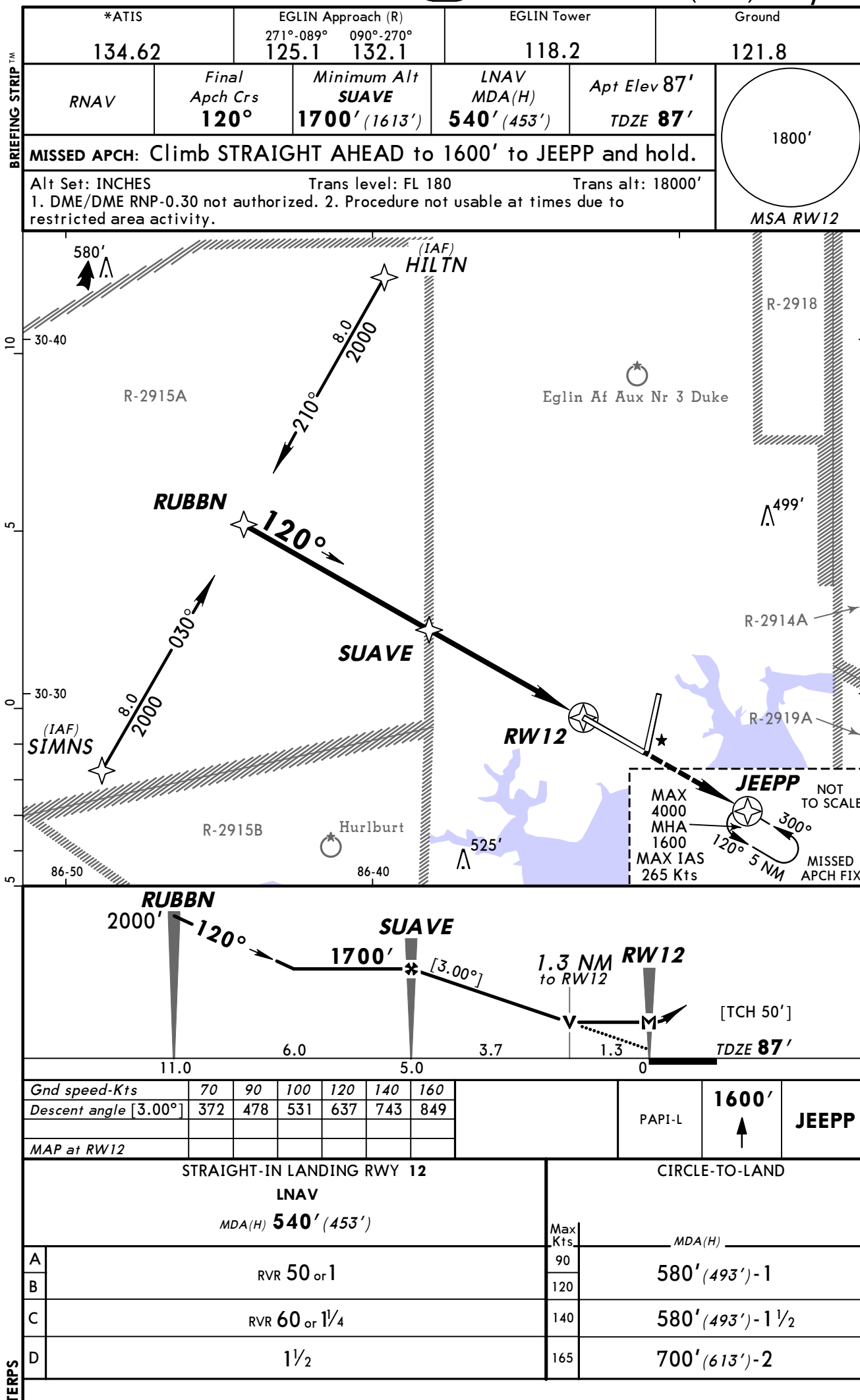
|                                                                                                                                                                                                                                                  |                           |                                            |                             |                              |  |                                         |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------------|-----------------------------|------------------------------|--|-----------------------------------------|--|
| *ATIS                                                                                                                                                                                                                                            |                           | EGLIN Approach (R)                         |                             | EGLIN Tower                  |  | Ground                                  |  |
| 134.62                                                                                                                                                                                                                                           |                           | 271°-089°<br>125.1      090°-270°<br>132.1 |                             | 118.2                        |  | 121.8                                   |  |
| LOC<br>IVPS<br>110.3                                                                                                                                                                                                                             | Final<br>Apch Crs<br>300° | Minimum Alt<br>SHYPP<br>1500' (1426')      | ILS<br>DA(H)<br>274' (200') | Apt Elev 87'<br><br>TDZE 74' |  | <div>1800'</div> <div>MSA DWG TAC</div> |  |
| MISSED APCH: Climb STRAIGHT AHEAD to 600' then climbing LEFT turn to 2200' direct TUFER R-180/D12.0 DWG TAC and hold.                                                                                                                            |                           |                                            |                             |                              |  |                                         |  |
| Alt Set: INCHES                                                                                                                                                                                                                                  |                           | Trans level: FL 180                        |                             | Trans alt: 18000'            |  |                                         |  |
| 1. CAUTION: Coupled approaches not authorized inside decision height. 2. SAFE ALTITUDE WITHIN 100 NM 3600' 3. Procedure not usable at times due to restricted area activity. 4. Aircraft holding in excess of 230 KIAS require RADAR monitoring. |                           |                                            |                             |                              |  |                                         |  |
|                                                                                                                                                                                                                                                  |                           |                                            |                             |                              |  |                                         |  |



|                              |       |      |      |      |      |      |                                    |      |       |   |       |
|------------------------------|-------|------|------|------|------|------|------------------------------------|------|-------|---|-------|
| Gnd speed-Kts                | 70    | 90   | 100  | 120  | 140  | 160  | <div>ALS F-I</div> <div>PAPI</div> | 600' | 2200' | → | TUFER |
| GS                           | 2.50° | 310  | 398  | 442  | 531  | 619  |                                    | ↑    | LT    |   |       |
| MAP at JABTA or SHYPP to MAP | 4.5   | 3:51 | 3:00 | 2:42 | 2:15 | 1:56 |                                    |      |       |   |       |

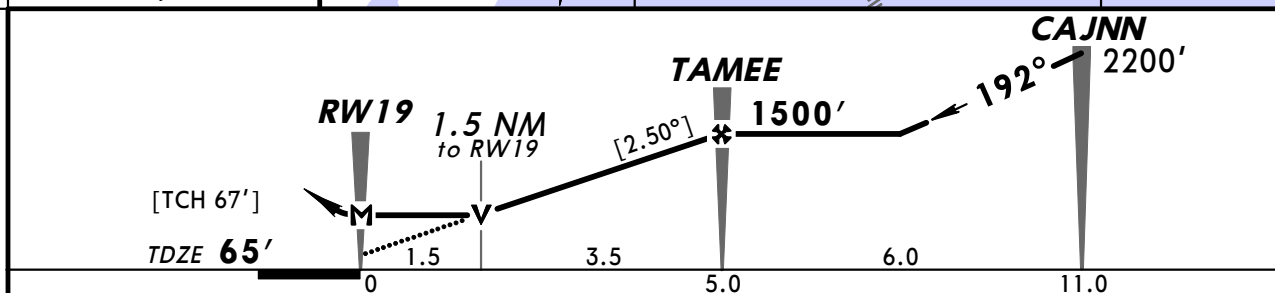
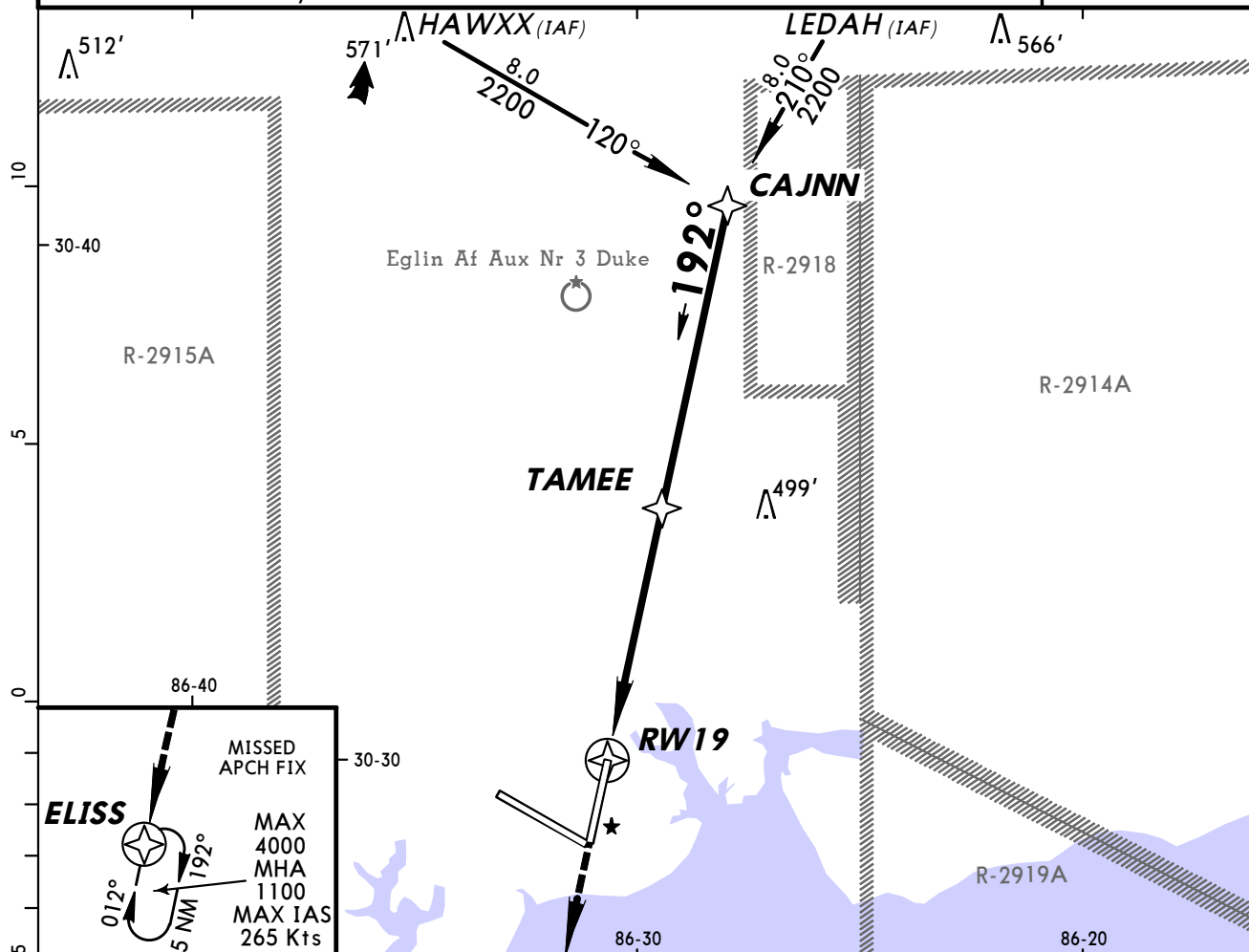
| STRAIGHT-IN LANDING RWY 30 |               |               |                    |  |                 | CIRCLE-TO-LAND |                   |  |
|----------------------------|---------------|---------------|--------------------|--|-----------------|----------------|-------------------|--|
| ILS                        |               |               | LOC (GS out)       |  |                 |                |                   |  |
| DA(H) 274' (200')          |               |               | MDA(H) 440' (366') |  |                 |                |                   |  |
| FULL                       |               | ALS out       |                    |  | ALS out         | Max Kts        | MDA(H)            |  |
| A                          |               |               |                    |  |                 | 90             | 580' (493')-1     |  |
| B                          |               |               | RVR 24 or 1/2      |  | RVR 50 or 1     | 120            |                   |  |
| C                          | RVR 24 or 1/2 | RVR 40 or 3/4 |                    |  |                 | 140            | 580' (493')-1 1/2 |  |
| D                          |               |               | RVR 40 or 3/4      |  | RVR 60 or 1 1/4 | 165            | 700' (613')-2     |  |





BRIEFING STRIP

|                                                                                                                                                                                                             |                           |                                                                |                               |                          |                                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|----------------------------------------------------------------|-------------------------------|--------------------------|--------------------------------------|
| *ATIS<br>134.62                                                                                                                                                                                             |                           | EGLIN Approach (R)<br>271°-089°    090°-270°<br>125.1    132.1 |                               | EGLIN Tower<br>118.2     | Ground<br>121.8                      |
| RNAV                                                                                                                                                                                                        | Final<br>Apch Crs<br>192° | Minimum Alt<br>TAMEE<br>1500' (1435')                          | LNAV<br>MDA(H)<br>540' (475') | Apt Elev 87'<br>TDZE 65' | <div>1800'</div> <div>MSA RW19</div> |
| MISSED APCH: Climb STRAIGHT AHEAD to 2000' to ELISS and hold.                                                                                                                                               |                           |                                                                |                               |                          |                                      |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. DME/DME RNP-0.30 not authorized. 2. Procedure not usable at times due to<br>restricted area activity. |                           |                                                                |                               |                          |                                      |



|                       |     |     |     |     |     |     |                                        |
|-----------------------|-----|-----|-----|-----|-----|-----|----------------------------------------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | ALS F-I<br>PAPI<br>2000'<br>↑<br>ELISS |
| Descent angle [2.50°] | 310 | 398 | 442 | 531 | 619 | 707 |                                        |
| MAP at RW19           |     |     |     |     |     |     |                                        |

| STRAIGHT-IN LANDING RWY 19<br>LNAV |               |                 | CIRCLE-TO-LAND |                     |  |
|------------------------------------|---------------|-----------------|----------------|---------------------|--|
| MDA(H) 540' (475')                 |               |                 | Max Kts        |                     |  |
| ALS out                            |               |                 | MDA(H)         |                     |  |
| A                                  | RVR 40 or 3/4 | RVR 50 or 1     | 90             | 580' (493') - 1     |  |
|                                    |               | RVR 60 or 1 1/4 | 120            | 580' (493') - 1 1/2 |  |
| B                                  | RVR 50 or 1   | 1 1/2           | 140            | 700' (613') - 2     |  |
| C                                  |               |                 | 165            |                     |  |
| D                                  |               |                 |                |                     |  |



**BRIEFING STRIP™**



| STRAIGHT-IN LANDING RWY 30<br>LNAV<br>MDA(H) 500' (426') |               |                 | CIRCLE-TO-LAND |                     |
|----------------------------------------------------------|---------------|-----------------|----------------|---------------------|
|                                                          |               | ALS out         | Max Kts        | MDA(H)              |
| A                                                        | RVR 24 or 1/2 | RVR 50 or 1     | 90             | 580' (493') - 1     |
| B                                                        |               |                 | 120            |                     |
| C                                                        | RVR 40 or 3/4 | RVR 60 or 1 1/4 | 140            | 580' (493') - 1 1/2 |
| D                                                        |               |                 | 165            | 700' (613') - 2     |

## General Information

Location: Jacksonville FL USA  
IATA Code: NZC  
Lat/Long: N30° 13.1' W081° 52.6'  
Elevation: 80 ft

Airport Use: Public  
Magnetic Variation: 5.8°W  
Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL)  
Oxygen Types: High Pressure, HP Bottle, LP Bottle  
Repair Types: Major Airframe, Major Engine  
Customs: Upon Prior Request  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1156 Z  
Sunset: 2325 Z,

## Runway Information

Runway: 09L  
Length x Width: 4439 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 80 ft

Runway: 09R  
Length x Width: 8003 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 77 ft  
Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 18L  
Length x Width: 12503 ft x 193 ft  
Surface Type: asphalt  
TDZ-Elev: 79 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 18R  
Length x Width: 8000 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 79 ft

Runway: 27L  
Length x Width: 8003 ft x 197 ft

Surface Type: asphalt  
TDZ-Elev: 71 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 27R  
Length x Width: 4439 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 71 ft

Runway: 36L  
Length x Width: 8000 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 72 ft

Runway: 36R  
Length x Width: 12503 ft x 193 ft  
Surface Type: asphalt  
TDZ-Elev: 70 ft  
Lighting: Edge, ALS, Pilot controlled

## **Communication Information**

ATIS 125.275  
AWOS 125.275  
Cecil Tower 126.1 CTAF PCL  
Cecil Ground Control 121.625  
Cecil Clearance Delivery 121.625  
Jacksonville Approach Control 123.8  
Jacksonville Departure Control 123.8  
Cecil Unicom 122.95  
Jax App/FSS GCO 121.725



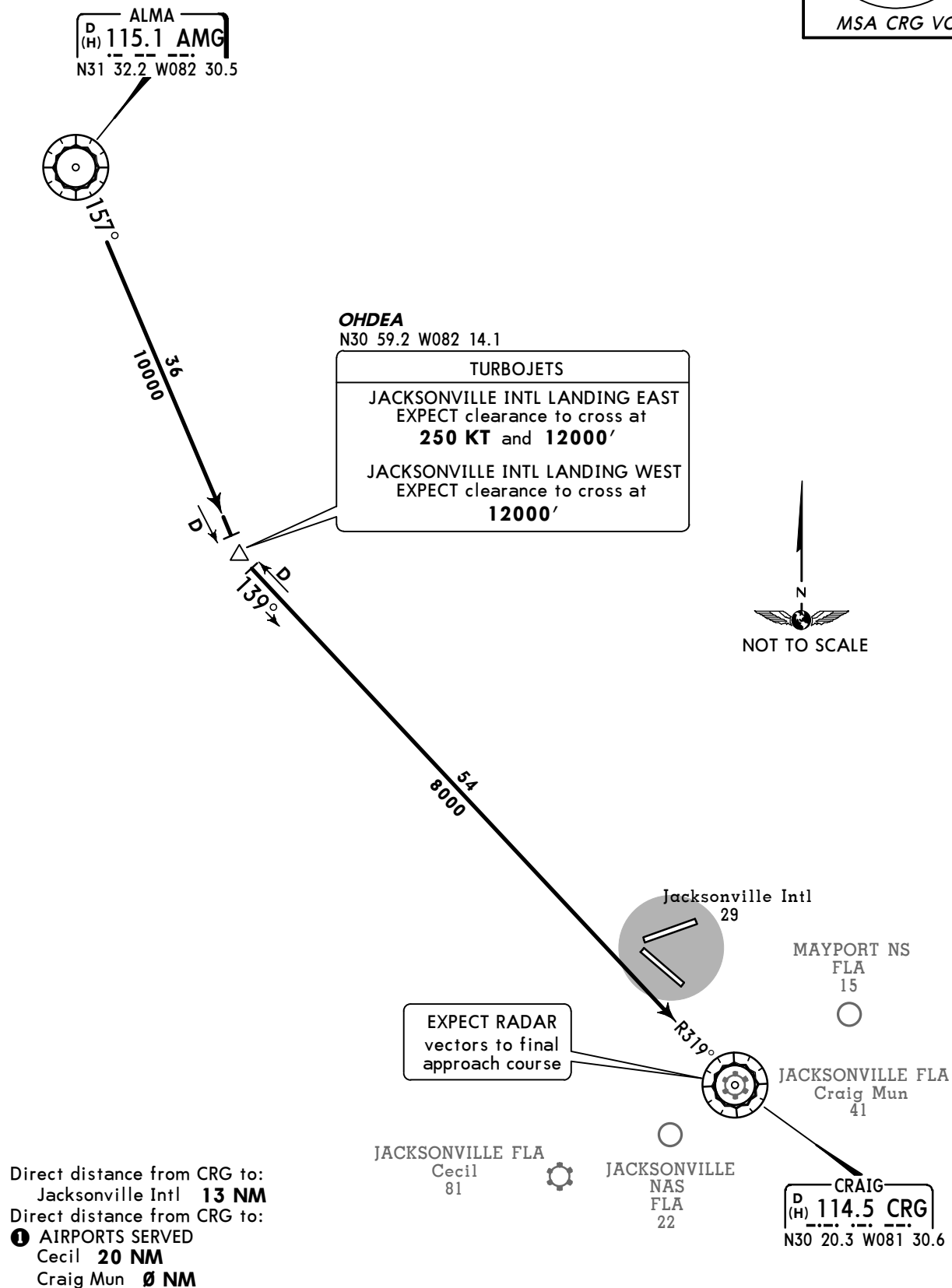
JACKSONVILLE  
INTL D-ATIS  
**125.85**

*Apt Elev  
See  
Graphic*

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
1. DME required.  
2. Also Serves ❶

2100'  
MSA CRG VOR

## ALMA TWO ARRIVAL (AMG.AMG2)



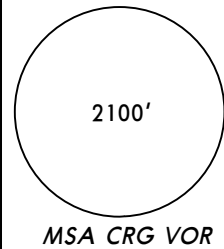
### ROUTING

From over AMG via AMG R-157 to OHDEA, then via CRG R-319 to CRG. EXPECT RADAR vectors to final approach course.

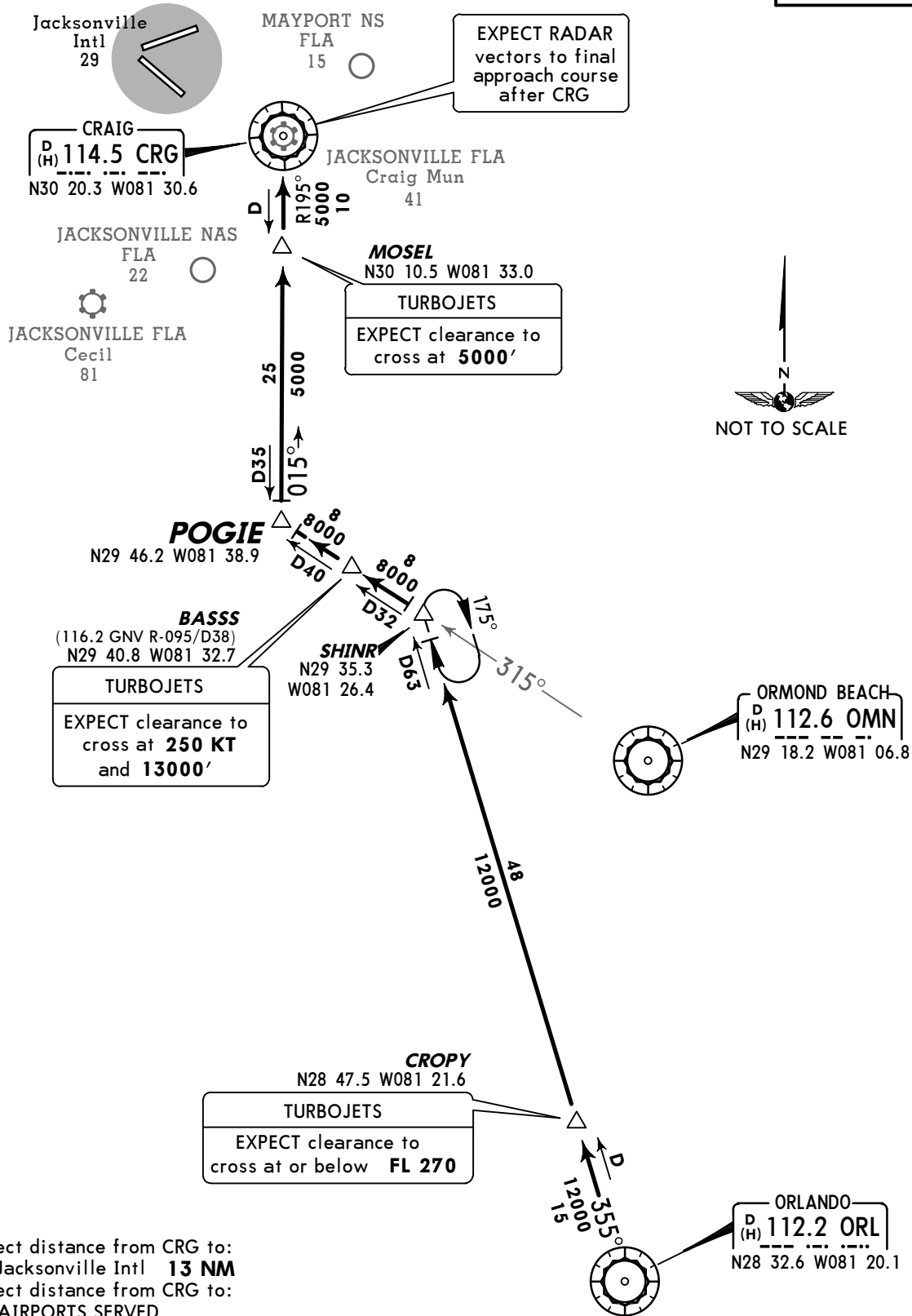
JACKSONVILLE  
INTL D-ATIS  
**125.85**

*Apt Elev*  
*See Graphic*

Alt Set: INCHES  
Trans level: FL180 Trans alt: 18000'  
1. DME and RADAR required.  
2. Also Serves **1**.



## POGIE ONE ARRIVAL (POGIE.POGIE1)



Direct distance from CRG to:  
Jacksonville Intl **13 NM**  
Direct distance from CRG to:  
**1** AIRPORTS SERVED  
Cecil **20 NM**  
Craig Mun **0 NM**

### ROUTING

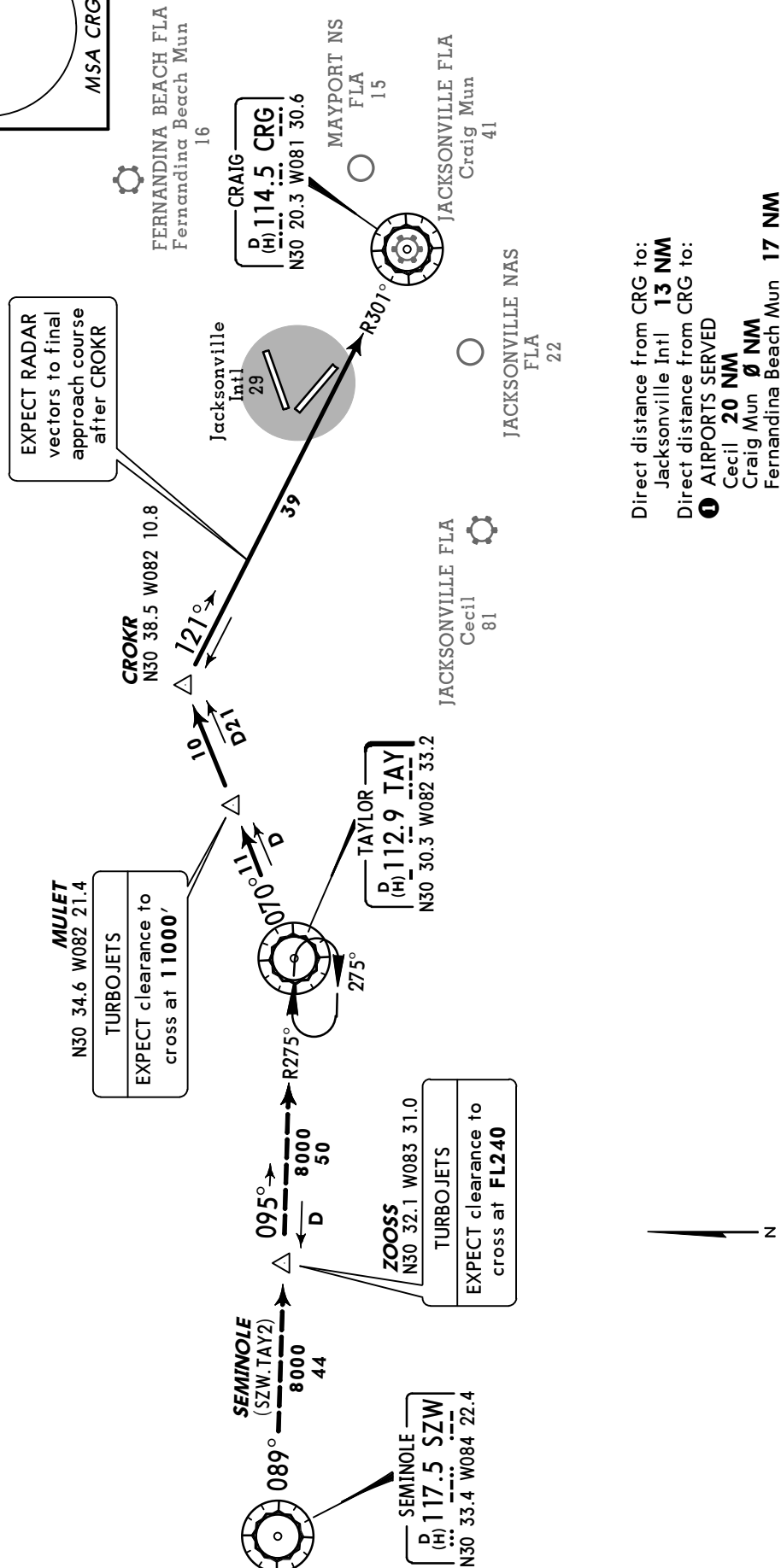
From over ORL via ORL R-355 to SHINR, then via OMN R-315 to POGIE, then via CRG R-195 to CRG. EXPECT RADAR vectors to final approach course after CRG.

Alt Set: INCHES  
Trans level: FL180      Trans alt: 18000'  
1. DME required.  
2. Also Serves ❶.

2100'

MSA CRG VOR

## TAYLOR TWO ARRIVAL (TAY.TAY2)

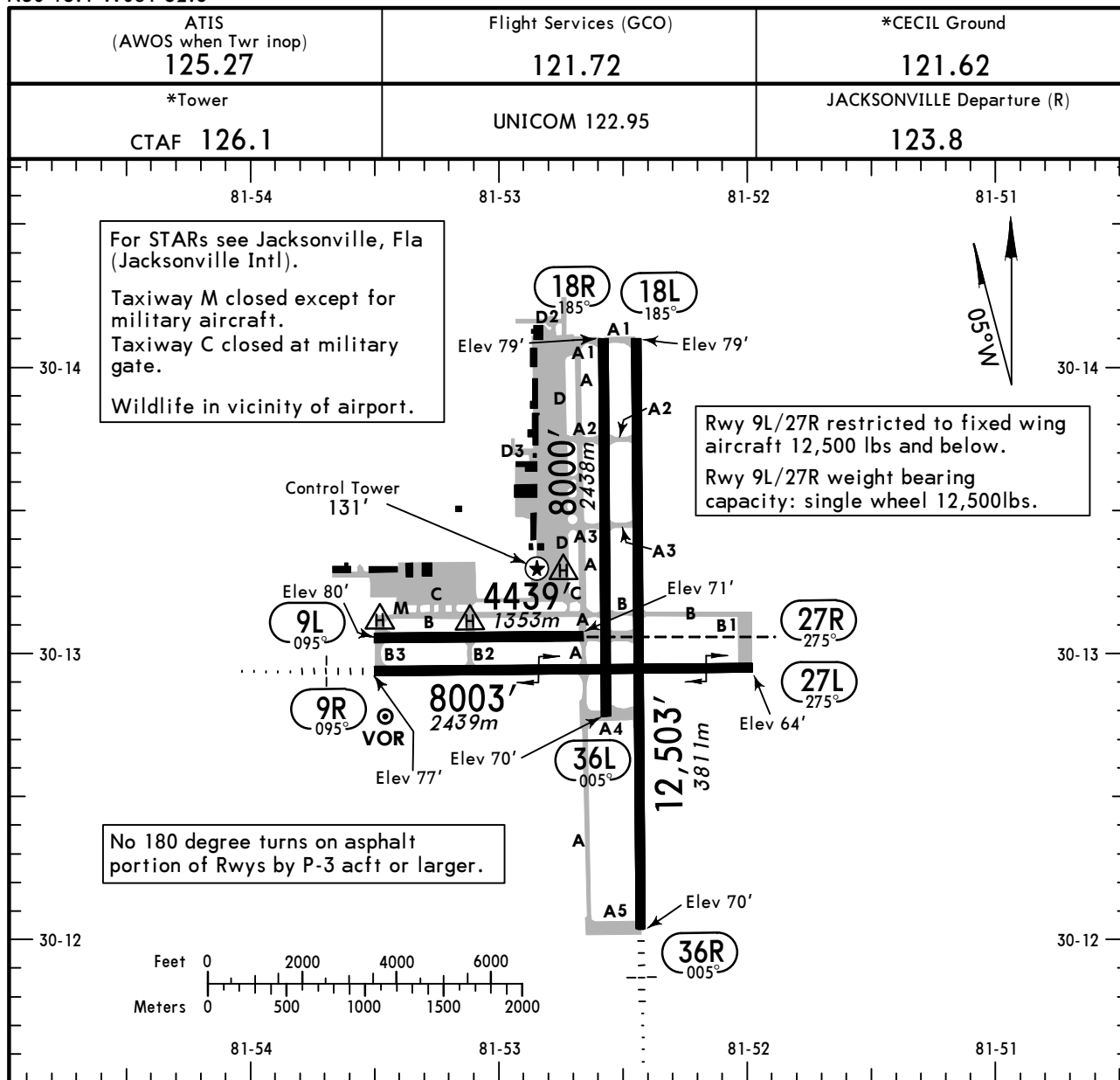


## ROUTING

From over TAY via TAY R-070 to CROKR, then via CRG R-301 to CRG. EXPECT RADAR vectors to final approach course after CROKR.

Direct distance from CRG to:  
Jacksonville Intl **13 NM**  
Direct distance from CRG to:  
**1** AIRPORTS SERVED  
Cecil **20 NM**  
Craig Mun **ø NM**  
Fernandina Beach Mun **17 NM**

NOT TO SCALE

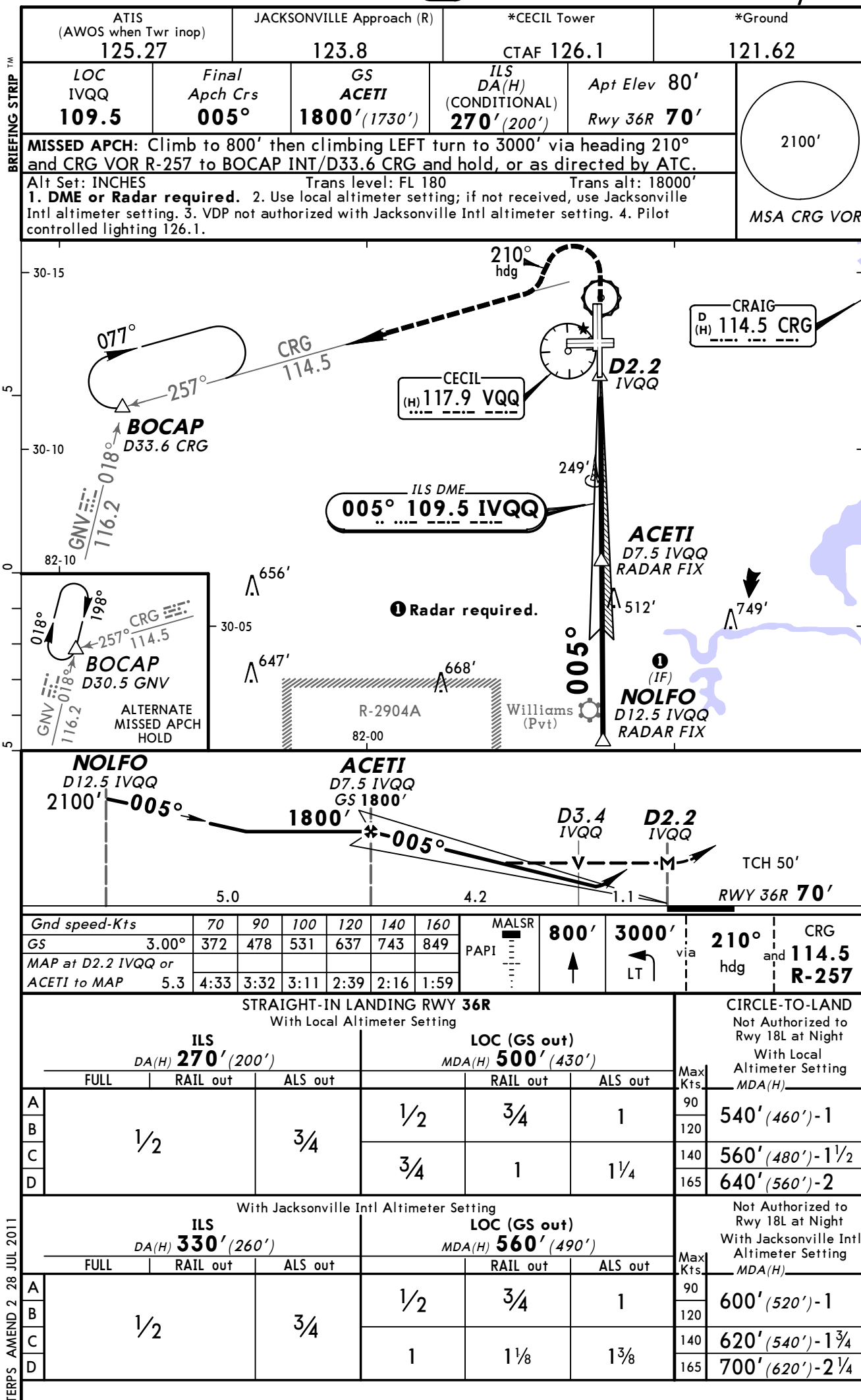


**ADDITIONAL RUNWAY INFORMATION**

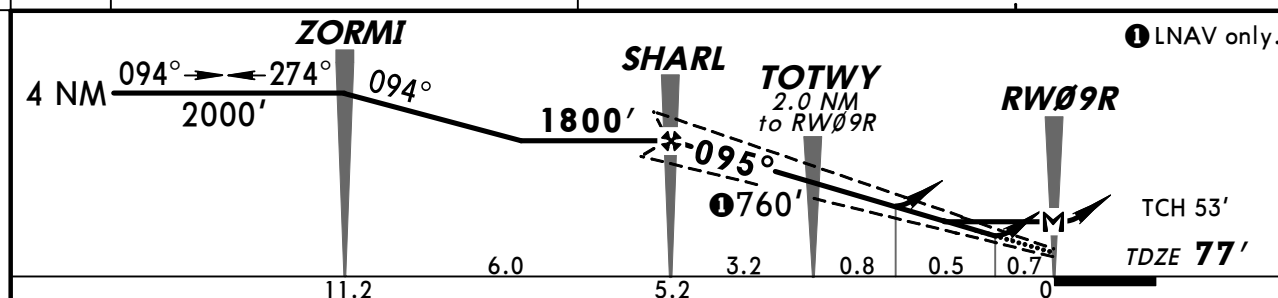
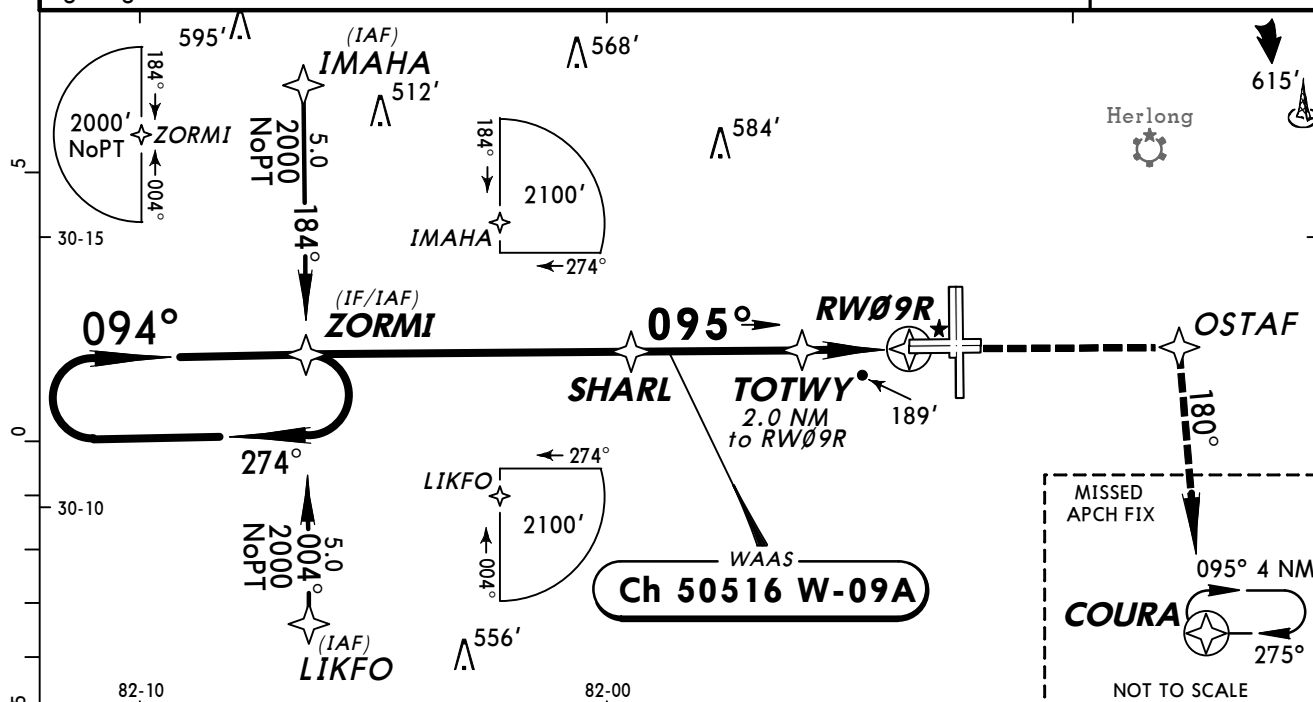
| RWY |                                           | USABLE LENGTHS |               |          |             |
|-----|-------------------------------------------|----------------|---------------|----------|-------------|
|     |                                           | LANDING BEYOND |               | TAKE-OFF | WIDTH       |
|     |                                           | Threshold      | Glide Slope   |          |             |
| 9R  | ① HIRL REIL ① MALSR ① PAPI-L (angle 3.0°) |                |               |          | 197'<br>60m |
| 27L | ① HIRL ① REIL ① PAPI-L (angle 3.0°)       |                |               |          |             |
| 9L  |                                           |                |               |          | 200'<br>61m |
| 27R |                                           |                |               |          |             |
| 18R |                                           |                |               |          | 200'<br>61m |
| 36L |                                           |                |               |          |             |
| 18L | ① HIRL ① REIL ① PAPI-L (angle 3.0°)       |                |               |          | 193'<br>59m |
| 36R | ① HIRL ① MALSR ① PAPI-L (angle 3.0°)      |                | 11,454' 3491m |          |             |

① Activate on 126.1 when Twr inop.

| TAKE-OFF  |                  |     | FOR FILING AS ALTERNATE                                              |             |                                              |                                                                                     |
|-----------|------------------|-----|----------------------------------------------------------------------|-------------|----------------------------------------------|-------------------------------------------------------------------------------------|
|           | All Rwys         |     | Authorized Only When TWR Operating and When Local Weather Available. |             | Authorized Only When Local Weather Available |                                                                                     |
|           | Adequate Vis Ref | STD | ILS Rwy 36R                                                          | LOC Rwy 36R | VOR Rwy 9R                                   | RNAV (GPS) Rwy 9R<br>RNAV (GPS) Rwy 18L<br>RNAV (GPS) Rwy 27L<br>RNAV (GPS) Rwy 36R |
| 1 & 2 Eng | 1/4              | 1   | A<br>B<br>C<br>D                                                     | 600-2       | 800-2                                        | 800-2                                                                               |
| 3 & 4 Eng |                  | 1/2 |                                                                      |             |                                              |                                                                                     |



|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                  |                                                     |                                                     |                                            |                                  |                          |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|-----------------------------------------------------|--------------------------------------------|----------------------------------|--------------------------|--|
| ATIS (AWOS when Twr inop)<br><b>125.27</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                  | JACKSONVILLE Approach (R)<br><b>123.8</b>           |                                                     | *CECIL Tower<br>CTAF <b>126.1</b>          |                                  | *Ground<br><b>121.62</b> |  |
| WAAS<br><b>Ch 50516</b><br>W-09A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Final<br>Apch Crs<br><b>095°</b> | Minimum Alt<br><b>SHARL</b><br><b>1800'</b> (1723') | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>353'</b> (276') | Apt Elev <b>80'</b><br><br>TDZE <b>77'</b> | <div>TAA<br/>30 NM<br/>IAF</div> |                          |  |
| MISSED APCH: Climb to 2000' direct OSTAF and on track 180° to COURA and hold.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                  |                                                     |                                                     |                                            |                                  |                          |  |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Jacksonville Intl altimeter setting.<br>2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems,<br>LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. Baro-VNAV not<br>authorized when using Jacksonville Intl altimeter setting. 5. VGSI and RNAV glidepath<br>not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled<br>lighting 126.1. |                                  |                                                     |                                                     |                                            |                                  |                          |  |



|                        |     |     |     |     |     |     |       |  |       |           |
|------------------------|-----|-----|-----|-----|-----|-----|-------|--|-------|-----------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | MALSR |  | 2000' | D → OSTAF |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI  |  |       |           |
| MAP at RW09R           |     |     |     |     |     |     |       |  |       |           |

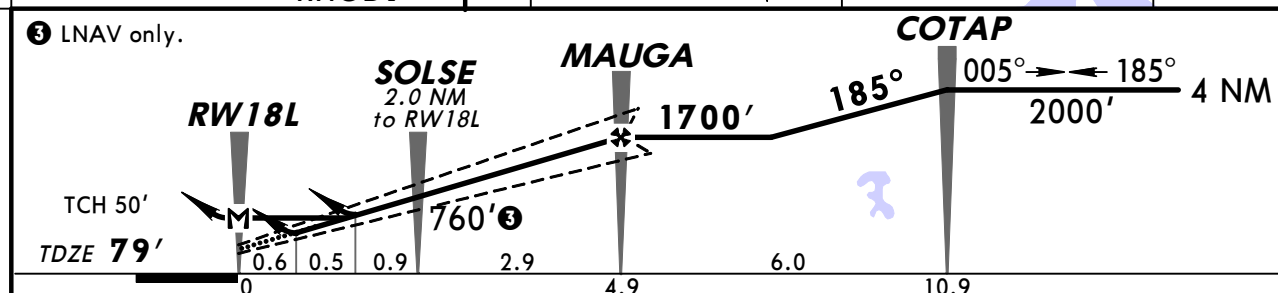
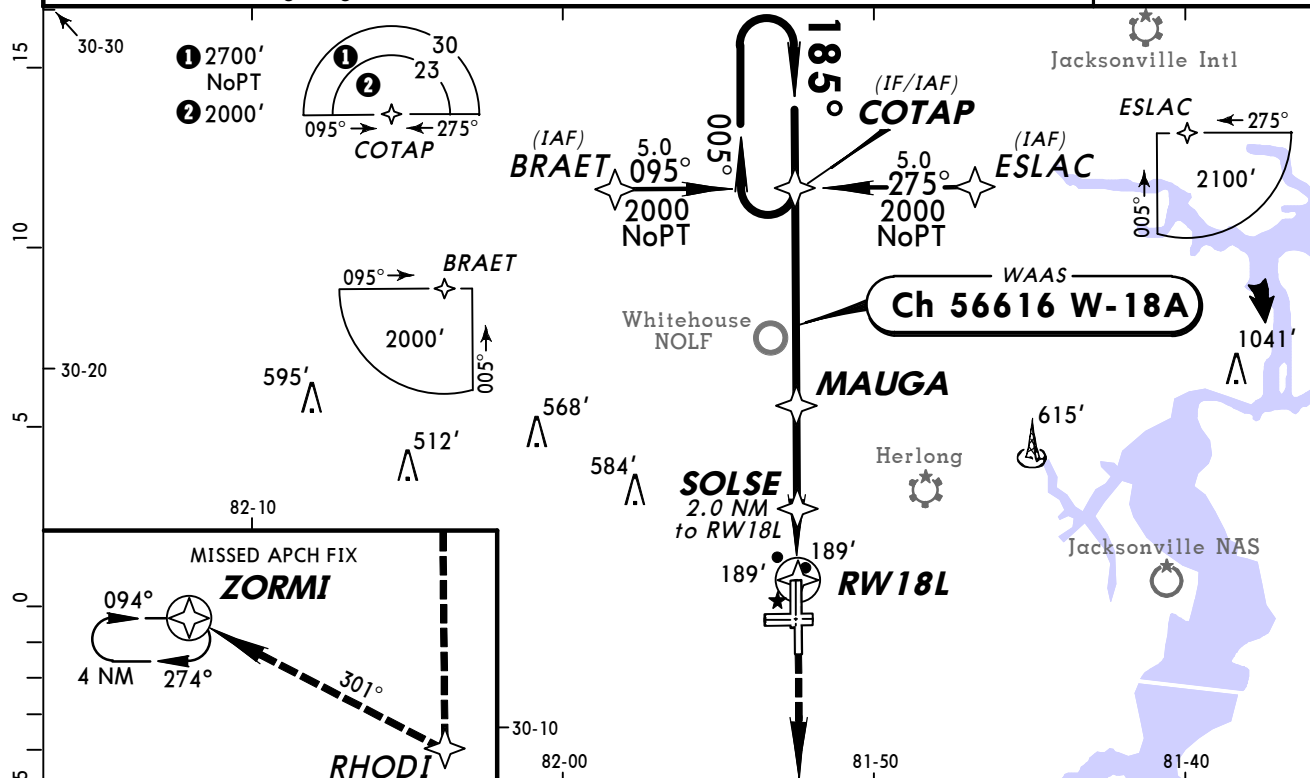
| STRAIGHT-IN LANDING RWY 9R               |   |                                |    |                            |    |         | CIRCLE-TO-LAND                           |                  |
|------------------------------------------|---|--------------------------------|----|----------------------------|----|---------|------------------------------------------|------------------|
| With Local Altimeter Setting             |   |                                |    |                            |    |         | With Local Altimeter Setting             |                  |
| LPV<br>DA(H) 353' (276')                 |   | LNAV/VNAV<br>DA(H) 519' (442') |    | LNAV<br>MDA(H) 460' (383') |    |         | Max Kts                                  | MDA(H)           |
| RAIL or ALS out                          |   | RAIL or ALS out                |    | RAIL out                   |    | ALS out |                                          |                  |
| A                                        |   |                                |    |                            |    |         | 90                                       | 540' (460') - 1  |
| B                                        | 1 |                                | 1  | 1                          | 1  |         | 120                                      |                  |
| C                                        |   |                                | 1½ |                            |    |         | 140                                      | 560' (480') - 1½ |
| D                                        |   |                                |    |                            | 1¼ |         | 165                                      | 640' (560') - 2  |
| With Jacksonville Intl Altimeter Setting |   |                                |    |                            |    |         | With Jacksonville Intl Altimeter Setting |                  |
| LPV<br>DA(H) 405' (328')                 |   | LNAV/VNAV<br>DA(H) 571' (494') |    | LNAV<br>MDA(H) 520' (443') |    |         | Max Kts                                  | MDA(H)           |
| RAIL or ALS out                          |   | RAIL or ALS out                |    | RAIL out                   |    | ALS out |                                          |                  |
| A                                        |   |                                |    |                            |    |         | 90                                       | 600' (520') - 1  |
| B                                        | 1 |                                | 1¼ | 1                          | 1  |         | 120                                      |                  |
| C                                        |   |                                | 1¾ |                            | 1¼ |         | 140                                      | 620' (540') - 1½ |
| D                                        |   |                                |    | 1¼                         | 1½ |         | 165                                      | 700' (620') - 2  |

**KVQQ/NZC**  
**CECIL**

**JEPPESEN**  
7 JAN 11 **(52-2)**

**JACKSONVILLE, FLA**  
**RNAV (GPS) Rwy 18L**

|                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                           |                                                     |                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|
| ATIS (AWOS when Twr inop)<br><b>125.27</b>                                                                                                                                                                                                                                                                                                                                                                                                | JACKSONVILLE Approach (R)<br><b>123.8</b> | *CECIL Tower<br>CTAF <b>126.1</b>                   | *Ground<br><b>121.62</b>                            |
| WAAS<br><b>Ch 56616</b><br><b>W-18A</b>                                                                                                                                                                                                                                                                                                                                                                                                   | Final<br>Apch Crs<br><b>185°</b>          | Minimum Alt<br><b>MAUGA</b><br><b>1700'</b> (1621') | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>329'</b> (250') |
| Apt Elev <b>80'</b><br>TDZE <b>79'</b>                                                                                                                                                                                                                                                                                                                                                                                                    |                                           |                                                     |                                                     |
| <b>MISSED APCH:</b> Climb to 2000' direct RHODI and RIGHT turn on track 301° to ZORMI and hold.                                                                                                                                                                                                                                                                                                                                           |                                           |                                                     |                                                     |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Jacksonville Intl altimeter setting.<br>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. VGSI and descent angles not coincident. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 126.1. |                                           |                                                     |                                                     |
| TAA<br>30 NM<br>IAF                                                                                                                                                                                                                                                                                                                                                                                                                       |                                           |                                                     |                                                     |



|                  |       |     |     |     |     |     |     |  |  |  |  |
|------------------|-------|-----|-----|-----|-----|-----|-----|--|--|--|--|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 |     |  |  |  |  |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |  |  |  |
| MAP at RW18L     |       |     |     |     |     |     |     |  |  |  |  |

| STRAIGHT-IN LANDING RWY 18L              |   |                   |   |                    |                             | CIRCLE-TO-LAND                           |               |
|------------------------------------------|---|-------------------|---|--------------------|-----------------------------|------------------------------------------|---------------|
| With Local Altimeter Setting             |   |                   |   |                    |                             | With Local Altimeter Setting             |               |
| LPV                                      |   | LNAV/VNAV         |   | LNAV               |                             | Max Kts                                  | MDA(H)        |
| DA(H) 329' (250')                        |   | DA(H) 489' (410') |   | MDA(H) 440' (361') |                             | 90                                       | 540' (460')-1 |
| A                                        | 1 | 1½                | 1 | 1¼                 | 165                         | 560' (480')-1½                           |               |
| B                                        |   |                   |   |                    | 120                         | 640' (560')-2                            |               |
| C                                        |   |                   |   |                    | 140                         |                                          |               |
| D                                        |   |                   |   |                    |                             |                                          |               |
| With Jacksonville Intl Altimeter Setting |   |                   |   |                    |                             | With Jacksonville Intl Altimeter Setting |               |
| LPV                                      |   | LNAV/VNAV         |   | LNAV               |                             | Max Kts                                  | MDA(H)        |
| DA(H) 381' (302')                        |   | DA(H) 541' (462') |   | MDA(H) 500' (421') |                             | 90                                       | 600' (520')-1 |
| A                                        | 1 | 1½                | 1 | 1¼                 | 120 <td>620' (540')-1½</td> | 620' (540')-1½                           |               |
| B                                        |   |                   |   |                    | 140 <td>700' (620')-2</td>  | 700' (620')-2                            |               |
| C                                        |   |                   |   |                    | 165 <td></td>               |                                          |               |
| D                                        |   |                   |   |                    |                             |                                          |               |

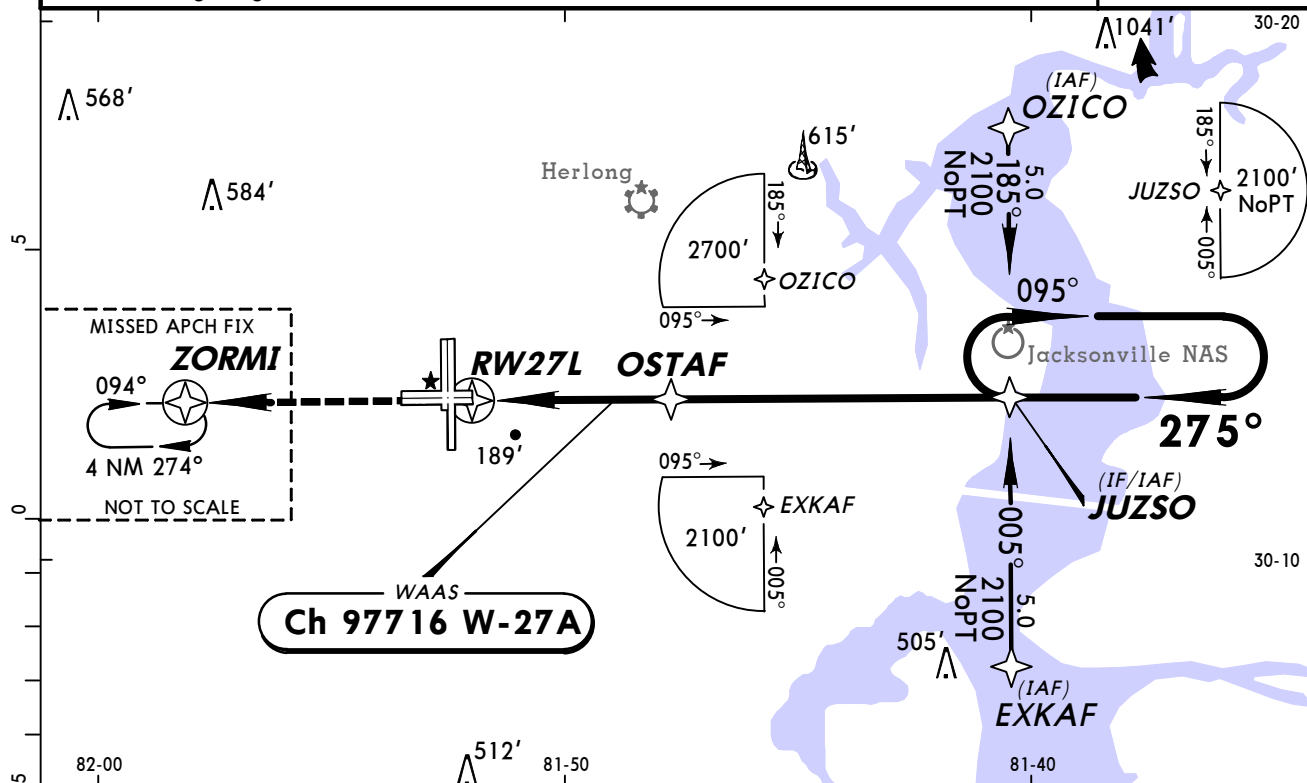
CHANGES: Chart reindexed.

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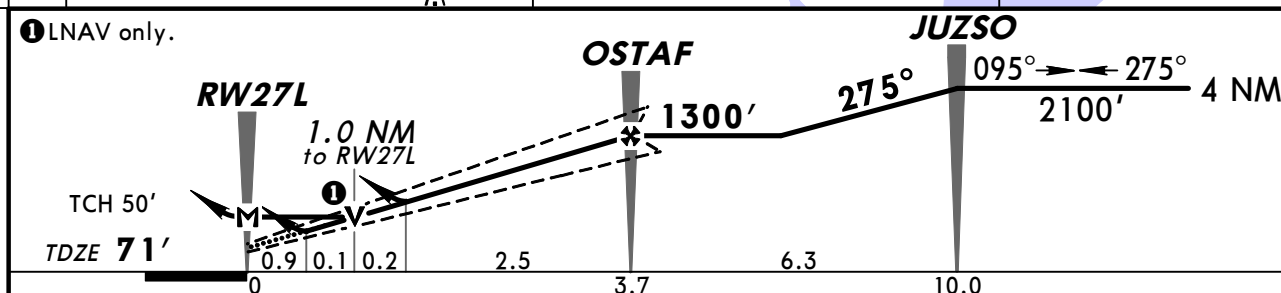
TERPS AMEND 0 3 JUN 2010

KVQQ/NZC  
CECILJEPPesen  
7 JAN 11 (52-3)JACKSONVILLE, FLA  
RNAV (GPS) Rwy 27L

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                           |                                                     |                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|
| ATIS (AWOS when Twr inop)<br><b>125.27</b>                                                                                                                                                                                                                                                                                                                                                                                                                                       | JACKSONVILLE Approach (R)<br><b>123.8</b> | *CECIL Tower<br>CTAF <b>126.1</b>                   | *Ground<br><b>121.62</b>                            |
| WAAS<br><b>Ch 97716</b><br><b>W-27A</b>                                                                                                                                                                                                                                                                                                                                                                                                                                          | Final<br>Apch Crs<br><b>275°</b>          | Minimum Alt<br><b>OSTAF</b><br><b>1300'</b> (1229') | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>395'</b> (324') |
| Apt Elev <b>80'</b><br>TDZE <b>71'</b>                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                           |                                                     |                                                     |
| <b>MISSED APCH: Climb to 2000' direct ZORMI and hold.</b>                                                                                                                                                                                                                                                                                                                                                                                                                        |                                           |                                                     |                                                     |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'                                                                                                                                                                                                                                                                                                                                                                                                                            |                                           |                                                     |                                                     |
| 1. Use local altimeter setting; if not received, use Jacksonville Intl altimeter setting.<br>2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems,<br>LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. Baro-VNAV and<br>VDP not authorized when using Jacksonville Intl altimeter setting. 5. VGSI and RNAV<br>glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot<br>controlled lighting 126.1. |                                           |                                                     |                                                     |
| TAA<br>30 NM<br>IAF                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                           |                                                     |                                                     |



① LNAV only.



|                  |       |     |     |     |     |     |     |  |  |  |
|------------------|-------|-----|-----|-----|-----|-----|-----|--|--|--|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 |     |  |  |  |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |  |  |
| MAP at RW27L     |       |     |     |     |     |     |     |  |  |  |

| STRAIGHT-IN LANDING RWY 27L              |     |                   |     |                    | CIRCLE-TO-LAND                           |  |
|------------------------------------------|-----|-------------------|-----|--------------------|------------------------------------------|--|
| With Local Altimeter Setting             |     |                   |     |                    | With Local Altimeter Setting             |  |
| LPV                                      |     | LNAV/VNAV         |     | LNAV               |                                          |  |
| DA(H) 395' (324')                        |     | DA(H) 492' (421') |     | MDA(H) 440' (369') |                                          |  |
| A                                        | 1 ¼ | 1 ½               | 1   | Max Kts 90         | 540' (460')-1                            |  |
| B                                        |     |                   |     | 120                |                                          |  |
| C                                        |     |                   | 1 ½ | 140                | 560' (480')-1 ½                          |  |
| D                                        |     |                   | 2   | 165                | 640' (560')-2                            |  |
| With Jacksonville Intl Altimeter Setting |     |                   |     |                    | With Jacksonville Intl Altimeter Setting |  |
| LPV                                      |     | LNAV/VNAV         |     | LNAV               |                                          |  |
| DA(H) 447' (376')                        |     | DA(H) 544' (473') |     | MDA(H) 500' (429') |                                          |  |
| A                                        | 1 ¼ | 1 ¾               | 1   | Max Kts 90         | 600' (520')-1                            |  |
| B                                        |     |                   |     | 120                |                                          |  |
| C                                        |     |                   | 1 ¾ | 140                | 620' (540')-1 ½                          |  |
| D                                        |     |                   | 2 ¼ | 165                | 700' (620')-2                            |  |

CHANGES: New procedure.

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JACKSONVILLE, FLA  
VOR Rwy 9R

**BRIEFING STRIP**™



ly authorized operators may use  
 AV DA(H) in lieu of MDA(H).

10 NM from VOR

1800'

[FFØ9R]

[3.00°]

109°

5.3

0.2

Rwy 9R 77'

[TCH 50']

[RWØ9R]

VOR

289°

| TERPS |    | STRAIGHT-IN LANDING RWY 9R |         | CIRCLE-TO-LAND   |                 |
|-------|----|----------------------------|---------|------------------|-----------------|
|       |    | MDA(H) <b>700'</b> (623')  |         |                  |                 |
|       |    | RAIL out                   | ALS out | Max Kts          | MDA(H)          |
| A     | 1  |                            |         | 90               | 700' (620') - 1 |
| B     |    |                            |         | 120              |                 |
| C     | 1½ | 1¾                         | 140     | 700' (620') - 1¾ |                 |
| D     | 1¾ |                            | 165     | 700' (620') - 2  |                 |

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TERPS AMEND 0A 12 JAN 2012

## General Information

Location: Vero Beach FL USA  
IATA Code: VRB  
Lat/Long: N27° 39.3' W080° 25.1'  
Elevation: 24 ft

Airport Use: Public  
Magnetic Variation: 6.3°W  
Sectional Chart: Miami

Fuel Types: 100-130 Octane, Jet A  
Oxygen Types: High Pressure, Low Pressure  
Repair Types: Major Airframe, Major Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1148 Z  
Sunset: 2321 Z,

## Runway Information

Runway: 04  
Length x Width: 4974 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 24 ft  
Lighting: Edge, REIL, Part time

Runway: 11L  
Length x Width: 3504 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 20 ft  
Lighting: Edge

Runway: 11R  
Length x Width: 7314 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 23 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 22  
Length x Width: 4974 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 23 ft  
Lighting: Edge, REIL, Part time

Runway: 29L  
Length x Width: 7314 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 22 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 29R  
Length x Width: 3504 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 20 ft  
Lighting: Edge

## **Communication Information**

ATIS 132.5  
ASOS 132.5  
Vero Beach Tower 133.15 Secondary  
Vero Beach Tower 126.3 CTAF PCL  
Vero Beach Ground Control 127.45  
Vero Beach Clearance Delivery 134.975  
Vero Beach Mun Unicom 122.95  
St Petersburg Flight Service Station 122.5 RCO  
St Petersburg Flight Service Station 122.2 RCO  
St Petersburg Flight Service Station 122.1 RCO  
Miami Center 132.25 Remote Communications Air-Ground

KVRB/VRB

Apt Elev 24'

N27 39.3 W080 25.1

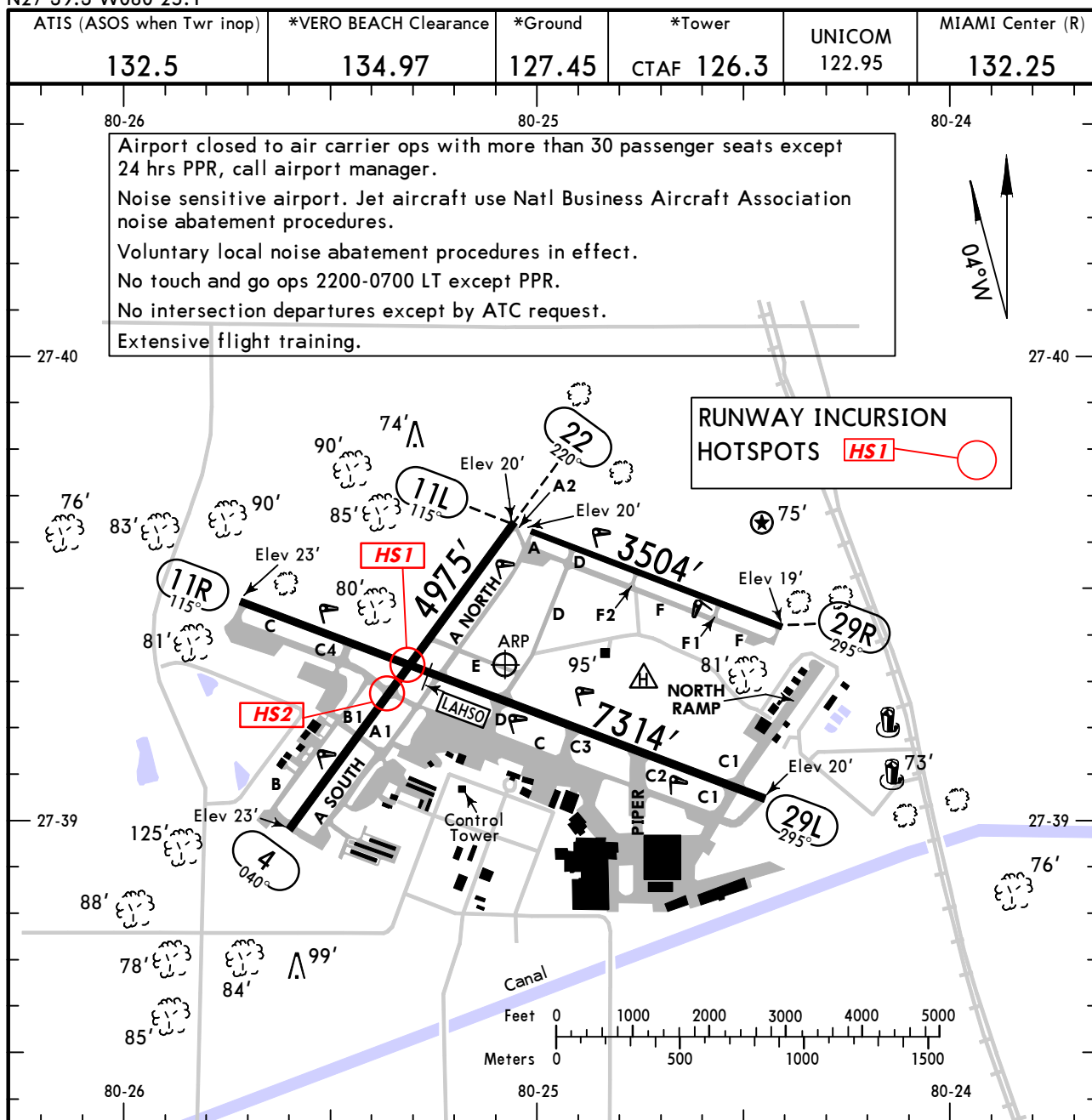
30 SEP 11

(10-9)

JEPPSEN

VERO BEACH, FLA

VERO BEACH MUN



## ADDITIONAL RUNWAY INFORMATION

| RWY |   |                               |         |  | USABLE LENGTHS |             | TAKE-OFF   | WIDTH |
|-----|---|-------------------------------|---------|--|----------------|-------------|------------|-------|
|     |   |                               |         |  | LANDING BEYOND | LAHSO       |            |       |
|     |   |                               |         |  | Threshold      | Glide Slope | Distance   |       |
| 4   | 1 | MIRL REIL VASI-L              | grooved |  |                |             |            | 100'  |
| 22  |   | MIRL REIL PAPI-L (angle 3.0°) | grooved |  |                |             |            |       |
| 11R | 2 | MIRL REIL PAPI-L (angle 3.0°) | grooved |  |                |             |            | 100'  |
| 29L | 2 | MIRL REIL PAPI-L              | grooved |  |                |             | 4/22 4700' |       |
| 11L | 1 | MIRL PAPI-L (angle 3.0°)      |         |  |                |             |            | 75'   |
| 29R |   | MIRL PAPI-L (angle 3.5°)      |         |  |                |             |            |       |

① Closed when Twr inop.

② Activate on 126.3 when Twr inop.

| TAKE-OFF         |     |  | FOR FILING AS ALTERNATE                      |  |
|------------------|-----|--|----------------------------------------------|--|
| All Rwys         |     |  | Authorized Only When Local Weather Available |  |
| Adequate Vis Ref |     |  | VOR Rwy 11R<br>VOR DME Rwy 29L               |  |
| STD              |     |  | 800-2                                        |  |
| 1 & 2 Eng        | 1/4 |  | 800-2                                        |  |
| 3 & 4 Eng        | 1/2 |  | 800-2                                        |  |

CHANGES: Mag Var, Twy F and North Ramp revised,

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A  
M  
E  
N  
D  
0

BRIEFING STRIP™

|                                           |                                   |                                                     |                                                     |
|-------------------------------------------|-----------------------------------|-----------------------------------------------------|-----------------------------------------------------|
| ATIS (ASOS when Twr inop)<br><b>132.5</b> | MIAMI Center (R)<br><b>132.25</b> | *VERO BEACH Tower<br>CTAF <b>126.3</b>              | *Ground<br><b>127.45</b>                            |
| WAAS<br><b>Ch 61311</b><br><b>W-04A</b>   | Final<br>Apch Crs<br><b>040°</b>  | Minimum Alt<br><b>NOLBE</b><br><b>1500'</b> (1476') | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>323'</b> (299') |
| Apt Elev <b>24'</b><br>TDZE <b>24'</b>    |                                   |                                                     | TAA<br>30 NM<br>IAF                                 |

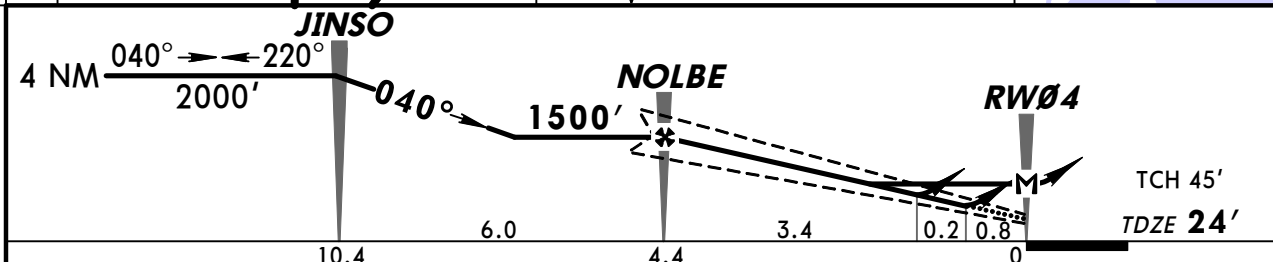
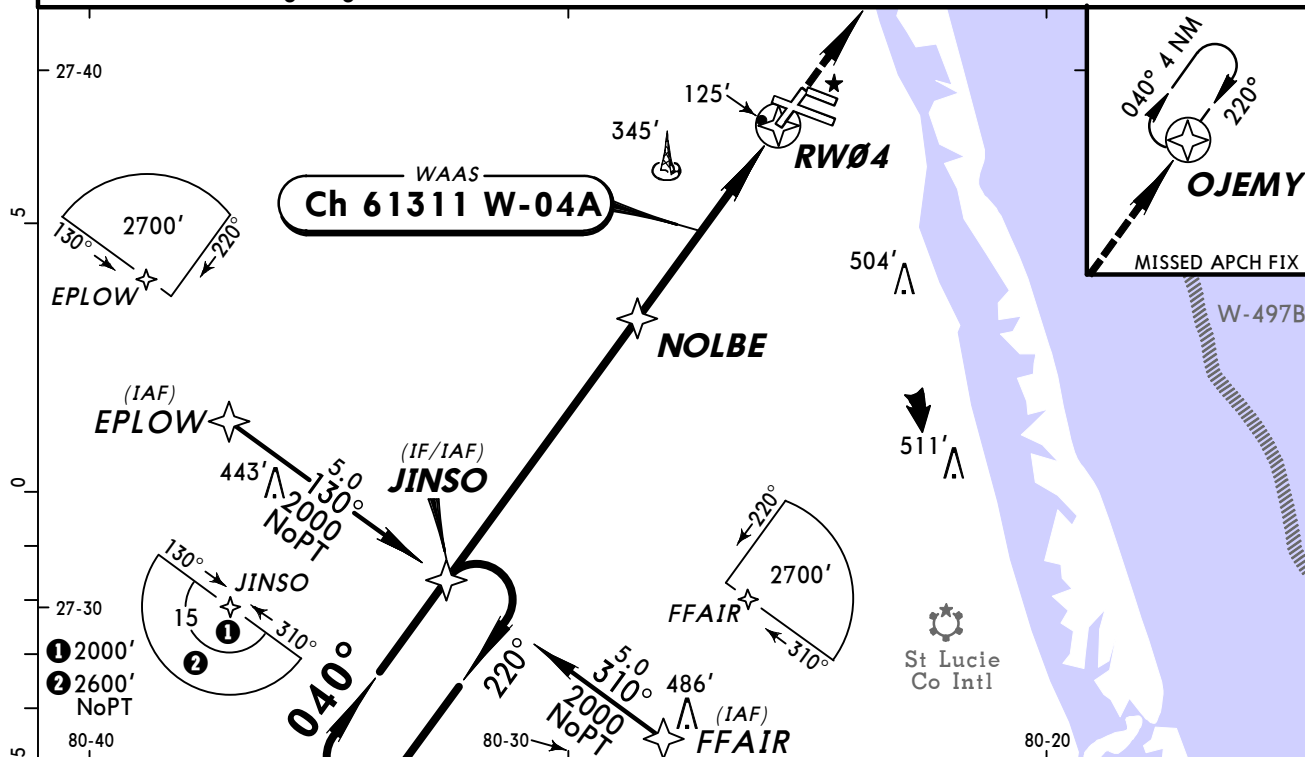
**MISSED APCH:** Climb to 2700' direct OJEMY and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Ft Pierce altimeter setting. 2. Baro-VNAV not authorized when using Ft Pierce 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-0.3 not authorized. 5. Procedure not authorized at night. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 126.3.



|                        |     |     |     |     |     |     |  |        |       |  |       |
|------------------------|-----|-----|-----|-----|-----|-----|--|--------|-------|--|-------|
| Gnd Speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  | REIL   | 2700' |  | OJEMY |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  | VASI-L | ↑     |  |       |
| MAP at RW04            |     |     |     |     |     |     |  |        |       |  |       |

| 1 STRAIGHT-IN LANDING RWY 4<br>With Local Altimeter Setting |    |                                |     |                            | 1 CIRCLE-TO-LAND<br>With Local Altimeter Setting |  |
|-------------------------------------------------------------|----|--------------------------------|-----|----------------------------|--------------------------------------------------|--|
| LPV<br>DA(H) 323' (299')                                    |    | LNAV/VNAV<br>DA(H) 395' (371') |     | LNAV<br>MDA(H) 460' (436') |                                                  |  |
| A                                                           | 1  | 1¼                             | 1   | Max Kts 90                 | 560' (536') - 1                                  |  |
| B                                                           |    |                                | 120 |                            |                                                  |  |
| C                                                           |    |                                | 1¼  | 140                        | 560' (536') - 1½                                 |  |
| D                                                           |    |                                | 1½  | 165                        | 660' (636') - 2                                  |  |
| With Ft Pierce Altimeter Setting                            |    |                                |     |                            | With Ft Pierce Altimeter Setting                 |  |
| DA(H) 346' (322')                                           |    | DA(H) 418' (394')              |     | MDA(H) 500' (476')         |                                                  |  |
| A                                                           | 1¼ | 1½                             | 1   | Max Kts 90                 | 600' (576') - 1                                  |  |
| B                                                           |    |                                | 120 |                            |                                                  |  |
| C                                                           |    |                                | 1¼  | 140                        | 600' (576') - 1½                                 |  |
| D                                                           |    |                                | 1½  | 165                        | 700' (676') - 2¼                                 |  |

1 Procedure not authorized at night.

|                                                    |                                   |                                                     |                                                     |                                        |  |                          |  |
|----------------------------------------------------|-----------------------------------|-----------------------------------------------------|-----------------------------------------------------|----------------------------------------|--|--------------------------|--|
| ATIS (ASOS when Twr inop)<br><b>132.5</b>          |                                   | MIAMI Center (R)<br><b>132.25</b>                   |                                                     | *VERO BEACH Tower<br>CTAF <b>126.3</b> |  | *Ground<br><b>127.45</b> |  |
| WAAS<br><b>Ch 53511</b><br>W-11A                   | Final<br>Aptch Crs<br><b>115°</b> | Minimum Alt<br><b>MUDDS</b><br><b>1500' (1477')</b> | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>305' (282')</b> | Apt Elev <b>24'</b><br>TDZE <b>23'</b> |  | TAA<br>30 NM<br>IAF      |  |
| MISSED APCH: Climb to 2700' direct PUUMA and hold. |                                   |                                                     |                                                     |                                        |  |                          |  |

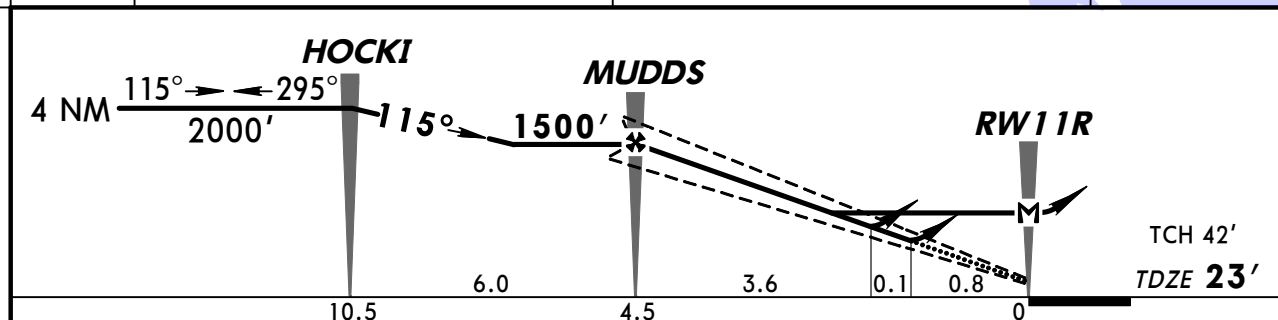
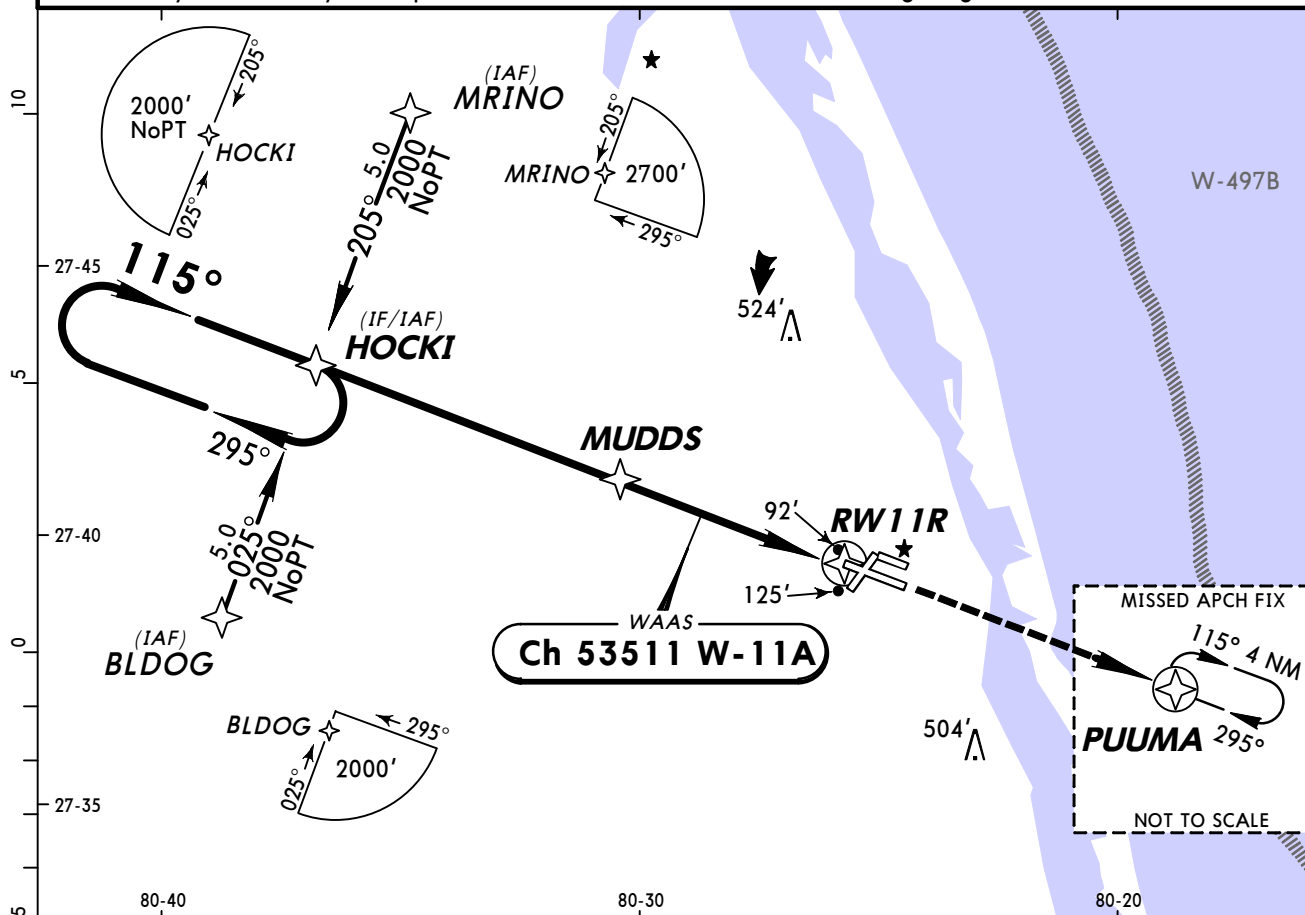
**MISSED APCH:** Climb to 2700' direct PUUMA and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Ft Pierce altimeter setting. 2. Baro-VNAV not authorized when using Ft Pierce 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-0.3 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 126.3.



|                  |       |     |     |     |     |     |     |  |  |  |  |
|------------------|-------|-----|-----|-----|-----|-----|-----|--|--|--|--|
| Gnd Speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 |     |  |  |  |  |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |  |  |  |
| MAP at RW11R     |       |     |     |     |     |     |     |  |  |  |  |

| STRAIGHT-IN LANDING RWY 11R  |   |                   |  |                    |  | CIRCLE-TO-LAND               |                   |                                  |  |
|------------------------------|---|-------------------|--|--------------------|--|------------------------------|-------------------|----------------------------------|--|
| With Local Altimeter Setting |   |                   |  |                    |  | With Local Altimeter Setting |                   | With Ft Pierce Altimeter Setting |  |
| 1 LPV                        |   | 2 LNAV/VNAV       |  | 3 LNAV             |  | MDA(H)                       |                   | MDA(H)                           |  |
| DA(H) 305' (282')            |   | DA(H) 364' (341') |  | MDA(H) 380' (357') |  |                              |                   |                                  |  |
| A                            |   |                   |  |                    |  | Max Kts                      |                   |                                  |  |
| B                            |   |                   |  |                    |  | 90                           | 560' (536')-1     | 600' (576')-1                    |  |
| C                            | 1 | 1 1/4             |  | 1                  |  | 120                          | 560' (536')-1 1/2 | 600' (576')-1 1/2                |  |
| D                            |   |                   |  | 1 1/4              |  | 140                          | 560' (536')-2     | 700' (676')-2 1/4                |  |

- 1 DA(H) 328' (305') with Ft Pierce altimeter setting.  
2 DA(H) 387' (364') with Ft Pierce altimeter setting.  
3 MDA(H) 420' (397') with Ft Pierce altimeter setting.

BRIEFING STRIP™

|                                                    |  |                                   |  |                                                     |  |                                                     |  |                                            |  |                     |
|----------------------------------------------------|--|-----------------------------------|--|-----------------------------------------------------|--|-----------------------------------------------------|--|--------------------------------------------|--|---------------------|
| ATIS (ASOS when Twr inop)<br><b>132.5</b>          |  | MIAMI Center (R)<br><b>132.25</b> |  | *VERO BEACH Tower<br>CTAF <b>126.3</b>              |  | *Ground<br><b>127.45</b>                            |  |                                            |  |                     |
| WAAS<br><b>Ch 53611</b><br>W-22A                   |  | Final<br>Apch Crs<br><b>220°</b>  |  | Minimum Alt<br><b>TATUW</b><br><b>1500' (1477')</b> |  | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>349' (326')</b> |  | Apt Elev <b>24'</b><br><br>TDZE <b>23'</b> |  | TAA<br>30 NM<br>IAF |
| MISSED APCH: Climb to 2000' direct JINSO and hold. |  |                                   |  |                                                     |  |                                                     |  |                                            |  |                     |

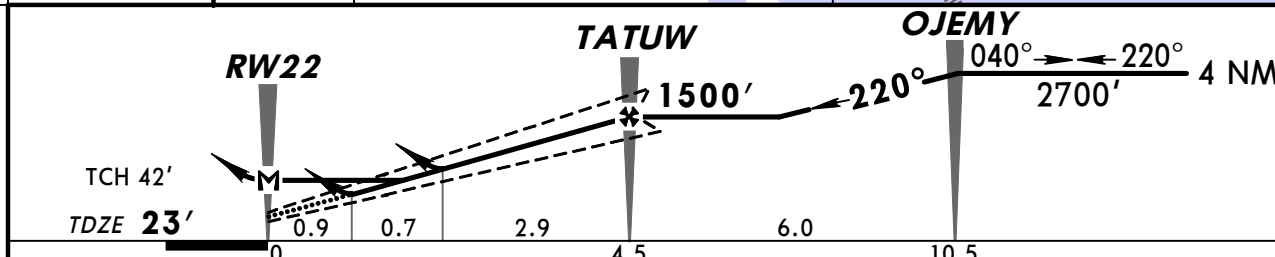
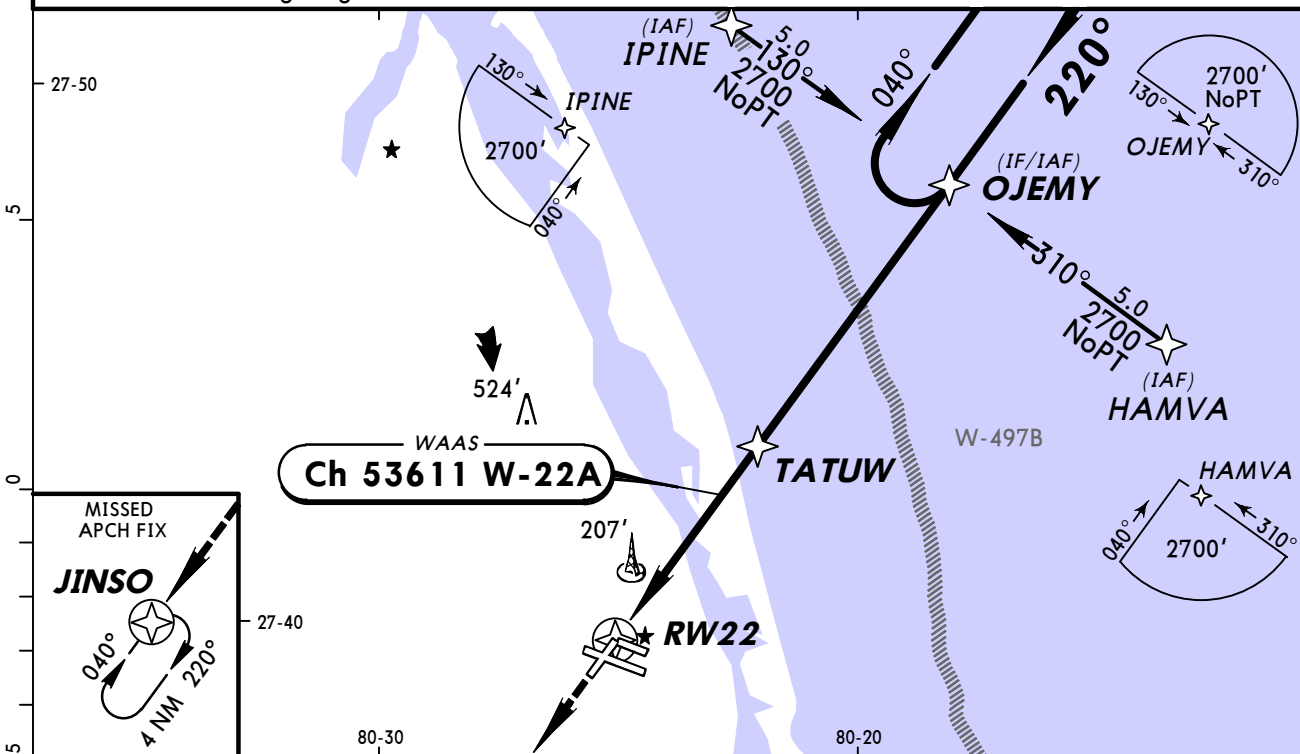
**MISSED APCH: Climb to 2000' direct JINSO and hold.**

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Ft Pierce altimeter setting. 2. Baro-VNAV not authorized when using Ft Pierce 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-0.3 not authorized. 5. Procedure not authorized at night. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 126.3.



|                        |     |     |     |     |     |     |  |        |       |  |       |
|------------------------|-----|-----|-----|-----|-----|-----|--|--------|-------|--|-------|
| Gnd Speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |  | REIL   | 2000' |  | JINSO |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  | PAPI-L | ↑     |  |       |
| MAP at RW22            |     |     |     |     |     |     |  |        |       |  |       |

| 1 STRAIGHT-IN LANDING RWY 22     |       |                   |       |                    |     | 1 CIRCLE-TO-LAND                 |        |
|----------------------------------|-------|-------------------|-------|--------------------|-----|----------------------------------|--------|
| With Local Altimeter Setting     |       |                   |       |                    |     | With Local Altimeter Setting     |        |
| LPV                              |       | LNAV/VNAV         |       | LNAV               |     | Max Kts                          | MDA(H) |
| DA(H) 349' (326')                |       | DA(H) 561' (538') |       | MDA(H) 520' (497') |     |                                  |        |
| A                                | 1 1/4 | 2                 | 1     |                    | 90  | 560' (536') - 1                  |        |
| B                                |       |                   |       |                    | 120 |                                  |        |
| C                                |       |                   | 1 1/4 |                    | 140 | 560' (536') - 1 1/2              |        |
| D                                |       |                   | 1 1/2 |                    | 165 | 660' (636') - 2                  |        |
| With Ft Pierce Altimeter Setting |       |                   |       |                    |     | With Ft Pierce Altimeter Setting |        |
| DA(H) 372' (349')                |       | DA(H) 584' (561') |       | MDA(H) 560' (537') |     | Max Kts                          | MDA(H) |
| A                                | 1 1/4 | 2                 | 1     |                    | 90  | 600' (576') - 1                  |        |
| B                                |       |                   |       |                    | 120 |                                  |        |
| C                                |       |                   | 1 1/2 |                    | 140 | 600' (576') - 1 1/2              |        |
| D                                |       |                   | 1 3/4 |                    | 165 | 700' (676') - 2 1/4              |        |

1 Procedure not authorized at night.



|                                           |                                  |                                                     |                                                     |                                        |                 |                          |  |
|-------------------------------------------|----------------------------------|-----------------------------------------------------|-----------------------------------------------------|----------------------------------------|-----------------|--------------------------|--|
| ATIS (ASOS when Twr inop)<br><b>132.5</b> |                                  | MIAMI Center (R)<br><b>132.25</b>                   |                                                     | *VERO BEACH Tower<br>CTAF <b>126.3</b> |                 | *Ground<br><b>127.45</b> |  |
| WAAS<br><b>Ch 69411</b><br><b>W-29A</b>   | Final<br>Apch Crs<br><b>295°</b> | Minimum Alt<br><b>ZOROE</b><br><b>1500'</b> (1478') | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>293'</b> (271') | Apt Elev <b>24'</b>                    | TDZE <b>22'</b> | TAA<br>30 NM<br>IAF      |  |

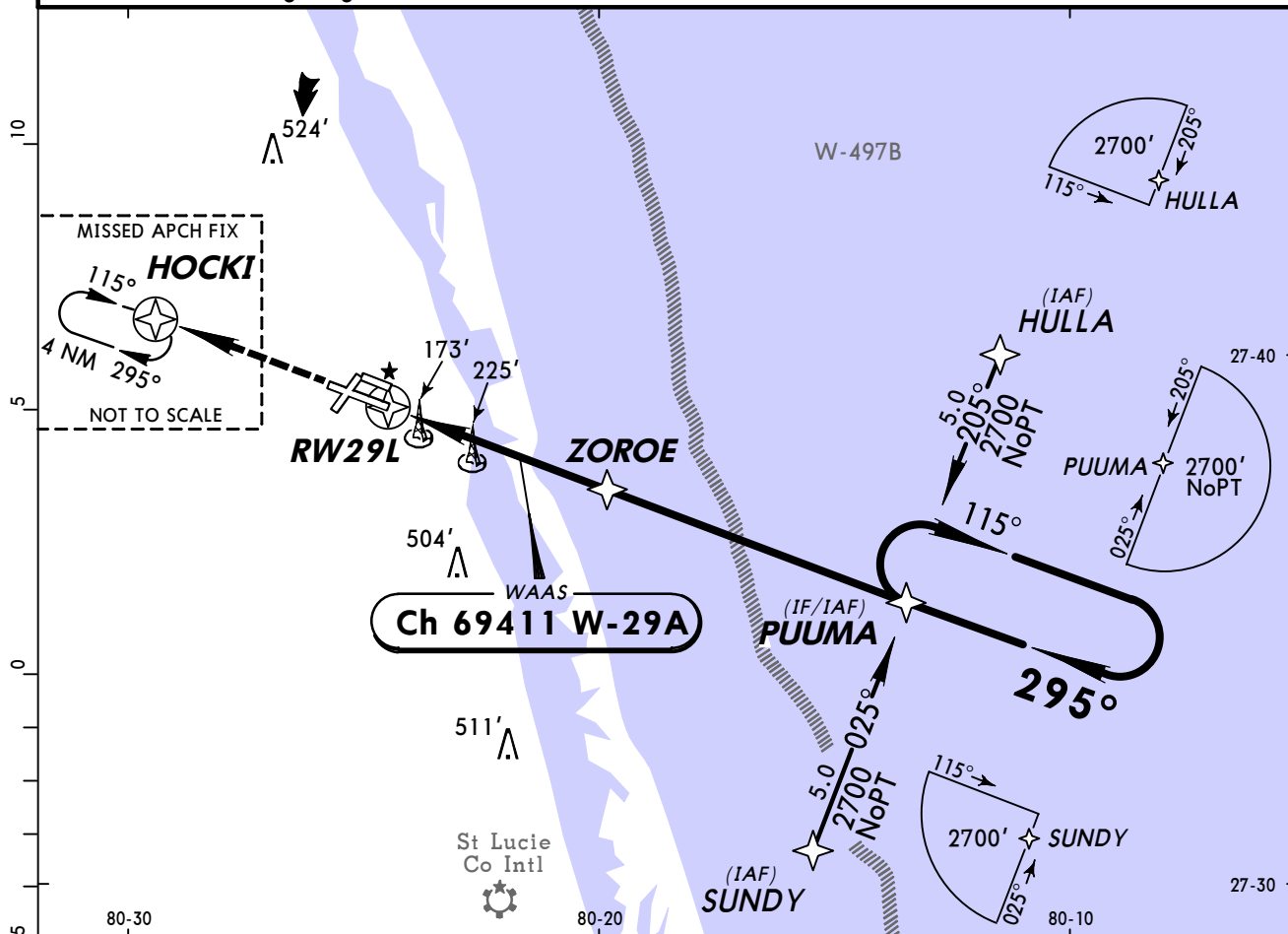
**MISSED APCH: Climb to 2000' direct HOCKI and hold.**

Alt Set: INCHES

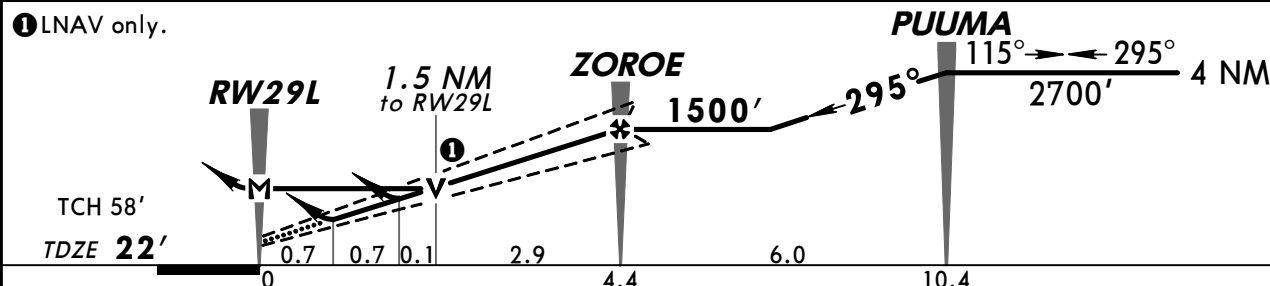
Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Ft Pierce altimeter setting. 2. Baro-VNAV and VDP not authorized when using Ft Pierce 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-0.3 not authorized. 5. Pilot controlled lighting 126.3.



① LNAV only.



|                        |     |     |     |     |     |     |        |  |       |   |       |
|------------------------|-----|-----|-----|-----|-----|-----|--------|--|-------|---|-------|
| Gnd Speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | REIL   |  | 2000' | D | HOCKI |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI-L |  | ↑     |   |       |

| STRAIGHT-IN LANDING RWY 29L  |                          |                           |         | CIRCLE-TO-LAND               |                   |                                  |        |
|------------------------------|--------------------------|---------------------------|---------|------------------------------|-------------------|----------------------------------|--------|
| With Local Altimeter Setting |                          |                           |         | With Local Altimeter Setting |                   | With Ft Pierce Altimeter Setting |        |
| ① LPV                        | ② LNAV/VNAV              | ③ LNAV                    | Max Kts | MDA(H)                       | MDA(H)            | MDA(H)                           | MDA(H) |
| DA(H) <b>293'</b> (271')     | DA(H) <b>526'</b> (504') | MDA(H) <b>540'</b> (518') | 90      | 560' (536')-1                | 600' (576')-1     |                                  |        |
| 1                            | 1 3/4                    | 1                         | 120     | 560' (536')-1 1/2            | 600' (576')-1 1/2 |                                  |        |
|                              |                          | 1 1/2                     | 140     | 560' (536')-2                | 700' (676')-2 1/4 |                                  |        |
|                              |                          | 1 3/4                     | 165     |                              |                   |                                  |        |

- ① DA(H) 316' (294') with Ft Pierce altimeter setting.  
② DA(H) 549' (527') with Ft Pierce altimeter setting.  
③ MDA(H) 580' (558') with Ft Pierce altimeter setting.

# KVRB/VRB VERO BEACH MUN

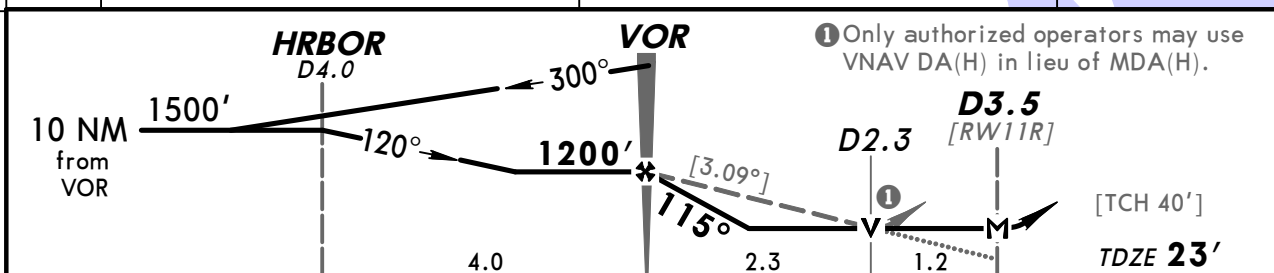
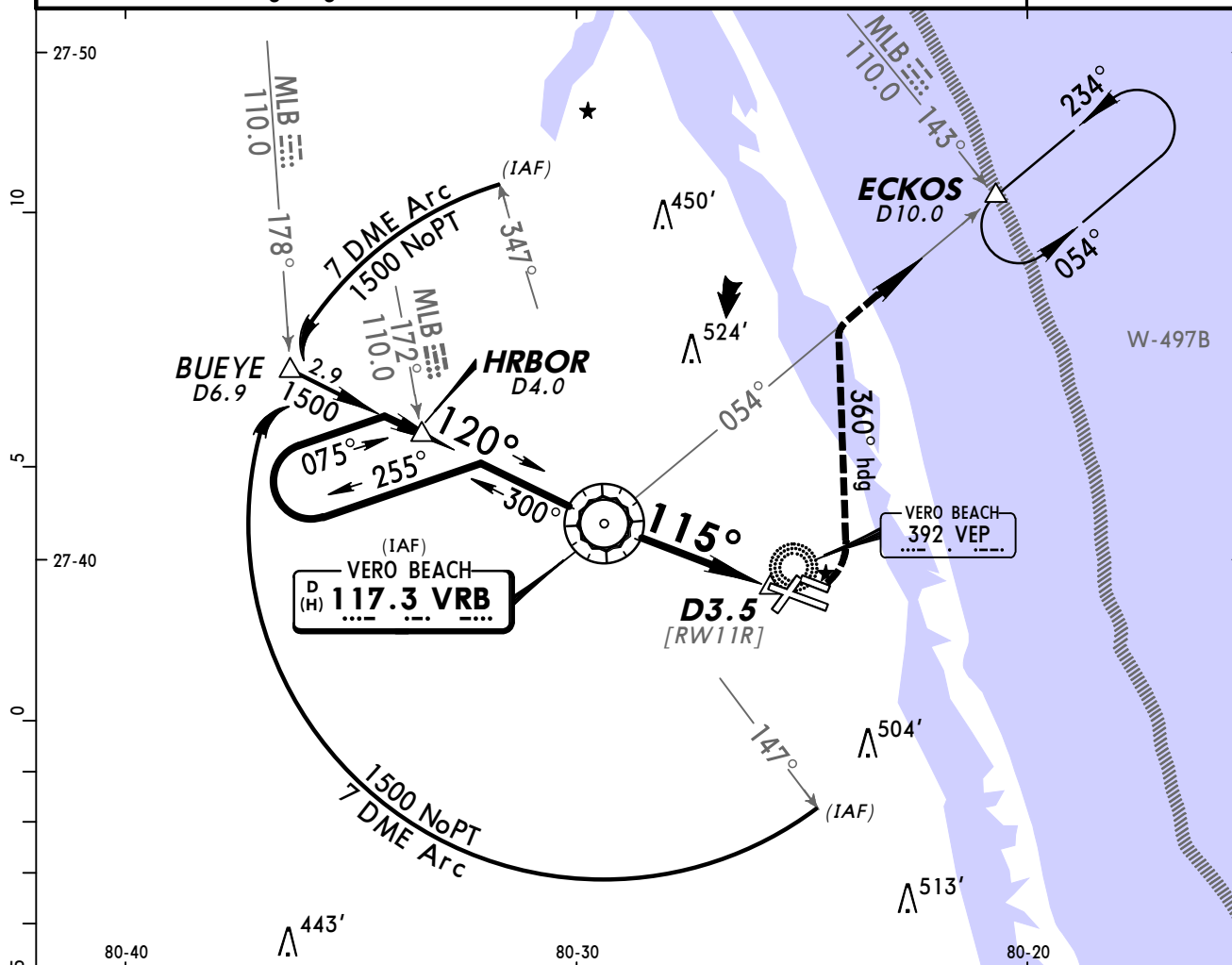
JEPPESSEN  
15 JUL 05 (13-1)

VERO BEACH, FLA  
VOR Rwy 11R

BRIEFING STRIP

TM

|                                                                                                                         |                           |                                     |                       |                          |                                         |         |  |  |
|-------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------------------|-----------------------|--------------------------|-----------------------------------------|---------|--|--|
| ATIS (ASOS when Twr inop)                                                                                               |                           | MIAMI Center (R)                    |                       | *VERO BEACH Tower        |                                         | *Ground |  |  |
| 132.5                                                                                                                   |                           | 132.25                              |                       | CTAF 126.3               |                                         | 127.45  |  |  |
| VOR<br>VRB<br>117.3                                                                                                     | Final<br>Apch Crs<br>115° | Minimum Alt<br>VOR<br>1200' (1177') | MDA(H)<br>440' (417') | Apt Elev 24'<br>TDZE 23' | <div>1600'</div> <div>MSA VRB VOR</div> |         |  |  |
| MISSED APCH: Climbing LEFT turn to 2000' via 360° heading and<br>outbound on VRB VOR R-054 to ECKOS INT/D10.0 and hold. |                           |                                     |                       |                          |                                         |         |  |  |
| Alt Set: INCHES                                                                                                         |                           | Trans level: FL 180                 |                       | Trans alt: 18000'        |                                         |         |  |  |
| 1. Pilot controlled lighting 126.3.                                                                                     |                           |                                     |                       |                          |                                         |         |  |  |



|                           |     |      |      |      |      |      |                                                                                                                      |
|---------------------------|-----|------|------|------|------|------|----------------------------------------------------------------------------------------------------------------------|
| Gnd speed-Kts             | 70  | 90   | 100  | 120  | 140  | 160  | REIL<br>PAPI-L<br><div>2000'</div> <div>via LT</div> <div>360° hdg</div> <div>VRB 117.3 R-054</div> <div>ECKOS</div> |
| Descent angle [3.09°]     | 383 | 492  | 547  | 656  | 765  | 875  |                                                                                                                      |
| MAP at D3.5 or VOR to MAP | 3.5 | 3:00 | 2:20 | 2:06 | 1:45 | 1:30 |                                                                                                                      |

| STRAIGHT-IN LANDING RWY 11R |       |  |  | CIRCLE-TO-LAND |                     |  |  |
|-----------------------------|-------|--|--|----------------|---------------------|--|--|
| MDA(H) <b>440'</b> (417')   |       |  |  | Max Kts        | MDA(H)              |  |  |
| A                           | 1     |  |  | 90             | 560' (536') - 1     |  |  |
| B                           |       |  |  | 120            |                     |  |  |
| C                           | 1 1/4 |  |  | 140            | 580' (556') - 1 1/2 |  |  |
| D                           |       |  |  | 165            | 660' (636') - 2     |  |  |

CHANGES: Lighting.

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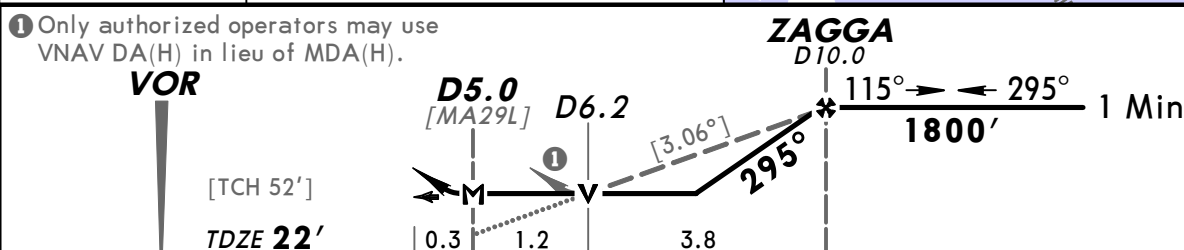
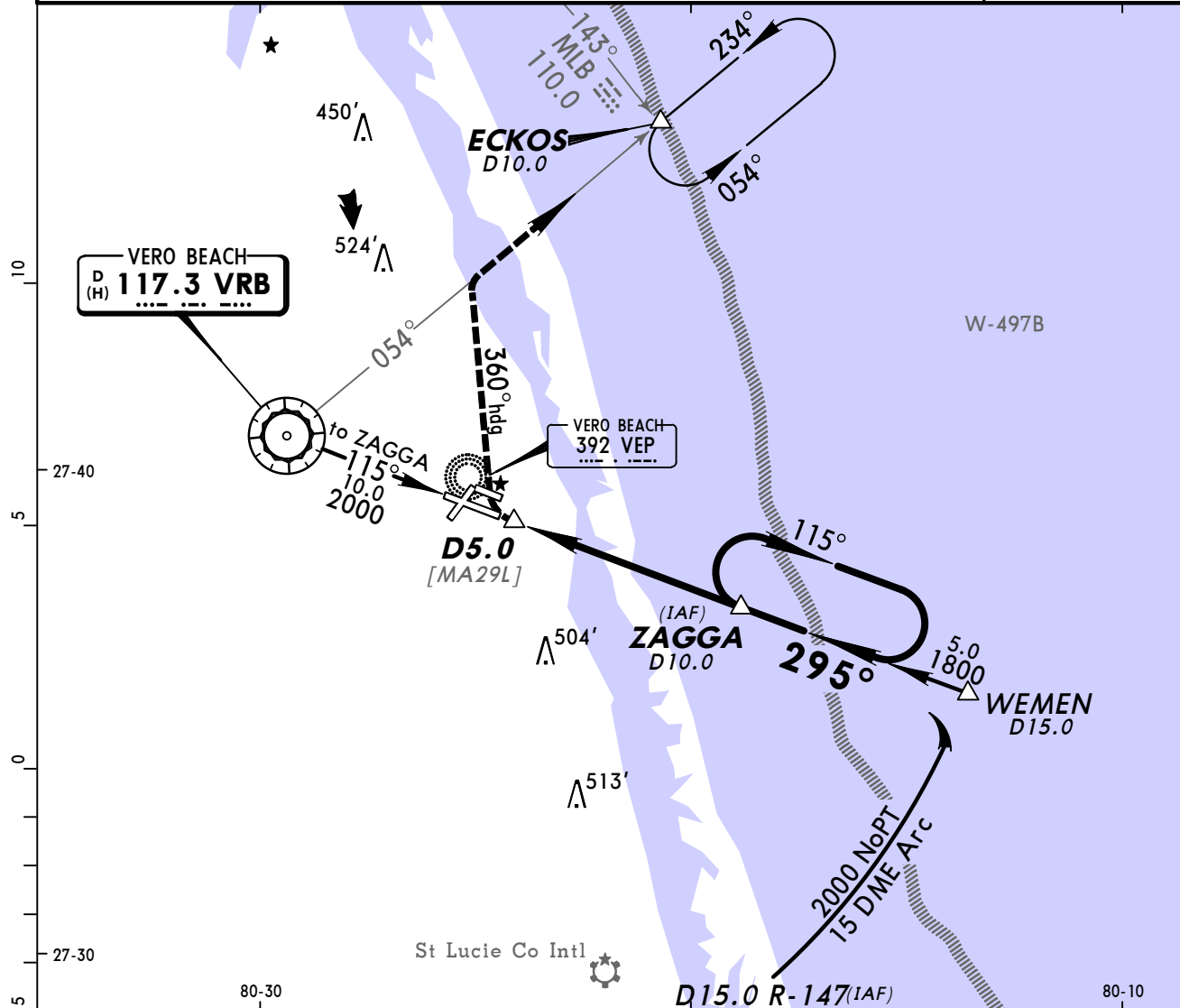
# KVRB/VRB VERO BEACH MUN

JEPPESSEN  
15 JUL 05 **13-2**

VERO BEACH, FLA  
VOR DME Rwy 29L

BRIEFING STRIP™

|                                                                                                                       |                                  |                                                     |                              |                                        |                                         |                          |  |  |
|-----------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|------------------------------|----------------------------------------|-----------------------------------------|--------------------------|--|--|
| ATIS (ASOS when Twr inop)<br><b>132.5</b>                                                                             |                                  | MIAMI Center (R)<br><b>132.25</b>                   |                              | *VERO BEACH Tower<br>CTAF <b>126.3</b> |                                         | *Ground<br><b>127.45</b> |  |  |
| VOR<br>VRB<br><b>117.3</b>                                                                                            | Final<br>Apch Crs<br><b>295°</b> | Minimum Alt<br><b>ZAGGA</b><br><b>1800'</b> (1778') | MDA(H)<br><b>540'</b> (518') | Apt Elev <b>24'</b><br>TDZE <b>22'</b> | <div>1600'</div> <div>MSA VRB VOR</div> |                          |  |  |
| MISSED APCH: Climbing RIGHT turn to 2000' via 360° heading and outbound on VRB VOR R-054 to ECKOS INT/D10.0 and hold. |                                  |                                                     |                              |                                        |                                         |                          |  |  |
| Alt Set: INCHES                                                                                                       |                                  | Trans level: FL 180                                 |                              | Trans alt: 18000'                      |                                         |                          |  |  |
| 1. Pilot controlled lighting 126.3.                                                                                   |                                  |                                                     |                              |                                        |                                         |                          |  |  |



|                       |     |     |     |     |     |     |                                                                                                                   |
|-----------------------|-----|-----|-----|-----|-----|-----|-------------------------------------------------------------------------------------------------------------------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L<br><b>2000'</b> via <b>360°</b> and <b>VRB</b><br>RT hdg <b>117.3</b> <b>ECKOS</b><br><b>R-054</b> |
| Descent angle [3.06°] | 379 | 487 | 541 | 650 | 758 | 866 |                                                                                                                   |
| MAP at D5.0           |     |     |     |     |     |     |                                                                                                                   |

| STRAIGHT-IN LANDING RWY 29L |    |  |  | CIRCLE-TO-LAND |                  |
|-----------------------------|----|--|--|----------------|------------------|
| MDA(H) <b>540'</b> (518')   |    |  |  | Max Kts        | MDA(H)           |
| A                           | 1  |  |  | 90             | 560' (536') - 1  |
| B                           |    |  |  | 120            |                  |
| C                           | 1½ |  |  | 140            | 580' (556') - 1½ |
| D                           | 1¾ |  |  | 165            | 660' (636') - 2  |

CHANGES: Lighting.

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## General Information

Location: Cocoa Beach FL USA  
IATA Code:  
Lat/Long: N28° 28.1' W080° 34.0'  
Elevation: 10 ft

Airport Use: Military  
Magnetic Variation: 6.4 °W  
Sectional Chart: Jacksonville

Customs: No  
Airport Type: VFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: No  
Pattern Altitude: 1000 ft AGL

Sunrise: 1150 Z  
Sunset: 2321 Z,

## Runway Information

Runway: 13  
Length x Width: 9998 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 10 ft  
Lighting: Edge, Part time

Runway: 31  
Length x Width: 9998 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 10 ft  
Lighting: Edge, ALS, Part time

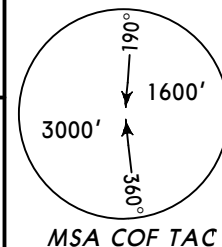
## Communication Information

Cape Tower 118.625  
Orlando Approach Approach Control 134.95 Arrival Service  
Orlando Departure Departure Control 134.95 Departure Service

PATRICK AFB  
ATIS  
**119.17**

*Apt Elev*  
*See Graphic*

Alt Set: INCHES  
Trans level: FL180 Trans alt: 18000'  
Also serves **1**



## BITHO SEVEN ARRIVAL (BITHO.BITH07)

Direct distance from BITHO to:  
Patrick AFB **34 NM**  
**1** AIRPORT SERVED  
Cape Canaveral AFS Skid Strip **28 NM**

OCALA  
D (L) **113.7** OCF  
N29 10.6 W082 13.6

**LAMMA**  
N29 00.9 W081 05.4

TURBOJETS LANDING  
CAPE CANAVERAL AFS SKID STRIP  
EXPECT clearance to cross at **12000'**  
TURBOJETS LANDING PATRICK AFB  
EXPECT clearance to cross at **15000'**

**BITHO**  
N28 37.9 W081 03.6

TURBOJETS  
EXPECT clearance  
to cross at **8000'**  
EXPECT RADAR vectors  
to final approach  
course after BITHO

ORLANDO  
D (H) **112.2** ORL  
N28 32.6 W081 20.1

ORLANDO FLA  
Orlando Intl  
96

ORLANDO FLA  
Kissimmee Gateway  
82

TITUSVILLE FLA  
Space Coast Regl  
34

TAC-97  
PATRICK  
D (115.0) COF  
N28 14.3 W080 36.7

CAPE CANAVERAL  
AFS SKID STRIP FLA  
10

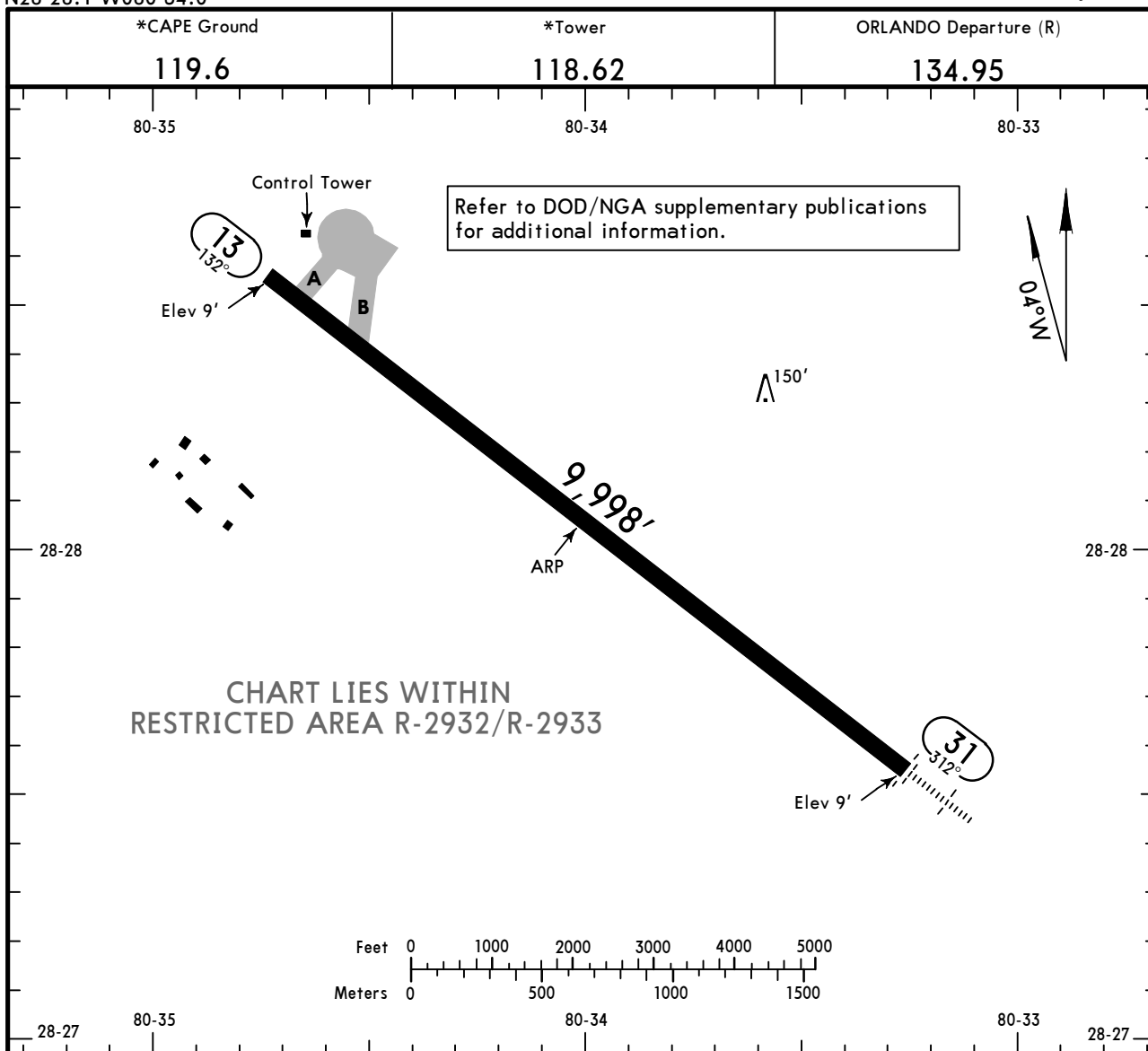
MERRITT I FLA  
Merritt I  
6

MELBOURNE FLA  
Melbourne Intl  
33

Patrick AFB  
8

### ROUTING

From over OMN via OMN R-176 to BITHO. EXPECT RADAR vectors to final approach course after BITHO.



| ADDITIONAL RUNWAY INFORMATION |        |                      |         |     |                             |             |                   |
|-------------------------------|--------|----------------------|---------|-----|-----------------------------|-------------|-------------------|
| RWY                           |        |                      |         |     | USABLE LENGTHS              |             |                   |
|                               |        |                      |         |     | LANDING BEYOND<br>Threshold | Glide Slope | TAKE-OFF<br>WIDTH |
| 13                            | ① HIRL | PAPI-L (angle 3.00°) | grooved | RVR |                             |             | 200'              |
| 31                            | ① HIRL | ② SALS ③ PAPI-L      | grooved | RVR |                             |             |                   |
|                               |        |                      |         |     |                             |             |                   |

① On prior request. ② Non-standard 1000'. ③ Angle 3.00°.

| TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE |               |               |  |
|-----------------------------------------|---------------|---------------|--|
| All Rwys                                |               |               |  |
| Adequate Vis Ref                        |               | STD           |  |
| 1 & 2<br>Eng                            | RVR 16 or 1/4 | RVR 50 or 1   |  |
| 3 & 4<br>Eng                            |               | RVR 26 or 1/2 |  |

TAKE-OFF OBSTACLES: Rwy 13, numerous trees 500' left and right of centerline beginning from DER and numerous trees left and right of centerline beginning 1100' from DER, up to 80' AGL/100' MSL. Rwy 31, light pole 1795' from DER, 498' left of centerline, 35' AGL/67' MSL. Trees 2042' from DER, 162' right of centerline, 45' AGL/72' MSL. Brush 500' from DER, 300' right of centerline, 18' AGL/48' MSL. Brush 144' from DER, 500' left of centerline, 8' AGL/38' MSL. Pylon 4347' from DER, 700' right of

centerline, 61' AGL/135' MSL. Pylon 4534' from DER, 1069' right of centerline, 78' AGL/150' MSL. Terrain 101' to 500' left of DER, 17' MSL. Terrain 185' from DER, 138' to 585' right of centerline, 18' MSL. Trees 1031' from DER, 114' left of centerline, 45' AGL/70' MSL. Trees 3864' from DER, 393' left of centerline, 80' AGL/120' MSL. Trees 3760' from DER, 490' right of centerline, 80' AGL/120' MSL.

DEPARTURE PROCEDURE: Rwy 13, diverse departure authorized. Cross DER at or above 20' AGL/29' MSL for Take-off Minima Standard with climb gradient of 200'/NM. Rwy 31, diverse departure authorized 322° counterclockwise to 143° only.

ORLANDO Approach (R)

134.95

\*CAPE Tower

118.62

\*Ground

119.6

RNAV

Final  
Apch Crs  
122°

Minimum Alt  
GIGLE  
1800' (1790')

LNAV  
MDA(H)  
560' (550')

Apt Elev 10'  
TDZE 10'

MISSED APCH: Climb to 3000' direct HABED, then direct to WESMA and hold.

Alt Set: INCHES

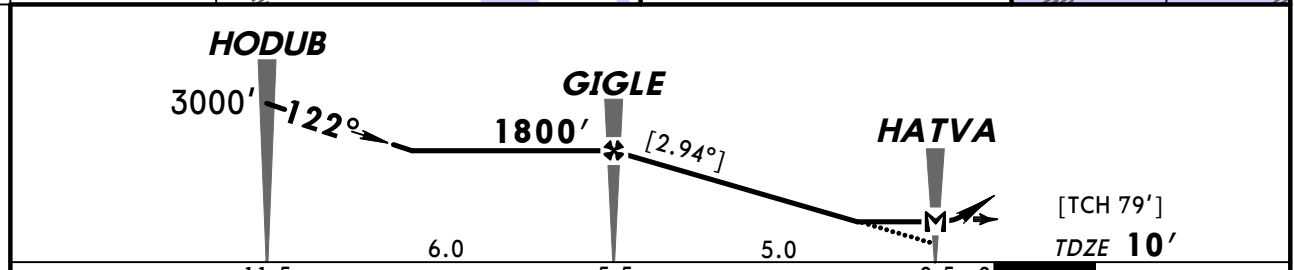
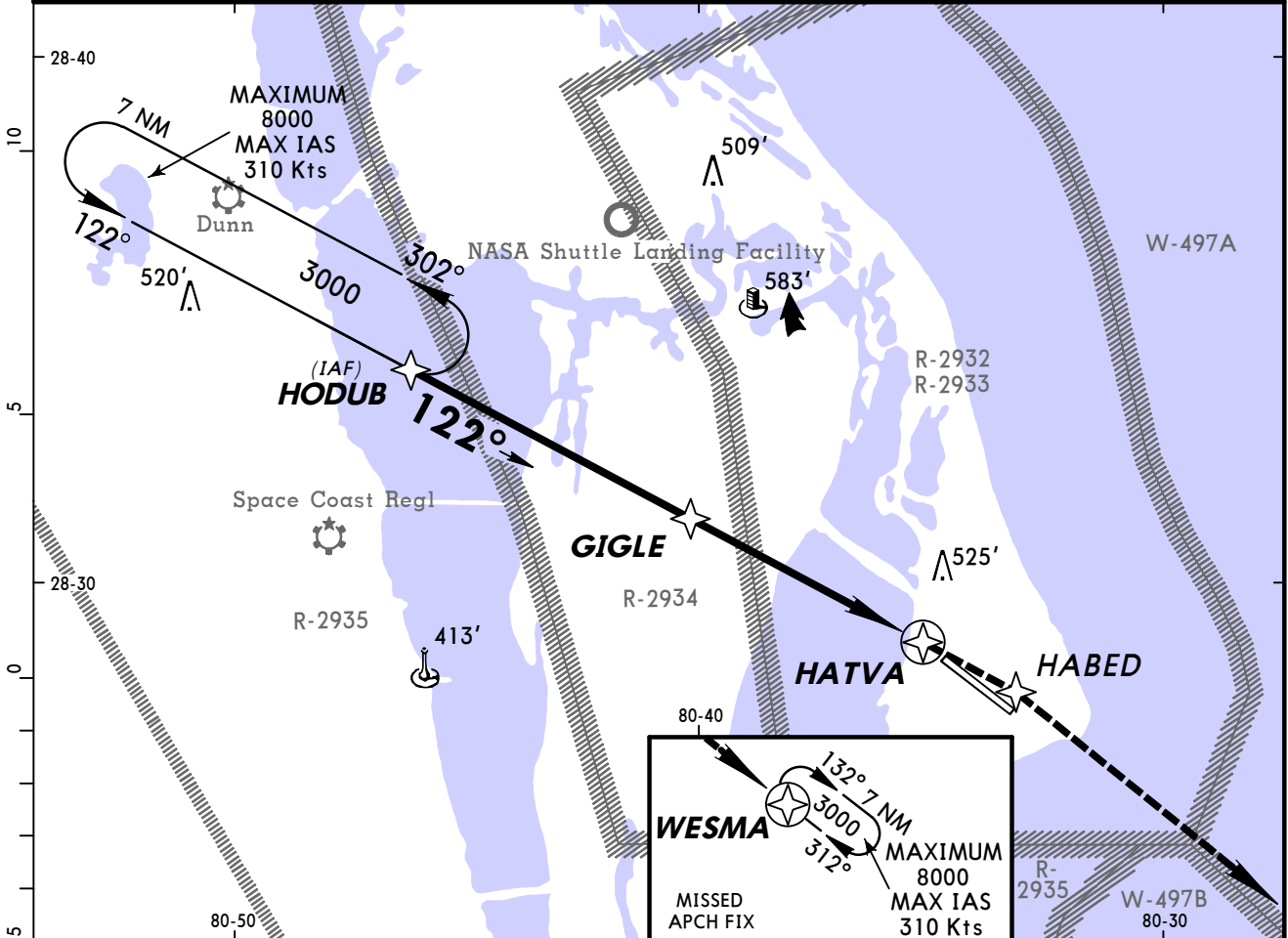
Trans level: FL 180

Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized.

3000'

MSA HATVA

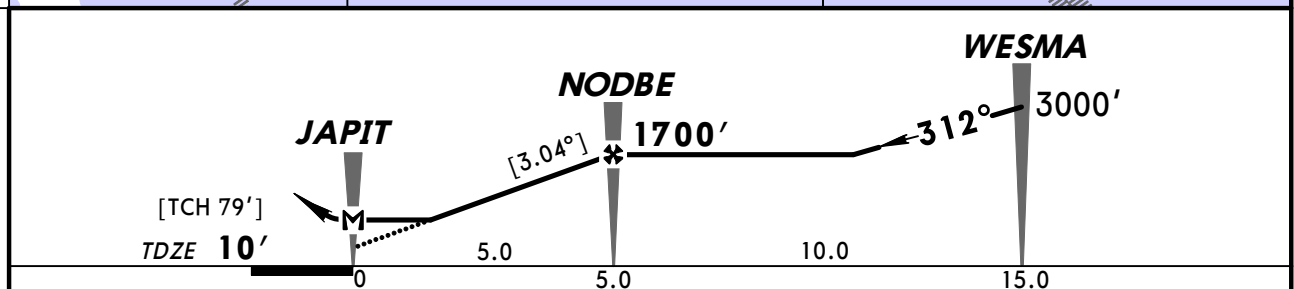
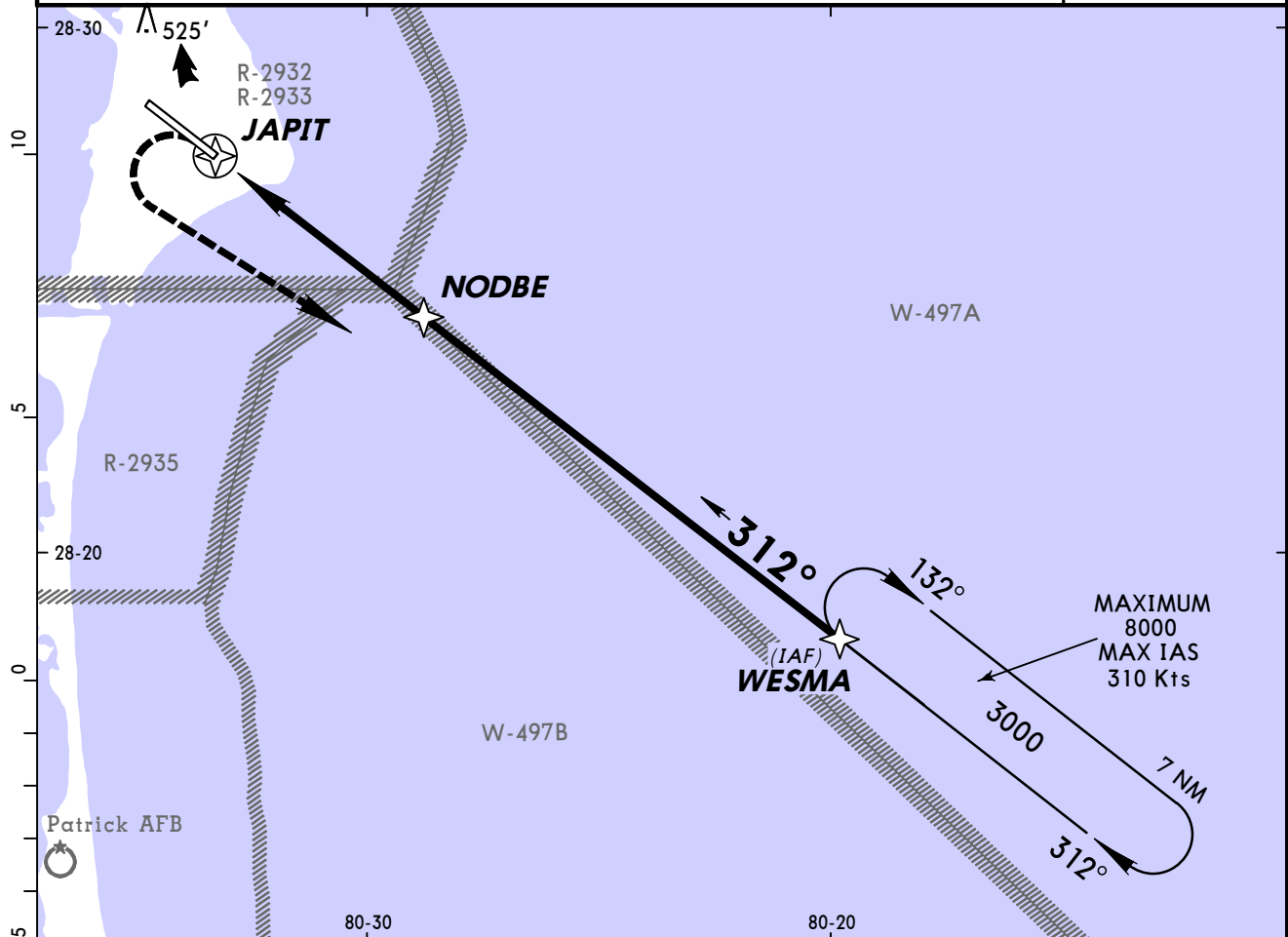


|                       |     |     |     |     |     |     |  |  |        |       |   |       |
|-----------------------|-----|-----|-----|-----|-----|-----|--|--|--------|-------|---|-------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |  |  | PAPI-L | 3000' | → | HABED |
| Descent angle [2.94°] | 364 | 468 | 520 | 624 | 728 | 832 |  |  |        |       |   |       |
| MAP at HATVA          |     |     |     |     |     |     |  |  |        |       |   |       |

| 1 STRAIGHT-IN LANDING RWY 13 |             |  |  |  |  | 1 CIRCLE-TO-LAND                       |                 |  |  |  |  |
|------------------------------|-------------|--|--|--|--|----------------------------------------|-----------------|--|--|--|--|
| LNNAV                        |             |  |  |  |  | Not Authorized Northeast of Rwy 13/31. |                 |  |  |  |  |
| MDA(H) <b>560'</b> (550')    |             |  |  |  |  |                                        |                 |  |  |  |  |
| A                            | RVR 50 or 1 |  |  |  |  | Max Kts                                | MDA(H)          |  |  |  |  |
| B                            |             |  |  |  |  | 90                                     | 600' (590')- 1  |  |  |  |  |
| C                            |             |  |  |  |  | 120                                    | 760' (750')- 1¼ |  |  |  |  |
| D                            |             |  |  |  |  | 140                                    | 760' (750')- 2¼ |  |  |  |  |
|                              |             |  |  |  |  | 165                                    | 760' (750')- 2½ |  |  |  |  |

**1** When VGSI inop, Straight-in procedure to Rwy 13 / Circling to Rwy 31 at night requires approval from MAJCOM Director of Operations or equivalent.

|                                                                      |                                  |                                                     |                                      |                                     |                                                                                     |
|----------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------------------------------------------------------|
| ORLANDO Approach (R)                                                 |                                  | *CAPE Tower                                         |                                      | *Ground                             |                                                                                     |
| 134.95                                                               |                                  | 118.62                                              |                                      | 119.6                               |                                                                                     |
| RNAV                                                                 | Final<br>Apch Crs<br><b>312°</b> | Minimum Alt<br><b>NODBE</b><br><b>1700'</b> (1690') | LNAV<br>MDA(H)<br><b>540'</b> (530') | Apt Elev 10'<br><br>TDZE <b>10'</b> |  |
| <b>MISSED APCH:</b> Turn LEFT, climb to 3000' direct WESMA and hold. |                                  |                                                     |                                      |                                     |                                                                                     |
| Alt Set: INCHES                                                      |                                  | Trans level: FL 180                                 |                                      | Trans alt: 18000'                   |                                                                                     |
| 1. DME/DME RNP-0.30 not authorized.                                  |                                  |                                                     |                                      |                                     | <b>MSA JAPIT</b>                                                                    |



|                              |     |     |     |     |     |     |                                                                                      |
|------------------------------|-----|-----|-----|-----|-----|-----|--------------------------------------------------------------------------------------|
| <i>Gnd speed-Kts</i>         | 70  | 90  | 100 | 120 | 140 | 160 |  |
| <i>Descent angle [3.04°]</i> | 376 | 484 | 538 | 645 | 753 | 861 |                                                                                      |
|                              |     |     |     |     |     |     |                                                                                      |
| <i>MAP at JAPIT</i>          |     |     |     |     |     |     |                                                                                      |

| 1 STRAIGHT-IN LANDING RWY 31 |                 |       | 1 CIRCLE-TO-LAND                       |                     |
|------------------------------|-----------------|-------|----------------------------------------|---------------------|
| LNAV                         |                 |       | Not Authorized Northeast of Rwy 13/31. |                     |
| MDA(H) 540' (530')           |                 |       | Max Kts                                | MDA(H)              |
| ALS out                      |                 |       | 90                                     | 600' (590') - 1     |
| A                            | RVR 50 or 1     |       | 120                                    | 760' (750') - 1 1/4 |
| B                            |                 |       | 140                                    | 760' (750') - 2 1/4 |
| C                            | RVR 60 or 1 1/4 | 1 1/2 | 165                                    | 760' (750') - 2 1/2 |
| D                            | 1 1/2           | 1 3/4 |                                        |                     |

**1** When VGSI inop, Straight-in procedure to Rwy 31 / Circling to Rwy 13 at night requires approval from MAJCOM Director of Operations or equivalent.



## General Information

Location: Williston FL USA

IATA Code:

Lat/Long: N29° 21.3' W082° 28.3'

Elevation: 76 ft

Airport Use: Public

Magnetic Variation: 5.3°W

Sectional Chart: Jacksonville

Fuel Types: 100 Octane (LL), Jet A

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: No

Jet Start Unit: No

LLWS Alert: No

Beacon: Yes

Sunrise: 1158 Z

Sunset: 2328 Z,

## Runway Information

Runway: 05

Length x Width: 6668 ft x 100 ft

Surface Type: concrete

TDZ-Elev: 74 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 14

Length x Width: 4400 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 70 ft

Displaced Threshold: 300 ft

Runway: 23

Length x Width: 6668 ft x 100 ft

Surface Type: concrete

TDZ-Elev: 71 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 32

Length x Width: 4400 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 65 ft

## Communication Information

AWOS 118.425  
Williston Mun Unicom 122.8 CTAF PCL  
Jacksonville Approach Control 118.6  
Jacksonville Departure Control 118.6

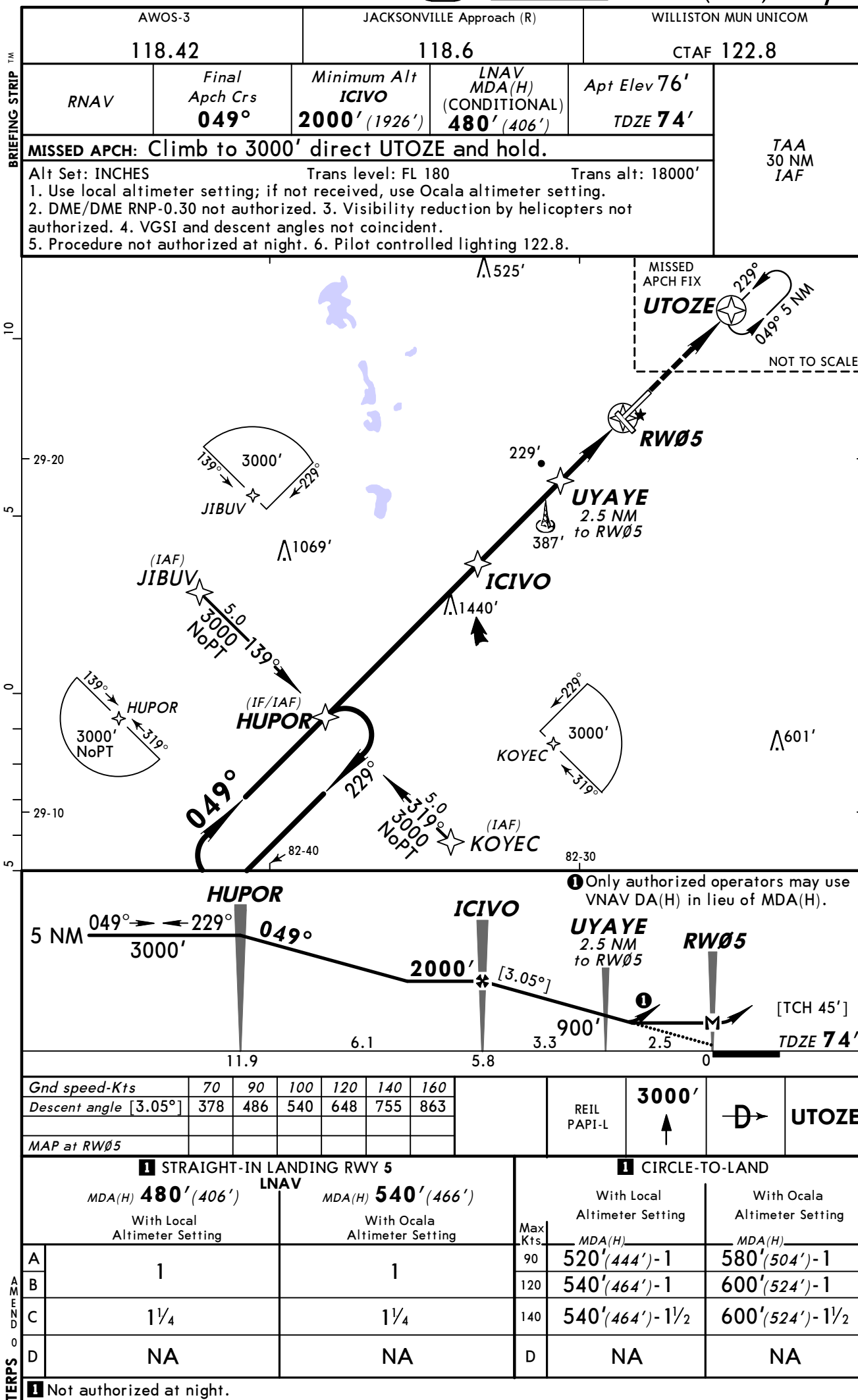
Apt Elev **76'**  
N29 21.3 W082 28.3

24 DEC 10 (10-9)

WILLISTON MUN

- ① Activate on 122.8.
- ② Width: First 300' of Rwy 23 150'.

## AMEND



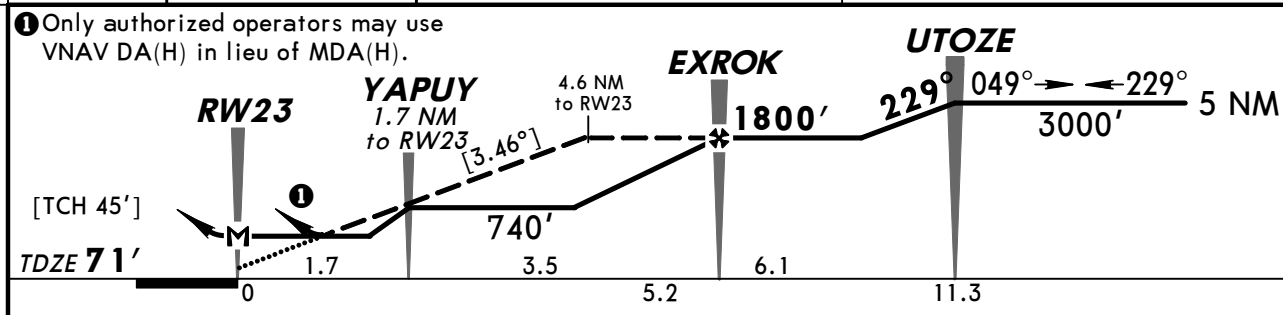
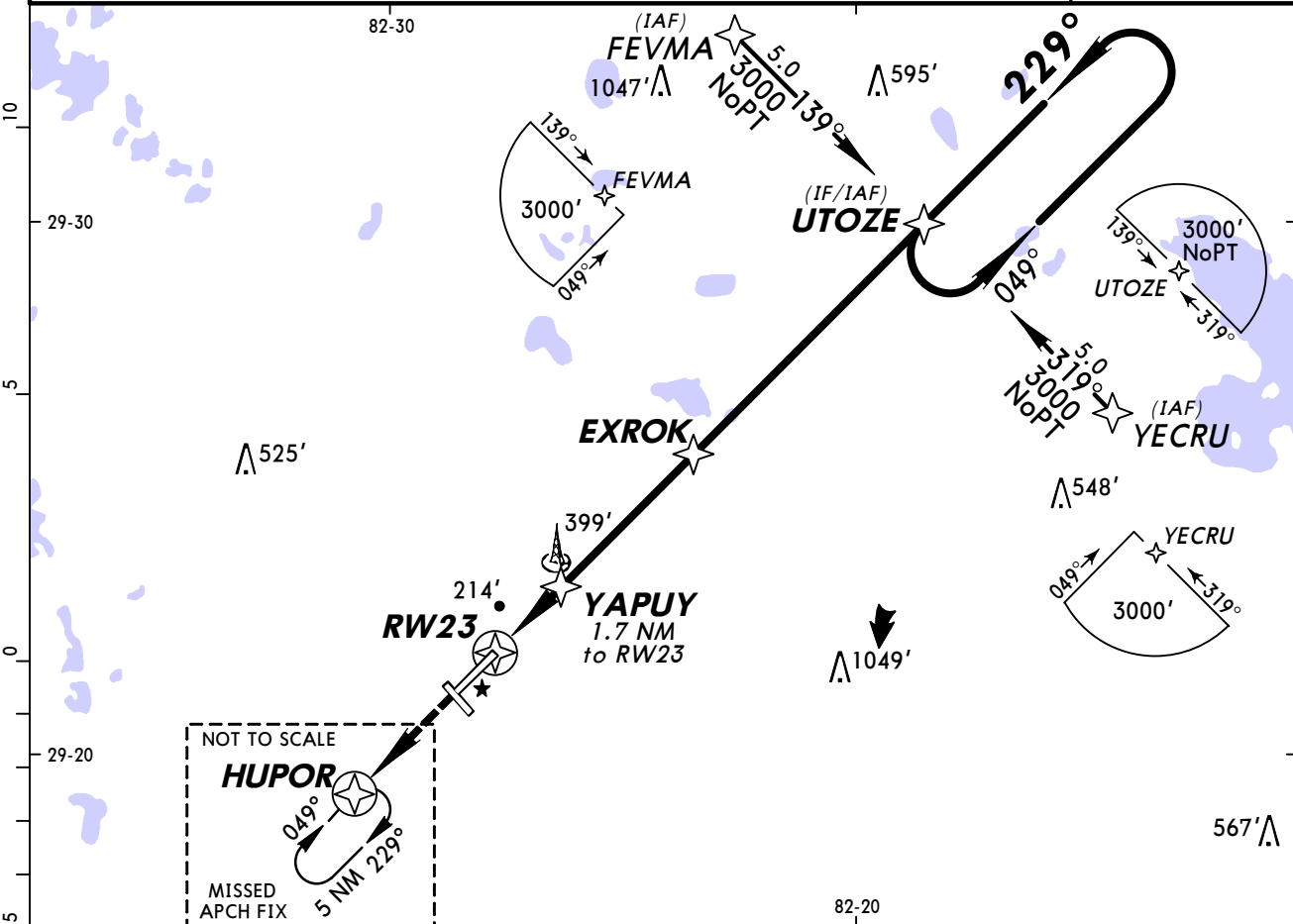
# X60 WILLISTON MUN

24 DEC 10 **(12-2)** **CAT A, B & C**

# WILLISTON, FLA RNAV (GPS) Rwy 23

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                                                     |                                          |                                                            |                                                               |                                                          |                                          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------------------------------------|---------------------------------------------------------------|----------------------------------------------------------|------------------------------------------|
| AWOS-3<br><b>118.42</b>                                                                                                                                                                                                                                                                                                                                             |                                          | JACKSONVILLE Approach (R)<br><b>118.6</b>                  |                                                               | WILLISTON MUN UNICOM<br><b>CTAF 122.8</b>                |                                          |
| <i>RNAV</i>                                                                                                                                                                                                                                                                                                                                                         | <i>Final<br/>Apch Crs</i><br><b>229°</b> | <i>Minimum Alt</i><br><b>EXROK</b><br><b>1800' (1729')</b> | <i>LNAV<br/>MDA(H)</i><br>(CONDITIONAL)<br><b>480' (409')</b> | <i>Apt Elev</i> <b>76'</b><br><br><i>TDZE</i> <b>71'</b> | <b>TAA</b><br><b>30 NM</b><br><b>IAF</b> |
| <b>MISSED APCH: Climb to 3000' direct HUPOR and hold.</b>                                                                                                                                                                                                                                                                                                           |                                          |                                                            |                                                               |                                                          |                                          |
| Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Ocala altimeter setting.<br>2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not<br>authorized. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting<br>122.8. |                                          |                                                            |                                                               |                                                          |                                          |

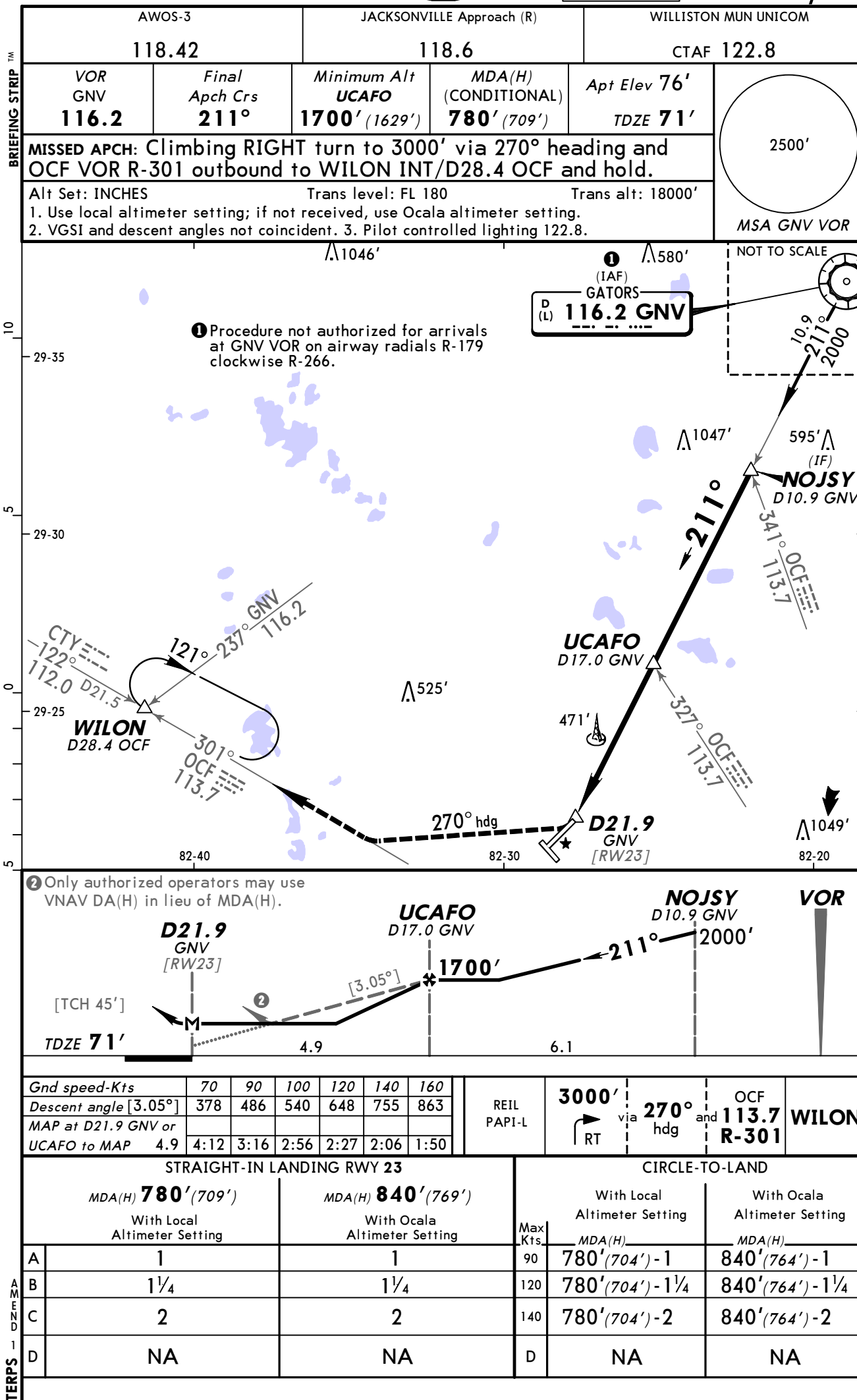


|                       |     |     |     |     |     |     |  |  |  |  |
|-----------------------|-----|-----|-----|-----|-----|-----|--|--|--|--|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |  |  |  |  |
| Descent angle [3.46°] | 429 | 551 | 612 | 735 | 857 | 980 |  |  |  |  |
| MAP at RW23           |     |     |     |     |     |     |  |  |  |  |

| STRAIGHT-IN LANDING RWY 23   |       |                              |       | CIRCLE-TO-LAND               |                  |                              |  |
|------------------------------|-------|------------------------------|-------|------------------------------|------------------|------------------------------|--|
| With Local Altimeter Setting |       | With Ocala Altimeter Setting |       | With Local Altimeter Setting |                  | With Ocala Altimeter Setting |  |
| A                            | 1     | 1                            | 1     | Max Kts                      | MDA(H)           | MDA(H)                       |  |
| B                            | 1     | 1                            | 1     | 90                           | 520'(444')-1     | 580'(504')-1                 |  |
| C                            | 1 1/4 | 1 1/4                        | 1 1/4 | 120                          | 540'(464')-1     | 600'(524')-1                 |  |
| D                            | 1 1/4 | 1 1/4                        | 1 1/4 | 140                          | 540'(464')-1 1/2 | 600'(524')-1 1/2             |  |
|                              | NA    | NA                           | NA    | D                            | NA               | NA                           |  |

CHANGES: Lighting, VNAV note added.

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17 Feb 2012

|     |                   |      |             |
|-----|-------------------|------|-------------|
| REV | RNAV (GPS) RWY 15 | 12-2 | 17 Feb 2012 |
| REV | RNAV (GPS) RWY 22 | 12-3 | 17 Feb 2012 |
| REV | RNAV (GPS) RWY 33 | 12-4 | 17 Feb 2012 |
| REV | VOR RWY 4         | 13-1 | 17 Feb 2012 |
| REV | VOR RWY 22        | 13-2 | 17 Feb 2012 |

**ST PETERSBURG-CLEARWATER, FL (ST PETERSBURG-CLEARWATER INTL - KPIE)**

**PENSACOLA, FL (PENSACOLA GULF COAST REGL - KPNS)**

**FT MYERS, FL (SOUTHWEST FLORIDA INTL - KRSW)**

**ORLANDO, FL (ORLANDO SANFORD INTL - KSFB)**

**ST AUGUSTINE, FL (NORTHEAST FLORIDA REGL - KSGJ)**

**SARASOTA/BRADENTON, FL (SARASOTA-BRADENTON INTL - KSRQ)**

**TITUSVILLE, FL (SPACE COAST REGL - KTIK)**

**TALLAHASSEE, FL (TALLAHASSEE REGL - KTLH)**

**MIAMI, FL (DADE-COLLIER TRNG & TRANSITION - KTNT)**

**TAMPA, FL (TAMPA INTL - KTPA)**

**TITUSVILLE, FL (NASA SHUTTLE LANDING FACILITY - KTTS)**

**VALPARAISO, FL (EGLIN AFB - KVPS)**

**JACKSONVILLE, FL (CECIL - KVQQ)**

**VERO BEACH, FL (VERO BEACH MUN - KVRB)**

**COCOA BEACH, FL (CAPE CANAVERAL AFS SKID STRIP - KXMR)**

|     |                              |      |             |
|-----|------------------------------|------|-------------|
| REV | AIRPORT, AIRPORT INFO, TA... | 40-9 | 17 Feb 2012 |
|-----|------------------------------|------|-------------|

**WILLISTON, FL (WILLISTON MUN - X60)**



## **TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport KBKV**

**No Chart Change Notices for Airport KCEW**

**No Chart Change Notices for Airport KCOF**

**No Chart Change Notices for Airport KDAB**

**No Chart Change Notices for Airport KECF**

**No Chart Change Notices for Airport KEGI**

**Chart Change Notices for Airport KFL**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(11-4) ILS or LOC Rwy 27R MM decmsnd.

**No Chart Change Notices for Airport KGNV**

**No Chart Change Notices for Airport KHRT**

**No Chart Change Notices for Airport KHST**

**No Chart Change Notices for Airport KJAX**

**No Chart Change Notices for Airport KLAL**

**No Chart Change Notices for Airport KLCQ**

**No Chart Change Notices for Airport KMCF**

**Chart Change Notices for Airport KMCO**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(23-1) VOR DME Rwy 18L Amend 5D chgd to 5E, Reference date 29 JUL 2010. (23-2) VOR DME Rwy 18R Amend 5D chgd to 5E, Reference date 29 JUL 2010.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20100701

**End Date:** Until Further Notice

(21-6) ILS or LOC Rwy 36R Amend 9 changed to Amend 9A reference date 1 July 2010.

**No Chart Change Notices for Airport KMIA**

**No Chart Change Notices for Airport KMLB**

**No Chart Change Notices for Airport KNIP**

**No Chart Change Notices for Airport KNPA**

**No Chart Change Notices for Airport KNQX**

**No Chart Change Notices for Airport KNRB**

**No Chart Change Notices for Airport KOCF**

**No Chart Change Notices for Airport KOPF**

**No Chart Change Notices for Airport KPAM**

**Chart Change Notices for Airport KPBI**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(11-1) ILS or LOC Rwy 10L MM decmsnd.

**No Chart Change Notices for Airport KPGD**

**No Chart Change Notices for Airport KPIE**

**No Chart Change Notices for Airport KPNS**

**No Chart Change Notices for Airport KRSW**

**No Chart Change Notices for Airport KSFB**

**No Chart Change Notices for Airport KSGJ**

**Chart Change Notices for Airport KSRQ**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(10-9A) Amend 1 chgd to 2A.

**No Chart Change Notices for Airport KTIX**

**No Chart Change Notices for Airport KTLH**

**No Chart Change Notices for Airport KTNT**

**Chart Change Notices for Airport KTPA**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(21-4) ILS or LOC Rwy 19L MM decmsnd.

**No Chart Change Notices for Airport KTTS**

**No Chart Change Notices for Airport KVPS**

**No Chart Change Notices for Airport KVQQ**

**No Chart Change Notices for Airport KVRB**

No Chart Change Notices for Airport KXMR

No Chart Change Notices for Airport X60