Federal Aviation Administration

U.S. Terminal Procedures Publication

Southeast (SE) Vol 3 of 4

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25 FEB 2021
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Consult the Change Notice (CN) effective 25 MAR 2021 for revised Instrument Procedure Charts for this volume

Including Puerto Rico and the Virgin Islands

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 3424
Silver Spring, MD 20910
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

For inquiries regarding military charts, please contact aerohelp@nga.mil

FOR PROCUREMENT:
For digital products, visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/

For a list of approved FAA Print Providers, visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

Frequently asked questions (FAQ) are answered on our website at https://www.faa.gov/go/ais
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4.

INOP COMPONENTS 19339

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

(1) ILS, PAR, LPV, GLS minima

Inoperative Component or Visual Aid	Increase Visibility
All ALS types (except ODALS)	¼ mile

(2) ILS, LPV, GLS with visibility minima of RVR 1800†/2000*/2200*

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000† To RVR 4500*
TDZL or RCLS	To RVR 2400#
RVR	To ½ mile

#For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile
MALSF, MALS, SSALF, SSALS, SALSF, SALS	¼ mile

(4) Sidestep minima (CAT C-D)

Inoperative Component or Visual Aid to Sidestep Runway	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile

(5) All Approach Types, All lines of minima

Inoperative Component or Visual Aid	Increase Visibility
ODALS (CAT A-B)	¼ mile
ODALS (CAT C-D)	⅛ mile

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TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER).
In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

Visibility (RVR 100's of feet) — DA — Aircraft Approach Category — HAT

CATEGORY	A	B	C	D
S-ILS 27	1352/24		200 (200-½)	
S-LOC 27	1440/24	288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)

Straight-in ILS to Runway 27

Straight-in with Glide Slope Inoperative or not used to Runway 27

All **weather** minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

MDA — HAA — Visibility in Statute Miles

COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-½ 363 (400-½)

Copter Approach Direction — Height of MDA/DA Above Landing Area (HAL) — No circling minimums are provided

NOTE: The W symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the W will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

COLD TEMPERATURE AIRPORTS

NOTE: A ❄-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page: http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

REPORTED TEMP °C	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

MANEUVERING TABLE

Approach Category	A	B	C	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

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CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the C symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
All Altitudes	1.3	1.5	1.7	2.3	4.5

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the C symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
1000 or less	1.3	1.7	2.7	3.6	4.5
1001-3000	1.3	1.8	2.8	3.7	4.6
3001-5000	1.3	1.8	2.9	3.8	4.8
5001-7000	1.3	1.9	3.0	4.0	5.0
7001-9000	1.4	2.0	3.2	4.2	5.3
9001 and above	1.4	2.1	3.3	4.4	5.5

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1600	¼	2400	½	3500	⅝	5500	1
1800	½	2600	½	4000	¾	6000	1¼
2000	½	3000	⅝	4500	⅞		
2200	½	3200	⅝	5000	1		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	**195**/16	100	(100-¼)				
	28	2.5°/48/1068	ABCDE	**187**/16	100	(100-¼)				
ASR	10		ABC	**560**/40	463	(500-¾)	DE	**560**/50	463	(500-1)
	28		AB	**600**/50	513	(600-1)	CDE	**600**/60	513	(600-1¼)
CIR	10		AB	**560-**1¼	463	(500-1¼)	CDE	**560-**1½	463	(500-1½)
	28		AB	**600-**1¼	503	(600-1¼)	CDE	**600-**1½	503	(600-1½)

Visibility (RVR 100's of feet)

Visibility in Statute Miles

All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored
(V) VHF emergency frequency (121.5) monitored
(U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

A Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

A NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

T Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

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GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed under Other Transaction Agreement (OTA) by private providers and have been certified by the FAA. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contain information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-227 (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number → Orig 31DEC09 ← Procedure Amendment Effective Date

FAA Procedure Amendment Number → Amdt 2B 12MAR09 ← Procedure Amendment Effective Date

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

★ Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans via teletype and are required for users filing flight plans via computer interface. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARS and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure's navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure's PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box

PBN Requirements Box →	From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.
Equipment Requirements Box →	DME required for LOC only.
Standard Procedure Notes Box →	T Circling to Rwy 25 NA at night. #For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box →	RNAV 1 - DME/DME/IRU or GPS
Equipment Requirements Box →	RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., A1, V, ✿
2. Approach lighting systems that do not bear a system identification are indicated with a negative "L" beside the name.

A star (★) indicates non-standard PCL, consult Chart Supplement, e.g., L★

To activate lights, use frequency indicated in the communication section of the chart with a L or the appropriate lighting system identification e.g., UNICOM 122.8 L, A1, V

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

ABBREVIATIONS

AAUP.....Attention All Users Page
ADF..... Automatic Direction Finder
ADIZ..... Air Defense Identification Zone
AFIS.....Automatic Flight Information Service
ALS.....Approach Light System
ALSF..... Approach Light System with Sequenced Flashing Lights
AOB..... At Or Below
AP..... Autopilot System
APCH..... Approach
APP CON..... Approach Control
ARR..... Arrival
ASOS..... Automated Surface Observing System
ASR/PAR..... Published Radar Minimums at this Airport
ASSC..... Airport Surface Surveillance Systems
ATIS.....Automatic Terminal Information Service
AUNICOM.....Automated UNICOM
AWOS.....Automated Weather Observing System
AZ..... Azimuth
BC..... Back Course
BND..... Bound
C..... Circling
CAT..... Category
CCW..... Counter Clockwise
CDI..... Course Deviation Indicator
Chan.....Channel
CIFP..... Coded Instrument Flight Procedures
CIR.....Circling
CLNC DEL..... Clearance Delivery
CNF.....Computer Navigation Fix
CPDLC..... Controller Pilot Data Link Communication
CTAF..... Common Traffic Advisory Frequency
CW.....Clockwise
D-ATIS..... Digital-Automatic Terminal Information Service
DA.....Decision Altitude
DER.....Departure End of Runway
DH.....Decision Height
DME..... Distance Measuring Equipment
DTHR..... Displaced Threshold
DVA..... Diverse Vector Area
ELEV..... Elevation
EMAS..... Engineered Material Arresting System
FAF.....Final Approach Fix
FD.....Flight Director System
FM..... Fan Marker
FMS..... Flight Management System
GBAS..... Ground Based Augmentation System
GCO.....Ground Communications Outlet
GLS..... Ground Based Augmentation System Landing System
GP..... Glidepath
GPI.....Ground Point of Interception
GPS.....Global Positioning System
GS.....Glide Slope
HAA.....Height above Airport
HAL..... Height above Landing
HAT.....Height above Touchdown
HATh..... Height Above Threshold
HCH..... Heliport Crossing Height
HGS.....Head-up Guidance System
HIRL.....High Intensity Runway Lights
HUD.....Head-up Display
IAF.....Initial Approach Fix
ICAO.....International Civil Aviation Organization
IF.....Intermediate Fix
IM..... Inner Marker
INOP..... Inoperative
INT..... Intersection
K..... Knots
KIAS..... Knots Indicated Airspeed
LAAS..... Local Area Augmentation System
LDA..... Localizer Type Directional Aid
Ldg..... Landing
LIRL.....Low Intensity Runway Lights
LNAV.....Lateral Navigation
LOC.....Localizer
LP..... Localizer Performance
LPV..... Localizer Performance with Vertical Guidance
LR..... Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.
MAA.....Maximum Authorized Altitude
MALS..... Medium Intensity Approach Light System
MALSF..... Medium Approach Lighting System with Sequenced Flashers
MALSR..... Medium Intensity Approach Light System with RAIL
MAP.....Missed Approach Point
MDA..... Minimum Descent Altitude
MIRL..... Medium Intensity Runway Lights
MM..... Middle Marker
MRA..... Minimum Reception Altitude
N/A..... Not Applicable
NA..... Not Authorized
NDB..... Non-directional Radio Beacon
NM..... Nautical Mile
NoPT..... No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)

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ODALS..... Omnidirectional Approach Light System
ODP..... Obstacle Departure Procedure
OM..... Outer Marker
PAR..... Precision Approach Radar
PDC..... Pre-Departure Clearance
PRM..... Precision Runway Monitor
R..... Radial
RA..... Radio Altimeter setting height
RAIL..... Runway Alignment Indicator Lights
RCLS..... Runway Centerline Light System
REIL..... Runway End Identifier Lights
RF..... Radius-to-Fix
RLLS..... Runway Lead-in Light System
RNAV..... Area Navigation
RNP..... Required Navigation Performance
RPI..... Runway Point of Intercept(ion)
RRL..... Runway Remaining Lights
Rwy..... Runway
RVR..... Runway Visual Range
S..... Straight-in
SALS..... Short Approach Light System
SALSF..... Short Approach Lighting System with Sequenced Flashing Lights
SSALF..... Simplified Short Approach Lighting System with Sequenced Flashers
SSALR..... Simplified Short Approach Light System with RAIL
SSALS..... Simplified Short Approach Lighting System
SDF..... Simplified Directional Facility
SM..... Statute Mile
SOIA..... Simultaneous Offset Instrument Approach
SR-SS..... Sunrise-Sunset
TAA..... Terminal Arrival Area
TAC..... TACAN
TCH..... Threshold Crossing Height (height in feet Above Ground level)
TDZ..... Touchdown Zone
TDZE..... Touchdown Zone Elevation
TDZ/CL..... Touchdown Zone and Runway Centerline Lighting
TDZL..... Touchdown Zone Lights
THR..... Threshold
TODA..... Takeoff Distance Available
TORA..... Takeoff Run Available
TR..... Track
VASI..... Visual Approach Slope Indicator
VCOA..... Visual Climb Over Airport
VDP..... Visual Descent Point
VGSI..... Visual Glide Slope Indicator
VNAV..... Vertical Navigation
WAAS..... Wide Area Augmentation System
WP/WPT..... Waypoint (RNAV)

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LEGEND 20086

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES

Procedure Track

Missed Approach

Visual Flight Path

165°
345°
Procedure Turn
(Type degree and point of turn optional)

3100 NoPT 5.6 NM to GS Intcpt
045°
(14.2 to LOM)
Minimum Route Altitude
2000
155°
Feeder Route
(15.1)
Mileage

HOLDING PATTERNS

Missed Approach
090°
270°

Hold-in-lieu of Procedure Turn
090°
1 min
270°

090°
(IAS)
270°
4 NM

HOLD 8000
Arrival
090°
270°

Holding pattern with max. restricted airspeed:
(175K) applies to all altitudes.
(210K) applies to altitudes above 6000′ to and including 14000′.
Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.
Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown.
DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS

Reporting Point
▲ Name (Compulsory)
△ Name (Non-Compulsory)

Intersection

WAYPOINT (Compulsory)

WAYPOINT (Non-Compulsory)

FLYOVER POINT

MAP WP (Flyover)

Computer Navigation Fix (CNF) - No ATC Function
x (NAME) ("x" omitted when it conflicts with runway pattern)

15 DME Distance From Facility

AUSTN INT
ARC/DME/RNAV Fix

R-198 → Radial line and value

LR-198 → Lead Radial

LB-198 → Lead Bearing

ALTITUDES

5500 Mandatory Altitude
2500 Minimum Altitude
4300 Maximum Altitude
3000 Recommended Altitude
5000 Mandatory Block
3000 Altitude

INDICATED AIRSPEED

175K	120K	250K	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:
VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

Non-Compulsory:
VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

LOM/LMM (Compass locator at Outer Marker/Middle Marker)

Marker Beacon

Marker beacons that are not specifically part of the procedure.

Localizer (LOC/LDA) Course
Right side shading- Front course; Left side shading- Back Course

SDF Course

LOC/DME

LOC/LDA/SDF Transmitter
(shown when installation is offset from its normal postion off the end of the runway.)

Primary Navaid with Coordinate Values
LIMA
114.5 LIM
Chan 92
S12°00.80′
W77°07.00′

Secondary Navaid
LMM
LIMA
248 NT

SCOTT
Chan 59
SKE
(112.2)
VHF Paired Frequency

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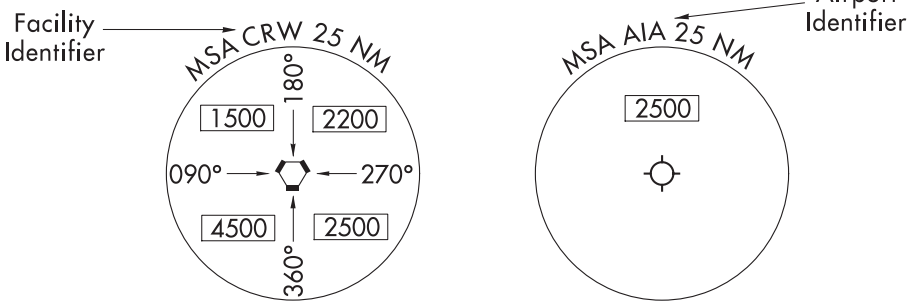
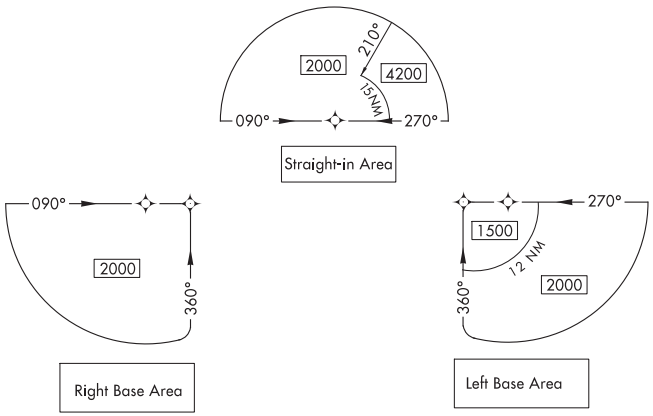
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS

VOR Changeover Point

RWY 15 S12° 00.52′ W77° 06.91′ — End of Rwy Coordinates (DOD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

SPECIAL USE AIRSPACE

R-352

R-Restricted
P-Prohibited
W-Warning
A-Alert

AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

OBSTACLES

Spot Elevation

Obstacle

Highest Obstacle

Highest Spot Elevation

Group of Obstacles

Doubtful accuracy

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LEGEND 20198

INSTRUMENT APPROACH PROCEDURES (CHARTS)

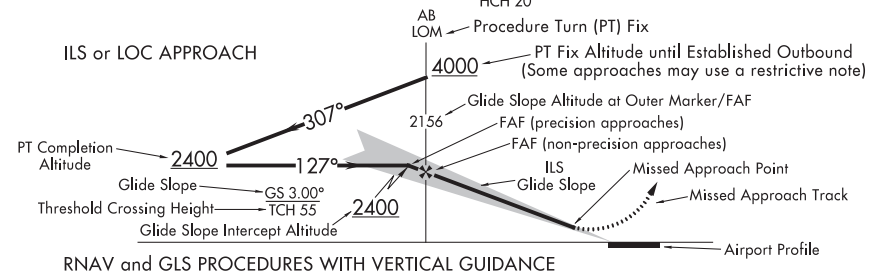
PROFILE VIEW

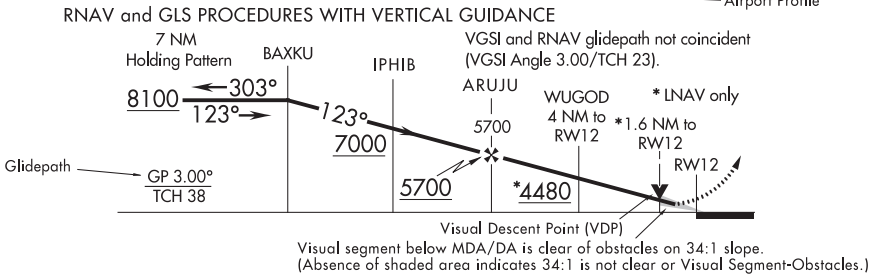
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

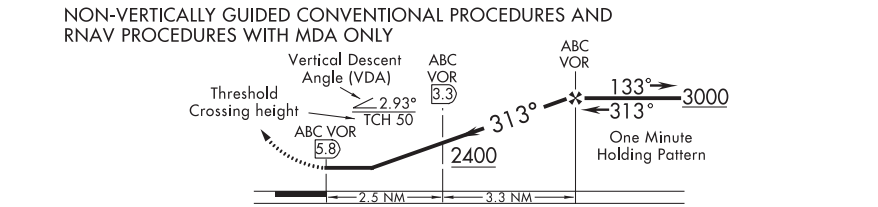
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°/TCH 55

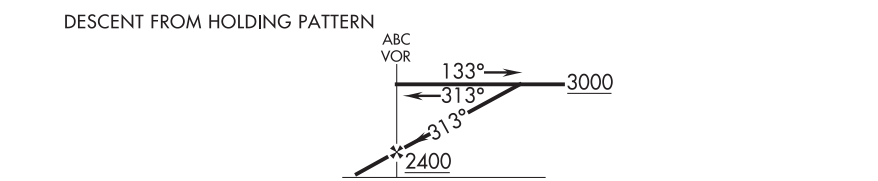
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°/TCH 50.

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: ∠3.00°/TCH 55. On Copter procedures this is depicted in the following format: ∠7.30°/HCH 20









ALTITUDES

5500	Mandatory Altitude	3000	Recommended Altitude
2500	Minimum Altitude	5000 / 3000	Mandatory Block Altitude
4300	Maximum Altitude		

PROFILE SYMBOLS

- 2400 — Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- ▼ Visual Descent Point (VDP)
- Visual Flight Path
- Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

LEGEND 20198

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LEGEND 19059

LEGEND
STANDARD TERMINAL ARRIVAL (STAR) CHARTS
DEPARTURE PROCEDURE (DP) CHARTS

Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

Compulsory:

VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

Non-Compulsory:

VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

LMM, LOM (Compass locator)

Marker Beacon

LOC, LOC/DME (shown when installation is offset from its normal position off the end of the runway.) (DP)

Localizer Course

SDF Course

(T) indicates frequency protection range (STAR)

(Y) TACAN must be placed in "Y" mode to receive distance information

Identifier

Frequency

ORLANDO
112.25 (T) ORL
Chan 59 (Y)
N28°32.56′ - W81°20.10′

Geographic Position

L-19, H-5

DME or TACAN Channel

Underline indicates no voice transmitted on this frequency

Enroute Chart Reference

Coordinates

Waypoint Name

PRAYS
N38°58.30′ W89°51.50′
112.7 CAP 187.1°-56.2
590

Frequency

Identifier

Reference Facility Elevation

Radial-Distance (Facility to Waypoint)

FIXES/ATC REPORTING REQUIREMENTS

Reporting Points
N00°00.00′
W00°00.00′

75 → DME Mileage (when not obvious)

▲ Fix-Compulsory and

△ Non-Compulsory Position Report

→ | DME fix

WAYPOINT (Compulsory)

WAYPOINT (Non-Compulsory)

FLYOVER POINT

X Computer Navigation Fix (CNF) - No ATC Function
N00°00.00′
W00°00.00′

ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route - Arrival Route

(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path (DP)

V12 J80 Airway/Jet Route Identification

DP Holding Pattern (IAS)

STAR Holding Pattern (IAS)

Holding pattern with max. restricted airspeed
(175K) applies to all altitudes
(210K) applies to altitudes above 6000′ to and including 14000′

SPECIAL USE AIRSPACE

R-352

R-Restricted W-Warning
P-Prohibited A-Alert
MOA-Military Operations Area

ALTITUDES

5500	2300	4800
Mandatory Altitude (Cross at)	Minimum Altitude (Cross at or above)	Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

Altitude change at other than Radio Aids (STAR)

INDICATED AIRSPEED

175K	120K	250K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed

AIRPORTS

(DP)

Heliport

Civil Military Joint Civil-Military

Airports not served by the procedure shown in screened color (STAR)

Civil Military Joint Civil-Military

MISCELLANEOUS

Changeover Point

Distance not to scale (DP)

International Boundary (DP)

Air Defense Identification Zone

T Takeoff Minimums and (Obstacle) Departure Procedures entry published. (DP)

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LEGEND 19059

19339

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Stopways,Taxiways, Parking Areas | Metal Surface

Closed Runway | Closed Surface | Under Construction | Water Runway

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold.....
Hot Spot .....
Runway Holding Position Markings.....
Buildings.....
24-Hour Self-Serve Fuel ##.....
Tanks.....
Obstructions.....
Airport Beacon #.....
Runway
Radar Reflectors.....
Control Tower #..... TWR

When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point.....

NOTE:
Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123

Runway Slope.....0.8% UP ⟵ 0.3% DOWN
(shown when runway slope is greater than or equal to 0.3%)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

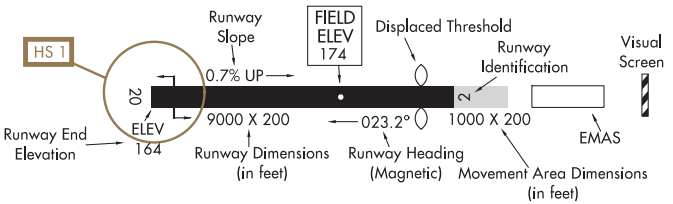
True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

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LEGEND 15344

INSTRUMENT APPROACH PROCEDURES (CHARTS)

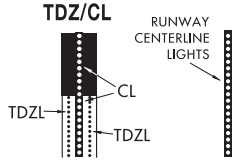
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., A2, V, etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., A1. Negative symbology, e.g., A1, V indicates Pilot Controlled Lighting (PCL).

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

TDZ/CL

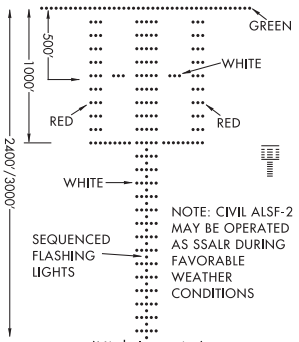


AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

APPROACH LIGHTING SYSTEM

A

ALSF-2



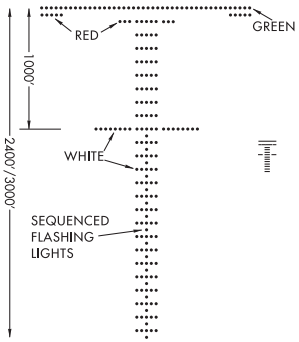
NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS

(High Intensity)
LENGTH 2400/3000 FEET

APPROACH LIGHTING SYSTEM

A1

ALSF-1



(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

A2

SALS/SALSF

(High Intensity)

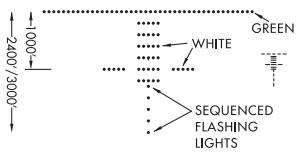
SAME AS INNER 1500' OF ALSF-1

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

A3

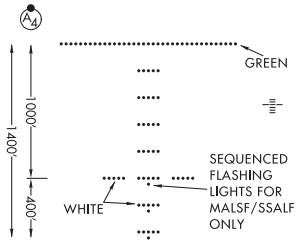
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

MEDIUM INTENSITY (**MALS** and **MALSF**) OR SIMPLIFIED SHORT (**SSALS** and **SSALF**) APPROACH LIGHTING SYSTEMS

A4



LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

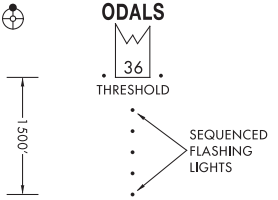
A5

MALSR

SAME LIGHT CONFIGURATION AS SSALR.

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

ODALS



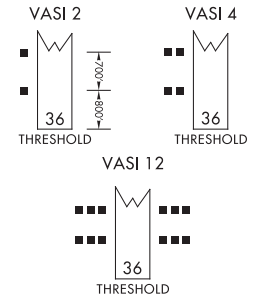
LENGTH 1500 FEET

V VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

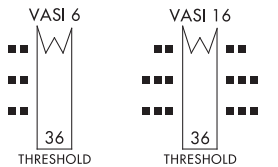
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



V3 VISUAL APPROACH SLOPE INDICATOR

VASI

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.



LEGEND 15344

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LEGEND 18256

INSTRUMENT APPROACH PROCEDURES (CHARTS)

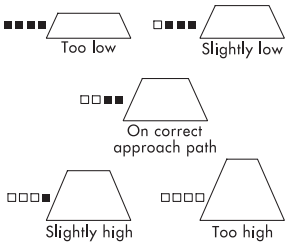
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A2), (V) etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

(P) PRECISION APPROACH PATH INDICATOR

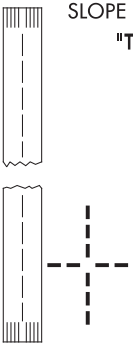
PAPI



Legend: □ White ■ Red

(V1) "T"-VISUAL APPROACH SLOPE INDICATOR

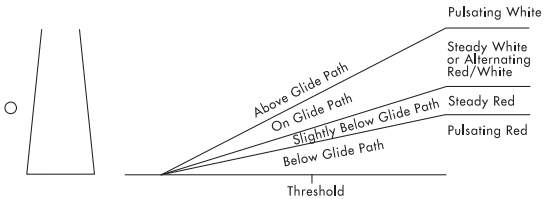
"T"-VASI



"T" ON BOTH SIDES OF RWY ALL LIGHTS VARIABLE WHITE. CORRECT APPROACH SLOPE- ONLY CROSS BAR VISIBLE. UPRIGHT "T"- FLY UP. INVERTED "T"- FLY DOWN. RED "T"- GROSS UNDERSHOOT.

(V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

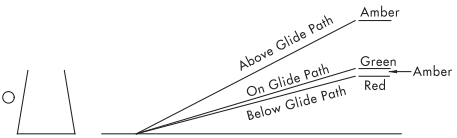
PVASI



CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

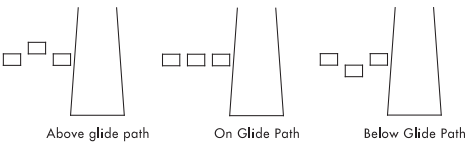
TRCV



CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V5) ALIGNMENT OF ELEMENTS SYSTEMS

APAP



Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.

LEGEND 18256

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FREQ PAIRING 20198

FREQUENCY PAIRING TABLE

TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY
17Y	108.05	40X	110.30	88Y	114.15
18X	108.10	40Y	110.35	89Y	114.25
18Y	108.15	41Y	110.45	90Y	114.35
19Y	108.25	42X	110.50	91Y	114.45
20X	108.30	42Y	110.55	92Y	114.55
20Y	108.35	43Y	110.65	93Y	114.65
21Y	108.45	44X	110.70	94Y	114.75
22X	108.50	44Y	110.75	95Y	114.85
22Y	108.55	45Y	110.85	96Y	114.95
23Y	108.65	46X	110.90	97Y	115.05
24X	108.70	46Y	110.95	98Y	115.15
24Y	108.75	47Y	111.05	99Y	115.25
25Y	108.85	48X	111.10	100Y	115.35
26X	108.90	48Y	111.15	101Y	115.45
26Y	108.95	49Y	111.25	102Y	115.55
27Y	109.05	50X	111.30	103Y	115.65
28X	109.10	50Y	111.35	104Y	115.75
28Y	109.15	51Y	111.45	105Y	115.85
29Y	109.25	52X	111.50	106Y	115.95
30X	109.30	52Y	111.55	107Y	116.05
30Y	109.35	53Y	111.65	108Y	116.15
31Y	109.45	54X	111.70	109Y	116.25
32X	109.50	54Y	111.75	110Y	116.35
32Y	109.55	55Y	111.85	111Y	116.45
33Y	109.65	56X	111.90	112Y	116.55
34X	109.70	56Y	111.95	113Y	116.65
34Y	109.75	80Y	113.35	114Y	116.75
35Y	109.85	81Y	113.45	115Y	116.85
36X	109.90	82Y	113.55	116Y	116.95
36Y	109.95	83Y	113.65	117Y	117.05
37Y	110.05	84Y	113.75	118Y	117.15
38X	110.10	85Y	113.85	119Y	117.25
38Y	110.15	86Y	113.95		
39Y	110.25	87Y	114.05		

See the Chart Supplement for a complete listing.

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FREQ PAIRING 20198

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

AGUADILLA, PR
RAFAEL HERNANDEZ(BQN)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 08 1
RNAV (GPS) RWY 26 2
VOR/DME OR TACAN RWY 08 3
VOR RWY 08 4
VOR OR TACAN RWY 26 5
AIRPORT DIAGRAM 6

AIRGLADES
---SEE CLEWISTON, FL

ALBERT WHITTED
---SEE ST PETERSBURG, FL

ANTONIO RIVERA RODRIGUEZ
---SEE ISLA DE VIEQUES, PR

APALACHICOLA, FL
APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 06 7
RNAV (GPS) RWY 14 8
RNAV (GPS) RWY 24 9
RNAV (GPS) RWY 32 10

APOPKA, FL
ORLANDO APOPKA(X04)
TAKEOFF MINIMUMS L
STARS ..... COSTR THREE (RNAV) Z16
GOOFY SEVEN Z38
IAPS ..... RNAV (GPS)-A 11
RNAV (GPS)-B 12

ARCADIA, FL
ARCADIA MUNI(X06)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS)-A 13
RNAV (GPS)-B 14

ARTHUR DUNN AIR PARK
---SEE TITUSVILLE, FL

AVON PARK, FL
AVON PARK EXECUTIVE(AVO)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 05 15
RNAV (GPS) RWY 10 16

BARTOW, FL
BARTOW EXECUTIVE(BOW)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 17
RNAV (GPS) RWY 09L 18
RNAV (GPS) RWY 23 19
RNAV (GPS) RWY 27R 20
VOR RWY 09L 21
AIRPORT DIAGRAM 22

BOB SIKES
---SEE CRESTVIEW, FL

BOCA RATON, FL
BOCA RATON(BCT)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
STARS ..... CAYSL FOUR (RNAV) Z11
PRRIE FIVE (RNAV) Z59
TUXXI THREE Z70
IAPS ..... RNAV (RNP) Z RWY 23 23
RNAV (GPS) RWY 05 24
RNAV (GPS) Y RWY 23 25
AIRPORT DIAGRAM 26

BONIFAY, FL
TRI-COUNTY(1J0)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 19 27

BROOKSVILLE, FL
BROOKSVILLE-TAMPA BAY RGNL(BKV)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 09 28
RNAV (GPS) RWY 03 29
RNAV (GPS) RWY 09 30
RNAV (GPS) RWY 21 31
RNAV (GPS) RWY 27 32
AIRPORT DIAGRAM 33

BROOKSVILLE-TAMPA BAY RGNL
---SEE BROOKSVILLE, FL

CAPE CANAVERAL AFS SKID STRIP(KXMR)
COCOA BEACH, FL
TAKEOFF MINIMUMS L
STARS ..... BITHO SEVEN Z6
IAPS ..... RNAV (GPS) RWY 13 34
RNAV (GPS) RWY 31 35
TACAN-A 36
AIRPORT DIAGRAM 37

CECIL
---SEE JACKSONVILLE, FL

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

CHARLOTTE AMALIE, VI
CYRIL E KING(STT)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 10 38
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RADAR MINIMUMS ..... N
IAPS ..... ILS Y OR LOC/DME RWY 14 707
ILS Z OR RNAV (GPS) RWY 14 708
RNAV (GPS) RWY 23 709
TACAN RWY 05 710
TACAN RWY 14 711
TACAN RWY 23 712
AIRPORT DIAGRAM 713

WHITING FLD NAS-SOUTH(KNDZ)
MILTON, FL
TAKEOFF MINIMUMS L
RADAR MINIMUMS ..... N
IAPS ..... ILS Y OR LOC/DME RWY 32 714
ILS Z OR RNAV (GPS) RWY 32 715
TACAN RWY 32 716
COPTER RNAV (GPS) 004 717
COPTER TACAN 004 718
AIRPORT DIAGRAM 719

WILLIAM P GWINN
---SEE JUPITER, FL

WILLISTON, FL
WILLISTON MUNI(X60)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 05 720
RNAV (GPS) RWY 23 721

WINTER HAVEN, FL
WINTER HAVEN RGNL(GIF)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 722
RNAV (GPS) RWY 11 723
VOR-A 724

WITHAM FIELD
---SEE STUART, FL

ZEPHYRHILLS, FL
ZEPHYRHILLS MUNI(ZPH)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 01 725
RNAV (GPS) RWY 05 726
RNAV (GPS) RWY 19 727
RNAV (GPS) RWY 23 728

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or radar vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow radar vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

SE-3, 25 FEB 2021 to 22 APR 2021

AGUADILLA, PR

RAFAEL HERNANDEZ (BQN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (09071) (FAA)

DEPARTURE PROCEDURE:

Rwy 8, climb on a heading between 262° CW to 158° from DER.

Rwy 26, climb on a heading between 230° CW to 082° from DER.

TAKEOFF OBSTACLE NOTES:

Rwy 8, vehicles on roadway beginning 1489' from DER, left and right of centerline, up to 15' AGL/242' MSL.

Rwy 26, vehicles on roadway beginning 751' from DER, left and right of centerline, up to 17' AGL/275' MSL.

Trees beginning 939' from DER, 447' right of centerline, up to 100' AGL/343' MSL.

APALACHICOLA, FL

APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 24JUL14 (14205) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 1152' from DER, 97' left of centerline, up to 83' AGL/101' MSL.
Trees beginning 22' from DER, 14' right of centerline, up to 89' AGL/108' MSL.

Rwy 14, trees beginning 32' from DER, 63' left of centerline, up to 78' AGL/97' MSL.
Trees beginning 2137' from DER, 67' right of centerline, up to 89' AGL/99' MSL.

Rwy 18, tree beginning 513' from DER, 193' right of centerline, 100' AGL/120' MSL.

Rwy 24, trees beginning 71' from DER, 77' left of centerline, up to 76' AGL/88' MSL.
Poles beginning 583' from DER, 268' left of centerline, up to 28' AGL/47' MSL.
Bush 1018' from DER, 394' left of centerline, 30' AGL/47' MSL.

Rwy 32, trees beginning 52' from DER, 88' left of centerline, up to 69' AGL/82' MSL.
Trees beginning 137' from DER, 75' right of centerline, up to 71' AGL/87' MSL.

Rwy 36, trees beginning 3408' from DER, 327' left of centerline, 100' AGL/113' MSL.
Tree 1397' from DER, 441' right of centerline, 100' AGL/109' MSL.

APOPKA, FL

ORLANDO APOPKA (X04)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20SEP12 (12264) (FAA)

TAKEOFF MINIMUMS:

Rwy 15, 300-2 or std. w/min. climb of 263' per NM to 400.

Rwy 33, 400-1¾ or std. w/min. climb of 325' per NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees beginning at DER, 173' left of centerline, up to 100' AGL/229' MSL.
Railroad and vehicles beginning at DER, 181' left of centerline, up to 23' AGL/152' MSL.
Trees beginning 214' from DER, 552' right of centerline, up to 100' AGL/189' MSL.
Poles beginning 230' from DER, 239' left of centerline, up to 49' AGL/178' MSL.
Tower 5781' from DER, 1326' left of centerline, 199' AGL/317' MSL.

Rwy 33, trees beginning 2' from DER, 183' left of centerline, up to 100' AGL/249' MSL.
Poles beginning 7' from DER, 61' right of centerline, up to 49' AGL/198' MSL.
Railroad and vehicles beginning 36' from DER, 90' right of centerline, up to 23' AGL/172' MSL.
Antenna 1166' from DER, 539' left of centerline, 29' AGL/173' MSL.
Tower 1.2 NM from DER, 2338' left of centerline, 350' AGL/421' MSL.

ARCADIA, FL

ARCADIA MUNI (X06)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (14149) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 6' from DER, 107' left of centerline, up to 20' AGL/81' MSL.

Rwy 23, vehicle on road 234' from DER, 538' right of centerline 15' AGL/74' MSL.
Trees beginning 315' from DER, 120' left of centerline, up to 50' AGL/109' MSL.
Trees beginning 340' from DER, 435' right of centerline, up to 40' AGL/95' MSL.
Building 449' from DER, 409' left of centerline, 25' AGL/84' MSL.

AVON PARK, FL

AVON PARK EXECUTIVE (AVO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17DEC09 (09351) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-1 or std. w/ min. climb of 430' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 219' from DER, 84' left of centerline, up to 100' AGL/284' MSL.
Trees beginning 1007' from DER, 298' right of centerline, up to 100' AGL/289' MSL.
Building 327' from DER, 431' right of centerline, 21' AGL/182' MSL.

Rwy 10, buildings beginning 293' from DER, 251' left of centerline, up to 30' AGL/285' MSL.
Line of trees beginning 298' from DER, 149' right to 229' left of centerline, up to 100' AGL/269' MSL.

Rwy 23, trees beginning 52' from DER, 118' right of centerline, up to 26' AGL/186' MSL.
Trees beginning 23' from DER, 93' left of centerline, up to 38' AGL/198' MSL.
Power lines beginning 2691' from DER, 1019' left to 2034' right of centerline, up to 79' AGL/235' MSL.

Rwy 28, numerous trees beginning 371' from DER, 218' right of centerline, up to 100' AGL/259' MSL.
Buildings and light poles beginning 1491' from DER, 187' left of centerline, up to 40' AGL/194' MSL.
Power pylons beginning 2082' from DER, 935' left to 252' right of centerline, up to 79' AGL/233' MSL.

BARTOW, FL

BARTOW EXECUTIVE (BOW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 15AUG19 (19227) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 164' from DER, 397' right of centerline, 156' MSL.
Tree 285' from DER, 303' right of centerline, 157' MSL.
Trees beginning 290' from DER, 406' right of centerline, up to 165' MSL.
Trees beginning 414' from DER, 166' right of centerline, up to 166' MSL.
Trees beginning 631' from DER, 59' right of centerline, up to 169' MSL.
Tree 937' from DER, 432' left of centerline, 152' MSL.
Trees beginning 969' from DER, 19' left of centerline, up to 172' MSL.
Trees beginning 1095' from DER, 9' left of centerline, up to 176' MSL.
Trees beginning 1225' from DER, 234' left of centerline, up to 186' MSL.
Trees beginning 1226' from DER, 68' right of centerline, up to 175' MSL.
Trees beginning 1263' from DER, 115' right of centerline, up to 176' MSL.
Trees beginning 1442' from DER, 16' left of centerline, up to 190' MSL.
Tree 1676' from DER, 8' right of centerline, 178' MSL.
Trees beginning 1737' from DER, 31' right of centerline, up to 184' MSL.
Trees beginning 1842' from DER, 53' left of centerline, up to 192' MSL.
Tree 2498' from DER, 278' left of centerline, 196' MSL.
Tree 2613' from DER, 213' left of centerline, 198' MSL.
Rwy 9L, tree 15' from DER, 497' left of centerline, 148' MSL.
Tree 49' from DER, 466' right of centerline, 140' MSL.
Trees beginning 227' from DER, 19' left of centerline, up to 149' MSL.
Trees beginning 911' from DER, 53' right of centerline, up to 173' MSL.
Tree 1260' from DER, 155' left of centerline, 155' MSL.
Tree 1603' from DER, 265' left of centerline, 156' MSL.
Trees beginning 1715' from DER, 261' left of centerline, up to 169' MSL.
Tree 1790' from DER, 163' left of centerline, 170' MSL.
Tree 2256' from DER, 304' left of centerline, 174' MSL.
Rwy 9R, tree 637' from DER, 533' left of centerline, 140' MSL.
Tree 1310' from DER, 253' right of centerline, 167' MSL.
Trees beginning 1499' from DER, 166' left of centerline, up to 173' MSL.
Tree 1695' from DER, 197' right of centerline, 178' MSL.
Rwy 23, tree 143' from DER, 442' left of centerline, 144' MSL.
Tree 289' from DER, 363' left of centerline, 146' MSL.
Tree 299' from DER, 525' left of centerline, 147' MSL.
Tree 416' from DER, 561' left of centerline, 153' MSL.
Trees beginning 418' from DER, 320' left of centerline, up to 158' MSL.
Trees beginning 419' from DER, 395' right of centerline, up to 167' MSL.
Trees beginning 567' from DER, 86' left of centerline, up to 172' MSL.
Tree 842' from DER, 629' right of centerline, 171' MSL.
Trees beginning 865' from DER, 32' right of centerline, up to 175' MSL.
Trees beginning 1730' from DER, 122' left of centerline, up to 180' MSL.
Trees beginning 1777' from DER, 425' right of centerline, up to 176' MSL.
Trees beginning 2136' from DER, 493' right of centerline, up to 179' MSL.
Rwy 27L, tree 939' from DER, 643' left of centerline, 170' MSL.
Tree 2007' from DER, 906' right of centerline, 166' MSL.
Tree 2065' from DER, 517' right of centerline, 167' MSL.
Trees beginning 2338' from DER, 602' right of centerline, up to 175' MSL.
Pole 2554' from DER, 996' right of centerline, 49' AGL/177' MSL.
Tower 2881' from DER, 1015' left of centerline, 50' AGL/187' MSL.
Rwy 27R, pole 1259' from DER, 668' right of centerline, 36' AGL/150' MSL.
Trees beginning 1993' from DER, 410' right of centerline, up to 186' MSL.
Trees beginning 2109' from DER, 158' right of centerline, up to 193' MSL.

BOCA RATON, FL

BOCA RATON (BCT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28SEP06 (06271) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, 300-1, or std. w/ a min. climb of 230' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 5, numerous trees and poles beginning 185' from DER, 20' left of centerline, up to 35' AGL/49' MSL.
Numerous trees and poles beginning 6' from DER, 267' right of centerline, up to 28' AGL/45' MSL.
Rwy 23, numerous trees, poles, and buildings beginning 278' from DER, 41' left of centerline, up to 137' AGL/154' MSL.
Numerous trees, poles and buildings beginning 626' from DER, 171' right of centerline, up to 154' AGL/171' MSL.

BONIFAY, FL
TRI-COUNTY (1J0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07APR88 (88098) (FAA)
DEPARTURE PROCEDURE:
Rwys 1, 19, climb runway heading to 2000 before turning west.

BROOKSVILLE, FL
BROOKSVILLE-TAMPA BAY RGNL (BKV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 24JUL14 (14205) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 300-1¼ or std. w/ a min. climb of 220' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 3, obstruction light and trees beginning 297' from DER, 34' right of centerline, up to 81' AGL/151' MSL.
Trees beginning 1681' from DER, 29' left of centerline, up to 83' AGL/153' MSL.
Rwy 9, trees 9' from DER, 287' right of centerline, up to 69' AGL/73' MSL.
Trees beginning 2021' left and right of centerline, up to 92' AGL/171' MSL.
Rwy 21, pole and trees beginning 46' from DER, 27' right of centerline, up to 70' AGL/138' MSL.
Building and trees beginning 108' from DER, 39' left of centerline, up to 85' AGL/155' MSL.
Rwy 27, trees 2143' from DER, 891' left of centerline, up to 89' AGL/189' MSL.
Trees 4755' from DER, 1684' right of centerline, up to 99' AGL/199' MSL.

CAPE CANAVERAL AFS SKID STRIP (KXMR)
COCOA BEACH, FL
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20JUN19 (19171)
DEPARTURE PROCEDURES:
Rwy 13, diverse departure authorized.
Rwy 31, diverse departure authorized 322° CCW to 143° only.
TAKEOFF OBSTACLE NOTES:
Rwy 13, terrain at DER, 419' right of cntrln, 14' MSL.
Terrain 12' from DER, 372' right of cntrln, 13' MSL.
Terrain at DER, 500' left of cntrln, 13' MSL.
Rwy 31, light pole 1795' from DER, 498' left of cntrln, 8' MSL.
Bushes 144' from DER, 500' left of cntrln, 18' MSL.
Pylon 4172' from DER, 380' right of cntrln, 56' AGL/79' MSL.
Pylon 3795' from DER, 363' left of cntrln, 56' AGL/ 77' MSL.
Bushes 221' from DER, 509' left of cntrln, 18' MSL.
Pylon 3974' from DER, 8' right of cntrln, 56' AGL/83' MSL.
Terrain at DER, 500' left of cntrln, 17' MSL.
Terrain at DER, 434' left of cntrln, 16' MSL.
Terrain 25' from DER, 101' left of cntrln, 13' MSL.
Bushes 305' from DER, 508' left of cntrln, 19' MSL.
Pylon 3426' from DER, 1073' left of cntrln, 56' AGL/ 66' MSL.
Bushes 573' from DER, 622' right of cntrln, 26' MSL.
Pylon 3627' from DER, 688' left of cntrln, 56' AGL/71' MSL.

CHARLOTTE AMALIE, VI
CYRIL E KING (STT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUN08 (08157) (FAA)
TAKEOFF MINIMUMS:
Rwy 10, 400-1 with minimum climb of 462' per NM to 1400 or 2100-2½ for climb in visual conditions.
Rwy 28, 800-3 or std. w/ min. climb of 366' per NM to 1000.
DEPARTURE PROCEDURE:
Rwy 10, climbing right turn heading 120° to 2000 before turning north or for climb in visual conditions, cross Cyril E King airport at or above 2000 before proceeding on course.
Rwy 28, climb heading 280° to 2000 before turning north.
TAKEOFF OBSTACLE NOTES:
Rwy 10, antenna on building 258' from DER, 485' left of centerline, 25' AGL/41' MSL.
Multiple trees beginning 729' from DER, 244' right of centerline up to 100' AGL/259' MSL.
Pole 300' from DER, 430' right of centerline, 23' AGL/39' MSL.
Rwy 28, antenna 33' from DER, 412' left of centerline, 16' AGL/29' MSL.
Bush 175' from DER, 178' right of centerline, 2' AGL/29' MSL.
Bush 206' from DER, 121' left of centerline, 2' AGL/29' MSL.
Trees beginning 2.39 NM from DER, 4351' right of centerline, 100' AGL/710' MSL.

CHRISTIANSTED, ST. CROIX, VI

HENRY E. ROHLSEN (STX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1¾ or std. w/min. climb of 300' per NM to 300.

DEPARTURE PROCEDURE:

Rwy 10, climb heading 108° to 1300 before proceeding on course.

Rwy 28, climb heading 277° to 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, bushes beginning 103' from DER, 283' right of centerline, up to 10' AGL/32' MSL.
Pole 794' from DER, 572' right of centerline, up to 29' AGL/44' MSL.
Bushes beginning 127' from DER, 324' left of centerline, up to 10' AGL/34' MSL.
Pole 595' from DER, 653' left of centerline, up to 41' AGL/62' MSL.
Trees beginning 935' from DER, 562' left of centerline, up to 29' AGL/70' MSL.
Refinery buildings beginning 5289' from DER, 798' left of centerline, up to 203' AGL/231' MSL.
Rwy 28, trees beginning 517' from DER, 553' right of centerline, up to 53' AGL/114' MSL.
Tower 1499' from DER, 802' right of centerline, 50' AGL/140' MSL.

CLEWISTON, FL

AIRGLADES (2IS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (09071) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 31, vehicle on road, 362' from DER, 578' right of centerline, 15' AGL/38' MSL.

CRESTVIEW, FL

BOB SIKES (CEW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31JUL08 (08213) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 92' from DER, 248' right of centerline up to 100' AGL/203' MSL.
Trees beginning 171' from DER, 9' left of centerline, up to 100' AGL/205' MSL.
Rwy 35, trees beginning 329' from DER, 222' right of centerline up to 100' AGL/272' MSL.
Trees beginning 152' from DER, 184' left of centerline, up to 100' AGL/278' MSL.

CROSS CITY, FL

CROSS CITY (CTY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 527' from DER, left and right of centerline, up to 100' AGL/149' MSL.
Rwy 13, trees beginning 158' from DER, left and right of centerline, up to 100' AGL/149' MSL.
Tank 3302' from DER, 927' right of centerline, 101' AGL/141' MSL.
Rwy 22, trees beginning 1510' from DER, left and right of centerline, up to 100' AGL/149' MSL.
Power lines 2807' from DER, 58' left of centerline, 73' AGL/114' MSL.
Rwy 31, trees beginning 195' from DER, left and right of centerline, up to 100' AGL/149' MSL.

CRYSTAL RIVER, FL

CRYSTAL RIVER-CAPTAIN TOM DAVIS FIELD (CGC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 11DEC14 (14345) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, std. w/ min. climb of 260' per NM to 600, or 500-2¾ with min. climb of 210' per NM to 900, or 900-2½ for climb in visual conditions.

Rwys 18, 36, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 096º to 700 before turning right, or for climb in visual conditions cross Crystal River-Tom Davis Field at or above 800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, vehicles on road beginning 6' from DER, from left to right of centerline, up to 15' AGL/24' MSL.
Multiple trees beginning 364' from DER, from 680' left of centerline to 820' right of centerline, up to 100' AGL/129' MSL.
Rwy 27, trees 17' from DER, 484' right of centerline, up to 100' AGL/109' MSL.
Vehicles on road beginning 368' from DER, from left to right of centerline, up to 15' AGL/24' MSL.
Power line beginning 474' from DER, from left to right of centerline, up to 26' AGL/45' MSL.
Building 916' from DER, on centerline, 26' AGL/35' MSL.
Multiple trees beginning 762' from DER, from 915' left of centerline to 641' right of centerline, up to 100' AGL/119' MSL.

DAYTONA BEACH, FL

DAYTONA BEACH INTL (DAB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 27AUG09 (09239) (FAA)

TAKEOFF OBSTACLE NOTES:

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.
Hanger, 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.

DEFUNIAK SPRINGS, FL

DEFUNIAK SPRINGS (54J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 400-2¼ or std. w/ min. climb of 254' per NM to 800.
Rwys 18,36, NA - dirt.

TAKEOFF OBSTACLE NOTES:

Rwy 9, multiple roads, railroad, building, fence, light on pole, poles, signs, towers and trees beginning 25' from DER, 1' left of centerline, up to 431' AGL/617' MSL.
Multiple trees and roads beginning 71' from DER, 118' right of centerline, up to 74' AGL/343' MSL.
Rwy 27, multiple trees, poles, fences, roads and building beginning 8' from DER, 39' left of centerline, up to 64' AGL/353' MSL.
Multiple trees, poles, roads, buildings and light on pole beginning 82' from DER, 15' right of centerline, up to 53' AGL/342' MSL.

DELAND, FL

DELAND MUNI/SIDNEY H. TAYLOR FIELD (DED)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08JUN06 (06159) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, climb via heading 054° to 1800 before proceeding on course.
Rwy 12, climb via heading 122° to 1800 before proceeding on course.
Rwy 23, climb via heading 234° to 1800 before proceeding on course.
Rwy 30, climb via heading 302° to 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, numerous trees beginning 64' from DER, 245' left of centerline, up to 100' AGL/143' MSL.
Numerous trees beginning 869' from DER, 410' right of centerline, up to 100' AGL/154' MSL.
Rwy 12, numerous trees beginning 154' from DER, 129' left of centerline, up to 100' AGL/153' MSL.
Numerous trees beginning 456' from DER, 289' right of centerline, up to 100' AGL/162' MSL.
Rwy 30, numerous trees beginning 624' from DER, 9' left of centerline, up to 100' AGL/156' MSL.
Numerous trees beginning 159' from DER, 341' right of centerline, up to 100' AGL/162' MSL.
Rwy 23, light pole and numerous trees beginning 381' from DER, 44' right of centerline, up to 100' AGL/132' MSL.
Pole, building, vent on building, hangar, and trees beginning 164' from DER, 26' left of centerline, up to 100' AGL/129' MSL.

DESTIN, FL
DESTIN EXECUTIVE (DTS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-C 07DEC17 (17341) (FAA)
TAKEOFF MINIMUMS:
Rwy 14, 200-1⅛ or std. w/ min. climb of 253' per NM to 300.
DEPARTURE PROCEDURE:
Rwy 14, climb heading 141° to 500 before turning.
TAKEOFF OBSTACLE NOTES:
Rwy 14, tree 173' from DER, 381' left of centerline, 48' MSL.
Pole 214' from DER, 477' right of centerline, 26' AGL/43' MSL.
Trees beginning 290' from DER, 350' left of centerline, up to 57' MSL.
Tree 524' from DER, 602' left of centerline, 69' MSL.
Trees beginning 630' from DER, 362' left of centerline, up to 71' MSL.
Pole 2410' from DER, 522' right of centerline, 59' AGL/82' MSL.
Poles beginning 2832' from DER, 77' right of centerline, up to 70' AGL/94' MSL.
Buildings beginning 3752' from DER, 1146' left of centerline, up to 128' AGL/149' MSL.
Building 4098' from DER, 103' right of centerline, 122' AGL/137' MSL.
Building 4526' from DER, 579' left of centerline, 148' AGL/169' MSL.
Building 4711' from DER, 236' right of centerline, 129' AGL/139' MSL.
Vertical structure, buildings beginning 4942' from DER, 412' left of centerline, up to 162' AGL/176' MSL.
Rwy 32, trees, building, pole beginning 66' from DER, 455' left of centerline, up to 56' MSL.
Trees beginning 79' from DER, 359' right of centerline, up to 78' MSL.
Trees beginning 220' from DER, 439' right of centerline, up to 82' MSL.
Trees beginning 480' from DER, 31' right of centerline, up to 84' MSL.
Trees beginning 586' from DER, 64' left of centerline, up to 81' MSL.
Trees beginning 1592' from DER, 91' left of centerline, up to 83' MSL.

DUNNELLON, FL
MARION COUNTY (X35)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 13SEP18 (18256) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 308' from DER, 265' right of centerline, up to 100' AGL/179' MSL.
Trees beginning 114' from DER, 170' left of centerline, up to 100' AGL/199' MSL.
Rwy 10, trees beginning 85' from DER, 276' right of centerline, up to 100' AGL/164' MSL.
Trees beginning 82' from DER, 311' left of centerline, up to 100' AGL/164' MSL.
Rwy 23, trees beginning 1100' from DER, 431' right of centerline, up to 100' AGL/179' MSL.
Trees beginning 601' from DER, 610' left of centerline, up to 100' AGL/169' MSL.
Rwy 28, trees beginning 268' from DER, 404' right of centerline, up to 100' AGL/169' MSL.
Trees beginning 363' from DER, 273' left of centerline, up to 100' AGL/179' MSL.

FERNANDINA BEACH, FL
FERNANDINA BEACH MUNI (FHB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 19SEP13 (13262) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 317' from DER, 11' left of centerline, up to 100' AGL/110' MSL.
Wall 77' from DER, 301' left of centerline, 6' AGL/20' MSL.
Vehicle on road 552' from DER, 437' left of centerline, 15' AGL/29' MSL.
Poles beginning 178' from DER, 441' left of centerline, 39' AGL/52' MSL.
Fence 71' from DER, 311' left of centerline, 10' AGL/23' MSL.
Trees beginning 660' from DER, 4' right of centerline, up to 105' AGL/115' MSL.
Signs beginning 112' from DER, 292' right of centerline, up to 78' AGL/92' MSL.
Rwy 9, trees beginning 210' from DER, 15' left of centerline, up to 92' AGL/107' MSL.
Vehicle on road 463' from DER, 252' left of centerline, 15' AGL/30' MSL.
Trees beginning 39' from DER, 17' right of centerline, up to 82' AGL/97' MSL.
Vehicle on road beginning 422' from DER, 129' right of centerline, 15' AGL/30' MSL.
Rwy 13, trees beginning 503' from DER. 7' left of centerline, up to 84' AGL/99' MSL.
Vehicle on road beginning 426' from DER, 309' left of centerline 15' AGL/up to 35' MSL.
Trees beginning 19' from DER, 12' right of centerline, up to 85' AGL/100' MSL.
Vehicle on road beginning 355' from DER, 70' right of centerline, up to 15' AGL/31' MSL.
Multiple buildings beginning 4513' from DER, 286' right of centerline, up to 119' AGL/141' MSL.
Rwy 22, trees beginning 55' from DER, 118' left of centerline, up to 78' AGL/83' MSL.
Fence beginning 64' from DER, 267' left of centerline, 10' AGL/22' MSL.
Trees beginning 42' from DER, 210' right of centerline, up to 95' AGL/100' MSL.
Navaid 10' from DER, 85' right of centerline, 2' AGL/14' MSL.
Boat mast 2903' from DER, 336' right of centerline, up to 86' MSL.
CON'T

FERNANDINA BEACH, FL (CON'T)

FERNANDINA BEACH MUNI (FHB) (CON'T)

Rwy 27, trees beginning 195' from DER, 30' left of centerline, up to 99' AGL/104' MSL.
Trees beginning 836' from DER, 42' right of centerline, up to 96' AGL/101' MSL.
Bush 338' from DER, 186' right of centerline, 11' AGL/21' MSL.
Rwy 31, trees beginning 29' from DER, 216 left of centerline, up to 96' AGL/101' MSL.
Bush 24' from DER, 379' left of centerline, 11' AGL/21' MSL.
Trees beginning 646' from DER, 561' right of centerline, up to 71' AGL/81' MSL.

FORT LAUDERDALE, FL

FORT LAUDERDALE EXECUTIVE (FXE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 25JUN15 (15176) (FAA)

DEPARTURE PROCEDURE:
Rwy 27, climb heading 271° to 600 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 9, building 833' from DER, 721' left of centerline, 40' AGL/51' MSL.
Tree 1903' from DER, 484' right of centerline, 85' AGL/89' MSL.
Building 4130' from DER, 41' right of centerline, 122' AGL/129' MSL.
Building 4720' from DER, 78' right of centerline 150' AGL/157' MSL.
Rwy 13, buildings beginning 2' from DER, 465' left and 303 right of centerline, up to 32' AGL/42' MSL.
Trees, poles and buildings beginning 452' from DER, 290' left and 167' right of centerline up to 45' AGL/54' MSL.
Trees beginning 1976' from DER, 259' right of centerline, up to 92' AGL/101' MSL.
Tower 5130' from DER, 1826' right of centerline, 139' AGL/147' MSL.
Rwy 27, trees beginning 2040' from DER, 256' left of centerline up to 105' AGL/116' MSL.
Rwy 31, trees and pole beginning 703' from DER, 338' right of centerline, up to 66' AGL/81' MSL.
Building 1289' from DER, 290' left of centerline, 43' AGL/53' MSL.

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 30JAN20 (20030) (FAA)

DEPARTURE PROCEDURE:
Rwy 10L, climb on heading 096° to 500 before turning left.
Rwy 28L, climb on heading 276° to 700 before turning left.
Rwy 28R, climb on heading 276° to 500 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 10L, sign 54' from DER, 323' left of centerline, 4' AGL/7' MSL.
NAVAID 295' from DER, on centerline, 15' MSL.
Building 469' from DER, 378' left of centerline, 13' AGL/18' MSL.
NAVAID 495' from DER, 27' right of centerline, 19' MSL.
Lighting 496' from DER, 28' left of centerline, 16' AGL/20' MSL.
Lighting beginning 496' from DER, on centerline, up to 16' AGL/20' MSL.
Vehicle on traverse way beginning 509' from DER, 63' left of centerline, up to 30' MSL.
Lighting 667' from DER, on centerline, 19' AGL/23' MSL.
Pole, lighting beginning 845' from DER, on centerline, up to 28' MSL.
Vehicle on traverse way beginning 948' from DER, on centerline, up to 30' MSL.
Pole 1045' from DER, on centerline, 36' MSL.
Lighting 1047' from DER, on centerline, 33' AGL/37' MSL.
Pole 1289' from DER, 548' left of centerline, 45' AGL/47' MSL.
Pole 1332' from DER, 633' right of centerline, 44' AGL/46' MSL.
Tree 1850' from DER, 680' left of centerline, 53' MSL.
Tree 1980' from DER, 274' right of centerline, 65' MSL.
Trees beginning 2163' from DER, 780' right of centerline, up to 81' MSL.
Bridge 2428' from DER, 1123' left of centerline, 65' AGL/70' MSL.
Pole 2558' from DER, 827' left of centerline, 75' MSL.
Tree 3027' from DER, 920' right of centerline, 83' MSL.
Tree 3043' from DER, 1221' right of centerline, 87' MSL.
Rwy 10R, lighting 29' from DER, 23' left of centerline, 2' AGL/67' MSL.
Lighting 30' from DER, 23' right of centerline, 1' AGL/67' MSL.
Tree 953' from DER, 613' right of centerline, 90' MSL.
Rwy 28L, lighting 29' from DER, 22' right of centerline, 2' AGL/11' MSL.
Lighting 30' from DER, 23' left of centerline, 1' AGL/11' MSL.
Trees beginning 202' from DER, 397' left of centerline, up to 89' MSL.
Trees beginning 774' from DER, 399' left of centerline, up to 90' MSL.
Pole, building, tree beginning 866' from DER, 366' right of centerline, up to 40' AGL/45' MSL.
Building, tree, pole, vehicle on traverse way beginning 1317' from DER, 455' left of centerline, up to 109' MSL.
Tree 1377' from DER, 753' right of centerline, 68' AGL/71' MSL.
Trees beginning 1409' from DER, 625' right of centerline, up to 91' MSL.
Tree, pole beginning 1636' from DER, 314' right of centerline, up to 100' MSL.
Tower, antenna beginning 3191' from DER, 682' right of centerline, up to 108' AGL/111' MSL.
CON'T

FORT LAUDERDALE, FL (CON'T)

FORT LAUDERDALE/HOLLYWOOD INTL (FLL) (CON'T)

Rwy 28R, sign 29' from DER, 376' right of centerline, 3' AGL/8' MSL.
Building 261' from DER, 252' left of centerline, 14' AGL/18' MSL.
Lighting 262' from DER, on centerline, 12' AGL/18' MSL.
Vehicle on traverse way, fence beginning 324' from DER, 2' left of centerline, up to 15' AGL/21' MSL.
Vehicle on traverse way beginning 396' from DER, 101' right of centerline, up to 21' MSL.
Vehicle on traverse way, lighting beginning 441' from DER, 8' left of centerline, up to 25' MSL.
Lighting, vehicle on traverse way beginning 442' from DER, on centerline, up to 20' AGL/25' MSL.
Vehicle on traverse way beginning 481' from DER, 138' left of centerline, up to 17' AGL/27' MSL.
Vehicle on traverse way beginning 566' from DER, 39' left of centerline, up to 29' MSL.
Vehicle on traverse way, lighting beginning 583' from DER, on centerline, up to 33' MSL.
Vehicle on traverse way beginning 605' from DER, 42' left of centerline, up to 31' MSL.
Vehicle on traverse way beginning 849' from DER, 74' left of centerline, up to 34' MSL.
Lighting, NAVAID, vehicle on traverse way beginning 872' from DER, on centerline, up to 28' AGL/34' MSL.
Sign, tree beginning 1018' from DER, 193' left of centerline, up to 41' AGL/46' MSL.
Trees beginning 1192' from DER, 274' left of centerline, up to 54' MSL.
Trees beginning 1374' from DER, 827' right of centerline, up to 95' MSL.
Trees beginning 1579' from DER, 681' left of centerline, up to 74' MSL.
Trees beginning 1784' from DER, 122' left of centerline, up to 76' MSL.
Trees beginning 2232' from DER, 599' left of centerline, up to 97' MSL.
Trees beginning 2444' from DER, 354' left of centerline, up to 101' MSL.
Trees beginning 3347' from DER, 531' right of centerline, up to 112' MSL.

FORT MYERS, FL

PAGE FIELD (FMY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A 08NOV18 (18312) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, traverse way 253' from DER, 408' right of centerline, 40' MSL.
Building 331' from DER, 215' left of centerline, 16' AGL/32' MSL.
Trees beginning 371' from DER, 514' left of centerline, up to 79' MSL.
Trees beginning 562' from DER, 81' left of centerline, up to 86' MSL.
Trees beginning 612' from DER, 52' right of centerline, up to 76' MSL.
Trees beginning 1408' from DER, 374' right of centerline, up to 80' MSL.
Trees beginning 1735' from DER, 148' right of centerline, up to 90' MSL.
Rwy 13, vegetation 66' from DER, 420' left of centerline, 23' MSL.
Pole 307' from DER, 375' right of centerline, 23' AGL/37' MSL.
Trees, traverse way, and buildings beginning 322' from DER, 233' left of centerline, up to 57' MSL.
Tree 599' from DER, 313' right of centerline, 55' MSL.
Trees beginning 644' from DER, 375' right of centerline, up to 74' MSL.
Trees and traverse way beginning 790' from DER, 38' right of centerline, up to 87' MSL.
Tree 1251' from DER, 467' left of centerline, 63' MSL.
Tree 1360' from DER, 433' left of centerline, 64' MSL.
Rwy 23, pole 132' from DER, 95' right of centerline, 16' AGL/27' MSL.
Traverse way and pole beginning 288' from DER, 8' left of centerline, up to 28' MSL.
Poles beginning 320' from DER, 427' right of centerline, up to 24' AGL/34' MSL.
Tower and transmission line beginning 376' from DER, 201' right of centerline, up to 29' AGL/40' MSL.
Transmission line, sign, and pole beginning 484' from DER, 105' right of centerline, up to 33' AGL/43' MSL.
Transmission line 711' from DER, 142' left of centerline, 21' AGL/31' MSL.
Transmission line beginning 778' from DER, 108' right of centerline, up to 38' AGL/48' MSL.
Transmission line beginning 850' from DER, 659' left of centerline, up to 39' AGL/49' MSL.
Pole and transmission line beginning 1093' from DER, 560' left of centerline, up to 46' AGL/56' MSL.
Tree 1368' from DER, 569' left of centerline, 62' MSL.
Tree 1438' from DER, 78' left of centerline, 69' MSL.
Trees beginning 1721' from DER, 272' left of centerline, up to 70' MSL.
Tree 1817' from DER, 766' left of centerline, 73' MSL.
Tree 2111' from DER, 260' left of centerline, 74' MSL.
Tree 2178' from DER, 514' left of centerline, 75' MSL.
Rwy 31, poles, traverse way, tree beginning 137' from DER, 286' right of centerline, up to 31' AGL/47' MSL.
Tree and poles beginning 229' from DER, 235' left of centerline, up to 88' MSL.
Trees, pole, and bridge beginning 795' from DER, 345' right of centerline, up to 98' MSL.
Tower 2518' from DER, 788' right of centerline, 113' AGL/125' MSL.

FORT MYERS, FL (CON'T)

SOUTHWEST FLORIDA INTL (RSW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15MAR07 (07074) (FAA)

TAKEOFF OBSTACLE NOTES:

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.

FORT PIERCE, FL

TREASURE COAST INTL (FPR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 23JUN16 (16175) (FAA)

TAKEOFF MINIMUMS:

Rwys 10L, 28R, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 10R, fence, bush, pole, and trees beginning 24' from DER, 195' left of centerline, up to 79' AGL/133' MSL.
Tower and trees beginning 287' from DER, 265' right of centerline, up to 98' AGL/117' MSL.
Rwy 14, trees beginning 1081' from DER, 528' left of centerline, up to 39' AGL/63' MSL.
Pole and trees beginning 274' from DER, 488' right of centerline, up to 57' AGL/81' MSL.
Rwy 28L, airport sign and trees beginning 41' from DER, 256' left of centerline, up to 72' AGL/91' MSL.
Navaid and trees beginning 40' from DER, 152' right of centerline, up to 58' AGL/77' MSL.
Rwy 32, trees beginning 1344' from DER, 123' left of centerline, up to 62' AGL/86' MSL.
Fence and trees beginning 186' from DER, 153' right of centerline, up to 72' AGL/96' MSL.

GAINESVILLE, FL

GAINESVILLE RGNL (GNV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08JUN06 (06159) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, multiple trees beginning 1397' from DER, 348' left of centerline, up to 99' AGL/229' MSL.
Multiple trees beginning 1444' from DER, 144' right of centerline, up to 72' AGL/202' MSL.
Rwy 11, multiple trees beginning 653' from DER, 438' right of centerline, up to 30' AGL/134' MSL.
Tree 522' from DER, 402' left of centerline, 18' AGL/122' MSL.
Rwy 25, tower and multiple trees beginning 2415' from DER, 9' left of centerline, up to 126' AGL/291' MSL.
Obstruction light on localizer and multiple trees beginning 208' from DER, 463' right of centerline, up to 82' AGL/243' MSL.
Rwy 29, multiple trees beginning 1279' from DER, 8' right of centerline, up to 76' AGL/233' MSL.
Multiple trees beginning 2679' from DER, 366' left of centerline, up to 88' AGL/240' MSL.

HOLLYWOOD, FL

NORTH PERRY (HWO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 06DEC18 (18340) (FAA)

TAKEOFF MINIMUMS:

Rwys 10L/R, std. w/min. climb of 500' per NM to 1400 or 1400-2½ for climb in visual conditions.
Rwys 19L/R, 400-2¾ or std. w/min. climb of 220' per NM to 500.

DEPARTURE PROCEDURE:

Rwy 1R, climb heading 006° to 900 before turning right.
Rwy 1L, climb heading 006° to 900 before turning right.
Rwys 10L/R, right turn on departure NA.
Rwys 19L/R, climb heading 186° to 1300 before turning left.
Rwys 28L/R, climb heading 276° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1R, multiple trees beginning 54' from DER, 215' right of centerline, up to 60' AGL/68' MSL.
Multiple trees beginning 1312' from DER, 85' left of centerline, up to 68' AGL/74' MSL.
Multiple poles beginning 50' from DER, 341' right of centerline up to 62' AGL/68' MSL.
Multiple poles beginning 979' from DER, 646' left of centerline, up to 49' AGL/55' MSL.
Sign 106' from DER, 342' right of centerline, 7' AGL/13' MSL.
Rwy 1L, vehicles on roadway beginning 45' from DER, 322' left of centerline, up to 15' AGL/22' MSL.
Multiple trees beginning 169' from DER, 284' left of centerline up to 31' AGL/39' MSL.
Multiple poles beginning 740' from DER, 376' left of centerline, up to 48' AGL/56' MSL.
Multiple buildings beginning 163' from DER, 375' right of centerline up to 36' AGL/43' MSL.
Multiple poles beginning 765' from DER, 386' right of centerline, up to 48' AGL/55' MSL.
Multiple trees beginning 860' from DER, 2' left of centerline, up to 58' AGL/66' MSL.
Multiple trees beginning 886' from DER, 46' right of centerline, up to 68' AGL/74' MSL.
Crane 3214' from DER, 762' left of centerline, 111' AGL/117' MSL.
Tower 3233' from DER, 1264' left of centerline, up to 150' AGL/158' MSL.

CON'T

HOLLYWOOD, FL (CON'T)

NORTH PERRY (CON'T)

Rwy 10R, pole 168' from DER, 543' right of centerline, 31' AGL/38' MSL.
Buildings beginning 541' from DER, 377' right of centerline, up to 25' AGL/33' MSL.
Multiple trees beginning 649' from DER, 20' right of centerline, up to 77' AGL/85' MSL.
Multiple poles beginning 168' from DER, 543' left of centerline, up to 62' AGL/70' MSL.
Multiple trees beginning 847' from DER, 152' left of centerline, up to 76' AGL/84' MSL.
Rwy 10L, fence 113' from DER, 325' left of centerline, 8' AGL/14' MSL.
Multiple trees beginning 272' from DER, 359' left of centerline, up to 39' AGL/46' MSL.
Multiple poles beginning 660' from DER, 515' right of centerline, up to 61' AGL/69' MSL.
Multiple trees beginning 1124' from DER, 67' right of centerline, up to 77' AGL/84' MSL.
Pole 1085' from DER, 450' left of centerline, 40' AGL/47' MSL.
Multiple trees beginning 1100' from DER, 44' left of centerline, up to 72' AGL/80' MSL.
Tower 1.2 NM from DER, 2371' left of centerline, 194' AGL/204' MSL.
Rwy 19L, vehicles on roadway 174' from DER, 222' right of centerline, up to 15' AGL/22' MSL.
Multiple trees beginning 217' from DER, 35' right of centerline, up to 78' AGL/85' MSL.
Multiple trees beginning 369' from DER, 20' left of centerline, up to 75' AGL/82' MSL.
Building 288' from DER, 448' right of centerline, 15' AGL/23' MSL.
Multiple buildings beginning 459' from DER, 478' left of centerline, up to 25' AGL/32' MSL.
Multiple poles beginning 521' from DER, 29' left of centerline, up to 39' AGL/46' MSL.
Multiple poles beginning 848' from DER, 99' right of centerline, up to 35' AGL/41' MSL.
Rwy 19R, multiple poles beginning 843' from DER, 35' right of centerline, up to 36' AGL/43' MSL.
Multiple poles beginning 1070' from DER, 49' left of centerline, up to 36' AGL/43' MSL.
Multiple trees beginning 962' from DER, 24' right of centerline, up to 68' AGL/76' MSL.
Multiple trees beginning 1169' from DER, 165' left of centerline, up to 78' AGL/85' MSL.
Tower 1335' from DER, 211' left of centerline, 68' AGL/74' MSL.
Rwy 28L, tower 911' from DER, 605' right of centerline, 55' AGL/61' MSL.
Multiple poles beginning 978' from DER, 39' right of centerline, up to 72' AGL/80' MSL.
Multiple poles beginning 1115' from DER, 49' left of centerline, up to 39' AGL/48' MSL.
Multiple trees beginning 1259' from DER, 309' left of centerline, up to 82' AGL/90' MSL.
Multiple trees beginning 1309' from DER, 391' right of centerline, up to 104' AGL/112' MSL.
Building 1626' from DER, 29' left of centerline, 60' AGL/69' MSL.
Multiple buildings beginning 1996' from DER, 22' right of centerline, up to 60' AGL/67' MSL.
Rwy 28R, multiple trees beginning 15' from DER, 28' left of centerline, up to 105' AGL/112' MSL.
Multiple trees beginning 17' from DER, 116' right of centerline, up to 82' AGL/90' MSL.
Multiple poles beginning 687' from DER, 38' left of centerline, up to 59' AGL/65' MSL.
Multiple poles beginning 965' from DER, 65' right of centerline, up to 39' AGL/47' MSL.
Building 1804' from DER, 981' left of centerline, 50' AGL/59' MSL.

HOMESTEAD, FL

MIAMI HOMESTEAD GENERAL AVIATION (X51)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 22JUN17 (17173) (FAA)

DEPARTURE PROCEDURE:

Rwy 36, climb on a heading between 186° CW 046° from DER or minimum climb of 461' per NM to 2500 for headings 047° through 185°.

Rwy 10, climb on a heading between 096° CW 275° from DER or minimum climb of 512' per NM to 2500 for headings 276° through 095°.

Rwy 18, climb heading 185° to 1100 before proceeding North or Northeast.

Rwy 28, climb heading 276° to 1100 before proceeding East or Northeast.

TAKEOFF OBSTACLE NOTES:

Rwy 36, fence 231' from DER, 457' left of centerline, 5' AGL/14' MSL.

Rwy 10, building 170' from DER, 415' right of centerline, 17' AGL/26' MSL.

Rwy 28, light pole 118' from DER, 371' left of centerline, 26' AGL/35' MSL.

HOMESTEAD ARB (KHST)

HOMESTEAD, FL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08NOV18 (18312)

DEPARTURE PROCEDURE:

Rwy 6, DER climb on a heading of 340° CW 235° with a std. climb gradient of 200 ft/NM.

Rwy 24, DER climb on a heading of 060° CW 280° with a std. climb gradient of 200 ft/NM.

TAKEOFF OBSTACLE NOTES:

Rwy 6, C-5 tail at hold line taxiway e 20' inward of DER, 527' left of centerline, 65' AGL/70' MSL.
C-5 at hold line taxiway e 32' inward of DER, 271' left of centerline, 65' AGL/70' 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 2129' from DER, 223' right of centerline, 32' AGL/38' MSL.
Sign 54' from DER, 310' right of centerline, 5' AGL/8' MSL.
Terrain + multiple trees 3468' from DER, 1336' right of centerline, 89' AGL/94' MSL.
Terrain + multiple trees 3558' from DER, 354' left of centerline, 89' AGL/94' MSL.
Terrain + multiple trees 3562' from DER, 394' right of centerline, 89' AGL/94' MSL.
Rwy 24, terrain 0' from DER, 500' left of centerline, 7' MSL.
Multiple trees 2401' from DER, 1143' right of centerline, 52' AGL/62' MSL.
Multiple trees 2481' from DER, 790' right of centerline, 62' AGL/67' MSL.

HURLBURT FLD (KHRT)

MARY ESTHER, FL

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 18AUG16 (16231)

TAKEOFF OBSTACLE NOTES:

Rwy 36, tree 85' AGL, 3141' from DER, 708' right of centerline.
Tree 70' AGL, 3104' from DER, 1231' right of centerline.
Tree 70' AGL, 3196' from DER, 78' right of centerline.
Tree 70' AGL, 3251' from DER, 864' left of centerline.

IMMOKALEE, FL

IMMOKALEE RGNL (IMM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-2¼ or std. w/min. climb of 230' per NM to 420, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2200' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 9, tree 58' from DER, 445' left of centerline, 46' MSL.
Trees beginning 166' from DER, 408' left of centerline, up to 47' MSL.
Tree 1129' from DER, 299' left of centerline, 37' AGL/67' MSL.
Rwy 18, aprt sign, REIL beginning 27' from DER, 116' left of centerline, up to 2' AGL/34' MSL.
REIL 38' from DER, 115' right of centerline, 1' AGL/34' MSL.
Buildings beginning 253' from DER, 475' left of centerline, up to 51' MSL.
Tree 1180' from DER, 767' left of centerline, 63' MSL.
Tree 1242' from DER, 620' left of centerline, 66' MSL.
Tree 1309' from DER, 814' left of centerline, 69' MSL.
Tower 1.7 NM from DER, 2983' right of centerline, 297' AGL/322' MSL.
Communication twr 1.7 NM from DER, 2996' right of centerline, 285' AGL/311' MSL.
Rwy 27, fence 4' from DER, 472' right of centerline, 7' AGL/41' MSL.
Aprt sign 33' from DER, 467' left of centerline, 3' AGL/38' MSL.
Tree 231' from DER, 486' right of centerline, 60' MSL.
Tree 308' from DER, 425' right of centerline, 61' MSL.
Trees beginning 393' from DER, 340' right of centerline, up to 63' MSL.
Trees beginning 505' from DER, 286' right of centerline, up to 30' AGL/68' MSL.
Tree 719' from DER, 624' left of centerline, 45' AGL/80' MSL.
Tree 769' from DER, 527' left of centerline, 81' MSL.
Tree, pole beginning 870' from DER, 258' left of centerline, up to 54' AGL/89' MSL.
Tree 967' from DER, 363' right of centerline, 33' AGL/70' MSL.
Pole 1029' from DER, 670' right of centerline, 71' MSL.
Tree, pole beginning 1053' from DER, 49' right of centerline, up to 45' AGL/76' MSL.
Rwy 36, trees beginning 265' from DER, 383' left of centerline, up to 63' MSL.
Trees beginning 355' from DER, 306' left of centerline, up to 30' AGL/68' MSL.
Tree 400' from DER, 232' right of centerline, 16' AGL/51' MSL.
Trees beginning 446' from DER, 209' right of centerline, up to 18' AGL/53' MSL.

INVERNESS, FL

INVERNESS (INF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1½ or std. w/min. climb of 420' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 1, terrain beginning 110' from DER, 27' left of centerline, up to 49' MSL.
Terrain beginning 137' from DER, 238' right of centerline, up to 49' MSL.
Trees beginning 110' from DER, 293' left of centerline, up to 100' AGL/149' MSL.
Vehicles on roadway 598' from DER, across centerline, up to 15' AGL/65' MSL.
Trees beginning 785' from DER, on centerline, up to 100' AGL/149' MSL.
Tower 5479' from DER, 1312' left of centerline, up to 220' AGL/279' MSL.
Tower 5764' from DER, 1596' left of centerline, up to 164' AGL/250' MSL.
Trees beginning 164' from DER, 238' right of centerline, up to 100' AGL/149' MSL.
Rwy 19, trees beginning 340' from DER, 239' left of centerline, up to 100' AGL/169' MSL.
Trees beginning 793' from DER, 596' right of centerline, up to 100' AGL/189' MSL.
Trees beginning 2066' from DER, on centerline, up to 100' AGL/209' MSL.
Trees beginning 2523' from DER, 274' right of centerline, up to 100' AGL/209' MSL.

ISLA DE VIEQUES, PR

ANTONIO RIVERA RODRIGUEZ (VQS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 10SEP20 (20254) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 500-2¼ w/min. climb of 260' per NM to 900 or 1600-2½ for climb in visual conditions.
Rwy 27, 500-2½ w/min. climb of 280' per NM to 2700 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 9, climb on heading 090° to 900 before proceeding on course.
Rwy 27, climb on heading 270° to 2900 before proceeding on course.

VCOA:

Rwys 9, 27, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Antonio Rivera Rodriquez airport at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, vehicles on roadway beginning 26' from DER, left and right of centerline, up to 15' AGL/80' MSL.
Trees beginning 70' from DER, 504' right of centerline, up to 100' AGL/165' MSL.
Trees beginning 579' from DER, on centerline, up to 100' AGL/165' MSL.
Trees beginning 1750' from DER, 956' right of centerline up to 100' AGL/493' MSL.
Rwy 27, trees beginning 15' from DER, 225' left of centerline, up to 100' AGL/165' MSL.
Trees beginning 16' from DER, 274' right of centerline up to 100' AGL/165' MSL.
Trees beginning 186' from DER, left and right of centerline, up to 100' AGL/165' MSL.
Trees beginning 1206' from DER, 794' left of centerline, up to 100' AGL/493' MSL.

JACKSONVILLE, FL

CECIL (VQQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUL07 (07186) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18L, tree 1499' from DER, 699' right of centerline, 34' AGL/113' MSL.

HERLONG RECREATIONAL (HEG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05APR12 (12096) (FAA)

DEPARTURE PROCEDURE:

Rwy 7, climb heading 071° to 800 before turning right.
Rwy 11, climb heading 116° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 236 ' from DER, 53' right of centerline, up to 100' AGL/184' MSL.
Trees beginning 376' from DER, 237' left of centerline, up to 100' AGL/179' MSL.
Rwy 11, trees beginning 18' from DER, 70' left of centerline, up to 100' AGL/184' MSL.
Trees beginning 163' from DER, 77' right of centerline, up to 100' AGL/184' MSL.
Rwy 25, trees beginning 436' from DER, 433' right of centerline, up to 100' AGL/174' MSL.
Trees beginning 1363' from DER, 355' left of centerline, up 100' AGL/174' MSL.
Rwy 29, trees beginning 1491' from DER, 178' right of centerline, up to 100' AGL/184' MSL.
Trees beginning 1872' from DER, 64' left of centerline, up to 100' AGL/179' MSL.

JACKSONVILLE, FL (CON'T)

JACKSONVILLE EXECUTIVE AT CRAIG (CRG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 07MAR13 (13066) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, std. w/min. climb of 360' per NM to 1500 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 23, for climb in visual conditions: cross Jacksonville Executive at Craig airport at or above 1200 before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 5, climb heading 051° to 500 before proceeding on course.

Rwy 14, climb heading 141° to 700 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 1617' from DER, 182' right of centerline, up to 100' AGL/143' MSL.
Terrain beginning 17' from DER, beginning 179' left and right of centerline, 9' MSL.
Trees beginning 1911' from DER, 113' left of centerline, up to 100' AGL/143' MSL.
Pole and navaid beginning 571' from DER, 560' left of centerline, up to 41' AGL/82' MSL.
Rwy 14, tree 2375' from DER, 905' right of centerline, 100' AGL/119' MSL.
Terrain beginning 5' from DER, beginning 44' right and left of centerline, 56' MSL.
Trees beginning 1848' from DER, 610' left of centerline, up to 100' AGL/128' MSL.
Rwy 23, trees beginning 1601' from DER, 15' right of centerline, up to 100' AGL/119' MSL.
Terrain beginning 9' from DER, beginning 278' left and right of centerline, 53' MSL.
Trees beginning 519' from DER, 510' left of centerline, up to 100' AGL/133' MSL.
Pole 1994' from DER, 580' left of centerline, 47' AGL/85' MSL.
Rwy 32, trees beginning 494' from DER, 104' right of centerline, up to 67' AGL/99' MSL.
Building 501' from DER, 251' right of centerline, 16' AGL/52' MSL.
Terrain beginning 117' from DER, beginning 51' left and right of centerline, 50' MSL.
Trees and bushes beginning 218' from DER, 222' left of centerline, up to 100' AGL/101' MSL.

JACKSONVILLE INTL (JAX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JAN20 (20030) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, poles beginning 10' from DER, right and left of centerline, 1' AGL/28' MSL.
Bushes beginning 82' from DER, 261' right of centerline, 30' MSL.
Trees beginning 768' from DER, 504' right of centerline, 65' MSL.
Trees beginning 2210' from DER, 680' right of centerline, up to 85' AGL/127' MSL.
Trees beginning 3378' from DER, 208' left of centerline, 97' AGL/115' MSL.
Tree 3786' from DER, 1031' right of centerline, 115' AGL/134' MSL.
Rwy 14, lighting 39' from DER, left and right of centerline, 4' AGL/26' MSL.
Sign, electrical system beginning 76' from DER, 292' left of centerline, up to 5' AGL/27' MSL.
Pole 754' from DER, 699' left of centerline, 30' AGL/52' MSL.
Trees beginning 899' from DER, 102' right of centerline, up to 89' AGL/121' MSL.
Tree 1761' from DER, 783' left of centerline, 97' MSL.
Trees beginning 2065' from DER, 808' left of centerline, up to 105' MSL.
Trees beginning 2635' from DER, 158' left of centerline, up to 128' MSL.
Trees beginning 3376' from DER, 4' left of centerline, up to 130' MSL.
Rwy 26, trees beginning 2195' from DER, 722' right of centerline, up to 81' AGL/104' MSL.
Tree 3533' from DER, 794' left of centerline, 120' MSL.
Rwy 32, sign 39' from DER, 442' right of centerline, 5' AGL/30' MSL.
Trees beginning 2225' from DER, 640' right of centerline, up to 93' AGL/110' MSL.
Trees beginning 2773' from DER, left and right of centerline, up to 100' AGL/115' MSL.

JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

JACKSONVILLE, FL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10OCT19 (19283)

DEPARTURE PROCEDURE:

Rwy 10, diverse departures only between 116° through 275° CW.
Rwy 14, diverse departures only between 095° through 320° CW.
Rwy 28, diverse departures auth.
Rwy 32, diverse departures only between 351° through 141° CCW.

TAKEOFF OBSTACLE NOTES:

Rwy 10, terrain 0' from DER, 500' left ofcntrln, 30' MSL.
Terrain 300' from DER, 580' left of cntrln, 30' MSL.
Terrain 350' from DER, 580' left of cntrln, 30' MSL.
Twr 383' from DER, 501' right of cntrln, 25' AGL/33' MSL.
Rwy 14, terrain 0' from DER, 500' right of cntrln, 37' MSL.
Terrain 367' from DER, 579' right of cntrln, 33' MSL.
Twr 652' from DER, 313' left of cntrln, 25' AGL/33' MSL.
Rwy 28, terrain 0' from DER, 500' left of cntrln, 32' MSL.
Terrain 125' from DER, 29' right of cntrln, 36' MSL.
Twr 1924' from DER, 514' left of cntrln, 30' AGL/63' MSL.
Twr 1972' from DER, 694' left of cntrln, 30' AGL/63' MSL.
Twr 2014' from DER, 879' left of cntrln, 30' AGL/ 66' MSL.
Twr 2054' from DER, 1050' left of cntrln, 30' AGL/68' MSL.
Rwy 32, terrain 0' from DER, 500' right of cntrln, 30' MSL.
Terrain 427' from DER, 614' left of cntrln, 30' MSL.
Terrain 442' from DER, 527' right of cntrln, 26' MSL.
Twr 2980' from DER, 1272' left of cntrln, 58' AGL/ 78' MSL.
Twr 3343' from DER, 780' left of cntrln, 60' AGL/73' MSL.
Twr 4680' from DER, 1674' left of cntrln, 93' AGL/110' MSL.
Twr 4732' from DER, 874' left of cntrln, 70' AGL/86' MSL.
Trees 4772' from DER, 322' left of cntrln, 0' AGL/130' MSL.

KEY WEST, FL

KEY WEST INTL (EYW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08JUN06 (06159) (FAA)

DEPARTURE PROCEDURE:

Rwys 9, 27, climb on a heading between 087° clockwise to 033° from DER to avoid R-2916 and unmarked tethered balloon up to 14000 MSL.

TAKEOFF OBSTACLE NOTES:

Rwy 9, rod on antenna, dome on building, poles, and numerous trees beginning 38' from DER, 199' right of centerline, up to 75' AGL/82' MSL.
Obstruction light on building, pole, and numerous trees beginning 4' from DER, 220' left of centerline, up to 38' AGL/45' MSL.
Rwy 27, pole and numerous trees beginning 27' from DER, 116' right of centerline, up to 83' AGL/90' MSL.
Numerous bushes and trees beginning 202' from DER, 78' left of centerline, up to 37' AGL/44' MSL.

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

KEY WEST, FL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 21MAY20 (20142)

DEPARTURE PROCEDURE:

Rwy 4, diverse departures authorized between 017° CCW 218°. Left turn to departure heading only.
Rwy 8, diverse departures authorized 100° CW 259°.
Rwy 14, diverse departures authorized 084° CW 315°.
Rwy 22, diverse departures authorized 084° CW 035°.
Rwy 26, diverse departures authorized 084° CW 315°.
Rwy 32, diverse departures authorized 035° CCW 137°.

TAKEOFF OBSTACLE NOTES:

Rwy 4, numerous power poles along US HWY 1 reported as high as 121' MSL from 2470' to 4258' of DER.
Rwy 14, road and vehicle 753' from DER, 14' left of cntrln, 21' MSL.
Rwy 32, numerous power poles along US HWY 1 reported as high as 120' MSL from 2942' to 3604' of DER.
Stadium lights 1485' from DER, 528' to 717' right of cntrln, 39' to 56' MSL.

KEYSTONE HEIGHTS, FL

KEYSTONE HEIGHTS (42J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 16JUL20 (20198) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 363' from DER, 503' left of centerline, up to 100' AGL/309' MSL.
Trees beginning 1165' from DER, 331' right of centerline, up to 100' AGL/309' MSL.
Rwy 11, trees beginning 995' from DER, on centerline, up to 100' AGL/309' MSL.
Rwy 23, trees beginning 375' from DER, on centerline, up to 100' AGL/270' MSL.
Powerlines beginning 2436' from DER, 24' right of centerline, up to 100' AGL/279' MSL.
Rwy 29, trees beginning 0' from DER, 263' right of centerline, up to 100' AGL/289' MSL.
Trees beginning 563' from DER, on centerline, up to 100' AGL/290' MSL.
Powerlines beginning 3048' from DER, 122' left of centerline, up to 100' AGL/280' MSL.

LA BELLE, FL

LA BELLE MUNI (X14)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, vehicles on roadway, beginning 98' from DER, 483' left of centerline, up to 15' AGL/39' MSL.
Trees beginning 70' from DER, 357' right of centerline, up to 100' AGL/124' MSL.
Poles and trees beginning 305' from DER, 157' left of centerline, up to 40' AGL/94' MSL.
Building 562' from DER, 238' left of centerline, 14' AGL/38' MSL.
Poles and trees beginning 745' from DER, 93' right of centerline, up to 40' AGL/60' MSL.
Rwy 32, airplanes on taxiway beginning 18' from DER, 130' left of centerline, up to 12' AGL/31' MSL.
Trees beginning 35' from DER, 135' right of centerline, up to 100' AGL/119' MSL.
Trees beginning 61' from DER, 6' left of centerline, up to 100' AGL/119' MSL.
Vehicle on roadway beginning 136' from DER, 450' right of centerline, up to 15' AGL/34' MSL.
Building 446' from DER, 214' right of centerline, 18' AGL/37' MSL.
Pole 1578' from DER, 789' left of centerline, 43' AGL/62' MSL.

LAKE CITY, FL

LAKE CITY GATEWAY (LCQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAY14 (14149) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 1358' from DER, 522' right of centerline, up to 100' AGL/294' MSL.
Rwy 10, trees beginning 2490' from DER, 32' right of centerline, up to 94' AGL/284' MSL.
Trees beginning 84' from DER, 58' left of centerline, up to 83' AGL/273' MSL.
Rwy 23, trees beginning 575' from DER, 363' right of centerline, up to 100' AGL/285' MSL.
Trees beginning 1139' from DER, 88' left of centerline, up to 100' AGL/285' MSL.
Rwy 28, trees, pole and tower beginning 1001' from DER, 23' right of centerline, up to 158' AGL/350' MSL.
Trees beginning 981' from DER, 4' left of centerline, up to 94' AGL/292' MSL.

LAKE WALES, FL

LAKE WALES MUNI (X07)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20NOV08 (08325) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 1403' from DER, 165' left of centerline, up to 100' AGL/229' MSL.
Trees beginning 2739' from DER, 899' right of centerline, up to 100' AGL/234' MSL.
Rwy 17, trees beginning 534' from DER, 642' right of centerline, up to 100' AGL/224' MSL.
Rwy 24, trees beginning 2462' from DER, 836' left of centerline, up to 100' AGL/224' MSL.
Rwy 35, trees beginning 2567' from DER, 468' left of centerline, up to 100' AGL/234' MSL.
Buildings beginning 691' from DER, 1' right of centerline up to 74' AGL/205' MSL.

LAKELAND, FL

LAKELAND LINDER INTL (LAL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 28FEB19 (19059)

TAKEOFF MINIMUMS:

Rwys 8, 26, NA - Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 719' from DER, 343' right of centerline, up to 182' MSL.
Poles beginning 1099' from DER, 580' left of centerline, up to 33' AGL/174' MSL.
Pole, tree beginning 1143' from DER, 48' right of centerline, up to 42' AGL/185' MSL.
Tree, pole beginning 1260' from DER, 475' left of centerline, up to 175' MSL.
Tree 1444' from DER, 437' right of centerline, 191' MSL.
Tree 1546' from DER, 427' left of centerline, 180' MSL.
Building 1850' from DER, 69' left of centerline, 45' AGL/196' MSL.
Crane 2166' from DER, 751' left of centerline, 100' AGL/244' MSL.
Rwy 9, tree 2520' from DER, 258' right of centerline, 206' MSL.
Tree 2550' from DER, 583' left of centerline, 210' MSL.
Tree 2673' from DER, 526' right of centerline, 212' MSL.

LEESBURG, FL

LEESBURG INTL (LEE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 400-2 ¼ or std. w/ min. climb of 223' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 3, vehicles on roadway, 176' from DER, left and right of centerline, up to 15' AGL/90' MSL.
Blast wall 78' from DER, on centerline, up to 10' AGL/85' MSL.
Poles beginning 248' from DER, 372' right of centerline, up to 44' AGL/119' MSL.
Trees beginning 61' from DER, 495' right of centerline, up to 67' AGL/137' MSL.
Trees beginning 272' from DER, 386' left of centerline, up to 56' AGL/131' MSL.
Rwy 13, trees beginning 493' from DER, 444' left of centerline, up to 43' AGL/106' MSL.
Rwy 21, vehicles on roadway, 74' from DER, 389' left of centerline, up to 15' AGL/82' MSL.
Trees beginning 775' from DER,473' left of centerline, up to 100' AGL/179' MSL.
Trees beginning 3614' from DER, 126' right of centerline, up to 113' AGL/173' MSL.
Rwy 31, trees beginning 61' from DER, 401' left of centerline, up to 74' AGL/159' MSL.
Trees beginning 531' from DER, 564' right of centerline, up to 100' AGL/173' MSL.
Poles beginning 1273' from DER, 469' right of centerline, up to 60' AGL/131' MSL.
Poles beginning 2893' from DER, 265' left of centerline, up to 74' AGL/159' MSL.

LIVE OAK, FL

SUWANNEE COUNTY (24J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12DEC13 (13346) (FAA)

DEPARTURE PROCEDURE:

Rwy 7, Climb heading 074° to 600 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 7, REILs, fence and taxiway sign beginning 21' from DER, left and right of centerline, up to 5' AGL/106' MSL.
Tree 53' from DER, 438' left of centerline, 50' AGL/152' MSL.
Building and pole beginning 123' from DER, 448' left of centerline, up to 21' AGL/126' MSL.
Trees beginning 189' from DER, 237' right of centerline, up to 18' AGL/106' MSL.
Poles beginning 334' from DER, 484' left of centerline, up to 13' AGL/118' MSL.
Trees beginning 420' from DER, 398' left of centerline, up to 71' AGL/173' MSL.
Trees beginning 1041' from DER, 25' left of centerline, up to 66' AGL/179' MSL.
Trees beginning 1340' from DER, 4' right of centerline, up to 61' AGL/170' MSL.
Trees beginning 2643' from DER, 820' right of centerline, up to 70' AGL/179' MSL.
Rwy 25, REILs beginning 20' from DER, left and right of centerline, 103' MSL.
Trees and pole beginning 104' from DER, 230' left of centerline, up to 84' AGL/193' MSL.
Tree 452' from DER, 489' right of centerline, 39' AGL/141' MSL.
Trees beginning 1070' from DER, 445' right of centerline, up to 60' AGL/165' MSL.
Trees beginning 1079' from DER, 416' left of centerline, up to 74' AGL/187' MSL.
Trees beginning 1507' from DER, left and right of centerline, up to 83' AGL/195' MSL.

MARATHON, FL

THE FLORIDA KEYS MARATHON INTL AIRPORT (MTH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1C 31MAR16 (16091) (FAA)

DEPARTURE PROCEDURE:

Rwy 7, climbing right turn direct MTH NDB then via 307° bearing from MTH NDB to TIGAR INT before proceeding on course.

Rwy 25, climb direct MTH NDB then via 307° bearing from MTH NDB to TIGAR INT before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 337' from DER, 324' right of centerline, up to 74' AGL/81' MSL.
Bush 166' from DER, 323' right of centerline, 9' AGL/16' MSL.
Pole 726' from DER, 589' right of centerline, 39' AGL/46' MSL.
Rod on obstruction light 1404' from DER, 655' right of centerline, 55' AGL/62' MSL.
Transmission pole 2360' from DER, 1029' right of centerline, 89' AGL/96' MSL.
Rod on obstruction light antenna 3366' from DER, 1010' right of centerline, 136' AGL/143' MSL.
Antenna 3270' from DER, 1253' right of centerline, 121' AGL/128' MSL.
Tower 3427' from DER, 1033' right of centerline, 115' AGL/121' MSL.
Trees beginning 242' from DER, 99' left of centerline, up to 75' AGL/82' MSL.
Antennas 1660' from DER, 371' left of centerline, up to 86' AGL/93' MSL.
Pole 876' from DER, 468' left of centerline, 39' AGL/46' MSL.
Concrete pole 1391' from DER, 534' left of centerline, 51' AGL/58' MSL.
Pole 1441' from DER, 586' right of centerline, 55' AGL/62' MSL.

Rwy 25, trees beginning 122' from DER, 224' right of centerline, up to 65' AGL/72' MSL.
Poles beginning 702' from DER, 470' right of centerline, up to 37' AGL/44' MSL.
Antenna 1752' from DER, 135' right of centerline, 49' AGL/56' MSL.
Trees beginning 223' from DER, 324' left of centerline, up to 66' AGL/73' MSL.
Rod on obstruction light antenna beginning 2353' from DER, 22' right of centerline, up to 138' AGL/145' MSL.
Antenna 2953' from DER, 745' left of centerline, 75' AGL/82' MSL.
Transmission pole 1545' from DER, 693' left of centerline, 60' AGL/67' MSL.
Monopole 3997' from DER, 660' left of centerline, 136' AGL/140 MSL.

MARCO ISLAND, FL

MARCO ISLAND EXECUTIVE (MKY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03JAN19 (19003) (FAA)

DEPARTURE PROCEDURE:

Rwy 35, climb heading 005° to 700 before turning west.

TAKEOFF OBSTACLE NOTES:

Rwy 17, tree 16' from DER, 478' right of centerline, 12' MSL.
Trees beginning 20' from DER, 265' left of centerline, up to 13' MSL.
Pole and tree beginning 77' from DER, 309' right of centerline, up to 25' AGL/25' MSL.
Trees beginning 186' from DER, 431' left of centerline, up to 28' MSL.
Trees beginning 473' from DER, 5' left of centerline, up to 32' MSL.
Tree 689' from DER, 582' right of centerline, 26' MSL.
Trees beginning 826' from DER, on centerline, up to 30' MSL.
Trees beginning 951' from DER, 265' left of centerline, up to 35' MSL.
Trees beginning 972' from DER, 270' right of centerline, up to 36' MSL.
Tree 1106' from DER, 702' right of centerline, 38' MSL.
Tree 1113' from DER, 321' left of centerline, 36' MSL.
Trees beginning 1154' from DER, 249' left of centerline, up to 39' MSL.
Trees beginning 1246' from DER, 499' left of centerline, up to 47' MSL.
Tree 1303' from DER, 394' right of centerline, 39' MSL.
Tree 1354' from DER, 658' right of centerline, 43' MSL.
Trees beginning 1396' from DER, 98' right of centerline, up to 48' MSL.
Trees beginning 1476' from DER, 239' right of centerline, up to 50' MSL.

Rwy 35, tower, sign and tree beginning 10' from DER, 31' left of centerline, up to 56' AGL/57' MSL.
Trees beginning 178' from DER, 51' right of centerline, up to 43' MSL.
Tree 1568' from DER, 795' right of centerline, 45' MSL.
Tree 1895' from DER, 337' right of centerline, 58' MSL.

MARIANNA, FL
MARIANNA MUNI (MAI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12MAR09 (09071) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 300-1½ or std. w/ min. climb of 222' per NM to 400.
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 2518' from DER, 1016' right of centerline, up to 100' AGL/219' MSL.
Rwy 18, trees beginning 57' from DER, 275' right of centerline, up to 100' AGL/279' MSL.
Trees beginning 1241' from DER, 366' left of centerline, up to 100' AGL/209' MSL.
Rwy 26, trees beginning 3180' from DER, 1278' right of centerline, up to 100' AGL/209' MSL.
Rwy 36, trees beginning 2230' from DER, 1003' left of centerline, up to 100' AGL/209' MSL.
Trees beginning 2352' from DER, 1007' right of centerline, up to 100' AGL/209' MSL.

MAYAGUEZ, PR
EUGENIO MARIA DE HOSTOS (MAZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 15OCT92 (92289) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 1400-3 or std. with a min. climb of 500' per NM to 1400.
DEPARTURE PROCEDURE:
Rwy 9, climb via MAZ R-083 to 2500, aircraft northeast bound on G633 continue climb on course. All others turn left direct MAZ VOR/DME before proceeding on course.
Rwy 27, climb via MAZ R-277 to 1500. Aircraft westbound on G633 continue climb on course. All others climbing right turn direct MAZ VOR/DME so as to cross at or above MEA for direction of flight.

MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)
MAYPORT, FL
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 19JUL18 (18200)
TAKEOFF OBSTACLE NOTES:
Rwy 5, vessels with masts 500’ to 2900’ from DER, up to 150’ MSL.
Rwy 23, vessels with masts 4000’ from DER, 1600’ right of cntrln, up to 150’ MSL.

MELBOURNE, FL
MELBOURNE INTL (MLB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUL07 (07186) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, multiple trees 1584' from DER, 222' left of centerline, up to 43' AGL/64' MSL.
Rwy 9L, tree 108' from DER, 479' left of centerline, 25' AGL/62' MSL.
Rwy 9R, multiple trees 1855' from DER, 434' left of centerline, up to 43' AGL/73' MSL.
Tree 1332' from DER, 434' right of centerline, 36' AGL/56' MSL.
Rwy 23, bush 20' from DER, 217' right of centerline, 8' AGL/33' MSL.
Tower 6034' from DER, 750' right of centerline, 152' AGL/177' MSL.
Multiple trees beginning 284' from DER, 121' left of centerline, up to 47' AGL/72' MSL.
Rwy 27R, multiple trees beginning 543' from DER, 169' left of centerline, up to 51' AGL/81' MSL.
Multiple trees beginning 1202' from DER, 114' right of centerline, up to 58' AGL/88' MSL.

MERRITT ISLAND, FL
MERRITT ISLAND (COI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13APR06 (06103) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 29, rod on airport beacon obstruction light, 138' from DER, 514' right of centerline, 61' AGL/67' MSL.
Pole, 82' from DER, 403' left of centerline, 34' AGL/40' MSL.
Pole, 468' from DER, 508' right of centerline, 37' AGL/43' MSL.
Hangar, 221' from DER, 278' right of centerline, 22' AGL/28' MSL.
Pole 490' from DER, 306' left of centerline, 28' AGL/34' MSL.
Tree, 987' from DER, 476' left of centerline, 40' AGL/46' MSL.
Tree 1287' from DER, 432' left of centerline, 47' AGL/53' MSL.
Tree 1415' from DER, 560' left of centerline, 48' AGL/54' MSL.
Building, 556' from DER, 530' right of centerline, 25' AGL/31' MSL.
Tree, 1654' from DER, 464' right of centerline, 48' AGL/54' MSL.
Obstruction light on windsock, 551' from DER, 234' right of centerline, 19' AGL/25' MSL.
Pole, 1306' from DER, 259' right of centerline, 37' AGL/43' MSL.
Building, 429' from DER, 436' right of centerline, 15' AGL/21' MSL.
Tree, 1953' from DER, 524' left of centerline, 49' AGL/55' MSL.

MIAMI, FL

MIAMI EXECUTIVE (TMB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8A 20AUG15 (15232) (FAA)

DEPARTURE PROCEDURE:

Rwy 9L, climb heading 093° to 800 before turning right.
Rwy 9R, climb heading 093° to 900 before turning right.
Rwy 13, climb heading 133° to 1400 before turning right.
Rwy 27L, climb heading 273° to 1400 before turning left.
Rwy 27R, climb heading 273° to 1300 before turning left.
Rwy 31, climb heading 313° to 900 before turning left.

TAKEOFF OBSTACLE NOTES:

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 1249' from DER, 588' right of centerline, 56' AGL/70' MSL.
Rwy 27L, transmission towers beginning 1858' from DER, 910' left of centerline, up to 72' AGL/82' MSL.
Tree 2106' from DER, 998' right of centerline, 100' AGL/119' 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 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 (MIA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 17A 03MAY12 (12124) (FAA)

TAKEOFF MINIMUMS:

Rwy 8L, 300-1¼ or std. w/ min. climb of 382' per NM to 300.
Rwy 9, std. w/ min. climb of 240' per NM to 1200.

DEPARTURE PROCEDURE:

Rwys 8L,8R, climb heading 092° to 1000 before turning right.
Rwy 12, climbing right turn to intercept DHP VORTAC R-125 to 1100 before turning left.
Rwys 26L,26R, climb heading 272° to 600 before turning left.
Rwy 27, climb heading 272° to 600 before turning right.

TAKEOFF OBSTACLE NOTES:

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 power lines, antennas and trees beginning 1856' from DER, 238' left of centerline, up to 150' AGL/153' MSL.
Navaid and rod on obstruction light GS 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.
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, train on tracks 750' from DER, 576' left of centerline 23' AGL/53' MSL.
Tree 1067' from DER, 680' left of centerline 23' AGL/37' MSL.
Roadway beginning 1874' from DER, 502' left of centerline up to 71' AGL/85' MSL.
Numerous poles and signs beginning1876' from DER, 93' left of centerline up to 63' AGL/77' MSL.
Poles beginning 2056' from DER, 95' right of centerline up to 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.

MIAMI, FL (CON'T)

MIAMI-OPA LOCKA EXECUTIVE (OPF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9A 29MAR18 (18088) (FAA)

DEPARTURE PROCEDURE:

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.

TAKEOFF OBSTACLE NOTES:

Rwy 9L, fence 48' from DER, 498' left of centerline, 10' AGL/17' MSL.
Utility line 57' from DER, 505' left of centerline, 9' AGL/16' MSL.
Airport sign 40' from DER, 311' right of centerline, 2' AGL/9' MSL.
Tree 103' from DER, 481' left of centerline, 9' AGL/16' MSL.
Trees beginning 1632' from DER, 657' left of centerline, up to 43' AGL/57' MSL.
Trees beginning 3215' from DER, 885' right of centerline, up to 81' AGL/ 95' MSL.
Rwy 9R, airfield light 6' from DER, 59' right of centerline, 1' AGL/7' MSL.
Light pole 1439' from DER, 739' right of centerline, 38' AGL/45' MSL.
Pole 1436' from DER, 735' right of centerline, 40' AGL/47' MSL.
Pole 1581' from DER, 892' left of centerline, 40' AGL/47' MSL.
Tree 11' from DER, 502' right of centerline, 8' AGL/15' MSL.
Trees beginning 1590' from DER, 511' left of centerline, up to 109' AGL/116' MSL.
Trees beginning 1577' from DER, 243' right of centerline, up to 57' AGL/64' MSL.
Rwy 12, REIL 3' from DER, 118' left of centerline 1' AGL/9' MSL.
REIL 3' from DER, 118' right of centerline, 1' AGL/9' MSL.
Poles 1560' from DER, 266' right of centerline, 40' AGL/48' MSL.
Pole 461' from DER, 609' right of centerline, 31' AGL/39' MSL.
Trees beginning 1080' from DER, 118' right of centerline, up to 62' AGL/70' MSL.
Trees beginning 1051' from DER, 93' left of centerline, up to 56' AGL/64' MSL.
Rwy 27L, fence 194' from DER, 483' right of centerline, 10' AGL/16' MSL.
Poles beginning 336' from DER, 94' left and 530' right of centerline, up to 67' AGL/73' MSL.
Trees beginning 1056' from DER, 756' left of centerline, up to 37' AGL/43' MSL.
Building 1106' from DER, 739' right of centerline, 36' AGL/42' MSL.
Rwy 27R, airport sign 38' from DER, 310' left of centerline, 1' AGL/8' MSL.
Antenna on building 1568' from DER, 756' left of centerline, 44' AGL/51' MSL.
Trees beginning 165' from DER, 45' left of centerline, up to 115' AGL/122' MSL.
Trees beginning 1059' from DER, 229' right of centerline, up to 107' AGL/114' MSL.
Rwy 30, airport sign 40' from DER, 233' right of centerline, 1' AGL/9' MSL.
Tower 2543' from DER, 565' right of centerline, 76' AGL/84' MSL.
Antenna on building 2526' from DER, 572' right of centerline, 74' AGL/82' MSL.
Tower 3760' from DER, 969' right of centerline, 100' AGL/105' MSL.
Trees beginning 1312' from DER, 590' left of centerline, up to 43' AGL/51' MSL.
Trees beginning 1711' from DER, 614' right of centerline, up to 78' AGL/86' MSL.

MILTON, FL

PETER PRINCE FIELD (2R4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 01JUL10 (10182) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 102' from DER, 51' left of centerline, up to 93' AGL/163' MSL.
Trees beginning 1014' from DER, 13' right of centerline, up to 83' AGL/153' MSL.
Pole 711' from DER, 164' left of centerline, 40' AGL/106' MSL.
Poles beginning 766' from DER, 68' right of centerline, 40' AGL/109' MSL.
Railroad 572' from end of runway, 23' AGL/110' MSL. Road 549' from DER, 17' AGL/94' MSL.
Rwy 36, trees beginning 27' from DER, 329' left of centerline up to 45' AGL/101' MSL.
Trees beginning 40' from DER, 98' right of centerline, up to 30' AGL/90' MSL.

NAPLES, FL

NAPLES MUNI (APF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 17DEC09 (09351) (FAA)

DEPARTURE PROCEDURE:

Rwy 14, climb heading 137° to 600 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 92' from DER, left and right of centerline, up to 82' AGL/92' MSL.
Tanks 1308' from DER, 293' left of centerline, up to 34' AGL/44' MSL.
Rwy 14, trees beginning 97' from DER, left and right of centerline, up to 101' AGL/108' MSL.
Rwy 23, trees beginning 126' from DER, left and right of centerline, up to 66' AGL/70' MSL.
Rwy 32, trees beginning 339' from DER, left and right of centerline, up to 119' AGL/123' MSL.

NEW SMYRNA BEACH, FL

NEW SMYRNA BEACH MUNI (EVB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20JUN19 (19171) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, sign 55' from DER, 494' left of centerline, 3' AGL/12' MSL.
Sign 70' from DER, 289' right of centerline, 3' AGL/11' MSL.
Trees beginning 462' from DER, 429' left of centerline, up to 42' MSL.
Trees beginning 572' from DER, 283' left of centerline, up to 44' MSL.
Trees beginning 952' from DER, 256' left of centerline, up to 69' MSL.
Trees beginning 1067' from DER, 282' left of centerline, up to 72' MSL.
Tree 1250' from DER, 607' left of centerline, 79' MSL.
Trees and poles beginning 1270' from DER, 22' left of centerline, up to 91' MSL.
Tree 1786' from DER, 564' right of centerline, 55' MSL.
Tree 1816' from DER, 584' right of centerline, 56' MSL.
Rwy 7, tree, fence, road beginning 38' from DER, 0' of centerline, up to 45' MSL.
Fences, roads beginning 167' from DER, on centerline and left of centerline, up to 7' AGL/26' MSL.
Trees beginning 309' from DER, 17' left of centerline, up to 36' MSL.
Transmission line, tree beginning 348' from DER, 198' right of centerline, up to 45' AGL/51' MSL.
Trees, transmission line beginning 793' from DER, 54' left of centerline, up to 56' MSL.
Transmission line 890' from DER, 151' right of centerline, 56' AGL/58' MSL.
Transmission line 1201' from DER, 173' left of centerline, 55' AGL/57' MSL.
Transmission line, pole beginning 1480' from DER, 150' left of centerline, up to 58' AGL/60' MSL.
Transmission line, pole beginning 1832' from DER, 145' left of centerline, up to 54' AGL/61' MSL.
Rwy 11, lighting beginning 6' from DER, left and right of centerline, 1' AGL/12' MSL.
Road, tree beginning 408' from DER, 400' left of centerline, up to 61' MSL.
Tree, pole, road beginning 532' from DER, 222' left of centerline, up to 65' MSL.
Trees beginning 634' from DER, 350' left of centerline, up to 68' MSL.
Tree 1283' from DER, 353' right of centerline, 51' MSL.
Trees beginning 1360' from DER, 421' right of centerline, up to 64' MSL.
Pole, tree beginning 1671' from DER, 789' right of centerline, up to 70' AGL/75' MSL.
Rwy 20, trees, road, sign, pole beginning 12' from DER, on centerline, up to 75' MSL.
Trees beginning 253' from DER, 341' left of centerline, up to 52' MSL.
Tree, pole, road beginning 343' from DER, 12' left of centerline, up to 71' MSL.
Tree, pole beginning 542' from DER, 63' right of centerline, up to 80' MSL.
Tree, pole beginning 1052' from DER, 7' right of centerline, up to 82' MSL.
Trees beginning 1195' from DER, 29' left of centerline, up to 80' MSL.
Trees, pole beginning 1345' from DER, 9' left of centerline, up to 84' MSL.
Trees beginning 1826' from DER, 479' right of centerline, up to 85' MSL.
Rwy 25, tree 30' from DER, 302' right of centerline, 28' MSL.
Trees, fence, pole beginning 76' from DER, left and right of centerline, up to 44' MSL.
Trees beginning 160' from DER, 84' right of centerline, up to 53' MSL.
Trees beginning 354' from DER, left and right of centerline, 58' MSL.
Trees beginning 420' from DER, 366' left of centerline, up to 66' MSL.
Pole, tree beginning 1376' from DER, 120' left of centerline, up to 72' AGL/77' MSL.
Trees, pole beginning 1566' from DER, 24' left of centerline, up to 83' MSL.
Trees beginning 1712' from DER, 3' right of centerline, up to 96' MSL.
Rwy 29, trees, runway lighting beginning 4' from DER, left and right of centerline, up to 2' AGL/30' MSL.
Trees beginning 452' from DER, 462' right of centerline, 62' MSL.
Tree, pole beginning 560' from DER, 292' right of centerline, up to 69' MSL.
Trees beginning 1289' from DER, left and right of centerline, up to 85' MSL.
Trees beginning 1534' from DER, 17' right of centerline, 89' MSL.
Trees beginning 1788' from DER, 88' left of centerline, up to 98' MSL.
Trees beginning 1852' from DER, 72' left of centerline, up to 100' MSL.

SE-3, 25 FEB 2021 to 22 APR 2021

NEW SMYRNA BEACH, FL (CON'T)

MASSEY RANCH AIRPARK (X50)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 23JUN16 (16175) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, Bush 11' from DER, 128' left of centerline, 14' MSL.
Trees beginning 24' from DER, 282' right of centerline, up to 42' MSL.
Tree 78' from DER, 443' right of centerline, 53' MSL.
Tree and bush beginning 148' from DER, 137' left of centerline, up to 57' MSL.
Trees beginning 189' from DER, 196' right of centerline, up to 71' AGL/78' MSL.
Tree and pole beginning 286' from DER, 5' left of centerline, up to 83' MSL.
Trees beginning 1457' from DER, 7' right of centerline, up to 84' MSL.
Tree and pole beginning 1932' from DER, 39' right of centerline, up to 89' MSL.
Trees beginning 2659' from DER, 64' right of centerline, up to 91' MSL.
Tree 3307' from DER, 542' right of centerline, 96' MSL.
Rwy 36, Vehicles on road and in parking lot, tree, pole, and t-l tower beginning 7' from DER, 48' left of centerline, up to 48' AGL/58' MSL.
Tree, pole, and t-l tower beginning 199' from DER, 12' right of centerline, up to 67' MSL.
Tree and pole beginning 289' from DER, 172' right of centerline, up to 75' MSL.
Tree, t-l tower, and pole beginning 355' from DER, 4' left of centerline, up to 68' AGL/77' MSL.
Tree, pole, and building beginning 606' from DER, 34' left of centerline, up to 81' MSL.
Tree and building beginning 1215' from DER, 4' right of centerline, up to 82' MSL.
Trees beginning 1418' from DER, 144' right of centerline, up to 87' MSL.
Trees beginning 1499' from DER, 7' left of centerline, up to 88' MSL.
Antenna 4763' from DER, 506' right of centerline, 154' AGL/160' MSL.
Tower 4777' from DER, 430' right of centerline, 152' AGL/161' MSL.

OCALA, FL

OCALA INTL-JIM TAYLOR FLD (OCF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

DEPARTURE PROCEDURE:

Rwy 8, climb heading 069° to 500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 316' from DER, 527' right of centerline, up to 30' AGL/106' MSL.
Rwy 26, trees beginning 83' from DER, 255' left of centerline, up to 100' AGL/204' MSL.
Trees beginning 272' from DER, 10' right of centerline, up to 100' AGL/194' MSL.
Rwy 36, taxiing aircraft, 43' from DER, 305' right of centerline, up to 10' AGL/94' MSL.
Trees beginning 196' from DER, 500' left of centerline, up to 70' AGL/164' MSL.
Trees beginning 2668' from DER, 305' right of centerline, up to 70' AGL/162' MSL.

ORLANDO, FL

EXECUTIVE (ORL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 15NOV12 (12320) (FAA)

DEPARTURE PROCEDURE:

Rwy 25, climb heading 253° to 700 before turning right.
Rwy 31, climb heading 317° to 600 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 189' from DER, 542' right of centerline, up to 114' AGL /132' MSL.
Tree 882' from DER, 709' left of centerline, 44' AGL /143' MSL.
Rwy 25, trees beginning 1314' from DER, 597' right of centerline, up to 119' AGL /191' MSL.
Rwy 13, numerous roads, poles, towers, signs, trees and buildings left and right of centerline, beginning 300' from DER, 481' right of centerline, up to 119' AGL /173' MSL.
Rwy 31, building 2.1 NM from DER, 5569' left of centerline, 435' AGL/524' MSL.
Numerous trees, poles, towers, antennas and buildings left and right of centerline, beginning 613' from DER, 442' left of centerline, up to 126' AGL /189' MSL.

ORLANDO, FL (CON'T)

KISSIMMEE GATEWAY (ISM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 300-1.

TAKEOFF OBSTACLE NOTES:

Rwy 6, vehicles on road, terrain beginning 23' from DER, 165' left of centerline, up to 93' MSL.
Vehicles on road beginning 55' from DER, 421' right of centerline, up to 91' MSL.
Poles, building beginning 592' from DER, 280' right of centerline, up to 44' AGL/113' MSL.
Tree 1061' from DER, 654' left of centerline, 123' MSL.
Poles, trees beginning 1188' from DER, 360' left of centerline, up to 54' AGL/127' MSL.
Pole 1242' from DER, 656' right of centerline, 45' AGL/114' MSL.
Trees beginning 1636' from DER, 207' left of centerline, up to 129' MSL.
Tree 1836' from DER, 708' left of centerline, 135' MSL.
Trees beginning 1846' from DER, 11' left of centerline, up to 144' MSL.
Tree 2304' from DER, 822' right of centerline, 136' MSL.
Rwy 15, tree 117' from DER, 417' right of centerline, 125' MSL.
Tree, poles beginning 483' from DER, 19' right of centerline, up to 136' MSL.
Trees beginning 1216' from DER, 203' left of centerline, up to 135' MSL.
Rwy 24, trees, fence beginning 36' from DER, 251' left of centerline, up to 123' MSL.
Trees beginning 584' from DER, 285' right of centerline, up to 110' MSL.
Tree 1200' from DER, 276' right of centerline, 121' MSL.
Poles, trees beginning 1347' from DER, 83' right of centerline, up to 63' AGL/130' MSL.
Tree 1503' from DER, 475' left of centerline, 124' MSL.
Trees beginning 1561' from DER, 281' left of centerline, up to 125' MSL.
Tree, pole beginning 1634' from DER, 328' left of centerline, up to 127' MSL.
Pole, trees beginning 1710' from DER, 232' left of centerline, up to 75' AGL/145' MSL.
Tree 2168' from DER, 997' right of centerline, 143' MSL.
Trees beginning 2209' from DER, 703' right of centerline, up to 153' MSL.
Trees beginning 2320' from DER, 80' right of centerline, up to 156' MSL.
Tree 2628' from DER, 89' left of centerline, 149' MSL.
Tree 2935' from DER, 1' left of centerline, 157' MSL.
Rwy 33, pole 910' from DER, 713' right of centerline, 40' AGL/119' MSL.
Trees beginning 1141' from DER, 656' left of centerline, up to 140' MSL.
Tree 1166' from DER, 777' right of centerline, 136' MSL.
Tree 2608' from DER, 222' right of centerline, 148' MSL.

ORLANDO INTL (MCO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 07DEC17 (17341) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17L, NAVAID 9' from DER, on centerline, 1' AGL/90' MSL.
Light pole 9' from DER, 120' left of centerline, 3' AGL/91' MSL.
Tree 1534' from DER, 902' left of centerline, 74' AGL/152' MSL.
Rwy 17R, tree 1373' from DER, 855' right of centerline, 58' AGL/133' MSL.
Trees beginning 1473' from DER, 873' right of centerline, up to 60' AGL/136' MSL.
Rwy 18L, light pole 13' from DER, 283' right of centerline, 3' AGL/94' MSL.
Tree 2863' from DER, 1079' left of centerline, 89' AGL/169' MSL.
Trees beginning 2930' from DER, 1166' left of centerline, up to 95' AGL/171' MSL.
Rwy 18R, light pole 14' from DER, 282' left of centerline, 3' AGL/92' MSL.
Rwy 35L, light pole 15' from DER, 283' right of centerline, 5' AGL/92' MSL.
Pole 1250' from DER, 686' left of centerline, 45' AGL/129' MSL.
Rwy 35R, NAVAID 9' from DER, on centerline, 1' AGL/90' MSL.
NAVAID 1191' from DER, 768' right of centerline, 36' AGL/125' MSL.
Pole 1661' from DER, 922' right of centerline, 44' AGL/133' MSL.
Pole 1712' from DER, 916' left of centerline, 25' AGL/134' MSL.
Trees beginning 2235' from DER, 1012' right of centerline, up to 167' MSL.
Rwy 36L, sign 3' from DER, 373' left of centerline, 3' AGL/93' MSL.
Pole 1061' from DER, 779' left of centerline, 45' AGL/137' MSL.
Sign 1063' from DER, 775' right of centerline, 38' AGL/123' MSL.
Rwy 36R, building and tree beginning 962' from DER, 582' right of centerline, up to 30' AGL/121' MSL.
Sign 1054' from DER, 704' left of centerline, 29' AGL/119' MSL.
Sign 1062' from DER, 725' left of centerline, 38' AGL/123' MSL.

ORLANDO, FL (CON'T)

ORLANDO SANFORD INTL (SFB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10 02MAY13 (13122) (FAA)

DEPARTURE PROCEDURE:

Rwy 27L, climb heading 275° to 800 before proceeding northbound.
Rwy 27C, climb heading 275° to 900 before proceeding northbound.
Rwy 27R, climb heading 275° to 900 before proceeding northbound.
Rwy 36, climb heading 005° to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9R, pole at DER, 277' left of centerline, 7' AGL/25' MSL.
Utilities beginning 430' from DER, 206' left of centerline, up to 39' AGL/55' MSL.
Utilities beginning 430' from DER, 109' right of centerline, up to 39' AGL/55' MSL.
Trees beginning 986' from DER, 13' left of centerline, up to 52' AGL/83' MSL.
Trees beginning 1078' from DER, 463' right of centerline, up to 66' AGL/80' MSL.
Rwy 9C, vehicles on roadway beginning 22' from DER, left and right of centerline, up to 15' AGL/62' MSL.
Bush 163' from DER, 276' left of centerline, 9' AGL/57' MSL.
Pole 1079' from DER, 314' right of centerline, 36' AGL/78' MSL.
Trees beginning 1130' from DER, 90' right of centerline, up to 82' AGL/112' MSL.
Rwy 27R, antenna on building 131' from DER, 441' right of centerline, 18' AGL/67' MSL.
Poles and trees beginning 1157' from DER, 146' left of centerline, up to 65' AGL/120' MSL.
Trees beginning 1395' from DER, 66' right of centerline, up to 67' AGL/116' MSL.
Rwy 27C, buildings beginning 1548' from DER, 336' left of centerline, up to 47' AGL/101' MSL.
Trees beginning 1753' from DER, 295' right of centerline, up to 76' AGL/105' MSL.
Towers and antenna beginning 2340' from DER, 544' left of centerline, up to 135' AGL/194' MSL.
Rwy 27L, approach lights beginning 32' from DER, on centerline, up to 17' AGL/56' MSL.
Fence 229' from DER, 16' right of centerline, 12' AGL/51' MSL.
Vehicles on roadway beginning 359' from DER, left and right of centerline, up to 15' AGL/60' MSL.
Trees beginning 865' from DER, 574' left of centerline, up to 50' AGL/94' MSL.
Pole 1006' from DER, 692' right of centerline, 43' AGL/86' MSL.
Trees beginning 2733' from DER, left and right of centerline, up to 91' AGL/135' MSL.
Rwy 18, poles beginning 945' from DER, 482' left of centerline, up to 44' AGL/71' MSL.
Trees beginning 997' from DER, 280' left of centerline, up to 63' AGL/93' MSL.
Trees beginning 1277' from DER, 621' right of centerline, up to 83' AGL/112' MSL.
Rwy 36, trees beginning 330' from DER, 508' right of centerline, up to 43' AGL/77' MSL.
Trees beginning 1104' from DER, 617' left of centerline, up to 85' AGL/114' MSL.

ORMOND BEACH, FL

ORMOND BEACH MUNI (OMN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 300-1¼ or std. w/min. climb of 239' per NM to 300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 9, tree 60' from DER, 370' left of centerline, 67' MSL.
Tree 188' from DER, 448' left of centerline, 86' MSL.
Trees beginning 254' from DER, 1' left of centerline, up to 93' MSL.
Tree 431' from DER, 544' right of centerline, 65' MSL.
Trees beginning 457' from DER, 390' right of centerline, up to 66' MSL.
Trees beginning 773' from DER, 333' right of centerline, up to 70' MSL.
Trees beginning 811' from DER, 472' right of centerline, up to 73' MSL.
Trees beginning 932' from DER, 340' right of centerline, up to 80' MSL.
Trees beginning 1023' from DER, 223' right of centerline, up to 81' MSL.
Trees beginning 1088' from DER, 377' right of centerline, up to 82' MSL.
Trees beginning 1146' from DER, 65' right of centerline, up to 87' MSL.
Trees beginning 1358' from DER, 16' right of centerline, up to 88' MSL.
Trees beginning 1883' from DER, on and right of centerline, up to 92' MSL.
Trees beginning 2365' from DER, 254' left of centerline, up to 108' MSL.
Pole 5855' from DER, 1589' left of centerline, 195' MSL.
Rwy 17, trees beginning 40' from DER, 334' left of centerline, up to 72' MSL.
Trees beginning 46' from DER, 328' right of centerline, up to 94' MSL.
Trees beginning 185' from DER, 49' left of centerline, up to 85' MSL.
Trees, poles, building beginning 232' from DER, 104' right of centerline, up to 97' MSL.
Trees beginning 1090' from DER, 6' left of centerline, up to 86' MSL.
Trees beginning 1459' from DER, 15' left of centerline, up to 93' MSL.
Trees beginning 1609' from DER, 7' left of centerline, up to 95' MSL.

CON'T

ORMOND BEACH, FL (CON'T)

ORMOND BEACH MUNI (OMN) (CON'T)

Rwy 17 (CON'T), trees beginning 1724' from DER, 286' right of centerline, up to 99' MSL.
Trees beginning 1828' from DER, 668' left of centerline, up to 96' MSL.
Trees beginning 1835' from DER, 183' left of centerline, up to 104' MSL.
Trees beginning 1870' from DER, 32' left of centerline, up to 105' MSL.
Trees beginning 1965' from DER, 98' right of centerline, up to 100' MSL.
Trees beginning 2051' from DER, 85' left of centerline, up to 111' MSL.
Trees beginning 2095' from DER, 160' right of centerline, up to 101' MSL.
Trees beginning 2136' from DER, 45' left of centerline, up to 113' MSL.
Tree 2188' from DER, 207' right of centerline, 102' MSL.
Trees beginning 2200' from DER, 16' right of centerline, up to 110' MSL.
Rwy 27, vegetation beginning 7' from DER, 269' right of centerline, up to 39' MSL.
Tree 48' from DER, 387' right of centerline, 47' MSL.
Trees beginning 58' from DER, 10' left of centerline, up to 99' MSL.
Trees, vegetation beginning 83' from DER, 163' right of centerline, up to 90' MSL.
Trees, vegetation beginning 312' from DER, 155' right of centerline, up to 103' MSL.
Trees beginning 812' from DER, 307' right of centerline, up to 108' MSL.
Trees beginning 1277' from DER, 14' left of centerline, up to 104' MSL.
Trees beginning 1280' from DER, 11' right of centerline, up to 109' MSL.
Trees beginning 2315' from DER, 381' left of centerline, up to 111' MSL.
Rwy 35, trees beginning 48' from DER, 264' right of centerline, up to 47' MSL.
Pole, tree beginning 242' from DER, 380' right of centerline, up to 54' MSL.
Vegetation 266' from DER, 395' left of centerline, 35' MSL.
Vegetation beginning 279' from DER, 272' left of centerline, up to 40' MSL.
Trees, poles beginning 379' from DER, 17' right of centerline, up to 101' MSL.
Trees beginning 486' from DER, 385' left of centerline, up to 93' MSL.
Trees, poles beginning 602' from DER, 41' left of centerline, up to 97' MSL.
Trees, poles beginning 1735' from DER, 17' left of centerline, up to 99' MSL.

PALATKA, FL

PALATKA MUNI-LT KAY LARKIN FIELD (28J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 19SEP13 (13262) (FAA)

TAKEOFF MINIMUMS:
Rwy 9, 200-1¼ or std. w/min. climb of 207' per NM to 300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 558' from DER, 39' right of centerline, up to 100' AGL/105' MSL.
Trees beginning 625' from DER, 7' left of centerline, up to 100' AGL/137' MSL.
Tower 1.1 NM from DER, 1398' right of centerline, 164' AGL/199' MSL.
Rwy 17, trees beginning 237' from DER, 100' right of centerline, up to 100' AGL/164' MSL.
Trees beginning 796' from DER, 478' left of centerline, up to 100' AGL/169' MSL.
Rwy 27, trees beginning 15' from DER, 56' left of centerline, up to 78' AGL/112' MSL.
Trees beginning 49' from DER, 269' right of centerline, up to 72' AGL/101' MSL.
Rwy 35, buildings beginning 504' from DER, 403' right of centerline, up to 75' AGL/104' MSL.
Trees beginning 788' from DER, 222' left of centerline, up to 100' AGL/129' MSL.
Trees beginning 1387' from DER, 81' right of centerline, up to 100' AGL/119' MSL.
Buildings beginning 1454' from DER, 850' left of centerline, up to 75' AGL/104' MSL.

PALM COAST, FL

FLAGLER EXECUTIVE (FIN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 23APR20 (20114) (FAA)

TAKEOFF MINIMUMS:
Rwys 18W, 36W - NA.

DEPARTURE PROCEDURE:
Rwy 24, climb heading 241° to 600 before turning right.
Rwy 29, climb heading 280° to 1600 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 6, pole 9' from DER, 29' right of centerline, 2' AGL/33' MSL.
Trees beginning 244' from DER, 440' right of centerline, up to 43' MSL.
Tree 375' from DER, 570' right of centerline, 44' MSL.
Trees beginning 474' from DER, 43' left of centerline, up to 99' MSL.
Trees beginning 497' from DER, 474' right of centerline, up to 52' MSL.
Tree 706' from DER, 143' right of centerline, 56' MSL.
Tree 726' from DER, 418' right of centerline, 72' MSL.
Tree 728' from DER, 546' right of centerline, 74' MSL.

CON'T

PALM COAST, FL (CON'T)

FLAGLER EXECUTIVE (FIN) (CON'T)

Rwy 6 (CON'T), trees beginning 792' from DER, 482' right of centerline, up to 57' AGL/85' MSL.
Trees beginning 925' from DER, 31' right of centerline, up to 89' MSL.
Tree 1796' from DER, 363' left of centerline, 102' MSL.
Tree 1802' from DER, 420' left of centerline, 103' MSL.
Trees beginning 1817' from DER, 505' left of centerline, up to 108' MSL.
Tree 2016' from DER, 16' right of centerline, 97' MSL.
Trees beginning 2475' from DER, 405' right of centerline, up to 122' MSL.
Tree 3253' from DER, 565' left of centerline, 115' MSL.
Rwy 11, trees beginning 18' from DER, 192' left of centerline, up to 54' MSL.
Trees beginning 34' from DER, 120' right of centerline, up to 35' AGL/60' MSL.
Trees, water tower beginning 246' from DER, 18' right of centerline, up to 63' MSL.
Tree 319' from DER, 493' left of centerline, 55' MSL.
Trees beginning 336' from DER, 1' left of centerline, up to 57' MSL.
Trees, poles beginning 561' from DER, 410' left of centerline, up to 87' MSL.
Trees beginning 723' from DER, 297' left of centerline, up to 92' MSL.
Trees beginning 775' from DER, 353' left of centerline, up to 98' MSL.
Rwy 11, trees beginning 803' from DER, 285' left of centerline, up to 101' MSL.
Trees beginning 1115' from DER, 549' right of centerline, up to 64' MSL.
Trees beginning 1272' from DER, 320' right of centerline, up to 89' MSL.
Trees beginning 1465' from DER, 134' right of centerline, up to 103' MSL.
Trees beginning 1862' from DER, 390' left of centerline, up to 107' MSL.
Trees beginning 1906' from DER, 293' left of centerline, up to 112' MSL.
Trees beginning 2151' from DER, 23' left of centerline, up to 113' MSL.
Trees beginning 2273' from DER, 11' right of centerline, up to 107' MSL.
Trees beginning 2495' from DER, 24' left of centerline, up to 114' MSL.
Trees beginning 2699' from DER, 101' left of centerline, up to 116' MSL.
Trees beginning 2789' from DER, 120' left of centerline, up to 120' MSL.
Trees beginning 3370' from DER, 638' left of centerline, up to 108' AGL/131' MSL.
Rwy 24, tree 142' from DER, 441' right of centerline, 88' MSL.
Tree 1315' from DER, 839' left of centerline, 111' MSL.
Rwy 29, tree 46' from DER, 408' left of centerline, 88' MSL.
Tree 163' from DER, 424' left of centerline, 67' AGL/92' MSL.
Trees beginning 294' from DER, 19' left of centerline, up to 86' AGL/110' MSL.
Tree 1121' from DER, 128' right of centerline, 39' AGL/62' MSL.
Tree 1122' from DER, 103' right of centerline, 43' AGL/67' MSL.
Tree 1148' from DER, 6' right of centerline, 46' AGL/69' MSL.
Trees beginning 1170' from DER, 13' right of centerline, up to 48' AGL/71' MSL.
Tree 1426' from DER, 28' right of centerline, 53' AGL/78' MSL.
Trees beginning 1431' from DER, 1' right of centerline, up to 56' AGL/79' MSL.
Tree 1582' from DER, 848' right of centerline, 83' MSL.
Tree 1772' from DER, 786' right of centerline, 92' MSL.
Trees beginning 1952' from DER, 46' left of centerline, up to 116' MSL.
Trees beginning 1962' from DER, 567' right of centerline, up to 106' MSL.
Tree 4263' from DER, 873' left of centerline, 124' AGL/141' MSL.

PAHOKEE, FL

PALM BEACH COUNTY GLADES (PHK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 01FEB18 (18032) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, vegetation 131' from DER, 371' right of centerline, 26' MSL.
Tree 565' from DER, 292' right of centerline, 30' MSL.
Sign 634' from DER, 502' right of centerline, 6' AGL/42' MSL.
Terrain 721' from DER, 513' right of centerline, 40' MSL.
Tree 751' from DER, 320' right of centerline, 42' MSL.
Tower 1589' from DER, 691' left of centerline, 132' AGL/142' MSL.
Rwy 36, tree 701' from DER, 645' right of centerline, 74' MSL.
Tree 1076' from DER, 325' left of centerline, 63' MSL.
Pole 1098' from DER, 131' left of centerline, 35' AGL/51' MSL.
Tree 1099' from DER, 157' right of centerline, 56' MSL.
Tree 1116' from DER, 149' left of centerline, 46' MSL.
Pole 1241' from DER, 50' right of centerline, 35' AGL/52' MSL.
Tree 2059' from DER, 103' left of centerline, 68' MSL.
Tree 2210' from DER, 108' right of centerline, 84' MSL.
Tree 2816' from DER, 280' right of centerline, 93' MSL.
Tree 2970' from DER, 314' right of centerline, 100' MSL.

PANAMA CITY, FL

NORTHWEST FLORIDA BEACHES INTL (ECP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18NOV10 (10322) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 21, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 2644' from DER, 382' right of centerline, up to 82' AGL/131' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 14SEP17 (17257) (FAA)

Rwys 16, 34, heading as assigned by ATC.

PATRICK AFB (KCOF)

COCOA BEACH, FL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26MAY16 (16147)

TAKEOFF MINIMUMS:

Rwy 3, 200-1¼, or standard with minimum climb of 210 ft/NM to 500 ft. Alternatively, with std takeoff minimums and normal 200 ft/NM climb gradient, takeoff must occur no later than 1,300 ft prior to departure end of runway.

Rwy 11, Diverse departure authorized.

Rwy 21, 200-1¼, or standard with minimum climb of 220 ft/NM to 500 ft. Alternatively, with std takeoff minimums and normal 200 ft/NM climb gradient, takeoff must occur no later than 1,600 ft prior to departure end of runway.

Rwy 29, Diverse departure authorized.

TAKEOFF OBSTACLE NOTES:

Rwy 3, antenna 3074' from DER, 1290' left of centerline, 84' MSL.
Tree 2816' from DER, 1136' left of centerline, 75' AGL/79' MSL.
Tree 1901' from DER, 994' left of centerline, 50' AGL/56' MSL.
Tree 2749' from DER, 731' left of centerline, 70' AGL/76' MSL.
Terrain 16' from DER, 500' left of centerline, 16' MSL.
Terrain 38' from DER, 510' left of centerline, 16' MSL.
Terrain 46' from DER, 512' left of centerline, 16' MSL.
Vehicles on road 756' from DER, 574' right of centerline, 28' MSL.
Vehicles on road 735' from DER, 620' right of centerline, 25' MSL.
Terrain 5877' from DER, 2075' left of centerline, 167' MSL.
Rwy 11, vehicles on road 621' from DER, 212' left of centerline, 29' MSL.
Vehicles on road 512' from DER, 437' left of centerline, 29' MSL.
Vehicles on road 1031' from DER, 664' right of centerline, 29' MSL.
Vehicles on road 832' from DER, 240' right of centerline, 29' MSL.
Vehicles on road 666' from DER, 91' right of centerline, 37' MSL.
Vehicles on road 934' from DER, 472' right of centerline, 29' MSL.
Terrain 26' from DER, 13' right of centerline, 16' MSL.
Terrain abeam inward of DER, 500' left of centerline, 16' MSL.
Vehicles on road 640' from DER, 90' right of centerline, 26' MSL.
Rwy 21, sailboat 1787' from DER, 984' right of centerline, 43' MSL.
Terrain 584' from DER, 509' left of centerline, 20' MSL.
Terrain 46' from DER, 512' left of centerline, 20' MSL.
Terrain 19' from DER, 505' left of centerline, 20' MSL.
Terrain 16' from DER, 500' left of centerline, 20' MSL.
Terrain 228' from DER, 500' right of centerline, 18' MSL.
Terrain 127' from DER, 534' right of centerline, 17' MSL.
Terrain 5878' from DER, 2075' left of centerline, 172' MSL.
Rwy 29, cable 299' from DER, 107' right of centerline, 9' MSL.
Vehicles on road 352' from DER, 11' right of centerline, 20' MSL.
Vehicles on road 418' from DER, 162' right of centerline, 18' MSL.
Vehicles on road 444' from DER, 310' right of centerline, 20' MSL.
Cable 149' from DER, 460' right of centerline, 9' MSL.
Rwy 29 , terrain abeam from DER, 500' left of centerline, 13' MSL.
Terrain 95' from DER, 326' left of centerline, 13' MSL.
Terrain abeam DER, 25' right of centerline, 16' MSL.
Terrain 17' from DER, 332' right of centerline, 16' MSL.
Boat 362' from DER, 476' left of centerline, 10' MSL.
Bird cannon 98' from DER, 455' right of centerline, 8' MSL.
Cable 177' from DER, 133' left of centerline, 10' MSL.
Vegetation 389' from DER, 350' left of centerline, 45' MSL.

PENSACOLA, FL

PENSACOLA INTL (PNS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUL12 (12208) (FAA)

DEPARTURE PROCEDURE:

Rwy 26, climb heading 260° to 600 before turning south.

TAKEOFF OBSTACLE NOTES:

Rwy 26, trees beginning 84' from DER, left and right of centerline, up to 100' AGL/146' MSL.
Rod 398' from DER, 596' left of centerline, 56' AGL/132' MSL.
Rwy 35, trees beginning 490' from DER, left and right of centerline, up to 100' AGL/182' MSL.

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

PENSACOLA, FL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JAN20 (20030)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees 3371' from DER, 812' left of cntrln, 94' AGL/98' MSL.
Rwy 7R, pylon 5177' from DER, 487' right of cntrln, 96' AGL/ 142' MSL.
Rwy 19, twr 2586' from DER, 497' right of cntrln, 50' AGL/64' MSL.
Trees 738' from DER, 406' left of cntrln, 0' AGL/52' MSL.
Trees 1079' from DER, 590' right of cntrln, 0' AGL/51' MSL.

PERRY, FL

PERRY-FOLEY (FPY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 21MAY20 (20142) (FAA)

DEPARTURE PROCEDURE:

Rwy 36, climb on heading 350° to 600 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 1227' from DER, left and right of centerline, up to 100' AGL/144' MSL.
Rwy 18, traverse_way 2' from DER, 105' right of centerline, 41' MSL.
Tree 5' from DER, 256' right of centerline, 43' MSL.
Tree 127' from DER, 235' right of centerline, 47' MSL.
Trees beginning 471' from DER, 618' left of centerline, up to 105' MSL.
Tree 764' from DER, 703' right of centerline, 91' MSL.
Trees beginning 801' from DER, 400' right of centerline, up to 105' MSL.
Trees beginning 856' from DER, 8' left of centerline, up to 110' MSL.
Trees beginning 914' from DER, 0' of centerline, up to 113' MSL.
Trees beginning 1061' from DER, 42' left of centerline, up to 121' MSL.
Trees beginning 1364' from DER, 111' right of centerline, up to 114' MSL.
Trees beginning 1843' from DER, 24' right of centerline, up to 85' AGL/116' MSL.
Trees beginning 1844' from DER, 5' left of centerline, up to 92' AGL/125' MSL.
Trees beginning 2236' from DER, 109' right of centerline, up to 117' MSL.
Trees beginning 2484' from DER, 73' right of centerline, up to 119' MSL.
Trees beginning 2643' from DER, 74' right of centerline, up to 81' AGL/120' MSL.
Trees beginning 2696' from DER, 167' right of centerline, up to 129' MSL.
Trees beginning 2717' from DER, 66' right of centerline, up to 153' MSL.
Trees beginning 2834' from DER, 104' right of centerline, up to 155' MSL.
Rwy 30, sign 112' from DER, 265' right of centerline, 5' AGL/47' MSL.
Tree 768' from DER, 683' left of centerline, 116' MSL.
Trees beginning 836' from DER, 408' left of centerline, up to 122' MSL.
Tree, pole beginning 1090' from DER, 54' right of centerline, up to 99' MSL.
Tree, pole beginning 1178' from DER, 38' left of centerline, up to 128' MSL.
Tree 1323' from DER, 606' right of centerline, 101' MSL.
Trees beginning 1324' from DER, 3' right of centerline, up to 116' MSL.
Tree, pole beginning 1584' from DER, 191' left of centerline, up to 132' MSL.
Trees beginning 1588' from DER, 173' right of centerline, up to 123' MSL.
Trees beginning 1663' from DER, 563' right of centerline, up to 135' MSL.
Trees beginning 1805' from DER, 393' right of centerline, up to 100' AGL/144' MSL.
Rwy 36, vegetation 78' from DER, 149' left of centerline, 5' AGL/47' MSL.
Sign 101' from DER, 258' right of centerline, 5' AGL/47' MSL.
Tree 308' from DER, 543' right of centerline, 88' MSL.
Trees beginning 391' from DER, 516' right of centerline, up to 97' MSL.
Trees beginning 574' from DER, 501' left of centerline, up to 65' MSL.
Trees beginning 579' from DER, 540' right of centerline, up to 106' MSL.
Pole, catenary beginning 725' from DER, 497' left of centerline, up to 70' MSL.
Tree, pole beginning 741' from DER, 2' right of centerline, up to 113' MSL.
Tree 849' from DER, 712' left of centerline, 102' MSL.
Tree 932' from DER, 749' left of centerline, 109' MSL.
Tree, catenary, pole beginning 963' from DER, 75' left of centerline, up to 116' MSL.
Tree, antenna beginning 1401' from DER, 10' left of centerline, up to 135' MSL.
Trees beginning 2049' from DER, 5' left of centerline, up to 146' MSL.
Tree 2728' from DER, 959' right of centerline, 119' MSL.

CON'T

PERRY, FL (CON'T)

PERRY-FOLEY (FPY) (CON'T)

Rwy 36 (CON'T), trees beginning 2984' from DER, 83' right of centerline, up to 120' MSL.
Trees beginning 3042' from DER, 94' right of centerline, up to 121' MSL.
Trees beginning 3049' from DER, 133' right of centerline, up to 122' MSL.
Trees beginning 3068' from DER, 66' right of centerline, up to 87' AGL/128' MSL.
Trees beginning 3176' from DER, 5' right of centerline, up to 89' AGL/133' MSL.
Tower 2.4 NM from DER, 4368' right of centerline, 415' AGL/454' MSL.

PLANT CITY, FL

PLANT CITY (PCM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees beginning 264' from DER, 561' left of centerline, up to 100' AGL/229' MSL.
Trees beginning 490' from DER, 13' right of centerline, up to 100' AGL/239' MSL.
Rwy 28, trees beginning 50' from DER, 278' right of centerline, up to 100' AGL/254' MSL.
Trees beginning 515' from DER, 15' left of centerline, up to 100' AGL/249' MSL.
Train on railroad tracks, 380' from DER, 547' left of centerline, up to 23' AGL/172' MSL.
Vehicles on roadway, 266' from DER, 137' left of centerline, up to 15' AGL/169' MSL.

POMPANO BEACH, FL

POMPANO BEACH AIRPARK (PMP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 18SEP14 (14261) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1¼ or std. w/ min. climb of 261' per NM to 300.
Rwy 15, 400-1½ or std. w/ min. climb of 441' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 101' from DER, 26' left and 232' right of centerline, up to 70' AGL/88' MSL.
Rwy 10, pole 154' from DER, 131' left of centerline, 9' AGL/18' MSL.
Trees, pole, and building beginning 427' from DER, 12' left and 343' right of centerline, up to 49' AGL/63' MSL.
Poles and buildings beginning 1264' from DER, 166' left and 286' right of centerline, up to 64' AGL/72' MSL.
Building 5670' from DER, 604' right of centerline, 186' AGL/190' MSL.
Buildings 1 NM from DER, 887' left of centerline, up to 201' AGL/210' MSL.
Rwy 15, building, trees, and poles beginning 502' from DER, 306' left and 434' right of centerline, 44' AGL/54' MSL.
Trees beginning 1229' from DER, 152' left and 190' right of centerline, up to 71' AGL/162' MSL.
Building 5994' from DER, 1491' left of centerline, 213' AGL/221' MSL.
Building 1.1 NM from DER, 1259' left of centerline, 300' AGL/310' MSL.
Building 1.7 NM from DER, 1385' right of centerline, 255' AGL/265' MSL.
Rwy 24, trees beginning 190' from DER, 304' right of centerline, up to 30' AGL/49' MSL.
Trees beginning 423' from DER, 3' left of centerline, up to 47' AGL/66' MSL.
Tanks, building, tree, and pole beginning 630' from DER, 23' right of centerline, 60' AGL/80' MSL.
Trees beginning 2179' from DER, 253' left of centerline, up to 91' AGL/110' MSL.
Rwy 28, trees beginning 358' from DER, 255' left of centerline, up to 25' AGL/44' MSL.
Poles, buildings, trees, and tank beginning 722' from DER, 33' left and 238' right of centerline, up to 45' AGL/64' MSL.
Rwy 33, buildings beginning 29' from DER, 398' left of centerline, 18' AGL/34' MSL.
Trees beginning 629' from DER, 518' left of centerline, up to 59' AGL/77' MSL.
Trees beginning 202' from DER, 548' right of centerline, up to 38' AGL/56' MSL.

PONCE, PR

MERCEDITA (PSE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, std. w/min. climb of 300' per NM to 5300 or 5100-3 for VCOA.

Rwy 30, 500-1⅛ w/min. climb of 350' per NM to 1300 or std. w/min. climb of 808' per NM to 500 or 5100-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 12, climb heading 119° to 2500 then proceed on a heading between 304° CW to 248° from DER to avoid R-7105 and unmarked tethered balloon up to 15000 MSL.

Rwy 30, climbing left turn on a heading between 120° CW to 200° from DER. Do not proceed northbound (headings 316° CW 119°) until leaving 5000; do not proceed westbound (headings 200° CW 315°) until leaving 12000 to avoid R-7105 and unmarked tethered balloon up to 15000 MSL.

VCOA:

All runways: obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mercedita airport at or above 5100 then climb heading 090° to SJU VORTAC R-239 to CLAYO INT/SJU 35 DME.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 126' from DER, 480' left of centerline, 5' AGL/31' MSL.
Poles beginning 126' from DER, 435' right of centerline, up to 68' AGL/87' MSL.
Trees beginning 306' from DER, 500' left of centerline, up to 33' AGL/64' MSL.
Poles and trees beginning 323' from DER, 219' right of centerline, up to 59' AGL/88' MSL.
Trees beginning 1003' from DER, 368' left of centerline, up to 33' AGL/71' MSL.
Stack 5536' from DER, 1749' right of centerline, 184' AGL/210' MSL.
Rwy 30, pole 143' from DER, 238' left of centerline, 43' AGL/76' MSL.
Pole 144' from DER, 281' right of centerline, 44' AGL/87' MSL.
Tree 3014' from DER, 1264' left of centerline, 133' MSL.
Poles and trees beginning 3217' from DER, 705' right of centerline, up to 46' AGL/353' MSL.
Trees, poles, and transmission line beginning 3282' from DER, 135' right of centerline, up to 41' AGL/355' MSL.
Tree 3492' from DER, 327' left of centerline, 164' MSL.
Tree 4406' from DER, 194' left of centerline, 55' AGL/172' MSL.
Tree 4765' from DER, 109' left of centerline, 34' AGL/176' MSL.
Pole 5243' from DER, 513' left of centerline, 106' AGL/197' MSL.
Poles beginning 5256' from DER, 188' left of centerline, up to 73' AGL/216' MSL.
Buildings beginning 1.2 NM from DER, 1986' left of centerline, up to 194' AGL/259' MSL.

PUNTA GORDA, FL

PUNTA GORDA (PGD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 31DEC20 (20366) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, NA - airport authority request.

TAKEOFF OBSTACLE NOTES:

Rwy 4, lighting 39' from DER, 115' left of centerline, 3' AGL/27' MSL.
Tree 1560' from DER, 885' right of centerline, 76' MSL.
Rwy 15, vegetation 172' from DER, 286' left of centerline, 33' MSL.
Tree 377' from DER, 353' left of centerline, 48' MSL.
Trees beginning 1416' from DER, 558' left of centerline, up to 76' MSL.
Trees beginning 1851' from DER, 520' right of centerline, up to 104' MSL.
Tree 2378' from DER, 43' left of centerline, 83' MSL.
Rwy 22, sign 34' from DER, 242' left of centerline, 3' AGL/25' MSL.
Lighting 40' from DER, 113' right of centerline, 3' AGL/25' MSL.
Rwy 33, sign 22' from DER, 248' right of centerline, 4' AGL/20' MSL.
Sign 34' from DER, 253' left of centerline, 3' AGL/21' MSL.
Tree 938' from DER, 750' left of centerline, 50' MSL.

QUINCY, FL

QUINCY MUNI (2J9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:

Rwy 32, 300-2 or std. w/ min. climb of 217' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning abeam DER, 421' left of centerline, up to 100' AGL/299' MSL.
Vehicles on road abeam DER, 340' left of centerline, 15' AGL/214' MSL.
Trees beginning abeam DER, 255' right of centerline, up to 100' AGL/309' MSL.
Vehicles on road abeam DER, 174' right of centerline, 15' AGL/224' MSL.
Rwy 32, trees beginning abeam DER, 307' left of centerline, up to 100' AGL/329' MSL.
Vehicles on road abeam DER, 398' left of centerline, 15' AGL/244' MSL.
Trees beginning 910' from DER, 722' right of centerline, up to 100' AGL/329' MSL.
Power line beginning 1225' from DER, left and right of centerline, up to 79' AGL/327' MSL.

ST. AUGUSTINE, FL

NORTHEAST FLORIDA RGNL (SGJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (07298) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees 1355' from DER, 314' right of centerline, 100' AGL/104' MSL.
Rwy 20, aircraft on ramp abeam DER, 158' right of centerline, up to 32' AGL/41' MSL.
Aircraft on taxiway 182' from DER, on centerline, up to 32' AGL/42' MSL.
Buildings beginning 220' from DER, 402' right of centerline, up to 34' AGL/44' MSL.
Hangars beginning 174' from DER, 180' left of centerline, up to 16' AGL/26' MSL.
Vehicles on road and train on railroad beginning 419' from DER, 599' right of centerline, up to 23' AGL/37' MSL.
Numerous trees beginning 589' from DER, 652' right of centerline, up to 100' AGL/114' MSL.
Numerous trees beginning 754' from DER, 586' left of centerline, up to 100' AGL/109' MSL.
Rwy 24, hangars beginning abeam DER, 400' left of centerline, up to 16' AGL/26' MSL.
Aircraft on ramp 55' from DER, 119' right of centerline up to 32' AGL/41' MSL.
Buildings beginning 150' from DER, 191' right of centerline, up to 34' AGL/44' MSL.
Vehicles on road and train on railroad beginning 571' from DER, on centerline, up to 23' AGL/37' MSL.
Numerous trees beginning 742' from DER, left and right of centerline, up to 100' AGL/114' MSL.
Rwy 31, numerous trees beginning 87' from DER, 418' left of centerline, up to 89' AGL/98' MSL.
Vehicles on road and train on railroad beginning at DER, 237' left of centerline, up to 23' AGL/37' MSL.
Numerous trees beginning 242' from DER, 2' right of centerline, up to 85' AGL/99' MSL.

ST. PETERSBURG, FL

ALBERT WHITTED (SPG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1 or std. w/min. climb of 289' per NM until 700'.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 067° to 600 before turning right.
Rwy 18, climb heading 185° to 600 before turning right.
Rwy 25, climb heading 247° to 700 before turning right.
Rwy 36, climb heading 005° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 7, ships beginning 243' from DER, on centerline, up to 100' MSL.
Rwy 18, trees beginning 147' from DER, 227' right of centerline, 35' MSL.
Ships beginning 227' from DER, on centerline, up to 100' AGL/100' MSL.
Rwy 25, fence 10' from DER, on centerline, 15' AGL/19' MSL.
Trees beginning 30' from DER, 9' left of centerline, up to 50' AGL/57' MSL.
Trees, building beginning 127' from DER, 70' right of centerline, up to 50' AGL/57' MSL.
Building, trees beginning 299' from DER, 9' left of centerline, up to 102' AGL/106' MSL.
Building, beginning 457' from DER, 116' right of centerline, up to 73' AGL/81' MSL.
Buildings beginning 1169' from DER, 85' right of centerline, up to 73' AGL/86' MSL.
Tree 2123' from DER, 182' left of centerline, 50' AGL/60' MSL.
Pole 3187' from DER, 159' right of centerline, 77' AGL/103' MSL.
Rwy 36, rwy, sign 33' from DER, 248' left of centerline, 6' AGL/10' MSL.
Sign 41' from DER, 238' right of centerline, 7' AGL/11' MSL.
Building 1818' from DER, 859' right of centerline, 88' AGL/94' MSL.
Building 3582' from DER, 1263' left of centerline, 104' AGL/109' MSL.
Building 4460' from DER, 1279' left of centerline, 153' AGL/166' MSL.

ST. PETERSBURG-CLEARWATER, FL

ST PETE-CLEARWATER INTL (PIE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, 200-1¼ or std. w/ min. climb of 230' per NM to 300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 174' from DER, 279' right of centerline, up to 61' AGL/65' MSL.
Bush 495' from DER, 258' right of centerline, 27' AGL/31' MSL.
Bush 511' from DER, 326' left of centerline, 17' AGL/21' MSL.
Trees beginning 523' from DER, 225' left of centerline, up to 17' AGL/21' MSL.
Boats beginning 775' from DER, on centerline up to 25' AGL/25' MSL.
Rwy 18, building 689' from DER, 418' right of centerline, 34' AGL/44' MSL.
Signs beginning 909' from DER, 98' right of centerline, up to 50' AGL/58' MSL.
Poles beginning 970' from DER, 114' right of centerline, up to 51' AGL/58' MSL.
Poles beginning 1015' from DER, 103' left of centerline, up to 40' AGL/47' MSL.
Sign 1336' from DER, 198' left of centerline, 46' 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, 76' AGL/89' MSL.

CON'T

ST. PETERSBURG-CLEARWATER, FL (CON'T)

ST PETE-CLEARWATER INTL (PIE) (CON'T)

Rwy 22, tower 123' from DER, 359' left of centerline, 24' AGL/33' MSL.
Trees beginning 1235' from DER, 270' left of centerline, up to 65' AGL/70' MSL.
Tree 1629' from DER, 88' right of centerline, 61' AGL/70' MSL.
Tower 5591' from DER, 266' right of centerline, 153' AGL/168' MSL.
Rwy 36, boats beginning 646' from DER, 655' left of centerline, up to 25' AGL/25' MSL.

SAN JUAN, PR

FERNANDO LUIS RIBAS DOMINICCI (SIG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:
Rwy 9, 300-1¾ w/min. climb of 400' per NM to 2000.
Rwy 27, 300-1 w/min. climb of 300' per NM to 1200.

DEPARTURE PROCEDURE:
Rwy 9, climb heading 095° to 2000 before turning south.
Rwy 27, climb heading 275° to 1200 before turning south.

TAKEOFF OBSTACLE NOTES:
Rwy 9, vehicles on road beginning 190' from DER, crossing centerline, up to 15' AGL/23' MSL.
Trees beginning 200' from DER, up to 35' AGL/55' MSL.
Mobile crane 511' from DER, 570' right of centerline, 180' AGL/199' MSL.
Buildings with obstruction light beginning 1100' from DER, 430' right of centerline, up to 275' AGL/285' MSL.
Buildings beginning 2400' from DER, 640' right of centerline, up to 286' AGL/298' MSL.
Buildings beginning 3400' from DER, 200' left of centerline, up to 174' AGL/202' MSL.
Rwy 27, bushes beginning 20' from DER, left and right of centerline, up to 8' AGL/21' MSL.
Trees beginning 80' from DER, 390' right of centerline, up to 35' AGL/44' MSL.
Ships maneuvering from 2000' to 5200' from DER, up to 236' MSL.

LUIS MUNOZ MARIN INTL (SJU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 26MAR20 (20086) (FAA)

DEPARTURE PROCEDURE:
Rwy 8, climb on a heading between 258° CW to 108° from DER, or min. climb of 352' per NM to 5000 for headings 109° through 257°.
Rwy 10, climb on a heading between 282° CW to 105° from DER, or min. climb of 357' per NM to 4900 for headings 106° through 281°.
Rwy 26, climb on a heading between 258° CW to 077° from DER, or min. climb of 304' per NM to 4800 for headings 078° through 257°.
Rwy 28, climb on a heading between 261° CW to 101° from DER, or min. climb of 311' per NM to 4800 for headings 102° through 260°.

TAKEOFF OBSTACLE NOTES:
Rwy 8, tree 16' from DER, 349' right of centerline, 17' MSL.
Tree 32' from DER, 433' right of centerline, 20' MSL.
Trees beginning 36' from DER, 273' left of centerline, up to 38' MSL.
Trees, NAVAID, vegetation beginning 37' from DER, 2' right of centerline, up to 26' MSL.
Trees beginning 152' from DER, 304' right of centerline, up to 33' MSL.
Trees beginning 180' from DER, 325' left of centerline, up to 40' MSL.
Trees beginning 341' from DER, 324' right of centerline, up to 42' MSL.
Trees beginning 406' from DER, 119' right of centerline, up to 45' MSL.
Trees beginning 558' from DER, 561' right of centerline, up to 53' MSL.
Tree 626' from DER, 616' right of centerline, 54' MSL.
Tree 638' from DER, 557' right of centerline, 55' MSL.
Trees beginning 642' from DER, 472' right of centerline, up to 57' MSL.
Tree 2576' from DER, 719' left of centerline, 88' MSL.
Tree 2846' from DER, 787' left of centerline, 91' MSL.
Tree 3677' from DER, 173' left of centerline, 102' MSL.
Tree 3716' from DER, 168' left of centerline, 111' MSL.
Rwy 10, tree 166' from DER, 290' right of centerline, 37' MSL.
Trees beginning 171' from DER, 69' right of centerline, up to 60' MSL.
Tree 685' from DER, 657' left of centerline, 59' MSL.
Tree 918' from DER, 694' left of centerline, 63' MSL.
Trees beginning 1089' from DER, 19' left of centerline, up to 74' MSL.
Tree 1388' from DER, 25' right of centerline, 62' MSL.
Trees beginning 1392' from DER, 59' right of centerline, up to 66' MSL.
Trees beginning 1491' from DER, 7' right of centerline, up to 67' MSL.
Trees beginning 1636' from DER, 114' left of centerline, up to 75' MSL.
Trees beginning 1736' from DER, 32' left of centerline, up to 81' MSL.
Trees beginning 1770' from DER, 5' right of centerline, up to 70' MSL.
Trees beginning 1880' from DER, 395' right of centerline, up to 85' MSL.
Tree 2919' from DER, 1208' left of centerline, 85' MSL.
Building 3495' from DER, 1294' left of centerline, 120' MSL.
Building 3809' from DER, 1333' left of centerline, 121' MSL.
CON'T

SAN JUAN, PR (CON'T)

LUIS MUNOZ MARIN INTL (SJU) (CON'T)

Rwy 26, sign 1' from DER, 349' left of centerline, 10' MSL.
Lighting 9' from DER, 74' right of centerline, 9' MSL.
Vegetation 12' from DER, 9' right of centerline, 11' MSL.
Vegetation 32' from DER, 127' left of centerline, 11' MSL.
Tree 92' from DER, 266' right of centerline, 28' MSL.
Tree 157' from DER, 375' left of centerline, 31' MSL.
Tree 322' from DER, 584' left of centerline, 49' MSL.
Trees beginning 417' from DER, 44' left of centerline, up to 70' MSL.
Trees, pole beginning 484' from DER, 611' right of centerline, up to 48' MSL.
Pole beginning 1325' from DER, 766' right of centerline, up to 50' MSL.
Pole 1679' from DER, 815' right of centerline, 60' MSL.
Pole 1797' from DER, 813' right of centerline, 64' MSL.
Trees, pole, lighting beginning 1809' from DER, 782' right of centerline, up to 71' MSL.
Trees, pole beginning 2308' from DER, 621' right of centerline, up to 79' MSL.
Tree 2412' from DER, 285' left of centerline, 74' MSL.
Trees beginning 2530' from DER, 689' right of centerline, up to 84' MSL.
Rwy 28, lighting 10' from DER, 5' right of centerline, 1' AGL/11' MSL.
Vehicles on road, sign, trees, pole, building beginning 171' from DER, 294' left of centerline, up to 46' MSL.
Trees beginning 423' from DER, 344' right of centerline, up to 35' MSL.
Trees beginning 480' from DER, 362' right of centerline, up to 45' MSL.
Trees beginning 700' from DER, 576' right of centerline, up to 46' MSL.
Trees beginning 784' from DER, 581' right of centerline, up to 54' MSL.
Trees beginning 927' from DER, 480' right of centerline, up to 57' MSL.
Building, sign, trees beginning 954' from DER, 456' left of centerline, up to 92' MSL.
Tree 1903' from DER, 842' right of centerline, 59' MSL.
Trees beginning 1905' from DER, 688' right of centerline, up to 61' MSL.

SARASOTA (BRADENTON), FL

SARASOTA/BRADENTON INTL (SRQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 15DEC11 (11349) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, vehicles on road 79' from DER, 500' right of centerline, up to 17' AGL/42' MSL.
Buildings beginning 142' from DER, 462' left of centerline, up to 23' AGL/48' MSL.
Trees beginning 357' from DER, 356' right of centerline, up to 78' AGL/101' MSL.
Trees beginning 925' from DER, 55' right of centerline, up to 79' AGL/102' MSL.
Poles beginning 317' from DER, 461' right of centerline, up to 57' AGL/80' MSL.
Poles beginning 1215' from DER, 113' left of centerline, up to 42' AGL/65' MSL.
Camera 1012' from DER, 251' left of centerline, 29' AGL/52' MSL.
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.
Pole 2225' from DER, 751' left of centerline, 65' AGL/85' 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.

SEBASTIAN, FL

SEBASTIAN MUNI (X26)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 11OCT18 (18284) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1⅛ or std. w/min. climb of 293' per NM to 300.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 1700' from DER, 494' right of centerline, up to 100' AGL/124' MSL.
Trees beginning 4060' from DER, 391' right of centerline, up to 100' AGL/125' MSL.
Trees beginning 3702' from DER, 1281' left of centerline, up to 100' AGL/125' MSL.
Rwy 10, trees beginning 42' from DER, 418' left of centerline, up to 57' AGL/70' MSL.
Rwy 23, trees beginning 570' from DER, 225' right of centerline, up to 100' AGL/119' MSL.
Trees beginning 647' from DER, 354' left of centerline, up to 100' AGL/124' MSL.
Rwy 28, trees beginning 1035' from DER, 391' left of centerline, up to 100' AGL/119' MSL.
Trees beginning 1057' from DER, 515' right of centerline, up to 100' AGL/119' MSL.

SEBRING, FL

SEBRING RGNL (SEF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02MAY13 (13122) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, fence, sign, Navaid, and trees beginning 28' from DER, 108' left of centerline, up to 9' AGL/63' MSL.
Tree 107' from DER, 263' right of centerline, 9' AGL/63' MSL.
Trees beginning 938' from DER, 520' right of centerline, up to 43' AGL/102' MSL.
Trees beginning 1184' from DER, 452' left of centerline, up to 45' AGL/104' MSL.
Rwy 14, fence and trees beginning 12' from DER, 318' right of centerline, up to 10' AGL/65' MSL.
Fence beginning 18' from DER, 320' left of centerline, up to 10' AGL/64' MSL.
Rwy 19, trees beginning 11' from DER, 216' right of centerline, up to 10' AGL/66' MSL.
Trees beginning 1891' from DER, 332' right of centerline, up to 77' AGL/132' MSL.
Rwy 32, fence, train on track, vehicle on road, and trees beginning 66' from DER, 5' right of centerline, up to 26' AGL/79' MSL.
Building, sign, pole, train on tracks, vehicles on road, fence, and trees beginning 105' from DER, 72' left of centerline, 39' AGL/91' MSL.
Tank, building, poles, and trees beginning 576' from DER, 48' right of centerline, up to 82' AGL/126' MSL.
Trees beginning 759' from DER, 2' left of centerline, up to 55' AGL/108' MSL.

STUART, FL

WITHAM FIELD (SUA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 02MAY13 (13122) (FAA)

DEPARTURE PROCEDURE:

Rwy 25, climb heading 290° to 1700 before proceeding on course.
Rwy 30, climb heading 296° to 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL.
Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL.
Rwy 12, pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL.
Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL.
Rwy 16, trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL.
Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL.
Rwy 25, storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL.
Antenna tower 4948' from DER, 1539' left of centerline, 151' AGL/167' MSL.
Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL.
Rwy 30, trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL.
Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL.
Rwy 34, trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL.
Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

TALLAHASSEE, FL

TALLAHASSEE INTL (TLH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 17SEP15 (15260) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwv 9, control box 12' from DER, 123' right of centerline, 3' AGL/49' MSL.
Trees beginning 732' from DER, 658' left of centerline, up to 62' AGL/121' MSL.
Agricultural equipment, pole, mobile crane, and trees beginning 1237' from DER, 651' right of centerline, up to 74' AGL/134' MSL.
Rwy 18, trees beginning 2358' from DER, 761' left of centerline, up to 84' AGL/143' MSL.
Poles and trees beginning 1336' from DER, 790' right of centerline, up to 62' AGL/121' MSL.
Rwy 27, trees beginning 2463' from DER, 9' left of centerline, up to 62' AGL/171' MSL.
Trees beginning 2780' from DER, 3' right of centerline, up to 55' AGL/154' MSL.
Rwy 36, trees beginning 1270' from DER, 198' left of centerline, up to 81' AGL/140' MSL.
Trees beginning 1076' from DER, 94' right of centerline, up to 71' AGL/140' MSL.

TAMPA, FL

PETER O KNIGHT (TPF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7A 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 36, NA – Environmental
Rwy 18, 300-1⅜ or std. w/min. climb of 264' per NM to 300.

TAKEOFF OBSTACLE NOTES:

Rwy 18, sign 19' from DER, 104' right of centerline, 8' MSL.
Buildings, poles, vegetation, small boats beginning 35' from DER, 189' right of centerline, up to 32' AGL/37' MSL.
Sign 62' from DER, 161' left of centerline, 15' MSL.
Tree 103' from DER, 219' left of centerline, 28' MSL.
Small boats, sign, poles, vegetation beginning 251' from DER, 93' left of centerline, up to 30' AGL/30' MSL.
Tree 926' from DER, 334' left of centerline, 33' MSL.
Tree 1050' from DER, 293' left of centerline, 36' MSL.
Trees beginning 1695' from DER, 531' right of centerline, up to 52' MSL.
Tree 1792' from DER, 969' right of centerline, 62' MSL.
Rwy 22, fence 4' from DER, 460' right of centerline, 7' AGL/12' MSL.
Signs beginning 21' from DER, 120' left of centerline, up to 9' MSL.
Poles, vehicles on traverse way, small boats, trees beginning 104' from DER, 274' left of centerline, up to 26' AGL/32' MSL.
Trees, buildings beginning 288' from DER, 260' right of centerline, up to 37' MSL.
Tree 585' from DER, 379' right of centerline, 42' MSL.
Tree, pole beginning 628' from DER, 444' right of centerline, up to 48' MSL.
Tree, buildings beginning 646' from DER, 220' right of centerline, up to 52' MSL.
Trees, buildings, poles beginning 676' from DER, 211' right of centerline, up to 56' MSL.
Trees, buildings, poles beginning 854' from DER, 294' right of centerline, up to 76' MSL.

TAMPA EXECUTIVE (VDF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13JAN11 (11013) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, std. w/ min. climb of 230' per NM to 900, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 046° to 500 before turning left.
Rwy 18, for climb in visual conditions cross Tampa Executive Airport at or above 800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 1920' from DER, 45' right of centerline, up to 70' AGL/95' MSL.
Trees beginning 925' from DER, 343' left of centerline, up to 64' AGL/149' MSL.
Rwy 18, three light poles beginning 2894' from DER, 12' right of centerline, up to 149' AGL/149' MSL.
Trees beginning 193' from DER, 287' left of centerline, up to 68' AGL/91' MSL.
Three light poles beginning 2894' from DER, 5' right of centerline, up to 129' AGL/149' MSL.
Light on hanger 287' from DER, 336' left of centerline, 24' AGL/44' MSL.
Rwy 23, trees beginning at DER, 421' right of centerline, up to 58' AGL/73' MSL.
Obstruction light on navaid 611' from DER, 258' left of centerline, 23' AGL/37' MSL.
Windsock 731' from DER, 258' right of centerline, 24' AGL/38' MSL.
Rwy 36, trees beginning 37' from DER, 329' right of centerline, up to 72' AGL/82' MSL.
Lighted tower 3260' from DER, 348' right of centerline, 105' AGL/122' MSL.
Trees beginning 1273' from DER, 158' left of centerline, up to 76' AGL/86' MSL.
Antenna 627' from DER, 629' left of centerline, 78' AGL/88' MSL.

TAMPA, FL (CON'T)

TAMPA INTL (TPA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10 30APR15 (15120) (FAA)

TAKEOFF MINIMUMS:

Rwy 19L, 200-1½ or std. w/min. climb of 220' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE:

Rwy 10, climb heading 097° to 800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 1L, light 6' from DER, 5' left of centerline, 1' AGL/22' MSL.
Sign 51' from DER, 397' right of centerline, 4' AGL/23' MSL.
Trees beginning 625' from DER, 661' right of centerline, up to 57' AGL/81' MSL.
Trees beginning 1238' from DER, 436' left of centerline, up to 40' AGL/60' MSL.
Rwy 1R, trees beginning 100' from DER, 499' left of centerline, up to 37' AGL/61' MSL.
Rwy 10, sign 47' from DER, 251' right of centerline, 3' AGL/28' MSL.
Trees beginning 1325' from DER left and right of centerline, up to 74' AGL/96' MSL.
Trees beginning 3091' from DER, left and right of centerline, up to 91' AGL/116' MSL.
Rwy 19L, sign 47' from DER, 274' left of centerline, 3' AGL/19' MSL.
Multiple buildings 3237' from DER, 1150' left of centerline, up to 168' AGL/176' MSL.
Rwy 19R, sign 46' from DER, 398' left of centerline, 4' AGL/12' MSL.
Tree 488' from DER, 578' right of Centerline, 32' AGL/37' MSL.
Rwy 28, poles beginning 69' from DER, 437' left of centerline, up to 41' AGL/52' MSL.
Signs beginning 503' from DER, 403' right of centerline, up to 29' AGL/41' MSL.
Trees beginning 1008' from DER, 86' left of centerline, up to 52' AGL/61' MSL.
Poles beginning 4312' from DER, 1161' left of centerline, up to 156' AGL/157' MSL.

TITUSVILLE, FL

ARTHUR DUNN AIR PARK (X21)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31JAN19 (19031) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22 NA-Turf.
Rwy 15, 400-2¼ or std. w/min. climb of 350' per NM to 700.

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees beginning 40' from DER, left and right of centerline, up to 77' AGL/111' MSL.
Towers beginning 4975' from DER, 132' right of centerline, up to 399' AGL/419' MSL.
Buildings and poles beginning 170' from DER, left and right of centerline, up to 40' AGL/71' MSL.
Rwy 33, signs, poles, and antennas beginning 7' from DER, left and right of centerline, up to 56' AGL/85' MSL.
Trees beginning 128' from DER, left and right of centerline, up to 60' AGL/89' MSL.
Vehicles beginning 414' from DER, left and right of centerline, up to 15' AGL/39' MSL.

NASA SHUTTLE LANDING FACILITY (TTS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (10210) (FAA)

DEPARTURE PROCEDURE:

Rwy 15, climb heading 155° to 700 before turning Eastbound.

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees beginning 2177' from DER, across centerline, up to 100' AGL/104' MSL.
Rwy 33, trees beginning 445' from DER, 482' right of centerline, up to 100' AGL/106' MSL.
Trees beginning 1275' from DER, 80' left of centerline, up to 100' AGL/106' MSL.

SPACE COAST RGNL (TIX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28JAN99 (99028) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 36, 60' AGL trees 254' from DER, 526' right of centerline.

TYNDALL AFB (KPAM)

PANAMA CITY, FL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20AUG15 (15232)

TAKEOFF OBSTACLE NOTES:

Rwy 14L, vehicle 124' from DER, 533' right of centerline, 10' AGL/25' MSL.
Terrain 0' from DER, 500' right of centerline, 15' MSL.
Rwy 32L, building 188' from DER, 519' left of centerline, 11' AGL/26' MSL.
Rwy 32R, vehicle 15' inward of DER, 472' right of centerline, 10' AGL/25' MSL.

UMATILLA, FL

UMATILLA MUNI (X23)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12DEC13 (13346) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning abeam DER, 319' right of centerline, up to 57' AGL/191' MSL.
Trees beginning abeam DER, 240' left of centerline, up to 57' AGL/176' MSL.
Fence beginning abeam DER, 233' left of centerline, up to 6' AGL/120' MSL.
Fence beginning abeam DER, 196' right of centerline, up to 6' AGL/120' MSL.
Terrain 275' from DER, 495' right of centerline, up to 131' MSL.
Rwy 19, buildings beginning abeam DER, 258' right of centerline, up to 25' AGL/129' MSL.
Vehicles on roadway, beginning abeam DER, 172' left of centerline, up to 15' AGL/114' MSL.
Fence beginning abeam DER, 177' left of centerline, up to 6' AGL/105' MSL.
Trees beginning abeam DER, 361' left of centerline, up to 57' AGL/156' MSL.
Terrain 7' from DER, 417' right of centerline, 108' MSL.

VENICE, FL

VENICE MUNI (VNC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 19SEP13 (13262) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, 300-1½ or std. w/min. climb of 248' per NM to 300.
Rwy 31, 300-1½ or std. w/min. climb of 237' per NM to 300.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 050° to 800 before turning right.
Rwy 31, climb heading 305° to 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, bush 5' from DER, 307' right of centerline, 12' AGL/27' MSL.
Sign 50' from DER, 162' left of centerline, 2' AGL/19' MSL.
Trees beginning 293' from DER, 172' left of centerline, up to 52' AGL/67' MSL.
Poles and buildings beginning 1049' from DER, left and right of centerline, up to 65' AGL/67' MSL.
Trees beginning 459' from DER, 356' right of centerline, up to 49' AGL/59' MSL.
Rwy 23, trees beginning 8' from DER, 199' left of centerline, up to 42' AGL/47' MSL.
Trees beginning 22' from DER, 196' right of centerline, up to 33' AGL/38' MSL.
Pole 450' from DER, 594' left of centerline, 28' AGL/32' MSL.
Ships beginning 6052' from DER, left and right of centerline, up to 200' AGL/200' MSL.
Rwy 13, trees beginning 2' from DER, 225' left of centerline, up to 70' AGL/80' MSL.
Trees beginning 4' from DER, 279' right of centerline, up to 75' AGL/85' MSL.
Pole 747' from DER, 651' left of centerline, 33' AGL/51' MSL.
Rwy 31, trees beginning abeam DER, 253' left of centerline, up to 67' AGL/77' MSL.
Trees beginning 384' from DER, 627' left of centerline, up to 59' AGL/69' MSL.
Trees beginning 608' from DER, 257' right of centerline, up to 73' AGL/83' MSL.
Poles beginning 693' from DER, 262' left of centerline, up to 31' AGL/43' MSL.
Poles beginning 804' from DER, 475' right of centerline, up to 30' AGL/44' MSL.
Antennas/tower beginning 1015' from DER, 498' left of centerline, up to 52' AGL/63' MSL.
Ships beginning 6035' from DER, left and right of centerline, up to 200'AGL/200' MSL.

VERO BEACH, FL

VERO BEACH RGNL (VRB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 17AUG17 (17229) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, multiple trees beginning 813' from DER, 178' left of centerline, up to 100' AGL/120' MSL.
Multiple trees beginning 3003' from DER, 93' right of centerline, up to 83' AGL/100' MSL.
Rwy 12L, multiple trees beginning 171' from DER, 455' right of centerline, up to 57' AGL/74' MSL.
Multiple trees and lights beginning 547' from DER, 259' left of centerline, up to 39' AGL/56' MSL.
Storage tank 1813' from DER, 763' right of centerline, 45' AGL/74' MSL.
Rwy 12R, pole 709' from DER, 522' left of centerline, 28' AGL/45' MSL.
Spire 1622' from DER, 574' right of centerline, 44' AGL/61' MSL.
Rwy 22, vehicles on road abeam DER, 421' left of centerline, up to 15' AGL/39' MSL.
Vehicles on road 408' from DER, left and right of centerline, up to 15' AGL/39' MSL.
Multiple trees beginning 1404' from DER, 272' left of centerline, up to 64' AGL/84' MSL.
Multiple trees beginning 1989' from DER, 126' right of centerline, up to 68' AGL/88' MSL.
Rwy 30L, multiple trees beginning 1206' from DER, 46' right of centerline, up to 100' AGL/120' MSL.
Multiple trees beginning 1575' from DER, 135' left of centerline, up to 61' AGL/81' MSL.
Rwy 30R, multiple antennas and trees beginning 1656' from DER, 111' right of centerline, up to 70' AGL/90' MSL.
Multiple trees beginning 1782' from DER, 247' left of centerline, up to 65' AGL/85' MSL.

WAUCHULA, FL

WAUCHULA MUNI (CHN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18JAN07 (07018) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees 450' from DER, 130' left of centerline, 22' AGL/126' MSL.
Rwy 36, tree 183' from DER, 350' left of centerline, 49' AGL/145' MSL.
Power line 582' from DER, on centerline, 51' AGL/140' MSL.
Tree, 323' from DER, 490' left of centerline, 100' AGL/200' MSL.
Tree 39' from DER, 486' right of centerline, 100' AGL/185' MSL.

WEST PALM BEACH, FL

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

Rwys 9L, 27R NA-turf runway.

TAKEOFF OBSTACLE NOTES:

Rwy 9R, traverse way beginning 14' from DER, 308' left of centerline, up to 35' MSL.
Vegetation 54' from DER, 438' right of centerline, 24' MSL.
Tree 462' from DER, 591' left of centerline, 46' MSL.
Tree 582' from DER, 420' right of centerline, 40' MSL.
Trees beginning 734' from DER, 57' left of centerline, up to 57' MSL.
Tree 810' from DER, 419' right of centerline, 43' MSL.
Tree 926' from DER, 396' right of centerline, 48' MSL.
Trees beginning 944' from DER, 47' right of centerline, up to 55' MSL.
Trees beginning 1060' from DER, 203' right of centerline, up to 68' MSL.
Tree 1082' from DER, 277' left of centerline, 63' MSL.
Trees beginning 1128' from DER, 125' left of centerline, up to 70' MSL.
Tree 1619' from DER, 764' left of centerline, 79' MSL.
Tree 1767' from DER, 628' right of centerline, 70' MSL.
Trees beginning 1784' from DER, 358' right of centerline, up to 72' MSL.
Tree 1969' from DER, 870' right of centerline, 77' MSL.
Tree 2011' from DER, 391' right of centerline, 80' MSL.
Tree, pole beginning 2264' from DER, 442' left of centerline, up to 88' MSL.
Trees beginning 2488' from DER, 55' left of centerline, up to 95' MSL.
Rwy 14, trees beginning 0' from DER, 405' right of centerline, up to 53' MSL.
Trees beginning 89' from DER, 14' right of centerline, up to 54' MSL.
Tree 144' from DER, 266' left of centerline, 26' MSL.
Trees beginning 553' from DER, 257' left of centerline, up to 39' MSL.
Tree 607' from DER, 31' left of centerline, 40' MSL.
Tree 652' from DER, 672' left of centerline, 46' MSL.
Trees beginning 735' from DER, 30' left of centerline, up to 48' MSL.
Tree 1124' from DER, 285' left of centerline, 54' MSL.
Trees beginning 1157' from DER, 124' left of centerline, up to 60' MSL.
Trees beginning 1185' from DER, 4' right of centerline, up to 63' MSL.
Trees beginning 1299' from DER, 323' left of centerline, up to 68' MSL.
Tree 1656' from DER, 704' left of centerline, 75' MSL.
Tree 1758' from DER, 726' left of centerline, 91' MSL.
Rwy 27L, NAVAID 10' from DER, 99' left of centerline, 4' AGL/22' MSL.
Tree 43' from DER, 419' left of centerline, 23' MSL.
Traverse way 76' from DER, 438' right of centerline, 34' MSL.
Tree 985' from DER, 711' right of centerline, 49' MSL.
Tree 1448' from DER, 825' right of centerline, 59' MSL.
Tree 1454' from DER, 888' left of centerline, 65' MSL.
Trees beginning 1586' from DER, 874' left of centerline, up to 70' MSL.
Tree 2040' from DER, 906' left of centerline, 75' MSL.
Rwy 32, tree 91' from DER, 414' right of centerline, 57' MSL.
Trees beginning 103' from DER, 26' right of centerline, up to 67' MSL.
Trees beginning 807' from DER, 91' left of centerline, up to 59' MSL.
Trees beginning 1818' from DER, 121' left of centerline, up to 72' MSL.
Trees beginning 1820' from DER, 0' of centerline, up to 79' MSL.

WEST PALM BEACH, FL (CON'T)

PALM BEACH COUNTY PARK (LNA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

Rwys 10, 28, NA - noise abatement.

DEPARTURE PROCEDURE:

Rwy 22, climb heading 219° to 1100 before turning right.

Rwy 34, climb heading 339° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 39' from DER, 227' right of centerline, 23' MSL.
Tree 75' from DER, 223' right of centerline, 29' MSL.
Trees beginning 78' from DER, 46' right of centerline, up to 44' MSL.
Tree 519' from DER, 573' left of centerline, 39' MSL.
Trees beginning 667' from DER, 38' left of centerline, up to 46' MSL.
Trees beginning 925' from DER, 106' left of centerline, up to 58' MSL.
Trees beginning 1260' from DER, 337' left of centerline, up to 59' MSL.
Pole 1284' from DER, 794' right of centerline, 42' AGL/49' MSL.
Tree 1376' from DER, 494' left of centerline, 71' MSL.
Tree 1639' from DER, 143' right of centerline, 57' MSL.
Tree 1732' from DER, 535' left of centerline, 87' MSL.
Tree 1804' from DER, 230' right of centerline, 64' MSL.
Tree 3083' from DER, 430' right of centerline, 100' MSL.
Tree 3214' from DER, 294' right of centerline, 102' MSL.

Rwy 16, buildings beginning 14' from DER, 233' right of centerline, up to 25' AGL/37' MSL.
Trees beginning 19' from DER, 353' left of centerline, up to 20' MSL.
Building, trees, pole beginning 111' from DER, 316' right of centerline, up to 34' AGL/45' MSL.
Trees beginning 158' from DER, 127' left of centerline, up to 21' MSL.
Poles beginning 678' from DER, 335' right of centerline, up to 35' AGL/47' MSL.
Poles, tree, building beginning 759' from DER, 56' right of centerline, up to 37' AGL/50' MSL.
Pole 957' from DER, 93' left of centerline, 26' AGL/40' MSL.
Pole 1079' from DER, 115' left of centerline, 27' AGL/42' MSL.
Poles beginning 1112' from DER, 337' left of centerline, up to 31' AGL/46' MSL.
Tree 1785' from DER, 388' left of centerline, 77' MSL.
Tree 1860' from DER, 186' right of centerline, 60' MSL.
Trees beginning 1891' from DER, 82' left of centerline, up to 91' MSL.

Rwy 22, tree 411' from DER, 607' left of centerline, 52' MSL.
Poles, vehicle on road, transmission lines, tree beginning 425' from DER, 103' left of centerline, up to 47' AGL/57' MSL.
Tree 805' from DER, 46' right of centerline, 33' MSL.
Tree 866' from DER, 138' right of centerline, 36' MSL.
Poles, trees beginning 955' from DER, 5' right of centerline, up to 32' AGL/46' MSL.
Transmission line, trees beginning 1058' from DER, 9' left of centerline, up to 48' AGL/59' MSL.
Pole 1262' from DER, 777' right of centerline, 47' AGL/61' MSL.
Poles, tree beginning 1292' from DER, 26' right of centerline, up to 51' AGL/65' MSL.
Tree 1648' from DER, 514' right of centerline, 97' MSL.
Tower 1711' from DER, 689' left of centerline, 55' AGL/69' MSL.
Tree 2926' from DER, 53' right of centerline, 102' MSL.
Tree 2980' from DER, 148' left of centerline, 88' MSL.
Tree 3050' from DER, 9' left of centerline, 107' MSL.

Rwy 34, tree 23' from DER, 400' right of centerline, 21' MSL.
Trees beginning 37' from DER, 341' left of centerline, up to 26' MSL.
Trees beginning 359' from DER, 355' right of centerline, up to 39' MSL.
Tree 384' from DER, 390' left of centerline, 28' MSL.
Tree 390' from DER, 523' left of centerline, 40' MSL.
Trees, building beginning 470' from DER, 243' right of centerline, up to 45' MSL.
Trees beginning 486' from DER, 55' left of centerline, up to 43' MSL.
Trees beginning 673' from DER, 352' left of centerline, up to 46' MSL.
Trees beginning 758' from DER, 183' left of centerline, up to 49' MSL.
Tree 788' from DER, 485' right of centerline, 52' MSL.
Trees beginning 796' from DER, 298' right of centerline, up to 57' MSL.
Trees, pole beginning 888' from DER, 87' left of centerline, up to 51' MSL.
Tree 1013' from DER, 133' left of centerline, 53' MSL.
Trees beginning 1100' from DER, 67' left of centerline, up to 58' MSL.
Tree, poles beginning 1133' from DER, 204' right of centerline, up to 59' MSL.
Trees beginning 1412' from DER, 32' left of centerline, up to 69' MSL.

WEST PALM BEACH, FL (CON'T)

PALM BEACH INTL (PBI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17DEC09 (09351) (FAA)

DEPARTURE PROCEDURE:

Rwy 28L, climb heading 279° to 1200 before turning left.

Rwy 28R, climb heading 279° to 1200 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 10R, antenna on hanger 177' from DER, 450' right of centerline, 38' AGL/57' MSL.

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.

WHITING FLD NAS-NORTH (KNSE)

MILTON, FL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10SEP20 (20254)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees 1816' from DER, 386' right of cntrln, 230' MSL.

Trees 2054' from DER, 646' left of cntrln, 248' MSL.

Trees 2158' from DER, 525' left of cntrln, 256' MSL.

Trees 2257' from DER, 84' left of cntrln, 246' MSL.

Trees 2281' from DER, 376' left of cntrln, 252' MSL.

Rwy 14, terrain 0' from DER, 500' right of cntrln, 161' MSL.

Trees 2372' from DER 692' right of cntrln, 241' MSL.

Trees 2426' from DER, 559' right of cntrln, 222' MSL.

Trees 2430' from DER, 782' right of cntrln, 246' MSL.

Rwy 23, terrain 0' from DER, 500' left of cntrln, 170' MSL.

Terrain 0' from DER, 500' right of cntrln, 172' MSL.

Terrain 0' from DER, 500' left of cntrln, 202' MSL.

Trees 1501' from DER, 770' left of cntrln, 255' MSL.

Rwy 32, trees 1443' from DER, 531' right of cntrln, 254' MSL.

Trees 1480' from DER, 791' right of cntrln, 254' MSL.

Trees 1492' from DER, 479' left of cntrln, 259' MSL.

WHITING FLD NAS-SOUTH (KNDZ)

MILTON, FL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10SEP20 (20254)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees 511' from DER, 491' right of cntrln, 209' MSL.

Trees 741' from DER, 498' right of cntrln, 235' MSL.

Rwy 14, trees 654' from DER, 493' right of cntrln, 200' MSL.

Trees 1182' from DER, 493' right of cntrln, 200' MSL.

Trees 1546' from DER, 502' left of cntrln, 250' MSL.

Rwy 23, trees 0' from DER, 500' right of cntrln, 168' MSL.

Trees 841' from DER, 370' left of cntrln, 192' MSL.

Trees 1171' from DER, 462' right of cntrln, 192' MSL.

Trees 1173' from DER, 127' right of cntrln, 198' MSL.

Rwy 32, terrain 0' from DER, 500' right of cntrln, 191' MSL.

Terrain 442' from DER, 612' right of cntrln, 200' MSL.

Twr 605' from DER, 457' right of cntrln, 213' MSL.

Trees 752' from DER, 621' right of cntrln, 221' MSL.

Trees 1229' from DER, 512' right of cntrln, 212' MSL.

Trees 1336' from DER, 564' left of cntrln, 206' MSL.

Trees 1546' from DER, 429' right of cntrln, 217' MSL.

Trees 1576' from DER, 535' right of cntrln, 230' MSL.

Trees 1618' from DER, 295' left of cntrln, 224' MSL.

Sign 2000' from DER, 271' right of cntrln, 12' AGL/219' MSL.

Trees 2125' from DER, 73' right of cntrln, 242' MSL.

Twr 2438' from DER, 1172' right of cntrln, 62' AGL/234' MSL.

Twr 2729' from DER, 1156' right of cntrln, 62' AGL/246' MSL.

WILLISTON, FL

WILLISTON MUNI (X60)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 05NOV20 (20310) (FAA)

TAKEOFF MINIMUMS:
Rwy 5, 400-2½ or std. w/min. climb of 257' per NM to 600.
Rwy 14, 300-2 or std. w/min. climb of 205' per NM to 500.
Rwys 18, 36, NA - Environmental.

DEPARTURE PROCEDURE:
Rwy 5, climb heading 049° to 500 before proceeding on course.
Rwy 14, climb heading 142° to 600 before proceeding on course.
Rwy 23, climb on a heading between 253° CW 048° from DER, or min. climb of 249' per NM to 1900 for all other courses.

TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 22' from DER, 355' left of centerline, up to 130' MSL.
Trees beginning 35' from DER, 300' right of centerline, up to 120' MSL.
Trees beginning 138' from DER, 355' left of centerline, up to 134' MSL.
Trees beginning 346' from DER, 238' left of centerline, up to 146' MSL.
Trees beginning 384' from DER, 285' right of centerline, up to 134' MSL.
Trees beginning 531' from DER, 187' left of centerline, up to 148' MSL.
Trees beginning 535' from DER, 46' right of centerline, up to 144' MSL.
Trees beginning 666' from DER, 54' left of centerline, up to 150' MSL.
Trees beginning 841' from DER, 8' left of centerline, up to 155' MSL.
Trees beginning1439' from DER, 93' right of centerline, up to 146' MSL.
Trees beginning 1570' from DER, 16' left of centerline, up to 158' MSL.
Trees beginning 1673' from DER, 7' right of centerline, up to 152' MSL.
Trees beginning 2641' from DER, 822' left of centerline, up to 166' MSL.
Trees beginning 2831' from DER, 896' left of centerline, up to 171' MSL.
Antenna 1.9 NM from DER, 2380' left of centerline, 300' AGL/376' MSL.
Tower 1.9 NM from DER, 2346' left of centerline, 324' AGL/448' MSL.
Rwy 14, trees beginning 52' from DER, 448' right of centerline, up to 95' MSL.
Tree 58' from DER, 428' left of centerline, 98' MSL.
Trees beginning 58' from DER, 283' left of centerline, up to 102' MSL.
Tree 632' from DER, 636' left of centerline, 103' MSL.
Trees beginning 730' from DER, 468' left of centerline, up to 125' MSL.
Trees beginning 896' from DER, 490' left of centerline, up to 129' MSL.
Trees beginning 1102' from DER, 221' right of centerline, up to 131' MSL.
Trees beginning 1244' from DER, 344' left of centerline, up to 133' MSL.
Trees beginning 1613' from DER, 258' left of centerline, up to 137' MSL.
Tree 1689' from DER, 730' left of centerline, 138' MSL.
Tree 1703' from DER, 657' left of centerline, 140' MSL.
Trees beginning 1706' from DER, 42' left of centerline, up to 142' MSL.
Tower 1.7 NM from DER, 1090' right of centerline, 260' AGL/326' MSL.
Rwy 23, vegetation 99' from DER, 169' left of centerline, 78' MSL.
Vegetation 489' from DER, 562' right of centerline, 86' MSL.
Tree 535' from DER, 355' left of centerline, 111' MSL.
Trees beginning 551' from DER, 227' left of centerline, up to 112' MSL.
Trees beginning 565' from DER, 239' right of centerline, up to 98' MSL.
Tree 739' from DER, 334' right of centerline, 101' MSL.
Tree 753' from DER, 569' right of centerline, 109' MSL.
Trees beginning 760' from DER, 535' left of centerline, up to 134' MSL.
Trees beginning 788' from DER, 300' left of centerline, up to 139' MSL.
Tree 803' from DER, 471' right of centerline, 116' MSL.
Trees beginning 805' from DER, 264' right of centerline, up to 121' MSL.
Trees beginning 839' from DER, 305' right of centerline, up to 123' MSL.
Trees beginning 952' from DER, 297' right of centerline, up to 126' MSL.
Trees beginning 1020' from DER, 416' right of centerline, up to 135' MSL.
Trees beginning 1086' from DER, 169' right of centerline, up to 139' MSL.
Trees beginning 1300' from DER, 48' right of centerline, up to 142' MSL.
Trees beginning 1329' from DER, 19' left of centerline, up to 145' MSL.
Trees beginning 1433' from DER, 243' right of centerline, up to 143' MSL.
Trees beginning 1503' from DER, 429' right of centerline, up to 147' MSL.
Trees beginning 1601' from DER, 20' right of centerline, up to 149' MSL.
Tree 2453' from DER, 1135' right of centerline, 151' MSL.
Trees beginning 2456' from DER, 73' right of centerline, up to 160' MSL.
Trees beginning 2527' from DER, 418' right of centerline, up to 178' MSL.
Rwy 32, vegetation 23' from DER, 314' left of centerline, 87' MSL.
Vegetation 43' from DER, 486' left of centerline, 88' MSL.
Vegetation, tree beginning 55' from DER, 247' left of centerline, up to 100' MSL.
Vegetation 63' from DER, 375' right of centerline, 72' MSL.
Tree 214' from DER, 550' right of centerline, 85' MSL.
Trees beginning 424' from DER, 381' right of centerline, up to 97' MSL.
Trees beginning 586' from DER, 462' right of centerline, up to 144' MSL.
Trees beginning 762' from DER, 441' right of centerline, up to 155' MSL.
CON'T

WILLISTON, FL (CON'T)

WILLISTON MUNI (X60) (CON'T)

Rwy 32 (CON'T), tree 883' from DER, 530' right of centerline, 161' MSL.
Trees beginning 892' from DER, 10' right of centerline, up to 169' MSL.
Trees beginning 1165' from DER, 741' left of centerline, up to 137' MSL.
Tree 1357' from DER, 589' left of centerline,139' MSL.
Trees beginning 1438' from DER, 338' left of centerline, up to 162' MSL.
Tree 1674' from DER, 781' left of centerline, 170' MSL.
Trees beginning 1680' from DER, 13' left of centerline, up to 172' MSL.

WINTER HAVEN, FL

WINTER HAVEN RGNL (GIF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 28FEB19 (19059) (FAA)

TAKEOFF MINIMUMS:
Rwy 23, 300-1¼ or std. w/min. climb of 325' per NM to 500.
Rwy 29, 400-2½ or std. w/min. climb of 250' per NM to 700.

TAKEOFF OBSTACLE NOTES:
Rwy 5, tree, vehicle on traverse way beginning 55' from DER, 340' left of centerline, up to 175' MSL.
Tree 207' from DER, 465' right of centerline, 155' MSL.
Trees beginning 300' from DER, 75' left of centerline, up to 196' MSL.
Trees beginning 2091' from DER, 451' left of centerline, up to 200' MSL.
Rwy 11, trees beginning 73' from DER, 361' left of centerline, up to 184' MSL.
Vehicle on traverse way 215' from DER, 277' right of centerline, 155' MSL.
Trees beginning 278' from DER, 330' left of centerline, up to 186' MSL.
Tree 445' from DER, 406' right of centerline, 187' MSL.
Tree 459' from DER, 489' right of centerline, 195' MSL.
Trees beginning 461' from DER, 506' left of centerline, up to 187' MSL.
Trees beginning 545' from DER, 363' right of centerline, up to 203' MSL.
Rwy 23, tree 176' from DER, 372' left of centerline, 177' MSL.
Tree 409' from DER, 358' left of centerline, 182' MSL.
Trees beginning 978' from DER, 335' left of centerline, up to 220' MSL.
Trees beginning 1153' from DER, 563' left of centerline, up to 221' MSL.
Tank 1 NM from DER, 972' left of centerline, 176' AGL/328' MSL.
Tower 1.2 NM from DER, 1316' right of centerline, 199' AGL/353' MSL.
Rwy 29, building 20' from DER, 500' left of centerline, 20' AGL/158' MSL.
Trees beginning 75' from DER, 282' left of centerline, up to 187' MSL.
Tree 182' from DER, 284' right of centerline, 181' MSL.
Tree, pole beginning 217' from DER, 307' right of centerline, up to 184' MSL.
Tower 1.9 NM from DER, 2510' left of centerline, 310' AGL/457' MSL.

ZEPHYRHILLS, FL

ZEPHYRHILLS MUNI (ZPH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 18SEP14 (14261) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 836' from DER, 160' right of centerline, up to 77' AGL/157' MSL.
Trees beginning 374' from DER, 586' left of centerline, up to 55' AGL/136' MSL.
Trees beginning 1332' from DER, 7' left of centerline, up to 87' AGL/167' MSL.
Rwy 5, trees beginning 1087' from DER, 101' left of centerline, up to 65' AGL/141' MSL.
Trees beginning 455' from DER, 432' right of centerline, up to 53' AGL/125' MSL.
Trees beginning 1030' from DER, 19' right of centerline, up to 77' AGL/151' MSL.
Rwy 19, fence 77' from DER, 464' left of centerline, 6' AGL/90' MSL.
Trees beginning 196' from DER, 339' left of centerline, up to 74' AGL/158' MSL.
Trees beginning 1345' from DER, 188' left of centerline, up to 89' AGL/168' MSL.
Tree 35' from DER, 423' right of centerline, 44' AGL/129' MSL.
Trees beginning 266' from DER, 127' right of centerline, up to 72' AGL/151' MSL.
Rwy 23, trees and poles beginning 1069' from DER, 75' left of centerline, up to 52' AGL/142' MSL.
Trees beginning 478' from DER, 23' right of centerline, up to 78' AGL/168' MSL.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
APALACHICOLA, FL	
APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)	**RNAV (GPS) Rwy 6** **RNAV (GPS) Rwy 14** **RNAV (GPS) Rwy 24** **RNAV (GPS) Rwy 32**
NA when local weather not available.	
BARTOW, FL	
BARTOW EXECUTIVE (BOW)	**RNAV (GPS) Rwy 5** **RNAV (GPS) Rwy 9L** **RNAV (GPS) Rwy 23** **RNAV (GPS) Rwy 27R**
NA when local weather not available.	
BOCA RATON, FL	
BOCA RATON (BCT)	**RNAV (GPS) Rwy 5** **RNAV (GPS) Y Rwy 23**[1]
NA when local weather not available. [1]Category D, 900-2¾.	
BONIFAY, FL	
TRI-COUNTY (1J0)	**RNAV (GPS) Rwy 19**
NA when local weather not available.	
BROOKSVILLE, FL	
BROOKSVILLE-TAMPA BAY RGNL (BKV)	**RNAV (GPS) Rwy 3** **RNAV (GPS) Rwy 9** **RNAV (GPS) Rwy 21** **RNAV (GPS) Rwy 27**
NA when local weather not available.	
CHARLOTTE AMALIE, VI	
CYRIL E KING (STT)	**ILS or LOC Rwy 10**[13] **RNAV (GPS) Rwy 10**[12] **VOR-A,** 1200-3
[1]NA when control tower closed. [2]Categories A, B, 1000-2¼, Category C, 1000-2¾, Category D, 1000-3 [3]ILS, 700-2.	
CHRISTIANSTED, ST. CROIX, VI	
HENRY E ROHLSEN (STX)	**ILS or LOC Rwy 10**[1] **NDB Rwy 10**[12] **RNAV (GPS) Rwy 10**[3] **VOR Rwy 28**[14]
[1]NA when control tower closed. [2]Category A, B, 1200-2; Category C, D, 1200-3. [3]Category A, B, 1000-2; Category C, D, 1000-3. [4]Category A, B, 900-2; Category C, D, 900-3.	
CRESTVIEW, FL	
BOB SIKES (CEW)	**RNAV (GPS) Rwy 17** **RNAV (GPS) Rwy 35** **VOR-A**[1]
NA when local weather not available. [1]Category D, 800-2¼.	
CRYSTAL RIVER, FL	
CRYSTAL RIVER-CAPTAIN TOM DAVIS FIELD (CGC)	**RNAV (GPS) Rwy 9** **RNAV (GPS) Rwy 27**
NA when local weather not available. Category C, 800-2¼; Category D, 900-2¾.	
DAYTONA BEACH, FL	
DAYTONA BEACH INTL (DAB)	**ILS or LOC Rwy 7L**[1] **ILS or LOC Rwy 25R**[2]
NA when control tower closed. [1]ILS, Categories A, B, C, D, 700-2. [2]ILS, LOC, Categories A, B, 1100-2; Category C, D, 1100-3.	
DEFUNIAK SPRINGS, FL	
DEFUNIAK SPRINGS (54J)	**RNAV (GPS) Rwy 9** **RNAV (GPS) Rwy 27**
NA when local weather not available.	

NAME ALTERNATE MINIMUMS

DELAND, FL
DELAND MUNI- SIDNEY H.
TAYLOR FIELD (DED).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 30
NA when local weather not available.

DESTIN, FL
DESTIN
EXECUTIVE (DTS).....**RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

FERNANDINA BEACH, FL
FERNANDINA BEACH
MUNI (FHB).....**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
NA when local weather not available.

FORT LAUDERDALE, FL
FORT LAUDERDALE
EXECUTIVE (FXE).....**ILS or LOC Rwy 9[1]**
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 27[2]
NA when local weather not available.
[1]ILS, Category B, 700-2; Category C, 800-2¼; Category D, 800-2½; LOC, Category C, 800-2 ¼; Category D, 800-2 ½.
[2]Category C, 800-2¼; Category D, 800-2½.

FORT LAUDERDALE/HOLLYWOOD
INTL (FLL).....**ILS or LOC Rwy 10L[2]**
ILS or LOC Rwy 10R[4]
ILS or LOC Rwy 28L[3]
ILS or LOC Rwy 28R[2]
RNAV (GPS) Rwy 10R[1]
RNAV (GPS) Rwy 28L[1]
RNAV (GPS) Z Rwy 10L[1]
RNAV (GPS) Y Rwy 28R[1]
[1]Category D, 800-2¼.
[2]ILS, Category C, 700-2¼; Category D, 700-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]ILS, Categories A, B, 700-2; Categories C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[4]ILS, Categories A, B, 700-2; Categories C, D, 800-2¼. LOC, Categories C, D, 800-2¼.

FORT MYERS, FL
PAGE
FIELD (FMY)....**ILS or LOC Rwy 5**
NA when control tower closed.

SOUTHWEST
FLORIDA INTL (RSW).....**ILS or LOC/DME Rwy 6**
NA when control tower closed.
ILS, Category E, 700-2¼;
LOC, Category E, 800-2¼.

NAME ALTERNATE MINIMUMS

FORT PIERCE, FL
TREASURE COAST
INTL (FPR).....**ILS or LOC Rwy 10R[12]**
RNAV (GPS) Rwy 10R[34]
RNAV (GPS) Rwy 14[34]
RNAV (GPS) Rwy 28L[34]
RNAV (GPS) Rwy 32[34]
VOR/DME Rwy 14[34]
[1]LOC, NA when local weather not available.
[2]LOC, Category C, 900-2½; Category D, 900-2¾.
[3]NA when local weather not available.
[4]Category C, 900-2½; Category D, 900-2¾.

GAINESVILLE, FL
GAINESVILLE
RGNL (GNV).....**ILS or LOC Rwy 29**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
NA when local weather not available.

INVERNESS, FL
INVERNESS (INF).....**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

JACKSONVILLE, FL
CECIL (VQQ).....**ILS or LOC Rwy 36R[12]**
RNAV (GPS) Rwy 9R
RNAV (GPS) Rwy 18L
RNAV (GPS) Rwy 27L
RNAV (GPS) Rwy 36R
TACAN Rwy 27L[3]
VOR Rwy 27L
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category E, 900-3.
[3]Category E, 900-3.

JACKSONVILLE EXECUTIVE AT CRAIG
(CRG).....**ILS or LOC Rwy 32**
RNAV (GPS) Rwy 32
VOR Rwy 14[1]
NA when local weather not available.
[1]Categories C, D, 800-2½.

JACKSONVILLE
INTL (JAX).....**ILS or LOC Rwy 8[1]**
ILS or LOC Rwy 14[2]
VOR/DME Rwy 32[3]
[1]ILS, Category D, 700-2, Category E, 800-2½.
[2]ILS, Category D, 700-2.
[3]Category E, 800-2½.

KEY WEST, FL
KEY WEST INTL (EYW).....**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

LAKE CITY, FL
LAKE CITY
GATEWAY (LCQ)……**RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

LAKELAND, FL
LAKELAND LINDER
INTL (LAL)……**ILS or LOC Rwy 9[1]**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR Rwy 27[2]
NA when local weather not available.
[1]LOC, Category D, 800-2¼.
[2]Categories C, D, 800-2½.

LAKE WALES, FL
LAKE WALES
MUNI (X07)……**RNAV (GPS) Rwy 6**
NA when local weather not available.

LEESBURG, FL
LEESBURG INTL (LEE)……**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
NA when local weather not available.

LIVE OAK, FL
SUWANNEE
COUNTY (24J)……**RNAV (GPS) Rwy 25**
NA when local weather not available.

MARATHON, FL
THE FLORIDA KEYS
MARATHON INTL (MTH)……**NDB-A**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

MARIANNA, FL
MARIANNA MUNI (MAI)……**RNAV (GPS) Rwy 18**
NDB-C[1]
VOR-A
VOR-B
Category D, 800-2½.
[1]NA when local weather not available.

MAYAGUEZ, PR
EUGENIO MARIA
DE HOSTOS (MAZ)……**RNAV (GPS) Rwy 9**
VOR Rwy 9
Categories A, B, 1100-2; Category C, 1100-3.
NA except standard for operators with approved weather reporting service.

NAME — ALTERNATE MINIMUMS

MELBOURNE, FL
MELBOURNE
INTL (MLB)……**ILS or LOC Rwy 9R[12]**
LOC BC Rwy 27L[13]
RNAV (GPS) Rwy 9L[3]
RNAV (GPS) Rwy 9R[3]
RNAV (GPS) Rwy 27L[3]
RNAV (GPS) Rwy 27R[3]
VOR Rwy 9R[3]
VOR Rwy 27L[3]
[1]NA when control tower closed.
[2]LOC, Category D, 900-2¾.
[3]Category D, 900-2¾.

MIAMI, FL
MIAMI
EXECUTIVE (TMB)……**ILS or LOC Rwy 9R[1]**
RNAV (GPS) Rwy 9L
RNAV (GPS) Rwy 9R
RNAV (GPS) Rwy 27L
RNAV (GPS) Rwy 27R
NA when local weather not available.
[1]NA when control tower closed.

MIAMI INTL (MIA)……**ILS or LOC Rwy 26L[1]**
ILS or LOC Rwy 27[2]
[1]LOC, Categories A, B, 900-2, Categories C, D, 900-2½.
[2]LOC, Categories A, B, 1300-2, Categories C, D, E, 1300-3.

MIAMI-OPA LOCKA
EXECUTIVE (OPF)……**ILS or LOC Rwy 9L[1]**
ILS or LOC Rwy 12[1]
ILS or LOC Rwy 27R[1]
RNAV (GPS) Rwy 9L
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 27R
NA when local weather not available.
[1]NA when control tower closed.

NAPLES, FL
NAPLES MUNI (APF)……**RNAV (GPS)-A[1]**
RNAV (GPS)-B[1]
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR Rwy 5[1]
VOR Rwy 23[1]
NA when local weather not available.
[1]Category D, 900-2¾.

NEW SMYRNA BEACH, FL
NEW SMYRNA BEACH
MUNI (EVB)……**RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 7[1]
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
NA when local weather not available.
[1]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

OCALA, FL
OCALA INTL-JIM TAYLOR
FIELD (OCF)……**ILS or LOC/DME Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 36
NA when local weather not available.

OKEECHOBEE, FL
OKEECHOBEE
COUNTY (OBE)……**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 32
NA when local weather not available.

ORLANDO, FL
EXECUTIVE (ORL)……**ILS or LOC Rwy 7[12]**
ILS or LOC Rwy 25[12]
RNAV (GPS) Rwy 25[3]
[1]NA when control tower closed.
[2]ILS, LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category C, 800-2¼; Category D, 800-2½.

KISSIMMEE
GATEWAY (ISM)……**ILS or LOC Rwy 15**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A
NA when local weather not available.

ORLANDO
INTL (MCO)……**ILS or LOC Rwy 17R**
ILS or LOC Rwy 18R
ILS or LOC Rwy 35L
ILS or LOC Rwy 36R
ILS, Categories A, B, C, D, 700-2.

ORLANDO SANFORD
INTL (SFB)……**ILS or LOC Rwy 9L[12]**
ILS or LOC Rwy 9R[12]
ILS or LOC Rwy 27R[2]
RNAV (GPS) Rwy 9L[1]
RNAV (GPS) Rwy 9R[1]
RNAV (GPS) Rwy 18[1]
RNAV (GPS) Rwy 27L[1]
[1]NA when local weather not available.
[2]NA when control tower closed.

ORMOND BEACH, FL
ORMOND BEACH
MUNI (OMN)……**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 27
NA when local weather not available.

NAME ALTERNATE MINIMUMS

PALATKA, FL
PALATKA MUNI-LT KAY LARKIN
FIELD (28J)……**RNAV (GPS) Rwy 9**
NA when local weather not available.

PALM COAST, FL
FLAGLER
EXECUTIVE (FIN)……**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 29
Category D, 800-2¼.

PANAMA CITY, FL
NORTHWEST FLORIDA BEACHES
INTL (ECP)……**ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.
NA when control tower closed.

PENSACOLA, FL
PENSACOLA
INTL (PNS)……**ILS or LOC Rwy 17[1]**
VOR Rwy 8[2]
[1]NA when control tower closed.
[2]Category D, 800-2¼.

PERRY, FL
PERRY-FOLEY (FPY)……**RNAV (GPS) Rwy 18[1]**
RNAV (GPS) Rwy 36[2]
NA when local weather not available.
[1]Categories A, B, C, 1000-3; Category D, 900-2¾.
[2]Category D, 900-2¾.

PLANT CITY, FL
PLANT CITY (PCM)……**RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

POMPANO BEACH, FL
POMPANO BEACH
AIRPARK (PMP)……**LOC Rwy 15[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]NA when control tower closed.

NAME ALTERNATE MINIMUMS

PUNTA GORDA, FL

PUNTA GORDA (PGD)……..**ILS or LOC Rwy 4[12]**
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 22[3]
RNAV (GPS) Rwy 33[3]
VOR Rwy 4[3]
VOR Rwy 22[3]

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

ST. AUGUSTINE, FL

NORTHEAST FLORIDA
RGNL (SGJ)……..…**ILS or LOC Rwy 31[12]**
RNAV (GPS) Rwy 13[34]
RNAV (GPS) Rwy 31[4]

[1]NA when control tower closed.
[2]ILS, Category C, 700-2; Category D, 800-2½; LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.

ST. PETERSBURG, FL

ALBERT
WHITTED (SPG)……**RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 18[12]
RNAV (GPS) Rwy 36[2]
VOR Rwy 18[3]

[1]NA when local weather not available.
[2]Categories A, B, 900-2.
[3]Categories A, B, 1000-2.

ST. PETERSBURG-CLEARWATER, FL

ST. PETE- CLEARWATER
INTL (PIE)……**ILS or LOC Rwy 18[12]**
ILS or LOC Rwy 36[13]
RNAV (GPS) Rwy 36[4]
VOR Rwy 4[45]

[1]NA when control tower closed.
[2]LOC, Category E, 1000-3.
[3]ILS, Categories A, B, C, D, 700-2; Category E, 1000-3; LOC, Category E, 1000-3.
[4]NA when local weather not available.
[5]Categories A, B, 1000-2; Category C, D, 1000-3.

SAN JUAN, PR

LUIS MUNOZ
MARIN INTL (SJU)……**ILS or LOC Rwy 10[1]**
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 10[2]
RNAV (GPS) Rwy 26[2]
RNAV (GPS) Rwy 28[2]
VOR or TACAN Rwy 8[3]
VOR or TACAN Rwy 10[4]
VOR or TACAN Rwy 26[3]

[1]ILS, Category E, 700-2¼.
LOC, Category E, 800-2¼.
[2]Category D, 1000-3.
[3]Category E, 900-3.
[4]Category E, 800-2¼.

SARASOTA/BRADENTON, FL

SARASOTA/BRADENTON
INTL (SRQ)……**ILS or LOC Rwy 14**
ILS or LOC Rwy 32

NA when control tower closed.

SEBRING, FL

SEBRING RGNL (SEF)……**RNAV (GPS) RWY 14[1]**
RNAV (GPS) RWY 32[2]

[1]NA when local weather not available.
[2]Category D, 900-2¾.

STUART, FL

WITHAM FIELD (SUA)……**RNAV (GPS) Rwy 30**
NA when local weather not available.

TALLAHASSEE, FL

TALLAHASSEE
INTL (TLH)……**ILS or LOC Rwy 27[12]**
ILS or LOC Rwy 36[13]
RADAR-1[4]
RNAV (GPS) Rwy 9[4]
RNAV (GPS) Rwy 18[4]
RNAV (GPS) Rwy 27[4]
RNAV (GPS) Rwy 36[4]
VOR/DME or TACAN Rwy 36[5]
VOR Rwy 18[46]

[1]NA when control tower closed.
[2]ILS, Categories A, B, C 800-2; Category D, 800-2¼; Category E, 1000-3; LOC, Category D, 800-2¼; Category E, 1000-3.
[3]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[4]Category D, 800-2¼.
[5]Category D, 800-2¼; Category E, 1000-3.
[6]NA when local weather not available.

TAMPA, FL

PETER O
KNIGHT (TPF)……**RNAV (GPS) Rwy 22**
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

TAMPA, FL (CON'T)

TAMPA
EXECUTIVE (VDF)……**ILS or LOC Rwy 23[1]**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 23
NA when local weather not available.
[1]ILS, Categories B, C, 800-2.

TAMPA
INTL (TPA)……..……**ILS or LOC Rwy 1L[1]**
ILS or LOC Rwy 19L[2]
ILS or LOC Rwy 19R[1]
LOC Rwy 1R[3]
RNAV (GPS) Rwy 1L[4]
RNAV (GPS) Rwy 1R[4]
RNAV (GPS) Rwy 10[5]
RNAV (GPS) Rwy 19R[4]
RNAV (GPS) Rwy 28[5]
RNAV (GPS) Z Rwy 19L[5]
[1]ILS, Category C, 700-2; Categories D, E, 1000-3; LOC Categories D, E, 1000-3.
[2]ILS, Category C, 700-2; Category D, 1000-3; LOC Category D, 1000-3.
[3]Categories A, B, 1300-2; Categories C, D, 1300-3.
[4]Categories D, E, 1000-3.
[5]Category D, 1000-3.

TITUSVILLE, FL

NASA SHUTTLE LANDING
FACILITY (TTS)……**RNAV (GPS) Rwy 15[3]**
RNAV (GPS) Rwy 33[12]
[1]NA when local weather not available.
[2]Categories D, E, 1000-3.
[3]Category C, 1000-2¾, Category D, E, 1000-3.

SPACE COAST
RGNL (TIX)……**ILS or LOC Rwy 36[2]**
RNAV (GPS) Rwy 9[1]
RNAV (GPS) Y Rwy 18[1]
RNAV (GPS) Z Rwy 18[2]
RNAV (GPS) Rwy 36[1]
[1]NA when local weather not available.
[2]NA when control tower closed.

VENICE, FL

VENICE
MUNI (VNC)……**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 31
NA when local weather not available.
Category D, 1000-3.

NAME ALTERNATE MINIMUMS

VERO BEACH, FL

VERO BEACH
RGNL (VRB)……..……**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 12R
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 30L
VOR Rwy 12R
VOR Rwy 30L
NA when local weather not available.

WEST PALM BEACH, FL

PALM BEACH
INTL (PBI)……**ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 28R[2]
RNAV (GPS) X Rwy 28R[3]
RNAV (GPS) Y Rwy 10L[3]
RNAV (GPS) Y Rwy 14[3]
RNAV (GPS) Y Rwy 28R[3]
RNAV (GPS) Y Rwy 32[3]
RNAV (RNP) W Rwy 28R[4]
[1]ILS, Category C, 700-2; Category D, 800-2½; LOC, Category D 800-2½.
[2]LOC, Category D 800-2½.
[3]Category D, 800-2½.
[4]Categories A, B, C, D, 800-2½.

WINTER HAVEN, FL

WINTER HAVEN
RGNL (GIF)……..……**RNAV (GPS) Rwy 5[1]**
RNAV (GPS) Rwy 11[1]
VOR-A
NA when local weather not available.
[1]Category D, 800-2¼.

ZEPHYRHILLS, FL

ZEPHYRHILLS
MUNI (ZPH)……**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 23
NA when local weather not available.

JACKSONVILLE NAS (KNIP), (TOWERS FIELD) FL (Amdt 5, 19283 USN) ELEV 23

RADAR[1] **- (E)** 127.7x 133.25 266.8x 276.4x 282.375 328.4 348.0x 363.0x 379.225x T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	10[2 5]	3.0°/40/792	ABCDE	**121**-¼	100	(100-¼)
	28[2 3 10]	3.0°/40/750	ABCDE	**113**-¼	100	(100-¼)
PAR W/O GS[1]	10[4]		ABCDE	**400**-⅝	379	(400-⅝)
	28[4 11]		ABCDE	**340**-¾	327	(400-¾)
ASR	28[8 9]		AB	**400**-¾	387	(400-¾)
			CDE	**400**-⅞	387	(400-⅞)
	10[6 8]		ABCDE	**440**-¾	419	(500-¾)
	32[7]		AB	**460**-1¼	450	(500-1¼)
			CDE	**460**-1⅜	450	(500-1⅜)
C CIR	ALL RWY		AB	**500**-1¼	477	(500-1¼)
			C	**560**-1½	537	(600-1½)
			D	**800**-2½	777	(800-2½)
			E	**920**-3	897	(900-3)

[1]No-NOTAM MP: PAR 1200-1600Z++ Tue.
[2]When ALS inop, increase vis CAT ABCDE to ½ mile.
[3]CAUTION: Wheel Crossing Height (WCH) for aircraft similar to B-747/767/720/757, DC-10, A-300, KC-10, E-4, C-5, and VC-25 is 15 ft.
[4]When ALS inop, increase vis CAT ABCDE to 1⅛ miles.
[5]Rwy 10 VGSI and PAR glidepath not coincident VGSI angle 3.00/TCH 51.
[6]When ALS inop, increase CAT ABCDE vis to 1¼ miles.
[7]Step Down Fix at 2 NM from thld, 660 min.
[8]ASR Rwy 10 and 28, Step Down Fix at 2 NM from thld, 700 min.
[9]When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅛ miles.
[10]Rwy 28 VGSI and PAR glidepath not coincident VGSI angle 3.00/TCH 62.
[11]Step Down Fix at 2 NM from RPI, 660 min.

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KEY WEST, FL Amdt 5, 19SEP13 (14149) (FAA) ELEV 3

KEY WEST INTL (EYW)

RADAR-1 124.025 313.7 T

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	27		AB	**440**-1	437	(500-1)	CD	**440**-1¼	437	(500-1¼)
	9		AB	**460**-1	457	(500-1)	C	**460**-1⅜	457	(500-1⅜)
CIRCLING	ALL RWY		AB	**500**-1	497	(500-1)	C	**620**-1¾	617	(700-1¾)
			D	**620**-2	617	(700-2)				

ASR S-9: Circling to Rwy 27 NA at night.
ASR S-9: Helicopter visibility reduction below ¾ SM NA.
ASR S-27: Helicopter visibility reduction below 1 SM NA.
ASR S-27: Straight-in and circling minimums NA at night.

KEY WEST NAS (BOCA CHICA FLD) (KNQX), Key West, FL

Amdt 2 (20198) (USN) ELEV **6**

RADAR[1] **- (E)** 134.925x 284.67x 348.25x 317.575x T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAT/	CEIL-VIS
PAR[2]	8[3 8]	3.0°/43/813	ABCDE	**104**-¼	100	(100-¼)
	4[9]	3.0°/35/656	ABCDE	**104**-½	100	(100-½)
	26	3.0°/45/849	ABCDE	**106**-½	100	(100-½)
PAR W/O GS	4[13]		ABCDE	**300**-1⅛	296	(300-1⅛)
	26		ABCDE	**340**-1	334	(400-1)
	8[4 13]		AB	**440**-⅝	436	(500-⅝)
			CDE	**440**-¾	436	(500-¾)
ASR	32[11]		ABCDE	**340**-1¼	336	(400-1¼)
	4[11]		ABCDE	**340**-1¼	336	(400-1¼)
	8[5 12]		ABCDE	**420**-¾	416	(500-¾)
	14		ABCDE	**420**-1¼	416	(500-1¼)
	22[10]		AB	**460**-1¼	454	(500-1¼)
			CDE	**460**-1⅜	454	(500-1⅜)
	26		AB	**460**-1¼	454	(500-1¼)
			CDE	**460**-1⅜	454	(500-1⅜)
C CIR[6 7]	4, 8, 26		A	**460**-1⅛	454	(500-1⅛)
PAR W/O GS			B	**500**-1⅛	494	(500-1⅛)
			C	**500**-1½	494	(500-1½)
			DE	**560**-2	554	(600-2)
C CIR ASR			A	**460**-1¼	454	(500-1¼)
			B	**500**-1¼	494	(500-1¼)
			C	**500**-1½	494	(500-1½)
			DE	**560**-2	554	(600-2)

[1]Opr 1200-0300Z++.
[2]No NOTAM preventative maint sked: PAR 1300-1700Z++ Wed.
[3]When ALS inop, increase vis CAT ABCDE to ½ mile.
[4]When ALS inop, increase vis CAT AB to 1 mile, CDE to 1¼ miles.
[5]When ALS inop, increase vis CAT ABCDE to 1¼ miles.
[6]When circling from PAR W/O GS Rwy 4, increase CAT AB vis to 1⅛ miles.
[7]When VGSI inop, circling not authorized to Rwys 14 and 22 at night.
[8]WCH (Group 4: 18 ft) is less than the minimum height (20).
[9]WCH (Group 3: 16 ft, Group 4: 11 ft) is less than the minimum height (20).
[10]34:1 visual area penetration by powerline up to 118' MSL, 3000' from thld; Roadway plus vehicle 713' from thld up to 21' MSL. Visibility reduction by copters not authorized.
[11]SDF at 2 NM from thld at or above 640' MSL.
[12]SDF at 2 NM from thld at or above 680' MSL.
[13]SDF at 2 NM from touchdown at or above 640' MSL.

MAYPORT NS (KNRB), (ADM DAVID L. MC DONALD FLD), FL (Amdt 3, 20142 USN) ELEV 15

RADAR[1 2] **- (E)** 119.7x 125.525x 253.95x 257.875x 323.25x 355.6x 377.175 379.025x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	5	3.0°/48/887	ABCDE	**212**-¾	200	(200-¾)
	23[3 4]	3.0°/50/937	ABCDE	**322**-1	307	(400-1)
	COP 5[5]	3.0°/48/887	COPTER	**167**-½	155	(200-½)
	COP 23[4 5]	3.0°/50/937	COPTER	**322**-1	307	(400-1)
PAR W/O GS	5[8]		AB	**400**-1	388	(400-1)
			CDE	**400**-1⅛	388	(400-1⅛)
	23[4]		AB	**420**-1	405	(500-1)
			CDE	**420**-1⅛	405	(500-1⅛)
ASR	5[7]		AB	**440**-1	428	(500-1)
			CDE	**440**-1¼	428	(500-1¼)
	23[4]		AB	**520**-1	505	(600-1)
			CDE	**520**-1⅜	505	(600-1⅜)
C CIR	5-23[4 6]		AB	**560**-1	545	(600-1)
PAR W/O GS			C	**560**-1½	545	(600-1½)
ASR			D	**640**-2	625	(700-2)
			E	**640**-2¼	625	(700-2¼)

[1]SFA not avbl.
[2]No-NOTAM preventive maint ASR 1100-1500Z++ Tue., PAR 1100-1500Z++ Wed.
[3]Procedure is authorized only when the St. Johns River is clear of vessels from the mouth of Haulover Creek to St. Johns Point. ATC will advise aircraft on final approach if a conflict is present and coordinate a missed approach as required. Does not apply to practice approaches in VMC.
[4]Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 THLD.
[5]NOT FOR CIVIL USE.
[6]CAUTION: When Rwy 23 VGSI inop, circling to Rwy 23 NA at night, unless station has an approved observer monitoring marine traffic in the St. Johns River channel.
[7]Step Down Fix at 3 NM from THLD, 1020 min.
[8]Step Down Fix at 2 NM from touchdown, 640 min.

PENSACOLA NAS (KNPA), (FORREST SHERMAN FLD), FL (Amdt 3, 19227 USN) ELEV 28

RADAR[1] **- (E)** 128.25 239.05 285.625 288.325 305.2 314.0 318.8 348.725 383.8 T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	7L[2]	3.0°/58/1124	ABCDE	**123**-¼	100	(100-¼)
	1[7]	3.0°/39/750	ABCDE	**128**-½	100	(100-½)
	7R	3.0°/57/1085	ABCDE	**125**-½	100	(100-½)
	19[8]	3.0°/38/692	ABCDE	**122**-½	100	(100-½)
	25L[7]	3.0°/39/748	ABCDE	**122**-½	100	(100-½)
	25R[8]	3.0°/38/711	ABCDE	**121**-½	100	(100-½)
PAR W/O GS	7L[3]		ABCDE	**360**-½	337	(400-½)
	7R		ABCDE	**360**-1	335	(400-1)
	1		ABCDE	**360**-1⅛	332	(400-1⅛)
	19		ABCDE	**400**-1⅛	378	(400-1⅛)
	25L		AB	**440**-1	418	(500-1)
			CDE	**440**-1⅛	418	(500-1⅛)
	25R		AB	**440**-1	419	(500-1)
			CDE	**440**-1⅛	419	(500-1⅛)
PAR W/O GS SIDESTEP	7R		ABCDE	**360**-1	335	(400-1)
	25L		AB	**440**-1	418	(500-1)
			CDE	**440**-1⅛	418	(500-1⅛)
ASR	7L[4]		AB	**500**-¾	477	(500-¾)
			CDE	**500**-1	477	(500-1)
	1		ABCDE	**460**-1¼	432	(500-1¼)
	7R		AB	**500**-1¼	475	(500-1¼)
			CDE	**500**-1⅜	475	(500-1⅜)
	19		AB	**500**-1¼	478	(500-1¼)
			CDE	**500**-1⅜	478	(500-1⅜)
	25L		AB	**480**-1¼	458	(500-1¼)
			CDE	**480**-1⅜	458	(500-1⅜)
	25R		AB	**480**-1¼	459	(500-1¼)
			CDE	**480**-1⅜	459	(500-1⅜)
ASR SIDESTEP	7R[5]		AB	**500**-1¼	475	(500-1¼)
			CDE	**500**-1⅜	475	(500-1⅜)
	25L[6]		AB	**480**-1¼	458	(500-1¼)
			CDE	**480**-1⅜	458	(500-1⅜)

(CONTINUED ON NEXT PAGE)

PENSACOLA NAS (KNPA) (CONT'D)

RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
C CIR ASR		AB	**520**-1¼	492	(500-1¼)
		C	**540**-1½	512	(600-1½)
		DE	**580**-2	552	(600-2)
C CIR		AB	**520**-1⅛	492	(500-1⅛)
PAR W/O GS		C	**540**-1½	512	(600-1½)
		DE	**580**-2	552	(600-2)

[1]No-NOTAM MP: PAR 1400-1800Z++ Sat.
[2]When ALS inop, increase vis CAT ABCDE to ½ mile.
[3]When ALS inop, increase vis CAT ABCDE to 1 mile.
[4]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CDE to 1⅜ miles.
[5]Sidestep within 2.5 DME of NPA TACAN (1.73 NM from THLD).
[6]Sidestep within 2.5 DME of NPA TACAN (1.94 NM from THLD).
[7]CAUTION: Wheel Crossing Height (WCH) for Group 3 (19 ft) and Group 4 (14 ft) is less than 20 ft.
[8]CAUTION: Wheel Crossing Height (WCH) for Group 3 (18 ft) and Group 4 (13 ft) is less than 20 ft.

TALLAHASSEE, FL Amdt 6B, 20JUN2019 (19171) (FAA) ELEV **83**

TALLAHASSEE INTL (TLH)

RADAR-1 135.8 317.4 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	36		AB	**460**/24	398	(400-½)	CD	**460**/35	398	(400-¾)
	27		AB	**480**/24	422	(500-½)	CD	**480**/40	422	(500-¾)
	9		AB	**500**/55	435	(500-1¼)	CD	**500**-1¼	435	(500-1¼)
	18		AB	**560**-1	477	(500-1)	CD	**560**-1⅜	477	(500-1⅜)
C CIRCLING	ALL RWY		A	**580**-1	497	(500-1)	B	**600**-1	517	(600-1)
			C	**640**-1½	557	(600-1½)	D	**800**-2¼	717	(800-2¼)

When control tower closed, ASR NA.
Rwy 9 helicopter visibility reduction below RVR 4000 not authorized.

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TYNDALL AFB (KPAM), (Panama City) FL Amdt 2, 21MAY20 (20142) (USAF) ELEV 17

RADAR[2] **- (E)** 125.2 392.1 (N above 5000') 120.825 379.3 (N below 5000') 124.15 338.35 (S above 5000') 119.775 317.45 (S below 5000') T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	14L[3]	2.5°/50/1182	ABCDE	**214**/24	200	(200-½)
	32R[3]	2.5°/50/1145	ABCDE	**214**/24	200	(200-½)
	14R[5]	2.5°/36/815	ABCDE	**215**-¾	200	(200-¾)
	32L[6]	2.5°/41/940	ABCDE	**217**-¾	200	(200-¾)
ASR[1]	32R[4]		AB	**460**/24	446	(500-½)
			CDE	**460**/45	446	(500-⅞)
	32L		AB	**460**-1	443	(500-1)
			CDE	**460**-1⅜	443	(500-1⅜)
	14L[4]		AB	**480**/24	466	(500-½)
			CDE	**480**/50	466	(500-1)
	14R		AB	**480**-1	465	(500-1)
			CDE	**480**-1⅜	465	(500-1⅜)
C CIR	All Rwy		AB	**540**-1	523	(600-1)
			C	**560**-1½	543	(600-1½)
			D	**580**-2	563	(600-2)
			E	**620**-2¼	603	(700-2¼)

[1] When ASR out PAR not avbl.
[2] No-NOTAM preventive maint sked: DASR/STARS 0930-1130Z++ Mon-Fri. PAR 1200-1400Z++ Mon-Fri.
[3] When ALS inop, increase RVR to 40 and vis to ¾ mile.
[4] When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
[5] CAUTION: Height Group 3 WCH 16', Height Group 4 WCH 11'.
[6] CAUTION: Height Group 4 WCH 16'.

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WHITING FLD NAS-NORTH (KNSE), Milton, FL

Amdt 6 10SEP20 (20254) (USN) ELEV 199

RADAR[1] **-** Ctc PENSACOLA APP CON **(E)** 126.85 127.35 278.8 298.9 T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	14[2 4 6]		ABCDE	**520**-⅝	321	(400-⅝)
	23[4]		ABCDE	**540**-1	357	(400-1)
	5[5]		AB	**620**-1	440	(500-1
			CDE	**620**-1¼	440	(500-1¼)
C CIR[3]	5, 14, 23, 32		A	**620**-1	421	(500-1)
			B	**660**-1	461	(500-1)
			C	**680**-1½	481	(500-1½)
			DE	**760**-2	561	(600-2)

[1]No-NOTAM preventive maint sked: Mon 1300-1700Z++; Apch only avbl dur NDZ opr hr.
[2]When ALS inop, increase vis CAT ABCDE to 1 mile.
[3]Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.
[4]Vertical Descent Angle not coincident with VGSI angle.
[5]Step Down Fix at 3 NM from thld, 1180 min.
[6]Step Down Fix at 2 NM from thld, 840 min.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
20254

N6

WHITING FLD NAS-SOUTH (KNDZ), Milton, FL

Amdt 6 10SEP20 (20254) (USN) ELEV **177**

RADAR[1] **-** Ctc PENSACOLA APP CON **(E)** 124.85 385.4 T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32[4]	3.0°/58/1034	ABCDE	**422**-½	250	(300-½)
	23[2 11]	3.0°/41/671	ABCDE	**427**-¾	250	(300-¾)
PAR W/O GS	32[3 7]		ABCDE	**520**-⅝	348	(400-⅝)
	23[8]		ABCDE	**500**-1	323	(400-1)
ASR	32[9 6]		ABCDE	**560**-⅝	388	(400-⅝)
	23[9]		ABCDE	**540**-1	363	(400-1)
	14		AB	**620**-1	444	(500-1)
			CDE	**620**-1⅜	444	(500-1⅜)
	5[10]		AB	**620**-1	450	(500-1)
			CDE	**620**-1⅜	450	(500-1⅜)
C CIR	All Rwys[5]		A	**620**-1	443	(500-1)
			B	**640**-1	463	(500-1)
			C	**680**-1½	503	(600-1½)
			DE	**740**-2	563	(600-2)

[1]No-NOTAM preventive maint sked: Mon 1300-1700Z++.
[2]CAUTION: PAR TCH and RPI not coincident with PAPI.
[3]When ALS inop, increase vis CAT ABCDE to 1 mile.
[4]When ALS inop, increase vis CAT ABCDE to ¾ mile.
[5]Circling not authorized in sector NE of Rwy 14-32 and NW of Rwy 5-23. Circling authorized from PAR W/O GS and ASR only. Caution - Whiting Fld NAS - North 1 NM North.
[6]When ALS inop, increase vis CAT AB to 1 mile; CAT CDE to 1⅛ miles.
[7]Step Down Fix at 3 NM from TD, 1120 min.
[8]Step Down Fix at 2 NM from TDF, 840 min.
[9]Step Down Fix at 3 NM from thld, 1180 min.
[10]Step Down Fix at 2 NM from thld, 860 min.
[11]CAUTION: WCH for aircraft similar to B-747, KC-10, B-1, C-5 is 16 ft.

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
	34	07L-25R	2,564 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	09-27	3,250 feet
JACKSONVILLE, FL			
JACKSONVILLE EXECUTIVE AT CRAIG (CRG)	05	14-32	3,600 feet
	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,749 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	3,825 feet
ORLANDO SANFORD (SFB)	09C	18-36	3,150 feet
	09L	18-36	5,500 feet
	18	09R-27L	4,600 feet
	36	09L-27R	5,170 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER INTL (PIE)	18	04-22	7,557 feet
	22	18-36	4,514 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	19L	10-28	5,650 feet
	28	01R-19L	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,225 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH RGNL (VRB)	30L	04-22	4,700 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,117 feet
	14	10L-28R	4,295 feet
	28R	14-32	3,725 feet

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HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DAYTONA BEACH, FL		
DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
FORT LAUDERDALE, FL		
FORT LAUDERDALE EXECUTIVE (FXE)	HS 1	Int of Twy B and Rwy 09-27.
	HS 2	Int of Twy A and Rwy 13-31.
	HS 3	Int of Twy C, Twy B and Rwy 13-31.
FORT LAUDERDALE, FL		
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)	HS 1	Twy Q at Rwy 10L-28R.
FORT MYERS, FL		
PAGE FIELD (FMY)	HS 1	Multiple twy ints.
FORT MYERS, FL		
SOUTHWEST FLORIDA INTL (RSW)	HS 1	Twy G1 is directly aligned with Twy F2.
	HS 2	When ldg Rwy 06, Twy F6 high speed exit sign is immediately before the Twy F5 reverse high speed.
FORT PIERCE,FL		
TREASURE COAST INTL (FPR)	HS 1	Maintain vigilance confusing int.
	HS 2	Maintain vigilance pilots confuse Rwy 14 as Twy B.
	HS 3	Confusing int; pilots have used Twy A as a rwy.
GAINESVILLE, FL		
GAINESVILLE RGNL (GNV)	HS 1	Rwy 11 Apch Hold Position.
	HS 2	Rwy 07 and Rwy 11 apch ends.
	HS 3	Twy D and Twy B lead to Rwy 25 and Rwy 29.
HOLLYWOOD, FL		
NORTH PERRY (HWO)	HS 1	Southbound on Twy D for Rwy 28R departures.
	HS 2	The hold line for Rwy 01L is also the hold line for Rwy 10R.
	HS 3	Aircraft taxiing on Twy L westbound to depart on Rwy 01L-19R.
JACKSONVILLE, FL		
JACKSONVILLE EXEC AT CRAIG (CRG)	HS 1	Twy C, Twy E, and Twy F.
	HS 2	Twy G, Twy D, and Twy R.
MIAMI, FL		
MIAMI EXECUTIVE (TMB)	HS 1	Twy H and Twy E hold lines are in close proximity to Rwy 13-31.
MIAMI, FL		
MIAMI INTL (MIA)	HS 1	Short twy risk.
	HS 2	Rwy 27 and Rwy 30 wrong rwy departure risk.
	HS 3	Short twy between rwys.
	HS 4	Multiple rwy ends close together. Some hold lines dependent upon rwy in use.
MIAMI, FL		
MIAMI OPA LOCKA EXECUTIVE (OPF)	HS 1	Surface painted LOCATION and DIRECTION signs ONLY.
NAPLES, FL		
NAPLES MUNI (APF)	HS 1	Maint vigilance confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

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HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
NEW SMYRNA BEACH, FL		
NEW SMYRNA BEACH MUNI (EVB)	HS 1	Twy E and Rwy 25 and Rwy 20.
	HS 2	Twy B, Twy E and Rwy 20.
ORLANDO, FL		
EXECUTIVE (ORL)	HS 1	Rwy 25 and Twy E.
ORLANDO SANFORD INTL (SFB)	HS 1	Twy C is beyond the Rwy 09C APCH hold sign and marking.
PENSACOLA, FL		
PENSACOLA INTL (PNS)	HS 1	Be alert to multiple twy and rwy crossing points surrounding the int of Rwy 17-35 and Rwy 08-26.
POMPANO BEACH, FL		
POMPANO BEACH AIRPARK (PMP)	HS 1	Maintain vigilance confusing twy configuration.
	HS 2	Maintain vigilance confusing twy configuration.
ST. AUGUSTINE, FL		
NORTHEAST FLORIDA RGNL (SGJ)	HS 1	Maintain vigilance ramp/twy close proximity to rwy.
	HS 2	Maintain vigilance ramp close proximity to Rwy 02 and Rwy 06 possible wrong surface departure.
	HS 3	Twy B6 APCH hold.
SAN JUAN, PR		
LUIS MUNOZ MARIN INTL (SJU)	HS 1	Maintain vigilance highly congested area.
	HS 2	Maintain vigilance highly congested area.
SARASOTA/BRADENTON, FL		
SARASOTA/BRADENTON INTL (SRQ)	HS 1	Int of Rwy 14-32 and Rwy 04-22.
STUART, FL		
WITHAM FIELD (SUA)	HS 1	Int rwys, wrong rwy departure risk.
	HS 2	Rwy 12 and Twy A1.
TITUSVILLE, FL		
SPACE COAT RGNL (TIX)	HS 1	Maintain vigilance confusing twy int.
WEST PALM BEACH, FL		
PALM BEACH INTL (PBI)	HS 1	Rwy 10L and Twy L.
	HS 2	Missing left turn from Twy F to Twy L.

*See appropriate Chart Supplement HOT SPOT table for additional information.

20310

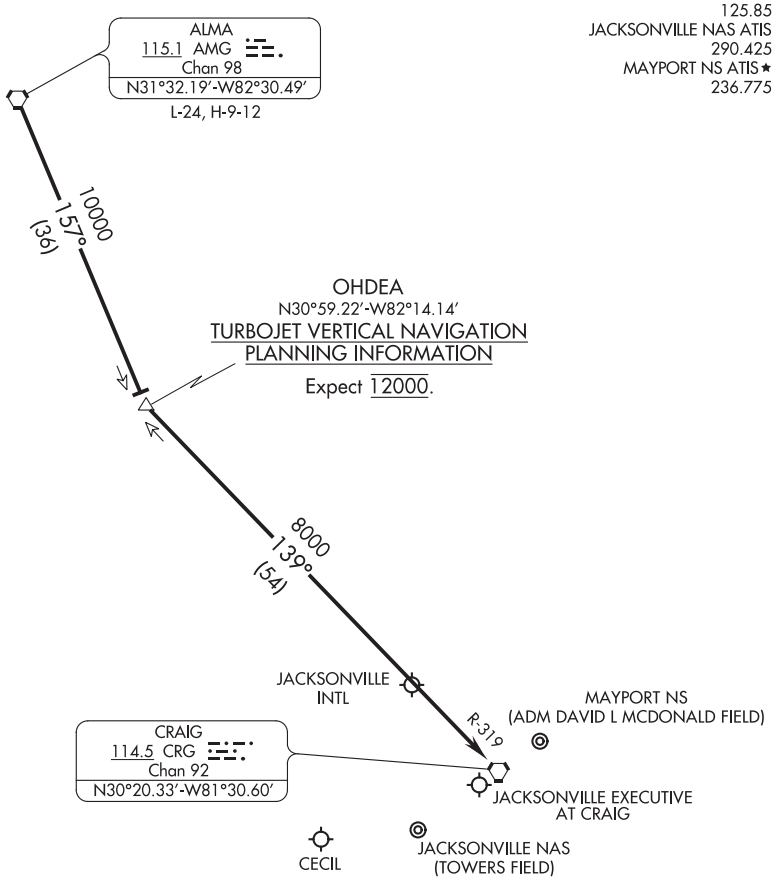
SE-3, 25 FEB 2021 to 22 APR 2021

ALMA TWO ARRIVAL

AL-5570 (FAA)

JACKSONVILLE, FLORIDA

JACKSONVILLE APP CON
127.0 269.9
CECIL ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL D-ATIS
125.85
JACKSONVILLE NAS ATIS
290.425
MAYPORT NS ATIS★
236.775



NOTE: DME required.

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

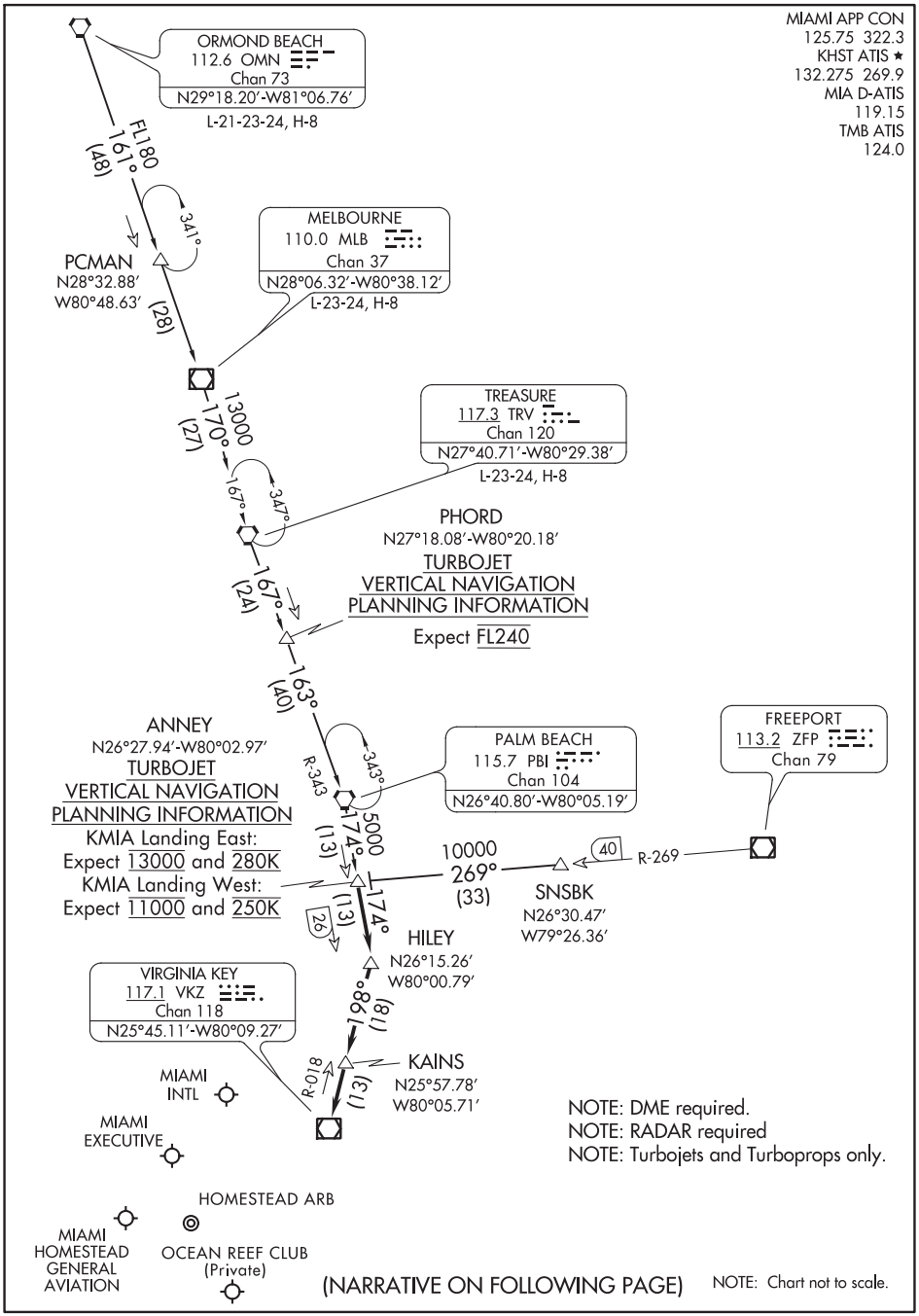
From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

(ANNEY.ANNEY4) 20254 AL-257 (FAA)

ANNEY FOUR ARRIVAL

MIAMI, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

ANNEY FOUR ARRIVAL

MIAMI, FLORIDA

(ANNEY.ANNEY4) 07DEC17

ARRIVAL ROUTE DESCRIPTION

MELBOURNE TRANSITION (MLB.ANNEY4): From over MLB VOR/DME on MLB R-170 to TRV VORTAC, then on TRV R-167 to PHORD, then on PBI R-343 to PBI VORTAC, then on PBI R-174 to ANNEY. Thence . . . .
ORMOND BEACH TRANSITION (OMN.ANNEY4): From over OMN VORTAC on OMN R-161 to MLB VORTAC, then on MLB R-170 to TRV VORTAC, then on TRV R-167 to PHORD, then on PBI R-343 to PBI VORTAC, then on PBI R-174 to ANNEY. Thence . . .
SNSBK TRANSITION (SNSBK.ANNEY4): From over SNSBK on ZFP R-269 to ANNEY. Thence. . . .
TREASURE TRANSITION (TRV.ANNEY4): From over TRV VORTAC on TRV R-167 to PHORD, then on PBI R-343 to PBI VORTAC, then on PBI R-174 to ANNEY. Thence . . . .

. . . . From over ANNEY on PBI R-174 to HILEY/PBI 26 DME, then on VKZ R-018 to KAINS/VKZ 13 DME, then on VKZ R-018 to VKZ VOR/DME. Expect RADAR vectors to final approach course after KAINS.

SE-3, 25 FEB 2021 to 22 APR 2021
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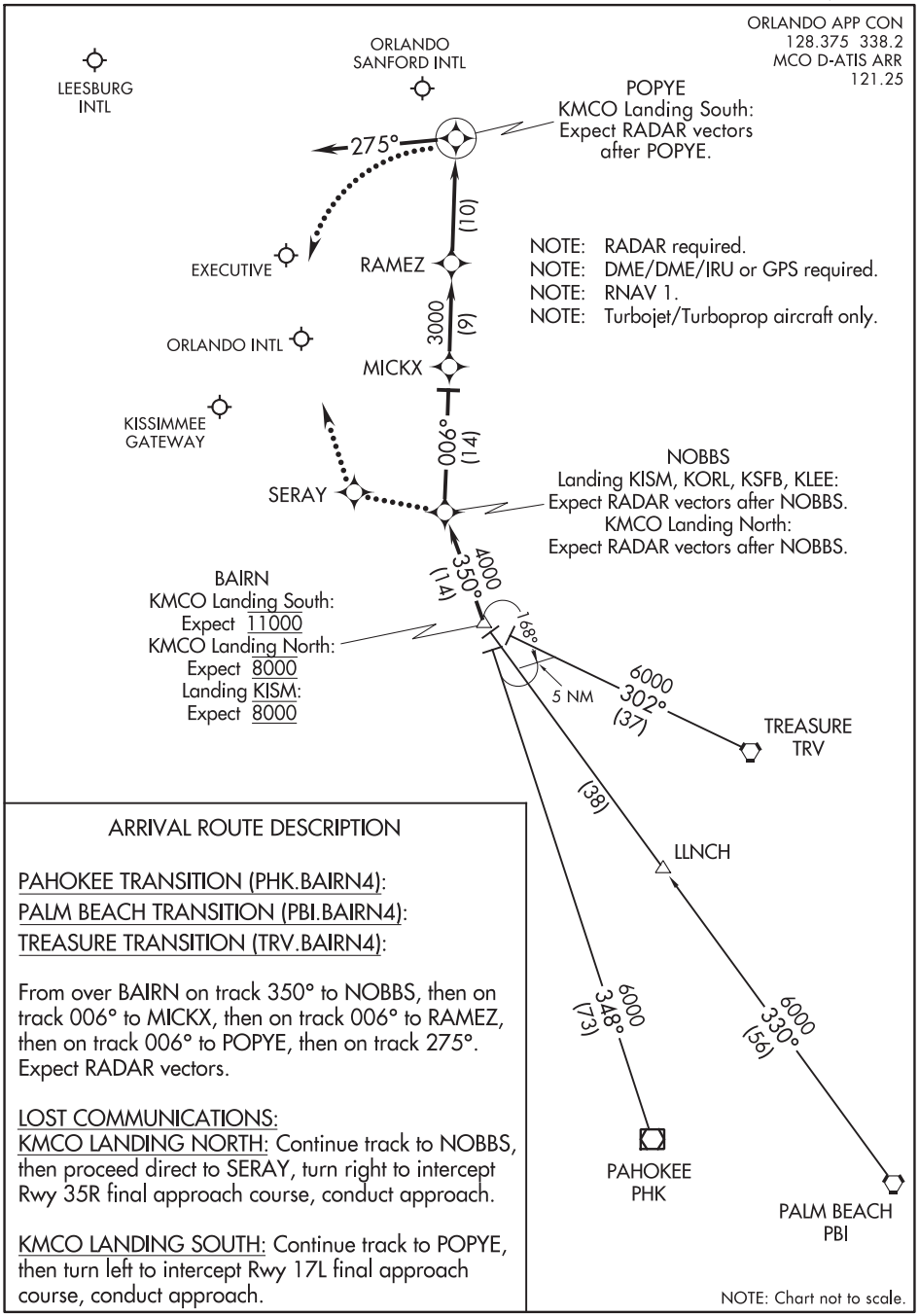
(BAIRN.BAIRN4) 20198

BAIRN FOUR ARRIVAL (RNAV)

AL-571 (FAA)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN4):
PALM BEACH TRANSITION (PBI.BAIRN4):
TREASURE TRANSITION (TRV.BAIRN4):

From over BAIRN on track 350° to NOBBS, then on track 006° to MICKX, then on track 006° to RAMEZ, then on track 006° to POPYE, then on track 275°. Expect RADAR vectors.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept Rwy 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then turn left to intercept Rwy 17L final approach course, conduct approach.

SE-3, 25 FEB 2021 to 22 APR 2021

BAIRN FOUR ARRIVAL (RNAV)

ORLANDO, FLORIDA

BEANO THREE ARRIVAL (RNAV)

LUIS MUNOZ MARIN INTL
SAN JUAN, PUERTO RICO

SAN JUAN APP CON
(West & Southwest)
119.4 269.2
(North & East)
120.9 290.2
D-ATIS
125.8

ARRIVAL ROUTE DESCRIPTION

ELMUC TRANSITION (ELMUC.BEANO3):

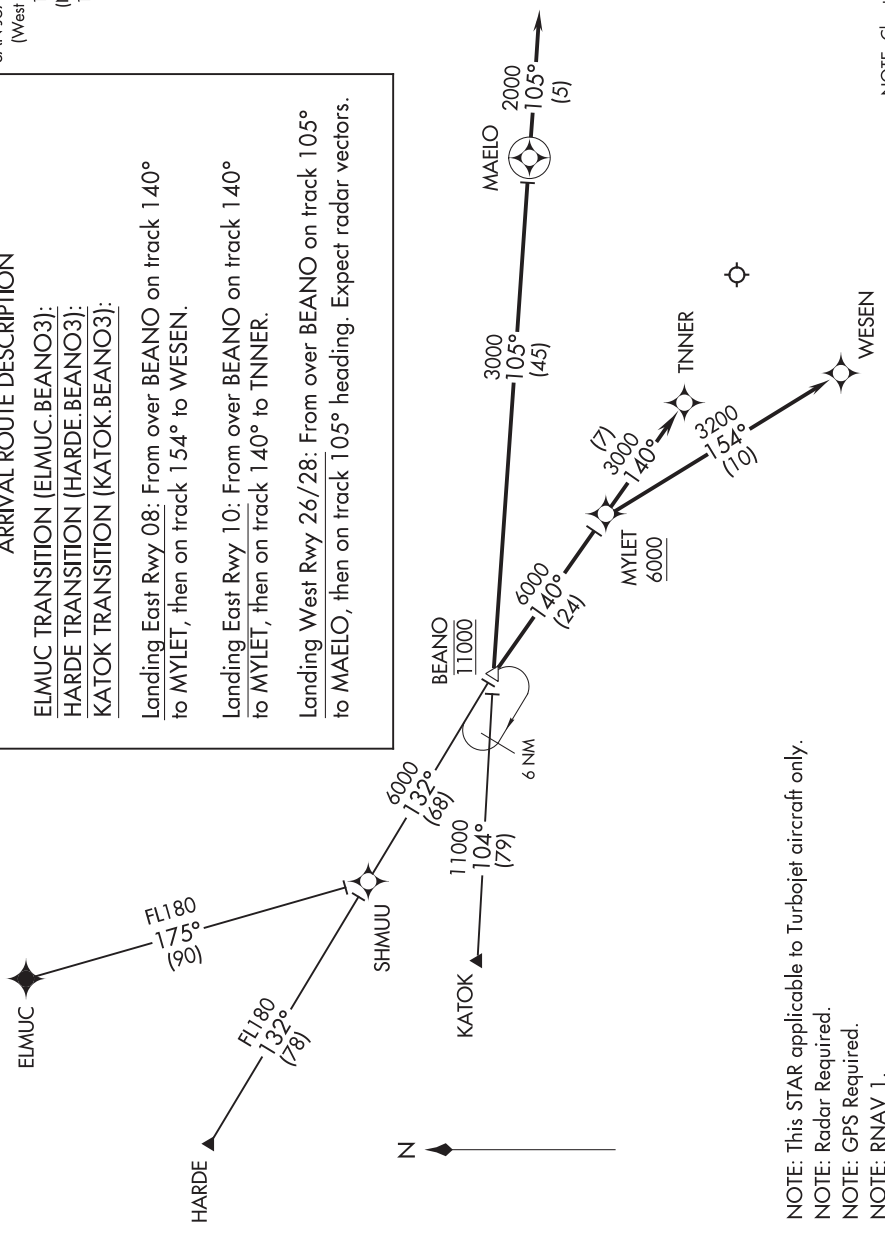
Landing East Rwy 08: From over BEANO on track 140° to MYLET, then on track 154° to WESEN.

HARDE TRANSITION (HARDE.BEANO3):

Landing East Rwy 10: From over BEANO on track 140° to MYLET, then on track 140° to TNNER.

KATOK TRANSITION (KATOK.BEANO3):

Landing West Rwy 26/28: From over BEANO on track 105° to MAELO, then on track 105° heading. Expect radar vectors.



NOTE: Chart not to scale.

NOTE: This STAR applicable to Turbojet aircraft only.
NOTE: Radar Required.
NOTE: GPS Required.
NOTE: RNAV 1.

SE-3, 25 FEB 2021 to 22 APR 2021

BEANO THREE ARRIVAL (RNAV)

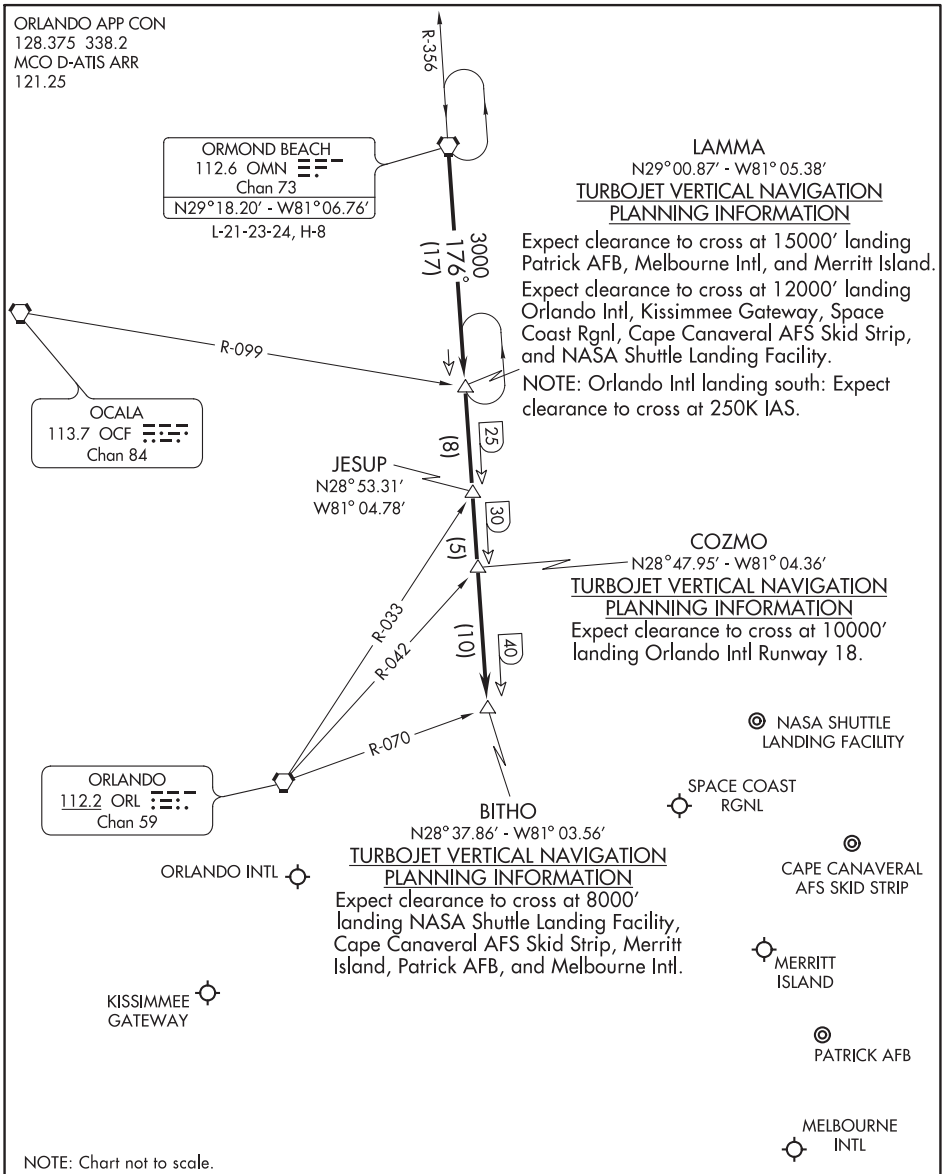
SAN JUAN, PUERTO RICO
LUIS MUNOZ MARIN INTL

20198

BITHO SEVEN ARRIVAL (BITHO.BITHO7)

AL-571 (FAA)

ORLANDO, FLORIDA

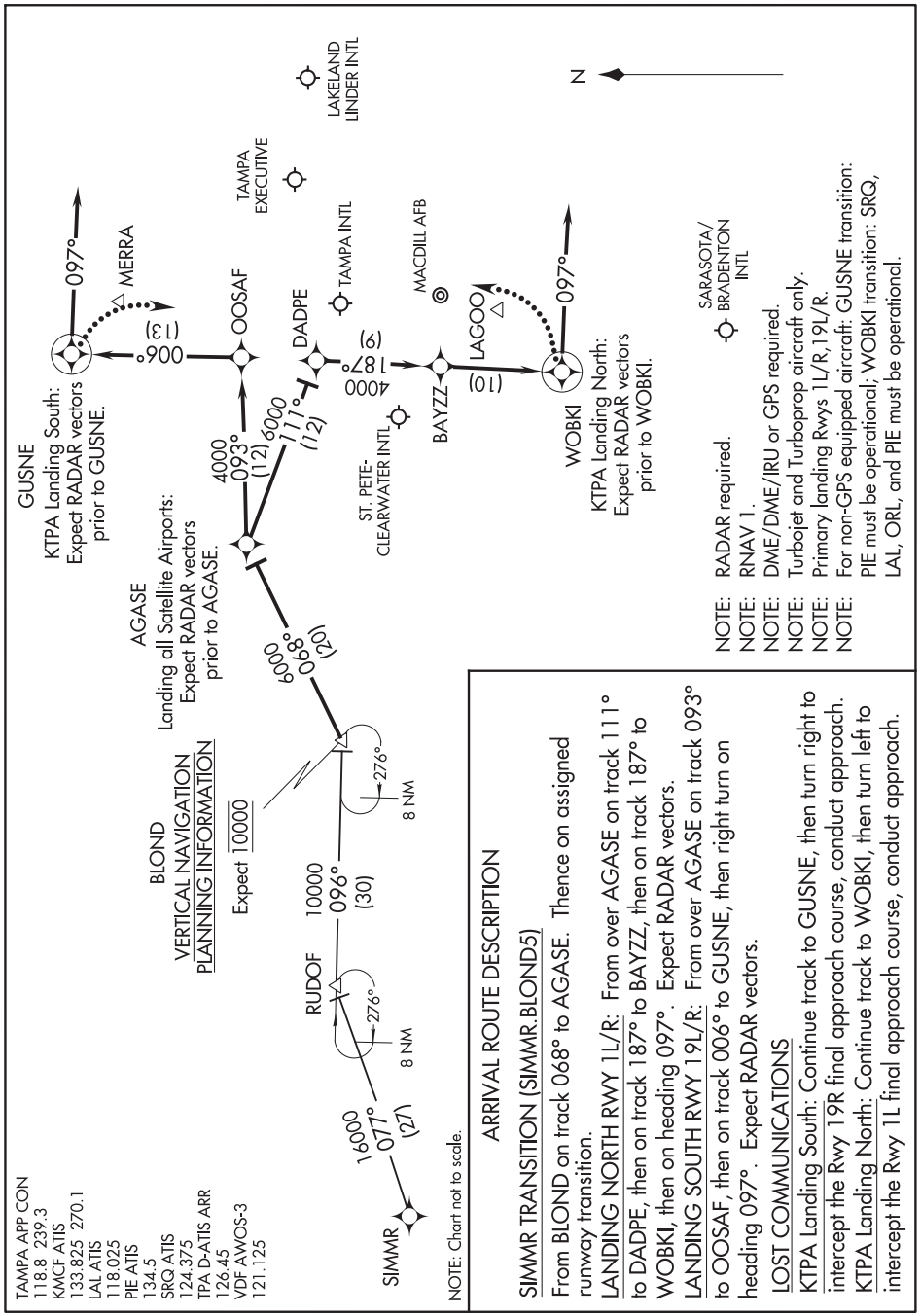


From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 25 FEB 2021 to 22 APR 2021

BLOND FIVE ARRIVAL (RNAV)

TAMPA, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

BLOND FIVE ARRIVAL (RNAV)

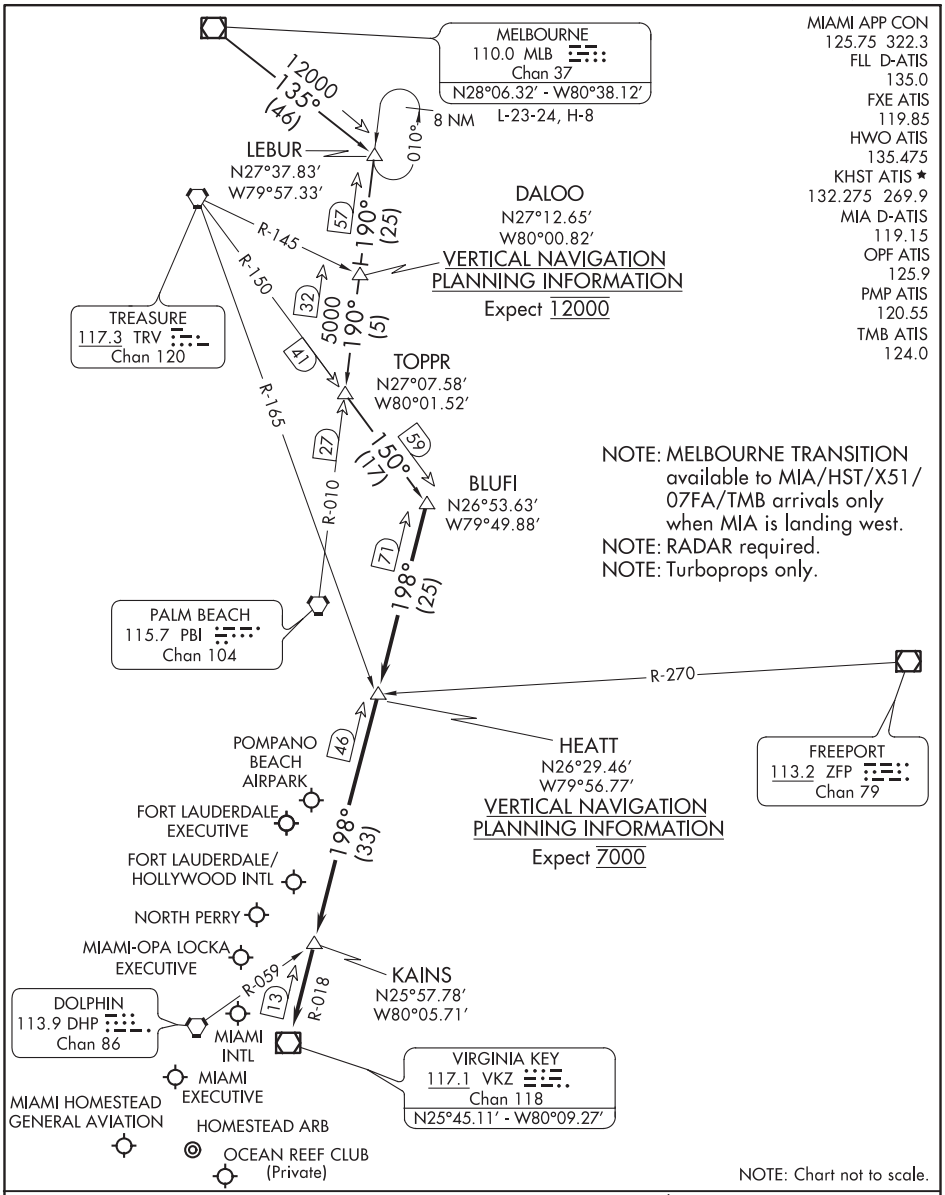
TAMPA, FLORIDA

(BLUFI.BLUFI4) 20254

AL-744 (FAA)

BLUFI FOUR ARRIVAL

FORT LAUDERDALE, FLORIDA



MELBOURNE TRANSITION (MLB.BLUFI4): From over MLB VOR/DME on MLB R-135 to LEBUR INT/MLB 46 DME, then on PBI R-010 to TOPPR INT/PBI 30 DME, then on TRV R-150 to BLUFI INT. Thence . . .

. . . from over BLUFI INT/VKZ 71 DME on VKZ R-018 to HEATT INT/VKZ 46 DME, then on VKZ R-018 to KAINS INT, then on VKZ R-018 to VKZ VOR/DME. Expect RADAR vectors to final approach course after KAINS INT.

BLUFI FOUR ARRIVAL

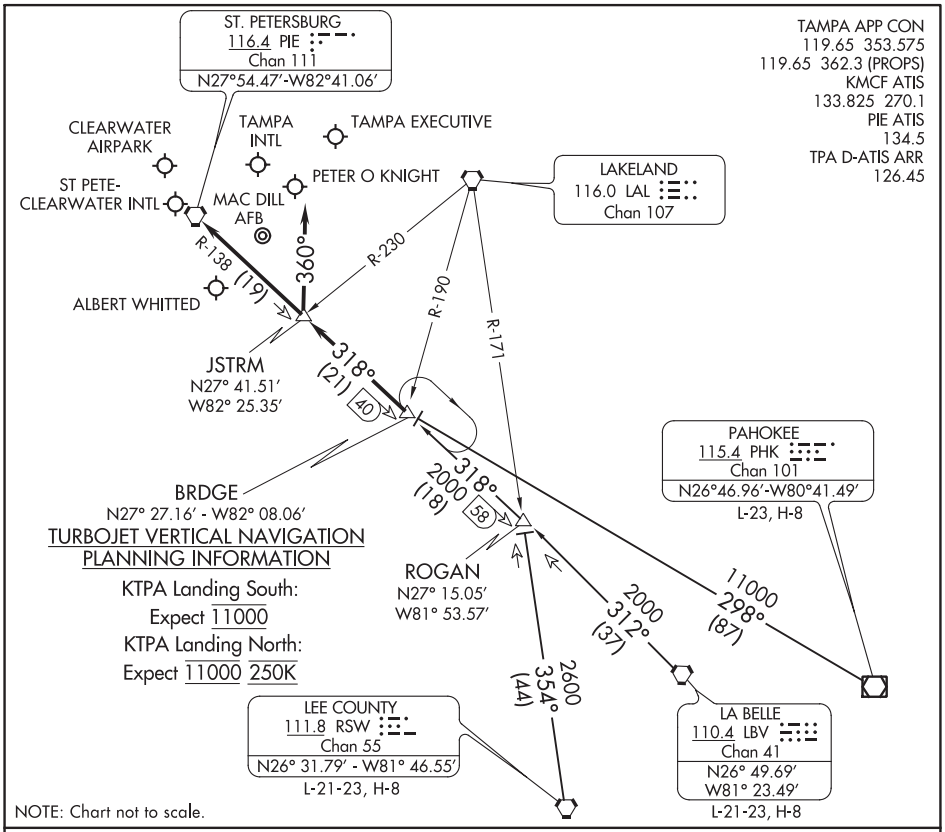
FORT LAUDERDALE, FLORIDA

(BLUFI.BLUFI4) 22JUN17

SE-3, 25 FEB 2021 to 22 APR 2021

BRDGE EIGHT ARRIVAL

TAMPA, FLORIDA



ARRIVAL ROUTE DESCRIPTION

LA BELLE TRANSITION (LBV.BRDGE8): From over LBV VORTAC on LBV R-312 & PIE R-138 to BRDGE INT. Thence. . . .
LEE COUNTY TRANSITION (RSW.BRDGE8): From over RSW VORTAC on RSW R-354 to ROGAN INT, then on PIE R-138 to BRDGE INT. Thence. . . .
PAHOKEE TRANSITION (PHK.BRDGE8): From over PHK VOR/DME on PHK R-298 to BRDGE INT. Thence. . . .

KTPA:
. . . .RWY 19L/R: From over BRDGE INT on PIE R-138 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.
. . . .RWY 01L/R: From over BRDGE INT on PIE R-138 to PIE VORTAC. Expect RADAR vector to final approach course after BRDGE INT.

KPIE, KCLW, KTPF, KSPG, KMCF, KVDF:
. . . .From over BRDGE INT on PIE R-138 to PIE VORTAC. Expect RADAR vector to final approach course/airport after BRDGE INT.

LOST COMMUNICATIONS: STANDARD.

BRDGE EIGHT ARRIVAL

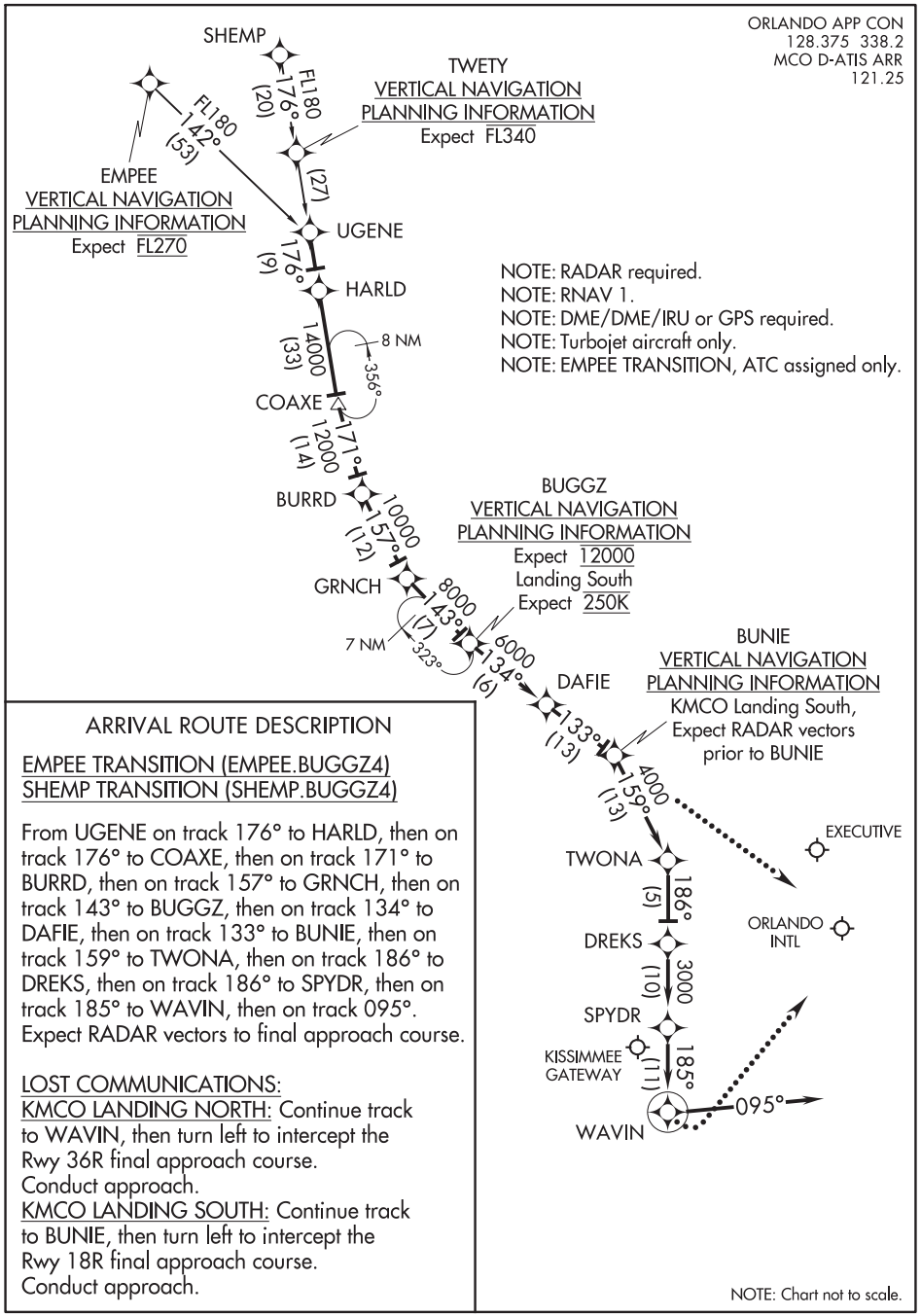
TAMPA, FLORIDA

SE-3, 25 FEB 2021 to 22 APR 2021

(UGENE.BUGGZ4) 20198 AL-571 (FAA)

BUGGZ FOUR ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

EMPEE TRANSITION (EMPEE.BUGGZ4)
SHEMP TRANSITION (SHEMP.BUGGZ4)

From UGENE on track 176° to HARLD, then on track 176° to COAXE, then on track 171° to BURRD, then on track 157° to GRNCH, then on track 143° to BUGGZ, then on track 134° to DAFIE, then on track 133° to BUNIE, then on track 159° to TWONA, then on track 186° to DREKS, then on track 186° to SPYDR, then on track 185° to WAVIN, then on track 095°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to WAVIN, then turn left to intercept the Rwy 36R final approach course. Conduct approach.
KMCO LANDING SOUTH: Continue track to BUNIE, then turn left to intercept the Rwy 18R final approach course. Conduct approach.

NOTE: Chart not to scale.

SE-3, 25 FEB 2021 to 22 APR 2021

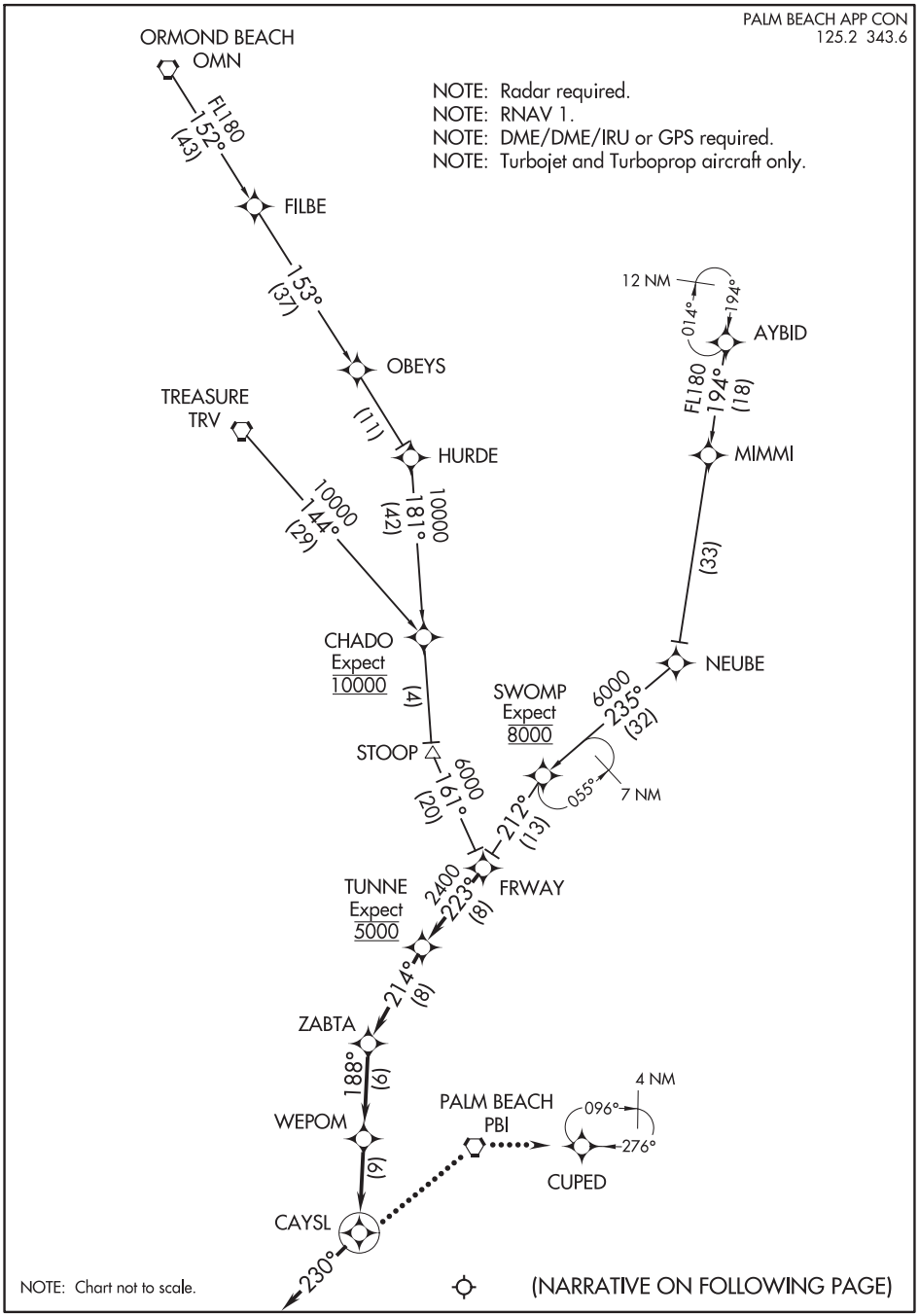
BUGGZ FOUR ARRIVAL (RNAV)

ORLANDO, FLORIDA

CAYSL FOUR ARRIVAL (RNAV)

BOCA RATON (BCT)
BOCA RATON, FLORIDA

PALM BEACH APP CON
125.2 343.6



NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and Turboprop aircraft only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

AYBID TRANSITION (AYBID.CAYSL4)
ORMOND BEACH TRANSITION (OMN.CAYSL4)
TREASURE TRANSITION (TRV.CAYSL4)

From FRWAY track 223° to TUNNE, then on track 214° to ZABTA.

Landing Rwy 5: From ZABTA on track 188° to WEPOM, then on track 188° to CAYSL, then on 230° heading or as assigned by ATC.
Expect radar vectors to final approach course.

Landing Rwy 23: From ZABTA on track 188° to WEPOM.
Expect RNAV (RNP) Z Rwy 23 approach, or radar vectors to final approach course.

LOST COMMUNICATIONS: From over CAYSL, left turn direct PBI VORTAC, then direct CUPED and hold. Maintain 3000.

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CHAKA FOUR ARRIVAL (RNAV)

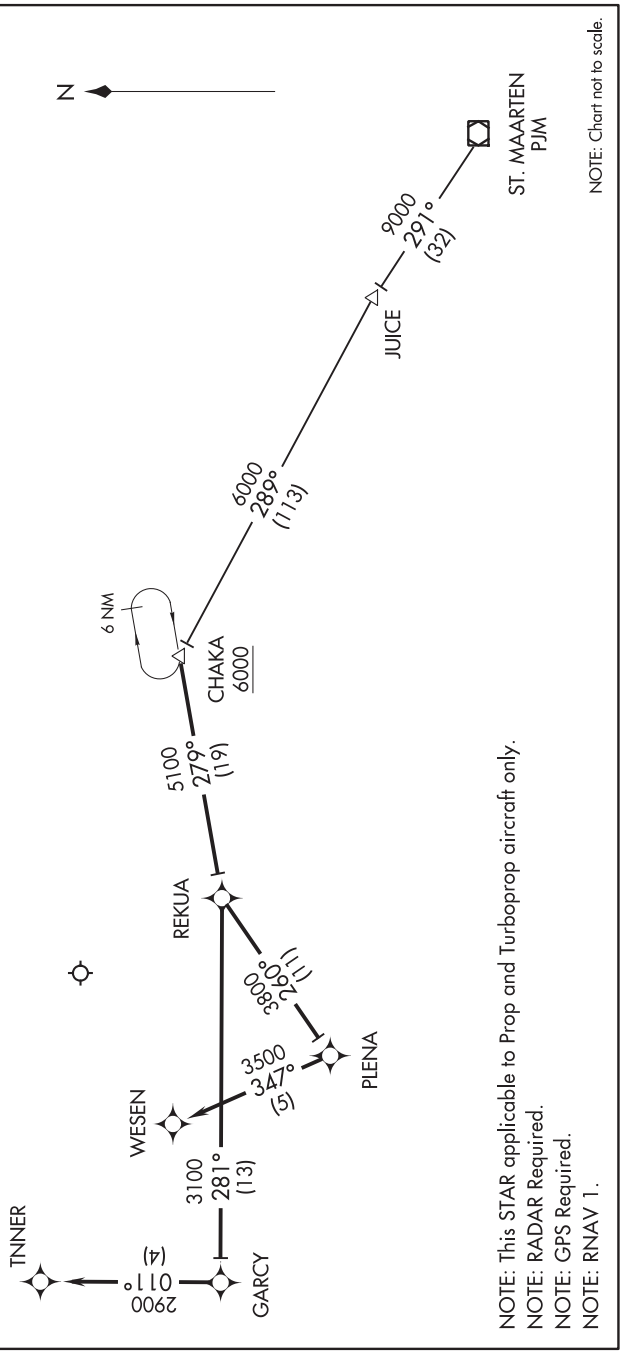
ARRIVAL ROUTE DESCRIPTION

ST MAARTEN TRANSITION (PJM.CHAKA4):

Landing East Rwy 08: From CHAKA on track 279° to REKUA, then on track 260° to PLENA, then on track 347° to WESEN.

Landing East Rwy 10: From CHAKA on track 279° to REKUA, then on track 281° to GARCY, then on track 011° to TNNER.

SAN JUAN APP CON
(West & Southwest)
119.4 269.2
(North & East)
120.9 290.2
D-ATIS
125.8



NOTE: Chart not to scale.

NOTE: This STAR applicable to Prop and Turboprop aircraft only.
NOTE: RADAR Required.
NOTE: GPS Required.
NOTE: RNAV 1.

SE-3, 25 FEB 2021 to 22 APR 2021

CHAKA FOUR ARRIVAL (RNAV)

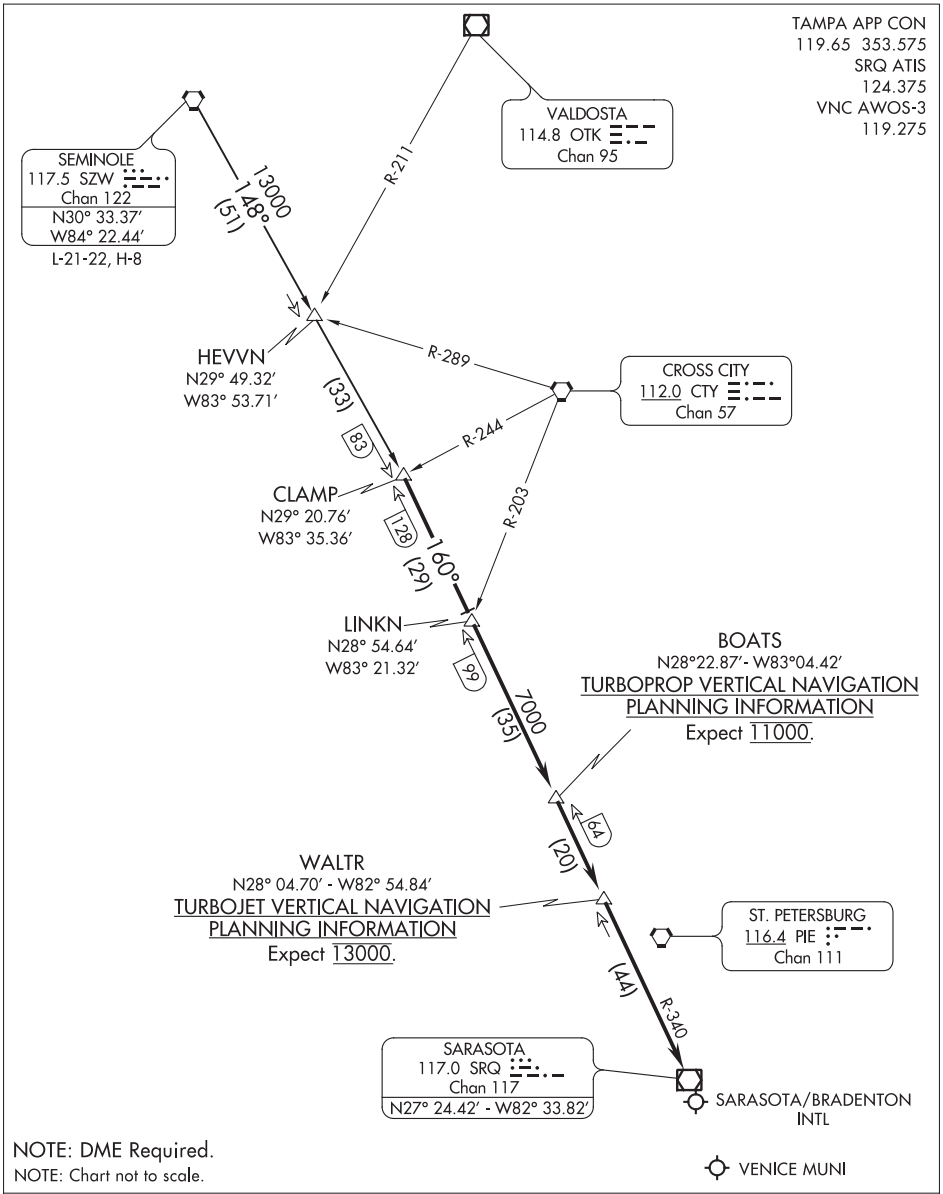
SAN JUAN, PUERTO RICO
LUIS MUNOZ MARIN INTL

(CLAMP.CLAMP7) 20198

AL-640 (FAA)

CLAMP SEVEN ARRIVAL

SARASOTA/BRADENTON, FLORIDA



NOTE: DME Required.

NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.CLAMP7): From over SZW VORTAC via SZW R-148 to CLAMP INT. Thence . . .

. . . From over CLAMP INT via SRQ R-340 to SRQ VOR/DME. Expect RADAR vectors to final approach course after WALTR.

CLAMP SEVEN ARRIVAL

SARASOTA/BRADENTON, FLORIDA

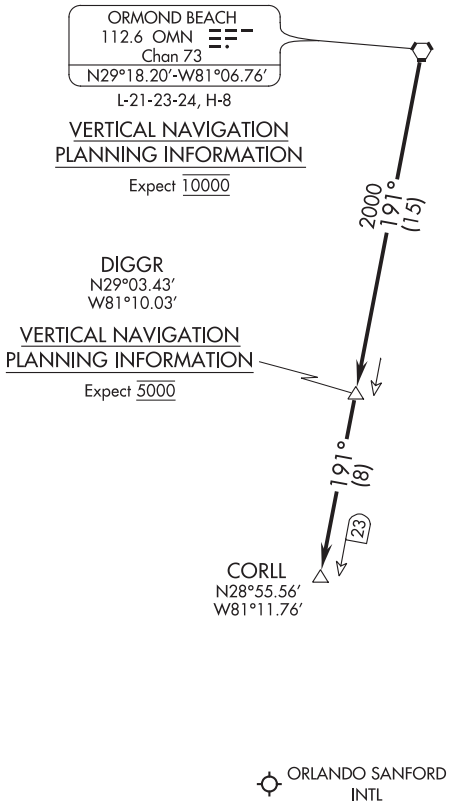
(CLAMP.CLAMP7) 15SEP16

SE-3, 25 FEB 2021 to 22 APR 2021

CORLL ONE ARRIVAL

ORLANDO, FLORIDA

JACKSONVILLE CENTER
126.35
DAYTONA BEACH APP CON
118.85
ORLANDO APP CON
135.3 351.9
ORL ATIS
127.25
SFB ATIS
125.975



NOTE: RADAR and DME required.
NOTE: Expect RADAR vectors to destination airport or final approach course at CORLL INT.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

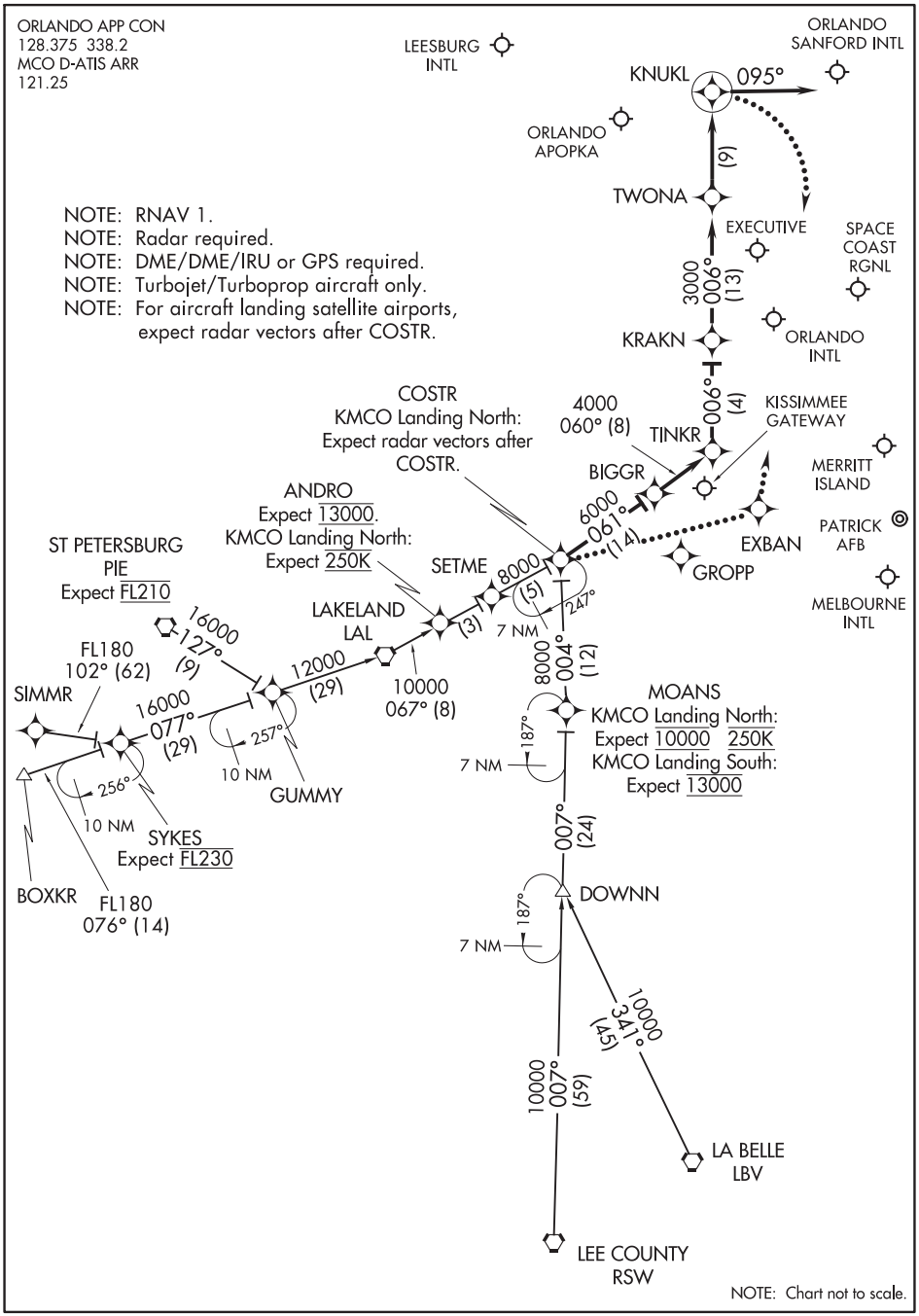
From over OMN VORTAC via OMN R-191 to CORLL INT. MEA 2000.
Expect RADAR vectors to final approach course.

(COSTR.COSTR3) 20198

COSTR THREE ARRIVAL (RNAV)

AL-571 (FAA)

ORLANDO, FLORIDA



NOTE: Chart not to scale.

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SE-3, 25 FEB 2021 to 22 APR 2021

COSTR THREE ARRIVAL (RNAV)

ORLANDO, FLORIDA

(COSTR.COSTR3) 29MAY14

ARRIVAL ROUTE DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR3):
LA BELLE TRANSITION (LBV.COSTR3):
LEE COUNTY TRANSITION (RSW.COSTR3):
SIMMR TRANSITION (SIMMR.COSTR3):
ST. PETERSBURG TRANSITION (PIE.COSTR3):

From over COSTR on track 061° to BIGGR, then as depicted to KNUKL, then on track 095°. Expect radar vectors.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to COSTR, then proceed direct to EXBAN, turn left to intercept the Rwy 36L final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to KNUKL, turn right to intercept the Rwy 18R final approach course, conduct approach.

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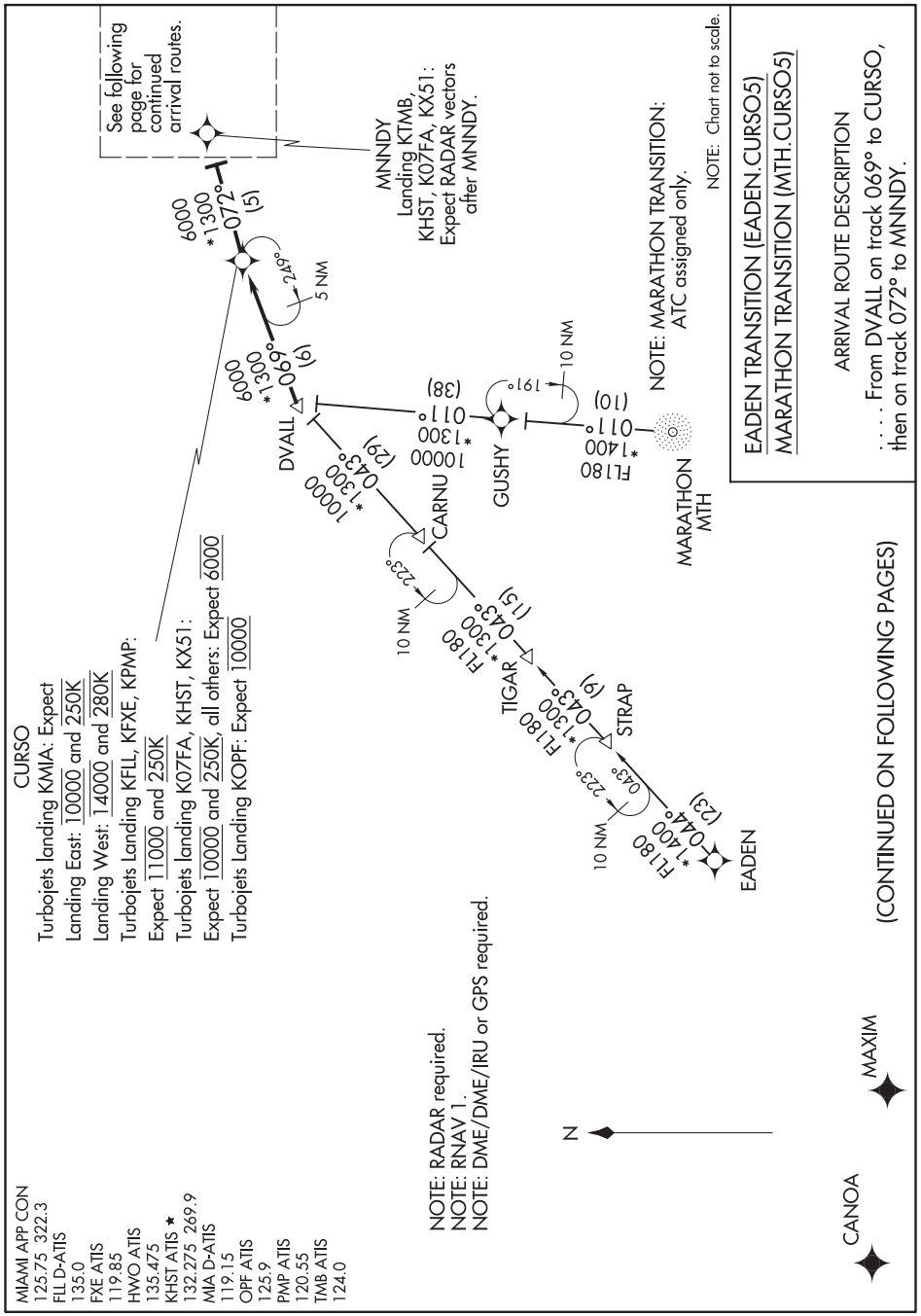
(DVALL.CURSO5) 20198 AL-257 (FAA)

CURSO FIVE ARRIVAL (RNAV) Transition Routes

MIAMI, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

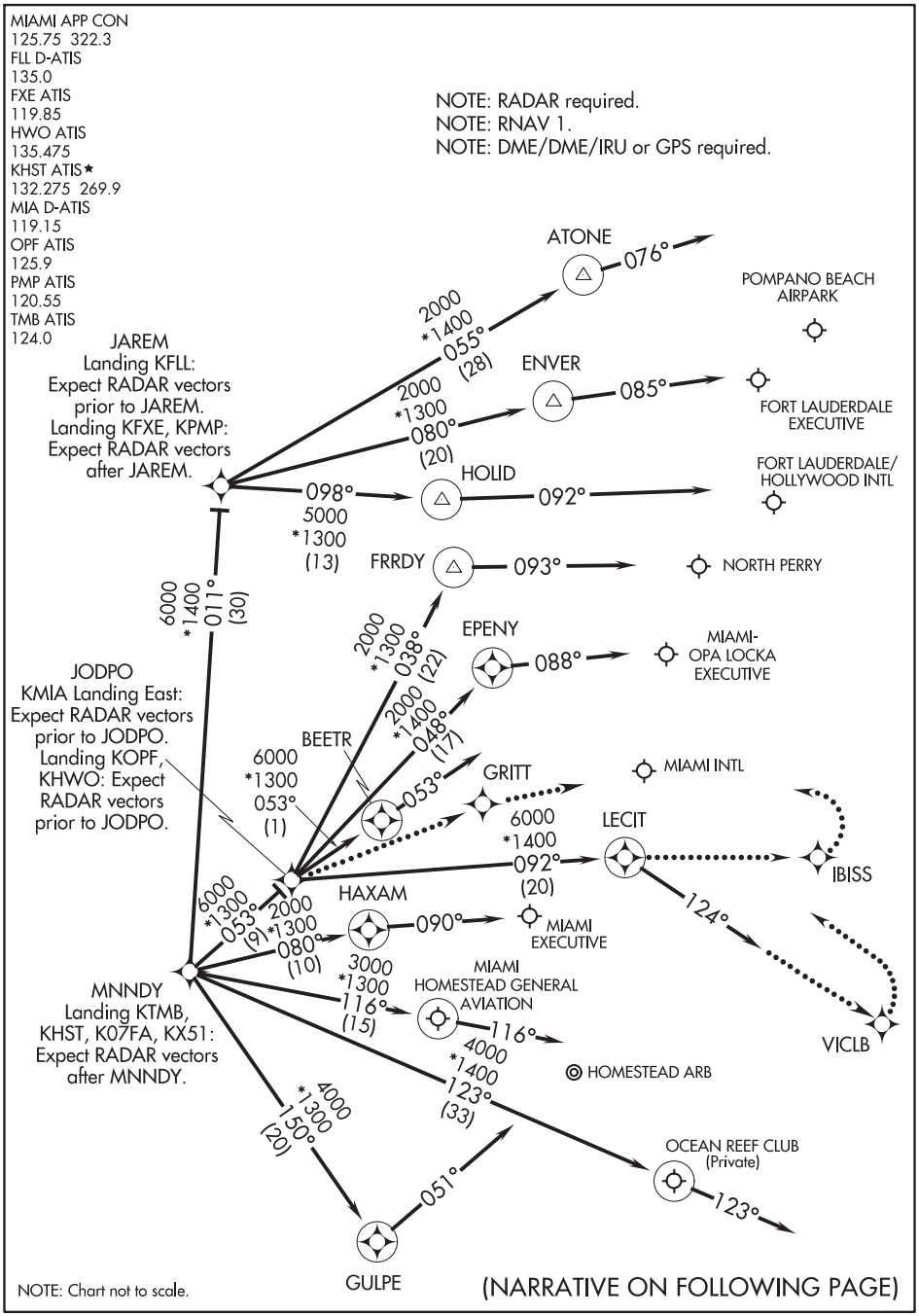
CURSO FIVE ARRIVAL (RNAV) Transition Routes

MIAMI, FLORIDA

(DVALL.CURSO5) 07DEC17

CURSO FIVE ARRIVAL (RNAV) Arrival Routes

MIAMI, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

CURSO FIVE ARRIVAL (RNAV) Arrival Routes MIAMI, FLORIDA

ARRIVAL ROUTE DESCRIPTION

KMIA: From DVALL on track 069° to CURSO, then on track 072° to MNNDY.

KMIA Landing East Rwys 08R/L, 09, 12: From MNNDY on track 053° to JODPO, then on track 053° to BEETR, then on heading 053°.
Expect RADAR vectors to final approach course.

KMIA Landing West Rwys 26R/L, 27, 30: From MNNDY on track 053° to JODPO, then on track 092° to LECIT, then on heading 124°.
Expect RADAR vectors to final approach course.

Landing K07FA: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 123° to K07FA, then on heading 123°.
Expect RADAR vectors to final approach course.

Landing KFLL: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 011° to JAREM, then on track 098° to HOLID, then on heading 092°.
Expect RADAR vectors to final approach course.

Landing KFXE: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 011° to JAREM, then on track 080° to ENVER, then on heading 085°.
Expect RADAR vectors to final approach course.

Landing KHST: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 150° to GULPE, then on heading 051°.
Expect RADAR vectors to final approach course.

Landing KHWO: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 053° to JODPO, then on track 038° to FRRDY, then on heading 093°.
Expect RADAR vectors to final approach course.

Landing KOPF: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 053° to JODPO, then on track 048° to EPENY, then on heading 088°.
Expect RADAR vectors to final approach course.

Landing KPMP: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 011° to JAREM, then on track 055° to ATONE, then on heading 076°.
Expect RADAR vectors to final approach course.

Landing KTMB: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 080° to HAXAM, then on heading 090°.
Expect RADAR vectors to final approach course.

Landing KX51: From DVALL on track 069° to CURSO, then on track 072° to MNNDY, then on track 116° to KX51, then on heading 116°.
Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

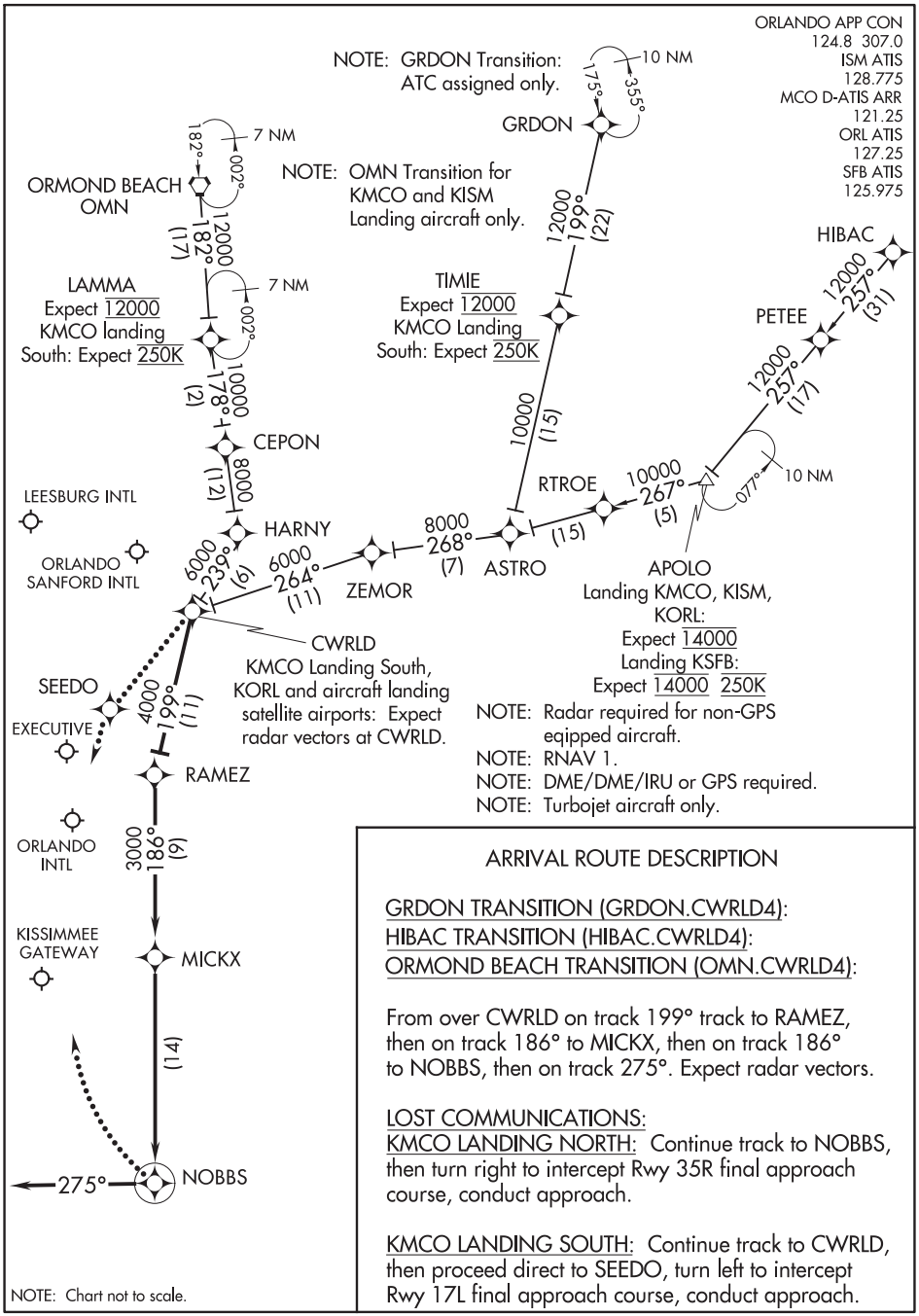
KMIA Landing East: Track to JODPO, then proceed direct to GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.
Group 6 aircraft, track to LECIT, then proceed direct IBISS, turn left to intercept Rwy 27 final approach course, conduct approach.

SE-3, 25 FEB 2021 to 22 APR 2021

CWRLD FOUR ARRIVAL (RNAV)

AL-571 (FAA)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD4):
HIBAC TRANSITION (HIBAC.CWRLD4):
ORMOND BEACH TRANSITION (OMN.CWRLD4):

From over CWRLD on track 199° track to RAMEZ, then on track 186° to MICKX, then on track 186° to NOBBS, then on track 275°. Expect radar vectors.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then turn right to intercept Rwy 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept Rwy 17L final approach course, conduct approach.

CWRLD FOUR ARRIVAL (RNAV)

ORLANDO, FLORIDA

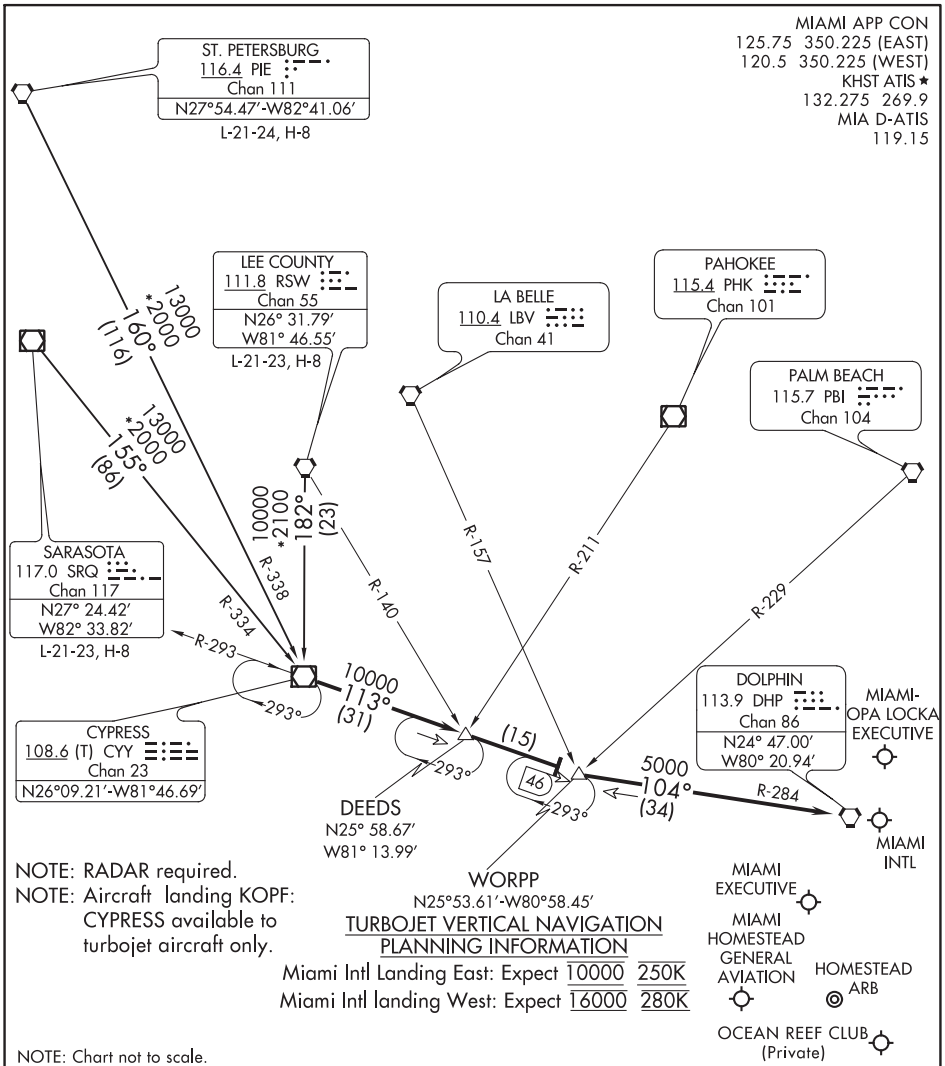
SE-3, 25 FEB 2021 to 22 APR 2021

(CYY.CYY1) 20198

CYPRESS ONE ARRIVAL

AL-257 (FAA)

MIAMI, FLORIDA



LEE COUNTY TRANSITION (RSW.CYY1): From over RSW VORTAC on RSW R-182 to CYY VOR/DME. Thence. . . .

ST PETERSBURG TRANSITION (PIE.CYY1): From over PIE VORTAC on PIE R-160 and CYY R-338 to CYY VOR/DME. Thence. . . .

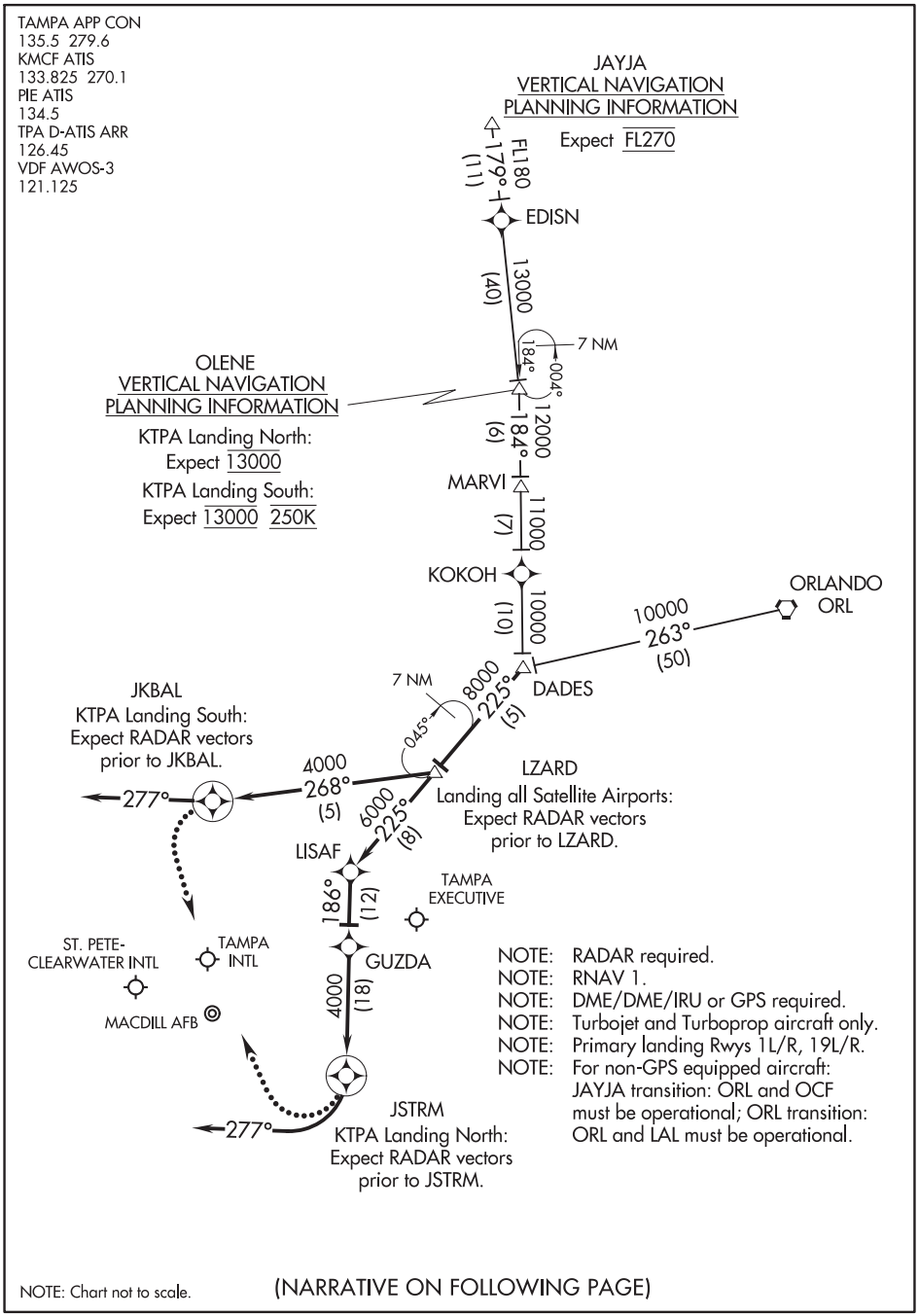
SARASOTA TRANSITION (SRQ.CYY1): From over SRQ VOR/DME on SRQ R-155 and CYY R-334 to CYY VOR/DME. Thence. . . .

. . . .From over CYY VOR/DME on CYY R-113 to WORPP, then on DHP R-284 to DHP VORTAC. Expect RADAR vectors to final approach course.

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

DADES SIX ARRIVAL (RNAV)

TAMPA, FLORIDA



(NARRATIVE ON FOLLOWING PAGE)

DADES SIX ARRIVAL (RNAV)

TAMPA, FLORIDA

SE-3, 25 FEB 2021 to 22 APR 2021

ARRIVAL ROUTE DESCRIPTION

JAYJA TRANSITION (JAYJA.DADES6)
ORLANDO TRANSITION (ORL.DADES6)

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

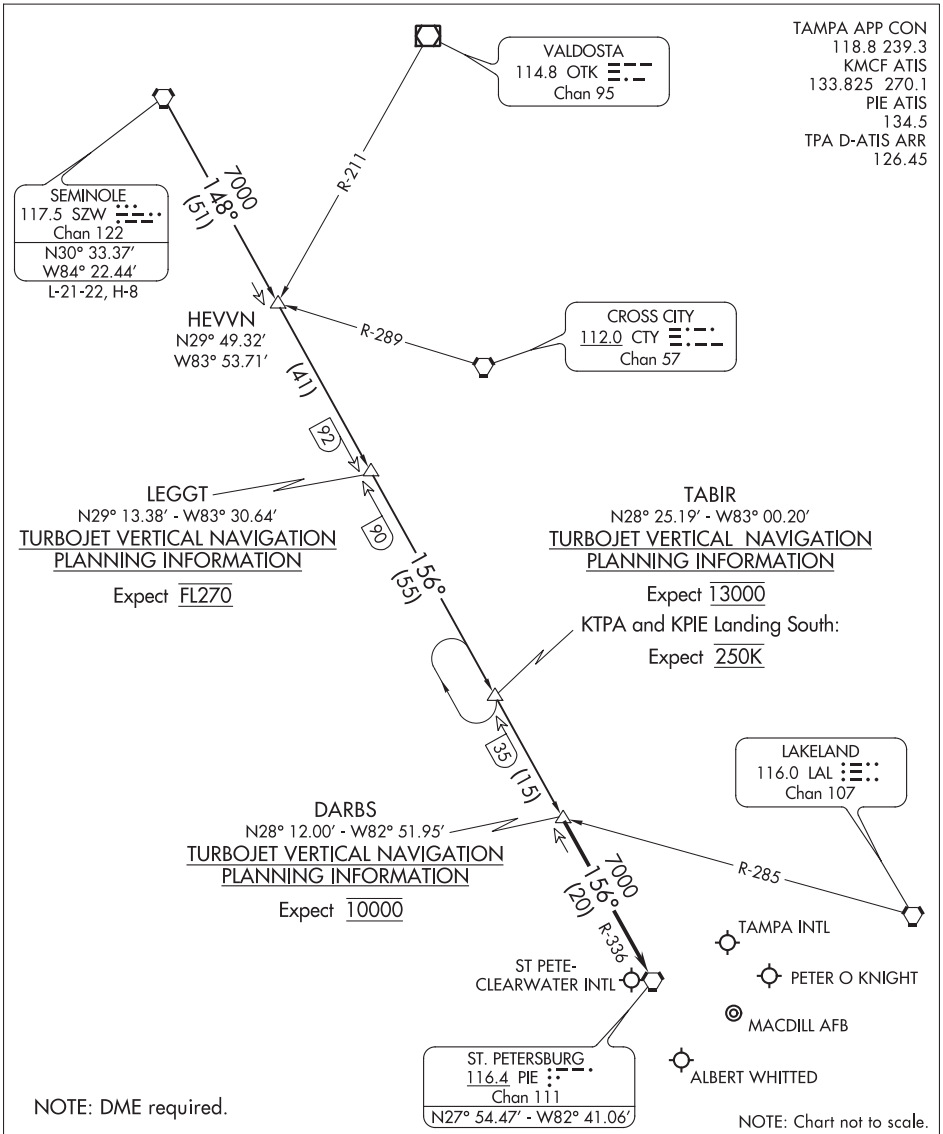
Landing Rwy 1L/R: From LZARD on track 225° to LISAF, then on track 186° to GUZDA, then on track 186° to JSTRM, then right turn on heading 277° or as assigned by ATC. Expect RADAR vectors to final approach course.
Landing 19L/R: From LZARD on track 268° to JKBAL, then on heading 277° or as assigned by ATC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 19L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 1L final approach course, conduct approach.

DARBS THREE ARRIVAL

TAMPA, FLORIDA



ARRIVAL ROUTE DESCRIPTION

SEMINOLE TRANSITION (SZW.DARBS3): From over SZW VORTAC on SZW R-148 and PIE R-336 to DARBS INT. Thence. . . .

. . . .from over DARBS INT on PIE R-336 to PIE VORTAC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: STANDARD.

DARBS THREE ARRIVAL

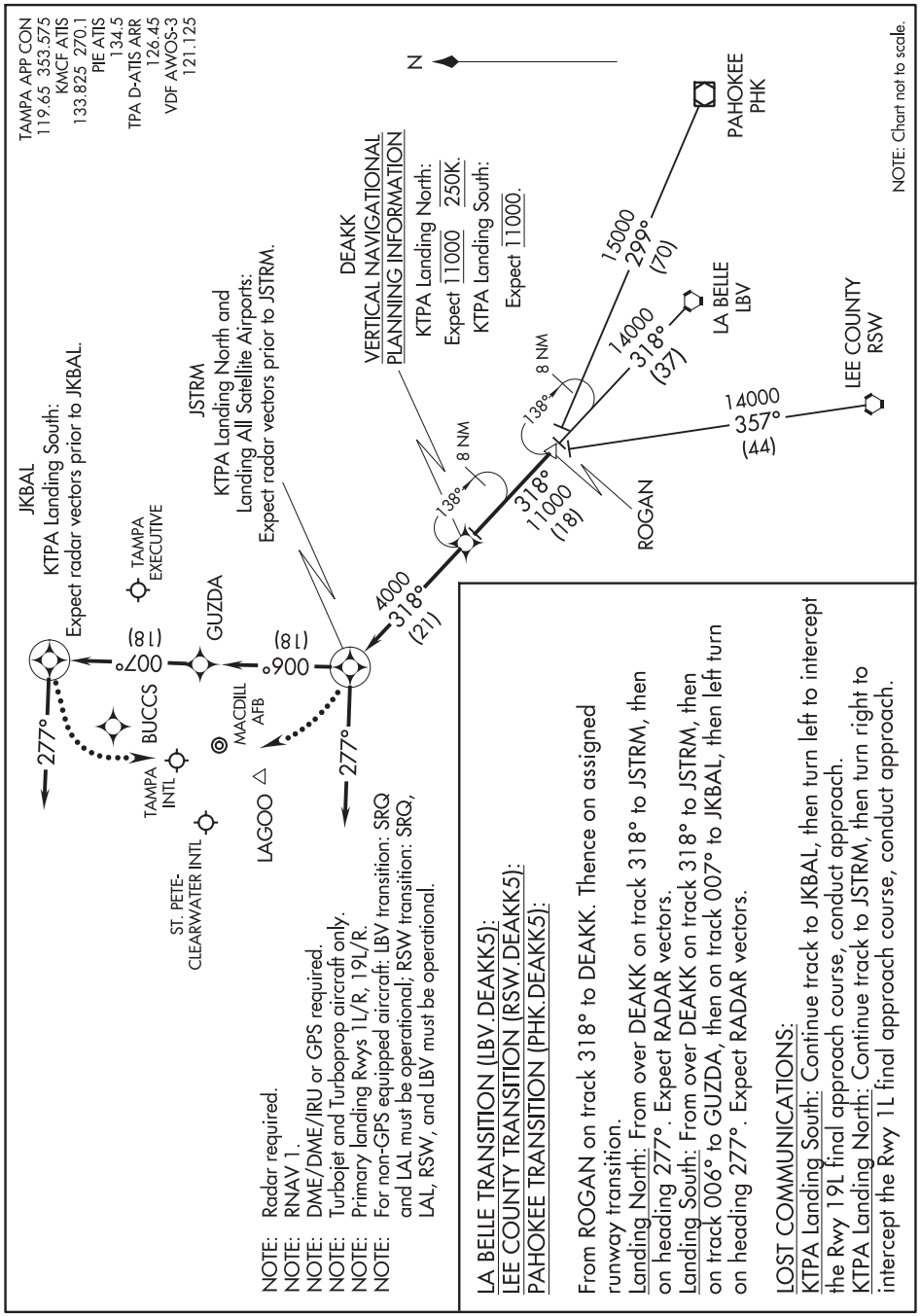
TAMPA, FLORIDA

SE-3, 25 FEB 2021 to 22 APR 2021

(DEAKK.DEAKK5) 20198 AL-416 (FAA)

DEAKK FIVE ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and Turboprop aircraft only.
NOTE: Primary landing Rwys 1L/R, 19L/R.
NOTE: For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ, LAL, RSW, and LBV must be operational.

LA BELLE TRANSITION (LBV.DEAKK5):
LEE COUNTY TRANSITION (RSW.DEAKK5):
PAHOKEE TRANSITION (PHK.DEAKK5):

From ROGAN on track 318° to DEAKK. Thence on assigned runway transition.
Landing North: From over DEAKK on track 318° to JSTRM, then on heading 277°. Expect RADAR vectors.
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.

LOST COMMUNICATIONS:
KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 19L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 1L final approach course, conduct approach.

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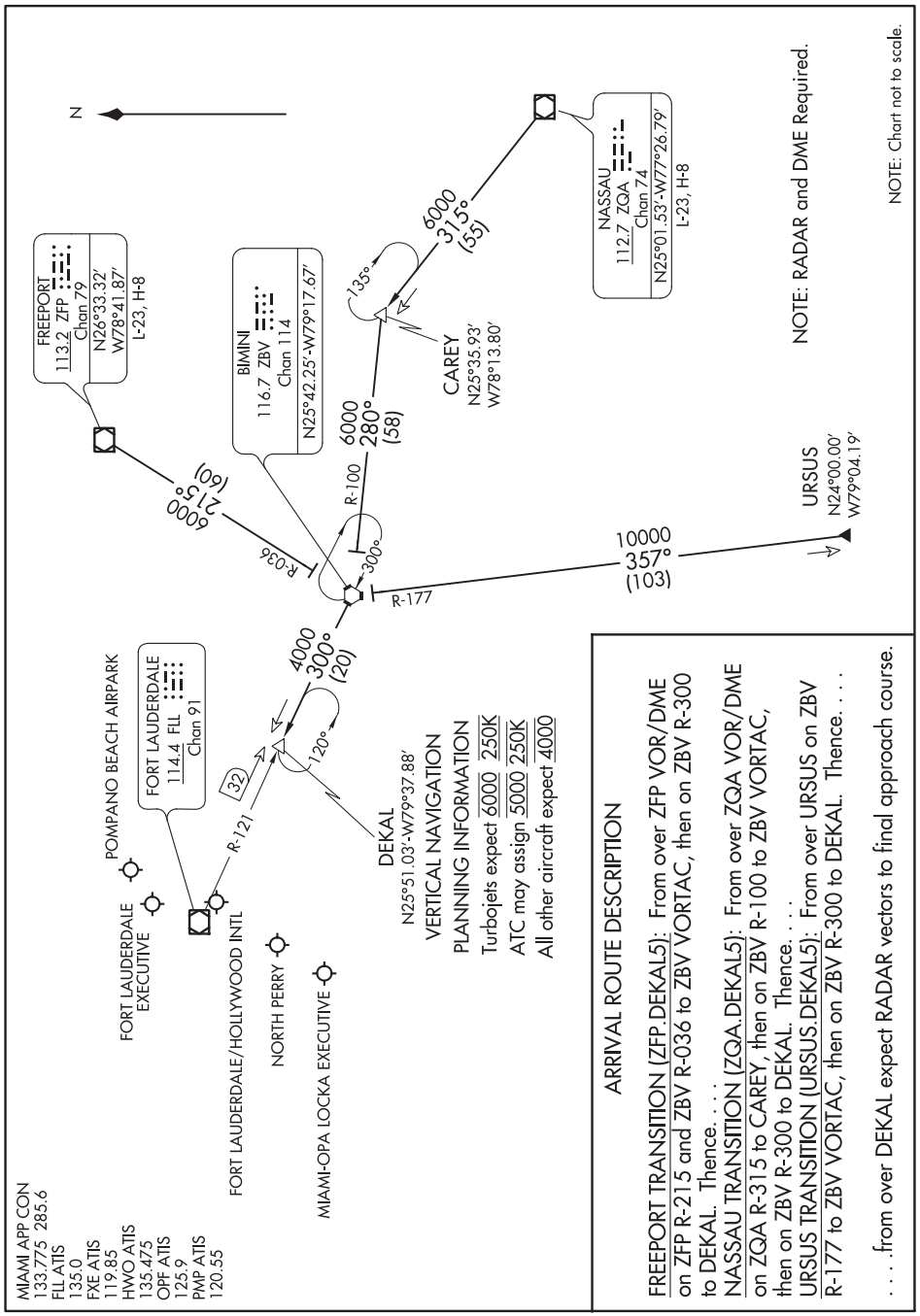
DEAKK FIVE ARRIVAL (RNAV)

TAMPA, FLORIDA

(DEAKK.DEAKK5) 27APR17

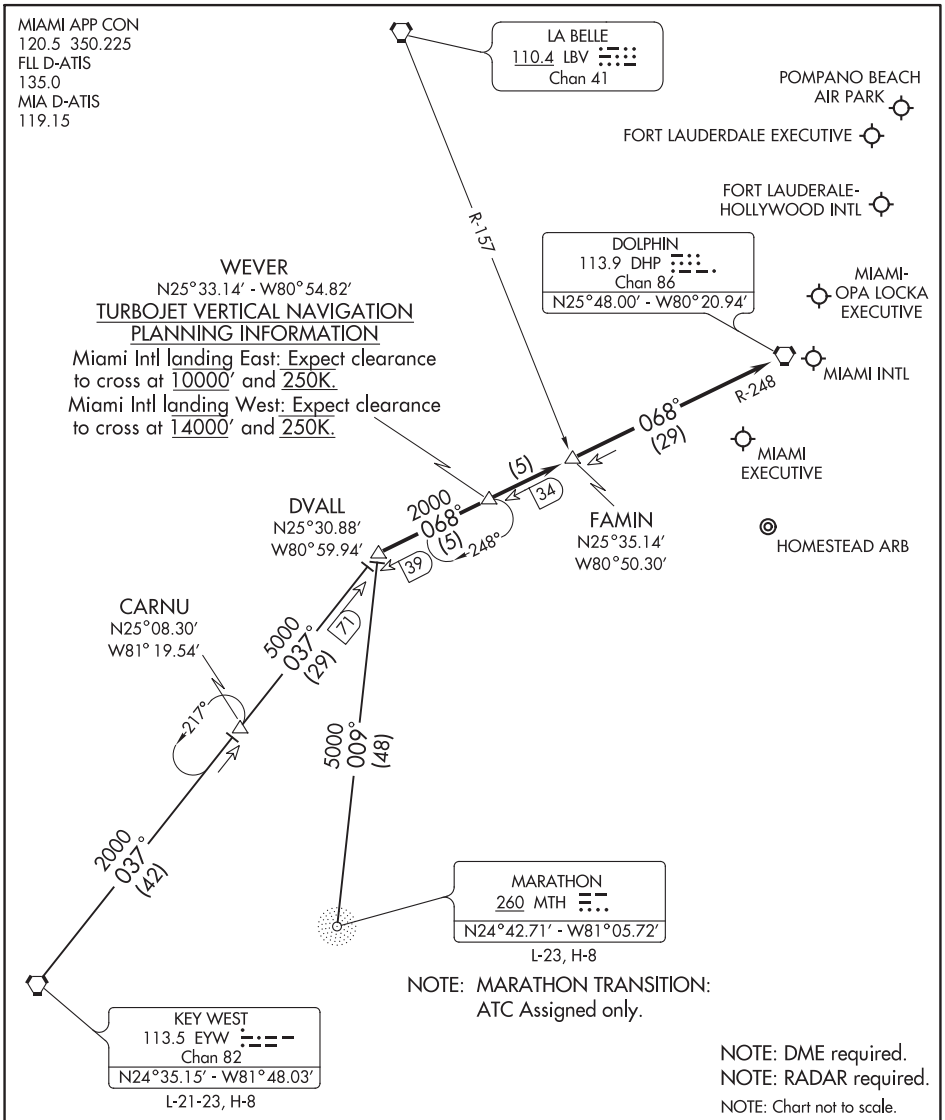

N
FREEPORT
113.2 ZFP
Chan 79
N26°33.32′
W78°41.87′
L-23, H-8
BIMINI
116.7 ZBV
Chan 114
N25°42.25′-W79°17.67′
NASSAU
112.7 ZQA
Chan 74
N25°01.53′-W77°26.79′
L-23, H-8
6000
215°
(60)
R-036
6000
280°
(58)
R-100
135°
6000
315°
(55)
CAREY
N25°35.93′
W78°13.80′
300°
R-177
10000
357°
(103)
URSUS
N24°00.00′
W79°04.19′
4000
300°
(20)
120°
DEKAL
N25°51.03′-W79°37.88′
R-121
32
FORT LAUDERDALE
114.4 FLL
Chan 91
POMPANO BEACH AIRPARK
FORT LAUDERDALE EXECUTIVE
FORT LAUDERDALE/HOLLYWOOD INTL
NORTH PERRY
MIAMI-OPA LOCKA EXECUTIVE
MIAMI APP CON
133.775 285.6
FLL ATIS
135.0
FXE ATIS
119.85
HWO ATIS
135.475
OPF ATIS
125.9
PMP ATIS
120.55
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect 6000 250K
ATC may assign 5000 250K
All other aircraft expect 4000
ARRIVAL ROUTE DESCRIPTION
FREEPORT TRANSITION (ZFP.DEKAL5): From over ZFP VOR/DME on ZFP R-215 and ZBV R-036 to ZBV VORTAC, then on ZBV R-300 to DEKAL. Thence. . . .
NASSAU TRANSITION (ZQA.DEKAL5): From over ZQA VOR/DME on ZQA R-315 to CAREY, then on ZBV R-100 to ZBV VORTAC, then on ZBV R-300 to DEKAL. Thence. . . .
URSUS TRANSITION (URSUS.DEKAL5): From over URSUS on ZBV R-177 to ZBV VORTAC, then on ZBV R-300 to DEKAL. Thence. . . .
. . . .from over DEKAL expect RADAR vectors to final approach course.
NOTE: RADAR and DME Required.
NOTE: Chart not to scale.
SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

(DVALL.DVALL3) 20310

AL-257 (FAA)

DVALL THREE ARRIVAL

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL3): From over EYW VORTAC on EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL3): From over MTH NDB on bearing 009° to DVALL INT. Thence. . . .

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

DVALL THREE ARRIVAL

MIAMI, FLORIDA

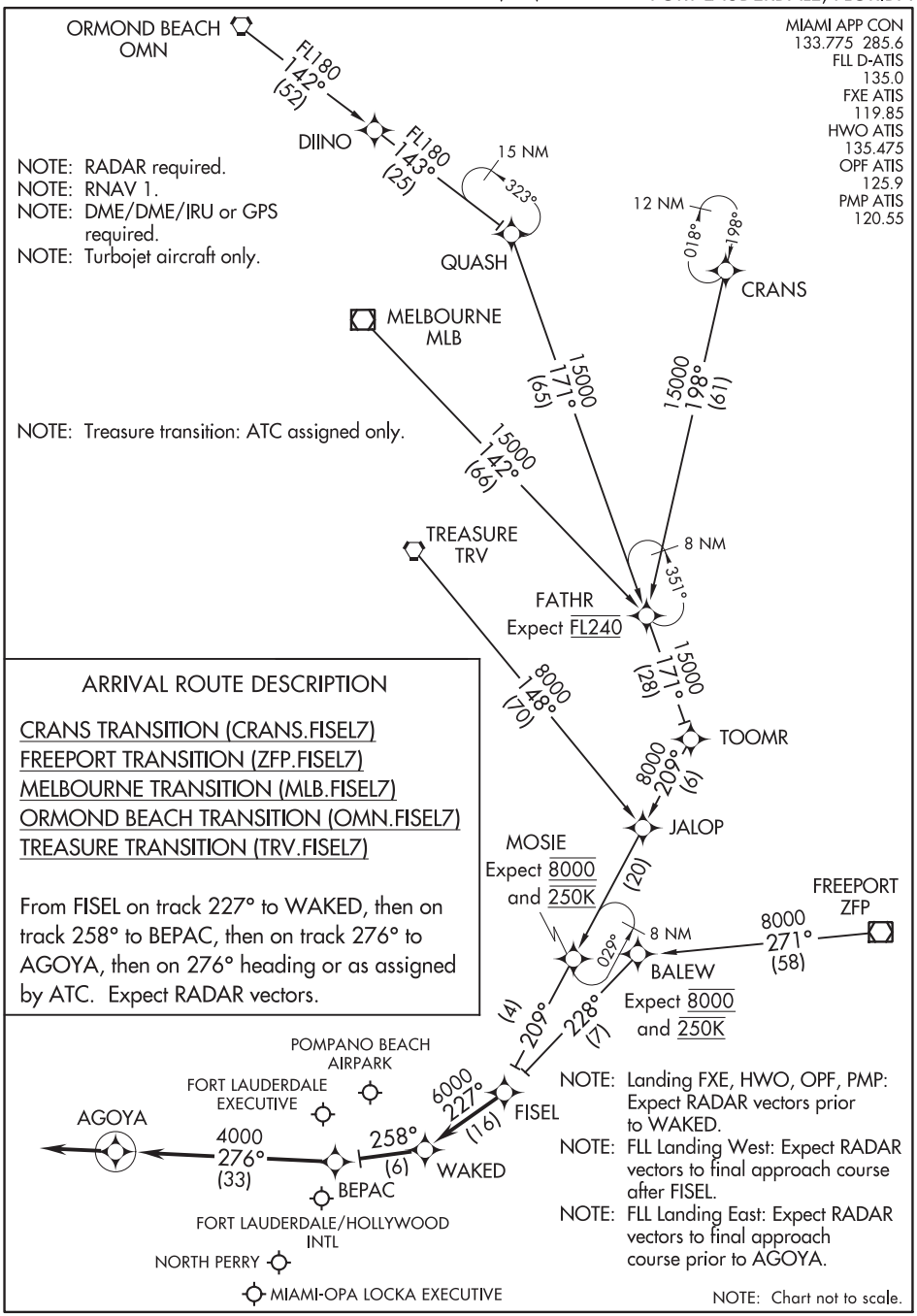
(DVALL.DVALL3) 07DEC17

SE-3, 25 FEB 2021 to 22 APR 2021

FISEL SEVEN ARRIVAL (RNAV)

AL-744 (FAA)

FORT LAUDERDALE, FLORIDA



ARRIVAL ROUTE DESCRIPTION

CRANS TRANSITION (CRANS.FISEL7)
FREEPORT TRANSITION (ZFP.FISEL7)
MELBOURNE TRANSITION (MLB.FISEL7)
ORMOND BEACH TRANSITION (OMN.FISEL7)
TREASURE TRANSITION (TRV.FISEL7)

From FISEL on track 227° to WAKED, then on track 258° to BEPAC, then on track 276° to AGOYA, then on 276° heading or as assigned by ATC. Expect RADAR vectors.

SE-3, 25 FEB 2021 to 22 APR 2021

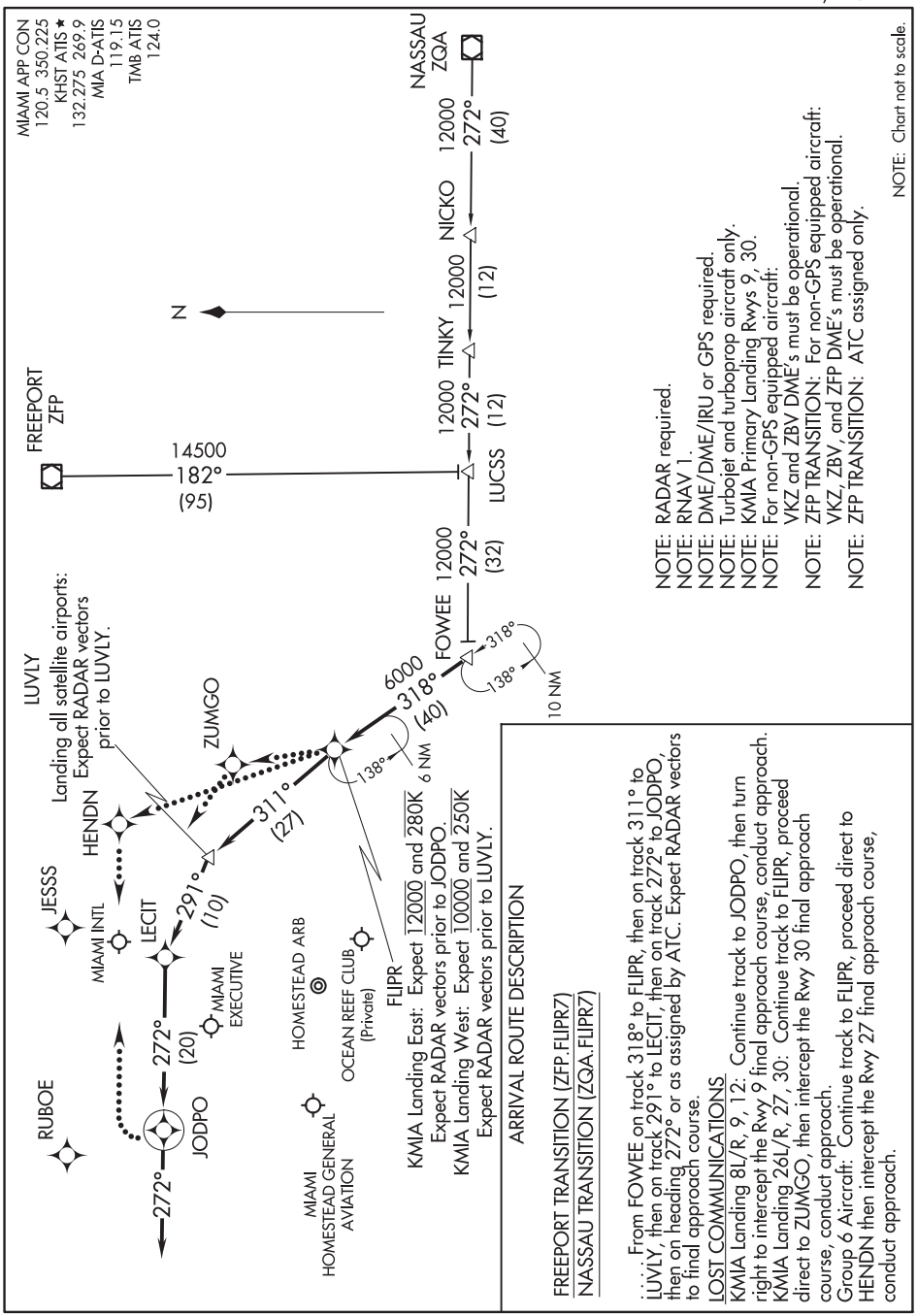
FISEL SEVEN ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

(FOWEE.FLIPR7) 20198

FLIPR SEVEN ARRIVAL (RNAV)

MIAMI, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

FLIPR SEVEN ARRIVAL (RNAV)

MIAMI, FLORIDA

(FOWEE.FLIPR7) 05DEC19

FOOXX FIVE ARRIVAL (RNAV)

TAMPA, FLORIDA

TAMPA APP CON
118.8 239.3
KMCF ATIS
133.825 270.1
PIE ATIS
134.5
TPA D-ATIS ARR
126.45
VDF AWOS-3
121.125

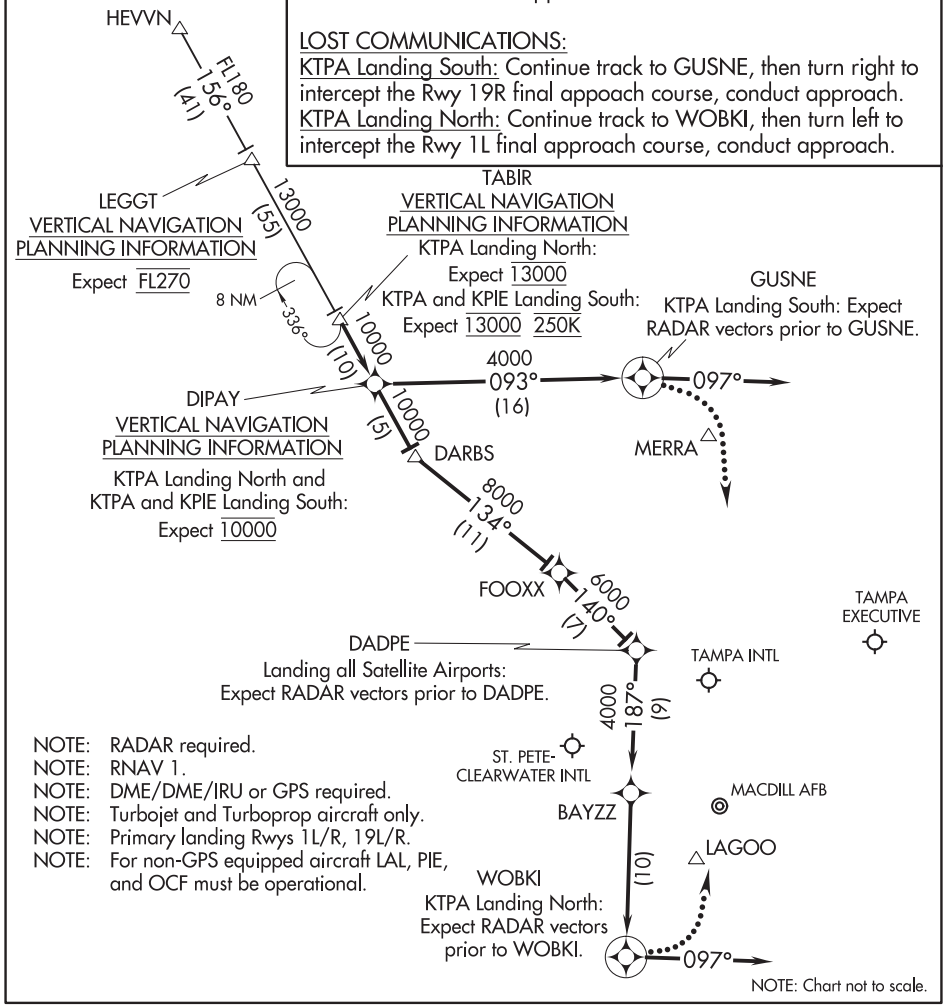
ARRIVAL ROUTE DESCRIPTION

HEVVN TRANSITION (HEVVN.FOOXX5)

From TABIR on track 156° to DIPAY.

KTPA Landing North Rwy 1L/R and all Satellite Airports: From 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° or as assigned by ATC. Expect RADAR vectors to final approach course.
KTPA Landing South Rwy 19L/R: From DIPAY on track 093° to GUSNE, then on heading 097° or as assigned by ATC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 19R final appoach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 1L final approach course, conduct approach.



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and Turboprop aircraft only.
NOTE: Primary landing Rwys 1L/R, 19L/R.
NOTE: For non-GPS equipped aircraft LAL, PIE, and OCF must be operational.

NOTE: Chart not to scale.

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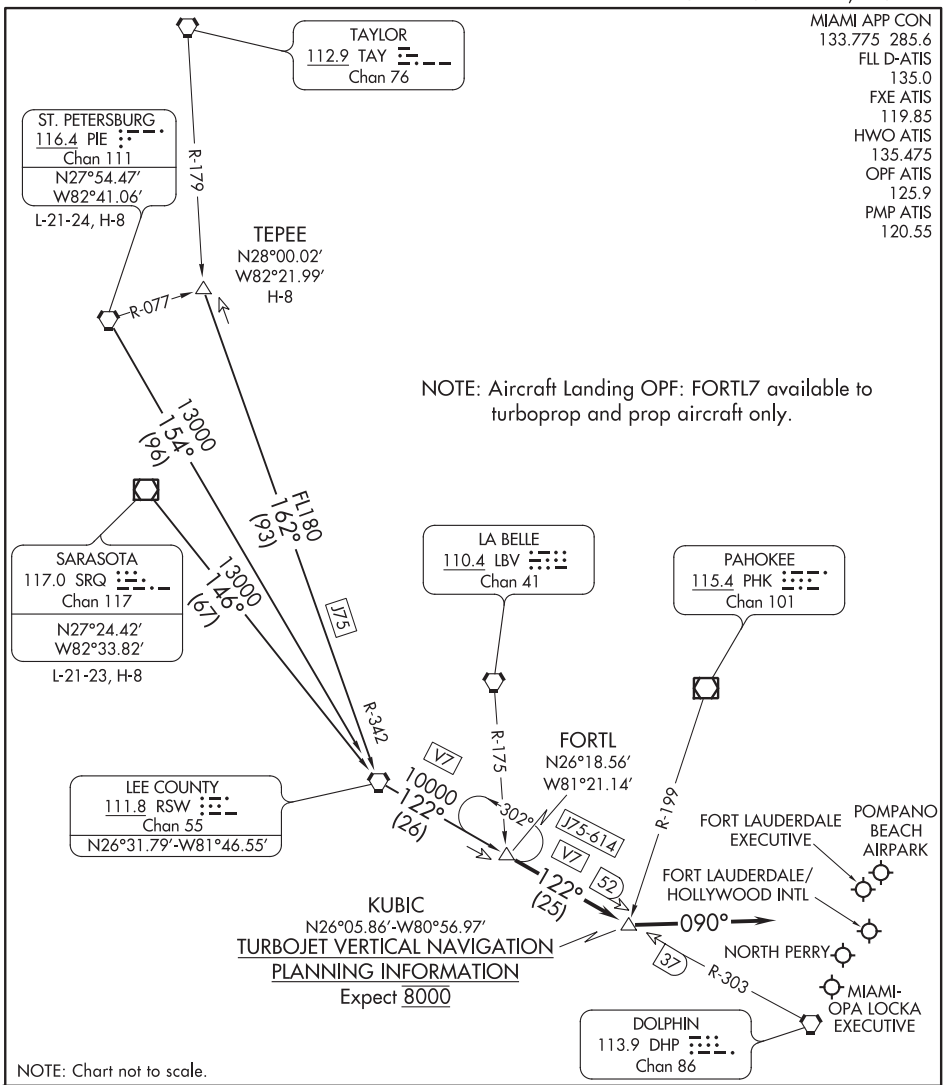
SE-3, 25 FEB 2021 to 22 APR 2021

(FORTL.FORTL7) 20310 AL-744 (FAA)

FORTL SEVEN ARRIVAL

FORT LAUDERDALE, FLORIDA



ARRIVAL ROUTE DESCRIPTION

ST. PETERSBURG TRANSITION (PIE.FORTL7): From over PIE VORTAC on PIE R-154 to RSW VORTAC, then on RSW R-122 to FORTL INT. Thence. . . .
SARASOTA TRANSITION (SRQ.FORTL7): From over SRQ VOR/DME on SRQ R-146 to RSW VORTAC, then on RSW R-122 to FORTL INT. Thence. . . .
TEPEE TRANSITION (TEPEE.FORTL7): From over TEPEE INT on J75 and RSW R-342 to RSW VORTAC, then on RSW R-122 to FORTL INT. Thence. . . .

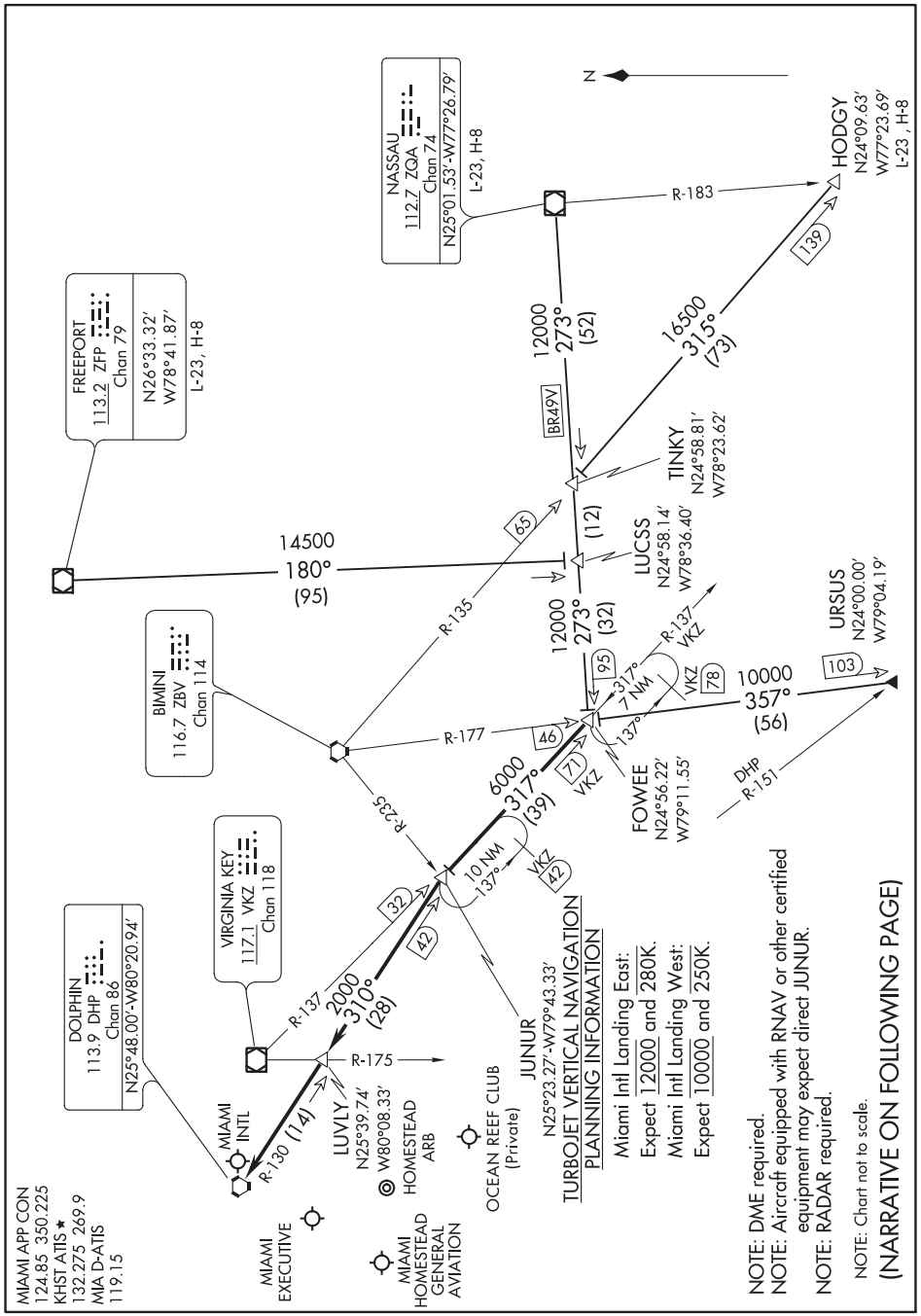
. . . .From over FORTL INT on RSW R-122 to KUBIC INT, then heading 090°.
Expect RADAR vectors to final approach course.

FORTL SEVEN ARRIVAL

FORT LAUDERDALE, FLORIDA

(FORTL.FORTL7) 22JUN17

SE-3, 25 FEB 2021 to 22 APR 2021


N
NASSAU
112.7 ZQA
Chan 74
N25°01.53'-W77°26.79'
L-23, H-8
HODGY
N24°09.63'
W77°23.69'
L-23 , H-8
R-183
139
FREEPORT
113.2 ZFP
Chan 79
N26°33.32'
W78°41.87'
L-23, H-8
12000
273°
(52)
16500
315°
(73)
BR49V
TINKY
N24°58.81'
W78°23.62'
LUCSS
N24°58.14'
W78°36.40'
14500
180°
(95)
65
(12)
12000
273°
(32)
R-135
R-137
VKZ
URSUS
N24°00.00'
W79°04.19'
103
95
317°
7 NM
137°
VKZ
78
10000
357°
(56)
BIMINI
116.7 ZBV
Chan 114
R-177
46
6000
317°
(39)
71
VKZ
FOWEE
N24°56.22'
W79°11.55'
DHP
R-151
R-235
10 NM
137°
VKZ
42
JUNUR
N25°23.27'-W79°43.33'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Miami Intl Landing East:
Expect 12000 and 280K.
Miami Intl Landing West:
Expect 10000 and 250K.
VIRGINIA KEY
117.1 VKZ
Chan 118
32
42
R-137
2000
310°
(28)
R-175
DOLPHIN
113.9 DHP
Chan 86
N25°48.00'-W80°20.94'
MIAMI
INTL
R-130
(14)
LUVLY
N25°39.74'
W80°08.33'
HOMESTEAD
ARB
OCEAN REEF CLUB
(Private)
MIAMI
EXECUTIVE
MIAMI
HOMESTEAD
GENERAL
AVIATION
MIAMI APP CON
124.85 350.225
KHST ATIS ★
132.275 269.9
MIA D-ATIS
119.15
NOTE: DME required.
NOTE: Aircraft equipped with RNAV or other certified equipment may expect direct JUNUR.
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

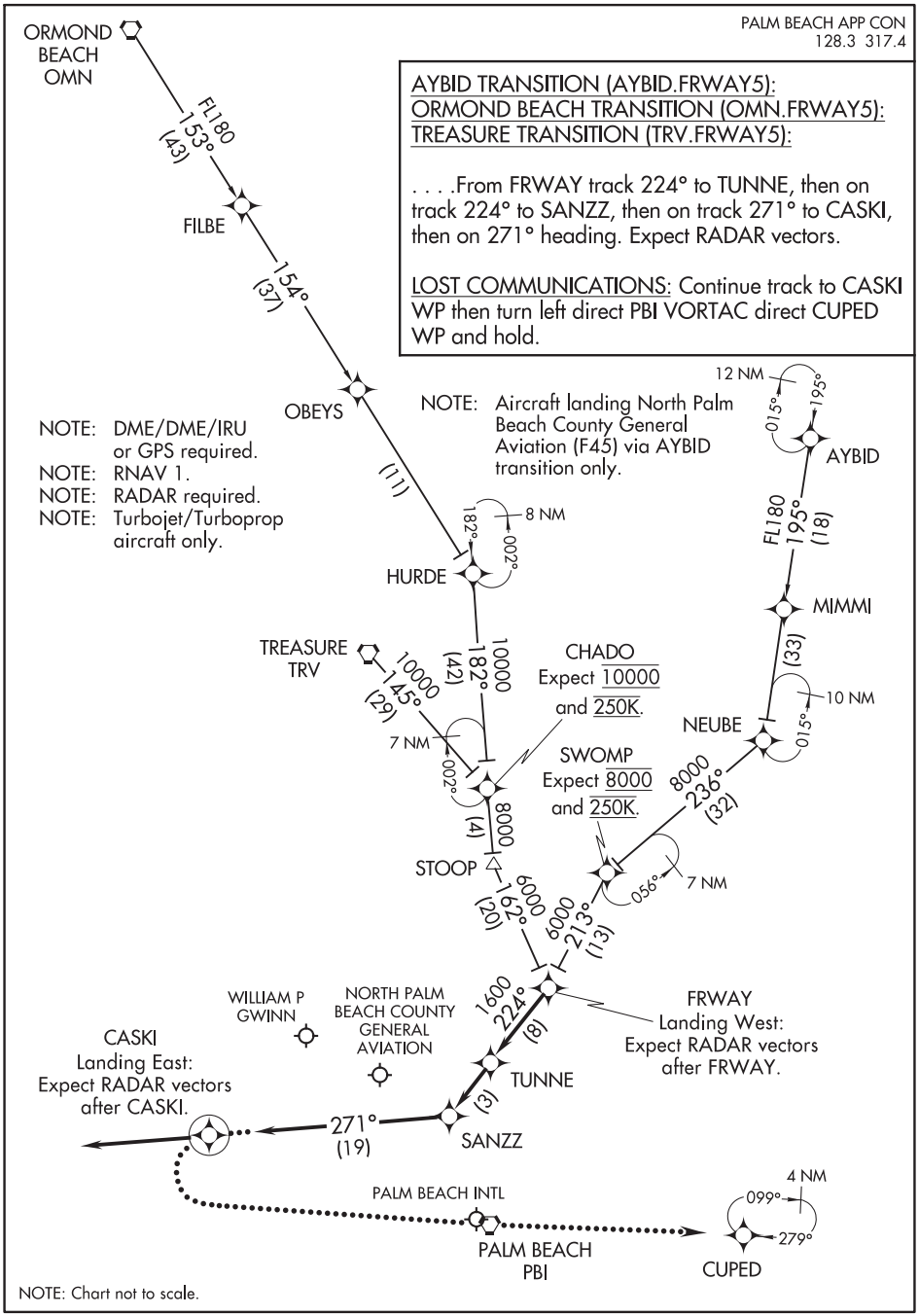
ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE9): From over ZFP VOR/DME on ZFP R-180 to LUCSS, then on ZQA R-273 to FOWEE. Thence . . . .
HODGY TRANSITION (HODGY.FOWEE9): From over HODGY on ZBV R-135 to TINKY, then on ZQA R-273 to FOWEE. Thence . . . .
NASSAU TRANSITION (ZQA.FOWEE9): From over ZQA VOR/DME on ZQA R-273 to FOWEE. Thence . . . .
URSUS TRANSITION (URSUS.FOWEE9): From over URSUS on ZBV R-177 to FOWEE. Thence . . . .

. . . .From over FOWEE via VKZ R-137 to JUNUR, then via DHP R-130 to DHP VORTAC. Expect RADAR vectors to final approach course after LUVLY.

FRWAY FIVE ARRIVAL (RNAV)

WEST PALM BEACH, FLORIDA



FRWAY FIVE ARRIVAL (RNAV)

WEST PALM BEACH, FLORIDA

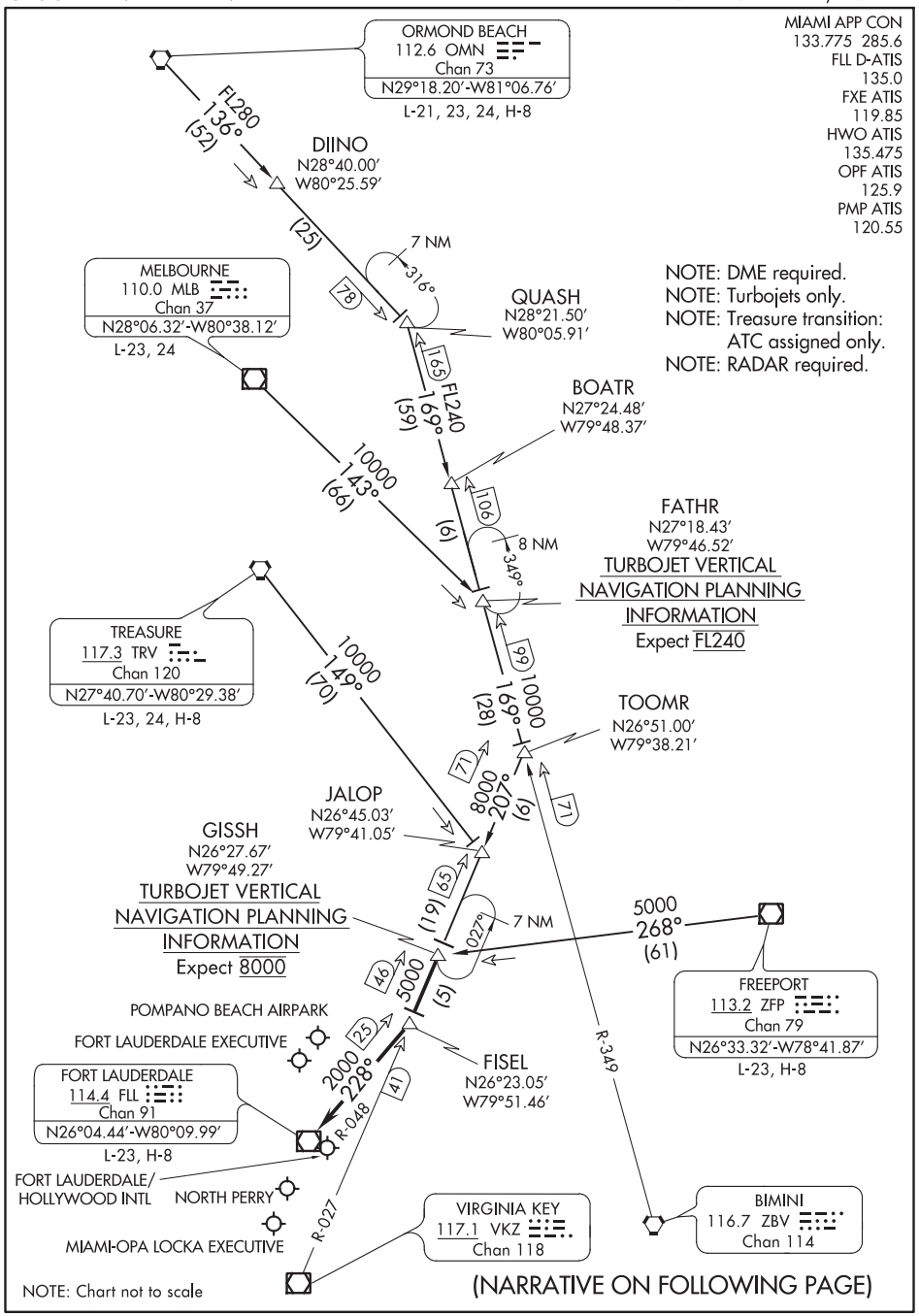
SE-3, 25 FEB 2021 to 22 APR 2021

(GISSH.GISSH5) 20254

AL-744 (FAA)

GISSH FIVE ARRIVAL

FORT LAUDERDALE, FLORIDA



(NARRATIVE ON FOLLOWING PAGE)

SE-3, 25 FEB 2021 to 22 APR 2021

GISSH FIVE ARRIVAL

FORT LAUDERDALE, FLORIDA

(GISSH.GISSH5) 22JUN17

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH5): From over ZFP VOR/DME on ZFP R-268 to GISSH INT/ZFP 61 DME. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH5): From over MLB VOR/DME on MLB R-143 to FATHR INT/MLB 66 DME, then on ZBV R-349 to TOOMR INT/ZBV 71 DME, then on VKZ R-027 to GISSH INT/VKZ 46 DME. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH5): From over OMN VORTAC on OMN R-136 to QUASH INT/OMN 78 DME, then on ZBV R-349 to TOOMR INT/ZBV 71 DME, then on VKZ R-027 to GISSH INT/VKZ 46 DME. Thence . . . .

TREASURE TRANSITION (TRV.GISSH5): From over TRV VORTAC on TRV R-149 to JALOP INT/TRV 70 DME, then on VKZ R-027 to GISSH INT/VKZ 46 DME. Thence . . . .

. . . . from over GISSH INT/VKZ 46 DME on VKZ R-027 to FISEL INT/FLL 25 DME, then on FLL VOR/DME R-048 to FLL VOR/DME, expect RADAR vectors to final approach course.

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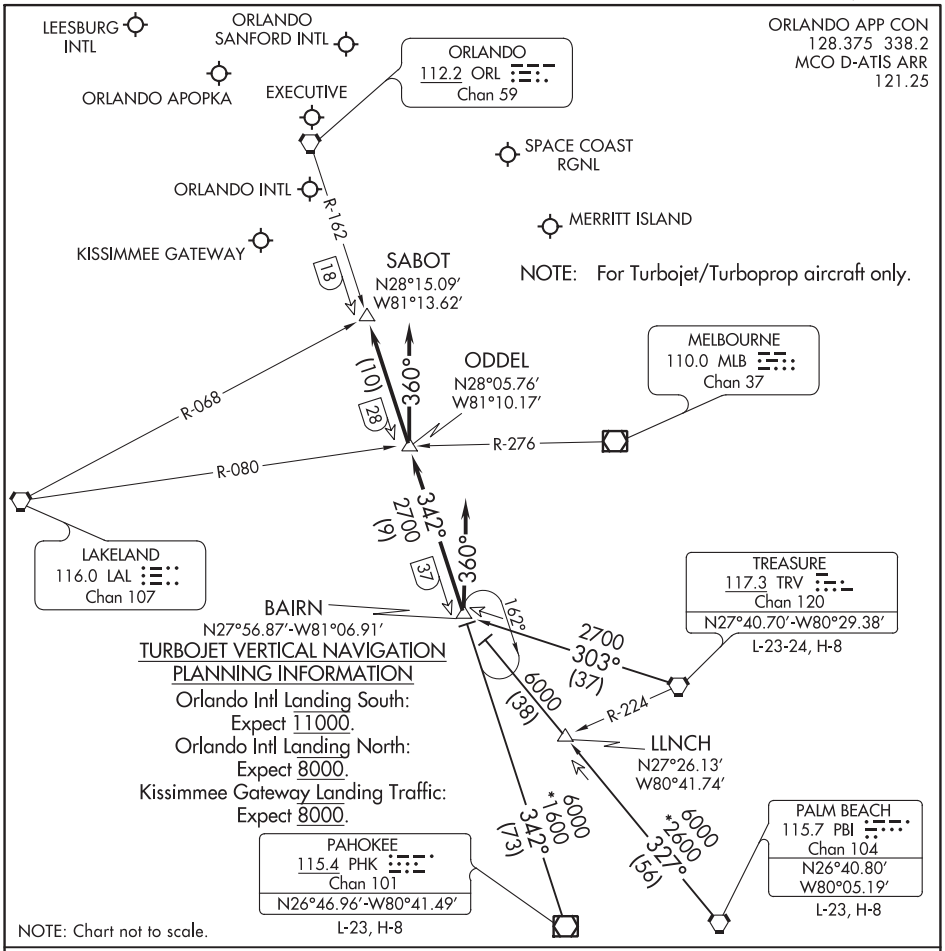
SE-3, 25 FEB 2021 to 22 APR 2021

(BAIRN.GOOFY7) 20198

GOOFY SEVEN ARRIVAL

AL-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl Landing South:
Expect 11000.
Orlando Intl Landing North:
Expect 8000.
Kissimmee Gateway Landing Traffic:
Expect 8000.

ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.GOOFY7): From over PHK VOR/DME on PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY7): From over PBI VORTAC on PBI R-327 to BAIRN INT. Thence. . . .

TREASURE TRANSITION (TRV.GOOFY7): From over TRV VORTAC on TRV R-303 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .Rwy 17/18: From over BAIRN INT on ORL VORTAC R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vector to final approach course.

. . . .Rwy 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT on ORL VORTAC R-162 to SABOT INT. Expect RADAR vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT on ORL VORTAC R-162 to SABOT INT. Expect RADAR vectors to final approach course.

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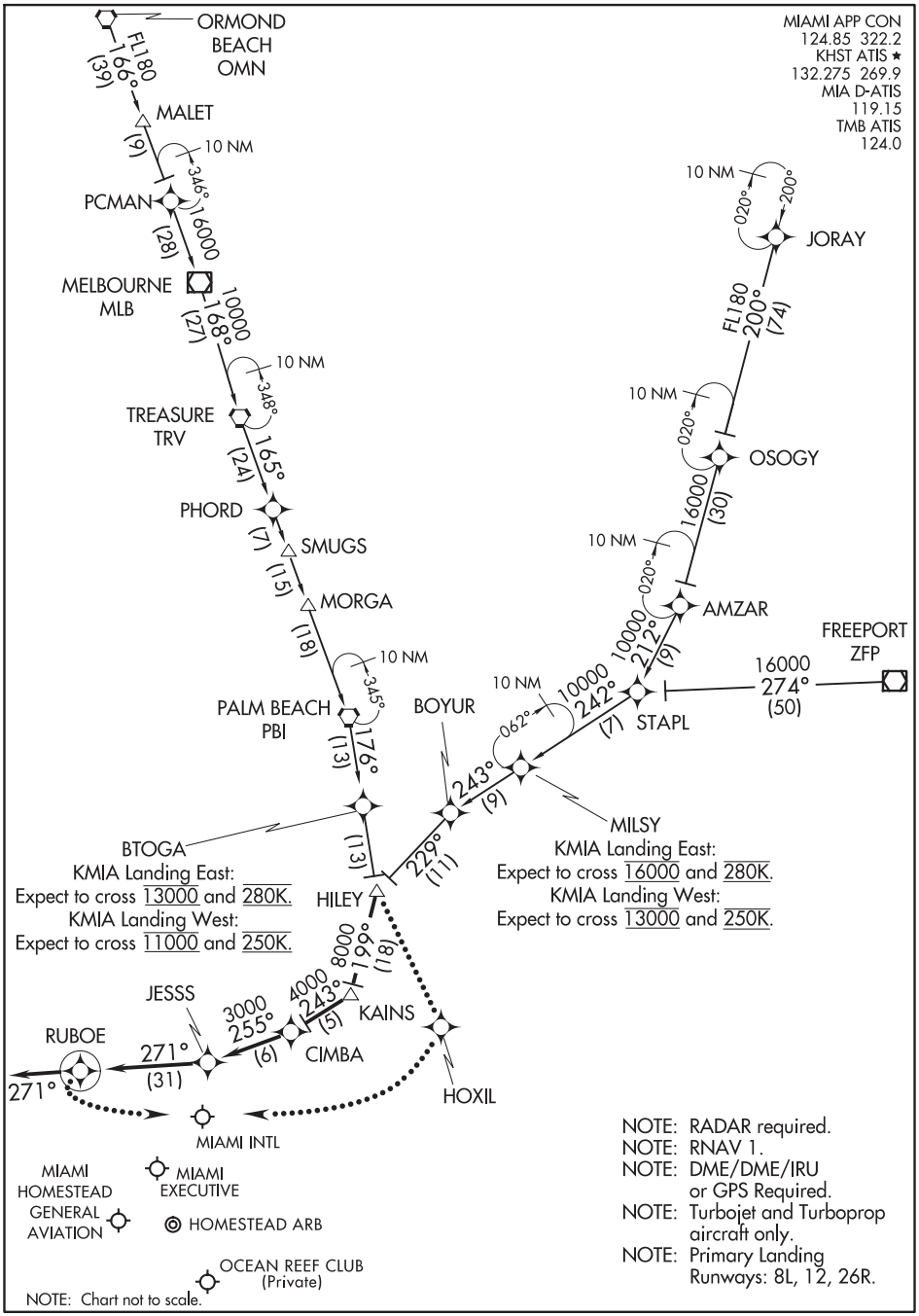
SE-3, 25 FEB 2021 to 22 APR 2021

HILEY SEVEN ARRIVAL (RNAV)

MIAMI, FLORIDA



HILEY SEVEN ARRIVAL (RNAV)

MIAMI, FLORIDA

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.HILEY7)
JORAY TRANSITION (JORAY.HILEY7)
ORMOND BEACH TRANSITION (OMN.HILEY7)

From HILEY on track 199° to KAINS, then on track 243° to CIMBA, then on track 255° to JESSS, then on track 271° to RUBOE, then on heading 271° or as assigned by ATC. Expect RADAR vectors.

LOST COMMUNICATIONS
KMIA Landing East: Continue track to RUBOE WP, then turn left to intercept Rwy 8L final approach course, conduct approach.
Group 6 aircraft, continue track to RUBOE WP, then turn left to intercept Rwy 8R final approach course, conduct approach.
KMIA Landing West: Continue track to HILEY WP, proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.
Group 6 aircraft, continue track to HILEY WP, proceed direct to HOXIL WP, then turn right to intercept Rwy 26L final approach course, conduct approach.

HOTAR ONE ARRIVAL (RNAV)

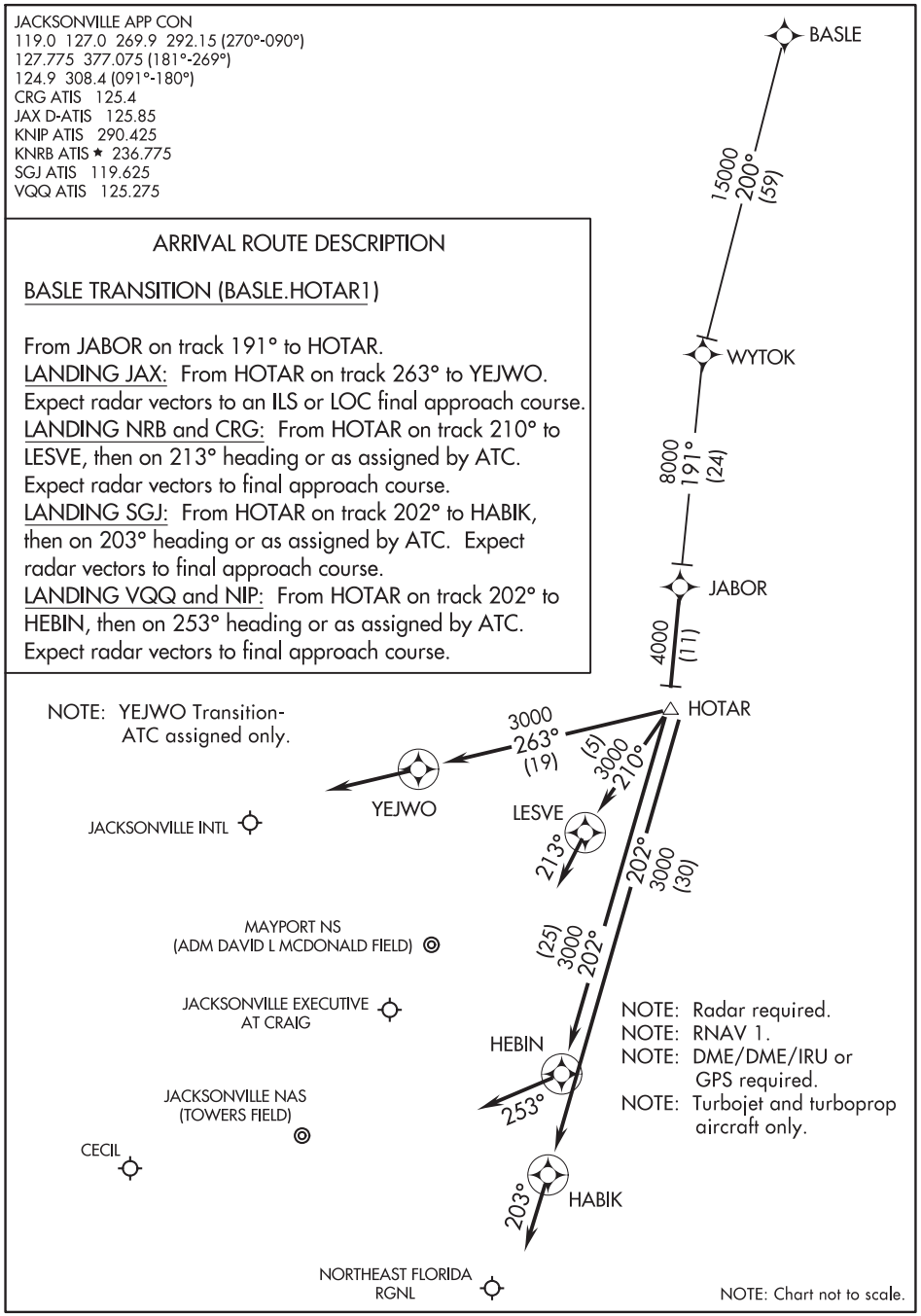
JACKSONVILLE, FLORIDA

JACKSONVILLE APP CON
119.0 127.0 269.9 292.15 (270°-090°)
127.775 377.075 (181°-269°)
124.9 308.4 (091°-180°)
CRG ATIS 125.4
JAX D-ATIS 125.85
KNIP ATIS 290.425
KNRB ATIS ★ 236.775
SGJ ATIS 119.625
VQQ ATIS 125.275

ARRIVAL ROUTE DESCRIPTION

BASLE TRANSITION (BASLE.HOTAR1)

From JABOR on track 191° to HOTAR.
LANDING JAX: From HOTAR on track 263° to YEJWO. Expect radar vectors to an ILS or LOC final approach course.
LANDING NRB and CRG: From HOTAR on track 210° to LESVE, then on 213° heading or as assigned by ATC. Expect radar vectors to final approach course.
LANDING SGJ: From HOTAR on track 202° to HABIK, then on 203° heading or as assigned by ATC. Expect radar vectors to final approach course.
LANDING VQQ and NIP: From HOTAR on track 202° to HEBIN, then on 253° heading or as assigned by ATC. Expect radar vectors to final approach course.



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

HOTAR ONE ARRIVAL (RNAV)
JACKSONVILLE, FLORIDA

(RXXAN.JINGL6) 20198

JINGL SIX ARRIVAL (RNAV)

AL-744 (FAA)

FORT LAUDERDALE, FLORIDA

MIAMI APP CON
133.775 285.6
FLL D-ATIS
135.0
FXE ATIS
119.85
HWO ATIS
135.475
OPF ATIS
125.9
PMP ATIS
120.55

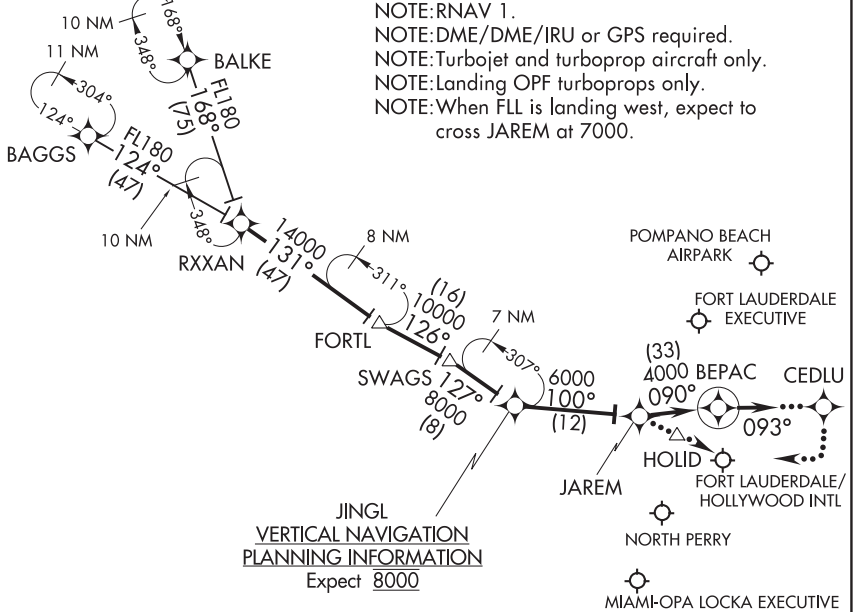
ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.JINGL6)
BALKE TRANSITION (BALKE.JINGL6)

LANDING ALL AIRPORTS: From RXXAN on track 131° to FORTL, then on track 126° to SWAGS, then on track 127° to JINGL, then on track 100° to JAREM, then on track 090° to BEPAC, then on heading 093° or as assigned by ATC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept Rwy 10L final approach course and conduct approach.
FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept Rwy 28R final approach course and conduct approach.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Landing OPF turboprops only.
NOTE: When FLL is landing west, expect to cross JAREM at 7000.



NOTE: Chart not to scale.

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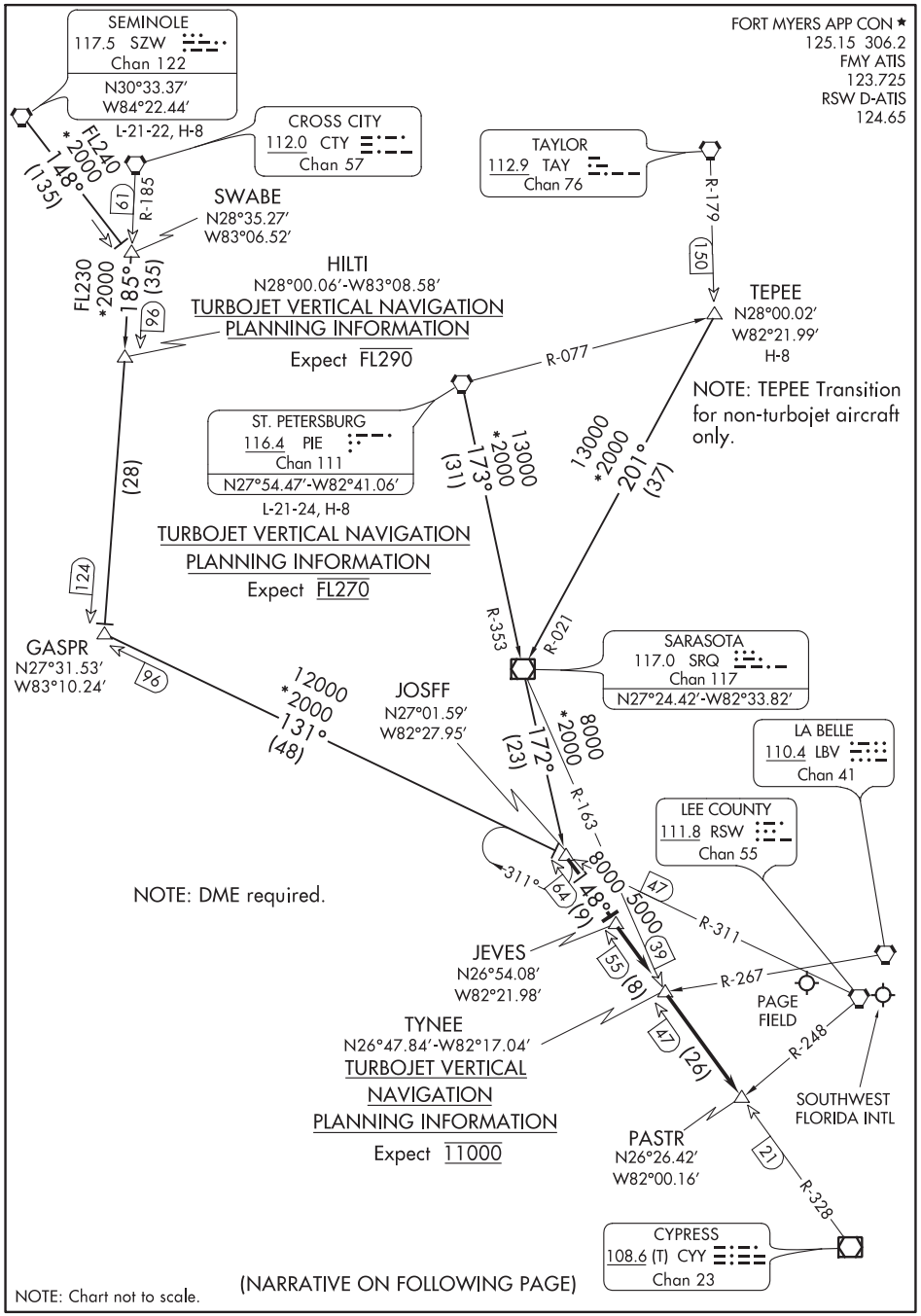

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SE-3, 25 FEB 2021 to 22 APR 2021

ARRIVAL ROUTE DESCRIPTION

ST PETERSBURG TRANSITION (PIE.JOSFF5): From over PIE VORTAC via SRQ-R-353 to SRQ VOR/DME, then via SRQ R-172 to JOSFF INT. Thence . . . .
SEMINOLE TRANSITION (SZW.JOSFF5): From over SZW VORTAC via SZW R-148 to SWABE INT, then via CTY R-185 to GASPR INT, then via RSW R-311 to JOSFF INT.
Thence . . . .
TEPEE TRANSITION (TEPEE.JOSFF5): From over TEPEE INT via SRQ R-021 to SRQ VOR/DME, then via SRQ R-172 to JOSFF INT. Thence. . . .

....From over JOSFF INT via CYY R-328 to JEVES and via CYY R-328 to PASTR INT. Expect RADAR vectors to final approach course.

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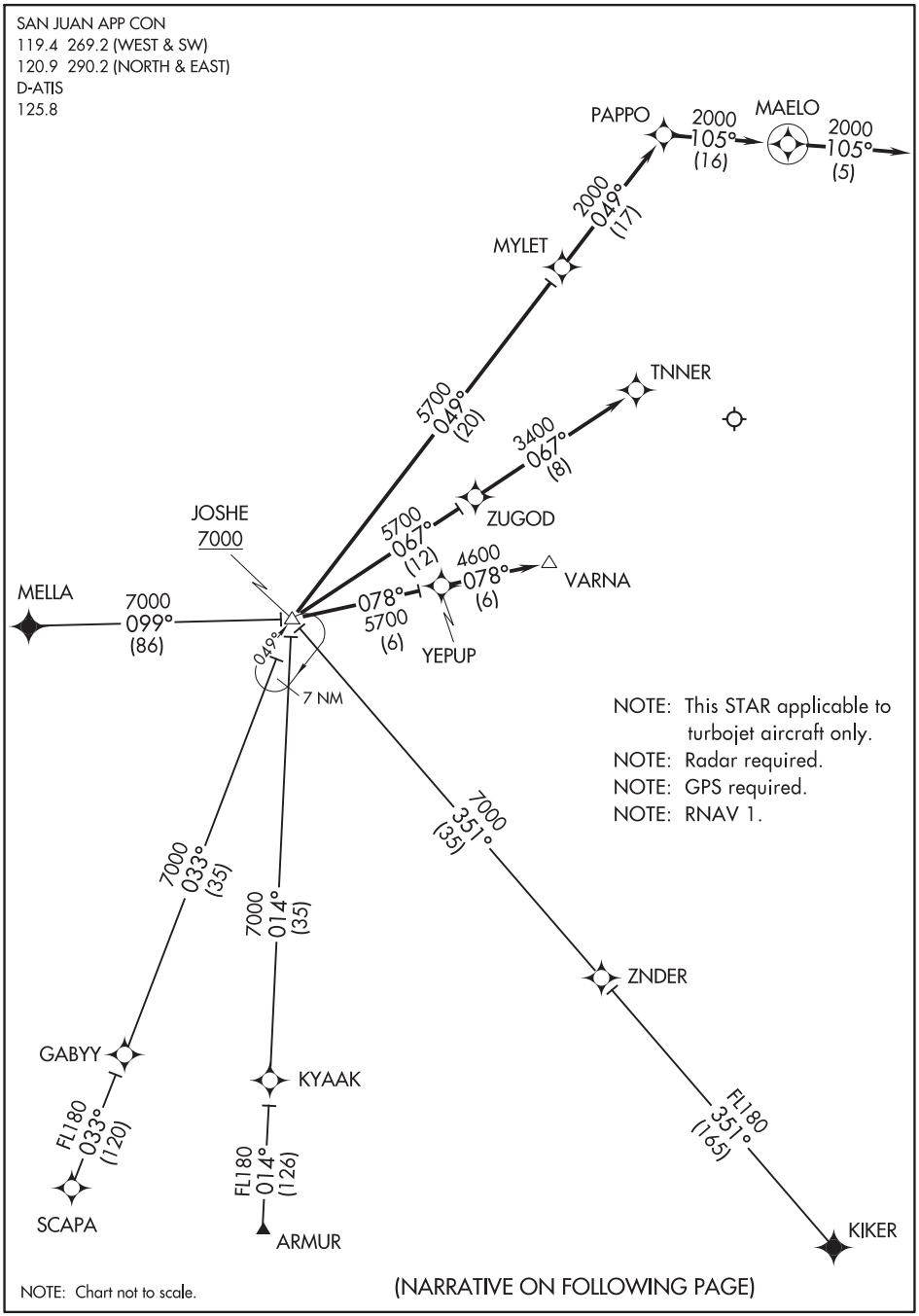
JOSHE THREE ARRIVAL (RNAV)

LUIS MUNOZ MARIN INTL
SAN JUAN, PUERTO RICO



(NARRATIVE ON FOLLOWING PAGE)

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JOSHE THREE ARRIVAL (RNAV)
SAN JUAN, PUERTO RICO
LUIS MUNOZ MARIN INTL

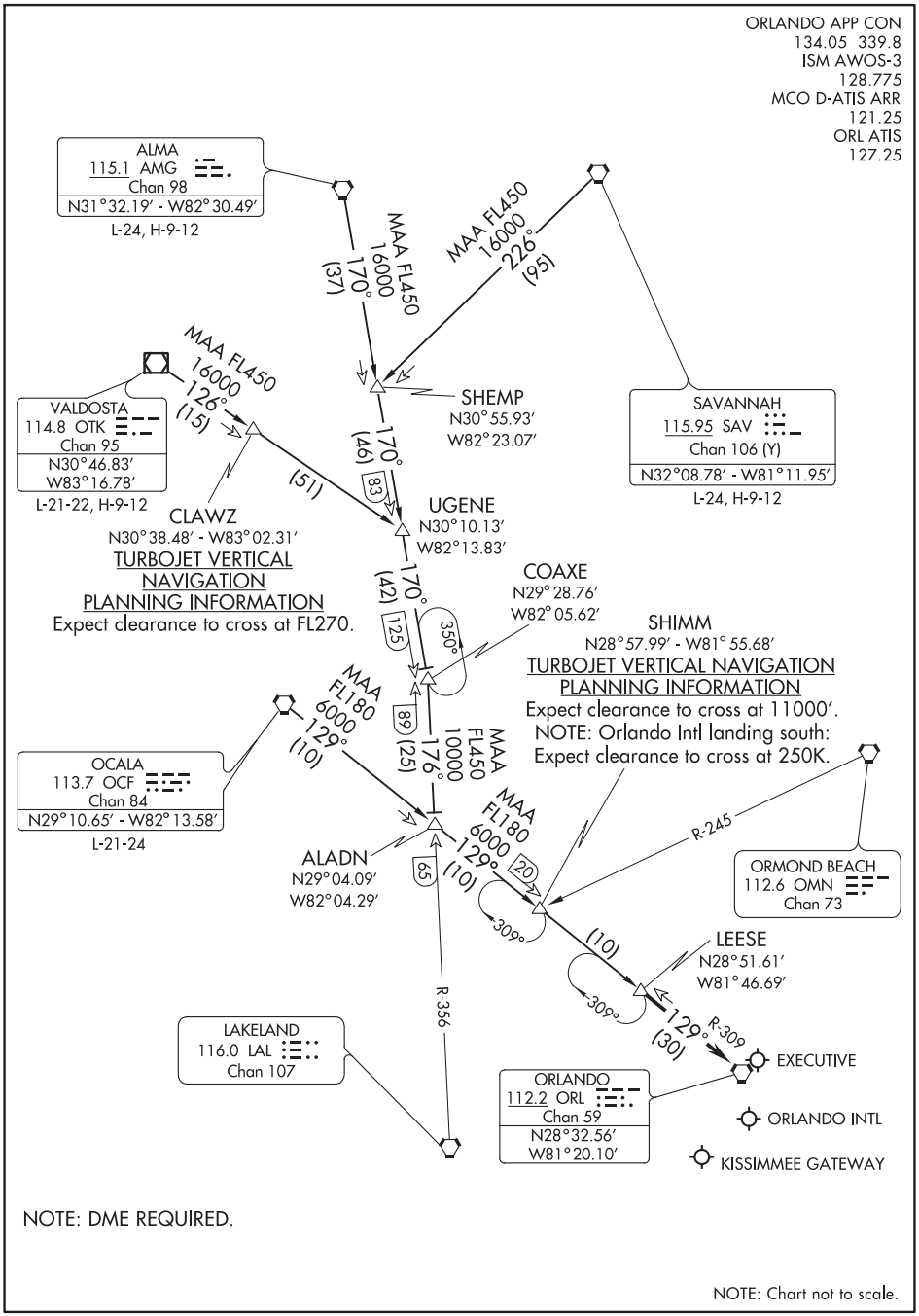
ARRIVAL ROUTE DESCRIPTION

ARMUR TRANSITION (ARMUR.JOSHE3):
KIKER TRANSITION (KIKER.JOSHE3):
MELLA TRANSITION (MELLA.JOSHE3):
SCAPA TRANSITION (SCAPA.JOSHE3):

LANDING EAST RWY 8: From over JOSHE on track 078° to YEPUP, then on track 078° to VARNA.

LANDING EAST RWY 10: From over JOSHE on track 067° to ZUGOD, then on track 067° track to TNNER.

LANDING WEST RWYS 26/28: From over JOSHE on track 049° to MYLET, then on track 049° to PAPPO, then on track 105° to MAELO, then on heading 105°. Expect RADAR vectors to final approach course.



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ARRIVAL DESCRIPTION

ALMA TRANSITION (AMG.LEESE2): From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and ORL R-309 to LEESE DME. Thence....

SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

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LUNNI ONE ARRIVAL (RNAV)

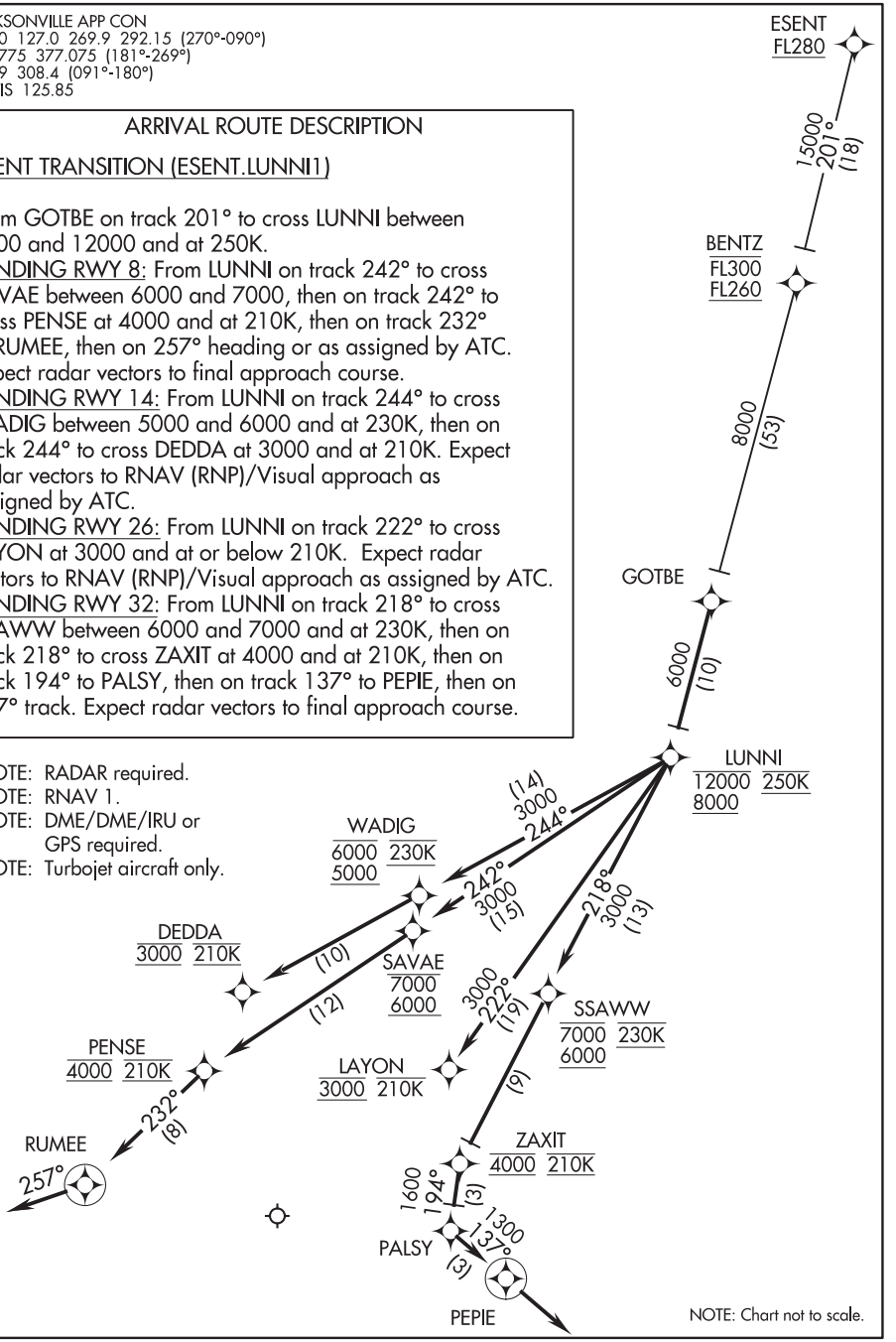
JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA

JACKSONVILLE APP CON
119.0 127.0 269.9 292.15 (270°-090°)
127.775 377.075 (181°-269°)
124.9 308.4 (091°-180°)
D-ATIS 125.85

ARRIVAL ROUTE DESCRIPTION

ESENT TRANSITION (ESENT.LUNNI1)

From GOTBE on track 201° to cross LUNNI between 8000 and 12000 and at 250K.
LANDING RWY 8: From LUNNI on track 242° to cross SAVAE between 6000 and 7000, then on track 242° to cross PENSE at 4000 and at 210K, then on track 232° to RUMEE, then on 257° heading or as assigned by ATC. Expect radar vectors to final approach course.
LANDING RWY 14: From LUNNI on track 244° to cross WADIG between 5000 and 6000 and at 230K, then on track 244° to cross DEDDA at 3000 and at 210K. Expect radar vectors to RNAV (RNP)/Visual approach as assigned by ATC.
LANDING RWY 26: From LUNNI on track 222° to cross LAYON at 3000 and at or below 210K. Expect radar vectors to RNAV (RNP)/Visual approach as assigned by ATC.
LANDING RWY 32: From LUNNI on track 218° to cross SSAWW between 6000 and 7000 and at 230K, then on track 218° to cross ZAXIT at 4000 and at 210K, then on track 194° to PALSY, then on track 137° to PEPIE, then on 137° track. Expect radar vectors to final approach course.



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.

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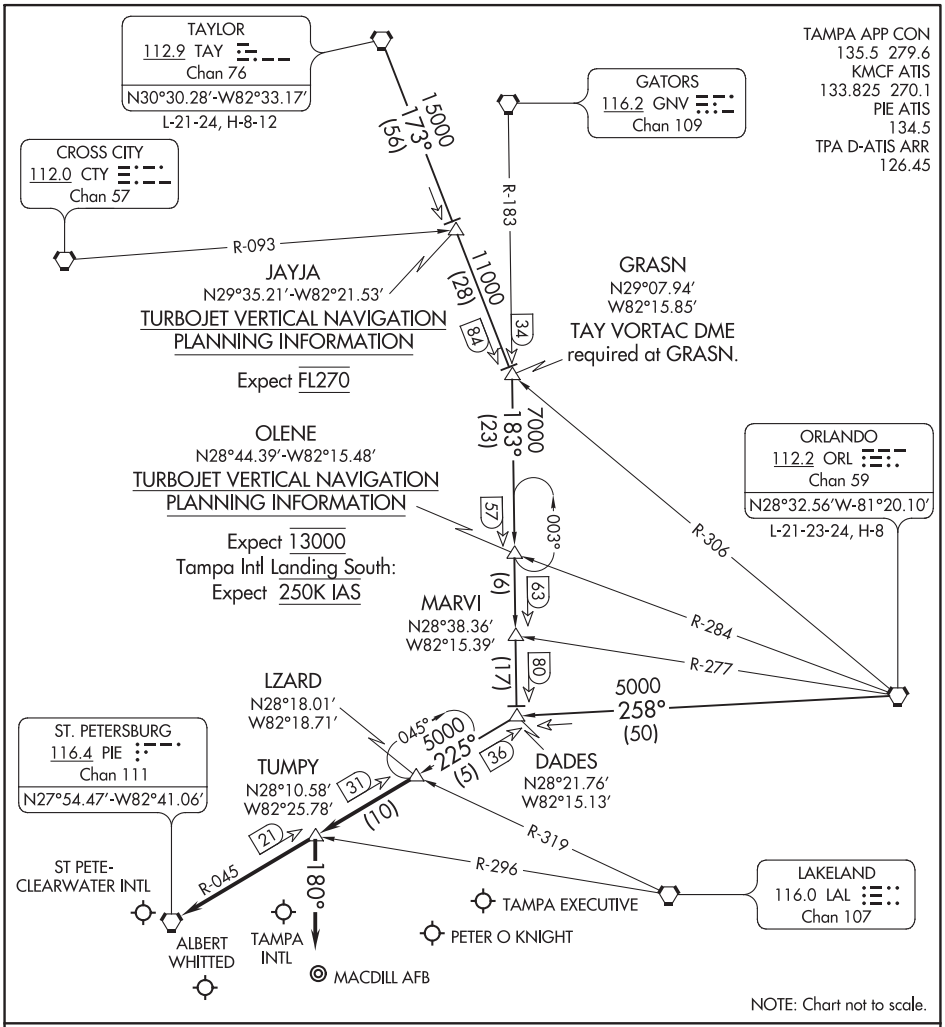
(LZARD.LZARD6) 20366 AL-416 (FAA)

LZARD SIX ARRIVAL

TAMPA, FLORIDA



TAYLOR TRANSITION (TAY.LZARD6): From over TAY VORTAC on TAY R-173 to GRASN INT, then on GNV R-183 to DADES INT, then on PIE R-045 to LZARD INT. Thence. . . .

ORLANDO TRANSITION (ORL.LZARD6): From over ORL VORTAC on ORL R-258 to DADES INT, then on PIE R-045 to LZARD INT. Thence. . . .

TAMPA INTL:

. . . .RWY 1L/R: From over LZARD INT on PIE R-045 to TUMPY INT. Depart TUMPY INT heading 180° for RADAR vectors to final approach course.

. . . .RWY 19L/R: From over LZARD INT on PIE R-045 to PIE VORTAC. Expect RADAR vectors to final approach after LZARD INT.

ALL OTHER AIRPORTS: From over LZARD INT on PIE R-045 to PIE VORTAC. Expect RADAR vectors to the airport after LZARD INT.

LZARD SIX ARRIVAL

TAMPA, FLORIDA

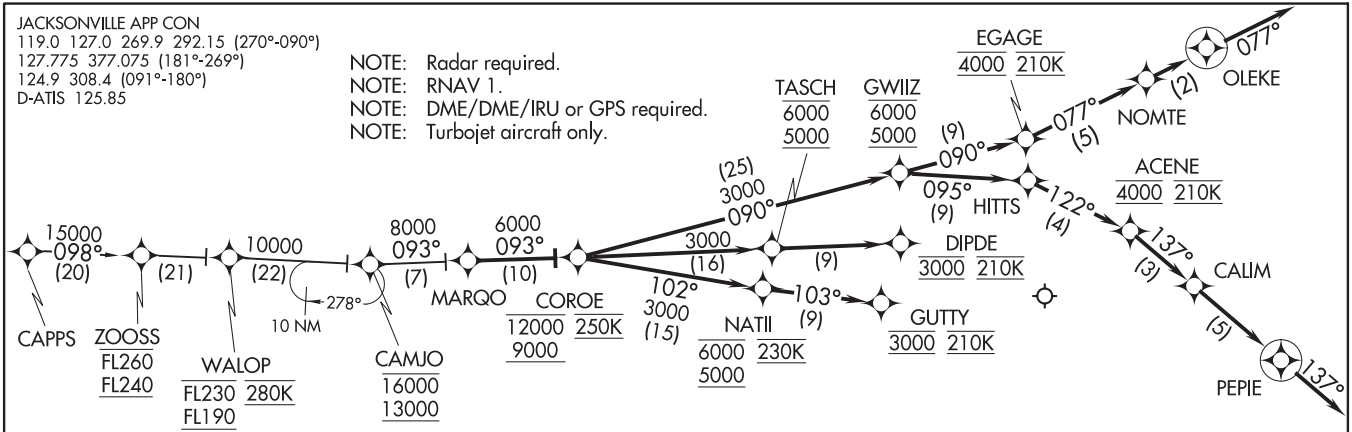
SE-3, 25 FEB 2021 to 22 APR 2021

MARQO TWO ARRIVAL (RNAV)
(MARQO.MARQO2) 17AUG17

JACKSONVILLE, FLORIDA
JACKSONVILLE INTL (JAX)

JACKSONVILLE APP CON
119.0 127.0 269.9 292.15 (270°-090°)
127.775 377.075 (181°-269°)
124.9 308.4 (091°-180°)
D-ATIS 125.85

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.



ARRIVAL ROUTE DESCRIPTION

CAPPS TRANSITION (CAPPS.MARQO2):

From MARQO on track 093° to cross COROE between 9000 and 12000 and at 250K.

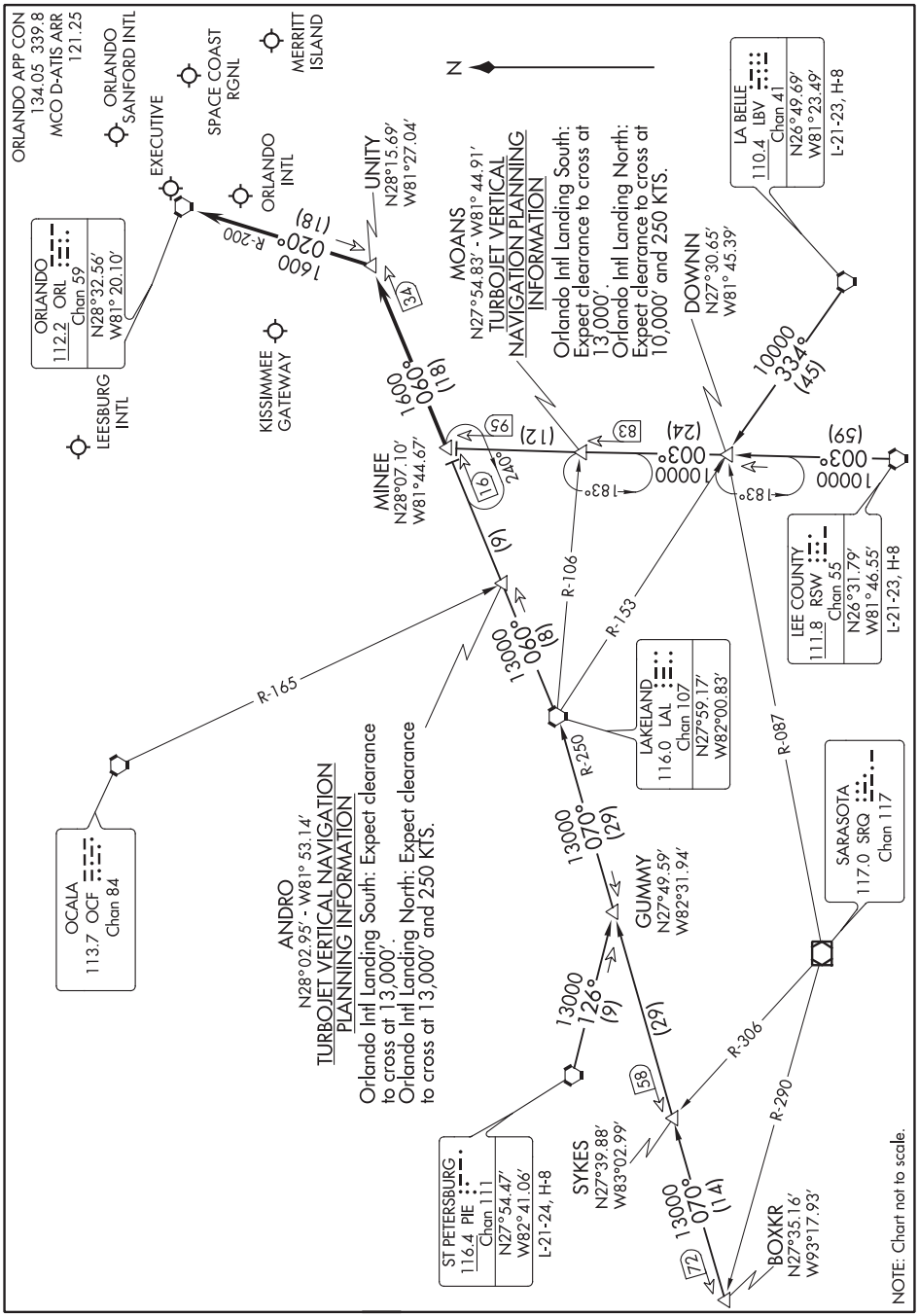
LANDING RWY 8: From COROE on track 102° to cross NATII between 5000 and 6000 and at 230K, then on track 103° to cross GUTTY at 3000 and at 210K. Expect RNAV (RNP) RWY 8 approach; non-RNP aircraft: expect RADAR vectors to final approach course.
LANDING RWY 14: From COROE on track 093° to cross TASCH between 5000 and 6000, then on track 093° to cross DIPDE at 3000 and at 210K. Expect RNAV (RNP) RWY 14 approach; non-RNP aircraft: expect RADAR vectors to final approach course.
LANDING RWY 26: From COROE on track 090° to cross GWIIZ between 5000 and 6000, then on track 090° to cross EGAGE at 4000 and at 210K, then on track 077° to NOMTE, then on track 077° to OLEKE, then on 077° track. Expect RADAR vectors to final approach course.
LANDING RWY 32: From COROE on track 090° to cross GWIIZ between 5000 and 6000, then on track 095° to HITTS, then on track 122° to cross ACENE at 4000 and at 210K, then on track 137° to CALIM, then on track 137° to PEPIE, then on 137° track. Expect RADAR vectors to final approach course.

N

NOTE: Chart not to scale.

(MARQO.MARQO2) 20310
MARQO TWO ARRIVAL (RNAV)
AL-5570 (FAA)
JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA

(MINEE.MINEE5) 20310
MINEE FIVE ARRIVAL
ORLANDO, FLORIDA



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MINEE FIVE ARRIVAL
ORLANDO, FLORIDA

MINEE FIVE ARRIVAL (MINEE.MINEE5)

ORLANDO, FLORIDA

ARRIVAL ROUTE DESCRIPTION

BOXKR TRANSITION (BOXKR.MINEE5): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .
LA BELLE TRANSITION (LBV.MINEE5): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .
LEE COUNTY TRANSITION (RSW.MINEE5): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .
ST. PETERSBURG TRANSITION (PIE.MINEE5): From over PIE VORTAC via PIE R-126 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.
ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

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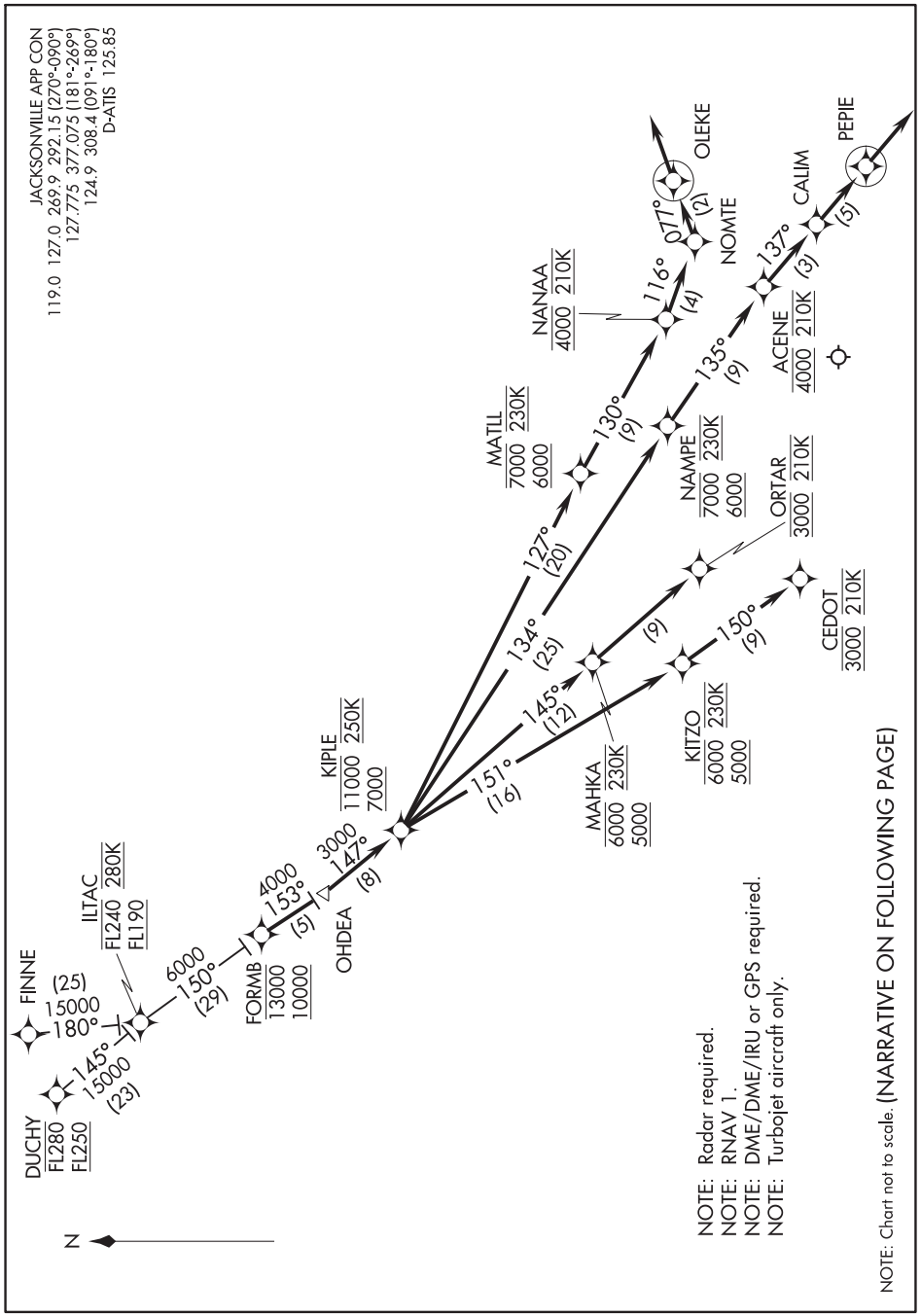
MINEE FIVE ARRIVAL (MINEE.MINEE5)
ORLANDO, FLORIDA

(OHDEA.OHDEA1) 18088

OHDEA ONE ARRIVAL (RNAV)

AL-5570 (FAA)

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA



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OHDEA ONE ARRIVAL (RNAV)

(OHDEA.OHDEA1) 17OCT13

JACKSONVILLE, FLORIDA
JACKSONVILLE INTL (JAX)

ARRIVAL ROUTE DESCRIPTION

DUCHY TRANSITION (DUCHY.OHDEA1)
FINNE TRANSITION (FINNE.OHDEA1)

From FORMB on track 153° to OHDEA, then on track 147° to cross KIPLE between 7000 and 11000 and at 250K.

LANDING RWY 8: From KIPLE on track 151° to cross KITZO between 5000 and 6000 and at 230K, then on track 150° to cross CEDOT at 3000 and at 210K. Expect radar vectors to RNAV (RNP)/Visual approach as assigned by ATC.

LANDING RWY 14: From KIPLE on track 145° to cross MAHKA between 5000 and 6000 and at 230K, then on track 145° to cross ORTAR at 3000 and at 210K. Expect radar vectors to RNAV (RNP)/Visual approach as assigned by ATC.

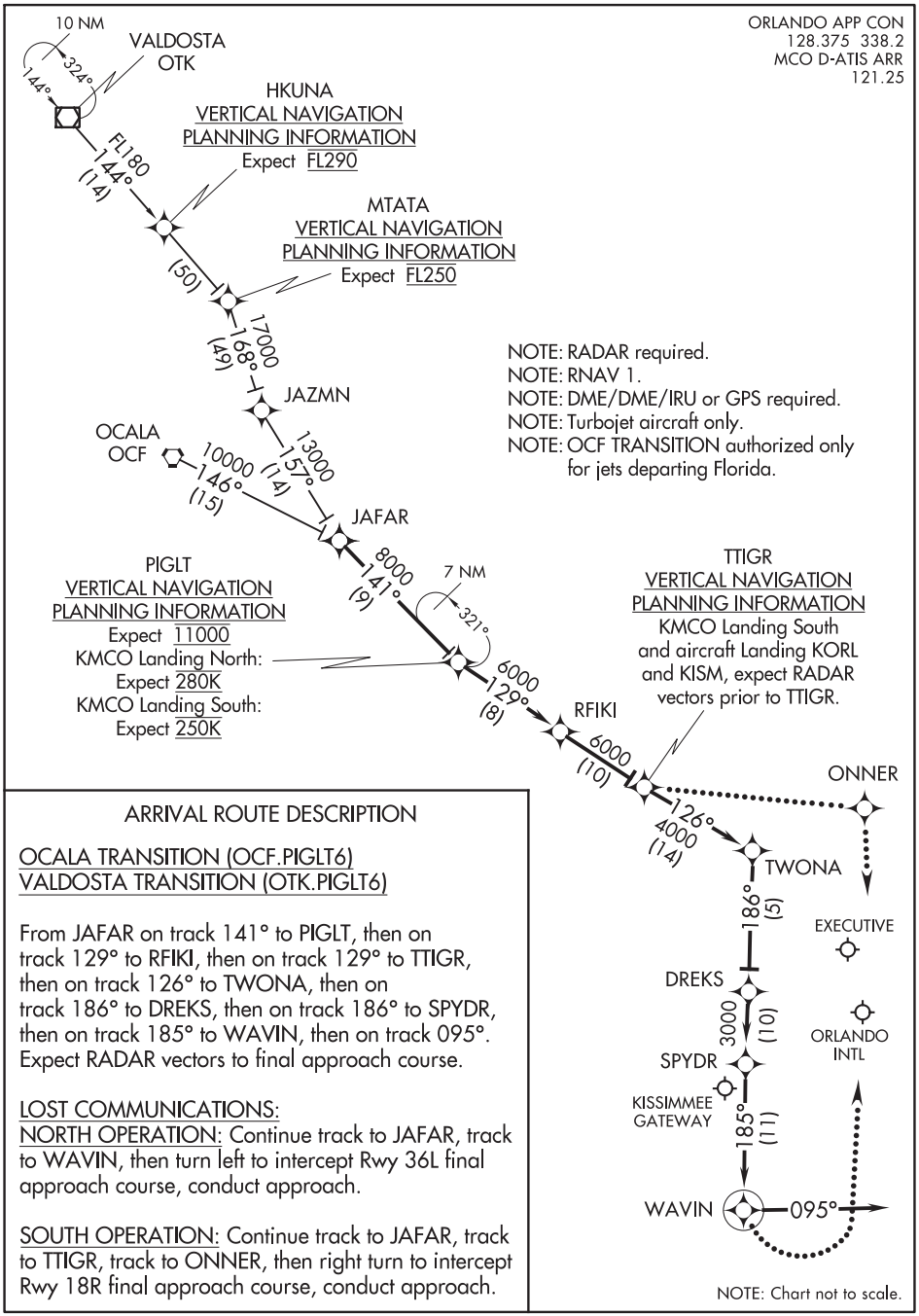
LANDING RWY 26: From KIPLE on track 127° to cross MATLL between 6000 and 7000 and at 230K, then on track 130° to cross NANAA at 4000 and at 210K, then on track 116° to NOMTE, then on track 077° to OLEKE, then on 077° track. Expect radar vectors to final approach course.

LANDING RWY 32: From KIPLE on track 134° to cross NAMPE between 6000 and 7000 and at 230K, then on track 135° to cross ACENE at 4000 and at 210K, then on track 137° to CALIM, then on track 137° to PEPIE, then on 137° track. Expect radar vectors to final approach course.

(JAFAR.PIGLT6) 20198 AL-571 (FAA)

PIGLT SIX ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

OCALA TRANSITION (OCF.PIGLT6)
VALDOSTA TRANSITION (OTK.PIGLT6)

From JAFAR on track 141° to PIGLT, then on track 129° to RFIKI, then on track 129° to TTIGR, then on track 126° to TWONA, then on track 186° to DREKS, then on track 186° to SPYDR, then on track 185° to WAVIN, then on track 095°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
NORTH OPERATION: Continue track to JAFAR, track to WAVIN, then turn left to intercept Rwy 36L final approach course, conduct approach.

SOUTH OPERATION: Continue track to JAFAR, track to TTIGR, track to ONNER, then right turn to intercept Rwy 18R final approach course, conduct approach.

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★FORT MYERS APP CON
125.15 306.2
APF ATIS
134.225

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.

PLYER
FL180
185°
(23)
11 NM
005°
OBESE
(17)
186°
11 NM
006°
WHITL
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect FL350
186°
(8)
RILEE
FL180
182°
(42)
REMIS
FL180
107°
(105)
CODGR
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect FL210
109°
289°
11 NM
127°
(33)
BAGGS
11000
148°
(14)
8 NM
328°
PIKKR
5000
140°
(25)
ZEILR
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 11000
W-168
6 NM
320°
2000
150°
(39)
NAPLES MUNI
ISAJY
KOLMN
150°
MARCO ISLAND
EXECUTIVE

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

PLYER TRANSITION (PLYER.PIKKR5)
REMIS TRANSITION (REMIS.PIKKR5)

LANDING KAPF/KMKY: From CODGR on track 127° to BAGGS, then on track 148° to PIKKR, then on track 140° to ZEILR, then on track 150° to ISAJY, then on heading 150° or as assigned by ATC. Expect RADAR vectors to final approach course.

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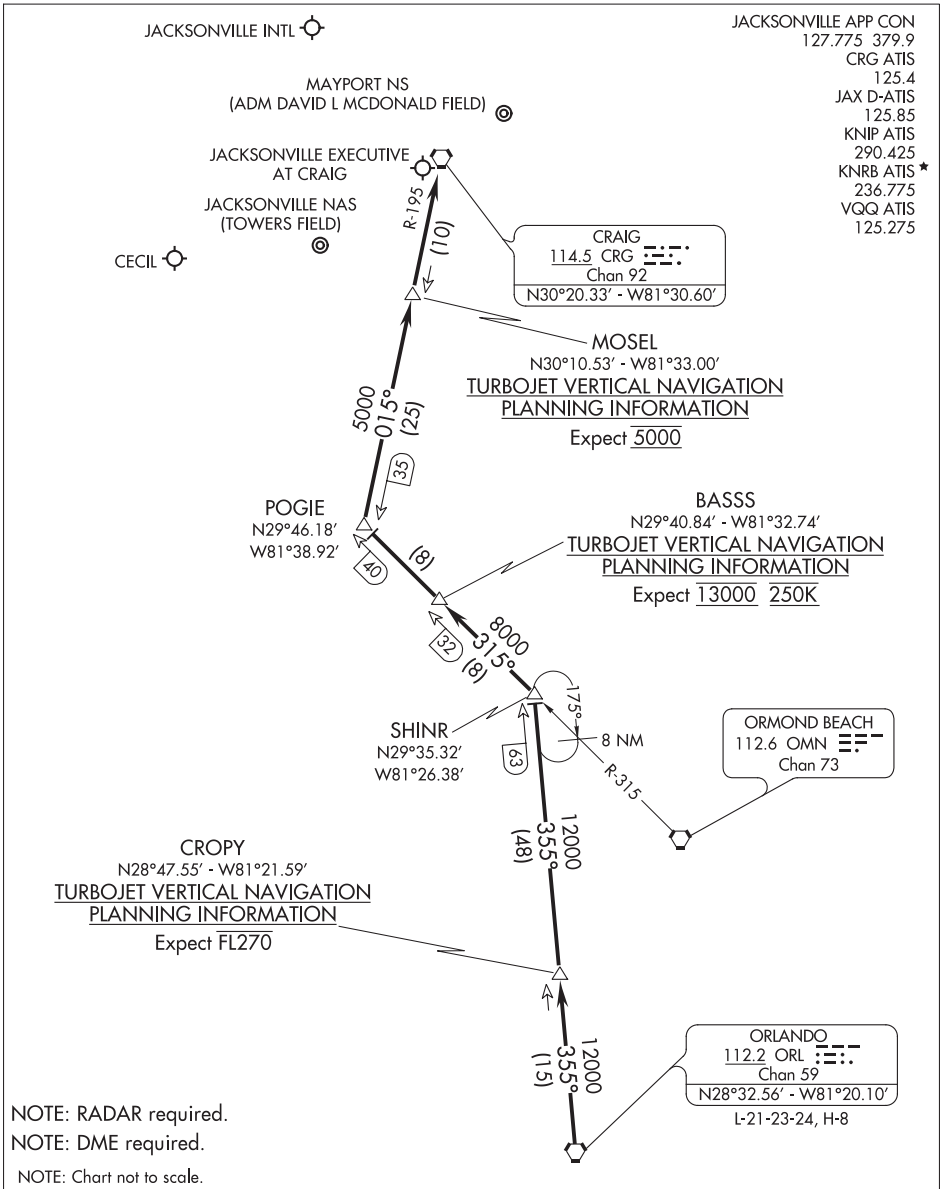
(ORL.POGIE2) 20310

POGIE TWO ARRIVAL

AL-5570 (FAA)

JACKSONVILLE, FLORIDA



ARRIVAL ROUTE DESCRIPTION

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

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ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.PRRIE5)
MOLIE TRANSITION (MOLIE.PRRIE5)
SARASOTA TRANSITION (SRQ.PRRIE5)

From RSTAA on track 141° to WLACE, then on track 080° to PRRIE, then on track 099° to TARTY, then on track 150° to HEDLY.

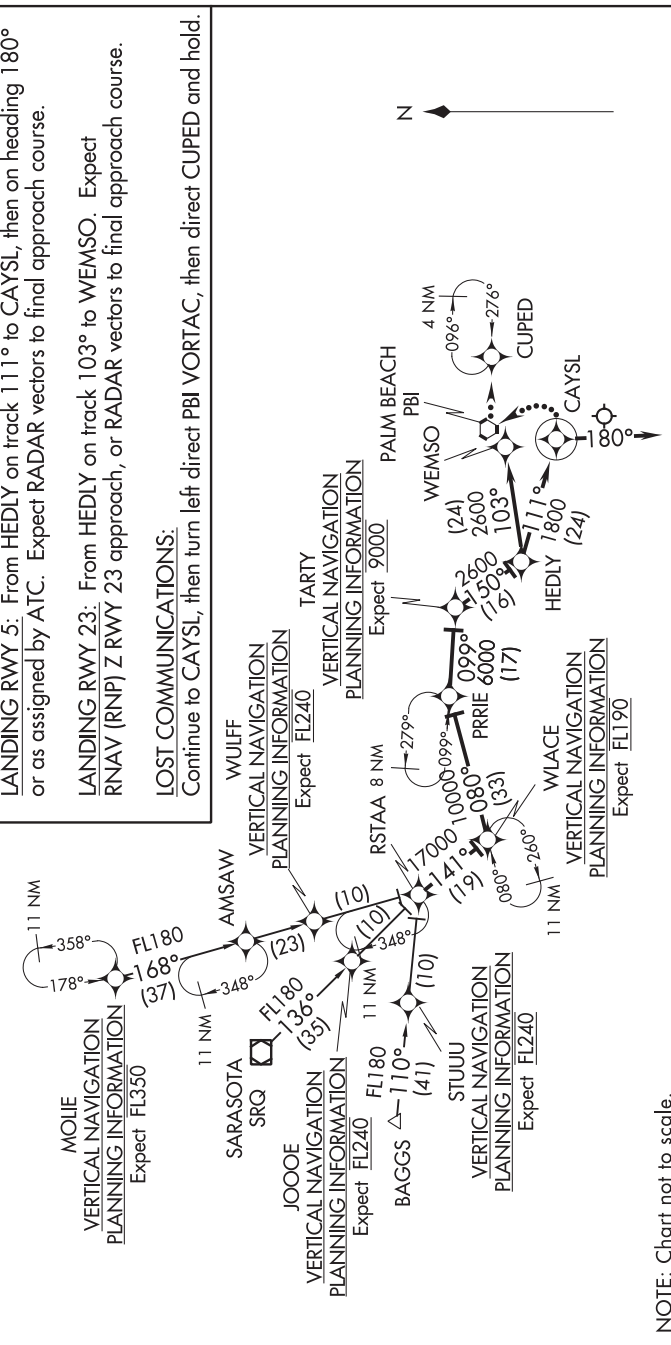
LANDING RWY 5: From HEDLY on track 111° to CAYSL, then on heading 180° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING RWY 23: From HEDLY on track 103° to WEMSO. Expect RNAV (RNP) Z RWY 23 approach, or RADAR vectors to final approach course.

LOST COMMUNICATIONS:
Continue to CAYSL, then turn left direct PBI VORTAC, then direct CUPED and hold.

PALM BEACH APP CON
125.2 343.6
D-ATIS
123.75

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.



NOTE: Chart not to scale.

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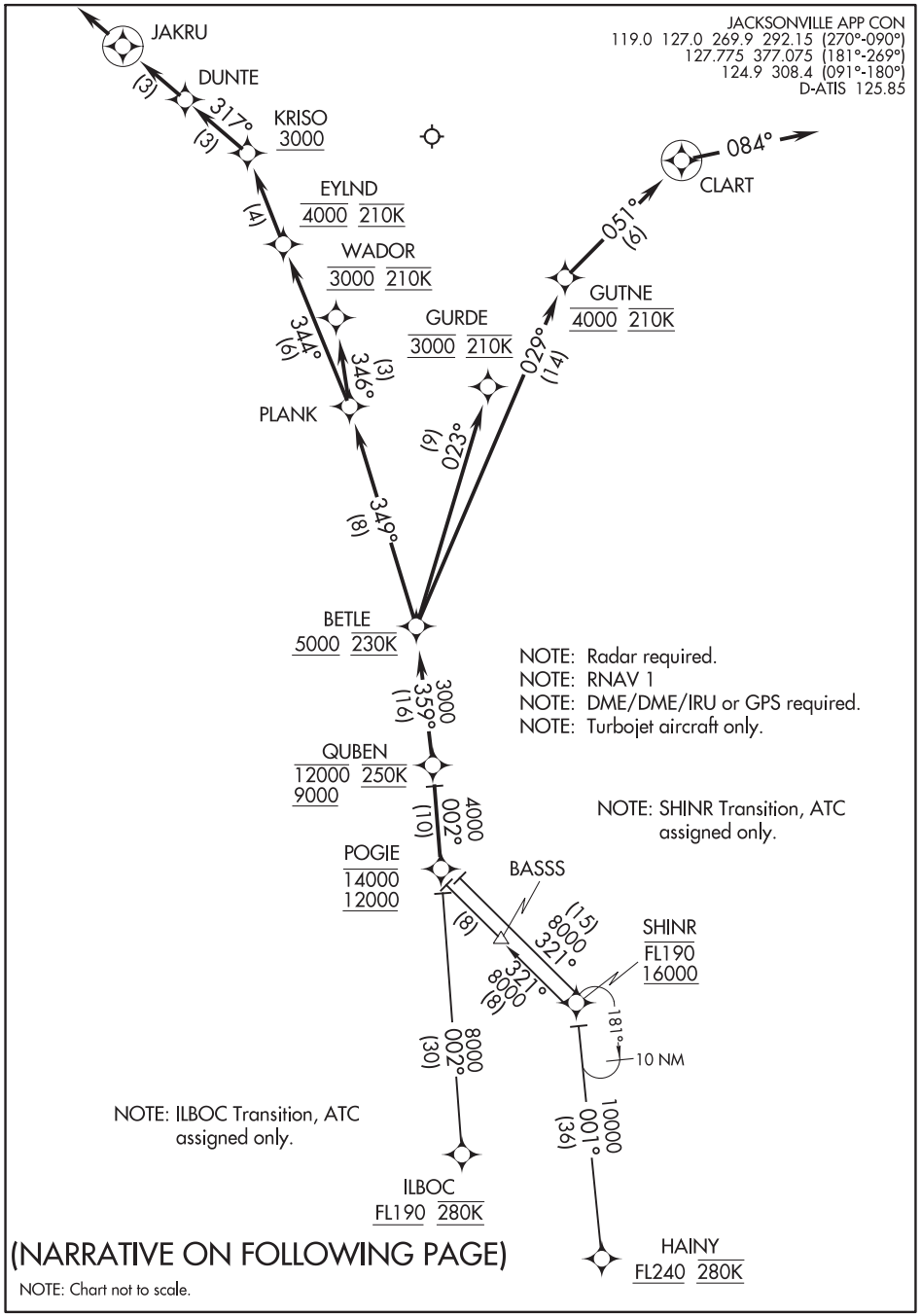
(QUBEN.QUBEN1) 18088 AL-5570 (FAA)

QUBEN ONE ARRIVAL (RNAV)

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA



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SE-3, 25 FEB 2021 to 22 APR 2021

ARRIVAL ROUTE DESCRIPTION

HAINY TRANSITION (HAINY.QUBEN1)
ILBOC TRANSITION (ILBOC.QUBEN1)
SHINR TRANSITION (SHINR.QUBEN1)

From POGIE on track 002° to cross QUBEN between 9000 and 12000 and at 250K.

LANDING RWY 8: From QUBEN on track 359° to cross BETLE at or above 5000 and at 230K, then on track 349° to PLANK, then on track 346° to cross WADOR at 3000 and at 210K. Expect radar vectors to RNAV (RNP)/Visual approach as assigned by ATC.

LANDING RWY 14: From QUBEN on track 359° to cross BETLE at or above 5000 and at 230K, then on track 349° to PLANK, then on track 344° to cross EYLND at 4000 and at 210K, then on track 344° to cross KRISO at or above 3000, then on track 317° to DUNTE, then on track 317° to JAKRU, then on 317° track. Expect radar vectors to final approach course.

LANDING RWY 26: From QUBEN on track 359° to cross BETLE at or above 5000 and at 230K, then on track 029° to cross GUTNE at 4000 and at 210K, then on track 051° to CLART, then on 084° track. Expect radar vectors to final approach course.

LANDING RWY 32: From QUBEN on track 359° to cross BETLE at or above 5000 and at 230K, then on track 023° to cross GURDE at 3000 and at 210K. Expect radar vectors to RNAV (RNP)/Visual approach as assigned by ATC.

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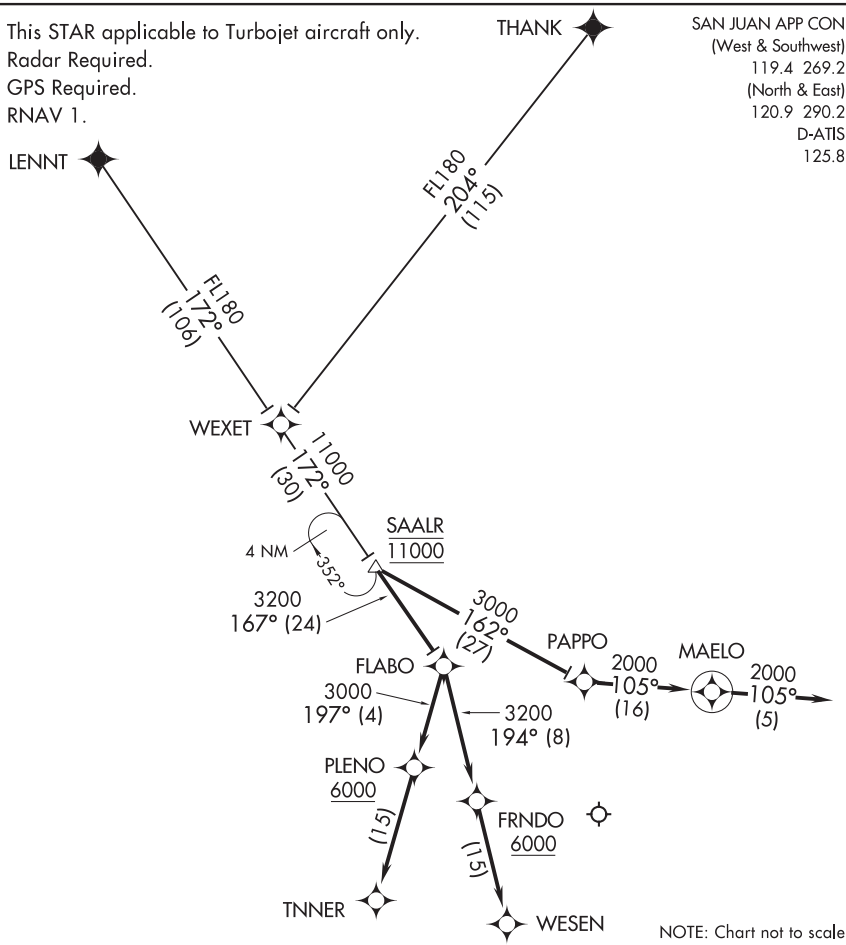
(SAALR.SAALR2) 20310 AL-784 (FAA)

SAALR TWO ARRIVAL (RNAV)

LUIS MUNOZ MARIN INTL
SAN JUAN, PUERTO RICO

NOTE: This STAR applicable to Turbojet aircraft only.
NOTE: Radar Required.
NOTE: GPS Required.
NOTE: RNAV 1.

SAN JUAN APP CON
(West & Southwest)
119.4 269.2
(North & East)
120.9 290.2
D-ATIS
125.8



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LENNT TRANSITION (LENNT.SAALR2):
THANK TRANSITION (THANK.SAALR2):

From WEXET on track 172° to SAALR, then via assigned runway transition.

Landing East Rwy 08: From over SAALR on track 167° to FLABO, then on track 194° to FRNDO, then on track 194° to WESEN.

Landing East Rwy 10: From over SAALR on track 167° to FLABO, then on track 197° to PLENO, then on track 197° to TNNER.

Landing West Rwys 26/28: From over SAALR on track 162° to PAPPO, then on track 105° to MAELO, then on heading 105°. Expect radar vectors to final approach course.

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SHFTY FIVE ARRIVAL (RNAV)

FORT MYERS, FLORIDA

ARRIVAL ROUTE DESCRIPTION

CYNTA TRANSITION (CYNTA.SHFTY5)
HIBAC TRANSITION (HIBAC.SHFTY5)

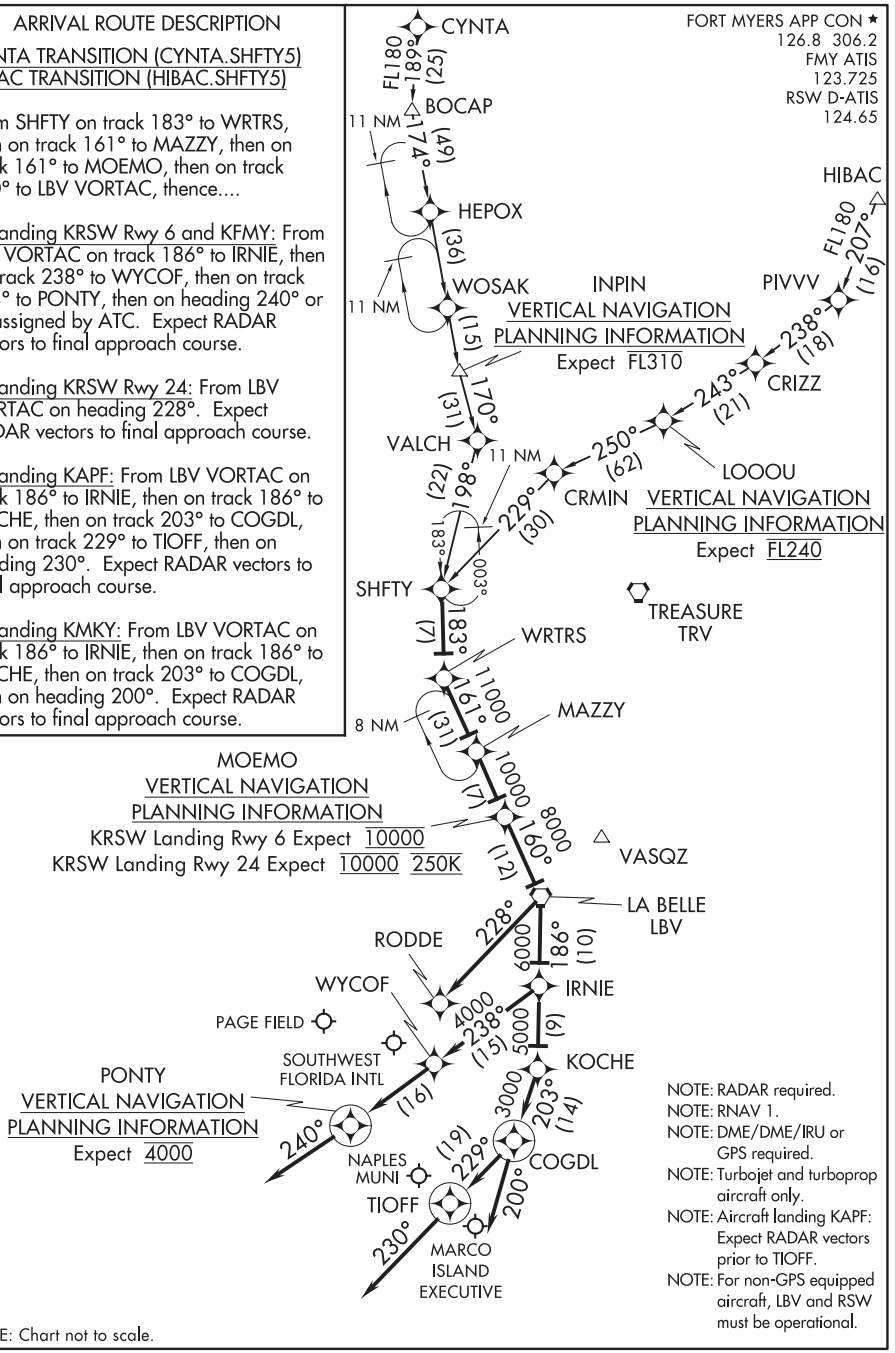
From SHFTY on track 183° to WRTRS, then on track 161° to MAZZY, then on track 161° to MOEMO, then on track 160° to LBV VORTAC, thence....

....Landing KRSW Rwy 6 and KFMY: From LBV VORTAC on track 186° to IRNIE, then on track 238° to WYCOF, then on track 238° to PONTY, then on heading 240° or as assigned by ATC. Expect RADAR vectors to final approach course.

....Landing KRSW Rwy 24: From LBV VORTAC on heading 228°. Expect RADAR vectors to final approach course.

....Landing KAPF: From LBV VORTAC on track 186° to IRNIE, then on track 186° to KOCHE, then on track 203° to COGDL, then on track 229° to TIOFF, then on heading 230°. Expect RADAR vectors to final approach course.

....Landing KMKY: From LBV VORTAC on track 186° to IRNIE, then on track 186° to KOCHE, then on track 203° to COGDL, then on heading 200°. Expect RADAR vectors to final approach course.



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Aircraft landing KAPF: Expect RADAR vectors prior to TIOFF.
NOTE: For non-GPS equipped aircraft, LBV and RSW must be operational.

NOTE: Chart not to scale.

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

(BAARY.SSCOT5) 20198

SSCOT FIVE ARRIVAL (RNAV)

AL-257 (FAA)

MIAMI, FLORIDA

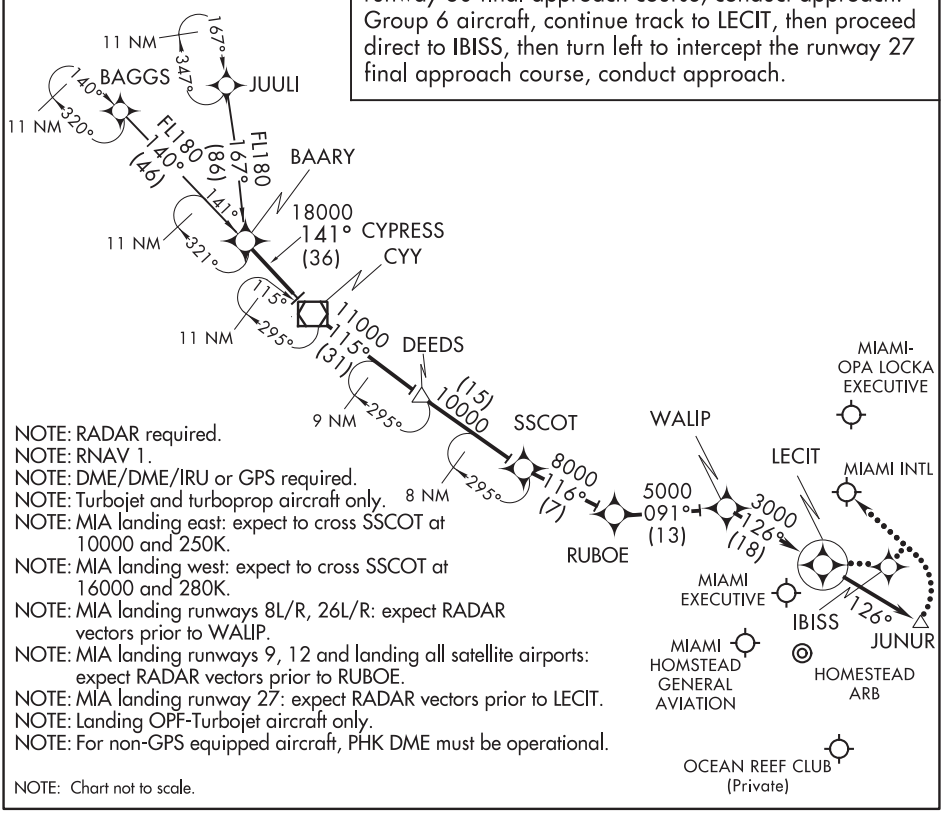
MIAMI APP CON
120.5 350.225
HWO ATIS
135.475
MIA D-ATIS
119.15
OPF ATIS
125.9
TMB ATIS
124.0

ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT5)
JUULI TRANSITION (JUULI.SSCOT5)

LANDING ALL AIRPORTS: From BAARY on track 141° to CYY VOR/DME, then on track 115° to DEEDS, then on track 115° to SSCOT, then on track 116° to RUBOE, then on track 091° to WALIP, then on track 126° to LECIT, then on heading 126° or as assigned by ATC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
MIA LANDING EAST: Continue track to LECIT, intercept the runway 8L final approach course, conduct approach. Group 6 aircraft, continue track to LECIT, intercept the runway 8R final approach course, conduct approach.
MIA LANDING WEST: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the runway 30 final approach course, conduct approach. Group 6 aircraft, continue track to LECIT, then proceed direct to IBISS, then turn left to intercept the runway 27 final approach course, conduct approach.



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: MIA landing east: expect to cross SSCOT at 10000 and 250K.
NOTE: MIA landing west: expect to cross SSCOT at 16000 and 280K.
NOTE: MIA landing runways 8L/R, 26L/R: expect RADAR vectors prior to WALIP.
NOTE: MIA landing runways 9, 12 and landing all satellite airports: expect RADAR vectors prior to RUBOE.
NOTE: MIA landing runway 27: expect RADAR vectors prior to LECIT.
NOTE: Landing OPF-Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft, PHK DME must be operational.

NOTE: Chart not to scale.

SE-3, 25 FEB 2021 to 22 APR 2021
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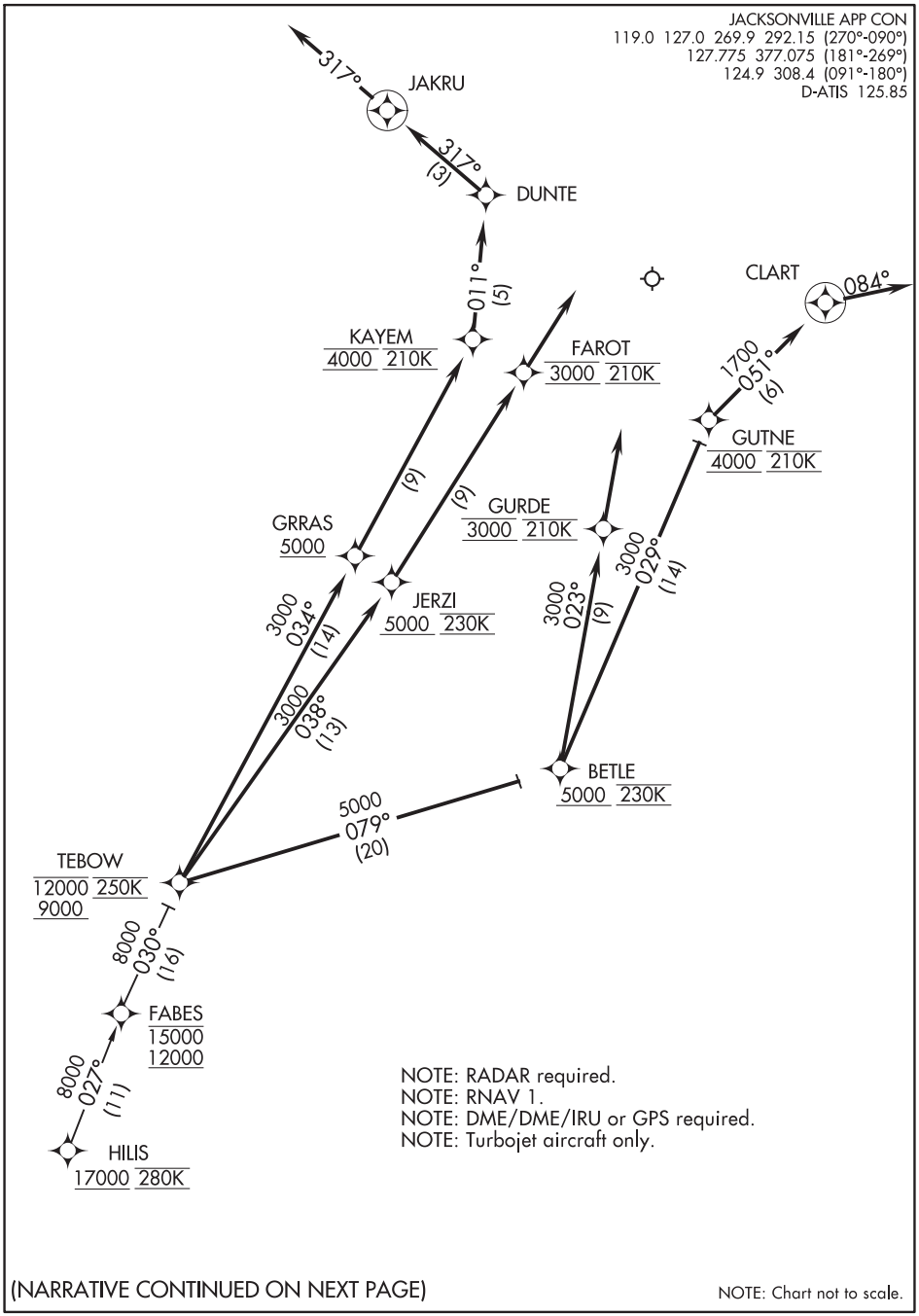
TEBOW ONE ARRIVAL (RNAV)



(NARRATIVE CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

(TEBOW.TEBOW1) 17117

TEBOW ONE ARRIVAL (RNAV)

AL-5570 (FAA)

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA

ARRIVAL ROUTE DESCRIPTION

HILIS TRANSITION (HILIS.TEBOW1)

From FABES on track 030° to cross TEBOW between 9000 and 12000 and at 250K.

LANDING RWY 8: From TEBOW on track 038° to cross JERZI at or above 5000 and at 230K, then on track 038° to cross FAROT at 3000 and at 210K. Expect ILS or LOC RWY 8.

LANDING RWY 14: From TEBOW on track 034° to cross GRRAS at or above 5000, then on track 034° to cross KAYEM at 4000 and at 210K, then on track 011° to DUNTE, then on track 317° to JAKRU, then on track 317°. Expect radar vectors to final approach course.

LANDING RWY 26: From TEBOW on track 079° to cross BETLE at or above 5000 and at 230K, then on track 029° to cross GUTNE at 4000 and at 210K, then on track 051° to CLART, then on track 084°. Expect radar vectors to final approach course.

LANDING RWY 32: From TEBOW on track 079° to cross BETLE at or above 5000 and at 230K, then on track 023° to cross GURDE at 3000 and at 210K. Expect ILS or LOC RWY 32.

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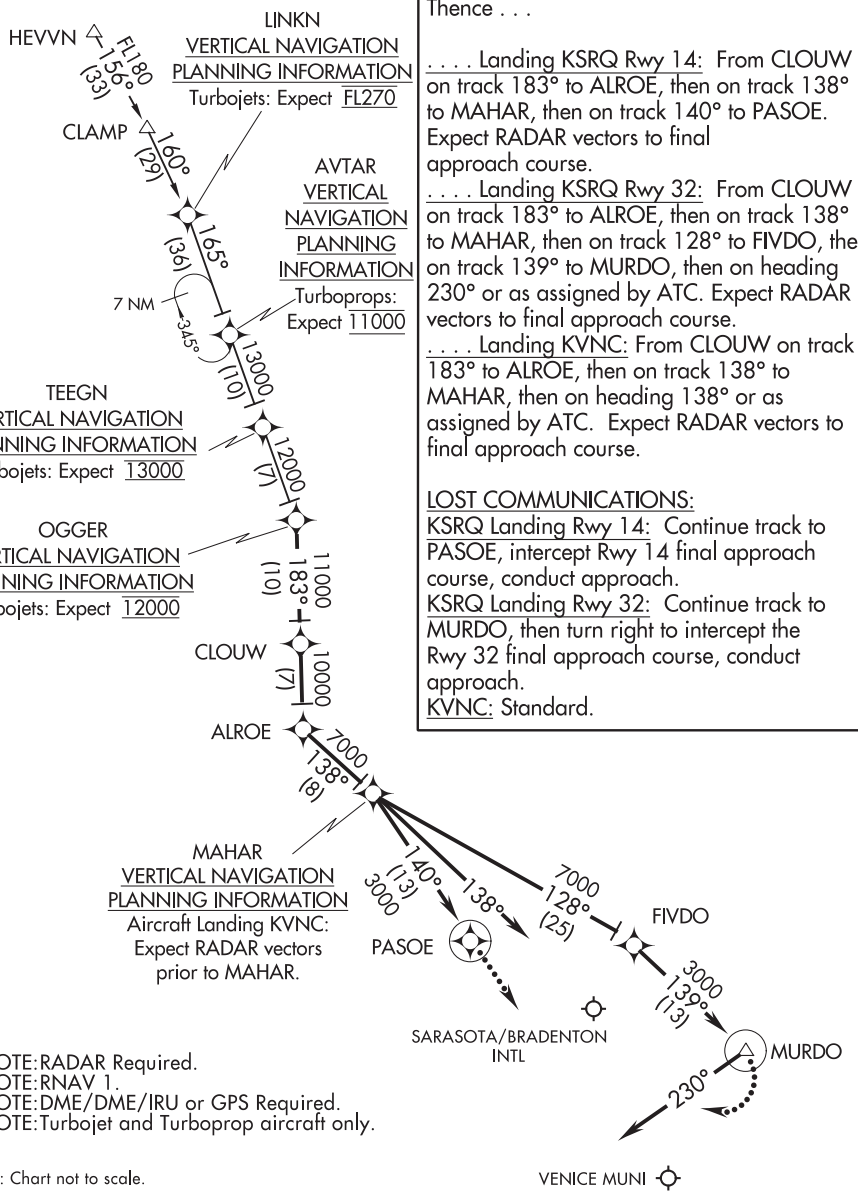
TEEGN TWO ARRIVAL (RNAV)

SARASOTA/BRADENTON, FLORIDA

TAMPA APP CON
119.65 353.575
SRQ ATIS
124.375
VNC AWOS-3
119.275



ARRIVAL ROUTE DESCRIPTION

HEVVN TRANSITION (HEVVN.TEEGN2)

From OGGER on track 183° to CLOUW. Thence . . .

. . . . Landing KSRQ Rwy 14: From CLOUW on track 183° to ALROE, then on track 138° to MAHAR, then on track 140° to PASOE. Expect RADAR vectors to final approach course.

. . . . Landing KSRQ Rwy 32: From 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° or as assigned by ATC. Expect RADAR vectors to final approach course.

. . . . Landing KVNC: From CLOUW on track 183° to ALROE, then on track 138° to MAHAR, then on heading 138° or as assigned by ATC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
KSRQ Landing Rwy 14: Continue track to PASOE, intercept Rwy 14 final approach course, conduct approach.
KSRQ Landing Rwy 32: Continue track to MURDO, then turn right to intercept the Rwy 32 final approach course, conduct approach.
KVNC: Standard.

NOTE:RADAR Required.
NOTE:RNAV 1.
NOTE:DME/DME/IRU or GPS Required.
NOTE:Turbojet and Turboprop aircraft only.

NOTE: Chart not to scale.

TEEGN TWO ARRIVAL (RNAV)
SARASOTA/BRADENTON, FLORIDA

TRAPR THREE ARRIVAL (RNAV)

SARASOTA/BRADENTON, FLORIDA

ARRIVAL ROUTE DESCRIPTION

JORPO TRANSITION (JORPO.TRAPR3)

From TRAPR on track 177° to ZEBON, then on track 177° to RUNNE, then on track 177° to LAL VORTAC. Thence . . .

. . . . Landing KSRQ Rwy 14: From LAL VORTAC on track 226° to WUDDY, then on track 226° to LYFIE, then on track 273° to RUTAE, then on heading 230° or as assigned by ATC. Expect RADAR vectors to final approach course.

. . . . Landing KSRQ Rwy 32: From LAL VORTAC on track 226° to WUDDY, then on track 226° to LYFIE, then on track 175° to MURDO, then on heading 230° or as assigned by ATC. Expect RADAR vectors to final approach course.

. . . . Landing KVNC: From LAL VORTAC on track 226° to WUDDY, then on track 226° to LYFIE, then on heading 226° or as assigned by ATC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

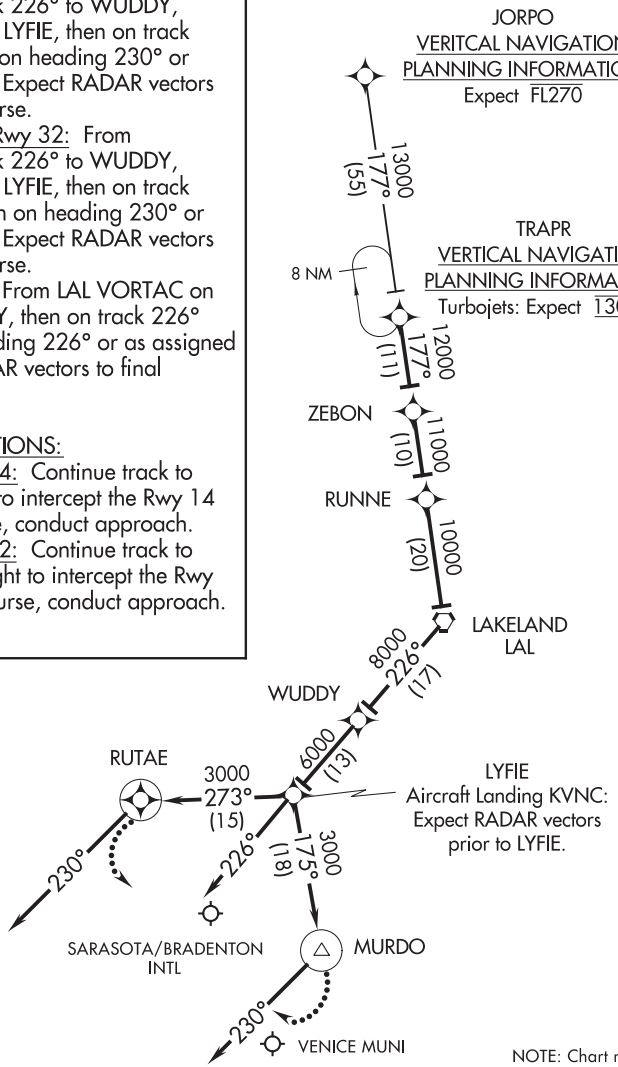
KSRQ Landing Rwy 14: Continue track to RUTAE, then turn left to intercept the Rwy 14 final approach course, conduct approach.

KSRQ Landing Rwy 32: Continue track to MURDO, then turn right to intercept the Rwy 32 final approach course, conduct approach.

KVNC: Standard.

TAMPA APP CON
119.65 353.575
SRQ ATIS
124.375
VNC AWOS-3
119.275

NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet and Turboprop aircraft only.

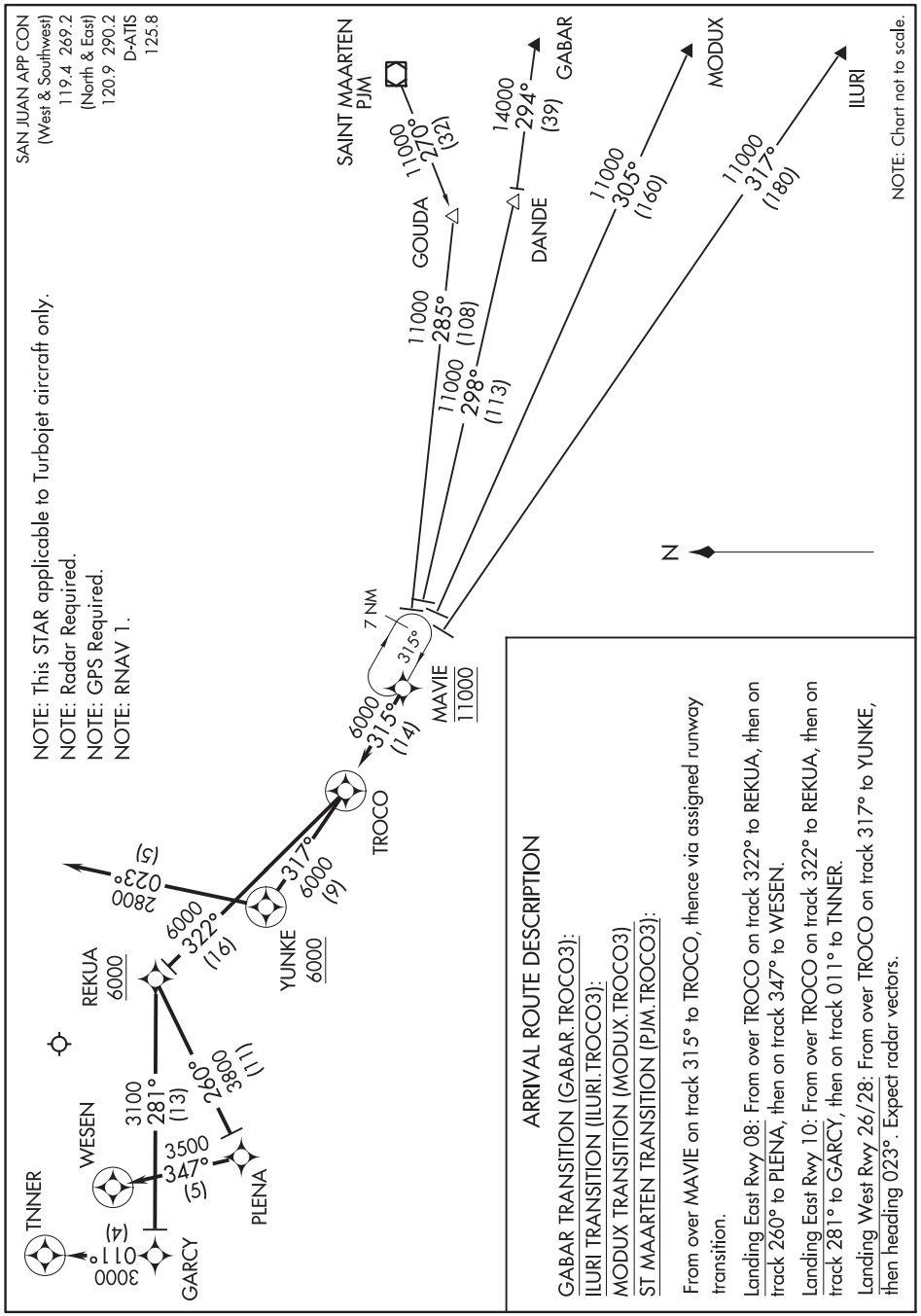


NOTE: Chart not to scale.

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

TROCO THREE ARRIVAL (RNAV)

LUIS MUNOZ MARIN INTL
SAN JUAN, PUERTO RICO



ARRIVAL ROUTE DESCRIPTION

GABAR TRANSITION (GABAR.TROCO3):
ILURI TRANSITION (ILURI.TROCO3):
MODUX TRANSITION (MODUX.TROCO3)
ST MAARTEN TRANSITION (PJM.TROCO3):

From over MAVIE on track 315° to TROCO, thence via assigned runway transition.

Landing East Rwy 08: From over TROCO on track 322° to REKUA, then on track 260° to PLENA, then on track 347° to WESEN.

Landing East Rwy 10: From over TROCO on track 322° to REKUA, then on track 281° to GARCY, then on track 011° to TNNER.

Landing West Rwy 26/28: From over TROCO on track 317° to YUNKE, then heading 023°. Expect radar vectors.

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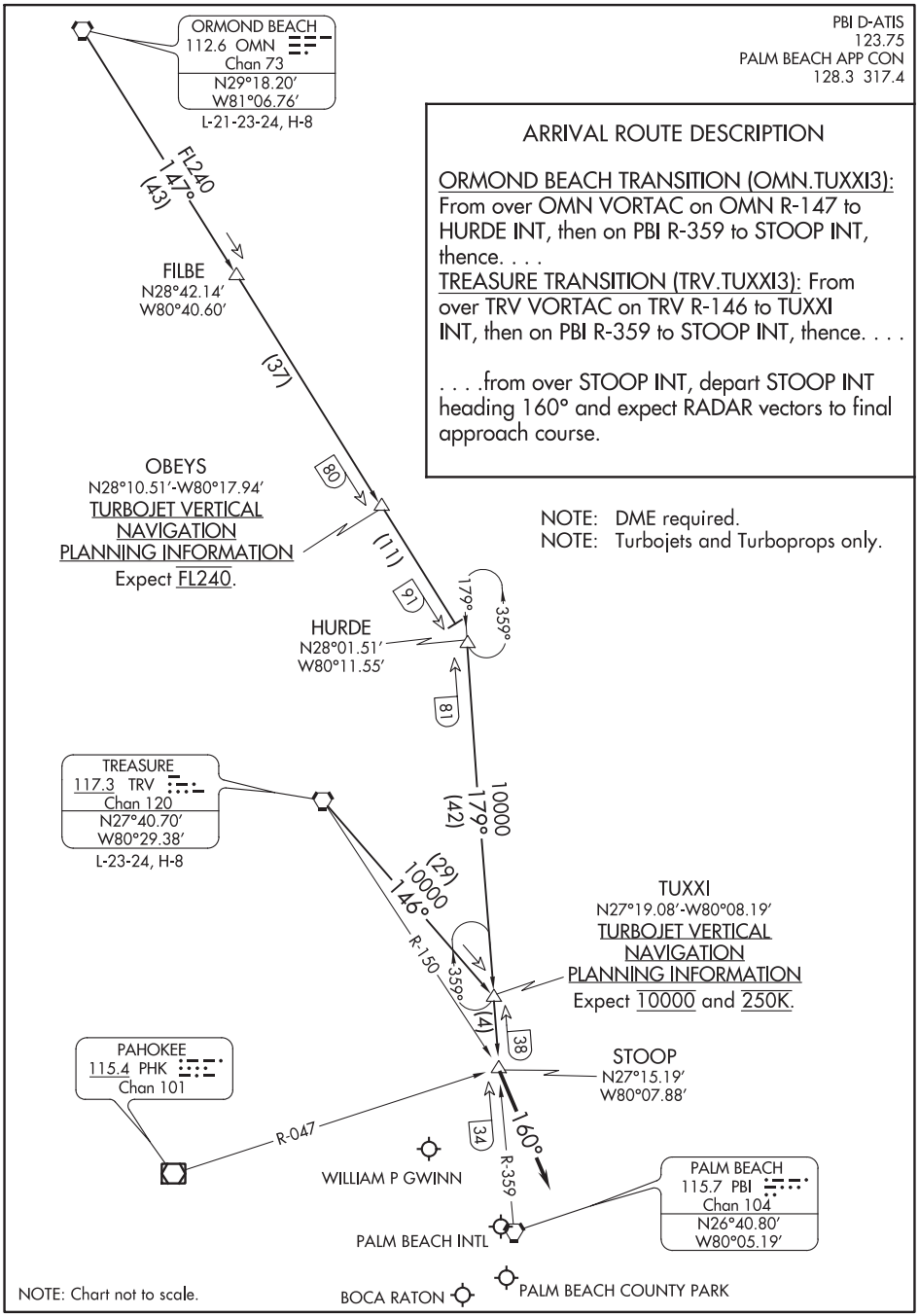
(TUXXI.TUXXI3) 20254 AL-449 (FAA)

TUXXI THREE ARRIVAL

WEST PALM BEACH, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

TUXXI THREE ARRIVAL

WEST PALM BEACH, FLORIDA

(TUXXI.TUXXI3) 27APR17

TYNEE TWO ARRIVAL (RNAV)

AL-154 (FAA)

FORT MYERS, FLORIDA

FORT MYERS APP CON ★
125.15 306.2
FMY ATIS
123.725
RSW D-ATIS
124.65

ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.TYNEE2)
CODGR TRANSITION (CODGR.TYNEE2)
FRZBE TRANSITION (FRZBE.TYNEE2)
PLYER TRANSITION (PLYER.TYNEE2)

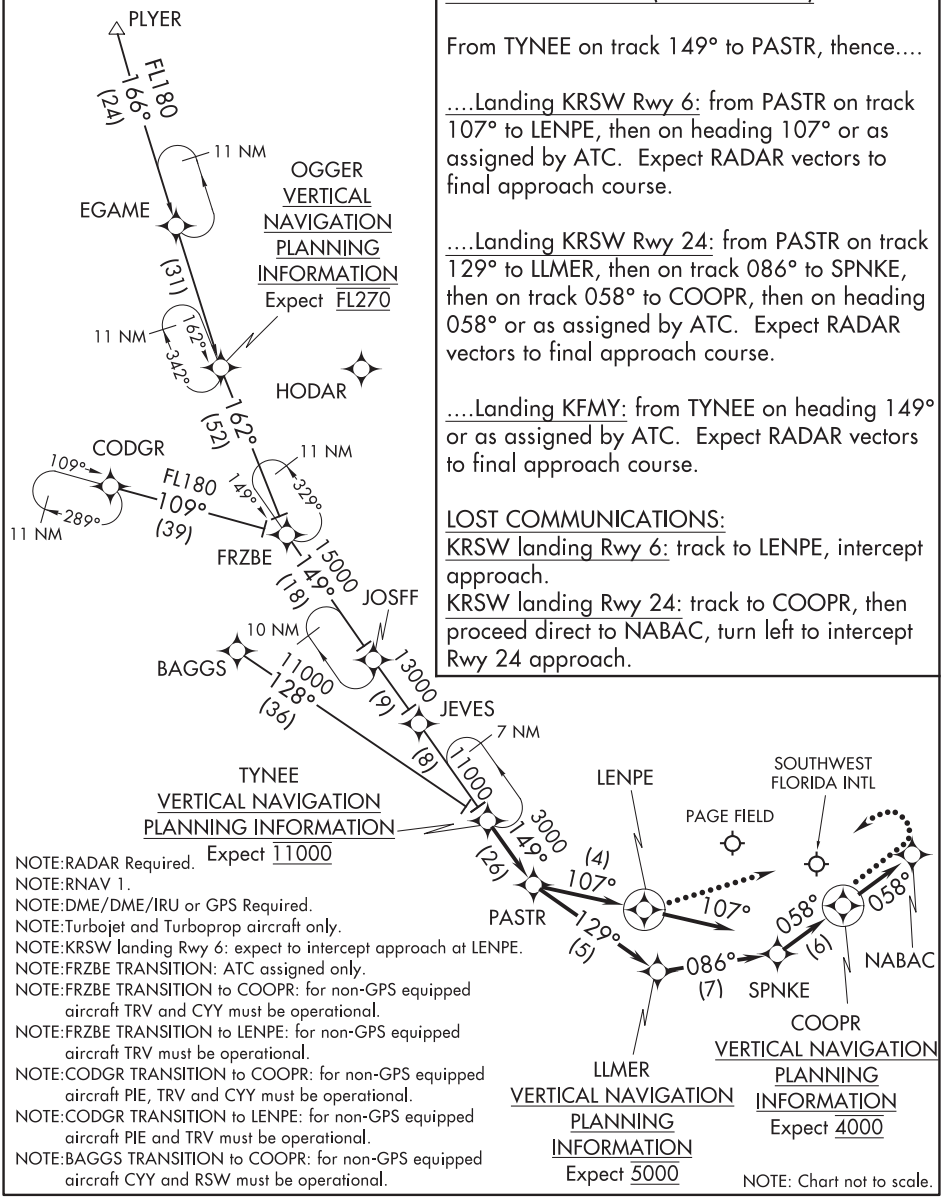
From TYNEE on track 149° to PASTR, thence....

....Landing KRSW Rwy 6: from PASTR on track 107° to LENPE, then on heading 107° or as assigned by ATC. Expect RADAR vectors to final approach course.

....Landing KRSW Rwy 24: from PASTR on track 129° to LLMER, then on track 086° to SPNKE, then on track 058° to COOPR, then on heading 058° or as assigned by ATC. Expect RADAR vectors to final approach course.

....Landing KFMY: from TYNEE on heading 149° or as assigned by ATC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
KRSW landing Rwy 6: track to LENPE, intercept approach.
KRSW landing Rwy 24: track to COOPR, then proceed direct to NABAC, turn left to intercept Rwy 24 approach.



NOTE:RADAR Required.
NOTE:RNAV 1.
NOTE:DME/DME/IRU or GPS Required.
NOTE:Turbojet and Turboprop aircraft only.
NOTE:KRSW landing Rwy 6: expect to intercept approach at LENPE.
NOTE:FRZBE TRANSITION: ATC assigned only.
NOTE:FRZBE TRANSITION to COOPR: for non-GPS equipped aircraft TRV and CYY must be operational.
NOTE:FRZBE TRANSITION to LENPE: for non-GPS equipped aircraft TRV must be operational.
NOTE:CODGR TRANSITION to COOPR: for non-GPS equipped aircraft PIE, TRV and CYY must be operational.
NOTE:CODGR TRANSITION to LENPE: for non-GPS equipped aircraft PIE and TRV must be operational.
NOTE:BAGGS TRANSITION to COOPR: for non-GPS equipped aircraft CYY and RSW must be operational.

NOTE: Chart not to scale.

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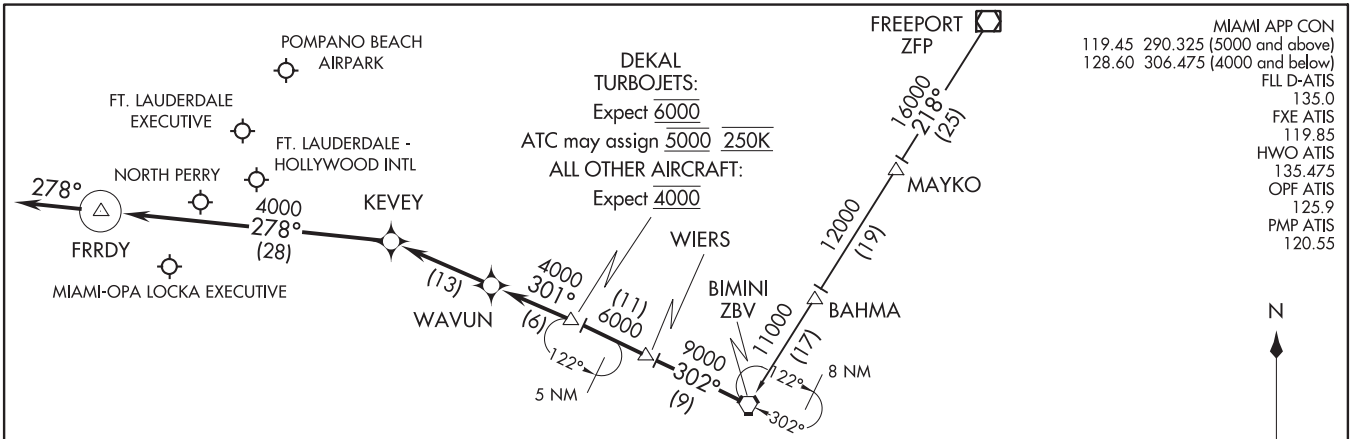
WAVUN FIVE ARRIVAL (RNAV)

(ZBV.WAVUN5) 05DEC19

FORT LAUDERDALE, FLORIDA



NOTE: Landing Fort Lauderdale/Hollywood Intl West:
Expect RADAR vectors to final approach course prior to KEVEY.

NOTE: Landing Fort Lauderdale/Hollywood Intl East:
Expect RADAR vectors to final approach course prior to FRRDY.

NOTE: Landing Fort Lauderdale Executive, Pompano Beach Airpark:
Expect RADAR vectors after DEKAL.

NOTE: Landing Hollywood North Perry, Miami-Opa Locka Executive:
Expect RADAR vectors after WAVUN.

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.WAVUN5)

From ZBV VORTAC on track 302° to WIERS, then on track 302° to DEKAL, then on track 301° to WAVUN, then on track 301° to KEVEY, then on track 278° to FRRDY, then on heading 278° or as assigned by ATC. Expect RADAR vectors.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

(ZBV.WAVUN5) 20198
WAVUN FIVE ARRIVAL (RNAV)
FORT LAUDERDALE, FLORIDA

AL-744 (FAA)

Z72

WLACE FOUR ARRIVAL (RNAV)

WEST PALM BEACH, FLORIDA

PBI D-ATIS
123.75
PALM BEACH APP CON
128.3 317.4

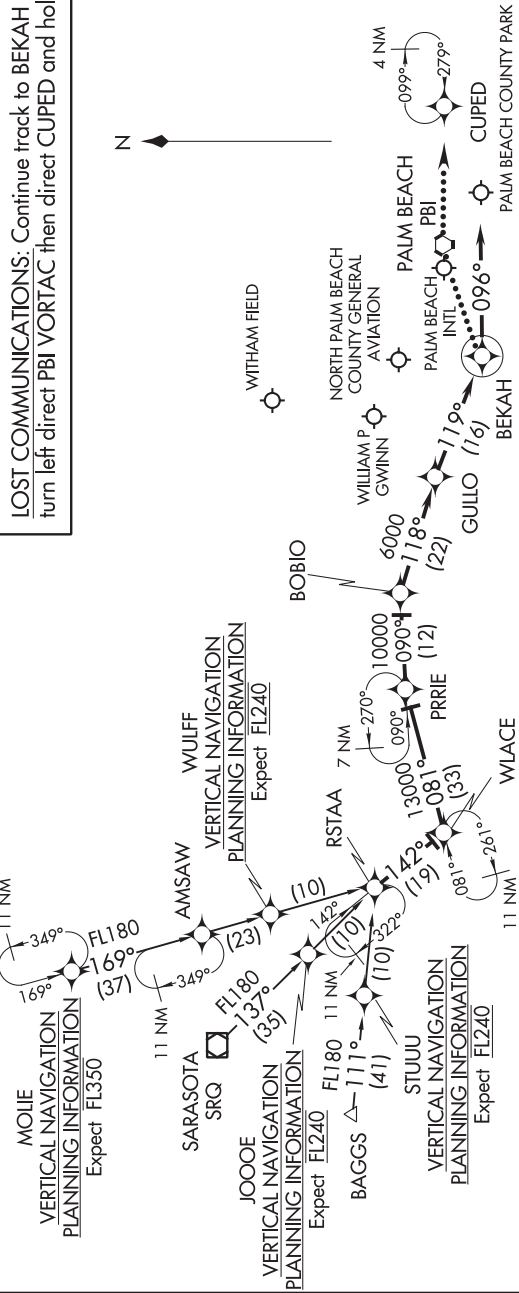
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, DHP must be operational.
NOTE: PBI landing east: expect to cross BOBIO at 10000 and 250K.
NOTE: PBI landing west: expect to cross BOBIO at 10000.

ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.WLACE4)
MOLIE TRANSITION (MOLIE.WLACE4)
SARASOTA TRANSITION (SRQ.WLACE4)

From RSTAA on track 142° to WLACE, then on track 081° to PRRIE, then on track 090° to BOBIO, then on track 118° to GULLO, then on track 119° to BEKAH, then on heading 096°or as assigned by ATC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: Continue track to BEKAH then turn left direct PBI VORTAC then direct CUPED and hold.



SE-3, 25 FEB 2021 to 22 APR 2021

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WLACE FOUR ARRIVAL (RNAV)

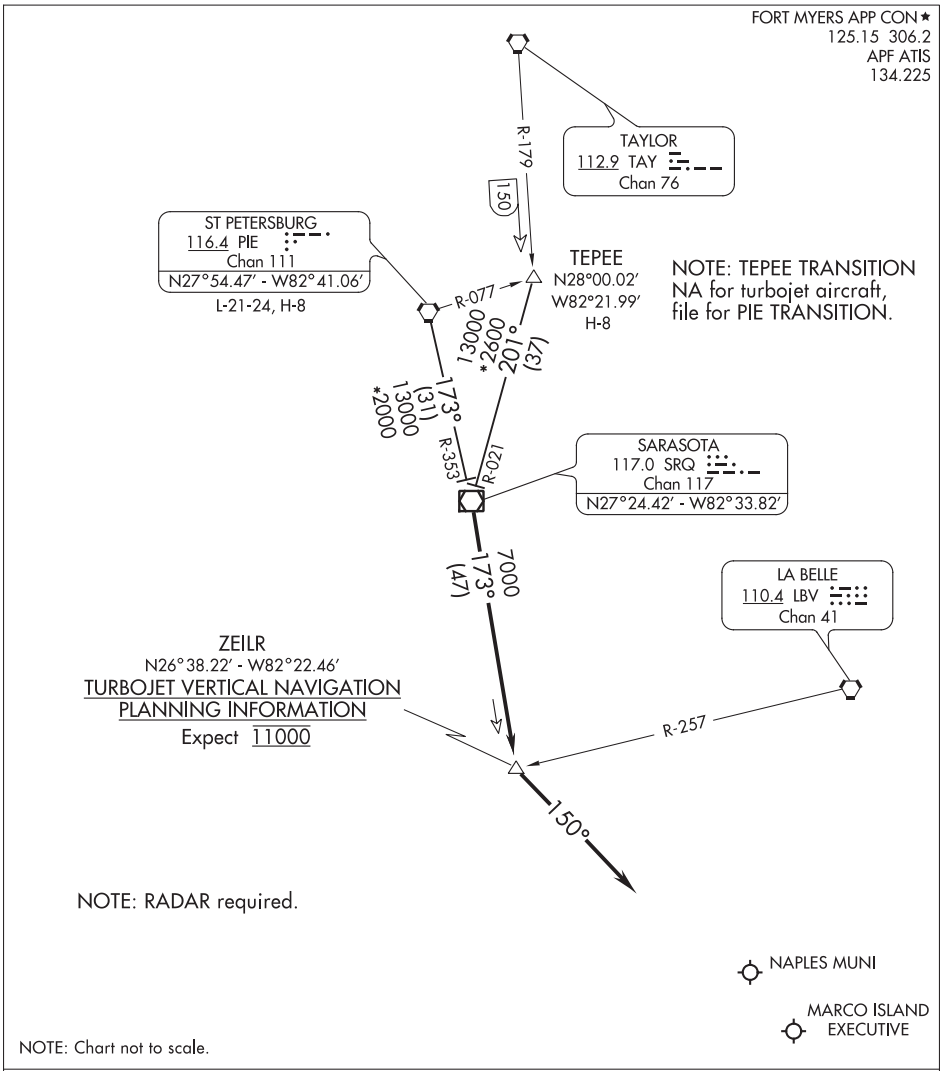
WEST PALM BEACH, FLORIDA

(SRQ.ZEILR5) 20198

ZEILR FIVE ARRIVAL

AL-6020 (FAA)

NAPLES, FLORIDA



ARRIVAL ROUTE DESCRIPTION

ST PETERSBURG TRANSITION (PIE.ZEILR5): From over PIE VORTAC on SRQ R-353 to SRQ VOR/DME. Thence. . . .

TEPEE TRANSITION (TEPEE.ZEILR5): From over TEPEE INT on SRQ R-021 to SRQ VOR/DME. Thence. . . .

. . . .From over SRQ VOR/DME on SRQ R-173 to ZEILR, then heading 150°. Expect RADAR vectors to final approach course.

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ZEILR FIVE ARRIVAL

NAPLES, FLORIDA

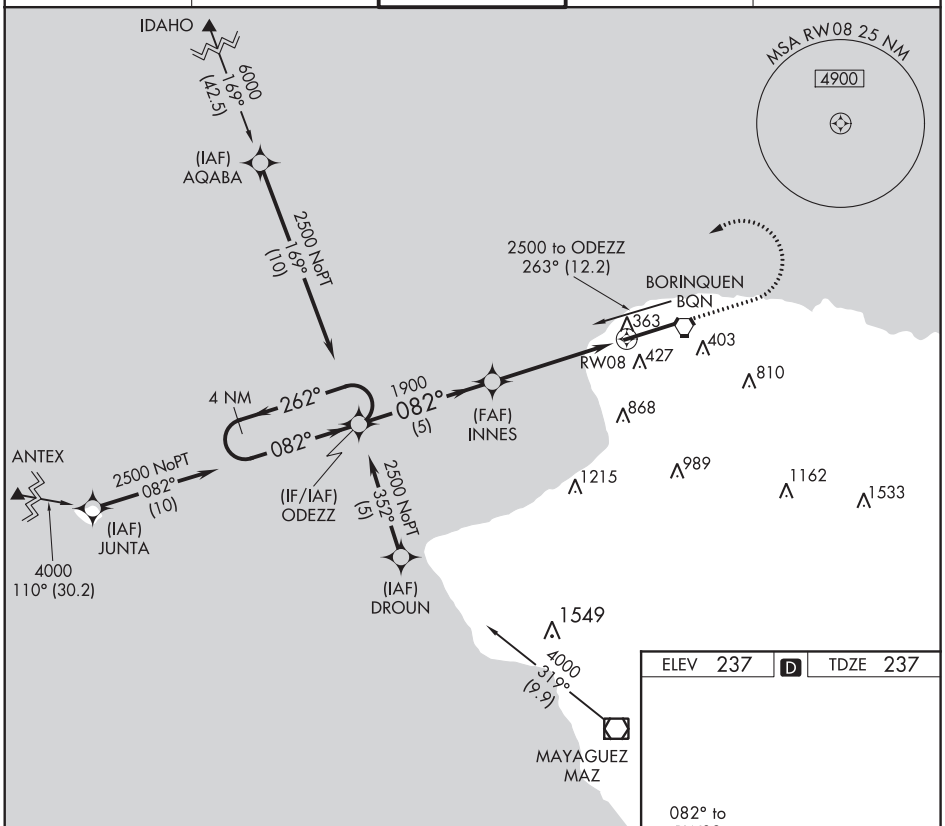
APP CRS	Rwy ldg	11313
082°	TDZE	237
	Apt Elev	237

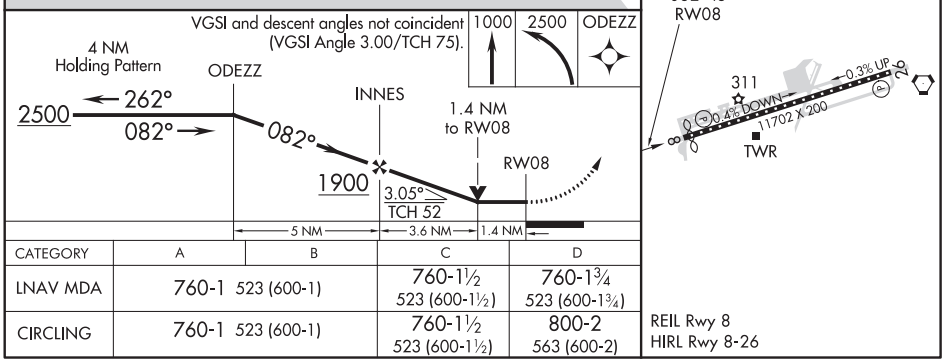
RNAV (GPS) RWY 8
RAFAEL HERNANDEZ (BQN) (TJBQ)

When local altimeter setting not received, procedure NA.
Helicopter visibility reduction below ¾ SM NA.
Circling NA south of Rwy 8-26. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 direct ODEZZ WP and hold.

ATIS	SAN JUAN CENTER	AGUADILLA TOWER ★	GND CON	CLNC DEL
118.325	124.35 269.35	124.95 (CTAF)	120.875	120.875





CATEGORY	A	B	C	D
LNAV MDA	760-1 523 (600-1)		760-1½ 523 (600-1½)	760-1¾ 523 (600-1¾)
CIRCLING	760-1 523 (600-1)		760-1½ 523 (600-1½)	800-2 563 (600-2)

REIL Rwy 8
HIRL Rwy 8-26

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AGUADILLA, PUERTO RICO

AL-1016 (FAA)

19115

RNAV (GPS) RWY 26

RAFAEL HERNANDEZ (BQN) (TJBQ)

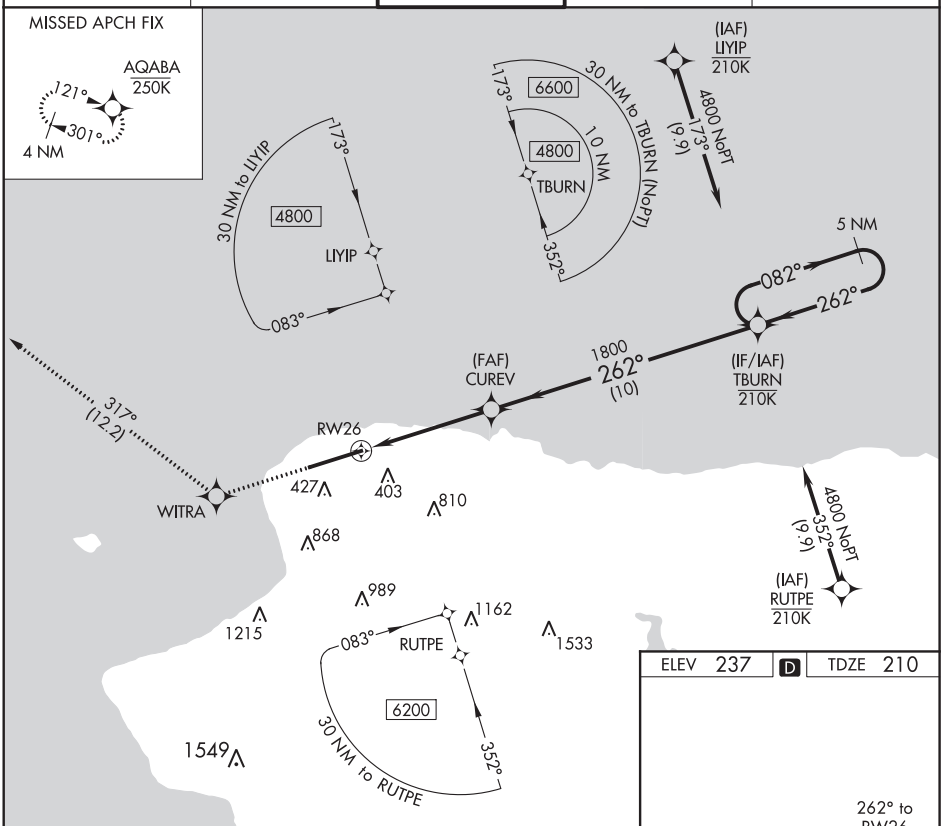
APP CRS	Rwy ldg	11313
262°	TDZE	210
	Apt Elev	237

T A NA

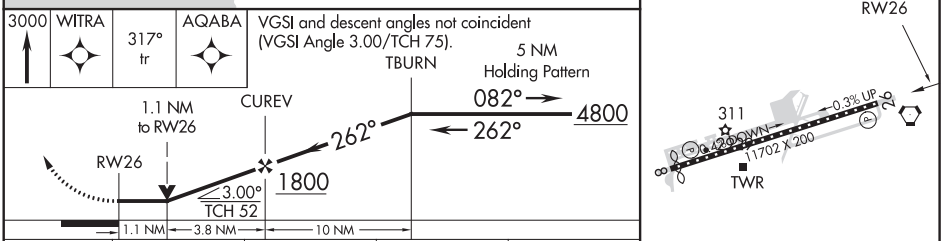
When local altimeter setting not received, procedure NA.
Circling NA south of Rwy 8-26. DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct WITRA and on 317° track to AQABA and hold.

ATIS	SAN JUAN CENTER	AGUADILLA TOWER ★	GND CON	CLNC DEL
118.325	124.35 269.35	124.95 (CTAF)	120.875	120.875



ELEV	237	D	TDZE	210



CATEGORY	A	B	C	D
LNAV MDA	620-1 410 (400-1)		620-1⅛ 410 (400-1⅛)	
CIRCLING	680-1 443 (500-1)	700-1 463 (500-1)	700-1½ 463 (500-1½)	800-2 563 (600-2)

REIL Rwy 8
HIRL Rwy 8-26

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

AGUADILLA, PUERTO RICO
Orig-B 08JAN15

18°30'N-67°08'W

RAFAEL HERNANDEZ (BQN) (TJBQ)
RNAV (GPS) RWY 26

VORTAC BQN	APP CRS	Rwy ldg 11313
113.5	085°	TDZE 237
Chan 82		Apt Elev 237

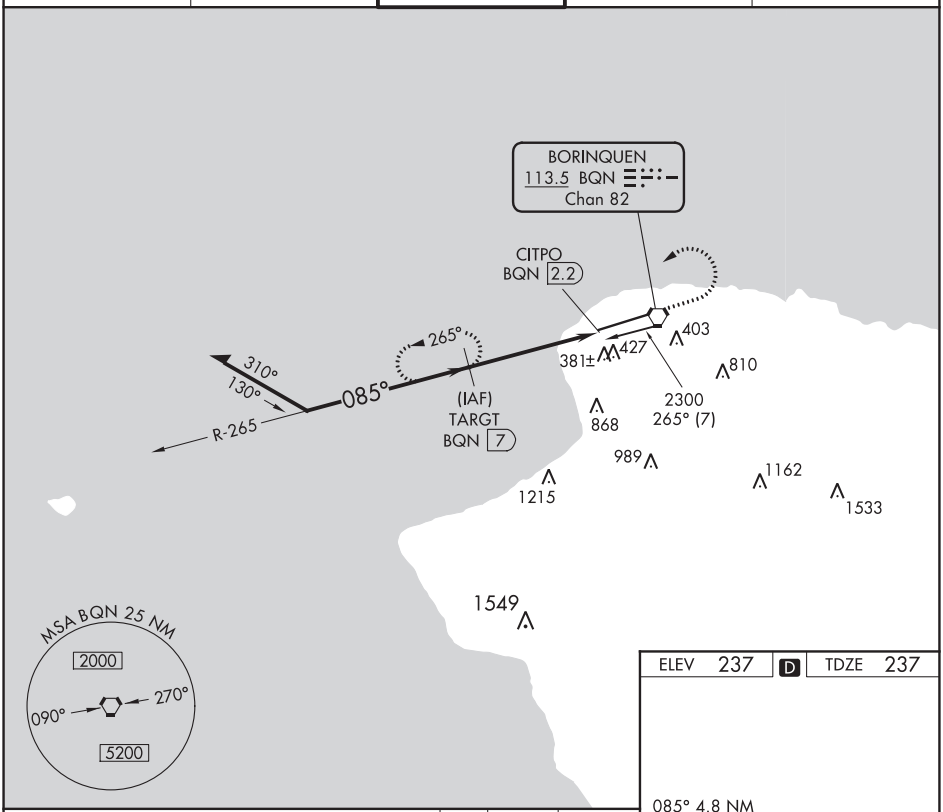
VOR/DME or TACAN RWY 8

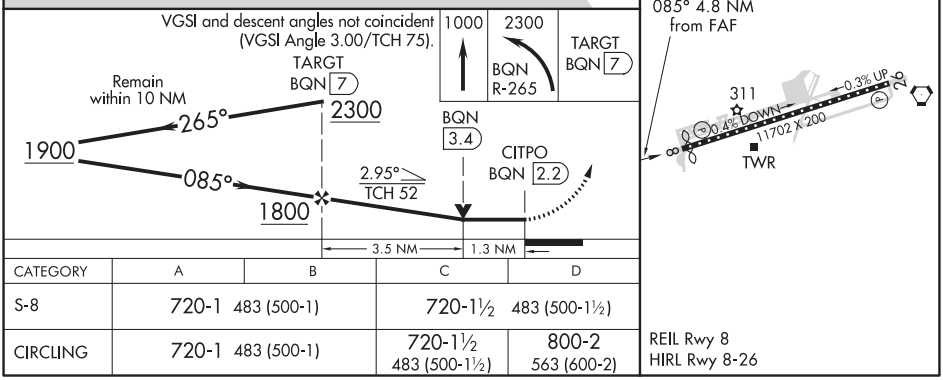
RAFAEL HERNANDEZ (BQN) (TJBQ)

Circling NA south of Rwy 8-26.
When local altimeter setting not received, procedure NA.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 and BQN VORTAC R-265 to TARGT/BQN 7 DME and hold.

ATIS	SAN JUAN CENTER	AGUADILLA TOWER ★	GND CON	CLNC DEL
118.325	124.35 269.35	124.95 (CTAF)	120.875	120.875





CATEGORY	A	B	C	D
S-8	720-1 483 (500-1)		720-1½ 483 (500-1½)	
CIRCLING	720-1 483 (500-1)		720-1½ 483 (500-1½)	800-2 563 (600-2)

REIL Rwy 8
HIRL Rwy 8-26

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SE-3, 25 FEB 2021 to 22 APR 2021

AGUADILLA, PUERTO RICO

AL-1016 (FAA)

20254

VOR RWY 8

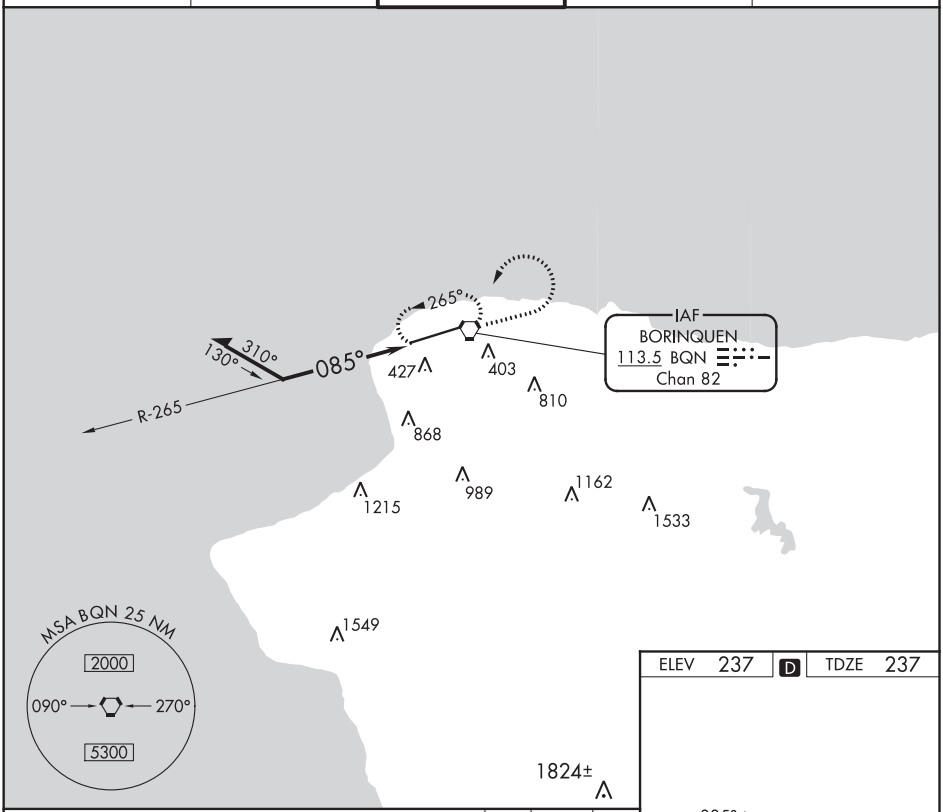
RAFAEL HERNANDEZ (BQN) (TJBQ)

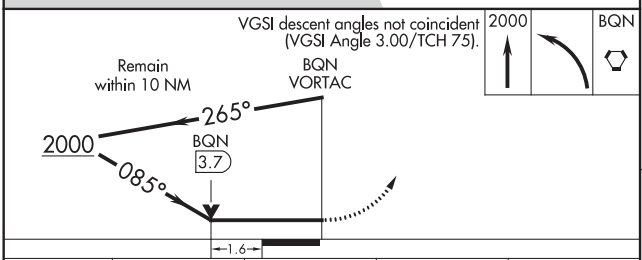
VORTAC BQN	APP CRS	Rwy ldg	11313
113.5	085°	TDZE	237
Chan 82		Apt Elev	237

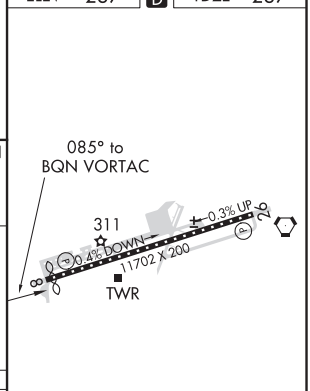
When local altimeter setting not received, procedure NA. Circling NA south of Rwy 8-26. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then left turn direct BQN VORTAC and hold.

ATIS	SAN JUAN CENTER	AGUADILLA TOWER ★	GND CON	CLNC DEL
118.325	124.35 269.35	124.95 (CTAF)	120.875	120.875







CATEGORY	A	B	C	D
S-8	820-1	583 (600-1)	820-1½ 583 (600-1½)	820-1¾ 583 (600-1¾)
CIRCLING	820-1	583 (600-1)	820-1½ 583 (600-1½)	820-2 583 (600-2)

REIL Rwy 8
HIRL Rwy 8-26

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SE-3, 25 FEB 2021 to 22 APR 2021

VORTAC BQN 113.5 Chan 82	APP CRS 232°	Rwy ldg 11313 TDZE 210 Apt Elev 237

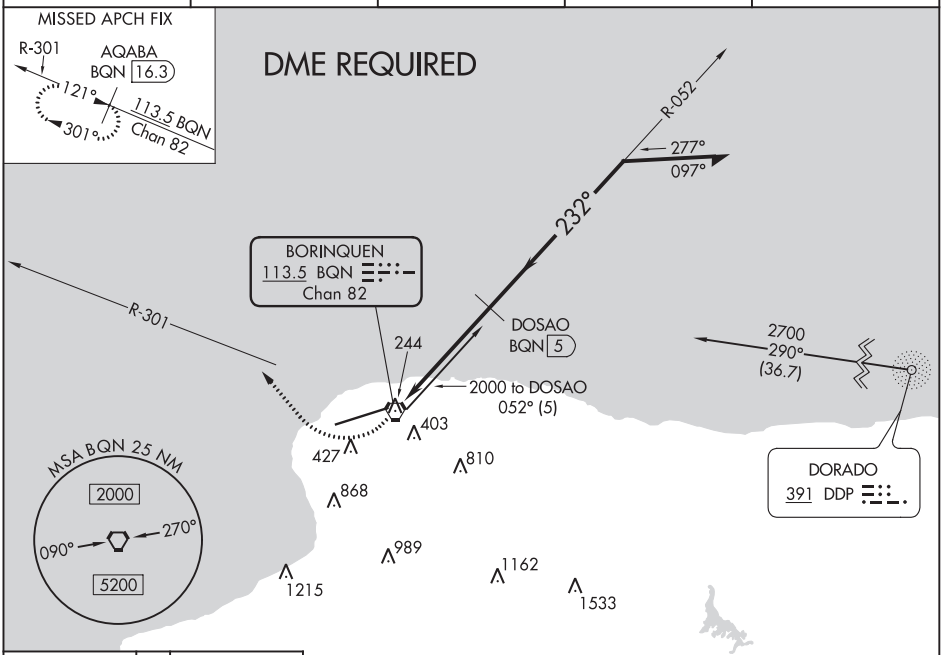
VOR or TACAN RWY 26

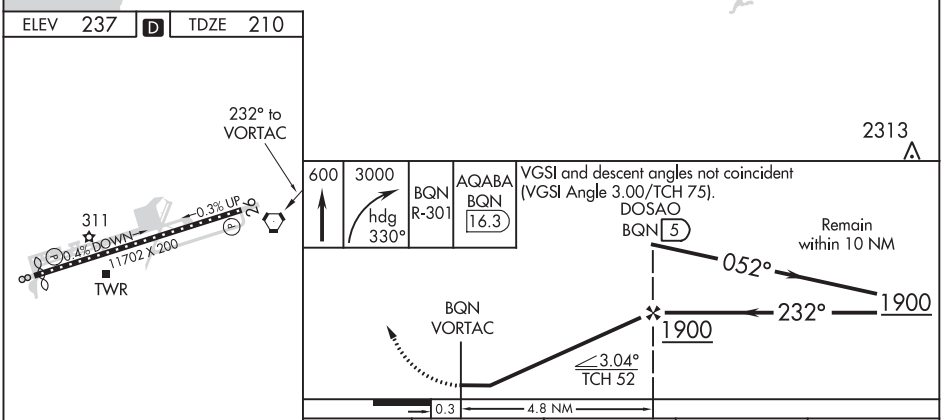
RAFAEL HERNANDEZ (BQN) (TJBQ)

T A NA When local altimeter setting not received, procedure NA. Circling NA south of Rwy 8-26. Rwy 26 helicopter visibility below ¾ SM NA. DME required.

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 heading 330° and on BQN VORTAC R-301 to AQABA/BQN 16.3 DME and hold.

ATIS	SAN JUAN CENTER	AGUADILLA TOWER ★	GND CON	CLNC DEL
118.325	124.35 269.35	124.95 (CTAF)	120.875	120.875





REIL Rwy 8
HIRL Rwy 8-26

CATEGORY	A	B	C	D
S-26	620-1 410 (400-1)		620-1⅛ 410 (400-1⅛)	
CIRCLING	680-1 443 (500-1)	700-1 463 (500-1)	700-1½ 463 (500-1½)	800-2 563 (600-2)

AGUADILLA, PUERTO RICO
Orig-D 12OCT17
18°30'N-67°08'W
RAFAEL HERNANDEZ (BQN) (TJBQ)
VOR or TACAN RWY 26
5

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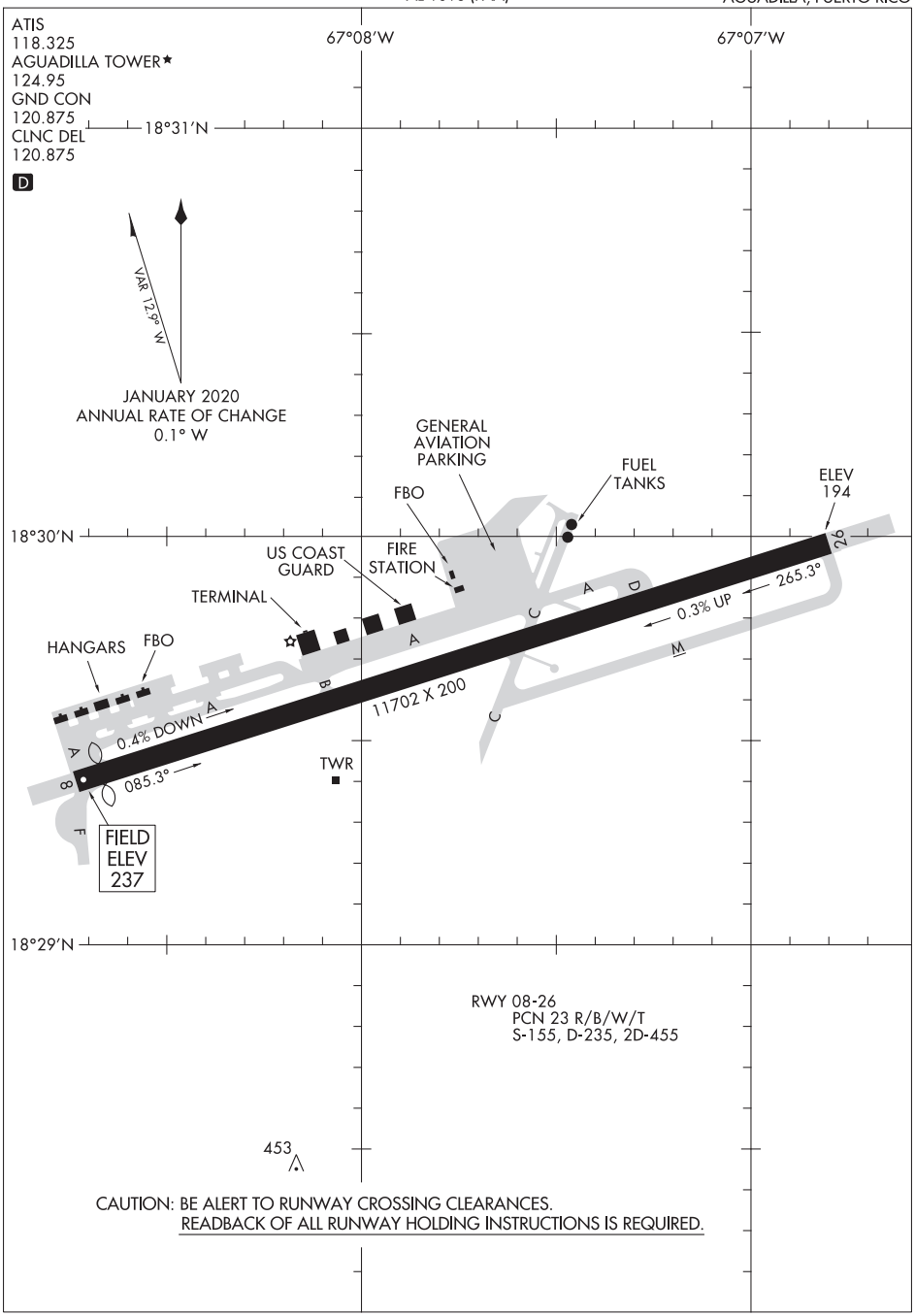
20086

AIRPORT DIAGRAM

AL-1016 (FAA)

RAFAEL HERNANDEZ (BQN) (TJBQ)
AGUADILLA, PUERTO RICO



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AIRPORT DIAGRAM
20086
AGUADILLA, PUERTO RICO
RAFAEL HERNANDEZ (BQN) (TJBQ)

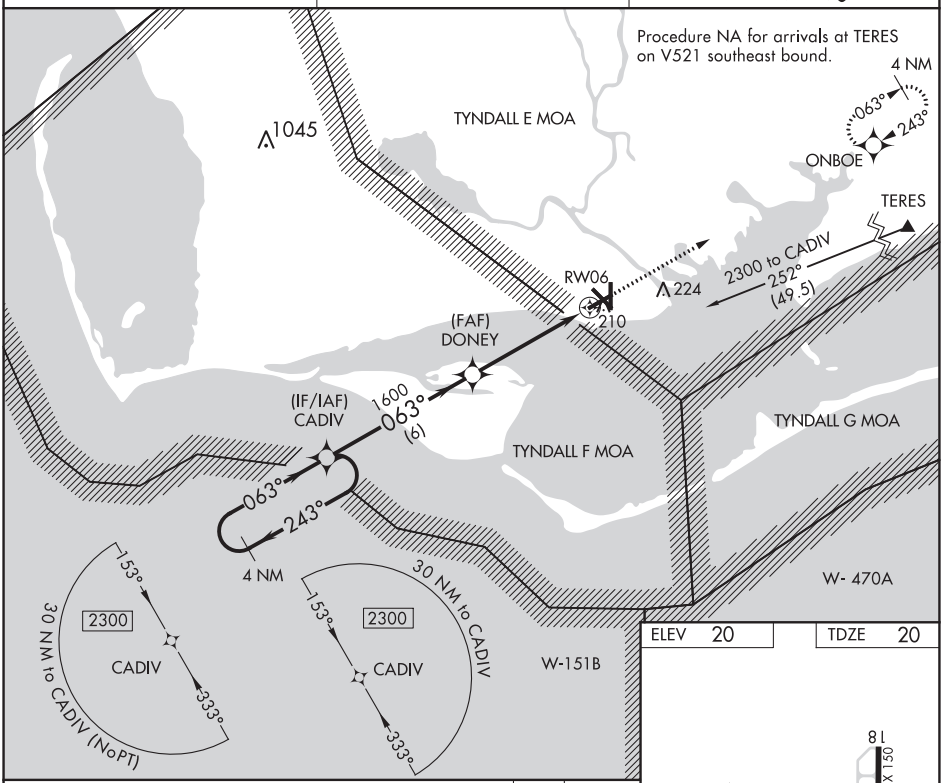
APP CRS	Rwy ldg	5271
063°	TDZE	20
	Apt Elev	20

RNAV (GPS) RWY 6
APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)

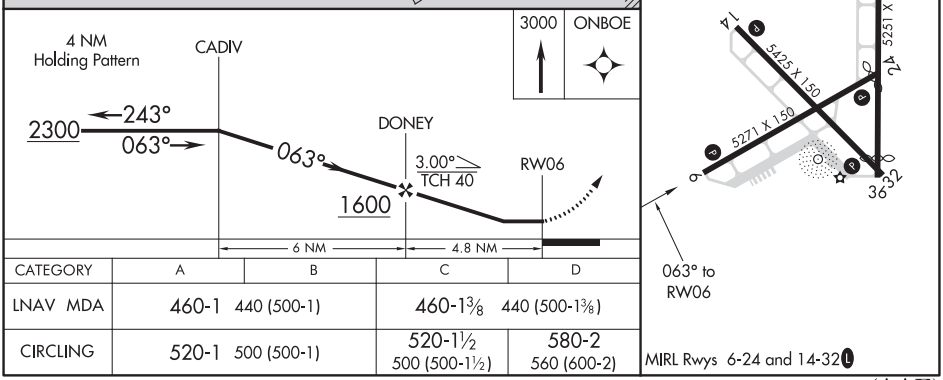
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received; use Northwest Florida Beaches Intl altimeter setting and increase all MDA 140 feet, increase Cat C/D visibility ⅜ mile and Circling Cat C and D visibility ¼ mile. Night Landing: Rwy 6, 14, 18, 36 NA.

MISSED APPROACH: Climb to 3000 direct ONBOE and hold.

ASOS	TYNDALL APP CON ★	UNICOM
119.925	124.15	122.8 (CTAF) L



ELEV	20	TDZE	20



CATEGORY	A	B	C	D
LNAV MDA	460-1 440 (500-1)		460-1⅜ 440 (500-1⅜)	
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	580-2 560 (600-2)

MIRL Rwys 6-24 and 14-32 L

APALACHICOLA, FLORIDA

AL-5600 (FAA)

19059

APP CRS	Rwy ldg	5425
138°	TDZE	20
	Apt Elev	20

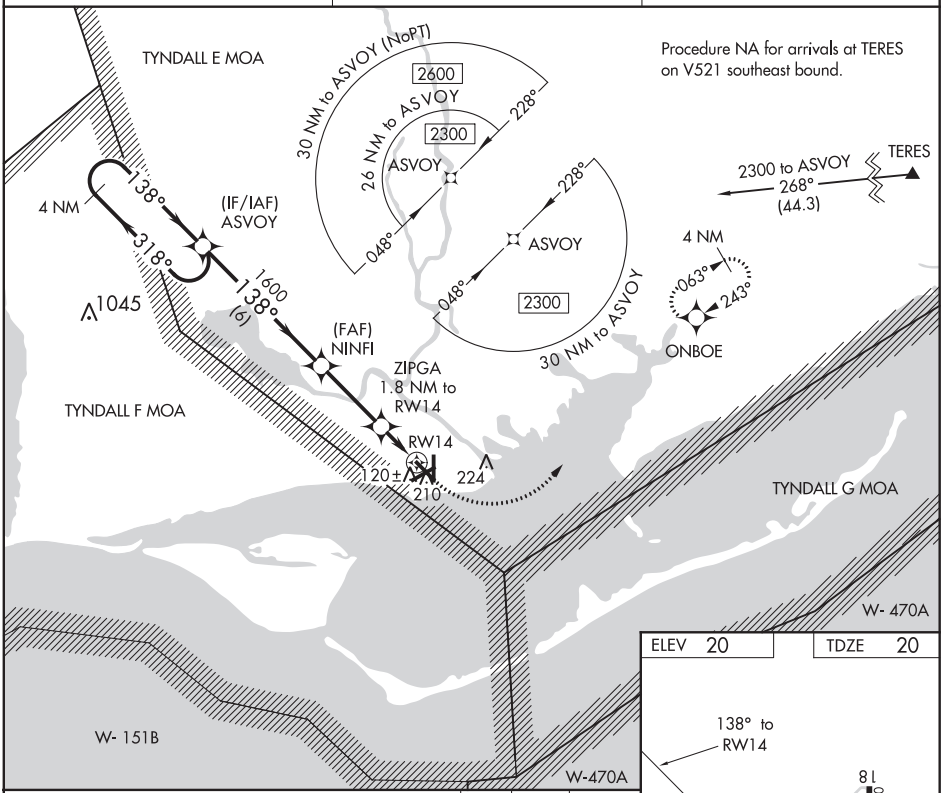
RNAV (GPS) RWY 14

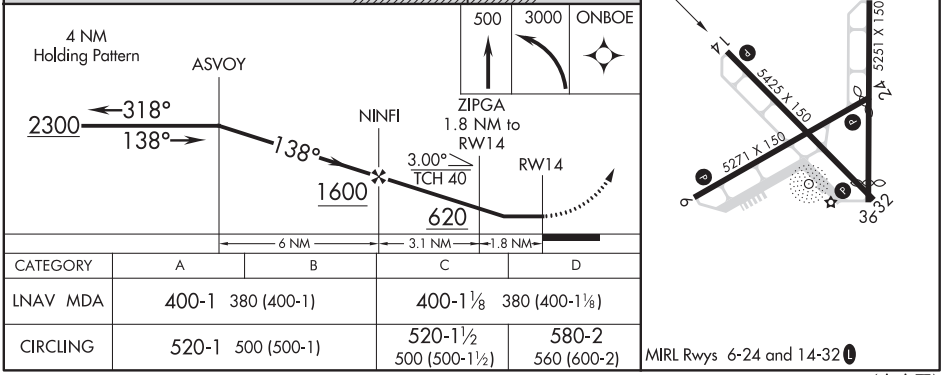
APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Northwest Florida Beaches Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat C/D visibility ⅜ mile and Circling Cat C and D visibility ¼ mile. Night Landing: Rwy 6, 14, 18, 36 NA.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct ONBOE and hold, continue climb-in-hold to 3000.

ASOS	TYNDALL APP CON ★	UNICOM
119.925	124.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	400-1 380 (400-1)		400-1⅛ 380 (400-1⅛)	
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	580-2 560 (600-2)

MIRL Rwys 6-24 and 14-32 L

APALACHICOLA, FLORIDA
Amdt 2B 20AUG15

APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)
29°44′N-85°02′W

RNAV (GPS) RWY 14

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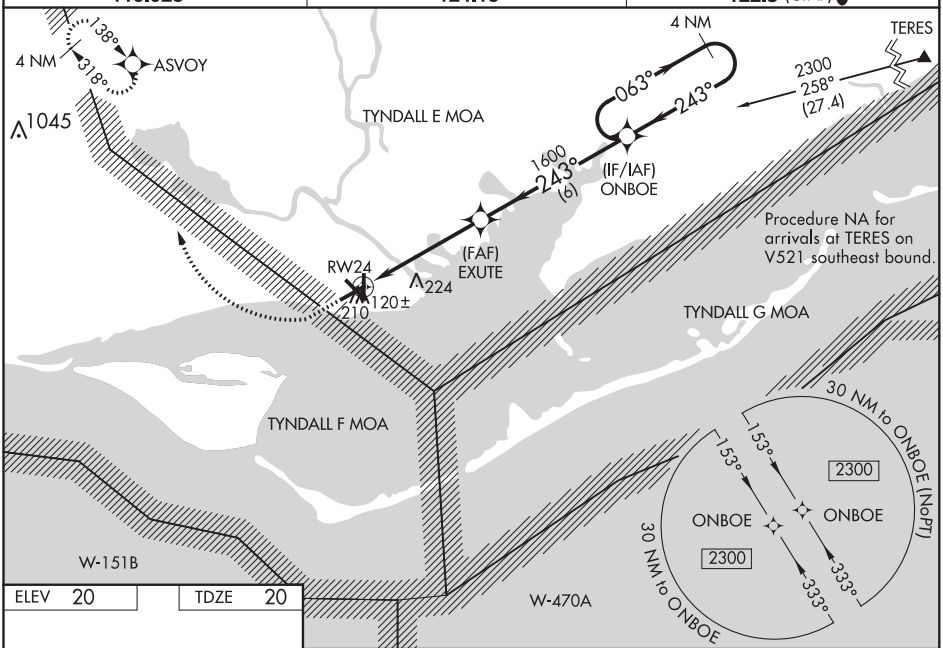
WAAS CH 93505 W24A	APP CRS 242°	Rwy ldg 5054 TDZE 20 Apt Elev 20

RNAV (GPS) RWY 24
APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)

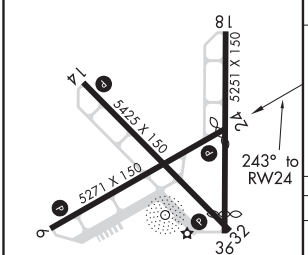
Baro-VNAV and VDP NA when using Northwest Florida Beaches Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received; use Northwest Florida Beaches Intl altimeter setting and increase all DA 134 feet and all MDA 140 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cat C/D visibility ⅜ mile, increase Circling Cat C/D visibility ¼ mile. Night Landing: Rwy 6, 14, 18, 36 NA.

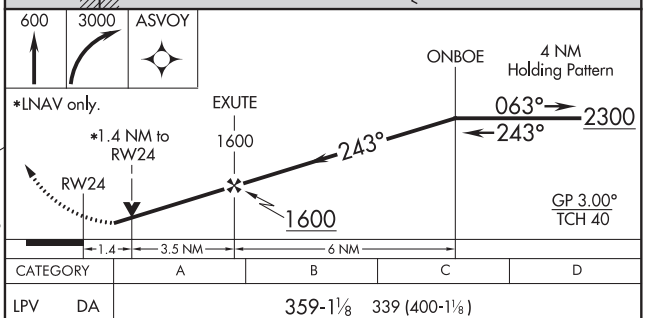
MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ASVOY and hold, continue climb-in-hold to 3000.

ASOS	TYNDALL APP CON ★	UNICOM
119.925	124.15	122.8 (CTAF) L



ELEV 20 | TDZE 20





CATEGORY	A	B	C	D
LPV DA	359-1⅛ 339 (400-1⅛)			
LNAV/VNAV DA	378-1¼ 358 (400-1¼)			
LNAV MDA	500-1 480 (500-1)		500-1⅜ 480 (500-1⅜)	
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	580-2 560 (600-2)

MIRL Rwys 6-24 and 14-32 L

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APALACHICOLA, FLORIDA

AL-5600 (FAA)

19059

WAAS CH 70704 W32A	APP CRS 318°	Rwy ldg 5425 TDZE 20 Apt Elev 20

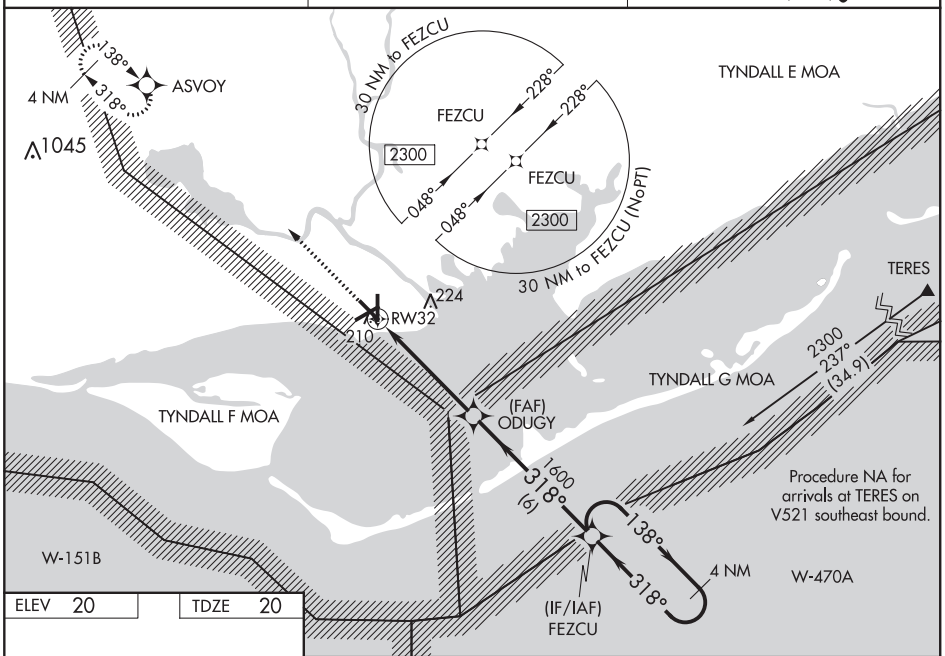
RNAV (GPS) RWY 32

APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)

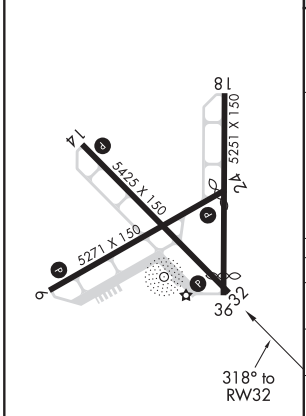
Baro-VNAV and VDP NA when using Northwest Florida Beaches Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.
When local altimeter setting not received; use Northwest Florida Beaches Intl altimeter setting and increase all DA 134 feet and all MDA 140 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cat C/D visibility ⅜ mile and Circling Cat C/D visibility ¼ mile.
Night Landing: Rwy 6, 14, 18, 36 NA.

MISSED APPROACH: Climb to 3000 direct ASVOY and hold.

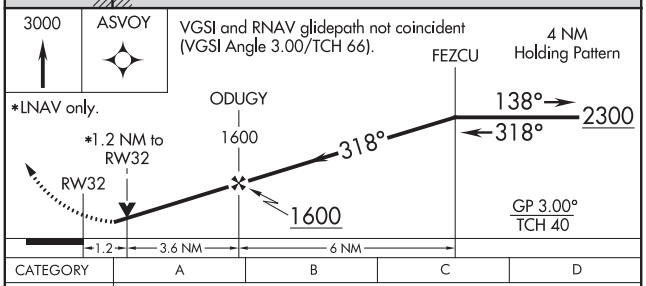
ASOS	TYNDALL APP CON ★	UNICOM
119.925	124.15	122.8 (CTAF) L



ELEV 20	TDZE 20



MIRL Rwys 6-24 and 14-32 L



CATEGORY	A	B	C	D
LPV DA	349-1⅛ 329 (400-1⅛)			
LNAV/VNAV DA	396-1¼ 376 (400-1¼)			
LNAV MDA	460-1 440 (500-1)		460-1⅜ 440 (500-1⅜)	
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	580-2 560 (600-2)

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APP CRS	Rwy ldg	N/A
154°	TDZE	N/A
	Apt Elev	142

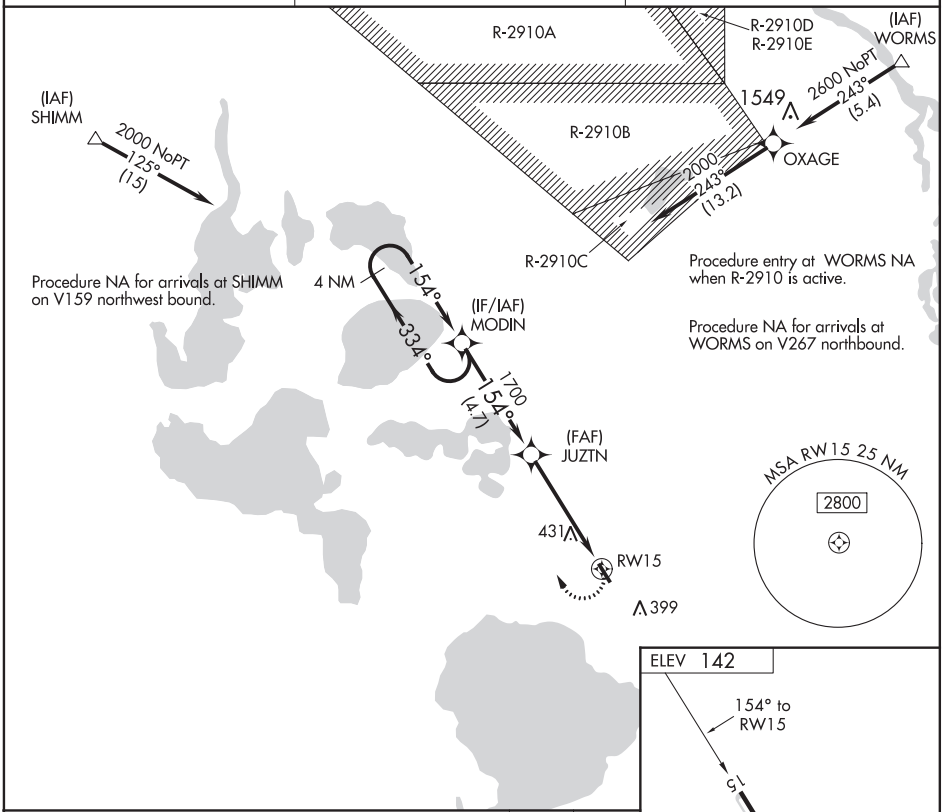
RNAV (GPS)-A
ORLANDO APOPKA (XØ4)

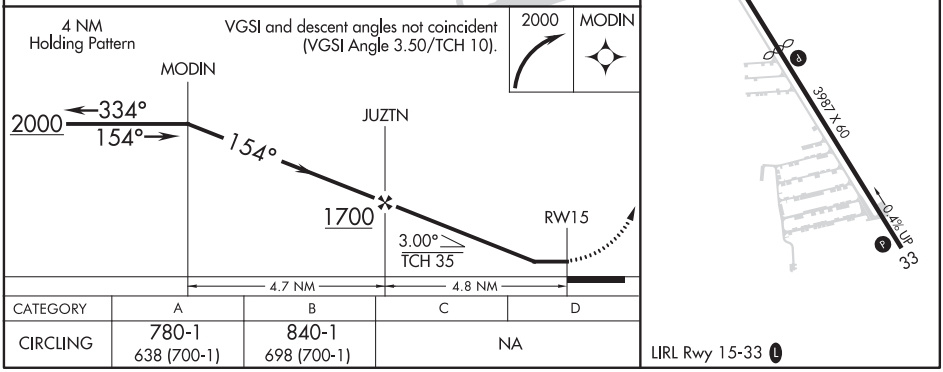
NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Leesburg Intl altimeter setting; when not received, use Executive altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct MODIN and hold.

LEE ASOS	ORLANDO APP CON	UNICOM
134.325	135.3 351.9	123.05 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	780-1 638 (700-1)	840-1 698 (700-1)	NA	

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APOPKA, FLORIDA

AL-9278 (FAA)

20254

RNAV (GPS)-B
ORLANDO APOPKA (XØ4)

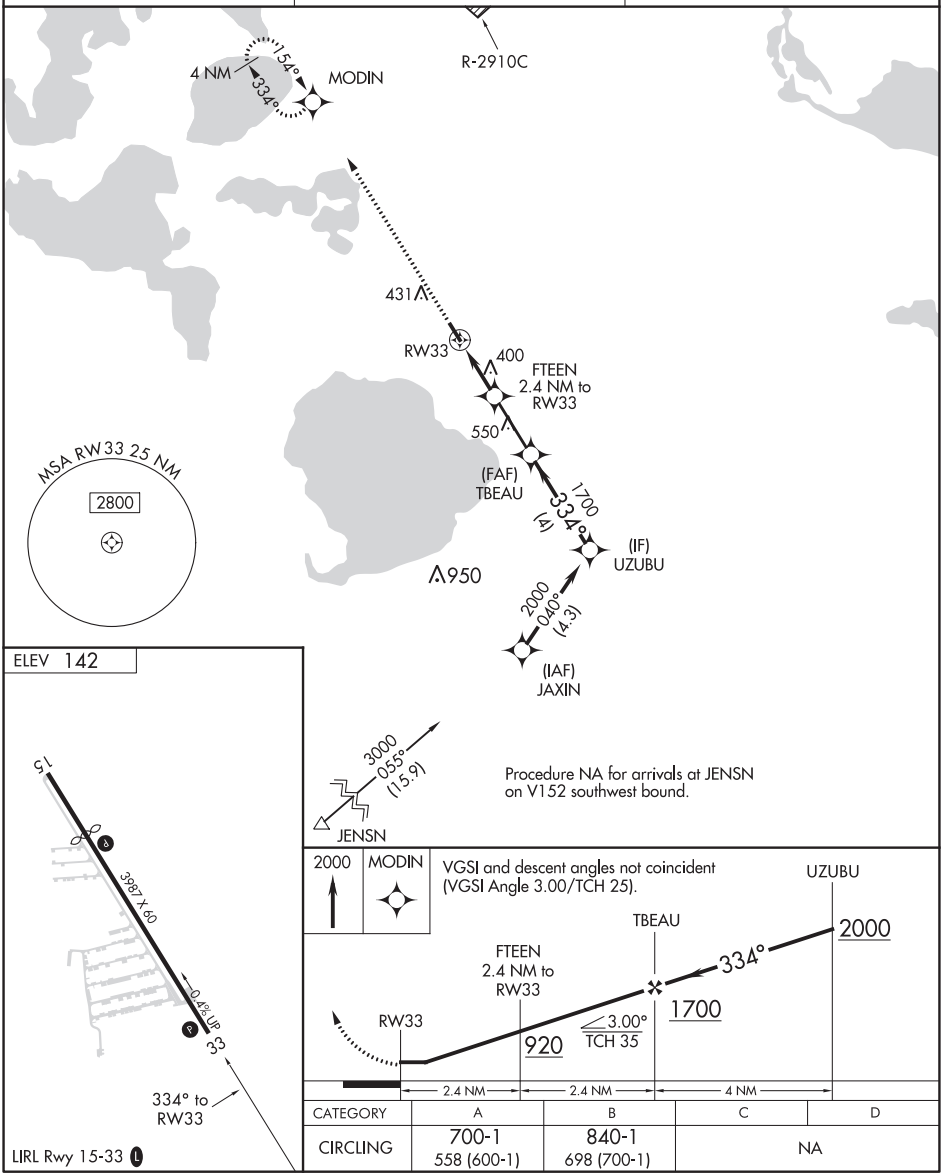
APP CRS	Rwy ldg	N/A
334°	TDZE	N/A
	Apt Elev	142

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Leesburg Intl altimeter setting; when not received, use Executive altimeter setting.

MISSED APPROACH: Climb to 2000 direct MODIN and hold.

LEE ASOS	ORLANDO APP CON	UNICOM
134.325	135.3 351.9	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	700-1 558 (600-1)	840-1 698 (700-1)	NA	

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APP CRS 058°	Rwy ldg N/A TDZE N/A Apt Elev 63

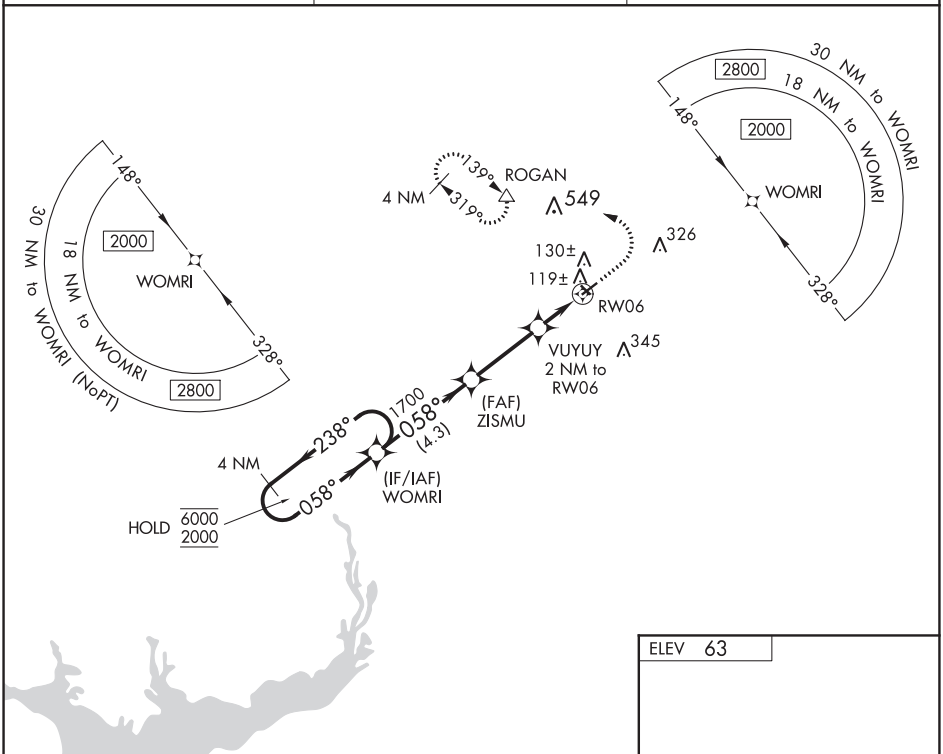
RNAV (GPS)-A
ARCADIA MUNI (XØ6)

RNP APCH.

Circling NA to Rwys 14 and 32. Procedure NA at night. Use Punta Gorda altimeter setting; when not received, use Sebring altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 direct ROGAN and hold.

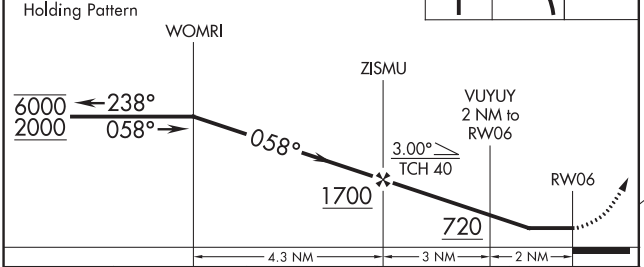
PGD ASOS	MIAMI CENTER	UNICOM
135.675	134.55 257.7	123.0 (CTAF) L

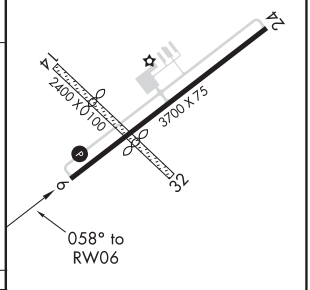


ELEV 63

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).

1400	2000	ROGAN





CATEGORY	A	B	C	D
C CIRCLING	560-1 497 (500-1)	680-1 617 (700-1)	NA	

MIRL Rwy 6-24 L

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ARCADIA, FLORIDA | AL-10773 (FAA) | 21056

RNAV (GPS)-B
ARCADIA MUNI (XØ6)

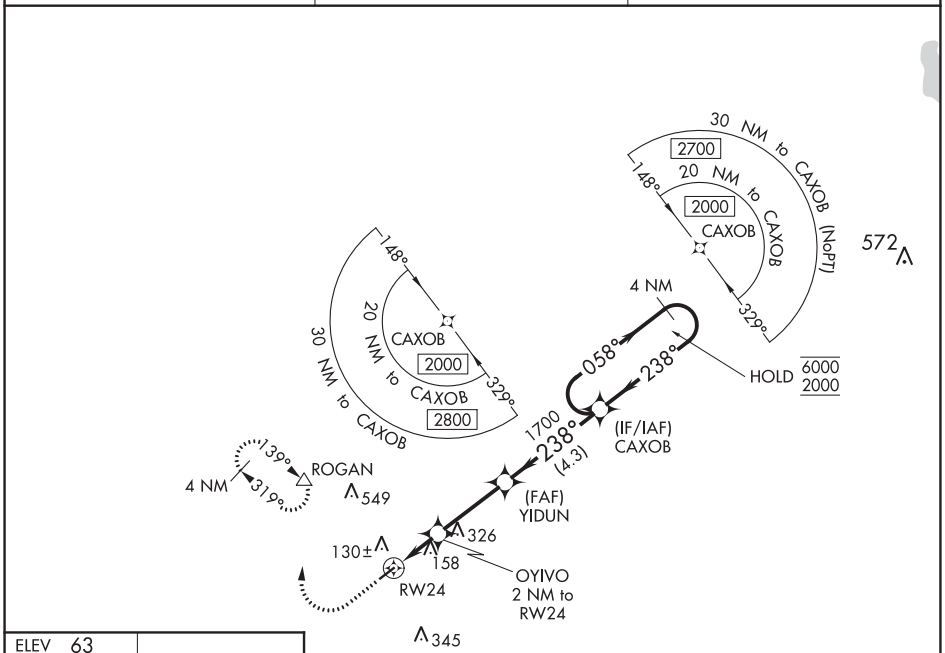
APP CRS	Rwy ldg	N/A
238°	TDZE	N/A
	Apt Elev	63

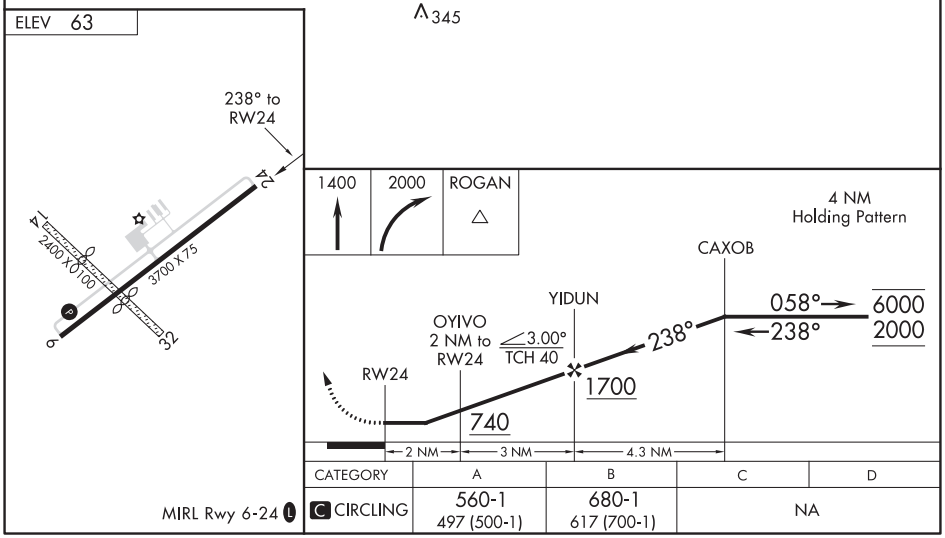
RNP APCH.

NA — Circling NA to Rwys 14 and 32. Procedure NA at night. Use Punta Gorda altimeter setting, when not received, use Sebring altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2000 direct ROGAN and hold.

PGD ASOS	MIAMI CENTER	UNICOM
135.675	134.55 257.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	560-1 497 (500-1)	680-1 617 (700-1)	NA	

MIRL Rwy 6-24 L

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WAAS CH 86716 W05A	APP CRS 050°	Rwy ldg 5374 TDZE 160 Apt Elev 160

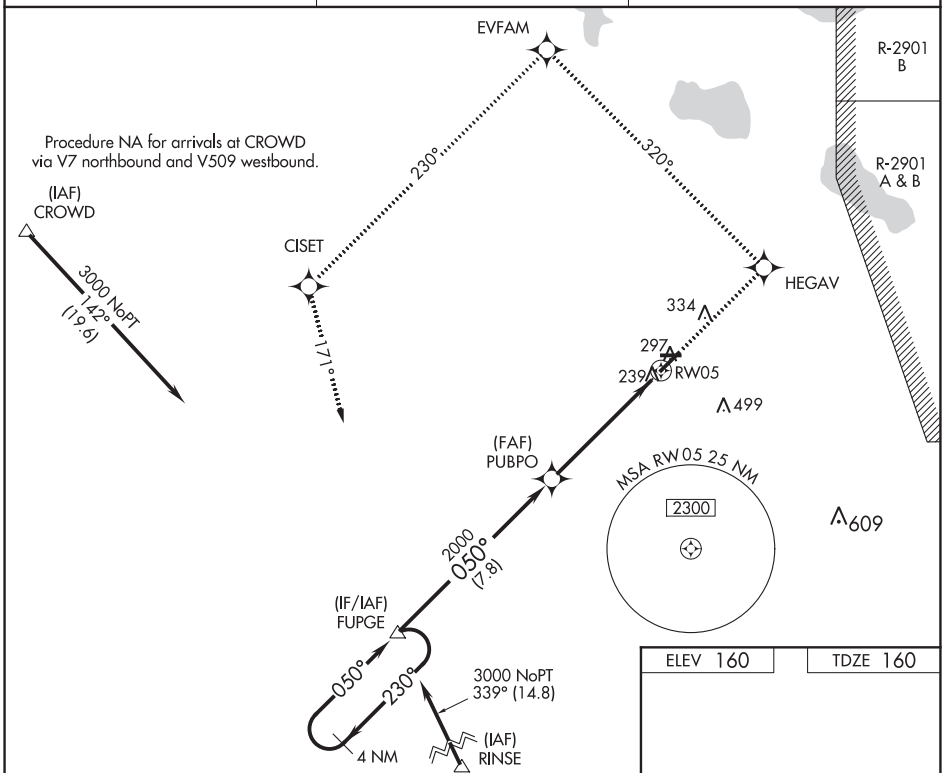
RNAV (GPS) RWY 5
AVON PARK EXECUTIVE (AVO)

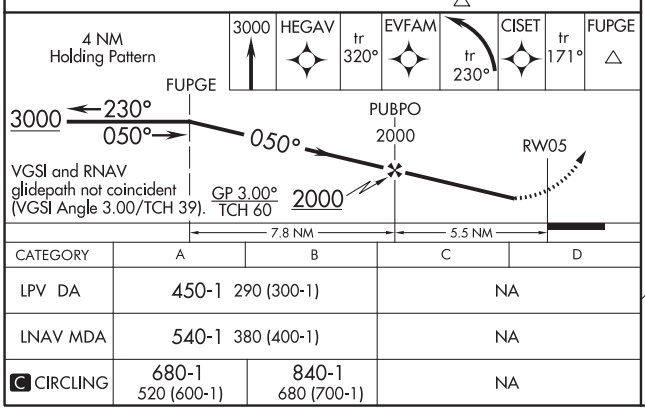
T A NA

DME/DME RNP-0.3 NA. Rwy 5, 10, 23, 28, helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Orlando Intl altimeter setting; increase DA to 578 feet and visibility Cat A/B ½ mile. Increase all MDA 140 feet. Procedure NA at night.

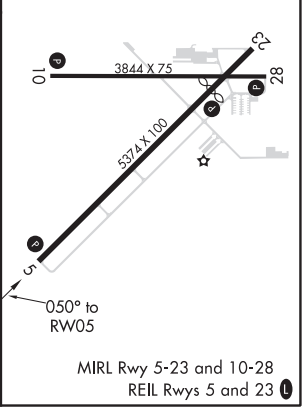
MISSED APPROACH: Climb to 3000 direct HEGAV and via track 320° to EVFAM and left turn via track 230° to CISET and via track 171° to FUPGE and hold.

AWOS-3	MIAMI CENTER ★	UNICOM
118.725	134.55 257.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	450-1 290 (300-1)		NA	
LNAV MDA	540-1 380 (400-1)		NA	
C CIRCLING	680-1 520 (600-1)	840-1 680 (700-1)	NA	



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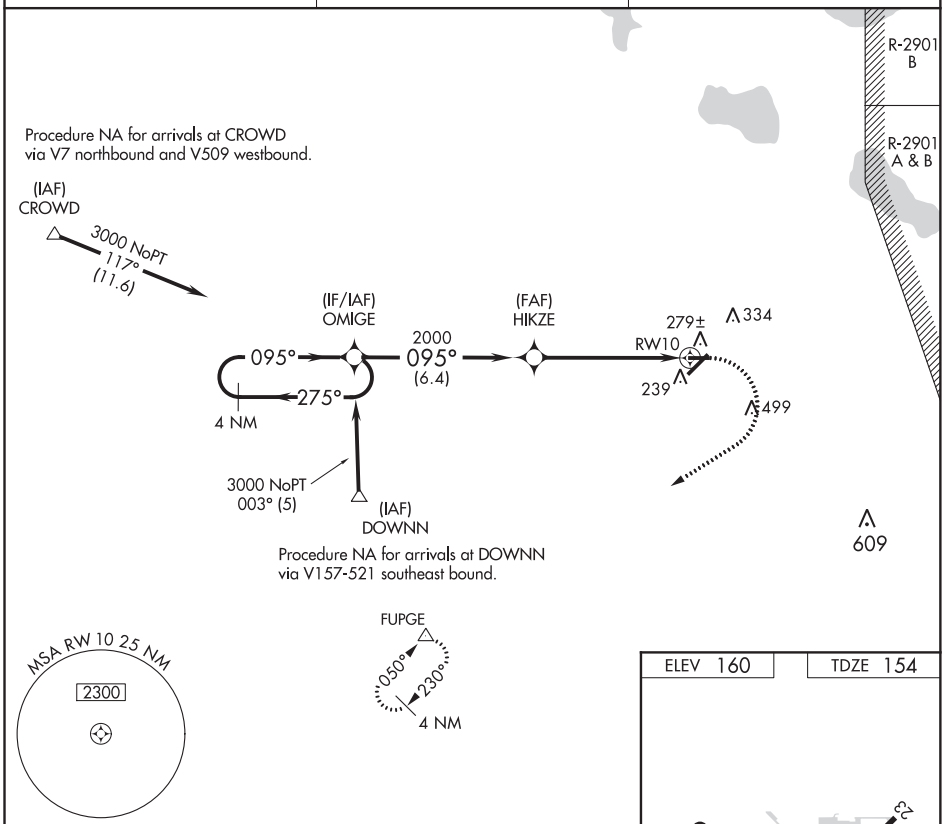
APP CRS	Rwy ldg	3844
095°	TDZE	154
	Apt Elev	160

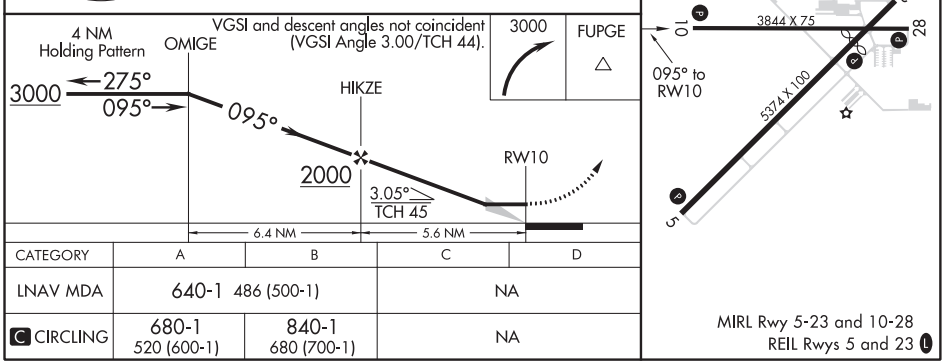
RNAV (GPS) RWY 10
AVON PARK EXECUTIVE (AVO)

NA DME/DME RNP-0.3 NA. Rwy 5,10,23,28 helicopter visibility reduction below 1 SM NA.When local altimeter setting not received, use Orlando Intl altimeter setting; increase all MDA 140 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn 3000 direct FUPGE and hold.

AWOS-3	MIAMI CENTER ★	UNICOM
118.725	134.55 257.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	640-1 486 (500-1)		NA	
C CIRCLING	680-1 520 (600-1)	840-1 680 (700-1)	NA	

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WAAS CH 58112 W05A	APP CRS 050°	Rwy ldg 5000 TDZE 123 Apt Elev 125

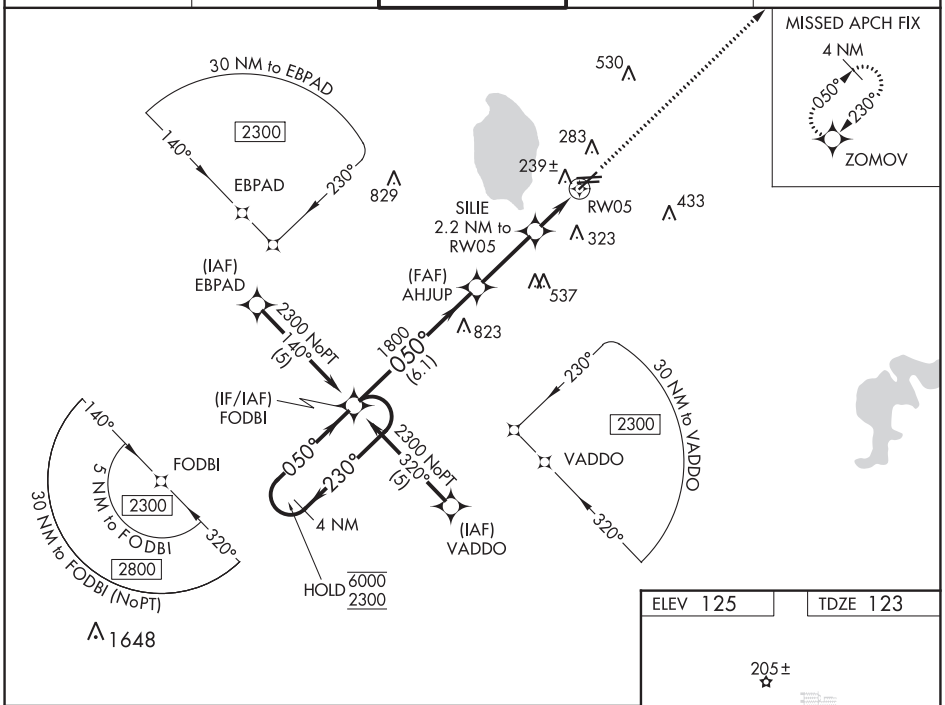
RNAV (GPS) RWY 5
BARTOW EXECUTIVE (BOW)

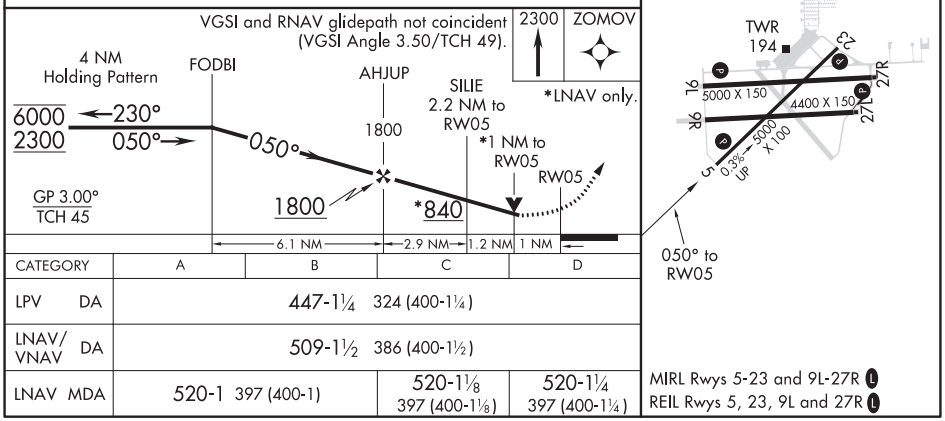
RNP APCH.

Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 553 feet, LNAV/VNAV DA to 684 feet and all MDA 120 feet, increase LNAV Cat C visibility ¼ SM, Cat D ⅛ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. VDP and Baro-VNAV NA when using Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2300 direct ZOMOV and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	447-1¼ 324 (400-1¼)			
LNAV/VNAV DA	509-1½ 386 (400-1½)			
LNAV MDA	520-1 397 (400-1)		520-1⅛ 397 (400-1⅛)	520-1¼ 397 (400-1¼)

MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

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SE-3, 25 FEB 2021 to 22 APR 2021

BARTOW, FLORIDA | AL-5838 (FAA) | 19311

WAAS CH 90511 W09A	APP CRS 091°	Rwy ldg 5000 TDZE 125 Apt Elev 125

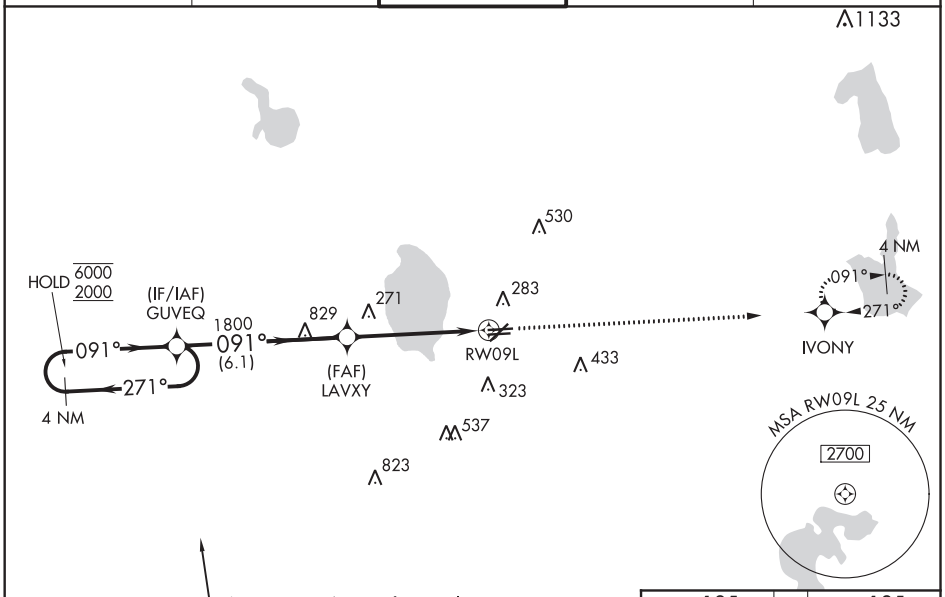
RNAV (GPS) RWY 9L
BARTOW EXECUTIVE (BOW)

RNP APCH.

Rwy 9L helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 548 feet, LNAV/VNAV DA to 645 feet and all MDA 120 feet, increase LNAV Cat C and D visibility ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. VDP and Baro-VNAV NA when using Tampa Intl altimeter setting.

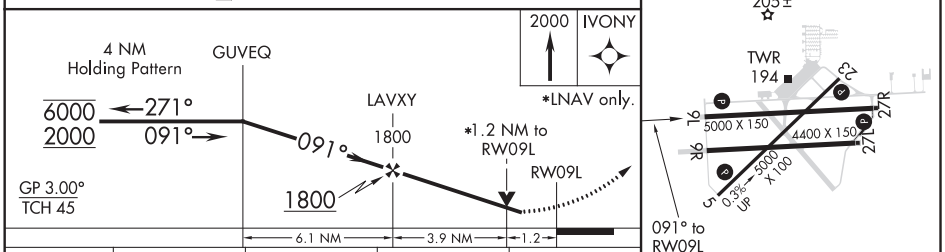
MISSED APPROACH: Climb to 2000 direct IVONY and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95



Procedure NA for arrival at CROWD on V7 southbound and V509 southeast bound.

ELEV 125	TDZE 125



CATEGORY	A	B	C	D
LPV DA	442-1¼ 317 (400-1¼)			
LNAV/VNAV DA	539-1½ 414 (500-1½)			
LNAV MDA	540-1 415 (500-1)		540-1¼ 415 (500-1¼)	

MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

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WAAS CH 63112 W23A	APP CRS 230°	Rwy ldg 5000 TDZE 124 Apt Elev 125

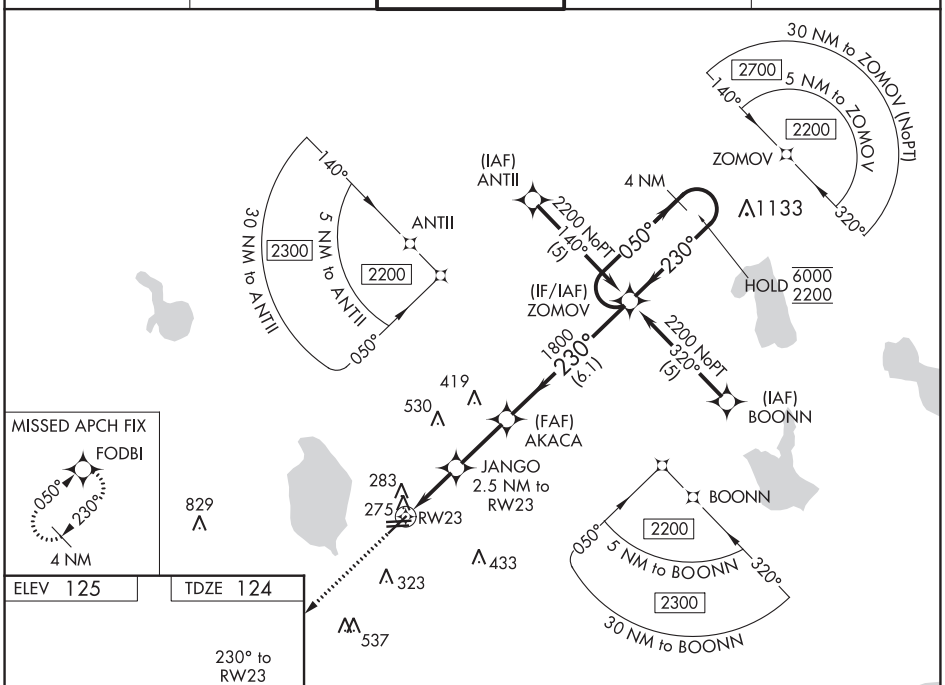
RNAV (GPS) RWY 23
BARTOW EXECUTIVE (BOW)

RNP APCH.

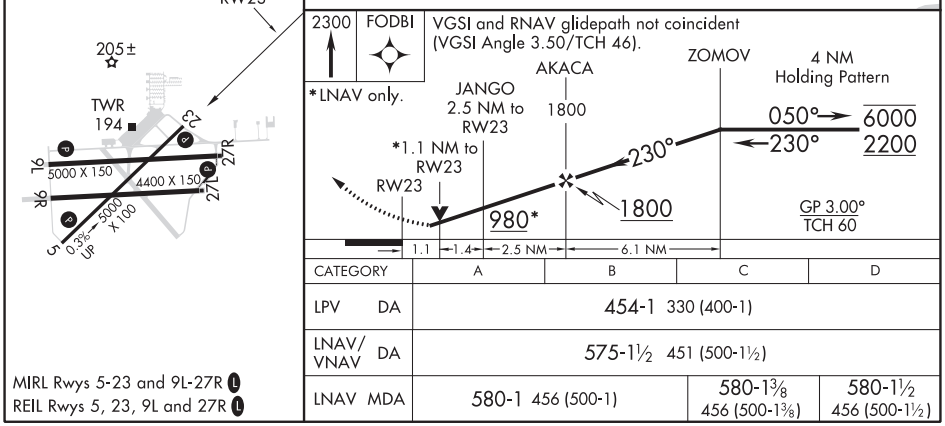
Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 560 feet, LNAV/VNAV DA to 681 feet and all MDA 120 feet, increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats ⅛ SM, LNAV Cat C ¼ SM, Cat D ⅛ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. VDP and Baro-VNAV NA when using Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2300 direct FODBI and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 (CTAF)	121.9	122.95



ELEV 125 TDZE 124



CATEGORY	A	B	C	D
LPV DA	454-1 330 (400-1)			
LNAV/VNAV DA	575-1½ 451 (500-1½)			
LNAV MDA	580-1 456 (500-1)		580-1⅜ 456 (500-1⅜)	580-1½ 456 (500-1½)

MIRL Rwys 5-23 and 9L-27R
REIL Rwys 5, 23, 9L and 27R

SE-3, 25 FEB 2021 to 22 APR 2021

BARTOW, FLORIDA | AL-5838 (FAA) | 19311

WAAS CH 82412 W27A	APP CRS 271°	Rwy ldg 5000 TDZE 125 Apt Elev 125

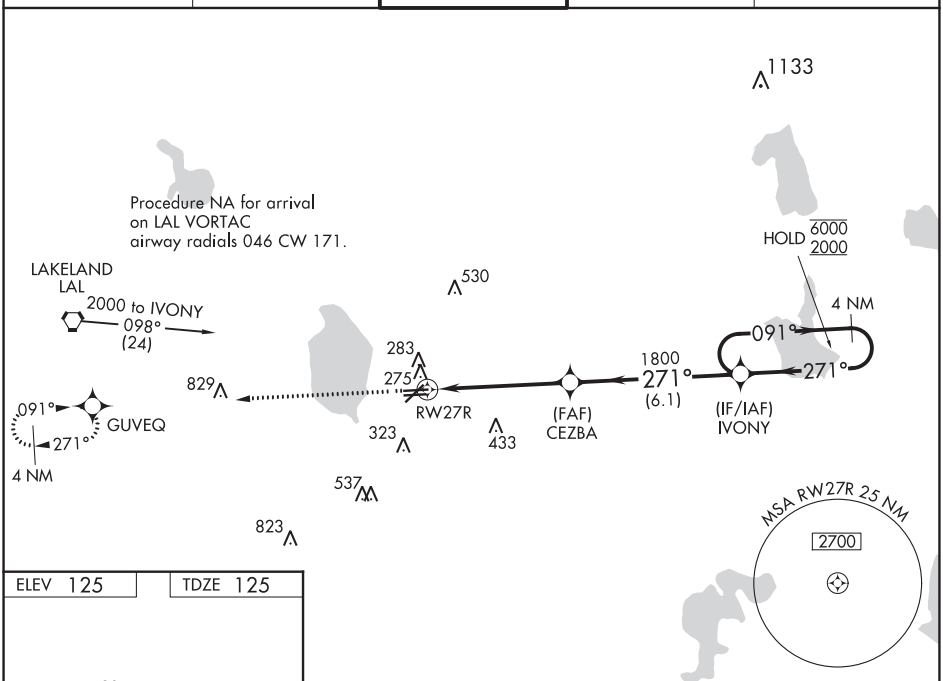
RNAV (GPS) RWY 27R
BARTOW EXECUTIVE (BOW)

RNP APCH.

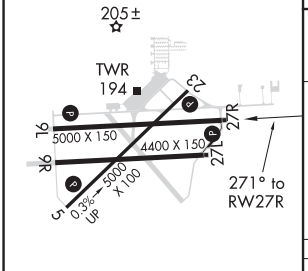
Rwy 27R helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 576 feet, LNAV/VNAV DA to 636 feet and all MDA 120 feet, increase LPV visibility all Cats ⅛ SM, increase LNAV visibility Cat C ¼ SM, Cat D ⅛ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. VDP and Baro-VNAV NA when using Tampa Intl altimeter setting.

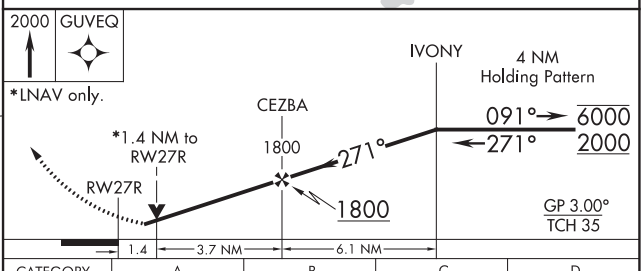
MISSED APPROACH: Climb to 2000 direct GUVEQ and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95



ELEV 125 | TDZE 125





CATEGORY	A	B	C	D
LPV DA	470-1¼ 345 (400-1¼)			
LNAV/VNAV DA	530-1½ 405 (500-1½)			
LNAV MDA	580-1 455 (500-1)		580-1⅜ 455 (500-1⅜)	580-1½ 455 (500-1½)

MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

BARTOW, FLORIDA
Amdt 1C 07NOV19

27°57′N-81°47′W

BARTOW EXECUTIVE (BOW)
RNAV (GPS) RWY 27R

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VOR RWY 9L
BARTOW EXECUTIVE (BOW)

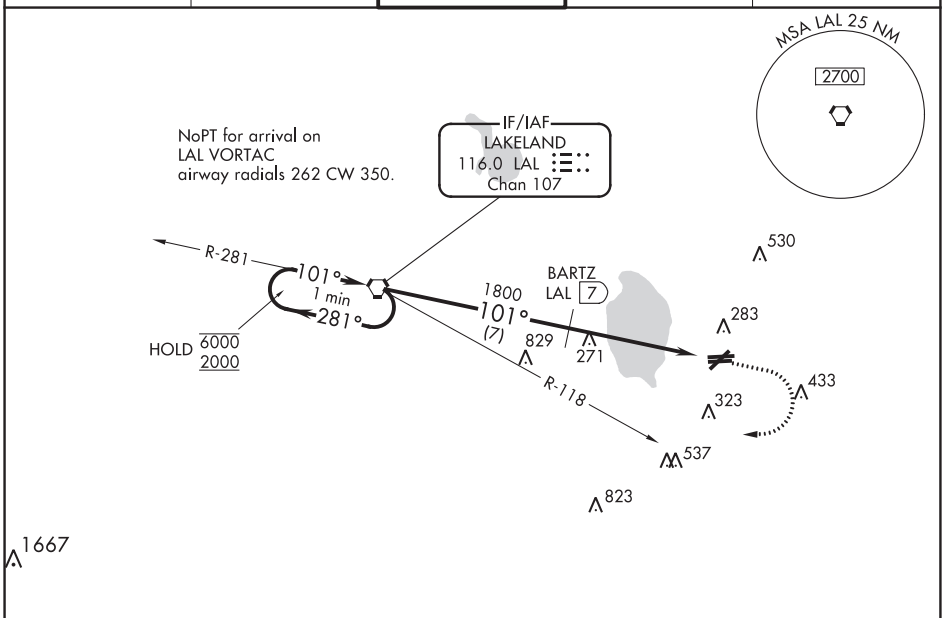
VORTAC LAL 116.0 Chan 107	APP CRS 101°	Rwy ldg 5000 TDZE 125 Apt Elev 125

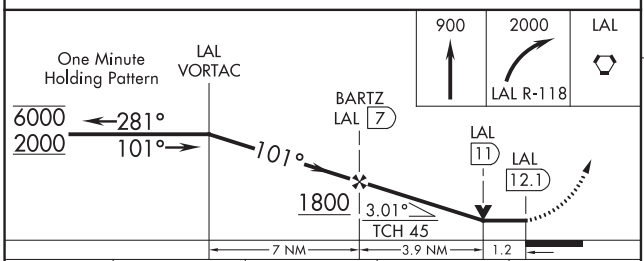
DME required.

Circling Rwy 9R, 27L NA at night. Rwy 9L helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 120 feet and S-9L Cat C/D visibility ⅜ SM and Circling Cat D visibility ¼ SM. VDP NA when using Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 on LAL VORTAC R-118 to LAL VORTAC and hold.

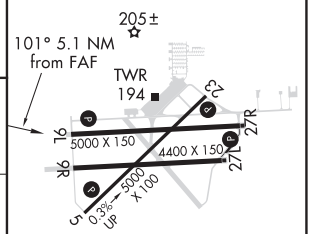
AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95





CATEGORY	A	B	C	D
S-9L	540-1 415 (500-1)		540-1⅛ 415 (500-1⅛)	
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)

ELEV 125 TDZE 125



MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

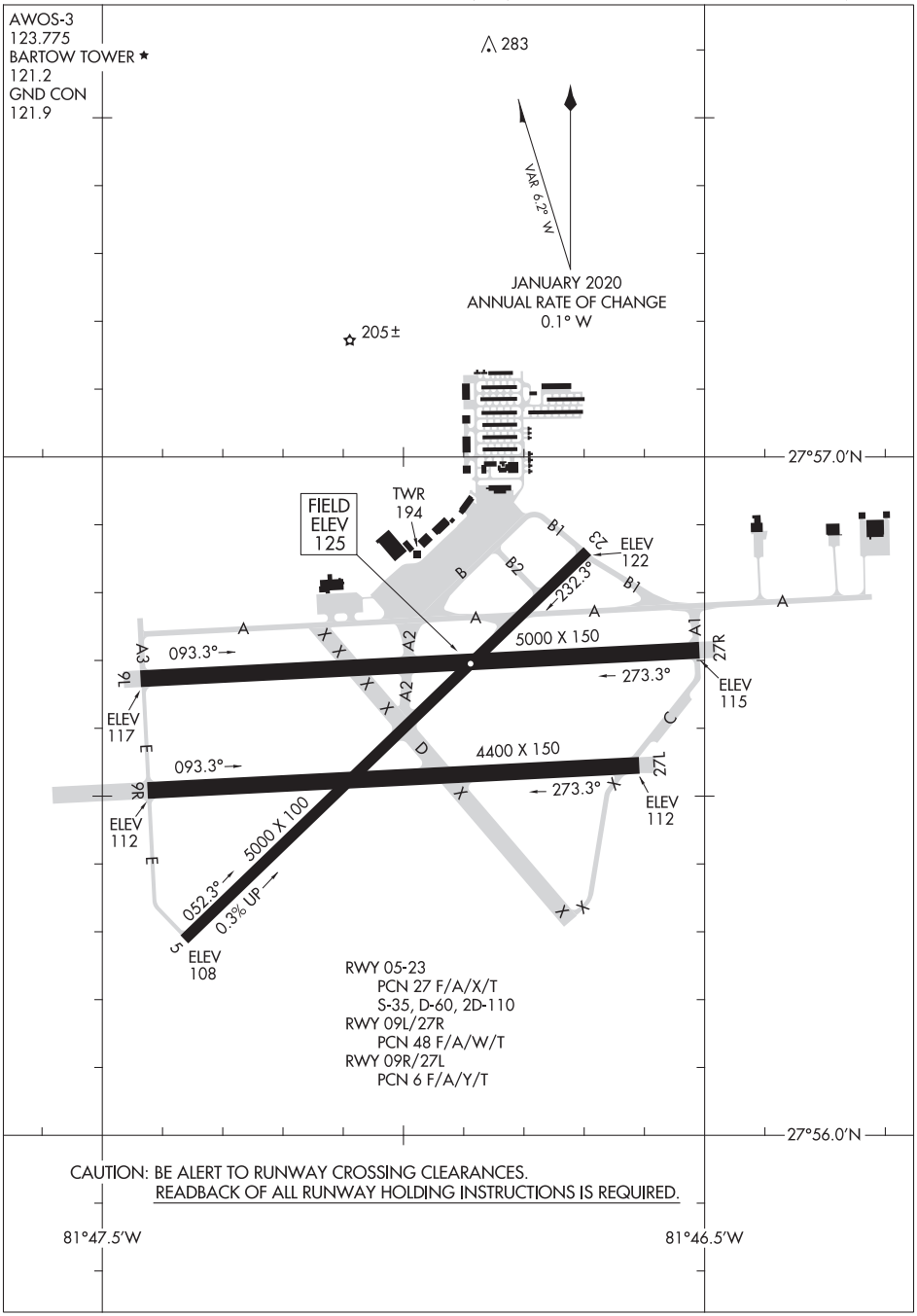
SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

AL-5838 (FAA)

BARTOW EXECUTIVE (BOW)
BARTOW, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

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AIRPORT DIAGRAM
20086
BARTOW, FLORIDA
BARTOW EXECUTIVE (BOW)

APP CRS	Rwy ldg	5898
229°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 23

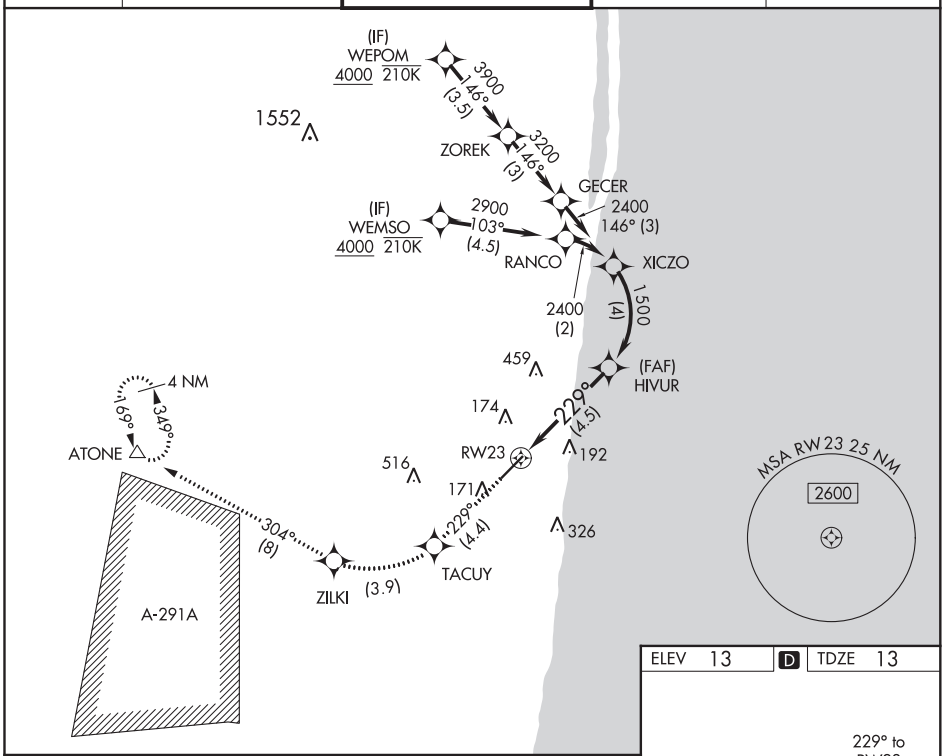
BOCA RATON (BCT)

RNP AR APCH. RF Required.

For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. In minimum visibility conditions, bright lights on highway ¼ mile north of airport may be mistaken for runway lights.

MISSED APPROACH: Climb to 2100 on track 229° to TACUY, right turn to ZILKI and track 304° to ATONE and hold.

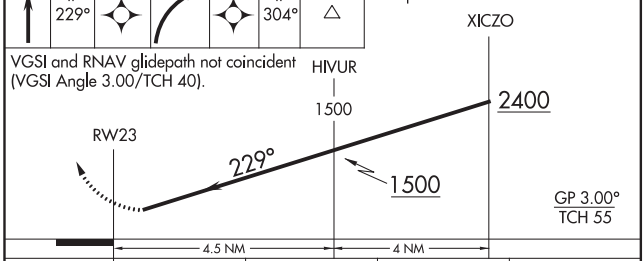
AWOS-3	PALM BEACH APP CON	BOCA RATON TOWER★	GND CON	CLNC DEL
121.125	125.2 343.6	118.425 (CTAF) L	121.8	121.8



2100	tr 229°	TACUY		ZILKI	tr 304°	ATONE

See planview for multiple IF locations.

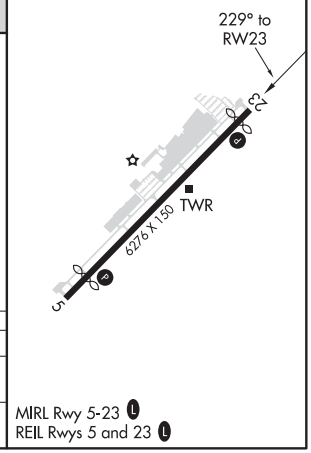
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).



CATEGORY	A	B	C	D
RNP 0.30 DA	519-1⅜ 506 (600-1⅜)			

AUTHORIZATION REQUIRED

ELEV 13 D TDZE 13



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

BOCA RATON, FLORIDA

AL-560 (FAA)

21056

RNAV (GPS) RWY 5

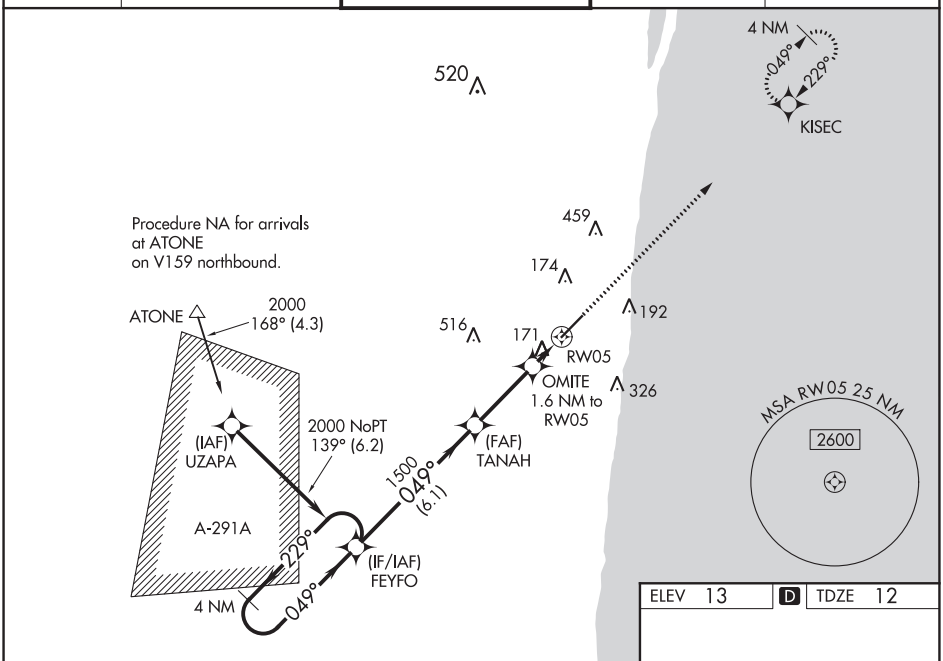
BOCA RATON (BCT)

WAAS CH 82101 W05A	APP CRS 049°	Rwy ldg 5580 TDZE 12 Apt Elev 13

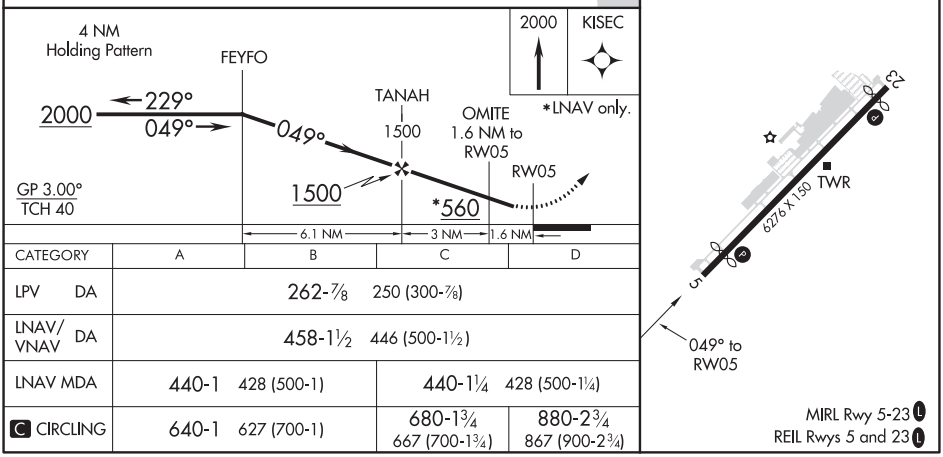
Baro-VNAV NA when using Palm Beach Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DA 43 feet and all MDA 60 feet and increase LPV all Cats and LNAV/VNAV all Cats and LNAV Cats C and D visibility ⅛ mile and Circling Cats C and D visibility ¼ mile. In minimum visibility conditions bright lights on highway ¼ mile north of airport may be mistaken for runway lights.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct KISEC and hold.

AWOS-3	PALM BEACH APP CON	BOCA RATON TOWER★	GND CON	CLNC DEL
121.125	125.2 343.6	118.425 (CTAF) L	121.8	121.8



ELEV 13	D	TDZE 12



CATEGORY	A	B	C	D
LPV DA	262-⅞ 250 (300-⅞)			
LNAV/VNAV DA	458-1½ 446 (500-1½)			
LNAV MDA	440-1 428 (500-1)		440-1¼ 428 (500-1¼)	
C CIRCLING	640-1 627 (700-1)		680-1¾ 667 (700-1¾)	880-2¾ 867 (900-2¾)

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 42801 W23A	APP CRS 229°	Rwy ldg 5898 TDZE 13 Apt Elev 13

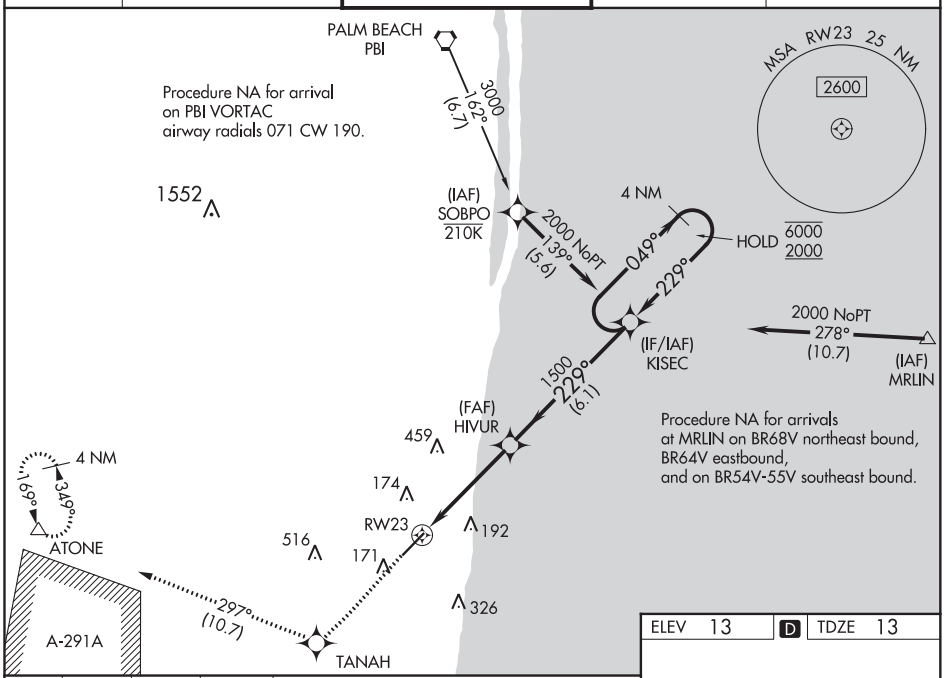
RNAV (GPS) Y RWY 23
BOCA RATON (BCT)

RNP APCH.

Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. In minimum visibility conditions, bright lights on highway ¼ mile north of airport may be mistaken as runway lights.

MISSED APPROACH: Climb to 2100 direct TANAH and on track 297° to ATONE and hold.

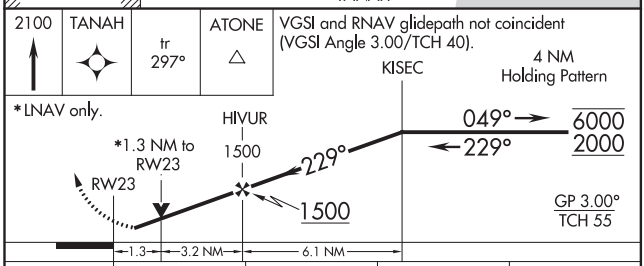
AWOS-3	PALM BEACH APP CON	BOCA RATON TOWER★	GND CON	CLNC DEL
121.125	125.2 343.6	118.425 (CTAF) L	121.8	121.8



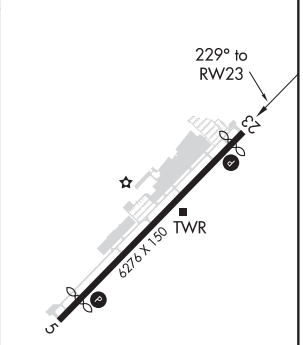
2100	TANAH	tr 297°	ATONE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

*LNAV only.



ELEV 13 D TDZE 13



CATEGORY	A	B	C	D
LPV DA	263-⅞ 250 (300-⅞)			
LNAV/VNAV DA	357-1⅛ 344 (400-1⅛)			
LNAV MDA	480-1 467 (500-1)		480-1⅜ 467 (500-1⅜)	
C CIRCLING	680-1 667 (700-1)		680-1¾ 667 (700-1¾)	880-2¾ 867 (900-2¾)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

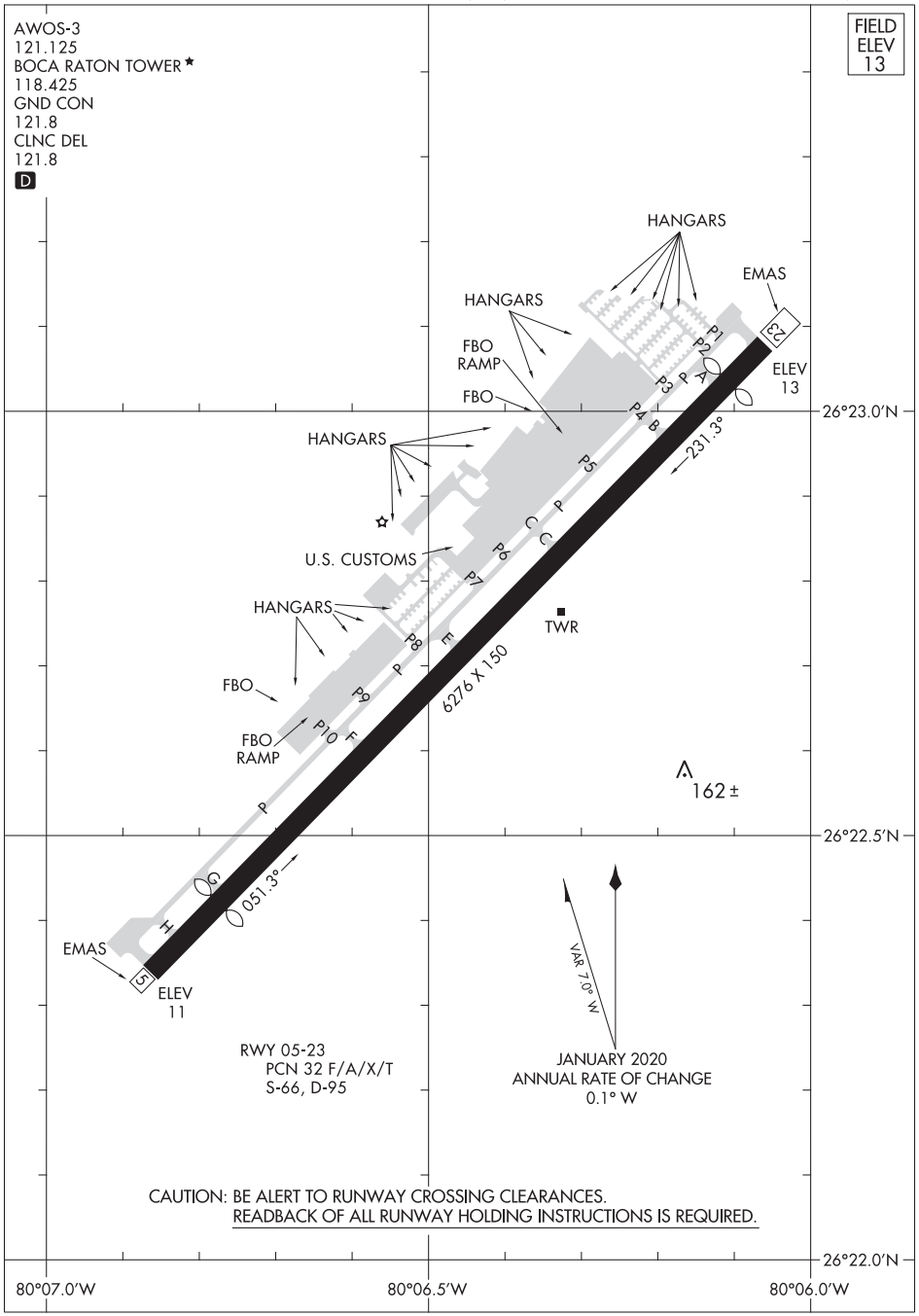
SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

21056

AIRPORT DIAGRAM

AL-560 (FAA)

BOCA RATON (BCT)
BOCA RATON, FLORIDA



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AIRPORT DIAGRAM
21056
BOCA RATON, FLORIDA
BOCA RATON (BCT)

RNAV (GPS) RWY 19

TRI-COUNTY (1JØ)

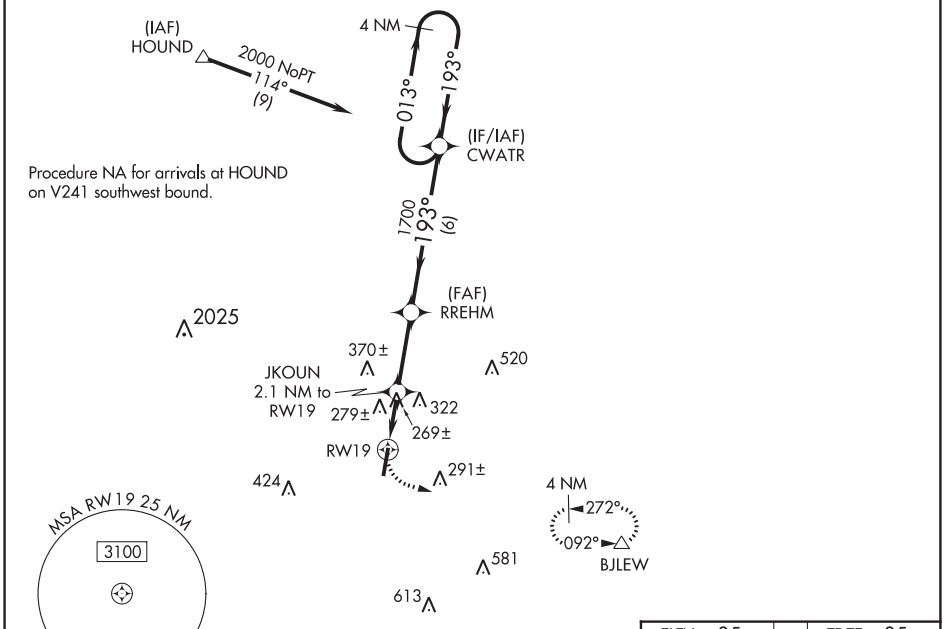
WAAS CH 61026 W19A	APP CRS 193°	Rwy ldg 5398 TDZE 85 Apt Elev 85

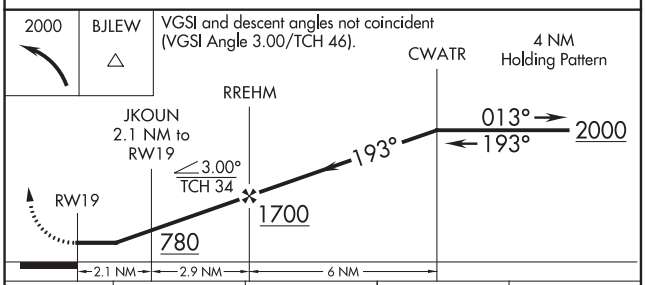
RNP APCH.

Procedure NA at night. Circling NA to Rwy 1. Rwy 19 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Marianna altimeter setting and increase all MDA 60 feet, and increase LP, LNAV and Circling Cat C visibility ¼SM.

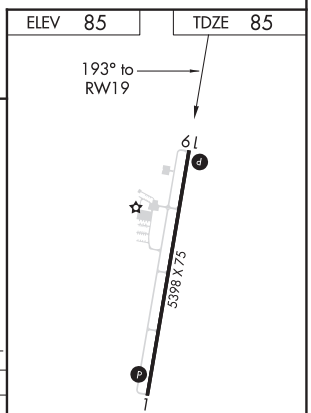
MISSED APPROACH: Climbing left turn to 2000 direct BJLEW and hold.

AWOS-3PT	CAIRNS APP CON ★	UNICOM
119.825	133.75 270.35	122.725 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	580-1 495 (500-1)		580-1⅜ 495 (500-1⅜)	NA
LNAV MDA	600-1 515 (600-1)		600-1⅜ 515 (600-1⅜)	NA
CIRCLING	640-1 555 (600-1)	660-1 575 (600-1)	660-1½ 575 (600-1½)	NA



SE-3, 25 FEB 2021 to 22 APR 2021

BROOKSVILLE, FLORIDA

AL-6210 (FAA)

21056

ILS or LOC RWY 9

BROOKSVILLE-TAMPA BAY RGNL (BKV)

LOC/DME I-OSV	APP CRS	Rwy ldg	7001
110.75	094°	TDZE	76
Chan 44 (Y)		Apt Elev	76

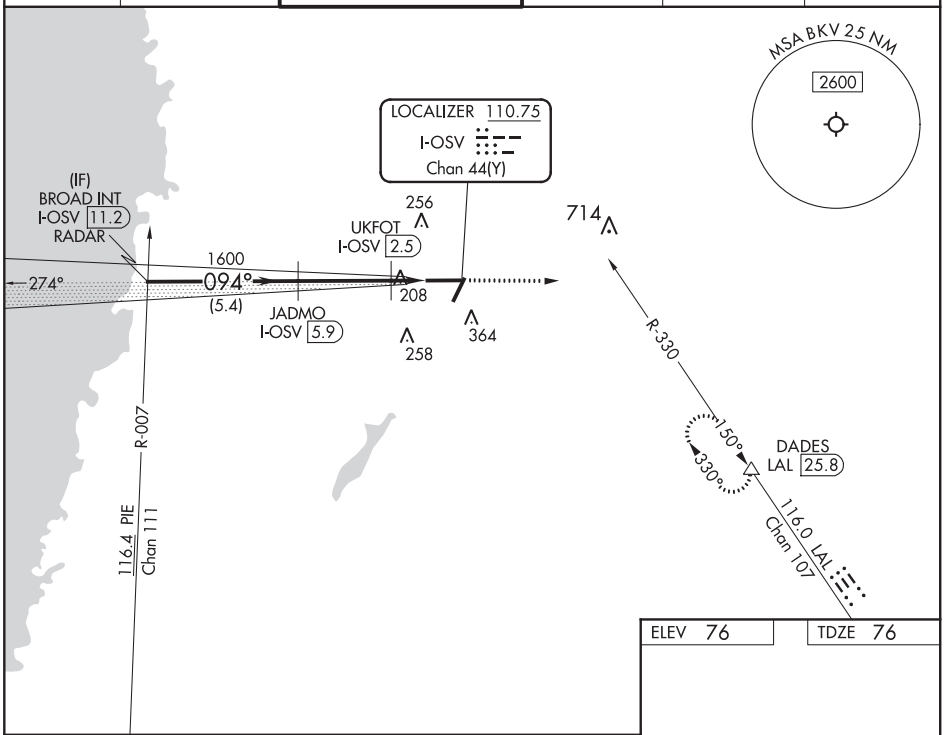
RADAR required for procedure entry. DME required.

NA

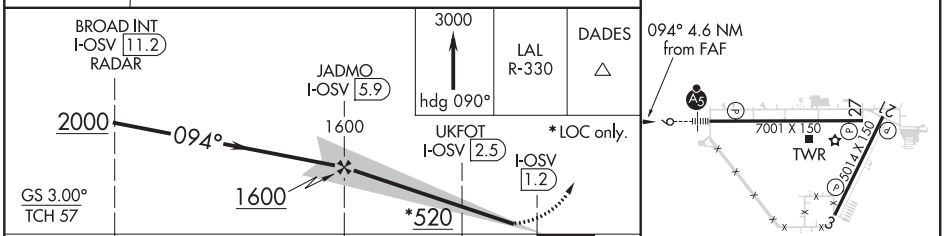
MALSR

MISSED APPROACH: Climb to 3000 on heading 090° and LAL VORTAC R-330 to DADES/LAL VORTAC 25.8 DME and hold.

ASOS	TAMPA APP CON	BROOKSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
134.725	125.3 316.05	118.55 (CTAF) L	121.4	119.125	123.0



ELEV 76	TDZE 76



CATEGORY	A	B	C	D
S-ILS 9	276-½ 200 (200-½)			
S-LOC 9	460-½ 384 (400-½)		460-⅝ 384 (400-⅝)	
C CIRCLING	680-1 604 (700-1)		680-1¾ 604 (700-1¾)	760-2¼ 684 (700-2¼)

MIRL Rwys 3-21 and 9-27 L

SE-3, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	5014
030°	TDZE	67
	Apt Elev	76

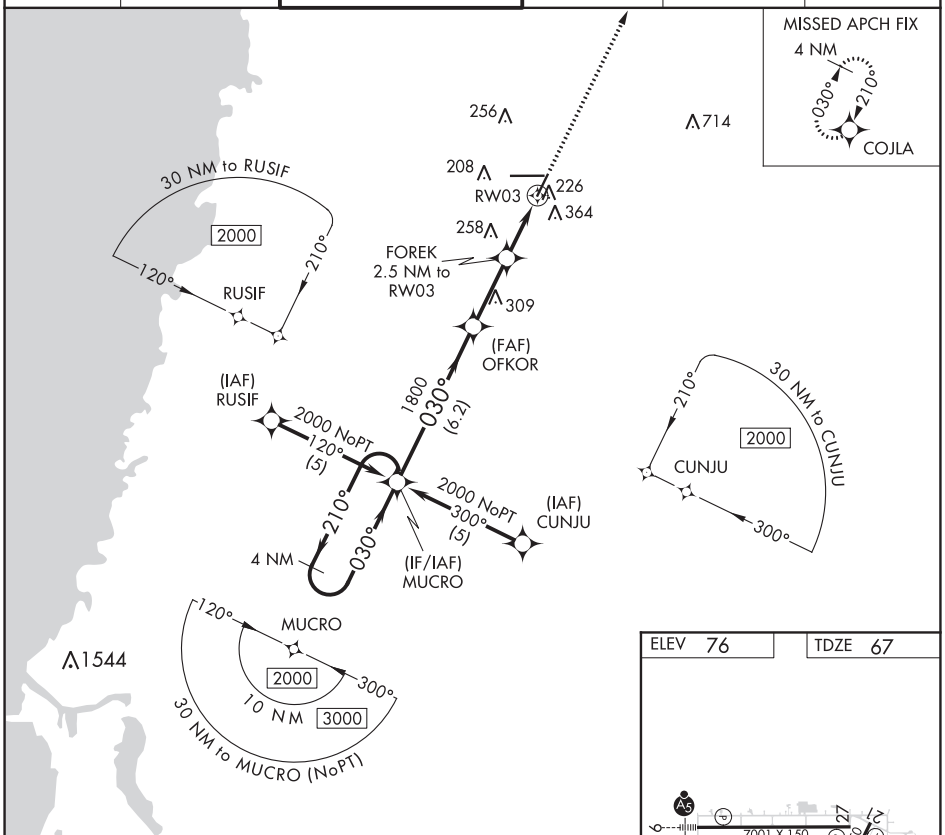
RNAV (GPS) RWY 3
BROOKSVILLE-TAMPA BAY RGNL (BKV)

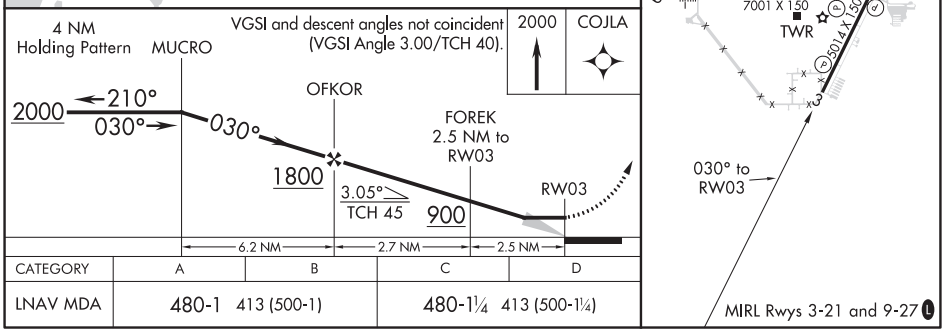
RNP APCH.

When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 80 feet and increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct COJLA and hold.

ASOS	TAMPA APP CON		BROOKSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
134.725	125.3	316.05	118.55 (CTAF) L	121.4	119.125	123.0





CATEGORY	A	B	C	D
LNAV MDA	480-1 413 (500-1)		480-1¼ 413 (500-1¼)	

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SE-3, 25 FEB 2021 to 22 APR 2021

BROOKSVILLE, FLORIDA | AL-6210 (FAA) | 21056

APP CRS	Rwy ldg	7001
094°	TDZE	76
	Apt Elev	76

RNAV (GPS) RWY 9
BROOKSVILLE-TAMPA BAY RGNL (BKV)

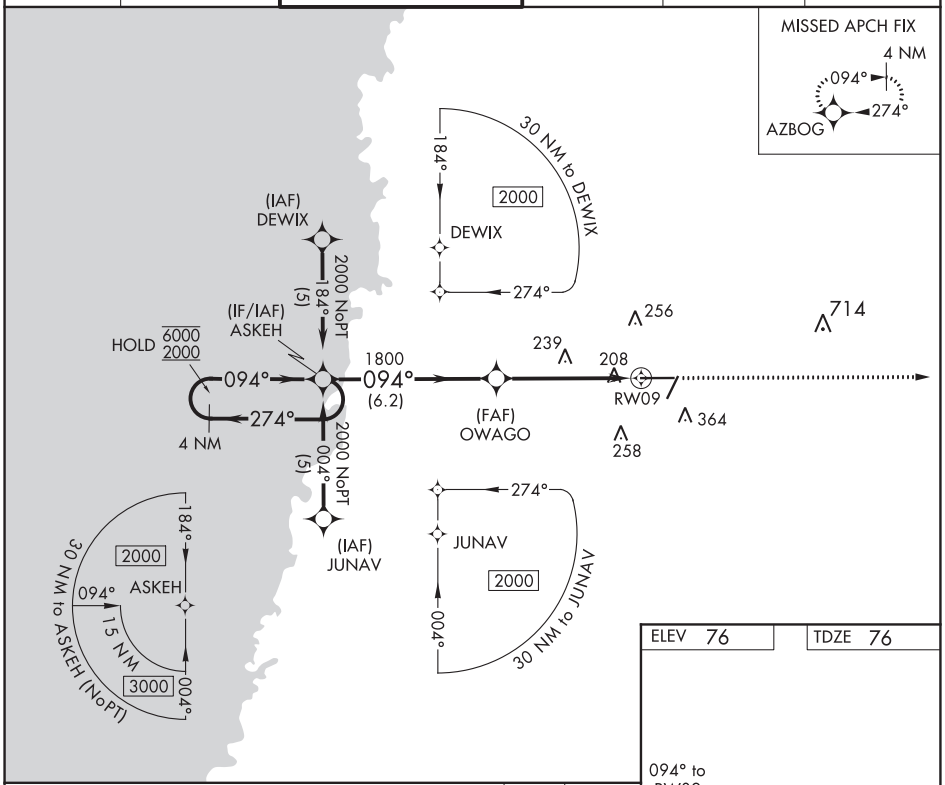
RNP APCH.

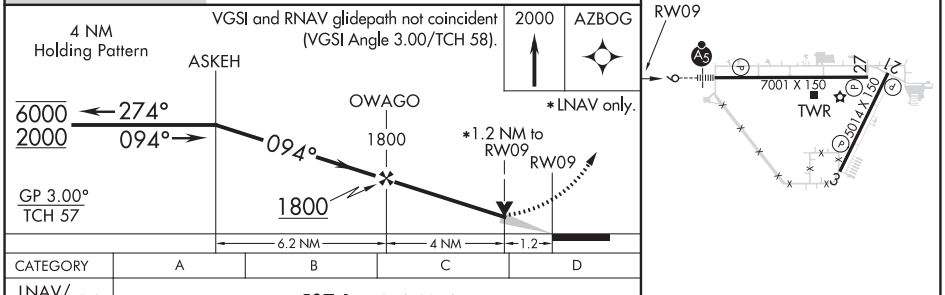
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.
For inop ALS increase LNAV Cat D visibility to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 2000 direct AZBOG and hold.

ASOS	TAMPA APP CON		BROOKSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
134.725	125.3	316.05	118.55 (CTAF)	121.4	119.125	123.0





CATEGORY	A	B	C	D
LNAV/VNAV DA	507-1 431 (500-1)			
LNAV MDA	500-¾ 424 (500-¾)			500-1 424 (500-1)

BROOKSVILLE, FLORIDA
Amdt 1E 18JUL19

28°28′N-82°27′W

BROOKSVILLE-TAMPA BAY RGNL (BKV)
RNAV (GPS) RWY 9

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	5014
210°	TDZE	69
	Apt Elev	76

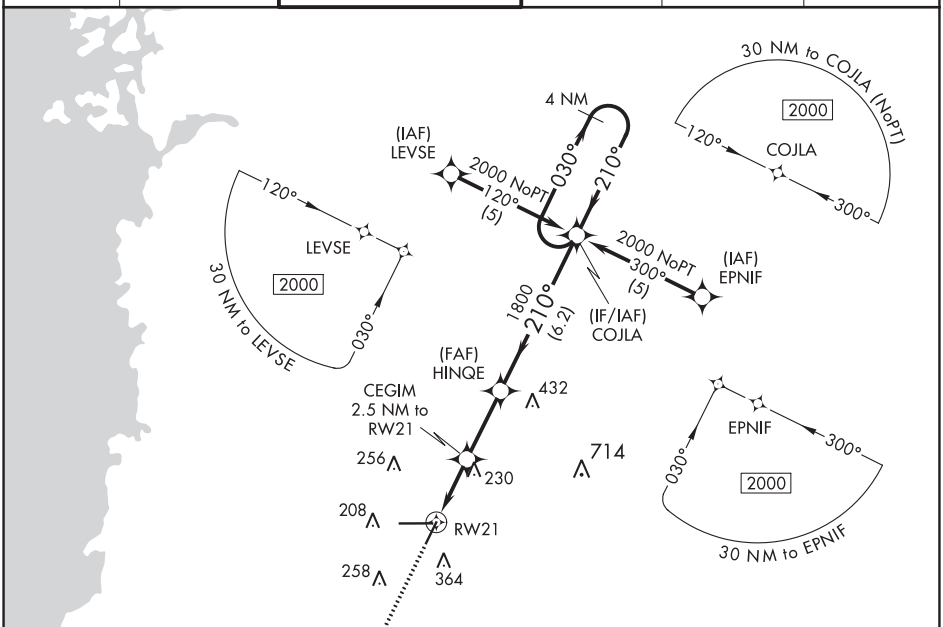
RNAV (GPS) RWY 21
BROOKSVILLE-TAMPA BAY RGNL (BKV)

RNP APCH.

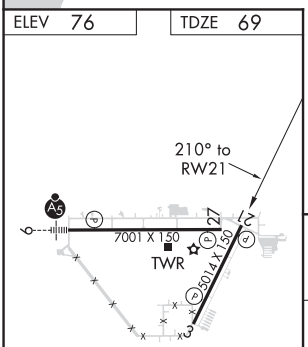
When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct MUCRO and hold.

ASOS	TAMPA APP CON		BROOKSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
134.725	125.3	316.05	118.55 (CTAF) L	121.4	119.125	123.0



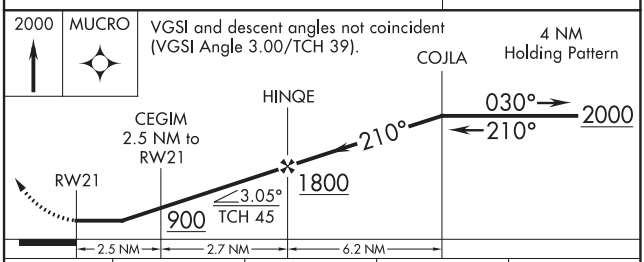
ELEV 76 TDZE 69



MISSED APCH FIX

2000 MUCRO

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 39).



CATEGORY	A	B	C	D
LNAV MDA	500-1 431 (500-1)		500-1¼ 431 (500-1¼)	500-1½ 431 (500-1½)

MIRL Rwys 3-21 and 9-27 L

SE-3, 25 FEB 2021 to 22 APR 2021

BROOKSVILLE, FLORIDA | AL-6210 (FAA) | 21056

WAAS CH 86408 W27A	APP CRS 274°	Rwy ldg 7001 TDZE 69 Apt Elev 76

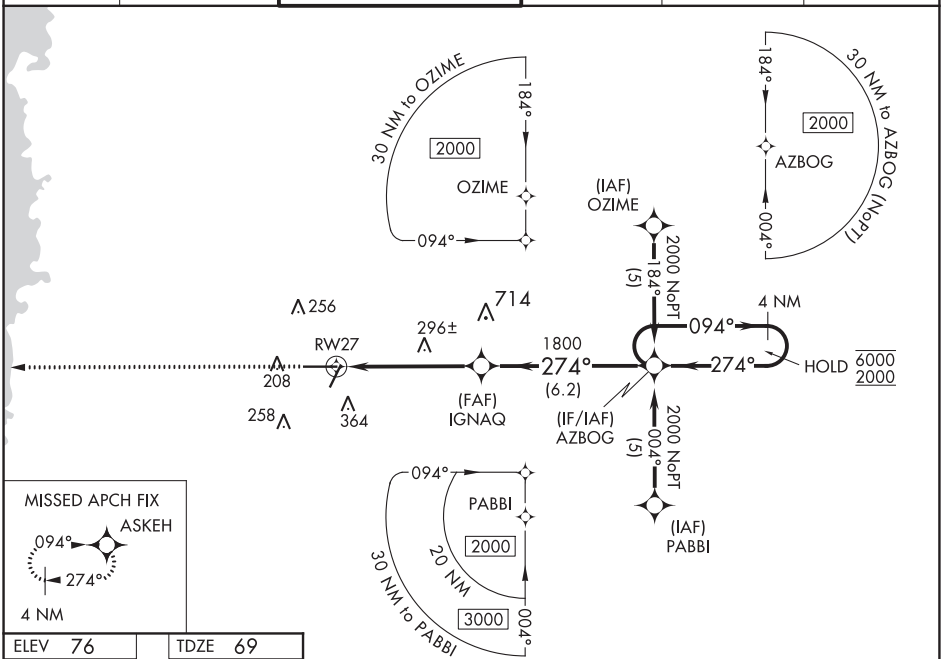
RNAV (GPS) RWY 27
BROOKSVILLE-TAMPA BAY RGNL (BKV)

RNP APCH.

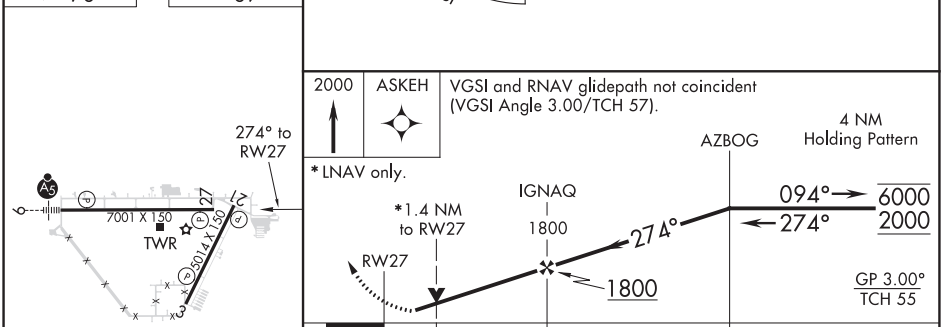
Rwy 27 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.

MISSED APPROACH: Climb to 2000 direct ASKEH and hold.

ASOS	TAMPA APP CON	BROOKSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
134.725	125.3 316.05	118.55 (CTAF) L	121.4	119.125	123.0



ELEV 76 | TDZE 69



CATEGORY	A	B	C	D
LPV DA	442-1¼ 373 (400-1¼)			
LNAV/VNAV DA	595-1¾ 526 (600-1¾)			
LNAV MDA	620-1 551 (600-1)		620-1⅝ 551 (600-1⅝)	620-1¾ 551 (600-1¾)

MIRL Rwys 3-21 and 9-27 L

SE-3, 25 FEB 2021 to 22 APR 2021

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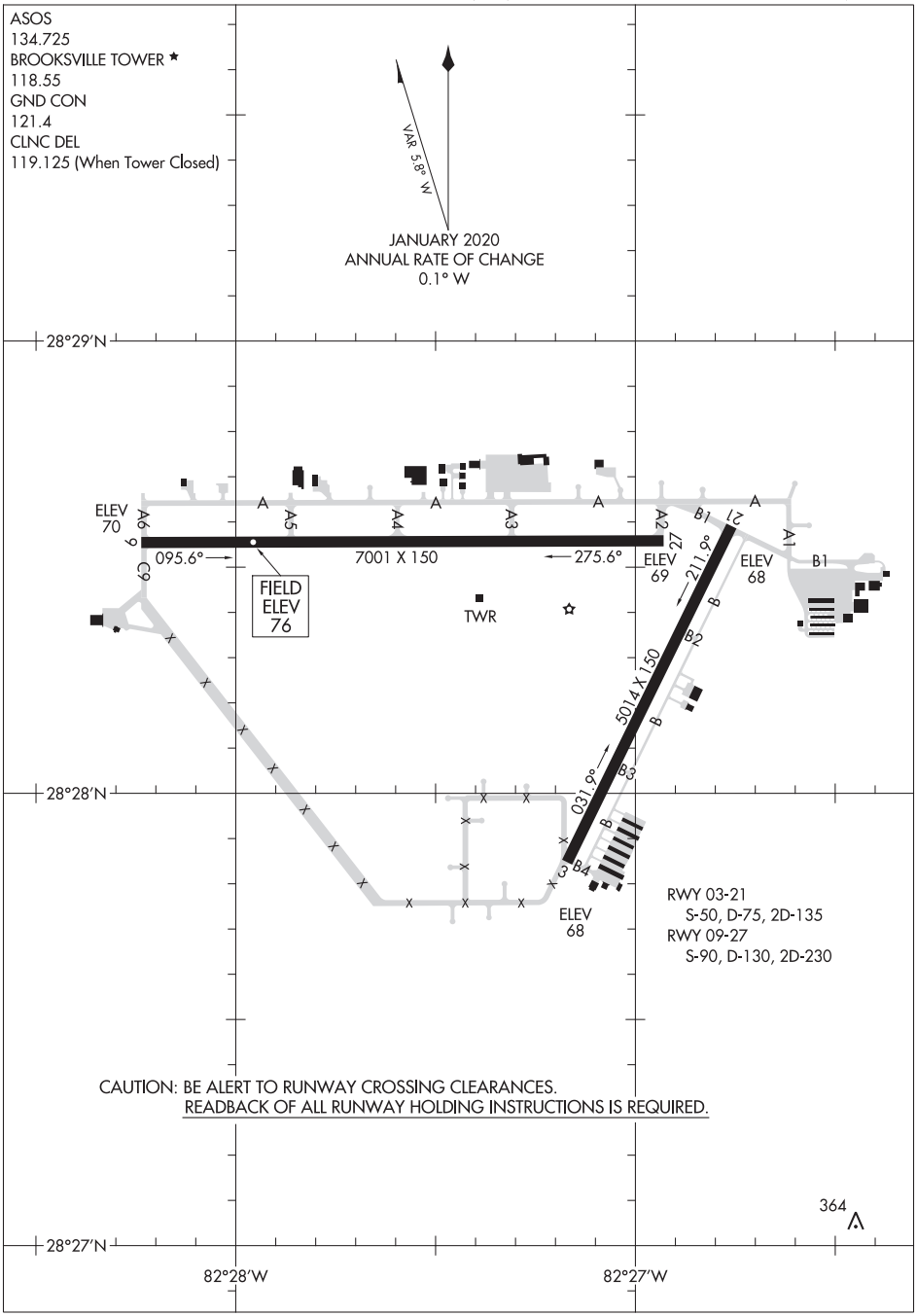

ASOS
134.725
BROOKSVILLE TOWER ★
118.55
GND CON
121.4
CLNC DEL
119.125 (When Tower Closed)
VAR 5.8° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
28°29′N
28°28′N
28°27′N
82°28′W
82°27′W
ELEV 70
095.6°
7001 X 150
275.6°
FIELD ELEV 76
TWR
ELEV 69
ELEV 68
211.9°
5014 X 150
031.9°
ELEV 68
RWY 03-21
S-50, D-75, 2D-135
RWY 09-27
S-90, D-130, 2D-230
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
364

16203

COCOA BEACH, FLORIDA

RNAV (GPS) RWY 13

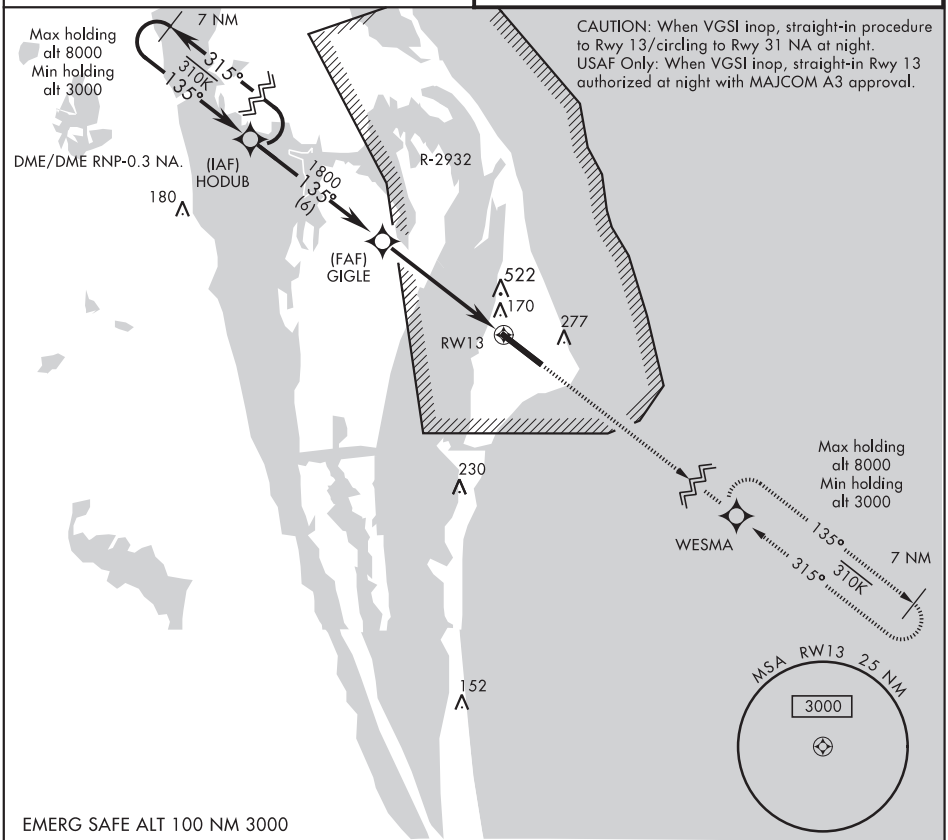
APCH CRS	Rwy ldg	10,000
135°	TDZE	10
	Arpt Elev	10

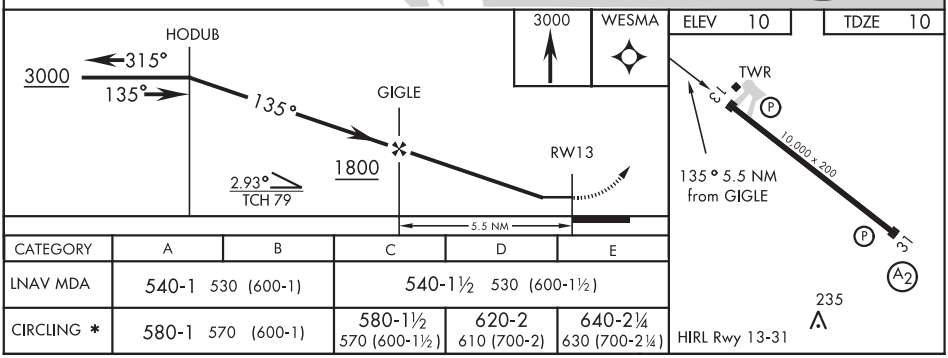
AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP (KXMR)

* Circling not authorized NE of Rwy 13-31.

MISSED APPROACH: Climb to 3000 direct WESMA and hold.

ORLANDO APP CON	CAPE TOWER *
134.95 281.425	118.625 143.15 239.05





CATEGORY	A	B	C	D	E
LNAV MDA	540-1 530 (600-1)		540-1½ 530 (600-1½)		
CIRCLING *	580-1 570 (600-1)		580-1½ 570 (600-1½)	620-2 610 (700-2)	640-2¼ 630 (700-2¼)

SE-3, 25 FEB 2021 to 22 APR 2021

COCOA BEACH, FLORIDA

RNAV (GPS) RWY 31

APCH CRS	Rwy ldg	10,000
315°	TDZE	9
	Arpt Elev	10

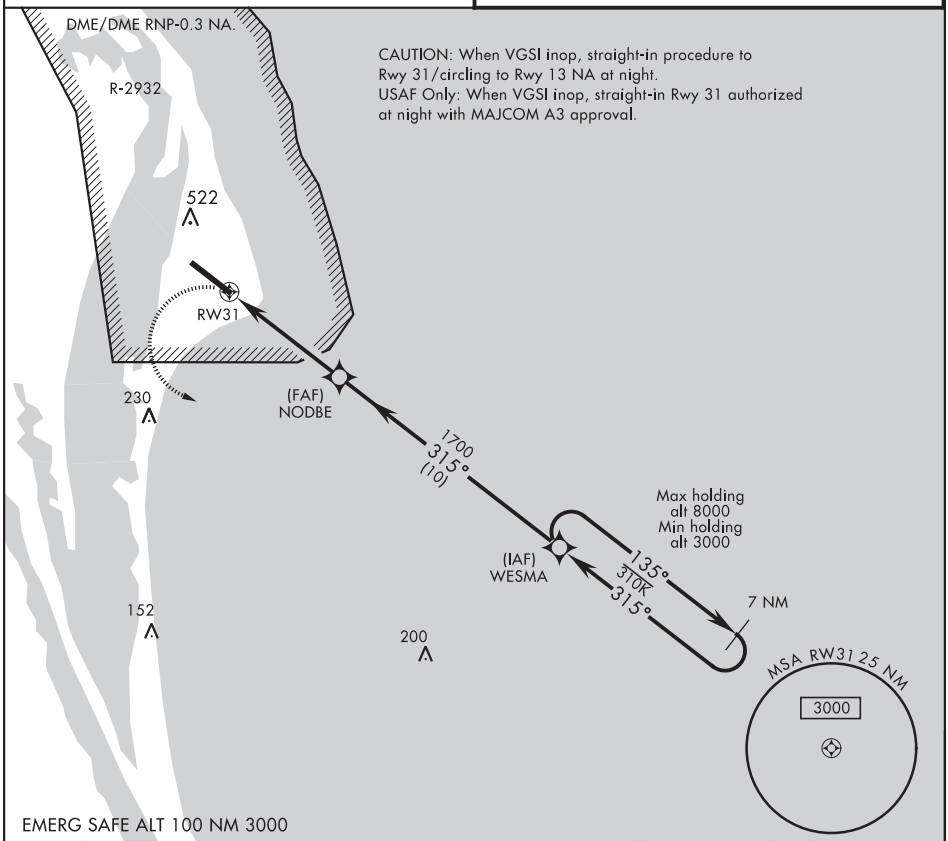
AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP (KXMR)

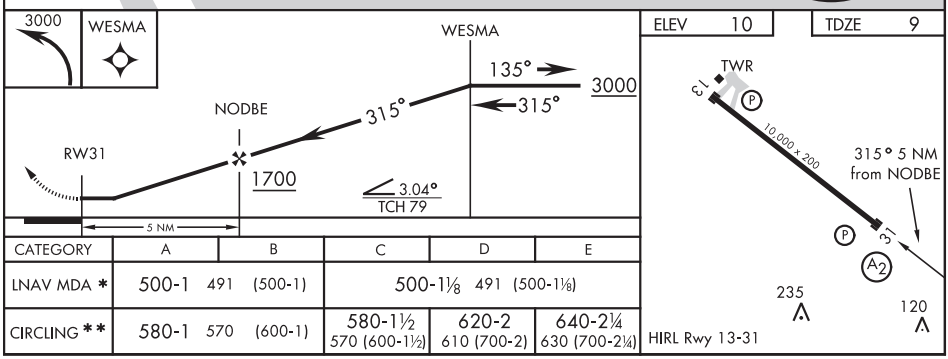
* When ALS inop, increase CAT CDE vis to 1⅜ miles.
** Circling not authorized NE of Rwy 13-31.

SALS A2

MISSED APPROACH: Turn left, climb to 3000 direct WESMA and hold.

ORLANDO APP CON	CAPE TOWER *
134.95 281.425	118.625 143.15 239.05





CATEGORY	A	B	C	D	E
LNAV MDA *	500-1 491 (500-1)		500-1⅛ 491 (500-1⅛)		
CIRCLING **	580-1 570 (600-1)		580-1½ 570 (600-1½)	620-2 610 (700-2)	640-2¼ 630 (700-2¼)

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

16203

COCOA BEACH, FLORIDA

TACAN-A

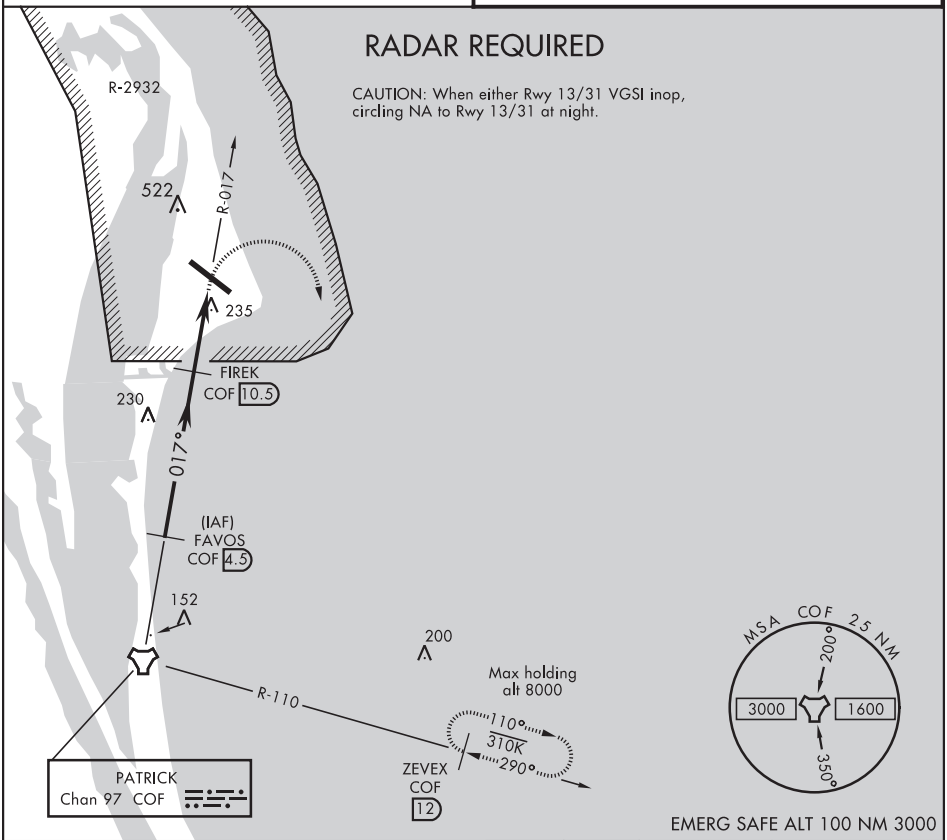
TACAN COF Chan 97	APCH CRS 017°	Rwy ldg 10,000 TDZE N/A Arpt Elev 10

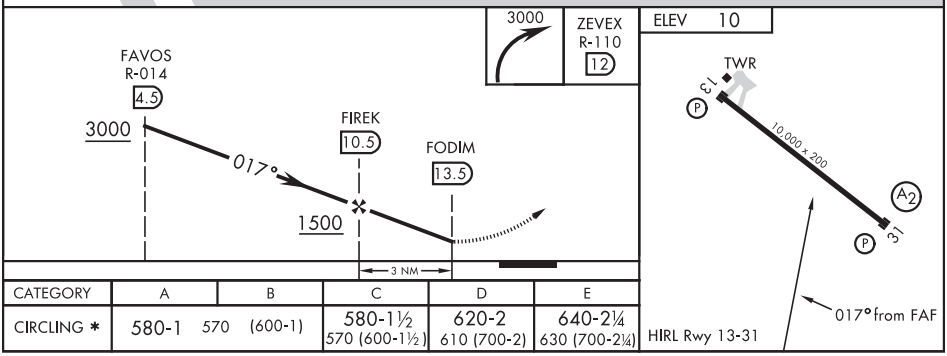
AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP (KXMR)

* Circling not authorized N of Rwy 13-31.

MISSED APPROACH: Turn right direct ZEVEX (COF R-110/12 DME) maintain 3000 and hold.

ORLANDO APP CON	CAPE TOWER *
134.95 281.425	118.625 143.15 239.05





CATEGORY	A	B	C	D	E
CIRCLING *	580-1 570 (600-1)		580-1½ 570 (600-1½)	620-2 610 (700-2)	640-2¼ 630 (700-2¼)

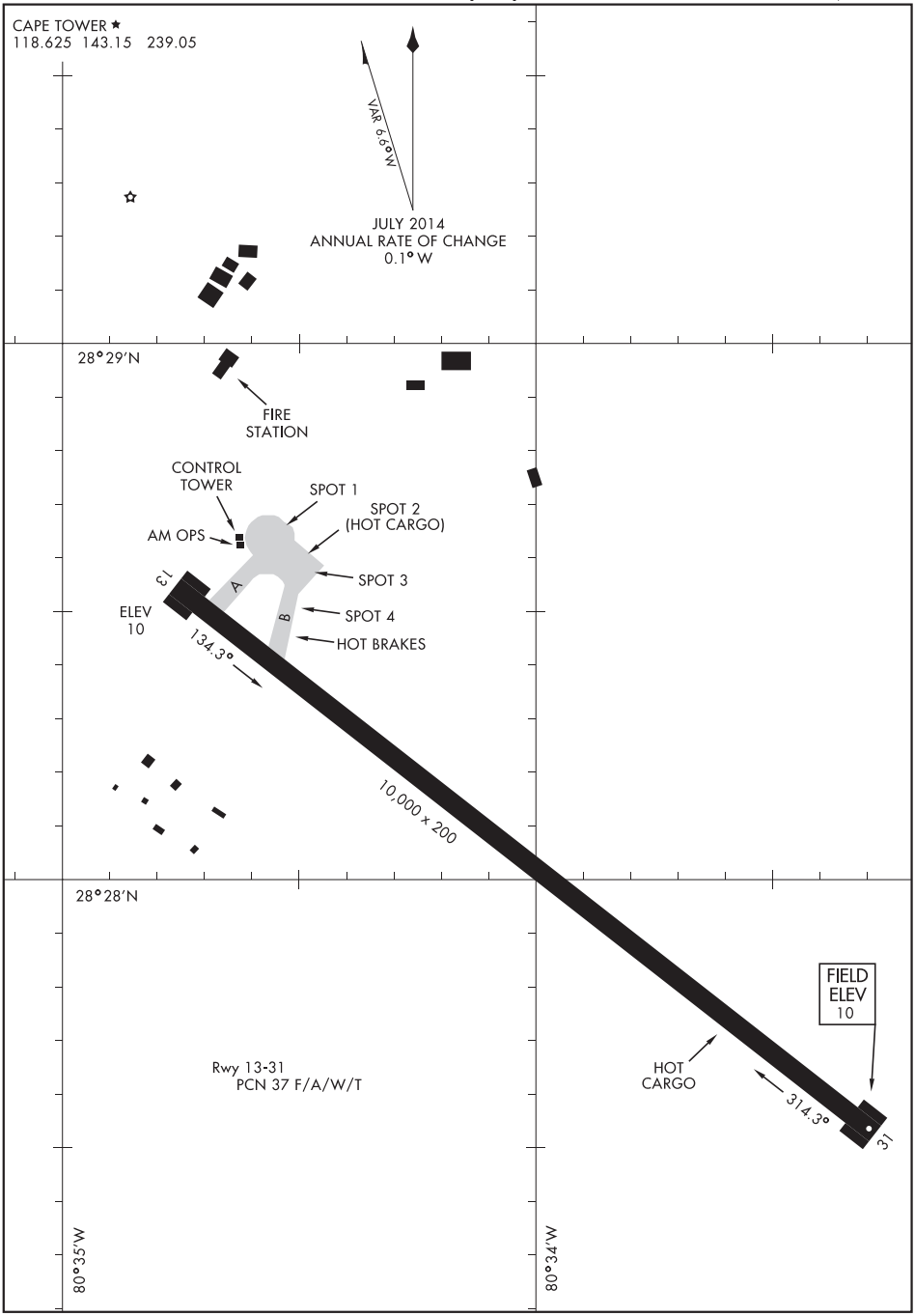
SE-3, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

CAPE CANAVERAL AFS SKID STRIP (KXMR)

AFD-5157 [USAF]

COCOA BEACH, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

COCOA BEACH, FLORIDA

CAPE CANAVERAL AFS SKID STRIP (KXMR)

CHARLOTTE AMALIE, VIRGIN ISLANDS

AL-5005 (FAA)

20086

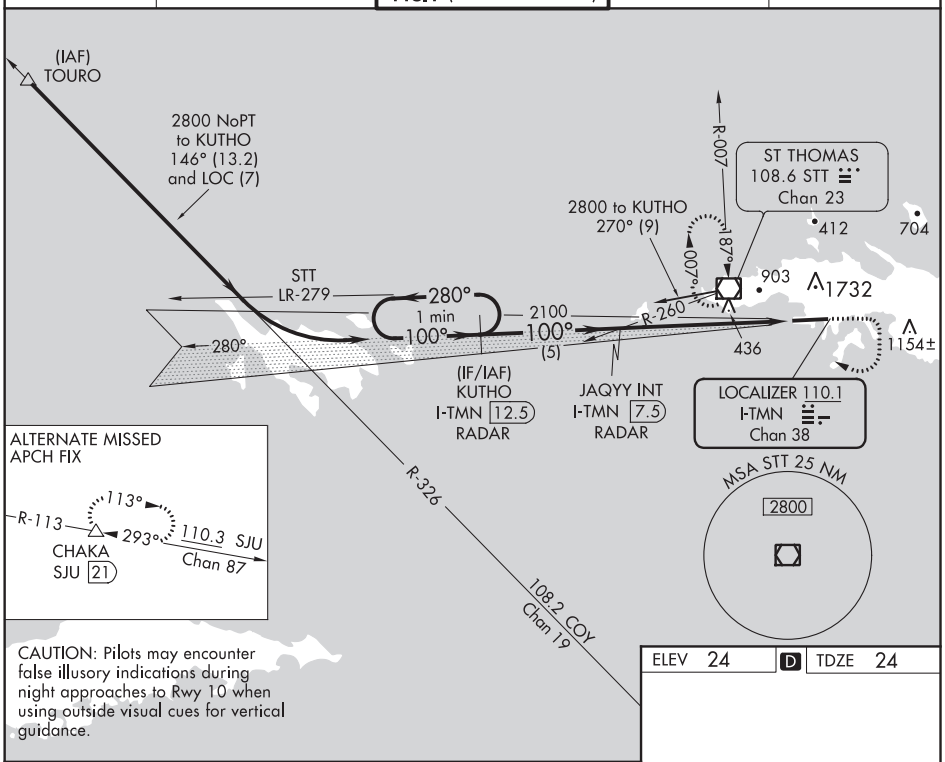
ILS or LOC RWY 10
CYRIL E KING (STT)(TIST)

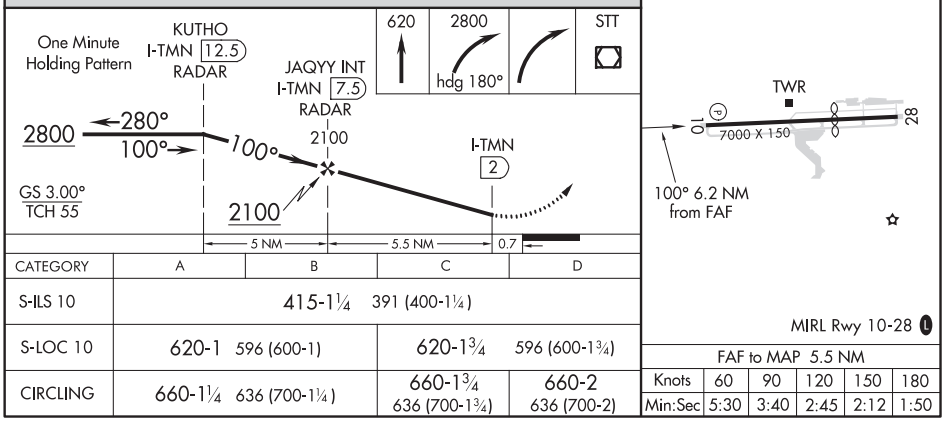
LOC/DME I-TMN	APP CRS	Rwy ldg	7000
110.1	100°	TDZE	24
Chan 38		Apt Elev	24

T A Circling NA at night.
Procedure NA when control tower closed.
Circling NA north of Rwy 10-28.

MISSED APPROACH: Climb to 620 then climbing right turn to 2800 on heading 180° then right turn direct St Thomas VOR/DME and hold.

ATIS	SAN JUAN CENTER	ST. THOMAS TOWER★	GND CON	UNICOM
124.0	128.65 279.6	118.8 (CTAF) L 257.6 118.1 (NORTH OF ISLAND)	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 10	415-1¼ 391 (400-1¼)			
S-LOC 10	620-1 596 (600-1)		620-1¾ 596 (600-1¾)	
CIRCLING	660-1¼ 636 (700-1¼)		660-1¾ 636 (700-1¾)	660-2 636 (700-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

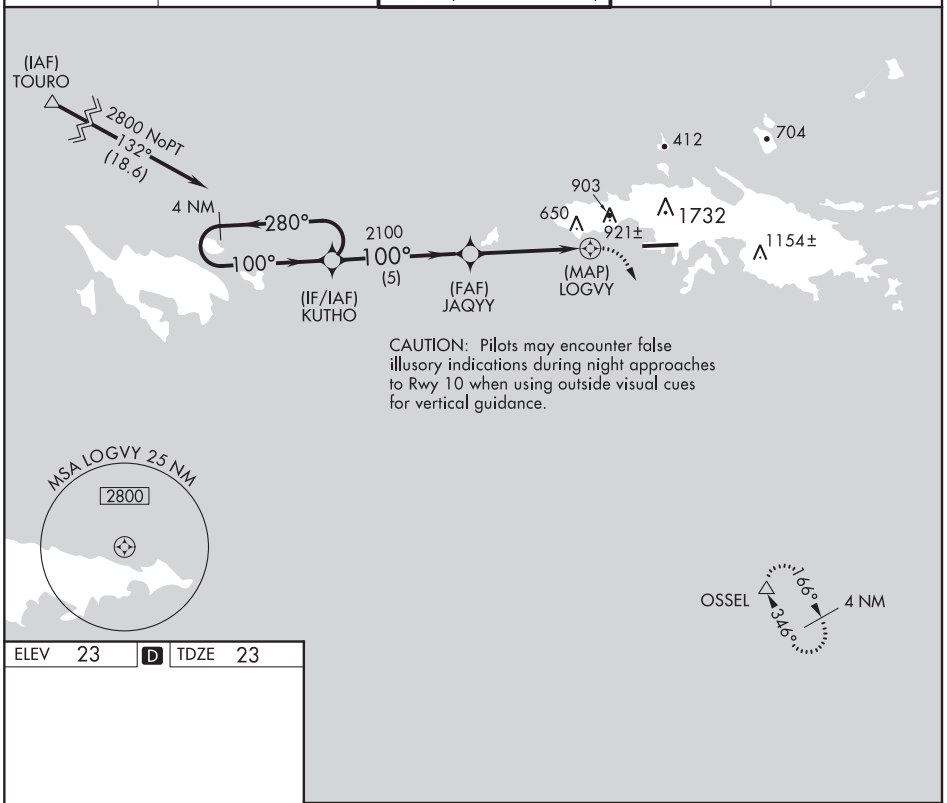
RNAV (GPS) RWY 10
CYRIL E KING (STT)(TIST)

APP CRS	Rwy ldg	7000
100°	TDZE	23
	Apt Elev	23

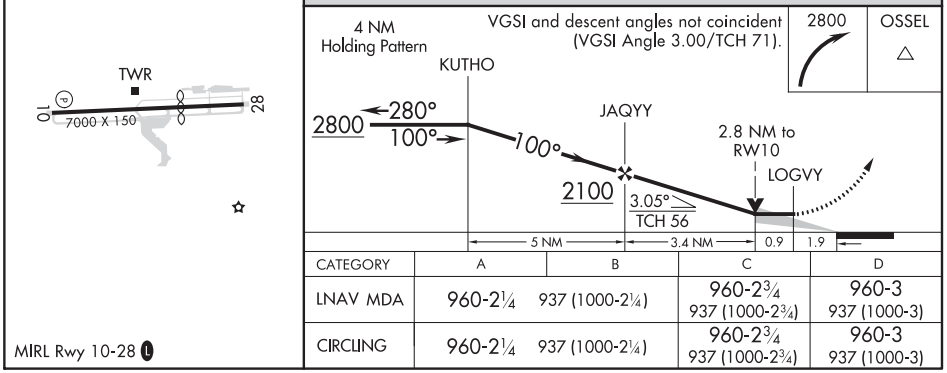
Circling NA at night.
Circling NA north of Rwy 10-28.
DME/DME RNP-0.3 NA.
Procedure NA when control tower closed.

MISSED APPROACH: Climbing right turn to 2800 direct OSSEL and hold.

ATIS	SAN JUAN CENTER	ST. THOMAS TOWER★	GND CON	UNICOM
124.0	128.65 279.6	118.8 (CTAF) L 257.6 118.1 (NORTH OF ISLAND)	121.9	122.95



ELEV 23 D TDZE 23



CATEGORY	A	B	C	D
LNAV MDA	960-2¼ 937 (1000-2¼)		960-2¾ 937 (1000-2¾)	960-3 937 (1000-3)
CIRCLING	960-2¼ 937 (1000-2¼)		960-2¾ 937 (1000-2¾)	960-3 937 (1000-3)

MIRL Rwy 10-28 L

CHARLOTTE AMALIE, VIRGIN ISLANDS

AL-5005 (FAA)

20254

VOR-A

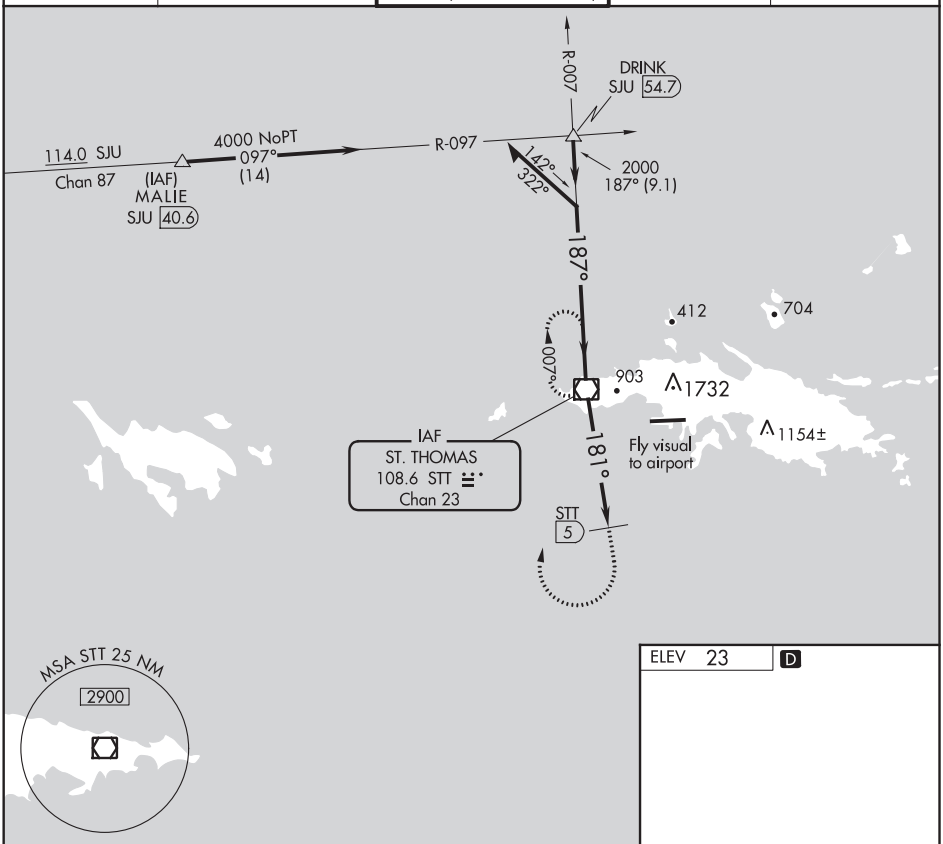
CYRIL E KING (STT)(TIST)

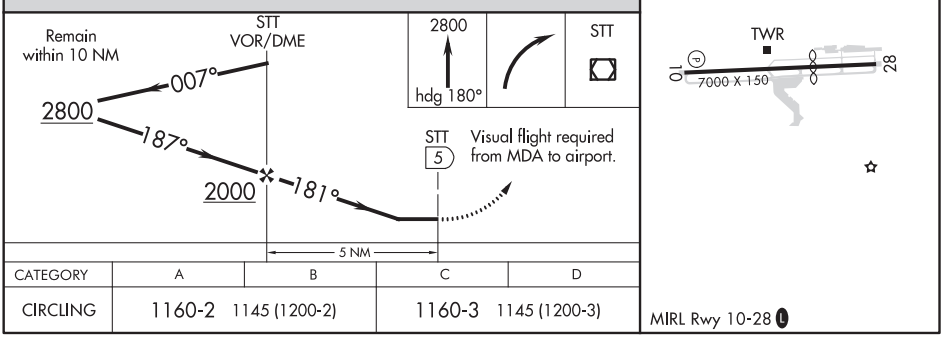
VOR/DME STT	APP CRS	Rwy ldg	N/A
108.6	181°	TDZE	N/A
Chan 23		Apt Elev	23

CAUTION: High terrain north of Rwy 10-28 extended.
Circling north of Rwy 10-28 NA.
Procedure NA when control tower not in operation.
Procedure NA at night.

MISSED APPROACH: If unable to proceed visually to airport upon descent to 1160, climb to 2800 via heading 180°, then right turn direct STT VOR/DME and hold.

ATIS	SAN JUAN CENTER	ST. THOMAS TOWER ★	GND CON	UNICOM
124.0	128.65 279.6	118.8 (CTAF) L 257.6 118.1 (NORTH OF ISLAND)	121.9	122.95





CATEGORY	A	B	C	D
CIRCLING	1160-2 1145 (1200-2)		1160-3 1145 (1200-3)	

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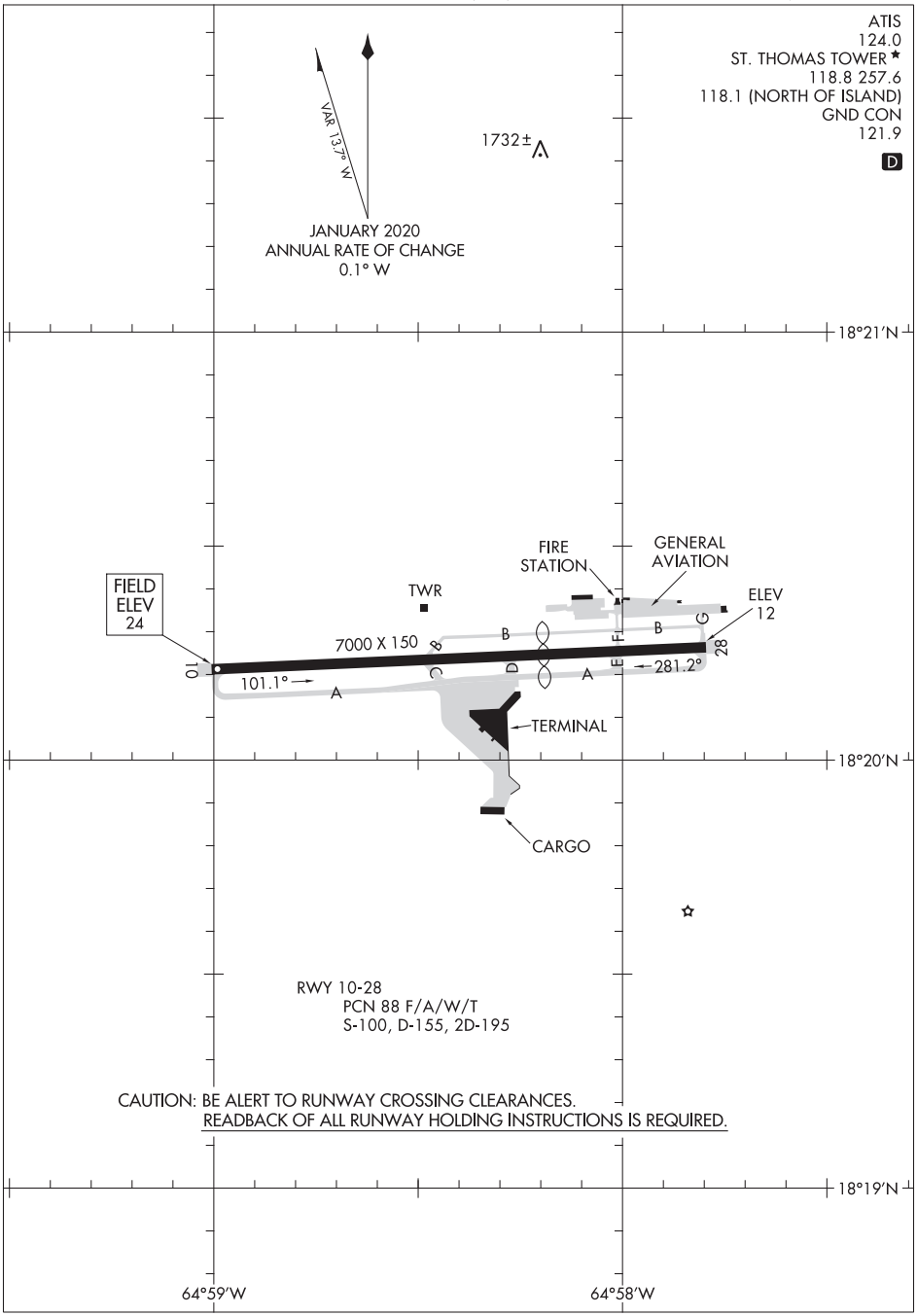
SE-3, 25 FEB 2021 to 22 APR 2021


ATIS
124.0
ST. THOMAS TOWER ★
118.8 257.6
118.1 (NORTH OF ISLAND)
GND CON
121.9
D
VAR 13.7° W
1732±
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
18°21′N
FIRE STATION
GENERAL AVIATION
FIELD ELEV 24
TWR
ELEV 12
7000 X 150
B
B
G
F
E
D
C
B
A
A
10
28
101.1°
281.2°
TERMINAL
18°20′N
CARGO
RWY 10-28
PCN 88 F/A/W/T
S-100, D-155, 2D-195
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
18°19′N
64°59′W
64°58′W

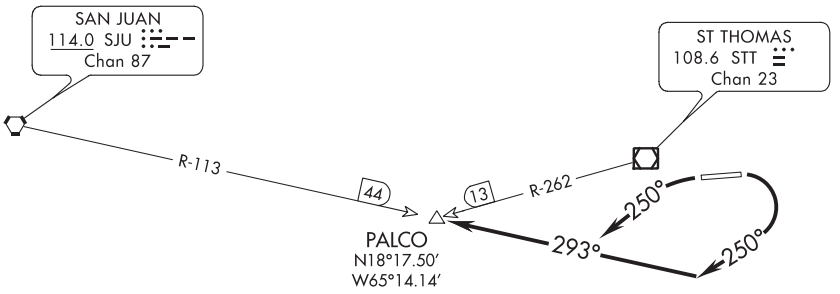
(PALCO7.PALCO) 20086 AL-5005 (FAA)

PALCO SEVEN DEPARTURE

CYRIL E KING (STT)(TIST)
CHARLOTTE AMALIE, VIRGIN ISLANDS

ATIS 124.0
GND CON
121.9
ST THOMAS TOWER *
118.8 (CTAF) 257.6
118.1 (NORTH OF ISLAND)
SAN JUAN DEP CON
128.65 279.6

TOP ALTITUDE: 3000



TAKE-OFF MINIMUMS:
Rwy 10: 400-1 with minimum climb of 462′ per NM to 1400 or 2100-2½ for climb in visual conditions.
Rwy 28: 800-3 or Standard with a minimum climb of 366′ per NM to 1000.

NOTE: Chart not to scale.

NOTE: DME or RADAR Required.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10: Turn right heading 250° (unless assigned otherwise) to intercept the SJU R-113 to PALCO INT, or climb in visual conditions to cross Cyril E. King airport at or above 2100, then on SJU R-113 to PALCO INT. Thence . . . .
TAKEOFF RWY 28: Turn left heading 250° (unless assigned otherwise) to intercept the SJU R-113 to PALCO INT. Thence . . . .
. . . . Maintain 3000 unless assigned lower altitude.
Expect clearance to flight level 280 or requested altitude if lower ten minutes after departure. Contact San Juan Departure.

SE-3, 25 FEB 2021 to 22 APR 2021

LOC I-STX	APP CRS	Rwy ldg	9003
109.5	097°	TDZE	74
		Apt Elev	74

ILS or LOC RWY 10
HENRY E ROHLSEN (STX)(TISX)

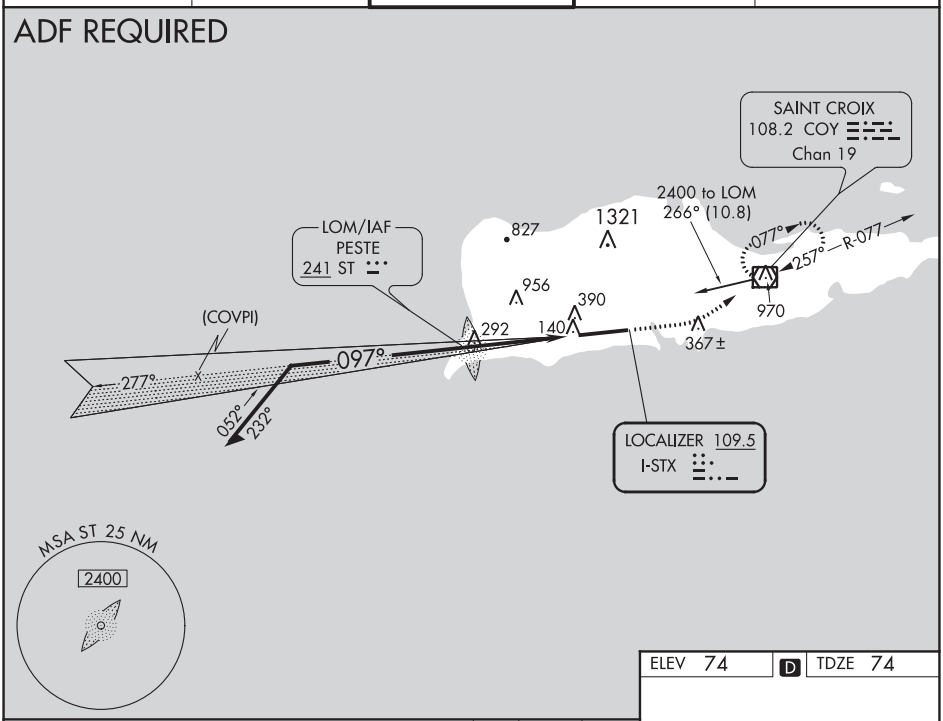
Circling NA N of Rwy 10-28. If local altimeter setting not received, procedure NA. For inoperative MALSR, increase S-ILS 10 all Cats visibility to 1.

MALSR

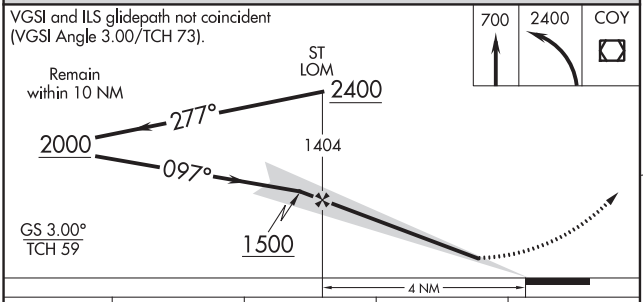
MISSED APPROACH: Climb to 700 then climbing left turn to 2400 direct COY VOR/DME and hold, continue climb-in-hold to 2400.

ATIS	SAN JUAN CENTER		ST. CROIX TOWER ★		GND CON	UNICOM
135.65	128.65	279.6	118.6 (CTAF) L	239.3	121.7	123.0

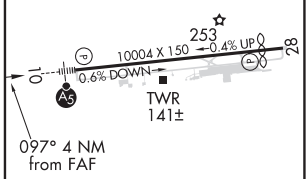
ADF REQUIRED



VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 73).



ELEV 74 D TDZE 74



REIL Rwy 28
HIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-ILS 10	375-½ 301 (400-½)			
S-LOC 10	480-½ 406 (500-½)		480-¾ 406 (500-¾)	
CIRCLING	480-1 406 (500-1)	540-1 466 (500-1)	540-1½ 466 (500-1½)	640-2 566 (600-2)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS AL-5008 (FAA) 19227

APP CRS	Rwy ldg	9003
097°	TDZE	74
	Apt Elev	74

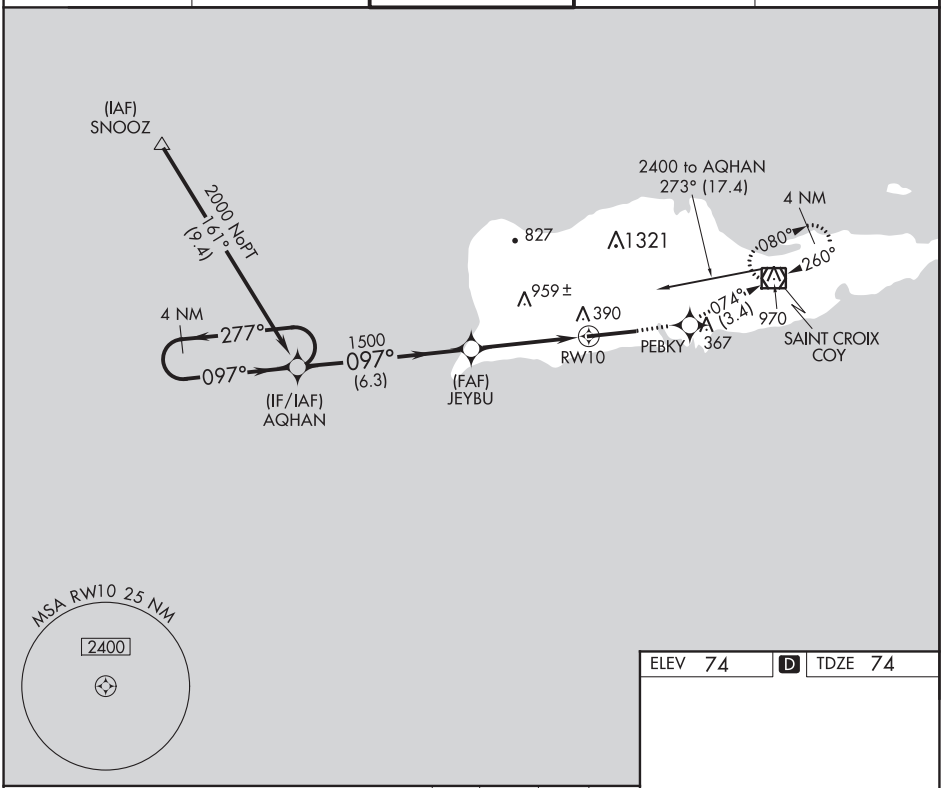
RNAV (GPS) RWY 10
HENRY E ROHLSEN (STX)(TISX)

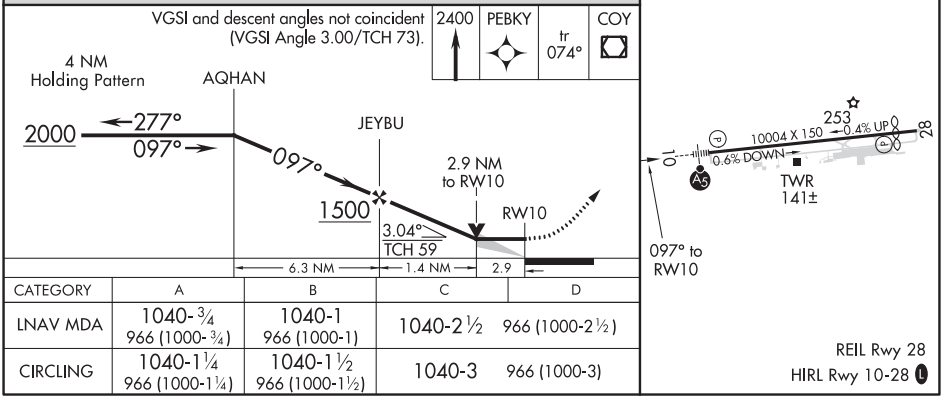
Circling NA N of Rwy 10-28. If local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2400 direct PEBKY and via 074° track to COY VOR/DME and hold.

ATIS	SAN JUAN CENTER		ST. CROIX TOWER ★		GND CON	UNICOM
135.65	128.65	279.6	118.6 (CTAF) L	239.3	121.7	123.0





CATEGORY	A	B	C	D
LNAV MDA	1040-¾ 966 (1000-¾)	1040-1 966 (1000-1)	1040-2½	966 (1000-2½)
CIRCLING	1040-1¼ 966 (1000-1¼)	1040-1½ 966 (1000-1½)	1040-3	966 (1000-3)

SE-3, 25 FEB 2021 to 22 APR 2021

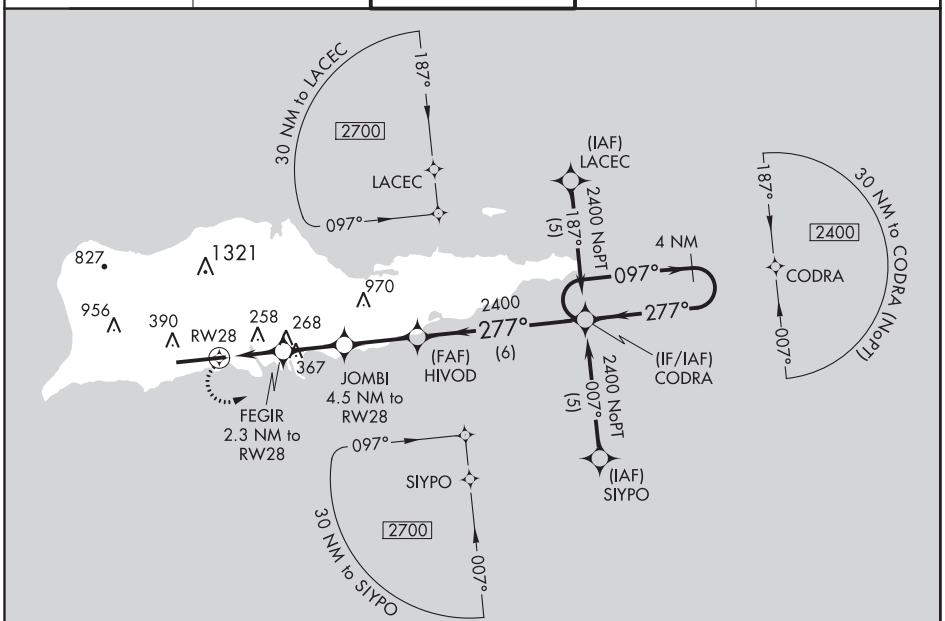
APP CRS	Rwy ldg	9003
277°	TDZE	40
	Apt Elev	74

RNAV (GPS) RWY 28
HENRY E ROHLSEN (STX)(TISX)

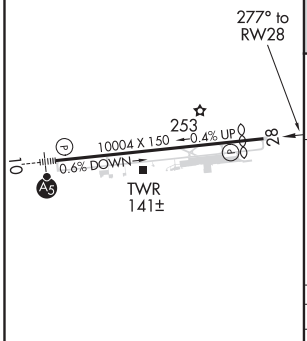
Circling NA N of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

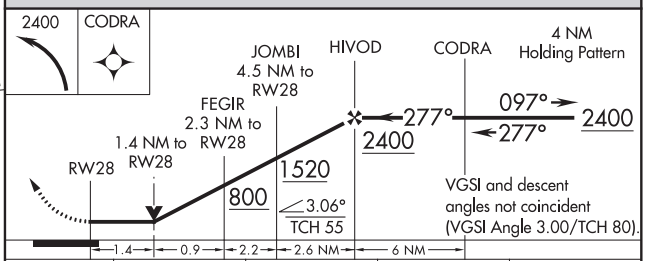
MISSED APPROACH: Climbing left turn to 2400 direct CODRA and hold.

ATIS	SAN JUAN CENTER	ST. CROIX TOWER ★	GND CON	UNICOM
135.65	128.65 279.6	118.6(CTAF)(L) 239.3	121.7	123.0



ELEV 74 | D | TDZE 40





CATEGORY	A	B	C	D
LNAV MDA	560-1	520 (500-1)	560-1½ 520 (500-1½)	560-1¾ 520 (500-1¾)
CIRCLING	560-1	486 (500-1)	560-1½ 486 (500-1½)	640-2 566 (600-2)

REIL Rwy 28
HIRL Rwy 10-28 (L)

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS — AL-5008 (FAA) — 19227

VOR RWY 28

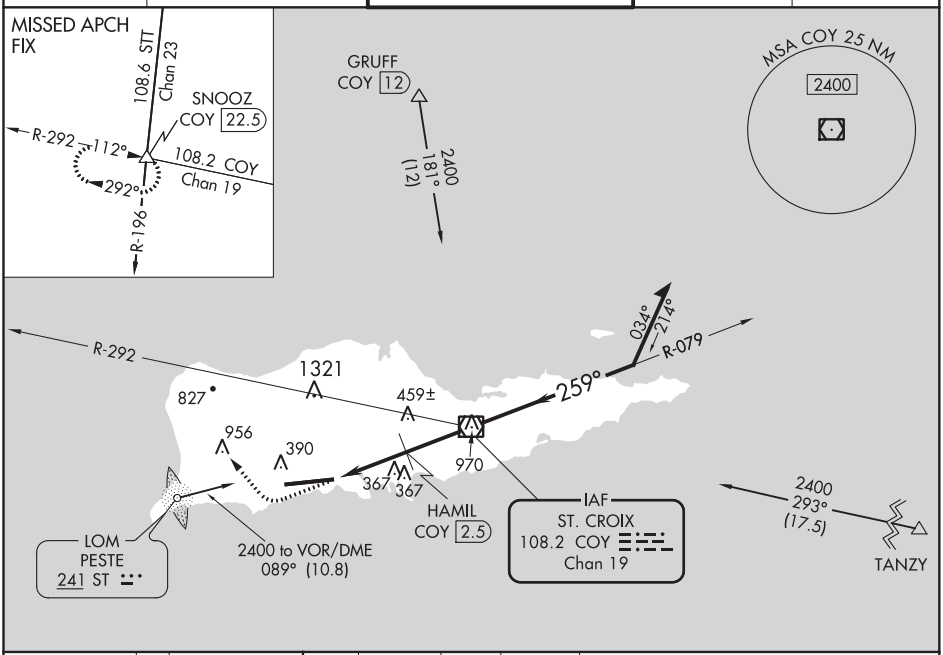
HENRY E ROHLSEN (STX)(TISX)

VOR/DME COY	APP CRS	Rwy ldg	9003
108.2	259°	TDZE	43
Chan 19		Apt Elev	65

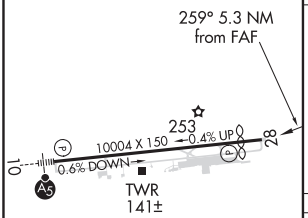
Helicopter visibility reduction below 1 SM NA. Rwy 28 Straight-in and Circling minimums NA at night. When local altimeter setting not received, procedure NA. Circling NA north of Rwy 10-28.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 via heading 330° and COY R-292 to SNOOZ Int/COY 22.5 DME and hold.

ATIS	SAN JUAN CENTER	ST. CROIX TOWER ★	GND CON	UNICOM
135.65	128.65 279.6	118.6 (CTAF) L 239.3	121.7	123.0



ELEV 65 | D | TDZE 43

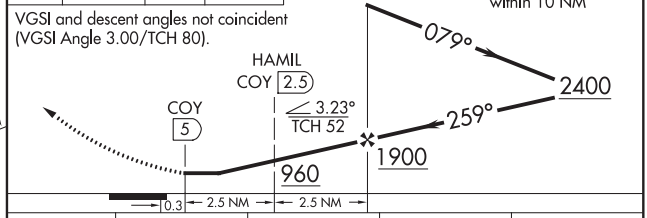


REIL Rwy 28
HIRL Rwy 10-28 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

2000	2400	COY	SNOOZ
↑	hdg 330°	R-292	△

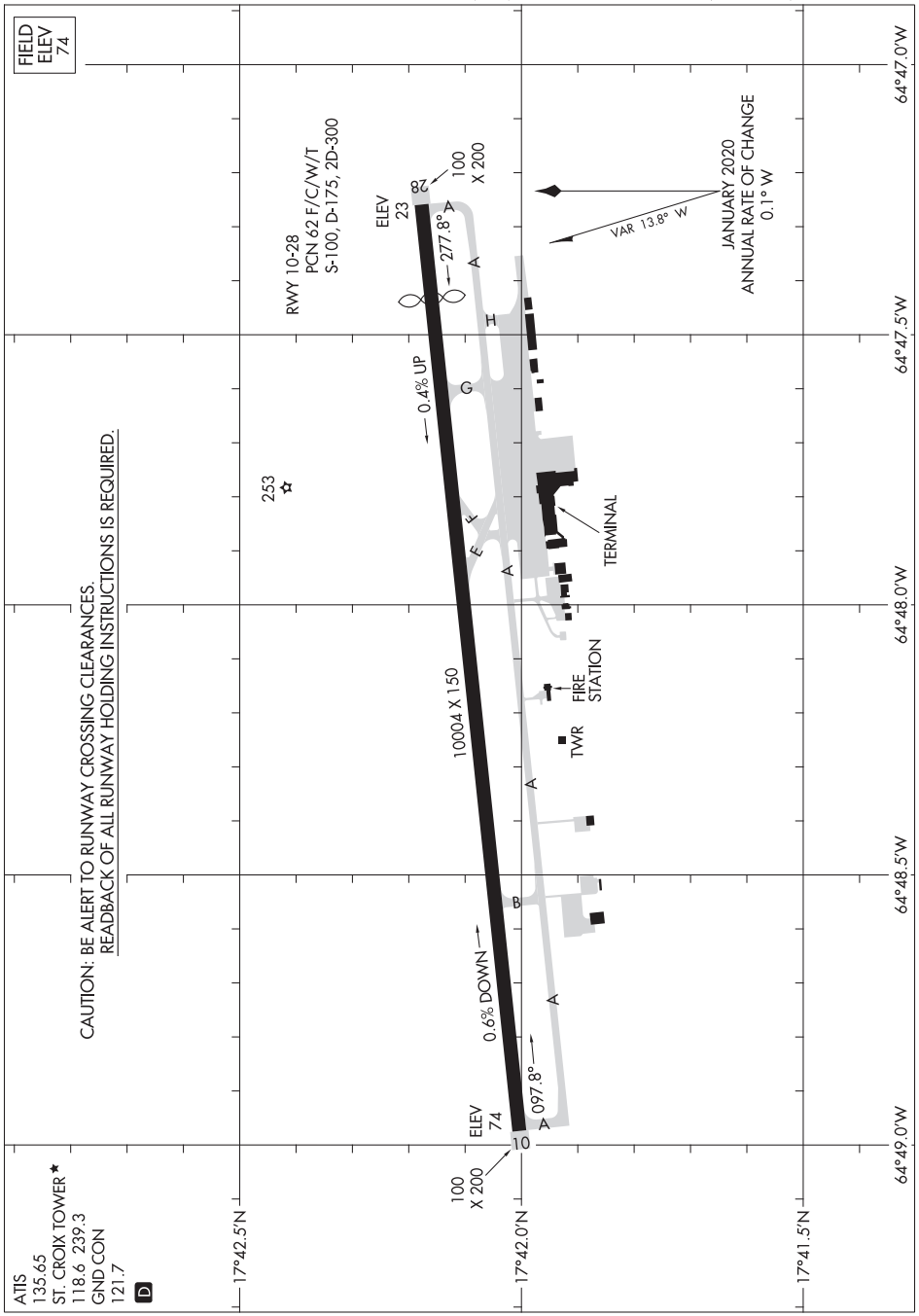
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 80).



CATEGORY	A	B	C	D
S-28	960-1¼ 917 (900-1¼)		960-2¾ 917 (900-2¾)	960-3 917 (900-3)
CIRCLING	960-1¼ 895 (900-1¼)		960-2¾ 895 (900-2¾)	960-3 895 (900-3)
HAMIL FIX MINIMUMS				
S-28	640-1 597 (600-1)		640-1½ 597 (600-1½)	640-1¾ 597 (600-1¾)
CIRCLING	640-1 575 (600-1)		640-1½ 575 (600-1½)	680-2 615 (700-2)

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021


FIELD ELEV 74
RWY 10-28
PCN 62 F/C/W/T
S-100, D-175, 2D-300
ELEV 23
28
100 X 200
277.8°
0.4% UP
253
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
10004 X 150
0.6% DOWN
097.8°
ELEV 74
10
100 X 200
VAR 13.8° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
TERMINAL
FIRE STATION
TWR
ATIS
135.65
ST. CROIX TOWER
118.6 239.3
GND CON
121.7
D
17°42.5'N
17°42.0'N
17°41.5'N
64°47.0'W
64°47.5'W
64°48.0'W
64°48.5'W
64°49.0'W

(HMLTN8.HMLTN) 20030

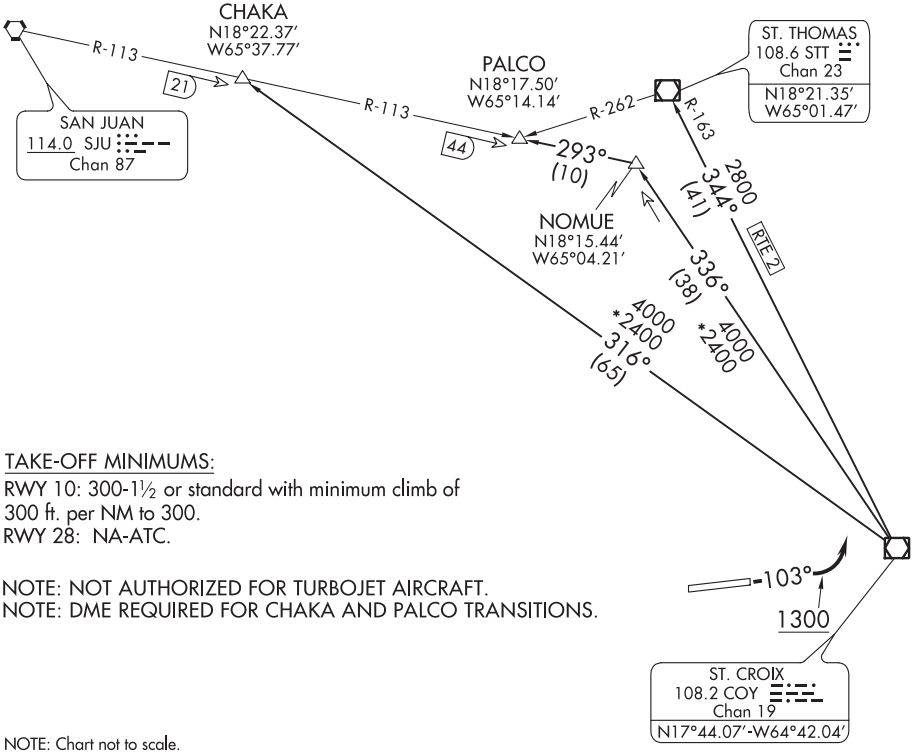
HAMILTON EIGHT DEPARTURE

AL-5008 (FAA)

HENRY E ROHLSEN (STX)(TISX)
CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS

ATIS 135.65
GND CON
121.7
ST. CROIX TOWER*
118.6 239.3
SAN JUAN DEP CON
128.65 279.6

TOP ALTITUDE: 6000



TAKE-OFF MINIMUMS:
RWY 10: 300-1½ or standard with minimum climb of 300 ft. per NM to 300.
RWY 28: NA-ATC.

NOTE: NOT AUTHORIZED FOR TURBOJET AIRCRAFT.
NOTE: DME REQUIRED FOR CHAKA AND PALCO TRANSITIONS.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb via heading 103° to 1300, then climbing left turn to intercept assigned transition. Maintain 6000 unless assigned lower altitude. Expect FL280 or requested altitude ten minutes after departure.

CHAKA TRANSITION (HMLTN8.CHAKA): From over COY VOR/DME via COY R-316 to CHAKA/SJU 21 DME.

PALCO TRANSITION (HMLTN8.PALCO): From over COY VOR/DME via COY R-336 and SJU R-113 to PALCO INT/SJU 44 DME.

ST. THOMAS TRANSITION (HMLTN8.STT): From over COY VOR/DME via COY R-344 to STT VOR/DME.

SE-3, 25 FEB 2021 to 22 APR 2021

ATIS 135.65
GND CON
121.7
ST. CROIX TOWER★
118.6 239.3
SAN JUAN DEP CON
128.65 279.6

TOP ALTITUDE: 6000

ST. THOMAS
108.6 STT
Chan 23
N18°21.35′
W65°01.47′

R-196

R-241

2800
016°
(33)

VEDAS
N17°55.16′
W65°35.19′

A555
G633
RTE4
52

4000
292°
(29)

ST. CROIX
108.2 COY
Chan 19
N17°44.07′
W64°42.04′

SNOOZ
N17°48.90′
W65°05.03′
22

292°
R-292

340°
277°
1200

TAKEOFF MINIMUMS:
Rwy 10: NA-ATC.
Rwy 28: Standard.

NOTE: NOT AUTHORIZED FOR TURBOJET AIRCRAFT.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 28: Climb on heading 277° to 1200, then climbing right turn on heading 340° to intercept COY VOR/DME R-292 to SNOOZ INT. Thence on assigned transition. Maintain 6000 unless assigned lower altitude. Expect clearance to FL280 or requested altitude, ten minutes after departure.

ST. THOMAS TRANSITION (SNOOZ4.STT): From over SNOOZ INT on STT R-196 to STT VOR/DME.

VEDAS TRANSITION (SNOOZ4.VEDAS): From over SNOOZ INT on COY R-292 to VEDAS INT.

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SE-3, 25 FEB 2021 to 22 APR 2021

CLEWISTON, FLORIDA

AL-10367 (FAA)

21056

RNAV (GPS) RWY 13

AIRGLADES (2IS)

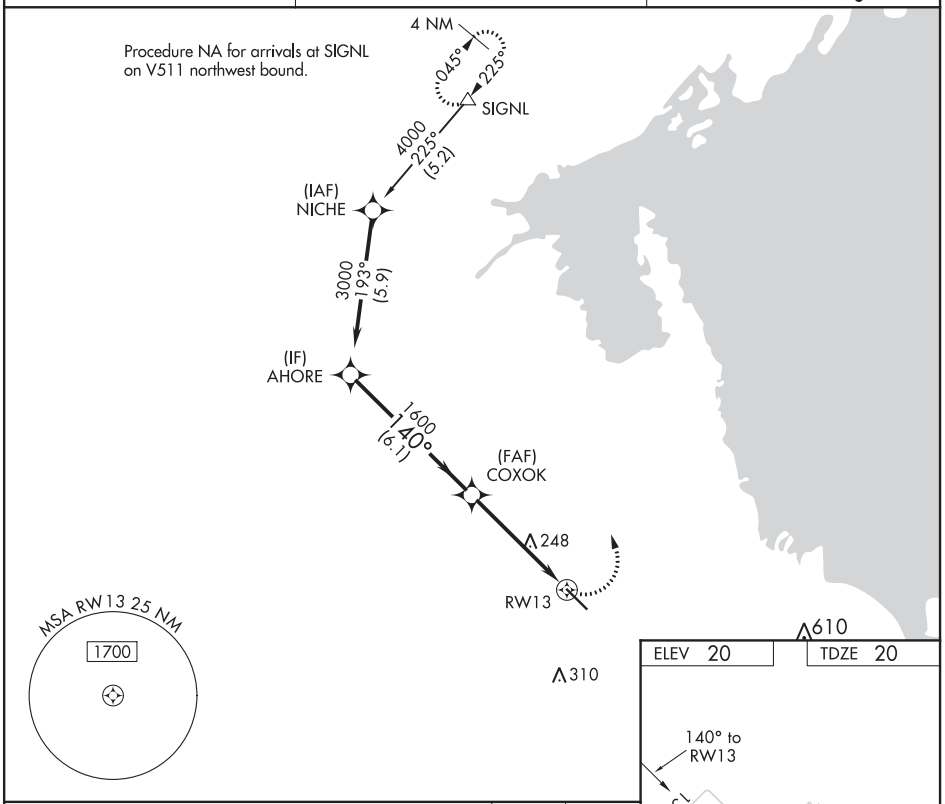
APP CRS	Rwy ldg	5902
140°	TDZE	20
	Apt Elev	20

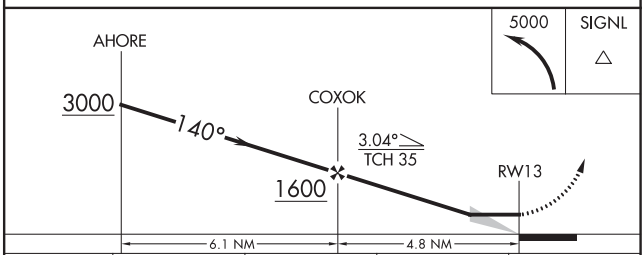
RNP APCH.

When local altimeter setting not received, use Immokalee altimeter setting. Circling Rwy 31 NA at night.

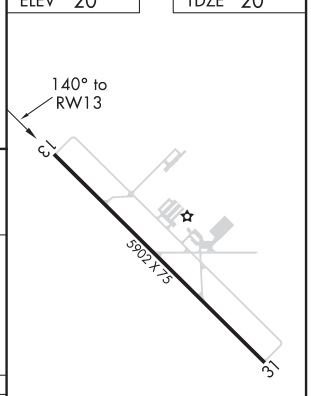
MISSED APPROACH: Climbing left turn to 5000 direct SIGNL and hold, continue climb-in-hold to 5000.

AWOS-3PT	MIAMI CENTER	UNICOM
124.175	132.45 307.1	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	620-1 600 (600-1)		620-1¾ 600 (600-1¾)	
CIRCLING	620-1 600 (600-1)		620-1¾ 600 (600-1¾)	680-2 660 (700-2)



MIRL Rwy 13-31 L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	5902
320°	TDZE	19
	Apt Elev	20

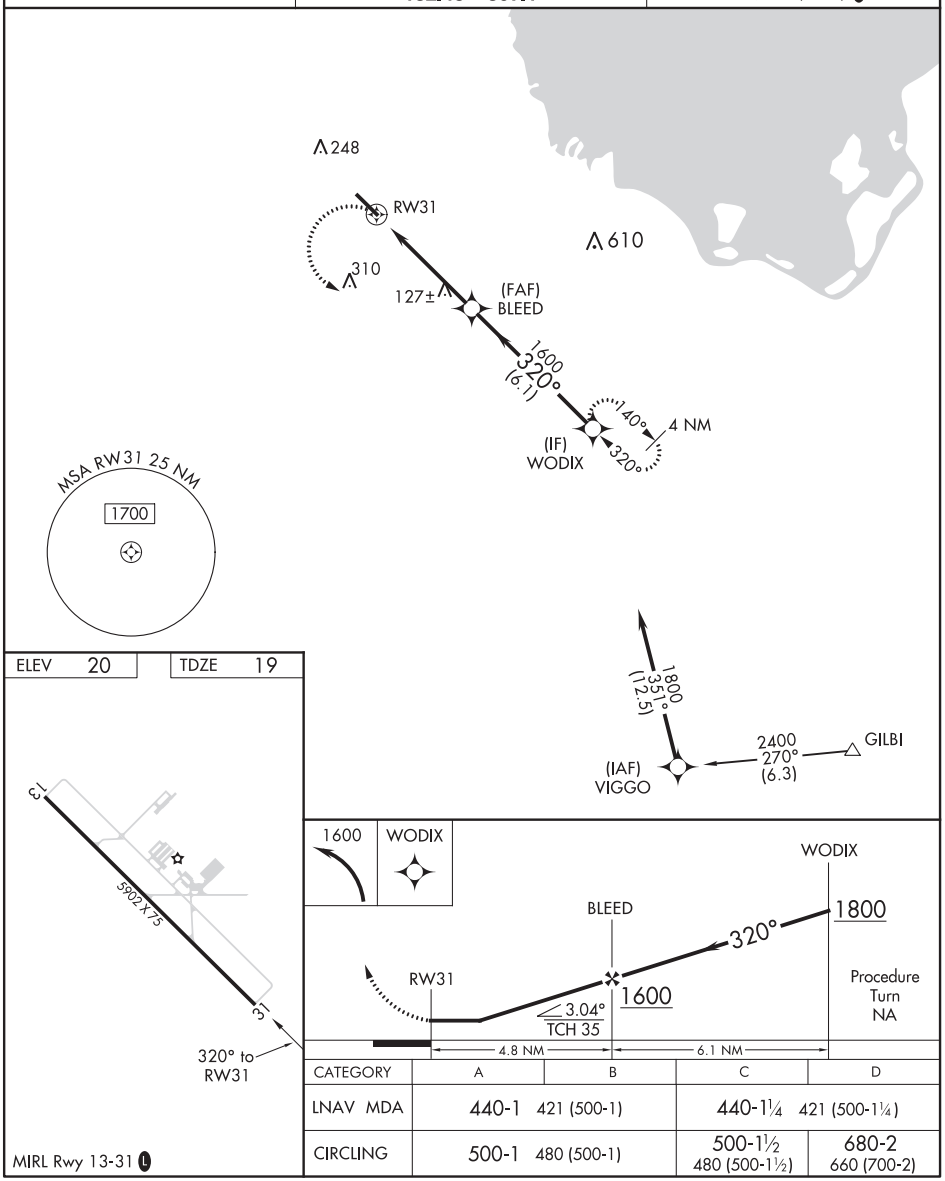
RNAV (GPS) RWY 31
AIRGLADES (2IS)

RNP APCH.

Procedure NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Immokalee altimeter setting.

MISSED APPROACH: Climbing left turn to 1600 direct WODIX and hold.

AWOS-3PT	MIAMI CENTER	UNICOM
124.175	132.45 307.1	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	440-1 421 (500-1)		440-1¼ 421 (500-1¼)	
CIRCLING	500-1 480 (500-1)		500-1½ 480 (500-1½)	680-2 660 (700-2)

MIRL Rwy 13-31 L

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

CRESTVIEW, FLORIDA | AL-5261 (FAA) | 20086

ILS or LOC RWY 17
BOB SIKES (CEW)

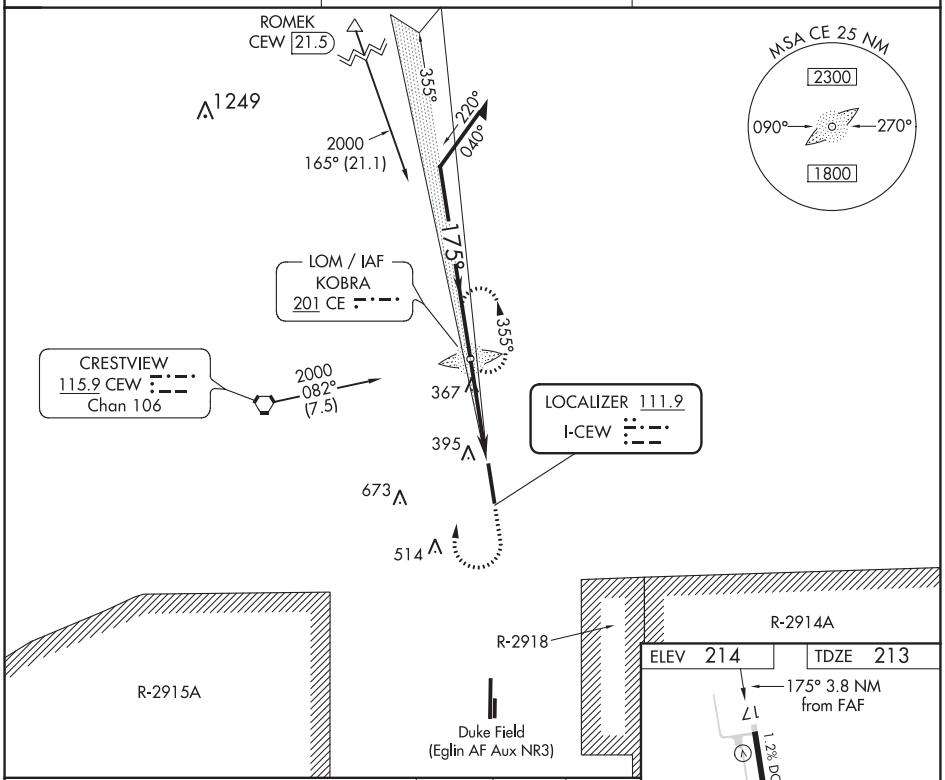
LOC I-CEW	APP CRS	Rwy ldg	8006
111.9	175°	TDZE	213
		Apt Elev	214

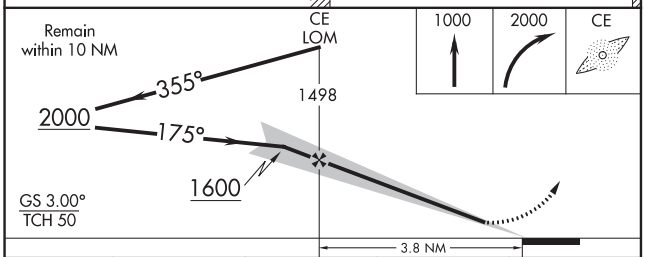
ADF required.

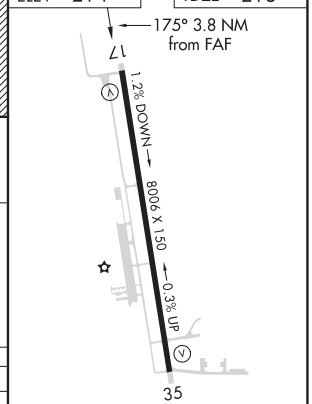
T A NA Circling NA for Cat D West of Rwy 17-35. Autopilot coupled approach NA. When local altimeter setting not received, use Eglin AFB altimeter setting and increase S-ILS 17 DA to 472 and all MDA 60 feet, increase S-LOC 17 Cat C/D and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct KOBRA LOM and hold.

ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L







HIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-ILS 17	413-¾ 200 (200-¾)			
S-LOC 17	620-1 407 (500-1)		620-1⅛ 407 (500-1⅛)	
C CIRCLING	700-1 486 (500-1)		820-1¾ 606 (700-1¾)	840-2 626 (700-2)

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CRESTVIEW, FLORIDA | 30°47′N-86°31′W | BOB SIKES (CEW)

Amdt 1 28FEB19

ILS or LOC RWY 17

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 56206 W17A	APP CRS 175°	Rwy ldg 8006 TDZE 213 Apt Elev 214

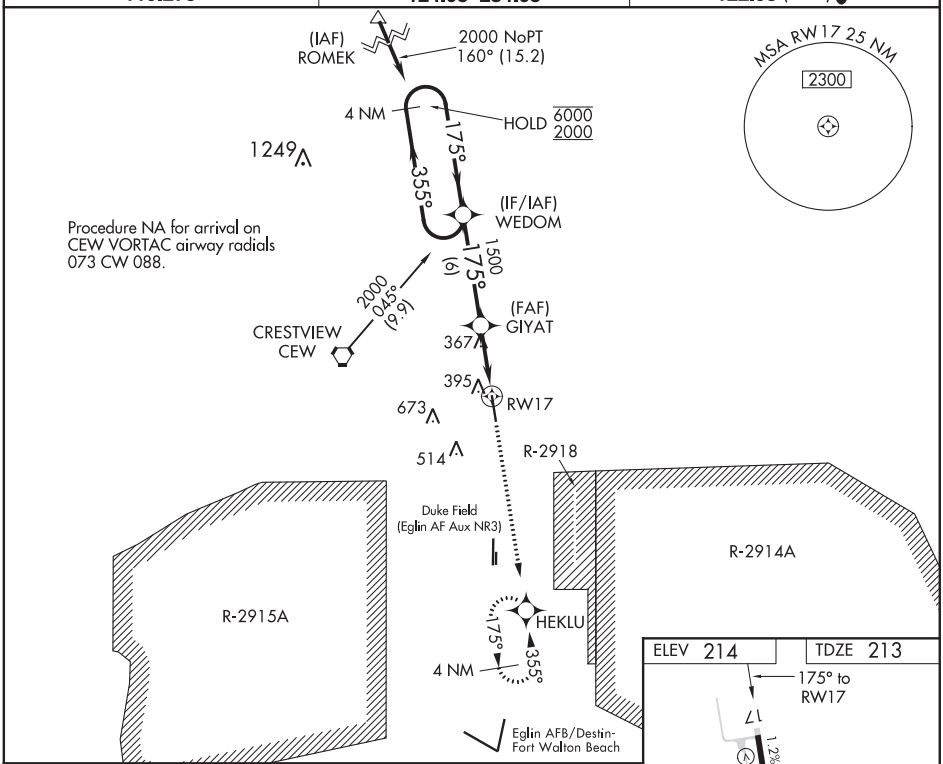
RNAV (GPS) RWY 17
BOB SIKES (CEW)

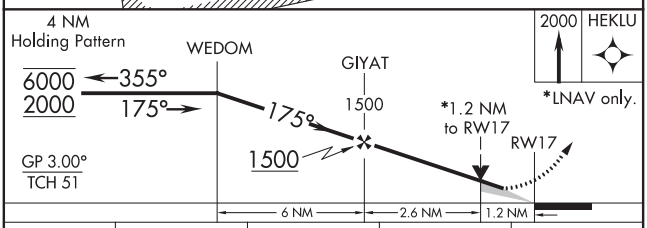
RNP APCH.

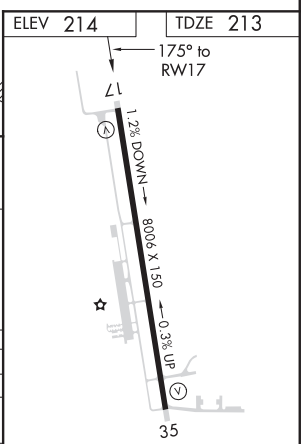
Circling NA for Cat D west of Rwy 17-35. Baro-VNAV and VDP NA when using EGLIN AFB altimeter setting. When local altimeter setting not received, use Eglin AFB altimeter setting and increase LPV DA to 529, LNAV/VNAV DA to 699 and all MDA 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct HEKLU and hold.

ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	470-1 257 (300-1)			
LNAV/VNAV DA	640-1½ 427 (500-1½)			
LNAV MDA	660-1 447 (500-1)		660-1¼ 447 (500-1¼)	660-1½ 447 (500-1½)
C CIRCLING	700-1 486 (500-1)		820-1¾ 606 (700-1¾)	840-2 626 (700-2)

HIRL Rwy 17-35 L

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SE-3, 25 FEB 2021 to 22 APR 2021

CRESTVIEW, FLORIDA | AL-5261 (FAA) | 20366

WAAS CH 40208 W35A	APP CRS 355°	Rwy ldg 8006 TDZE 163 Apt Elev 214

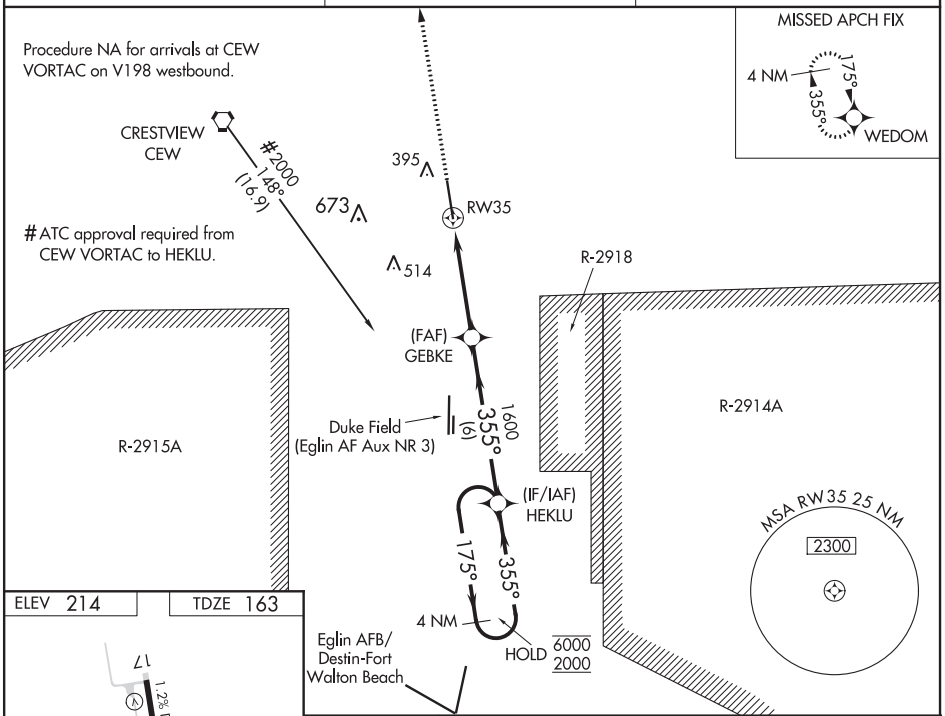
RNAV (GPS) RWY 35
BOB SIKES (CEW)

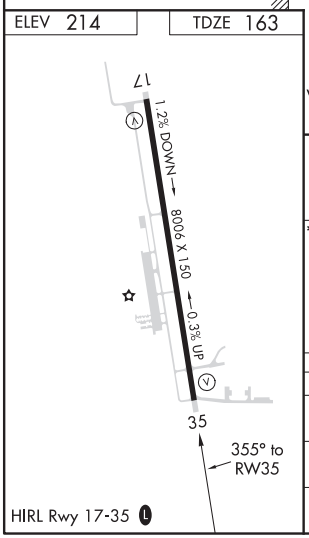
RNP APCH.

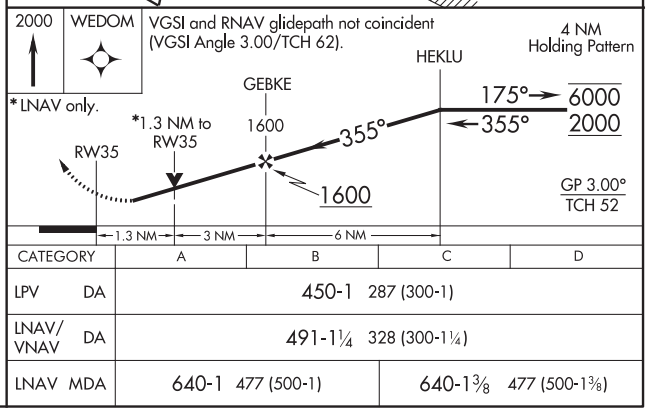
Baro-VNAV and VDP NA when using Eglin AFB altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. When local altimeter setting not received, use Eglin AFB altimeter setting and increase LPV DA to 509, LNAV/VNAV DA to 550, and all MDA 60 feet, increase LNAV Cat C/D visibility ⅛ SM.

MISSED APPROACH: Climb to 2000 direct WEDOM and hold.

ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L







CATEGORY		A	B	C	D
LPV	DA	450-1 287 (300-1)			
LNAV/VNAV	DA	491-1¼ 328 (300-1¼)			
LNAV	MDA	640-1 477 (500-1)		640-1⅜ 477 (500-1⅜)	

SE-3, 25 FEB 2021 to 22 APR 2021

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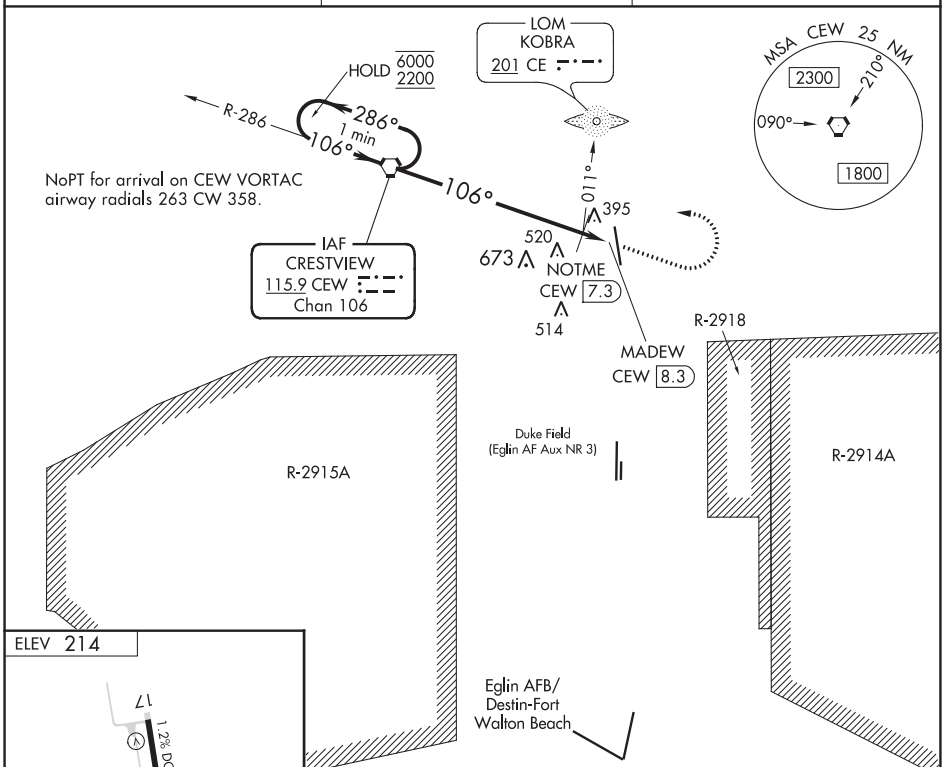
VORTAC CEW 115.9 Chan 106	APP CRS 106°	Rwy ldg N/A TDZE N/A Apt Elev 214

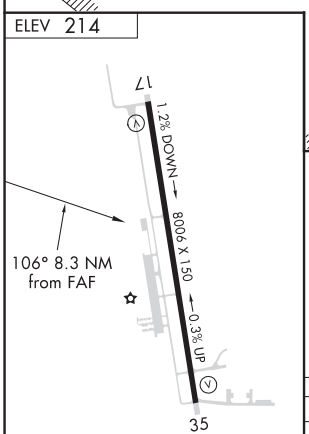
VOR-A
BOB SIKES (CEW)

Circling NA for Cat D west of Rwy 17-35. When local altimeter setting not received, use Eglin AFB altimeter setting and increase all MDA 60 feet and increase Circling Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2200 direct CEW VORTAC and hold.

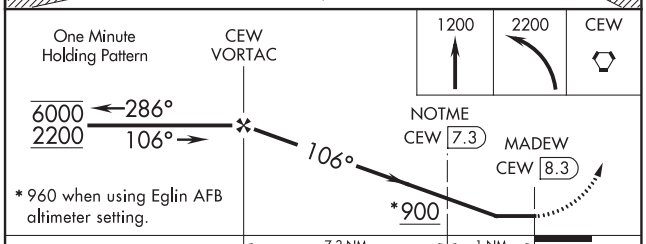
ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L





HIRL Rwy 17-35 L

FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46



* 960 when using Eglin AFB altimeter setting.

CATEGORY	A	B	C	D
C CIRCLING	900-1 686 (700-1)		900-2 686 (700-2)	900-2¼ 686 (700-2¼)
NOTME FIX MINIMUMS (ADF OR DME REQUIRED)				
C CIRCLING	700-1 486 (500-1)		820-1¾ 606 (700-1¾)	840-2 626 (700-2)

SE-3, 25 FEB 2021 to 22 APR 2021

CROSS CITY, FLORIDA | AL-102 (FAA) | 19283

WAAS CH 45620 W31A	APP CRS 319°	Rwy ldg 5001 TDZE 42 Apt Elev 42

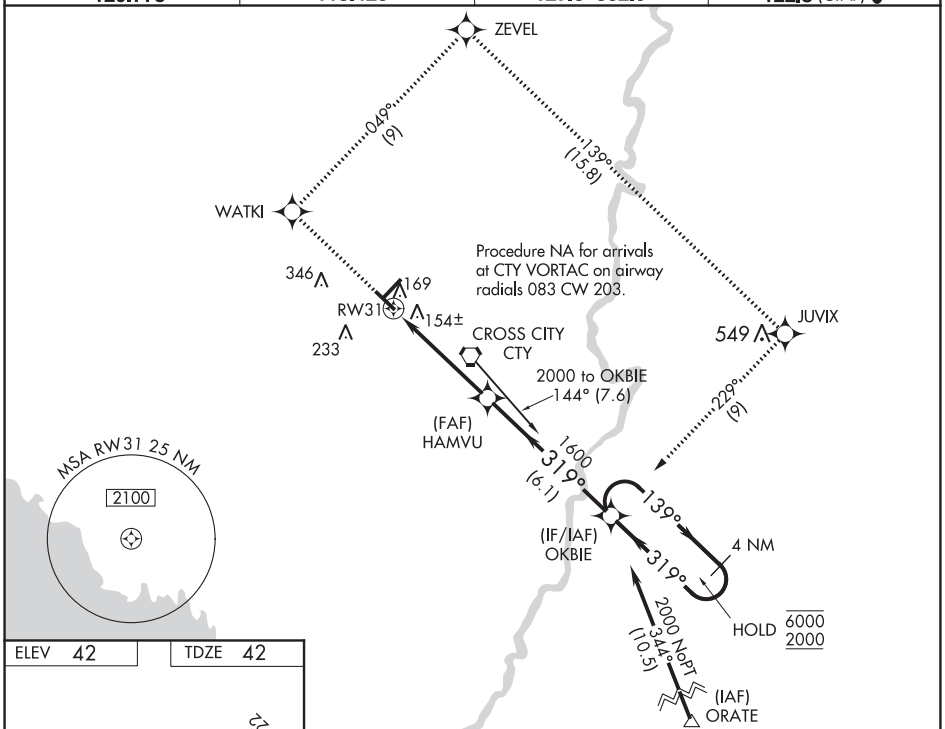
RNAV (GPS) RWY 31
CROSS CITY (CTY)

RNP APCH.

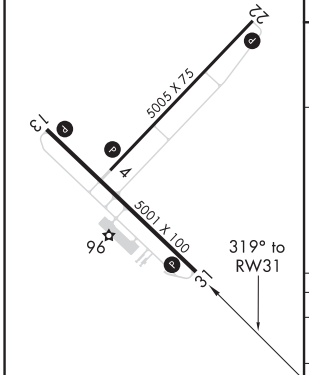
Procedure NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Williston altimeter setting; when not received, use Gainesville altimeter setting and increase all DA 25 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 2000 direct WATKI and right turn on track 049° to ZEVEL and on track 139° to JUVIX and right turn on track 229° to OKBIE and hold.

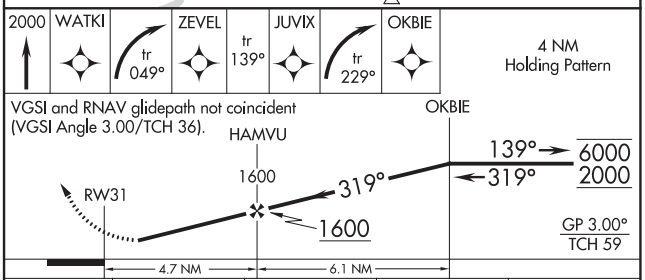
AWOS-3PT	X60 AWOS-3T	JACKSONVILLE CENTER	UNICOM
120.775	118.425	127.8 352.0	122.8 (CTAF) L



ELEV 42	TDZE 42



MIRL Rwys 4-22 and 13-31 L
REIL Rwys 13 and 31 L



CATEGORY		A	B	C	D
LPV	DA	383-1¼ 341 (400-1¼)			
LNAV/VNAV	DA	546-1¾ 504 (600-1¾)			
LNAV MDA		580-1 538 (600-1)		580-1½ 538 (600-1½)	580-1¾ 538 (600-1¾)

CROSS CITY, FLORIDA
Amdt 1C 12SEP19

29°38′N-83°06′W

CROSS CITY (CTY)
RNAV (GPS) RWY 31

SE-3, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	N/A
049°	TDZE	N/A
	Apt Elev	42

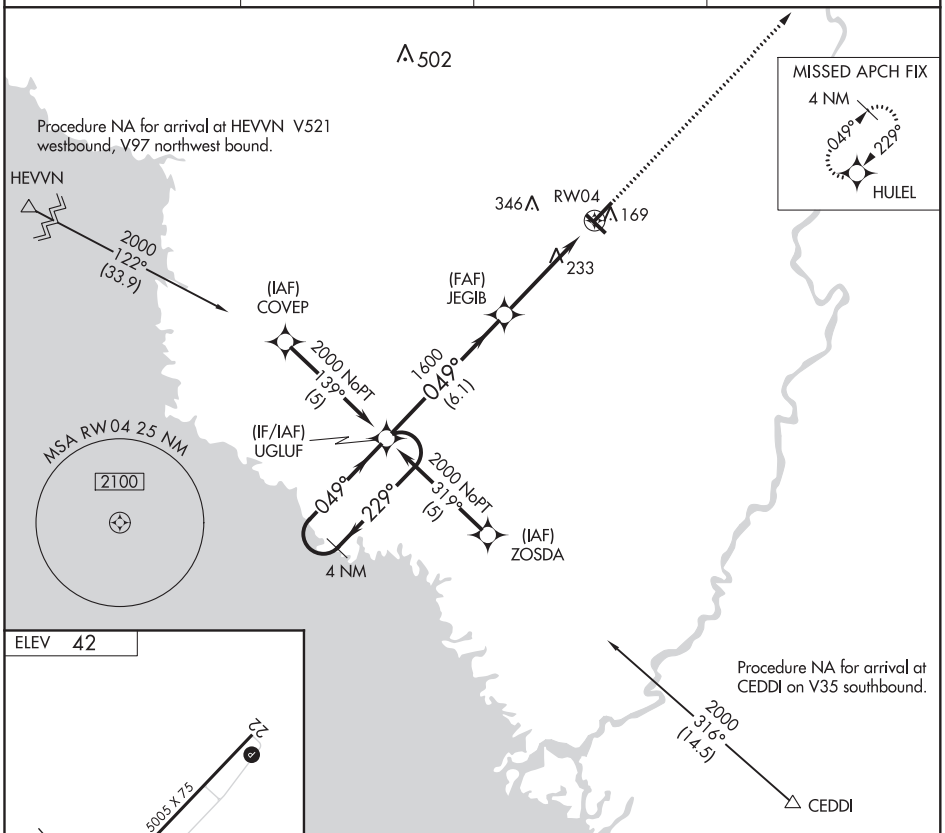
RNAV (GPS)-A
CROSS CITY (CTY)

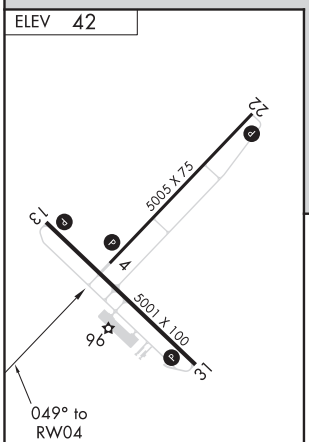
NA

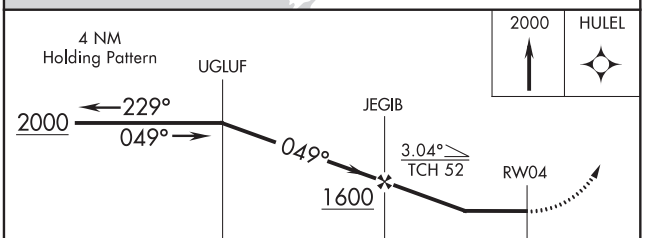
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Williston Muni altimeter setting; when not received, use Gainesville Rgnl altimeter setting and increase all MDA 40 feet and Cat C visibility ¼ mile. Circling to Rwy 4/13/31 NA at night.

MISSED APPROACH: Climb to 2000 direct HULEL and hold.

AWOS-3PT	X60 AWOS-3T	JACKSONVILLE CENTER	UNICOM
120.775	118.425	127.8 352.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	620-1 578 (600-1)		620-1½ 578 (600-1½)	740-2¼ 698 (700-2¼)

MIRL Rwys 4-22 and 13-31 L
REIL Rwys 13 and 31 L

SE-3, 25 FEB 2021 to 22 APR 2021

CROSS CITY, FLORIDA | AL-102 (FAA) | 19283

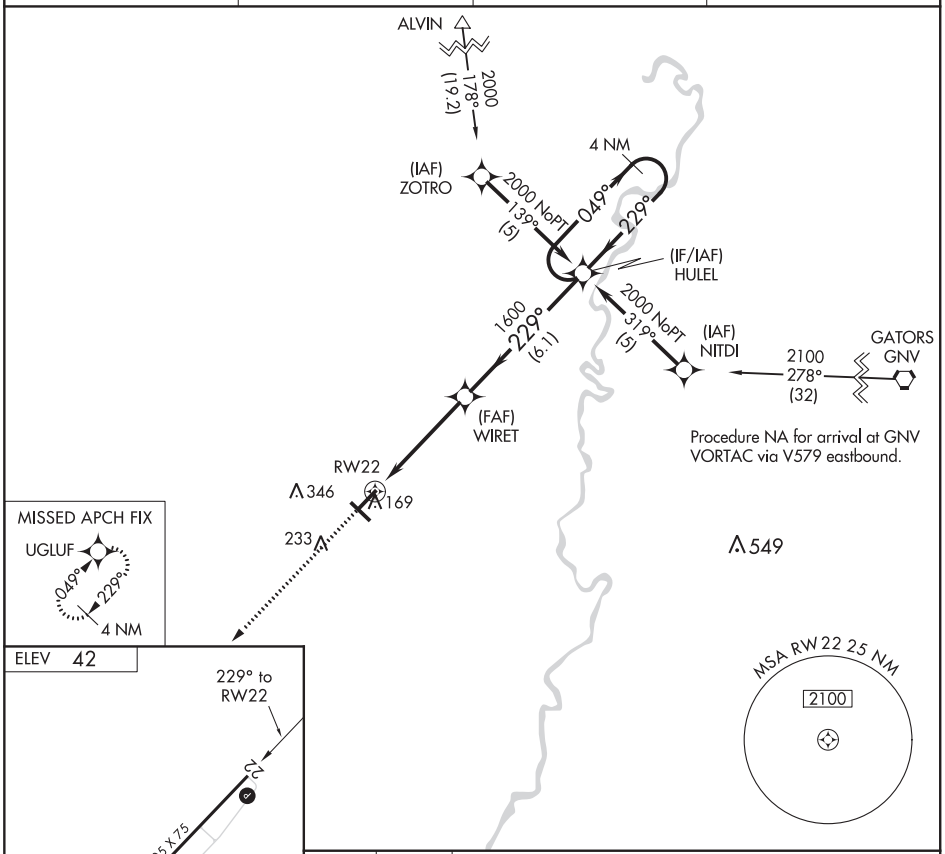
APP CRS	Rwy ldg	N/A
229°	TDZE	N/A
	Apt Elev	42

RNAV (GPS)-B
CROSS CITY (CTY)

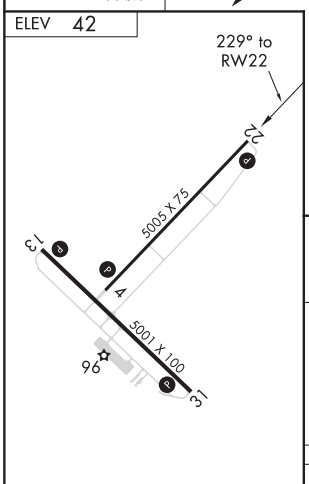
T A NA — DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Williston Muni altimeter setting; when not received, use Gainesville Rgnl altimeter setting and increase all MDA 40 feet and Cat C visibility ¼ mile. Circling to Rwy 4/13/31 NA at night.

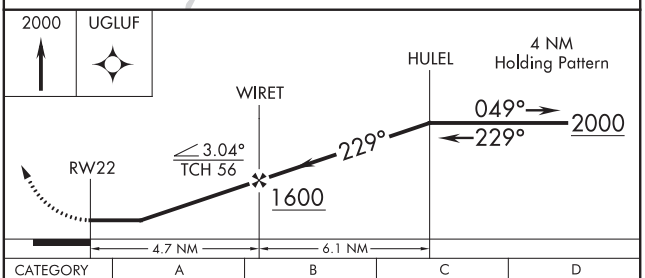
MISSED APPROACH: Climb to 2000 direct UGLUF and hold.

AWOS-3PT	X60 AWOS-3T	JACKSONVILLE CENTER	UNICOM
120.775	118.425	127.8 352.0	122.8 (CTAF) L



ELEV 42





CATEGORY	A	B	C	D
CIRCLING	620-1 578 (600-1)		620-1½ 578 (600-1½)	740-2¼ 698 (700-2¼)

MIRL Rwys 4-22 and 13-31 L
REIL Rwys 13 and 31 L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

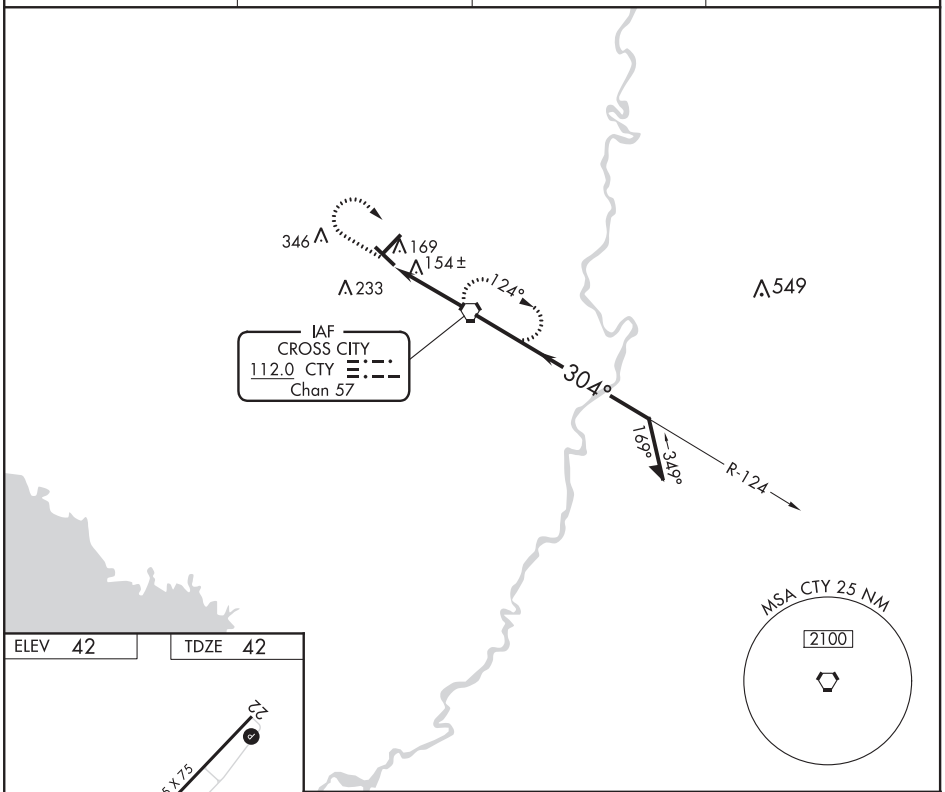
VORTAC CTY	APP CRS	Rwy ldg	5001
112.0	304°	TDZE	42
Chan 57		Apt Elev	42

VOR RWY 31
CROSS CITY (CTY)

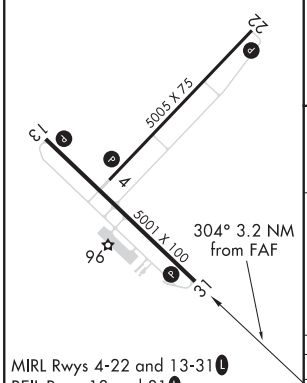
T NA Helicopter visibility reduction below 1 SM NA. Use Williston altimeter setting; when not received, use Gainesville altimeter setting and increase all MDA 40 feet and increase Circling Cat C visibility ¼ mile. Rwy 31 Straight-in and Circling and Circling to Rwy 4/13 NA at night.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct CTY VORTAC and hold.

AWOS-3PT	X60 AWOS-3T	JACKSONVILLE CENTER	UNICOM
120.775	118.425	127.8 352.0	122.8 (CTAF) L

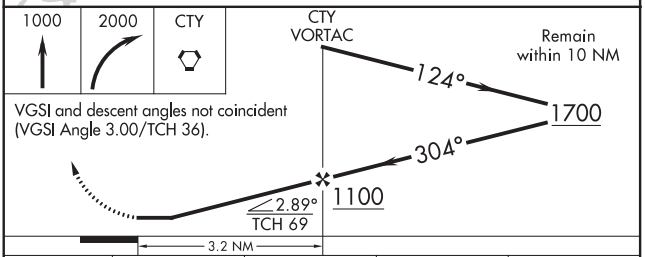


ELEV 42 TDZE 42



MIRL Rwys 4-22 and 13-31 L
REIL Rwys 13 and 31 L

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04



CATEGORY	A	B	C	D
S-31	560-1 518 (600-1)		560-1½ 518 (600-1½)	560-1¾ 518 (600-1¾)
CIRCLING	620-1 578 (600-1)		620-1½ 578 (600-1½)	740-2¼ 698 (700-2¼)

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

CRYSTAL RIVER, FLORIDA

AL-9089 (FAA)

20086

WAAS CH 45834 W09A	APP CRS 095°	Rwy ldg 4557 TDZE 9 Apt Elev 9

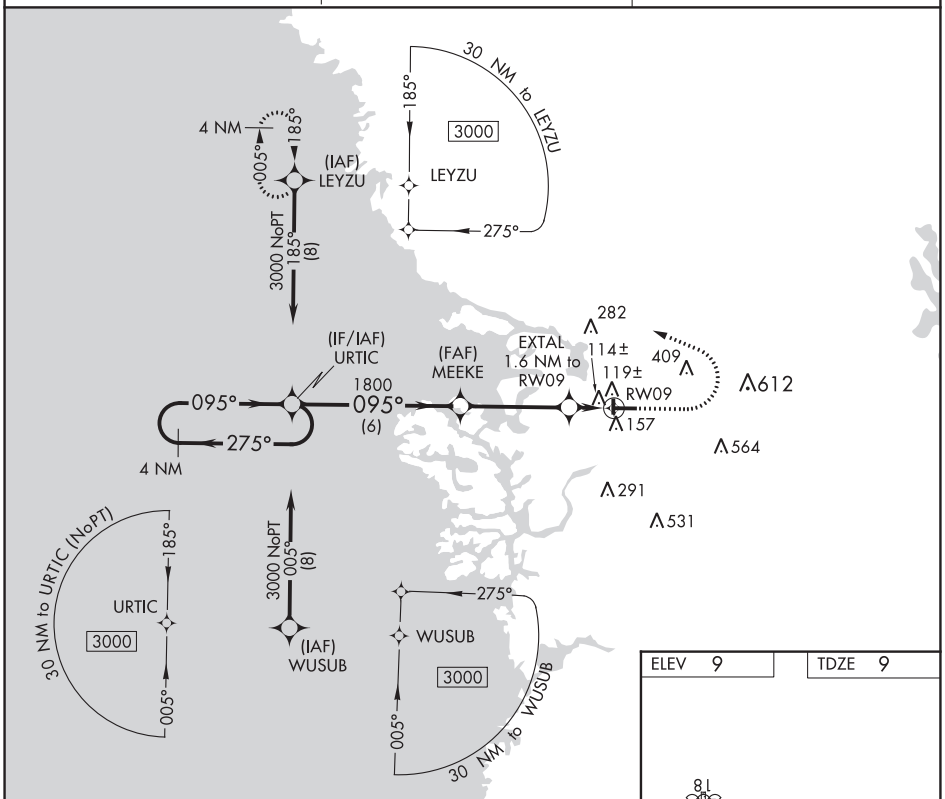
RNAV (GPS) RWY 9

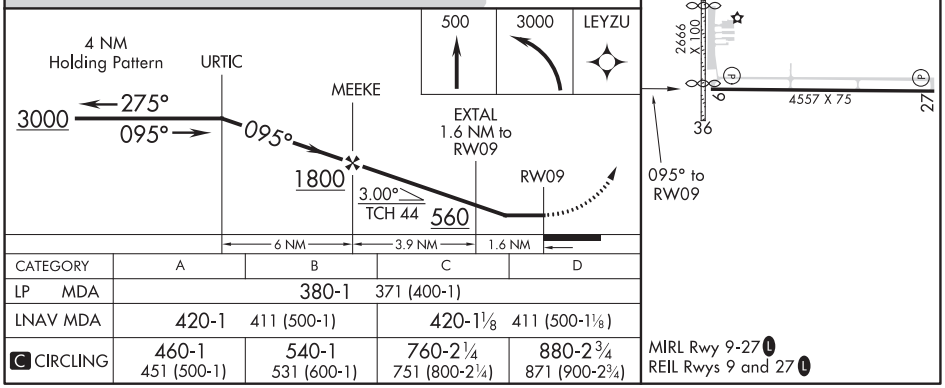
CRYSTAL RIVER-CAPTAIN TOM DAVIS FIELD (CGC)

Procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ocala altimeter setting and increase all MDA 80 feet; increase LP Cat C/D visibility ⅜ mile, LNAV Cat C/D visibility ¼ mile and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct LEYZU and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.325	118.6 251.15	122.725 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	380-1 371 (400-1)			
LNAV MDA	420-1 411 (500-1)		420-1⅛ 411 (500-1⅛)	
C CIRCLING	460-1 451 (500-1)	540-1 531 (600-1)	760-2¼ 751 (800-2¼)	880-2¾ 871 (900-2¾)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

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WAAS CH 90333 W27A	APP CRS 276°	Rwy ldg 4557 TDZE 9 Apt Elev 9

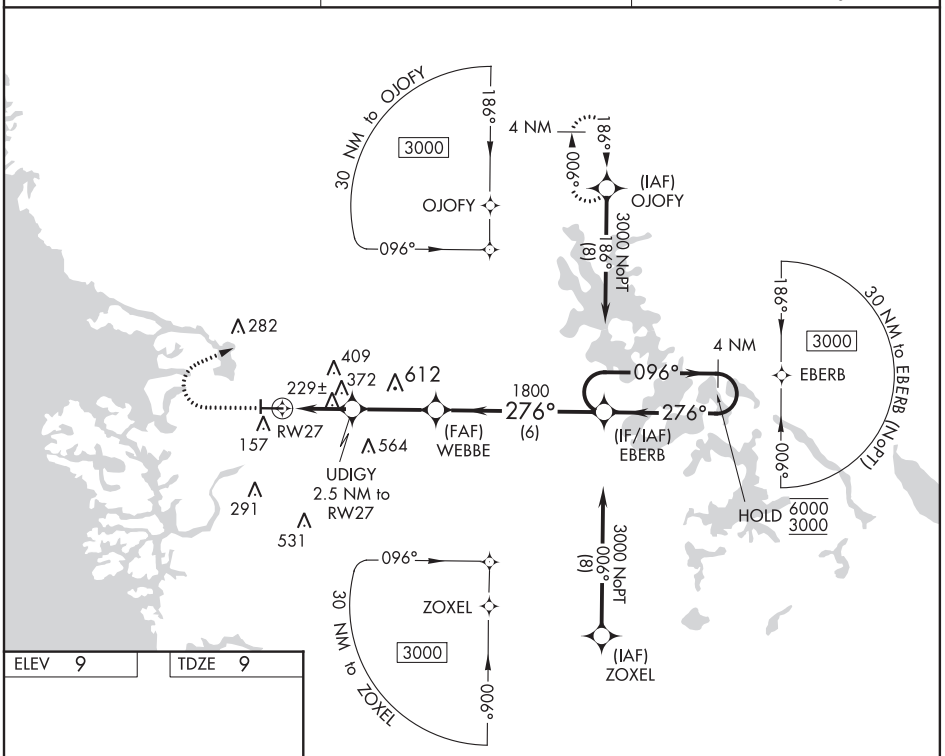
RNAV (GPS) RWY 27
CRYSTAL RIVER-CAPTAIN TOM DAVIS FIELD (CGC)

RNP APCH.

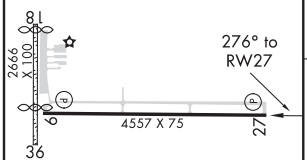
Circling NA to Rwys 18 and 36. Procedure NA at night.
Rwy 27 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct OJOFY and hold.

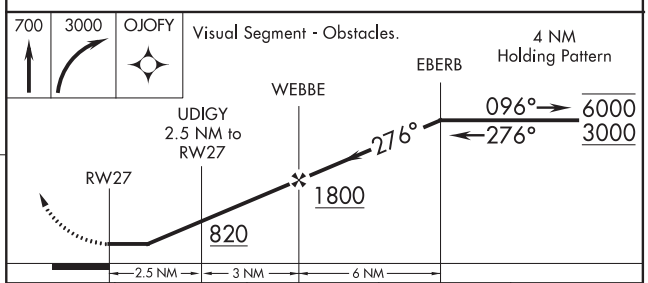
AWOS-3	JACKSONVILLE APP CON	UNICOM
118.325	118.6 251.15	122.725 (CTAF) L



ELEV 9 TDZE 9



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



CATEGORY	A	B	C	D
LP MDA	480-1	471 (500-1)	480-1⅜	471 (500-1⅜)
LNAV MDA	640-1	631 (700-1)	640-1¾	631 (700-1¾)
C CIRCLING	640-1	631 (700-1)	760-2¼ 751 (800-2¼)	880-2¾ 871 (900-2¾)

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

DAYTONA BEACH, FLORIDA

AL-110 (FAA)

21056

ILS or LOC RWY 7L
DAYTONA BEACH INTL (DAB)

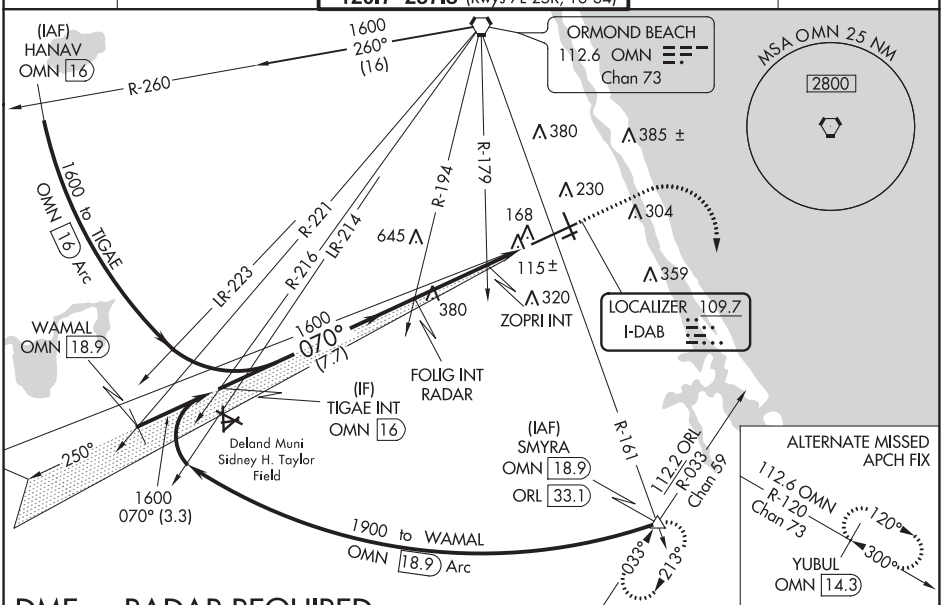
LOC I-DAB	APP CRS	Rwy ldg	9810
109.7	070°	TDZE	30
		Apt Elev	34

Inoperative table does not apply to S-ILS 07L. Helicopter visibility reduction below RVR 4000 NA. For inop MALSR, increase S-LOC 07L Cat A and B and ZOPRI fix minimums S-LOC 07L all Cats visibility to RVR 5500. Autopilot coupled approach NA below 535.

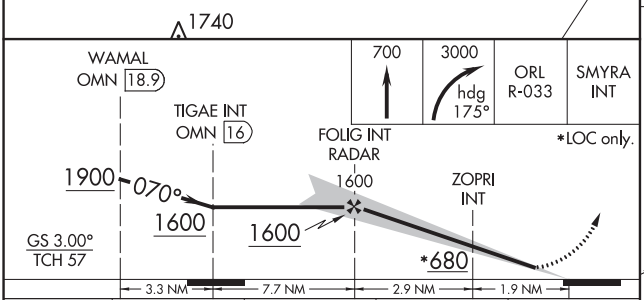
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 on heading 175° and ORL VORTAC R-033 to SMYRA/ORL 33.1 DME and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
132.875	125.8 269.075	118.1 257.8 (Rwy 7R-25L) 120.7 257.8 (Rwys 7L-25R, 16-34)	121.9 348.6	119.3

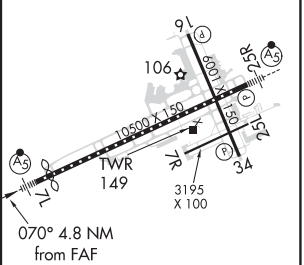


DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 07L	230/40	200 (200-¾)		
S-LOC 07L	680/40	650 (700-¾)	680-1⅜	650 (700-1⅜)
C CIRCLING	680-1	646 (700-1)	680-1⅞ 646 (700-1⅞)	700-2 666 (700-2)
ZOPRI FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 07L	380/40	350 (400-¾)		
C CIRCLING	540-1	506 (600-1)	680-1¾ 646 (700-1¾)	700-2 666 (700-2)

ELEV 34 | D | TDZE 30



TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
MIRL Rwys 7R-25L and 16-34
REIL Rwys 7R, 16, 25L and 34

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

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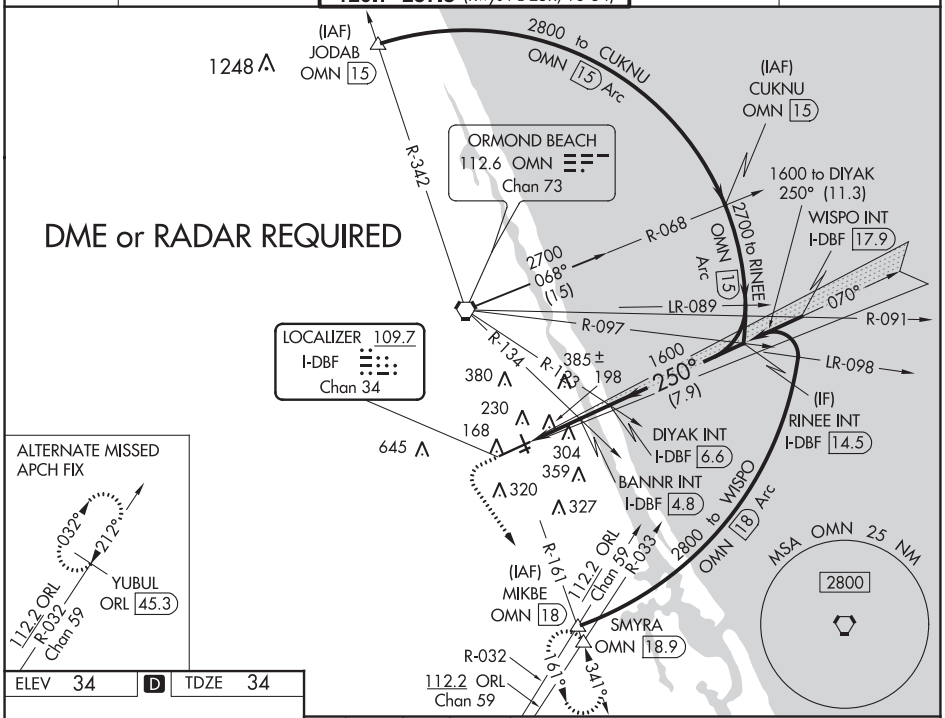
LOC/DME I-DBF	APP CRS	Rwy ldg	10293
109.7	250°	TDZE	34
Chan 34		Apt Elev	34

ILS or LOC RWY 25R
DAYTONA BEACH INTL (DAB)

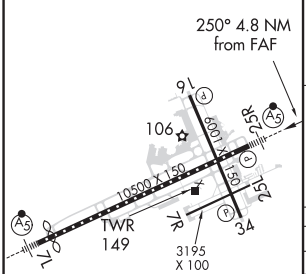
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 150° and OMN VORTAC R-161 to SMYRA INT/OMN 18.9 DME and hold, continue climb-in-hold to 3000.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
132.875	125.8 269.075	118.1 257.8 (Rwy 7R-25L) 120.7 257.8 (Rwys 7L-25R, 16-34)	121.9 348.6	119.3

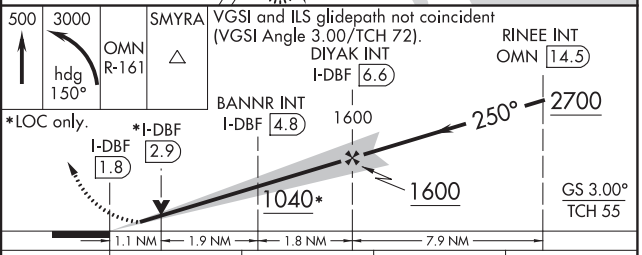


ELEV 34 | D | TDZE 34



TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
MIRL Rwys 7R-25L and 16-34
REIL Rwys 7R, 16, 25L and 34

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 25R	234-½ 200 (200-½)			
S-LOC 25R	1040-¾ 1006 (1100-¾)	1040-1 1006 (1100-1)	1040-2½ 1006 (1100-2½)	
C CIRCLING	1040-1¼ 1006 (1100-1¼)	1040-1½ 1006 (1100-1½)	1040-3 1006 (1100-3)	
BANNR FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)				
S-LOC 25R	440-½ 406 (500-½)		440-¾ 406 (500-¾)	
C CIRCLING	540-1 506 (600-1)		680-1¾ 646 (700-1¾)	700-2 666 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

DAYTONA BEACH, FLORIDA | AL-110 (FAA) | 21056

RNAV (GPS) RWY 7L
DAYTONA BEACH INTL (DAB)

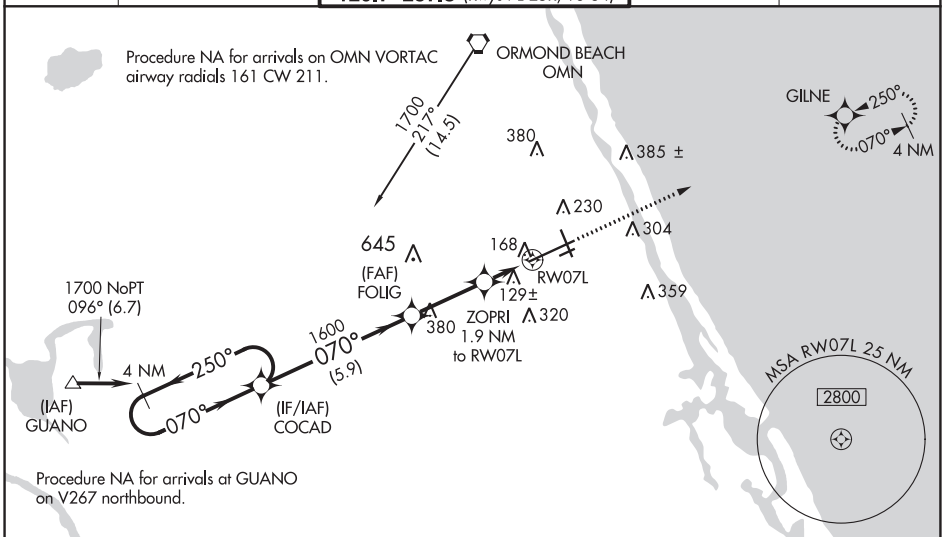
WAAS CH 45500 W07A	APP CRS 070°	Rwy ldg 9810 TDZE 30 Apt Elev 34

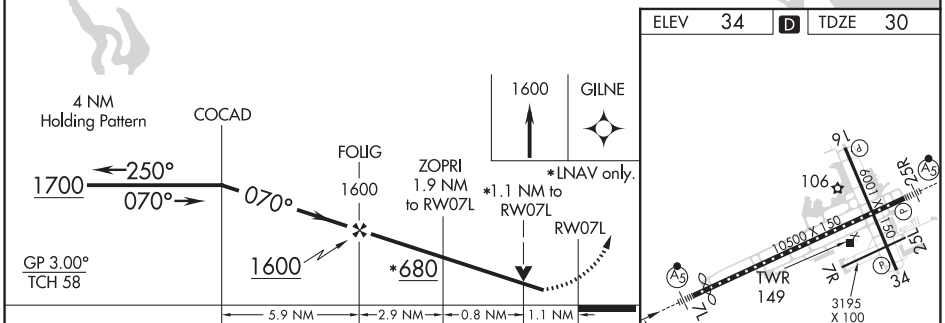
Inoperative table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾SM NA. For inoperative MALSR, increase LNAV/VNAV visibility all Cats to 1¼ and increase LNAV Cats A/B visibility to RVR 5000 and Cats C/D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 1600 direct GILNE and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
132.875	125.8 269.075	118.1 257.8 (Rwy 7R-25L) 120.7 257.8 (Rwys 7L-25R, 16-34)	121.9 348.6	119.3





CATEGORY	A	B	C	D
LPV DA	230/40 200 (200-¾)			
LNAV/VNAV DA	429/45 399 (400-⅞)			
LNAV MDA	420/40 390 (400-¾)			
C CIRCLING	540-1 506 (600-1)		680-1¾ 646 (700-1¾)	700-2 666 (700-2)

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 7R, 16, 25L, and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	3195
070°	TDZE	32
	Apt Elev	34

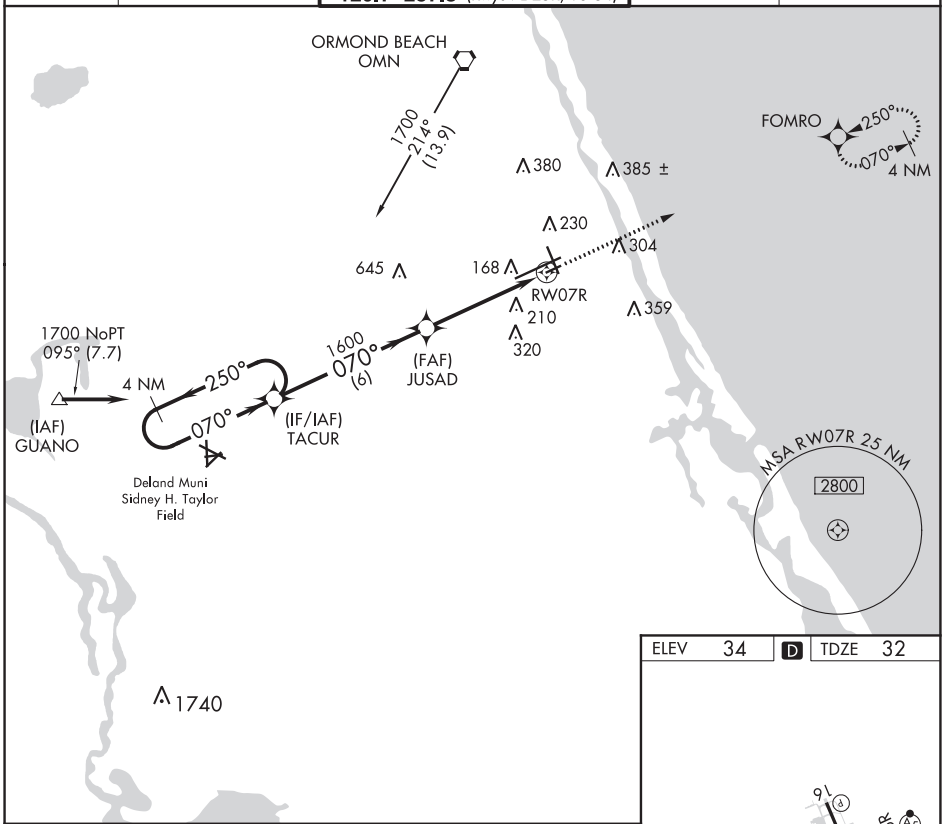
RNAV (GPS) RWY 7R
DAYTONA BEACH INTL (DAB)

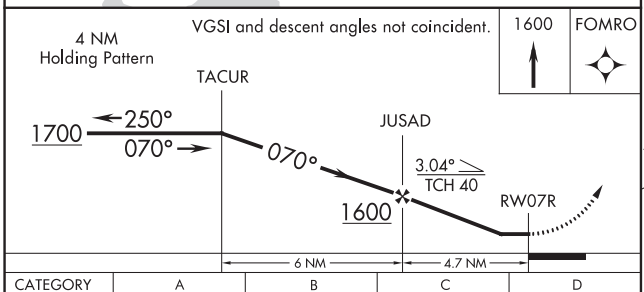
RNP APCH.

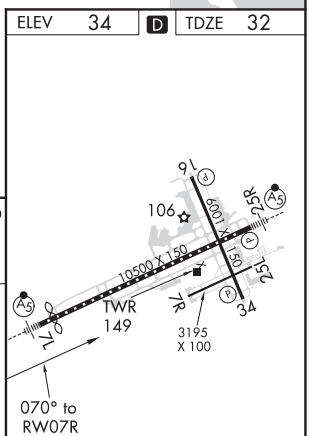
Rwy 7R helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1600 direct FOMRO WP and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
132.875	125.8 269.075	118.1 257.8 (Rwy 7R-25L) 120.7 257.8 (Rwys 7L-25R, 16-34)	121.9 348.6	119.3







TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 7R, 16, 25L and 34
MIRL Rwys 7R-25L and 16-34

CATEGORY	A	B	C	D
LNAV MDA	480-1 448 (500-1)		480-1¼ 448 (500-1¼)	NA

SE-3, 25 FEB 2021 to 22 APR 2021

DAYTONA BEACH, FLORIDA
Orig-F 18JUL19
29°11′N-81°03′W
DAYTONA BEACH INTL (DAB)
RNAV (GPS) RWY 7R
65

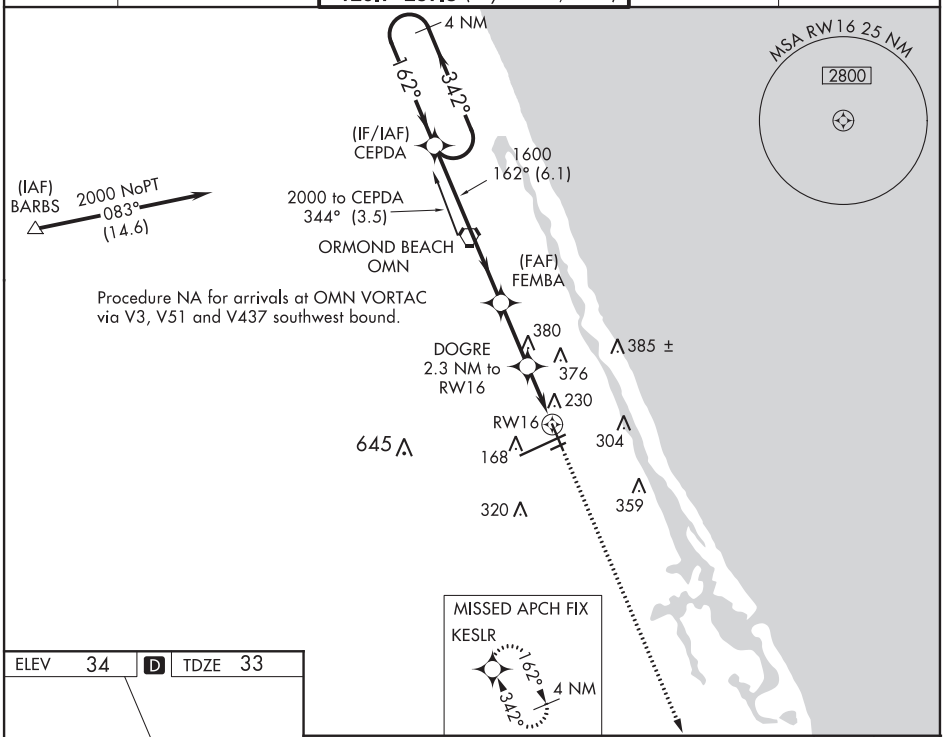
WAAS CH 45529 W16A	APP CRS 162°	Rwy ldg 5969 TDZE 33 Apt Elev 34

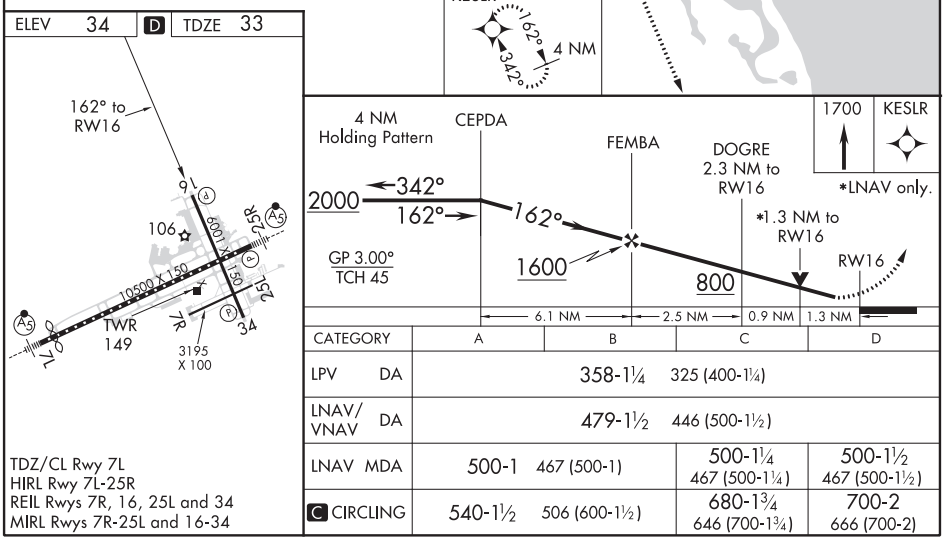
RNAV (GPS) RWY 16
DAYTONA BEACH INTL (DAB)

Baro-VNAV NA below -15° C (5° F).
DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1700 direct KESLR and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
132.875	125.8 269.075	118.1 257.8 (Rwy 7R-25L) 120.7 257.8 (Rwys 7L-25R, 16-34)	121.9 348.6	119.3





CATEGORY	A	B	C	D
LPV DA	358-1¼ 325 (400-1¼)			
LNAV/VNAV DA	479-1½ 446 (500-1½)			
LNAV MDA	500-1 467 (500-1)		500-1¼ 467 (500-1¼)	500-1½ 467 (500-1½)
C CIRCLING	540-1½ 506 (600-1½)		680-1¾ 646 (700-1¾)	700-2 666 (700-2)

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 7R, 16, 25L and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 25L
DAYTONA BEACH INTL (DAB)

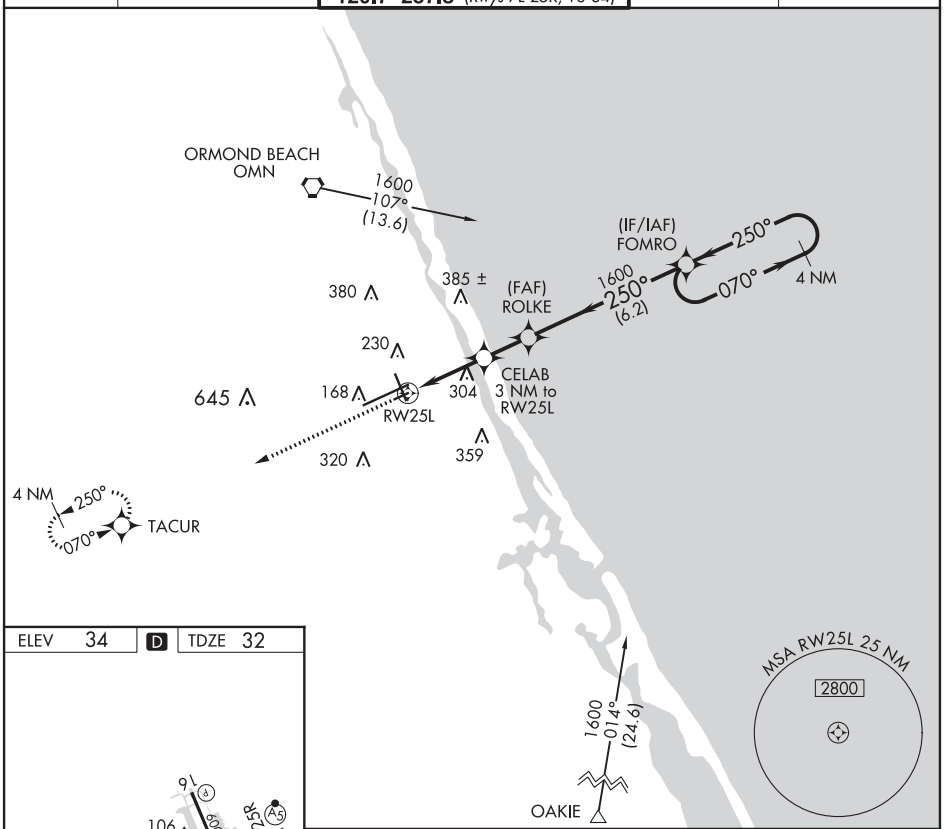
APP CRS	Rwy ldg	3195
250°	TDZE	32
	Apt Elev	34

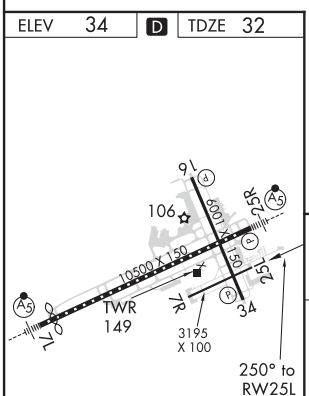
RNP APCH.

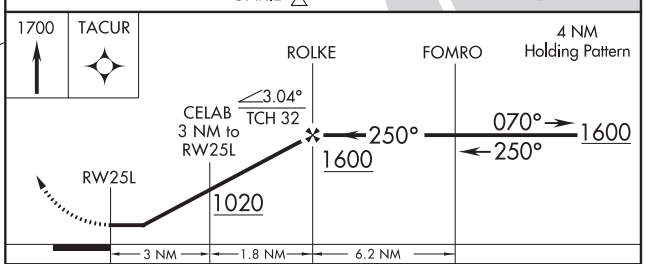
Rwy 25L helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1700 direct TACUR and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
132.875	125.8 269.075	118.1 257.8 (Rwy 7R-25L) 120.7 257.8 (Rwys 7L-25R, 16-34)	121.9 348.6	119.3







TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 7R, 16, 25L and 34
MIRL Rwys 7R-25L and 16-34

CATEGORY	A	B	C	D
LNAV MDA	560-1 528 (600-1)		560-1½ 528 (600-1½)	NA

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RNAV (GPS) RWY 25R
DAYTONA BEACH INTL (DAB)

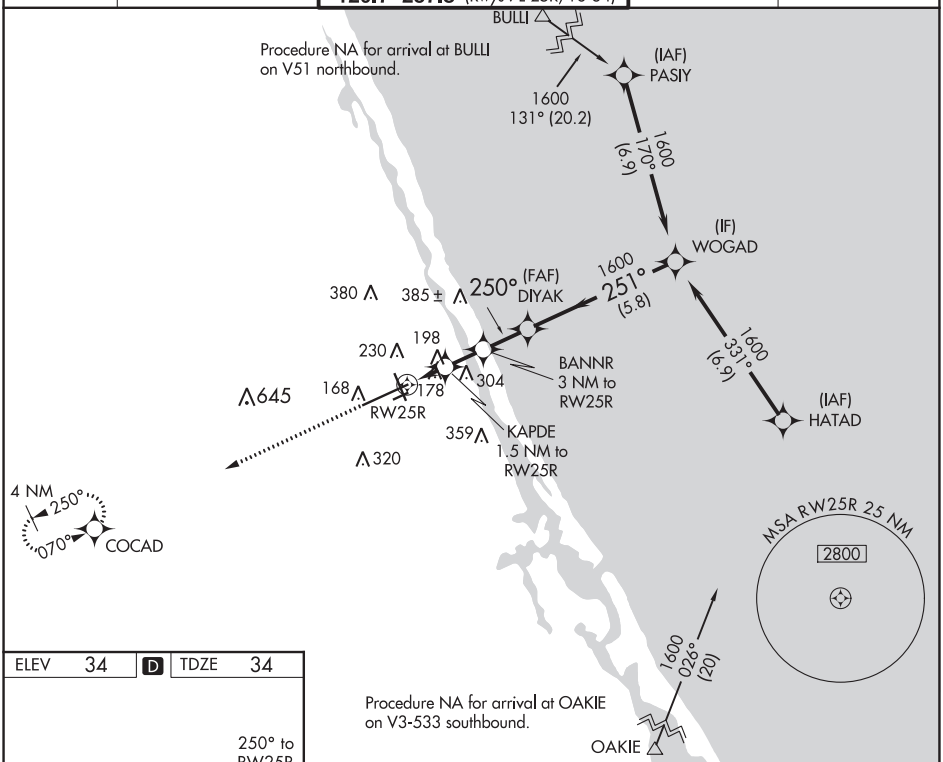
WAAS CH 77533 W25A	APP CRS 250°	Rwy ldg 10293 TDZE 34 Apt Elev 34

DME/DME RNP-0.3 NA.

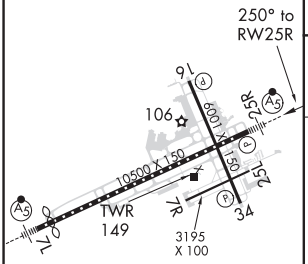
MALSR

MISSED APPROACH: Climb to 1700 direct COCAD and hold.

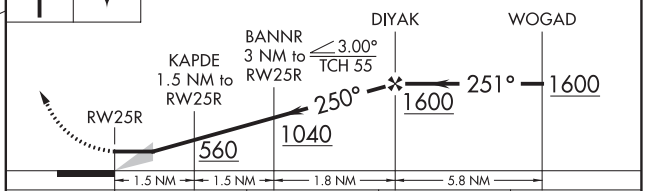
ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
132.875	125.8 269.075	118.1 257.8 (Rwy 7R-25L) 120.7 257.8 (Rwys 7L-25R, 16-34)	121.9 348.6	119.3



ELEV 34 | D | TDZE 34



1700 | COCAD | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 72)



CATEGORY	A	B	C	D
LP MDA	440-½	407 (500-½)	440-¾	407 (500-¾)
LNAV MDA	460-½	426 (500-½)	460-¾	426 (500-¾)
C CIRCLING	540-1	506 (600-1)	680-1¾ 646 (700-1¾)	700-2 666 (700-2)

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
MIRL Rwys 7R-25L and 16-34
REIL Rwys 7R, 16, 25L and 34

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RNAV (GPS) RWY 34
DAYTONA BEACH INTL (DAB)

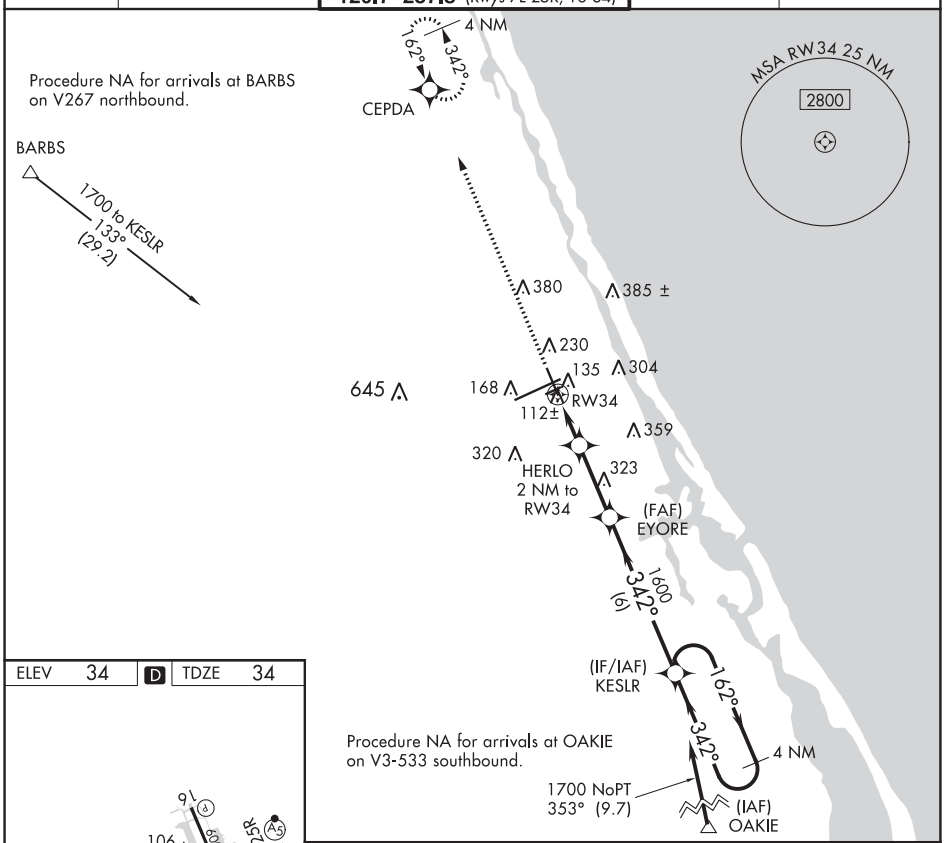
WAAS CH 78221 W34A	APP CRS 342°	Rwy ldg 6001 TDZE 34 Apt Elev 34

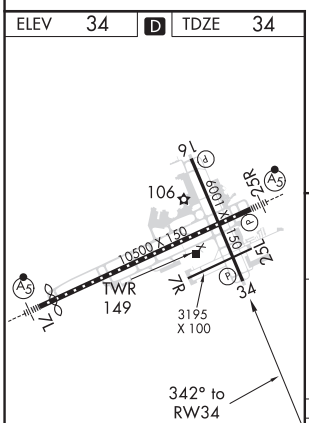
RNP APCH.

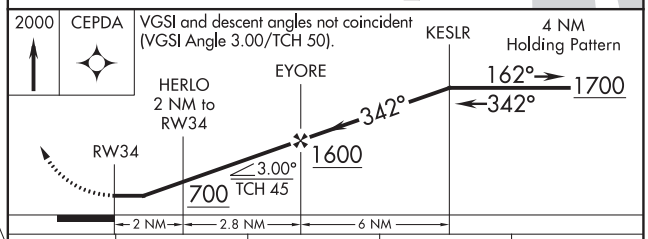
Rwy 34 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct CEPDA and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
132.875	125.8 269.075	118.1 257.8 (Rwy 7R-25L) 120.7 257.8 (Rwys 7L-25R, 16-34)	121.9 348.6	119.3







TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 7R, 16, 25L and 34
MIRL Rwys 7R-25L and 16-34

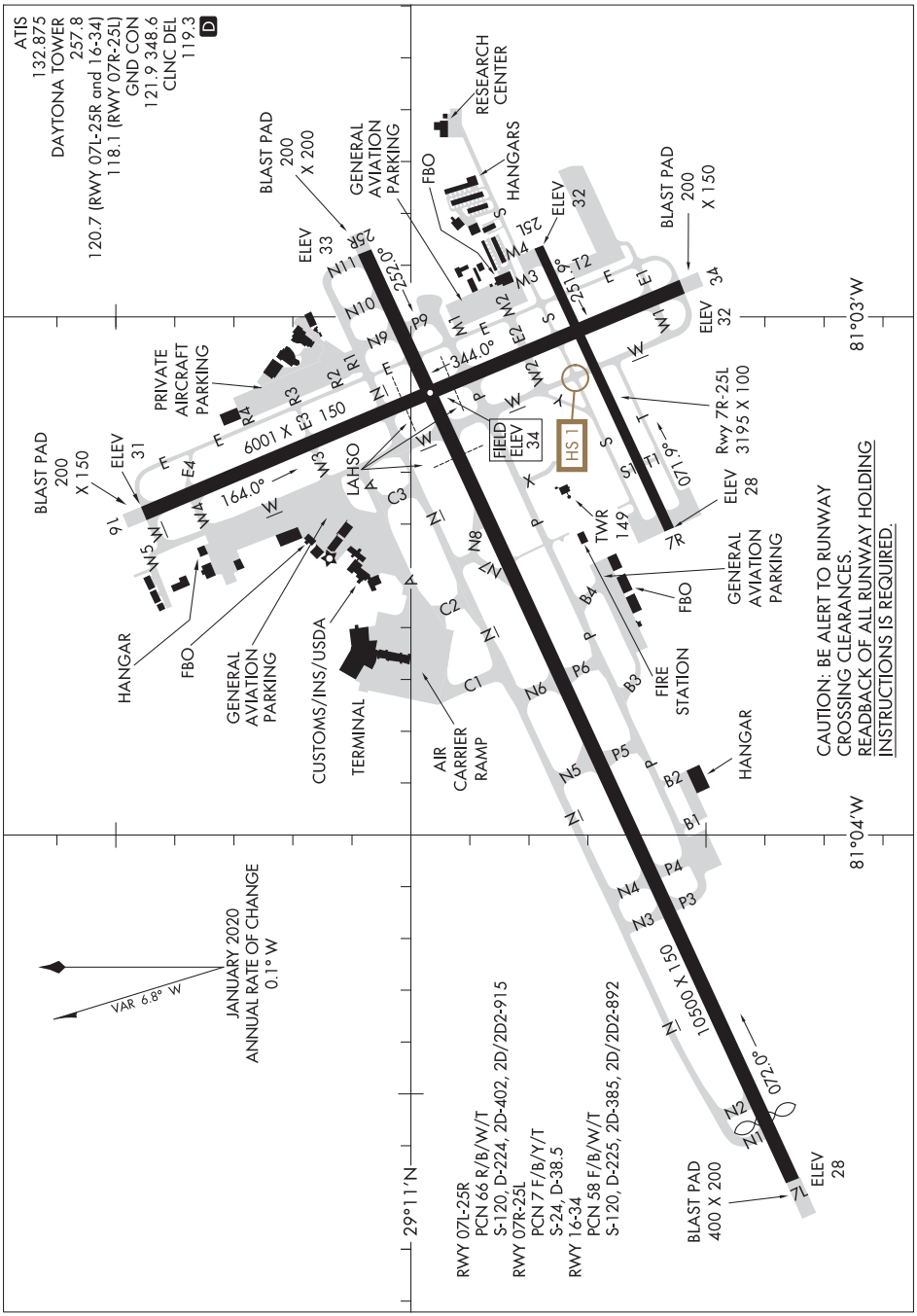
CATEGORY	A	B	C	D
LP MDA	380-1 346 (400-1)			
LNAV MDA	400-1 366 (400-1)			

21056

AIRPORT DIAGRAM

AL-110 (FAA)

DAYTONA BEACH INTL (DAB)
DAYTONA BEACH, FLORIDA



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AIRPORT DIAGRAM
21056
DAYTONA BEACH, FLORIDA
DAYTONA BEACH INTL (DAB)

LAMMA SEVEN DEPARTURE

ATIS
132.875
CLNC DEL
119.3
GND CON
121.9 348.6
DAYTONA TOWER
120.7 257.8
DAYTONA DEP CON
118.85 353.825

ORMOND BEACH
112.6 OMN
Chan 73

R-176

176°

17

LAMMA
N29°00.87′
W081°05.38′

R-099

OCALA
113.7 OCF
Chan 84

176°

(8)

25

JESUP
N28°53.31′
W081°04.78′

176°

(15)

40

BITHO
N28°37.86′
W081°03.56′
L-23-24

R-033

R-070

ORLANDO
112.2 ORL
Chan 59

4000

342°

070°

070°

250°

250°

162°

4000

4000

4000

4000

4000

TAKEOFF MINIMUMS
Rwys 7L, 7R, 16, 25R, 25L, 34: Standard.

NOTE: RADAR required.

TOP ALTITUDE: 4000

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 070° to 4000 or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 7R: Climb heading 070° to 4000 or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 16: Climb heading 162° to 4000 or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 25R: Climb heading 250° to 4000 or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 25L: Climb heading 250° to 4000 or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 34: Climb heading 342° to 4000 or as assigned by ATC, thence . . . .

. . . . Expect vectors to intercept OMN R-176 to BITHO INT/OMN 40 DME, then via assigned route. Expect clearance to filed altitude. Flight level ten (10) minutes after departure.

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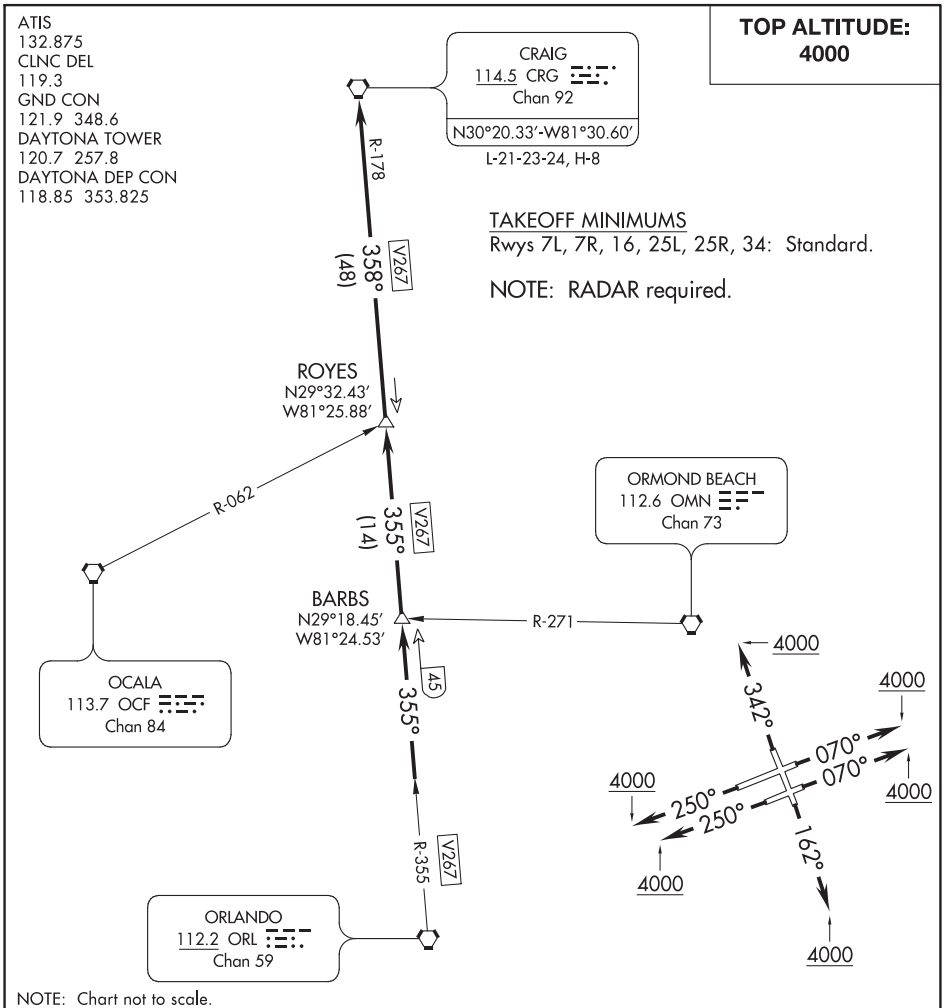
(ROYES7.ROYES) 21056

ROYES SEVEN DEPARTURE

AL-110

DAYTONA BEACH INTL (DAB)
DAYTONA BEACH, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 070° to 4000 or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 7R: Climb heading 070° to 4000 or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 16: Climb heading 162° to 4000 or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 25L: Climb heading 250° to 4000 or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 25R: Climb heading 250° to 4000 or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 34: Climb heading 342° to 4000 or as assigned by ATC, thence . . . .

. . . . Expect vectors to intercept CRG R-178 to CRG VORTAC, then via assigned route.
Expect clearance to filed altitude/flight level ten (10) minutes after departure.

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WAAS CH 40441 W09A	APP CRS 109°	Rwy ldg 4146 TDZE 289 Apt Elev 289

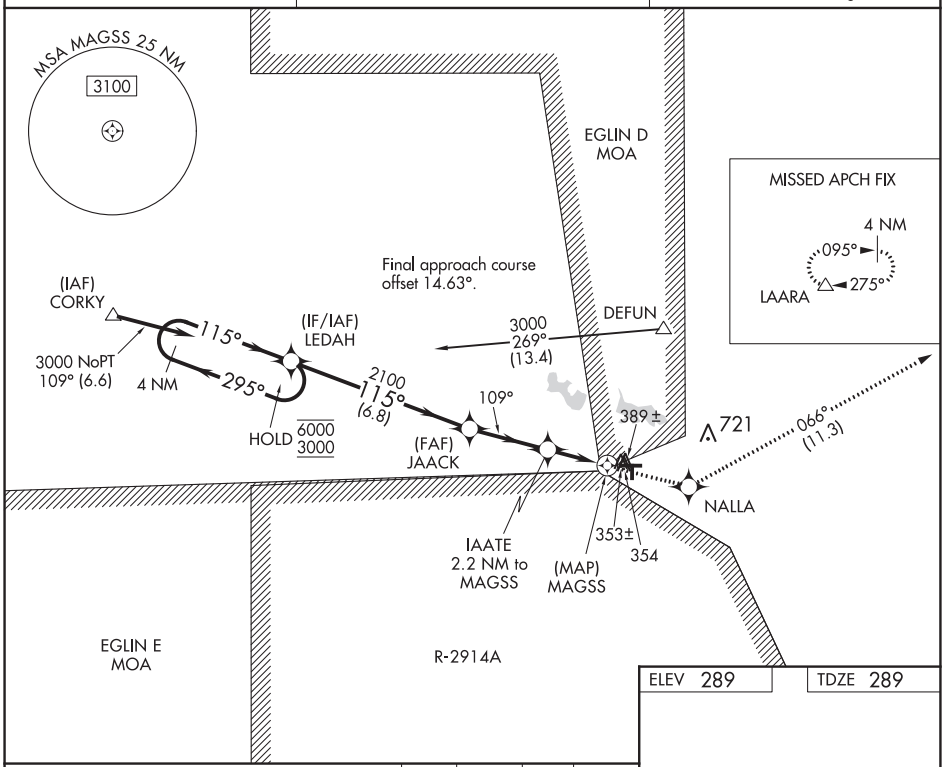
RNAV (GPS) RWY 9
DEFUNIAK SPRINGS (54J)

RNP APCH.

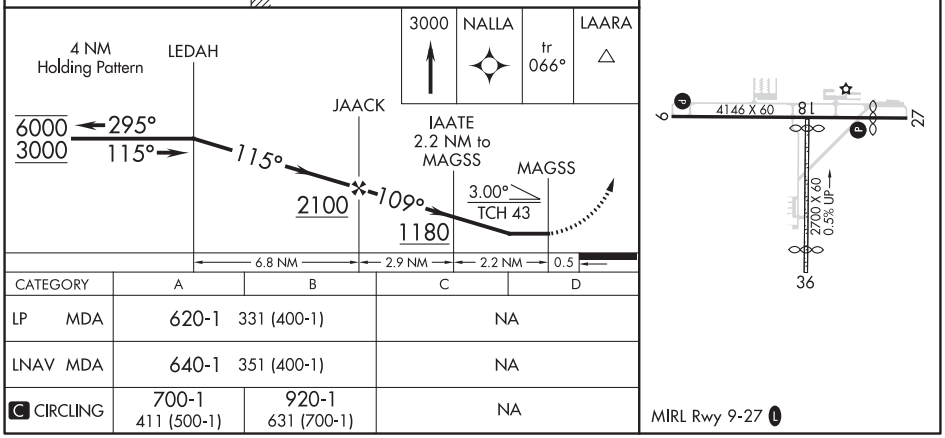
Circling NA to Rwys 18 and 36. Rwy 9 helicopter visibility reduction below 1 SM NA. Straight-in, Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 3000 direct NALLA and on track 066° to LAARA and hold.

AWOS-3P	EGLIN APP CON	UNICOM
118.725	124.05 284.65	123.05 (CTAF) L



ELEV 289	TDZE 289



CATEGORY	A	B	C	D
LP MDA	620-1 331 (400-1)		NA	
LNAV MDA	640-1 351 (400-1)		NA	
C CIRCLING	700-1 411 (500-1)	920-1 631 (700-1)	NA	

MIRL Rwy 9-27 L

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DEFUNIAK SPRINGS, FLORIDA

AL-9813 (FAA)

20366

RNAV (GPS) RWY 27
DEFUNIAK SPRINGS (54J)

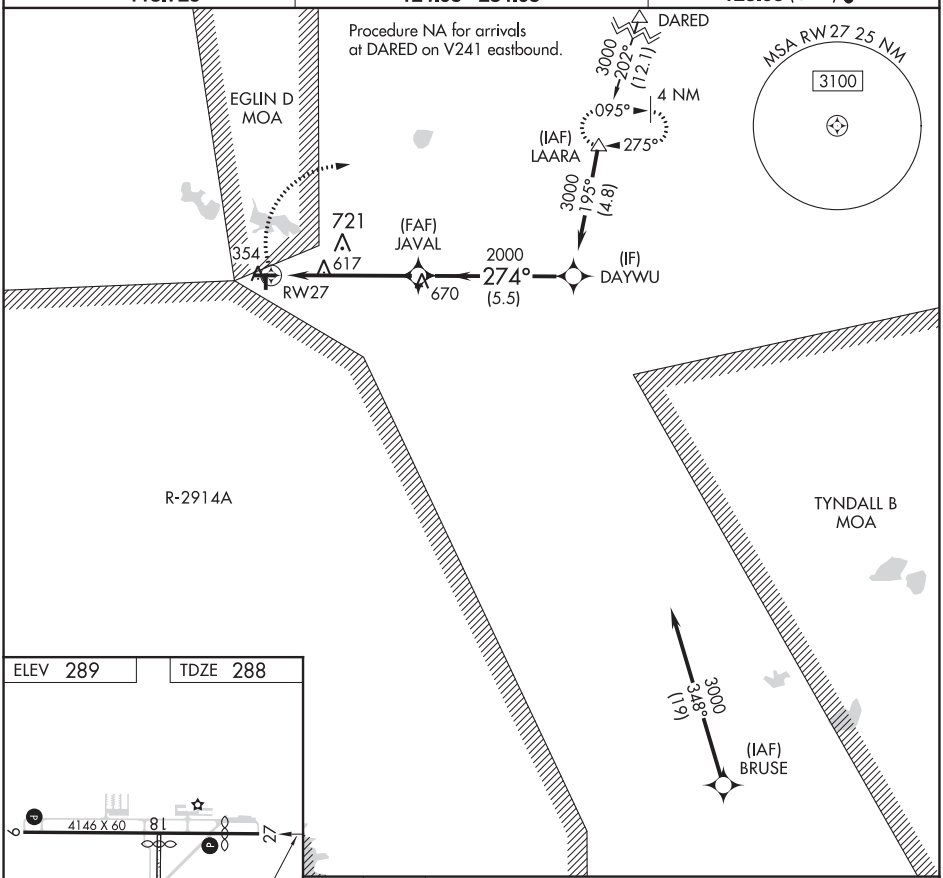
WAAS CH 97725 W27A	APP CRS 274°	Rwy ldg 3541 TDZE 288 Apt Elev 289

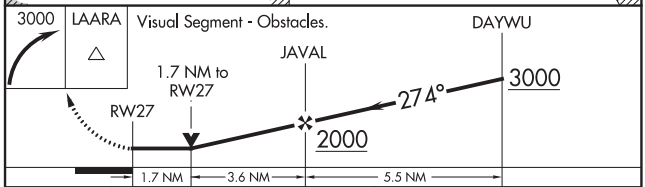
RNP APCH.

Circling NA to Rwys 18 and 36. Circling Rwy 9 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct LAARA and hold.

AWOS-3P	EGLIN APP CON	UNICOM
118.725	124.05 284.65	123.05 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	880-1 592 (600-1)		NA	
LNAV MDA	880-1 592 (600-1)		NA	
C CIRCLING	880-1 591 (600-1)	920-1 631 (700-1)	NA	

MIRL Rwy 9-27 L

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RNAV (GPS) RWY 5
DELAND MUNI-SIDNEY H TAYLOR FIELD (DED)

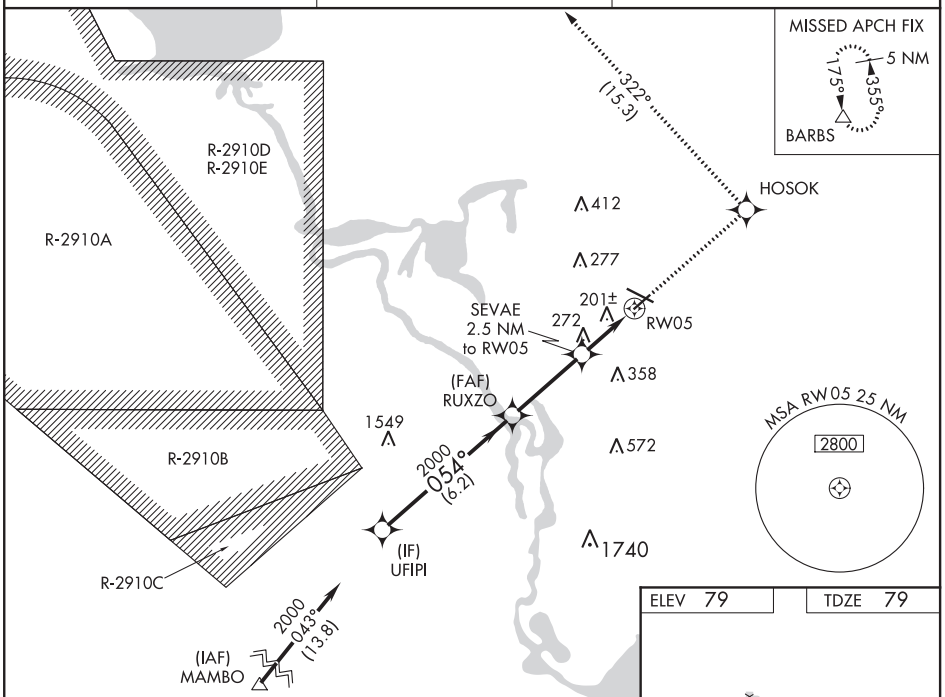
WAAS CH 90300 W05A	APP CRS 054°	Rwy ldg 4301 TDZE 79 Apt Elev 79

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOSOK and left turn on track 322° to BARBS and hold.

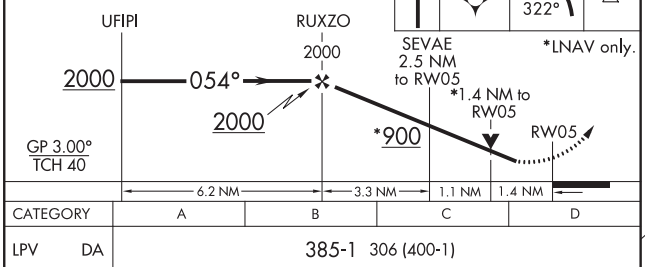
AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L

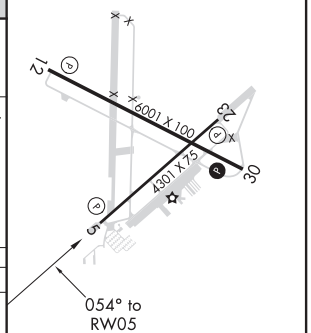


ELEV 79	TDZE 79

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).

3000	HOSOK	tr 322°	BARBS





CATEGORY	A	B	C	D
LPV DA	385-1 306 (400-1)			
LNAV/VNAV DA	577-1¾ 498 (500-1¾)			
LNAV MDA	580-1 501 (600-1)		580-1⅜ 501 (600-1⅜)	

MIRL Rwys 5-23 and 12-30 L
REIL Rwys 12 and 30 L

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WAAS CH 50300 W12A	APP CRS 122°	Rwy ldg 6001 TDZE 74 Apt Elev 79

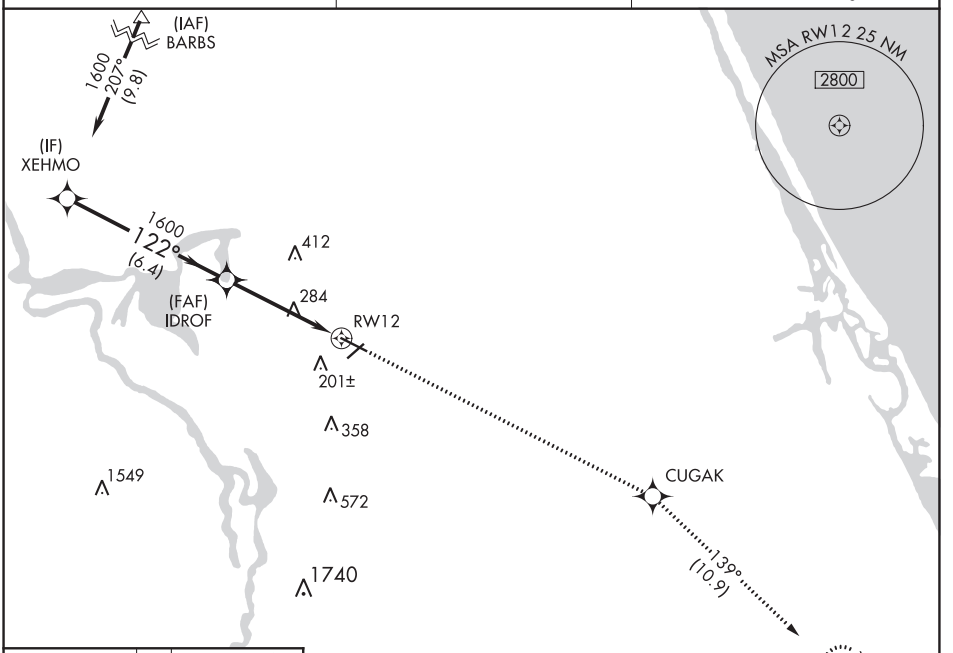
RNAV (GPS) RWY 12
DELAND MUNI-SIDNEY H TAYLOR FIELD (DED)

RNP APCH.

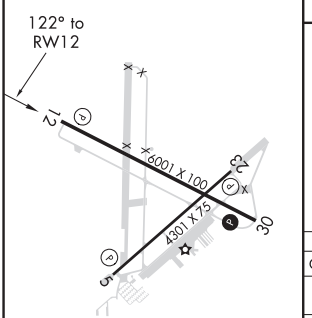
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Daytona Beach Intl altimeter setting. Rwy 12 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Daytona Beach Intl altimeter setting increase all DA/MDA 40 feet, increase LNAV/VNAV visibility ¼ SM all Cats.

MISSED APPROACH: Climb to 2000 direct CUGAK then on track 139° to OAKIE and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L

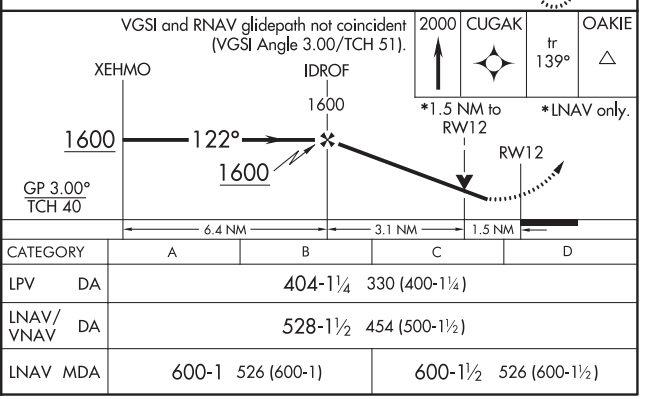


ELEV 79 TDZE 74



MIRL Rwys 5-23 and 12-30 L
REIL Rwys 12 and 30 L

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).



CATEGORY	A	B	C	D
LPV DA	404-1¼ 330 (400-1¼)			
LNAV/VNAV DA	528-1½ 454 (500-1½)			
LNAV MDA	600-1 526 (600-1)		600-1½ 526 (600-1½)	

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WAAS CH 45700 W23A	APP CRS 234°	Rwy ldg 4301 TDZE 78 Apt Elev 79

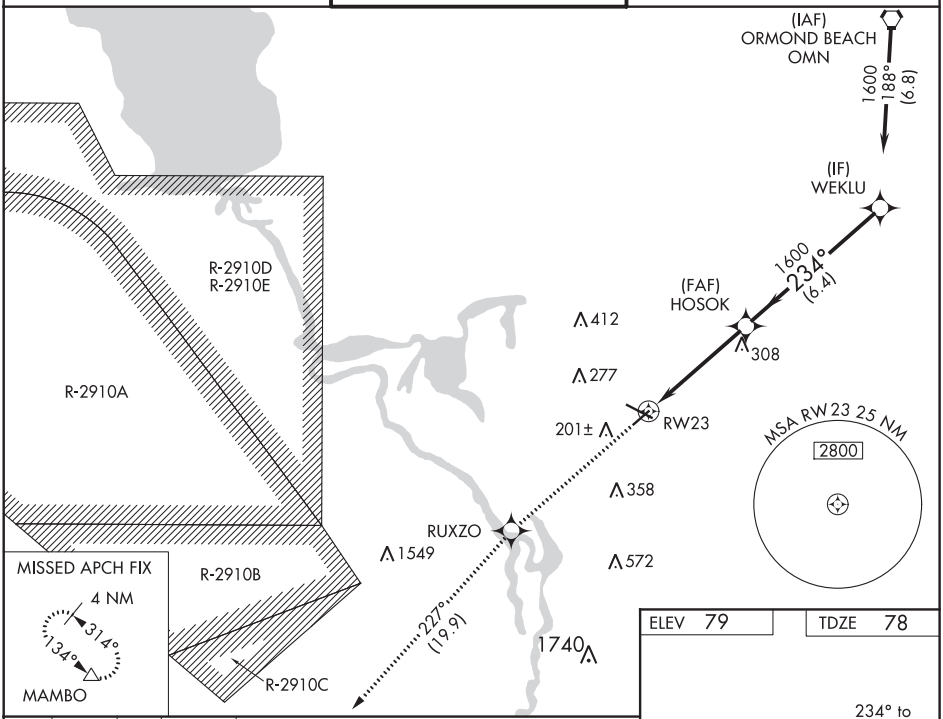
RNAV (GPS) RWY 23
DELAND MUNI-SIDNEY H TAYLOR FIELD (DED)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Daytona Beach Intl altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DA 38 feet and all MDA 40 feet, increase LPV visibility ⅛ SM all Cats.

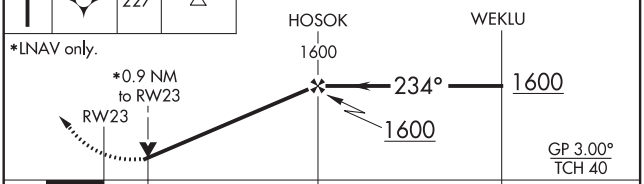
MISSED APPROACH: Climb to 3000 direct RUXZO and on track 227° to MAMBO and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF)L



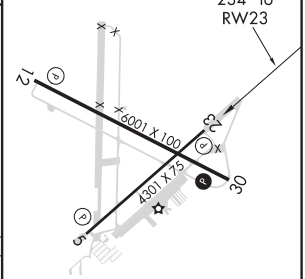
3000	RUXZO	tr 227°	MAMBO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).



CATEGORY	A	B	C	D
LPV DA	374-1 296 (300-1)			
LNAV/VNAV DA	414-1¼ 336 (400-1¼)			
LNAV MDA	420-1 342 (400-1)			

ELEV 79 TDZE 78



MIRL Rwys 5-23 and 12-30 L
REIL Rwys 12 and 30 L

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DELAND, FLORIDA

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RNAV (GPS) RWY 30

DELAND MUNI-SIDNEY H TAYLOR FIELD (DED)

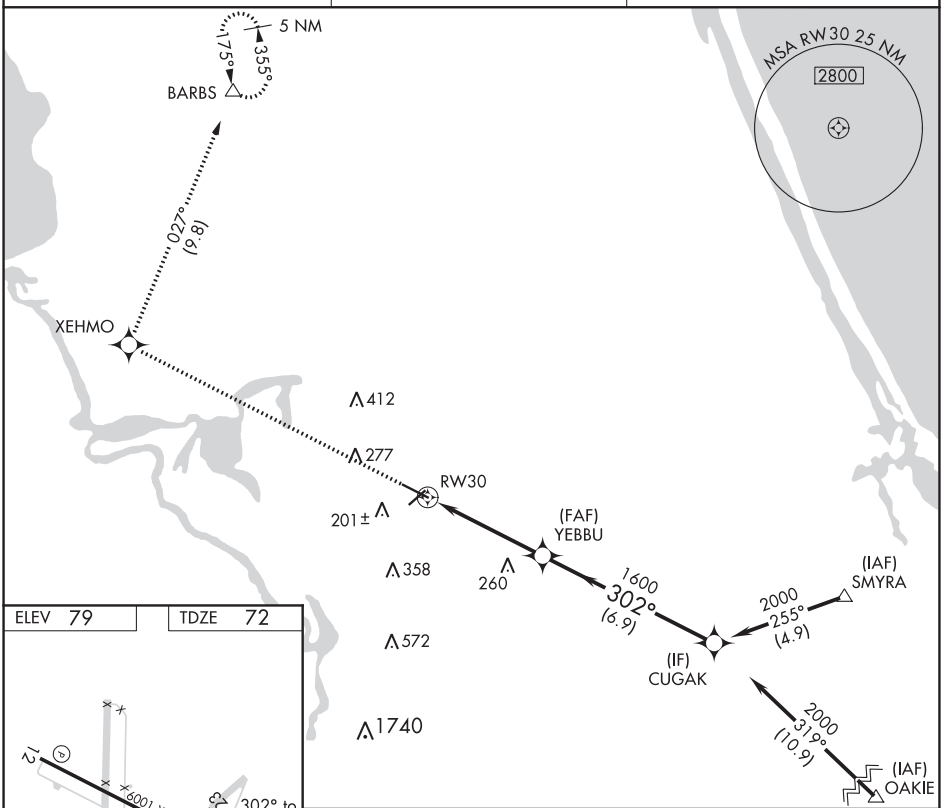
APP CRS	Rwy ldg	6001
302°	TDZE	72
	Apt Elev	79

RNP APCH.

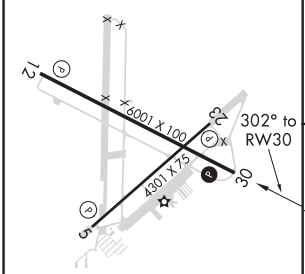
Rwy 30 helicopter visibility reduction below ¾ SM NA. VDP NA when using Daytona Beach Intl altimeter setting. When local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all MDAs 40 feet.

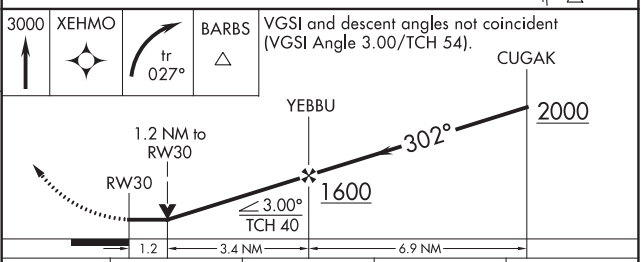
MISSED APPROACH: Climb to 3000 direct XEHMO and right turn on track 027° direct BARBS and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L



ELEV 79 | TDZE 72





CATEGORY	A	B	C	D
LNAV MDA	500-1 428 (500-1)		500-1¼ 428 (500-1¼)	

MIRL Rwys 5-23 and 12-30 L
REIL Rwys 12 and 30 L

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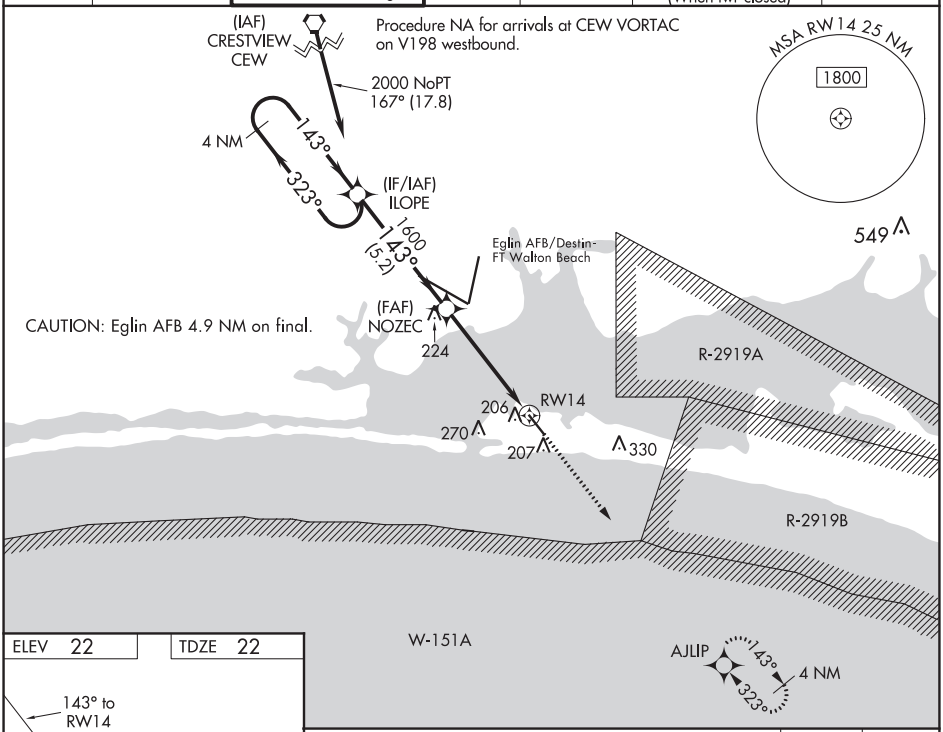
WAAS CH 48923 W14A	APP CRS 143°	Rwy ldg 5001 TDZE 22 Apt Elev 22

RNAV (GPS) RWY 14
DESTIN EXECUTIVE (DTS)

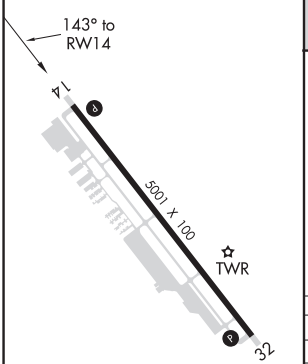
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Crestview altimeter setting. Rwy 14 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crestview altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats visibility ⅛ SM, LNAV/VNAV all Cats visibility ⅜ SM, increase LNAV Cats C and D ⅛ SM, and Circling Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2000 direct AJLIP and hold.

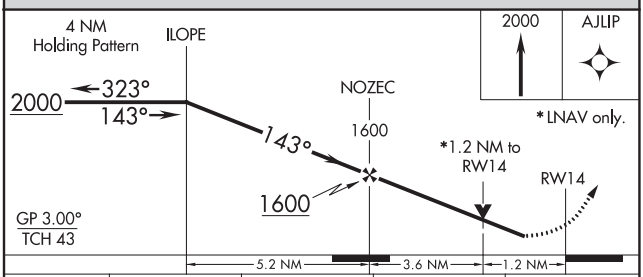
ATIS	EGLIN APP CON	DESTIN TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
133.925	132.1 360.6	118.45 (CTAF) L	121.6	121.6	127.7 377.2 (When twr closed)	123.075



ELEV 22 TDZE 22



HIRL Rwy 14-32



CATEGORY	A	B	C	D
LPV DA	272-1 250 (300-1)			
LNAV/VNAV DA	367-1⅛ 345 (400-1⅛)			
LNAV MDA	460-1 438 (500-1)		460-1¼ 438 (500-1¼)	
C CIRCLING	580-1 558 (600-1)		680-1¾ 658 (700-1¾)	680-2 658 (700-2)

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

DESTIN, FLORIDA

AL-5680 (FAA)

20254

RNAV (GPS) RWY 32
DESTIN EXECUTIVE (DTS)

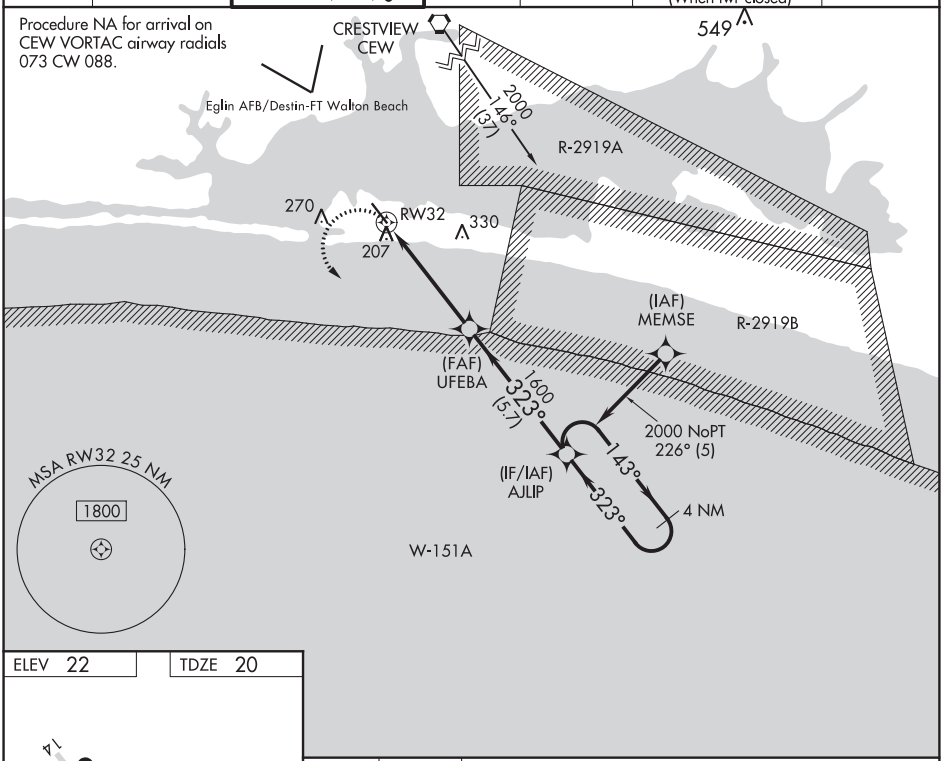
WAAS CH 56623 W32A	APP CRS 323°	Rwy ldg 5001 TDZE 20 Apt Elev 22

Rwy 32 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. VDP NA when using Crestview altimeter setting. When local altimeter setting not received, use Crestview altimeter setting and increase all MDA 80 feet; increase LP Cats C and D visibility ¼ SM, increase LNAV Cats C and D visibility ⅜ SM, and increase Circling Cat C visibility ¼ SM.

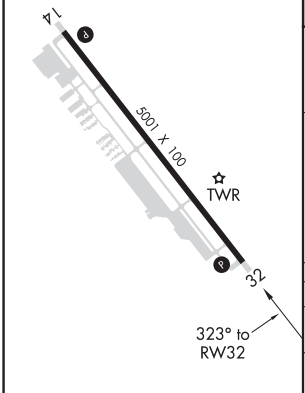
MISSED APPROACH: Climbing left turn to 2000 direct AJLIP and hold.

ATIS	EGLIN APP CON	DESTIN TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
133.925	132.1 360.6	118.45 (CTAF) L	121.6	121.6	127.7 377.2 (When twr closed)	123.075

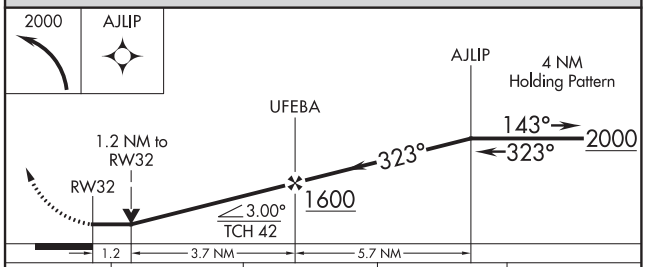
Procedure NA for arrival on CEW VORTAC airway radials 073 CW 088.



ELEV 22 | TDZE 20



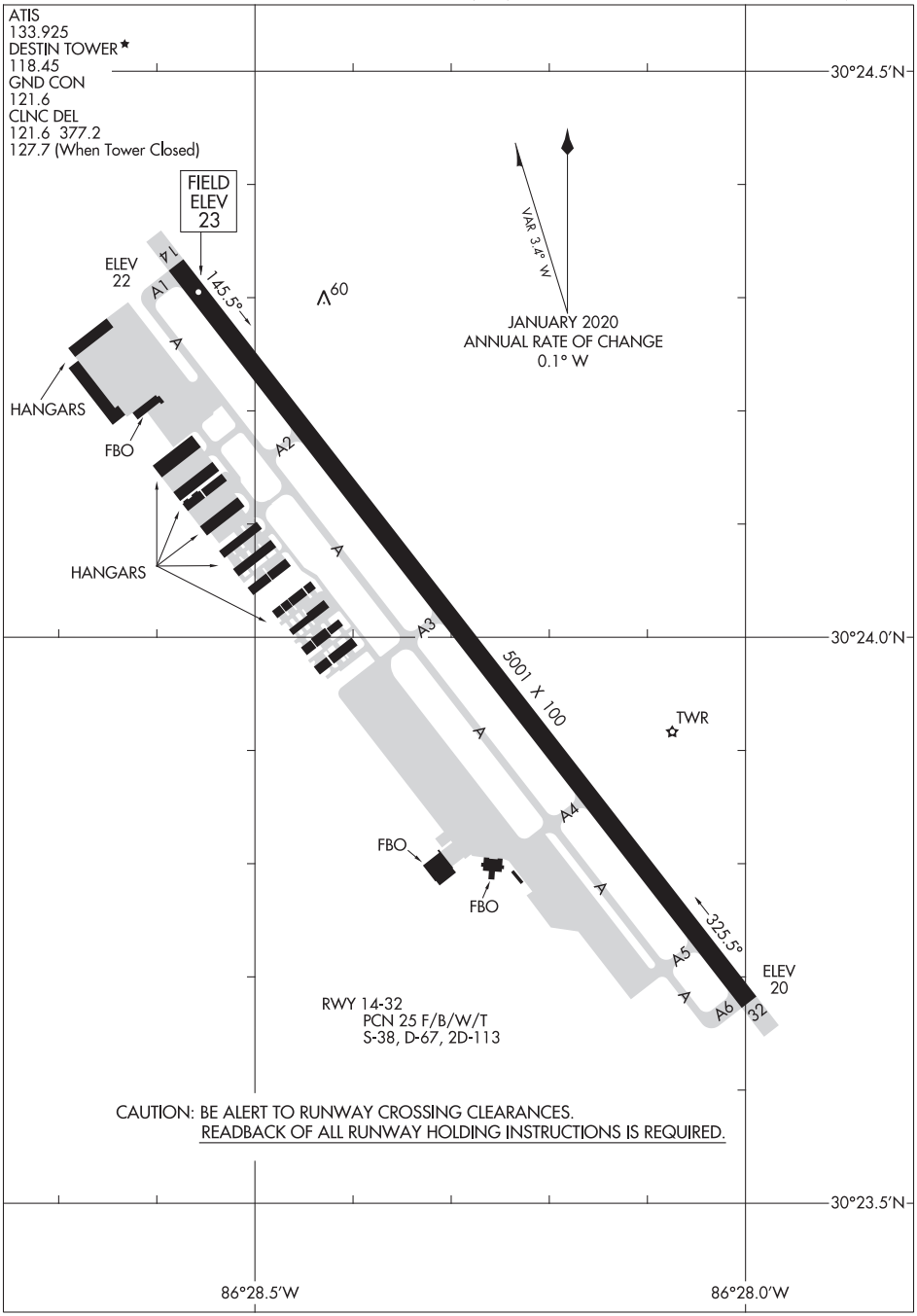
HIRL Rwy 14-32



CATEGORY	A	B	C	D
LP MDA	440-1 420 (500-1)		440-1⅛	420 (500-1⅛)
LNAV MDA	540-1 520 (600-1)		540-1⅜	520 (600-1⅜)
C CIRCLING	580-1 558 (600-1)		680-1¾ 658 (700-1¾)	680-2 658 (700-2)

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021


ATIS
133.925
DESTIN TOWER ★
118.45
GND CON
121.6
CLNC DEL
121.6 377.2
127.7 (When Tower Closed)
FIELD ELEV 23
ELEV 22
14
A1
145.5°
A
A60
VAR 3.4° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
HANGARS
FBO
A2
HANGARS
A
A3
5001 X 100
TWR
A
A4
FBO
FBO
A
325.5°
A5
ELEV 20
A
A6
32
RWY 14-32
PCN 25 F/B/W/T
S-38, D-67, 2D-113
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
30°24.5'N
30°24.0'N
30°23.5'N
86°28.5'W
86°28.0'W

VALPARAISO, FLORIDA

ILS or LOC RWY 18

LOC I-EGI	APCH CRS	Rwy ldg / THRE / Arpt Elev
111.7	183°	8025 / 189 / 195

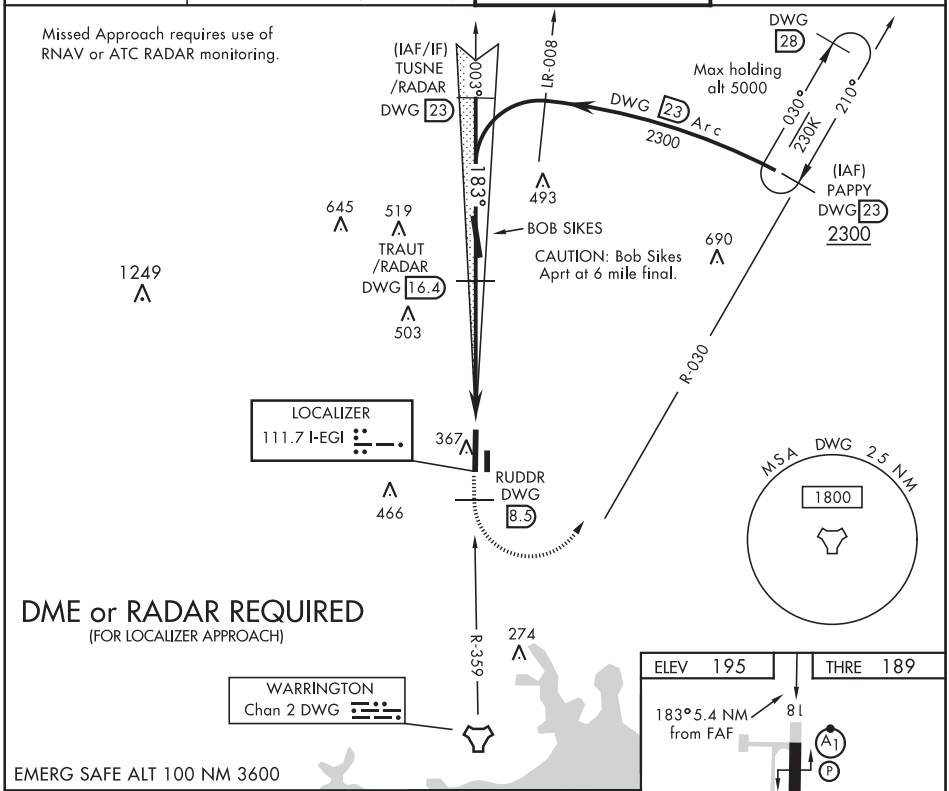
AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

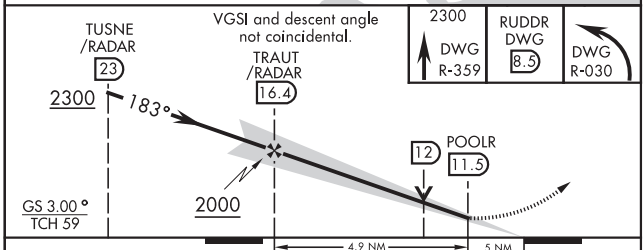
* When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase RVR to 55, vis to 1 mile.

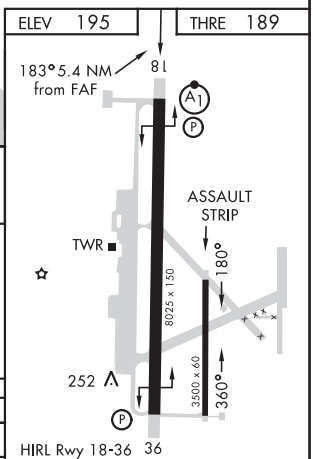
ALSF-1

MISSED APPROACH: Climb on DWG R-359 to 8.5 DME (RUDDR), then climbing left turn to 2300 direct DWG R-030/23 DME (PAPPY) and hold.

ATIS ★	EGLIN APP CON	DUKE TOWER ★	GND CON
244.575	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	133.2 290.425	123.25 251.125







CATEGORY	A	B	C	D	E
S-ILS 18 *	389/24		200	(200-½)	
S-LOC 18 **	560/24	371 (400-½)	560/35	371 (400-⅝)	
CIRCLING	700-1	505 (600-1)	700-1½ 505 (600-1½)	820-2 625 (700-2)	840-2¼ 645 (700-2¼)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-3, 25 FEB 2021 to 22 APR 2021

VALPARAISO, FLORIDA

RNAV (GPS) RWY 18

APCH CRS	Rwy ldg	8025
183°	THRE	189
	Arpt Elev	195

AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

DME/DME RNP-0.3 NA

ALSF-1

MISSED APPROACH: Climb straight ahead to 3000 direct WUTAR and hold.

ATIS ★	EGLIN APP CON	DUKE TOWER ★	GND CON
244.575	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	133.2 290.425	123.25 251.125

Prodecure not useable at times due to restricted area activity.

(IAF) OWNEE 3000 — 2200 093° (9.1) — (IAF/IF) JAROV — 2200 273° (9.1) — (IAF) JIVES 3000

2100 183° (8.7)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F).

340

723

BOB SIKES

CAUTION: BOB SIKES Arpt at 6 NM final

(FAF) ROXXI

348 RW18

466

WUTAR — Max holding alt 3000

004° 265K 184°

5 NM

MSA RW18 25 NM 2400

EMERG SAFE ALT 100 NM 3600

3000 WUTAR

VGSI and descent angles not coincident

JAROV 2200

ROXXI 183°

1.2 NM to RW18

RW18

2100

GS 3.00° TCH 57

5.7 NM

CATEGORY	A	B	C	D	E
LNAV/VNAV DA	560/37		371 (400-¾)		
LNAV MDA	640/24 451 (500-½)		640/45 451 (500-⅞)		
CIRCLING	700-1 505 (600-1)		700-1½ 505 (600-1½)	820-2 625 (700-2)	840-2¼ 645 (700-2¼)

ELEV 195 THRE 189

183° to RW18

8L

ASSAULT STRIP

TWR

356

282

8025 x 150

3500 x 60

180°

360°

36

HIRL Rwy 18-36

SE-3, 25 FEB 2021 to 22 APR 2021

VALPARAISO, FLORIDA

RNAV (GPS) RWY 36

APCH CRS	Rwy ldg	8025
003°	THRE	190
	Arpt Elev	195

AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

MISSED APPROACH: Climb straight ahead to 2000 direct MUMMA and hold.

ATIS ★	EGLIN APP CON	DUKE TOWER ★	GND CON
244.575	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	133.2 290.425	123.25 251.125

DME/DME RNP-0.3 NA

Procedure not useable at times due to restricted area activity.

5 NM

Max holding alt 4000

001° 265K 181°

MUMMA

348

466

RW36

(FAF) HIMUM

1800 003° (6)

346

(IAF/IF) JRAYY

515

1800 052° (8.0)

1800 312° (8.0)

(IAF) DNESS 1800

(IAF) JONYJ 1800

MSA RW36 25 NM

2400

EMERG SAFE ALT 100 NM 3600

2000

MUMMA

HIMUM

JRAYY

003°

1800

1800

1.3 NM to RW36

RW36

003°

2.94°

TCH 50

5 NM

ELEV 195

THRE 190

18

A1

P

ASSAULT STRIP

TWR

356

282

8025 x 150

180°

3500 x 60

360°

P 36

003° to RW36

HIRL Rwy 18-36

CATEGORY	A	B	C	D	E
LNAV MDA	660-1 470 (500-1)		660-1⅜ 470 (500-1⅜)		
CIRCLING	700-1 505 (600-1)		700-1½ 505 (600-1½)	820-2 625 (700-2)	840-2¼ 645 (700-2¼)

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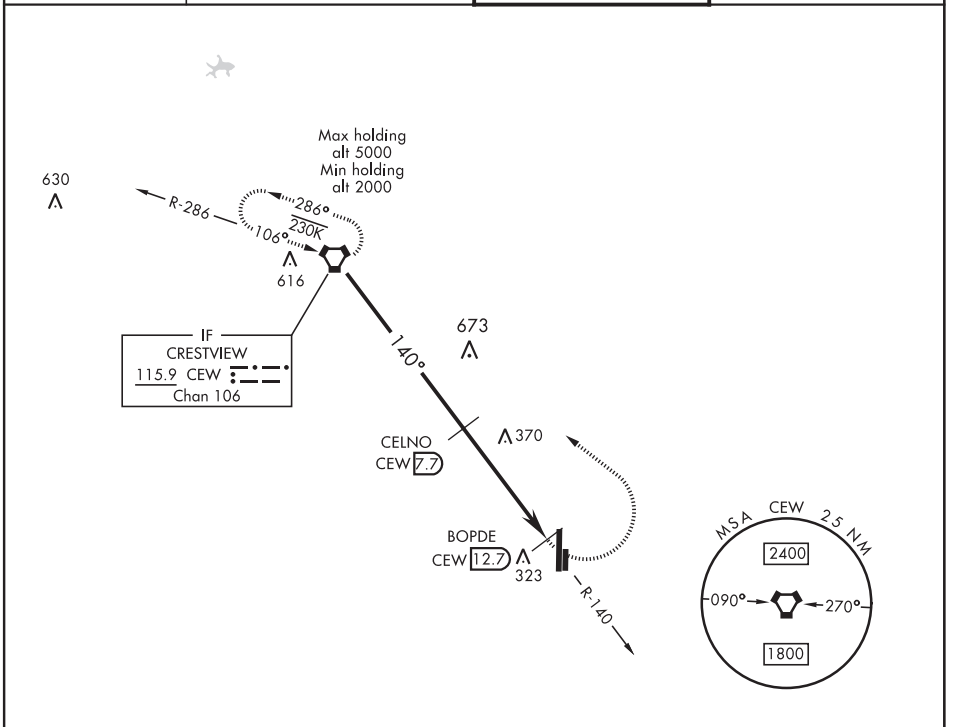
VORTAC CEW 115.9 Chan 106	APCH CRS 140°	Rwy ldg NA THRE NA Arpt Elev 195	AL-699 [USAF]	DUKE FLD (EGLIN AF AUX NR3) (KEGI)

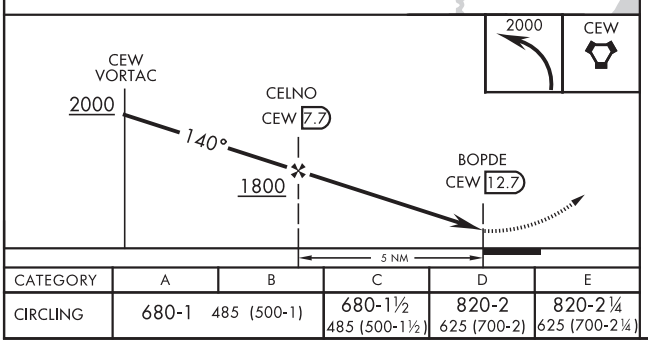
MISSED APPROACH: Climbing left turn to 2000 direct CEW VORTAC and hold.

ATIS ★	EGLIN APP CON	DUKE TOWER ★	GND CON
244.575	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	133.2 290.425	123.25 251.125

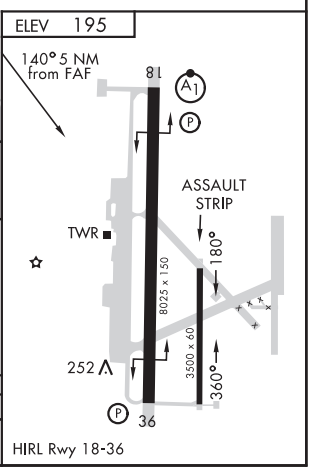


DME REQUIRED

EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
CIRCLING	680-1 485 (500-1)		680-1½ 485 (500-1½)	820-2 625 (700-2)	820-2¼ 625 (700-2¼)



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SE-3, 25 FEB 2021 to 22 APR 2021

VALPARAISO, FLORIDA

TACAN RWY 18

TACAN	DWG	APCH CRS	Rwy ldg	8025
Chan	2	180°	THRE	189
			Arpt Elev	195

AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1⅛ miles.

ALSF-1

MISSED APPROACH: Climb on DWG R-360 to 9 DME (BUBBE), then climbing left turn to 2300 direct DWG R-030/23 DME (PAPPY) and hold.

ATIS ★	EGLIN APP CON	DUKE TOWER ★	GND CON
244.575	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	133.2 290.425	123.25 251.125

Missed Approach requires use of RNAV or ATC RADAR monitoring.

(IAF) FEDIP DWG 23

R-360

LR-005

DWG 23 ARC

DWG 28

R-030

Max holding alt 5000

030° 230K 210°

(IAF) PAPPY DWG 23 2300

180°

493

645 519

BOB SIKES

HOLEP DWG 17

690

1249

CAUTION: Bob Sikes Aprt at 6 mile final.

503

KENNR DWG 15

367

466

BUBBE DWG 9

MSA DWG 2.5 NM 1800

WARRINGTON Chan 2 DWG

274

EMERG SAFE ALT 100 NM 3600

VGSI and descent angles not coincident

FEDIP R-360 23

HOLEP 17

KENNR 15

2300 180° 2300

12.1 JENNN 11.6

1500

3.22° TCH 47

2 NM 3.4 NM .6 NM

2300 DWG R-360 | BUBBE DWG 9 | DWG R-030

ELEV 195 | THRE 189

180° 6.0 NM from FAF

8L

ASSAULT STRIP

TWR

8025 x 150

180°

3500 x 60

360°

252

36

HIRL Rwy 18-36

CATEGORY	A	B	C	D	E
S-18*	560/24 371 (400-½)		560/35 371 (400-⅝)		
CIRCLING	700-1 505 (600-1)		700-1½ 505 (600-1½)	820-2 625 (700-2)	840-2¼ 645 (700-2¼)

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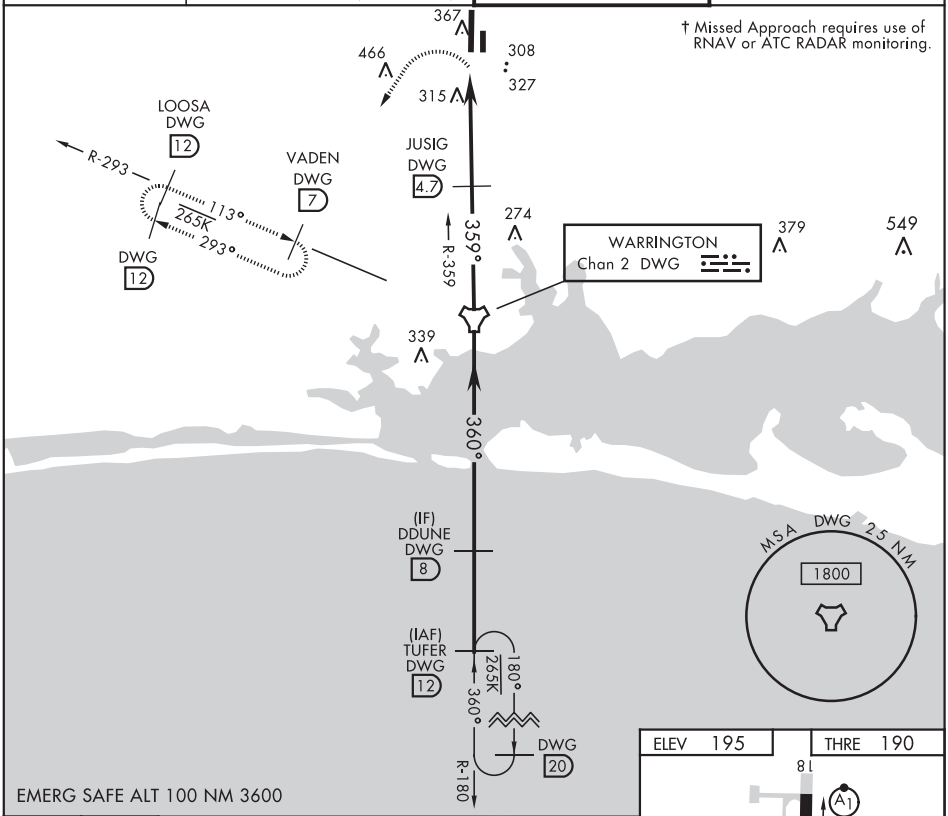
VALPARAISO, FLORIDA

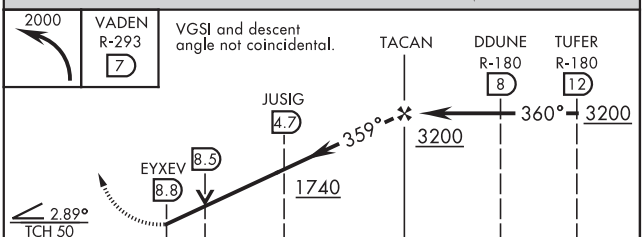
TACAN RWY 36

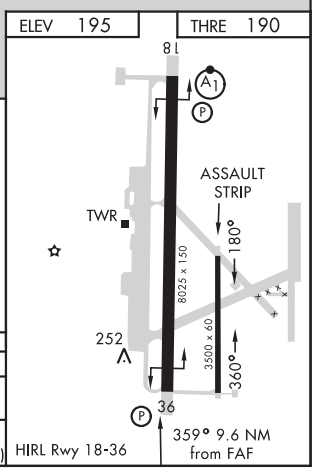
TACAN DWG Chan 2	APCH CRS 359°	Rwy ldg 8025 THRE 190 Arpt Elev 195	AL-699 [USAF]	DUKE FLD (EGLIN AF AUX NR3) (KEGI)

† MISSED APPROACH: Climbing left turn to 2000 direct DWG R-293/7 DME (VADEN) and hold.

ATIS ★	EGLIN APP CON	DUKE TOWER ★	GND CON
244.575	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	133.2 290.425	123.25 251.125







CATEGORY	A	B	C	D	E
S-36	620-1 430 (500-1)		620-1¼ 430 (500-1¼)		
CIRCLING	700-1 505 (600-1)		700-1½ 505 (600-1½)	820-2 625 (700-2)	840-2¼ 645 (700-2¼)

VALPARAISO, FLORIDA 30°39′N-86°31′W DUKE FLD (EGLIN AF AUX NR3) (KEGI)

Amdt 5 25JUL13

TACAN RWY 36

SE-3, 25 FEB 2021 to 22 APR 2021

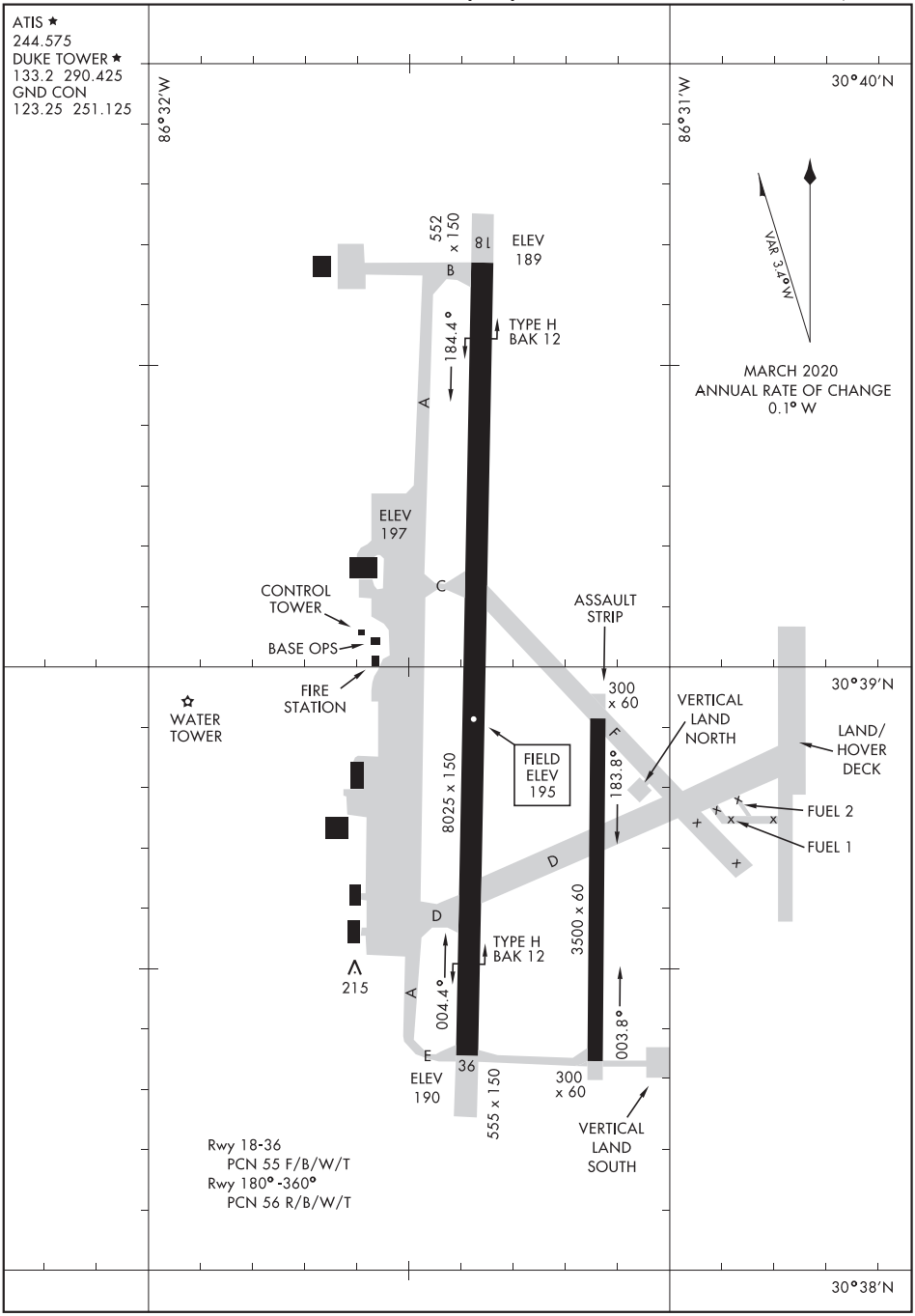
20086

AIRPORT DIAGRAM

DUKE FLD (EGLIN AF AUX NR3) (KEGI)

AFD-699 [USAF]

VALPARAISO, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

VALPARAISO, FLORIDA

DUKE FLD (EGLIN AF AUX NR3) (KEGI)

WAAS CH 48828 W23A	APP CRS 230°	Rwy ldg 5000 TDZE 65 Apt Elev 65

RNAV (GPS) RWY 23
MARION COUNTY (X35)

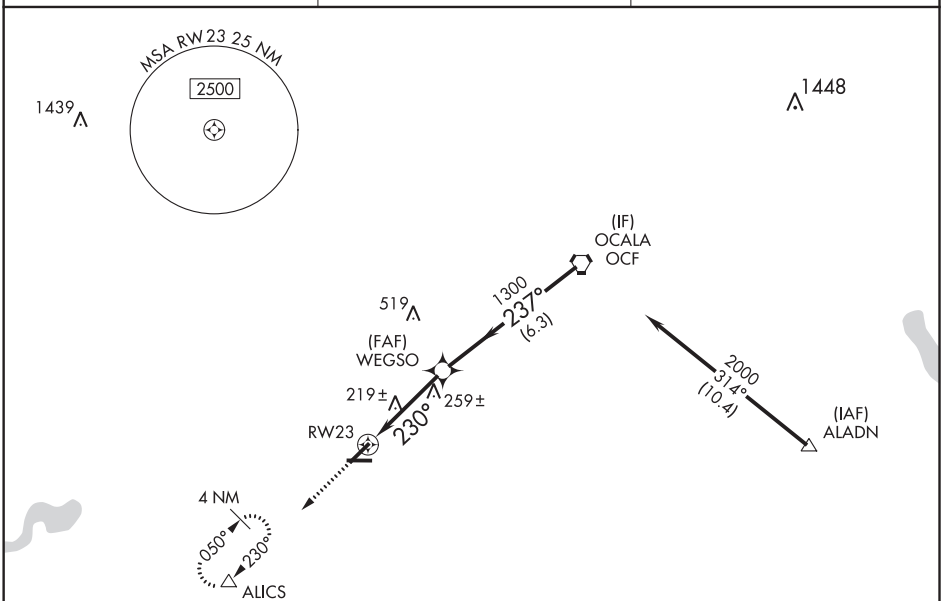
RNP APCH.

NA

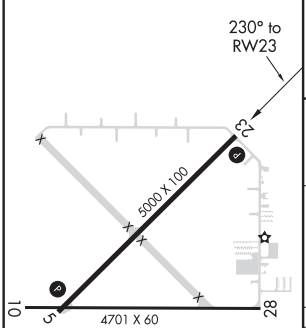
Rwy 23 helicopter visibility reduction below 1 SM NA. Use Ocala altimeter setting; when not received, use Leesburg altimeter setting and increase all MDAs 60 feet and increase LP and LNAV Cats C and D visibility ⅛ SM. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct ALICS and hold, continue climb-in-hold to 3000.

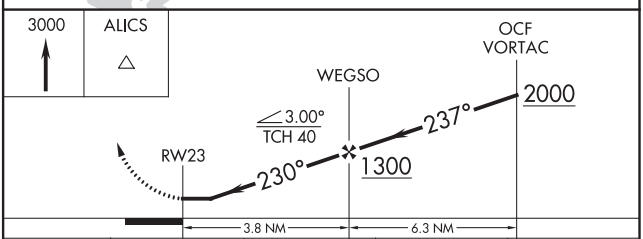
OCF AWOS-3PT	JACKSONVILLE APP CON	UNICOM
128.125	118.6 251.15	122.8 (CTAF) L



ELEV 65 TDZE 65



MIRL Rwy 5-23 and 10-28 L



CATEGORY	A	B	C	D
LP MDA	500-1 435 (500-1)		500-1¼ 435 (500-1¼)	
LNAV MDA	540-1 475 (500-1)		540-1⅜ 475 (500-1⅜)	
CIRCLING	540-1 475 (500-1)	560-1 495 (500-1)	560-1½ 495 (500-1½)	620-2 555 (600-2)

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VALPARAISO, FLORIDA

ILS W or LOC W RWY 19

AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

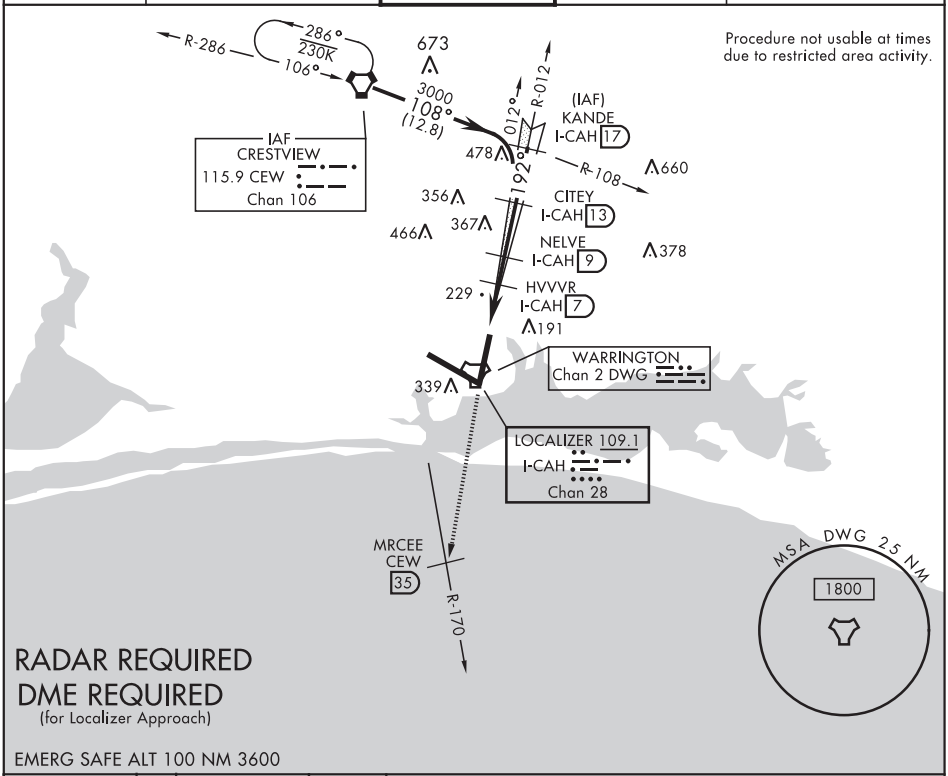
LOC/DME I-CAH	APCH CRS	Rwy ldg 10,001
109.1	192°	THRE 60
Chan 28		Arpt Elev 84

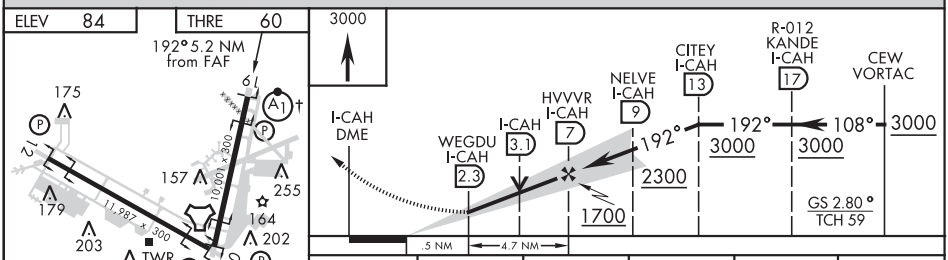
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb straight ahead to 3000 to CEW R-170/35 DME (MRCEE), then as directed by ATC.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2





LOC FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D	E
S-ILS 19 ★	260/24		200	(200-½)	
S-LOC 19 ★★	480/24	420 (400-½)	480/40	420	(400-¾)
CIRCLING	660-1	576 (600-1)	760-2 676 (700-2)	760-2¼ 676 (700-2¼)	760-2½ 676 (700-2½)

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VALPARAISO, FLORIDA

ILS X or LOC X RWY 19

LOC I-CAH	APCH CRS	Rwy ldg 10,001
109.1	192°	THRE 60
		Arpt Elev 84

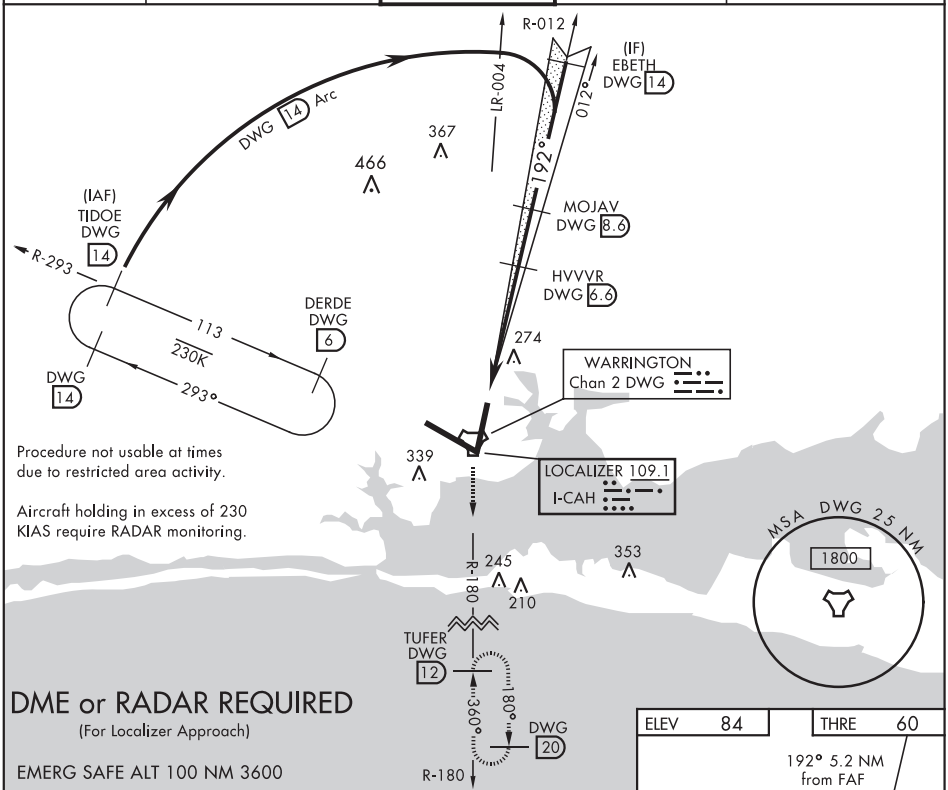
AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2200 on DWG R-180 to 12 DME/TUFER and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2



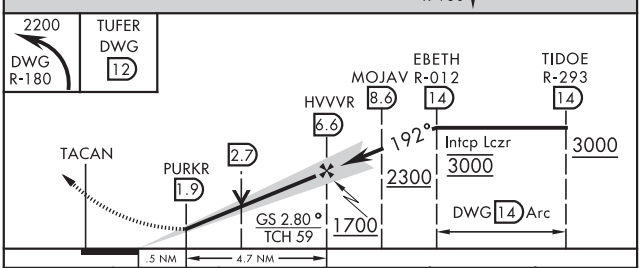
Procedure not usable at times due to restricted area activity.

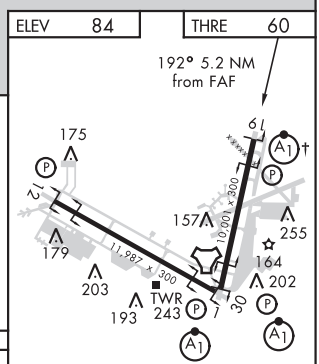
Aircraft holding in excess of 230 KIAS require RADAR monitoring.

DME or RADAR REQUIRED

(For Localizer Approach)

EMERG SAFE ALT 100 NM 3600





HIRL all Rwy
† Rwy 19 apch lgt 1500′ nonstandard.

CATEGORY	A	B	C	D	E
S-ILS 19 ★	260/24		200	(200-½)	
S-LOC 19 ★★	480/24	420 (400-½)	480/40	420 (400-¾)	
CIRCLING	660-1	576 (600-1)	760-2 676 (700-2)	760-2¼ 676 (700-2¼)	760-2½ 676 (700-2½)

LOC FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-3, 25 FEB 2021 to 22 APR 2021

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VALPARAISO, FLORIDA
Amdt 4 17OCT13

30°29′N-86°32′W

EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

ILS X or LOC X RWY 19

19283

VALPARAISO, FLORIDA

ILS Y or LOC Y RWY 30

LOC I-VPS	APCH CRS	Rwy ldg 11,987
109.1	300°	THRE 49
Chan 28		Arpt Elev 84

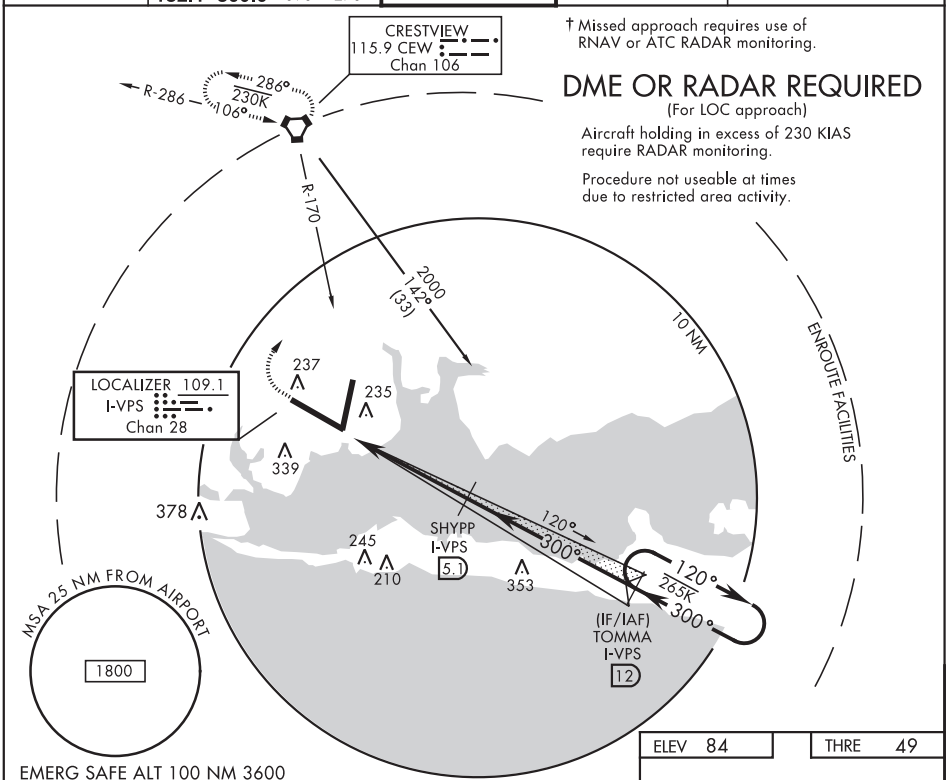
AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH(KVPS)

* When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase RVR to 55, vis to 1 mile.

ALSF-1

†MISSED APPROACH: Climb straight ahead to 600, then climbing right turn to 3000, intercept CEW VORTAC R-170 to CEW and hold.

ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2



† Missed approach requires use of RNAV or ATC RADAR monitoring.

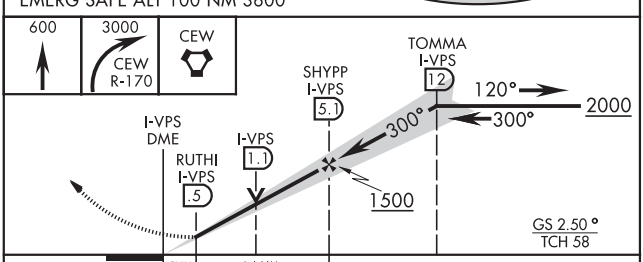
DME OR RADAR REQUIRED

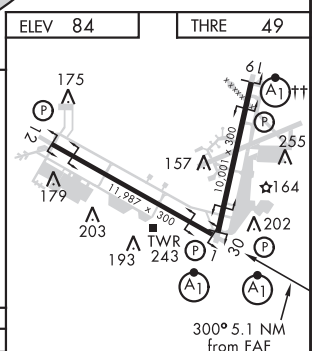
(For LOC approach)

Aircraft holding in excess of 230 KIAS require RADAR monitoring.

Procedure not useable at times due to restricted area activity.

EMERG SAFE ALT 100 NM 3600





HIRL all Rwy
†† Rwy 19 apch lgt 1500′ nonstandard.

CATEGORY	A	B	C	D	E
S-ILS 30*	249/24 200 (200-½)				
S-LOC 30**	420/24 371 (400-½)		420/35 371 (400-⅝)		
CIRCLING	660-1 576 (600-1)		760-2 676 (700-2)	760-2¼ 676 (700-2¼)	760-2½ 676 (700-2½)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-3, 25 FEB 2021 to 22 APR 2021

VALPARAISO, FLORIDA

ILS Z or LOC Z RWY 30

LOC I-VPS	APCH CRS	Rwy ldg 11,987 THRE 49 Arpt Elev 84
109.1	300°	

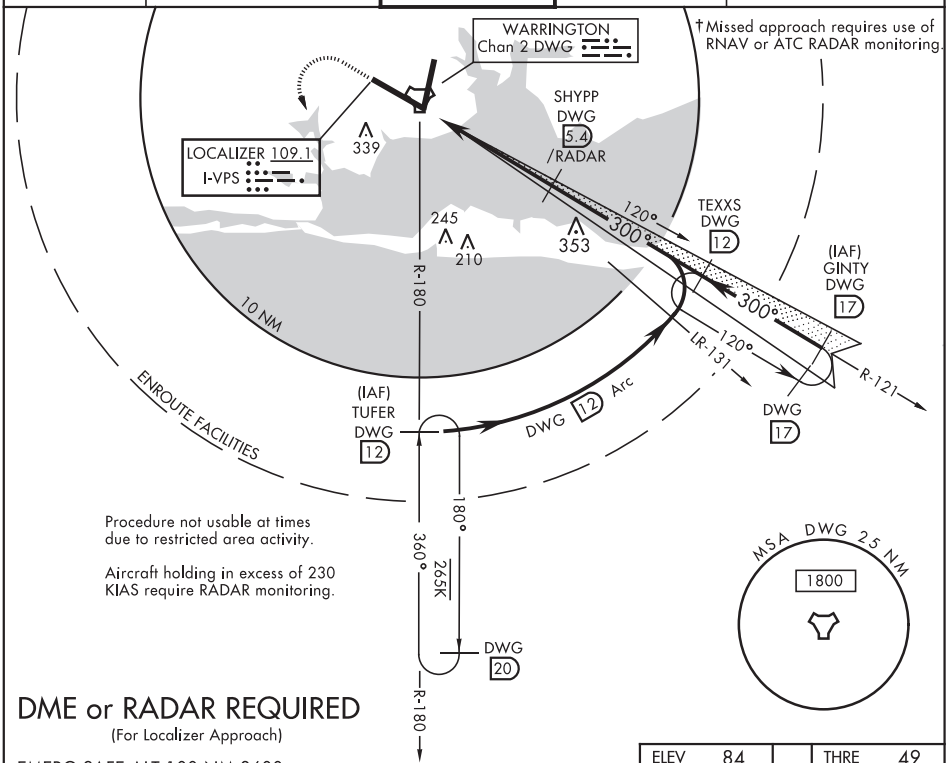
AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH(KVPS)

*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.

ALSF-1

†MISSED APPROACH: Climb straight ahead to 600 then climbing left turn to 2200 direct TUFER DWG R-180/12 DME and hold.

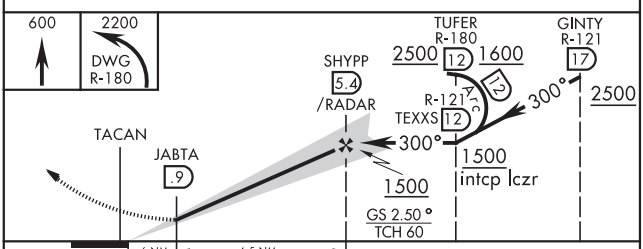
ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

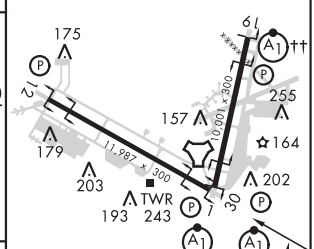


DME or RADAR REQUIRED

(For Localizer Approach)

EMERG SAFE ALT 100 NM 3600





HIRL all Rwy
††Rwy 19 apch lgt 1500′ nonstandard.

CATEGORY	A	B	C	D	E
S-ILS 30 *	249/24 200 (200-½)				
S-LOC 30 **	440/24 391 (400-½)		440/35 391 (400-⅝)		
CIRCLING	660-1 576 (600-1)		760-2 676 (700-2)	760-2¼ 676 (700-2¼)	760-2½ 676 (700-2½)

FAF to MAP 4.5 NM						
Knots	60	90	120	150	180	200
Min:Sec	4:30	3:00	2:15	1:48	1:30	1:21

VALPARAISO, FLORIDA

RNAV (GPS) RWY 1

APCH CRS	Rwy ldg	10,001
012°	THRE	48
	Arpt Elev	84

AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

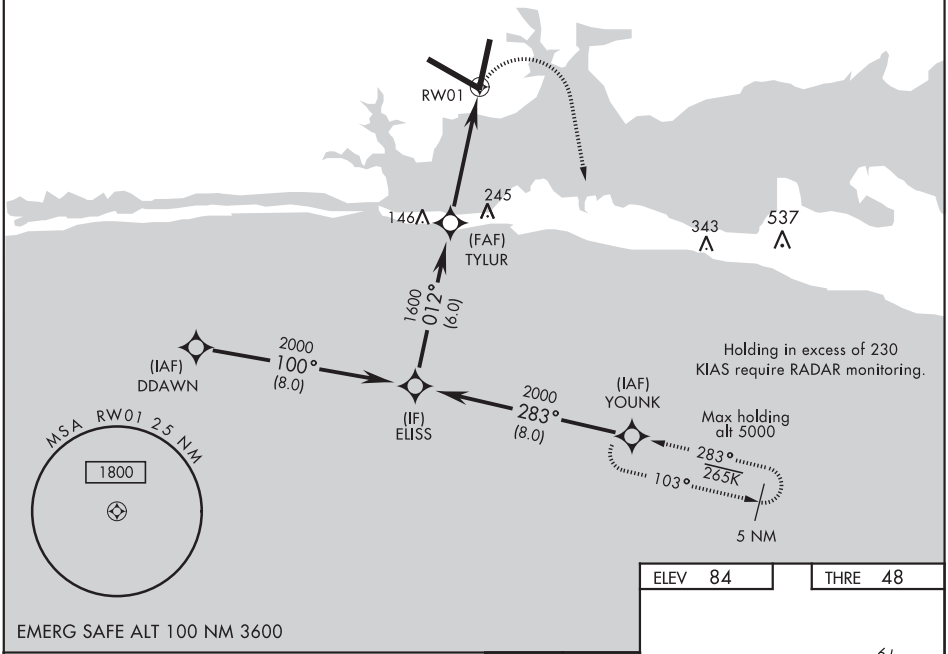
ALSF-1

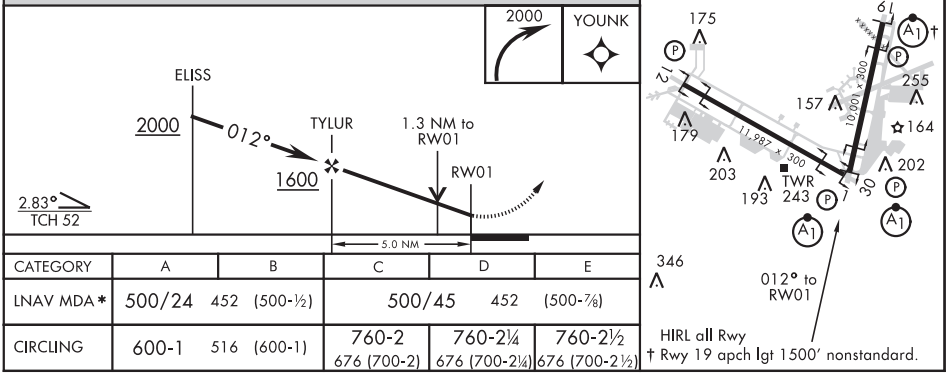
MISSED APPROACH: Climbing right turn to 2000 to YOUNK and hold.

ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

DME/DME RNP-0.3 NA

Procedure not usable at times due to restricted area activity.





CATEGORY	A	B	C	D	E
LNAV MDA *	500/24 452 (500-½)		500/45 452 (500-⅞)		
CIRCLING	600-1 516 (600-1)		760-2 676 (700-2)	760-2¼ 676 (700-2¼)	760-2½ 676 (700-2½)

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VALPARAISO, FLORIDA

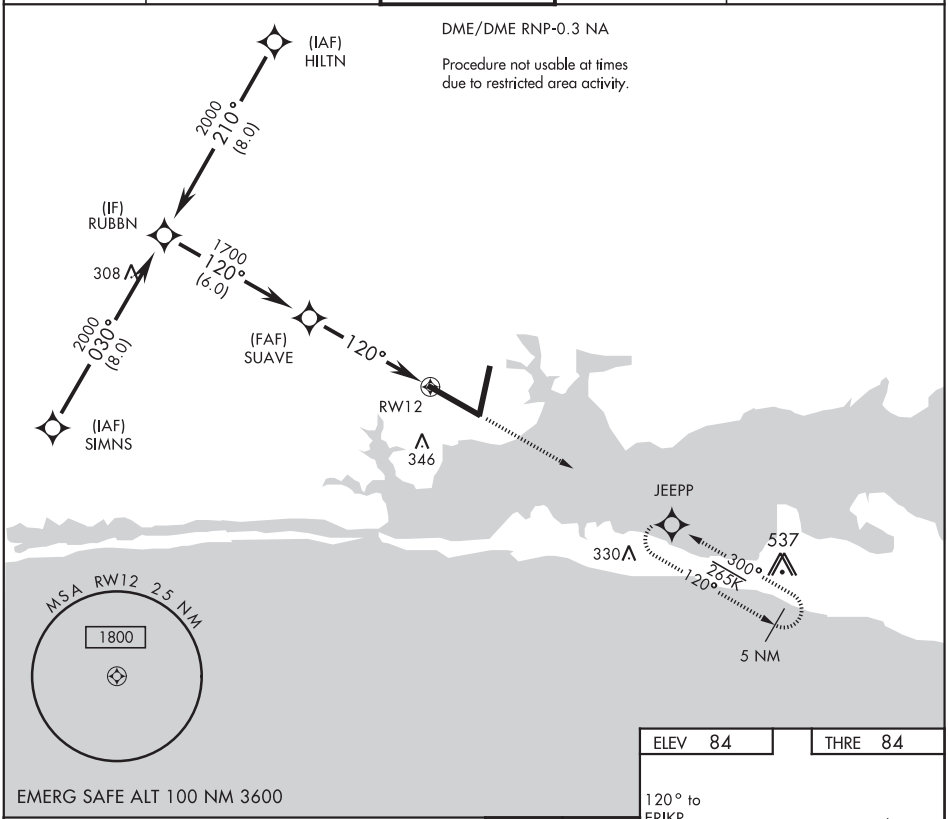
RNAV (GPS) RWY 12

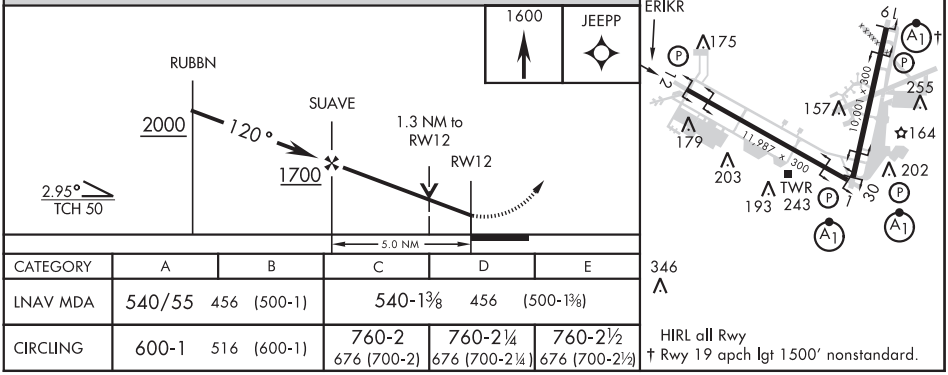
AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH(KVPS)

APCH CRS	Rwy ldg	11,987
120°	THRE	84
	Arpt Elev	84

MISSED APPROACH: Climb straight ahead to 1600 to JEEPP and hold.

ATIS ★	EGLIN APP CON		EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45	271°- 089°	118.2 353.65	121.8 335.8	127.7 377.2
	132.1 360.6	090°- 270°			





CATEGORY	A	B	C	D	E
LNAV MDA	540/55 456 (500-1)		540-1⅜ 456 (500-1⅜)		
CIRCLING	600-1 516 (600-1)		760-2 676 (700-2)	760-2¼ 676 (700-2¼)	760-2½ 676 (700-2½)

HIRL all Rwy
† Rwy 19 apch lgt 1500′ nonstandard.

VALPARAISO, FLORIDA 30° 29′N-86° 32′W EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

Amdt 1 30MAY13

RNAV (GPS) RWY 12

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VALPARAISO, FLORIDA

RNAV (GPS) RWY 19

APCH CRS	Rwy ldg	10,001
192°	THRE	60
	Arpt Elev	84

AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

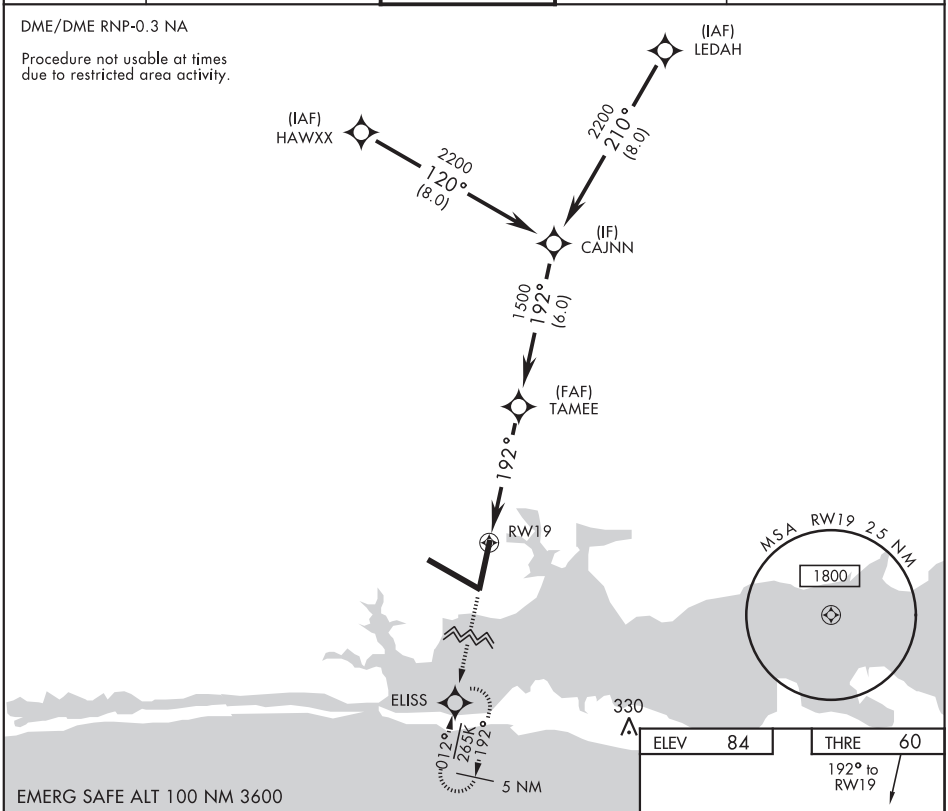
ALSF-1 (A1)

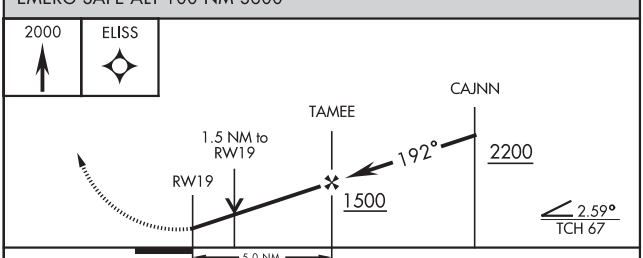
MISSED APPROACH: Climb straight ahead to 2000 to ELISS and hold.

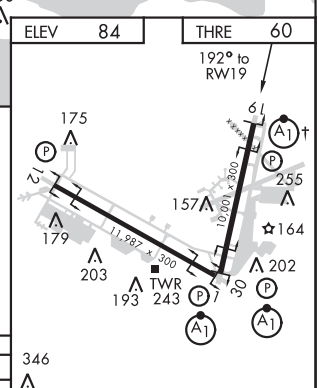
ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

DME/DME RNP-0.3 NA

Procedure not usable at times due to restricted area activity.







CATEGORY	A	B	C	D	E
LNAV MDA *	540/24 480 (500-½)		540/50 480 (500-1)		
CIRCLING	600-1 516 (600-1)		760-2 676 (700-2)	760-2¼ 676 (700-2¼)	760-2½ 676 (700-2½)

HIRL all Rwy

† Rwy 19 apch lgt 1500′ nonstandard.

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VALPARAISO, FLORIDA

30°29′N-86°32′W

EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

Amdt 1 30MAY13

RNAV (GPS) RWY 19

VALPARAISO, FLORIDA

RNAV (GPS) RWY 30

APCH CRS	Rwy ldg	11,987
300°	THRE	49
	Arpt Elev	84

AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

ALSF-1

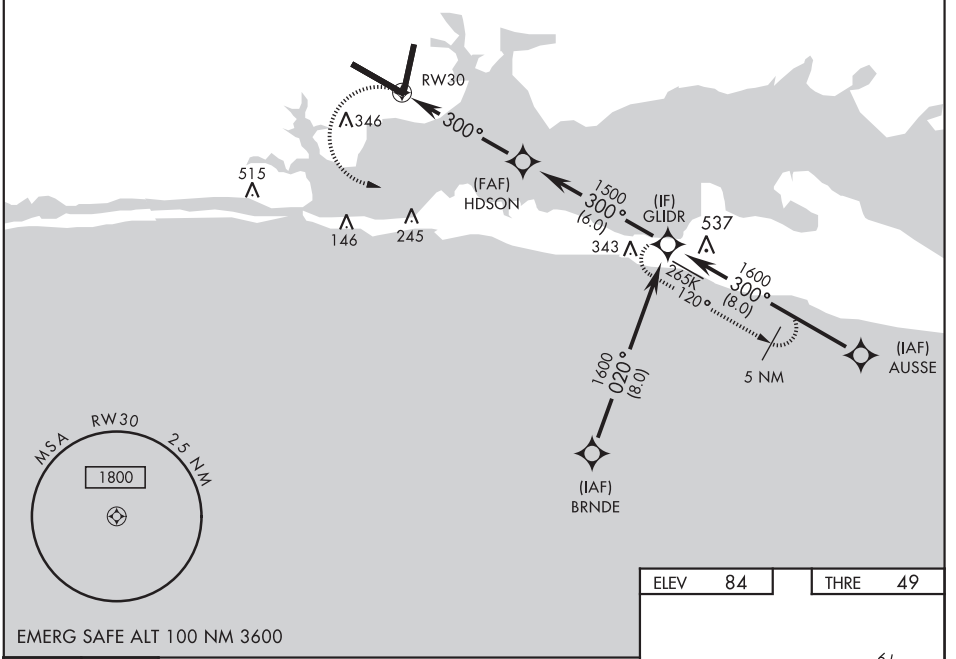
MISSED APPROACH: Climbing left turn to 2000 to GLIDR and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

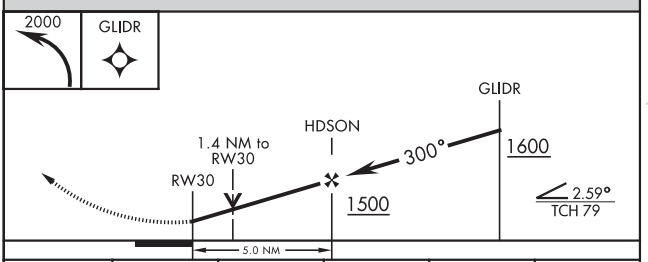
DME/DME RNP-0.3 NA

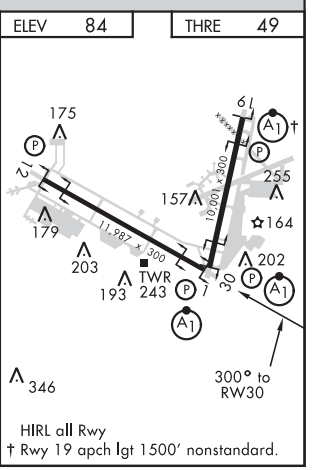
Procedure not usable at times due to restricted area activity.

Aircraft holding in excess of 230 KIAS require RADAR monitoring.



EMERG SAFE ALT 100 NM 3600





HIRL all Rwy
† Rwy 19 apch lgt 1500′ nonstandard.

CATEGORY	A	B	C	D	E
LNAV MDA *	500/24 451 (500-½)		500/45 451 (500-⅞)		
CIRCLING	600-1 516 (600-1)		760-2 676 (700-2)	760-2¼ 676 (700-2¼)	760-2½ 676 (700-2½)

VALPARAISO, FLORIDA

30°29′N-86°32′W

EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

Amdt 1 30MAY13

RNAV (GPS) RWY 30

SE-3, 25 FEB 2021 to 22 APR 2021

19283

VALPARAISO, FLORIDA

TACAN RWY 1

TACAN DWG Chan 2	APCH CRS 360°	Rwy ldg 10,001 THRE 48 Arpt Elev 84

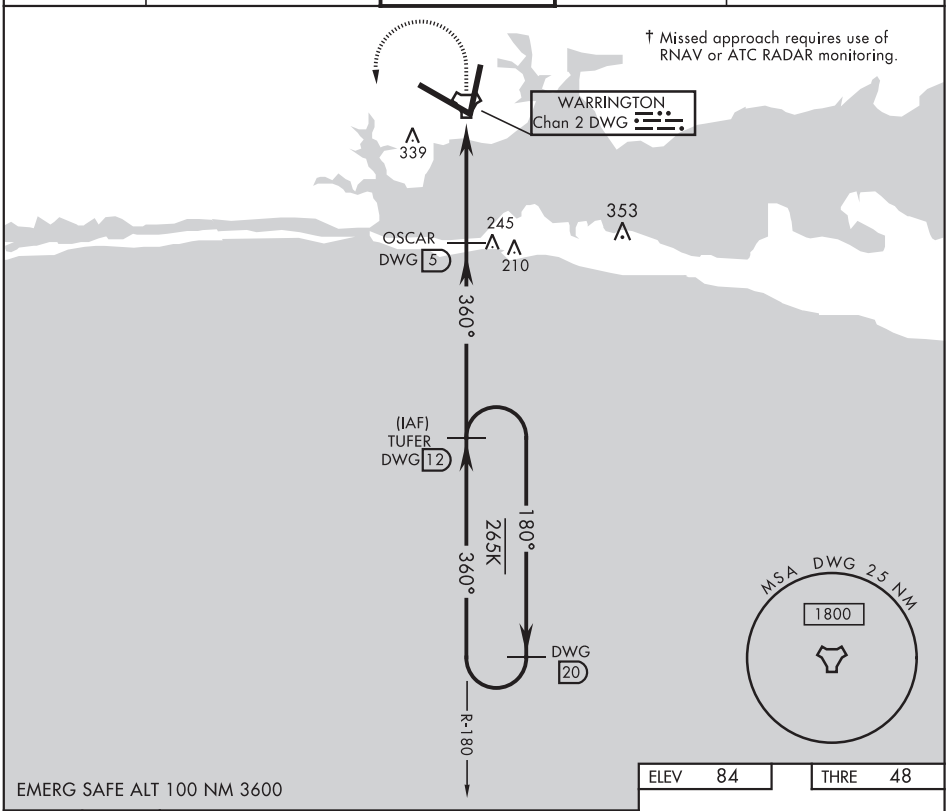
AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

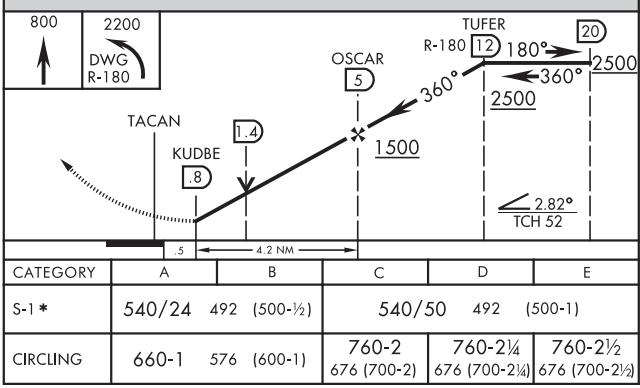
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1⅜ miles.

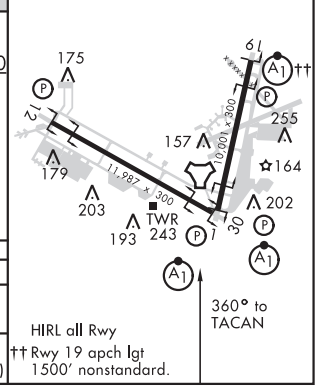
ALSF-1

† MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct TUFER DWG R-180/12 DME and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	A	B	C	D	E
S-1 *	540/24 492 (500-½)		540/50 492 (500-1)		
CIRCLING	660-1 576 (600-1)		760-2 676 (700-2)	760-2¼ 676 (700-2¼)	760-2½ 676 (700-2½)

VALPARAISO, FLORIDA

Amdt 1 26MAY16

30°29′N-86°32′W

EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

TACAN RWY 1

SE-3, 25 FEB 2021 to 22 APR 2021

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VALPARAISO, FLORIDA

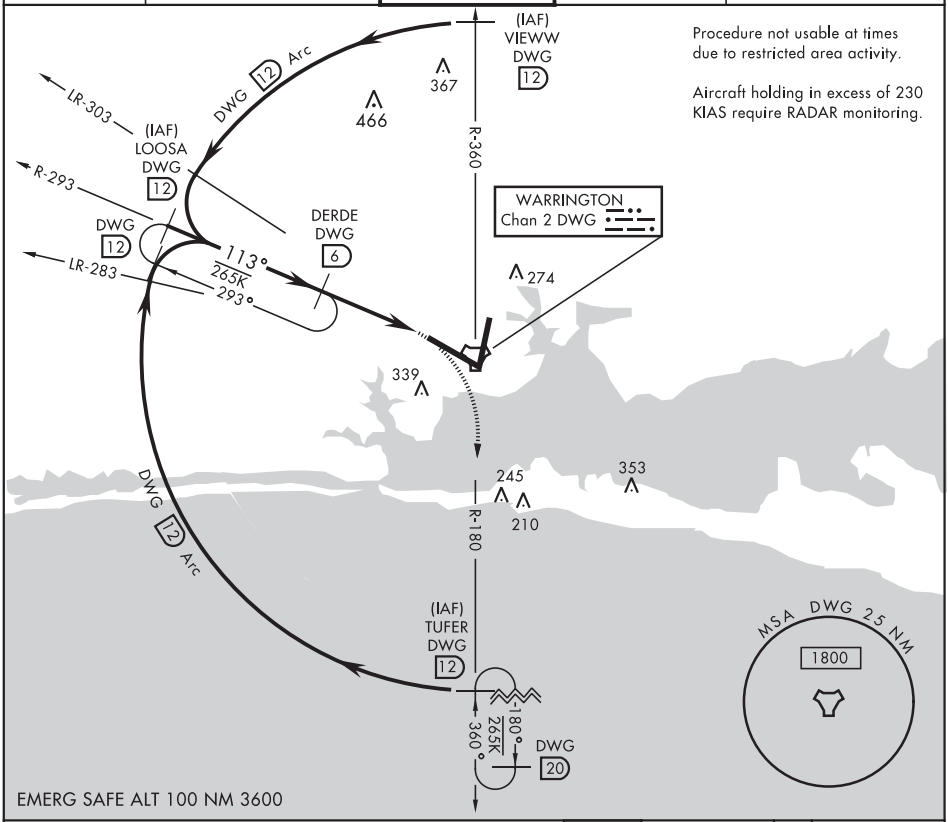
TACAN RWY 12

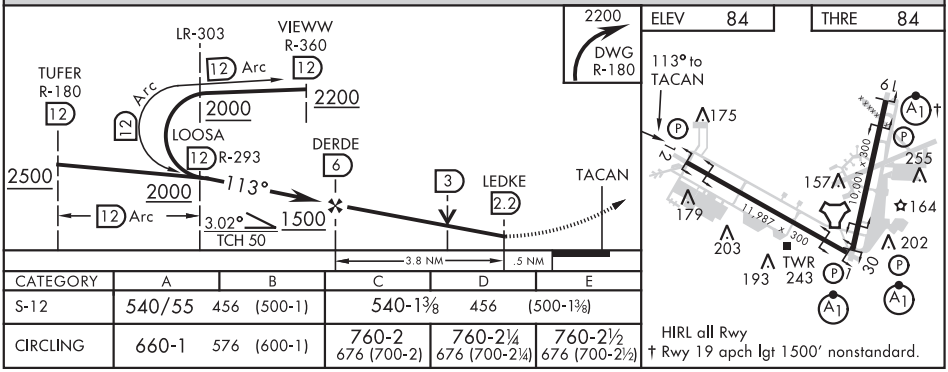
TACAN DWG Chan 2	APCH CRS 113°	Rwy ldg 11,987 THRE 84 Arpt Elev 84

AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

MISSED APPROACH: Climbing right turn to 2200 on DWG R-180/12 DME (TUFER) and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2





CATEGORY	A	B	C	D	E
S-12	540/55 456 (500-1)		540-1⅜ 456 (500-1⅜)		
CIRCLING	660-1 576 (600-1)		760-2 676 (700-2)	760-2¼ 676 (700-2¼)	760-2½ 676 (700-2½)

VALPARAISO, FLORIDA 30°29′N-86°32′W EGLIN AFB/DESTIN-FT WALTON BEACH(KVPS)

Amdt 1 04APR13

TACAN RWY 12

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VALPARAISO, FLORIDA

TACAN RWY 19

TACAN DWG Chan 2	APCH CRS 199°	Rwy ldg 10,001 THRE 60 Arpt Elev 84

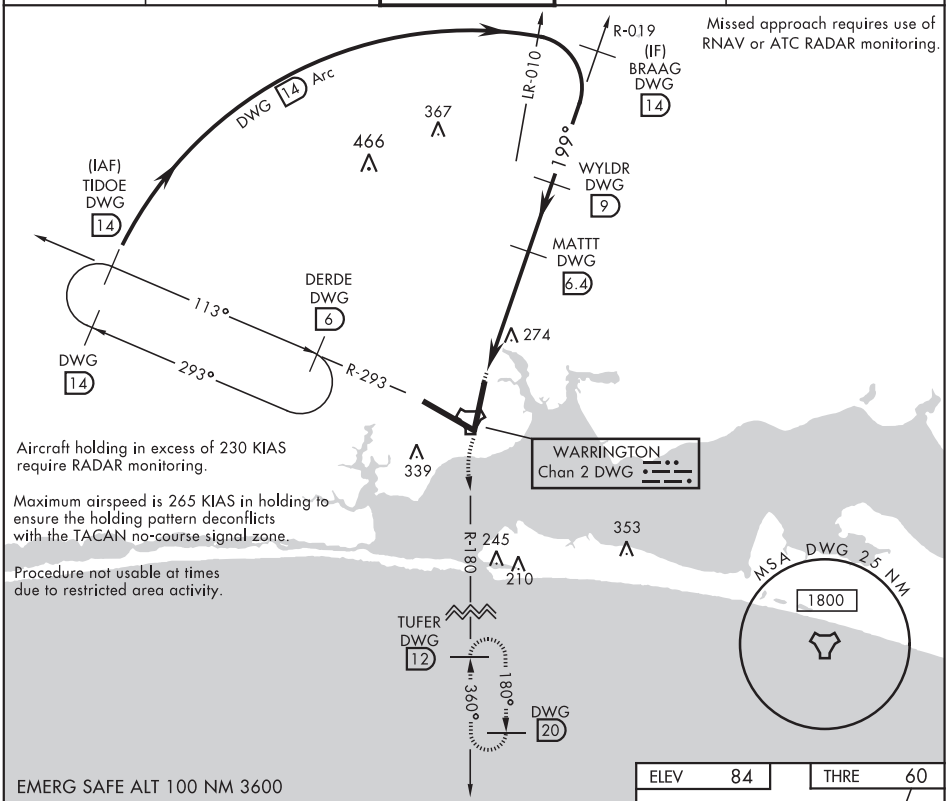
AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

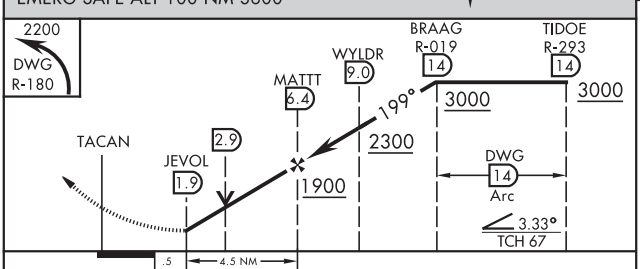
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

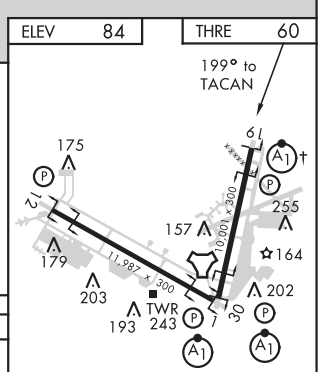
ALSF-1 A1

MISSED APPROACH: Climbing left turn to 2200 TUFER DWG TACAN R-180/12 DME and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







HIRL all Rwy
† Rwy 19 apch lgt 1500′ nonstandard.

CATEGORY	A	B	C	D	E
S-19 *	540/24 480 (500-½)		540/50 480 (500-1)		
CIRCLING	660-1 576 (600-1)		760-2 676 (700-2)	760-2¼ 676 (700-2¼)	760-2½ 676 (700-2½)

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VALPARAISO, FLORIDA
Amdt 2 27JUN13

30°29′N-86°32′W

EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

TACAN RWY 19

VALPARAISO, FLORIDA

TACAN RWY 30

TACAN	DWG	APCH CRS	Rwy ldg	11,987
Chan	2	313°	THRE	49
			Arpt Elev	84

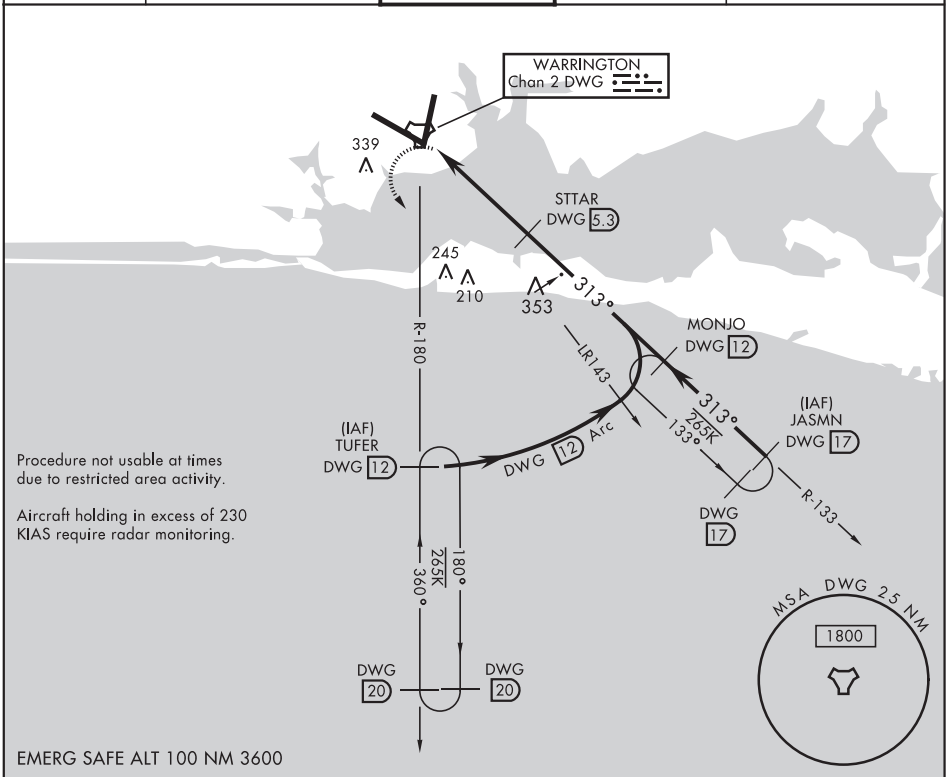
AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

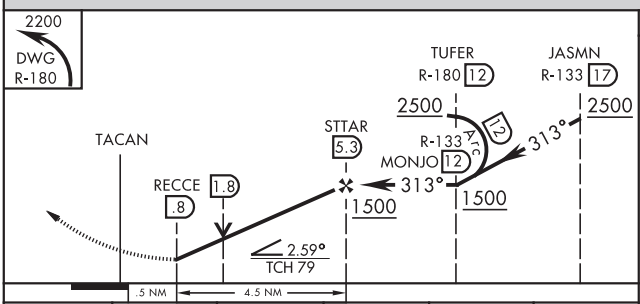
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅝ miles.

ALSF-1 (A1)

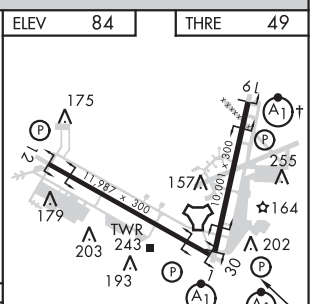
MISSED APPROACH: Climbing left turn to 2200 direct TUFER DWG R-180/12 DME and hold.

ATIS*	EGLIN APP CON		EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45	271°- 089°	118.2 353.65	121.8 335.8	127.7 377.2
	132.1 360.6	090°- 270°			





ELEV 84 THRE 49



HIRL all Rwy
† Rwy 19 apch lgt 1500′ nonstandard.

CATEGORY	A	B	C	D	E
S-30 *	520/24 471 (500-½)		520/50 471 (500-1)		
CIRCLING	660-1 576 (600-1)		760-2 676 (700-2)	760-2¼ 676 (700-2¼)	760-2½ 676 (700-2½)

SE-3, 25 FEB 2021 to 22 APR 2021

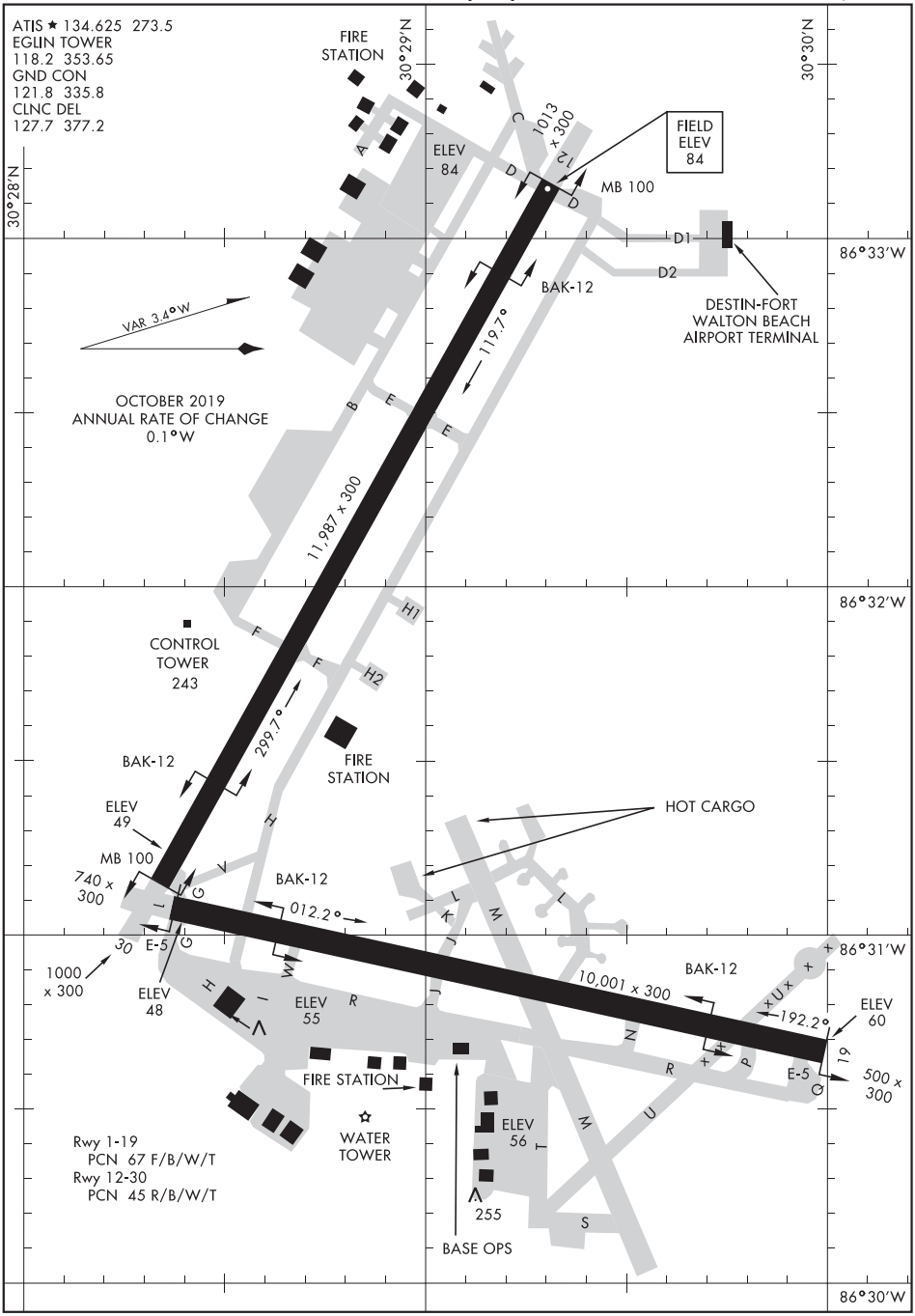
19283

AIRPORT DIAGRAM

EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

AFD-436 [USAF]

VALPARAISO, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

VALPARAISO, FLORIDA

EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

WAAS CH 90343 W04A	APP CRS 041°	Rwy ldg 5301 TDZE 15 Apt Elev 16

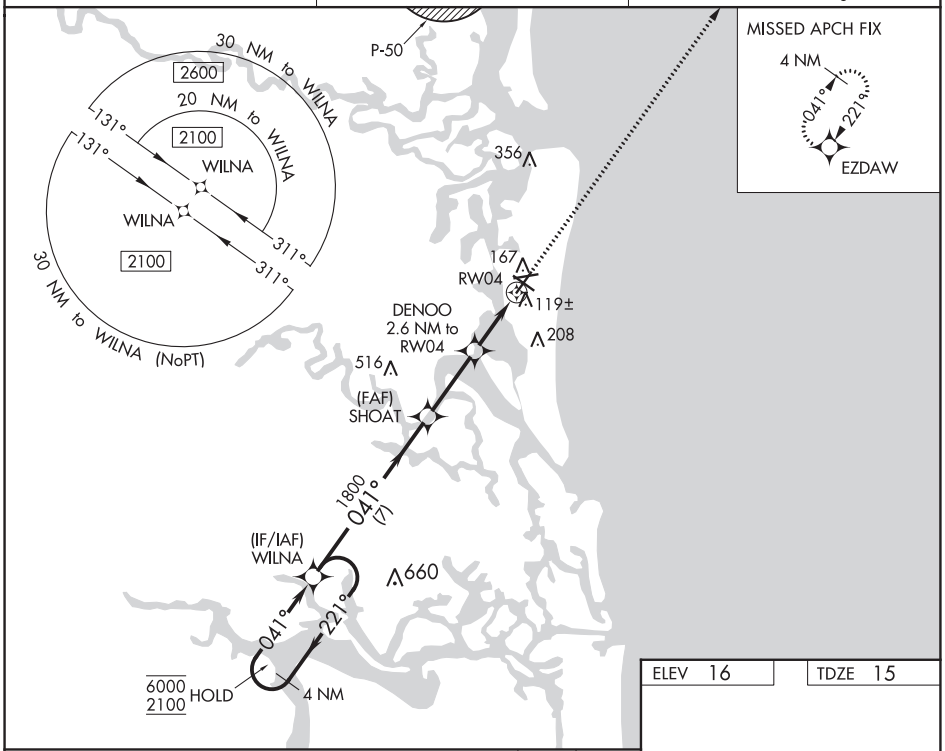
RNAV (GPS) RWY 4
FERNANDINA BEACH MUNI (FHB)

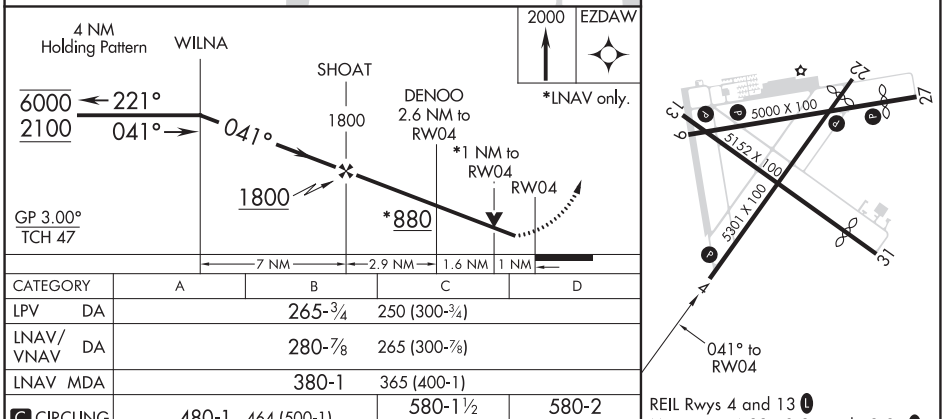
RNP APCH.

Circling Rwy 9, 22, 27 NA at night. Rwy 4 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct EZDAW and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.075	127.0 292.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	265-¾ 250 (300-¾)			
LNAV/VNAV DA	280-⅞ 265 (300-⅞)			
LNAV MDA	380-1 365 (400-1)			
C CIRCLING	480-1 464 (500-1)		580-1½ 564 (600-1½)	580-2 564 (600-2)

REIL Rwys 4 and 13 L
MIRL Rwys 4-22 , 9-27 and 13-31 L

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FERNANDINA BEACH, FLORIDA AL-6597 (FAA) 19339

WAAS CH 50318 W13A	APP CRS 131°	Rwy ldg 5152 TDZE 14 Apt Elev 16

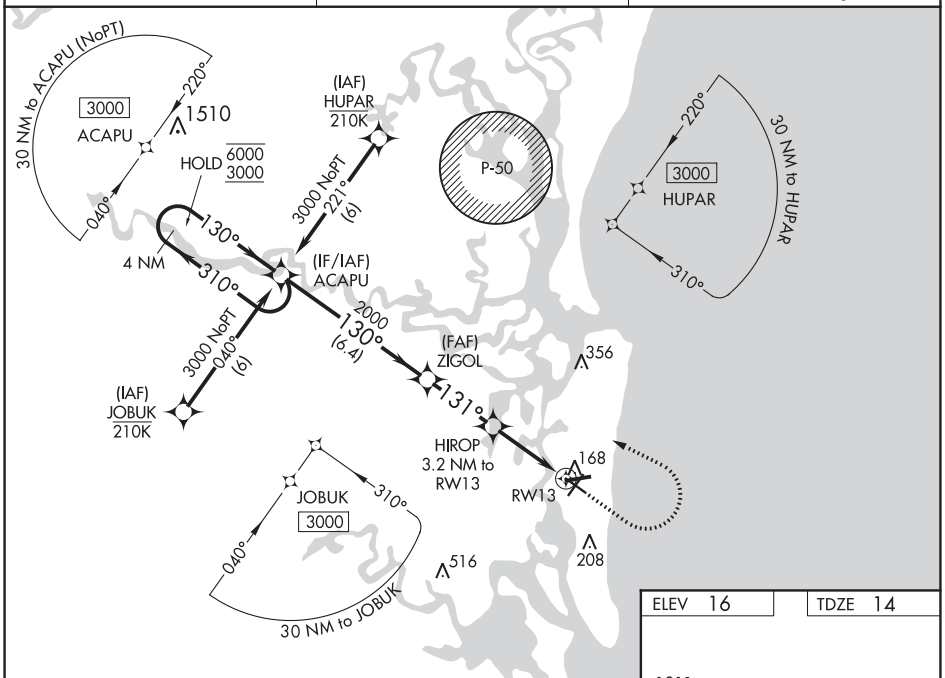
RNAV (GPS) RWY 13
FERNANDINA BEACH MUNI (FHB)

RNP APCH.

Circling Rwy 9, 22, 27 NA at night. Rwy 13 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

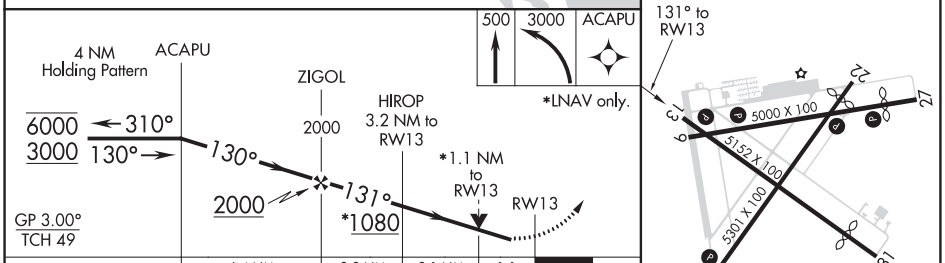
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct ACAPU and hold, continue climb-in-hold to 3000.

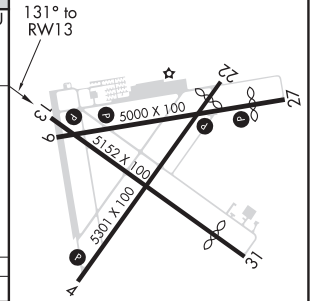
AWOS-3	JACKSONVILLE APP CON	UNICOM
118.075	127.0 292.15	122.7 (CTAF) L



SE-3, 25 FEB 2021 to 22 APR 2021

ELEV 16	TDZE 14





CATEGORY	A	B	C	D
LPV DA	288-1 274 (300-1)			
LNAV/VNAV DA	443-1⅜ 429 (500-1⅜)			
LNAV MDA	420-1 406 (500-1)		420-1⅛ 406 (500-1⅛)	
C CIRCLING	480-1 464 (500-1)		580-1½ 564 (600-1½)	580-2 564 (600-2)

REIL Rwys 4 and 13 L
MIRL Rwys 4-22 , 9-27 and 13-31 L

APP CRS	Rwy ldg	4861
221°	TDZE	16
	Apt Elev	16

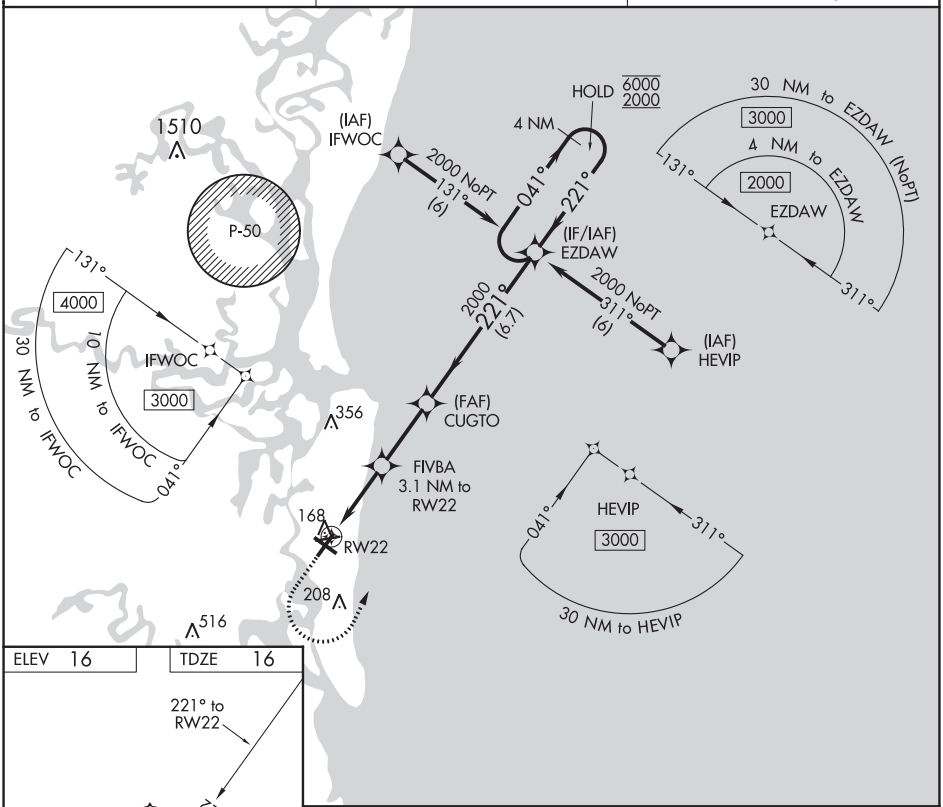
RNAV (GPS) RWY 22
FERNANDINA BEACH MUNI (FHB)

RNP APCH.

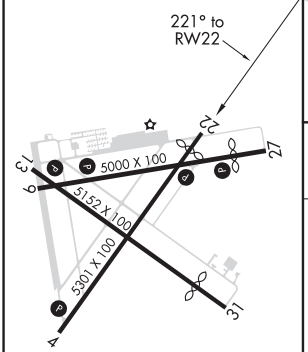
Circling Rwy 9, 22, 27 NA at night. Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 22 NA at night.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct EZDAW and hold.

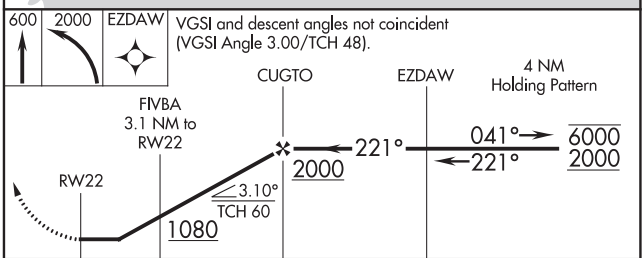
AWOS-3	JACKSONVILLE APP CON	UNICOM
118.075	127.0 292.15	122.7 (CTAF) L



ELEV 16 TDZE 16



REIL Rwys 4 and 13 L
MIRL Rwys 4-22, 9-27 and 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	420-1 404 (500-1)		420-1⅛ 404 (500-1⅛)	
C CIRCLING	480-1 464 (500-1)		580-1½ 564 (600-1½)	580-2 564 (600-2)

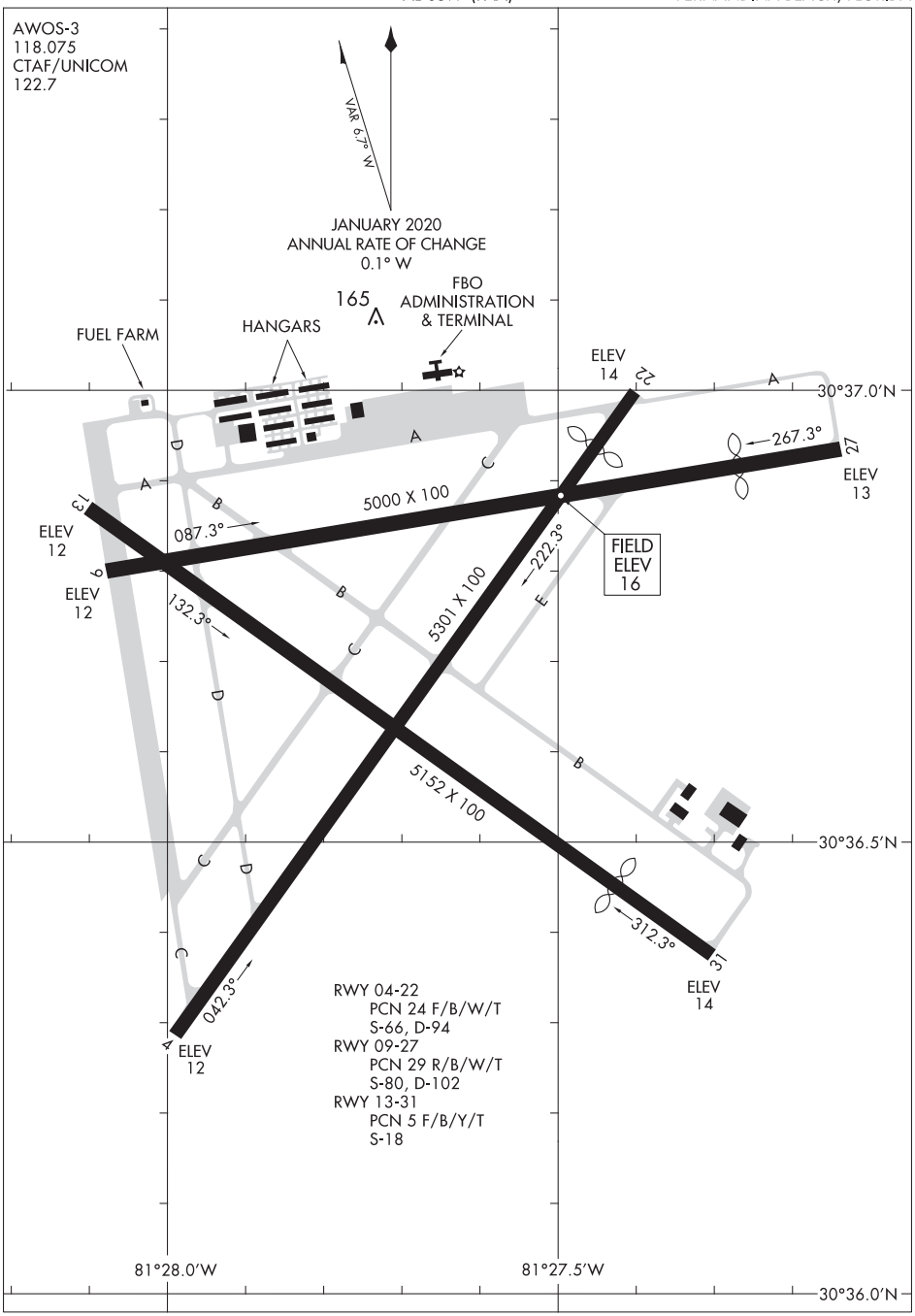
SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

AL-6597 (FAA)

FERNANDINA BEACH MUNI (FHB)
FERNANDINA BEACH, FLORIDA



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AIRPORT DIAGRAM
20086
FERNANDINA BEACH, FLORIDA
FERNANDINA BEACH MUNI (FHB)

LOC I-FXE	APP CRS	Rwy ldg	6002
111.1	091°	TDZE	13
		Apt Elev	13

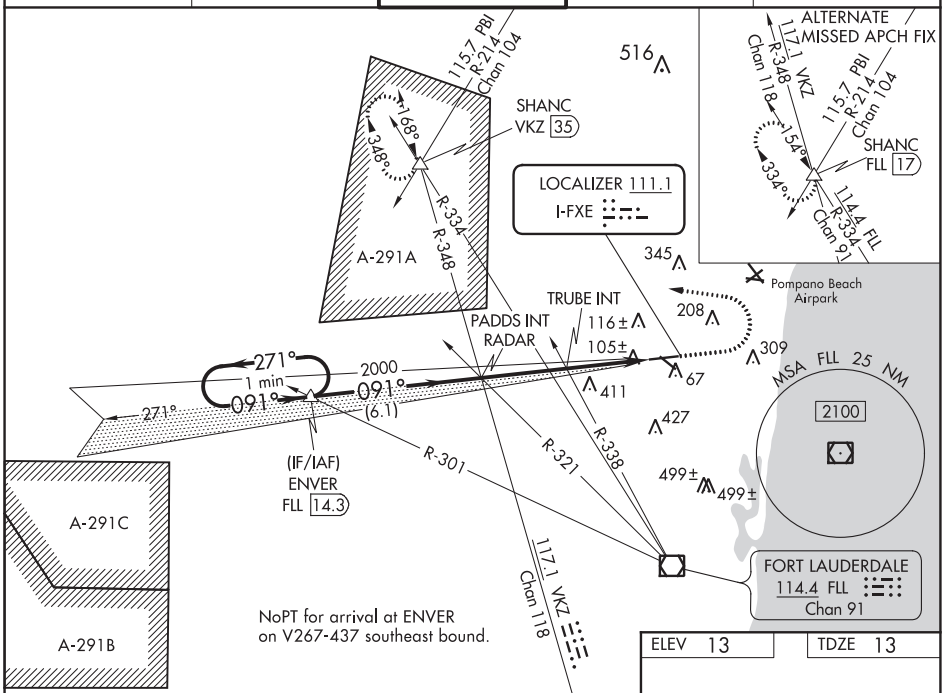
ILS or LOC RWY 9
FORT LAUDERDALE EXECUTIVE (FXE)

When local altimeter setting not received, use Fort Lauderdale/Hollywood Intl altimeter setting and increase S-ILS 9 DA to 231 and increase all MDA 20 feet.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 on heading 285° and on VKZ VOR/DME R-348 to SHANC INT/VKZ 35 DME and hold.

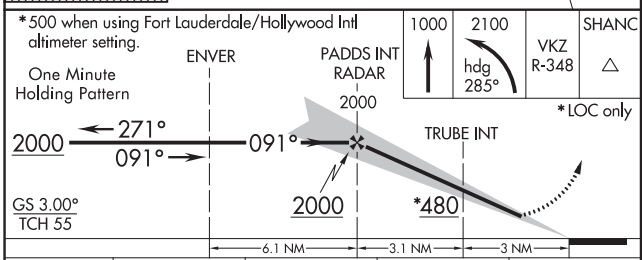
ATIS	MIAMI APP CON	EXECUTIVE TOWER	GND CON	CLNC DEL
119.85	119.7 306.3	120.9 239.3	121.75	127.95

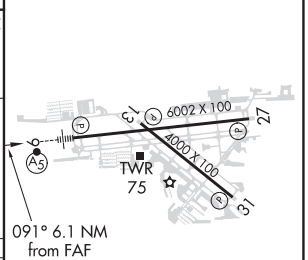


ELEV 13	TDZE 13

*500 when using Fort Lauderdale/Hollywood Intl altimeter setting.

1000	2100 hdg 285°	VKZ R-348	SHANC





CATEGORY	A	B	C	D
S-ILS 9	213-½ 200 (200-½)			
S-LOC 9	480-½ 467 (500-½)		480-1 467 (500-1)	
C CIRCLING	520-1 507 (600-1)	620-1 607 (700-1)	780-2¼ 767 (800-2¼)	780-2½ 767 (800-2½)
TRUBE FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 9	360-½ 347 (400-½)		360-⅝ 347 (400-⅝)	
C CIRCLING	520-1 507 (600-1)	620-1 607 (700-1)	780-2¼ 767 (800-2¼)	780-2½ 767 (800-2½)

REIL Rwys 13, 27 and 31
HIRL Rwy 9-27
MIRL Rwy 13-31

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

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SE-3, 25 FEB 2021 to 22 APR 2021

FORT LAUDERDALE, FLORIDA | AL-5942 (FAA) | 20366

WAAS CH 48919 W09A	APP CRS 091°	Rwy ldg 6002 TDZE 13 Apt Elev 13

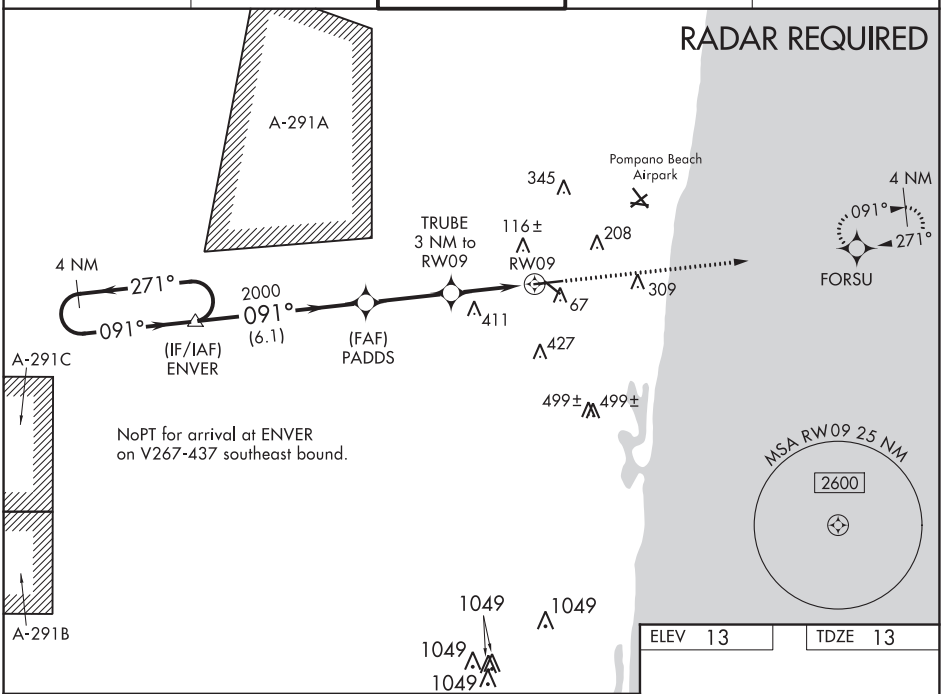
RNAV (GPS) RWY 9
FORT LAUDERDALE EXECUTIVE (FXE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C (40°F) or above 54°C (130°F). When local altimeter setting not received, use Fort Lauderdale/Hollywood Intl altimeter setting and increase LPV DA to 231; LNAV/VNAV DA to 445. Increase all MDA 20 feet, increase LNAV/VNAV all Cats visibility to 1. Baro-VNAV and VDP NA when using Fort Lauderdale/Hollywood Intl altimeter setting. DME/DME RNP-0.3 NA.

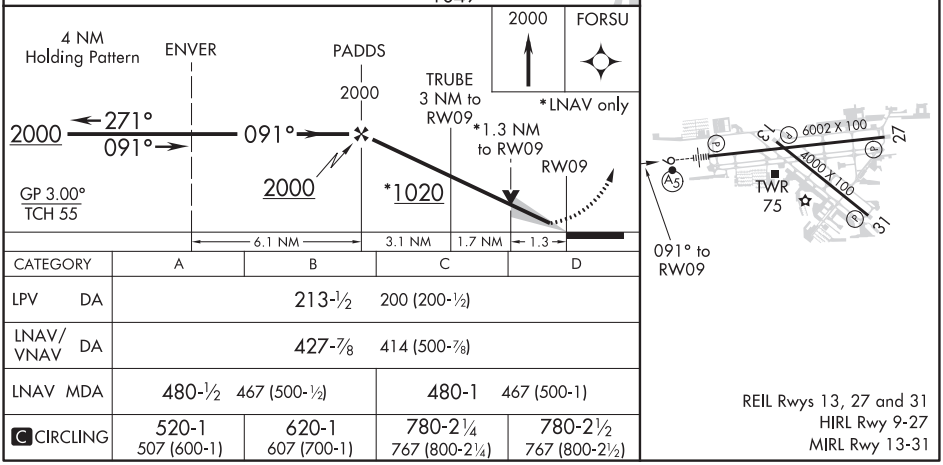
MALSR

MISSED APPROACH: Climb to 2000 direct FORSU and hold.

ATIS	MIAMI APP CON	EXECUTIVE TOWER	GND CON	CLNC DEL
119.85	119.7 306.3	120.9 239.3	121.75	127.95



ELEV 13 | TDZE 13



CATEGORY	A	B	C	D
LPV DA	213-½ 200 (200-½)			
LNAV/VNAV DA	427-⅞ 414 (500-⅞)			
LNAV MDA	480-½ 467 (500-½)		480-1 467 (500-1)	
C CIRCLING	520-1 507 (600-1)	620-1 607 (700-1)	780-2¼ 767 (800-2¼)	780-2½ 767 (800-2½)

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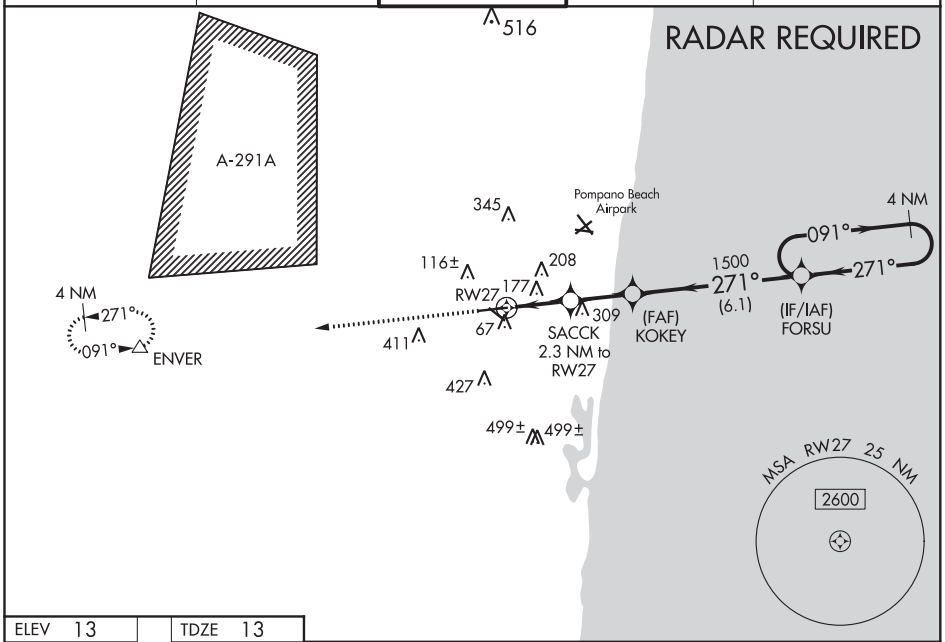
WAAS CH 50319 W27A	APP CRS 271°	Rwy ldg 6002 TDZE 13 Apt Elev 13

RNAV (GPS) RWY 27
FORT LAUDERDALE EXECUTIVE (FXE)

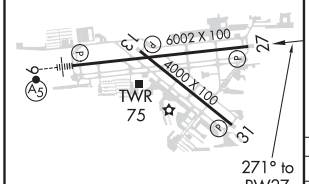
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C (40°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Lauderdale/Hollywood Intl altimeter setting and increase LPV DA to 414; LNAV/VNAV DA to 468. Increase all MDA 20 feet and increase LPV all Cats and LNAV Cats C/D visibility to 1⅜. Baro-VNAV and VDP NA when using Fort Lauderdale/Hollywood Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

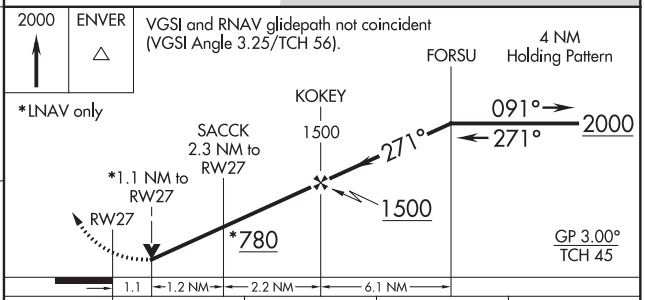
MISSED APPROACH: Climb to 2000 direct ENVER and hold.

ATIS	MIAMI APP CON	EXECUTIVE TOWER	GND CON	CLNC DEL
119.85	119.7 306.3	120.9 239.3	121.75	127.95



ELEV 13	TDZE 13





CATEGORY	A	B	C	D
LPV DA	396-1¼ 383 (400-1¼)			
LNAV/VNAV DA	450-1½ 437 (500-1½)			
LNAV MDA	440-1 427 (500-1)		440-1¼ 427 (500-1¼)	
C CIRCLING	520-1 507 (600-1)	620-1 607 (700-1)	780-2¼ 767 (800-2¼)	780-2½ 767 (800-2½)

HIRL Rwy 9-27
MIRL Rwy 13-31
REIL Rwys 13, 27 and 31

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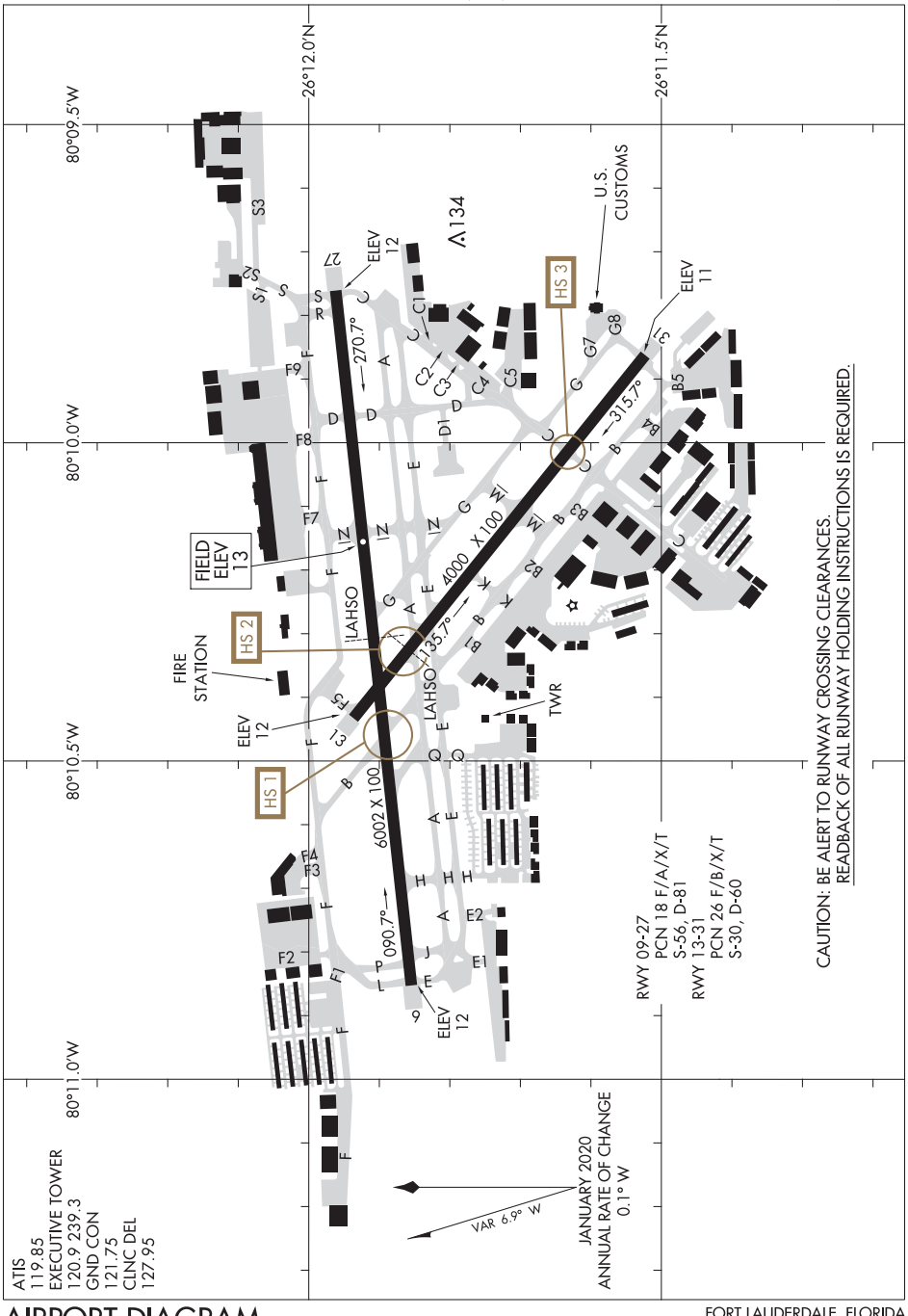
20254

AIRPORT DIAGRAM

AL-5942 (FAA)

FORT LAUDERDALE EXECUTIVE (FXE)
FORT LAUDERDALE, FLORIDA



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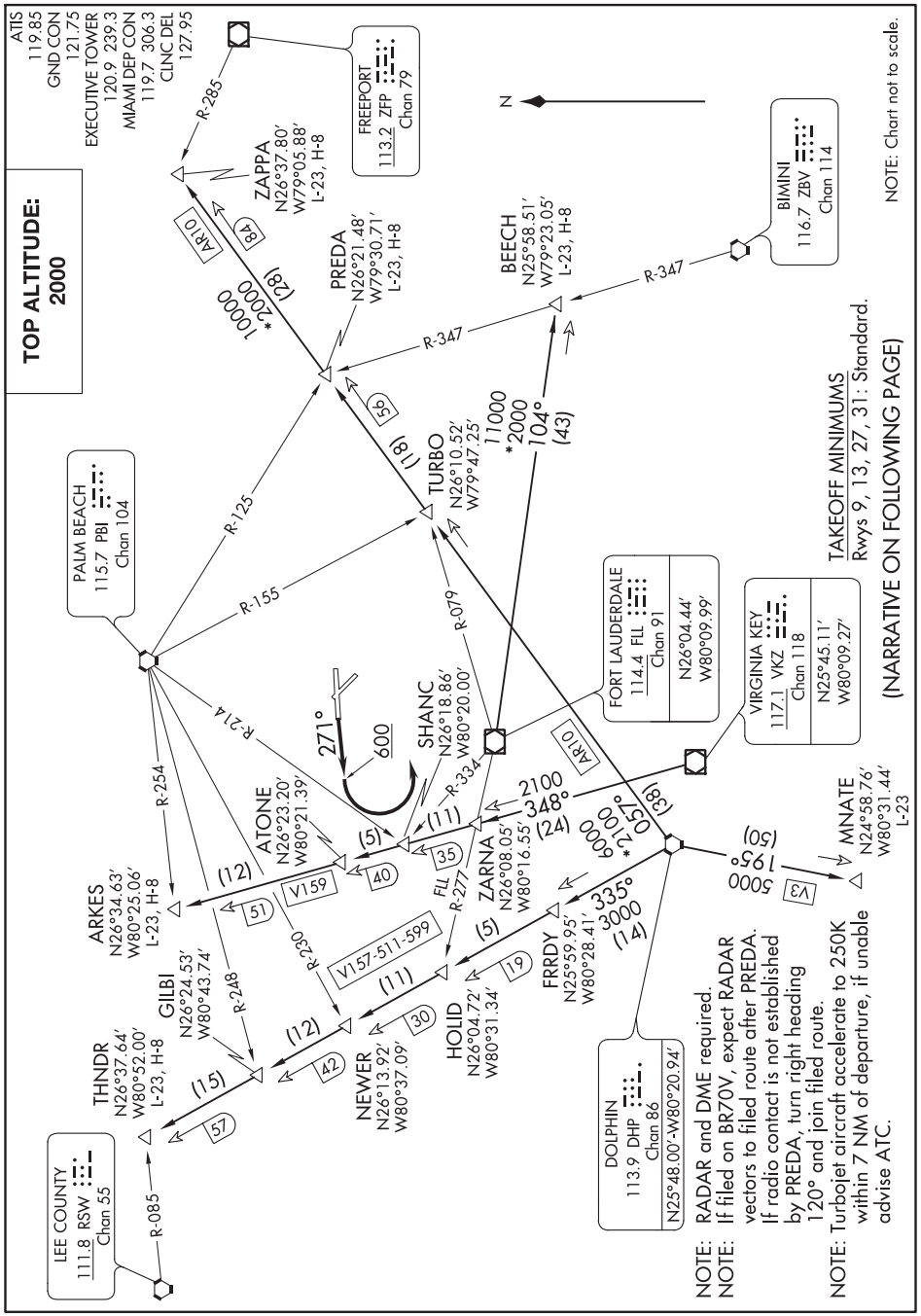
AIRPORT DIAGRAM
20254
FORT LAUDERDALE, FLORIDA
FORT LAUDERDALE EXECUTIVE (FXE)

FORT LAUDERDALE SEVEN DEPARTURE



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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 9, 13, 31: Climb on assigned heading, thence. . . .
TAKEOFF RWY 27: Climb on heading 271° to 600 before turning left. Climb on assigned heading, thence. . . .

. . . .maintain 2000 or assigned higher altitude and expect RADAR vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

ARKES TRANSITION (FLL7.ARKES): From over VKZ VOR/DME on VKZ R-348 to ARKES INT.
BEECH TRANSITION (FLL7.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH INT.
MNATE TRANSITION (FLL7.MNATE): From over DHP VORTAC on DHP R-195 to MNATE.
PREDA TRANSITION (FLL7.PREDA): From over DHP VORTAC on DHP R-057 to PREDA INT.
THNDR TRANSITION (FLL7.THNDR): From over DHP VORTAC on DHP R-335 to THNDR INT.
ZAPPA TRANSITION (FLL7.ZAPPA): From over DHP VORTAC on DHP R-057 to ZAPPA INT.

LOC/DME I-LHI	APP CRS	Rwy ldg	8424
110.1	096°	TDZE	7
Chan 38		Apt Elev	65

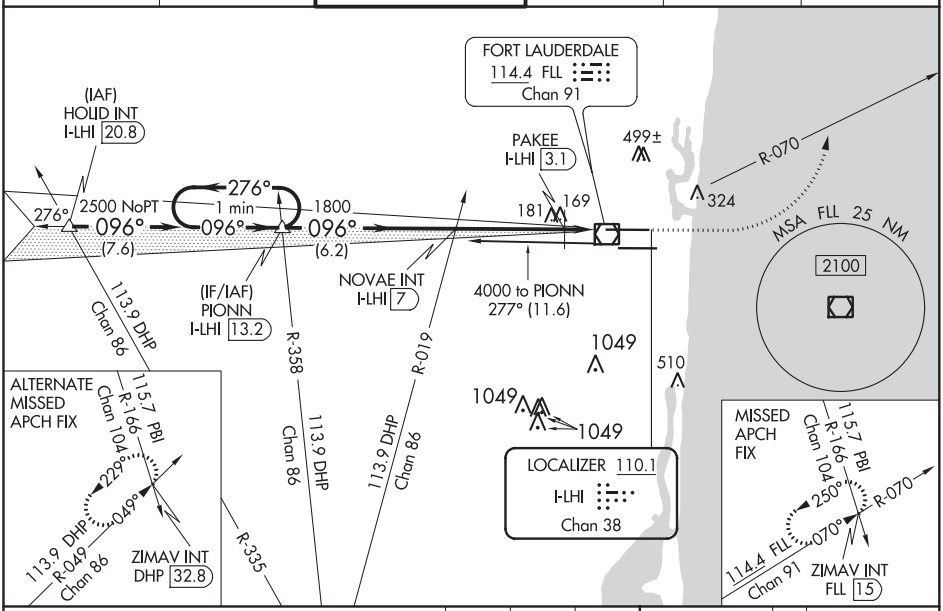
ILS or LOC RWY 10L
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

T A Inop table does not apply to S-ILS 10L all Cats. For inop MALSR, increase S-LOC 10L Cats A, B visibility to RVR 5000 and Cats C, D visibility to 1⅝ miles. PAKEE Fix Minimums: increase S-LOC 10L all Cats visibility to RVR 5500. Rwy 10L helicopter visibility reduction below RVR 4000 NA. Simultaneous approach authorized.

MALSR A5

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 on FLL VOR/DME R-070 to ZIMAV INT/FLL 15 DME and hold.

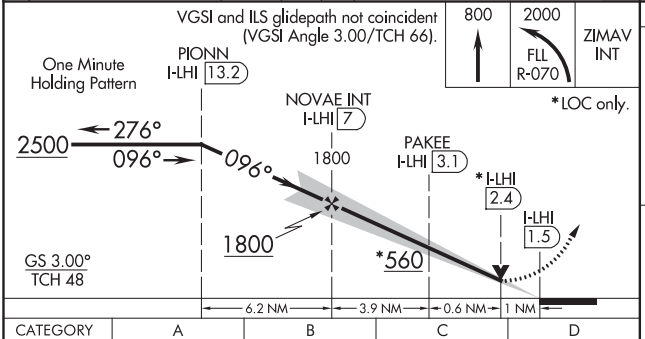
D-ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL	CPDLC
135.0	133.775 285.6	119.3 257.8	121.4	128.4	

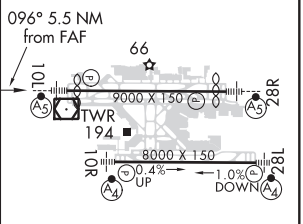


VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).

800	2000	ZIMAV INT
	FLL R-070	

ELEV 65 | D | TDZE 7





HIRL Rwy 10L-28R and 10R-28L

CATEGORY	A	B	C	D
S-ILS 10L	257/40 250 (200-¾)			
S-LOC 10L	560/40 553 (500-¾)		560/60 553 (500-1¼)	
C CIRCLING	680-1 615 (700-1)		800-2¼ 735 (800-2¼)	800-2½ 735 (800-2½)
PAKEE FIX MINIMUMS (DME REQUIRED)				
S-LOC 10L	380/40 373 (400-¾)			
C CIRCLING	680-1 615 (700-1)		800-2¼ 735 (800-2¼)	800-2½ 735 (800-2½)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

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SE-3, 25 FEB 2021 to 22 APR 2021

FORT LAUDERDALE, FLORIDA

AL-744 (FAA)

20142

ILS or LOC RWY 10R
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

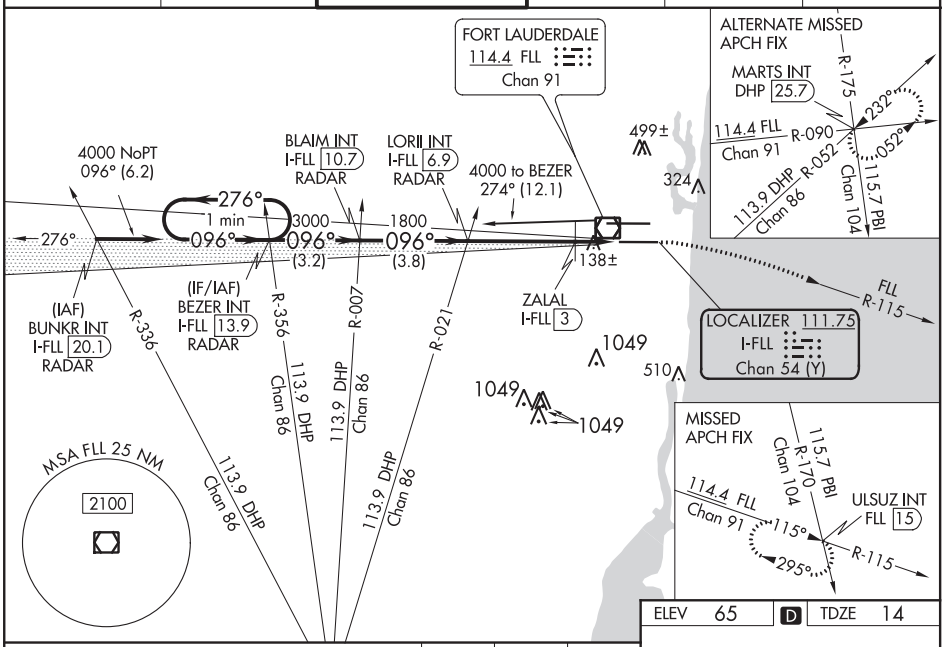
LOC/DME I-FLL	APP CRS	Rwy ldg	8000
111.75	096°	TDZE	14
Chan 54 (Y)		Apt Elev	65

T A Simultaneous approach authorized. Rwy 10R helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 10R all Cats. For inop ALS, increase S-LOC 10R Cat D visibility to 1⅝ SM. For inop ALS when using ZALAL FIX minimums, increase S-LOC 10R Cat D visibility to 1⅜ SM.

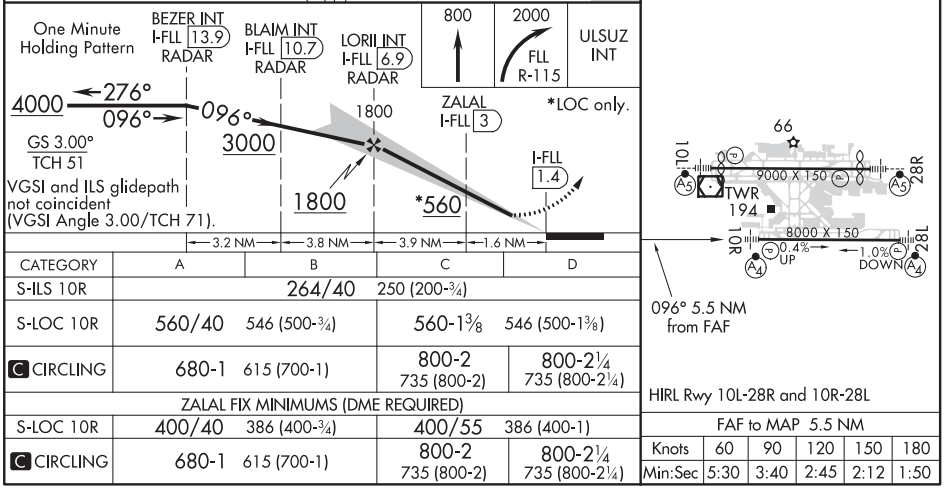
MALSF

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on FLL VOR/DME R-115 to ULSUZ INT/FLL 15 DME and hold.

D-ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL	CPDLC
135.0	133.775 285.6	119.3 257.8	121.4	128.4	



SE-3, 25 FEB 2021 to 22 APR 2021



CATEGORY	A	B	C	D
S-ILS 10R	264/40	250 (200-¾)		
S-LOC 10R	560/40	546 (500-¾)	560-1⅜	546 (500-1⅜)
C CIRCLING	680-1	615 (700-1)	800-2 735 (800-2)	800-2¼ 735 (800-2¼)
ZALAL FIX MINIMUMS (DME REQUIRED)				
S-LOC 10R	400/40	386 (400-¾)	400/55	386 (400-1)
C CIRCLING	680-1	615 (700-1)	800-2 735 (800-2)	800-2¼ 735 (800-2¼)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-3, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 28L
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

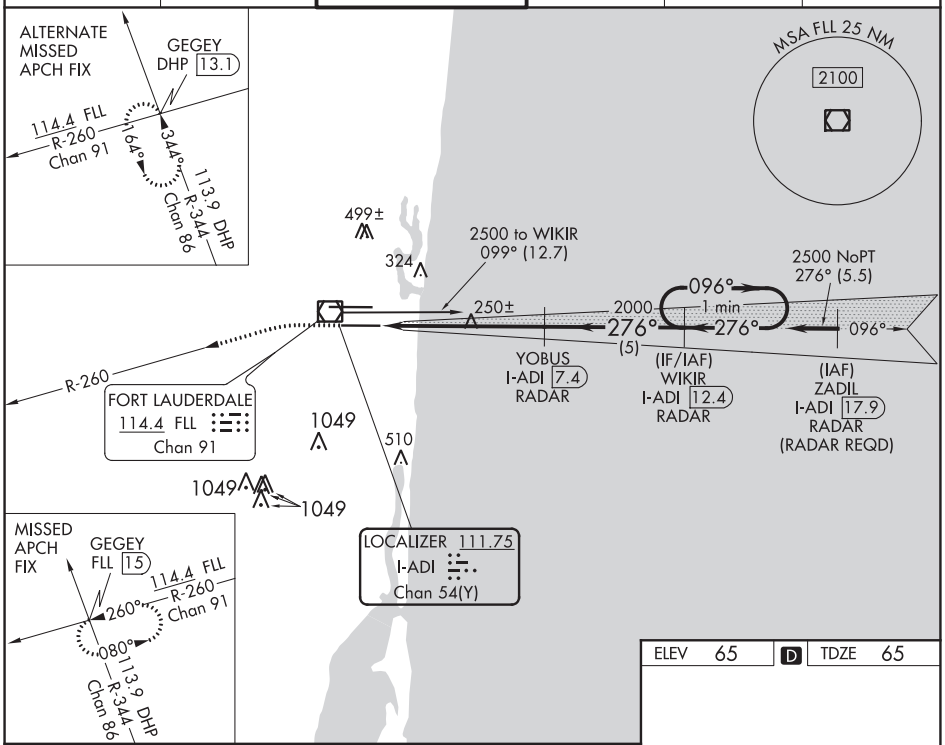
LOC/DME I-ADI	APP CRS	Rwy ldg	8000
111.75	276°	TDZE	65
Chan 54(Y)		Apt Elev	65

DME or RADAR Required. Simultaneous approach authorized. Inop table does not apply to S-ILS 28L. For inop ALS, increase S-LOC 28L Cat D visibility to 1¼ SM.

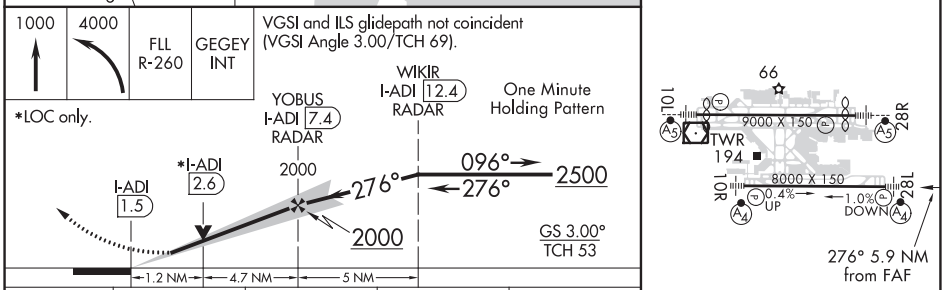
MALSF

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 on FLL VOR/DME R-260 to GEGEY INT/FLL 15 DME and hold, continue climb-in-hold to 4000.

D-ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL	CPDLC
135.0	133.775 285.6	119.3 257.8	121.4	128.4	



ELEV	65	D	TDZE	65



HIRL Rwy 10L-28R and 10R-28L

CATEGORY	A	B	C	D
S-ILS 28L	265/40 200 (200-¾)			
S-LOC 28L	500/40 435 (500-¾)		500/50 435 (500-1)	
C CIRCLING	680-1 615 (700-1)		800-2 735 (800-2)	800-2¼ 735 (800-2¼)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

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FORT LAUDERDALE, FLORIDA

AL-744 (FAA)

20254

ILS or LOC RWY 28R

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

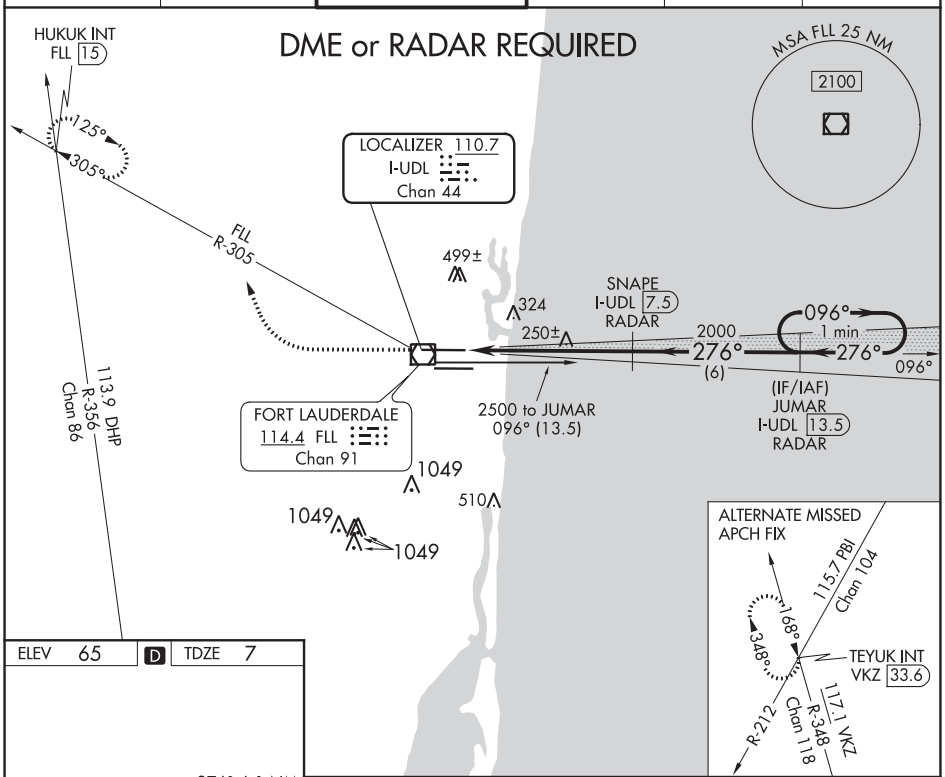
LOC/DME I-UDL	APP CRS	Rwy ldg	8394
110.7	276°	TDZE	7
Chan 44		Apt Elev	65

For inop MALSR, increase S-LOC 28R Cat C/D visibility to 1⅜ mile.
Simultaneous approach authorized.
Inop table does not apply to S-ILS 28R.

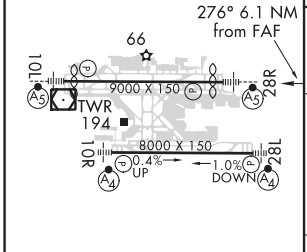
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 on FLL VOR/DME R-305 to HUKUK INT/FLL 15 DME and hold, continue climb-in-hold to 4000.

D-ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL	CPDLC
135.0	133.775 285.6	119.3 257.8	121.4	128.4	

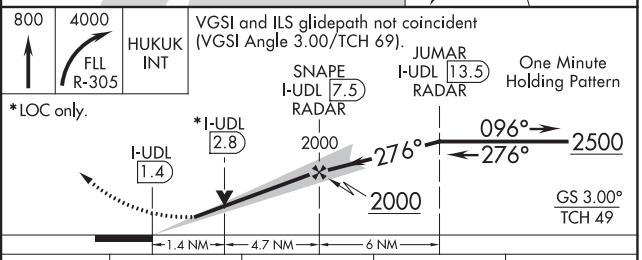


ELEV 65 | D | TDZE 7



HIRL Rwy 10L-28R and 10R-28L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-ILS 28R	257/40	250 (200-¾)		
S-LOC 28R	520/24	513 (500-½)	520/55	513 (500-1)
C CIRCLING	680-1	615 (700-1)	800-2¼ 735 (800-2¼)	800-2½ 735 (800-2½)

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APP CRS	Rwy ldg	8424
096°	TDZE	7
	Apt Elev	65

RNAV (RNP) Y RWY 10L
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

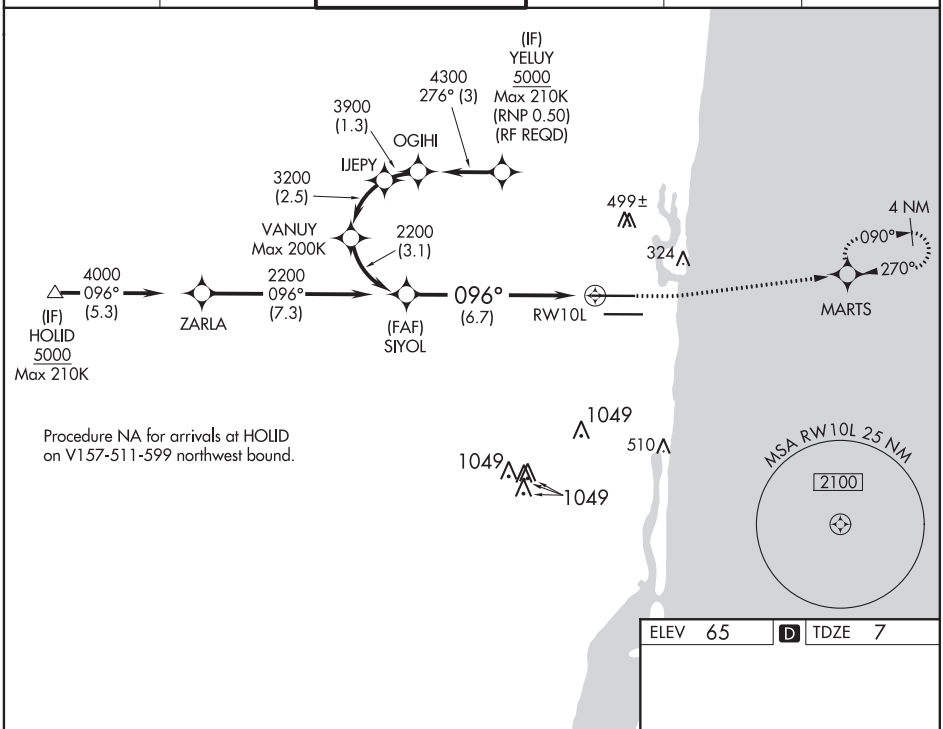
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 54°C. Inop table does not apply to RNP 0.30 DA. For inop ALS, increase RNP 0.15 DA visibility all Cats to RVR 5500.

MALSR

MISSED APPROACH: Climb to 500, then climb to 4000 direct MARTS and hold, continue climb-in-hold to 4000.

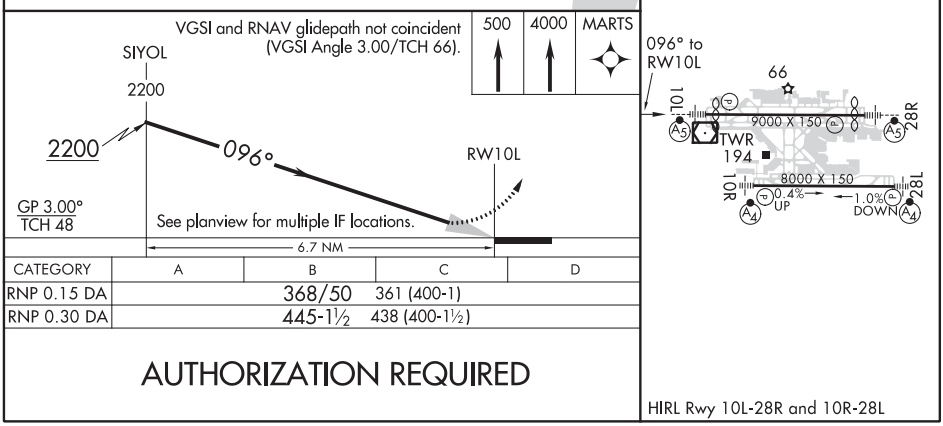
D-ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL	CPDLC
135.0	133.775 285.6	119.3 257.8	121.4	128.4	



Procedure NA for arrivals at HOLID on V157-511-599 northwest bound.

ELEV 65 D TDZE 7

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).



See planview for multiple IF locations.

CATEGORY	A	B	C	D
RNP 0.15 DA	368/50	361 (400-1)		
RNP 0.30 DA	445-1½	438 (400-1½)		

AUTHORIZATION REQUIRED

HIRL Rwy 10L-28R and 10R-28L

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FORT LAUDERDALE, FLORIDA | AL-744 (FAA) | 20142

APP CRS	Rwy ldg	8394
276°	TDZE	7
	Apt Elev	9

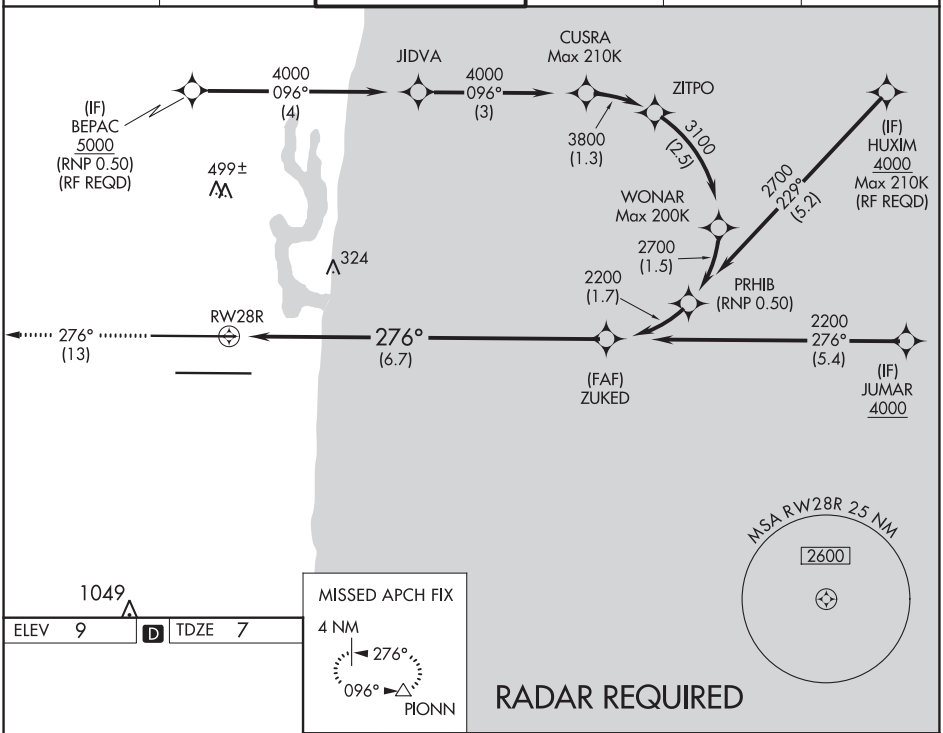
RNAV (RNP) Z RWY 28R
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

For uncompensated Baro-VNAV systems, procedure NA below 5°C (40°F) or above 54°C (130°F).
GPS Required.
Inop table does not apply.

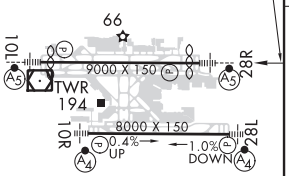
MALSR

MISSED APPROACH: Climb to 4000 on track 276° to PIONN and hold, continue climb-in-hold to 4000.

D-ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL	CPDLC
135.0	133.775 285.6	119.3 257.8	121.4	128.4	



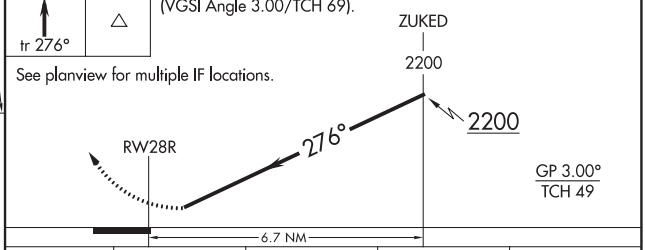
ELEV 9 | D | TDZE 7



4000	PIONN
tr 276°	△

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.15 DA	405-1⅜ 398 (400-1⅜)			
RNP 0.30 DA	627-1⅝ 620 (700-1⅜)			

HIRL Rwy 10L-28R and 10R-28L

AUTHORIZATION REQUIRED

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WAAS CH 63236 W10B	APP CRS 096°	Rwy ldg 8000 TDZE 14 Apt Elev 65

RNAV (GPS) RWY 10R
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

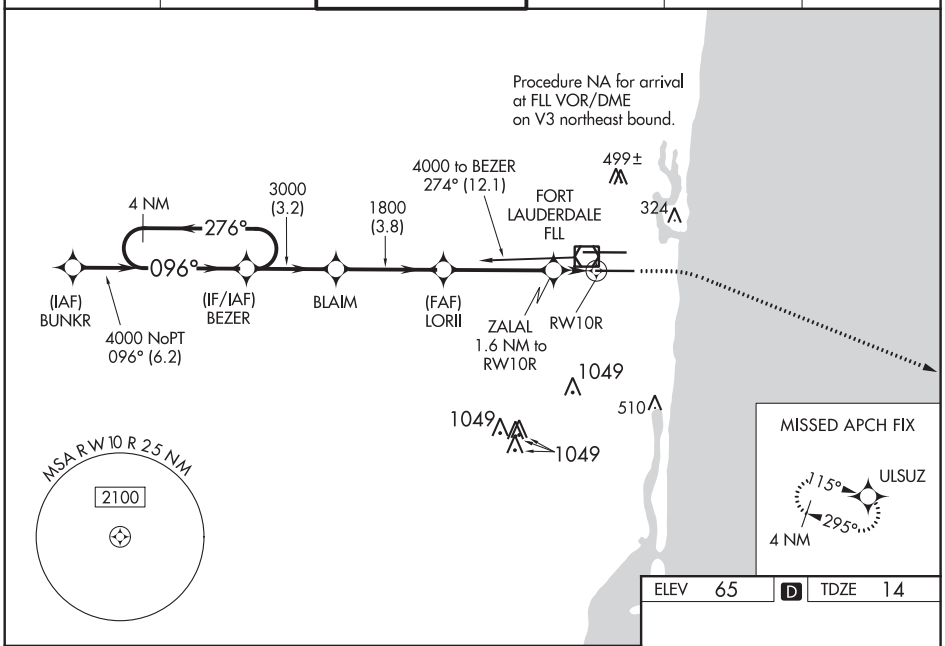
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C (43°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Rwy 10R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase LNAV/VNAV Cat D and LNAV Cats C and D visibility to 1⅜ SM. Inop Table does not apply to LPV all Cats. LNAV procedure NA during simultaneous operations.

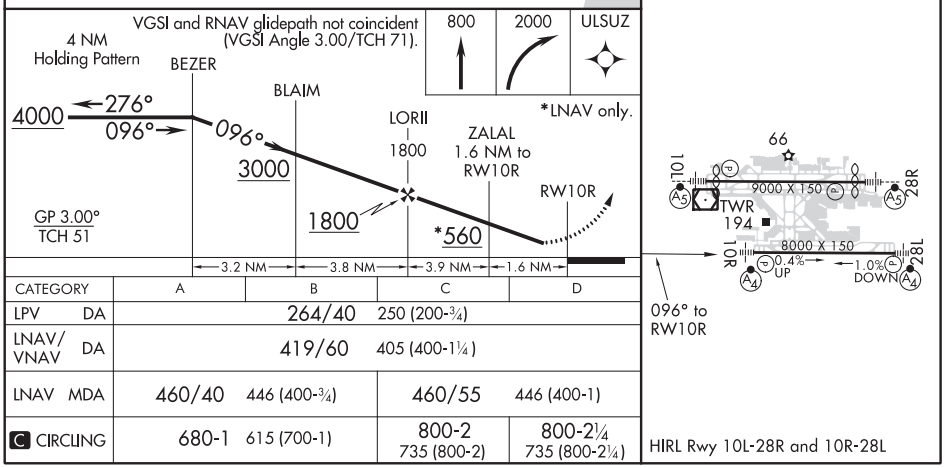
MALSF

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct ULSUZ and hold.

D-ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL	CPDLC
135.0	133.775 285.6	119.3 257.8	121.4	128.4	



ELEV 65 | D | TDZE 14



CATEGORY	A	B	C	D
LPV DA	264/40 250 (200-¾)			
LNAV/VNAV DA	419/60 405 (400-1¼)			
LNAV MDA	460/40 446 (400-¾)		460/55 446 (400-1)	
C CIRCLING	680-1 615 (700-1)		800-2 735 (800-2)	800-2¼ 735 (800-2¼)

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FORT LAUDERDALE, FLORIDA

AL-744 (FAA)

20142

RNAV (GPS) RWY 28L
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

WAAS CH 58336 W28B	APP CRS 276°	Rwy ldg 8000 TDZE 65 Apt Elev 65

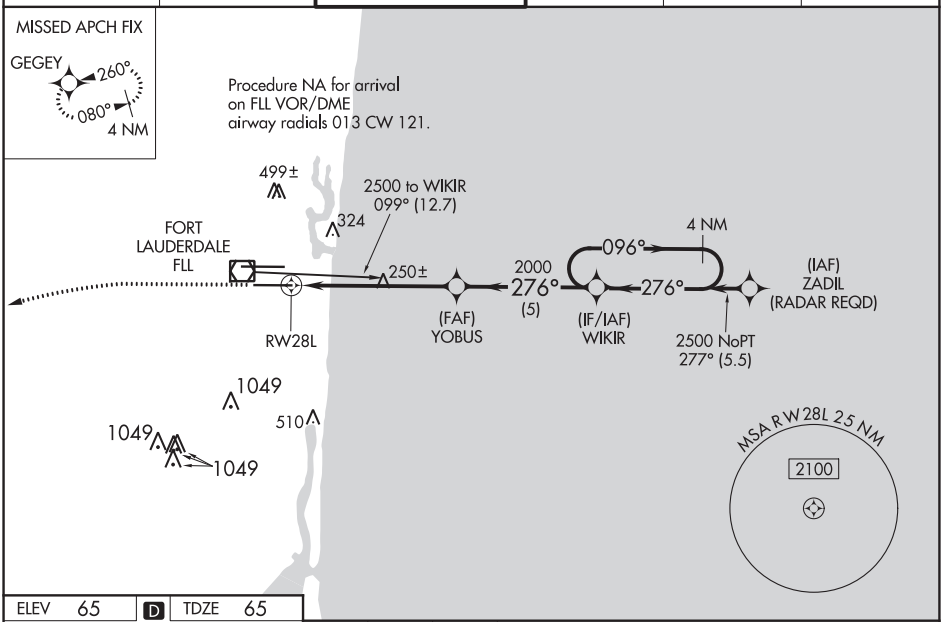
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C (43°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS increase LNAV Cats C/D visibility to 1¼ SM. Inop table does not apply to LPV all Cats.

MALSF

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct GEGEY and hold, continue climb-in-hold to 4000.

D-ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL	CPDLC
135.0	133.775 285.6	119.3 257.8	121.4	128.4	

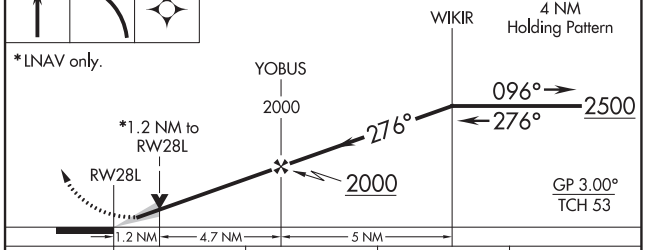


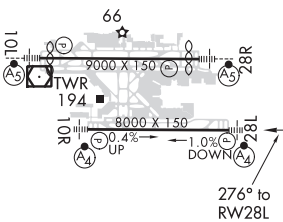
ELEV 65 | D | TDZE 65

1000 | 4000 | GEGEY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

*LNAV only.





CATEGORY	A	B	C	D
LPV DA	265/40 200 (200-¾)			
LNAV/VNAV DA	389/40 324 (400-¾)			
LNAV MDA	500/40 435 (500-¾)		500/50 435 (500-1)	
C CIRCLING	680-1 615 (700-1)		800-2 735 (700-2)	800-2¼ 735 (800-2¼)

HIRL Rwy 10L-28R and 10R-28L

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WAAS CH 61002 W28A	APP CRS 276°	Rwy ldg 8394 TDZE 7 Apt Elev 65

RNAV (GPS) Y RWY 28R
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

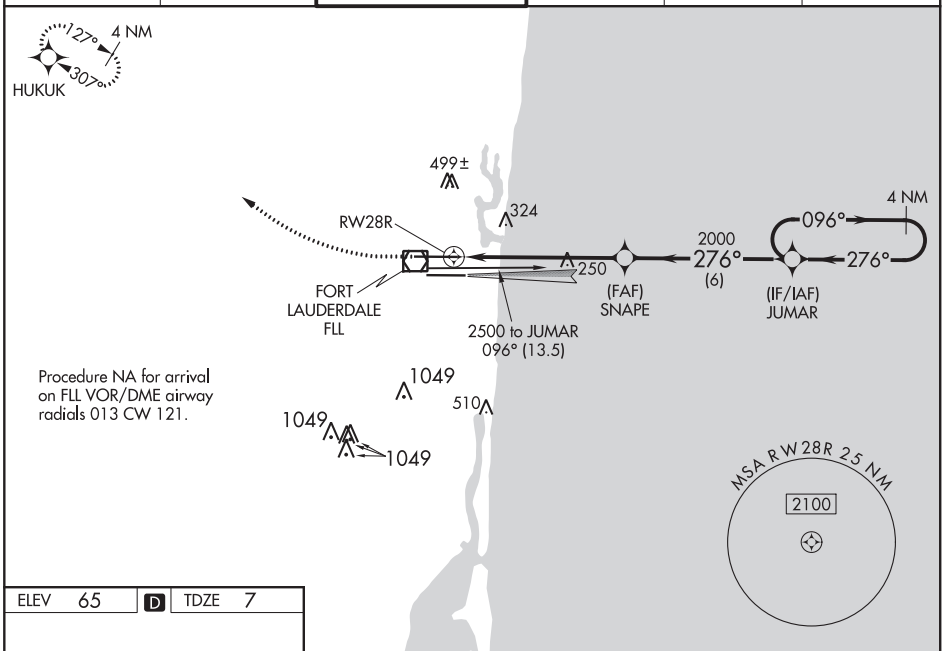
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (40°F) or above 54°C (130°F). Inop table does not apply to LPV all Cats. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized. For inop ALS, increase LNAV Cats C/D visibility to 1¾ SM.

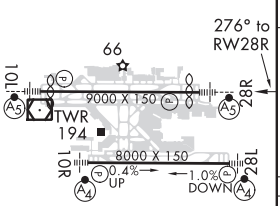
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct HUKUK and hold, continue climb-in-hold to 4000.

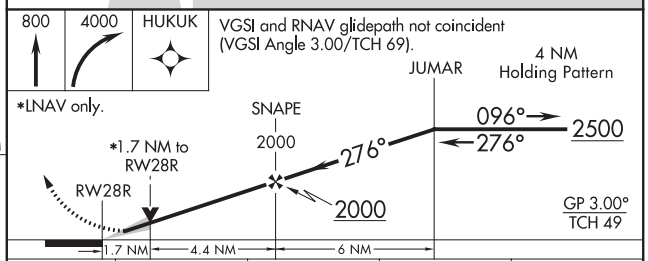
D-ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL	CPDLC
135.0	133.775 285.6	119.3 257.8	121.4	128.4	



ELEV 65 | D | TDZE 7



HIRL Rwy 10L-28R and 10R-28L



CATEGORY	A	B	C	D
LPV DA	257/40 250 (200-¾)			
LNAV/VNAV DA	594-1½ 587 (600-1½)			
LNAV MDA	620/24 613 (700-½)		620-1⅜ 613 (700-1⅜)	
C CIRCLING	680-1 615 (700-1)		800-2 735 (800-2)	800-2¼ 735 (800-2¼)

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FORT LAUDERDALE, FLORIDA

AL-744 (FAA)

20142

RNAV (GPS) Z RWY 10L
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

WAAS CH 48902 W10A	APP CRS 096°	Rwy ldg 8424 TDZE 7 Apt Elev 65

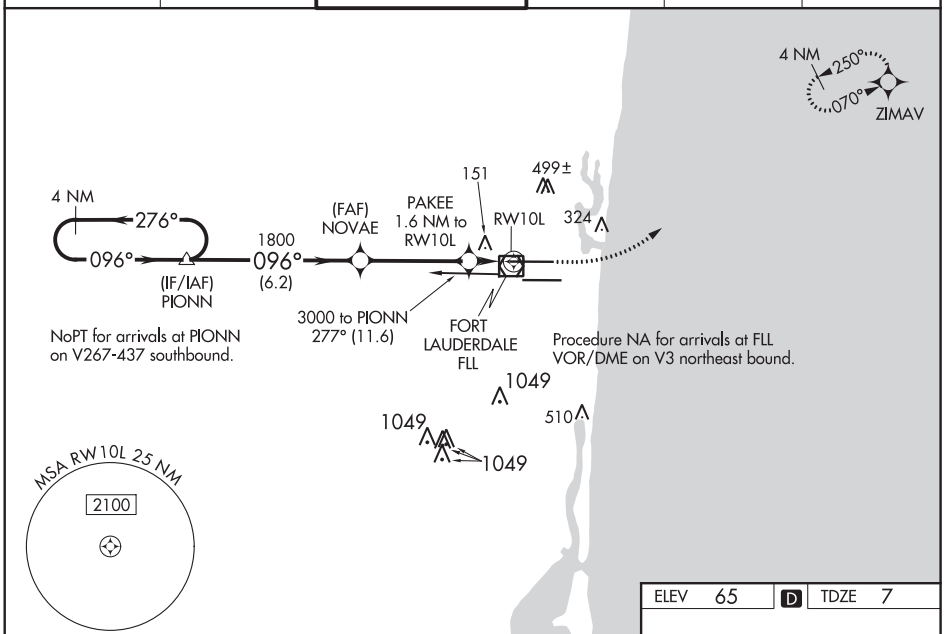
RNP APCH.

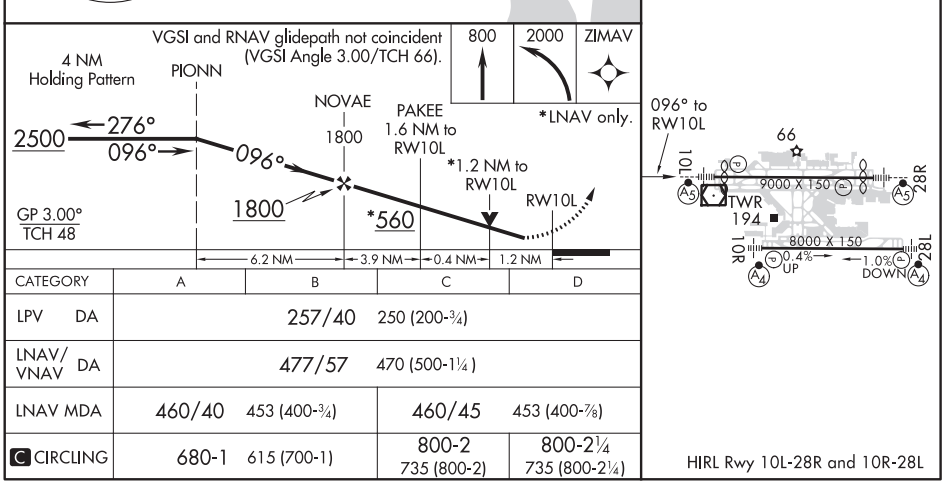
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (40°F) or above 54°C (130°F). For inop MALSR, increase LNAV Cat A, B visibility to RVR 5500. Rwy 10L helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV all Cats. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct ZIMAV and hold.

D-ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL	CPDLC
135.0	133.775 285.6	119.3 257.8	121.4	128.4	





CATEGORY	A	B	C	D
LPV DA	257/40 250 (200-¾)			
LNAV/VNAV DA	477/57 470 (500-1¼)			
LNAV MDA	460/40 453 (400-¾)		460/45 453 (400-⅞)	
C CIRCLING	680-1 615 (700-1)		800-2 735 (800-2)	800-2¼ 735 (800-2¼)

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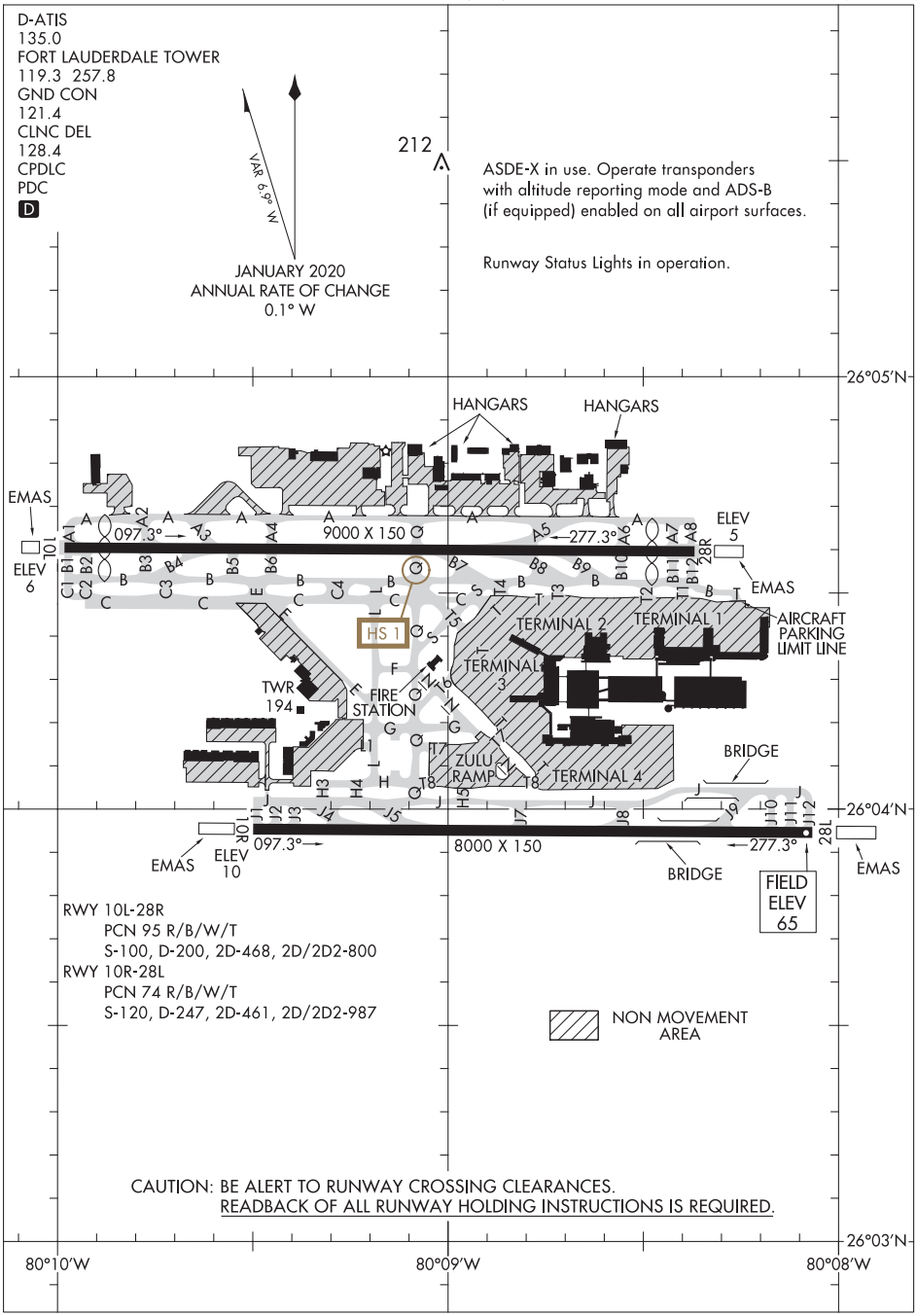

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(ARKES4.ARKES) 18088 AL-744 (FAA)

ARKES FOUR DEPARTURE (RNAV)

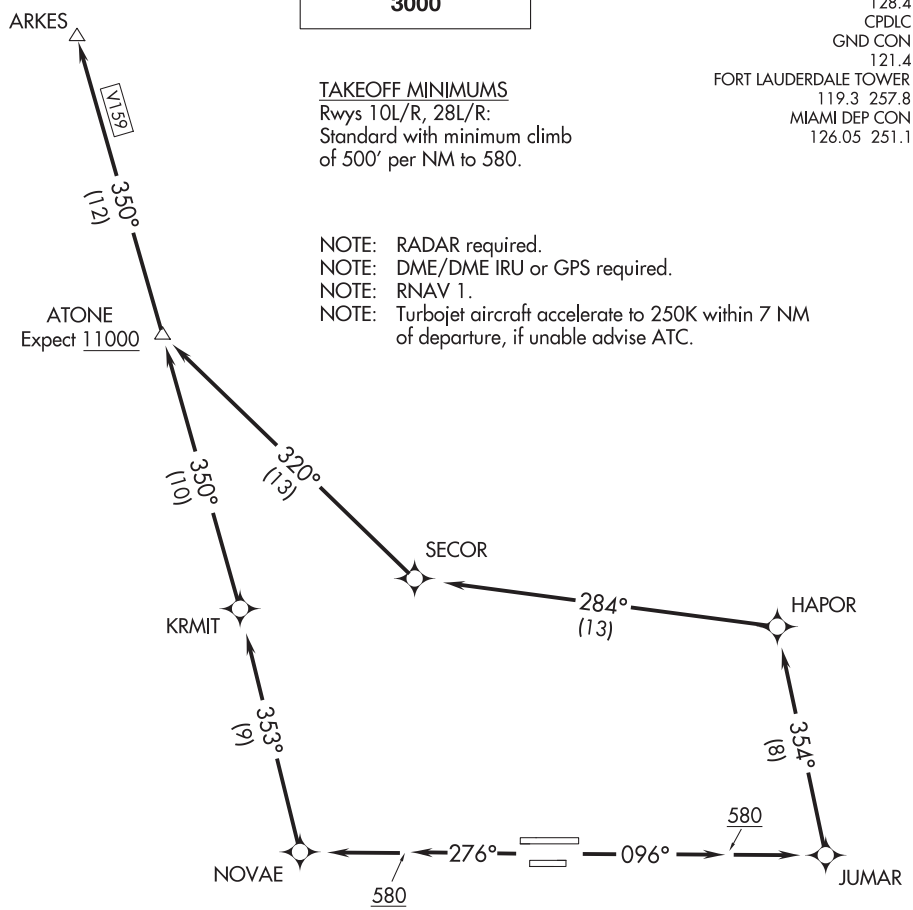
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA

TOP ALTITUDE: 3000

D-ATIS 135.0
CLNC DEL 128.4
CPDLC
GND CON 121.4
FORT LAUDERDALE TOWER 119.3 257.8
MIAMI DEP CON 126.05 251.1

TAKEOFF MINIMUMS
Rwys 10L/R, 28L/R:
Standard with minimum climb of 500′ per NM to 580.

NOTE: RADAR required.
NOTE: DME/DME IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft accelerate to 250K within 7 NM of departure, if unable advise ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 10L/R: Climb heading 096° to 580, then direct JUMAR, then turn left on track 354° to HAPOR, then on depicted route to ARKES, thence. . . .
TAKEOFF RWYS 28L/R: Climb heading 276° to 580, then direct NOVAE, then on depicted route to ARKES, thence. . . .

. . . .maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

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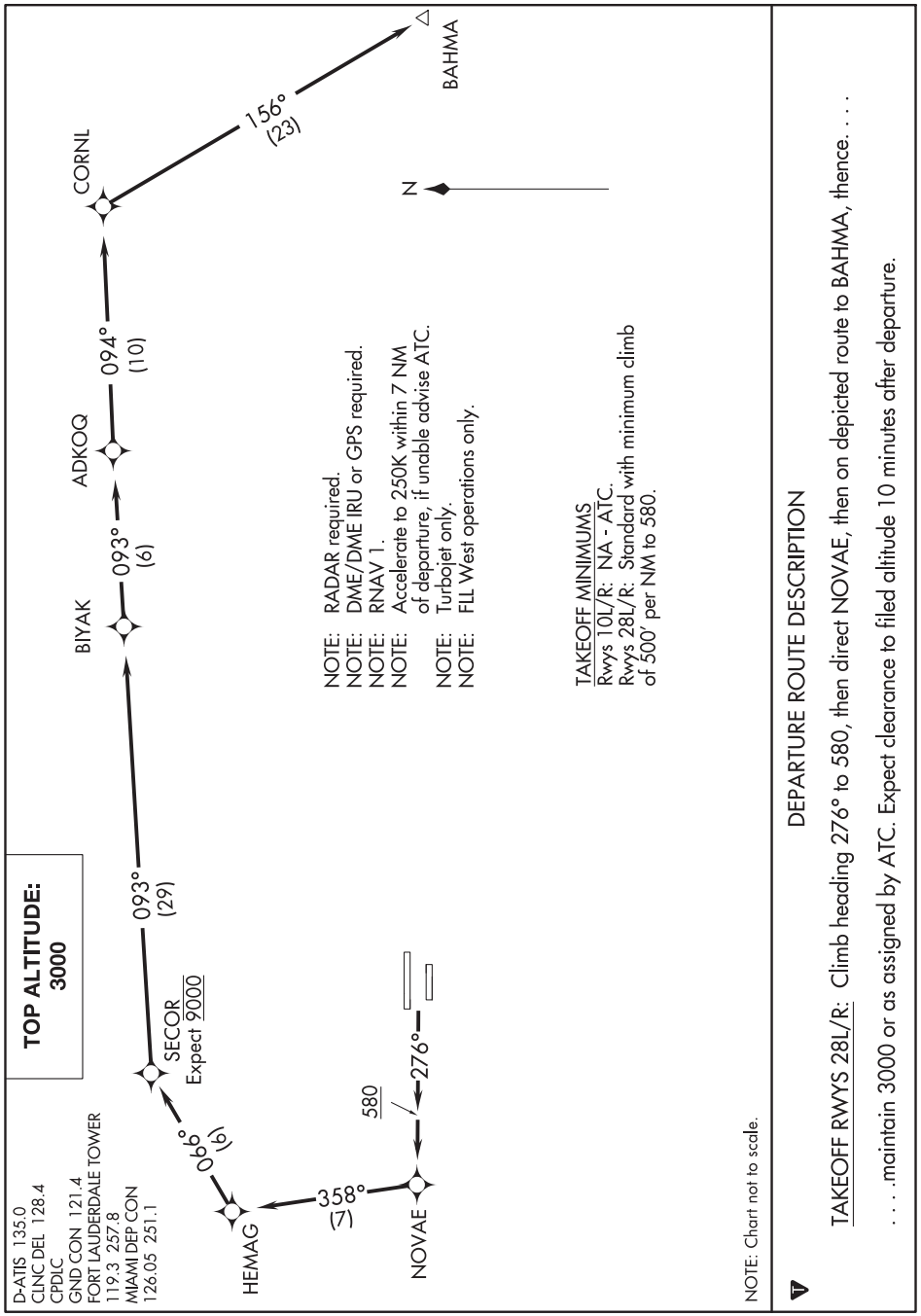

TOP ALTITUDE: 3000
D-ATIS 135.0
CLNC DEL 128.4
CPDLC
GND CON 121.4
FORT LAUDERDALE TOWER
119.3 257.8
MIAMI DEP CON
126.05 251.1
HEMAG
090° (9)
SECOR
Expect 9000
093° (29)
BIYAK
093° (6)
ADKOQ
094° (10)
CORNL
156° (23)
BAHMA
358° (7)
NOVAE
580
276°
N
NOTE: RADAR required.
NOTE: DME/DME IRU or GPS required.
NOTE: RNAV 1.
NOTE: Accelerate to 250K within 7 NM of departure, if unable advise ATC.
NOTE: Turbojet only.
NOTE: FLL West operations only.
TAKEOFF MINIMUMS
Rwys 10L/R: NA - ATC.
Rwys 28L/R: Standard with minimum climb of 500' per NM to 580.
NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RWYS 28L/R: Climb heading 276° to 580, then direct NOVAE, then on depicted route to BAHMA, thence. . . .
. . . .maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

BEECH FIVE DEPARTURE (RNAV)

(BEECH5.BEECH) 25JUN15

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

FORT LAUDERDALE, FLORIDA

(BEECH5.BEECH) 18088

BEECH FIVE DEPARTURE (RNAV)

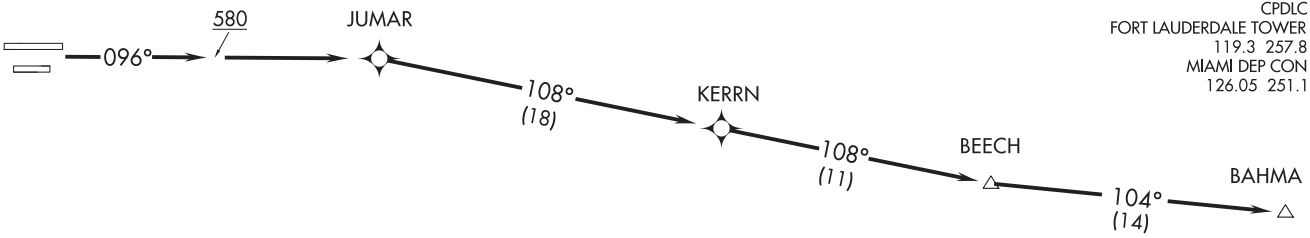
AL-744 (FAA)

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

FORT LAUDERDALE, FLORIDA

TOP ALTITUDE: 3000

D-ATIS 135.0
CLNC DEL 128.4
GND CON 121.4
CPDLC
FORT LAUDERDALE TOWER 119.3 257.8
MIAMI DEP CON 126.05 251.1



TAKEOFF MINIMUMS
Rwys 10L/R: Standard with minimum climb of 500′ per NM to 580.
Rwys 28L/R: NA - ATC.

N

NOTE: RADAR required.
NOTE: DME/DME IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet only.
NOTE: FLL east operations only.
NOTE: Accelerate to 250K within 7 NM of departure, if unable advise ATC.

NOTE: Chart not to scale.

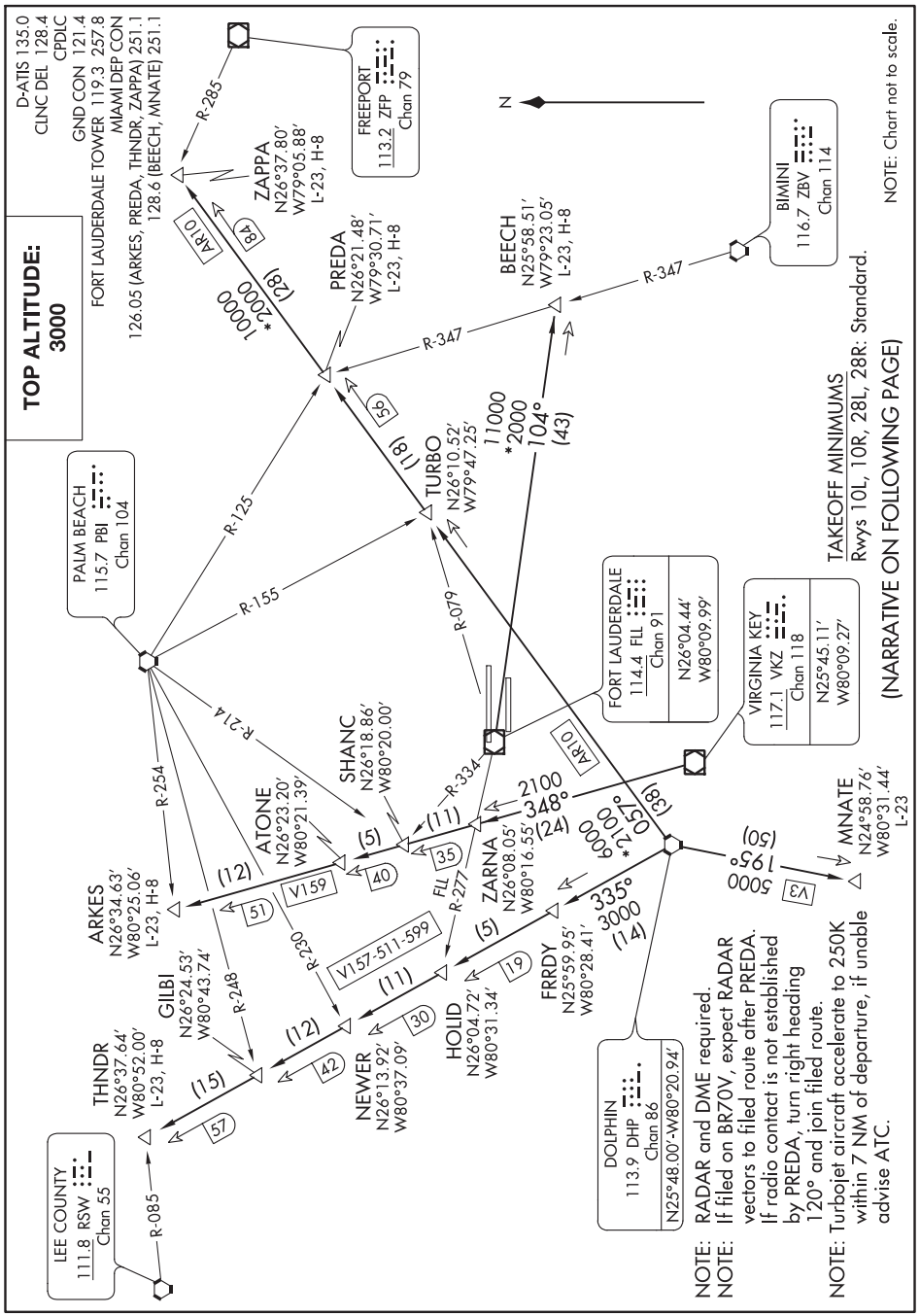
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 10L/R: Climb heading 096° to 580, then direct JUMAR, then on depicted route to BAHMA, thence. . . .

. . . .maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

FORT LAUDERDALE SEVEN DEPARTURE

FORT LAUDERDALE, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb on assigned heading, if assigned left turn, climb to 500 before turning left, thence. . . .
TAKEOFF RWY 10R: Climb on assigned heading, thence. . . .
TAKEOFF RWY 28L: Climb on assigned heading. If assigned left turn, climb to 700 before turning left, thence. . . .
TAKEOFF RWY 28R: Climb on assigned heading. If assigned left turn, climb to 500 before turning left, thence. . . .

. . . .maintain 3000 or assigned lower altitude and expect RADAR vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

ARKES TRANSITION (FLL7.ARKES): From over VKZ VOR/DME on VKZ R-348 to ARKES INT.
BEECH TRANSITION (FLL7.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH INT.
MNATE TRANSITION (FLL7.MNATE): From over DHP VORTAC on DHP R-195 to MNATE.
PREDA TRANSITION (FLL7.PREDA): From over DHP VORTAC on DHP R-057 to PREDA INT.
THNDR TRANSITION (FLL7.THNDR): From over DHP VORTAC on DHP R-335 to THNDR INT.
ZAPPA TRANSITION (FLL7.ZAPPA): From over DHP VORTAC on DHP R-057 to ZAPPA INT.

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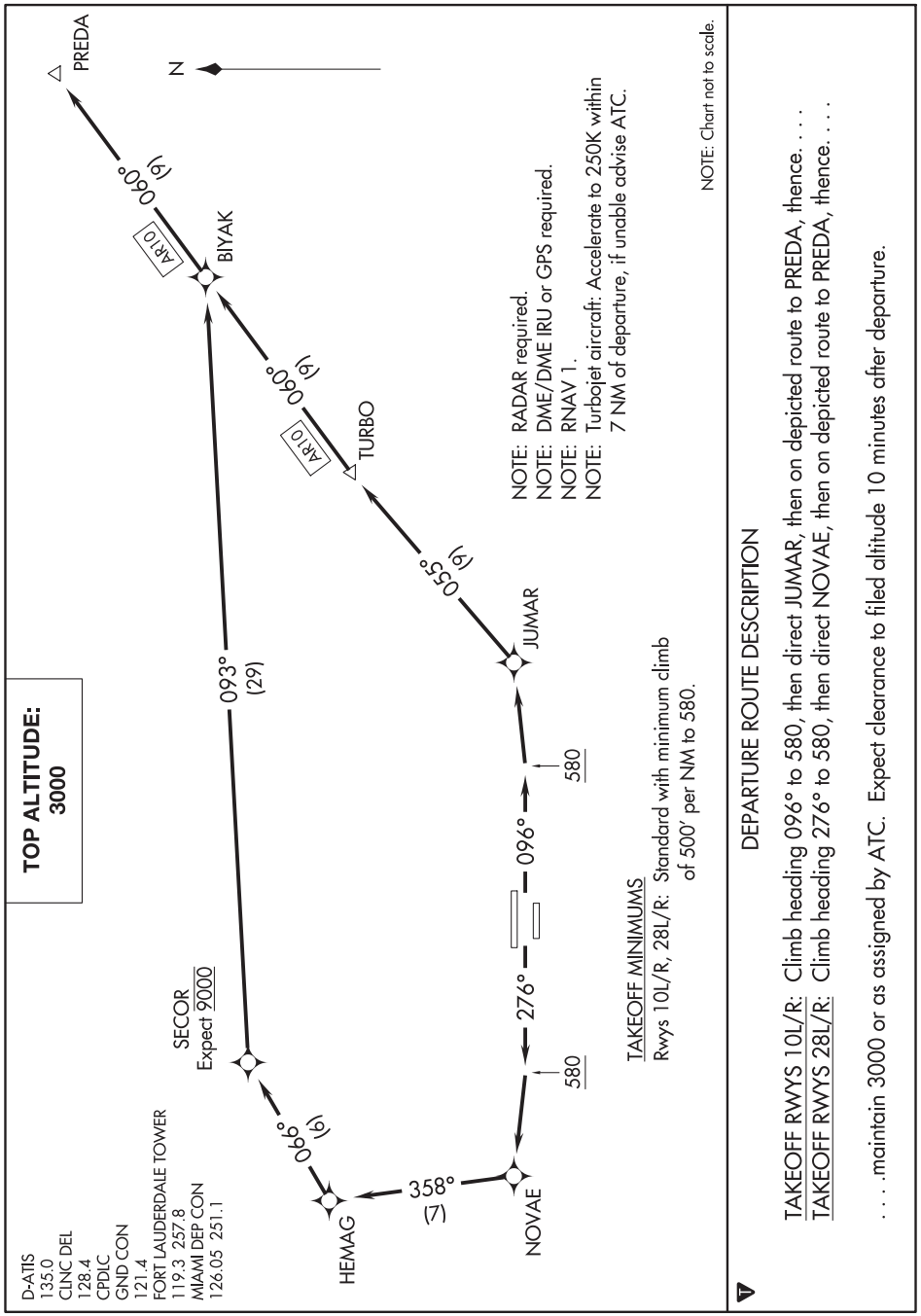
PREDA FOUR DEPARTURE (RNAV)



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THNDR FOUR DEPARTURE (RNAV)

(THNDR4.THNDR) 25JUN15

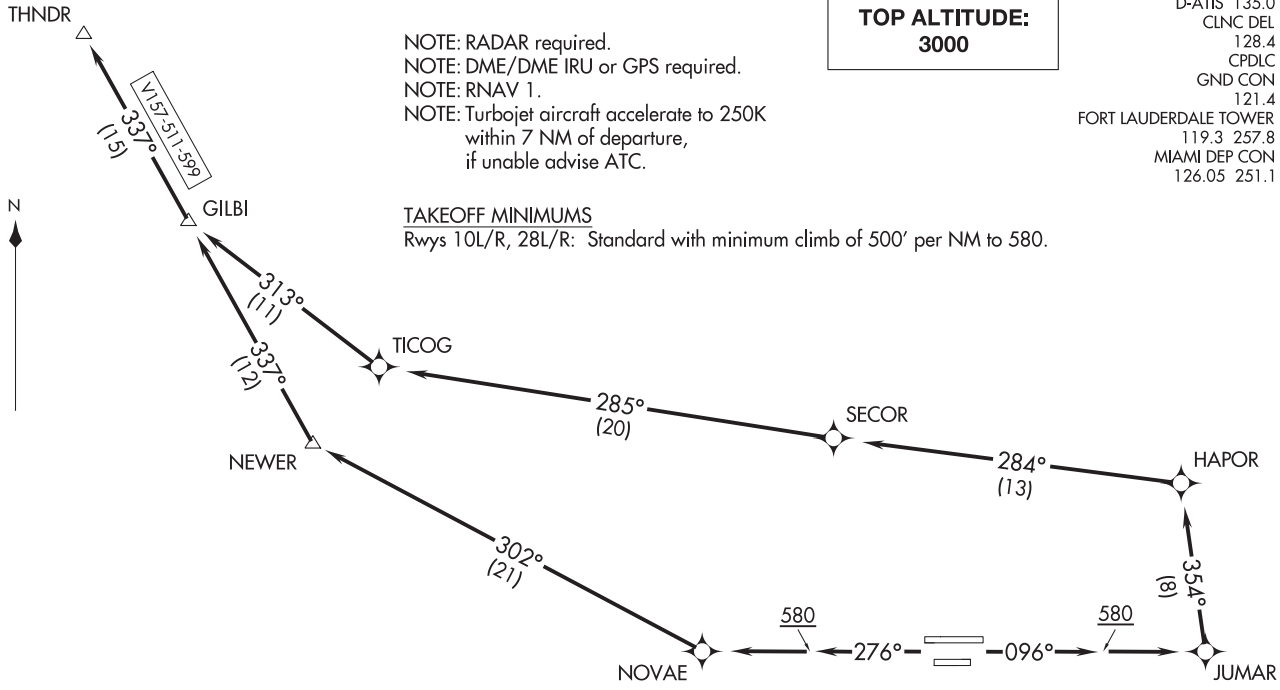
FORT LAUDERDALE, FLORIDA
FORT LAUDERDALE/HOLLYWOOD INTL (FTLL)

TOP ALTITUDE: 3000

D-ATIS 135.0
CLNC DEL
128.4
CPDLC
GND CON
121.4
FORT LAUDERDALE TOWER
119.3 257.8
MIAMI DEP CON
126.05 251.1

NOTE: RADAR required.
NOTE: DME/DME IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft accelerate to 250K within 7 NM of departure, if unable advise ATC.

TAKEOFF MINIMUMS
Rwys 10L/R, 28L/R: Standard with minimum climb of 500′ per NM to 580.



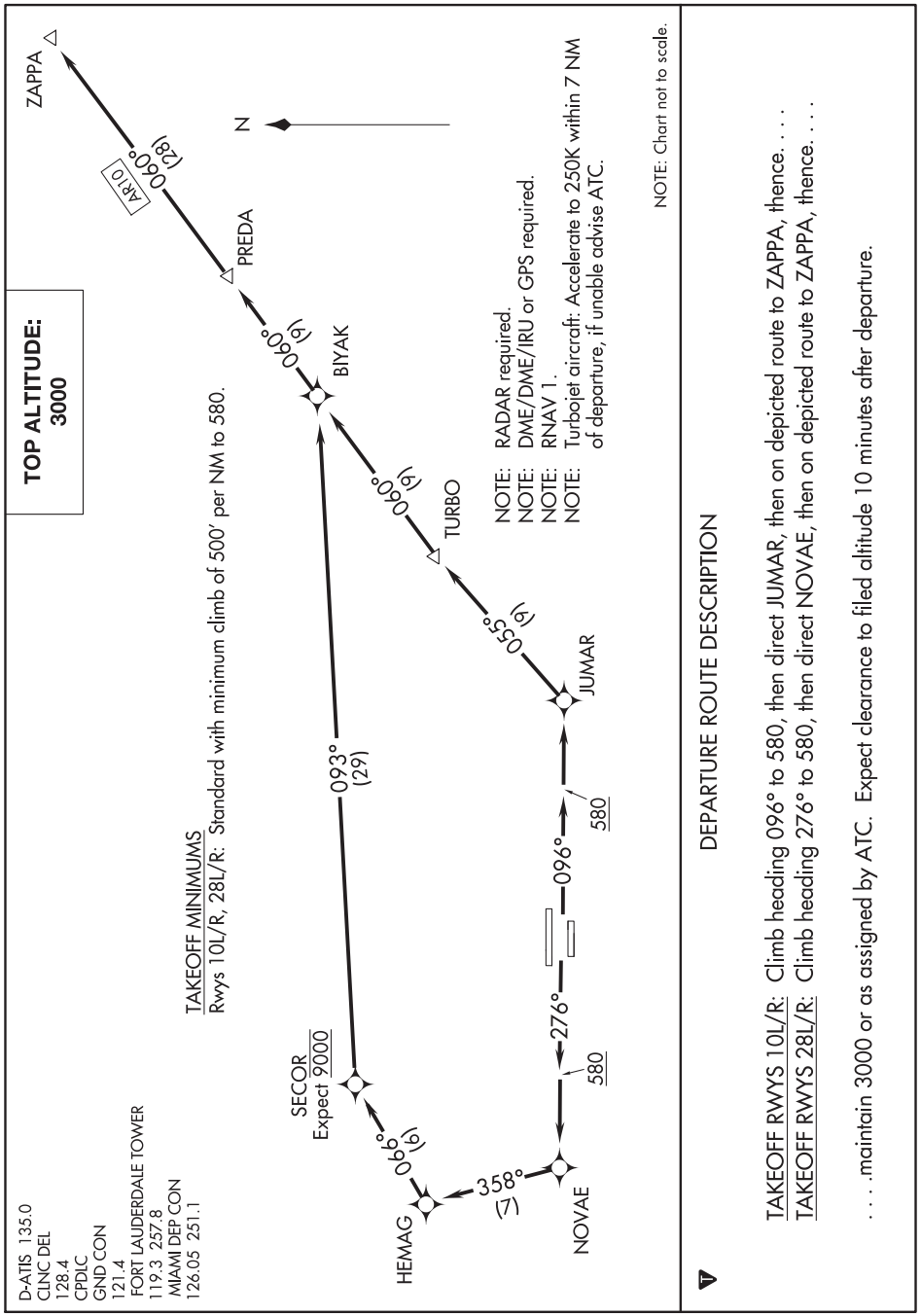
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 10L/R: Climb heading 096° to 580, then direct JUMAR, then left turn on 354° track to HAPOR, then on depicted route to THNDR, thence . . . .
TAKEOFF RWYS 28L/R: Climb heading 276° to 580, then direct NOVAE, then on depicted route to THNDR, thence . . . .

. . . . maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

(THNDR4.THNDR) 18312
THNDR FOUR DEPARTURE (RNAV)
AL-744 (FAA)
FORT LAUDERDALE/HOLLYWOOD INTL (FTLL)
FORT LAUDERDALE, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

FORT MYERS, FLORIDA

AL-154 (FAA)

20086

ILS or LOC RWY 5
PAGE FIELD (FMY)

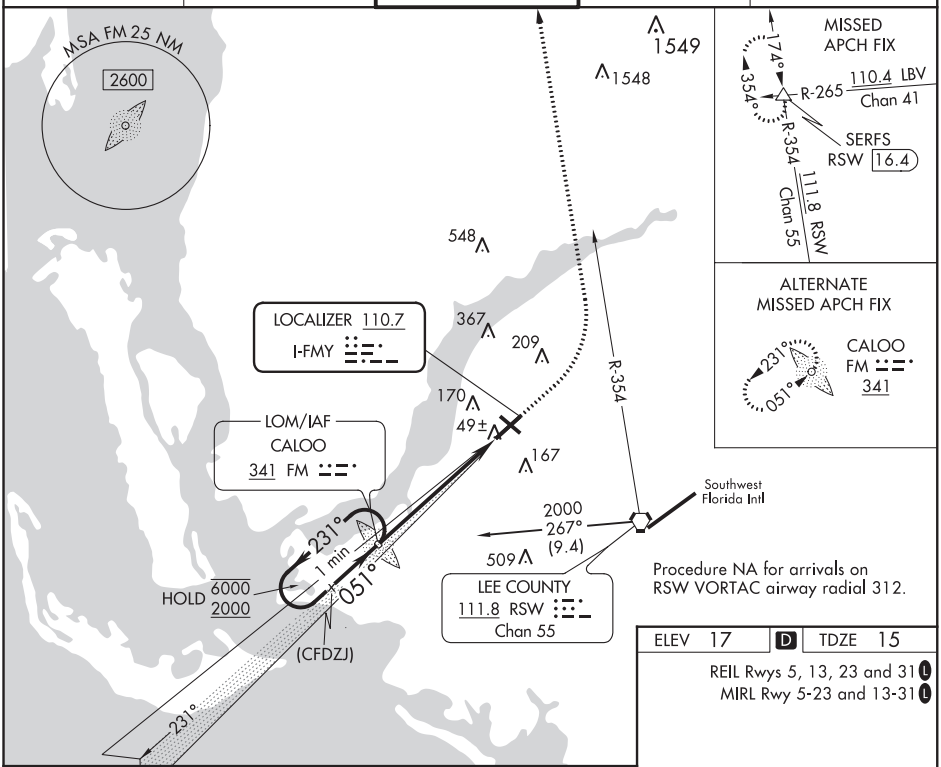
LOC I-FMY	APP CRS	Rwy ldg	5947
110.7	051°	TDZE	15
		Apt Elev	17

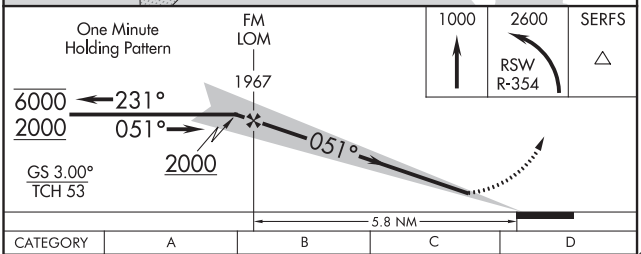
ADF or RADAR required for procedure entry. ADF required for LOC only.

When Circling to Rwy 31 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 5 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2600 on RSW R-354 to SERFS INT/RSW 16.4 DME and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 306.2	119.0 (CTAF) L 306.95	121.7	121.7



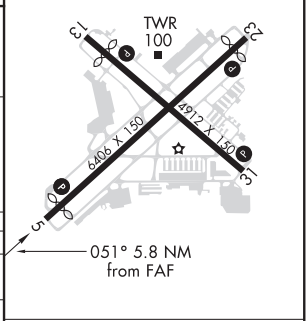


CATEGORY	A	B	C	D
S-ILS 5	265-1 250 (300-1)			
S-LOC 5	460-1 445 (500-1)		460-1⅜ 445 (500-1⅜)	
C CIRCLING	540-1 523 (600-1)		600-1½ 583 (600-1½)	680-2 663 (700-2)

ELEV 17 | D | TDZE 15

REIL Rwys 5, 13, 23 and 31 L

MIRL Rwy 5-23 and 13-31 L



FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

FORT MYERS, FLORIDA

Amdt 7D 12SEP19

26°35′N-81°52′W

PAGE FIELD (FMY)

ILS or LOC RWY 5

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RNAV (GPS) RWY 5
PAGE FIELD (FMY)

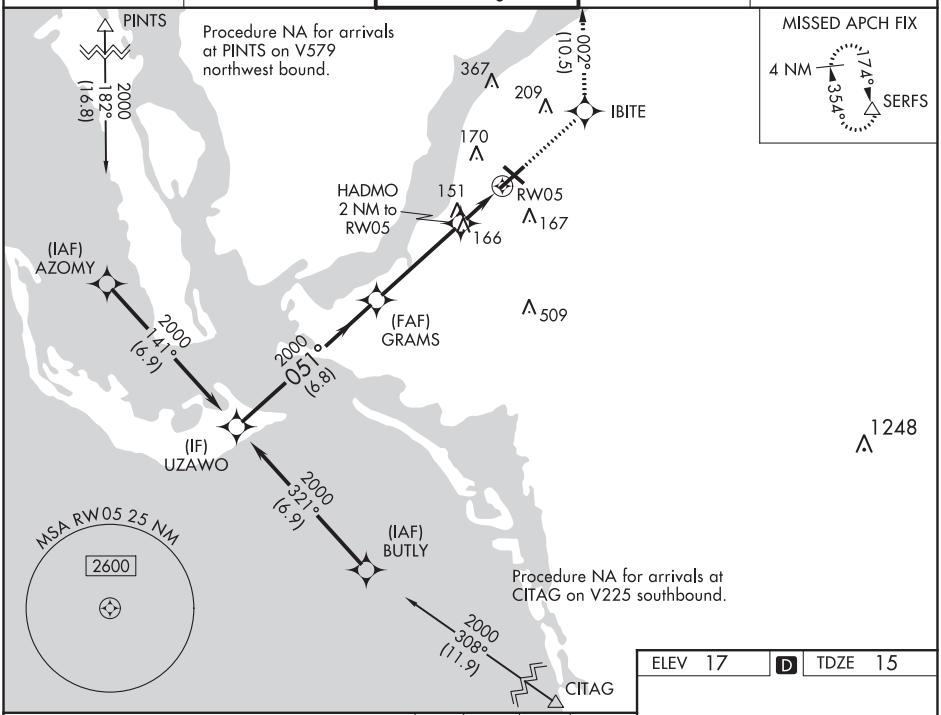
WAAS CH 72624 W05A	APP CRS 051°	Rwy ldg 5947 TDZE 15 Apt Elev 17

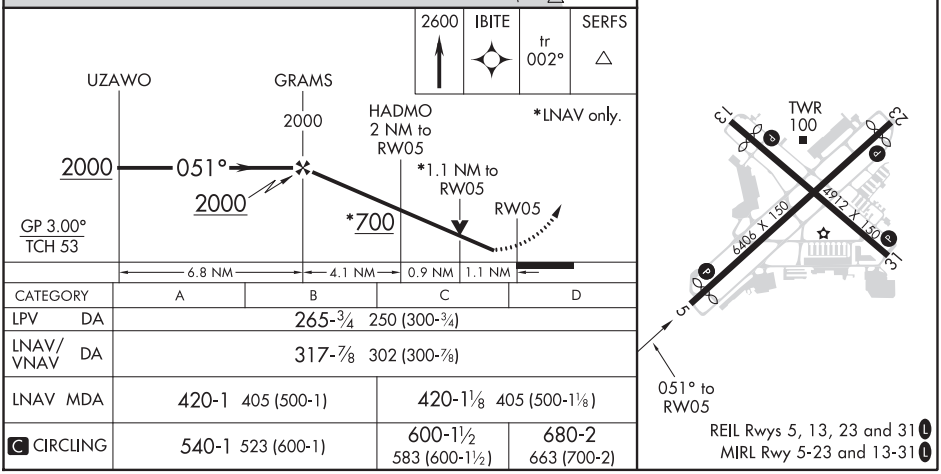
RNP APCH.

When Circling to Rwy 31 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 5 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C or above 54°C.

MISSED APPROACH: Climb to 2600 direct IBITE and on track 002° to SERFS and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 306.2	119.0 (CTAF) L 306.95	121.7	121.7





CATEGORY	A	B	C	D
LPV DA	265-¾ 250 (300-¾)			
LNAV/VNAV DA	317-⅞ 302 (300-⅞)			
LNAV MDA	420-1 405 (500-1)		420-1⅛ 405 (500-1⅛)	
C CIRCLING	540-1 523 (600-1)		600-1½ 583 (600-1½)	680-2 663 (700-2)

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FORT MYERS, FLORIDA

AL-154 (FAA)

20058

RNAV (GPS) RWY 13
PAGE FIELD (FMY)

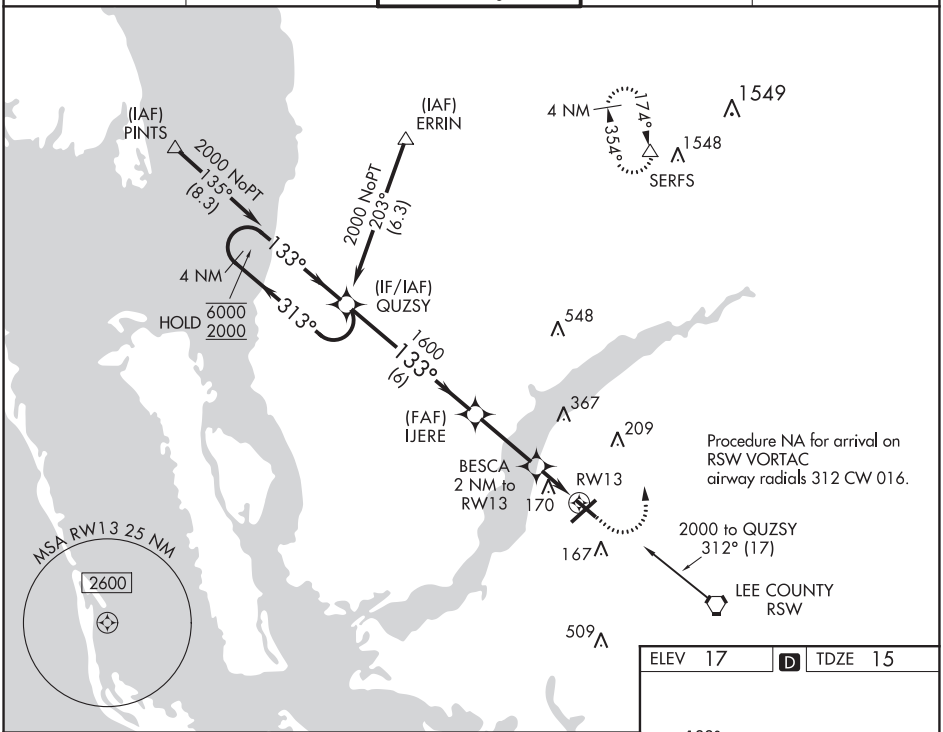
WAAS CH 73024 W13A	APP CRS 133°	Rwy ldg 4297 TDZE 15 Apt Elev 17

RNP APCH.

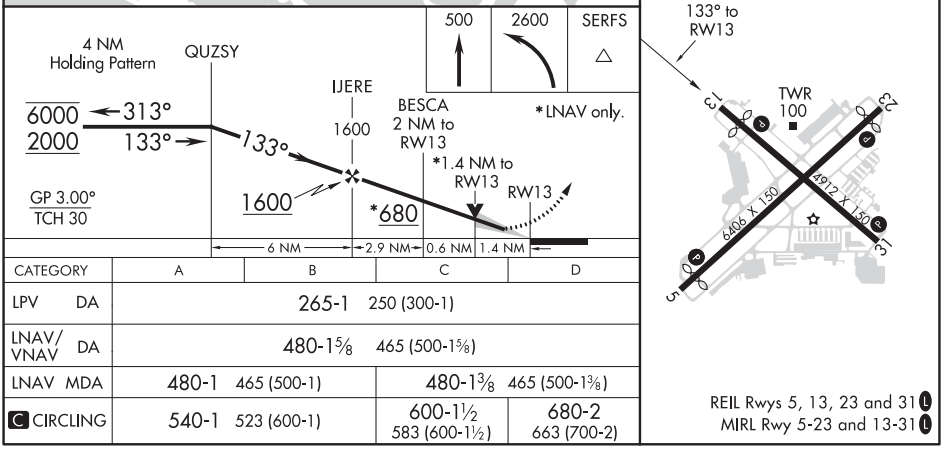
When Circling to Rwy 31 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 500 then climbing left turn to 2600 direct SERFS and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 306.2	119.0 (CTAF) L 306.95	121.7	121.7



SE-3, 25 FEB 2021 to 22 APR 2021



CATEGORY	A	B	C	D
LPV DA	265-1 250 (300-1)			
LNAV/VNAV DA	480-1⅝ 465 (500-1⅝)			
LNAV MDA	480-1 465 (500-1)		480-1⅜ 465 (500-1⅜)	
C CIRCLING	540-1 523 (600-1)		600-1½ 583 (600-1½)	680-2 663 (700-2)

REIL Rwys 5, 13, 23 and 31 L
MIRL Rwy 5-23 and 13-31 L

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WAAS CH 69424 W23A	APP CRS 231°	Rwy ldg 6007 TDZE 16 Apt Elev 17

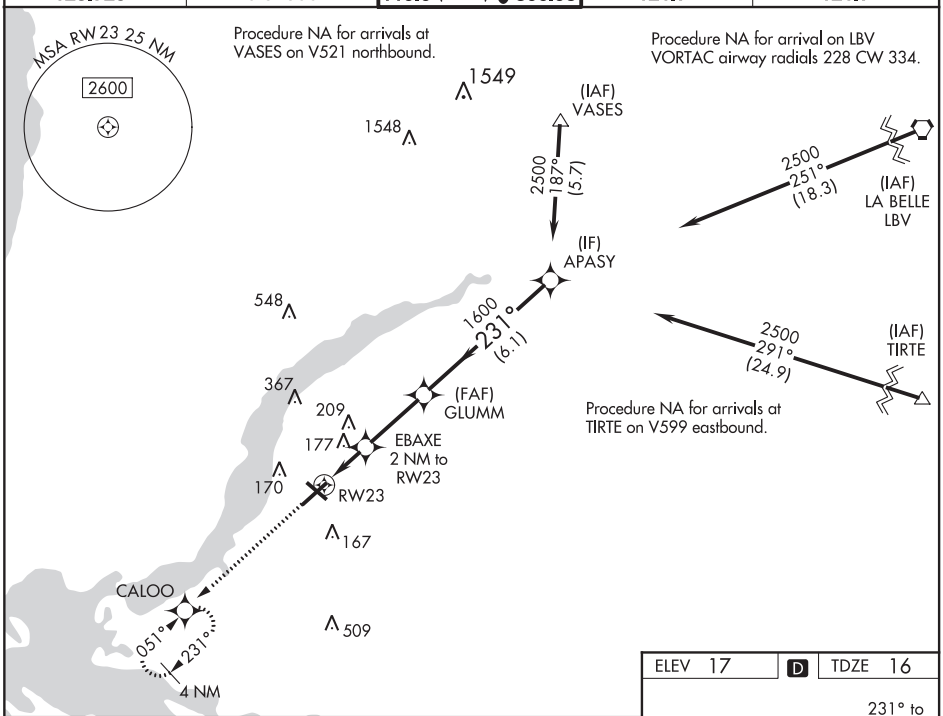
RNAV (GPS) RWY 23
PAGE FIELD (FMY)

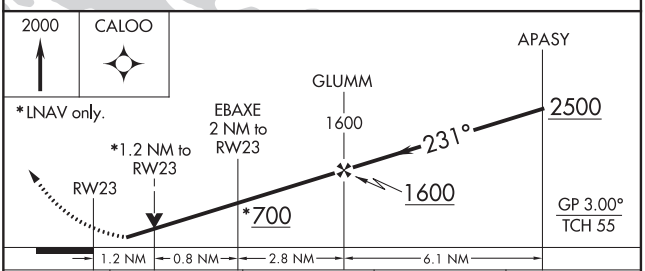
RNP APCH.

When Circling to Rwy 31 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 23 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct CALOO and hold.

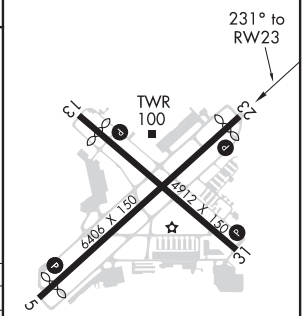
ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 306.2	119.0 (CTAF) L 306.95	121.7	121.7





CATEGORY	A	B	C	D
LPV DA	274-¾ 258 (300-¾)			
LNAV/VNAV DA	377-1 361 (400-1)			
LNAV MDA	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
C CIRCLING	540-1 523 (600-1)		600-1½ 583 (600-1½)	680-2 663 (700-2)

ELEV 17 | D | TDZE 16



REIL Rwys 5, 13, 23 and 31 L
MIRL Rwy 5-23 and 13-31 L

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FORT MYERS, FLORIDA

AL-154 (FAA)

20058

RNAV (GPS) RWY 31
PAGE FIELD (FMY)

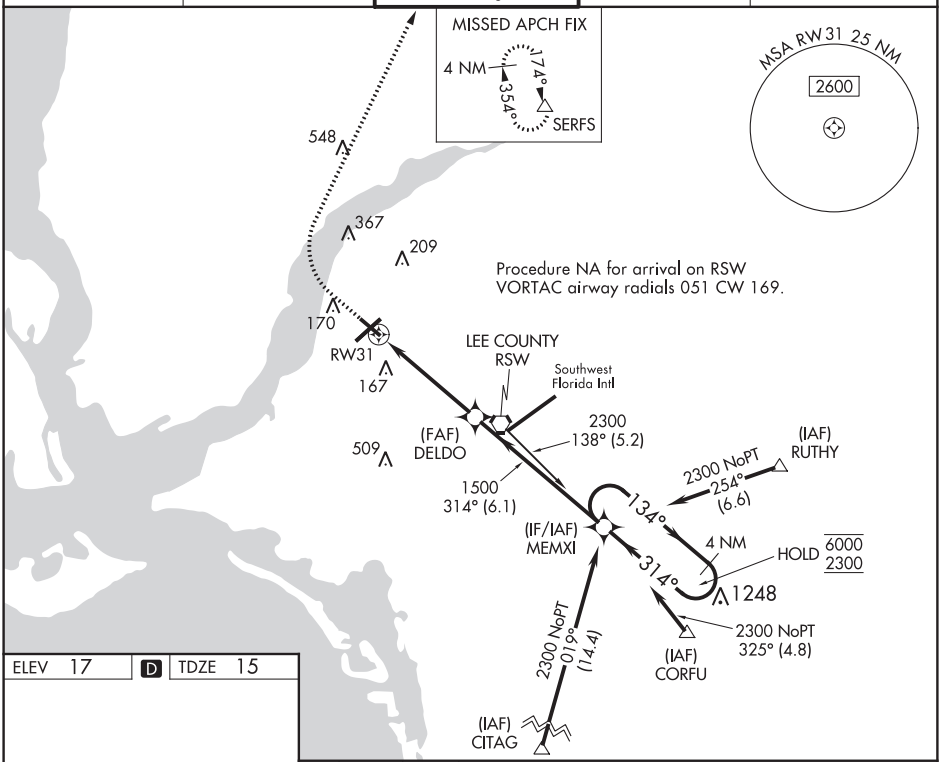
WAAS CH 50524 W31A	APP CRS 314°	Rwy ldg 4667 TDZE 15 Apt Elev 17

RNP APCH.

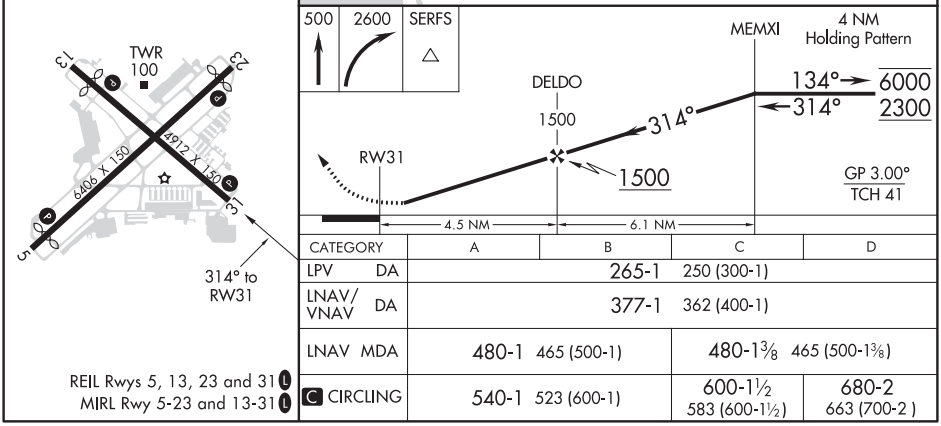
T Rwy 31 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C or above 54°C. Straight-in Rwy 31 at night, Circling Rwy 31 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 500 then climbing right turn to 2600 direct SERFS and hold.

ATIS	FORT MYERS APP CON★	PAGE TOWER★	GND CON	CLNC DEL
123.725	126.8 306.2	119.0 (CTAF) L 306.95	121.7	121.7



ELEV 17 | D | TDZE 15



CATEGORY	A	B	C	D
LPV DA	265-1 250 (300-1)			
LNAV/VNAV DA	377-1 362 (400-1)			
LNAV MDA	480-1 465 (500-1)		480-1⅜ 465 (500-1⅜)	
C CIRCLING	540-1 523 (600-1)		600-1½ 583 (600-1½)	680-2 663 (700-2)

REIL Rwys 5, 13, and 31 L
MIRL Rwy 5-23 and 13-31 L

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VOR RWY 13
PAGE FIELD (FMY)

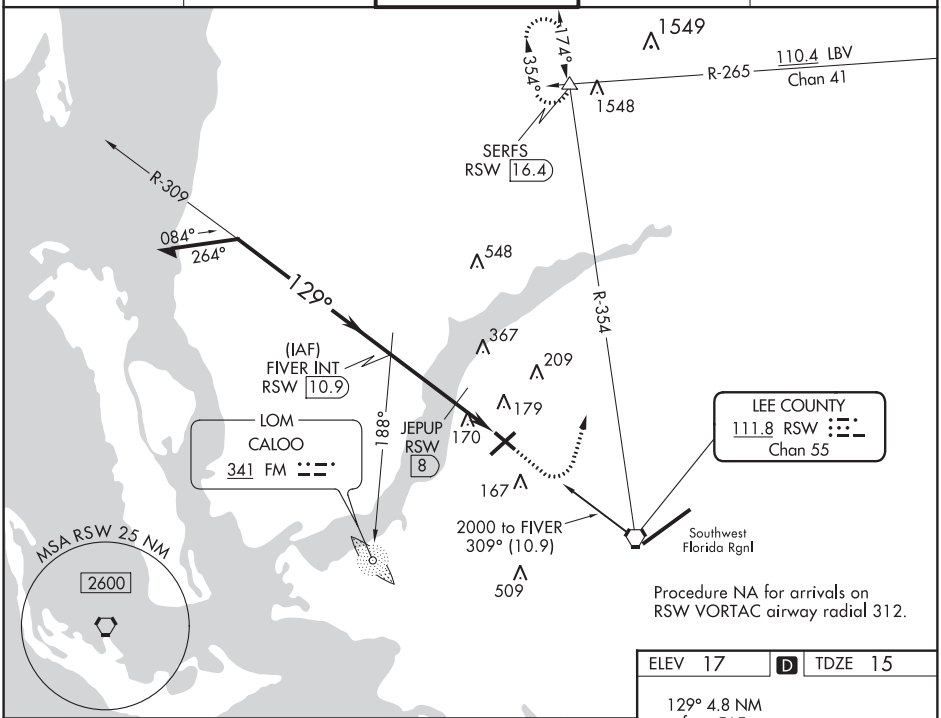
VORTAC RSW	APP CRS	Rwy ldg 4297
111.8	129°	TDZE 15
Chan 55		Apt Elev 17

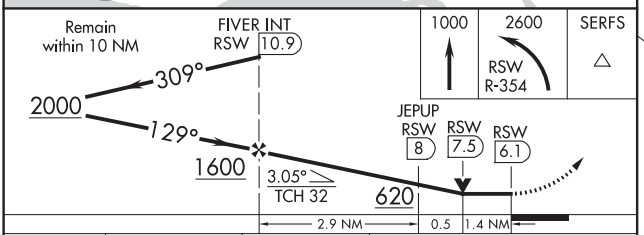
ADF or DME required.

When Circling to Rwy 31 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2600 on RSW VORTAC R-354 to SERFS INT/RSW 16.4 DME and hold.

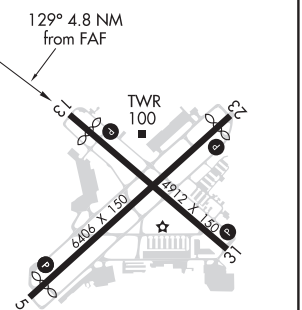
ATIS	FORT MYERS APP CON★	PAGE TOWER★	GND CON	CLNC DEL
123.725	126.8 306.2	119.0 (CTAF) L 306.95	121.7	121.7





CATEGORY	A	B	C	D
S-13	620-1 605 (700-1)		620-1¾ 605 (700-1¾)	
C CIRCLING	620-1 603 (700-1)		620-1¾ 603 (700-1¾)	680-2 663 (700-2)
JEPUP FIX MINIMUMS				
S-13	480-1 465 (500-1)		480-1⅜ 465 (500-1⅜)	
C CIRCLING	540-1 523 (600-1)		600-1½ 583 (600-1½)	680-2 663 (700-2)

ELEV 17 | D | TDZE 15



REIL Rwys 5, 13, 23 and 31 L
MIRL Rwy 5-23 and 13-31 L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

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SE-3, 25 FEB 2021 to 22 APR 2021

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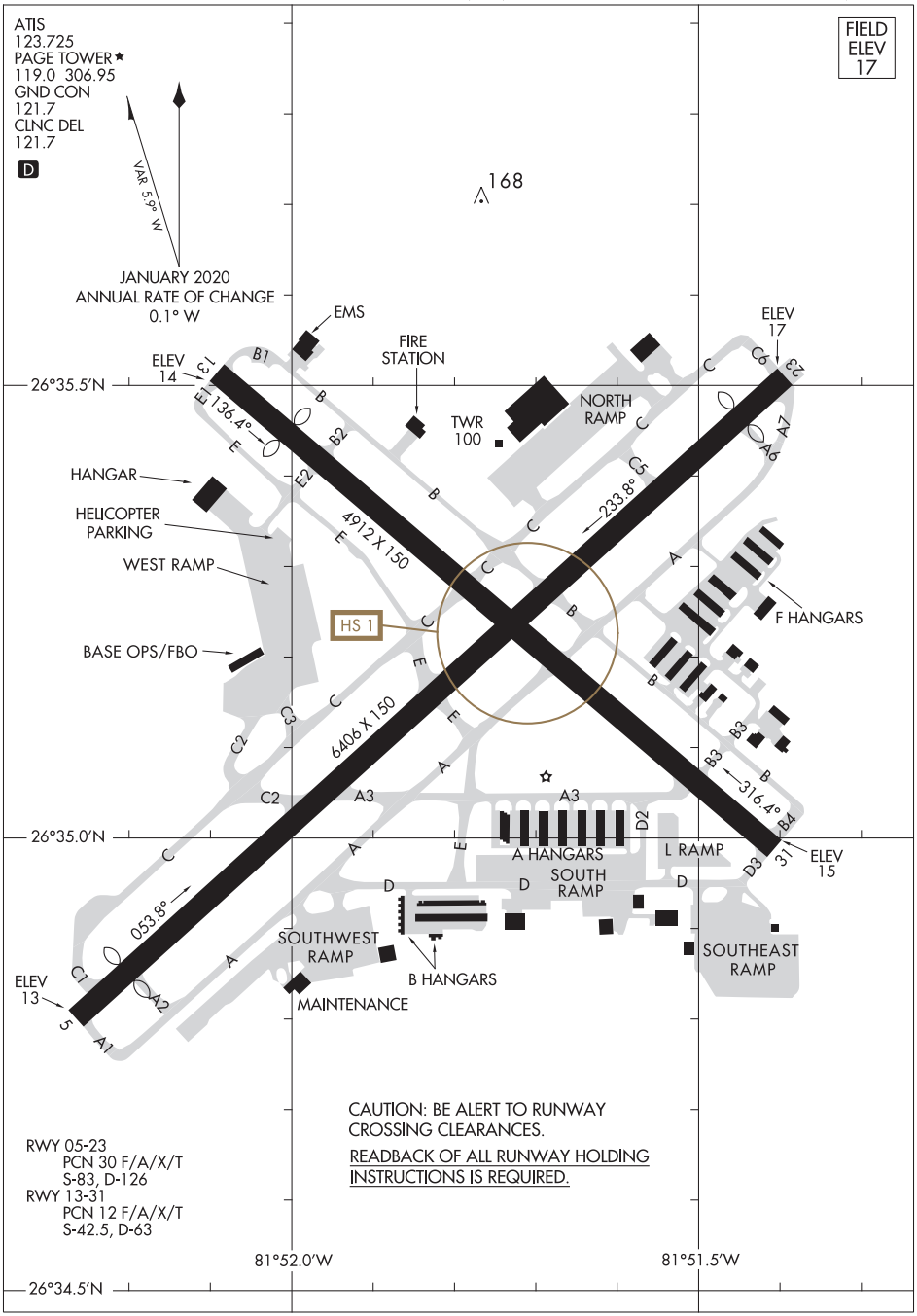
AIRPORT DIAGRAM

AL-154 (FAA)

PAGE FIELD (FMY)
FORT MYERS, FLORIDA



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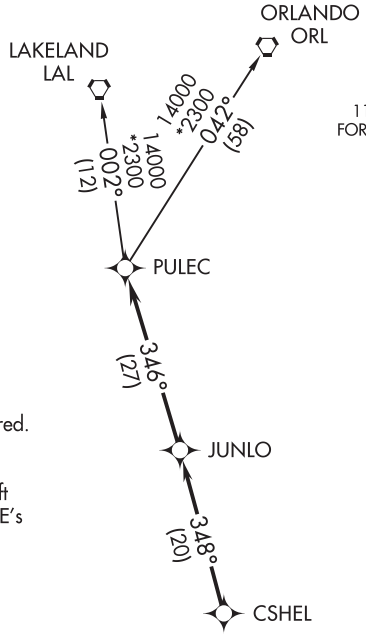
AIRPORT DIAGRAM
20086
FORT MYERS, FLORIDA
PAGE FIELD (FMY)

CSHEL SIX DEPARTURE (RNAV)

TOP ALTITUDE: 2000

ATIS 123.725
CLNC DEL 121.7
GND CON 121.7
PAGE TOWER ★ 119.0 (CTAF) 306.95
FORT MYERS DEP CON ★ 126.8 306.2



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For turbojet aircraft only.
NOTE: For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.

TAKEOFF MINIMUMS
Rwys 5, 13, 23, 31: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RWYS: Climb on assigned heading for RADAR vectors to CSHEL, then on depicted route to PULEC, thence. . . .

. . . .on (transition). Maintain 2000, or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL6.LAL)
ORLANDO TRANSITION (CSHEL6.ORL)

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FORT MYERS, FLORIDA

AL-6757 (FAA)

20254

ILS or LOC/DME RWY 6

SOUTHWEST FLORIDA INTL (RSW)

LOC/DME I-RSW	APP CRS	Rwy ldg 12000
111.5	058°	TDZE 27
Chan 52		Apt Elev 30

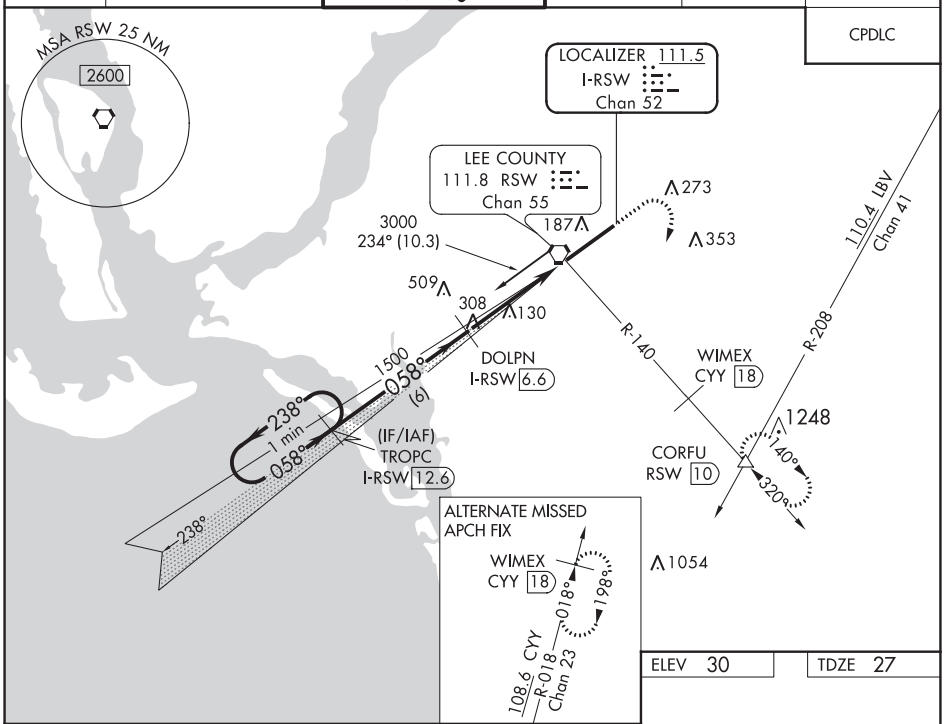
For inop MALSR, increase S-ILS 6 Cat E visibility to RVR 4000 and S-LOC 6 Cat E visibility to RVR 6000.

MALSR

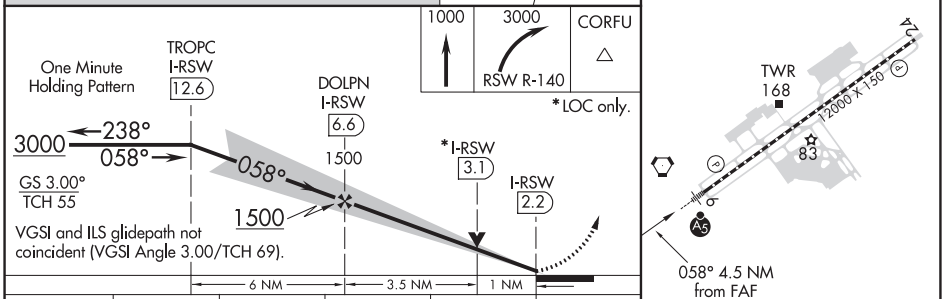
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on RSW VORTAC R-140 to CORFU INT/RSW 10 DME and hold.

D-ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 306.2	128.75 (CTAF) L 257.8	121.9 257.8	132.075	122.95

CPDLC



ELEV 30	TDZE 27



CATEGORY	A	B	C	D	E
S-ILS 6	227/18 200 (200-½)				
S-LOC 6	380/24 353 (400-½)		380/30 353 (400-⅝)		
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)	660-2¼ 630 (700-2¼)

REIL Rwy 24
TDZ/CL Rwy 6
HIRL Rwy 6-24

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RNAV (GPS) RWY 6
SOUTHWEST FLORIDA INTL (RSW)

WAAS CH 65619 W06A	APP CRS 058°	Rwy ldg 12000 TDZE 27 Apt Elev 30

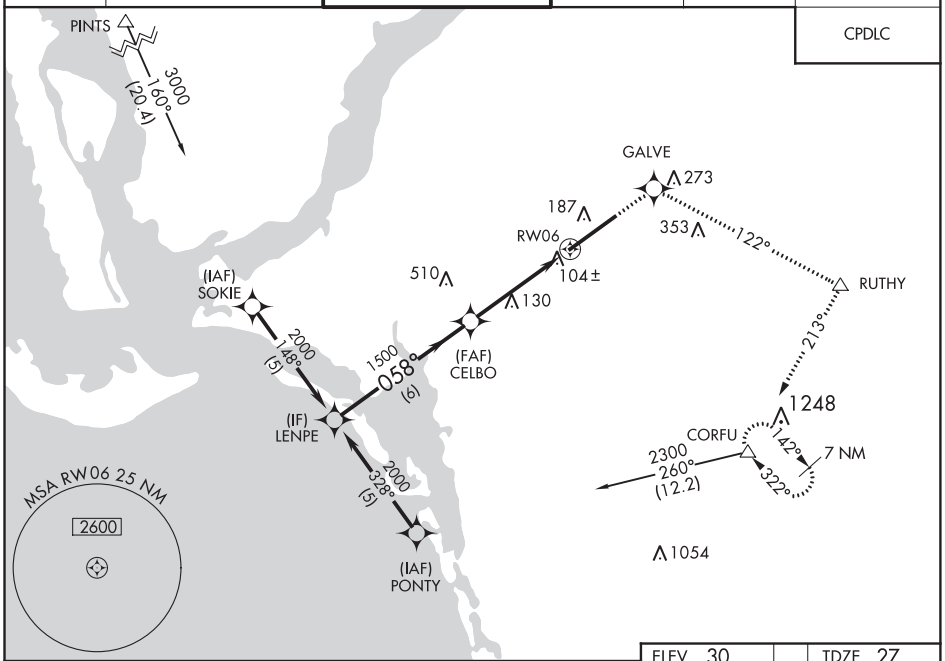
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV all Cats visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000.

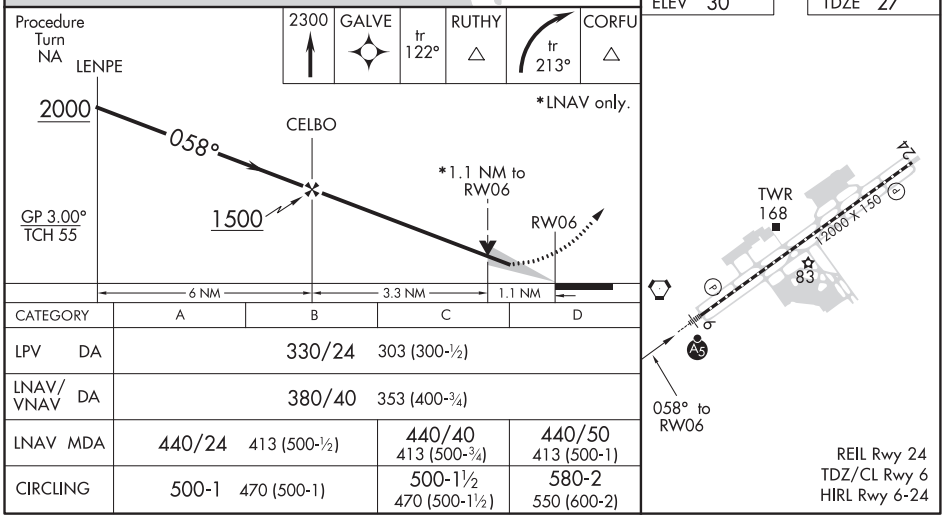
MALSR

MISSED APPROACH: Climb to 2300 direct GALVE and via 122° track to RUTHY and right turn via 213° track to CORFU and hold.

D-ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 306.2	128.75 (CTAF) L 257.8	121.9 257.8	132.075	122.95

CPDLC





CATEGORY	A	B	C	D
LPV DA	330/24 303 (300-½)			
LNAV/VNAV DA	380/40 353 (400-¾)			
LNAV MDA	440/24 413 (500-½)		440/40 413 (500-¾)	440/50 413 (500-1)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

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FORT MYERS, FLORIDA

AL-6757 (FAA)

19283

RNAV (GPS) RWY 24
SOUTHWEST FLORIDA INTL (RSW)

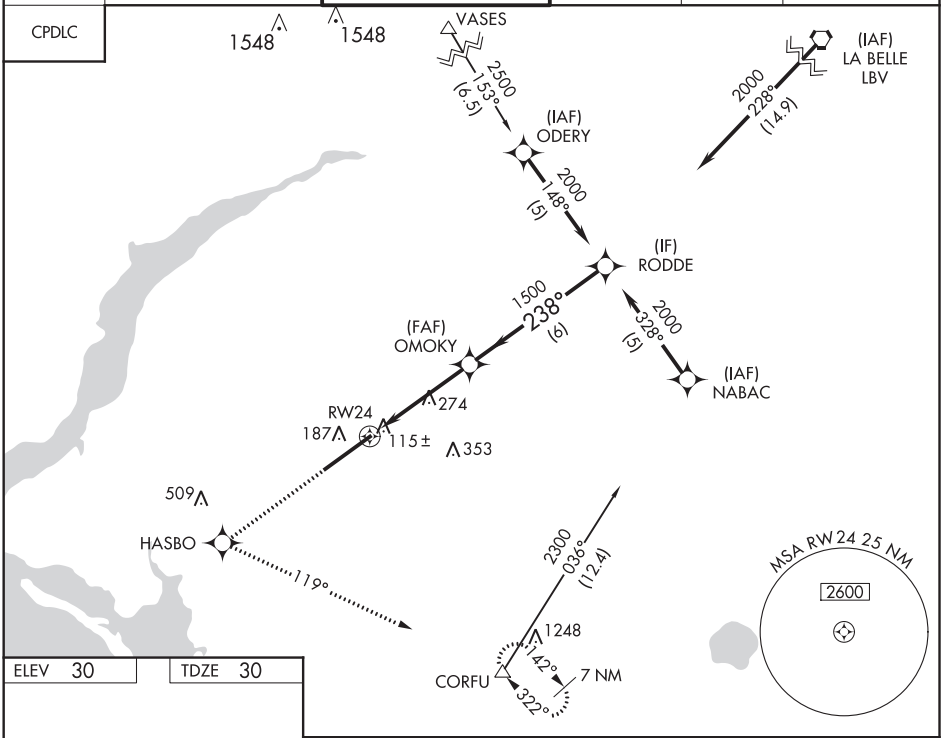
WAAS CH 70319 W24A	APP CRS 238°	Rwy ldg 12000 TDZE 30 Apt Elev 30

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

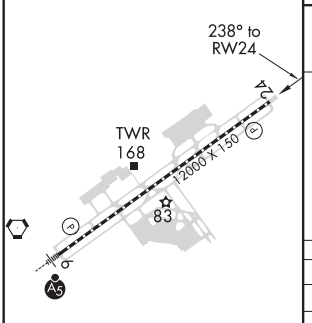
MISSED APPROACH: Climb to 2300 direct HASBO and left turn via 119° track to CORFU and hold.

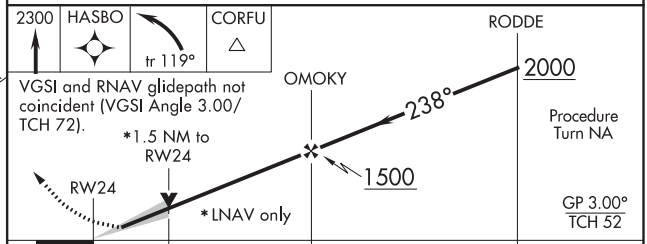
D-ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 306.2	128.75 (CTAF) 257.8	121.9 257.8	132.075	122.95

CPDLC



ELEV 30 | TDZE 30





CATEGORY	A	B	C	D
LPV DA	280-¾ 250 (300-¾)			
LNAV/VNAV DA	420-1¼ 390 (400-1¼)			
LNAV MDA	580-1 550 (600-1)		580-1½ 550 (600-1½)	580-1¾ 550 (600-1¾)
CIRCLING	580-1 550 (600-1)		580-1½ 550 (600-1½)	580-2 550 (600-2)

REIL Rwy 24
TDZ/CL Rwy 6
HIRL Rwy 6-24

SE-3, 25 FEB 2021 to 22 APR 2021

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VORTAC RSW 111.8 Chan 55	APP CRS 244°	Rwy ldg 12000 TDZE 30 Apt Elev 30

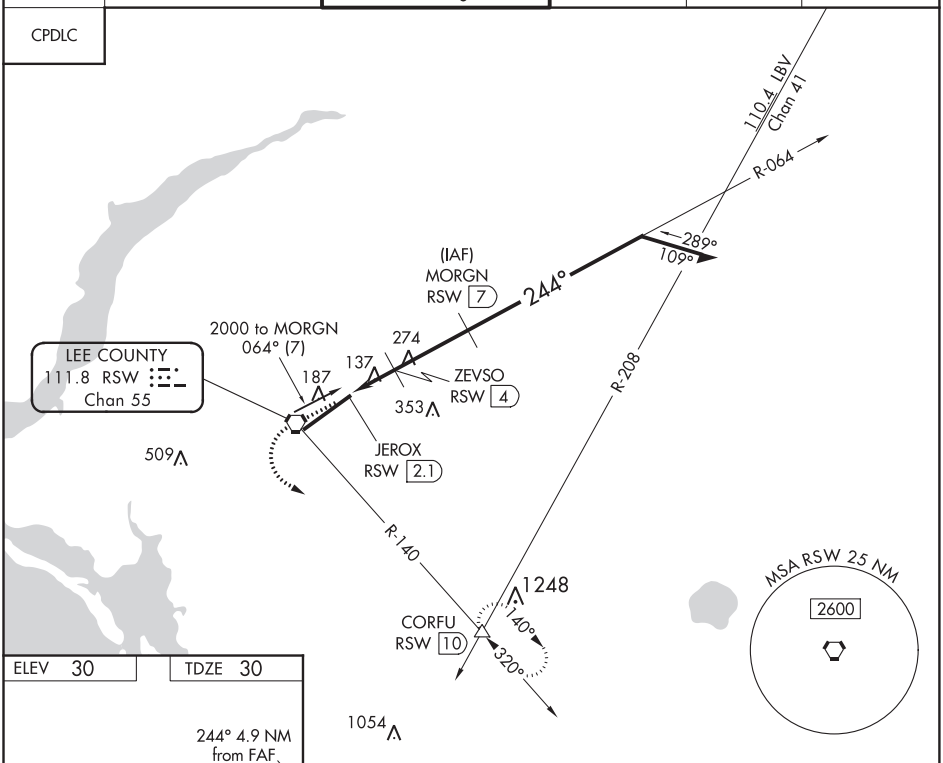
VOR/DME or TACAN RWY 24

SOUTHWEST FLORIDA INTL (RSW)

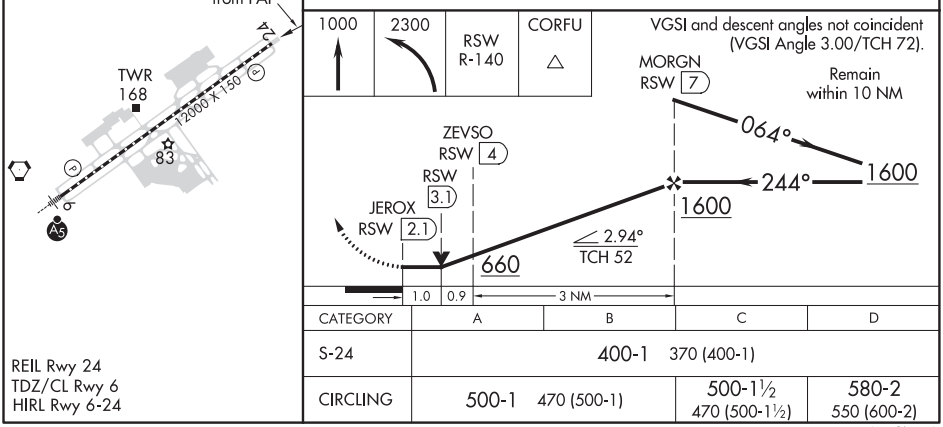
MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 on RSW R-140 to CORFU/RSW 10 DME and hold.

D-ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 306.2	128.75 (CTAF) L 257.8	121.9 257.8	132.075	122.95

CPDLC



ELEV 30	TDZE 30



CATEGORY	A	B	C	D
S-24	400-1 370 (400-1)			
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

REIL Rwy 24
TDZ/CL Rwy 6
HIRL Rwy 6-24

SE-3, 25 FEB 2021 to 22 APR 2021

20254 AL-6757 (FAA)

BAY VISUAL RWY 6

SOUTHWEST FLORIDA INTL (RSW)
FORT MYERS, FLORIDA

D-ATIS
124.65
★FORT MYERS APP CON
125.15 306.2
★FORT MYERS TOWER
128.75 (CTAF) 257.8
CLNC DEL
132.075
CPDLC
GND CON
121.9 257.8
UNICOM
122.95

Procedure NA at night.

RADAR REQUIRED

PINE ISLAND

LEE COUNTY
111.8 RSW
Chan 55

LOCALIZER 111.50
I-RSW
Chan 52

24

6

ST JAMES CITY

124°

SANIBEL BRIDGE
4000 Recommended
Max 210 KTS

MATANZAS BRIDGE
3000 Recommended

099°

SANIBEL ISLAND

Remain over Estero Bay until turning final

058°

ESTERO BAY

R-196

QUARRY

QWARY

238°

COCONUT POINT MALL

STONEY BROOK GOLF CLUB

MMALL
4000 Recommended
Max 210 KTS

BCHC

US-41

75

Vertical Guidance Navaid and Angle:
LOC I-RSW (GS 3.0°)

Weather Minima: 4000′ foot ceiling and 5 mile visibility.

NOTE: Chart not to scale.

1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

BAY VISUAL APPROACH RUNWAY 6

From EAST proceed direct to the quarry (over the Rock Quarry Midfield right downwind runway six) then direct and abeam the Coconut Point Mall. Turn base over Estero Bay and remain over the bay until turning final.

From WEST proceed direct to Pine Island then direct to the Sanibel Bridge (heading 124°) then direct to the Matanzas Pass Bridge (heading 99°). Remain over the middle of Eastero Bay until turing final.

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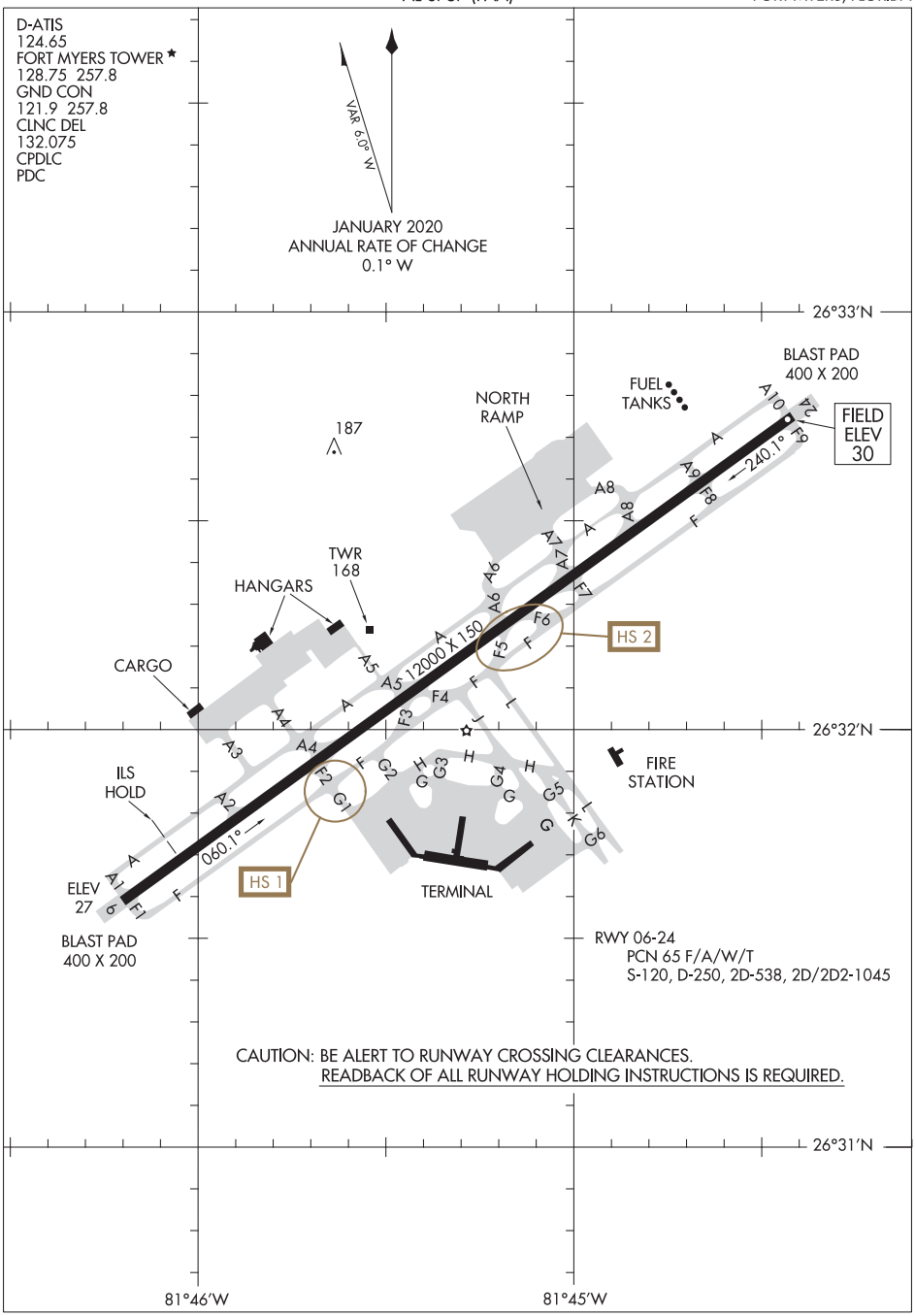
AL-6757 (FAA)



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SE-3, 25 FEB 2021 to 22 APR 2021

(ALICO7.ALICO) 20366 AL-6757 (FAA)

ALICO SEVEN DEPARTURE

SOUTHWEST FLORIDA INTL (RSW)
FORT MYERS, FLORIDA

TOP ALTITUDE: 4000

D-ATIS 124.65
CLNC DEL 132.075
CPDLC
GND CON 121.9 257.8
★ FORT MYERS TOWER 128.75 (CTAF) 257.8
★ FORT MYERS DEP CON 126.8 306.2 (Rwy 6) 125.15 306.2 (Rwy 24)
MIAMI CENTER 134.75 322.5
UNICOM 122.95

ORLANDO
112.2 ORL
Chan 59
N28°32.56′ - W81°20.10′
L-21-23-24, H-8

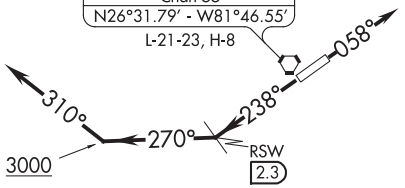
ST. PETERSBURG
116.4 PIE
Chan 111
N27°54.47′ - W82°41.06′
L-21-24, H-8

LAKELAND
116.0 LAL
Chan 107
N27°59.17′ - W82°00.83′
L-21-24, H-8

SARASOTA
117.0 SRQ
Chan 117
N27°24.42′ - W82°33.82′
L-21-23, H-8

TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′ - W81°46.55′
L-21-23, H-8



FT. LAUDERDALE
114.4 FLL
Chan 91
N26°04.44′ - W80°09.99′
L-23, H-8

KEY WEST
113.5 EYW
Chan 82
N24°35.15′ - W81°48.03′
L-21-23, H-8

NOTE: DME required.
NOTE: RADAR required.

NOTE: Chart not to scale.

SE-3, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 058° or as assigned for vectors to assigned route.
TAKEOFF RUNWAY 24: Climb on heading 238° or as assigned until RSW 2.3 DME, then turn right to heading 270°. Leaving 3000, turn right heading 310°. Expect RADAR vectors to assigned route.
All aircraft maintain 4000 or assigned lower altitude. Expect further clearance to filed altitude within 10 minutes after departure.

CSHEL SIX DEPARTURE (RNAV)

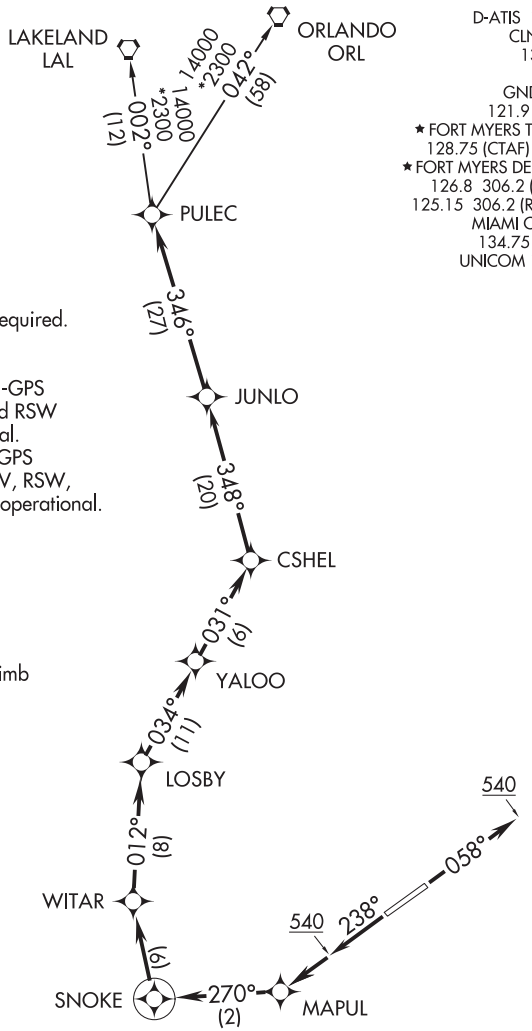
SOUTHWEST FLORIDA INTL (RSW)
FORT MYERS, FLORIDA

TOP ALTITUDE: 4000

D-ATIS 124.65
CLNC DEL 132.075
CPDLC
GND CON 121.9 257.8
★ FORT MYERS TOWER 128.75 (CTAF) 257.8
★ FORT MYERS DEP CON 126.8 306.2 (Rwy 6) 125.15 306.2 (Rwy 24)
MIAMI CENTER 134.75 322.5
UNICOM 122.95

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For turbojet aircraft only.
NOTE: Takeoff Rwy 24 - For non-GPS equipped aircraft LBV and RSW DME's must be operational.
NOTE: Takeoff Rwy 6 - For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.

TAKEOFF MINIMUMS
Rwys 6, 24: Standard with a climb of 500′ per NM to 540.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb heading 058° to 540, then on heading 058° or assigned by ATC, for vectors to CSHEL, then on depicted route to PULEC, thence. . . .
TAKEOFF RWY 24: Climb heading 238° to 540, then direct MAPUL, then climb on track 270° to SNOKE, then right turn direct WITAR, then on depicted route to PULEC, thence. . . .

. . . .on (transition). Maintain 4000, or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL6.LAL)
ORLANDO TRANSITION (CSHEL6.ORL)

SE-3, 25 FEB 2021 to 22 APR 2021

(MOOKY6.MOOKY) 20366 AL-6757 (FAA)

MOOKY SIX DEPARTURE

SOUTHWEST FLORIDA INTL (RSW)
FORT MYERS, FLORIDA

TOP ALTITUDE: 3000

D-ATIS
124.65
CLNC DEL
132.075
CPDLC
GND CON
121.9 257.8
★ FORT MYERS TOWER
128.75 (CTAF) 257.8
★ FORT MYERS DEP CON
124.125 371.85 (Rwy 6)
125.15 306.2 (Rwy 24)
MIAMI CENTER
134.75 322.5

ST. PETERSBURG
116.4 PIE
Chan 111
N27°54.47′-W82°41.06′
L-21-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56′-W81°20.10′
L-21-23-24, H-8

LAKELAND
116.0 LAL
Chan 107
N27°59.17′-W82°00.83′
L-21-24, H-8

SARASOTA
117.0 SRQ
Chan 117
N27°24.42′-W82°33.82′
L-21-23, H-8

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79-W81°46.55′
L-21-23, H-8

100°

238°

TAKEOFF MINIMUMS
Rwy 6, 24: Standard.

KEY WEST
113.5 EYW
Chan 82
N24°35.15′-W81°48.03′
L-21-23, H-8

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climbing right turn heading 100° or as assigned for RADAR vectors to join filed route, thence . . . .
TAKEOFF RUNWAY 24: Climb on heading 238° or as assigned for RADAR vectors to join filed route, thence . . . .

. . . . all aircraft maintain 3000 or assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

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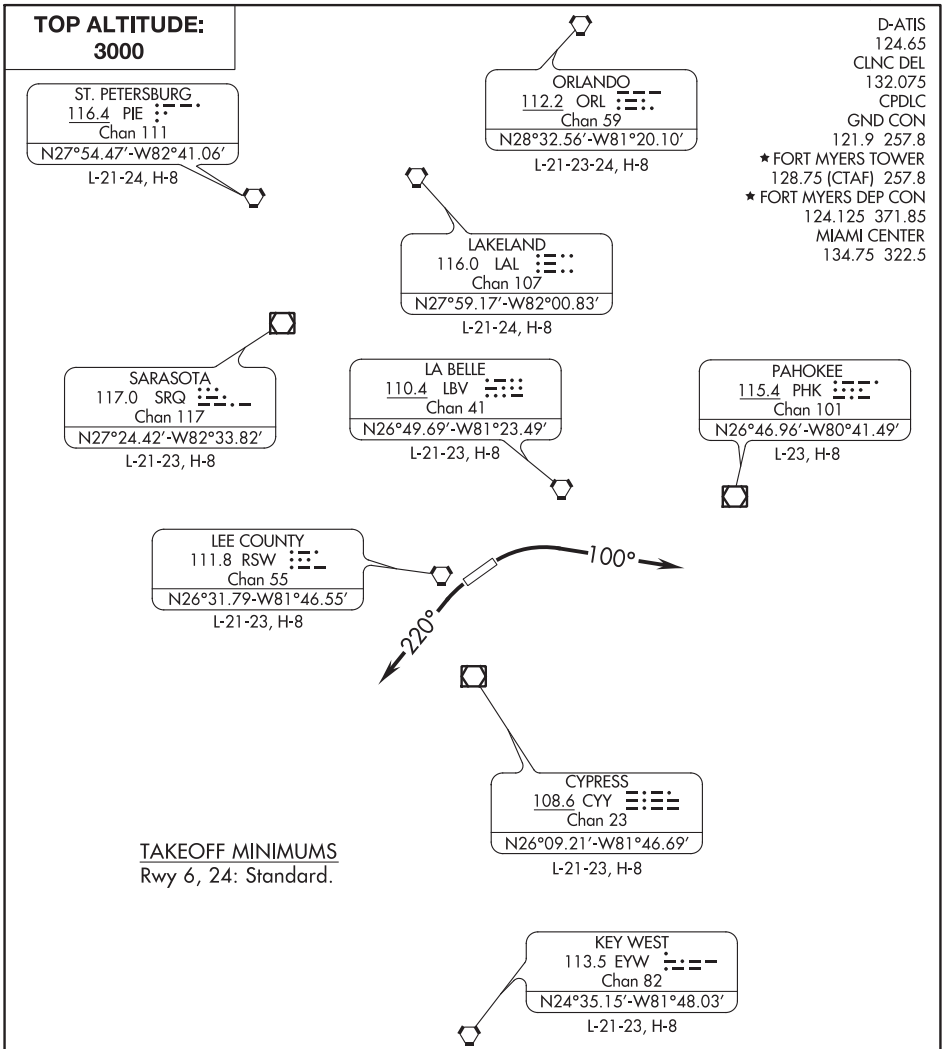
SCUBY SEVEN DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climbing right turn heading 100° or as assigned for vectors to join filed route, thence . . . .
TAKEOFF RUNWAY 24: Climbing left turn heading 220° or as assigned for vectors to join filed route, thence . . . .

. . . . all aircraft maintain 3000 or assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

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FORT PIERCE, FLORIDA

AL-5343 (FAA)

20086

ILS or LOC RWY 10R
TREASURE COAST INTL (FPR)

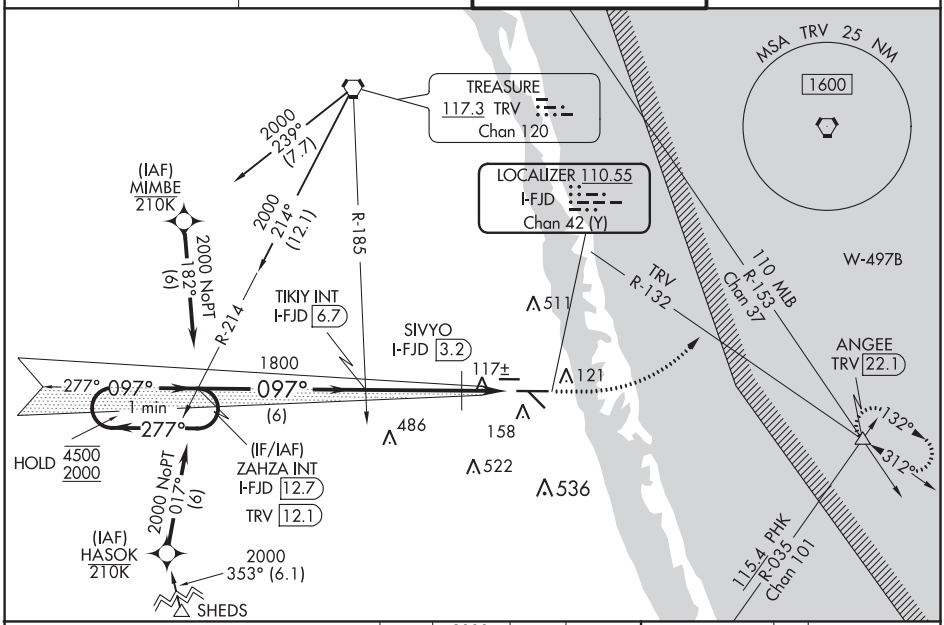
LOC/DME I-FJD	APP CRS	Rwy ldg	6492
110.55	097°	TDZE	23
Chan 42 (Y)		Apt Elev	23

RNAV 1-GPS or DME required for procedure entry.

T A Autopilot coupled approach NA below 720 MSL.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on heading 080° and TRV VORTAC R-132 to ANGEE INT/TRV 22.1 DME and hold.

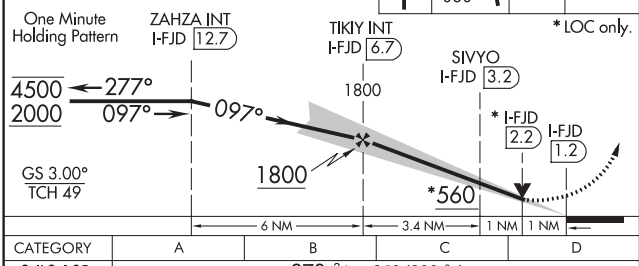
ATIS	PALM BEACH APP CON	FORT PIERCE TOWER *	GND CON
134.825	132.8	128.2 (CTAF) L	119.55

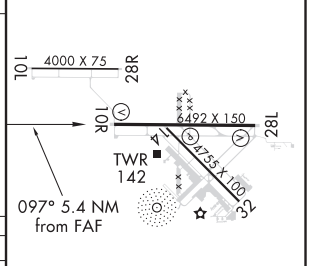


VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 52).

1000	2000 hdg 080°	TRV R-132	ANGEE

ELEV 23 TDZE 23





CATEGORY	A	B	C	D
S-ILS 10R	273-¾ 250 (300-¾)			
S-LOC 10R	560-1 537 (600-1)		560-1½ 537 (600-1½)	
C CIRCLING	560-1 537 (600-1)		880-2½ 857 (900-2½)	880-2¾ 857 (900-2¾)
SIVYO FIX MINIMUMS (DME REQUIRED)				
S-LOC 10R	380-1 357 (400-1)			
C CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	880-2½ 857 (900-2½)	880-2¾ 857 (900-2¾)

REIL Rwys 10R and 28L L
MIRL all Rwys L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

FORT PIERCE, FLORIDA
Amdt 4E 30JAN20

27°30′N-80°22′W

TREASURE COAST INTL (FPR)
ILS or LOC RWY 10R

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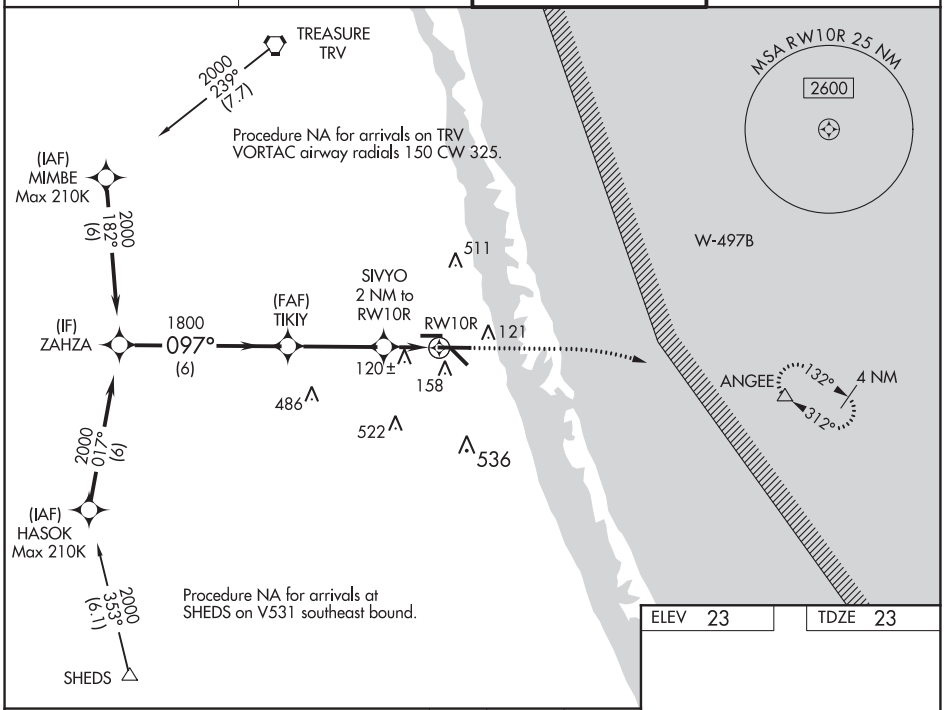
WAAS CH 69529 W10A	APP CRS 097°	Rwy ldg 6492 TDZE 23 Apt Elev 23

RNAV (GPS) RWY 10R
TREASURE COAST INTL (FPR)

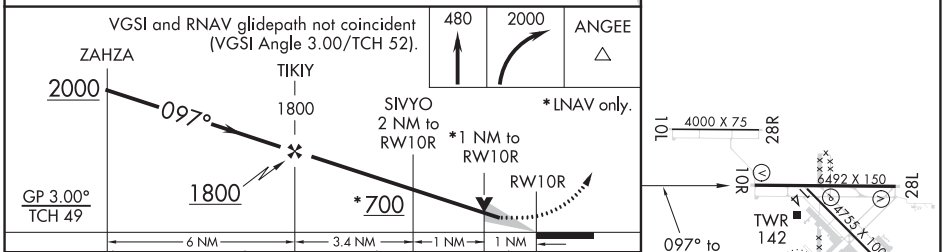
Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 23 feet and all MDA 40 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile, and increase Circling Cat C/D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA with Vero Beach altimeter setting.

MISSED APPROACH: Climb to 480 then climbing right turn to 2000 direct ANGEE and hold.

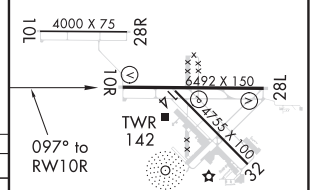
ATIS	PALM BEACH APP CON	FORT PIERCE TOWER*	GND CON
134.825	132.8	128.2 (CTAF) L	119.55



ELEV 23	TDZE 23



CATEGORY	A	B	C	D
LPV DA	273-¾		250 (300-¾)	
LNAV/VNAV DA	348-1		325 (400-1)	
LNAV MDA	380-1		357 (400-1)	
C CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	880-2½ 857 (900-2½)	880-2¾ 857 (900-2¾)



REIL Rwys 10R and 28L L
MIRL all Rwys L

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SE-3, 25 FEB 2021 to 22 APR 2021

FORT PIERCE, FLORIDA

AL-5343 (FAA)

20170

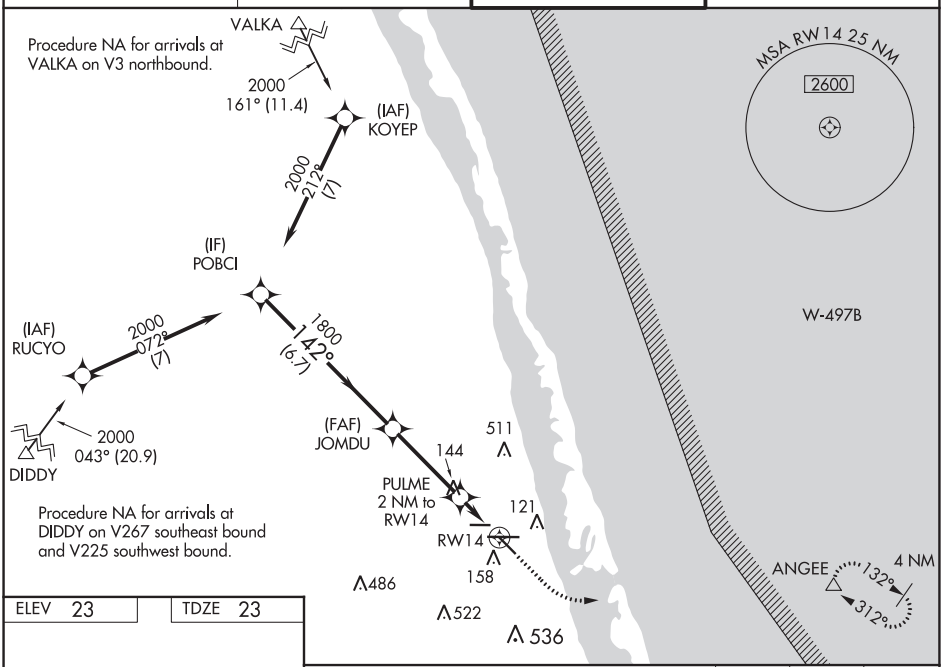
RNAV (GPS) RWY 14
TREASURE COAST INTL (FPR)

WAAS CH 82508 W14A	APP CRS 142°	Rwy ldg 4755 TDZE 23 Apt Elev 23

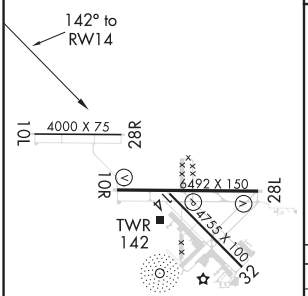
Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When VGSI inop, Straight-in/Circling Rwy 14 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility below 1 SM NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase LPV DA to 303, LNAV/VNAV DA to 378 and all MDA 40 feet; increase LNAV visibility Cats C/D ⅛ SM; increase Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 480 then climbing left turn to 2000 direct ANGEE and hold.

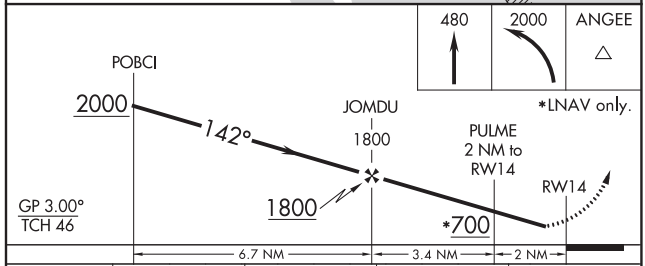
ATIS	PALM BEACH APP CON	FORT PIERCE TOWER*	GND CON
134.825	132.8	128.2 (CTAF) L	119.55



ELEV 23	TDZE 23



REIL Rwys 10R and 28L L
MIRL all Rwys L



CATEGORY	A	B	C	D
LPV DA	280-1 257 (300-1)			
LNAV/VNAV DA	355-1⅛ 332 (400-1⅛)			
LNAV MDA	400-1 377 (400-1)			
C CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	880-2½ 857 (900-2½)	880-2¾ 857 (900-2¾)

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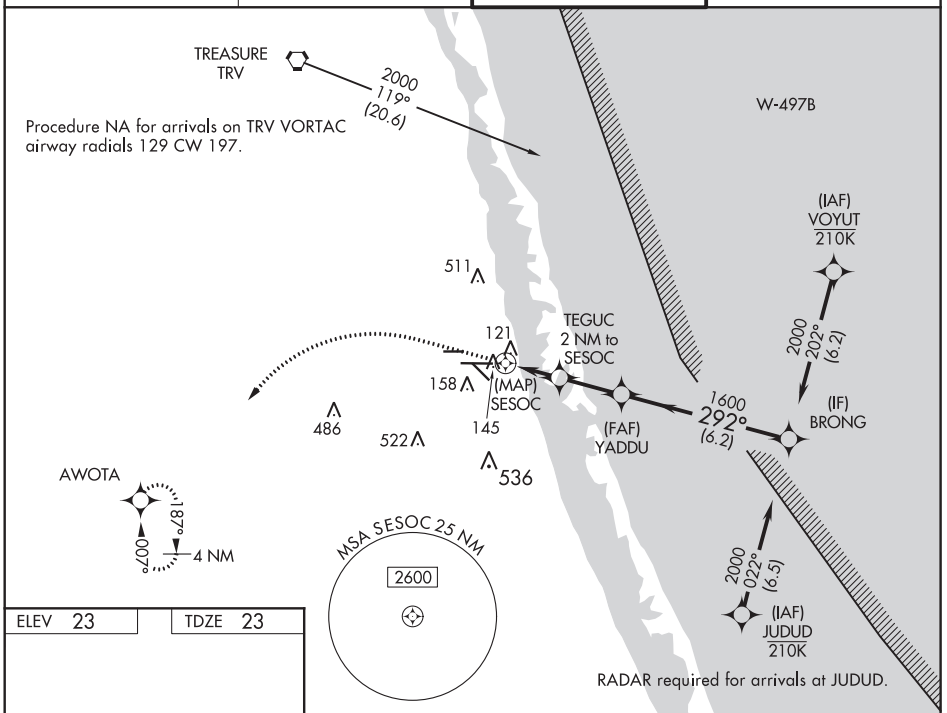
APP CRS	Rwy ldg	6492
292°	TDZE	23
	Apt Elev	23

RNAV (GPS) RWY 28L
TREASURE COAST INTL (FPR)

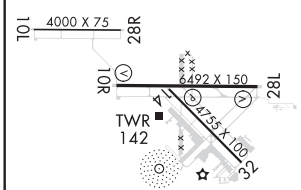
Helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase LNAV/VNAV DA to 435 feet and MDA 40 feet; increase LNAV/VNAV visibility all Cats and LNAV visibility Cats C/D ⅛ SM. Increase Circling visibility Cat C/D ¼ SM. Baro-VNAV NA when using local altimeter setting.

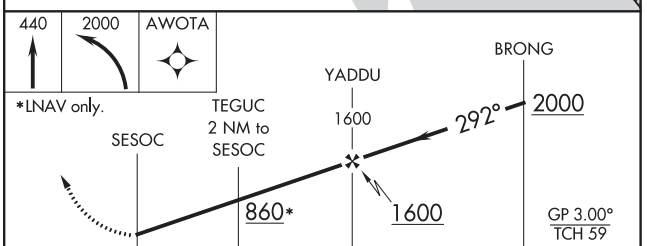
MISSED APPROACH: Climb to 440 then climbing left turn to 2000 direct AWOTA and hold.

ATIS	PALM BEACH APP CON	FORT PIERCE TOWER★	GND CON
134.825	132.8	128.2 (CTAF) L	119.55



ELEV 23	TDZE 23





CATEGORY	A	B	C	D
LNAV/VNAV DA	412-1¼ 389 (400-1¼)			
LNAV MDA	400-1 377 (400-1)			
C CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	880-2½ 857 (900-2½)	880-2¾ 857 (900-2¾)

REIL Rwys 10R and 28L L
MIRL all Rwys L

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SE-3, 25 FEB 2021 to 22 APR 2021

FORT PIERCE, FLORIDA

AL-5343 (FAA)

20170

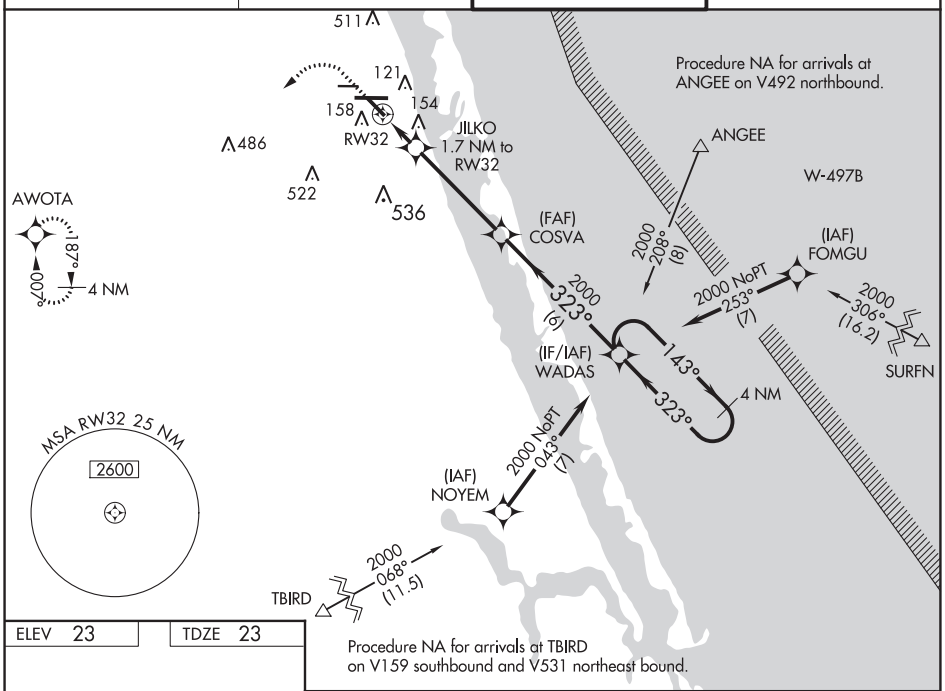
RNAV (GPS) RWY 32
TREASURE COAST INTL (FPR)

WAAS CH 99729 W32A	APP CRS 323°	Rwy ldg 4755 TDZE 23 Apt Elev 23

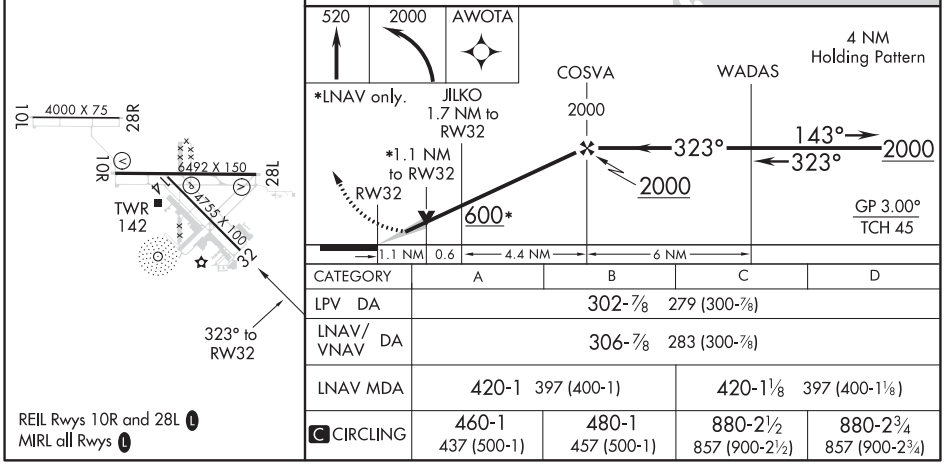
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase LPV DA to 325, LNAV/VNAV DA to 329 feet and MDA 40 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibility ⅛ SM. Increase Circling visibility Cat C/D ¼ SM. Baro-VNAV NA when using Vero Beach altimeter setting.

MISSED APPROACH: Climb to 520 then climbing left turn to 2000 direct AWOTA and hold.

ATIS	PALM BEACH APP CON	FORT PIERCE TOWER★	GND CON
134.825	132.8	128.2 (CTAF) L	119.55



ELEV 23	TDZE 23



REIL Rwys 10R and 28L L
MIRL all Rwys L

CATEGORY	A	B	C	D
LPV DA	302-⅞ 279 (300-⅞)			
LNAV/VNAV DA	306-⅞ 283 (300-⅞)			
LNAV MDA	420-1 397 (400-1)		420-1⅛ 397 (400-1⅛)	
C CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	880-2½ 857 (900-2½)	880-2¾ 857 (900-2¾)

FORT PIERCE, FLORIDA
Amdt 1D 18JUN20

27°30′N-80°22′W

TREASURE COAST INTL (FPR)
RNAV (GPS) RWY 32

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

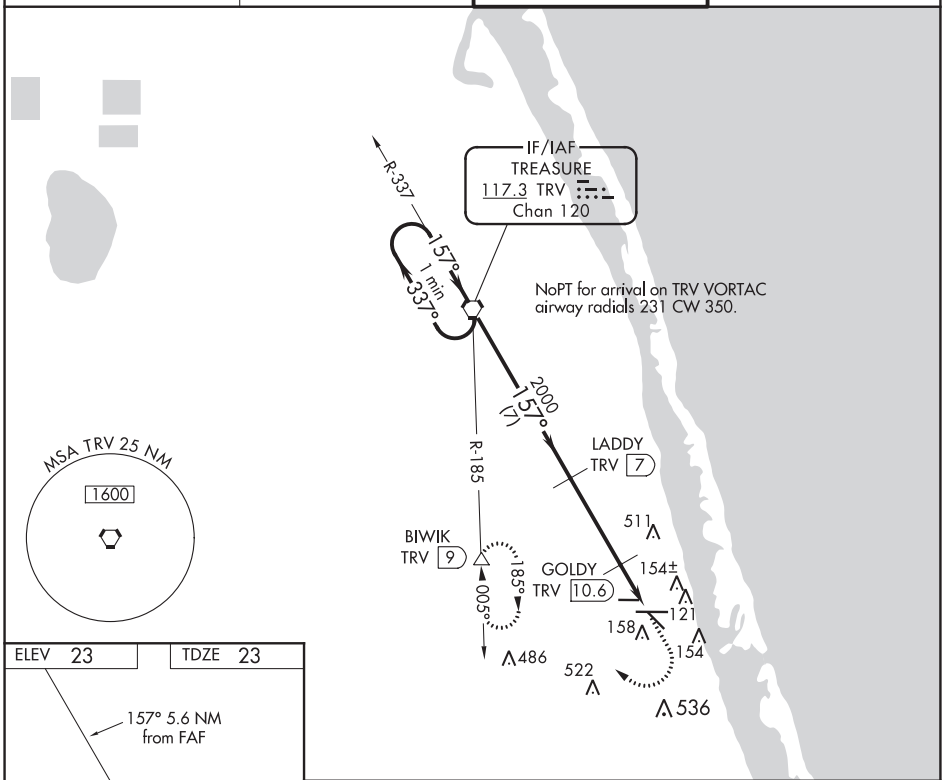
VOR/DME RWY 14
TREASURE COAST INTL (FPR)

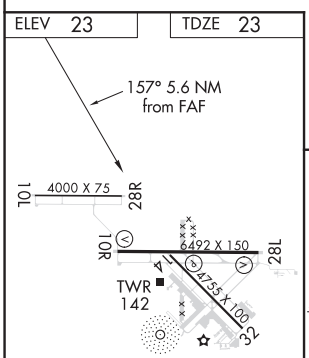
VORTAC TRV	APP CRS	Rwy ldg	4755
117.3	157°	TDZE	23
Chan 120		Apt Elev	23

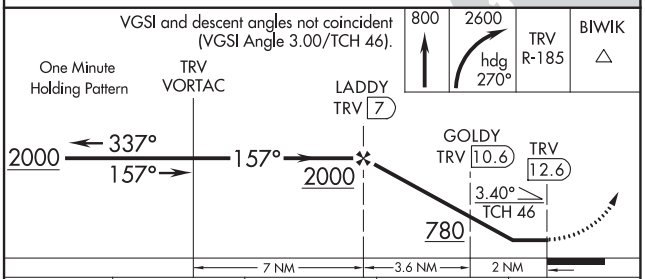
When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet; increase S-14 visibility Cats C/D ⅛ SM; increase Circling visibility Cat C/D ¼ SM. Helicopter visibility reduction below 1 SM NA. Night Landing Rwy 14 NA.

MISSED APPROACH: Climb to 800 then climbing right turn to 2600 on heading 270° and TRV VORTAC R-185 to BIWIK/TRV 9 DME and hold.

ATIS	PALM BEACH APP CON	FORT PIERCE TOWER ★	GND CON
134.825	132.8	128.2 (CTAF) L	119.55







CATEGORY	A	B	C	D
S-14	420-1 397 (400-1)		420-1⅛ 397 (400-1⅛)	
C CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	880-2½ 857 (900-2½)	880-2¾ 857 (900-2¾)

REIL Rwys 10R and 28L L
MIRL all Rwys L

SE-3, 25 FEB 2021 to 22 APR 2021

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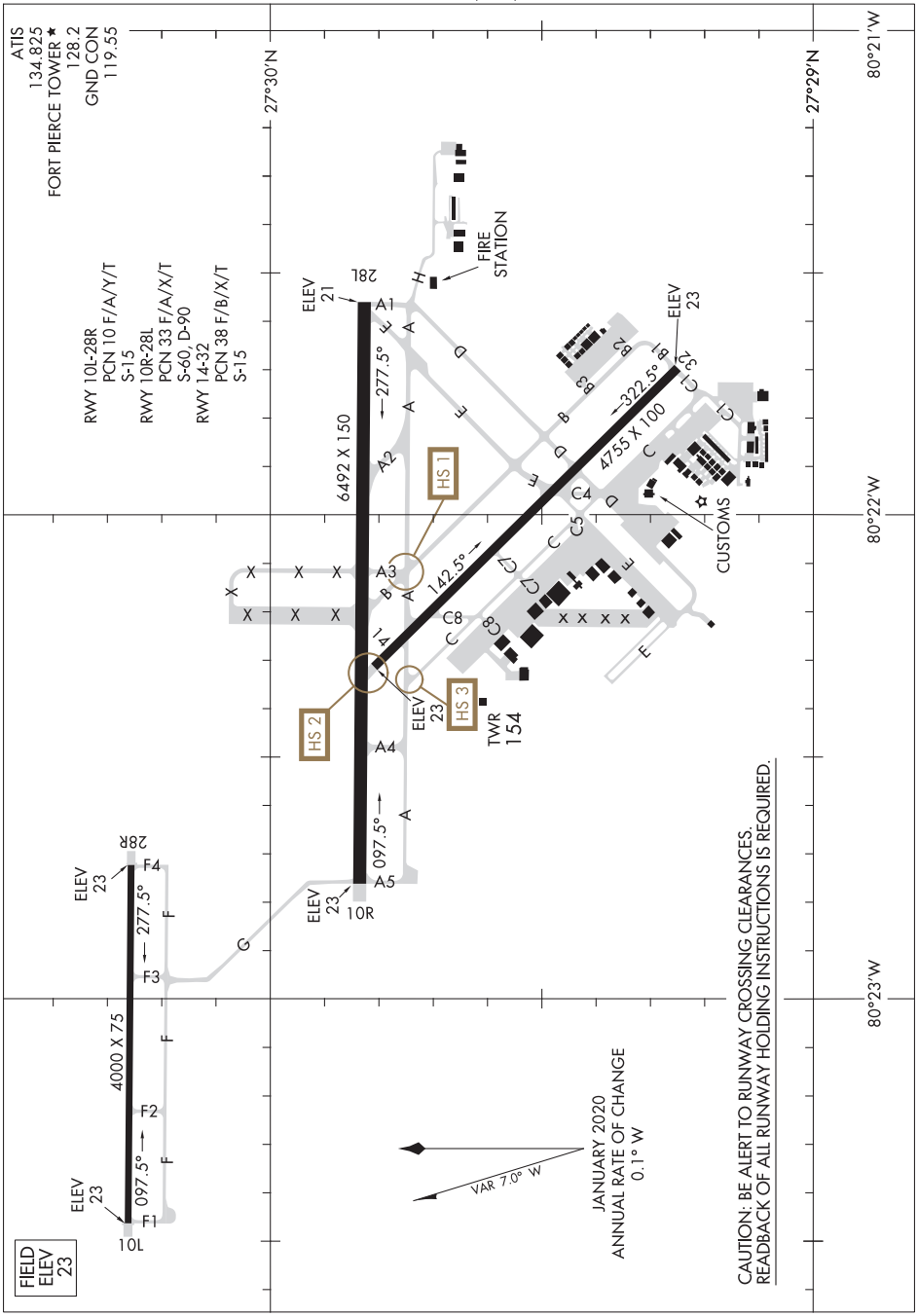
20254

AIRPORT DIAGRAM

AL-5343 (FAA)

TREASURE COAST INTL (FPR)
FORT PIERCE, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

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AIRPORT DIAGRAM

FORT PIERCE, FLORIDA
TREASURE COAST INTL (FPR)

20254

ILS or LOC RWY 29
GAINESVILLE RGNL (GNV)

LOC I-GNV	APP CRS	Rwy ldg / TDZE / Apt Elev
111.3	286°	7504 / 122 / 151

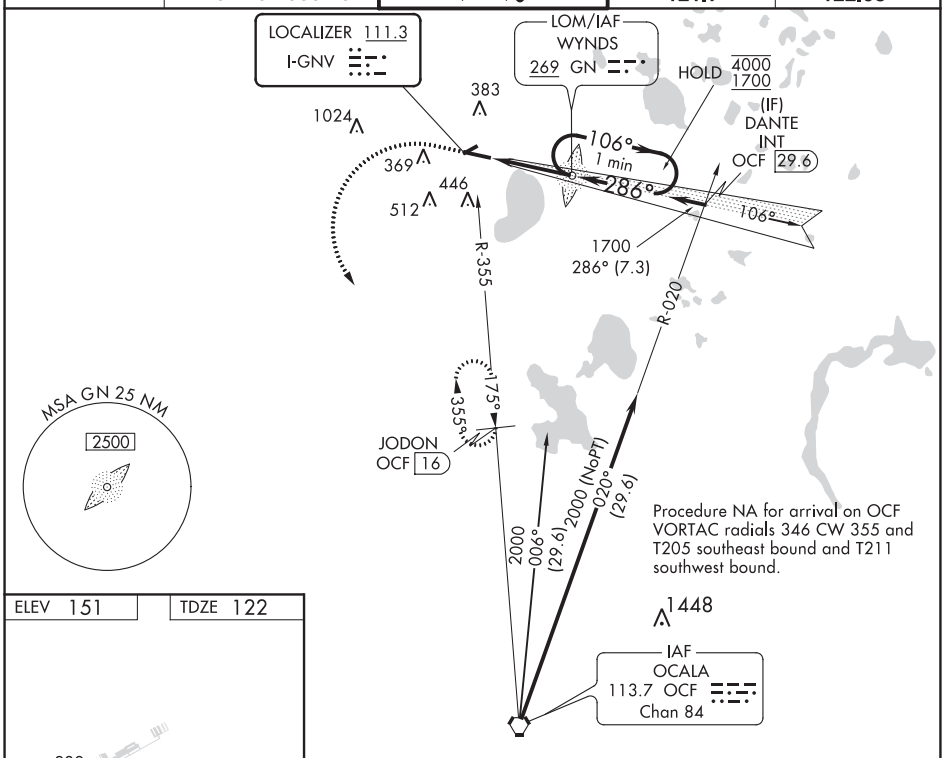
DME required.

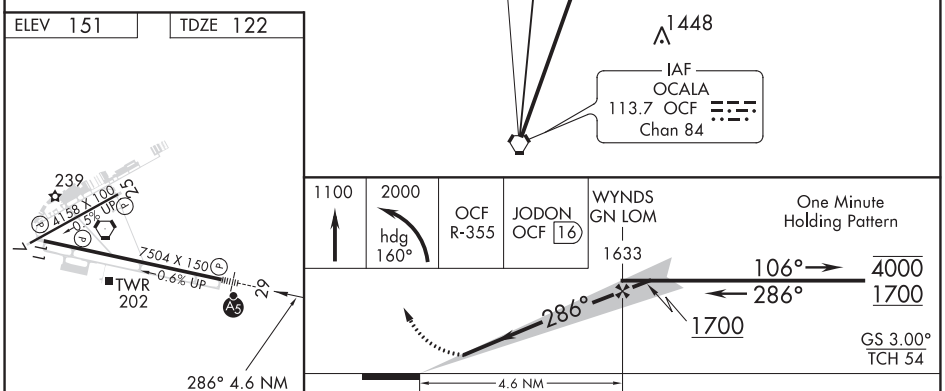
When local altimeter setting not received, use Ocala altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase S-LOC 29 Cat C and D visibility to RVR 6000, Circling Cat C to 2 SM and Cat D to 2½ SM. For inop ALS when using OCALA altimeter setting, increase S-ILS 29 all Cats visibility to RVR 4500. ** RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Ocala altimeter setting.)

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 2000 on heading 160° and OCF VORTAC R-355 to JODON/16 DME and hold.

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





REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 29**	322/24 200 (200-½)			
S-LOC 29	580/24 458 (500-½)		580/45 458 (500-⅞)	
C CIRCLING	620-1 469 (500-1)	700-1 549 (600-1)	760-1¾ 609 (700-1¾)	820-2 669 (700-2)

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GAINESVILLE, FLORIDA

AL-973 (FAA)

20086

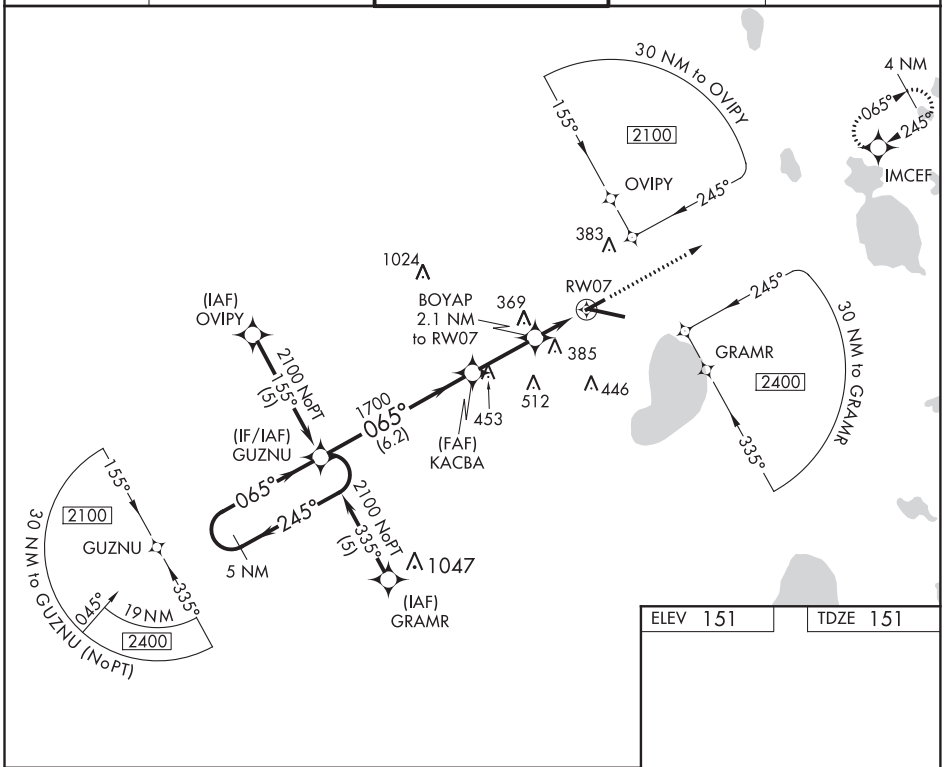
RNAV (GPS) RWY 7
GAINESVILLE RGNL (GNV)

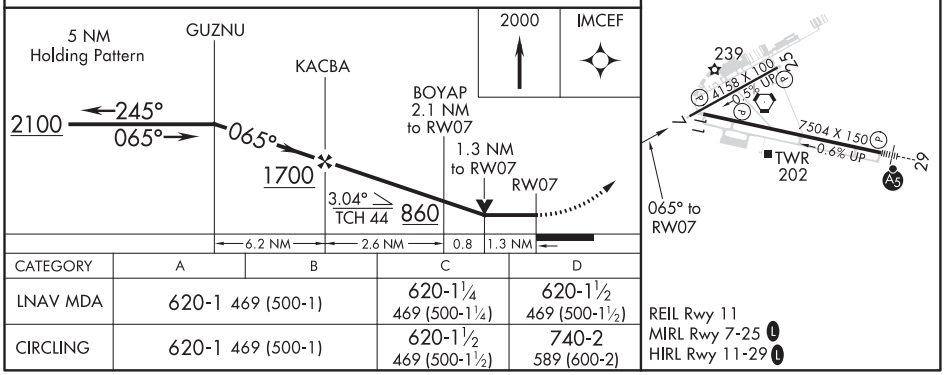
APP CRS	Rwy ldg	4158
065°	TDZE	151
	Apt Elev	151

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Ocala Intl-Jim Taylor Fld altimeter setting.
When local altimeter setting not received, use Ocala Intl-Jim Taylor Field altimeter setting and increase all MDA 100 feet. Increase LNAV Cat C and Cat D, and Circling Cat D visibility ¼ mile.
When VGSI inoperative, Circling Rwy 25 NA at night.

MISSED APPROACH: Climb to 2000 direct IMCEF and hold.

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





CATEGORY	A	B	C	D
LNAV MDA	620-1 469 (500-1)		620-1¼ 469 (500-1¼)	620-1½ 469 (500-1½)
CIRCLING	620-1 469 (500-1)		620-1½ 469 (500-1½)	740-2 589 (600-2)

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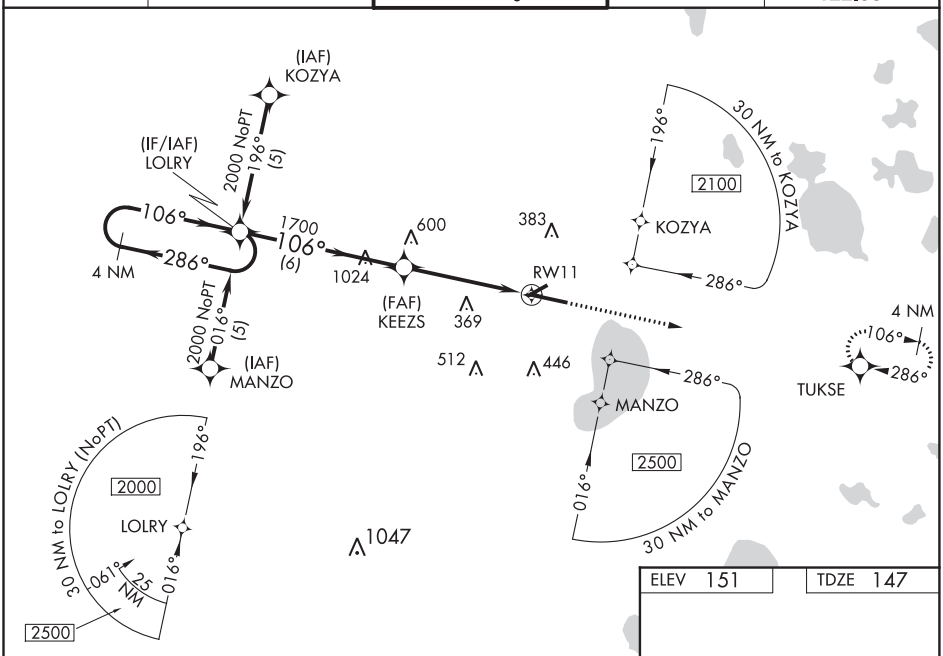
WAAS CH 50115 W11A	APP CRS 106°	Rwy ldg 7504 TDZE 147 Apt Elev 151

RNAV (GPS) RWY 11
GAINESVILLE RGNL (GNV)

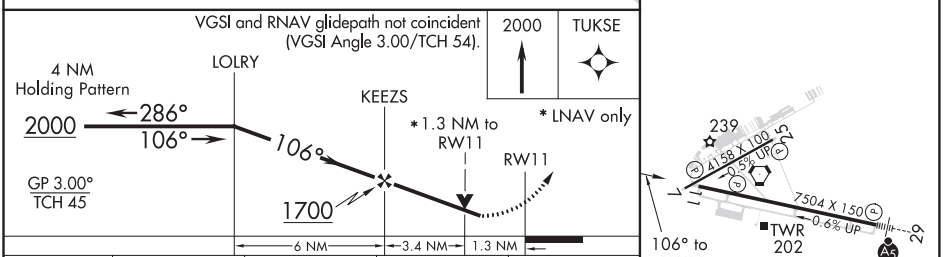
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ocala Intl-Jim Taylor Field altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV all Cats and LNAV/VNAV all Cats visibility ½ mile. Increase LNAV Cat C and Cat D, and Circling Cat D visibility ¼ mile. Visibility reduction by helicopters NA. Baro-VNAV NA when using Ocala Intl-Jim Taylor Field altimeter setting. When VGSI inoperative, Circling Rwy 25 NA at night. VDP NA when using Ocala Intl-Jim Taylor Field altimeter setting.

MISSED APPROACH: Climb to 2000 direct TUKSE and hold.

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



ELEV 151	TDZE 147



CATEGORY	A	B	C	D
LPV DA	460-1 313 (400-1)			
LNAV/VNAV DA	600-1½ 453 (500-1½)			
LNAV MDA	600-1 453 (500-1)		600-1¼ 453 (500-1¼)	600-1½ 453 (500-1½)
CIRCLING	620-1 469 (500-1)		620-1½ 469 (500-1½)	740-2 589 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3, 25 FEB 2021 to 22 APR 2021

GAINESVILLE, FLORIDA

AL-973 (FAA)

20086

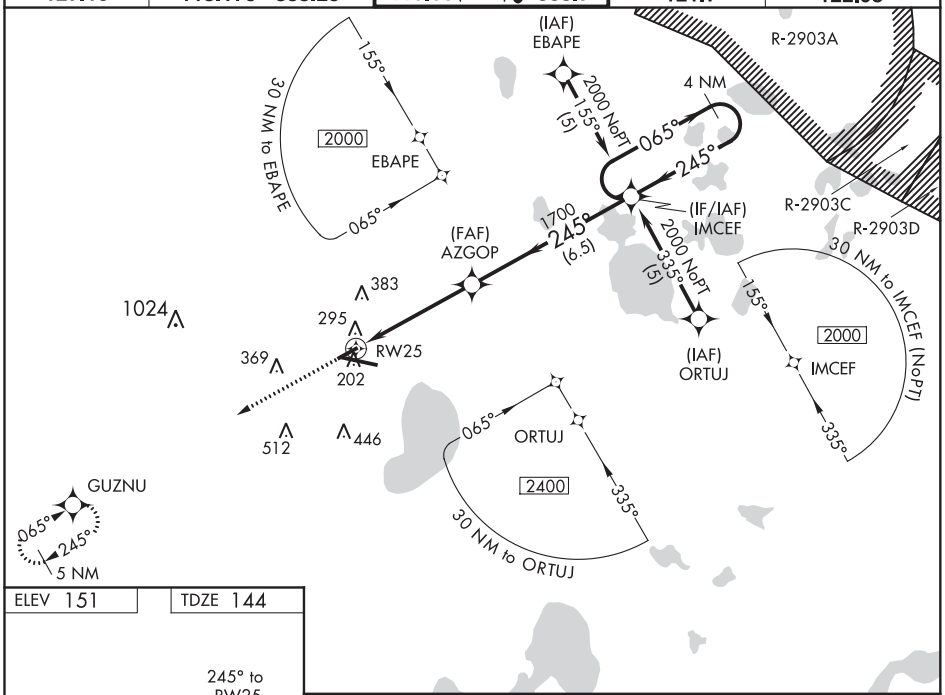
RNAV (GPS) RWY 25
GAINESVILLE RGNL (GNV)

WAAS CH 86604 W25A	APP CRS 245°	Rwy ldg 4158 TDZE 144 Apt Elev 151

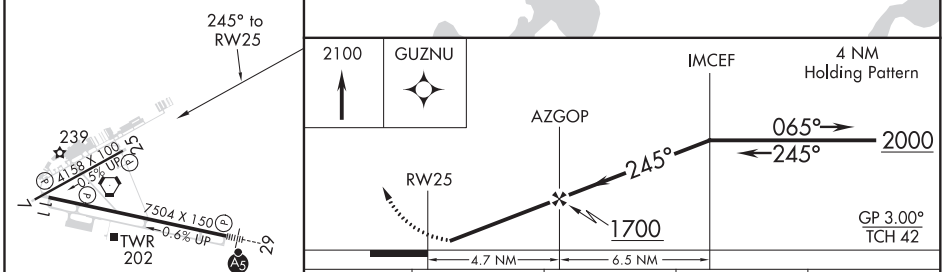
T A Baro-VNAV NA when using Ocala Intl-Jim Taylor altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ocala Intl-Jim Taylor Field altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and Circling Cat D visibility ¼ mile. Increase LNAV Cat D visibility ½ mile. When VGSI inoperative, straight-in/Circling Rwy 25 procedure NA at night.

MISSED APPROACH: Climb to 2100 direct GUZNU and hold.

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



ELEV 151 | TDZE 144



REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

CATEGORY	A	B	C	D
LPV DA	501-1¼ 357 (400-1¼)			
LNAV/VNAV DA	694-2 550 (600-2)			
LNAV MDA	560-1 416 (500-1)		560-1¼ 416 (500-1¼)	
CIRCLING	620-1 469 (500-1)		620-1½ 469 (500-1½)	740-2 589 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021

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WAAS CH 60916 W29A	APP CRS 286°	Rwy ldg 7504 TDZE 122 Apt Elev 151

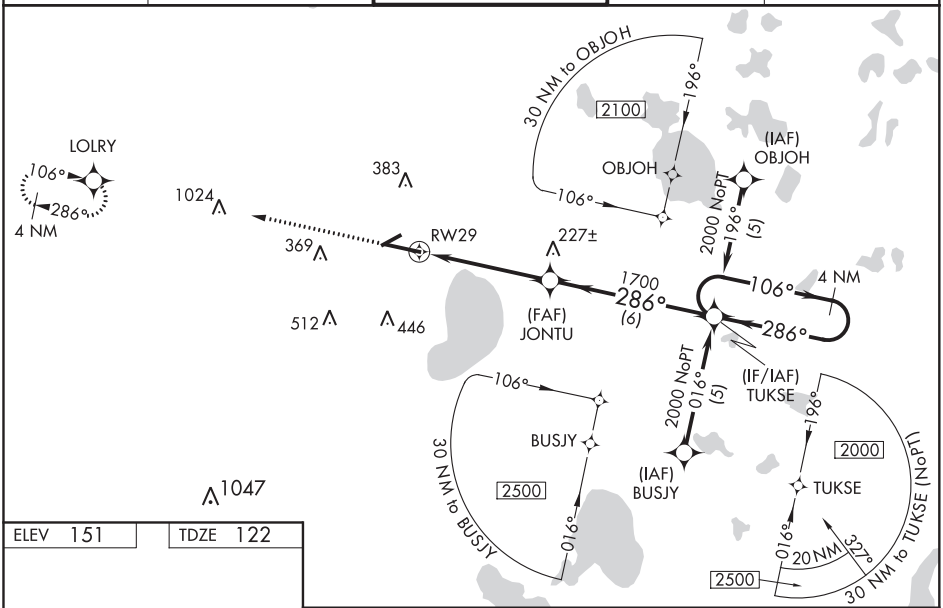
RNAV (GPS) RWY 29
GAINESVILLE RGNL (GNV)

DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR using Ocala Intl-Jim Taylor Field altimeter setting, increase LPV all Cats visibility to 1½ mile. When local altimeter setting not received, use Ocala Intl-Jim Taylor Field altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV all Cats and LNAV/VNAV all Cats visibility to RVR 5000, LNAV Cat C visibility to RVR 4000, and Circling Cat D visibility to 2¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Ocala Intl-Jim Taylor Field altimeter setting. When VGSI inoperative, Circling Rwy 25 NA at night.

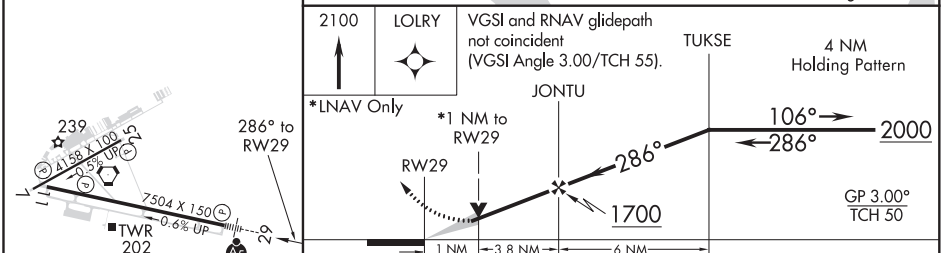
MALSR

MISSED APPROACH: Climb to 2100 direct LOLRY and hold.

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



ELEV 151	TDZE 122



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

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

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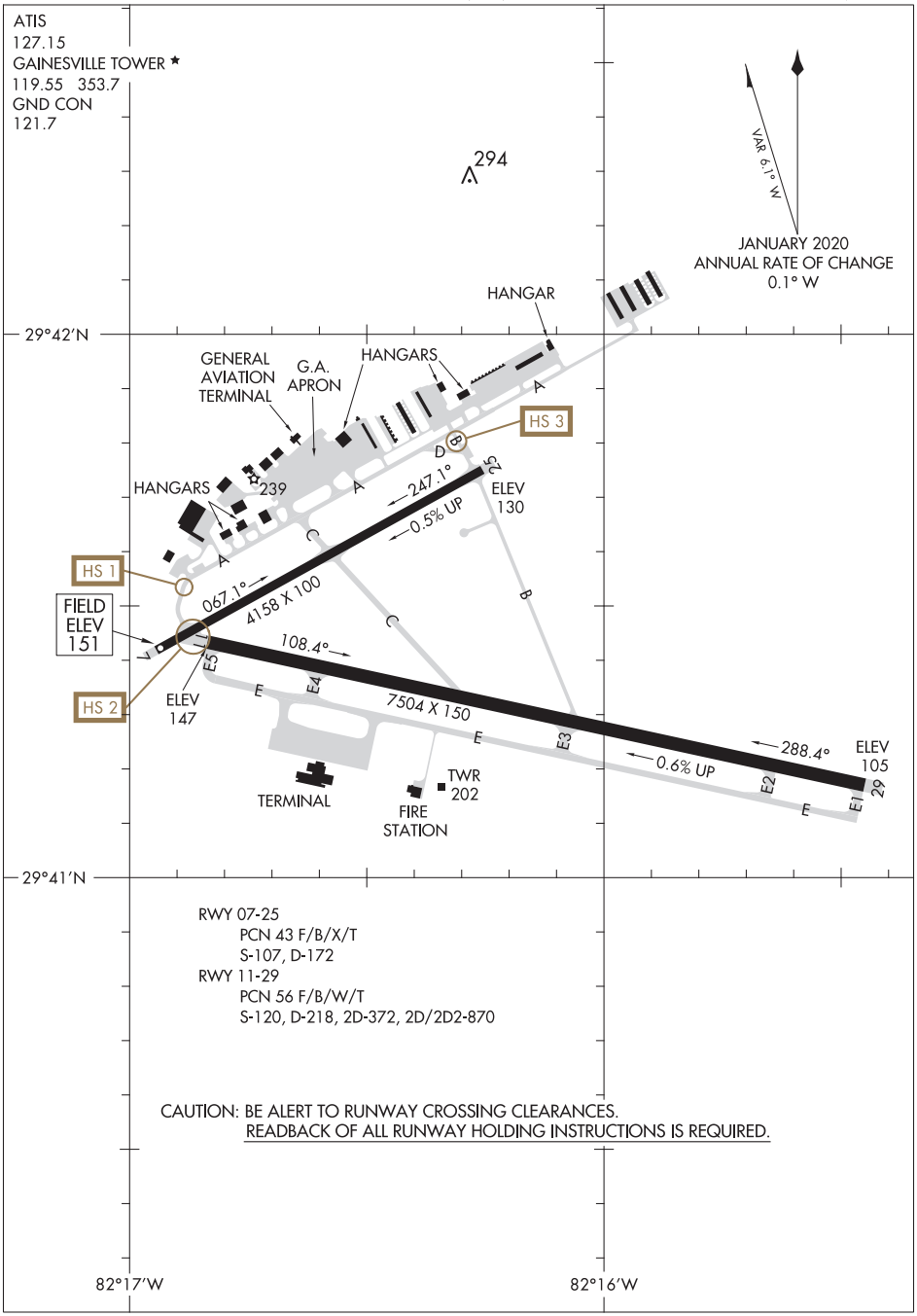
20086

AIRPORT DIAGRAM

AL-973 (FAA)

GAINESVILLE RGNL (GNV)
GAINESVILLE, FLORIDA



RWY 07-25
PCN 43 F/B/X/T
S-107, D-172
RWY 11-29
PCN 56 F/B/W/T
S-120, D-218, 2D-372, 2D/2D2-870

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

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AIRPORT DIAGRAM
20086
GAINESVILLE, FLORIDA
GAINESVILLE RGNL (GNV)

APP CRS	Rwy ldg	3000
096°	TDZE	8
	Apt Elev	9

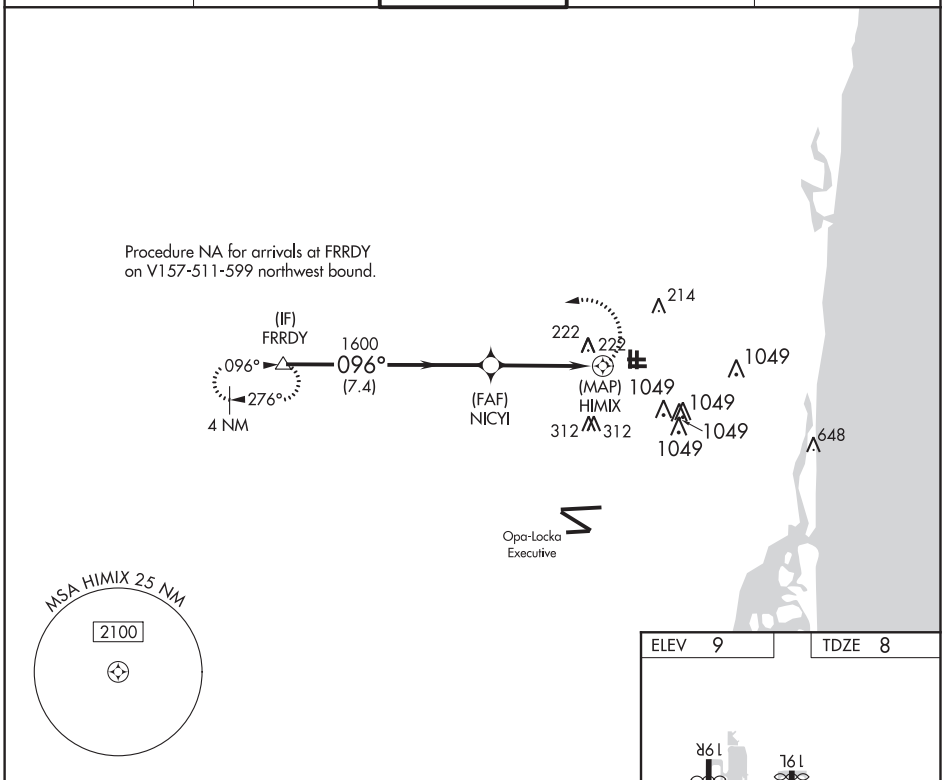
RNAV (GPS) RWY 10R
NORTH PERRY (HWO)

RNP APCH.

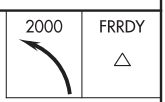
Rwy 10R helicopter visibility reduction below ¾ SM NA.
Circling Rwy 01R, 10L, 19L, 28R NA at night.

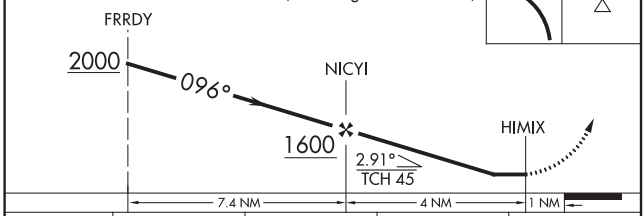
MISSED APPROACH: Climbing left turn to 2000 direct FRRDY and hold.

ATIS	MIAMI APP CON		NORTH PERRY TOWER★	GND CON		UNICOM
135.475	128.6	306.975	132.1 (CTAF) L 254.3	120.45	254.3	122.95



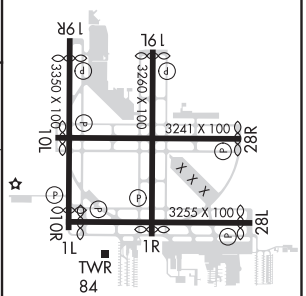
VGSI and descent angles not coincident
(VGSI Angle 3.50/TCH 45).





CATEGORY	A	B	C	D
LNAV MDA	480-1¼	472 (500-1¼)	480-1⅜ 472 (500-1⅜)	NA
CIRCLING	560-1¼	551 (600-1¼)	560-1½ 551 (600-1½)	NA

ELEV 9 TDZE 8



REIL Rwys 1L, 10R, 19R and 28L
MIRL Rwys 10R-28L and 1L-19R L

SE-3, 25 FEB 2021 to 22 APR 2021

HOLLYWOOD, FLORIDA

AL-5606 (FAA)

19059

RNAV (GPS) RWY 28R
NORTH PERRY (HWO)

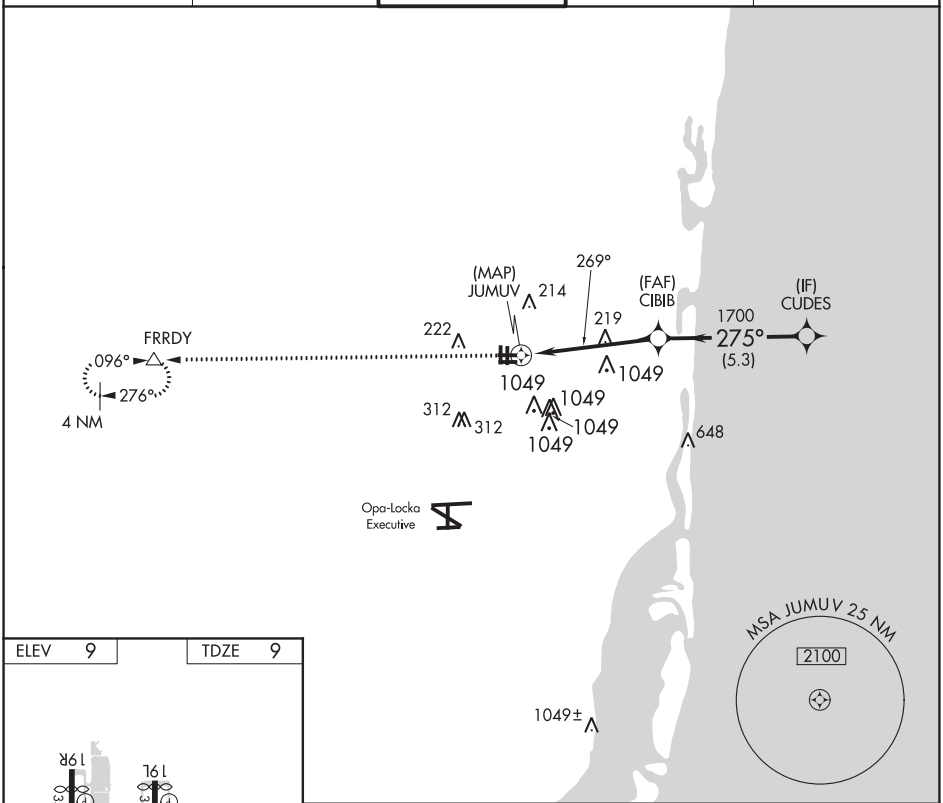
APP CRS	Rwy ldg	3180
269°	TDZE	9
	Apt Elev	9

RNP APCH. RADAR required for procedure entry.

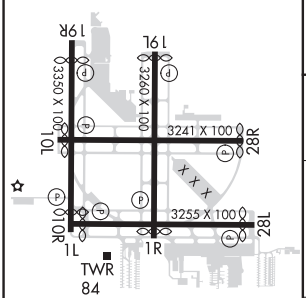
Rwy 28 helicopter visibility reduction below ¾ SM NA.
Straight-in minimums NA at night.
Circling Rwy 1R, 10L, 19L, 28R NA at night.

MISSED APPROACH: Climb to 2000 direct FRRDY and hold.

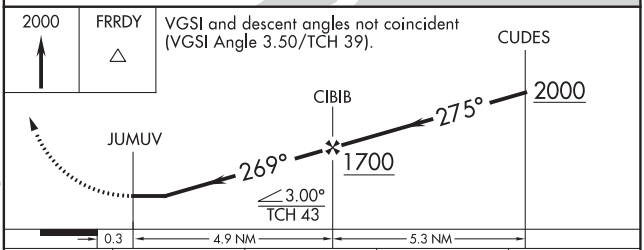
ATIS	MIAMI APP CON		NORTH PERRY TOWER*	GND CON		UNICOM
135.475	128.6	306.975	132.1 (CTAF) L 254.3	120.45	254.3	122.95



ELEV 9 TDZE 9



REIL Rwys 1L, 10R, 19R and 28L
MIRL Rwys 10R-28L and 1L-19R L



CATEGORY	A	B	C	D
LNAV MDA	520-1	511 (600-1)	520-1⅜ 511 (600-1⅜)	NA
CIRCLING	560-1	551 (600-1)	560-1½ 551 (600-1½)	NA

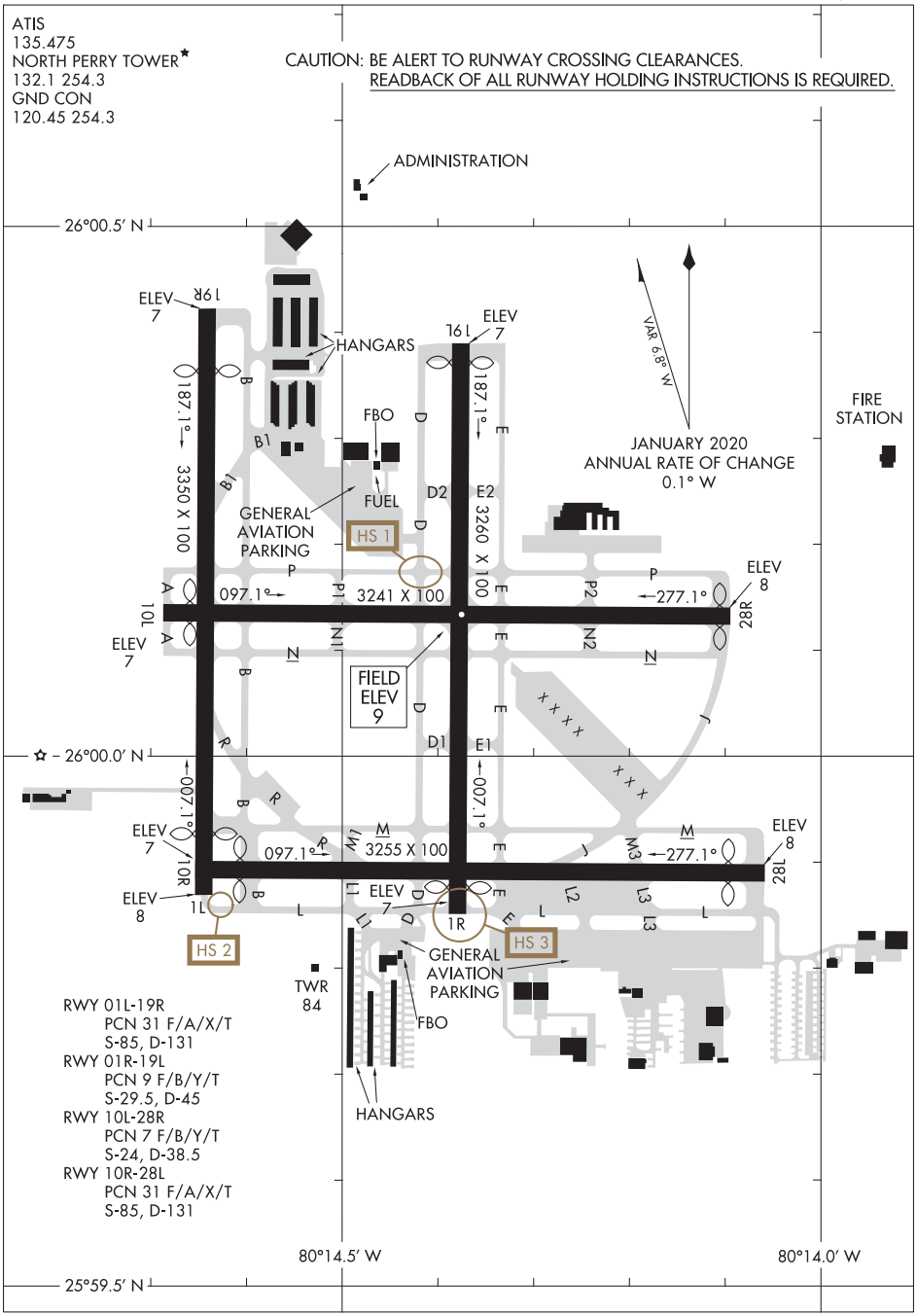
HOLLYWOOD, FLORIDA
Orig-C 06DEC18

26°00'N-80°14'W

NORTH PERRY (HWO)
RNAV (GPS) RWY 28R

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021



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SE-3, 25 FEB 2021 to 22 APR 2021

(MIA7.MIA) 21056 AL-5606 (FAA)

MIAMI SEVEN DEPARTURE

NORTH PERRY (HWO)
HOLLYWOOD, FLORIDA

ATIS 135.475
GND CON 120.45 254.3
NORTH PERRY TOWER★ 132.1 (CTAF) 254.3
UNICOM 122.95
MIAMI DEP CON (WINCO, HEDLY, PADUS, BEECH) 119.45 290.325 (SKIPS, EONNS, MNATE) 125.5 354.1

FREEPORT 113.2 ZFP Chan 79

BIMINI 116.7 ZBV Chan 114

PADUS N26° 21.24′ W79° 06.52′ L-23, H-8

BEECH N25° 58.51′ W79° 23.05′ L-23, H-8

SKIPS N25° 33.23′ W79° 16.46′ L-23, H-8

JANUS N26° 05.65′ W79° 38.01′ L-23, H-8

VIRGINIA KEY 117.1 VKZ Chan 118 N25° 45.11′ W80° 09.27′

PALM BEACH 115.7 PBI Chan 104

FORT LAUDERDALE 114.4 FLL Chan 91 N26°04.44′-W80°09.99′

EONNS N25° 17.80′ W79° 59.21′ L-23, H-8

HEDLY N26° 34.96′ W80° 35.82′ L-23, H-8

DRUUM N25° 49.68′ W80° 14.64′

MNATE N24° 58.76′ W80° 31.44′ L-23

PAHOKEE 115.4 PHK Chan 101

WINCO N26° 25.04′ W80° 58.31′ L-23, H-8

DOLPHIN 113.9 DHP Chan 86 N25°48.00′-W80°20.94′

LA BELLE 110.4 LBV Chan 41

LEE COUNTY 111.8 RSW Chan 55

N

SPECIAL INSTRUCTIONS
Unless otherwise assigned, use departure frequency depicted associated with the transition in clearance.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.
NOTE: DME required.
NOTE: Turboprops operate in a manner that will result in best forward speed and climb rate.
NOTE: File DP in remarks section of flight plan.

TAKEOFF MINIMUMS
Rwys 1L/R, 28L/R: Standard.
Rwys 10L/R: Standard with a minimum climb of 420′ per NM to 1400.
Rwys 19L/R: 400-2¾ or standard with minimum climb of 220′ per NM to 500.

SE-3, 25 FEB 2021 to 22 APR 2021

MIAMI SEVEN DEPARTURE
HOLLYWOOD, FLORIDA
NORTH PERRY (HWO)

(MIA7.MIA) 25FEB21

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb heading 006° to 800 before turning right, thence. . . .
TAKEOFF RUNWAYS 10L/R: Climb heading 096° to 1400 before turning right, thence. . . .
TAKEOFF RUNWAYS 19L/R: Climb heading 186° to 1300 before turning left, thence. . . .
TAKEOFF RUNWAYS 28L/R: Climb heading 276° to 800, thence. . . .

. . . .maintain 2000 or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA7.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH.
EONNS TRANSITION (MIA7.EONNS): From over DHP VORTAC on DHP R-151 to EONNS.
HEDLY TRANSITION (MIA7.HEDLY): From over DRUUM on PHK R-157 to HEDLY.
MNATE TRANSITION (MIA7.MNATE): From over DHP VORTAC on DHP R-195 to MNATE.
PADUS TRANSITION (MIA7.PADUS): From over VKZ VOR/DME on VKZ R-058 to JANUS then on ZFP R-245 to PADUS.
SKIPS TRANSITION (MIA7.SKIPS): From over VKZ VOR/DME on VKZ R-108 to SKIPS.
WINCO TRANSITION (MIA7.WINCO): From over DHP VORTAC on DHP R-322 to WINCO.

HOMESTEAD, FLORIDA

AL-10263 (FAA)

19059

RNAV (GPS) RWY 10

MIAMI HOMESTEAD GENERAL AVIATION (X51)

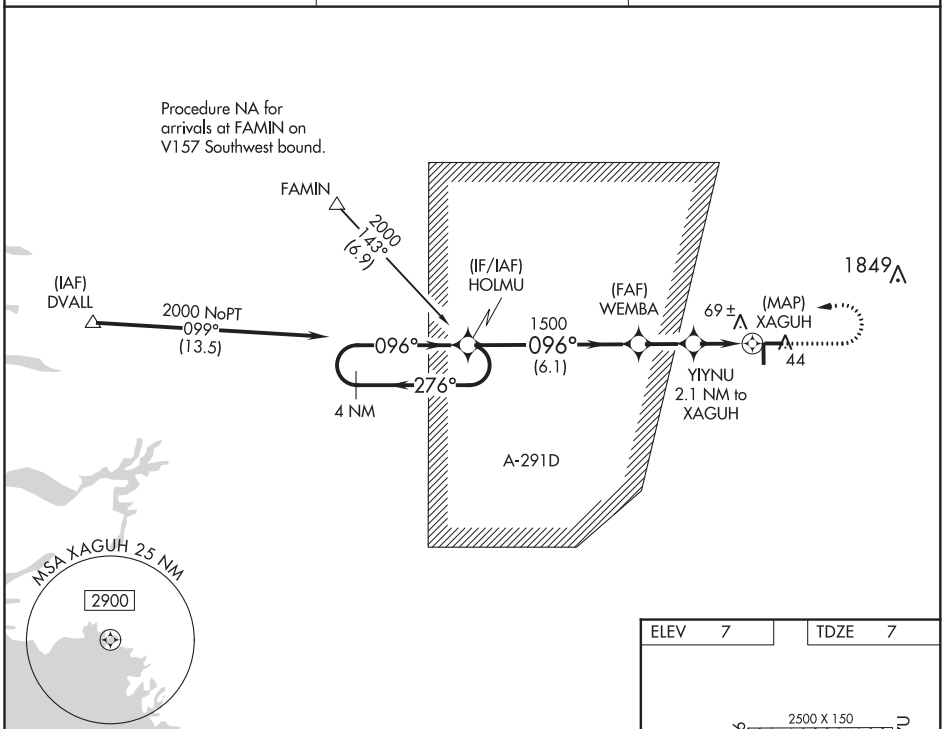
WAAS CH 42825 W10A	APP CRS 096°	Rwy ldg 3000 TDZE 7 Apt Elev 7

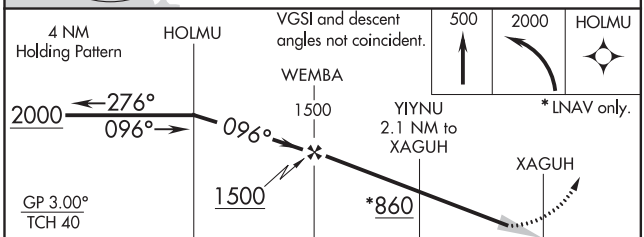
Baro-VNAV NA when using Miami Executive altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Executive altimeter setting: increase LPV DA to 284; increase LNAV/VNAV DA to 284; increase all MDA 40 feet.

NA

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct HOLMU and hold.

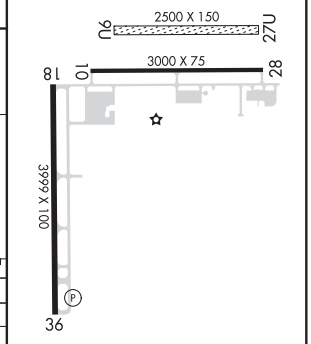
AWOS-3	MIAMI APP CON	UNICOM
118.375	125.5 354.1	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	257-⅞	250 (300-⅞)	NA	
LNAV/VNAV DA	257-⅞	250 (300-⅞)	NA	
LNAV MDA	320-1	313 (400-1)	NA	
CIRCLING	380-1 373 (400-1)	460-1 453 (500-1)	NA	

ELEV 7	TDZE 7



MIRL Rwys 18-36 and 10-28

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	3000
256°	TDZE	7
	Apt Elev	7

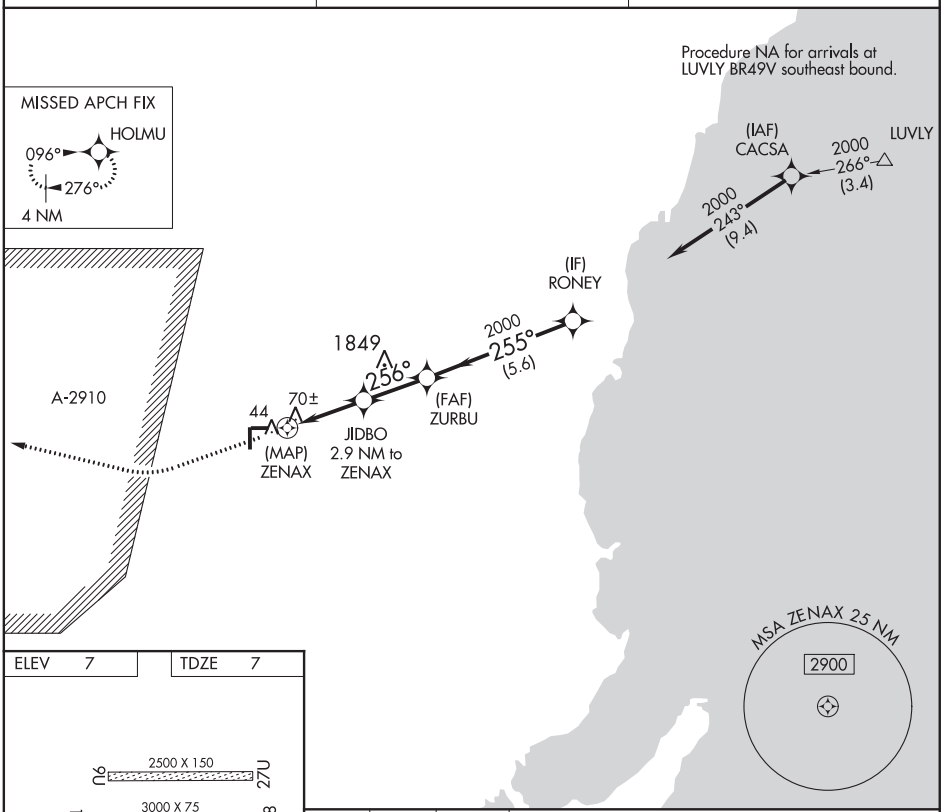
RNAV (GPS) RWY 28
MIAMI HOMESTEAD GENERAL AVIATION (X51)

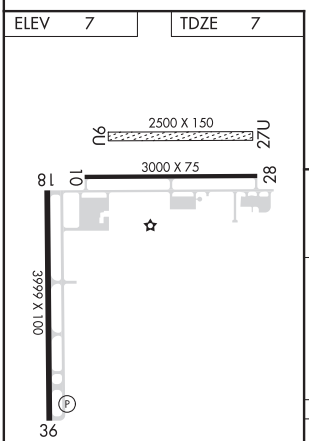
T
A NA

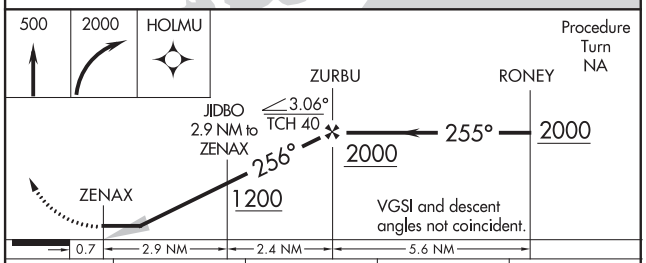
When local altimeter setting not received, use Miami Executive altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct HOLMU and hold.

AWOS-3	MIAMI APP CON	UNICOM
118.375	125.5 354.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	320-1	313 (400-1)	NA	
CIRCLING	380-1 373 (400-1)	460-1 453 (500-1)	NA	

MIRL Rwys 18-36 and 10-28

SE-3, 25 FEB 2021 to 22 APR 2021

HOMESTEAD, FLORIDA

ILS or LOC Z RWY 6

LOC I-HST	APCH CRS	Rwy ldg 11,201
109.9	055°	TDZE 5
		Arpt Elev 6

AL-494 [USAF]

HOMESTEAD ARB (KHST)

RADAR or DME required.

T * When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1⅜ miles.

ALSF-1 A1

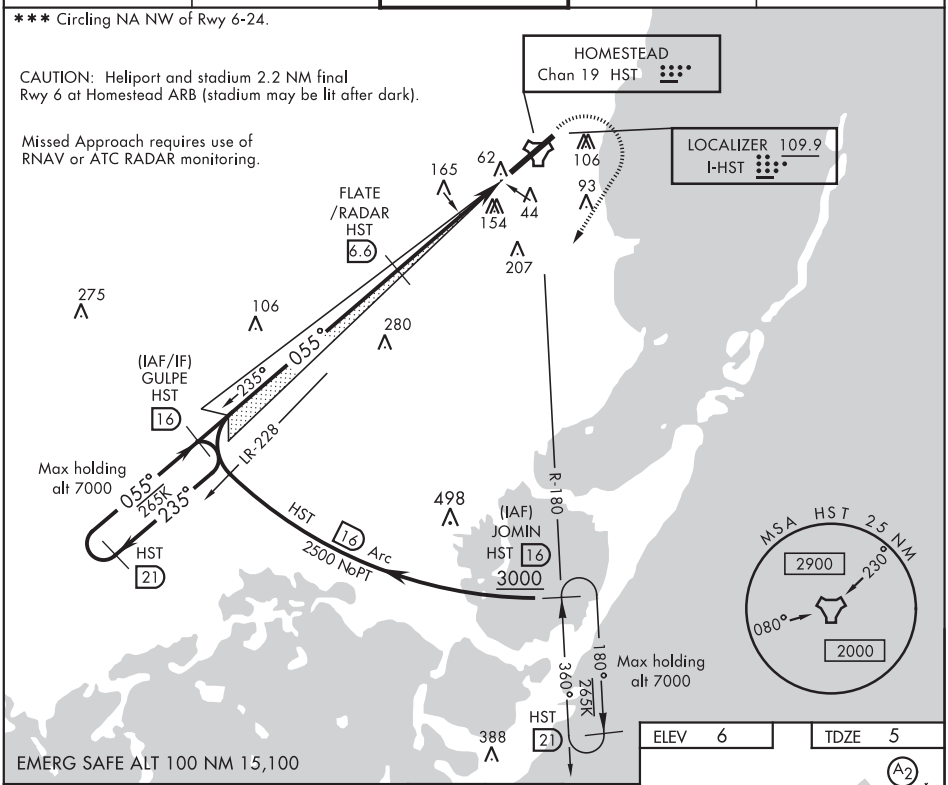
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 intercept HST TACAN R-180 to JOMIN and hold.

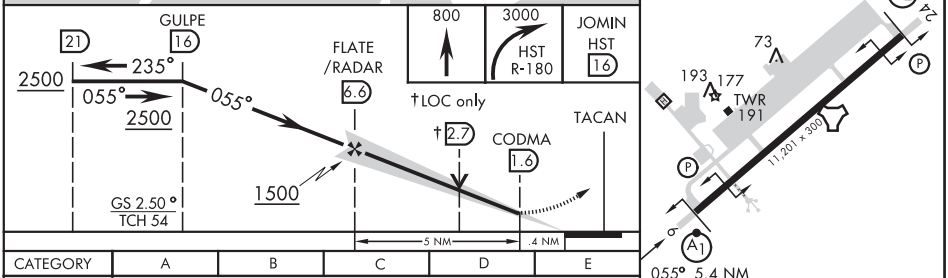
ATIS ★	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	121.75 275.8

*** Circling NA NW of Rwy 6-24.

CAUTION: Heliport and stadium 2.2 NM final Rwy 6 at Homestead ARB (stadium may be lit after dark).

Missed Approach requires use of RNAV or ATC RADAR monitoring.





CATEGORY	A	B	C	D	E
S-ILS 6 *	205/24 200 (200-½)				
S-LOC 6 **	460/24 455 (500-½)		460/45 455 (500-⅞)		
*** C CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	520-1½ 514 (600-1½)	580-2 574 (600-2)	780-2¾ 774 (800-2¾)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

HOMESTEAD, FLORIDA 25°29′N-80°23′W HOMESTEAD ARB (KHST)

Amdt 1 03DEC20

ILS or LOC Z RWY 6

SE-3, 25 FEB 2021 to 22 APR 2021

HOMESTEAD, FLORIDA

RNAV (GPS) RWY 6

APCH CRS	Rwy ldg	11,201
055°	TDZE	5
	Arpt Elev	6

AL-494 (USAF)

HOMESTEAD ARB (KHST)

* When ALS inop increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling NA NW of Rwy 6-24.

ALSF-1

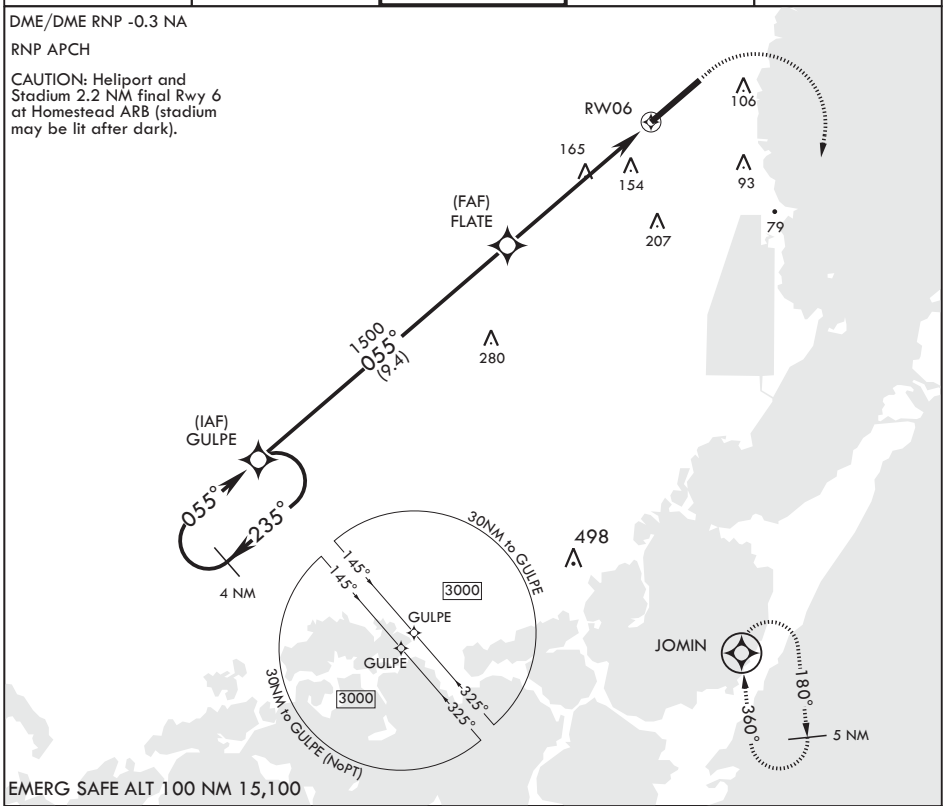
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct JOMIN and hold.

ATIS★	APP CON/DEP CON	TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	121.75 275.8

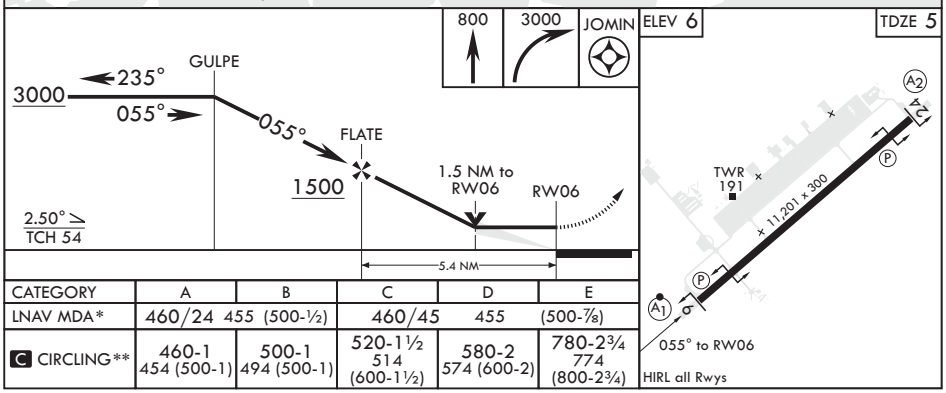
DME/DME RNP -0.3 NA

RNP APCH

CAUTION: Heliport and Stadium 2.2 NM final Rwy 6 at Homestead ARB (stadium may be lit after dark).



EMERG SAFE ALT 100 NM 15,100



CATEGORY	A	B	C	D	E
LNAV MDA*	460/24 455 (500-½)		460/45 455 (500-⅞)		
C CIRCLING**	460-1 454 (500-1)	500-1 494 (500-1)	520-1½ 514 (600-1½)	580-2 574 (600-2)	780-2¾ 774 (800-2¾)

HOMESTEAD, FLORIDA

Amdt 1 13AUG20

25°29'N - 80°23'W

HOMESTEAD ARB (KHST)

RNAV (GPS) RWY 6

SE-3, 25 FEB 2021 to 22 APR 2021

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HOMESTEAD, FLORIDA

RNAV (GPS) RWY 24

APCH CRS	Rwy ldg	11,201
235°	TDZE	5
	Arpt Elev	6

AL-494 (USAF)

HOMESTEAD ARB (KHST)

* When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.
** Circling NA NW of Rwy 06-24.

SALS (A2)

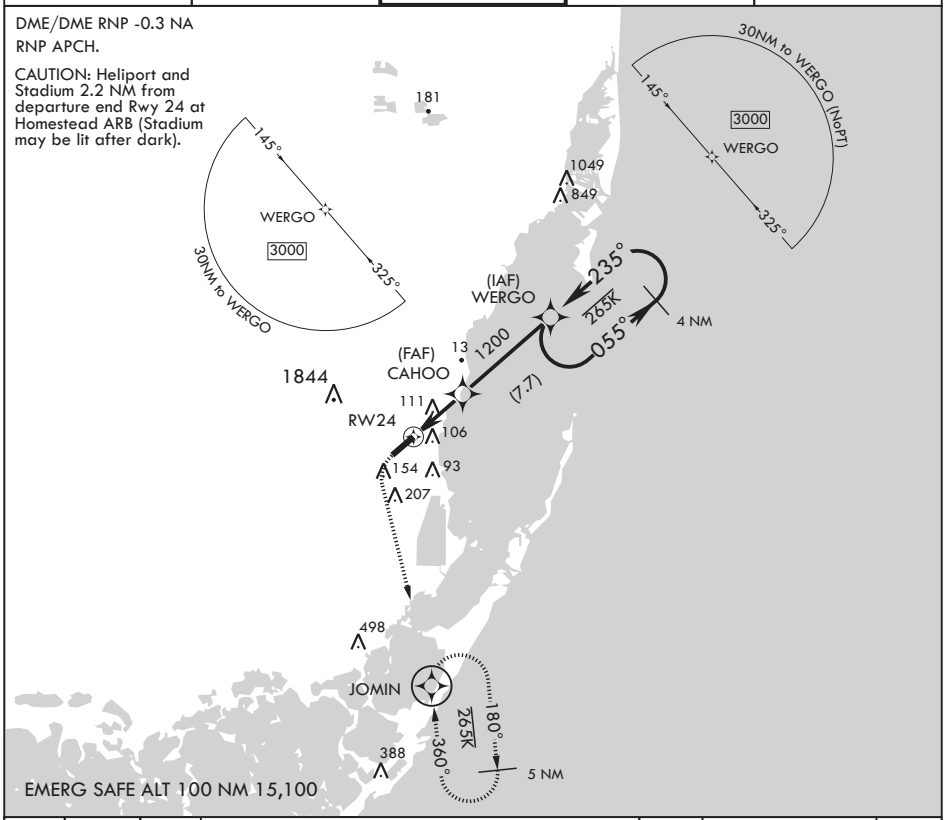
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct JOMIN and hold.

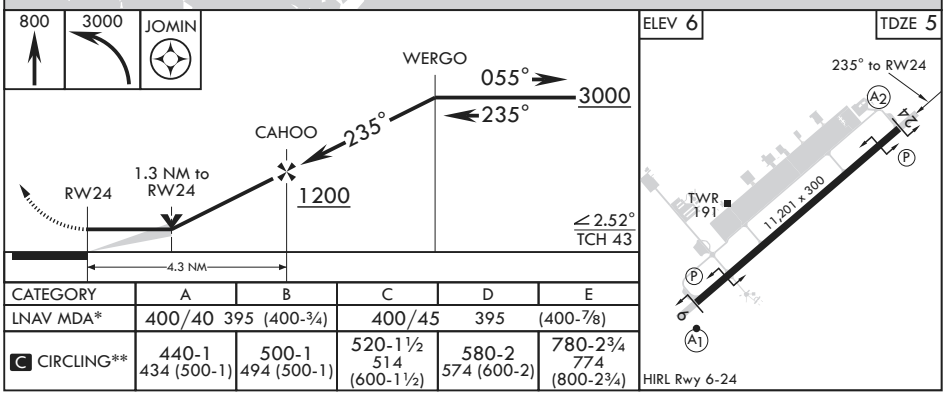
ATIS★	APP CON/DEP CON	TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	121.75 275.8

DME/DME RNP -0.3 NA

RNP APCH.

CAUTION: Heliport and Stadium 2.2 NM from departure end Rwy 24 at Homestead ARB (Stadium may be lit after dark).





CATEGORY	A	B	C	D	E
LNAV MDA*	400/40 395 (400-¾)		400/45	395	(400-⅞)
C CIRCLING**	440-1 434 (500-1)	500-1 494 (500-1)	520-1½ 514 (600-1½)	580-2 574 (600-2)	780-2¾ 774 (800-2¾)

HOMESTEAD, FLORIDA

25°29'N - 80°23'W

HOMESTEAD ARB (KHST)

Amdt 2 31JAN19

TERPS

RNAV (GPS) RWY 24

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

HOMESTEAD, FLORIDA

TACAN RWY 24

TACAN HST Chan 19	APCH CRS 234°	Rwy ldg 11,201 TDZE 5 Arpt Elev 6	AL-494 [USAF]	HOMESTEAD ARB (KHST)

T * When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1⅛ miles.
** Circling NA NW of Rwy 6-24.

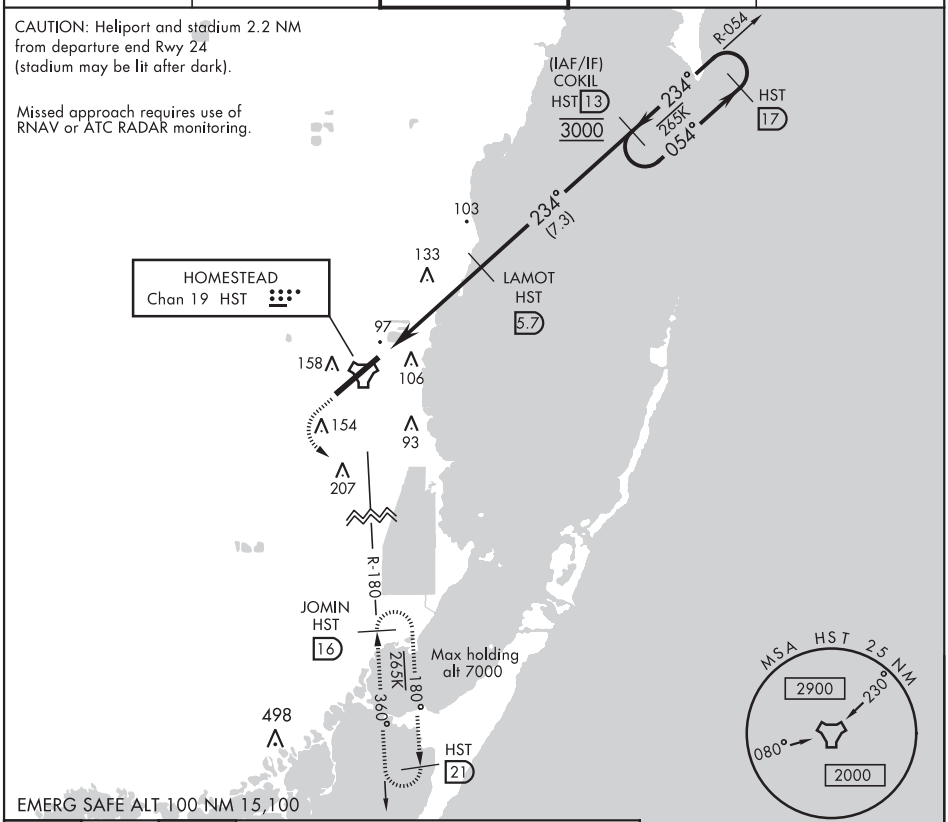
SALS A2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 intercept HST TACAN R-180 to JOMIN and hold.

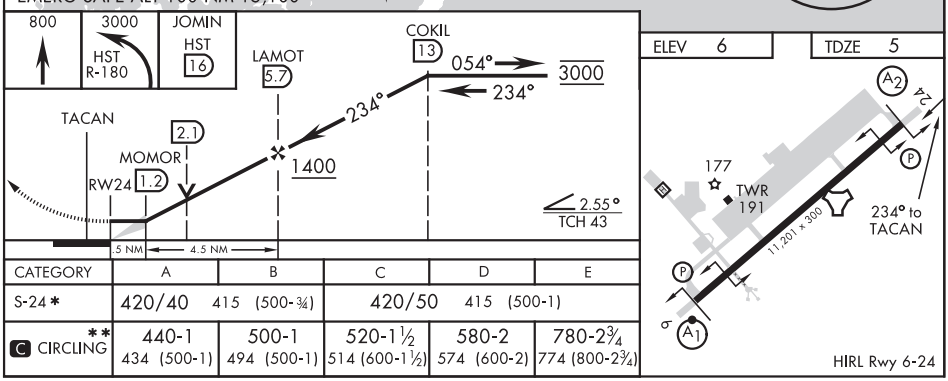
ATIS ★	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	121.75 275.8

CAUTION: Heliport and stadium 2.2 NM from departure end Rwy 24 (stadium may be lit after dark).

Missed approach requires use of RNAV or ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 15,100



CATEGORY	A	B	C	D	E
S-24 *	420/40 415 (500-¾)		420/50 415 (500-1)		
** C CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	520-1½ 514 (600-1½)	580-2 574 (600-2)	780-2¾ 774 (800-2¾)

SE-3, 25 FEB 2021 to 22 APR 2021

20338

HOMESTEAD, FLORIDA

TACAN Z RWY 6

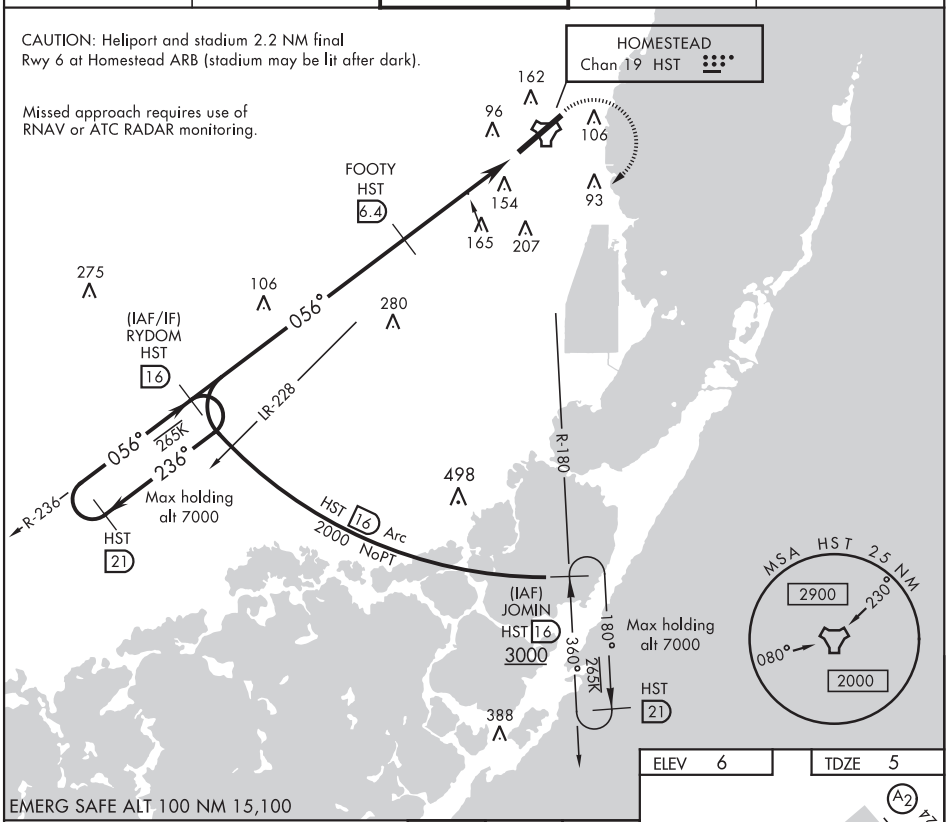
TACAN HST Chan 19	APCH CRS 056°	Rwy ldg 11,201 TDZE 5 Arpt Elev 6	AL-494 [USAF]	HOMESTEAD ARB (KHST)

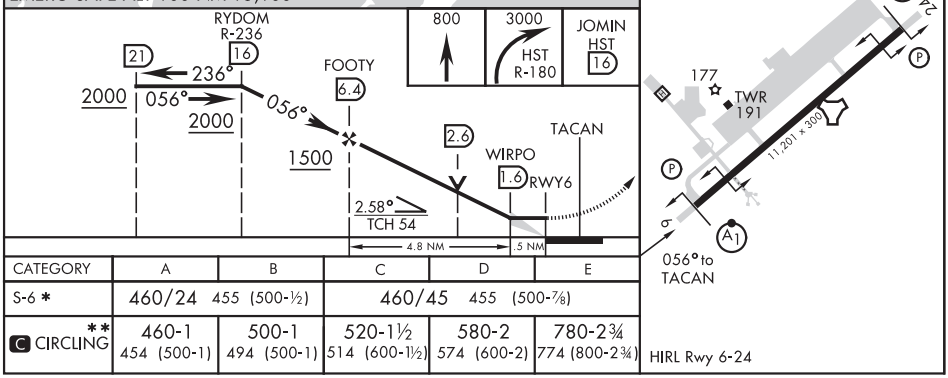
T * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅜ miles.
** Circling NA NW of Rwy 6-24.

ALSF-1 A1

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 intercept HST TACAN R-180 to JOMIN and hold.

ATIS *	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	121.75 275.8





CATEGORY	A	B	C	D	E
S-6 *	460/24 455 (500-½)		460/45 455 (500-⅞)		
C CIRCLING **	460-1 454 (500-1)	500-1 494 (500-1)	520-1½ 514 (600-1½)	580-2 574 (600-2)	780-2¾ 774 (800-2¾)

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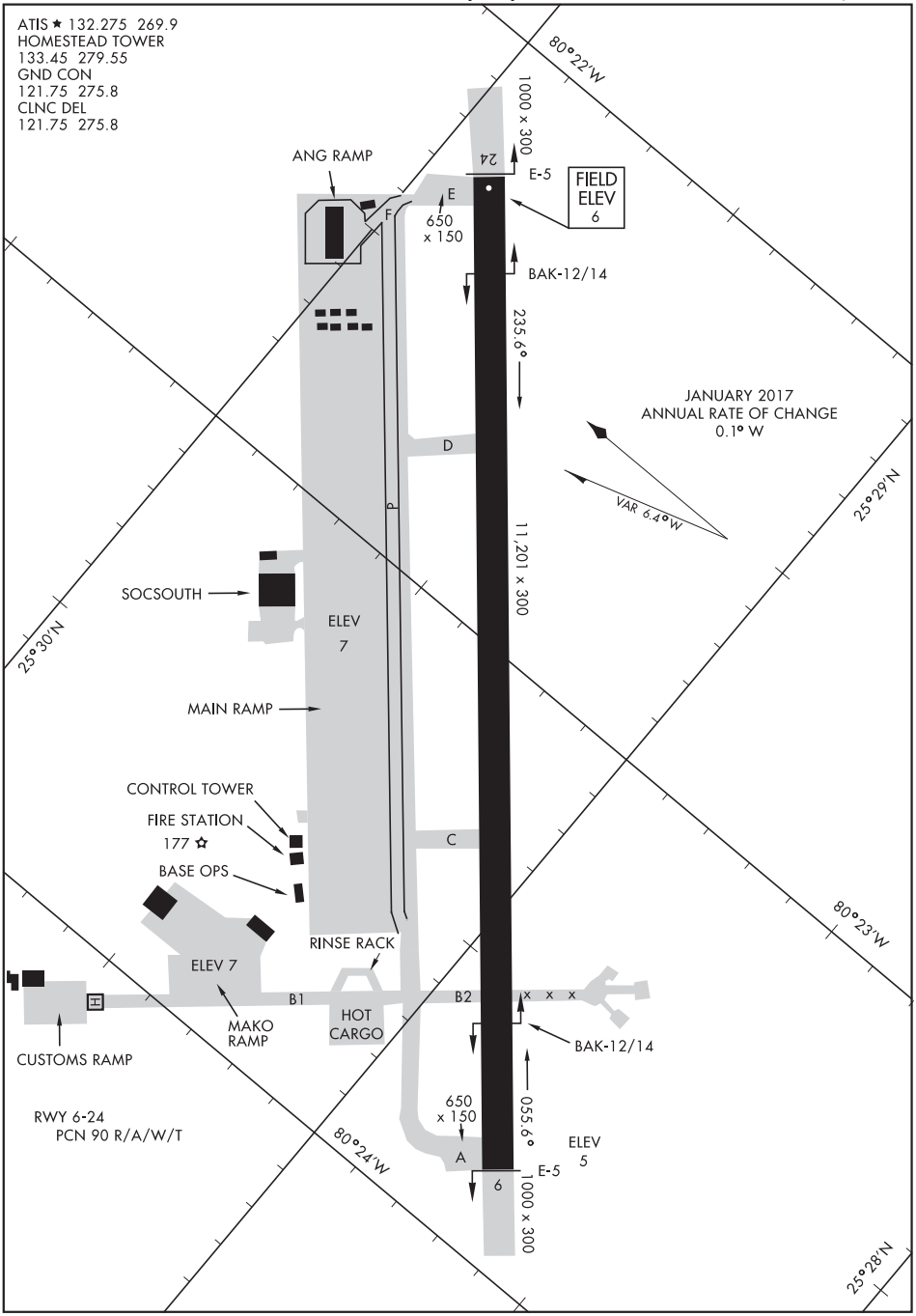


SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

20366

MARY ESTHER, FLORIDA

ILS or LOC RWY 36

LOC I-HRT 111.3	APCH CRS 358°	Rwy ldg 9600 TDZE 37 Arpt Elev 38

AL-734 [USAF]

HURLBURT FLD (KHRT)

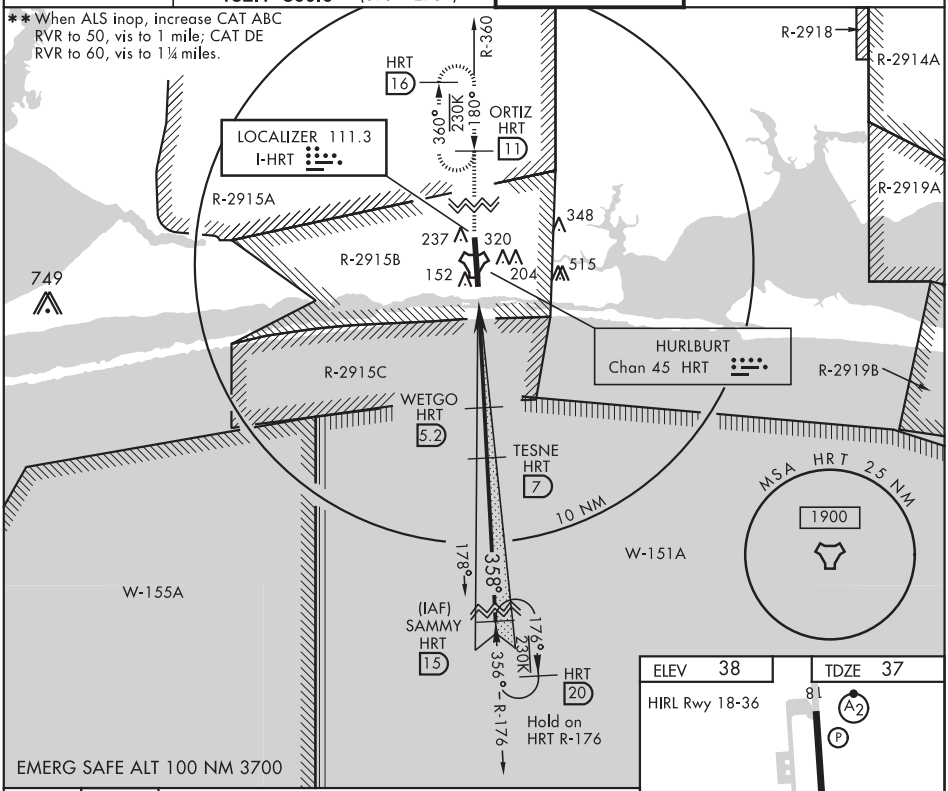
DME or RADAR required for S-LOC 36.

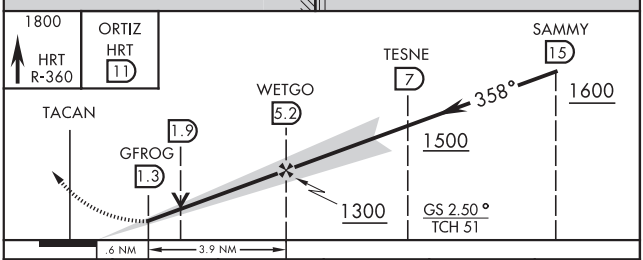
* When ALS inop, increase RVR to 40, vis to ¾ mile.

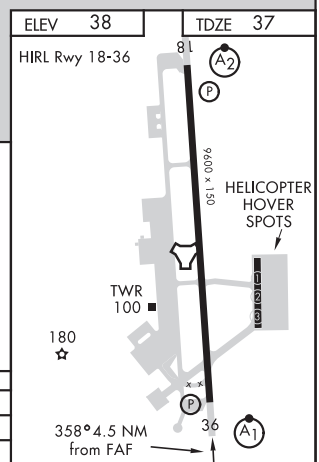
ALSF-1

MISSED APPROACH: Climb to 1800 on HRT TACAN R-360 to ORTIZ/11 DME and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
134.475 360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	A	B	C	D	E
S-ILS 36*	237/24 200 (200-½)				
S-LOC 36**	360/24 323 (400-½)		360/40 323 (400-¾)		
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	640-2 602 (700-2)	880-3 842 (900-3)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

MARY ESTHER, FLORIDA 30°26'N-86°41'W HURLBURT FLD (KHRT)

Amdt 2 05APR07

ILS or LOC RWY 36

SE-3, 25 FEB 2021 to 22 APR 2021

MARY ESTHER, FLORIDA

RNAV (GPS) RWY 18

APCH CRS	Rwy ldg	9600
179°	THRE	33
	Arpt Elev	38

AL-734 [USAF]

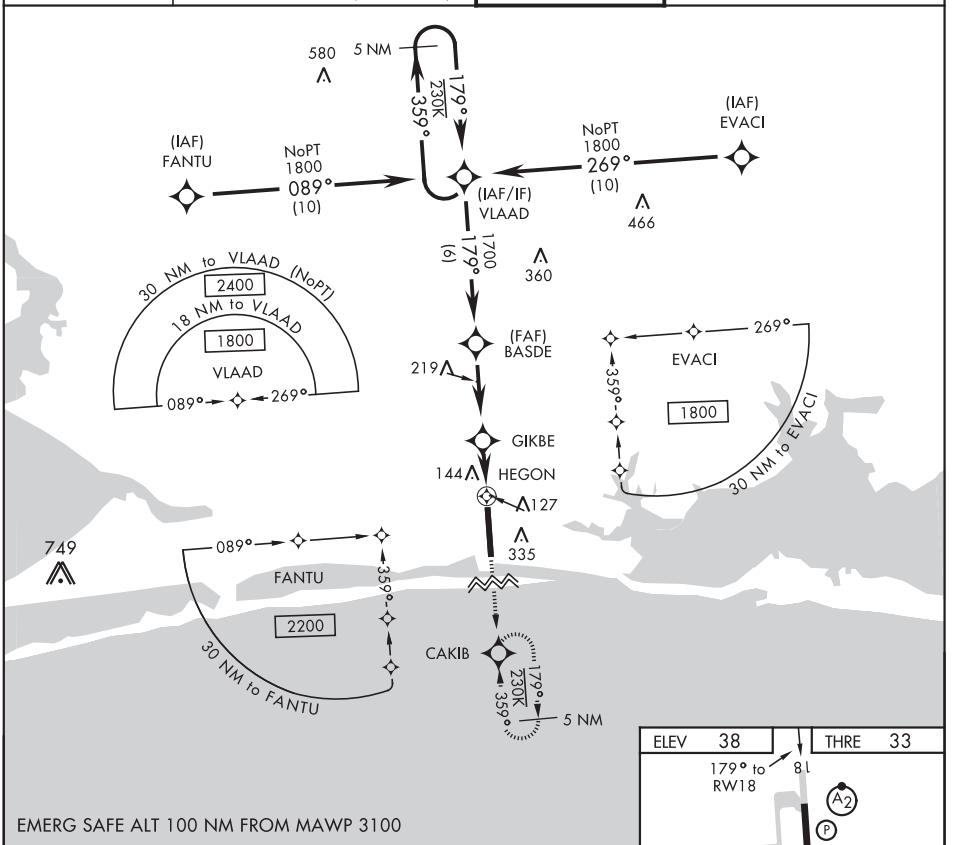
HURLBURT FLD (KHRT)

DME/DME RNP - 0.3 NA.

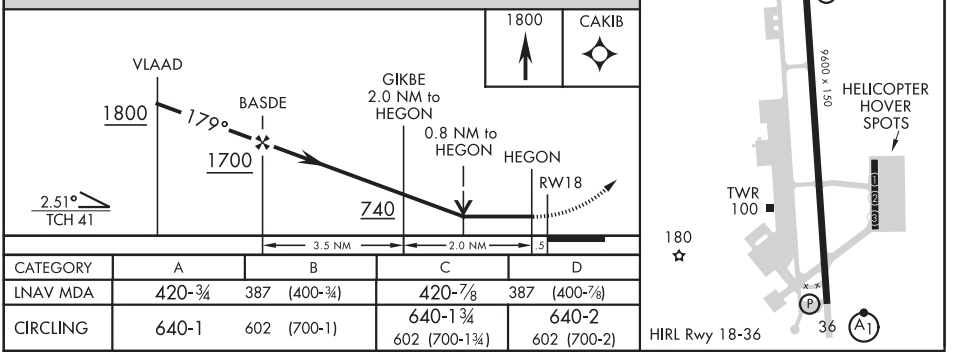
SALSF

MISSED APPROACH: Climb to 1800 direct CAKIB and hold.

ATIS	EGLIN APP CON		HURLBURT TOWER	GND CON
134.475 360.675	125.1 281.45	(271°- 089°)	126.5 351.675	123.975 275.8
	132.1 360.6	(090°- 270°)		



EMERG SAFE ALT 100 NM FROM MAWP 3100



CATEGORY	A	B	C	D
LNAV MDA	420-¾ 387 (400-¾)		420-⅞ 387 (400-⅞)	
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	640-2 602 (700-2)

MARY ESTHER, FLORIDA

30°26′N-86°41′W

HURLBURT FLD (KHRT)

Amdt 1 01JUL11

RNAV (GPS) RWY 18

SE-3, 25 FEB 2021 to 22 APR 2021

20366

MARY ESTHER, FLORIDA

RNAV (GPS) RWY 36

APCH CRS	Rwy ldg	9600
359°	THRE	35
	Arpt Elev	38

AL-734 [USAF]

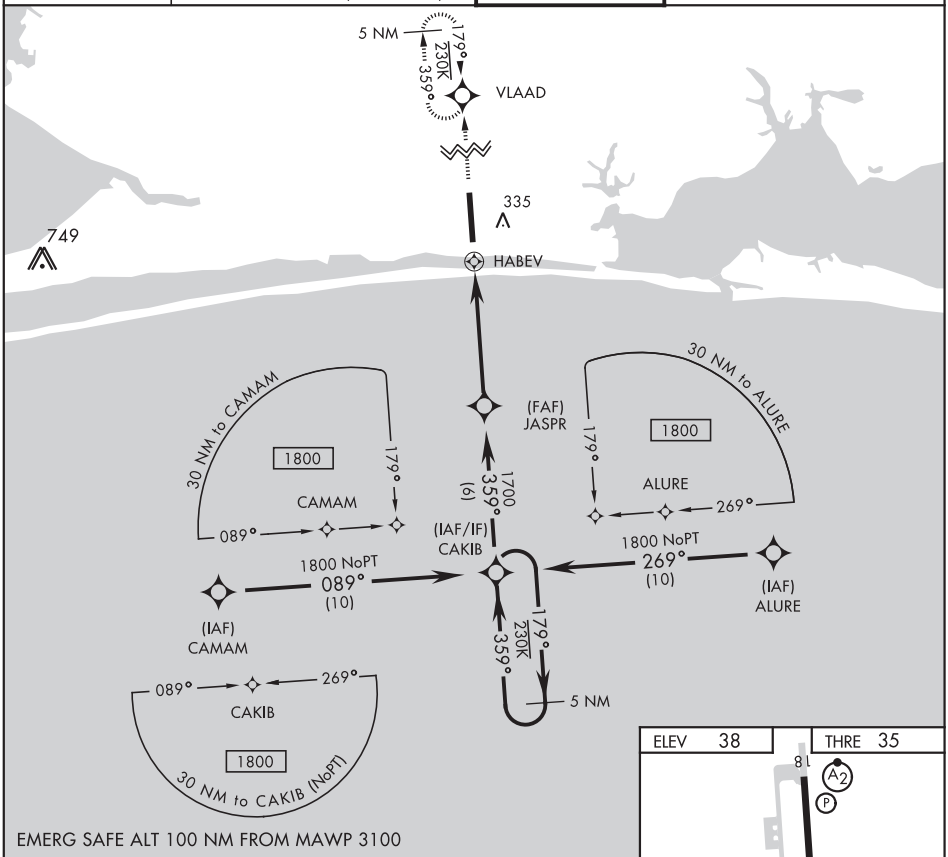
HURLBURT FLD (KHRT)

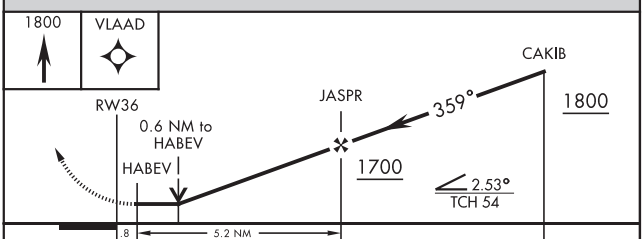
DME/DME RNP - 0.3 NA.

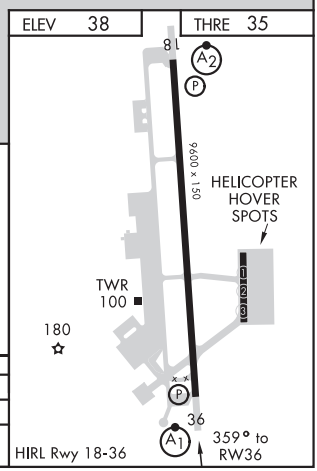
ALSF-1

MISSED APPROACH: Climb to 1800 direct VLAAD and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
134.475 360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	A	B	C	D
LNAV MDA	460/24 425 (500-½)		460/40 425 (500-¾)	
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	640-2 602 (700-2)

MARY ESTHER, FLORIDA 30°26'N-86°41'W HURLBURT FLD (KHRT)

Amdt 1 01JUL11

RNAV (GPS) RWY 36

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

MARY ESTHER, FLORIDA

TACAN RWY 18

TACAN HRT Chan 45	APCH CRS 180°	Rwy ldg 9600 TDZE 35 Arpt Elev 38

AL-734 [USAF]

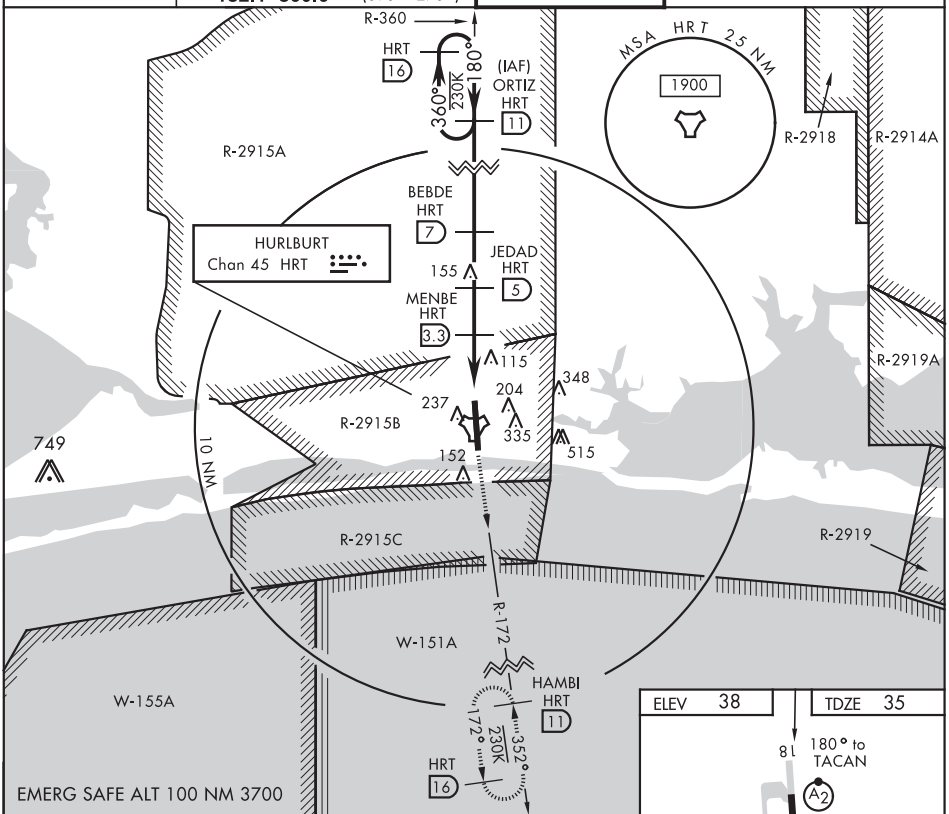
HURLBURT FLD (KHRT)

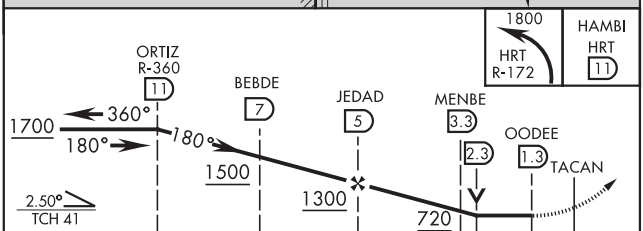
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, and CAT E vis to 1½ miles.

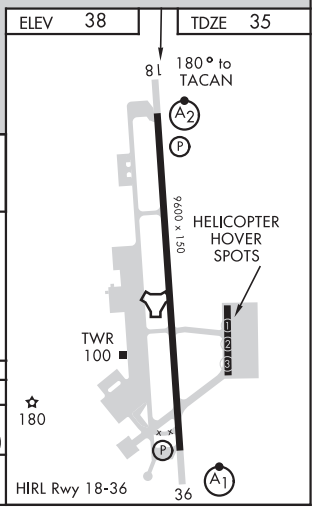
SALSF A2

MISSED APPROACH: Climb to 1800 on R-172 to HAMBI/11 DME and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
134.475 360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	A	B	C	D	E
S-18 *	460-¾ 425 (500-¾)		460-1 425 (500-1)		460-1¼ 425 (500-1¼)
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	640-2 602 (700-2)	880-3 842 (900-3)

MARY ESTHER, FLORIDA

30°26′N-86°41′W

HURLBURT FLD (KHRT)

Amdt 2 05APR07

TACAN RWY 18

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

MARY ESTHER, FLORIDA

20366

TACAN RWY 36

TACAN HRT Chan 45	APCH CRS 352°	Rwy ldg 9600 TDZE 37 Arpt Elev 38

AL-734 [USAF]

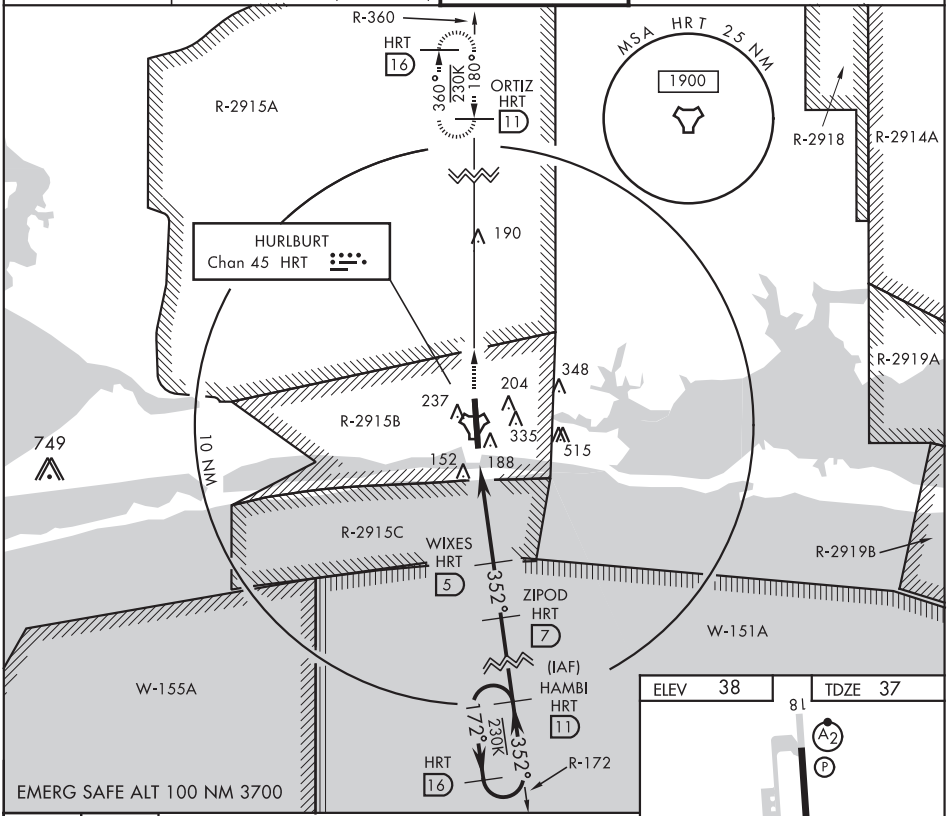
HURLBURT FLD (KHRT)

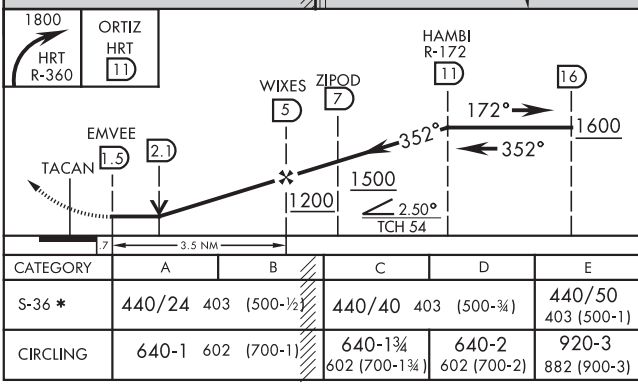
* When ALS inop, increase CAT AB RVR to 50, vis to 1 mile; CAT CD RVR to 60, vis to 1¼ miles; CAT E vis to 1½ miles.

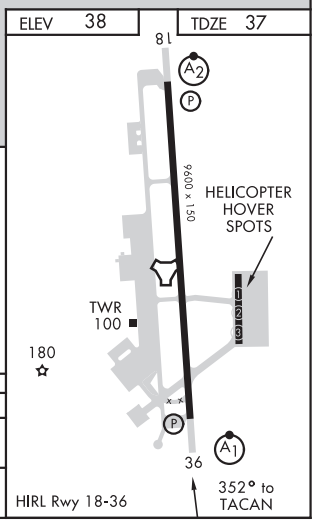
ALSF-1

MISSED APPROACH: Climb to 1800 on R-360 to ORTIZ/11 DME and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
134.475 360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	A	B	C	D	E
S-36 *	440/24 403 (500-½)		440/40 403 (500-¾)		440/50 403 (500-1)
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	640-2 602 (700-2)	920-3 882 (900-3)

MARY ESTHER, FLORIDA

30°26′N-86°41′W

HURLBURT FLD (KHRT)

Amdt 2 05APR07

TACAN RWY 36

SE-3, 25 FEB 2021 to 22 APR 2021

MARY ESTHER, FLORIDA

COPTER TACAN RWY 18

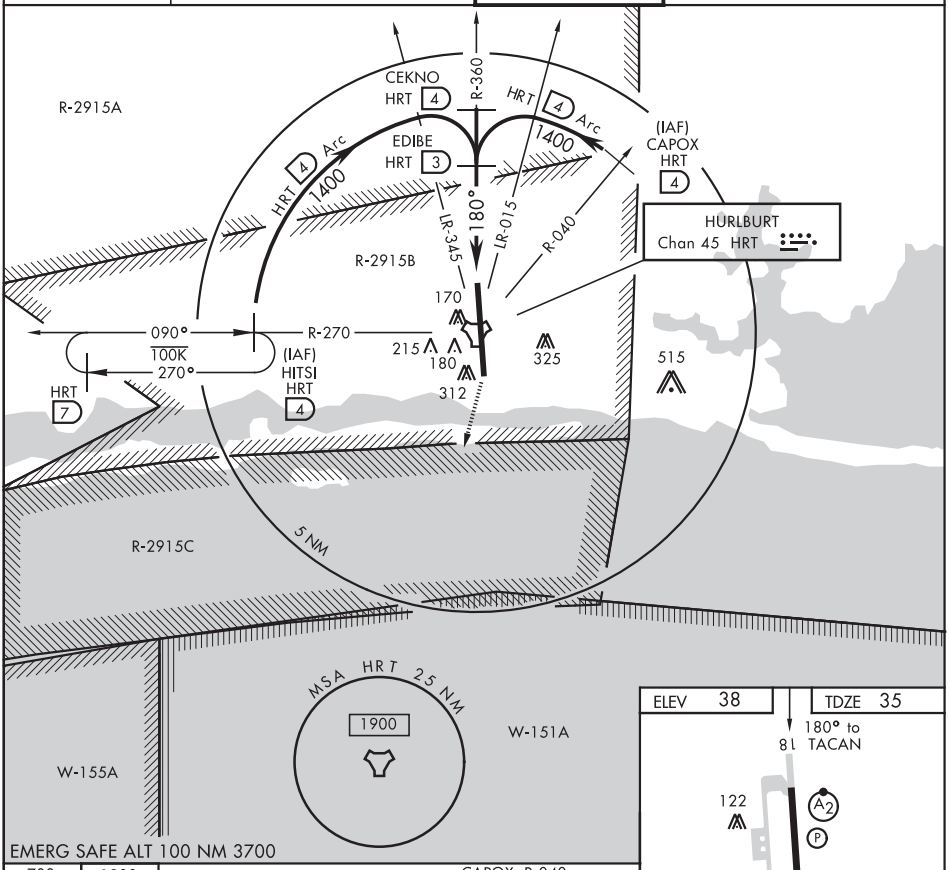
TACAN HRT Chan 45	APCH CRS 180°	Rwy ldg 9600 TDZE 35 Arpt Elev 38	AL-734 [USAF]	HURLBURT FLD (KHRT)

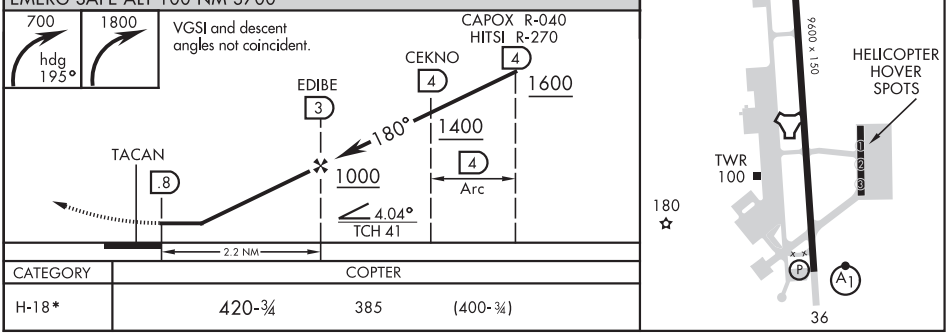
*When ALS inop, increase vis to 1 mile.

SALSF A2

MISSED APPROACH: Climb to 700 via 195° heading, then turn right direct HITSI and hold. Maintain 1800.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
134.475 360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8





CATEGORY	COPTER		
H-18*	420-¾	385	(400-¾)

MARY ESTHER, FLORIDA 30°26′N-86°41′W HURLBURT FLD (KHRT)

Orig 05APR07

COPTER TACAN RWY 18

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

20366

MARY ESTHER, FLORIDA

COPTER TACAN RWY 36

TACAN HRT Chan 45	APCH CRS 352°	Rwy ldg 9600 TDZE 37 Arpt Elev 38

AL-734 [USAF]

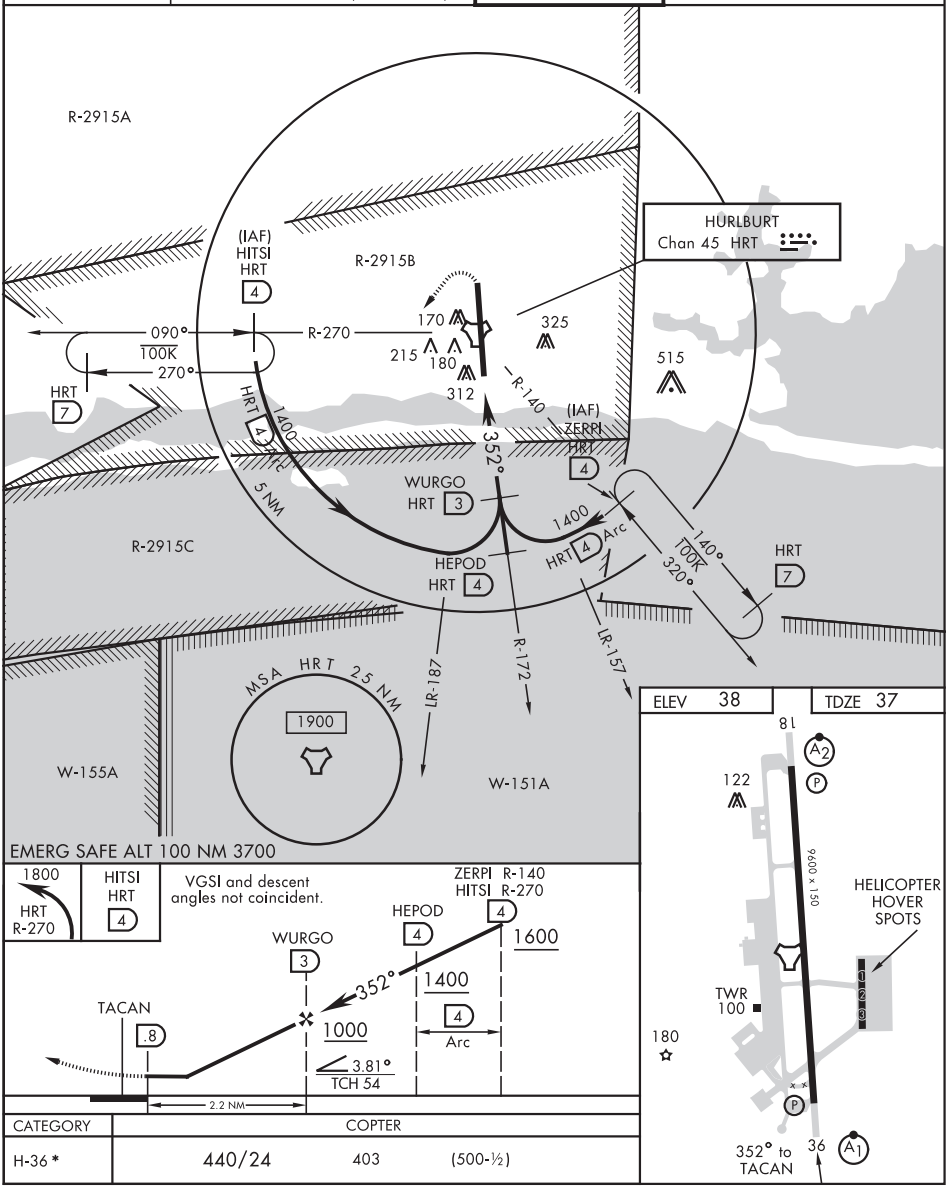
HURLBURT FLD (KHRT)

* When ALS inop, increase RVR to 50, vis to 1 mile.

ALSF-1

MISSED APPROACH: Turn left to intercept HRT R-270 to HITSI R-270/4 DME and hold. Maintain 1800.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
134.475 360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8



CATEGORY	COPTER		
H-36 *	440/24	403	(500-½)

MARY ESTHER, FLORIDA

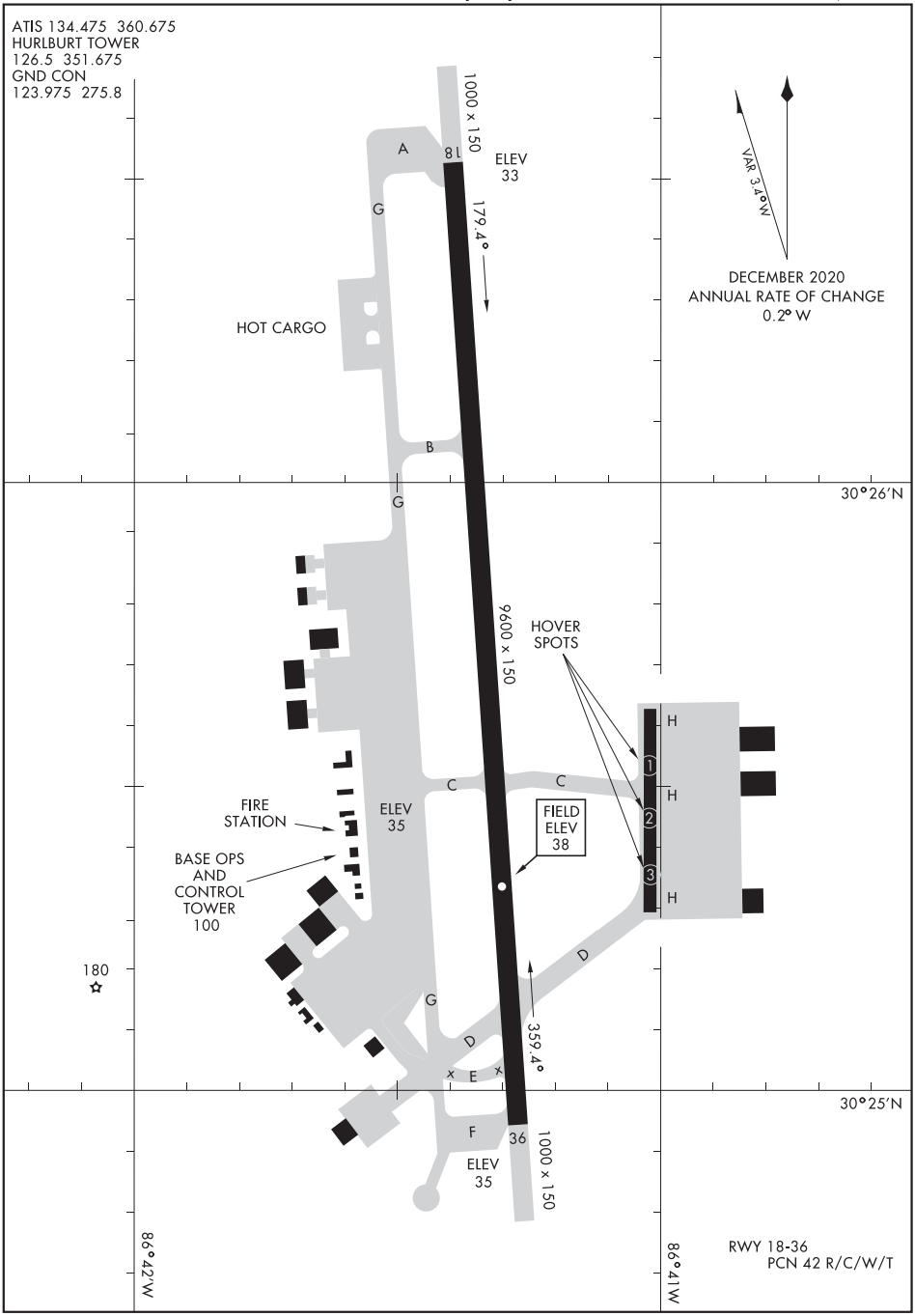
30°26′N-86°41′W

HURLBURT FLD (KHRT)

Orig 05APR07

COPTER TACAN RWY 36

SE-3, 25 FEB 2021 to 22 APR 2021



SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

IMMOKALEE, FLORIDA

AL-6603 (FAA)

20030

RNAV (GPS) RWY 9

IMMOKALEE RGNL (IMM)

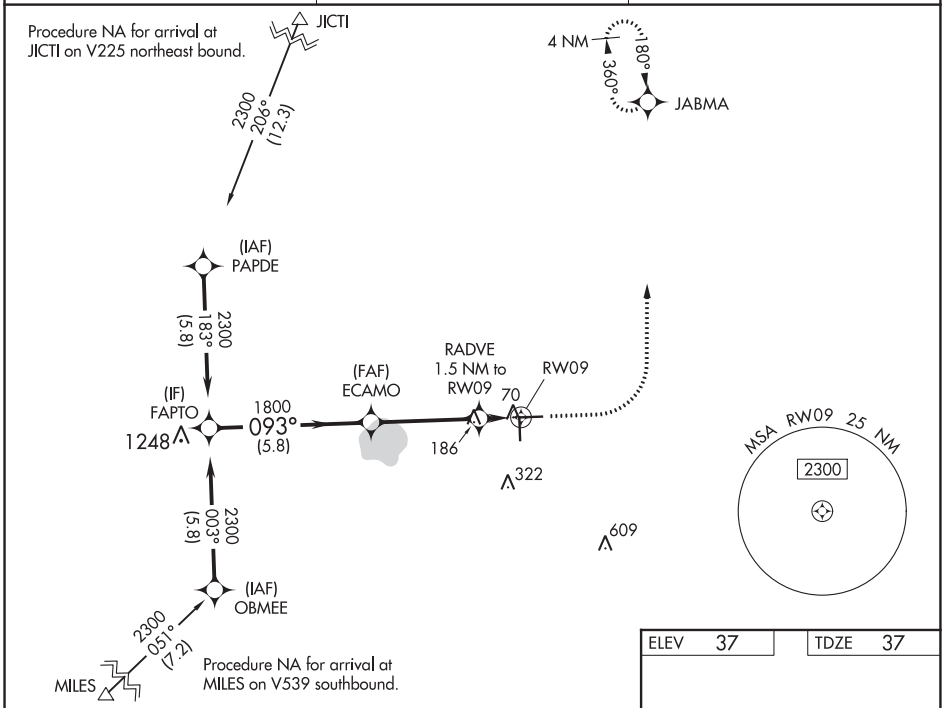
WAAS CH 99713 W09A	APP CRS 093°	Rwy ldg 5000 TDZE 37 Apt Elev 37

RNP APCH.

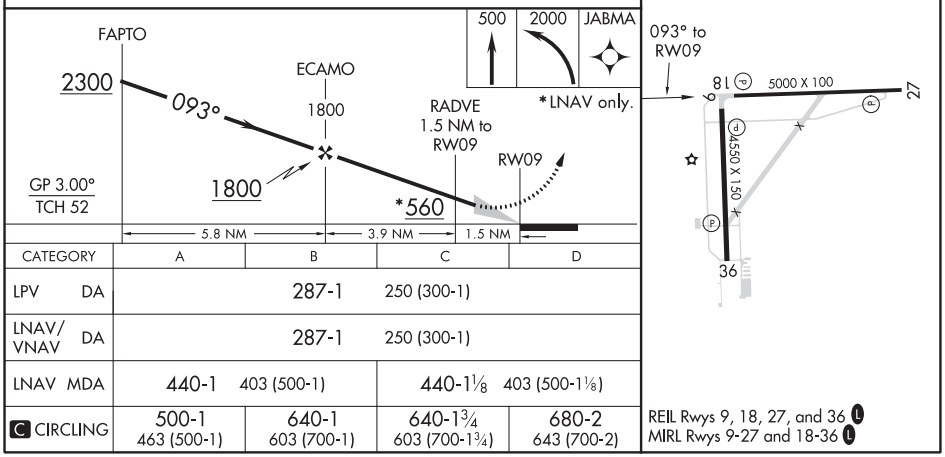
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct JABMA and hold.

AWOS-3	FORT MYERS APP CON *	CTAF
118.525	124.125 371.85	122.9 L



ELEV 37	TDZE 37



CATEGORY	A	B	C	D
LPV DA	287-1		250 (300-1)	
LNAV/VNAV DA	287-1		250 (300-1)	
LNAV MDA	440-1 403 (500-1)		440-1⅛ 403 (500-1⅛)	
C CIRCLING	500-1 463 (500-1)	640-1 603 (700-1)	640-1¾ 603 (700-1¾)	680-2 643 (700-2)

REIL Rwys 9, 18, 27, and 36 L
MIRL Rwys 9-27 and 18-36 L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 63213 W18A	APP CRS 183°	Rwy ldg 4550 TDZE 36 Apt Elev 37

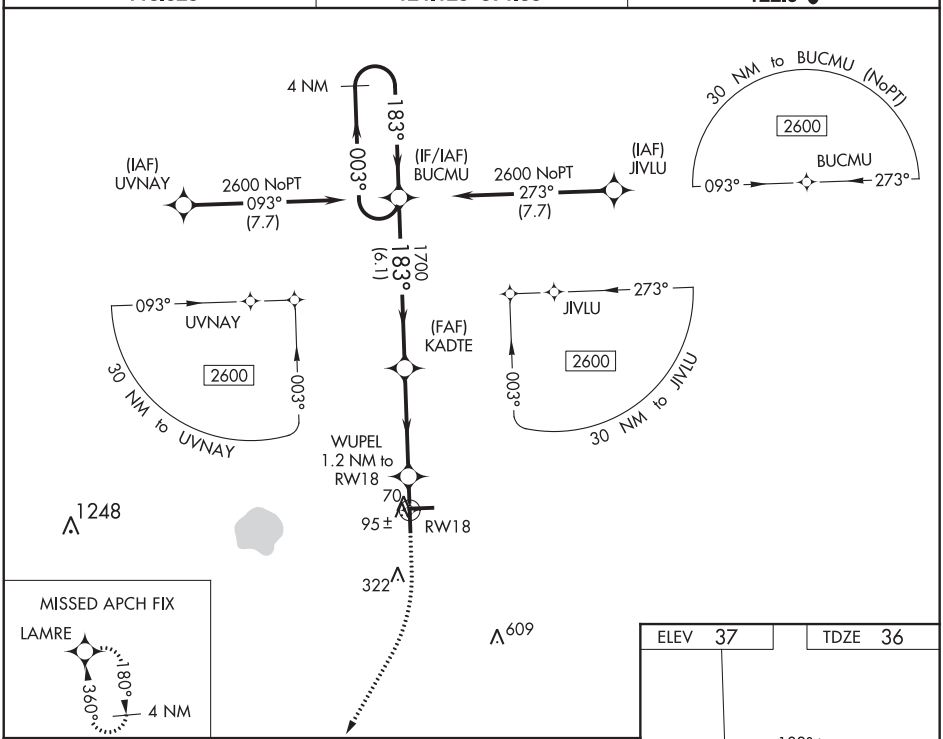
RNAV (GPS) RWY 18
IMMOKALEE RGNL (IMM)

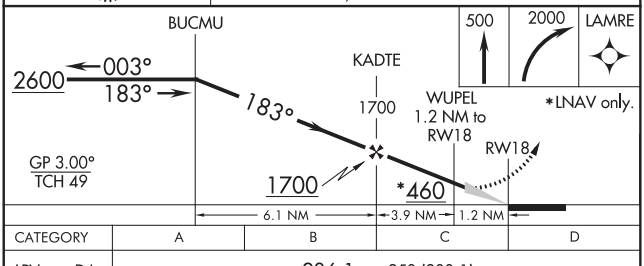
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F).

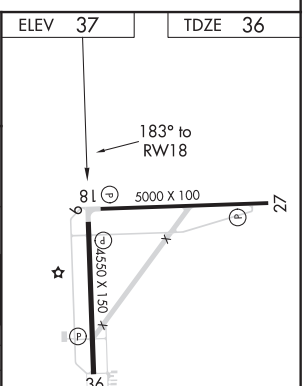
MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct LAMRE and hold.

AWOS-3	FORT MYERS APP CON ★	CTAF
118.525	124.125 371.85	122.9 L





CATEGORY	A	B	C	D
LPV DA	286-1		250 (300-1)	
LNAV/VNAV DA	286-1		250 (300-1)	
LNAV MDA	360-1		324 (400-1)	
C CIRCLING	500-1 463 (500-1)	640-1 603 (700-1)	640-1¾ 603 (700-1¾)	680-2 643 (700-2)



REIL Rwys 9, 18, 27, and 36 L
MIRL Rwys 9-27 and 18-36 L

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

IMMOKALEE, FLORIDA | AL-6603 (FAA) | 20030

RNAV (GPS) RWY 27

IMMOKALEE RGNL (IMM)

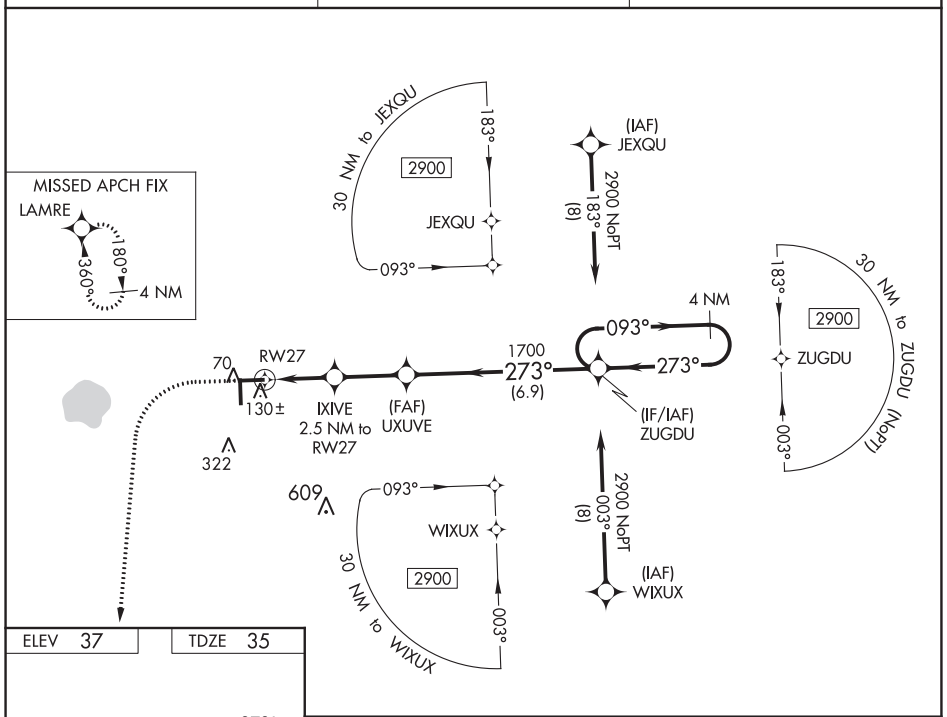
WAAS CH 69613 W27A	APP CRS 273°	Rwy ldg 5000 TDZE 35 Apt Elev 37

RNP APCH.

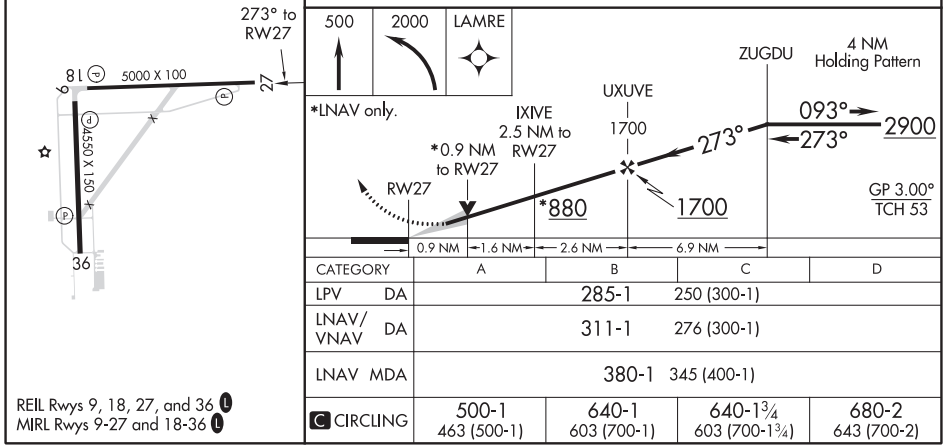
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct LAMRE and hold.

AWOS-3	FORT MYERS APP CON ★	CTAF
118.525	124.125 371.85	122.9 L



ELEV 37	TDZE 35



CATEGORY	A	B	C	D
LPV DA	285-1		250 (300-1)	
LNAV/VNAV DA	311-1		276 (300-1)	
LNAV MDA	380-1		345 (400-1)	
C CIRCLING	500-1 463 (500-1)	640-1 603 (700-1)	640-1¾ 603 (700-1¾)	680-2 643 (700-2)

REIL Rwys 9, 18, 27, and 36 L
MIRL Rwys 9-27 and 18-36 L

SE-3, 25 FEB 2021 to 22 APR 2021

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WAAS CH 73013 W36A	APP CRS 003°	Rwy ldg 4550 TDZE 34 Apt Elev 37

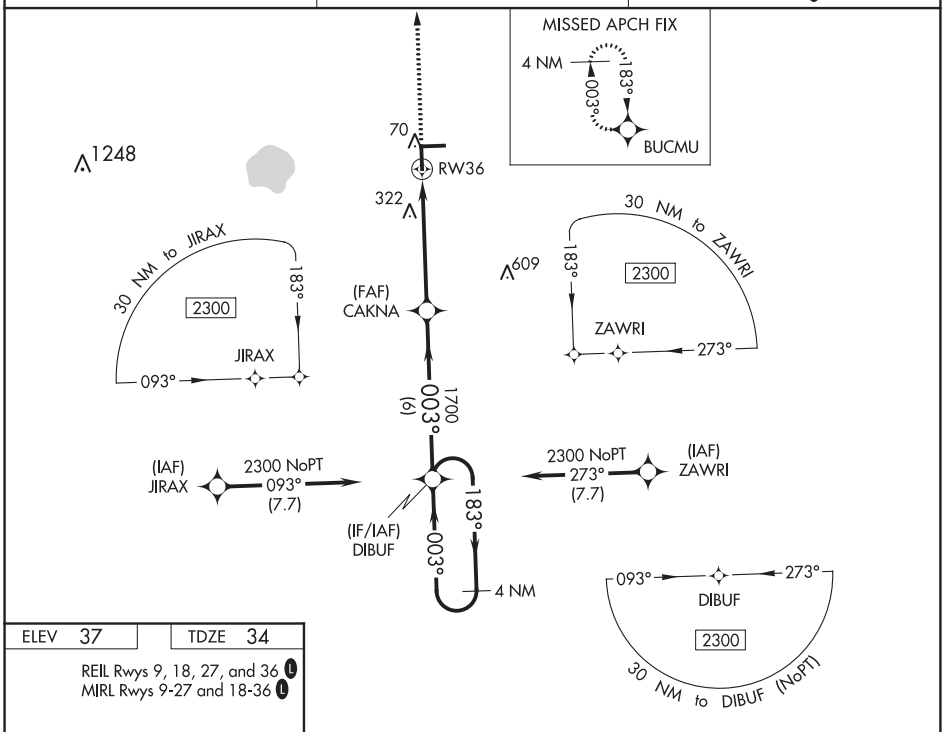
RNAV (GPS) RWY 36
IMMOKALEE RGNL (IMM)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F).

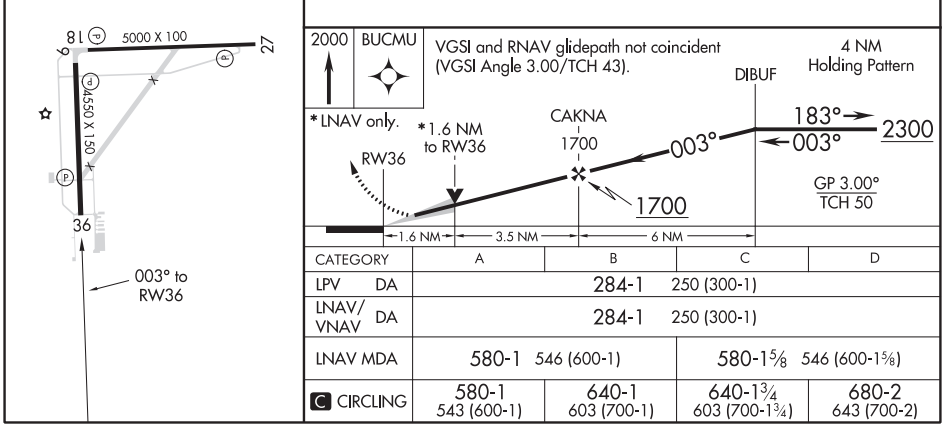
MISSED APPROACH: Climb to 2000 direct BUCMU and hold.

AWOS-3	FORT MYERS APP CON ★	CTAF
118.525	124.125 371.85	122.9 L



ELEV 37	TDZE 34

REIL Rwys 9, 18, 27, and 36 L
MIRL Rwys 9-27 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	284-1 250 (300-1)			
LNAV/VNAV DA	284-1 250 (300-1)			
LNAV MDA	580-1 546 (600-1)		580-1⅝ 546 (600-1⅝)	
C CIRCLING	580-1 543 (600-1)	640-1 603 (700-1)	640-1¾ 603 (700-1¾)	680-2 643 (700-2)

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INVERNESS, FLORIDA | AL-10673 (FAA) | 20310

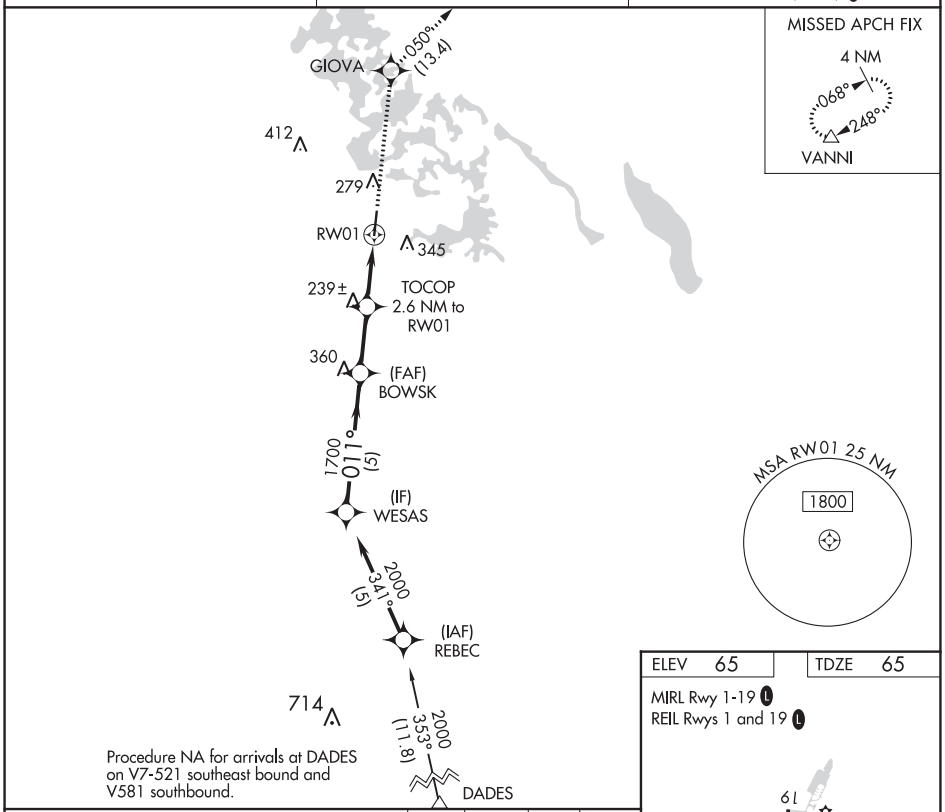
RNAV (GPS) RWY 1
INVERNESS (INF)

APP CRS	Rwy ldg	5000
011°	TDZE	65
	Apt Elev	65

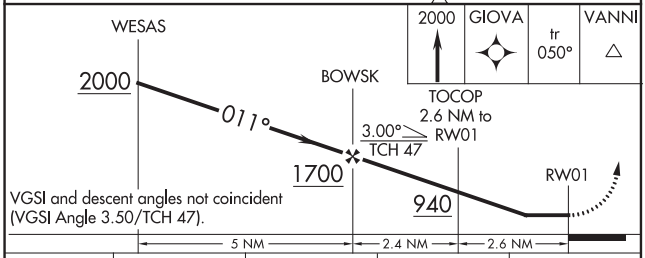
When local altimeter setting not received, use Ocala altimeter setting and increase all MDA 60 feet; and increase LNAV Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct GIOVA and on track 050° to VANNI and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
119.975	118.6 251.15	122.725 (CTAF) L

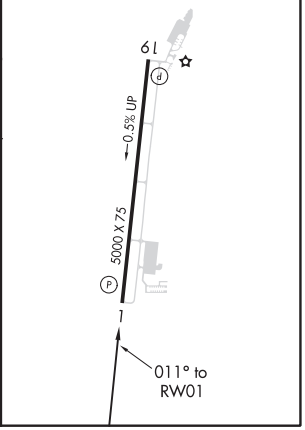


2000	GIOVA	tr 050°	VANNI



ELEV 65	TDZE 65

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
LNAV MDA	500-1 435 (500-1)		500-1¼ 435 (500-1¼)	NA
CIRCLING	660-1 595 (600-1)		660-1½ 595 (600-1½)	NA

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INVERNESS, FLORIDA
Orig-A 21AUG14

28°48′N-82°19′W

INVERNESS (INF)
RNAV (GPS) RWY 1

RNAV (GPS) RWY 19
INVERNESS (INF)

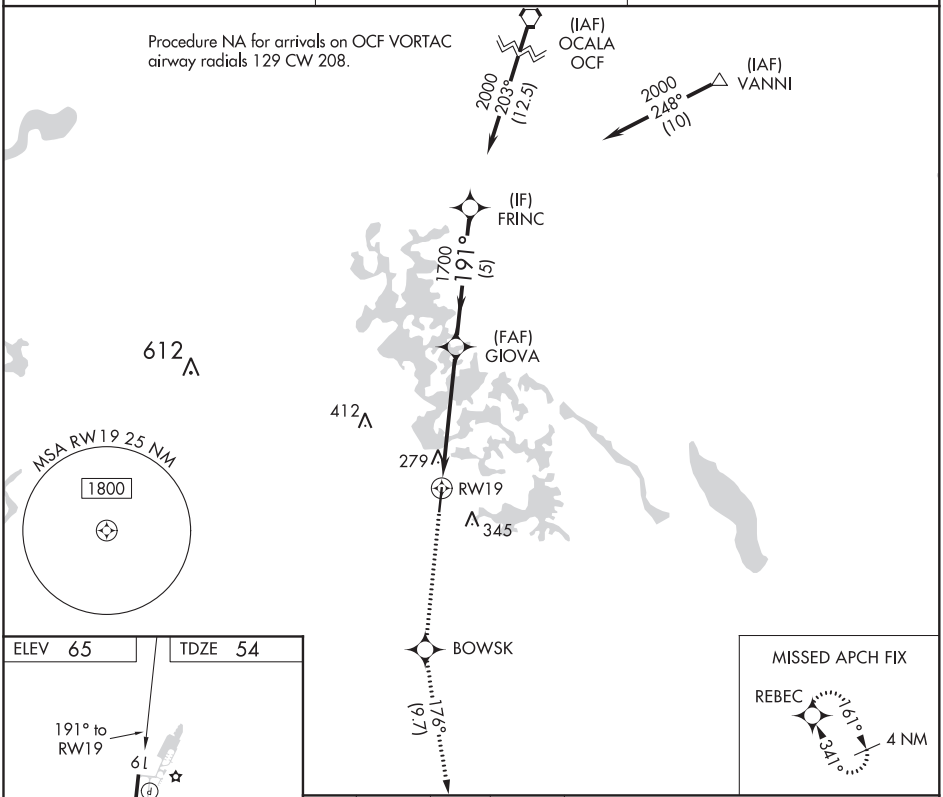
APP CRS	Rwy ldg	5000
191°	TDZE	54
	Apt Elev	65

RNP APCH.

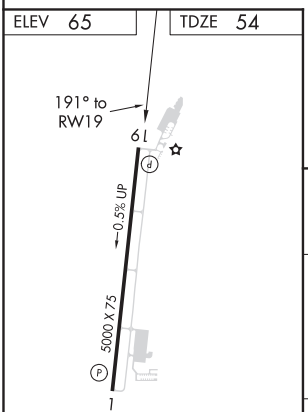
Rwy 19 helicopter visibility reduction below 1 SM NA.

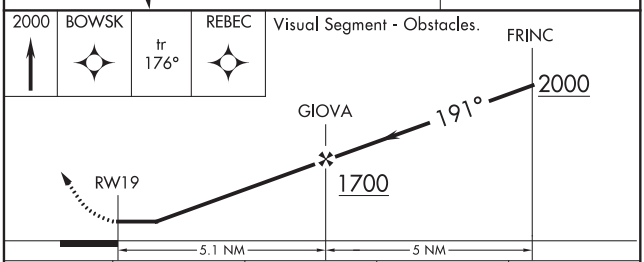
MISSED APPROACH: Climb to 2000 direct BOWSK and on track 176° to REBEC and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
119.975	118.6 251.15	122.725 (CTAF) L



ELEV 65 | TDZE 54





CATEGORY	A	B	C	D
LNAV MDA	580-1	526 (600-1)	580-1½ 526 (600-1½)	NA
CIRCLING	660-1	595 (600-1)	660-1½ 595 (600-1½)	NA

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

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SE-3, 25 FEB 2021 to 22 APR 2021

ISLA DE VIEQUES, PUERTO RICO

AL-9979 (FAA)

18256

RNAV (GPS) RWY 9

ANTONIO RIVERA RODRIGUEZ (VQS)(TJVQ)

APP CRS	Rwy ldg	3405
090°	TDZE	47
	Apt Elev	49

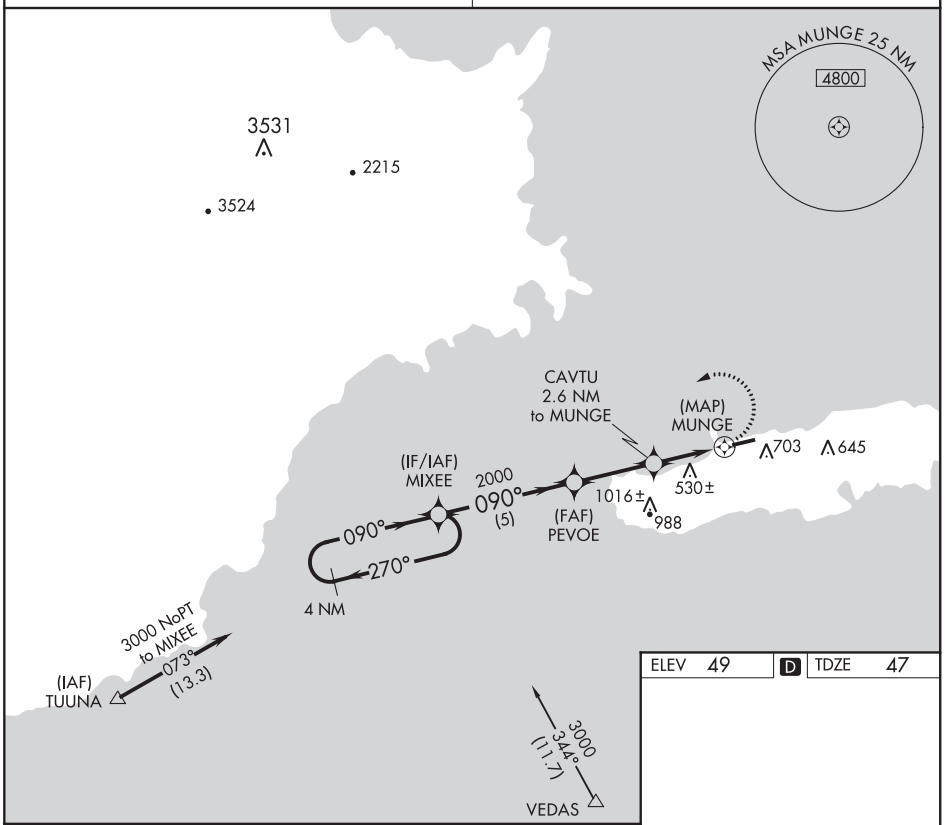
Use Luis Munoz Marin Intl altimeter setting.
DME/DME RNP-0.3 NA.
Circling NA south of Rwy 9-27.

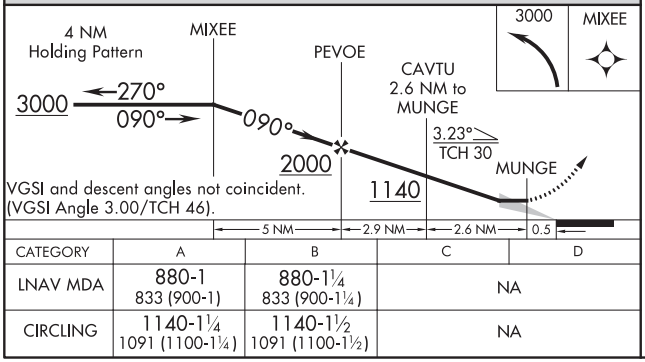
NA

MISSED APPROACH: Climbing left turn to 3000 direct MIXEE and hold.

SAN JUAN CERAP APP CON
128.65 279.6

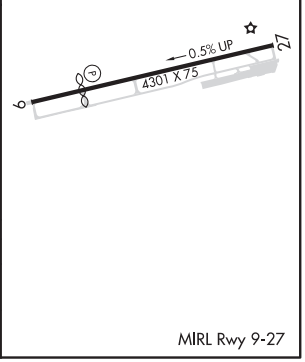
UNICOM
123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	880-1 833 (900-1)	880-1¼ 833 (900-1¼)	NA	
CIRCLING	1140-1¼ 1091 (1100-1¼)	1140-1½ 1091 (1100-1½)	NA	

ELEV 49 | D | TDZE 47



MIRL Rwy 9-27

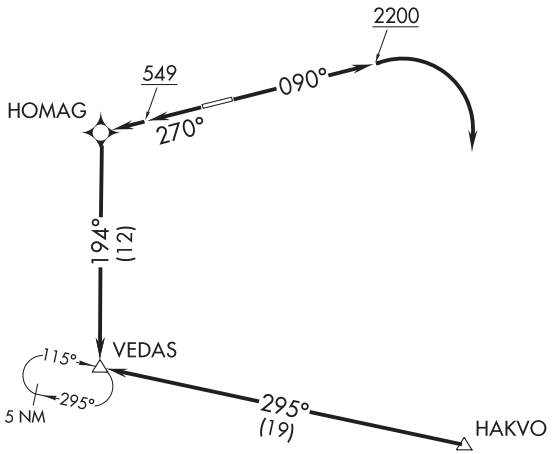
SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

VEDAS FIVE DEPARTURE (RNAV)

SAN JUAN CERAP DEP CON
128.65 279.6
UNICOM 123.0 (CTAF)

TOP ALTITUDE: 5000



NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS:
Rwy 9: 500-2¼ with minimum climb of 260′ per NM to 900.
Rwy 27: 500-2½ with minimum climb of 410′ per NM to 1600.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 090° to 2200, then right turn direct HAKVO and right turn on track 295° to VEDAS, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 270° to 549, then direct HOMAG and on track 194° to VEDAS, thence. . . .

. . . .maintain 5000, expect filed altitude 10 minutes after departure.

SE-3, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, FLORIDA

AL-998 (FAA)

20310

ILS or LOC RWY 36R

CECIL (VQQ)

LOC/DME I-VQQ	APP CRS	Rwy ldg	12503
109.5	005°	TDZE	72
Chan 32		Apt Elev	80

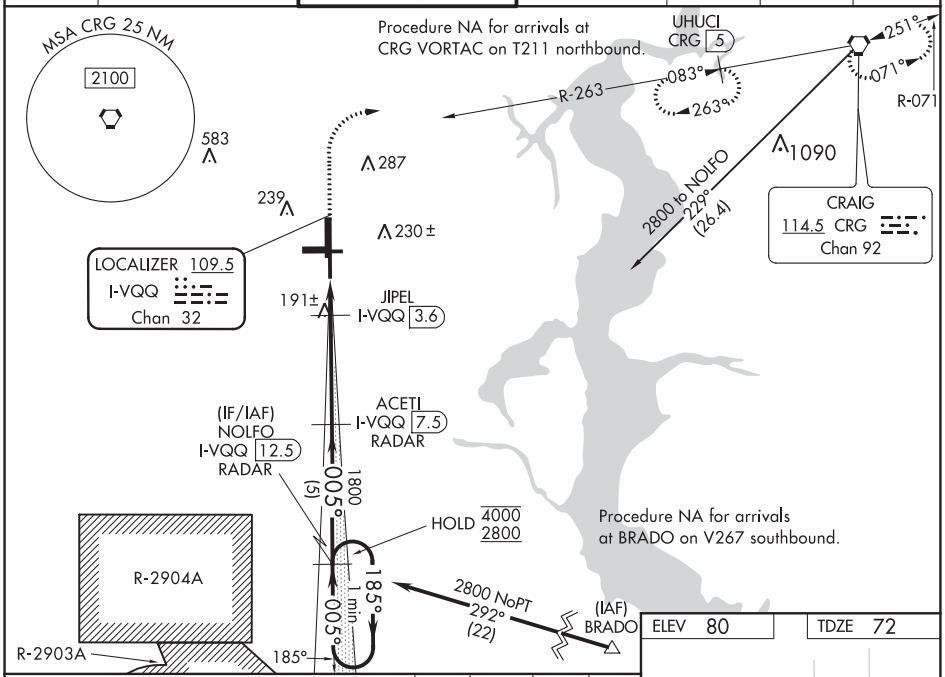
From BRADO: RNAV 1-GPS required.
DME or RADAR required for LOC only.

For inop ALS, increase S-ILS 36R Cat E visibility to ¾ SM, S-LOC 36R Cats C/D/E visibility to 1⅜ SM, increase JIPEL fix minimums S-LOC 36R Cat E visibility to 1⅛ SM.

MALSR

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

ATIS	JACKSONVILLE APP CON	CECIL TOWER ★	GND CON	CLNC DEL	GCO	UNICOM
125.275	127.775 377.075	126.1 (CTAF) L 387.025	121.625 384.4	123.975	135.075	122.95



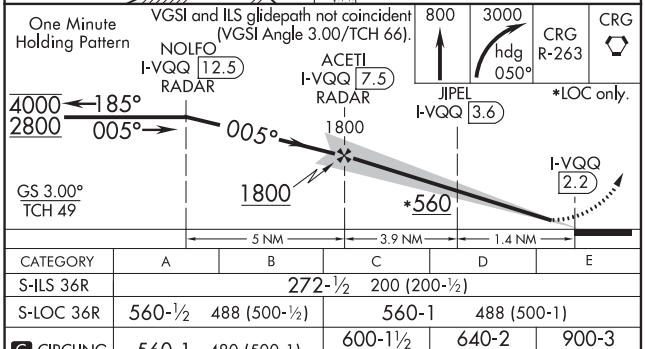
ELEV 80	TDZE 72

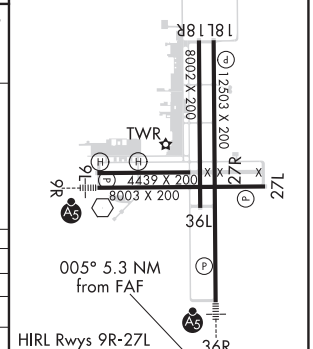
One Minute Holding Pattern

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).

800	3000 hdg 050°	CRG R-263	CRG

*LOC only.





CATEGORY	A	B	C	D	E
S-ILS 36R	272-½ 200 (200-½)				
S-LOC 36R	560-½ 488 (500-½)		560-1 488 (500-1)		
C CIRCLING	560-1 480 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)	900-3 820 (900-3)
JIPEL FIX MINIMUMS (DME REQUIRED)					
S-LOC 36R	460-½ 388 (400-½)		460-⅝ 388 (400-⅝)		
C CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	640-2 560 (600-2)	900-3 820 (900-3)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 50516 W09A	APP CRS 095°	Rwy ldg 8003 TDZE 77 Apt Elev 80

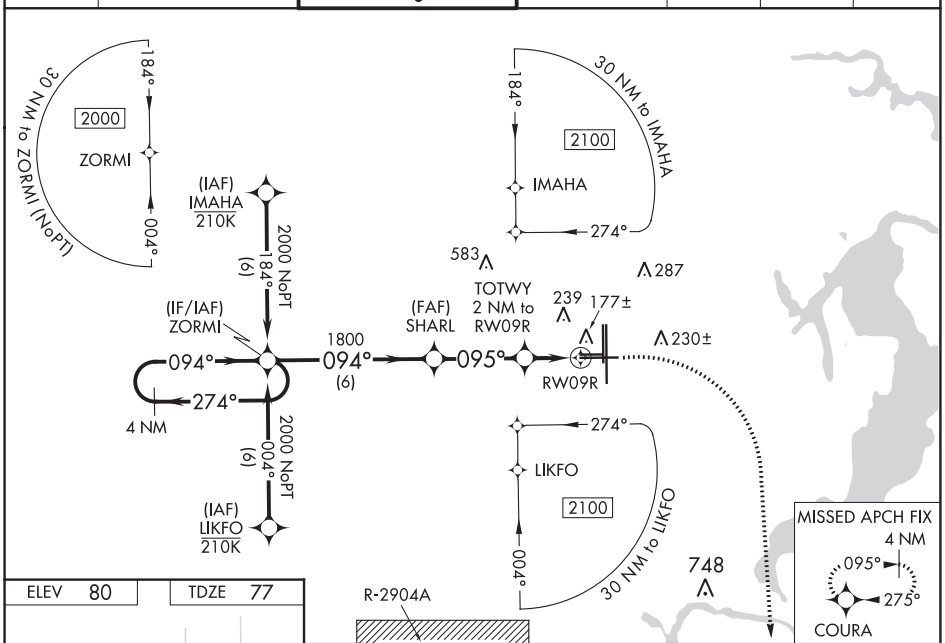
RNAV (GPS) RWY 9R
CECIL (VQQ)

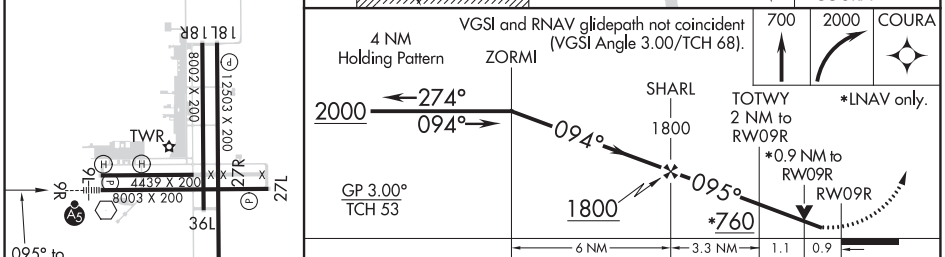
Baro-VNAV NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet. For inop MALSR, increase LPV and LNAV/VNAV all Cats visibility to ⅞ mile, and LNAV all Cats visibility to 1 mile. For inop MALSR, when using Jacksonville Intl altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1 mile, and LNAV Cats C/D visibility to 1⅛ mile.

MALSR

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

ATIS	JACKSONVILLE APP CON	CECIL TOWER★	GND CON	CLNC DEL	GCO	UNICOM
125.275	127.775 377.075	126.1 (CTAF) L 387.025	121.625 384.4	123.975	135.075	122.95





CATEGORY	A	B	C	D
LPV DA	351-¾ 274 (300-¾)			
LNAV/VNAV DA	338-¾ 261 (300-¾)			
LNAV MDA	440-¾ 363 (400-¾)			
C CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	640-2 560 (600-2)

HIRL Rwys 9R-27L and 18L-36R L
REIL Rwys 18L, 27L L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, FLORIDA | AL-998 (FAA) | 20310

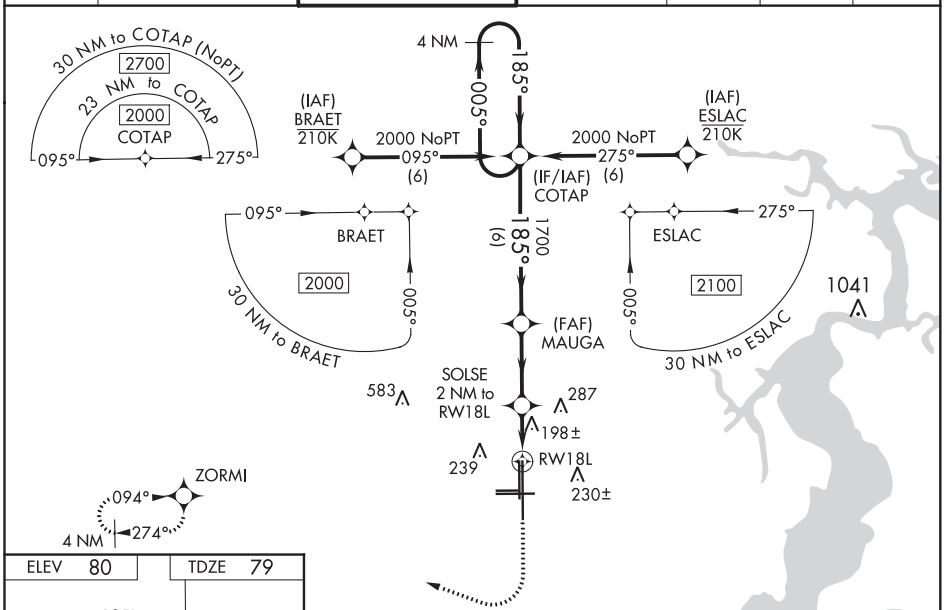
RNAV (GPS) RWY 18L
CECIL (VQQ)

WAAS CH 56616 W18A	APP CRS 185°	Rwy ldg 12503 TDZE 79 Apt Elev 80

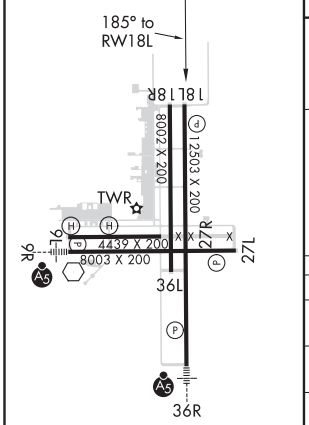
Baro-VNAV NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet. For inop MALSR, increase LNAV Cats C/D visibility to 1⅛ mile. For inop MALSR, when using Jacksonville Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅛ mile and LNAV Cats C/D visibility to 1⅜ mile. Inop table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cat A/B visibilities. When using Jacksonville Intl altimeter setting, inop table does not apply to LPV all Cats and LNAV Cat A/B visibilities. VDP NA when using Jacksonville Intl altimeter setting.

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

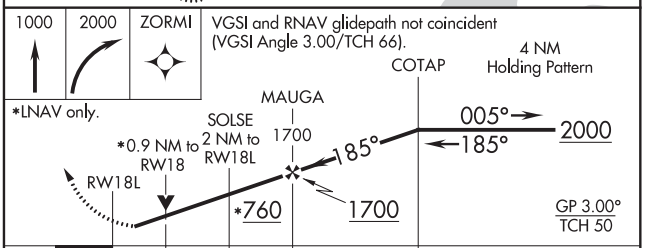
ATIS	JACKSONVILLE APP CON	CECIL TOWER ★	GND CON	CLNC DEL	GCO	UNICOM
125.275	127.775 377.075	126.1 (CTAF) L 387.025	121.625 384.4	123.975	135.075	122.95



ELEV 80	TDZE 79



HIRL Rwys 9R-27L and 18L-36R L
REIL Rwys 18L, 27L L



CATEGORY	A	B	C	D
LPV DA	329-1		250 (300-1)	
LNAV/VNAV DA	368-1		289 (300-1)	
LNAV MDA	460-1		381 (400-1)	
C CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	640-2 560 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021

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RNAV (GPS) RWY 27L
CECIL (VQQ)

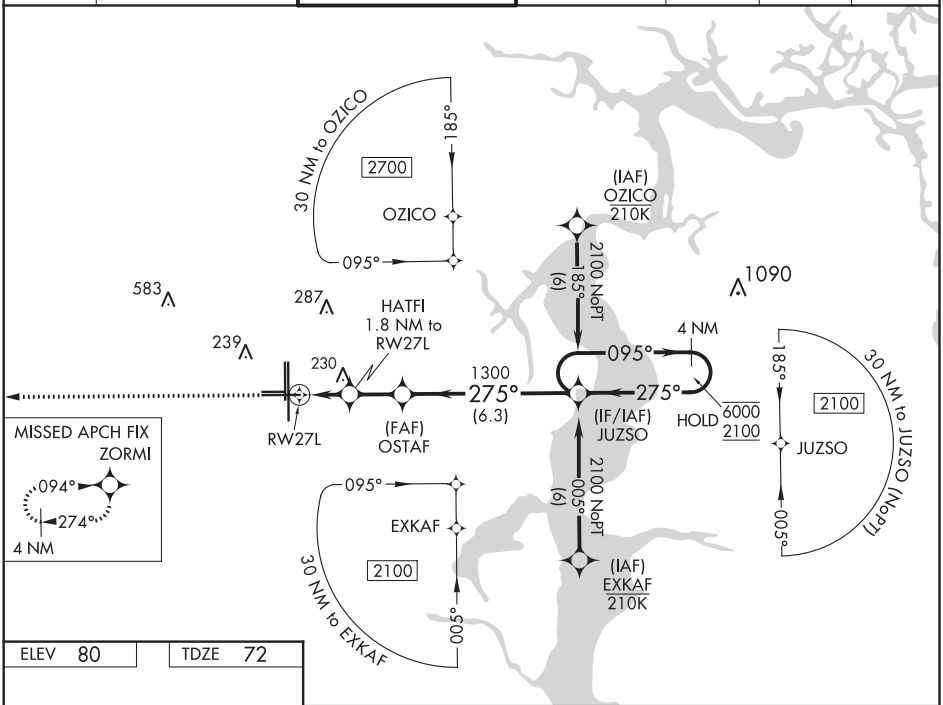
WAAS CH 97716 W27A	APP CRS 275°	Rwy ldg 8003 TDZE 72 Apt Elev 80

RNP APCH.

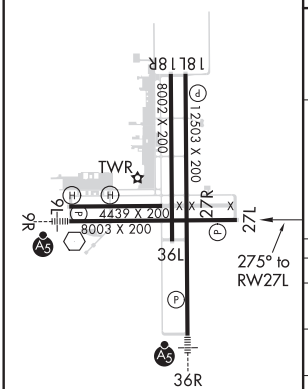
Rwy 27L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct ZORMI and hold.

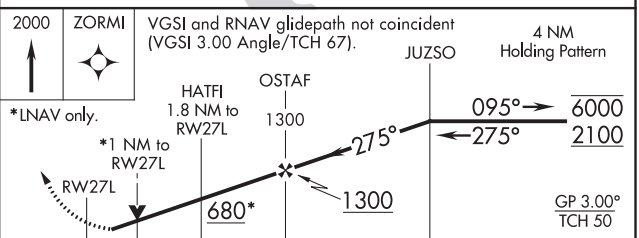
ATIS	JACKSONVILLE APP CON	CECIL TOWER ★	GND CON	CLNC DEL	GCO	UNICOM
125.275	127.775 377.075	126.1 (CTAF) L 387.025	121.625 384.4	123.975	135.075	122.95



ELEV 80	TDZE 72



HIRL Rwys 9R-27L and 18L-36R L
REIL Rwys 18L, 27L L



CATEGORY	A	B	C	D
LPV DA	393-1	321 (400-1)		
LNAV/VNAV DA	451-1	379 (400-1)		
LNAV MDA	540-1 468 (500-1)		540-1⅜ 468 (500-1⅜)	
C CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	640-2 560 (600-2)

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JACKSONVILLE, FLORIDA

AL-998 (FAA)

20310

RNAV (GPS) RWY 36R
CECIL (VQQ)

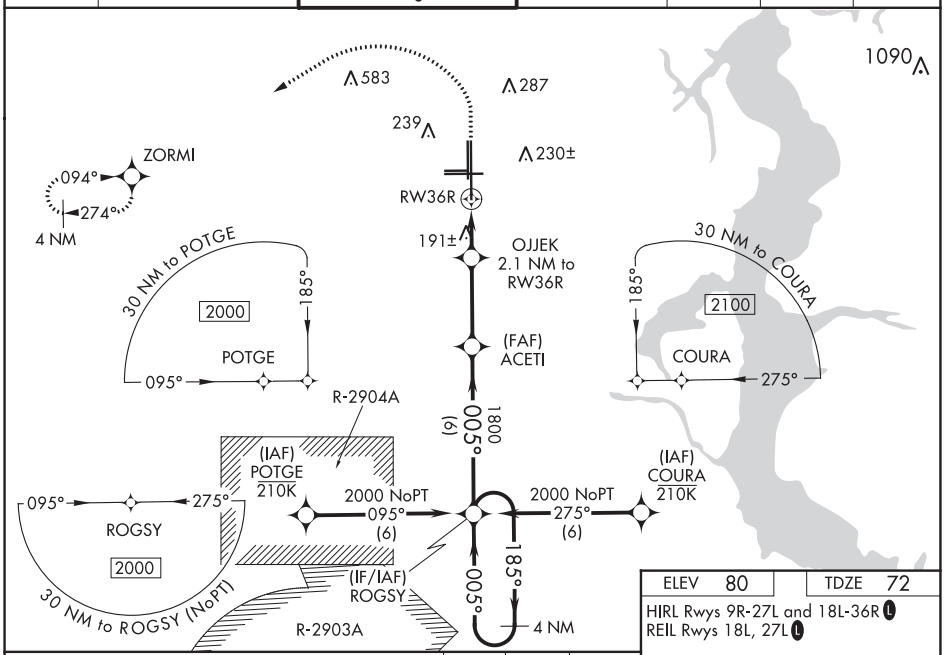
WAAS CH 82036 W36A	APP CRS 005°	Rwy ldg 12503 TDZE 72 Apt Elev 80

Baro-VNAV and VDP NA when using Jacksonville Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cats C, D visibility to ⅞ mile.

MALSR

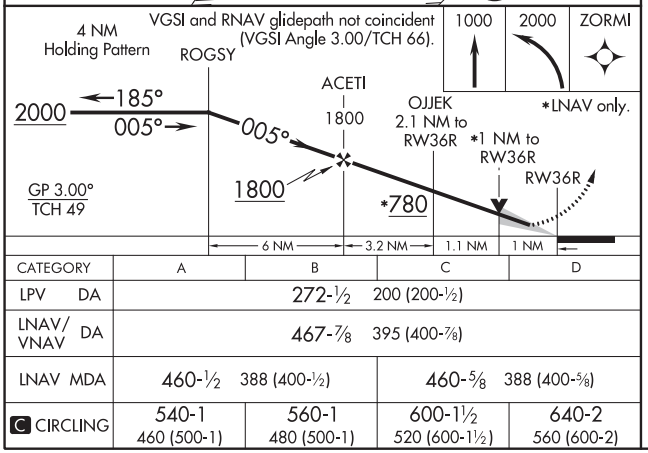
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ZORMI and hold.

ATIS	JACKSONVILLE APP CON	CECIL TOWER ★	GND CON	CLNC DEL	GCO	UNICOM
125.275	127.775 377.075	126.1 (CTAF) L 387.025	121.625 384.4	123.975	135.075	122.95

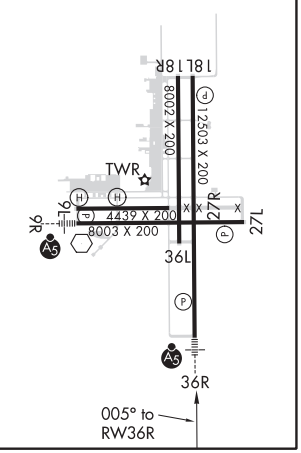


ELEV 80	TDZE 72

HIRL Rwys 9R-27L and 18L-36R L
REIL Rwys 18L, 27L L



CATEGORY	A	B	C	D
LPV DA	272-½ 200 (200-½)			
LNAV/VNAV DA	467-⅞ 395 (400-⅞)			
LNAV MDA	460-½ 388 (400-½)		460-⅝ 388 (400-⅝)	
C CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	640-2 560 (600-2)



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VOR RWY 27L
CECIL (VQQ)

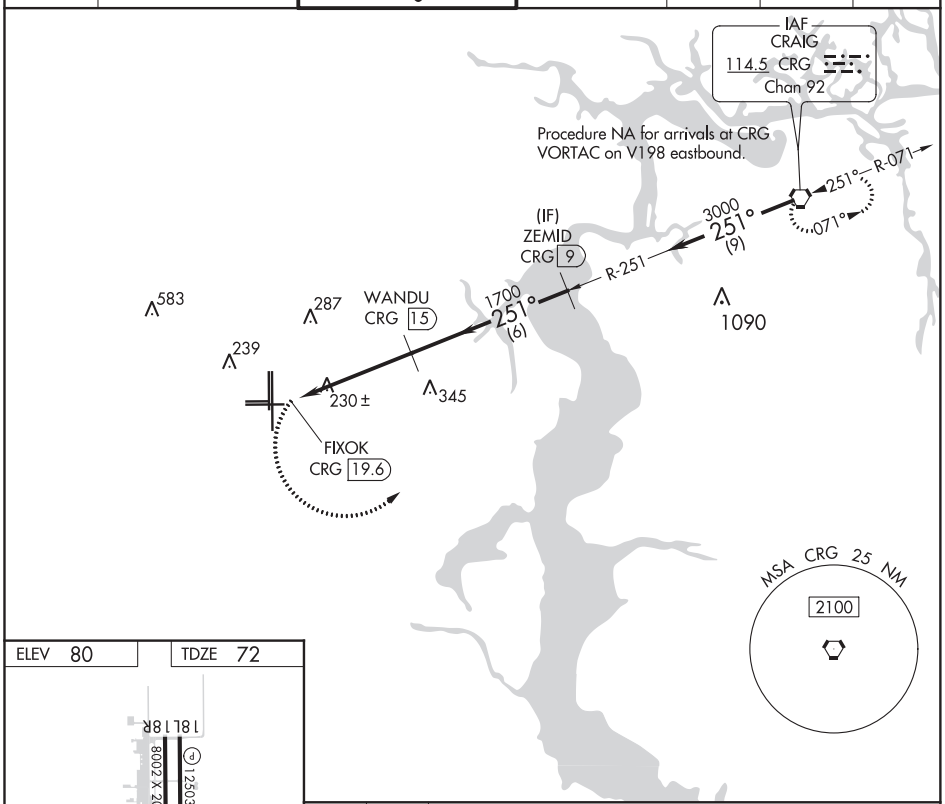
VORTAC CRG	APP CRS	Rwy ldg	8003
114.5	251°	TDZE	72
Chan 92		Apt Elev	80

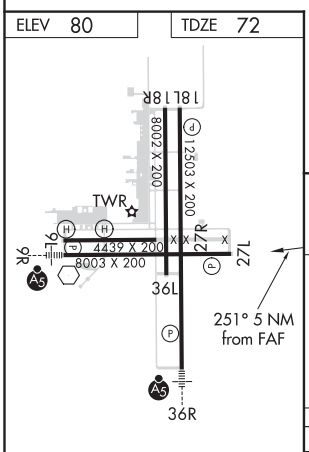
DME required.

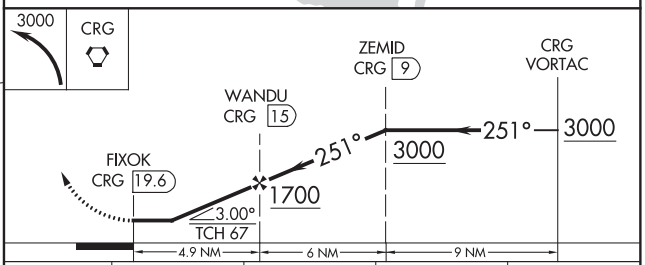
T A Rwy 27L helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct CRG VORTAC and hold.

ATIS	JACKSONVILLE APP CON	CECIL TOWER ★	GND CON	CLNC DEL	GCO	UNICOM
125.275	127.775 377.075	126.1 (CTAF) L 387.025	121.625 384.4	123.975	135.075	122.95







HIRL Rwys 9R-27L and 18L-36R L
REIL Rwys 18L, 27L L

CATEGORY	A	B	C	D
S-27L	520-1 448 (500-1)		520-1⅜ 448 (500-1⅜)	
C CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	640-2 560 (600-2)

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SE-3, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, FLORIDA

AL-998 (FAA)

20310

TACAN RWY 27L

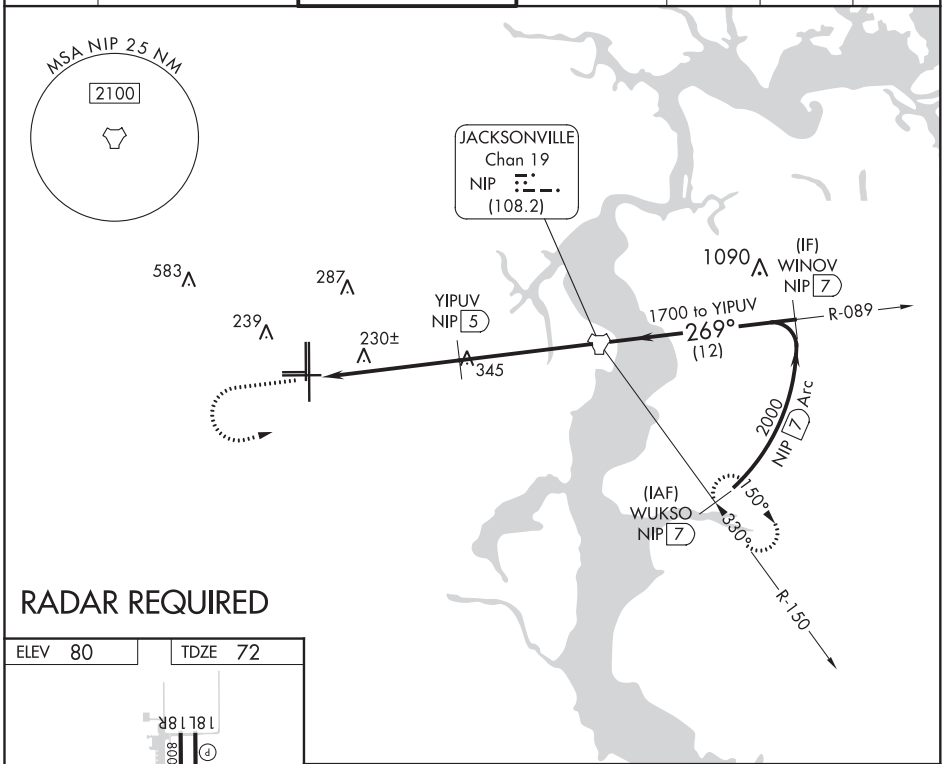
CECIL (VQQ)

TACAN NIP Chan 19 (108.2)	APP CRS 269°	Rwy ldg 8003 TDZE 72 Apt Elev 80

VDP NA with Jacksonville Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 60 feet, increase S-27L Cats C, D, E visibility ⅛ mile.

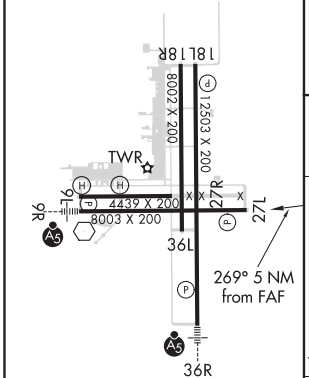
MISSED APPROACH: Climb to 700 then climbing left turn to 2100 direct NIP TACAN and continue on NIP TACAN R-150 to WUKSO/7 DME and hold.

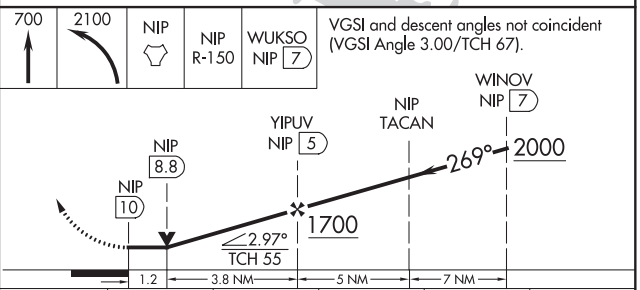
ATIS	JACKSONVILLE APP CON	CECIL TOWER ★	GND CON	CLNC DEL	GCO	UNICOM
125.275	127.775 377.075	126.1 (CTAF) L 387.025	121.625 384.4	123.975	135.075	122.95



RADAR REQUIRED

ELEV 80 | TDZE 72





CATEGORY	A	B	C	D	E
S-27L	540-1 468 (500-1)		540-1⅜ 468 (500-1⅜)		
C CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	640-2 560 (600-2)	900-3 820 (900-3)

HIRL Rwys 9R-27L and 18L-36R L
REIL Rwys 18L, 27L L

SE-3, 25 FEB 2021 to 22 APR 2021

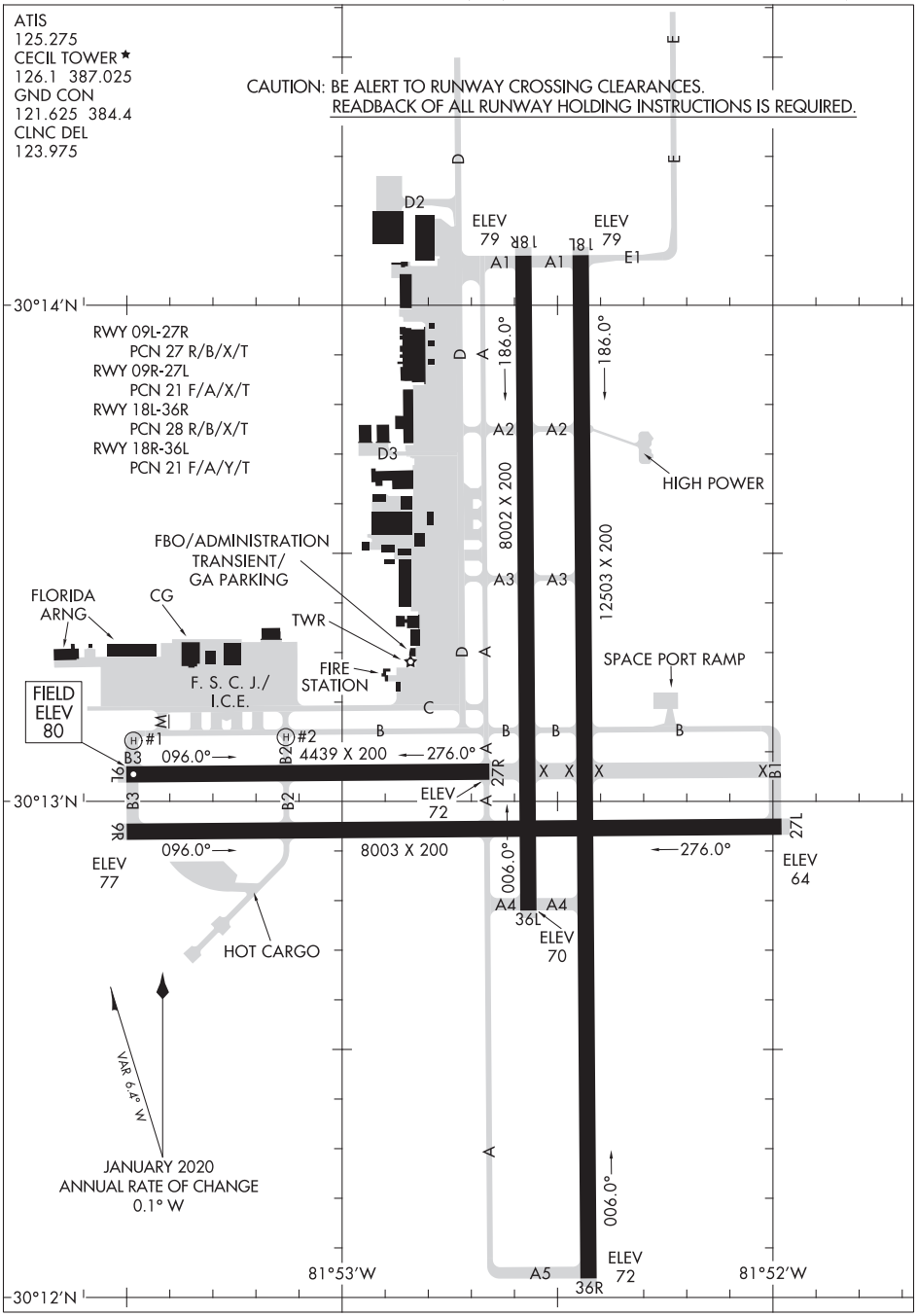
SE-3, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, FLORIDA
Orig-A 28MAY15

30°13′N-81°53′W

CECIL (VQQ)

TACAN RWY 27L


ATIS
125.275
CECIL TOWER ★
126.1 387.025
GND CON
121.625 384.4
CLNC DEL
123.975
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RWY 09L-27R
PCN 27 R/B/X/T
RWY 09R-27L
PCN 21 F/A/X/T
RWY 18L-36R
PCN 28 R/B/X/T
RWY 18R-36L
PCN 21 F/A/Y/T
ELEV 79
ELEV 79
30°14′N
186.0°
186.0°
8002 X 200
12503 X 200
HIGH POWER
FBO/ADMINISTRATION
TRANSIENT/
GA PARKING
FLORIDA
ARNG
CG
TWR
FIRE
STATION
F. S. C. J./
I.C.E.
SPACE PORT RAMP
FIELD
ELEV
80
#1
#2
096.0°
4439 X 200
276.0°
ELEV
72
30°13′N
096.0°
8003 X 200
276.0°
ELEV
77
ELEV
64
006.0°
ELEV
70
HOT CARGO
VAR 6.4° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
006.0°
81°53′W
ELEV
72
81°52′W
30°12′N

JACKSONVILLE, FLORIDA | AL-207 (FAA) | 19059

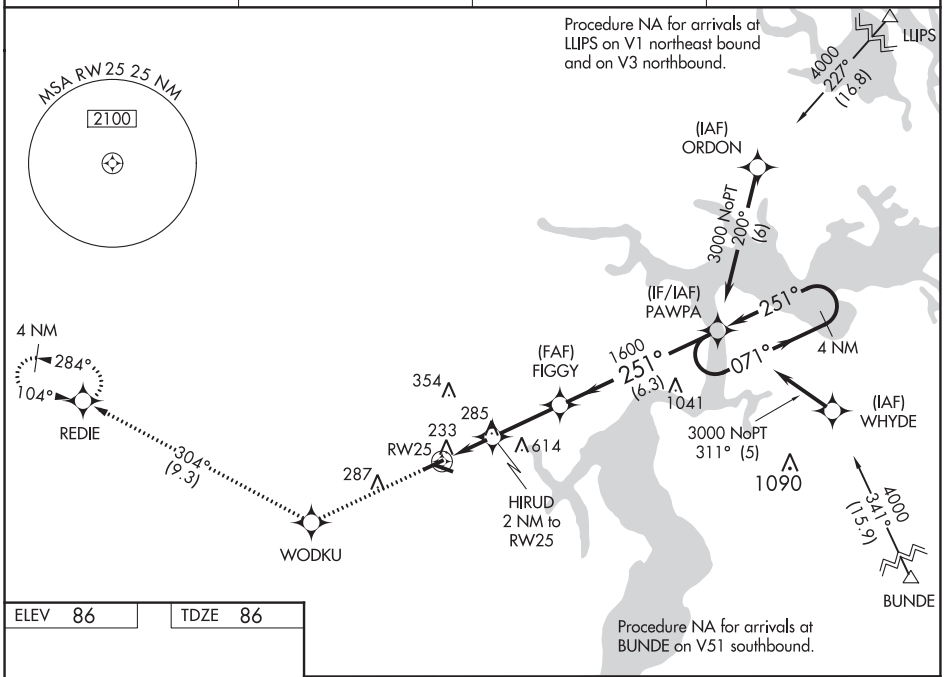
RNAV (GPS) RWY 25
HERLONG RECREATIONAL (HEG)

WAAS CH 63026 W25A	APP CRS 251°	Rwy ldg 3999 TDZE 86 Apt Elev 86

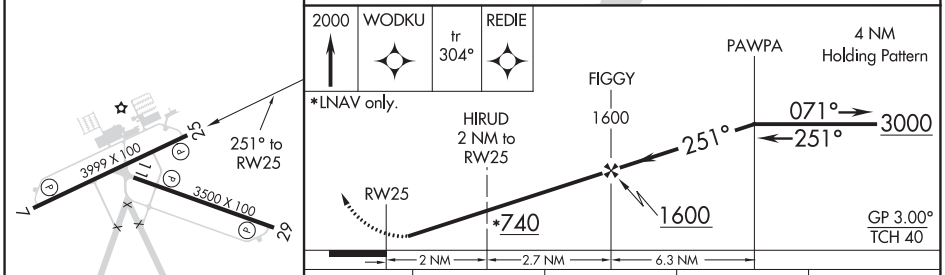
Baro-VNAV NA when using Cecil altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cecil altimeter setting: increase all DA 13 feet and all MDA 20 feet; increase LNAV Cat C and D visibility ⅛ mile. Procedure NA at night for Cat C/D aircraft. Night landing: Rwy 7, 11, 29 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct WODKU and on track 304° to REDIE and hold.

AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
119.275	127.775 377.075	121.725	123.0 (CTAF) L



ELEV 86	TDZE 86



CATEGORY	A	B	C	D
LPV DA	378-1 292 (300-1)			
LNAV/VNAV DA	612-1⅞ 526 (600-1⅞)			
LNAV MDA	600-1 514 (600-1)		600-1⅜ 514 (600-1⅜)	
C CIRCLING	600-1 514 (600-1)		980-2¾ 894 (900-2¾)	980-3 894 (900-3)

MIRL Rwys 7-25 and 11-29 L

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LOM JA	APP CRS	Rwy ldg	N/A
344	184°	TDZE	N/A
		Apt Elev	87

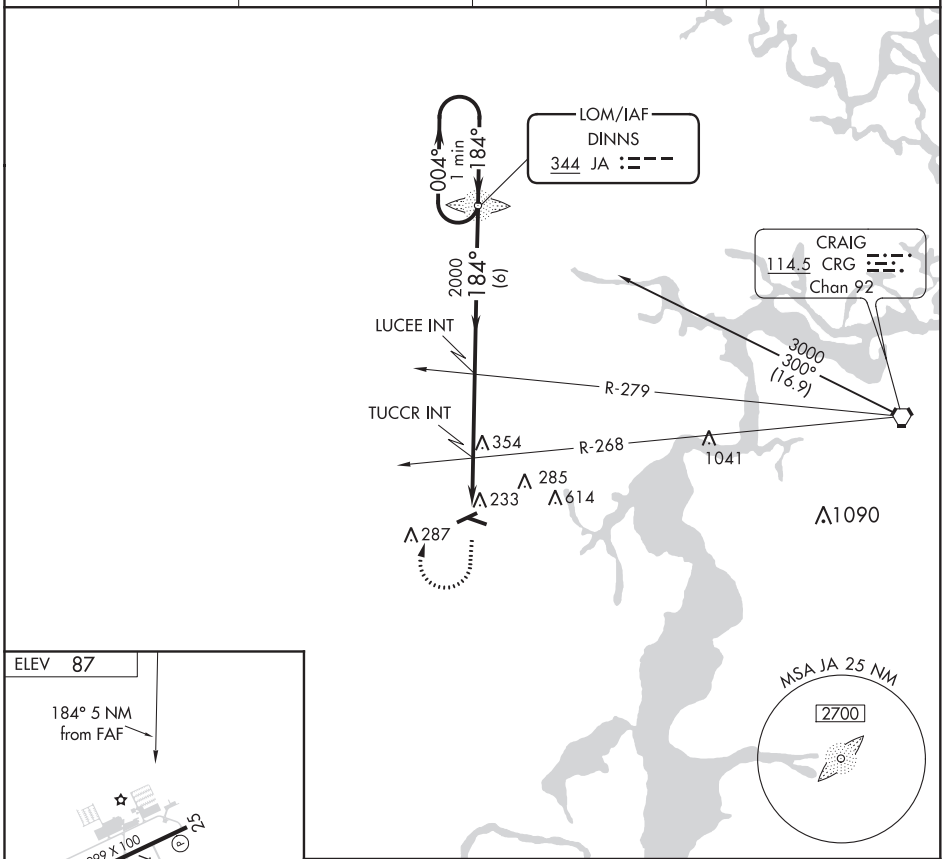
NDB-A
HERLONG RECREATIONAL (HEG)

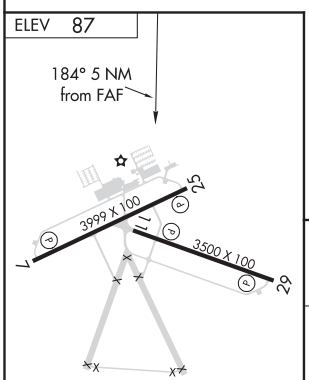
When local altimeter setting not received, use CECIL altimeter setting and increase all MDA 20 feet. Night landing Rwy 7, 11, 29 NA. Helicopter visibility reduction below 1 SM NA.

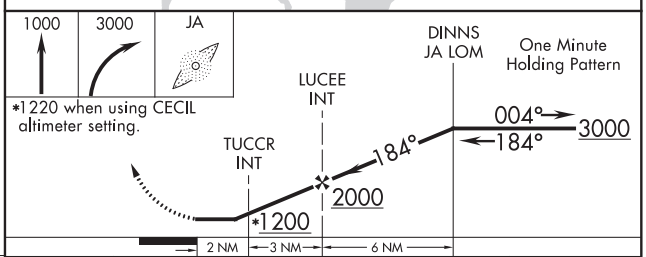
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct JA LOM and hold.

AWOS-3	JACKSONVILLE APP CON		GCO	UNICOM
119.275	127.775	377.075	121.725	123.0 (CTAF)







FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	640-1 553 (600-1)	640-1¼ 553 (600-1¼)	640-1½ 553 (600-1½)	640-2 553 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021

LOC I-CRG	APP CRS	Rwy ldg	4008
111.7	321°	TDZE	41
		Apt Elev	41

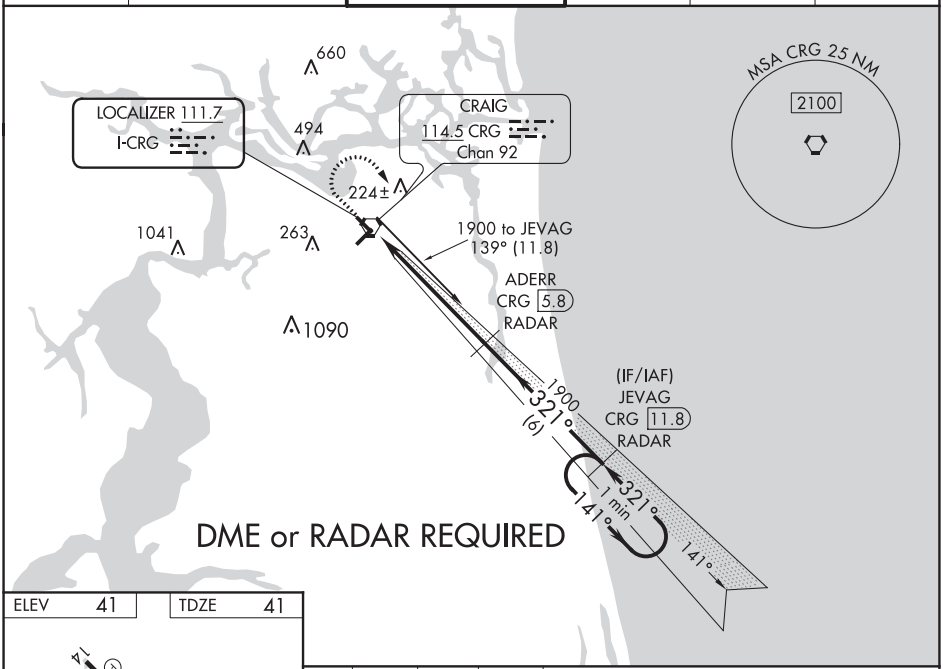
ILS or LOC RWY 32
JACKSONVILLE EXECUTIVE AT CRAIG (CRG)

Night landing: Rwy 5 NA. DME or radar required. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet. For inop MALSR, increase S-LOC 32 Cats C/D visibility to 1¼ mile. For inop MALSR, when using Jacksonville Intl altimeter setting, increase S-LOC 32 Cats C/D visibility to 1⅜ mile.

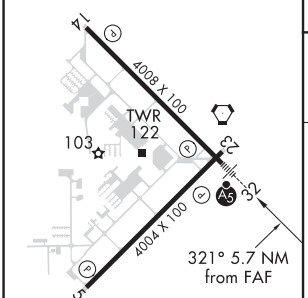
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 1900 on heading 180° and on CRG VORTAC R-139 to JEVAG/CRG VORTAC 11.8 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1 (CTAF) L 269.525	121.8	118.35	122.95

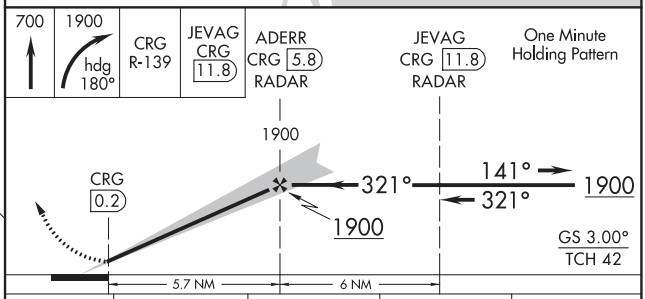


ELEV	41	TDZE	41



MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 14 and 23 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 32	241-1 200 (200-1)			
S-LOC 32	480-1 439 (500-1)			
CIRCLING	500-1 459 (500-1)	580-1 539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)

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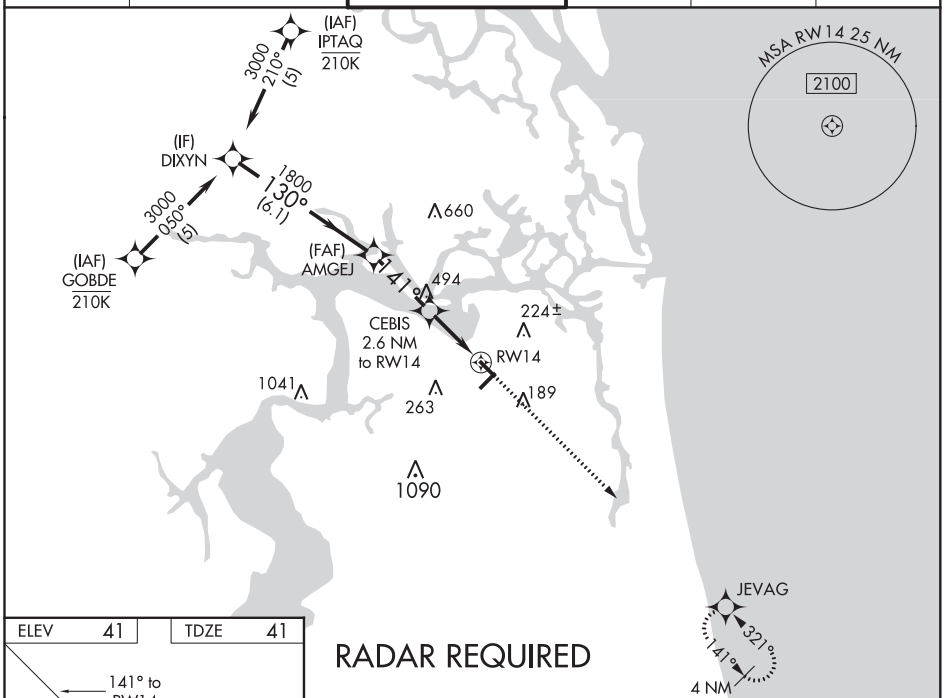
WAAS CH 63031 W14A	APP CRS 141°	Rwy ldg 4008 TDZE 41 Apt Elev 41

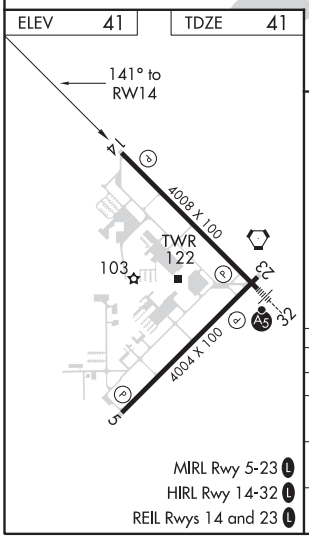
RNAV (GPS) RWY 14
JACKSONVILLE EXECUTIVE AT CRAIG (CRG)

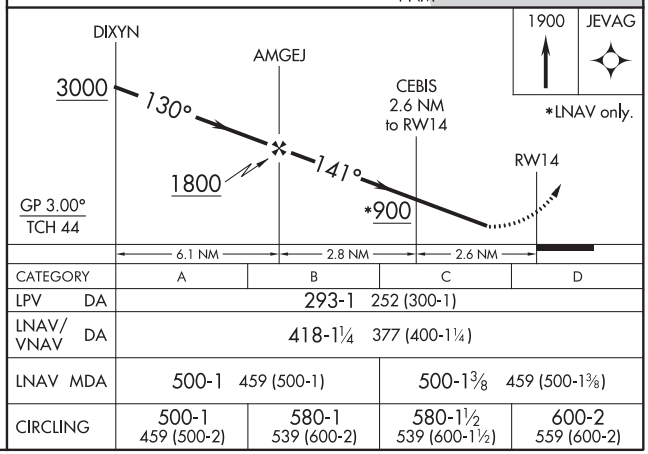
Procedure NA at night. Baro-VNAV NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet. Increase LNAV/VNAV all Cats visibility to 1⅜ and LNAV Cat D visibility to 1½.

MISSED APPROACH: Climb to 1900 direct JEVAG and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1 (CTAF) L 269.525	121.8	118.35	122.95







CATEGORY	A	B	C	D
LPV DA	293-1 252 (300-1)			
LNAV/VNAV DA	418-1¼ 377 (400-1¼)			
LNAV MDA	500-1 459 (500-1)		500-1⅜ 459 (500-1⅜)	
CIRCLING	500-1 459 (500-2)	580-1 539 (600-2)	580-1½ 539 (600-1½)	600-2 559 (600-2)

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SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 57901 W32A	APP CRS 321°	Rwy ldg 4008 TDZE 41 Apt Elev 41

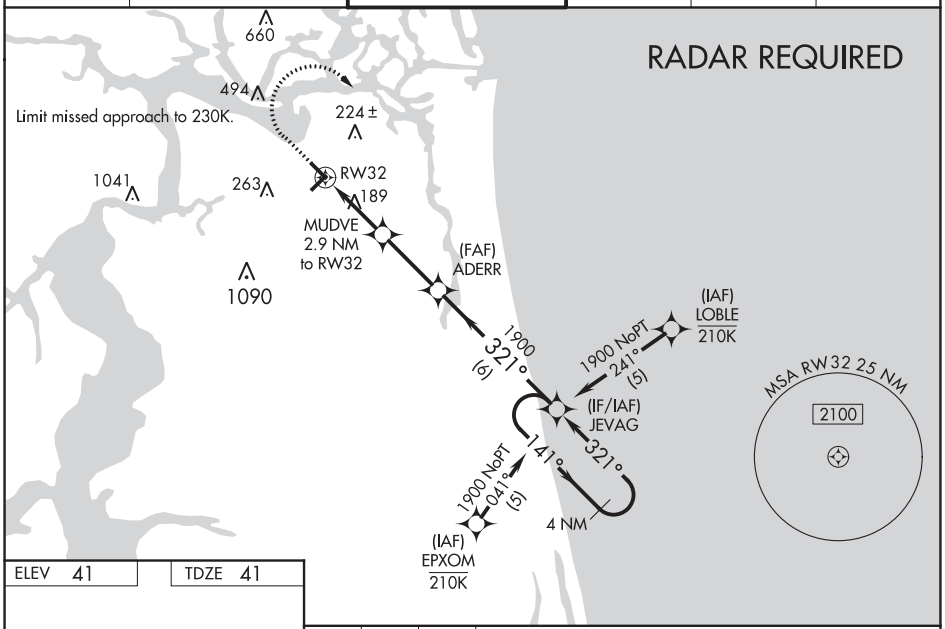
RNAV (GPS) RWY 32
JACKSONVILLE EXECUTIVE AT CRAIG (CRG)

Night landing: Rwy 5 NA. Baro-VNAV and VDP NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Jacksonville Intl altimeter setting. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet. For inoperative MALSR, when using Jacksonville Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅛ and LNAV Cats C/D visibility to 1¼.

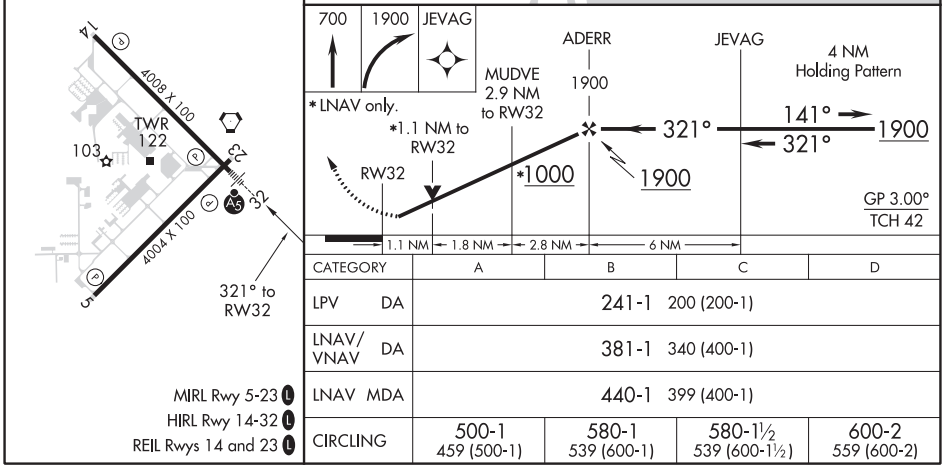
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 1900 direct JEVAG and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1 (CTAF) L 269.525	121.8	118.35	122.95



ELEV 41 TDZE 41



MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 14 and 23 L

CATEGORY		A	B	C	D
LPV	DA	241-1 200 (200-1)			
LNAV/VNAV	DA	381-1 340 (400-1)			
LNAV	MDA	440-1 399 (400-1)			
CIRCLING		500-1 459 (500-1)	580-1 539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)

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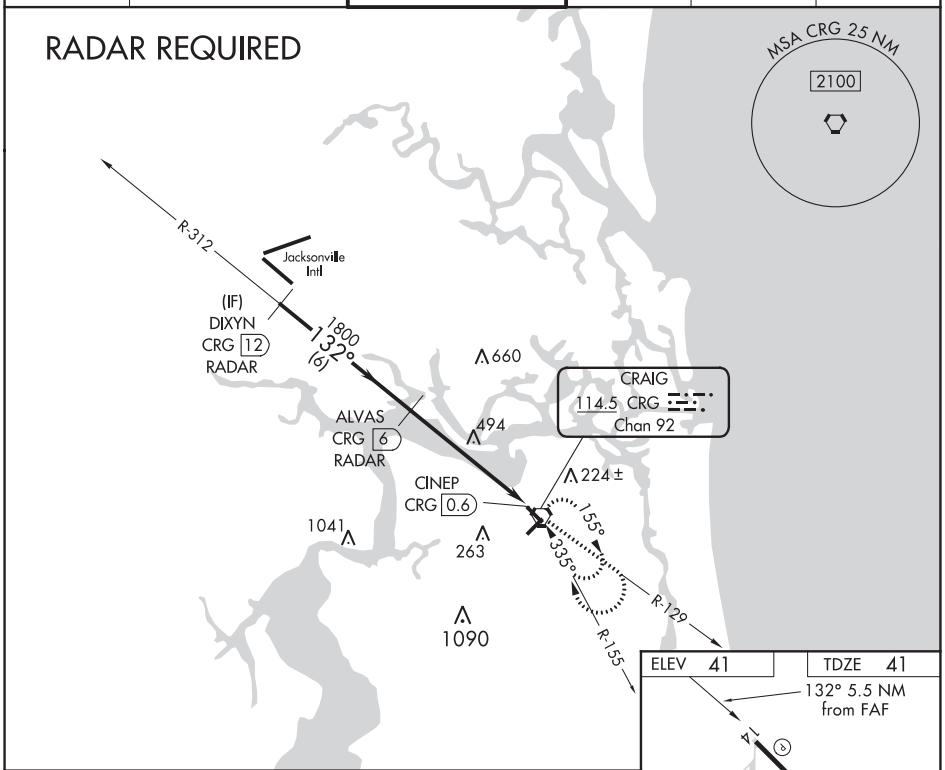
VORTAC CRG	APP CRS	Rwy ldg	4008
114.5	132°	TDZE	41
Chan 92		Apt Elev	41

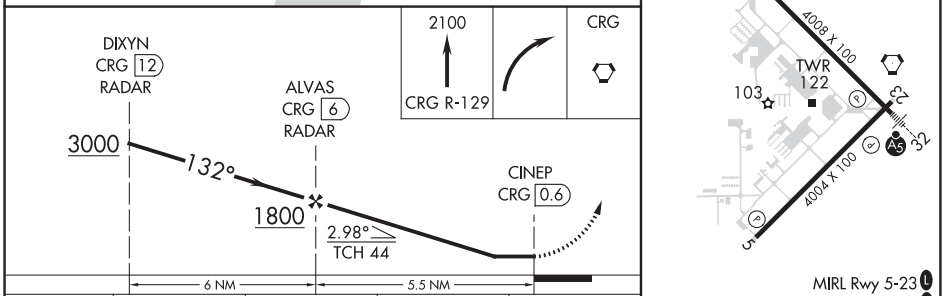
VOR RWY 14
JACKSONVILLE EXECUTIVE AT CRAIG (CRG)

Procedure NA at night.
DME or Radar required.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2100 via CRG VORTAC R-129 then right turn direct CRG VORTAC and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1 (CTAF) L 269.525	121.8	118.35	122.95





MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 14 and 23 L

CATEGORY	A	B	C	D
S-14	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2½	759 (800-2½)
CIRCLING	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2½	759 (800-2½)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

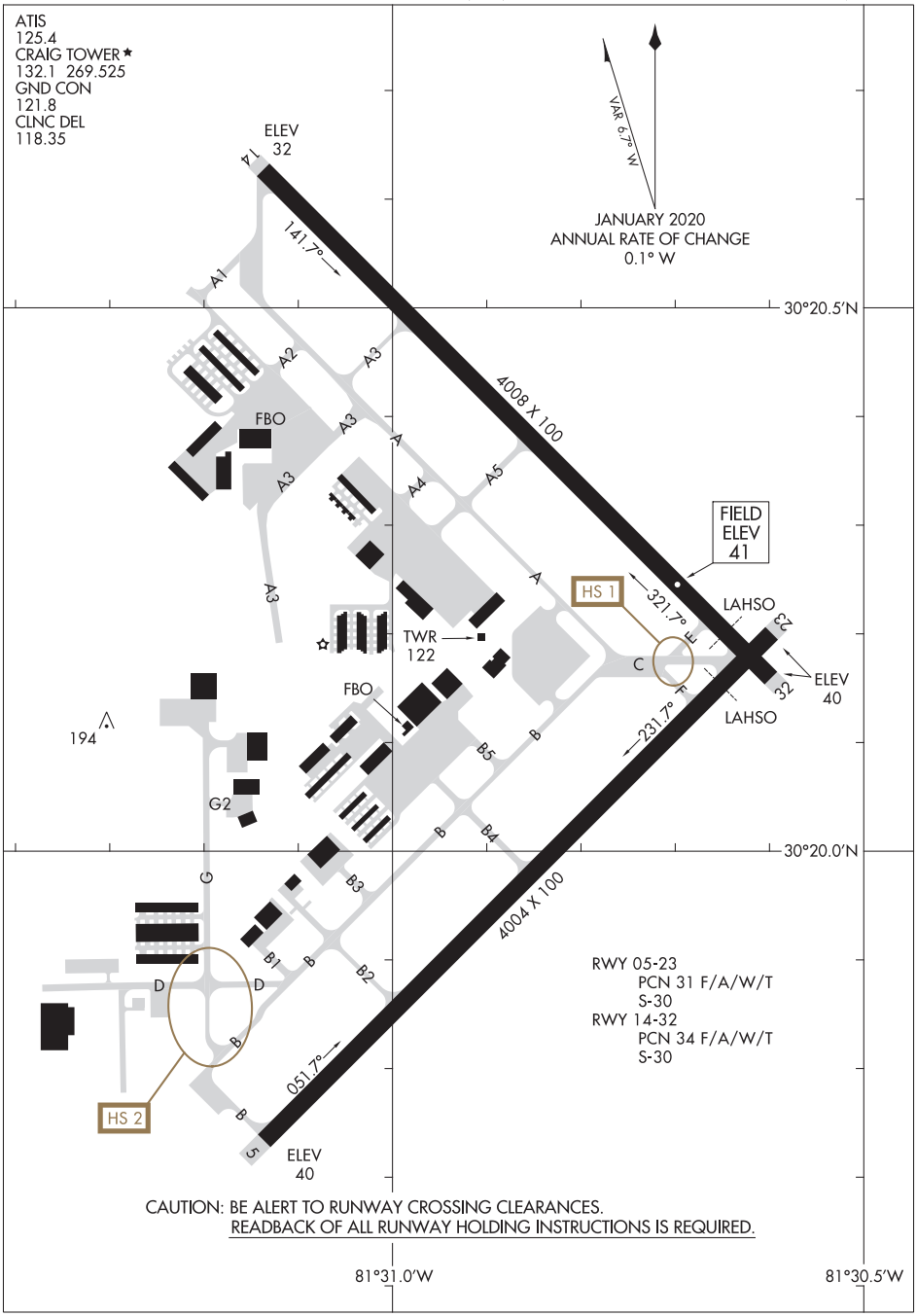
21056

AIRPORT DIAGRAM

JACKSONVILLE EXECUTIVE AT CRAIG (CRG)

AL-208 (FAA)

JACKSONVILLE, FLORIDA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
21056
JACKSONVILLE, FLORIDA
JACKSONVILLE EXECUTIVE AT CRAIG (CRG)

LOC I-JAX	APP CRS	Rwy ldg	10000
110.7	077°	TDZE	29
		Apt Elev	29

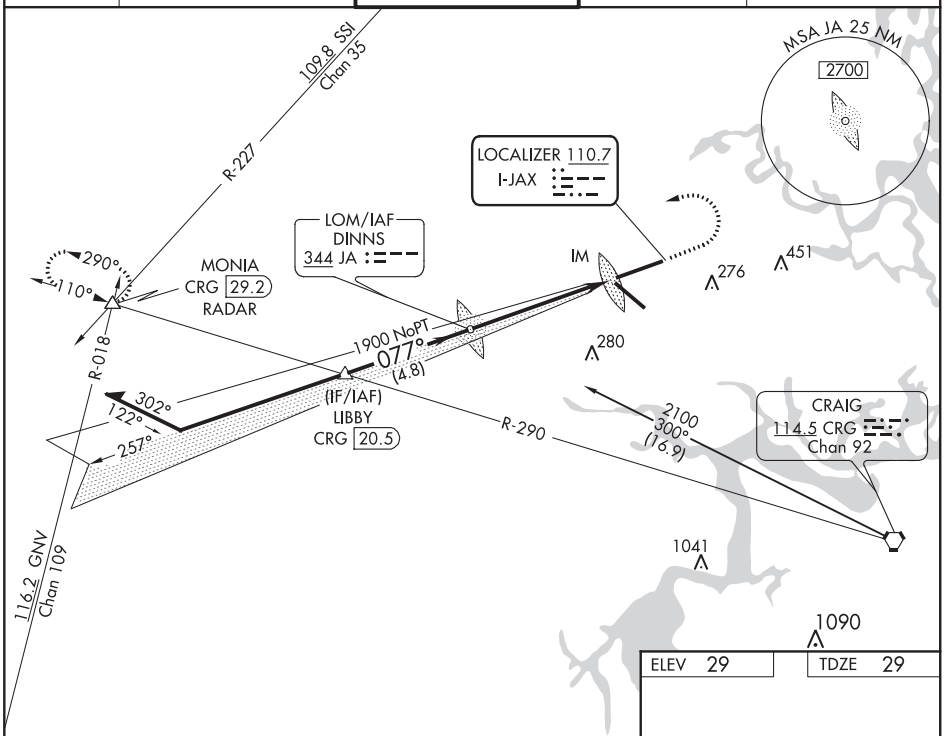
ILS or LOC RWY 8
JACKSONVILLE INTL (JAX)

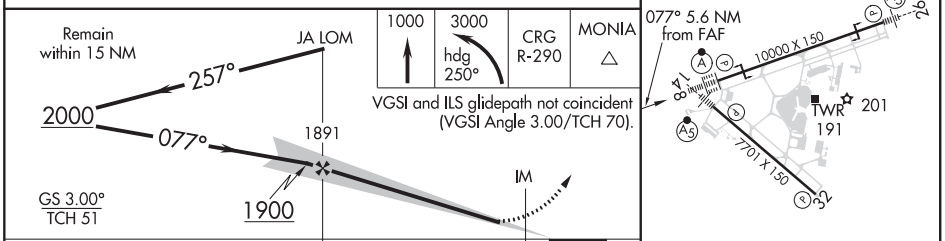
For inop ALSF, increase S-ILS 8 Cat E visibility to RVR 4000, increase S-LOC 8 Cat E visibility to 1⅜.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 250° and on CRG VORTAC R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

D-ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 269.9	118.3 317.7	121.9 348.6	119.5 290.275





CATEGORY	A	B	C	D	E
S-ILS 8	229/18 200 (200-½)				
S-LOC 8	480/24 451 (500-½)		480/45 451 (500-⅞)		
CIRCLING	520-1 491 (500-1)		520-1½ 491 (500-1½)	640-2 611 (700-2)	760-2½ 731 (800-2½)

REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

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SE-3, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, FLORIDA | AL-5570 (FAA) | 20086

LOC I-CZH	APP CRS	Rwy ldg	7701
110.5	137°	TDZE	27
		Apt Elev	29

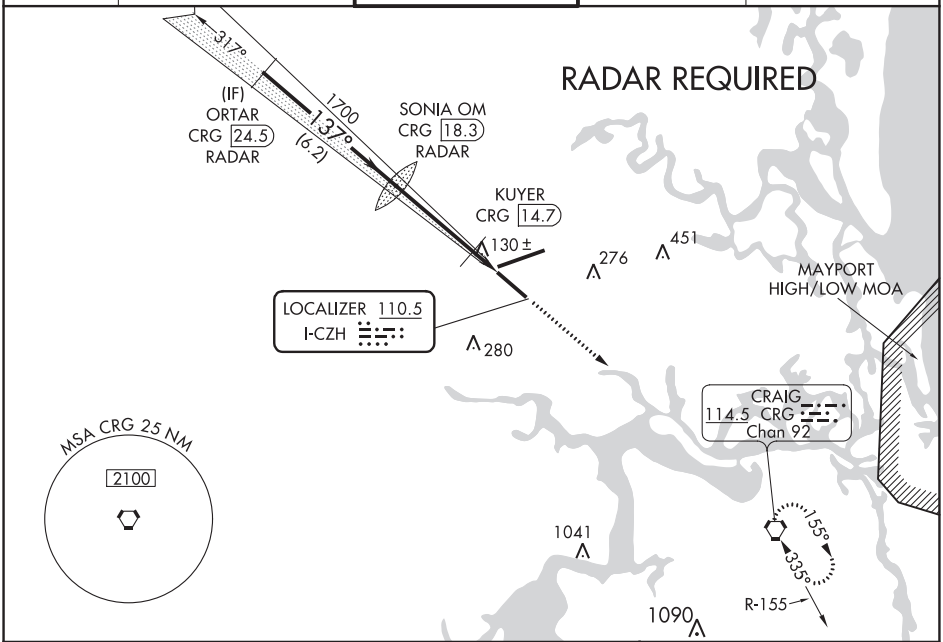
ILS or LOC RWY 14
JACKSONVILLE INTL (JAX)

DME from CRG VORTAC. For inop MALSR, increase S-LOC Cats A/B visibility to 1 mile. KUYER Fix minimums: For inop MALSR, increase S-LOC 14 all Cats visibility to 1 mile. Helicopter visibility reduction below ¾ SM NA.

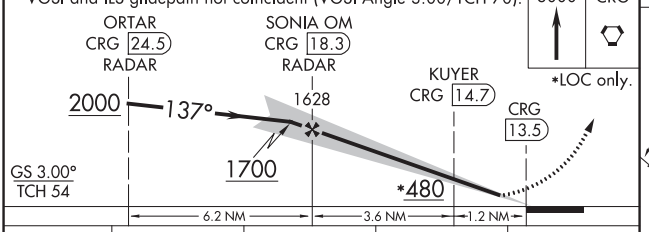
MALSR

MISSED APPROACH: Climb to 3000 direct CRG VORTAC and hold.

D-ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 269.9	118.3 317.7	121.9 348.6	119.5 290.275

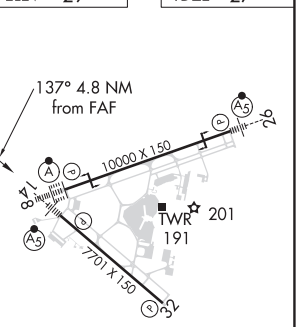


VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
S-ILS 14	227-½ 200 (200-½)			
S-LOC 14	480-¾ 453 (500-¾)		480-⅞ 453 (500-⅞)	
CIRCLING	520-1 491 (500-1)		520-1½ 491 (500-1½)	640-2 611 (700-2)
KUYER FIX MINIMUMS (DME REQUIRED)				
S-LOC 14	380-¾ 353 (400-¾)			
CIRCLING	520-1 491 (500-1)		520-1½ 491 (500-1½)	640-2 611 (700-2)

ELEV 29 | TDZE 27



REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

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ILS or LOC RWY 26
JACKSONVILLE INTL (JAX)

LOC I-PEK	APP CRS	Rwy ldg 10000
110.3	257°	TDZE 27
		Apt Elev 29

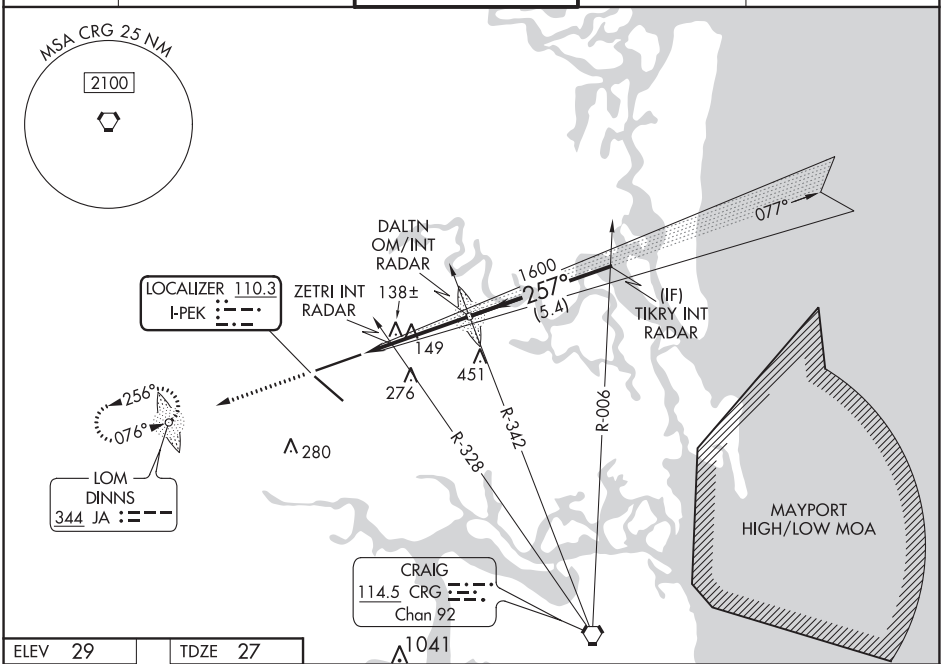
ADF required. RADAR required for procedure entry.

For inop ALS, increase S-LOC 26 Cats C/D visibility to 1⅜ SM.
ZETRI Fix Minimums: increase S-LOC 26 Cats C/D visibility to RVR 5500.

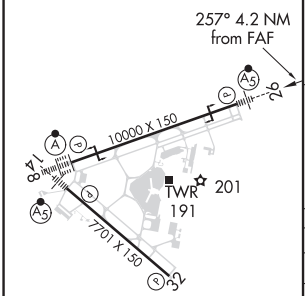
MALSR

MISSED APPROACH: Climb to 3000 direct DINNS LOM and hold, continue climb-in-hold to 3000.

D-ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 269.9	118.3 317.7	121.9 348.6	119.5 290.275



ELEV 29 | TDZE 27



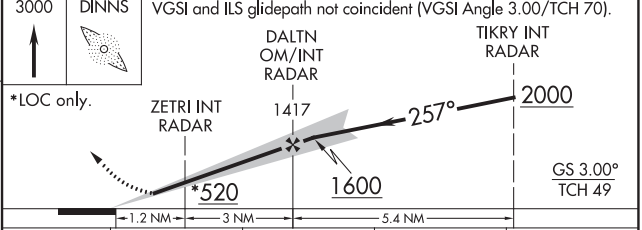
REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

3000 DINNS

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

*LOC only.



CATEGORY	A	B	C	D
S-ILS 26	227/18 200 (200-½)			
S-LOC 26	520/24 493 (500-½)		520/50 493 (500-1)	
CIRCLING	520-1 491 (500-1)		520-1½ 491 (500-1½)	640-2 611 (700-2)
ZETRI FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 26	400/24 373 (400-½)		400/35 373 (400-⅝)	
CIRCLING	520-1 491 (500-1)		520-1½ 491 (500-1½)	640-2 611 (700-2)

SE-3, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, FLORIDA | AL-5570 (FAA) | 20086

LOC I-JAX	APP CRS	Rwy ldg	10000
110.7	077°	TDZE	29
		Apt Elev	29

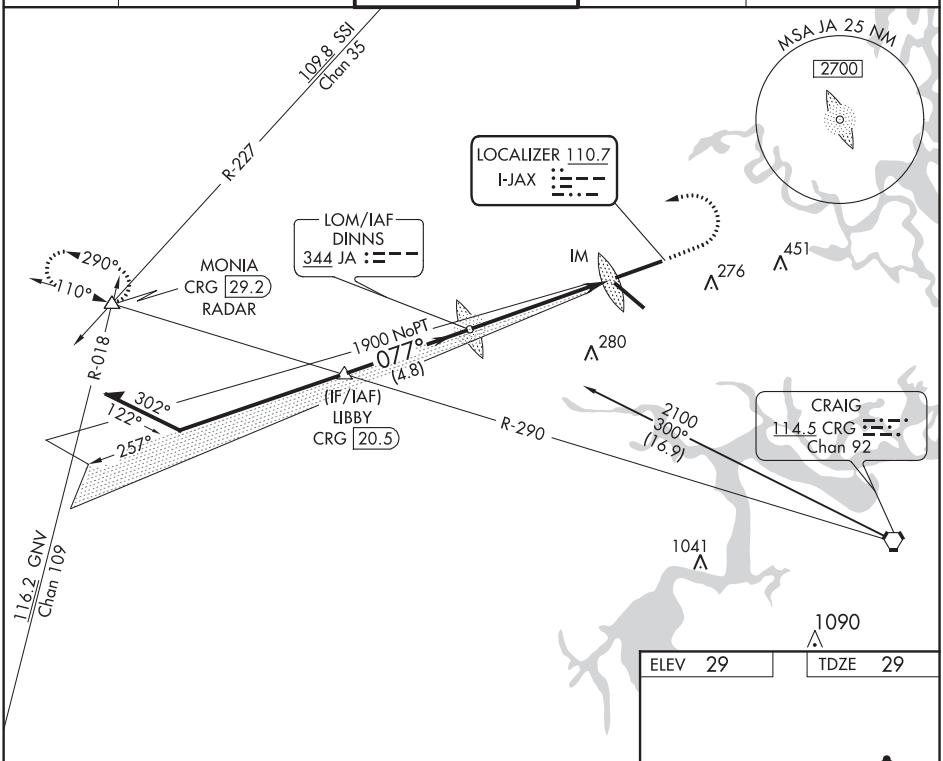
ILS RWY 8 (SA CAT I)
JACKSONVILLE INTL (JAX)

T A Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

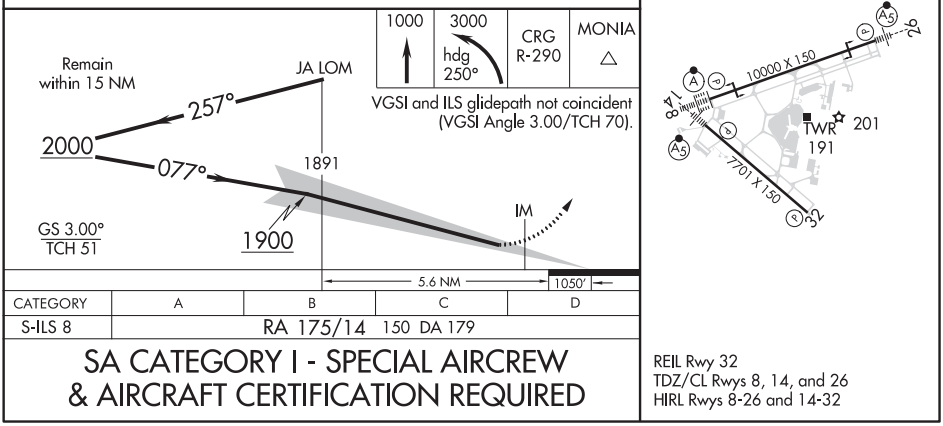
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 250° and on CRG VORTAC R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

D-ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 269.9	118.3 317.7	121.9 348.6	119.5 290.275



ELEV 29	TDZE 29



CATEGORY	A	B	C	D
S-ILS 8	RA 175/14 150 DA 179			

SA CATEGORY I - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

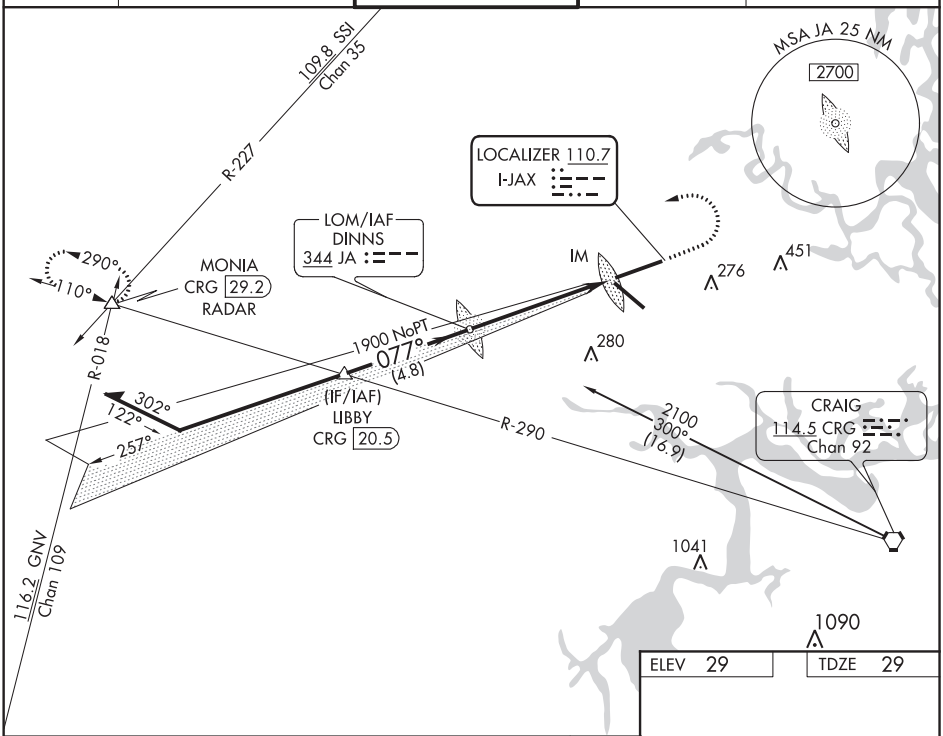
LOC I-JAX	APP CRS	Rwy ldg	10000
110.7	077°	TDZE	29
		Apt Elev	29

ILS RWY 8 (CAT II & III)
JACKSONVILLE INTL (JAX)

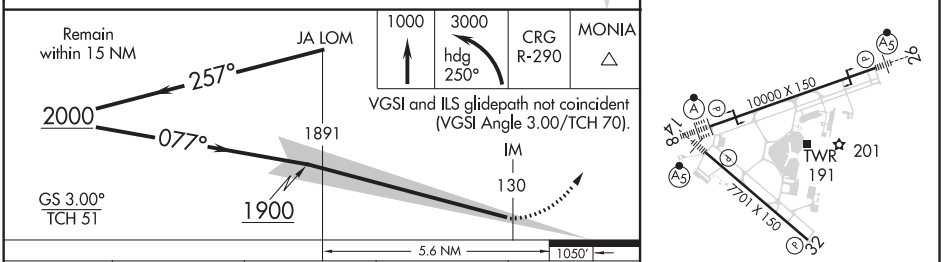
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 250° and on CRG VORTAC R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

D-ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 269.9	118.3 317.7	121.9 348.6	119.5 290.275



ELEV 29	TDZE 29



CATEGORY	A	B	C	D
S-ILS 8	CAT II RA 100/12 100 DA 129			
S-ILS 8	CAT IIIa RVR 07			
S-ILS 8	CAT IIIb RVR 06			
S-ILS 8	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32

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SE-3, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, FLORIDA | AL-5570 (FAA) | 18312

APP CRS	Rwy ldg	10000
077°	TDZE	29
	Apt Elev	29

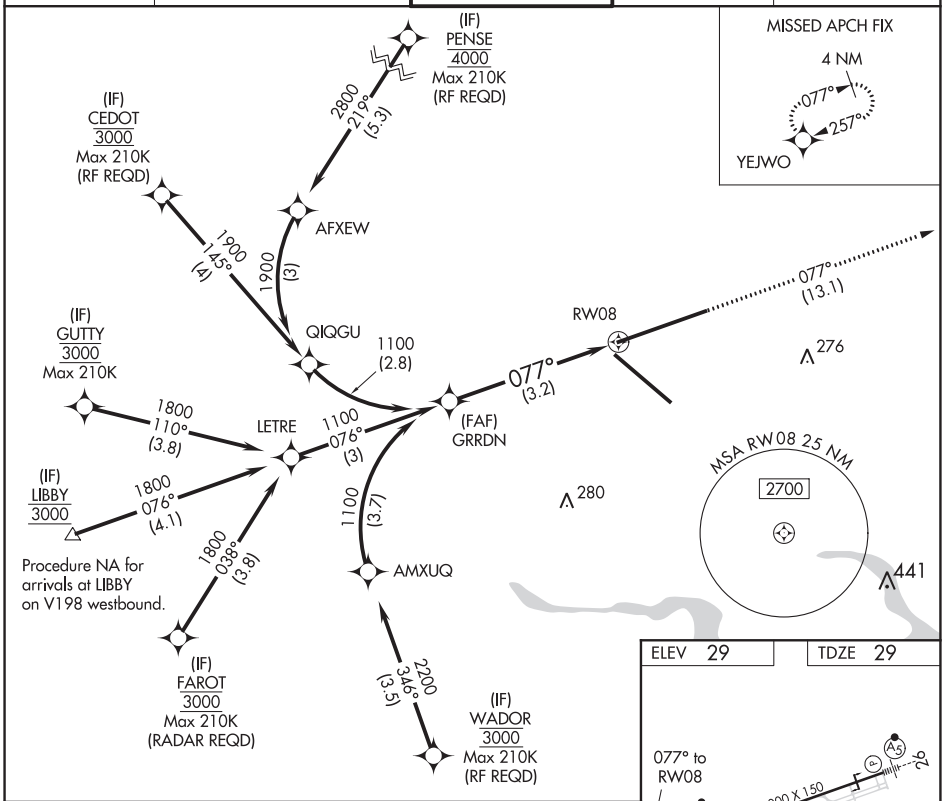
RNAV (RNP) Y RWY 8
JACKSONVILLE INTL (JAX)

For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required. For inop MALSR, increase RNP 0.11 all Cats visibility to 1 mile, increase RNP 0.30 all Cats visibility to 1⅜ mile.

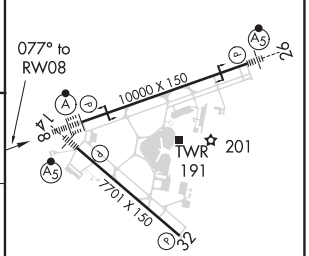
ALSF-2

MISSED APPROACH: Climb to 2000 on track 077° to YEJWO and hold.

D-ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 269.9	118.3 317.7	121.9 348.6	119.5 290.275

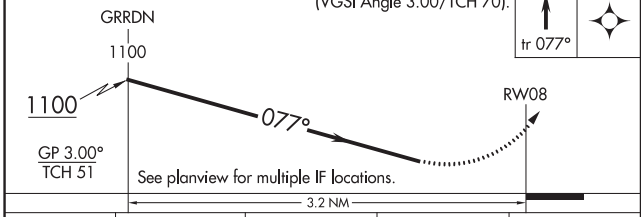


ELEV 29	TDZE 29



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

2000	YEJWO
tr 077°	



CATEGORY	A	B	C	D
RNP 0.11 DA	356/40		327 (400-¾)	
RNP 0.30 DA	426/45		397 (400-⅞)	

AUTHORIZATION REQUIRED

REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32

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SE-3, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	7701
137°	TDZE	27
	Apt Elev	29

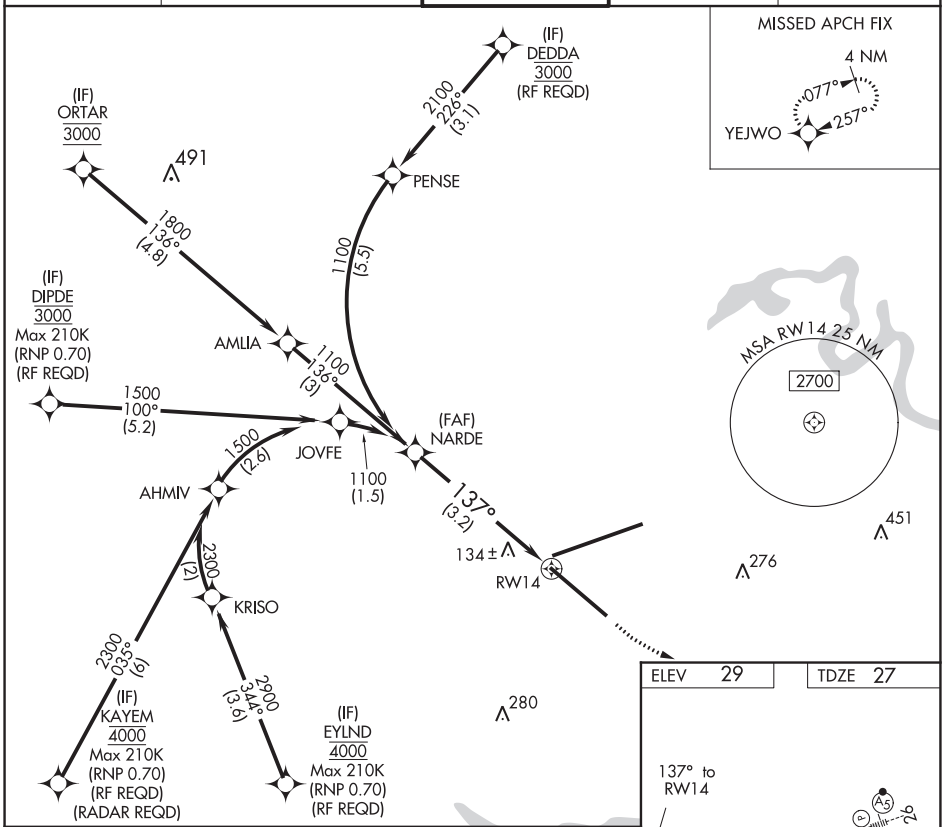
RNAV (RNP) Y RWY 14
JACKSONVILLE INTL (JAX)

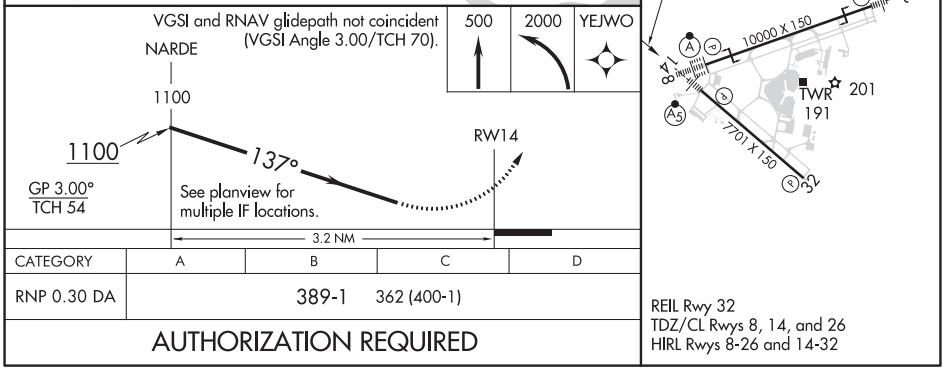
For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1⅛ mile.

MALSR (A5)

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct YEJWO and hold.

D-ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 269.9	118.3 317.7	121.9 348.6	119.5 290.275





CATEGORY	A	B	C	D
RNP 0.30 DA	389-1	362 (400-1)		

AUTHORIZATION REQUIRED

REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32

SE-3, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, FLORIDA | AL-5570 (FAA) | 21056

RNAV (RNP) Y RWY 26

JACKSONVILLE INTL (JAX)

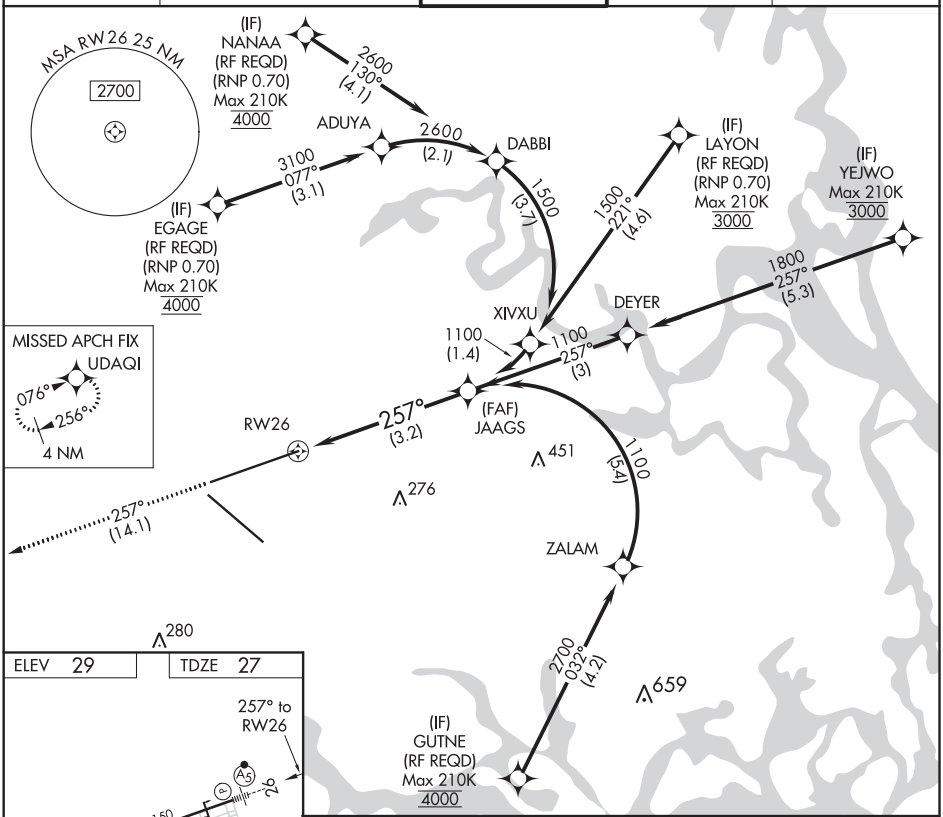
APP CRS	Rwy ldg	10000
257°	TDZE	27
	Apt Elev	29

For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1¼ mile.

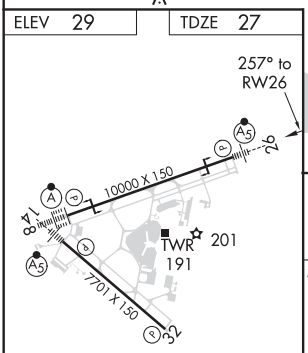
MALSR

MISSED APPROACH: Climb to 2000 on track 257° to UDAQI and hold.

D-ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 269.9	118.3 317.7	121.9 348.6	119.5 290.275



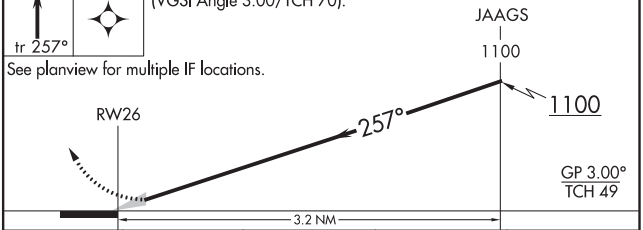
ELEV 29	TDZE 27



REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32

2000	UDAQI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).
tr 257°		

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.30 DA	400/40 373 (400-¾)			

AUTHORIZATION REQUIRED

JACKSONVILLE, FLORIDA
Amdt 1A 11DEC14

30°30′N-81°41′W

JACKSONVILLE INTL (JAX)

RNAV (RNP) Y RWY 26

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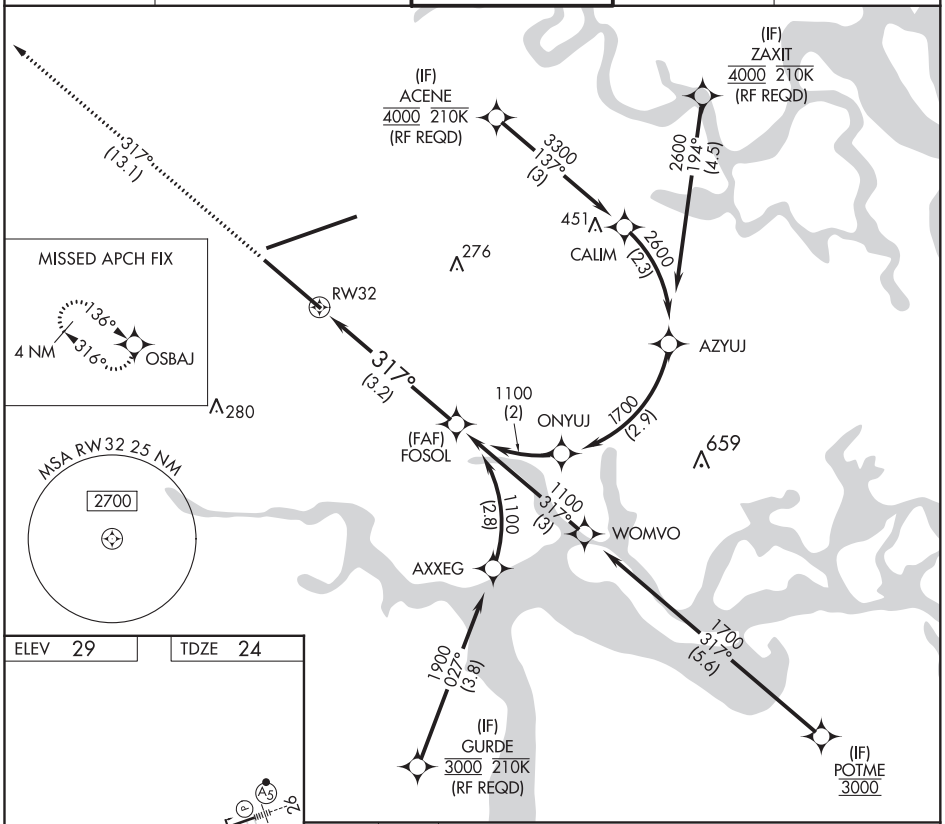
APP CRS	Rwy ldg	7701
317°	TDZE	24
	Apt Elev	29

RNAV (RNP) Y RWY 32
JACKSONVILLE INTL (JAX)

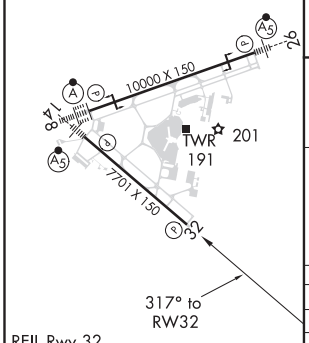
For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 2000 on track 317° to OSBAJ and hold.

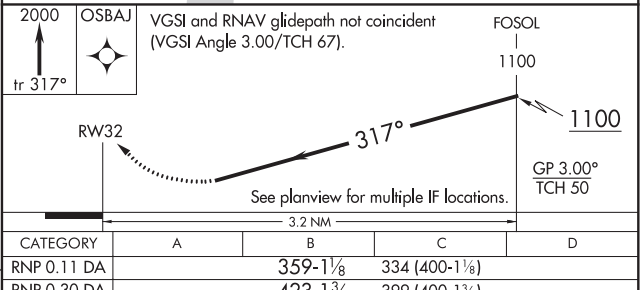
D-ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 269.9	118.3 317.7	121.9 348.6	119.5 290.275



ELEV 29	TDZE 24



REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32



CATEGORY	A	B	C	D
RNP 0.11 DA	359-1⅛		334 (400-1⅛)	
RNP 0.30 DA	423-1⅜		399 (400-1⅜)	

AUTHORIZATION REQUIRED

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JACKSONVILLE, FLORIDA | AL-5570 (FAA) | 18312

WAAS CH 50526 W08A	APP CRS 076°	Rwy ldg 10000 TDZE 29 Apt Elev 29

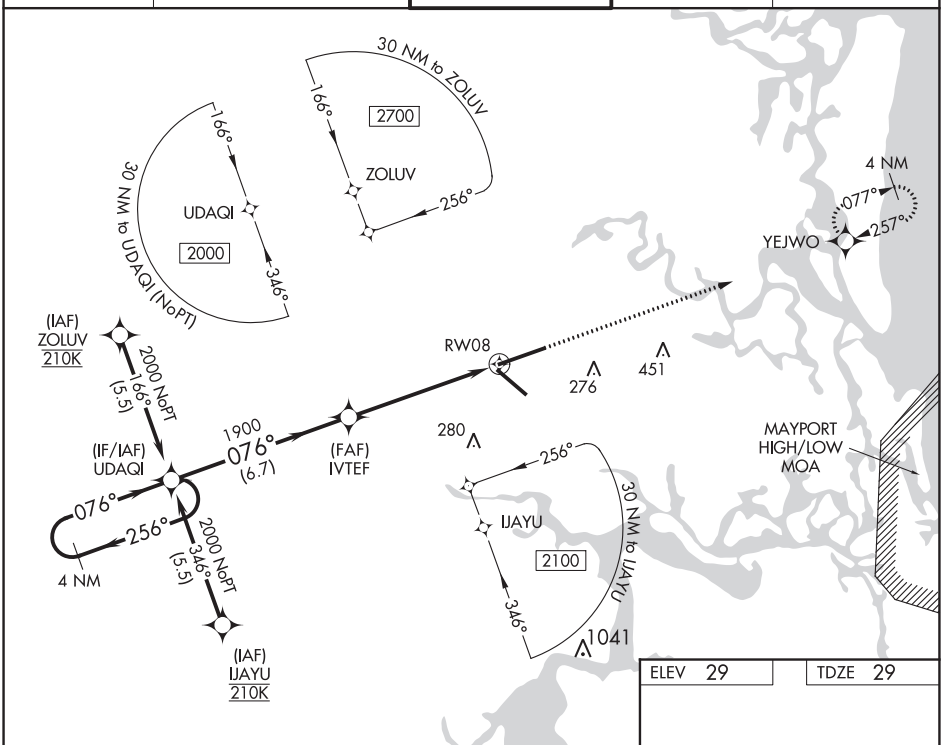
RNAV (GPS) Z RWY 8
JACKSONVILLE INTL (JAX)

For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

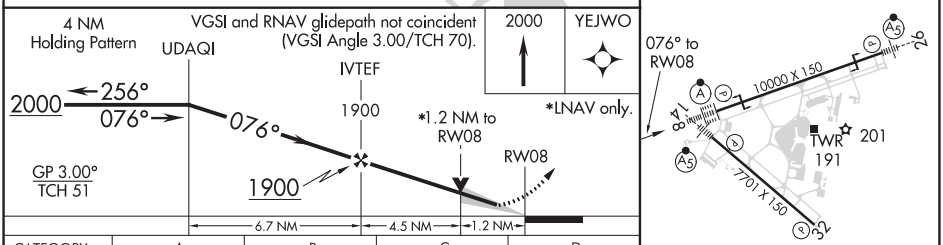
ALSF-2

MISSED APPROACH: Climb to 2000 direct YEJWO and hold.

D-ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 269.9	118.3 317.7	121.9 348.6	119.5 290.275



ELEV 29	TDZE 29



CATEGORY	A	B	C	D
LPV DA	229/18 200 (200-½)			
LNAV/VNAV DA	363/32 334 (400-⅝)			
LNAV MDA	480/24 451 (500-½)		480/45 451 (500-⅞)	
CIRCLING	520-1 491 (500-1)		520-1½ 491 (500-1½)	640-2 611 (700-2)

REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32

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SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 70626 W14A	APP CRS 136°	Rwy ldg 7701 TDZE 27 Apt Elev 29

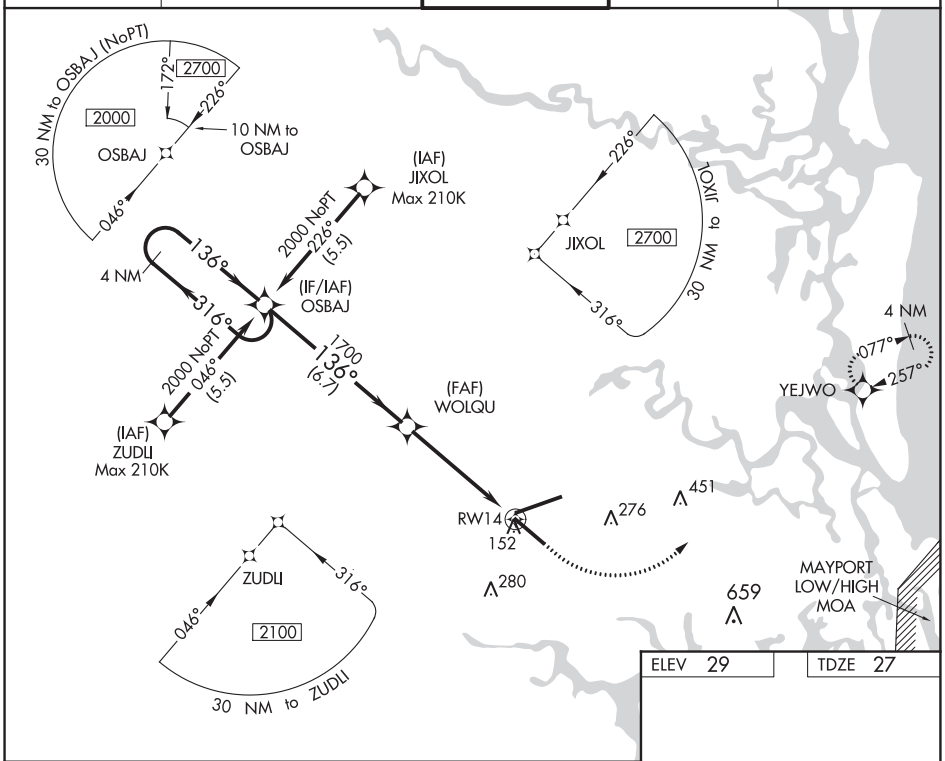
RNAV (GPS) Z RWY 14
JACKSONVILLE INTL (JAX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1⅛ miles and increase LNAV Cats A/B to 1 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MALSR

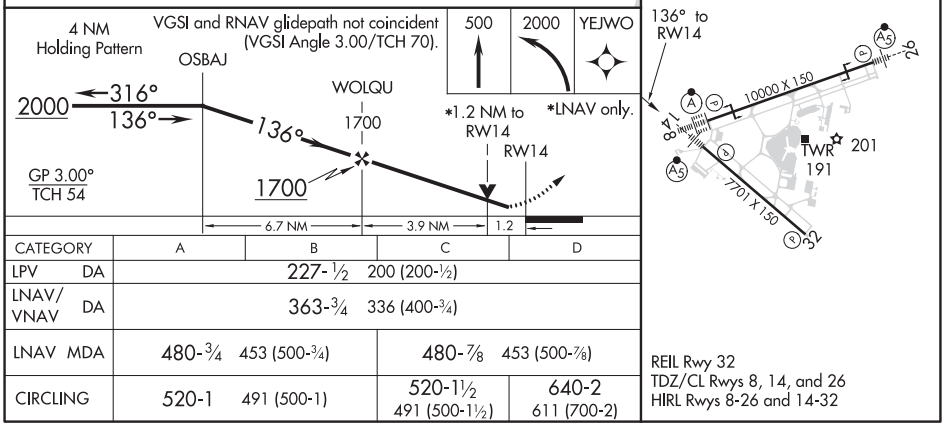
MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct YEJWO and hold.

D-ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 269.9	118.3 317.7	121.9 348.6	119.5 290.275



SE-3, 25 FEB 2021 to 22 APR 2021

ELEV 29	TDZE 27



CATEGORY	A	B	C	D
LPV DA	227-½ 200 (200-½)			
LNAV/VNAV DA	363-¾ 336 (400-¾)			
LNAV MDA	480-¾ 453 (500-¾)		480-⅞ 453 (500-⅞)	
CIRCLING	520-1 491 (500-1)		520-1½ 491 (500-1½)	640-2 611 (700-2)

REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32

JACKSONVILLE, FLORIDA | AL-5570 (FAA) | 18312

WAAS CH 97626 W26A	APP CRS 257°	Rwy ldg 10000 TDZE 27 Apt Elev 29

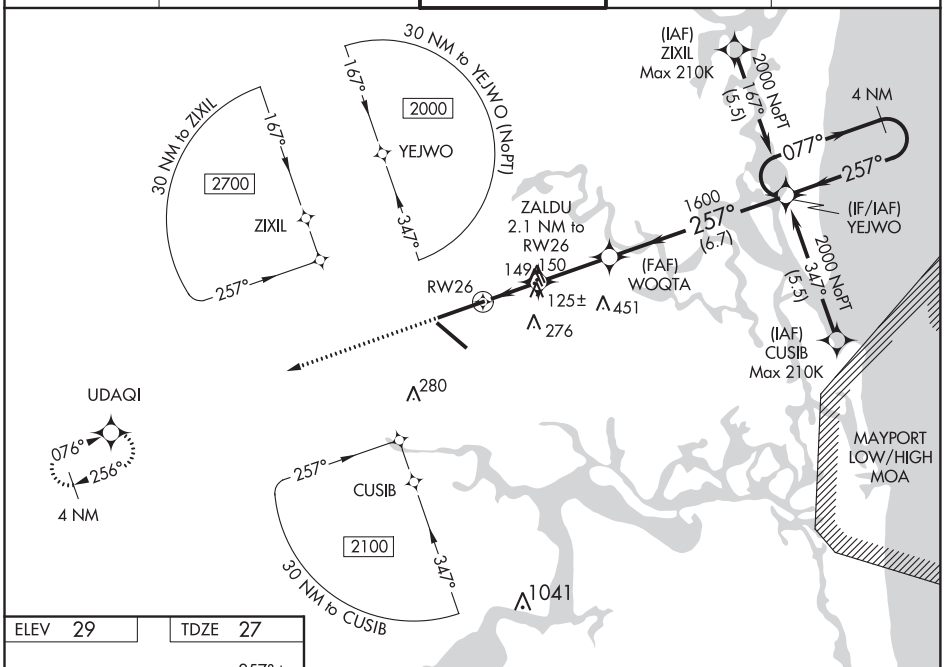
RNAV (GPS) Z RWY 26
JACKSONVILLE INTL (JAX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500 and increase LNAV Cats C/D visibility to RVR 5500. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct UDAQI and hold.

D-ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 269.9	118.3 317.7	121.9 348.6	119.5 290.275



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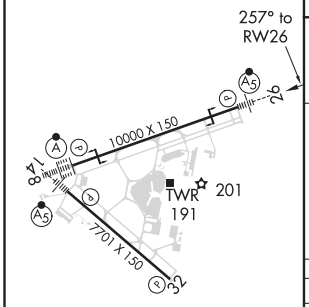
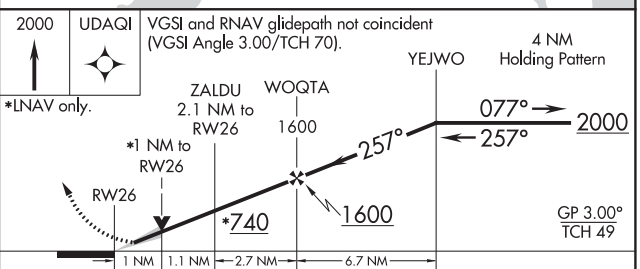
ELEV 29	TDZE 27





CATEGORY	A	B	C	D
LPV DA	227/18 200 (200-½)			
LNAV/VNAV DA	297/24 270 (300-½)			
LNAV MDA	400/24 373 (400-½)		400/35 373 (400-⅝)	
CIRCLING	520-1 491 (500-1)		520-1½ 491 (500-1½)	640-2 611 (700-2)

REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32

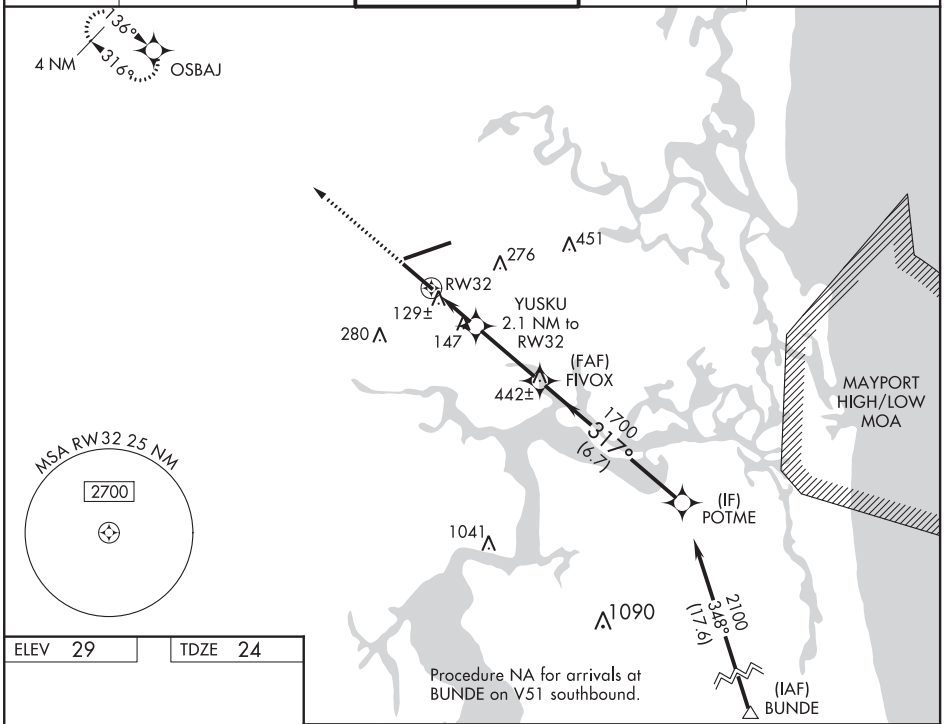
WAAS CH 40199 W32A	APP CRS 317°	Rwy ldg 7701 TDZE 24 Apt Elev 29

RNAV (GPS) Z RWY 32
JACKSONVILLE INTL (JAX)

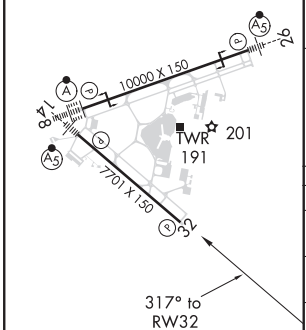
For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct OSBAJ and hold.

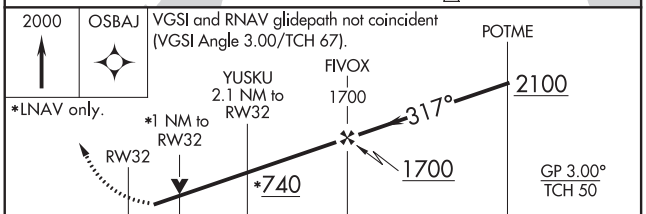
D-ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 269.9	118.3 317.7	121.9 348.6	119.5 290.275



ELEV 29 TDZE 24



REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32



CATEGORY	A	B	C	D
LPV DA	336-1 312 (400-1)			
LNAV/VNAV DA	387-1¼ 363 (400-1¼)			
LNAV MDA	400-1 376 (400-1)			
CIRCLING	520-1 491 (500-1)		520-1½ 491 (500-1½)	640-2 611 (700-2)

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JACKSONVILLE, FLORIDA | AL-5570 (FAA) | 20086

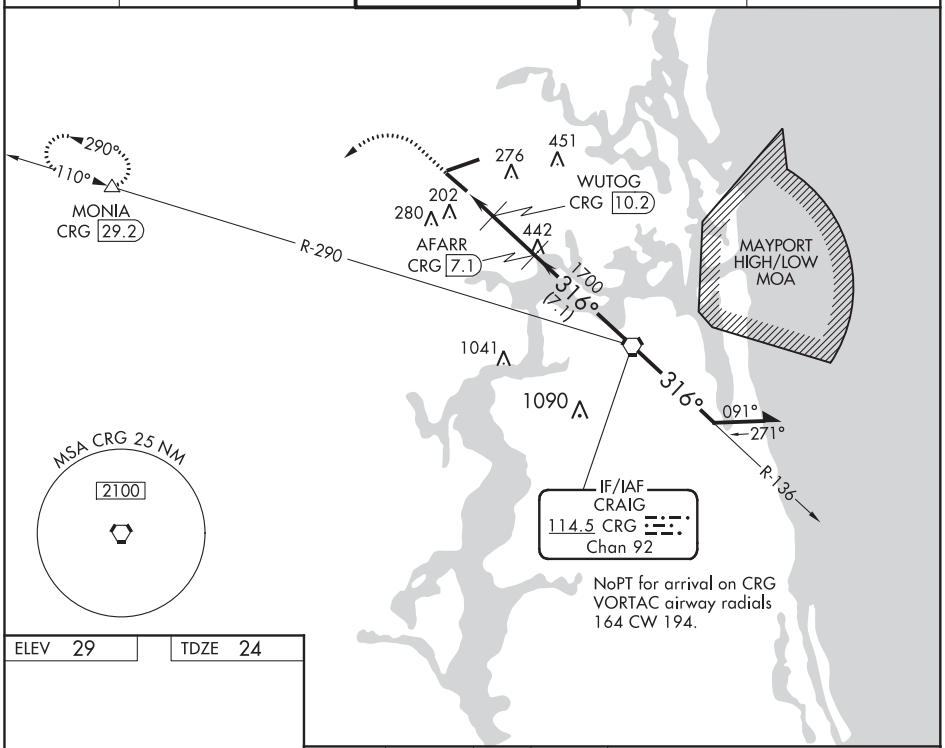
VORTAC CRG	APP CRS	Rwy ldg	7701
114.5	316°	TDZE	24
Chan 92		Apt Elev	29

VOR/DME RWY 32
JACKSONVILLE INTL (JAX)

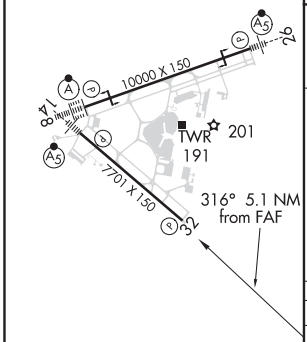
Helicopter visibility reduction by below ¾ mile NA.
Cat E procedure turn NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 250° and on CRG VORTAC R-290 to MONIA/CRG 29.2 DME and hold.

D-ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 269.9	118.3 317.7	121.9 348.6	119.5 290.275



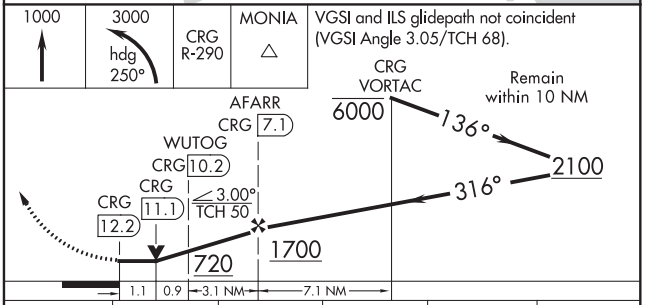
ELEV 29	TDZE 24



REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32

1000	3000 hdg 250°	CRG R-290	MONIA

VGSI and ILS glidepath not coincident (VGSI Angle 3.05/TCH 68).



CATEGORY	A	B	C	D	E
S-32	460-1 436 (500-1)		460-1¼ 436 (500-1¼)		
CIRCLING	520-1 491 (500-1)		520-1½ 491 (500-1½)	640-2 611 (700-2)	760-2½ 731 (800-2½)

JACKSONVILLE, FLORIDA
Amdt 2B 28MAY15

30°30′N-81°41′W

JACKSONVILLE INTL (JAX)
VOR/DME RWY 32

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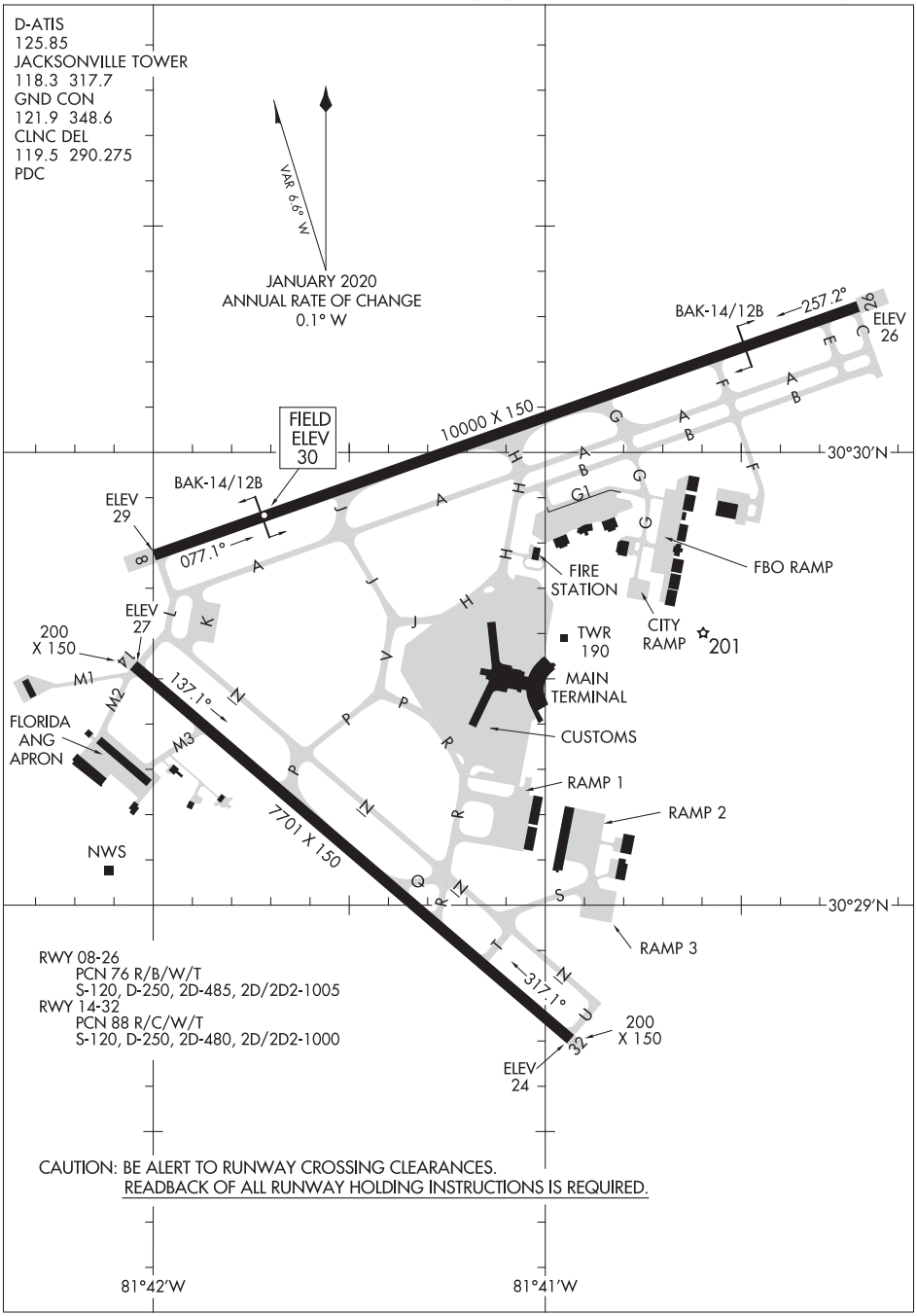
SE-3, 25 FEB 2021 to 22 APR 2021



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(ARNEY2.ARNEY) 20030 AL-5570 (FAA)

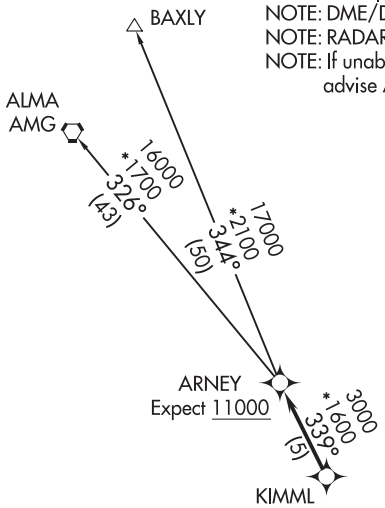
JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA

ARNEY TWO DEPARTURE (RNAV)

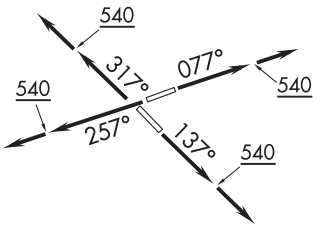
TOP ALTITUDE: 3000

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

D-ATIS 125.85
CLNC DEL 119.5 290.275
GND CON 121.9 348.6
JACKSONVILLE TOWER 118.3 317.7
JACKSONVILLE DEP CON 127.0 292.15



TAKEOFF MINIMUMS:
Rwys 8, 14, 26, 32: Standard with minimum climb of 500′ per NM to 540.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 077° to 540, then climb to assigned altitude on heading 077° or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 14: Climb heading 137° to 540, then climb to assigned altitude on heading 137° or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 26: Climb heading 257° to 540, then climb to assigned altitude on heading 257° or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 32: Climb heading 317° to 540, then climb to assigned altitude on heading 317° or as assigned by ATC, thence . . . .

. . . . expect radar vectors to KIMML, then on track 339° to ARNEY. Maintain 3000 or as assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

ALMA TRANSITION (ARNEY2.AMG):
BAXLY TRANSITION (ARNEY2.BAXLY):

SE-3, 25 FEB 2021 to 22 APR 2021

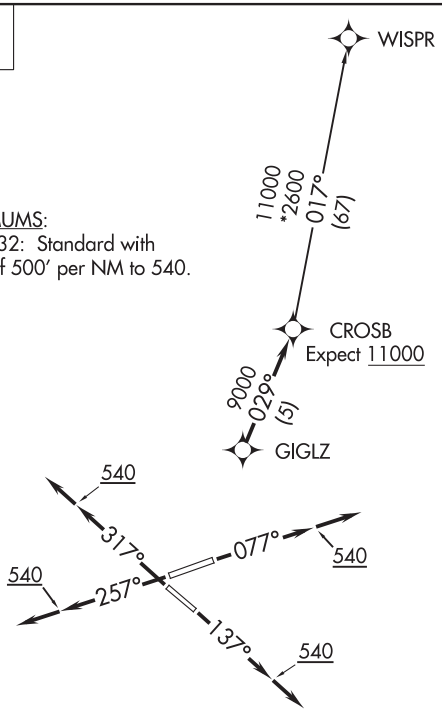
CROSB TWO DEPARTURE (RNAV)

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA

TOP ALTITUDE: 3000

D-ATIS 125.85
CLNC DEL
119.5 290.275
GND CON
121.9 348.6
JACKSONVILLE TOWER
118.3 317.7
JACKSONVILLE DEP CON
127.0 292.15

TAKEOFF MINIMUMS:
Rwys 8, 14, 26, 32: Standard with minimum climb of 500′ per NM to 540.



NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 077° to 540, then climb to assigned altitude on heading 077° or as assigned by ATC, Thence. . . .
TAKEOFF RUNWAY 14: Climb heading 137° to 540, then climb to assigned altitude on heading 137° or as assigned by ATC, Thence. . . .
TAKEOFF RUNWAY 26: Climb heading 257° to 540, then climb to assigned altitude on heading 257° or as assigned by ATC, Thence. . . .
TAKEOFF RUNWAY 32: Climb heading 317° to 540, then climb to assigned altitude on heading 317° or as assigned by ATC, Thence. . . .

. . . .expect radar vectors to GIGLZ, then on track 029° to CROSB. Maintain 3000 or as assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

WISPR TRANSITION (CROSB2.WISPR):

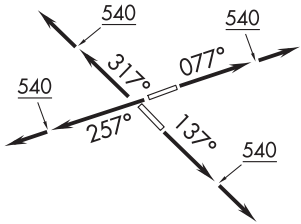
(EXBOX2.EXBOX) 20030 AL-5570 (FAA)

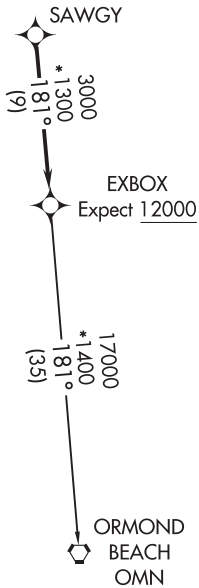
EXBOX TWO DEPARTURE (RNAV)

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA

TOP ALTITUDE: 3000

D-ATIS 125.85
CLNC DEL
119.5 290.275
GND CON
121.9 348.6
JACKSONVILLE TOWER
118.3 317.7
JACKSONVILLE DEP CON
124.9 308.4





TAKEOFF MINIMUMS:
Rwys 8, 14, 26, 32: Standard with minimum climb of 500′ per NM to 540.

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

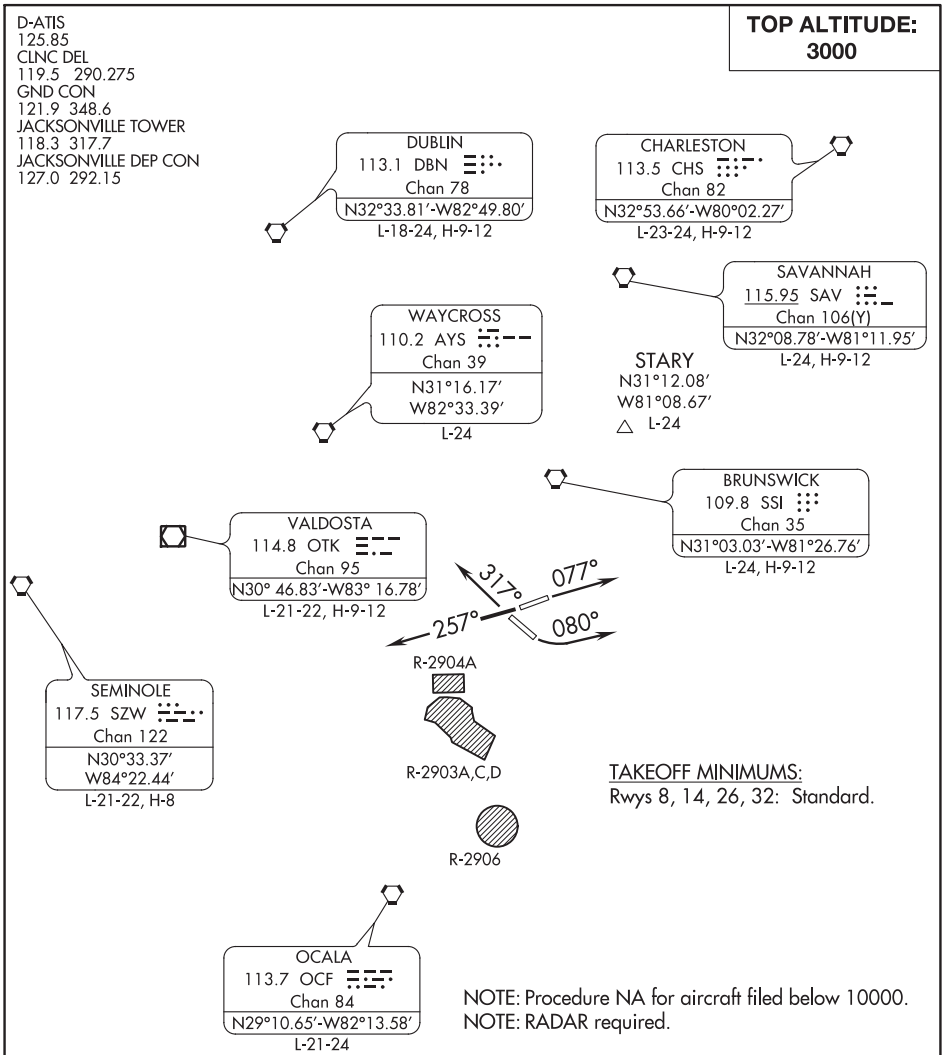
TAKEOFF RUNWAY 8: Climb heading 077° to 540, then climb to assigned altitude on heading 077° or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 14: Climb heading 137° to 540, then climb to assigned altitude on heading 137° or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 26: Climb heading 257° to 540, then climb to assigned altitude on heading 257° or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 32: Climb heading 317° to 540, then climb to assigned altitude on heading 317° or as assigned by ATC, thence . . . .

. . . . expect radar vectors to SAWGY, then on track 181° to EXBOX. Maintain 3000 or as assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

ORMOND BEACH TRANSITION (EXBOX2.OMN):

SE-3, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE SEVEN DEPARTURE



DEPARTURE ROUTE DESCRIPTION

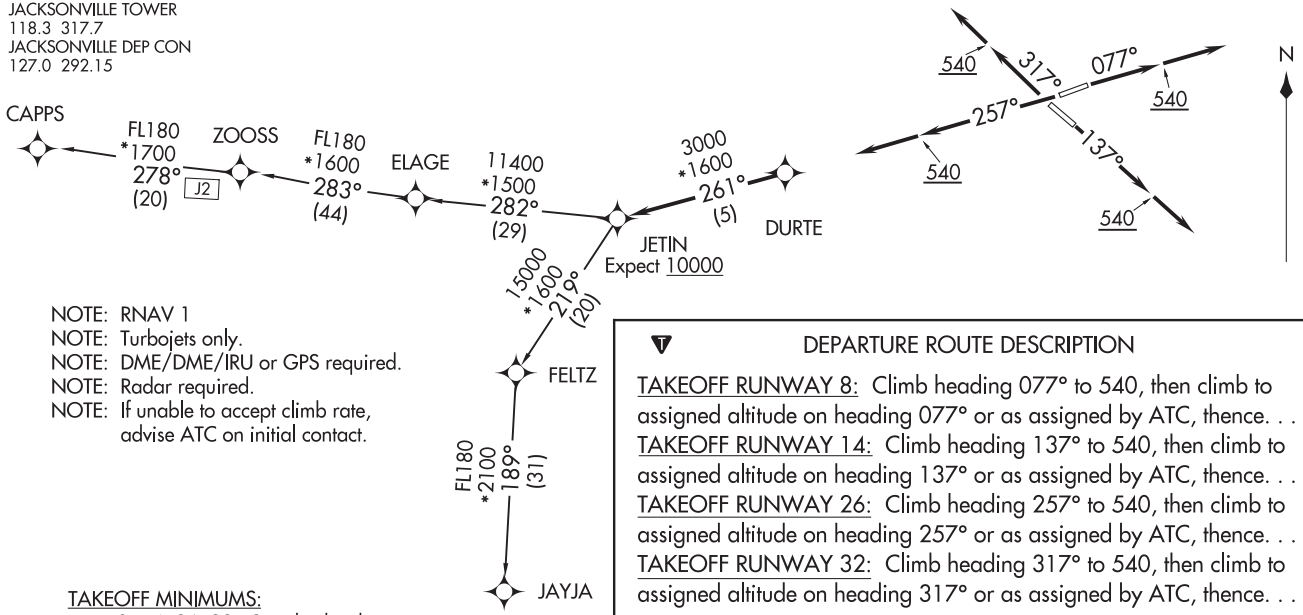
TAKEOFF RUNWAY 8: Climb on heading 077°, thence. . . .
TAKEOFF RUNWAY 14: Climbing left turn heading 080°, thence. . . .
TAKEOFF RUNWAY 26: Climb on heading 257°, thence. . . .
TAKEOFF RUNWAY 32: Climb on heading 317°, thence. . . .

. . . .on RADAR vectors to appropriate route. Maintain 3000 or assigned altitude, expect clearance to requested altitude ten minutes after departure.

SE-3, 25 FEB 2021 to 22 APR 2021

TOP ALTITUDE: 3000

D-ATIS 125.85
CLNC DEL
119.5 290.275
GND CON
121.9 348.6
JACKSONVILLE TOWER
118.3 317.7
JACKSONVILLE DEP CON
127.0 292.15



NOTE: RNAV 1
NOTE: Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

TAKEOFF MINIMUMS:
Rwys 8, 14, 26, 32: Standard with minimum climb of 500′ per NM to 540.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 077° to 540, then climb to assigned altitude on heading 077° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAY 14: Climb heading 137° to 540, then climb to assigned altitude on heading 137° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAY 26: Climb heading 257° to 540, then climb to assigned altitude on heading 257° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAY 32: Climb heading 317° to 540, then climb to assigned altitude on heading 317° or as assigned by ATC, thence. . . .

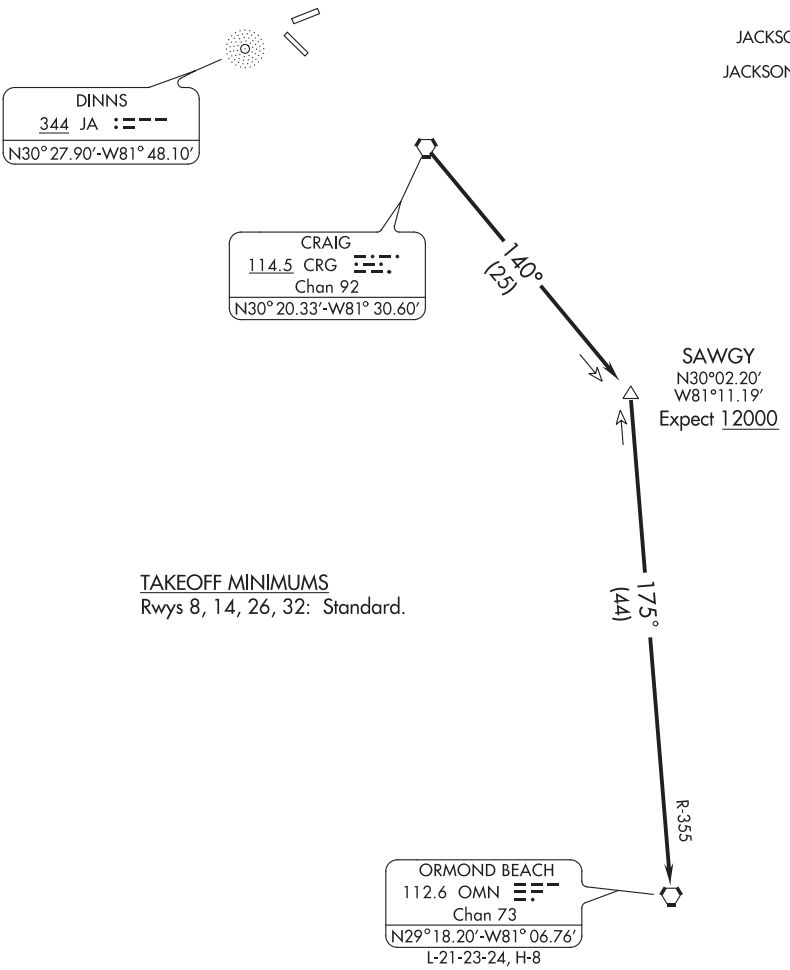
. . . .expect radar vectors to DURTE, then on track 261° to JETIN. Maintain 3000 or as assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

CAPPS TRANSITION (JETIN2.CAPPS):
JAYJA TRANSITION (JETIN2.JAYJA):

SAWGY TWO DEPARTURE

TOP ALTITUDE: 3000

D-ATIS 125.85
CLNC DEL
119.5 290.275
GND CON
121.9 348.6
JACKSONVILLE TOWER
118.3 317.7
JACKSONVILLE DEP CON
124.9 308.4



TAKEOFF MINIMUMS
Rwys 8, 14, 26, 32: Standard.

NOTE: Chart not to scale.

T

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on assigned heading for radar vectors to join CRG R-140 to SAWGY INT, then via OMN R-355 to OMN VORTAC, maintain 3000, expect clearance to requested altitude/flight level 10 minutes after departure.

SE-3, 25 FEB 2021 to 22 APR 2021

SAWGY TWO DEPARTURE
JACKSONVILLE, FLORIDA
JACKSONVILLE INTL (JAX)

20310

JACKSONVILLE, FLORIDA

RNAV (RNP) Y RWY 10

APCH CRS 096°	Rwy ldg 8006 TDZE 21 Arpt Elev 23

AL-209 (USN)

JACKSONVILLE NAS (KNIP)

* When ALS inop increase vis to 1 mile.

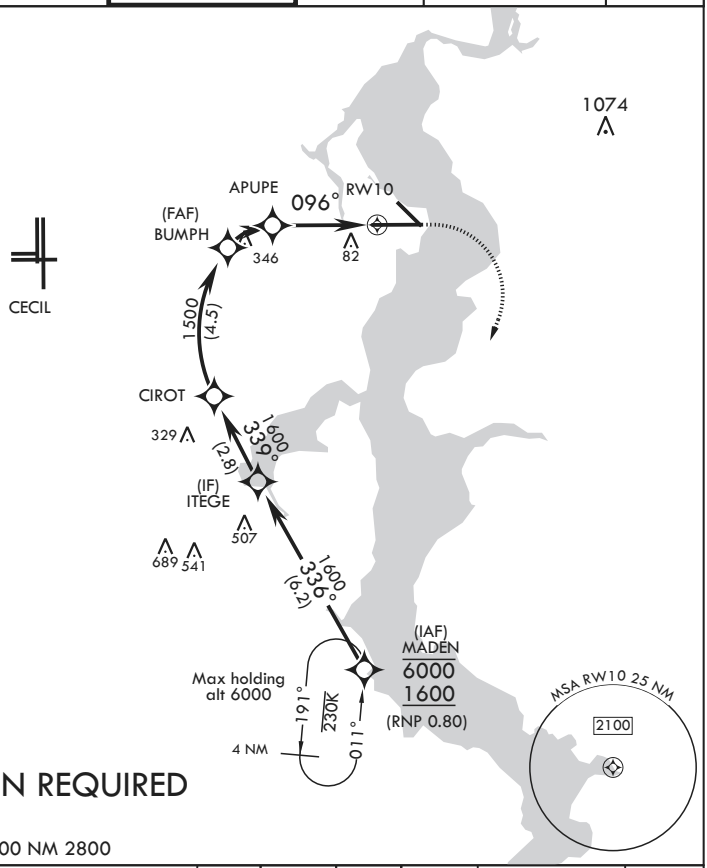
ALSF-1 (A1)

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MADEN and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 290.425	127.775 377.075	125.15 (CTAF) 340.2	128.6 336.4	134.775 353.675	

RNP AR APCH

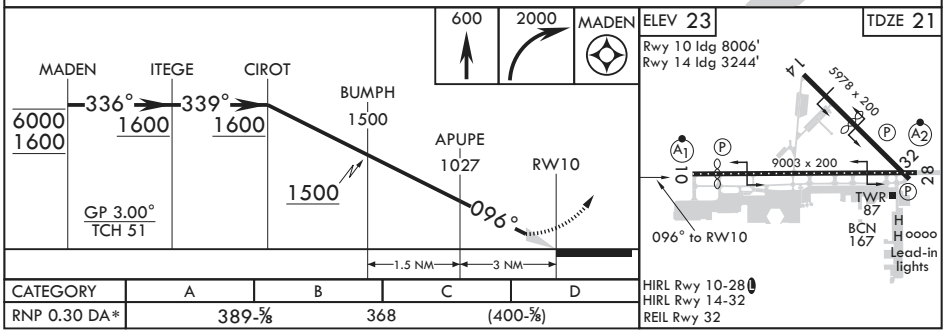
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F).



RF REQUIRED
AUTHORIZATION REQUIRED

306

EMERG SAFE ALT 100 NM 2800



CATEGORY	A	B	C	D
RNP 0.30 DA*	389-⅝	368	(400-⅝)	

JACKSONVILLE, FLORIDA

30°14'N - 81°41'W

JACKSONVILLE NAS (KNIP)

Amdt 1 05NOV20

RNAV (RNP) Y RWY 10

SE-3, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, FLORIDA

RNAV (RNP) Y RWY 28

APCH CRS	Rwy ldg	9003
276°	TDZE	13
	Arpt Elev	23

AL-209 (USN)

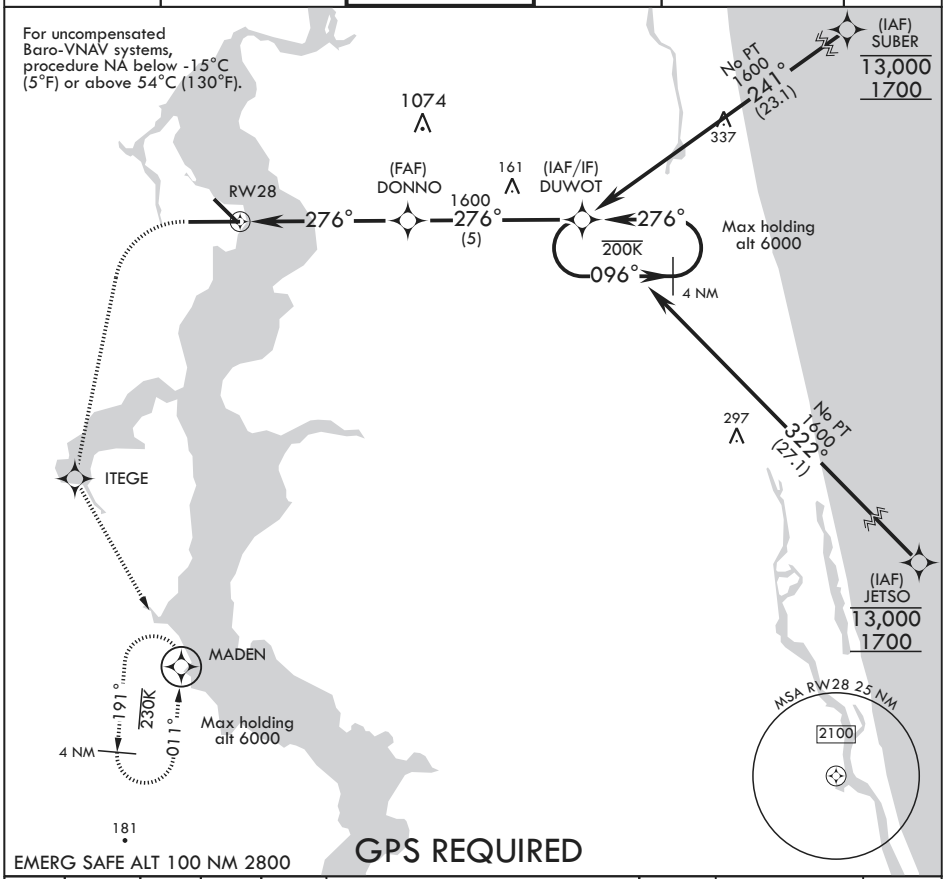
JACKSONVILLE NAS (TOWERS FLD) (KNIP)

* When ALS inop increase CAT ABCD vis to 7/8 mile.

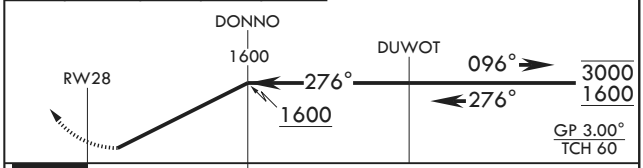
SALS (A2)

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct ITEGE, track 156° to MADEN and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 290.425	127.775 377.075	125.15 (CTAF) 340.2	128.6 336.4	134.775 353.675	



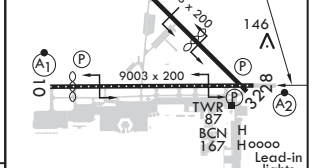
600	2000	ITEGE	tr 156°	MADEN



CATEGORY	A	B	C	D
RNP 0.30 DA*	310-¾	297	(300-¾)	

ELEV 23 | TDZE 13

Rwy 10 ldg 8006'
Rwy 14 ldg 3244'



HIRL Rwy 10-28
HIRL Rwy 14-32
REIL Rwy 32

JACKSONVILLE, FLORIDA

30°14'N - 81°41'W

JACKSONVILLE NAS (TOWERS FLD) (KNIP)

Orig 10OCT19

RNAV (RNP) Y RWY 28

SE-3, 25 FEB 2021 to 22 APR 2021

19283

JACKSONVILLE, FLORIDA

RNAV (GPS) Z RWY 10

WAAS CH 42020 W10A	APCH CRS 096°	Rwy ldg 8006 TDZE 21 Arpt Elev 23

AL-209 (USN)

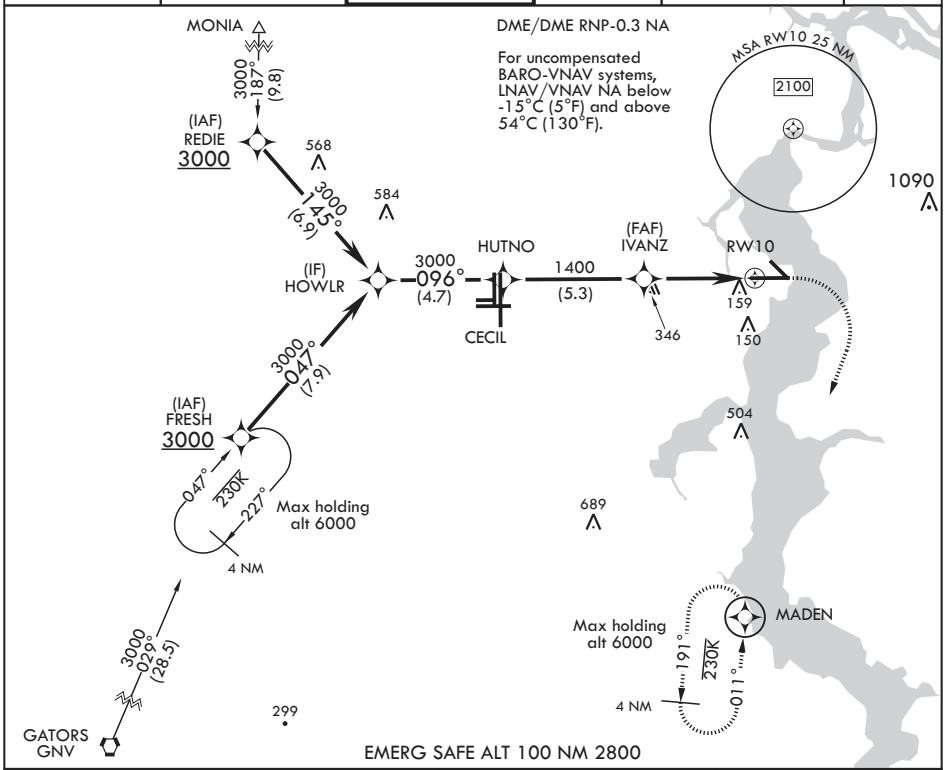
JACKSONVILLE NAS (TOWERS FLD) (KNIP)

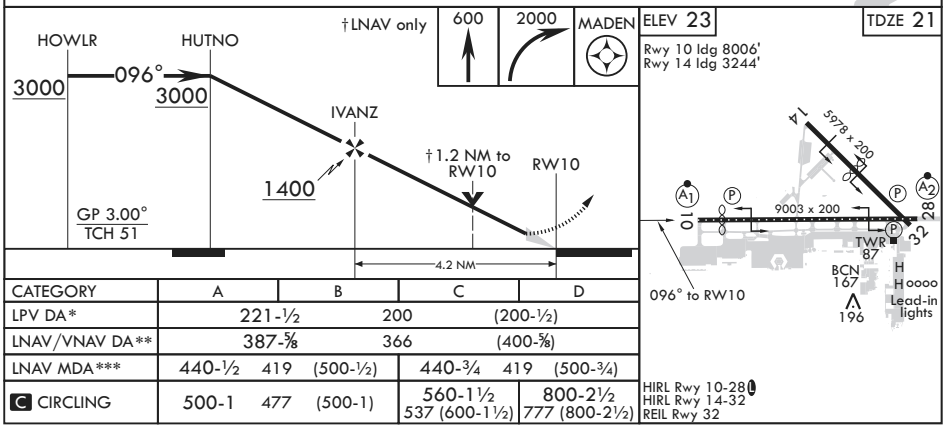
* When ALS inop increase CAT ABCD vis to 3/4 mile.
** When ALS inop, increase CAT ABCD vis to 1 mile.
*** When ALS inop increase CAT AB vis to 1 1/8 miles.

ALSF-1

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MADEN and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 290.425	127.775 377.075	125.15 (CTAF) 340.2	128.6 336.4	134.775 353.675	





CATEGORY	A	B	C	D
LPV DA*	221-½ 200 (200-½)			
LNAV/VNAV DA**	387-⅝ 366 (400-⅝)			
LNAV MDA***	440-½ 419 (500-½)		440-¾ 419 (500-¾)	
C CIRCLING	500-1 477 (500-1)		560-1½ 537 (600-1½)	800-2½ 777 (800-2½)

JACKSONVILLE, FLORIDA

30°14'N - 81°41'W

JACKSONVILLE NAS (TOWERS FLD) (KNIP)

Orig 10OCT19

RNAV (GPS) Z RWY 10

SE-3, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, FLORIDA

RNAV (GPS) Z RWY 28

WAAS CH **46924** **W28A**	APCH CRS **276°**	Rwy ldg **9003** TDZE **13** Arpt Elev **23**

AL-209 (USN)

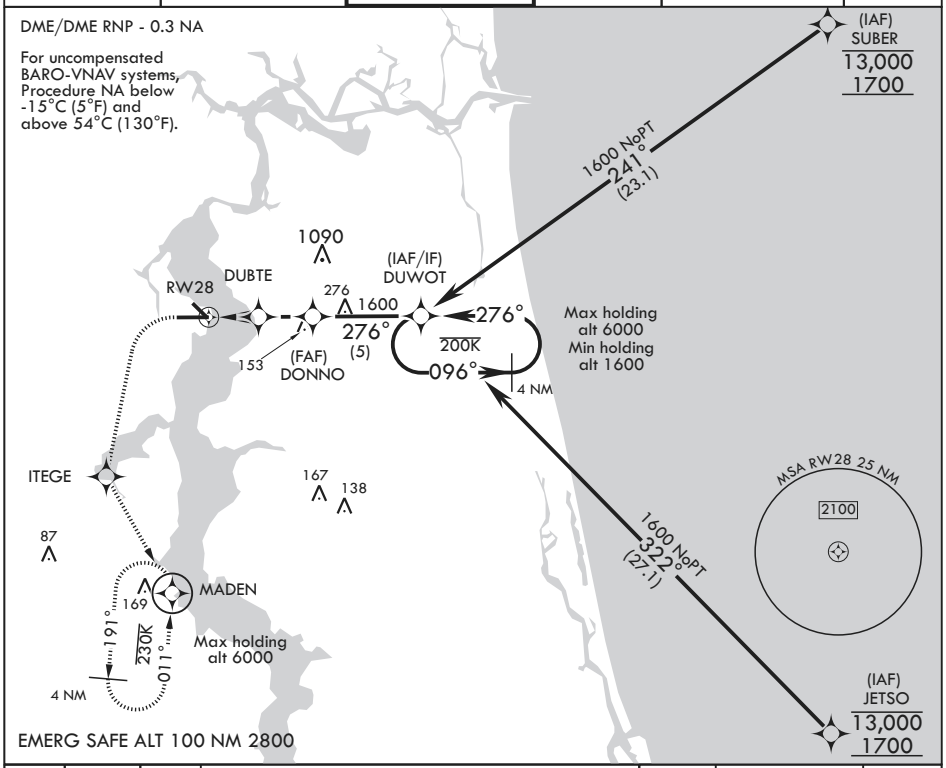
JACKSONVILLE NAS (TOWERS FLD) (KNIP)

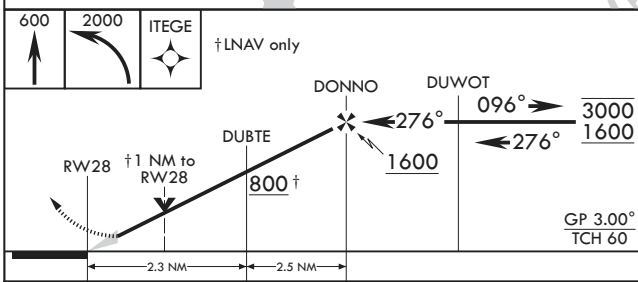
* When ALS inop, increase CAT ABCD to 7/8 mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 1/8 miles.

SALS (A2)

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct ITEGE, track 156° to MADEN and hold.

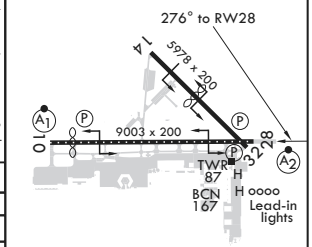
ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 290.425	**127.775 377.075**	**125.15** (CTAF) **340.2**	**128.6 336.4**	**134.775** (L) **353.675**	





ELEV 23 TDZE 13

Rwy 10 ldg 8006'
Rwy 14 ldg 3244'



CATEGORY	A	B	C	D
LPV DA	213-¾ 200 (200-¾)			
LNAV/VNAV DA*	280-¾ 267 (300-¾)	291-¾ 278 (300-¾)	299-¾ 286 (300-¾)	310-¾ 297 (300-¾)
LNAV MDA**	400-¾ 387 (400-¾)		420-⅞ 387 (400-⅞)	
C CIRCLING	500-1 477 (500-1)		560-1½ 537 (600-1½)	800-2½ 777 (800-2½)

HIRL Rwy 10-28 (L)
HIRL Rwy 14-32
REIL Rwy 32

JACKSONVILLE, FLORIDA 30°14'N - 81°41'W JACKSONVILLE NAS (TOWERS FLD) (KNIP)

Orig 10OCT19

RNAV (GPS) Z RWY 28

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19283

JACKSONVILLE, FLORIDA

TACAN RWY 10

TACAN NIP Chan 19	APCH CRS 087°	Rwy ldg 8006 TDZE 21 Arpt Elev 23	AL-209 [USN]	JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

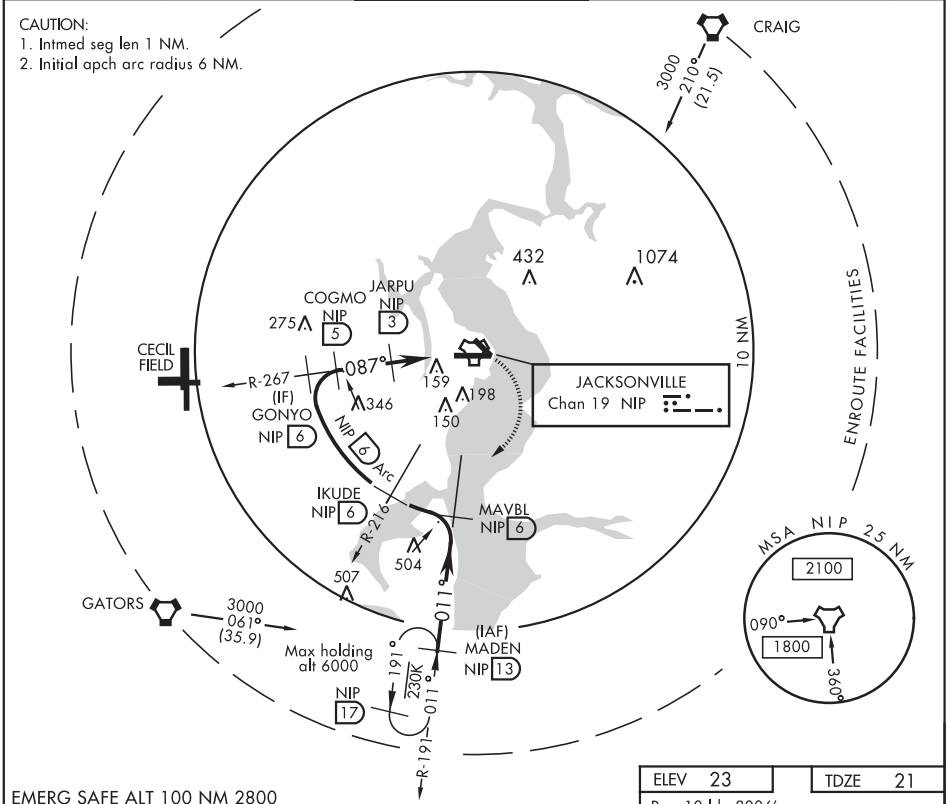
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅛ miles.

ALSF-1 (A1)

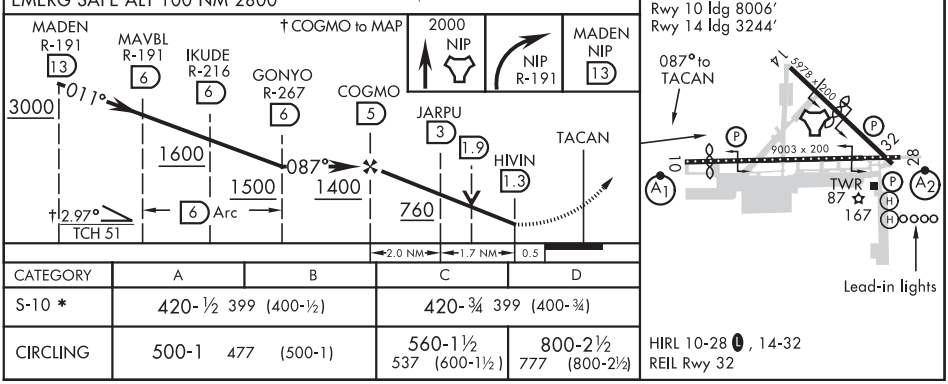
MISSED APPROACH: Climb to 2000 direct NIP TACAN and turn right outbound R-191 to MADEN and hold.

ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 290.425	127.775 377.075	125.15 (CTAF) 340.2	128.6 336.4	134.775 (L) 353.675	

CAUTION:
1. Intmed seg len 1 NM.
2. Initial apch arc radius 6 NM.



EMERG SAFE ALT 100 NM 2800



CATEGORY	A	B	C	D
S-10 *	420-½ 399 (400-½)		420-¾ 399 (400-¾)	
CIRCLING	500-1 477 (500-1)		560-1½ 537 (600-1½)	800-2½ 777 (800-2½)

HIRL 10-28 (L), 14-32
REIL Rwy 32

JACKSONVILLE, FLORIDA 30°14'N-81°41'W JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

Amdt 2 10OCT19

TACAN RWY 10

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JACKSONVILLE, FLORIDA

TACAN RWY 28

TACAN NIP Chan 19	APCH CRS 286°	Rwy ldg 9003 TDZE 13 Arpt Elev 23

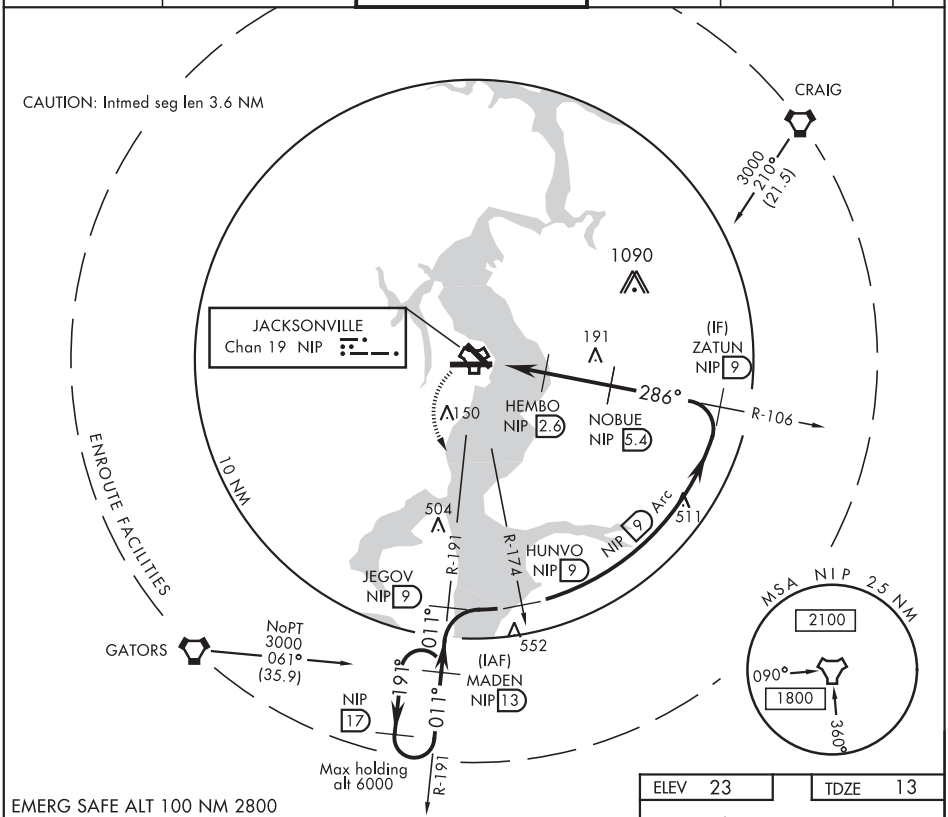
AL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

T *When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅛ miles.

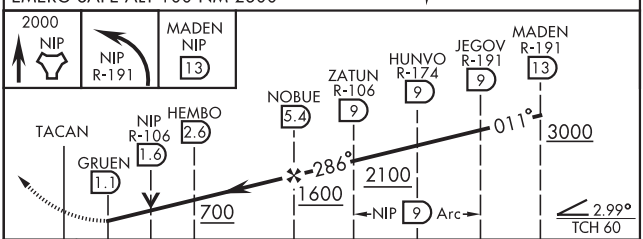
SALSF A2

MISSED APPROACH: Climb to 2000 direct NIP TACAN and turn left outbound R-191 to MADEN and hold.

ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 290.425	127.775 377.075	125.15 (CTAF) 340.2	128.6 336.4	134.775 L 353.675	



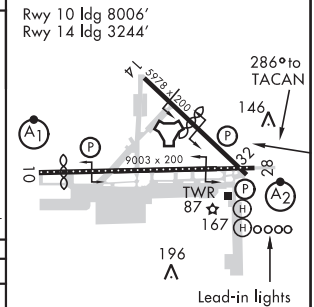
EMERG SAFE ALT 100 NM 2800



CATEGORY	A	B	C	D
S-28*	400-¾ 387 (400-¾)		400-⅞ 387 (400-⅞)	
C CIRCLING	500-1 477 (500-1)		560-1½ 537 (600-1½)	800-2½ 777 (800-2½)

ELEV 23 TDZE 13

Rwy 10 ldg 8006′
Rwy 14 ldg 3244′



HIRL 10-28 L, 14-32
REIL Rwy 32

JACKSONVILLE, FLORIDA 30°14′N-81°41′W JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

Amdt 2 10OCT19

TACAN RWY 28

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SE-3, 25 FEB 2021 to 22 APR 2021

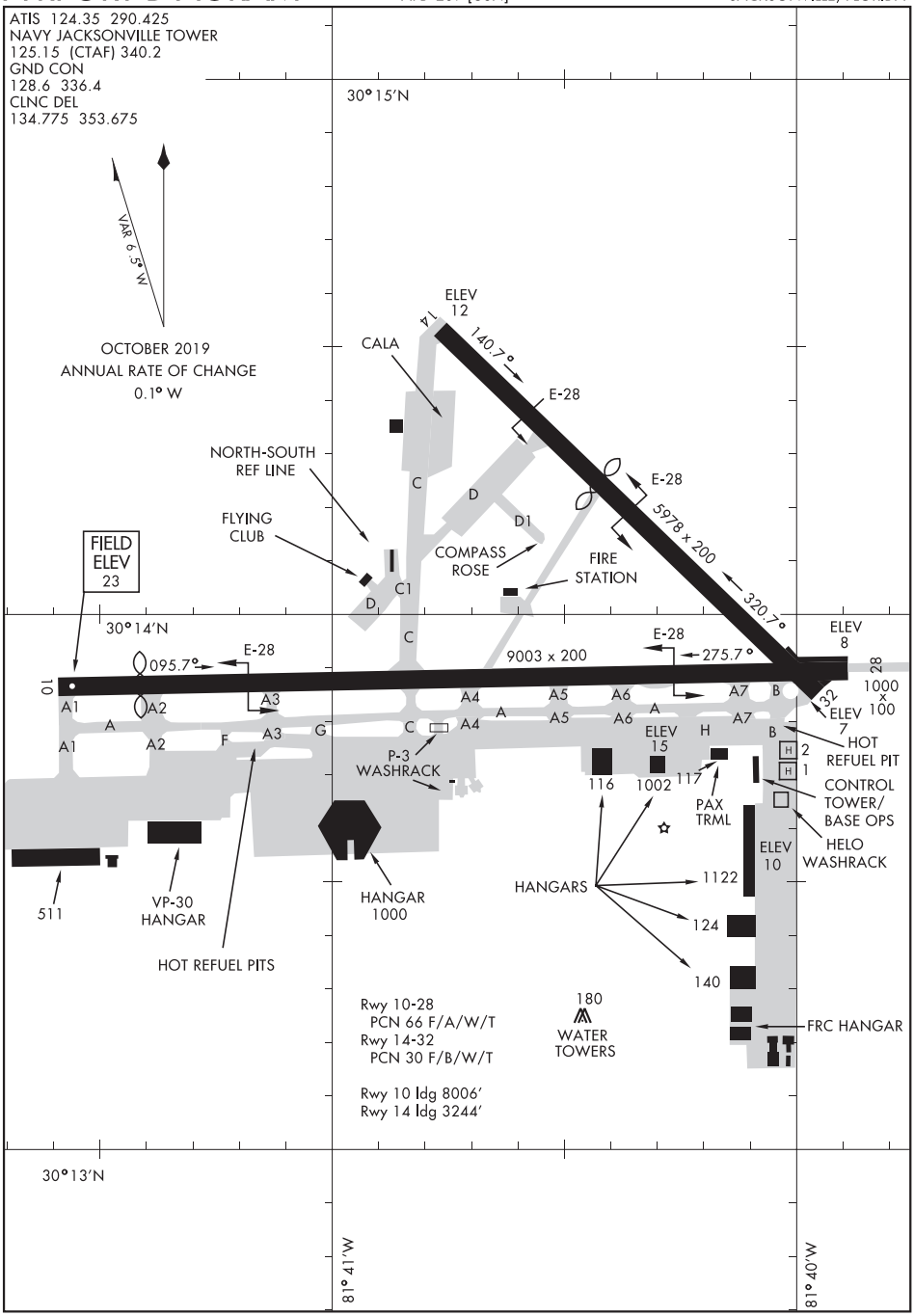
19283

AIRPORT DIAGRAM

JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

AFD-209 [USN]

JACKSONVILLE, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

JACKSONVILLE, FLORIDA

JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

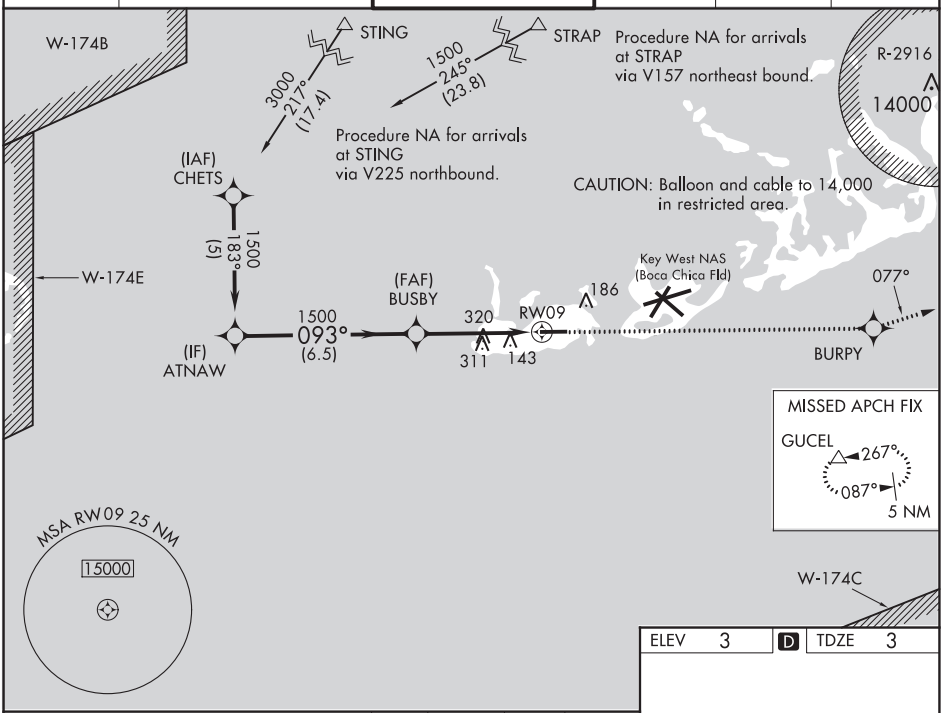
WAAS CH 40405 W09A	APP CRS 093°	Rwy ldg 4801 TDZE 3 Apt Elev 3

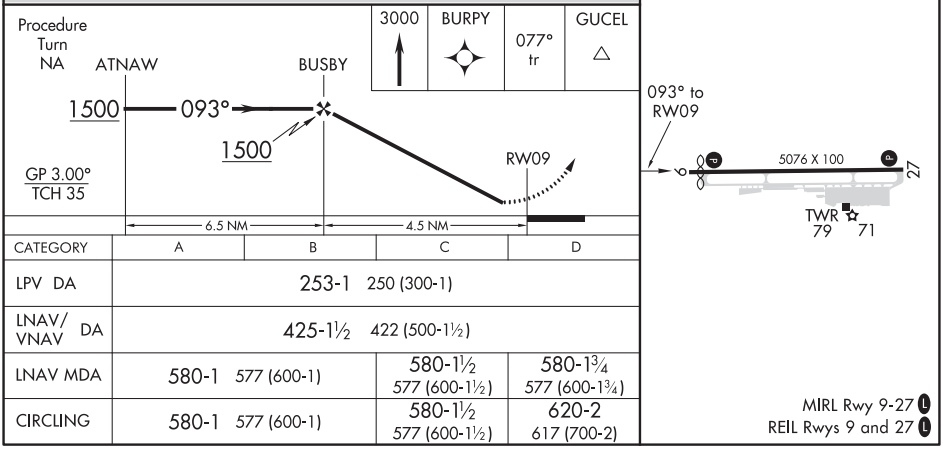
RNAV (GPS) RWY 9
KEY WEST INTL (EYW)

T A W ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Key West NAS/ Boca Chica Fld altimeter setting.

MISSED APPROACH: Climb to 3000 direct BURPY and via 077° track to GUCEL and hold.

ATIS	NAVY KEY WEST APP CON ★	KEY WEST TOWER ★	GND CON	CLNC DEL	UNICOM
119.675	124.025 313.7	118.2 (CTAF) L 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	253-1 250 (300-1)			
LNAV/VNAV DA	425-1½ 422 (500-1½)			
LNAV MDA	580-1 577 (600-1)		580-1½ 577 (600-1½)	580-1¾ 577 (600-1¾)
CIRCLING	580-1 577 (600-1)		580-1½ 577 (600-1½)	620-2 617 (700-2)

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SE-3, 25 FEB 2021 to 22 APR 2021

KEY WEST, FLORIDA

AL-606 (FAA)

20366

RNAV (GPS) RWY 27

KEY WEST INTL (EYW)

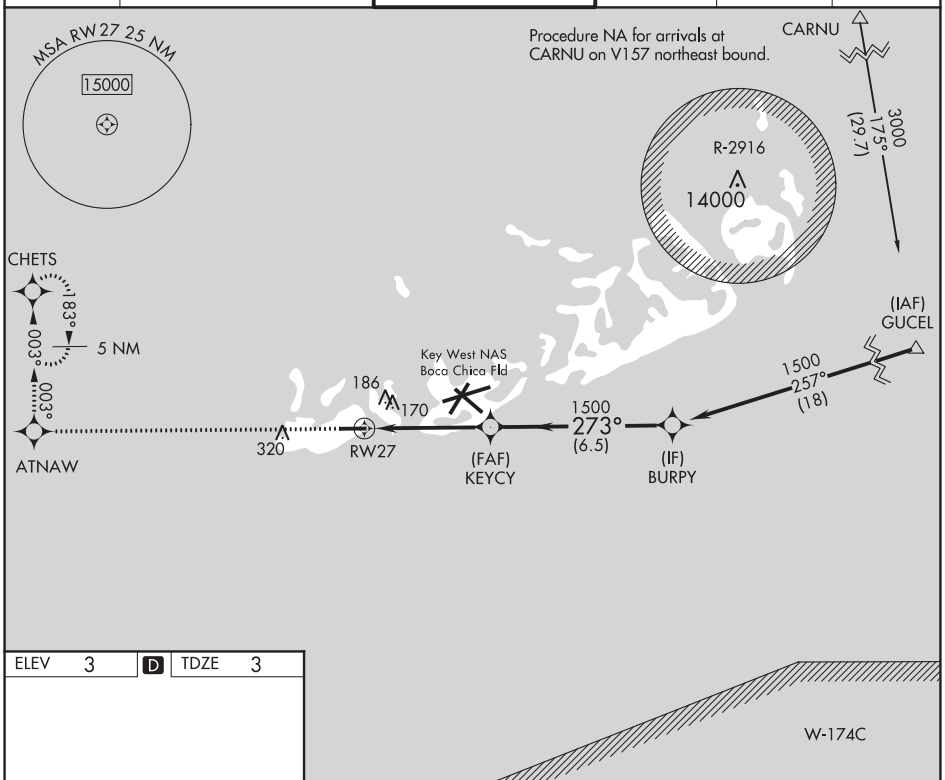
WAAS CH 82100 W27A	APP CRS 273°	Rwy ldg 4801 TDZE 3 Apt Elev 3

T A ASR

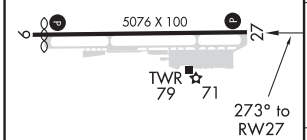
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Key West NAS/Boca Chica Field altimeter setting. Rwy 27 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2400 direct ATNAW and via 003° track to CHETS and hold.

ATIS	NAVY KEY WEST APP CON ★	KEY WEST TOWER ★	GND CON	CLNC DEL	UNICOM
119.675	124.025 313.7	118.2 (CTAF) L 257.8	121.9	121.9	122.95



ELEV 3 | D | TDZE 3

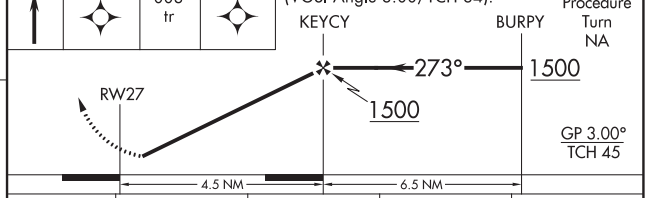


MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

2400	ATNAW	003° tr	CHETS

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).

Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	253-1 250 (300-1)			
LNAV MDA	460-1 457 (500-1)		460-1⅜ 457 (500-1⅜)	
CIRCLING	500-1 497 (500-1)		500-1½ 497 (500-1½)	620-2 617 (700-2)

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

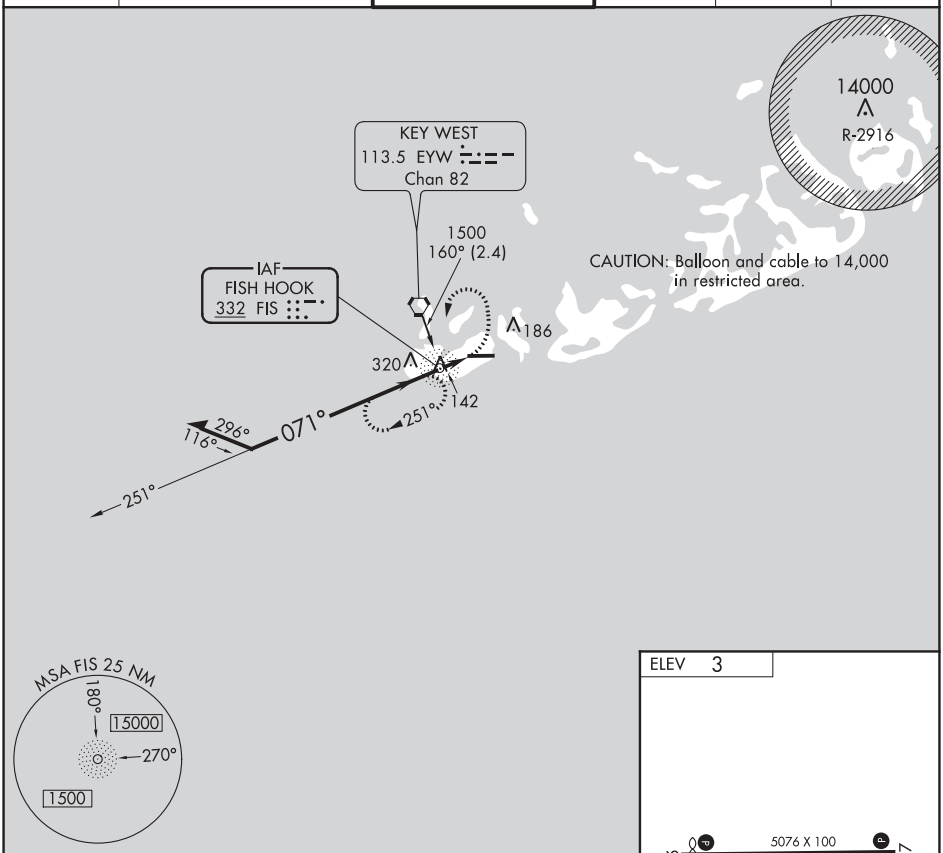
NDB FIS	APP CRS	Rwy ldg	N/A
332	071°	TDZE	N/A
		Apt Elev	3

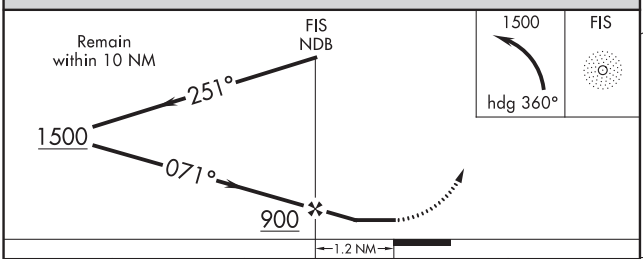
NDB-A
KEY WEST INTL (EYW)

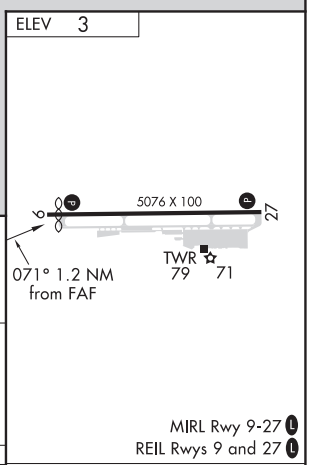
ASR

MISSED APPROACH: Climbing left turn to 1500 via heading 360°, then left turn direct FIS NDB and hold.

ATIS	NAVY KEY WEST APP CON ★	KEY WEST TOWER ★	GND CON	CLNC DEL	UNICOM
119.675	124.025 313.7	118.2 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
CIRCLING	500-1 497 (500-1)		500-1½ 497 (500-1½)	620-2 617 (700-2)

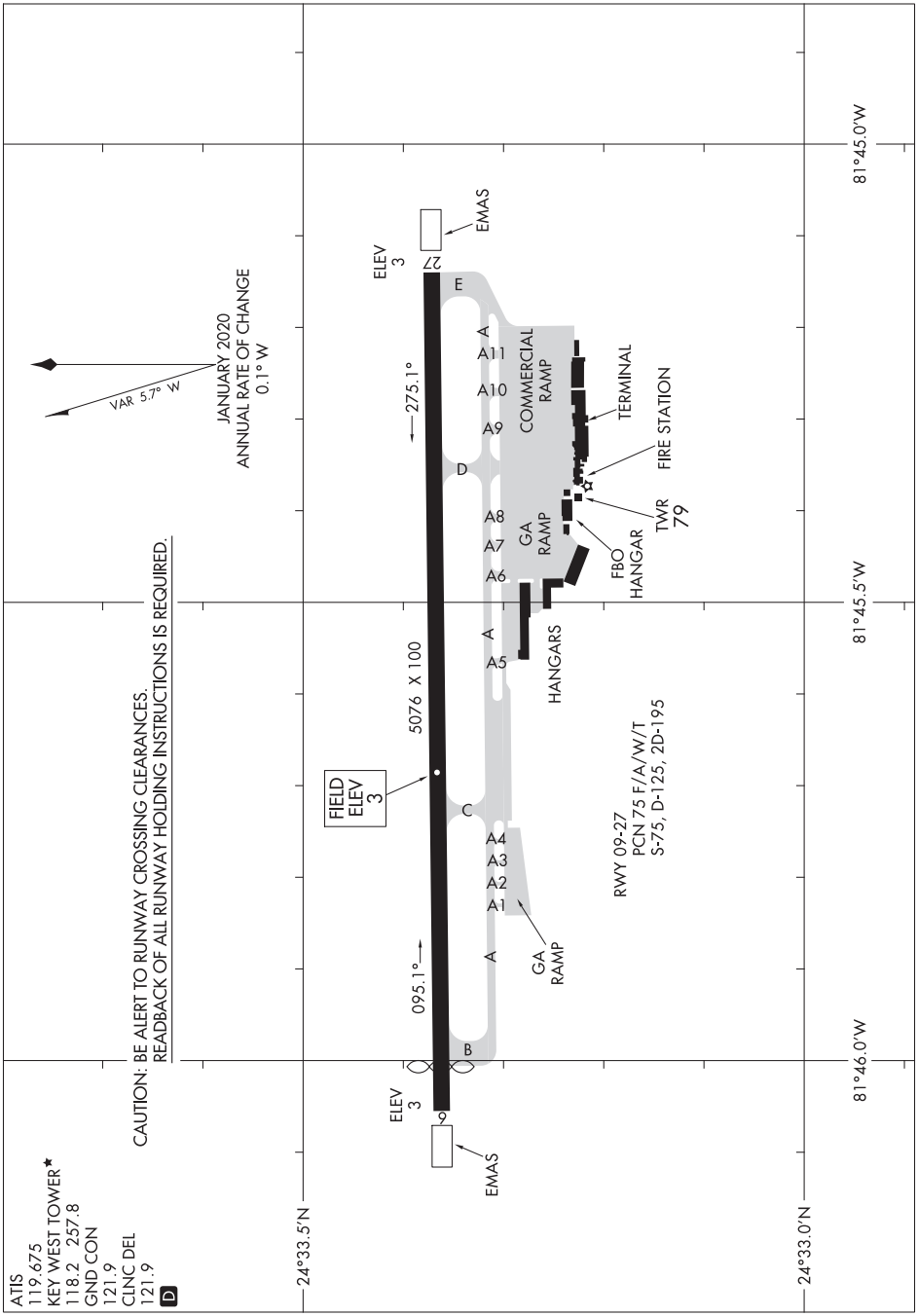
FAF to MAP 1.2 NM					
Knots	60	90	120	150	180
Min:Sec	1:12	0:48	0:36	0:29	0:24

20254

AIRPORT DIAGRAM

AL-606 (FAA)

KEY WEST INTL (EYW)
KEY WEST, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20254
KEY WEST, FLORIDA
KEY WEST INTL (EYW)

KEY WEST, FLORIDA

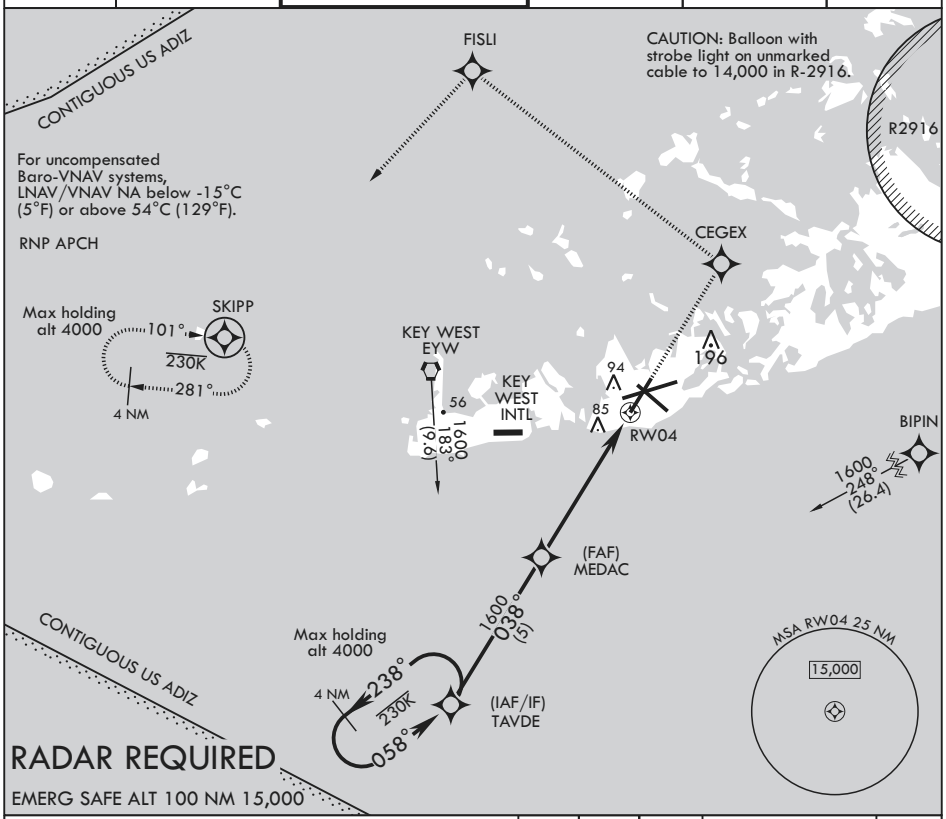
RNAV (GPS) RWY 4

AL-214 (USN) KEY WEST NAS (BOCA CHICA FLD) (KNQX)

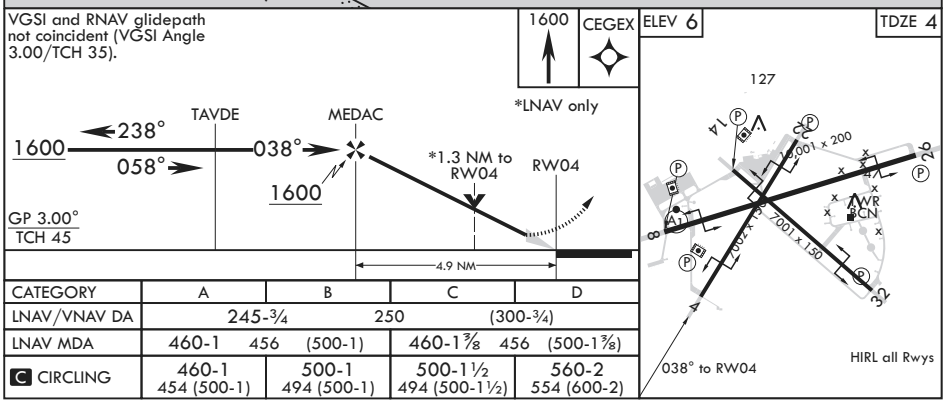
APCH CRS	Rwy ldg	7002
038°	TDZE	4
	Arpt Elev	6

MISSED APPROACH: (Do not exceed 230 KIAS until CEGEX.) Climb to 1600 direct CEGEX, track 314° to FISLI, track 229° to SKIPP and hold.

ATIS★	APP CON	NAVY KEY WEST TOWER★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 313.7	118.575 340.25	121.7 336.45	121.2 357.4	



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).



CATEGORY	A	B	C	D
LNAV/VNAV DA	245-¾	250	(300-¾)	
LNAV MDA	460-1 456 (500-1)		460-1⅜ 456 (500-1⅜)	
C CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

KEY WEST, FLORIDA 24°34'N - 81°41'W KEY WEST NAS (BOCA CHICA FLD) (KNQX)

Amdt 1 21MAY20

RNAV (GPS) RWY 4

SE-3, 25 FEB 2021 to 22 APR 2021

KEY WEST, FLORIDA

RNAV (GPS) RWY 8

APCH CRS	Rwy ldg	10,001
079°	TDZE	4
	Arpt Elev	6

AL-214 (USN)

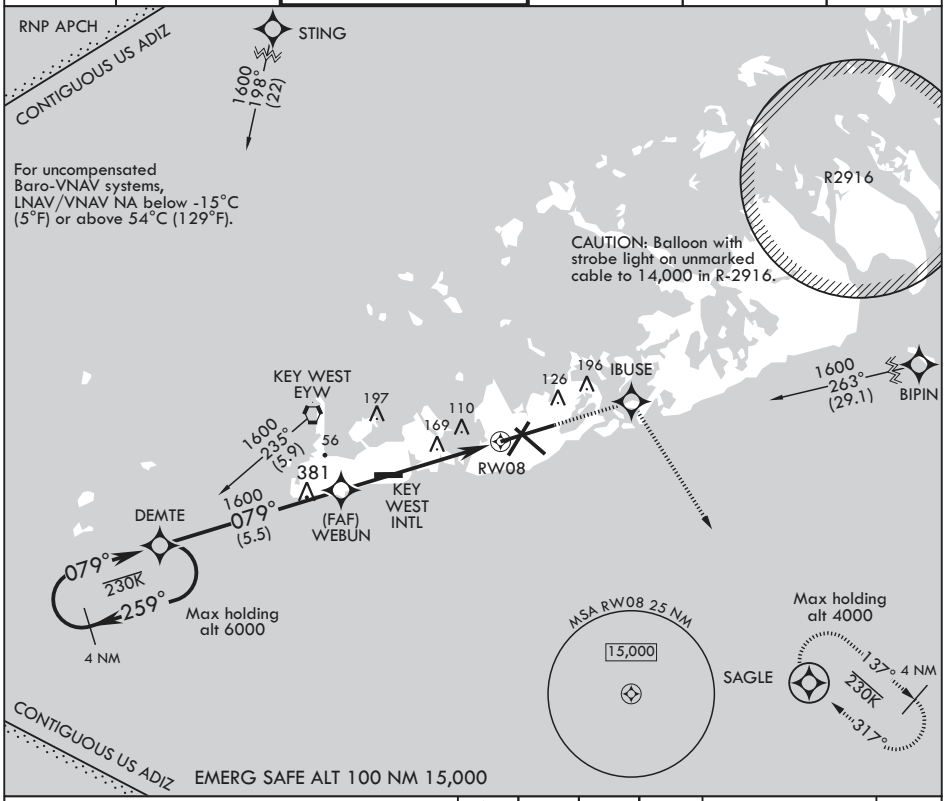
KEY WEST NAS (BOCA CHICA FLD) (KNQX)

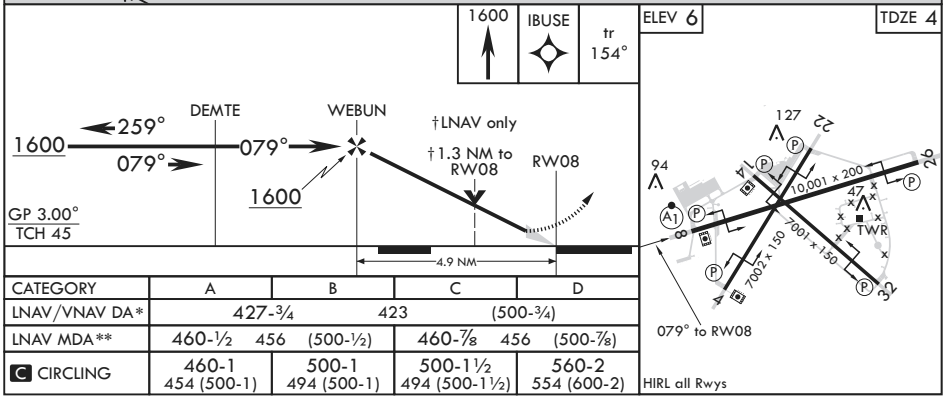
* When ALS inop, increase vis to 1 1/4 miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: (Do not exceed 230 KIAS until IBUSE) Climb to 1600 direct IBUSE, track 154° to SAGLE and hold, continue climb-in-hold to 1600.

ATIS★	APP CON	NAVY KEY WEST TOWER★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 313.7	118.575 340.25	121.7 336.45	121.2 357.4	





CATEGORY	A	B	C	D
LNAV/VNAV DA*	427-¾	423	(500-¾)	
LNAV MDA**	460-½ 456 (500-½)		460-⅞ 456 (500-⅞)	
C CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021

KEY WEST, FLORIDA

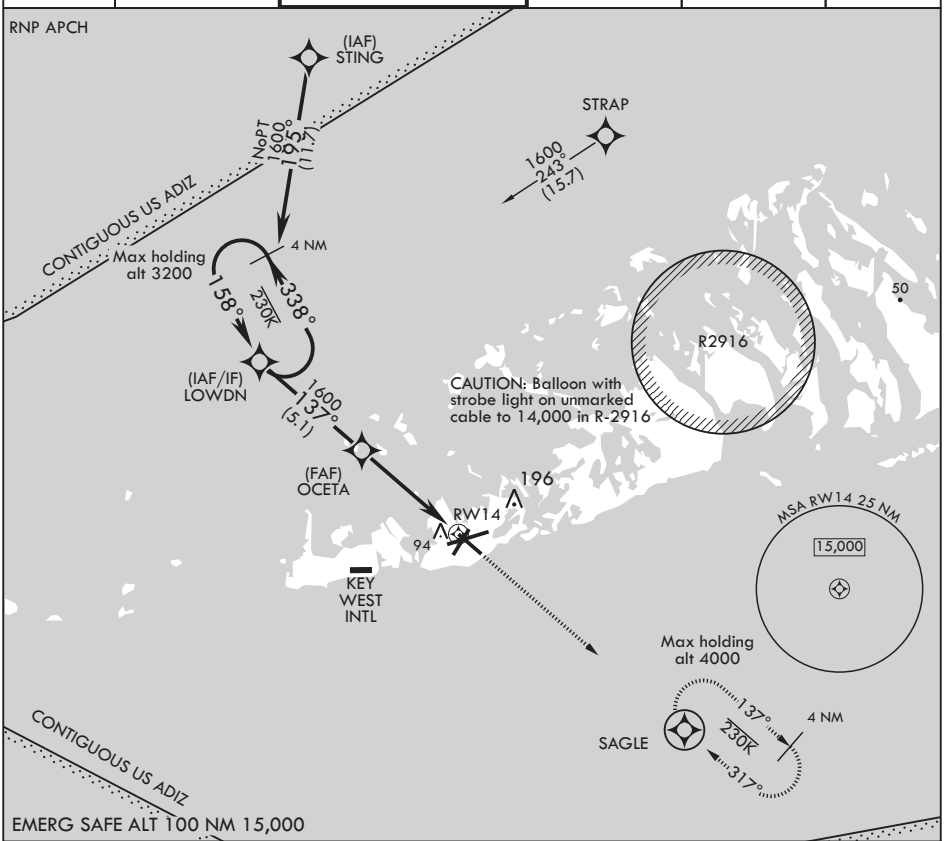
RNAV (GPS) RWY 14

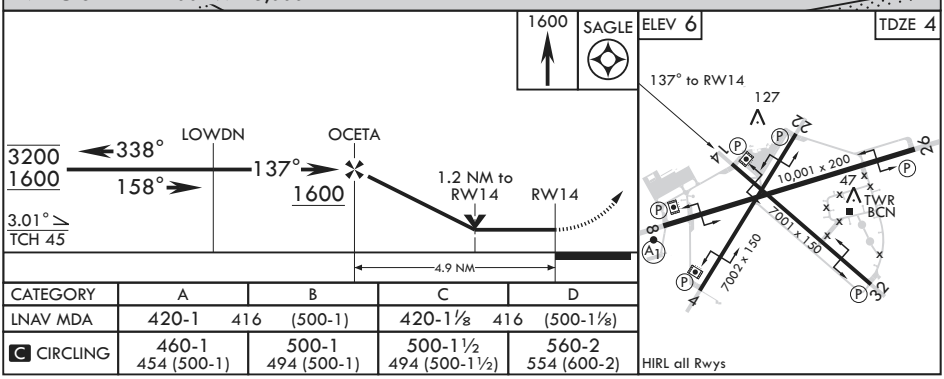
AL-214 (USN) KEY WEST NAS (BOCA CHICA FLD) (KNQX)

APCH CRS 137°	Rwy ldg 7001	TDZE 4	Arpt Elev 6

MISSED APPROACH: Climb to 1600 direct SAGLE and hold.

ATIS★	APP CON	NAVY KEY WEST TOWER★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 313.7	118.575 340.25	121.7 336.45	121.2 357.4	





CATEGORY	A	B	C	D
LNAV MDA	420-1 416 (500-1)		420-1⅛ 416 (500-1⅛)	
C CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

KEY WEST, FLORIDA

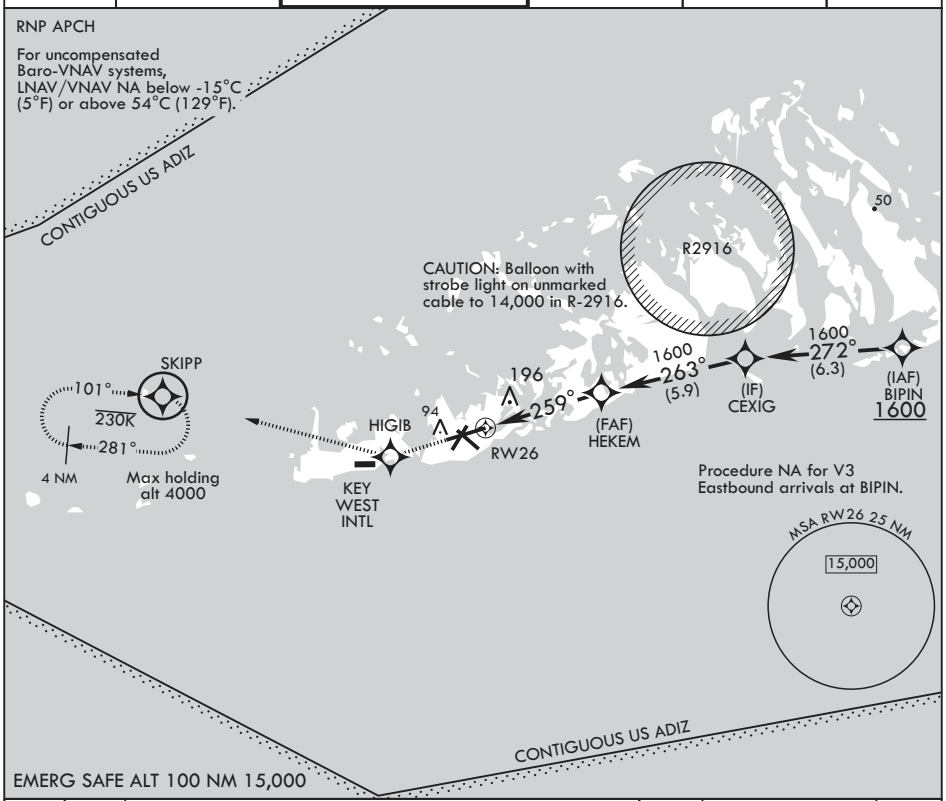
RNAV (GPS) RWY 26

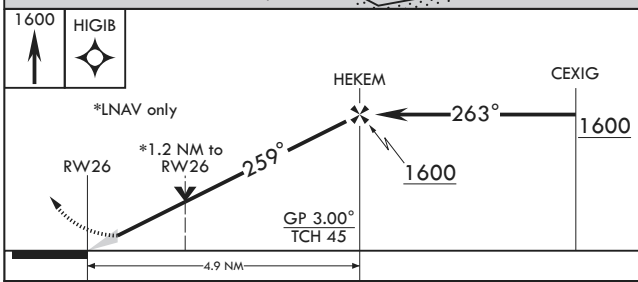
APCH CRS	Rwy ldg	10,001
259°	TDZE	6
	Arpt Elev	6

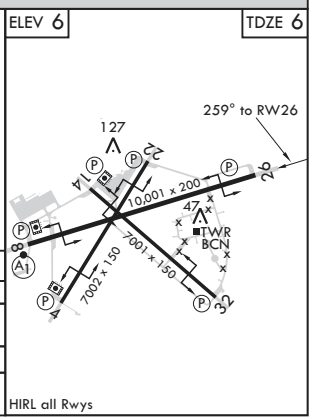
AL-214 (USN) KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climb to 1600 direct HIGIB, track 291° to SKIPP and hold.

ATIS★	APP CON	NAVY KEY WEST TOWER★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 313.7	118.575 340.25	121.7 336.45	121.2 357.4	







HIRL all Rwys

CATEGORY	A	B	C	D
LNAV/VNAV DA	291-⅞ 285 (300-⅞)	302-⅞ 296 (300-⅞)	310-⅞ 304 (400-⅞)	321-⅞ 315 (400-⅞)
LNAV MDA	420-1 414 (500-1)		420-1⅛ 414 (500-1⅛)	
C CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021

KEY WEST, FLORIDA

RNAV (GPS) RWY 32

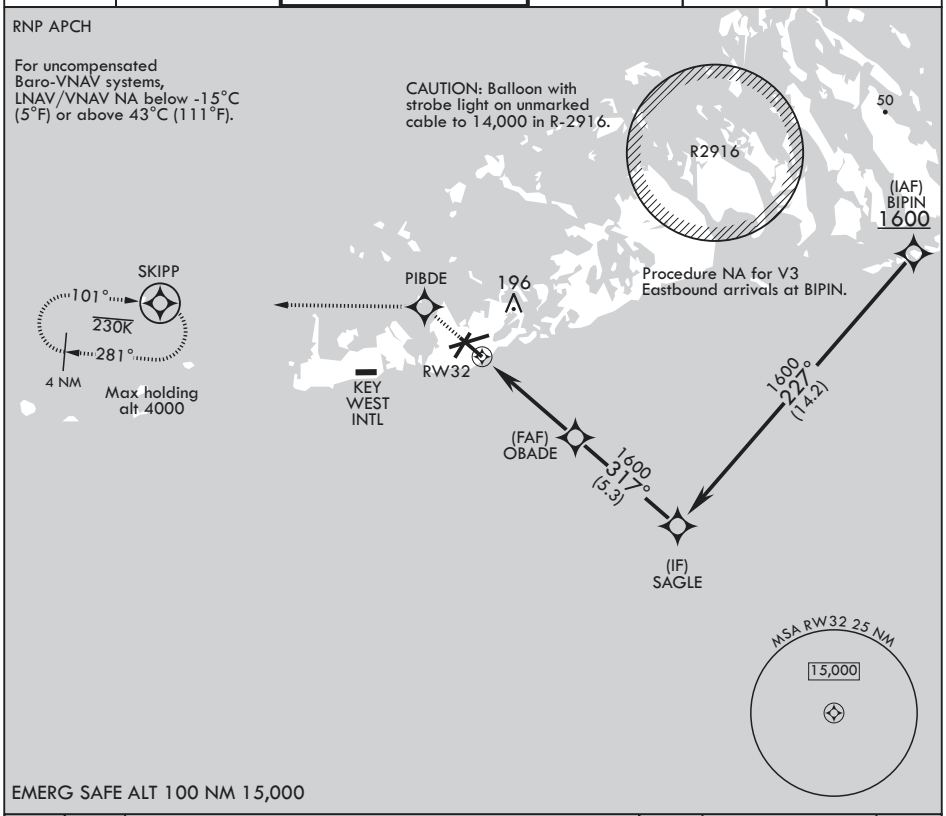
APCH CRS	Rwy ldg	7001
317°	TDZE	4
	Arpt Elev	6

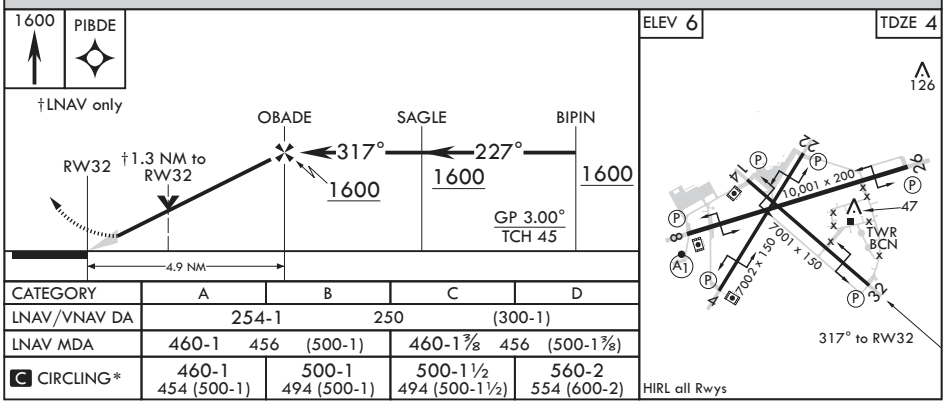
AL-214 (USN) KEY WEST NAS (BOCA CHICA FLD) (KNQX)

* When runways 14, 22 VGSI inop, circling to runways 14, 22 not authorized at night.

MISSED APPROACH: (Do not exceed 230 KIAS until PIBDE.) Climb to 1600 direct PIBDE, track 277° to SKIPP and hold, continue climb-in-hold to 1600.

ATIS★	APP CON	NAVY KEY WEST TOWER★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 313.7	118.575 340.25	121.7 336.45	121.2 357.4	





CATEGORY	A	B	C	D
LNAV/VNAV DA	254-1	250 (300-1)		
LNAV MDA	460-1 456 (500-1)		460-1⅜ 456 (500-1⅜)	
C CIRCLING*	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

KEY WEST, FLORIDA 24°34'N - 81°41'W KEY WEST NAS (BOCA CHICA FLD) (KNQX)

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RNAV (GPS) RWY 32

SE-3, 25 FEB 2021 to 22 APR 2021

KEY WEST, FLORIDA

VOR/DME RWY 26

EYW VORTAC	APCH CRS	Rwy ldg 10,001
113.5	270°	TDZE 6
Chan 82		Arpt Elev 6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

† MISSED APPROACH: Climbing left turn to 1600 to intercept EYW R-090 to CANIN and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 313.7	118.575 340.25	121.7 336.45	121.2 357.4	

Knots	60	120	180	240	300	360
V/V(fpm)	290	580	870	1160	1450	1740

CAUTION: Final approach course crosses the extended runway centerline 5022′ from threshold.

† CAUTION: Missed Approach Minimum Climb Rate to 1600

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916.

R-2916

KEY WEST
113.5 EYW
Chan 82

1600
090°
(12.5)

381

KEY WEST INTL

196
126

(IAF)
CANIN
EYW 12.5

270°

R-090

090°

200

Max holding alt 4000

EYW
17.5

MSA EYW 25 NM
180°
15,000
270°
1500

RADAR REQUIRED

EMEG SAFE ALT 100 NM 15,000

1600
EYW
R-090

CANIN
EYW
R-090
12.5

(IAF)
CANIN
EYW
R-090
12.5

VGSI and descent angles to coincident. (VGSI angle 3.00/TCH 43)

UBUYA
7.9

270°

090°
270°

1600

1600

2.72°
TCH 43

0.9 NM
4.6 NM

ELEV 6

TDZE 6

270° 5.5 NM from FAF

CATEGORY	A	B	C	D
S-26	460-1 454 (500-1)		460-1⅜ 454 (500-1⅜)	
C CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwy

SE-3, 25 FEB 2021 to 22 APR 2021

KEY WEST, FLORIDA

VOR/DME or TACAN Z RWY 8

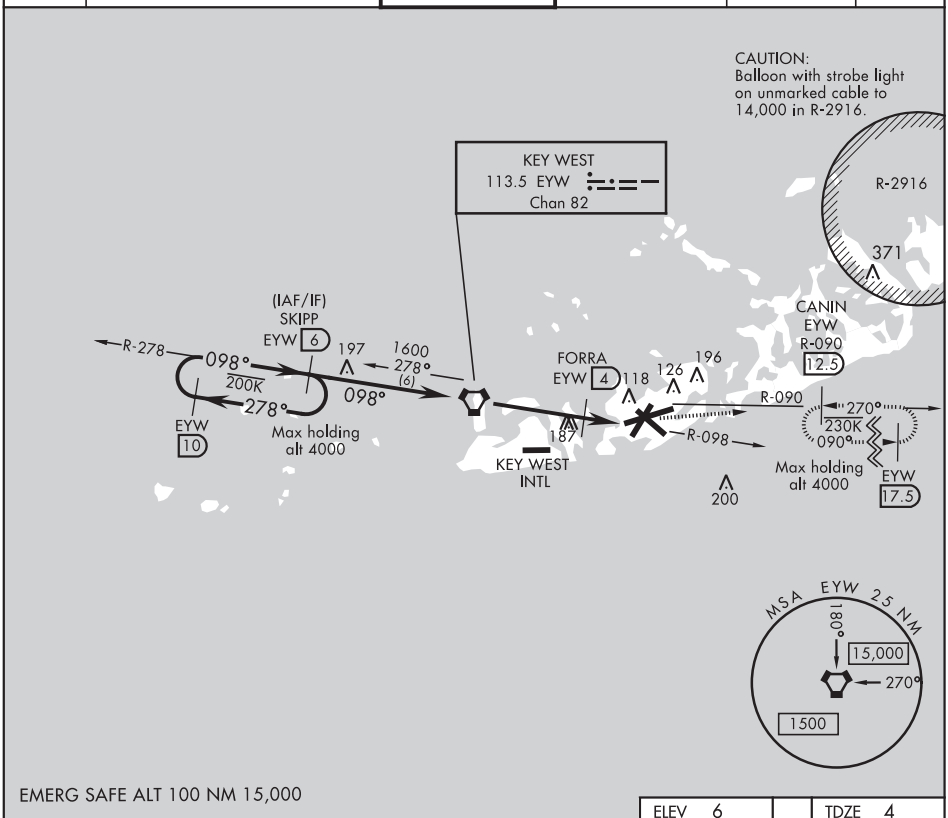
EYW VORTAC 113.5 Chan 82	APCH CRS 098°	Rwy ldg 10,001 TDZE 4 Arpt Elev 6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

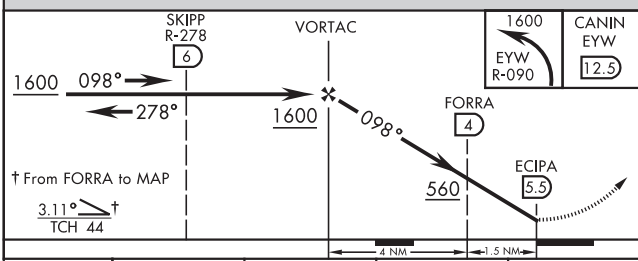
ALSF-1

MISSED APPROACH: Climbing left turn to 1600 to intercept EYW R-090 to CANIN and hold.

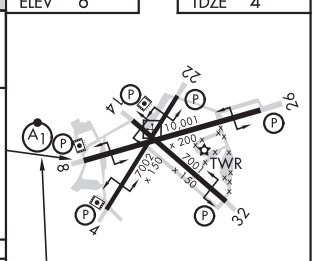
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 313.7	118.575 340.25	121.7 336.45	121.2 357.4	



EMERG SAFE ALT 100 NM 15,000



ELEV 6 TDZE 4



CATEGORY	A	B	C	D
S-8	440-1 436 (500-1)		440-1¼ 436 (500-1¼)	
C CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwy

KEY WEST, FLORIDA 24°34′N-81°41′W KEY WEST NAS (BOCA CHICA FLD) (KNQX)

Amdt 3 21MAY20

VOR/DME or TACAN Z RWY 8

SE-3, 25 FEB 2021 to 22 APR 2021

KEY WEST, FLORIDA

TACAN RWY 4

TACAN NQX Chan 78	APCH CRS 044°	Rwy ldg 7002 TDZE 4 Arpt Elev 6	AL-214 [USN]	KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climb to 1600 via NQX TACAN R-224 to NQX, then via NQZ R-094 to CANIN and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 313.7	118.575 340.25	121.7 336.45	121.2 357.4	

Short intermediate (5 NM) recommend early configuration.

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916.

R-2916

KEY WEST 113.5 EYW Chan 82

KEY WEST Chan 78 NQX

CANIN NQX 6

196

100

274° 230K R-094

094°

Max holding alt 4000

NQX 11

381

KEY WEST INTL

1600 216° (6)

200

DEPAC NQX 3

200

Max holding alt 4000

NQX 17

252° 230K 072°

R-252

(IAF) PANDA NQX 11

NQX 11 Arc

197

044°

OTABE NQX 6

(IF) SEBLE NQX 11

R-224

MSA NQX 25 NM

184°

15,000

274°

1500

EMERG SAFE ALT 100 NM 15,000

† From DEPAC to MAP

1600 NQX R-224

NQX

NQX R-094

PANDA R-252 11

SEBLE R-224 11

OTABE 6

DEPAC 3

TACAN

HEVEL 1.8

4000 1600

1600

044°

1600

044°

640

3.04° † TCH 35

11 Arc

3 NM 1.2 NM .7

CATEGORY	A	B	C	D
S-4	340-1 336 (400-1)			
C CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

ELEV 6 TDZE 4

112 126

14 22 26 8 4 32 131

10,001 × 200

7001 × 150

5000 × 150

TWR

044° to TACAN

HIRL all Rwy

SE-3, 25 FEB 2021 to 22 APR 2021

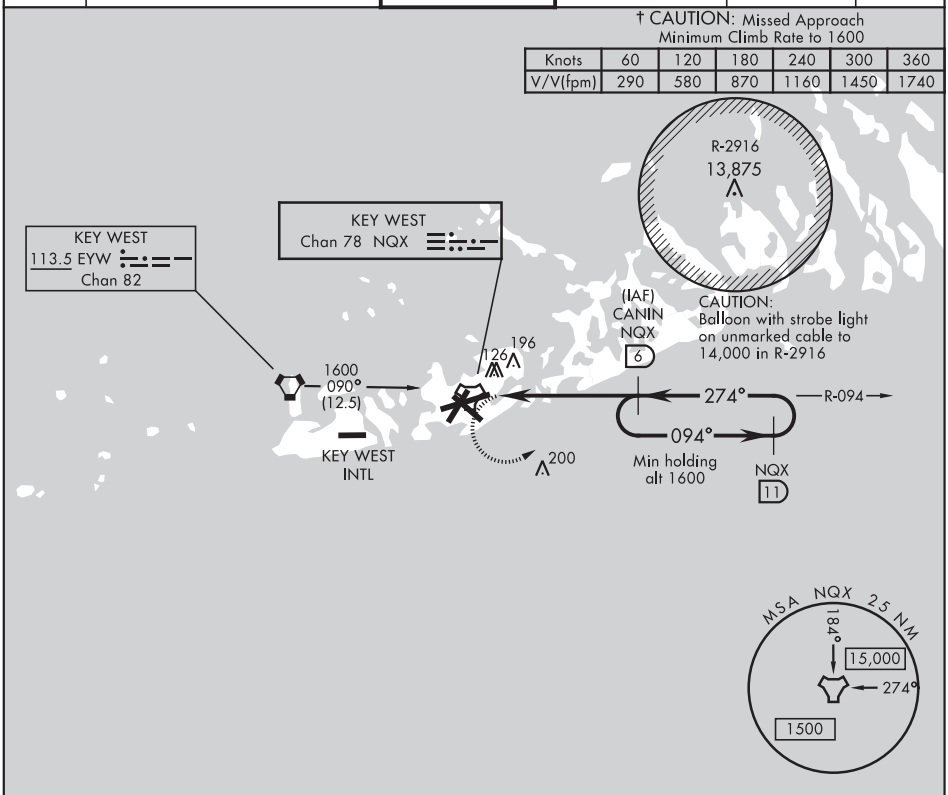
KEY WEST, FLORIDA

TACAN RWY 26

TACAN NQX Chan 78	APCH CRS 274°	Rwy ldg 10,001 TDZE 6 Arpt Elev 6	AL-214 [USN]	KEY WEST NAS (BOCA CHICA FLD) (KNQX)

† MISSED APPROACH: Climbing left turn to 1600 to intercept NQX R-094 to CANIN (NQX R-094/6 DME) and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 313.7	118.575 340.25	121.7 336.45	121.2 357.4	



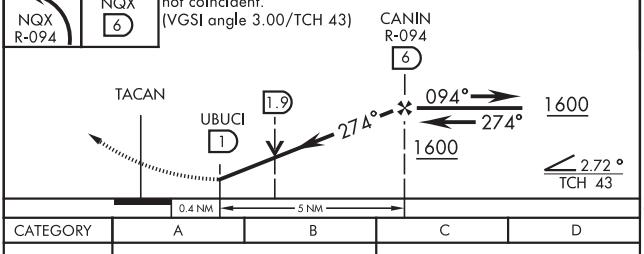
EMEG SAFE ALT 100 NM 15,000

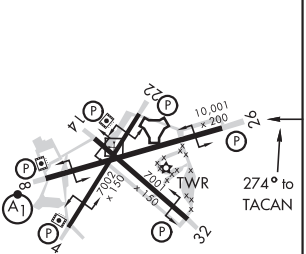
ELEV 6	TDZE 6

1600
NQX
R-094

CANIN
NQX
6

VGSI and descent angle not coincident.
(VGSI angle 3.00/TCH 43)





CATEGORY	A	B	C	D
S-26	460-1 454 (500-1)		460-1 3/8 454 (500-1 3/8)	
C CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

KEY WEST, FLORIDA

TACAN RWY 32

TACAN Chan	APCH CRS	Rwy ldg / TDZE / Arpt Elev
NQX 78	335°	7001 / 4 / 6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

† MISSED APPROACH: Climb to 500. Then climbing right turn to 1600, intercept NQX R-094 to CANIN (NQX R-094/6 DME) and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 313.7	118.575 340.25	121.7 336.45	121.2 357.4	

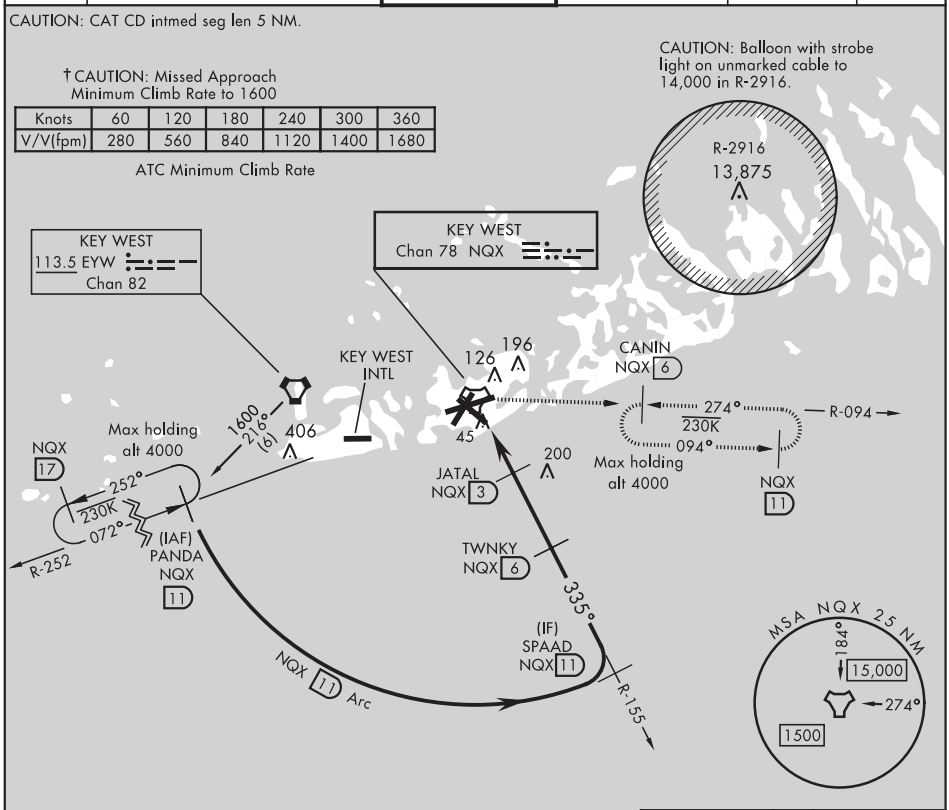
CAUTION: CAT CD intmed seg len 5 NM.

†CAUTION: Missed Approach Minimum Climb Rate to 1600

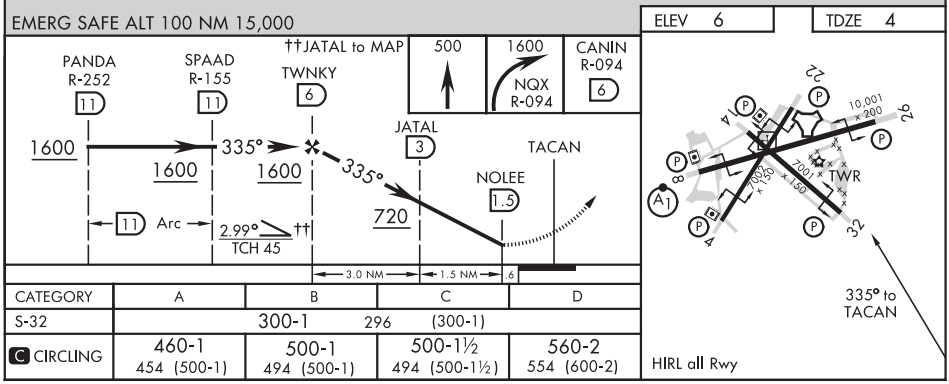
Knots	60	120	180	240	300	360
V/V(fpm)	280	560	840	1120	1400	1680

ATC Minimum Climb Rate

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916.



EMERG SAFE ALT 100 NM 15,000



CATEGORY	A	B	C	D
S-32	300-1 296 (300-1)			
C CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021

KEY WEST, FLORIDA

TACAN Y RWY 8

TACAN NQX Chan 78	APCH CRS 072°	Rwy ldg 10,001 TDZE 4 Arpt Elev 6	AL-214 [USN]	KEY WEST NAS (BOCA CHICA FLD) (KNQX)

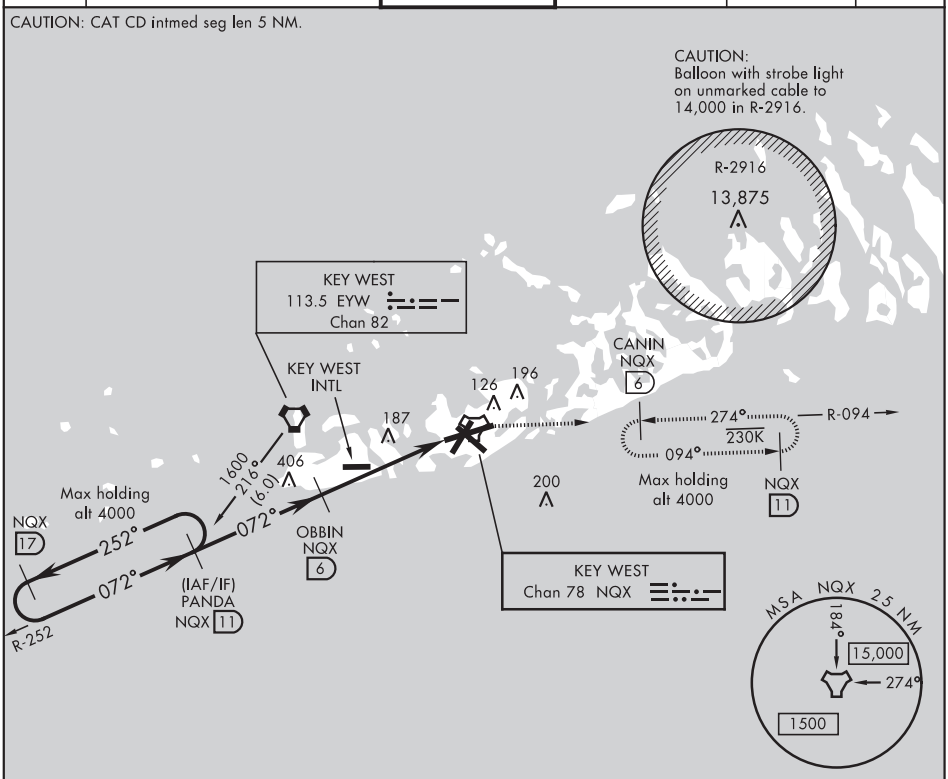
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅜ miles.

ALSF-1

MISSED APPROACH: Climb to 1600 via R-252 to NQX TACAN then via R-094 to CANIN (NQX R-094/6 DME) and hold.

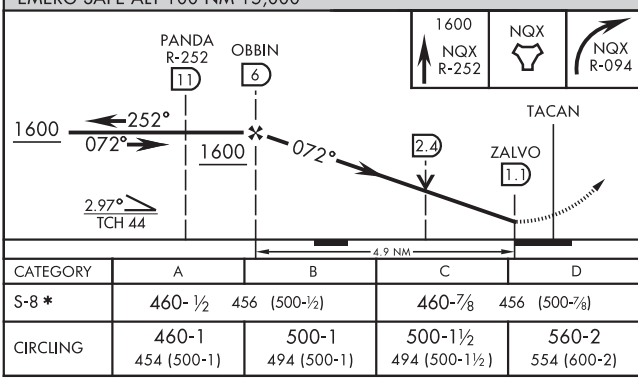
ATIS *	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER *	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 313.7	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: CAT CD intmed seg len 5 NM.

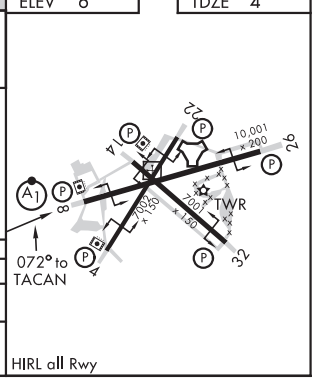


EMERG SAFE ALT 100 NM 15,000

1600 NQX R-252	NQX	NQX R-094



ELEV 6 | TDZE 4



CATEGORY	A	B	C	D
S-8 *	460-½ 456 (500-½)		460-⅞ 456 (500-⅞)	
CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwy

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

KEY WEST, FLORIDA

COPTER TACAN W RWY 4

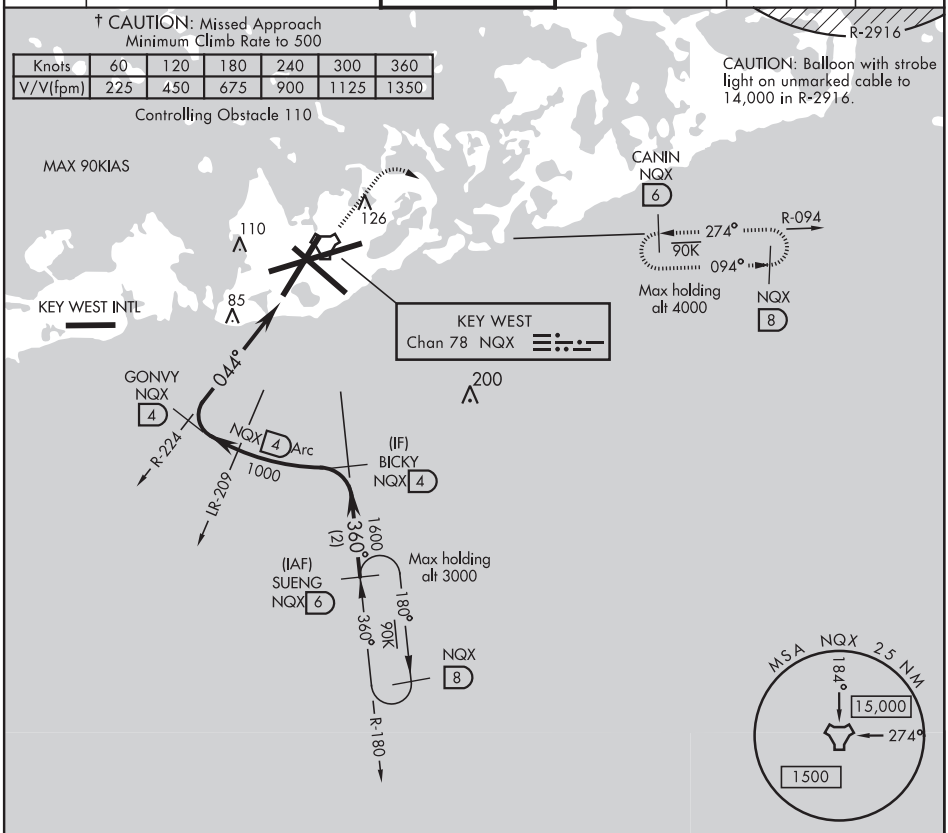
TACAN NQX Chan 78	APCH CRS 044°	Rwy ldg 7002 TDZE 4 Arpt Elev 6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

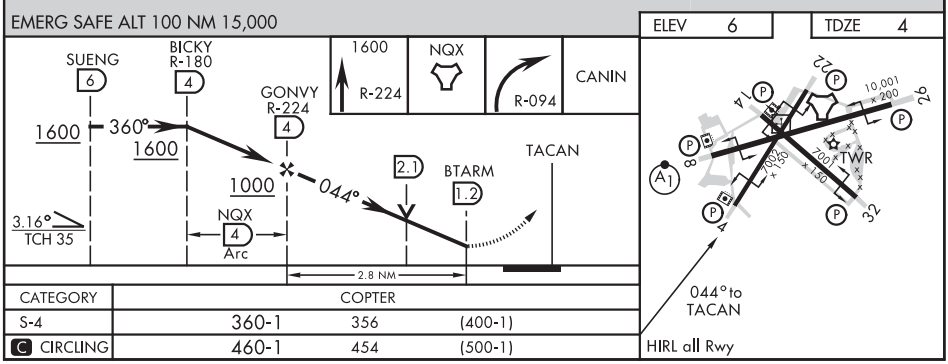
CAUTION: When Rwy 14, 22 VGSI inop, circling to Rwy 14, 22 NA at night.

† MISSED APPROACH: Climb to 1600 via NQX TACAN R-224 to NQX, then via NQX R-094 to CANIN and hold

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 313.7	118.575 361.25	121.7 336.45	121.2 357.4	

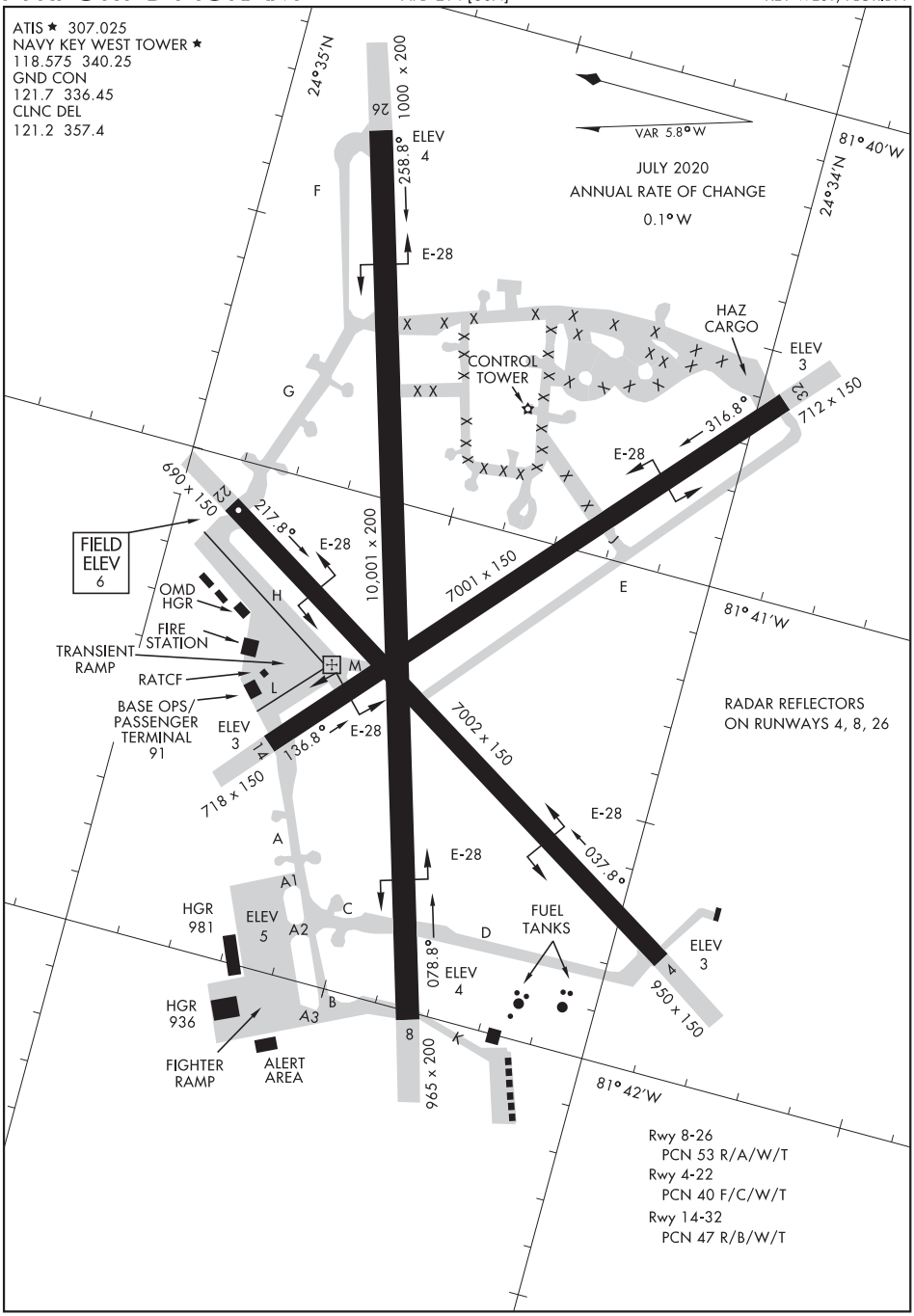


EMERG SAFE ALT 100 NM 15,000



CATEGORY	COPTER		
S-4	360-1	356	(400-1)
C CIRCLING	460-1	454	(500-1)

SE-3, 25 FEB 2021 to 22 APR 2021



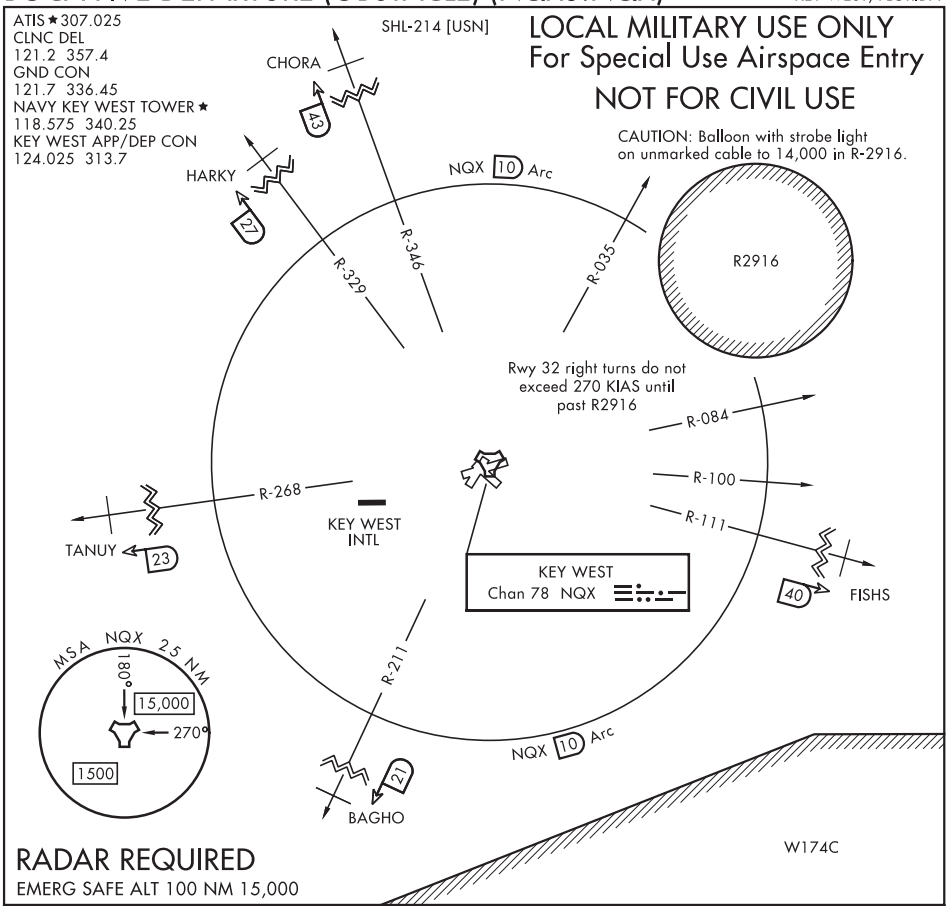
SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

20142

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

BOCA FIVE DEPARTURE (OBSTACLE) (NQX5.NQX)

KEY WEST, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4 , 8, 14, 22, 26,*32: Climbing via assigned heading, thence radar vectors to assigned departure fix. Cross 10 DME at or above 10,000, cross departure fix as assigned by ATC.

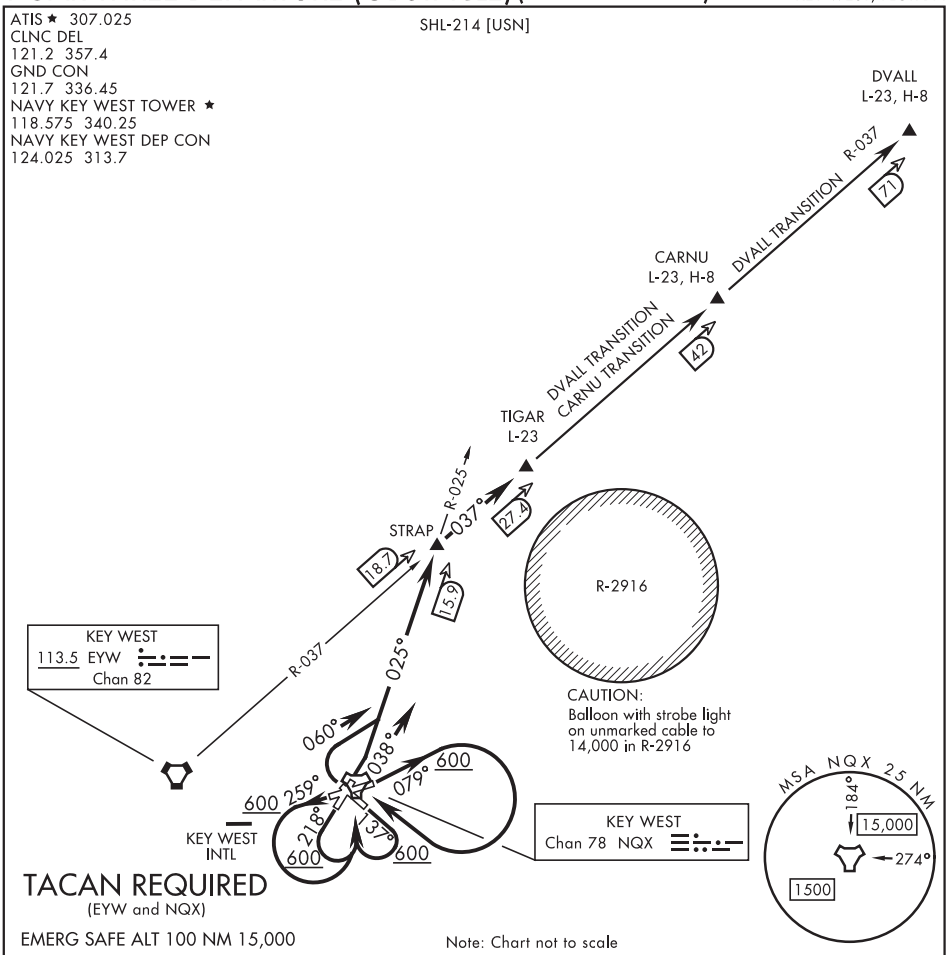
LOST COMMUNICATIONS/NON-RADAR

If radar vectors are not received or available by NQX TACAN 8 DME, climb to 12,000, fly assigned departure heading to intercept NQX 10 DME arc. Arc to respective departure radial, then via departure radial to assigned departure fix.
Do not ARC northeast of NQX TACAN between R-035 clockwise to R-084.

SE-3, 25 FEB 2021 to 22 APR 2021

TIGAR THREE DEPARTURE (OBSTACLE) (TIGAR3.TIGAR)

KEY WEST, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4: Climb heading 038° turn right to intercept NQX TACAN R-025, thence...

TAKE-OFF RWY 8: Climb heading 079° to 600, then climbing right turn direct NQX TACAN thence...

TAKE-OFF RWY 14: Climb heading 137° to 600, then climbing right turn direct NQX TACAN thence...

TAKE-OFF RWY 22: Climb heading 218° to 600, then climbing left turn direct NQX TACAN, thence...

TAKE-OFF RWY 26: Climb heading 259° to 600, then climbing left turn direct NQX TACAN, thence...

TAKE-OFF RWY 32: Climbing right turn heading 060° to intercept NQX TACAN R-025, thence...

...via NQX R-025 to STRAP, then via EYW VORTAC R-037 to TIGAR, then via assigned transition or route.

CARNU TRANSITION: via EYW R-037 to CARNU.

DVALL TRANSITION: via EYW R-037 to DVALL.

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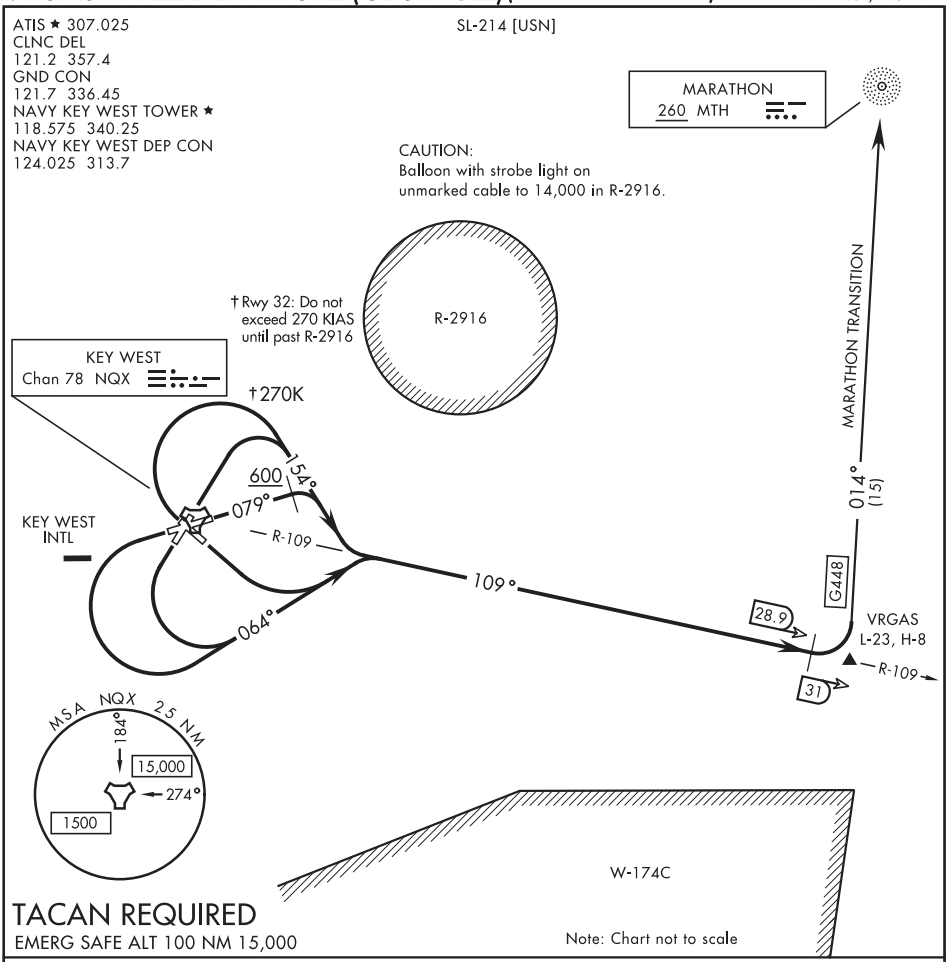
20142

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

VRGAS THREE DEPARTURE (OBSTACLE)(VRGAS3.VRGAS)

KEY WEST, FLORIDA



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SE-3, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4, 32: Climbing right turn to heading 154°, thence...

TAKE-OFF RWY 14, 22, 26: Climbing left turn to heading 064°, thence...

TAKE-OFF RWY 8: Climbing on heading 079° to 600, then climbing right turn heading 154°, thence...

...intercept NQX R-109 to VRGAS, then via assigned transition or route.

MARATHON TRANSITION (VRGAS3.MTH): Via heading 014° on G448 to MTH NDB.

VRGAS THREE DEPARTURE (OBSTACLE)(VRGAS3.VRGAS)

KEY WEST, FLORIDA

APP CRS	Rwy ldg	5046
050°	TDZE	190
	Apt Elev	196

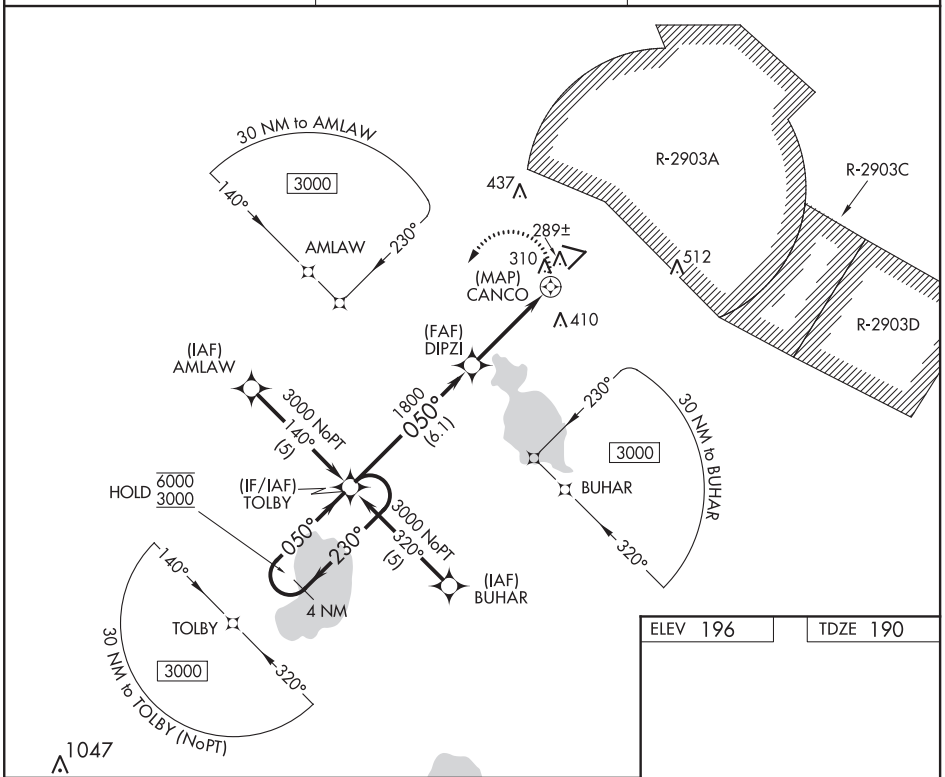
RNAV (GPS) RWY 5
KEYSTONE HEIGHTS (42J)

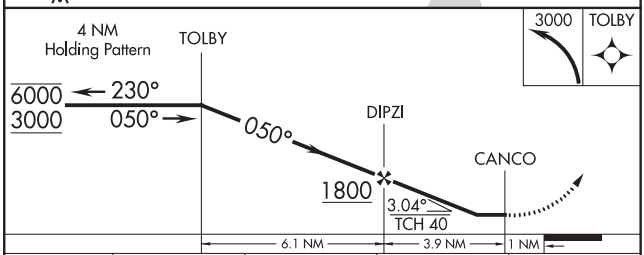
RNP APCH.

T ANA Circling to Rwy 11, 23, 29 NA at night. Circling NA for Cats B and C northeast of Rwy 11-29. Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Gainesville altimeter setting and increase all MDAs 60 feet and Cat C Circling visibility ⅛ SM.

MISSED APPROACH: Climbing left turn to 3000 direct TOLBY and hold.

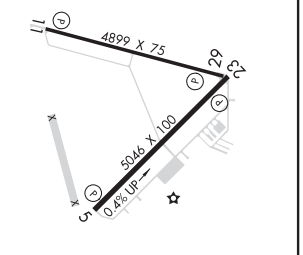
AWOS-3	JACKSONVILLE APP CON	UNICOM
124.275	118.175 338.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	600-1¼ 410 (500-1¼)			NA
CIRCLING	620-1¼ 424 (500-1¼)	660-1¼ 464 (500-1¼)	660-1½ 464 (500-1½)	NA

ELEV 196 TDZE 190



REIL Rwys 5, 11 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 11-29 L

SE-3, 25 FEB 2021 to 22 APR 2021

LA BELLE, FLORIDA | AL-10339 (FAA) | 20254

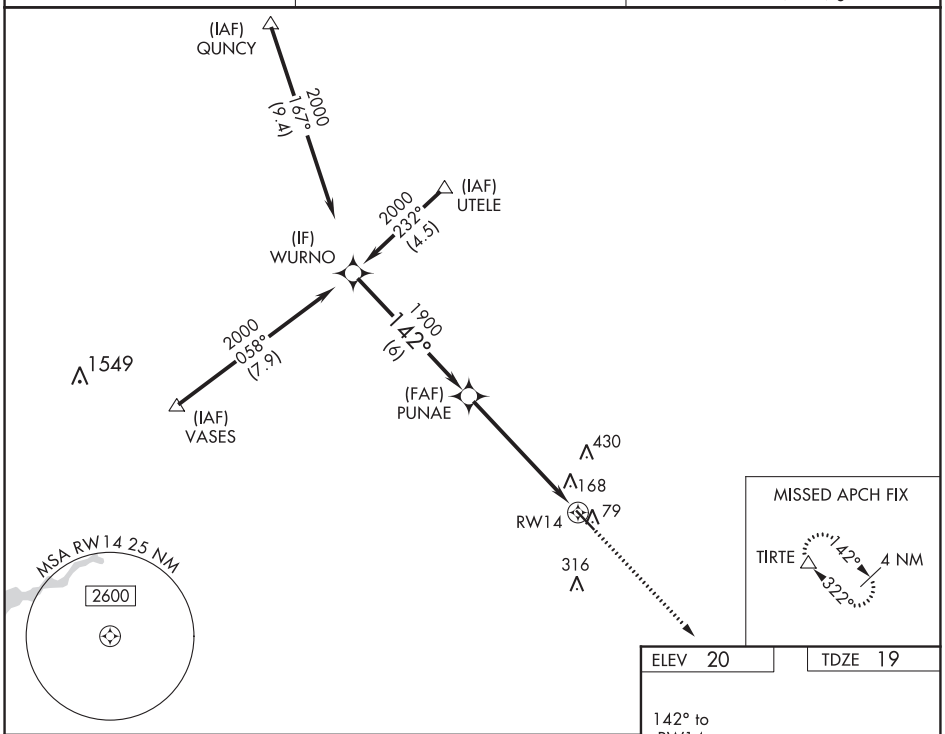
WAAS CH 56406 W14A	APP CRS 142°	Rwy ldg 4903 TDZE 19 Apt Elev 20

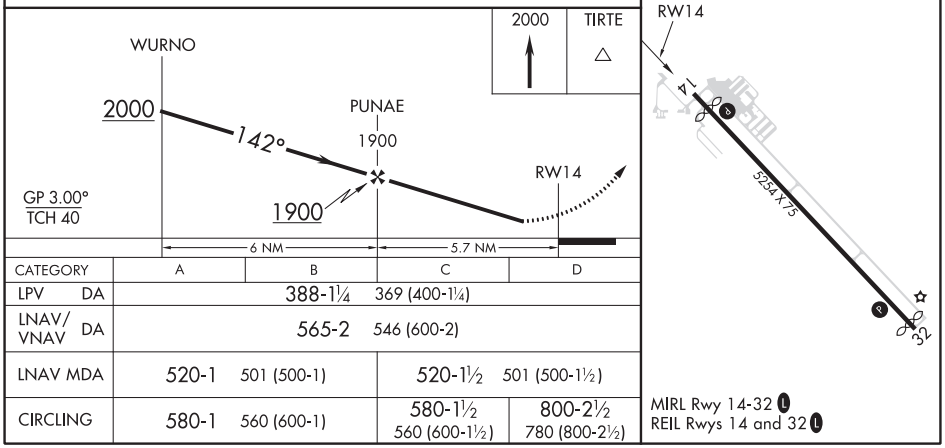
RNAV (GPS) RWY 14
LA BELLE MUNI (X14)

T A NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Southwest Florida Intl altimeter setting; when not received use Page Field altimeter setting and increase all DA 8 feet, all MDA 20 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct TIRTE and hold.

RSW ASOS	FORT MYERS APP CON	UNICOM
124.65	126.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	388-1¼ 369 (400-1¼)			
LNAV/VNAV DA	565-2 546 (600-2)			
LNAV MDA	520-1 501 (500-1)		520-1½ 501 (500-1½)	
CIRCLING	580-1 560 (600-1)		580-1½ 560 (600-1½)	800-2½ 780 (800-2½)

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APP CRS	Rwy ldg	5125
322°	TDZE	20
	Apt Elev	20

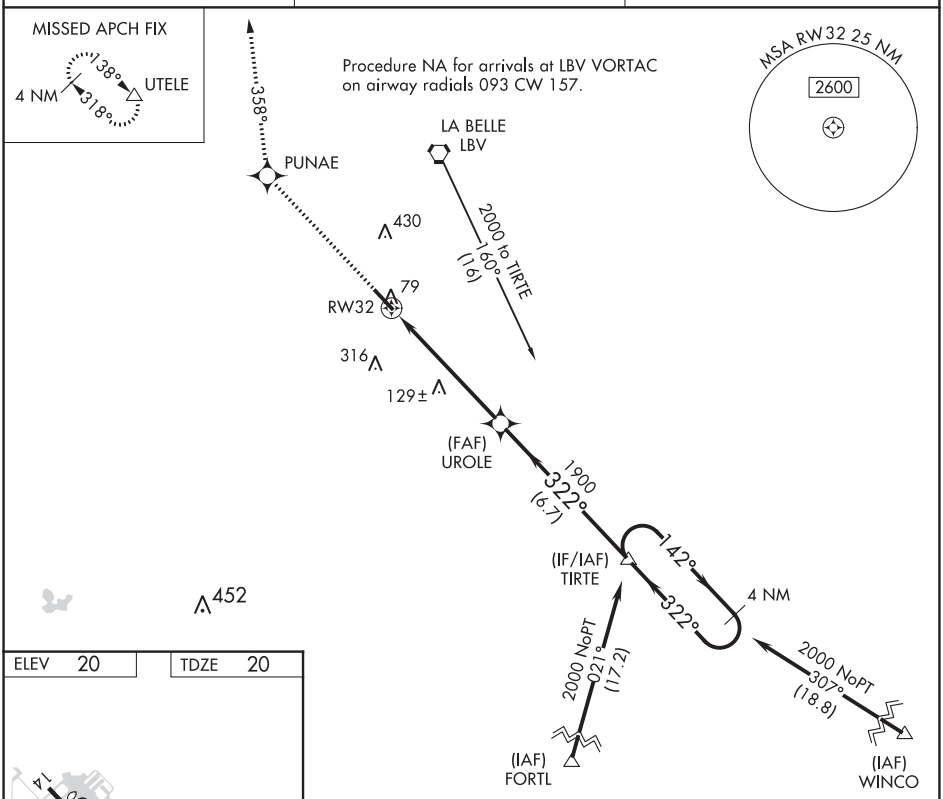
RNAV (GPS) RWY 32
LA BELLE MUNI (X14)

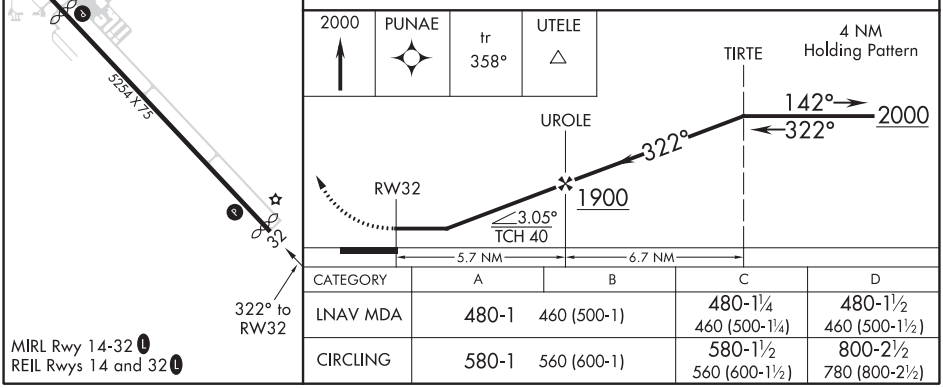
T NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Southwest Florida Intl altimeter setting; when not received, use Page Field altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2000 direct PUNAE then via 358° track to UTELE and hold.

RSW ASOS	FORT MYERS APP CON	UNICOM
124.65	126.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-1 460 (500-1)		480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)
CIRCLING	580-1 560 (600-1)		580-1½ 560 (600-1½)	800-2½ 780 (800-2½)

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

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SE-3, 25 FEB 2021 to 22 APR 2021

LAKE CITY, FLORIDA | AL-811 (FAA) | 20254

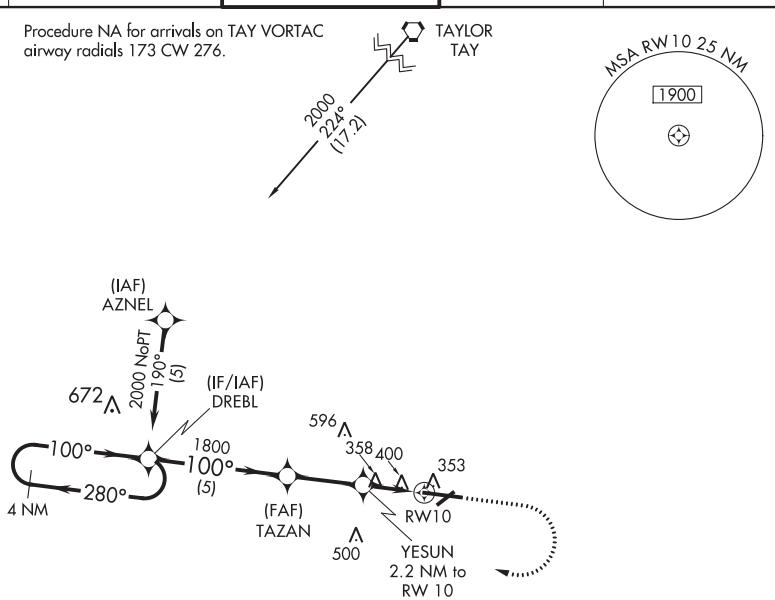
RNAV (GPS) RWY 10
LAKE CITY GATEWAY (LCQ)

APP CRS	Rwy ldg	8003
100°	TDZE	201
	Apt Elev	201

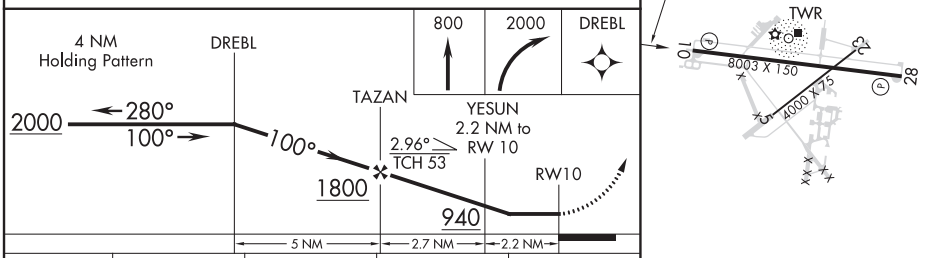
When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 100 feet and increase LNAV Cat C/D and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct DREBL and hold.

AWOS-3	JACKSONVILLE CENTER		LAKE CITY TOWER ★	GND CON	UNICOM
120.675	125.375	254.325	119.2 (CTAF) L 314.6	121.9	122.95



ELEV 201 | TDZE 201



CATEGORY	A	B	C	D
LNAV MDA	700-1 499 (500-1)		700-1⅜ 499 (500-1⅜)	
CIRCLING	760-1 559 (600-1)		760-1½ 559 (600-1½)	760-2 559 (600-2)

REIL Rwys 10 and 28 L
MIRL Rwys 5-23 and 10-28 L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

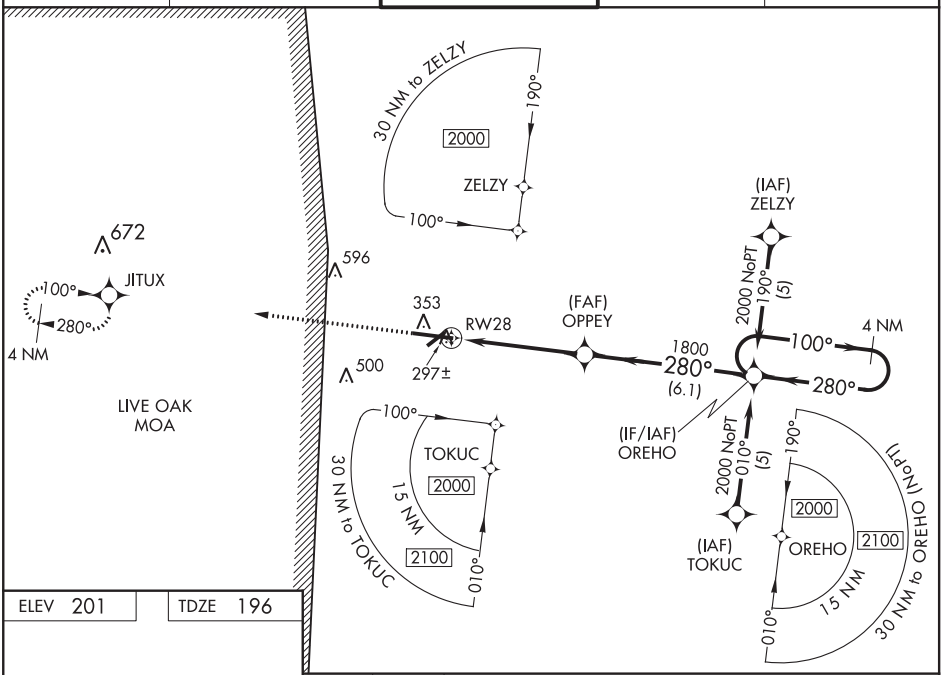
WAAS CH 82008 W28A	APP CRS 280°	Rwy ldg 8003 TDZE 196 Apt Elev 201

RNAV (GPS) RWY 28
LAKE CITY GATEWAY (LCQ)

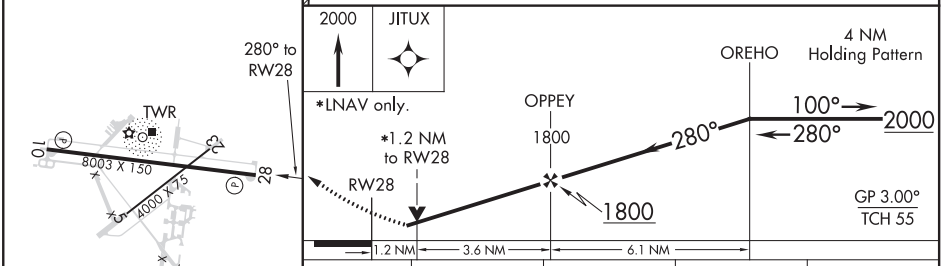
Baro-VNAV NA when using Gainesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.When local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 624, LNAV/VNAV DA to 640 and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cat C/D visibility ¼ mile, and Circling Cat C visibility ⅛ mile. Circling to Rwy 10 NA at night. Helicopter visibility reduction below ¾ SM not authorized.

MISSED APPROACH: Climb to 2000 direct JITUX and hold.

AWOS-3	JACKSONVILLE CENTER	LAKE CITY TOWER ★	GND CON	UNICOM
120.675	125.375 254.325	119.2 (CTAF) L 314.6	121.9	122.95



ELEV 201 TDZE 196



CATEGORY	A	B	C	D
LPV DA	540-1⅛ 344 (400-1⅛)			
LNAV/VNAV DA	556-1⅛ 360 (400-1⅛)			
LNAV MDA	640-1 444 (500-1)		640-1⅜ 444 (500-1⅜)	
CIRCLING	760-1 559 (600-1)		760-1½ 559 (600-1½)	760-2 559 (600-2)

REIL Rwys 10 and 28 L
MIRL Rwys 5-23 and 10-28 L

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

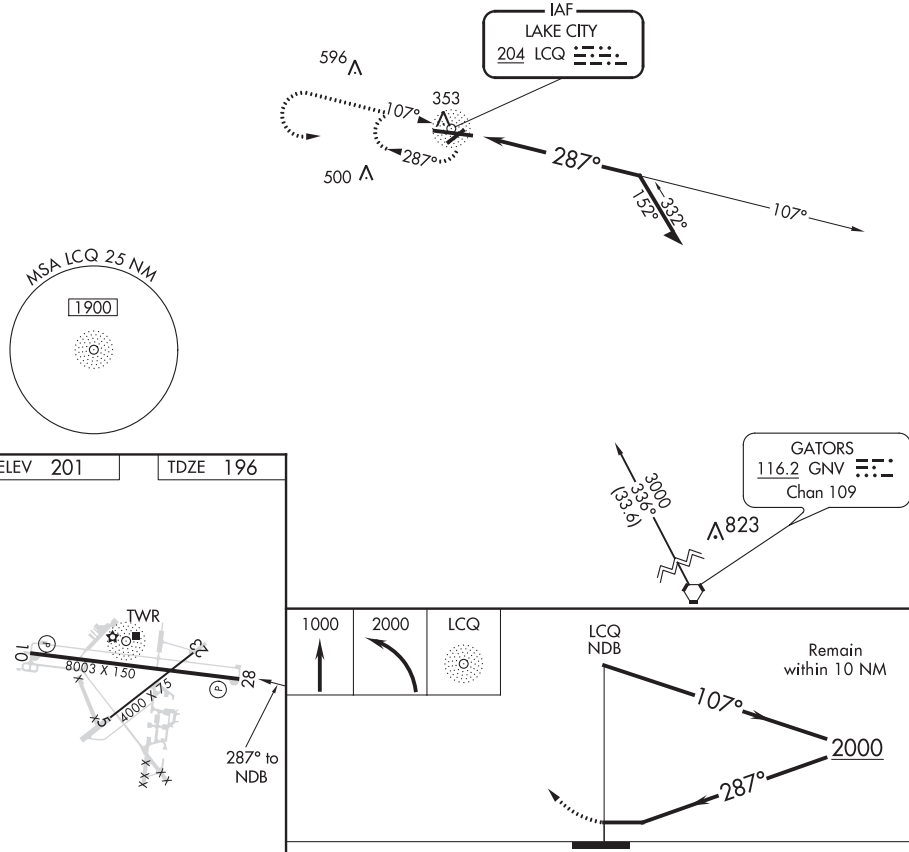
NDB RWY 28
LAKE CITY GATEWAY (LCQ)

NDB LCQ	APP CRS	Rwy ldg / TDZE / Apt Elev
204	287°	8003 / 196 / 201

T A NA — Circling to Rwy 10 NA at night. When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 100 feet, and increase S-28 Cats C/D and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM not authorized.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCQ NDB LOM and hold.

AWOS-3	JACKSONVILLE CENTER	LAKE CITY TOWER ★	GND CON	UNICOM
120.675	125.375 254.325	119.2 (CTAF) L 314.6	121.9	122.95

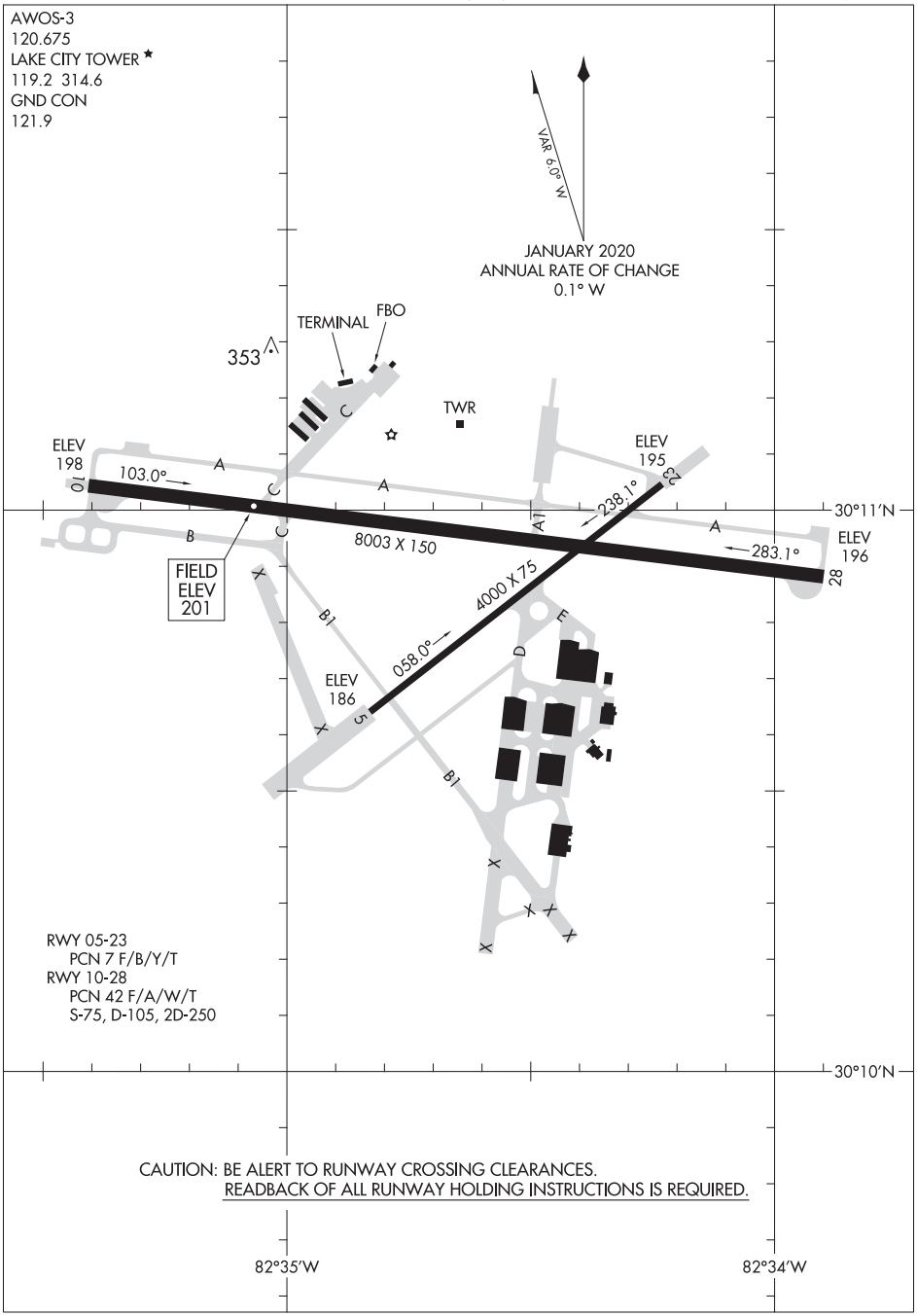


CATEGORY	A	B	C	D
S-28	760-1 564 (600-1)		760-1⅝ 564 (600-1⅝)	
CIRCLING	760-1 559 (600-1)		760-1½ 559 (600-1½)	760-2 559 (600-2)

REIL Rwys 10 and 28 L
MIRL Rwys 5-23 and 10-28 L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021


AWOS-3
120.675
LAKE CITY TOWER ★
119.2 314.6
GND CON
121.9
VAR 6.0° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
TERMINAL
FBO
353
TWR
ELEV
198
10
103.0°
ELEV
195
22
238.1°
30°11'N
8003 X 150
ELEV
196
283.1°
28
FIELD
ELEV
201
4000 X 75
058.0°
ELEV
186
5
RWY 05-23
PCN 7 F/B/Y/T
RWY 10-28
PCN 42 F/A/W/T
S-75, D-105, 2D-250
30°10'N
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
82°35'W
82°34'W

LAKE WALES, FLORIDA

AL-6516 (FAA)

20254

RNAV (GPS) RWY 6
LAKE WALES MUNI (XØ7)

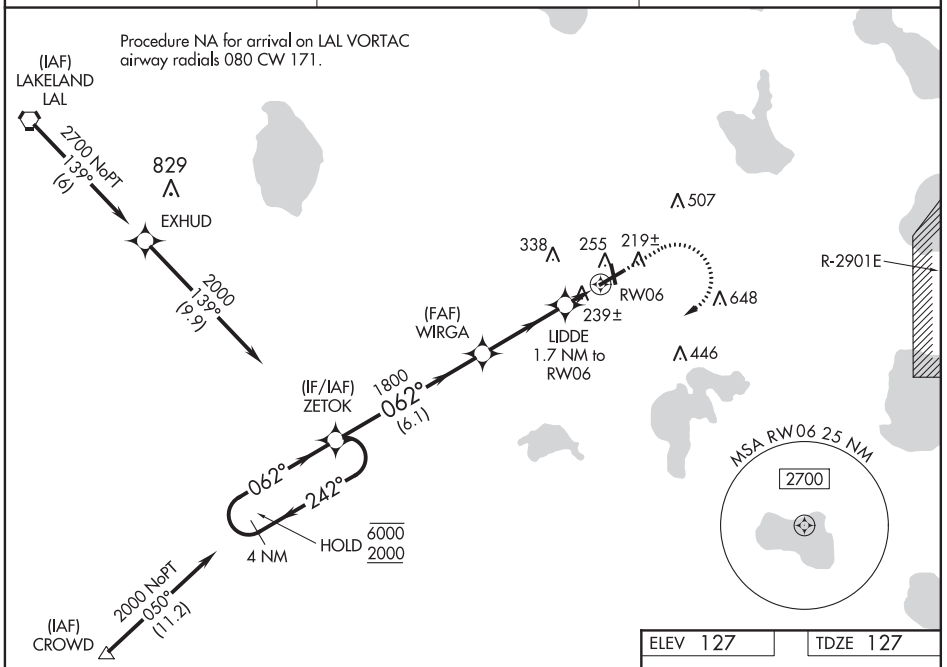
WAAS CH 49023 W06A	APP CRS 062°	Rwy ldg 5400 TDZE 127 Apt Elev 127

RNP APCH.

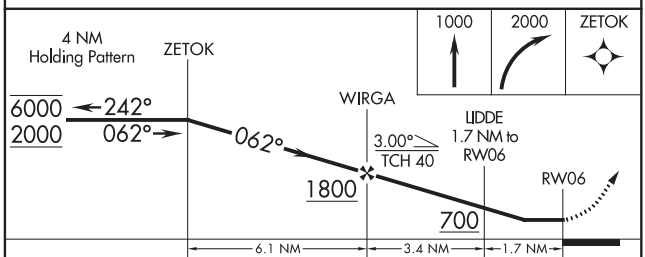
Circling Rwy 6, 17, 24 NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 6 NA at night. When local altimeter setting not received, use Bartow altimeter setting and increase all MDA 40 feet, and increase LP and LNAV Cats C and D visibility ⅛ SM.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct ZETOK and hold.

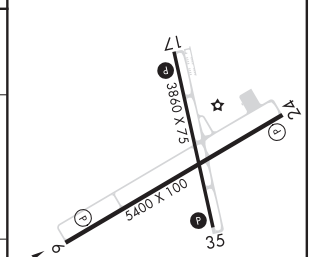
AWOS-3	MIAMI CENTER	UNICOM
124.225	134.55 257.7	122.8 (CTAF) L



ELEV 127 | TDZE 127



CATEGORY	A	B	C	D
LP MDA	500-1 373 (400-1)			
LNAV MDA	520-1 393 (400-1)		520-1⅛ 393 (400-1⅛)	
CIRCLING	560-1 433 (500-1)	620-1 493 (500-1)	620-1½ 493 (500-1½)	680-2 553 (600-2)



REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 40323 W24A	APP CRS 243°	Rwy ldg 5400 TDZE 127 Apt Elev 127

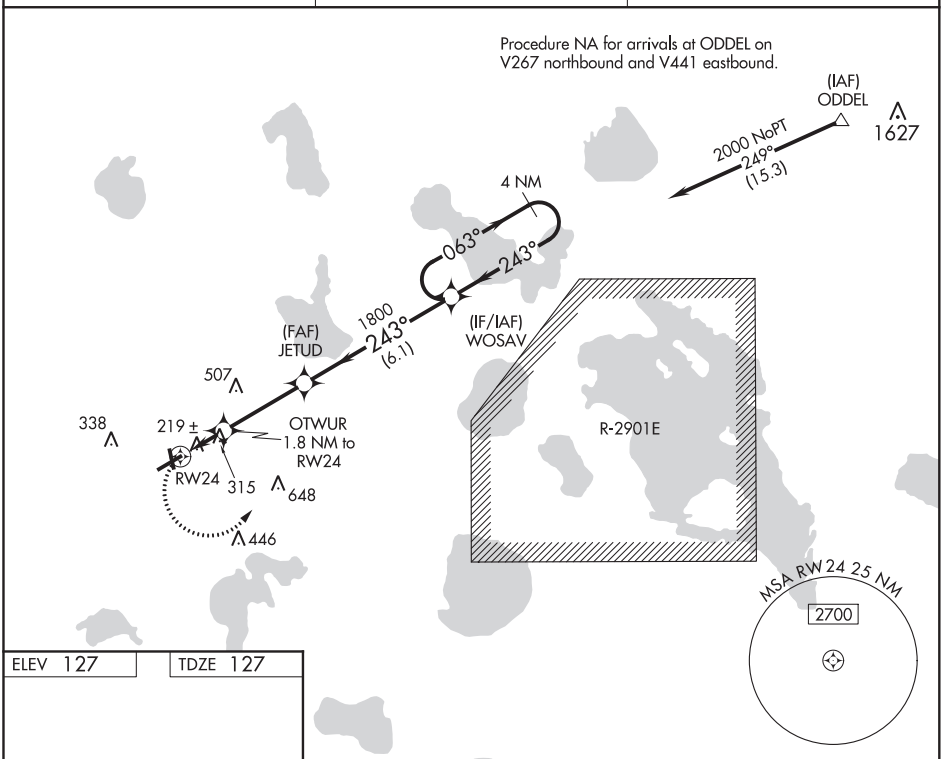
RNAV (GPS) RWY 24
LAKE WALES MUNI (XØ7)

DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Bartow altimeter setting and increase all MDA 40 feet. Rwy 6, 24 helicopter visibility reduction below 1 SM NA.

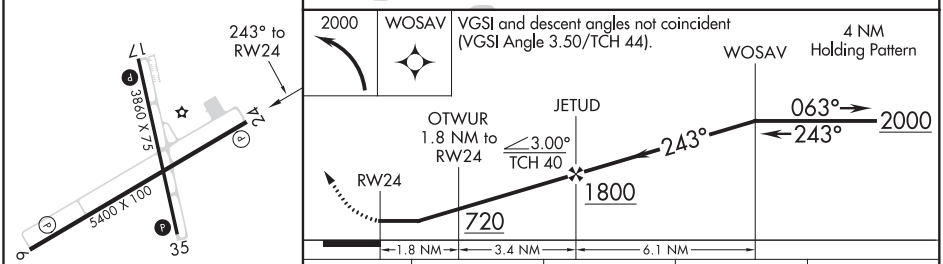
NA

MISSED APPROACH: Climbing left turn to 2000 direct WOSAV and hold.

AWOS-3	MIAMI CENTER	UNICOM
124.225	134.55 257.7	122.8 (CTAF) L



ELEV 127 TDZE 127



CATEGORY	A	B	C	D
LP MDA	580-1 453 (500-1)		580-1½ 453 (500-1½)	580-2 453 (500-2)
LNAV MDA	580-1 453 (500-1)		580-1½ 453 (500-1½)	580-2 453 (500-2)
CIRCLING	580-1 453 (500-1)	620-1 493 (500-1)	620-1½ 493 (500-1½)	680-2 553 (600-2)

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

SE-3, 25 FEB 2021 to 22 APR 2021

LAKE WALES, FLORIDA | AL-6516 (FAA) | 20254

VOR/DME-B
LAKE WALES MUNI (XØ7)

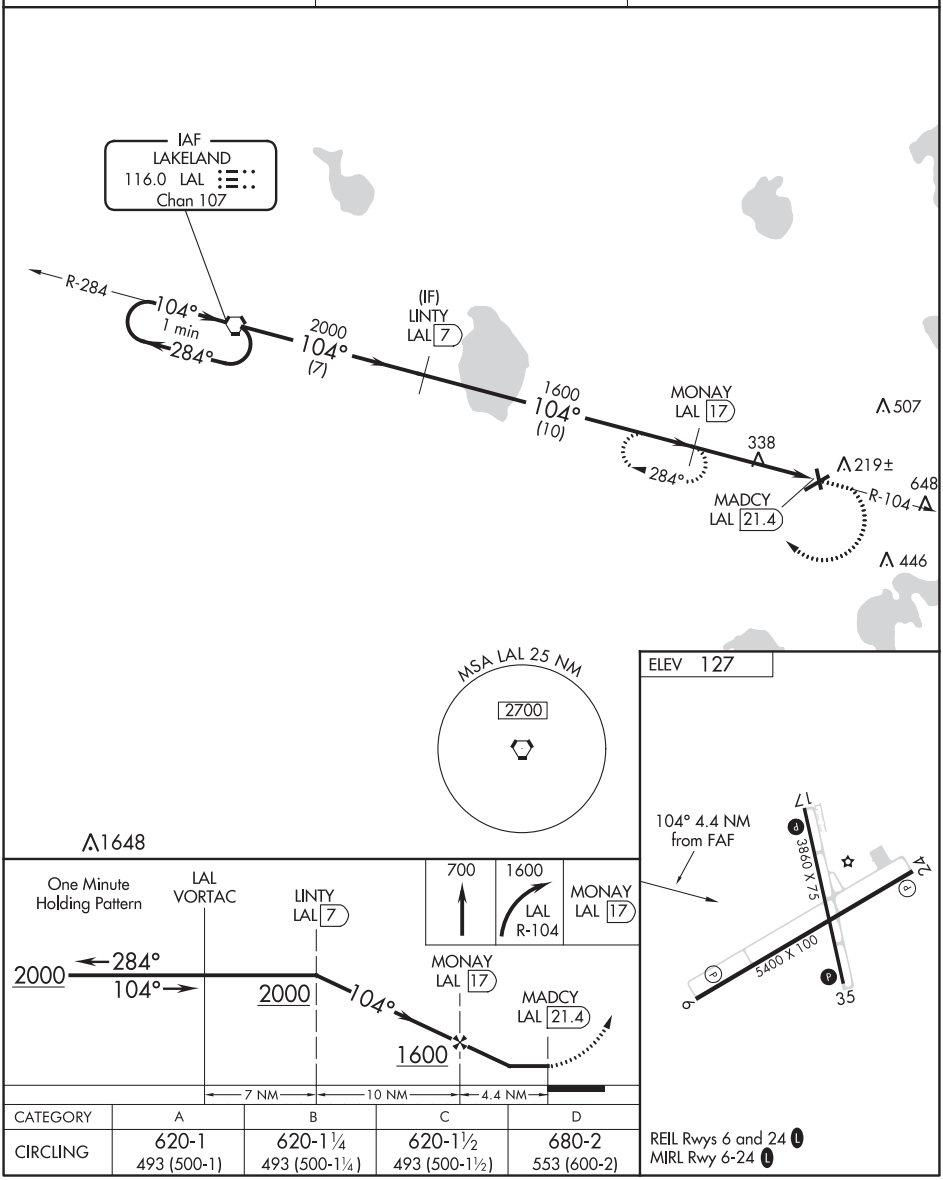
VORTAC LAL 116.0 Chan 107	APP CRS 104°	Rwy ldg N/A TDZE N/A Apt Elev 127

When local altimeter setting not received, use Bartow altimeter setting and increase all MDA 40 feet. Procedure NA at night.

NA

MISSED APPROACH: Climb to 700 then climbing right turn to 1600 on LAL VORTAC R-104 to MONAY/LAL 17 DME and hold.

AWOS-3	MIAMI CENTER	UNICOM
124.225	134.55 257.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	620-1 493 (500-1)	620-1¼ 493 (500-1¼)	620-1½ 493 (500-1½)	680-2 553 (600-2)

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

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ILS or LOC RWY 9
LAKELAND LINDER INTL (LAL)

LOC/DME I-LAL	APP CRS	Rwy ldg	8414
110.1	094°	TDZE	132
Chan 38		Apt Elev	142

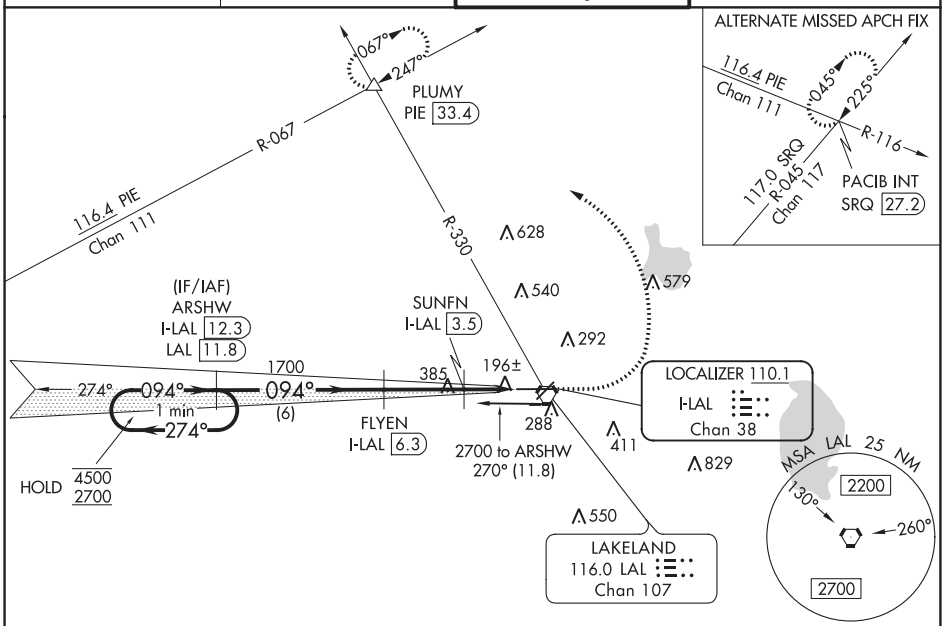
DME required.

Circling NA to Rwys 8 and 26.
RVR 1800 authorized with use of FD or AP or HUD to DA.

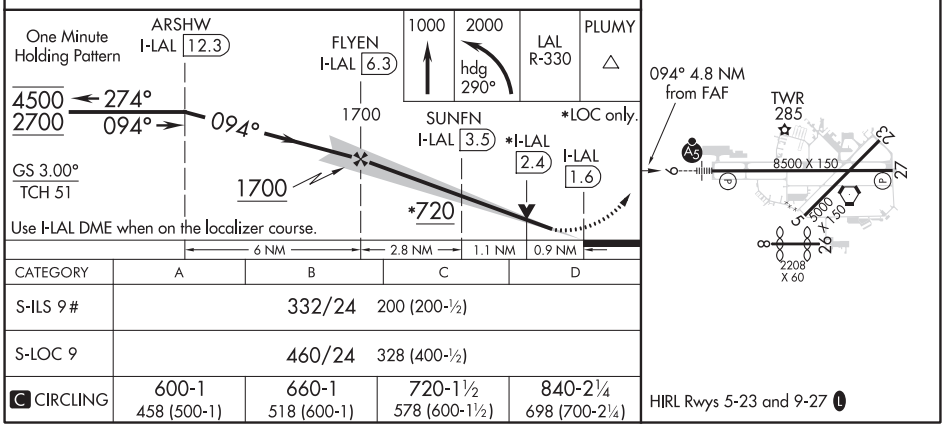
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on heading 290° and on LAL VORTAC R-330 to PLUMY INT/ PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER	GND CON
118.025	120.65 290.3	124.5 (CTAF) L 236.775	121.4



ELEV 142 D TDZE 132



CATEGORY	A	B	C	D
S-ILS 9 #	332/24 200 (200-½)			
S-LOC 9	460/24 328 (400-½)			
C CIRCLING	600-1 458 (500-1)	660-1 518 (600-1)	720-1½ 578 (600-1½)	840-2¼ 698 (700-2¼)

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LAKELAND, FLORIDA | AL-939 (FAA) | 20366

LOC/DME I-LAL 110.1 Chan 38	APP CRS 094°	Rwy ldg 8414 TDZE 132 Apt Elev 142

ILS RWY 9 (SA CAT I & II)
LAKELAND LINDER INTL (LAL)

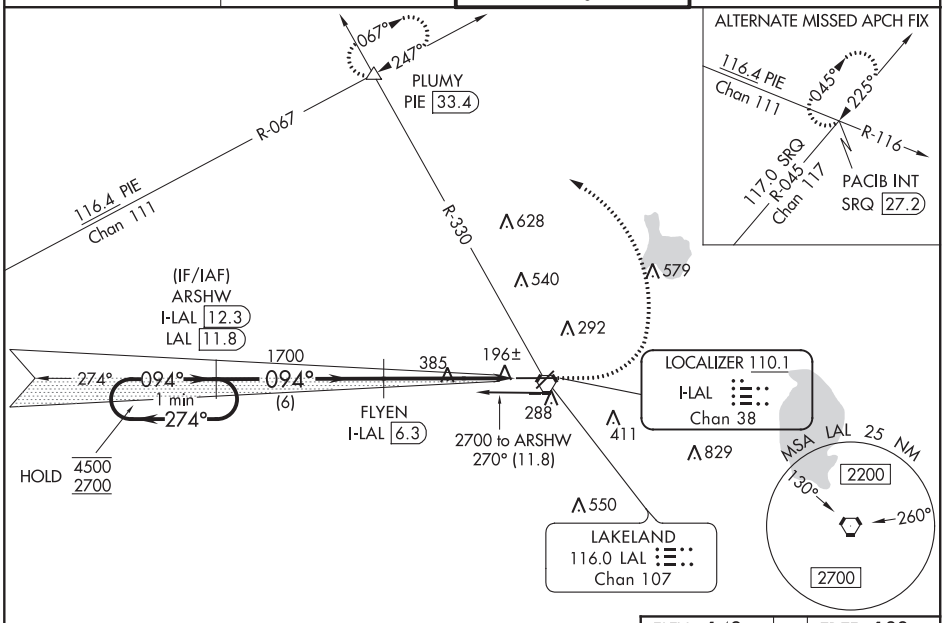
DME required.

SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to touchdown. Autopilot coupled approach NA.
SA CAT I/II: Procedure NA when tower closed.

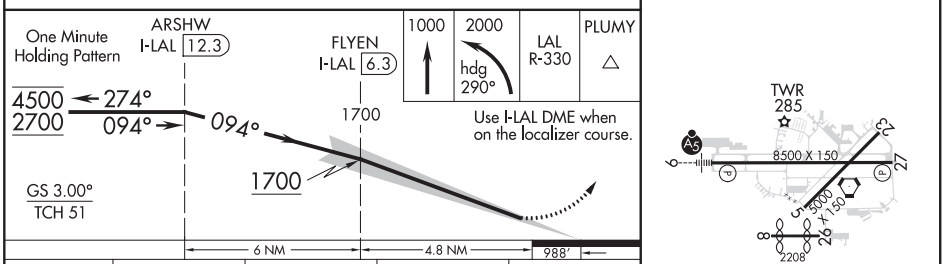
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on heading 290° and on LAL VORTAC R-330 to PLUMY INT/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER	GND CON
118.025	120.65 290.3	124.5 (CTAF) L 236.775	121.4



ELEV 142 | D | TDZE 132



CATEGORY	A	B	C	D
S-ILS 9	SA CAT I RA 152/14 150 DA 282			
S-ILS 9	SA CAT II RA 102/12 100 DA 232			

SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL Rwys 5-23 and 9-27 L

SE-3, 25 FEB 2021 to 22 APR 2021

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RNAV (GPS) RWY 5
LAKELAND LINDER INTL (LAL)

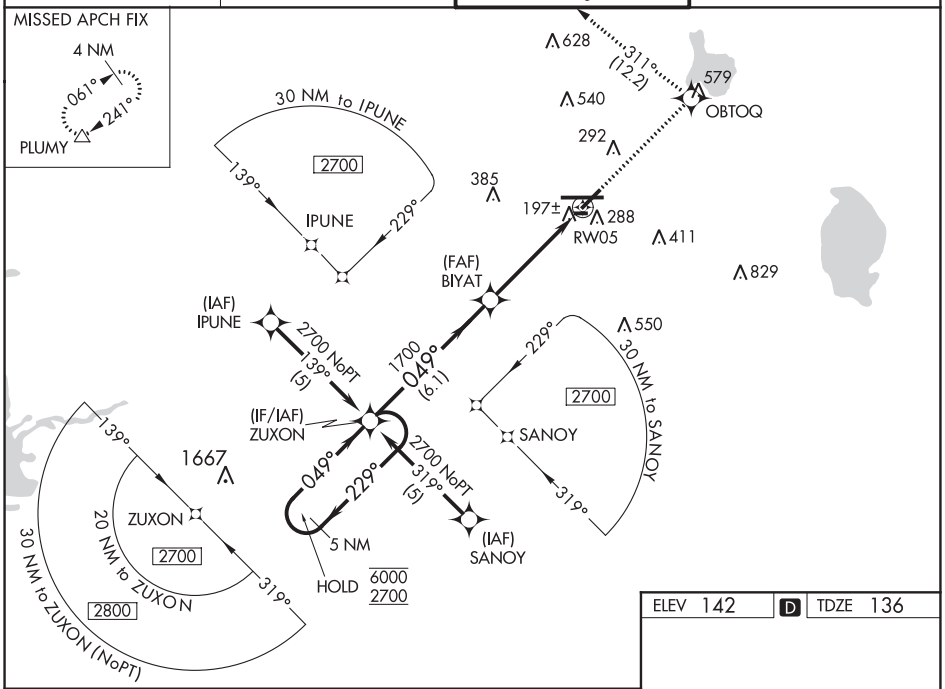
WAAS CH 42805 W05A	APP CRS 049°	Rwy ldg 5000 TDZE 136 Apt Elev 142

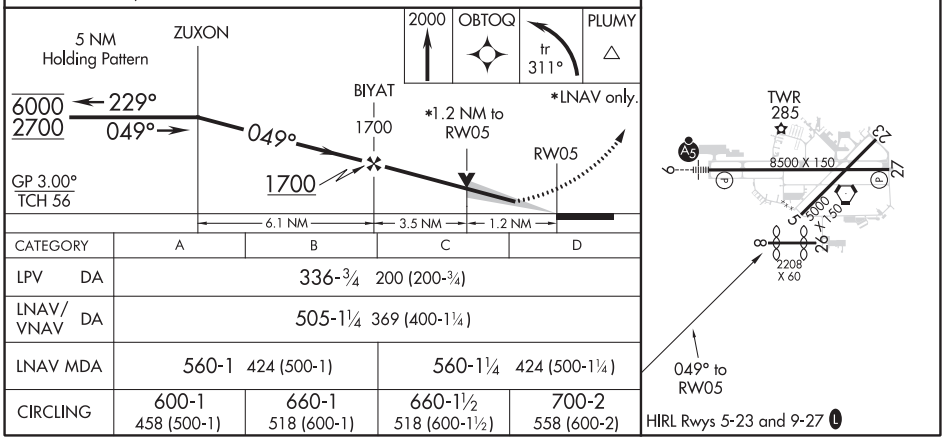
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Plant City altimeter setting and increase all DA/MDA 20 feet and LNAV Cat C/D visibility ⅛ SM. Baro-VNAV and VDP NA when using Plant City altimeter setting. Circling NA to Rwys 8, 26.

MISSED APPROACH: Climb to 2000 direct OBTOQ and left turn on track 311° to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER	GND CON
118.025	120.65 290.3	124.5 (CTAF) L 236.775	121.4





CATEGORY	A	B	C	D
LPV DA	336-¾ 200 (200-¾)			
LNAV/VNAV DA	505-1¼ 369 (400-1¼)			
LNAV MDA	560-1 424 (500-1)		560-1¼ 424 (500-1¼)	
CIRCLING	600-1 458 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

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WAAS CH 78305 W09A	APP CRS 094°	Rwy ldg 8414 TDZE 132 Apt Elev 142

RNAV (GPS) RWY 9
LAKELAND LINDER INTL (LAL)

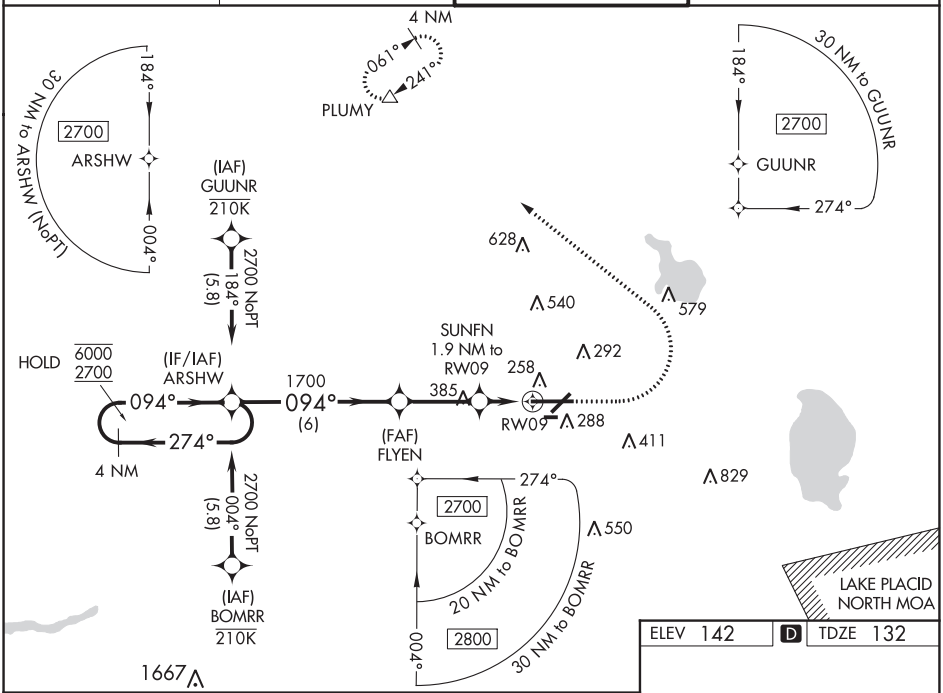
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Plant City altimeter setting. When local altimeter setting not received, use Plant City altimeter setting and increase all DA/MDA 20 feet, increase LNAV/VNAV all Cats visibility and LNAV Cats C/D visibility ⅛ SM. For inop ALS, increase LNAV Cats C/D visibility to 1⅛ SM. For inop ALS when using Plant City altimeter setting, increase LNAV/VNAV all Cats visibility to 1 SM. Circling NA to Rwys 8 and 26.

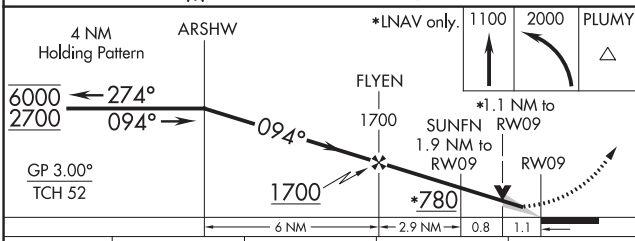
MALSR

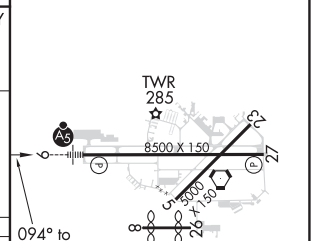
MISSED APPROACH: Climb to 1100 then climbing left turn to 2000 direct PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER	GND CON
118.025	120.65 290.3	124.5 (CTAF) L 236.775	121.4



ELEV 142 D TDZE 132





CATEGORY	A	B	C	D
LPV DA	332-½ 200 (200-½)			
LNAV/VNAV DA	439-½ 307 (300-½)			
LNAV MDA	520-½ 388 (400-½)		520-⅝ 388 (400-⅝)	
CIRCLING	600-1 458 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27 L

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WAAS CH 77805 W23A	APP CRS 229°	Rwy ldg 5000 TDZE 141 Apt Elev 142

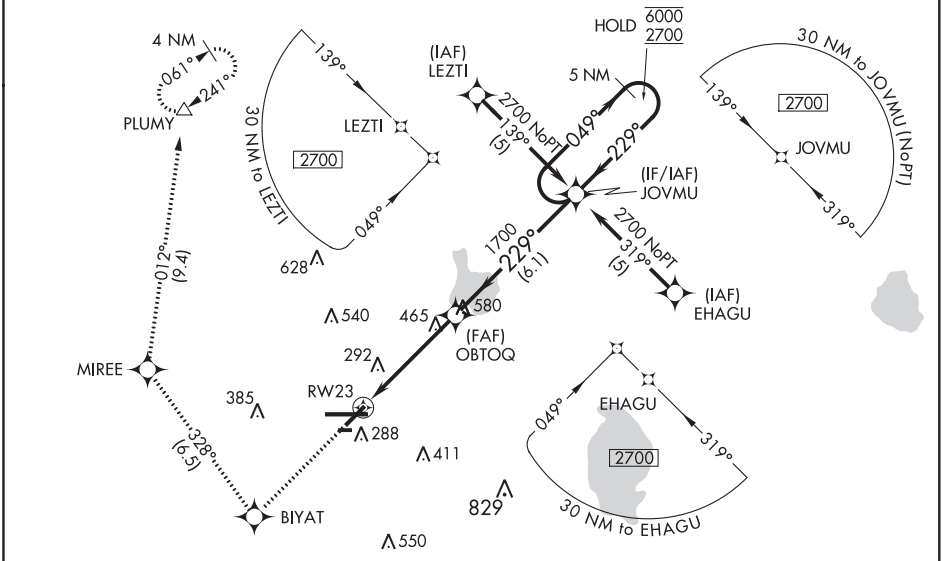
RNAV (GPS) RWY 23
LAKELAND LINDER INTL (LAL)

RNP APCH.

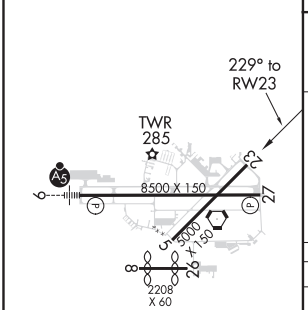
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Plant City altimeter setting and increase all DA/MDA 20 feet and increase LNAV Cat C/D and Circling Cat C visibility ⅛ SM. Baro-VNAV and VDP NA when using Plant City altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 8 and 26.

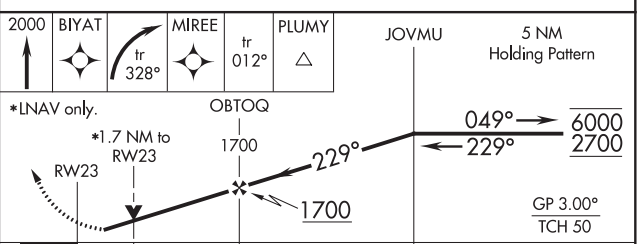
MISSED APPROACH: Climb to 2000 direct BIYAT and right turn on track 328° to MIREE then on track 012° to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER	GND CON
118.025	120.65 290.3	124.5 (CTAF) L 236.775	121.4



ELEV 142 D TDZE 141





CATEGORY	A	B	C	D
LPV DA	426-1 285 (300-1)			
LNAV/VNAV DA	480-1¼ 339 (400-1¼)			
LNAV MDA	720-1 579 (600-1)		720-1⅝ 579 (600-1⅝)	720-1¾ 579 (600-1¾)
CIRCLING	720-1 578 (600-1)		720-1⅝ 578 (600-1⅝)	720-2 578 (600-2)

HIRL Rwys 5-23 and 9-27 L

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LAKELAND, FLORIDA

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20366

RNAV (GPS) RWY 27
LAKELAND LINDER INTL (LAL)

WAAS CH 82605 W27A	APP CRS 274°	Rwy ldg 8499 TDZE 142 Apt Elev 142

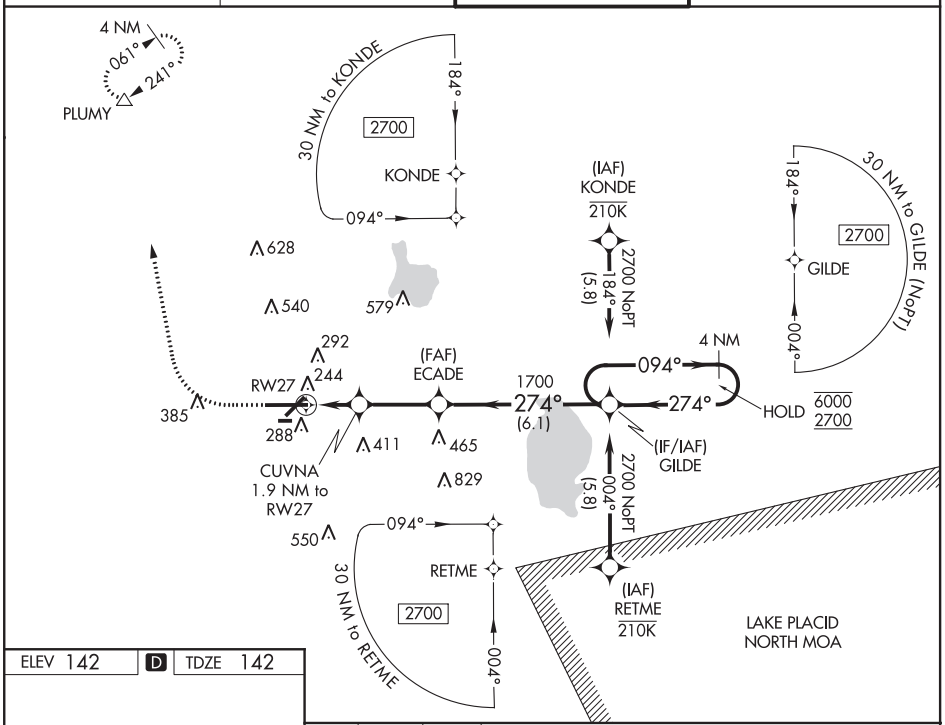
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

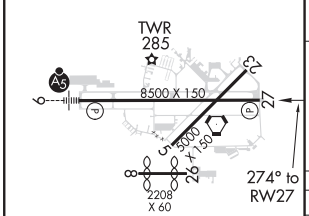
When local altimeter setting not received, use Plant City altimeter setting and increase all DA/MDA 20 feet, and increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/8 SM. Baro-VNAV and VDP NA when using Plant City altimeter setting. Circling NA to Rwys 8 and 26.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct PLUMY and hold.

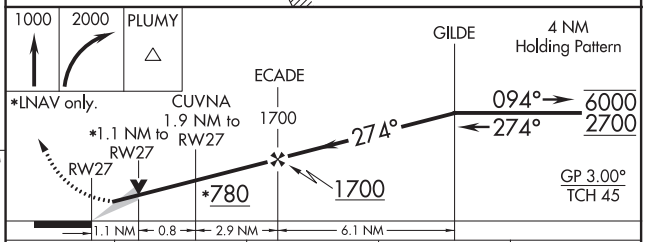
ATIS	TAMPA APP CON	LAKELAND TOWER	GND CON
118.025	120.65 290.3	124.5 (CTAF) L 236.775	121.4



ELEV 142 D TDZE 142



HIRL Rwys 5-23 and 9-27 L



CATEGORY	A	B	C	D
LPV DA	342-3/4 200 (200-3/4)			
LNAV/VNAV DA	455-1 313 (400-1)			
LNAV MDA	560-1 418 (500-1)		560-1 1/8 418 (500-1 1/8)	
CIRCLING	600-1 458 (500-1)	660-1 518 (600-1)	660-1 1/2 518 (600-1 1/2)	700-2 558 (600-2)

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VOR RWY 9
LAKELAND LINDER INTL (LAL)

VORTAC LAL 116.0 Chan 107	APP CRS 096°	Rwy ldg 8414 TDZE 132 Apt Elev 142

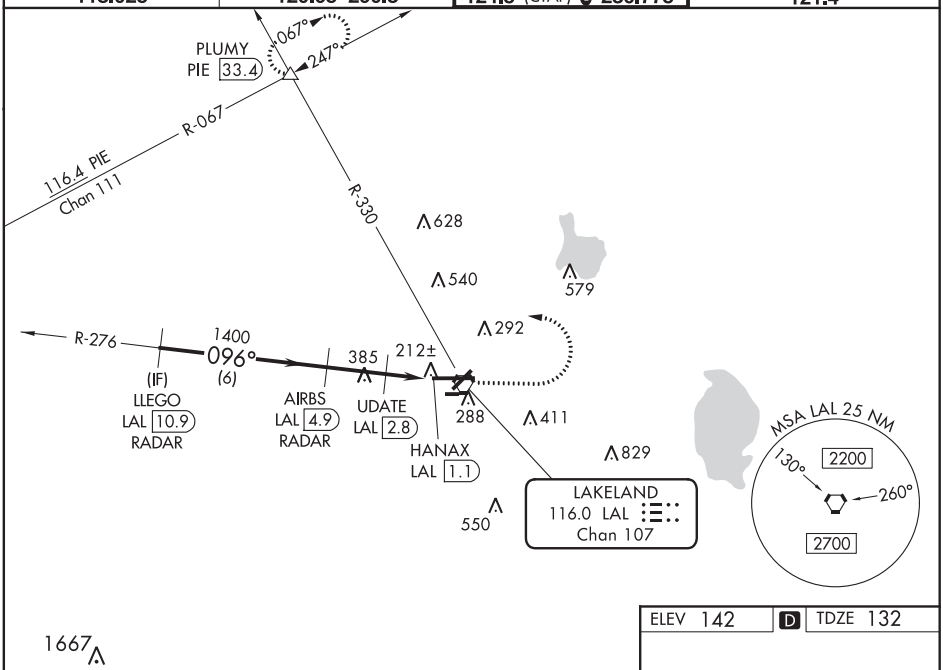
RADAR required for procedure entry. DME or RADAR required.

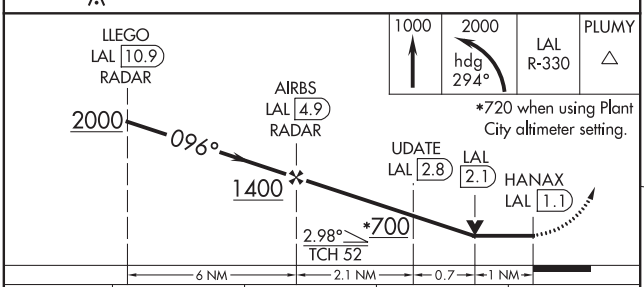
T A When local altimeter setting not received, use Plant City altimeter setting and increase all MDA 20 feet; increase Circling Cat C visibility ⅛ SM. VDP NA when using Plant City altimeter setting. For inop ALS, increase S-9 Cat C/D visibility to 1⅝ SM; increase UDATE Fix Minimums S-9 Cat C/D visibility to 1¾ SM. For inop ALS when using Plant City altimeter setting, increase UDATE Fix Minimums S-9 Cat C/D visibility to 1⅛ SM. Circling NA to Rwys 8 and 26.

MALSR A5

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on heading 294° and on LAL VORTAC R-330 to PLUMY INT/PIE 33.4 DME and hold.

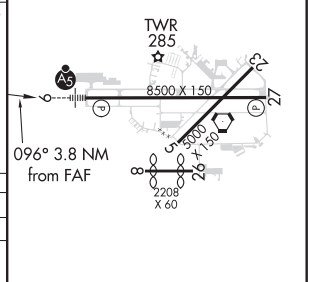
ATIS	TAMPA APP CON	LAKELAND TOWER	GND CON
118.025	120.65 290.3	124.5 (CTAF) L 236.775	121.4





CATEGORY	A	B	C	D
S-9	700-½ 568 (600-½)		700-1¼ 568 (600-1¼)	
CIRCLING	700-1 558 (600-1)		700-1½ 558 (600-1½)	700-2 558 (600-2)
UDATE FIX MINIMUMS				
S-9	500-½ 368 (400-½)		500-¾ 368 (400-¾)	
CIRCLING	600-1 458 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

ELEV 142 D TDZE 132



HIRL Rwys 5-23 and 9-27 L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

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LAKELAND, FLORIDA
Amdt 4E 28FEB19
27°59′N-82°01′W
LAKELAND LINDER INTL (LAL)
VOR RWY 9
271

LAKELAND, FLORIDA

AL-939 (FAA)

20366

VOR RWY 27

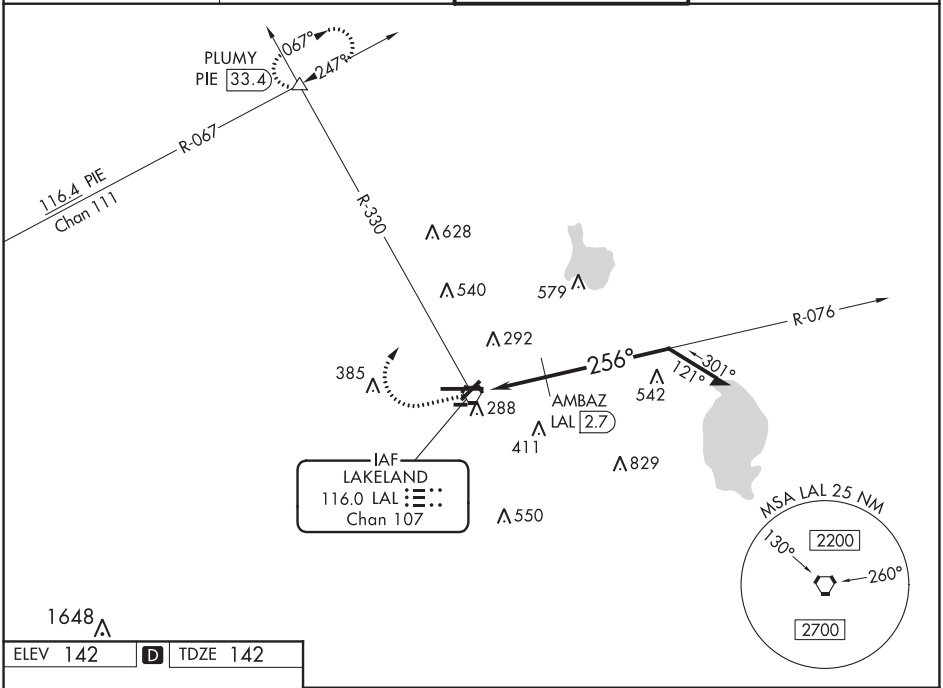
LAKELAND LINDER INTL (LAL)

VORTAC LAL 116.0 Chan 107	APP CRS 256°	Rwy ldg 8499 TDZE 142 Apt Elev 142

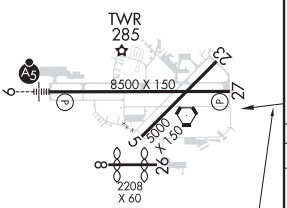
When local altimeter setting not received, use Plant City altimeter setting and increase all MDA 20 feet.
Circling NA to Rwys 8 and 26.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on heading 017° and on LAL VORTAC R-330 to PLUMY INT/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER	GND CON
118.025	120.65 290.3	124.5 (CTAF) L 236.775	121.4



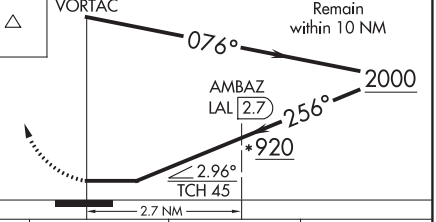
ELEV 142 | D | TDZE 142



HIRL Rwys 5-23 and 9-27 L

1000	2000	LAL R-330	PLUMY
	hdg 017°		△

*940 when using Plant City altimeter setting.



CATEGORY	A	B	C	D
S-27	920-1 778 (800-1)	920-1¼ 778 (800-1¼)	920-2½	778 (800-2½)
CIRCLING	920-1 778 (800-1)	920-1¼ 778 (800-1¼)	920-2½	778 (800-2½)
AMBAZ FIX MINIMUMS				
S-27	540-1	398 (400-1)	540-1⅛	398 (400-1⅛)
CIRCLING	600-1 458 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

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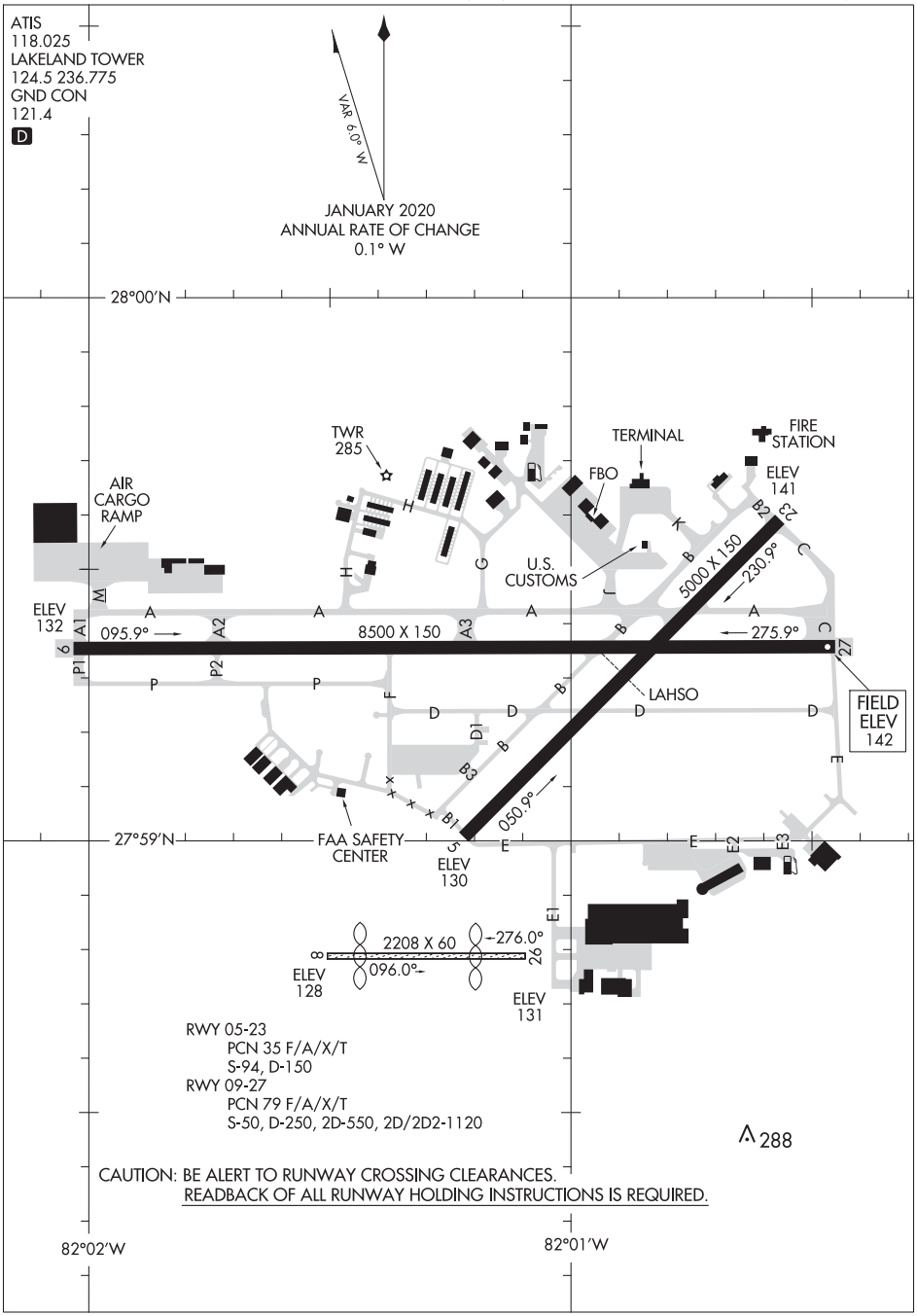


SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

LEESBURG, FLORIDA | AL-6676 (FAA) | 20366

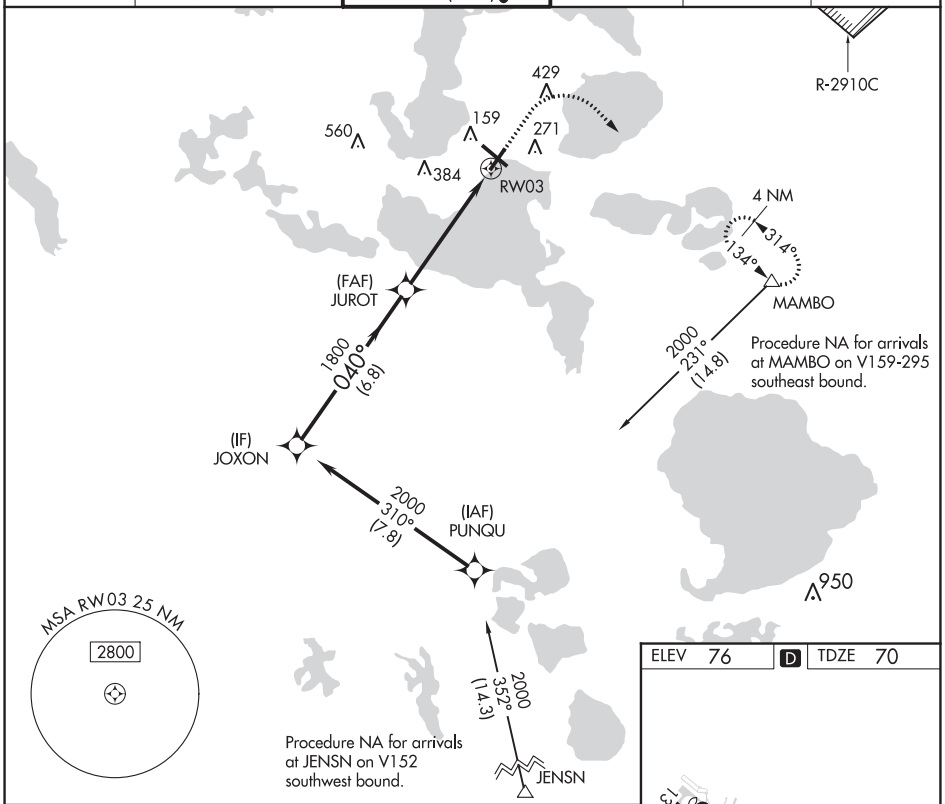
WAAS CH 93526 W03A	APP CRS 040°	Rwy ldg 4688 TDZE 70 Apt Elev 76

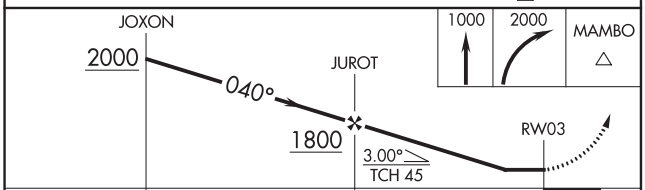
RNAV (GPS) RWY 3
LEESBURG INTL (LEE)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all MDA 100 feet; increase LP, LNAV Cats C/D visibility ⅜ mile, Circling Cats C/D visibility ¼ mile. When VGSI inop, Straight-in/Circling Rwy 3 procedure NA at night. When VGSI inop, Circling Rwy 21 NA at night.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct MAMBO and hold.

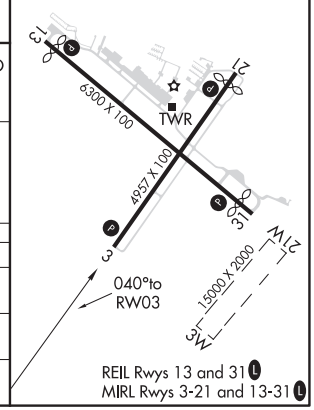
ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	135.3 351.9	119.35 (CTAF) L	121.725	121.725	122.725





CATEGORY	A	B	C	D
LP MDA	580-1 510 (600-1)		580-1⅜ 510 (600-1⅜)	
LNAV MDA	580-1 510 (600-1)		580-1⅜ 510 (600-1⅜)	
CIRCLING	700-1 624 (700-1)		700-1¾ 624 (700-1¾)	700-2 624 (700-2)

ELEV 76 | D | TDZE 70



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SE-3, 25 FEB 2021 to 22 APR 2021

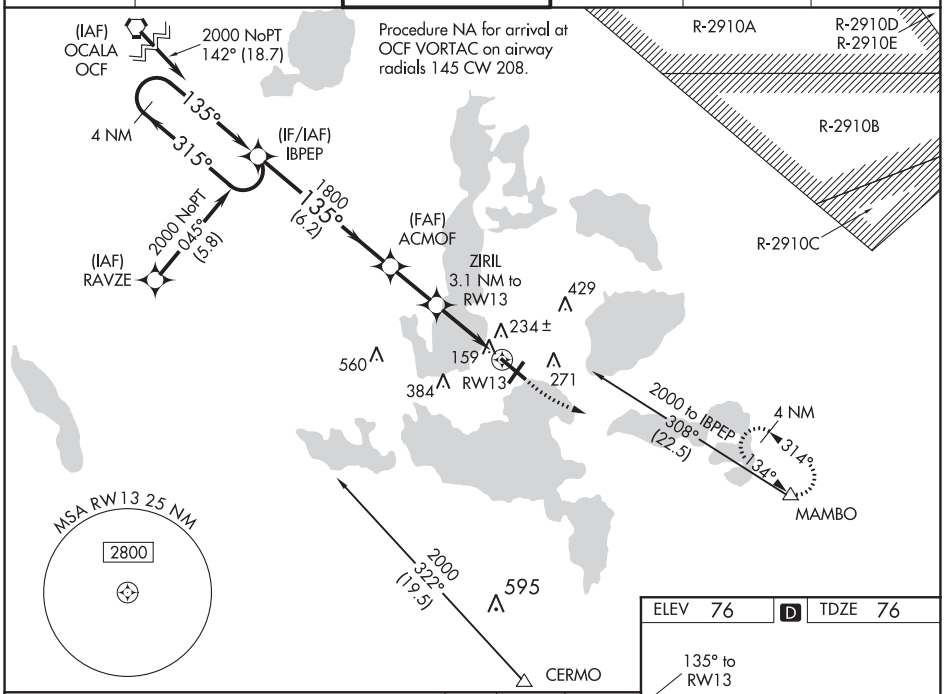
WAAS CH 77802 W13A	APP CRS 135°	Rwy ldg 5500 TDZE 76 Apt Elev 76

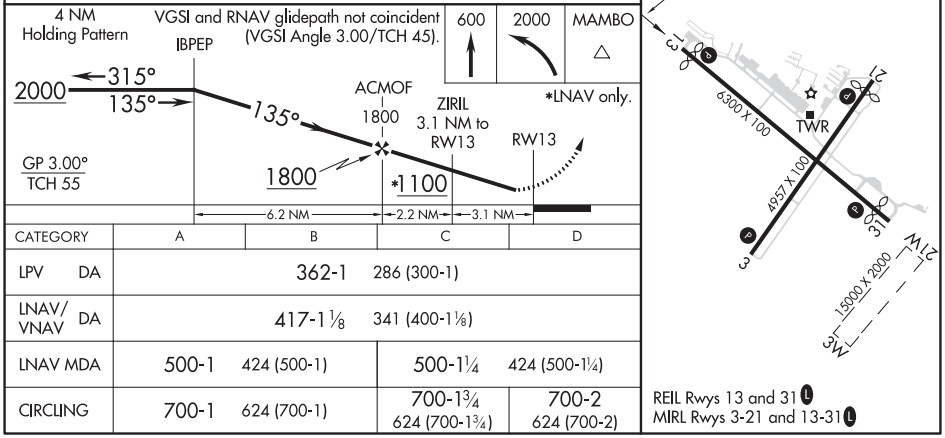
RNAV (GPS) RWY 13
LEESBURG INTL (LEE)

Baro-VNAV NA when using Orlando Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cat C and D visibility ¼ mile. When VGSI inop, Straight-in/Circling Rwy 13 procedure NA at night. When VGSI inop, Circling Rwy 3 and 21 NA at night.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct MAMBO and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	135.3 351.9	119.35 (CTAF) L	121.725	121.725	122.725





CATEGORY	A	B	C	D
LPV DA	362-1 286 (300-1)			
LNAV/VNAV DA	417-1⅛ 341 (400-1⅛)			
LNAV MDA	500-1 424 (500-1)		500-1¼ 424 (500-1¼)	
CIRCLING	700-1 624 (700-1)		700-1¾ 624 (700-1¾)	700-2 624 (700-2)

SE-3, 25 FEB 2021 to 22 APR 2021

LEESBURG, FLORIDA

AL-6676 (FAA)

20366

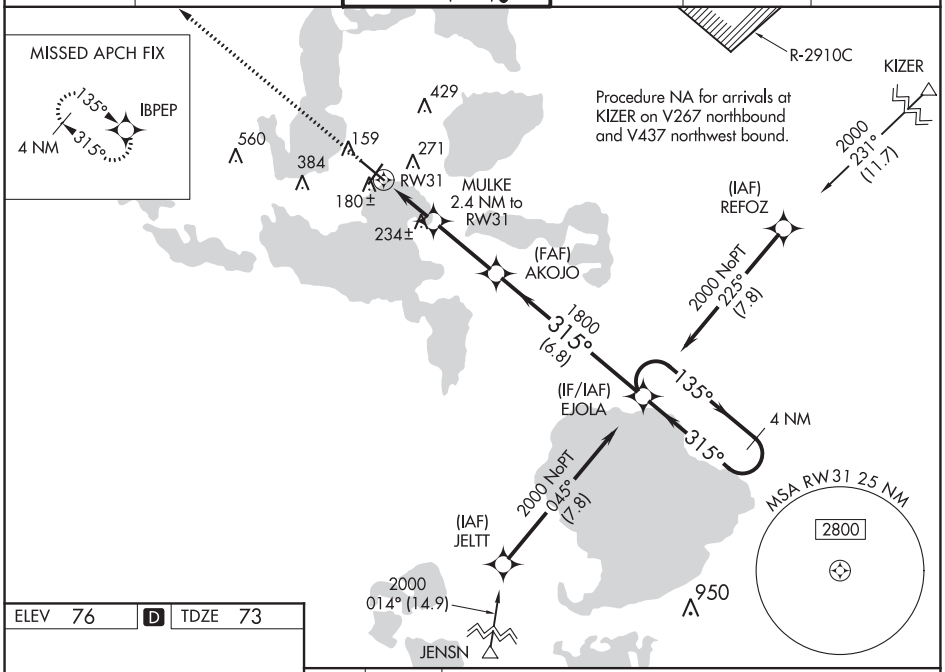
RNAV (GPS) RWY 31
LEESBURG INTL (LEE)

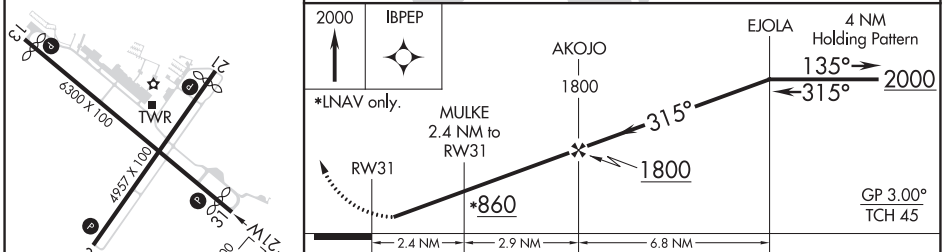
WAAS CH 97602 W31A	APP CRS 315°	Rwy ldg 5900 TDZE 73 Apt Elev 76

Baro-VNAV NA when using Orlando Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet; increase LPV all Cats visibility ⅛ mile, increase LNAV/VNAV all Cats, LNAV and Circling Cats C/D visibility ¼ mile. When VGSI inop, Straight-in/Circling Rwy 31 procedure NA at night. When VGSI inop, Circling Rwy 3 and 21 NA at night.

MISSED APPROACH: Climb to 2000 direct IBPEP and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	135.3 351.9	119.35 (CTAF) L	121.725	121.725	122.725





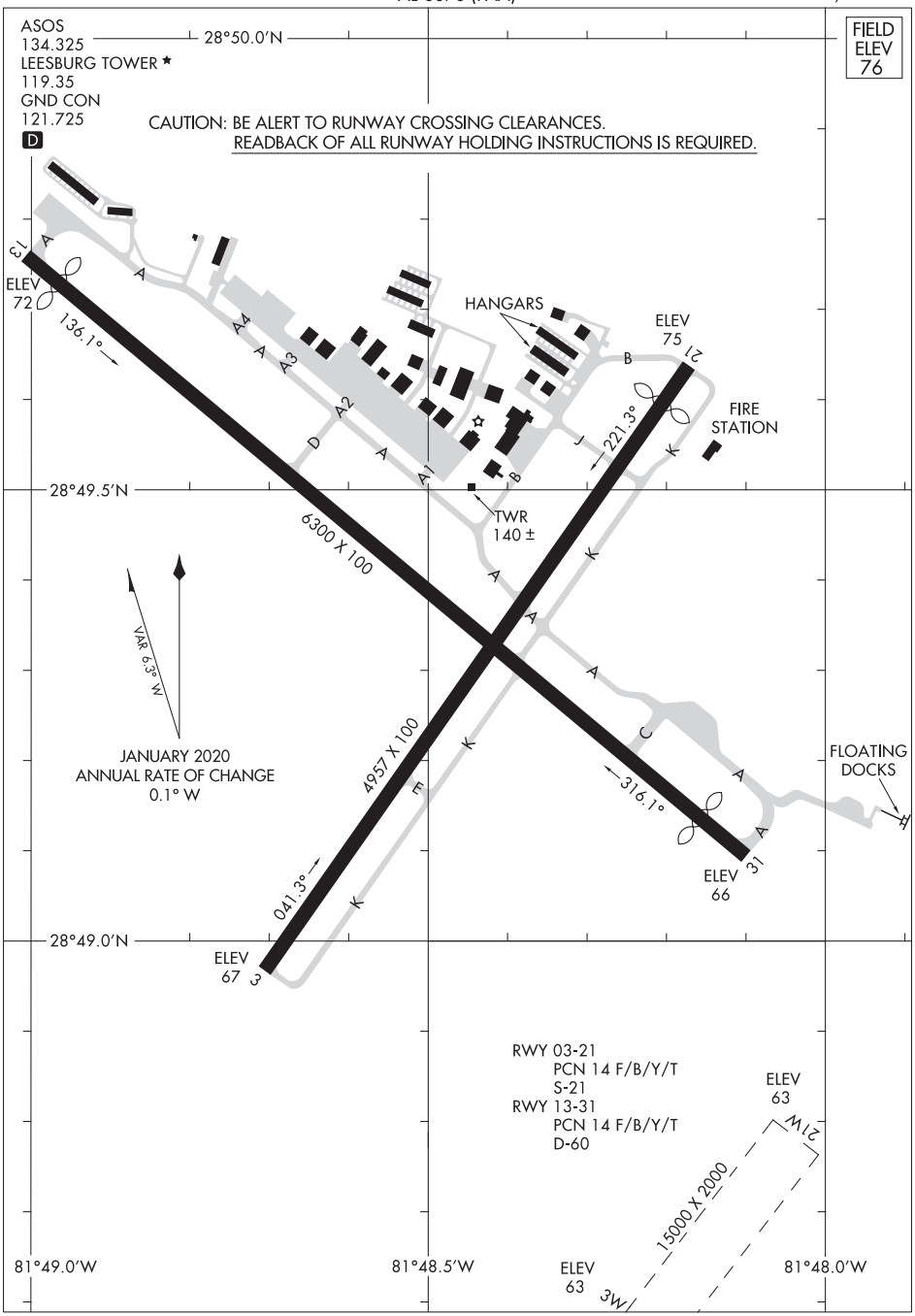
CATEGORY		A	B	C	D
LPV	DA	323-1 250 (300-1)			
LNAV/VNAV	DA	357-1 284 (300-1)			
LNAV MDA		500-1 427 (500-1)		500-1¼ 427 (500-1¼)	
CIRCLING		700-1 624 (700-1)		700-1¾ 624 (700-1¾)	700-2 624 (700-2)

REIL Rwys 13 and 31 L
MIRL Rwys 3-21 and 13-31 L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

AL-6676 (FAA)



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

LIVE OAK, FLORIDA | AL-9758 (FAA) | 19339

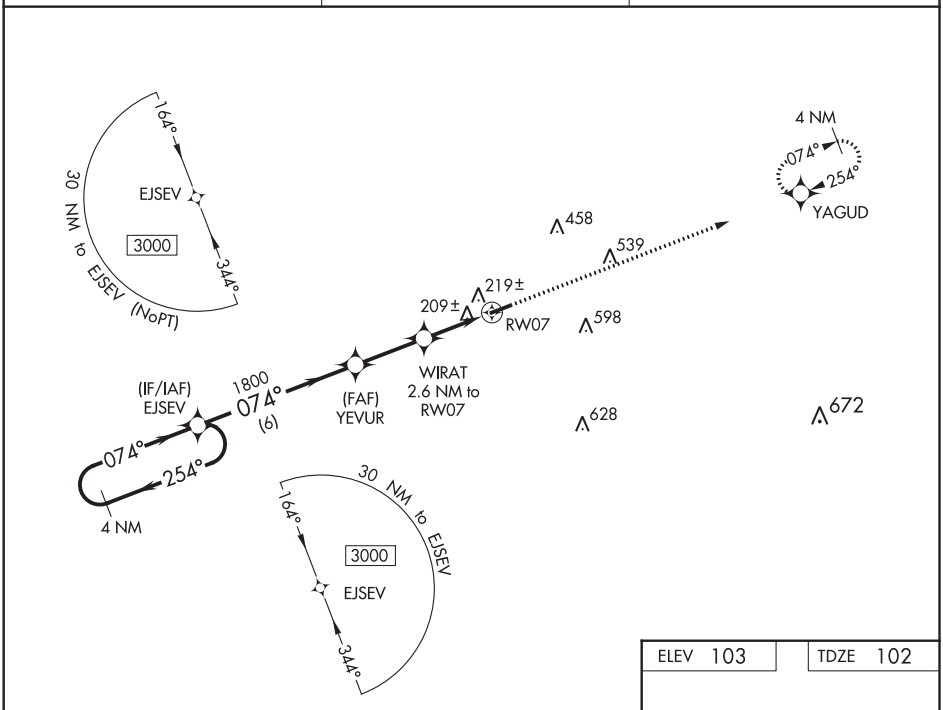
RNAV (GPS) RWY 7
SUWANNEE COUNTY (24J)

WAAS CH 63132 W07A	APP CRS 074°	Rwy ldg 4005 TDZE 102 Apt Elev 103

When local altimeter setting not received, use Perry altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

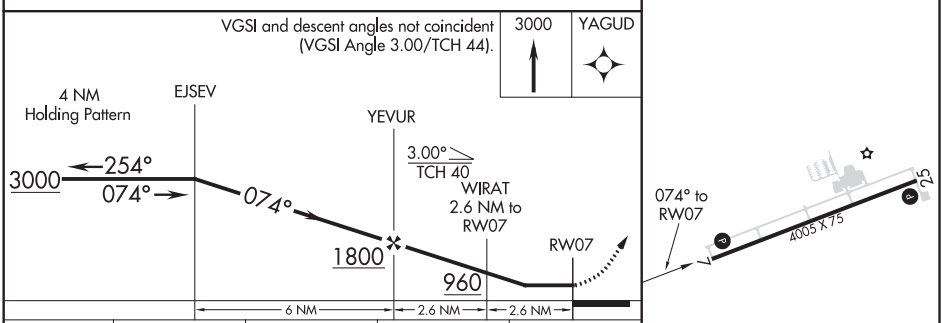
MISSED APPROACH: Climb to 3000 direct YAGUD and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.225	125.375 254.325	122.8 (CTAF) L



ELEV 103 | TDZE 102

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).



CATEGORY	A	B	C	D
LP MDA	460-1 358 (400-1)		NA	
LNAV MDA	480-1 378 (400-1)		NA	
C CIRCLING	560-1 457 (500-1)	600-1 497 (500-1)	NA	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 58232 W25A	APP CRS 254°	Rwy ldg 4005 TDZE 103 Apt Elev 103

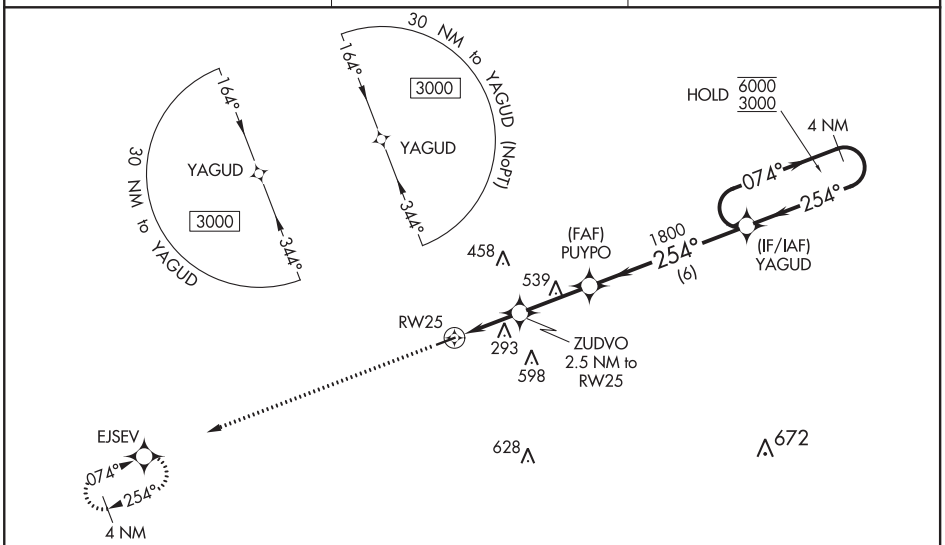
RNAV (GPS) RWY 25
SUWANNEE COUNTY (24J)

RNP APCH.

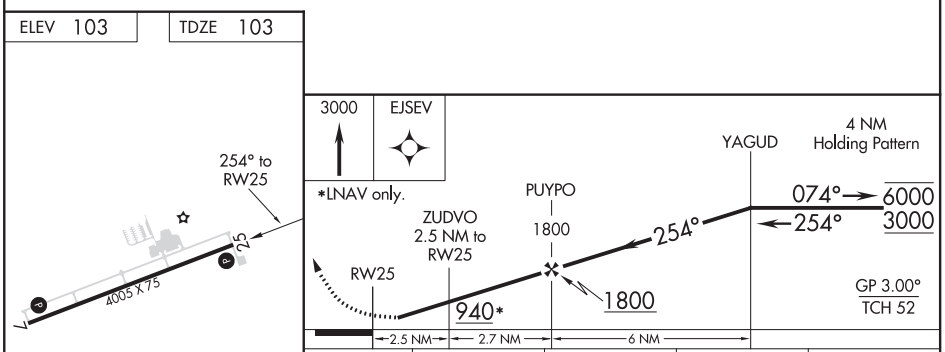
Procedure NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct EJSEV and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.225	125.375 254.325	122.8 (CTAF) L



ELEV 103 TDZE 103



CATEGORY	A	B	C	D
LPV DA	353-1 250 (300-1)		NA	
LNAV/VNAV DA	536-1½ 433 (500-1½)		NA	
LNAV MDA	560-1 457 (500-1)		NA	
C CIRCLING	560-1 457 (500-1)	600-1 497 (500-1)	NA	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

20366

TAMPA, FLORIDA

ILS or LOC RWY 5

LOC I-MCF	APCH CRS	Rwy ldg 11,421 TDZE 10 Arpt Elev 14
109.5	044°	

AL-418 [USAF]

MACDILL AFB (KMCF)

RADAR or DME required.

*When ALS inop, increase RVR to 40, vis to ¾ mile.
**When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1⅛ miles.

ALSF-1

† MISSED APPROACH: Climb to 2700 via MCF TACAN R-075 to MCF 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	120.175 294.7	118.575 275.8

***Circling not authorized NW of Rwy 5-23.

†RNAV or ATC RADAR required for missed approach.

CAUTION: LOC course offset 2.86° from the extended rwy centerline and intersects the rwy centerline 1834′ after the DA.

WARNING: Use extreme caution PETER O. KNIGHT airport 4 NM Northeast of MACDILL AFB.

PETER O KNIGHT

MCF 26 075° 265K 255° R-075 AGUSE MCF 22

MACDILL Chan 47 MCF

LOCALIZER 109.5 I-MCF LOC offset 2.86°

149

EMASE MCF 6.6 RADAR

224° 044°

(IAF/IF) MILNE MCF 15

175

044° 265K 224° R-224 MCF 19

Expect RADAR vectors around St. Petersburg landmass for noise abatement, unless otherwise requested by pilot.

MSA MCF 25 NM 2700

EMERG SAFE ALT 100 NM 3000

1700 MCF R-075	MCF R-075 8	2700 MCF 22

MILNE R-224 15 — EMASE 6.6 RADAR — 1600 — †† LOC only — ††2.9 — EMIPE 2.3 — TACAN

1600 224° 044° — 044° 1600 — 044°

GS 3.00° TCH 55

4.3 NM .5

ELEV 14 TDZE 10

offset LOC 29 TWR 97 11,421 x 151 161 102 044° 4.8 NM from FAF

HIRL Rwy 5-23

CATEGORY	A	B	C	D	E
S-ILS 5 *	260/24 250 (300-½)				
S-LOC 5 **	420/24 410 (500-½)		420/40 410 (500-¾)		
CIRCLING ***	500-1 486 (500-1)	540-1 526 (600-1)	540-1½ 526 (600-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

LOC FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

TAMPA, FLORIDA 27°51′N-82°31′W MACDILL AFB (KMCF)

Orig 31DEC20

ILS or LOC RWY 5

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

TAMPA, FLORIDA

ILS or LOC RWY 23

LOC I-GBZ	APCH CRS	Rwy ldg 11,421
111.7	229°	TDZE 14
		Arpt Elev 14

AL-418 [USAF]

MACDILL AFB (KMCF)

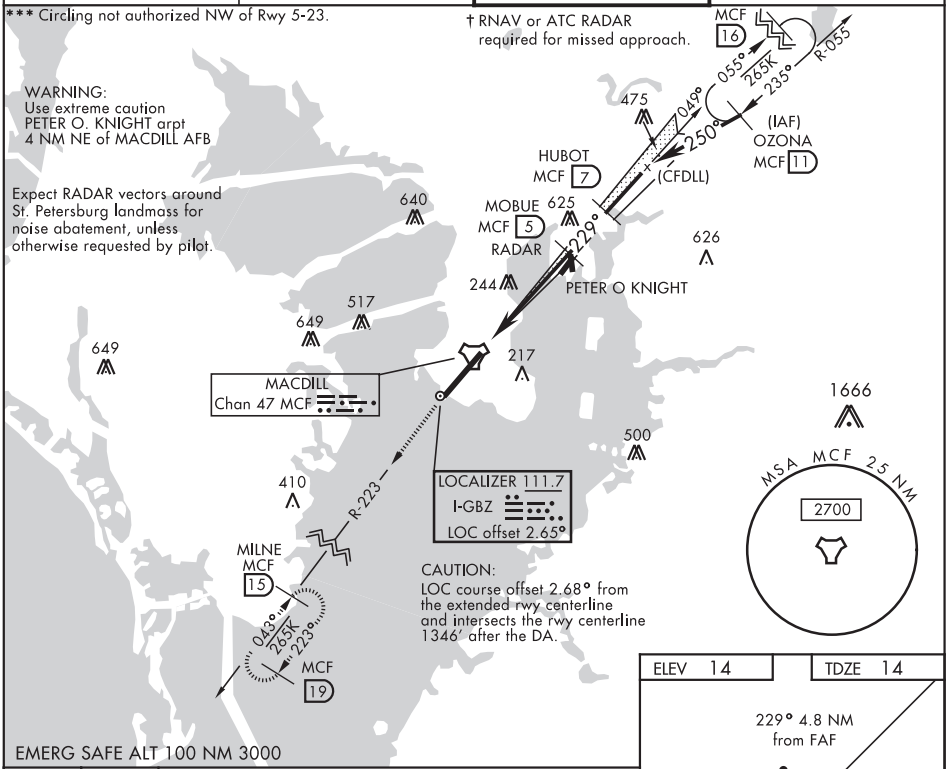
RADAR or DME required.

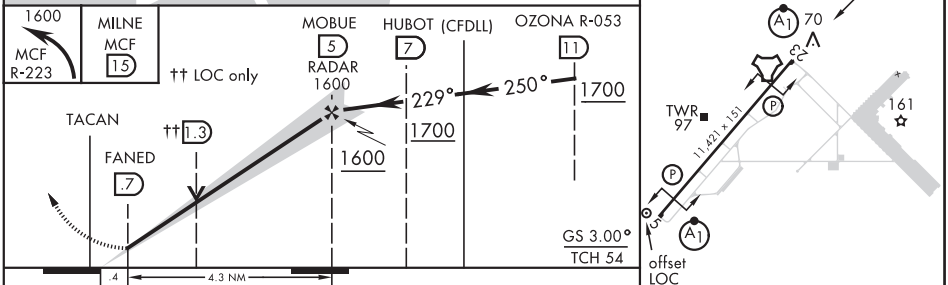
* When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1¼ miles.

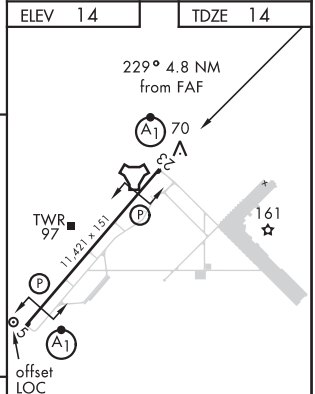
ALSF-1

† MISSED APPROACH: Climb to 1600 via MCF R-223 to MILNE and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	120.175 294.7	118.575 275.8







HIRL Rwy 5-23

CATEGORY	A	B	C	D	E
S-ILS 23 *	264/24 250 (300-½)				
S-LOC 23 **	440/24 426 (500-½)		440/40 426 (500-¾)		
CIRCLING ***	500-1 486 (500-1)	540-1 526 (600-1)	540-1½ 526 (600-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

LOC FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

TAMPA, FLORIDA 27°51'N-82°31'W MACDILL AFB (KMCF)

Orig 31DEC20

ILS or LOC RWY 23

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

20366

TAMPA, FLORIDA

RNAV (GPS) RWY 5

APCH CRS 044°	Rwy ldg 11,421 TDZE 10 Arpt Elev 14

AL-418 (USAF)

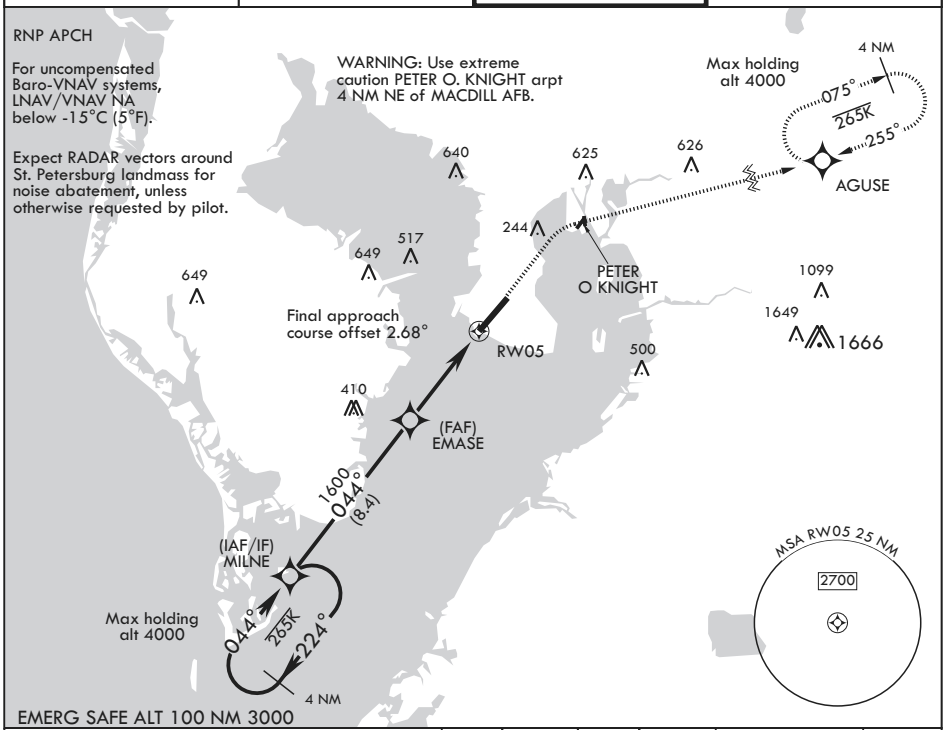
MACDILL AFB (KMCF)

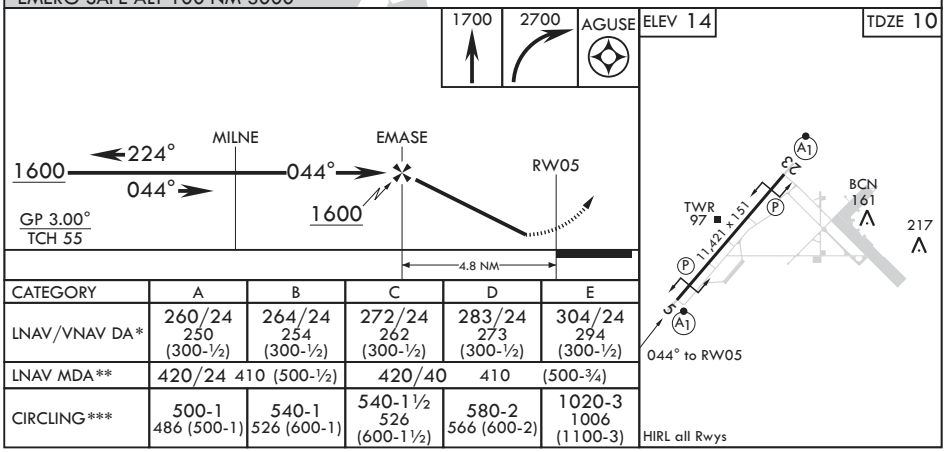
* When ALS inop, increase CAT AB RVR to 40, vis to 3/4 mile; CAT CDE RVR to 45, vis to 7/8 mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1 1/8 miles.
*** Circling not authorized NW of Rwy 5-23.

ALSF-1

MISSED APPROACH: Climb to 1700 then climbing right turn to 2700 direct AGUSE and hold.

ATIS	TAMPA APP CON	TOWER	GND CON
133.825 270.1	124.95 354.0	120.175 294.7	118.575 275.8





CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	260/24 250 (300-½)	264/24 254 (300-½)	272/24 262 (300-½)	283/24 273 (300-½)	304/24 294 (300-½)
LNAV MDA**	420/24 410 (500-½)		420/40 410 (500-¾)		
CIRCLING***	500-1 486 (500-1)	540-1 526 (600-1)	540-1½ 526 (600-1½)	580-2 566 (600-2)	1020-3 1006 (1100-3)

SE-3, 25 FEB 2021 to 22 APR 2021

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TAMPA, FLORIDA

RNAV (GPS) RWY 23

MACDILL AFB (KMCF)

APCH CRS	Rwy ldg	11,421
229°	TDZE	14
	Arpt Elev	14

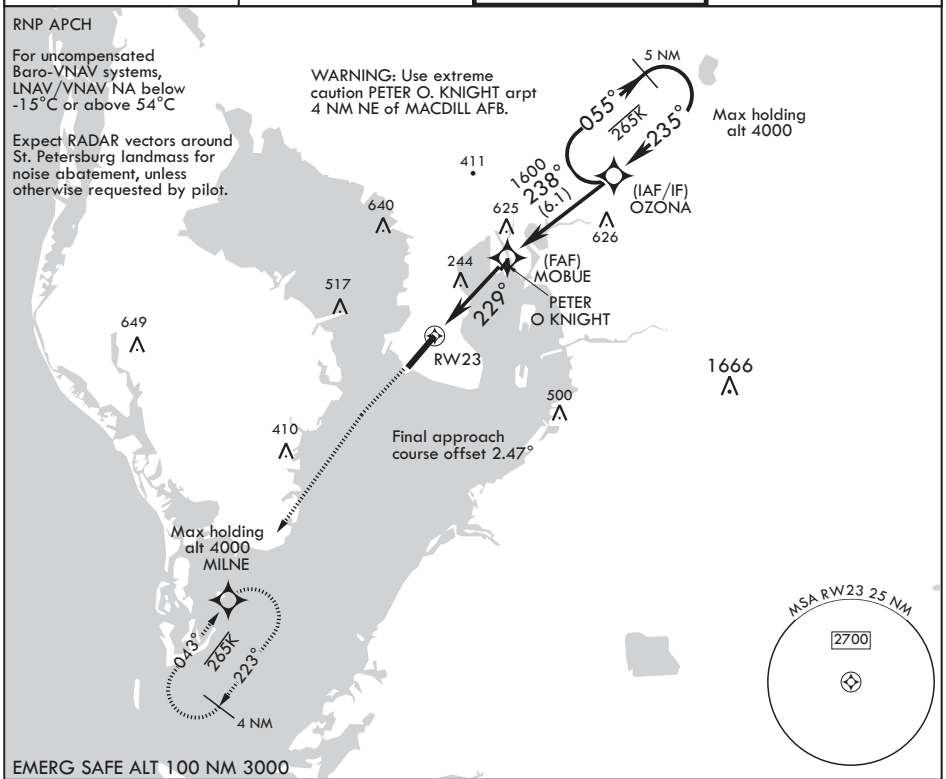
AL-418 (USAF)

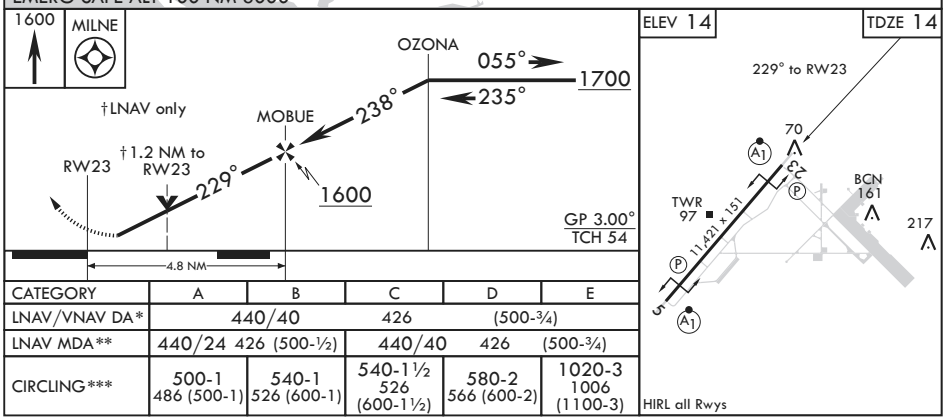
* When ALS inop, increase vis to 1 1/4 miles.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.
*** Circling not authorized NW of Rwy 5-23.

ALSF-1

MISSED APPROACH: Climb to 1600, then climbing left turn to 1600 direct MILNE and hold.

ATIS	TAMPA APP CON	TOWER	GND CON
133.825 270.1	124.95 354.0	120.175 294.7	118.575 275.8





CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	440/40		426	(500-¾)	
LNAV MDA**	440/24	426 (500-½)	440/40	426	(500-¾)
CIRCLING***	500-1 486 (500-1)	540-1 526 (600-1)	540-1½ 526 (600-1½)	580-2 566 (600-2)	1020-3 1006 (1100-3)

TAMPA, FLORIDA

Orig 31DEC20

27°51'N - 82°31'W

MACDILL AFB (KMCF)

RNAV (GPS) RWY 23

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20366

TAMPA, FLORIDA

TACAN RWY 5

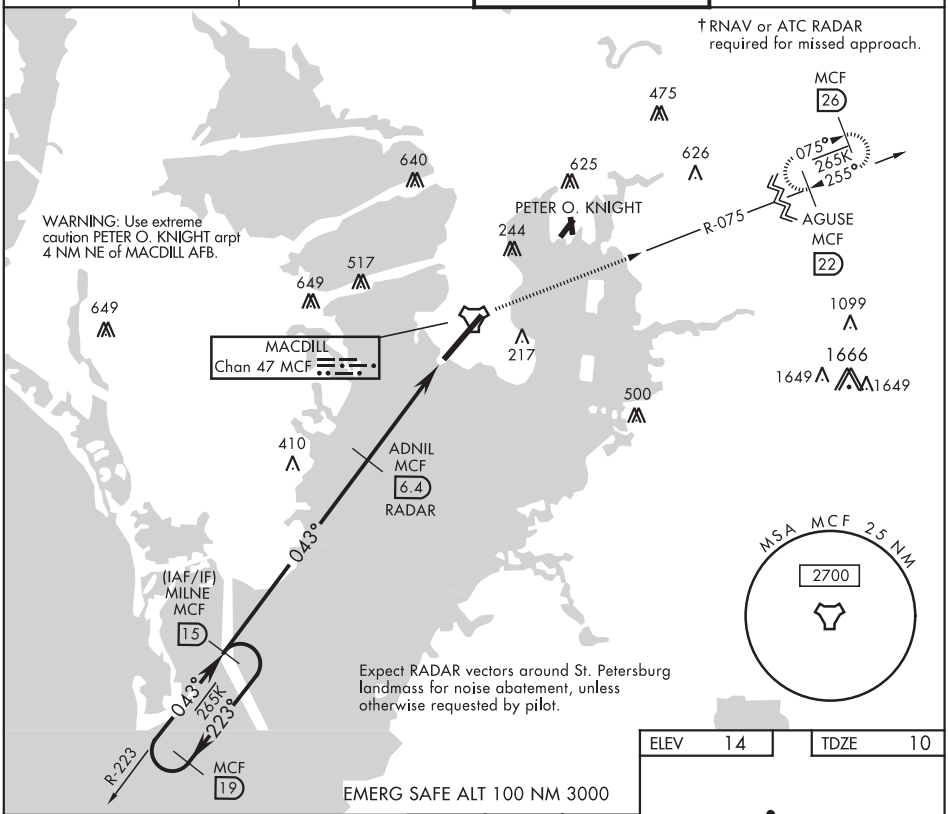
TACAN MCF Chan 47	APCH CRS 043°	Rwy ldg 11,421 TDZE 10 Arpt Elev 14	AL-418 [USAF]	MACDILL AFB (KMCF)

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1⅛ miles.
** Circling not authorized NW of Rwy 5-23.

ALSF-1

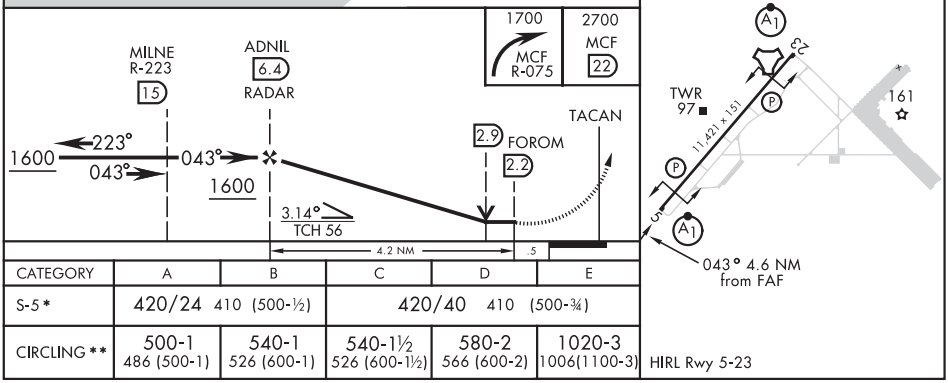
† MISSED APPROACH: Climb to 2700 via MCF R-075 to 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	120.175 294.7	118.575 275.8



EMERG SAFE ALT 100 NM 3000

ELEV 14	TDZE 10



CATEGORY	A	B	C	D	E
S-5*	420/24 410 (500-½)		420/40 410 (500-¾)		
CIRCLING**	500-1 486 (500-1)	540-1 526 (600-1)	540-1½ 526 (600-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

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TAMPA, FLORIDA

TACAN RWY 23

TACAN MCF Chan **47**	APCH CRS **240°**	Rwy ldg **11,421** TDZE **14** Arpt Elev **14**

AL-418 (USAF)

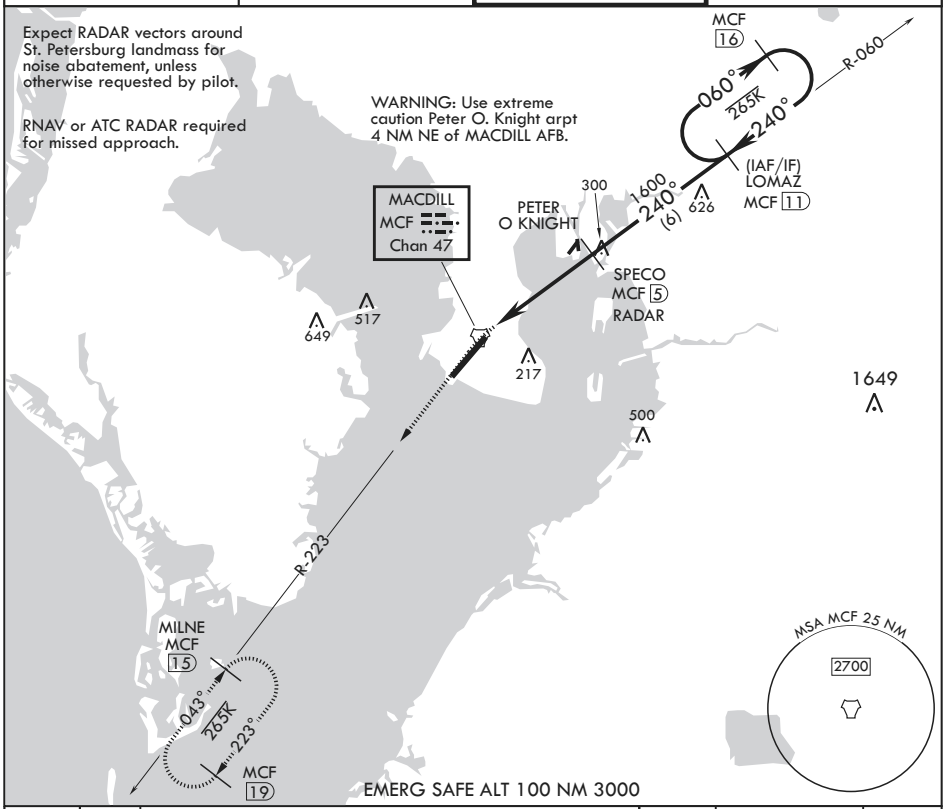
MACDILL AFB (KMCF)

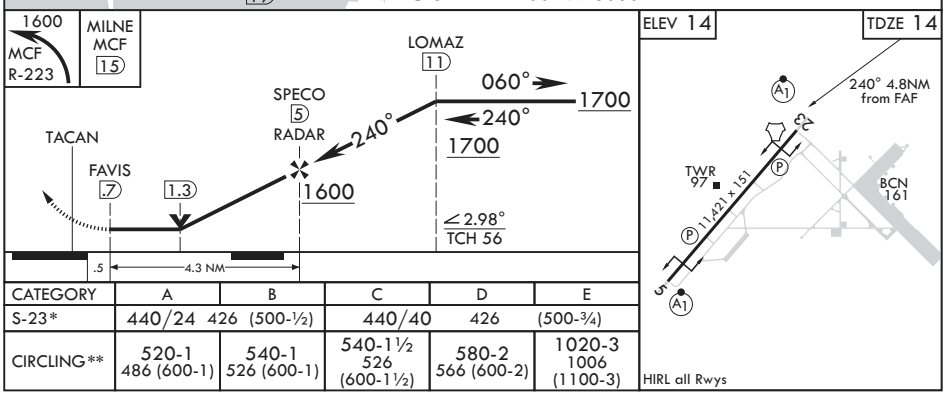
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.
** Circling not authorized NW of Rwy 5-23.

ALSF-1

MISSED APPROACH: Climb to 1600 via MCF TACAN R-223 to MILNE and hold.

ATIS	TAMPA APP CON	TOWER	GND CON
133.825 270.1	**124.95 354.0**	**120.175 294.7**	**118.575 275.8**





CATEGORY	A	B	C	D	E
S-23*	440/24	426 (500-½)	440/40	426	(500-¾)
CIRCLING**	520-1 486 (600-1)	540-1 526 (600-1)	540-1½ 526 (600-1½)	580-2 566 (600-2)	1020-3 1006 (1100-3)

TAMPA, FLORIDA

Orig 31DEC20

27°51'N - 82°31'W

MACDILL AFB (KMCF)

TACAN RWY 23

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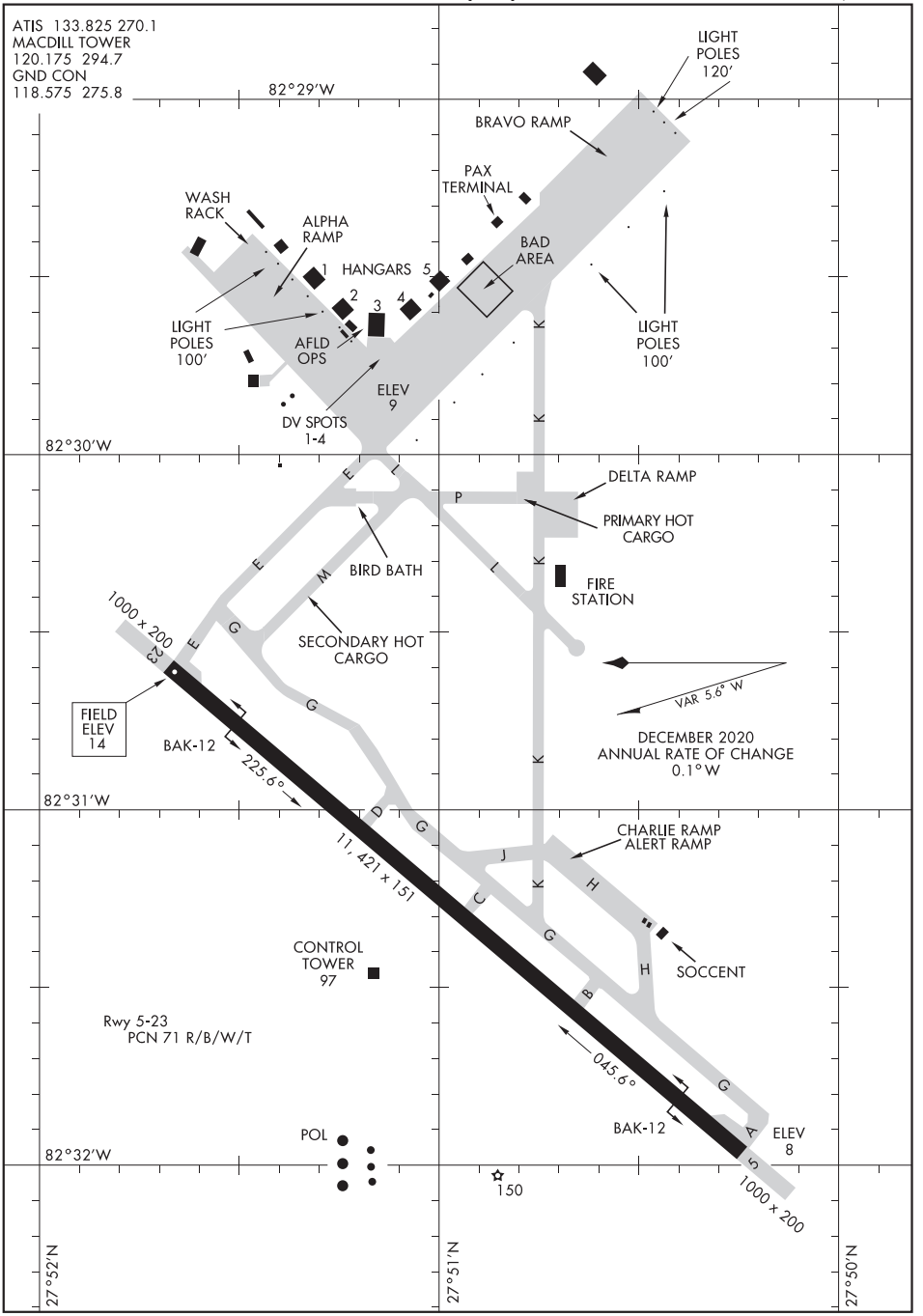
21028

AIRPORT DIAGRAM

MACDILL AFB (KMCF)

AFD-418 [USAF]

TAMPA, FLORIDA



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AIRPORT DIAGRAM

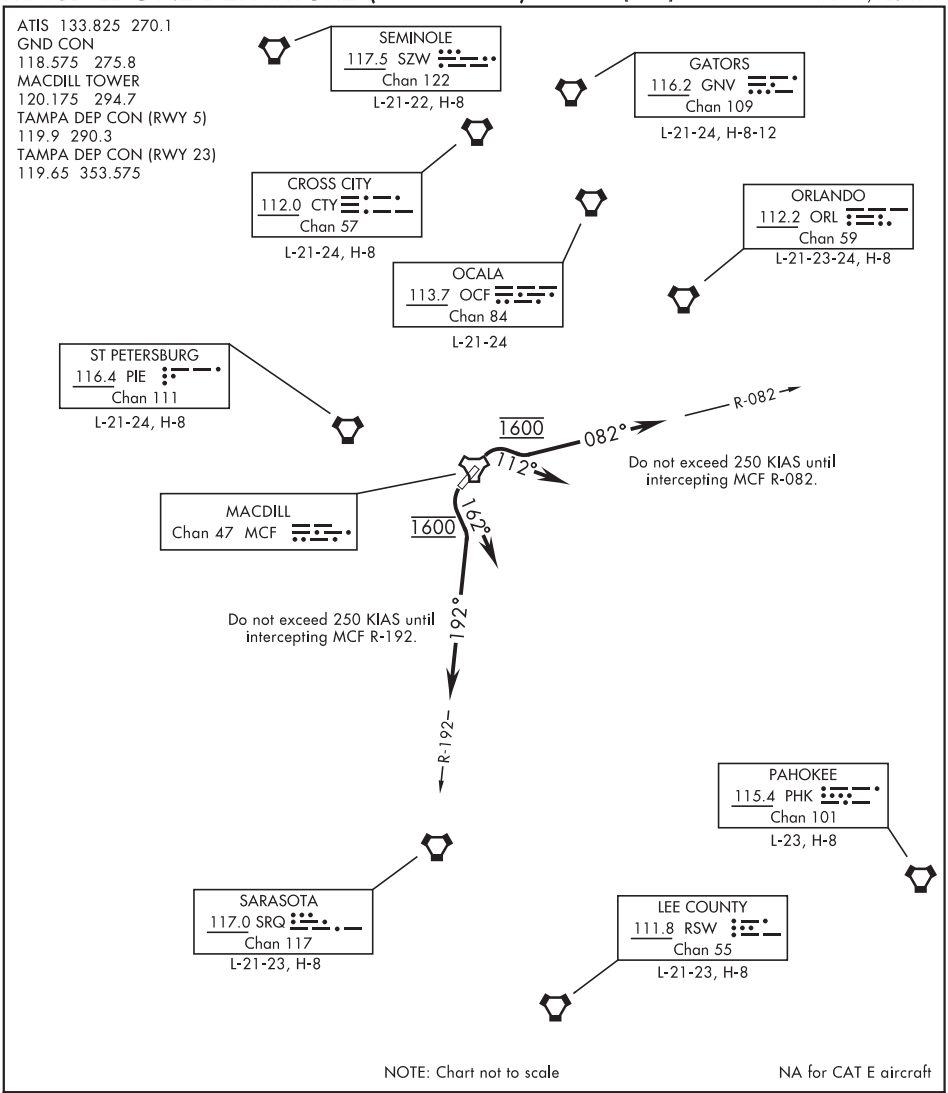
TAMPA, FLORIDA

MACDILL AFB (KMCF)

MACDILL ONE DEPARTURE (MCF1•MCF)

AL-418 [USAF]

TAMPA, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climbing right turn heading 112°, maintain 1600, intercept MCF R-082 outbound, expect RADAR vectors. Expect clearence to filed altitude within 10 min after departure.

TAKE-OFF RWY 23: Climbing left turn heading 162°, maintain 1600, intercept MCF R-192 outbound, expect RADAR vectors. Expect clearence to filed altitude within 10 min after departure.

SE-3, 25 FEB 2021 to 22 APR 2021

MARATHON, FLORIDA

AL-6394 (FAA)

20142

RNAV (GPS) RWY 7

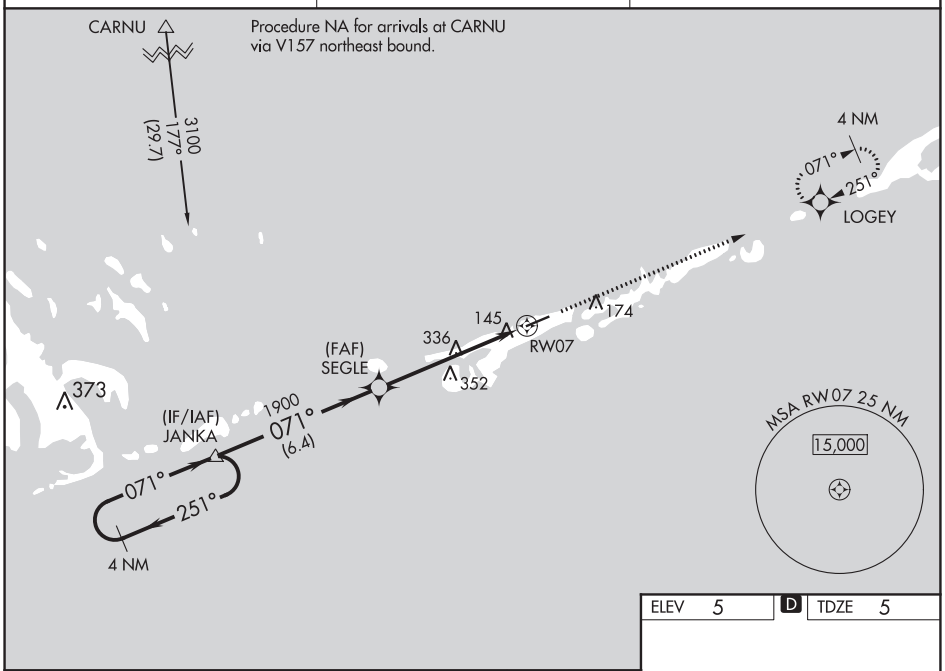
THE FLORIDA KEYS MARATHON INTL (MTH)

WAAS CH 99605 W07A	APP CRS 071°	Rwy ldg 5008 TDZE 5 Apt Elev 5

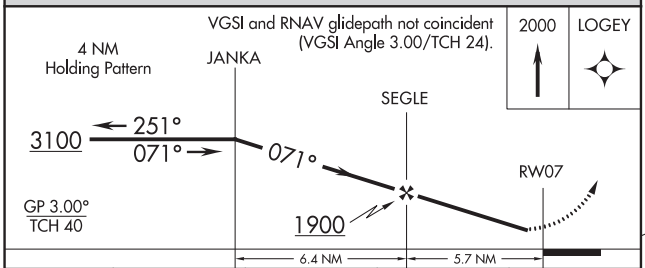
T A W Baro-VNAV NA when using Key West Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Key West Intl altimeter setting and increase all DAs 93 feet, increase all MDAs 100 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ½ mile, and Circling Cat C visibility ½ mile, Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct LOGEY and hold.

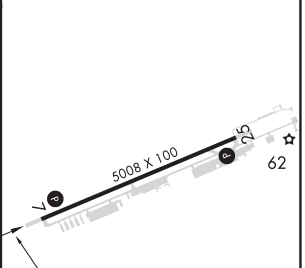
ASOS	MIAMI CENTER	UNICOM
135.525	133.5 306.9	122.975 (CTAF) L



ELEV 5 | D | TDZE 5



CATEGORY	A	B	C	D
LPV DA	389-1¼ 384 (400-1¼)			
LNAV/VNAV DA	441-1½ 436 (500-1½)			
LNAV MDA	600-1 595 (600-1)		600-1½ 595 (600-1½)	600-1¾ 595 (600-1¾)
CIRCLING	600-1 595 (600-1)		600-1½ 595 (600-1½)	600-2 595 (600-2)



REIL Rwy 7 L
MIRL Rwy 7-25 L

SE-3, 25 FEB 2021 to 22 APR 2021

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RNAV (GPS) RWY 25

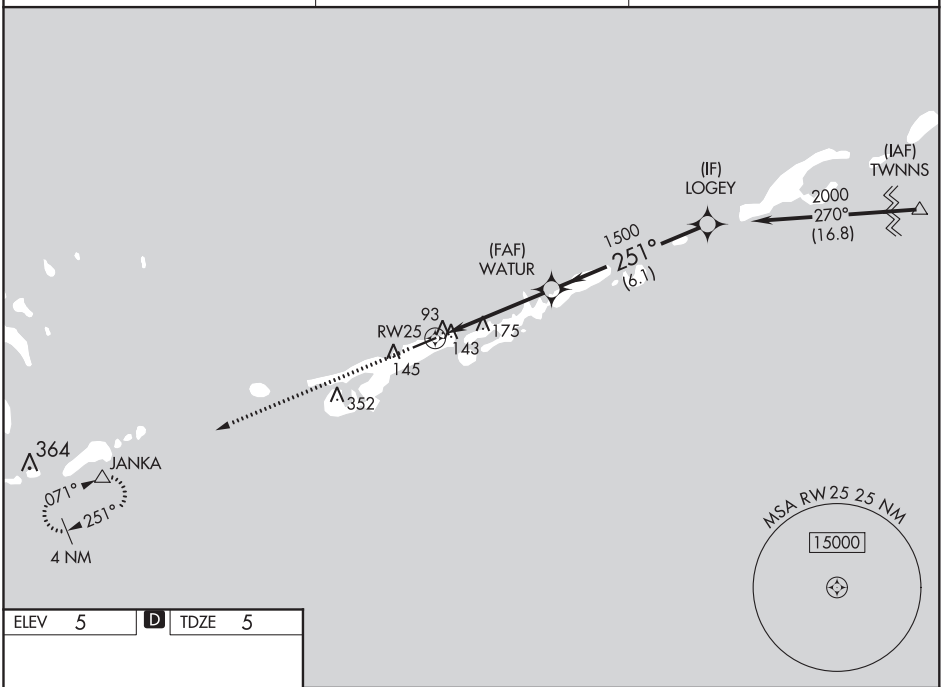
THE FLORIDA KEYS MARATHON INTL (MTH)

WAAS CH 58312 W25A	APP CRS 251°	Rwy ldg 5008 TDZE 5 Apt Elev 5

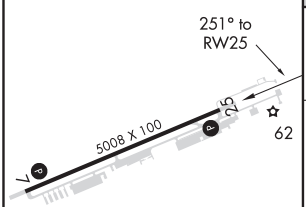
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Key West Intl altimeter setting and increase all DA 93 feet and MDA 100 feet, and increase LPV all Cats visibility ½ mile; LNAV/VNAV all Cats visibility ¼ mile; LNAV Cats C and D visibility ¼ mile and increase Circling Cat D visibility ¼ mile. Baro-VNAV NA below -15°C (5°F) and above 48°C (118°F). Baro-VNAV NA when using Key West Intl altimeter setting.

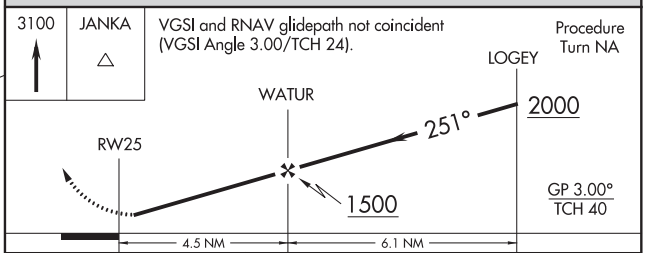
MISSED APPROACH: Climb to 3100 direct JANKA and hold.

ASOS	MIAMI CENTER	UNICOM
135.525	133.5 306.9	122.975 (CTAF) L



ELEV 5 | D | TDZE 5





CATEGORY		A	B	C	D
LPV	DA	315-1 310 (400-1)			
LNAV/VNAV	DA	404-1½ 399 (400-1½)			
LNAV	MDA	440-1 435 (500-1)		440-1¼ 435 (500-1¼)	440-1½ 435 (500-1½)
CIRCLING		460-1 455 (500-1)		460-1½ 455 (500-1½)	580-2 575 (600-2)

REIL Rwy 7 L
MIRL Rwy 7-25 L

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MARATHON, FLORIDA | AL-6394 (FAA) | 20142

NDB-A

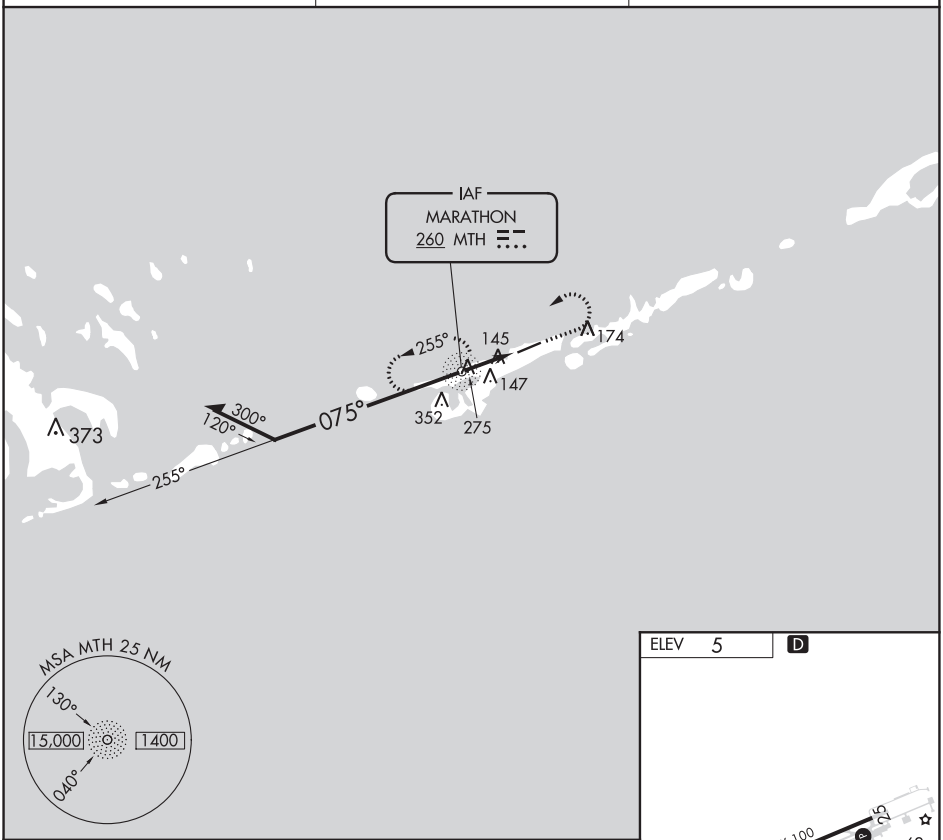
THE FLORIDA KEYS MARATHON INTL (MTH)

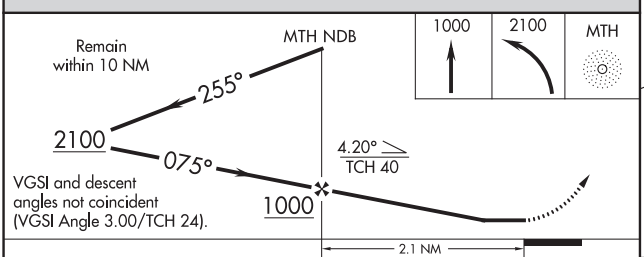
NDB MTH	APP CRS	Rwy ldg / TDZE / Apt Elev
260	075°	N/A / N/A / 5

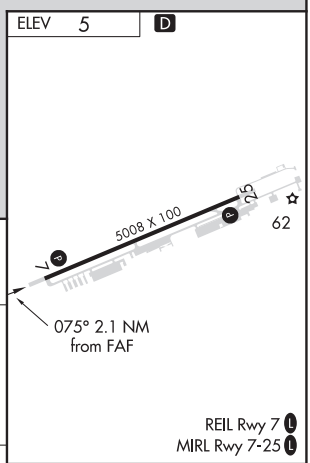
Helicopter visibility reduction below ¾ SM NA.
When local altimeter setting not received, use Key West Intl altimeter setting and increase all MDAs 100 feet and Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct MTH NDB and hold.

ASOS	MIAMI CENTER	UNICOM
135.525	133.5 306.9	122.975 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	460-1 455 (600-1)		460-1½ 455 (500-1½)	580-2 575 (600-2)

FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

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WAAS CH 93516 W17A	APP CRS 171°	Rwy ldg 5000 TDZE 5 Apt Elev 5

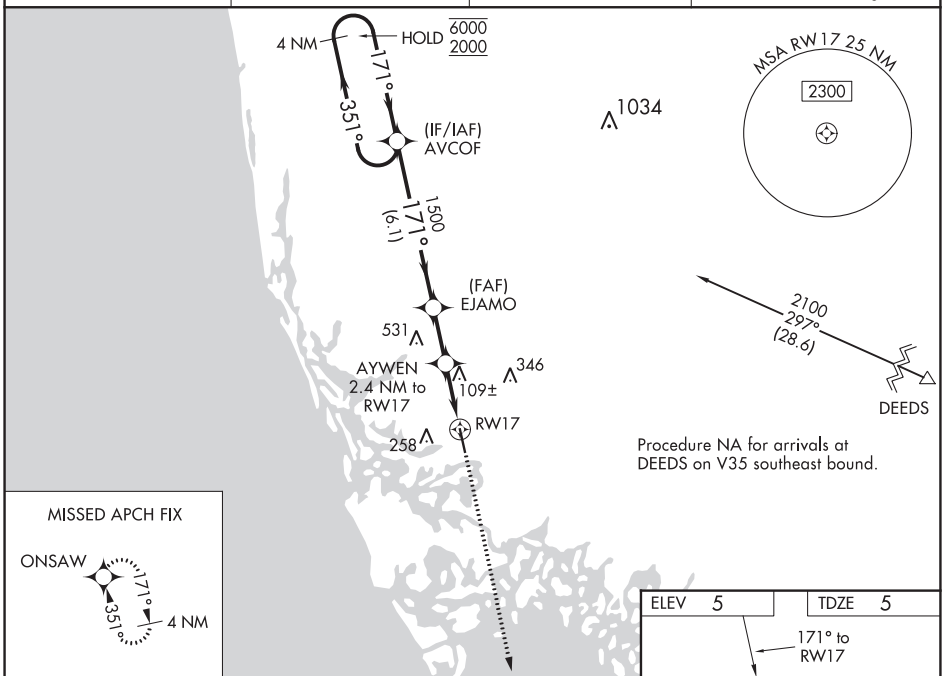
RNAV (GPS) RWY 17
MARCO ISLAND EXECUTIVE (MKY)

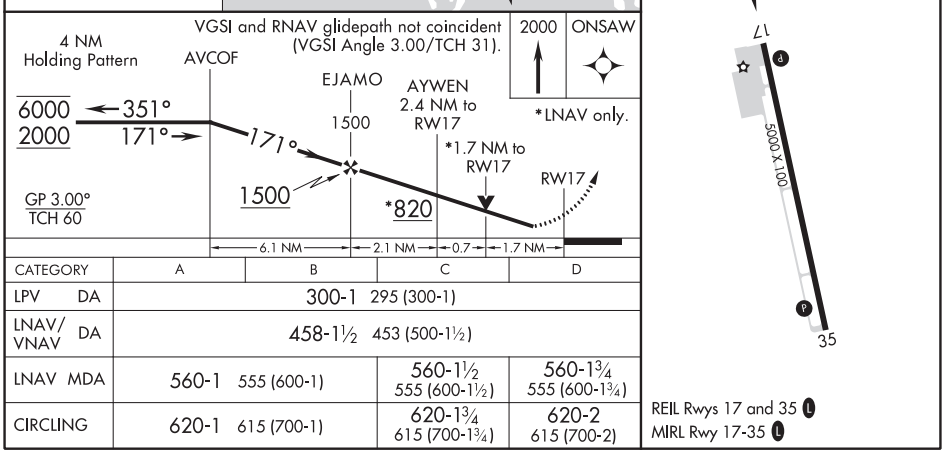
PBN APCH.

Baro-VNAV and VDP NA when using Naples altimeter setting.
Rwy 17 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.
When local altimeter setting not received, use Naples altimeter setting and increase all DA 26 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct ONSAW and hold.

AWOS-3PT	FORT MYERS APP CON ★	CLNC DEL	UNICOM
120.075	124.125 371.85	120.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	300-1 295 (300-1)			
LNAV/VNAV DA	458-1½ 453 (500-1½)			
LNAV MDA	560-1 555 (600-1)		560-1½ 555 (600-1½)	560-1¾ 555 (600-1¾)
CIRCLING	620-1 615 (700-1)		620-1¾ 615 (700-1¾)	620-2 615 (700-2)

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MARCO ISLAND, FLORIDA

AL-6449 (FAA)

19115

RNAV (GPS) RWY 35

MARCO ISLAND EXECUTIVE (MKY)

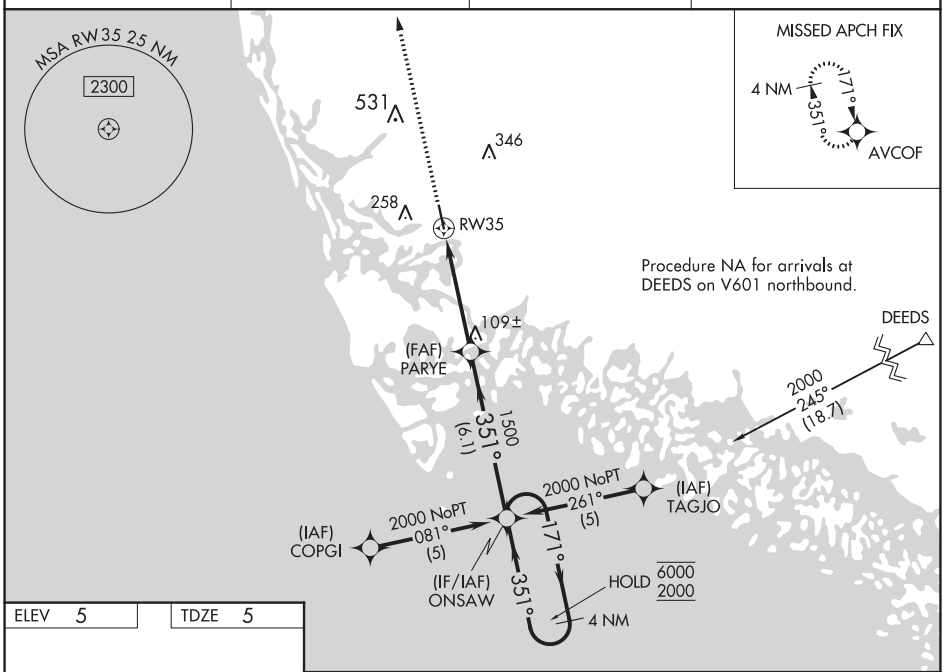
WAAS CH 53316 W35A	APP CRS 351°	Rwy ldg 5000 TDZE 5 Apt Elev 5

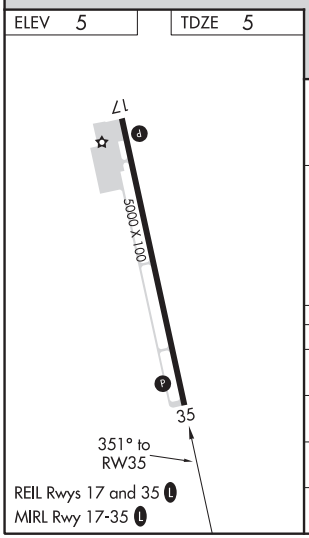
PBN APCH.

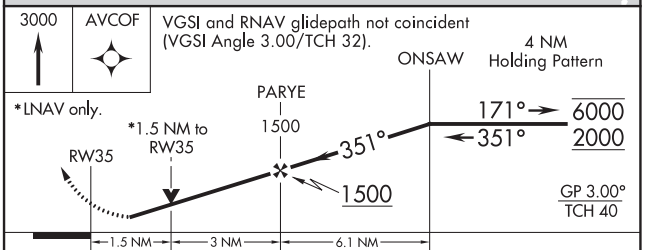
Baro-VNAV and VDP NA when using Naples altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Naples altimeter setting and increase LPV DA to 312 feet, LNAV/VNAV DA to 420 feet, and all MDA 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct AVCOF and hold, continue climb-in-hold to 3000.

AWOS-3PT	FORT MYERS APP CON ★	CLNC DEL	UNICOM
120.075	124.125 371.85	120.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	286-1 281 (300-1)			
LNAV/VNAV DA	394-1½ 389 (400-1½)			
LNAV MDA	520-1 515 (600-1)		520-1½ 515 (600-1½)	520-1¾ 515 (600-1¾)
CIRCLING	620-1 615 (700-1)		620-1¾ 615 (700-1¾)	620-2 615 (700-2)

SE-3, 25 FEB 2021 to 22 APR 2021

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CSHEL SIX DEPARTURE (RNAV)

MARCO ISLAND EXECUTIVE (MKY)
MARCO ISLAND, FLORIDA

TOP ALTITUDE: 2000

CLNC DEL 120.8
FORT MYERS DEP CON ★ 124.125 371.85
UNICOM 122.7

ORLANDO ORL
LAKELAND LAL
14000 *2300 042° (58)
14000 *2300 002° (12)
PULEC
346° (27)
JUNLO
348° (20)
CSHEL
700
005°

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For turbojet aircraft only.
NOTE: For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.

TAKEOFF MINIMUMS
Rwy 17, 35: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17: Climb on assigned heading for RADAR vectors to CSHEL, then on depicted route to PULEC, thence. . . .
TAKEOFF RWY 35: Climb heading 005° to 700, then on RADAR vectors to CSHEL, then on depicted route to PULEC, thence. . . .

. . . .on (transition). Maintain 2000, or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL6.LAL)
ORLANDO TRANSITION (CSHEL6.ORL)

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

MARIANNA, FLORIDA

AL-248 (FAA)

20254

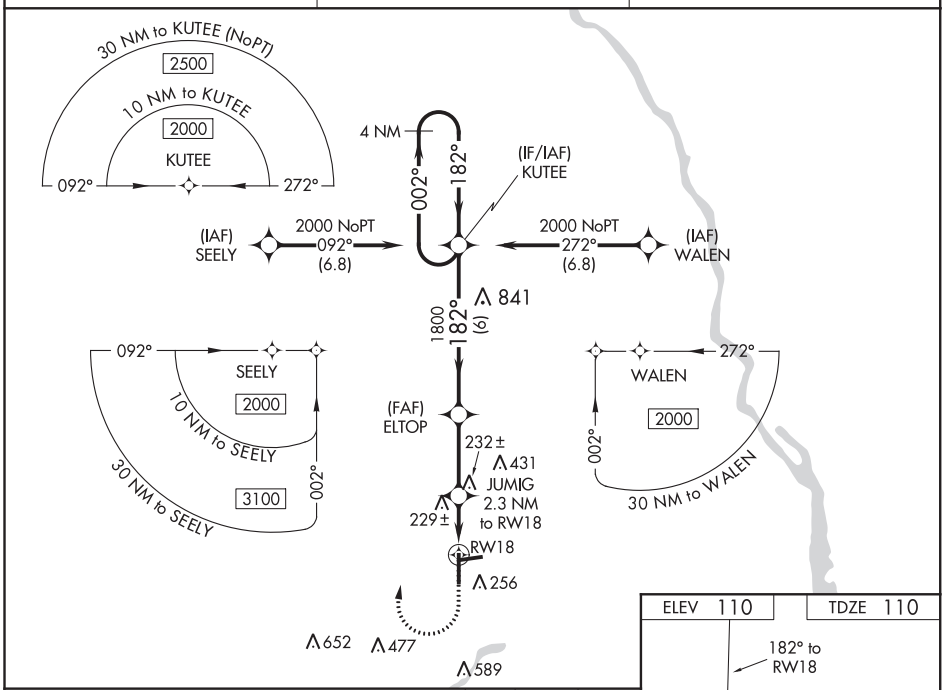
RNAV (GPS) RWY 18
MARIANNA MUNI (MAI)

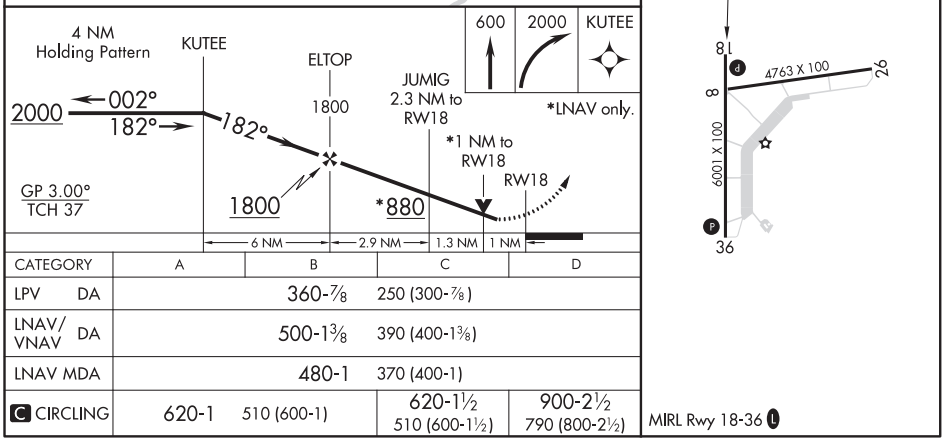
WAAS CH 70438 W18A	APP CRS 182°	Rwy ldg 6001 TDZE 110 Apt Elev 110

Night landing: Rwy 26 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Bainbridge altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Bainbridge altimeter setting and increase all DA 72 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and Circling Cat D visibility ¼ mile and LNAV Cats C/D visibility ⅜ mile.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct KUTEE and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	360-⅞	250 (300-⅞)		
LNAV/VNAV DA	500-1⅜	390 (400-1⅜)		
LNAV MDA	480-1	370 (400-1)		
C CIRCLING	620-1	510 (600-1)	620-1½ 510 (600-1½)	900-2½ 790 (800-2½)

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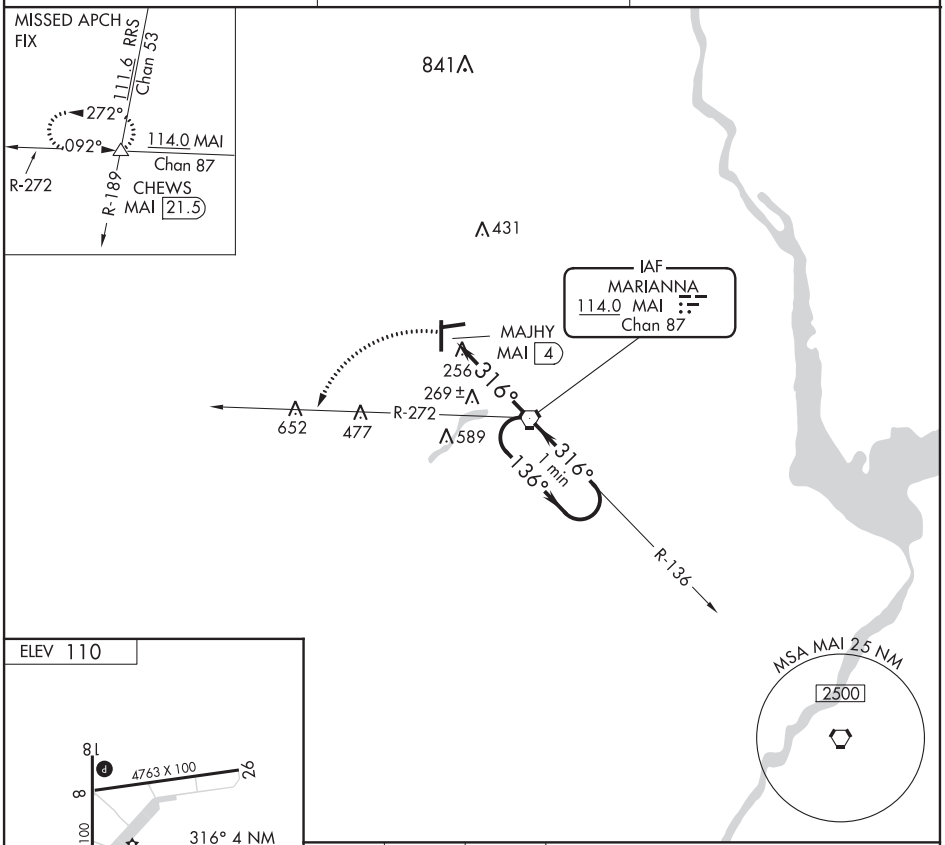
VOR-A
MARIANNA MUNI (MAI)

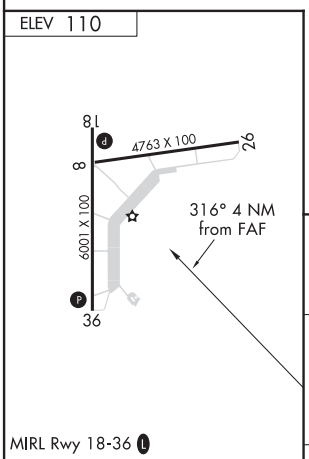
VORTAC MAI 114.0 Chan 87	APP CRS 316°	Rwy ldg N/A TDZE N/A Apt Elev 110

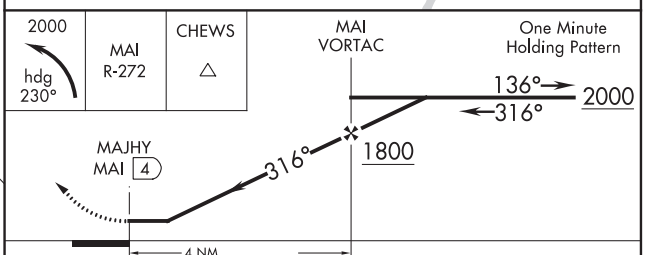
Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Bainbridge altimeter setting; Increase all MDA 80 feet and Circling Cat D visibility ¼ SM. Circling Rwy 26 NA at night.

MISSED APPROACH: Climbing left turn to 2000 via heading 230° and MAI R-272 to CHEWS INT/MAI 21.5 DME and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF) L







FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
C CIRCLING	620-1 510 (600-1)		620-1½ 510 (600-1½)	900-2½ 790 (800-2½)

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

MARIANNA, FLORIDA

AL-248 (FAA)

20254

VOR-B

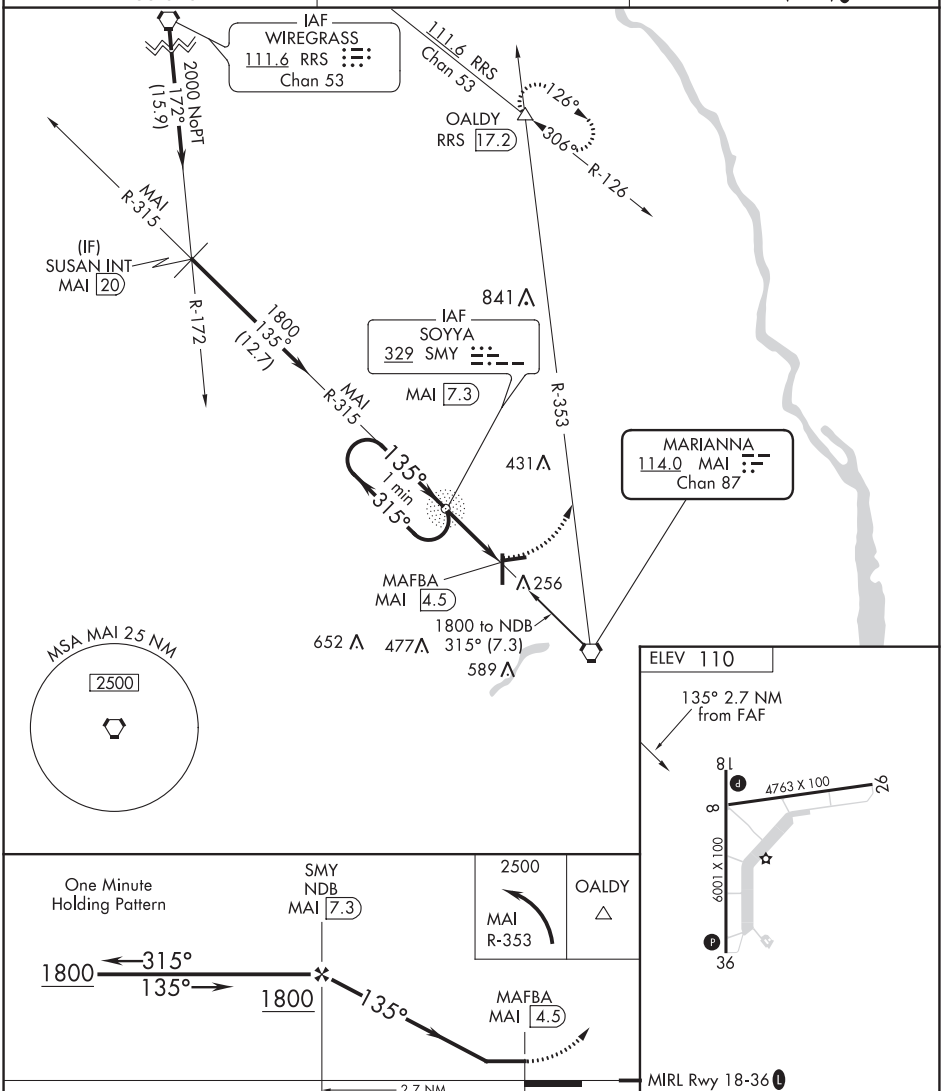
MARIANNA MUNI (MAI)

VORTAC MAI	APP CRS	Rwy ldg N/A
114.0	135°	TDZE N/A
Chan 87		Apt Elev 110

Helicopter visibility reduction below 1 SM NA. ADF or DME required.
When local altimeter not received, use Bainbridge altimeter setting; Increase all MDA 80 feet and Circling Cats C/D visibility ¼ SM. Circling Rwy 26 NA at night.

MISSED APPROACH: Climbing left turn to 2500 via MAI R-353 to OALDY INT/RRS 17.2 DME and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	720-1 610 (700-1)		720-1¾ 610 (700-1¾)	900-2½ 790 (800-2½)

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

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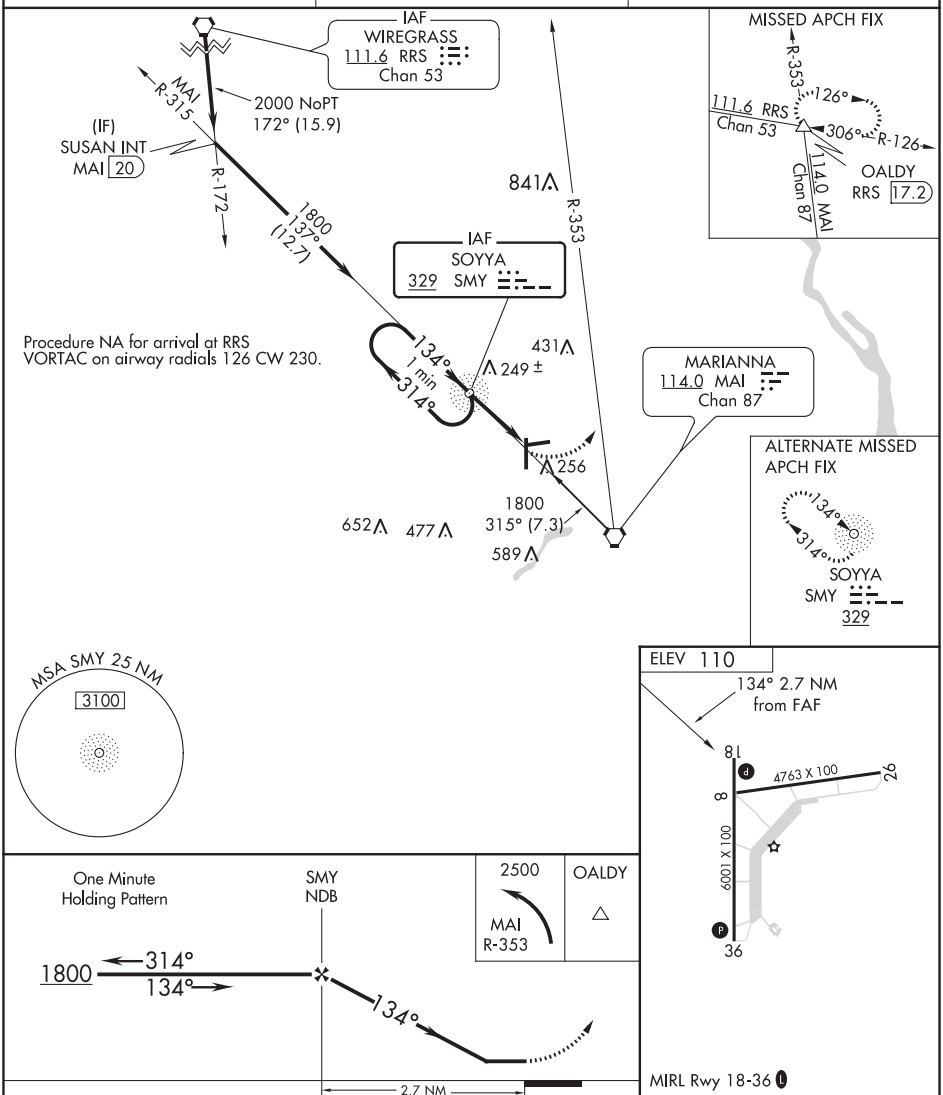
NDB-C
MARIANNA MUNI (MAI)

NDB SMY	APP CRS	Rwy ldg	N/A
329	134°	TDZE	N/A
		Apt Elev	110

Helicopter visibility reduction below 1 SM NA. When local altimeter not received use Bainbridge altimeter setting; Increase all MDA 80 feet and Circling Cats C/D visibility ¼ SM. Circling Rwy 26 NA at night.

MISSED APPROACH: Climbing left turn to 2500 via MAI R-353 to OALDY INT/RRS 17.2 DME and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)



CATEGORY	A	B	C	D
C CIRCLING	720-1 610 (700-1)		720-1¾ 610 (700-1¾)	900-2½ 790 (800-2½)

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SE-3, 25 FEB 2021 to 22 APR 2021
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MAYAGUEZ, PUERTO RICO | AL-5328 (FAA) | 19115

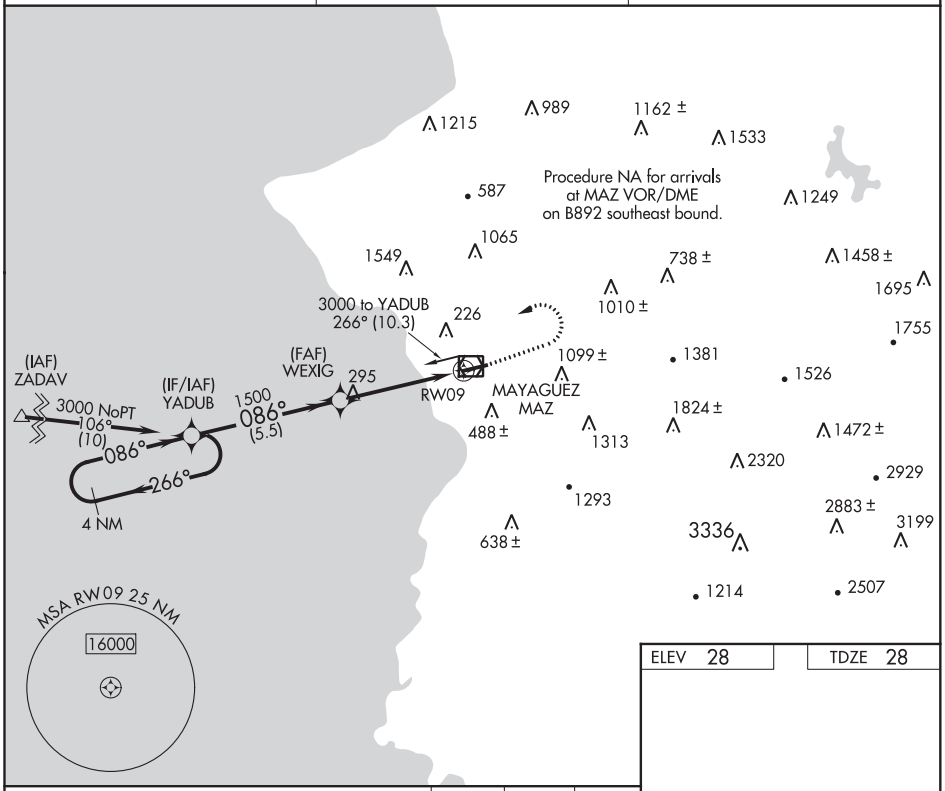
APP CRS	Rwy ldg	4998
086°	TDZE	28
	Apt Elev	28

RNAV (GPS) RWY 9
EUGENIO MARIA DE HOSTOS (MAZ)(TJMZ)

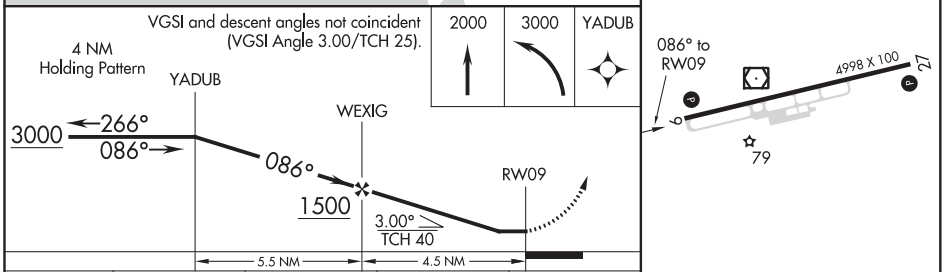
Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When Class E surface area not in effect, except for operators with approved weather reporting service, procedure NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct YADUB and hold.

SAN JUAN CENTER	CLNC DEL	UNICOM
118.75 269.0	121.7	122.8 (CTAF) L



ELEV 28	TDZE 28



CATEGORY	A	B	C	D
LNAV MDA	760-1 732 (800-1)	760-1¼ 732 (800-1¼)	760-2 732 (800-2)	NA
CIRCLING	1100-1¼ 1072 (1100-1¼)	1100-1½ 1072 (1100-1½)	1100-3 1072 (1100-3)	NA

REIL Rwy 9 L
MIRL Rwy 9-27

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

VOR/DME MAZ	APP CRS	Rwy ldg	4998
110.6	081°	TDZE	28
Chan 43		Apt Elev	28

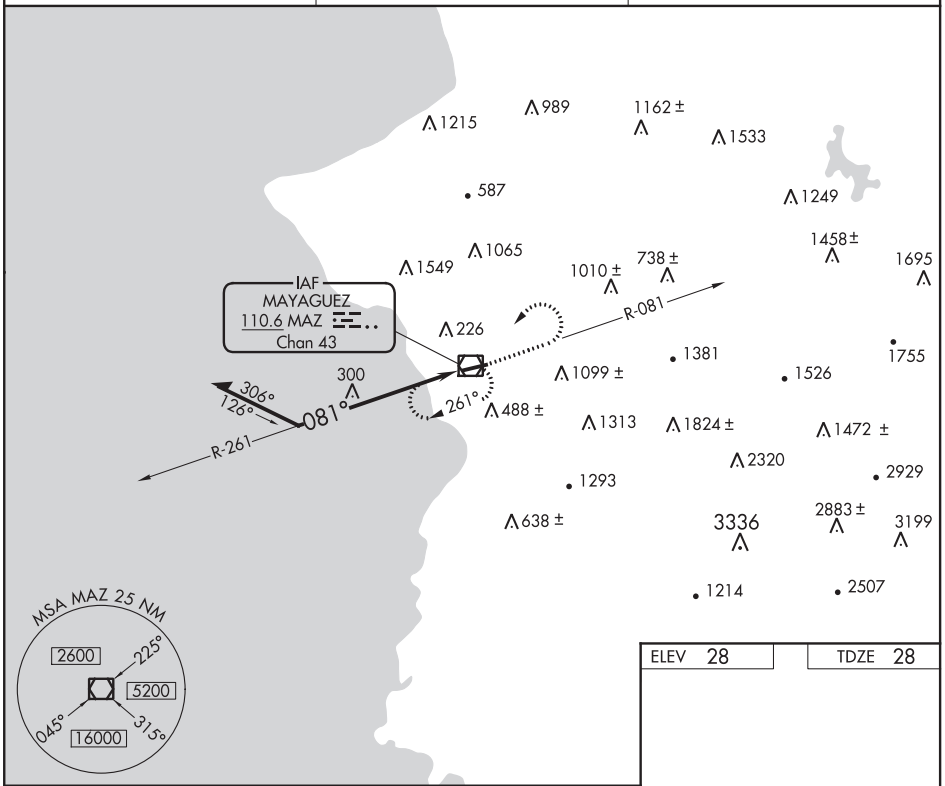
VOR RWY 9

EUGENIO MARIA DE HOSTOS (MAZ)(TJMZ)

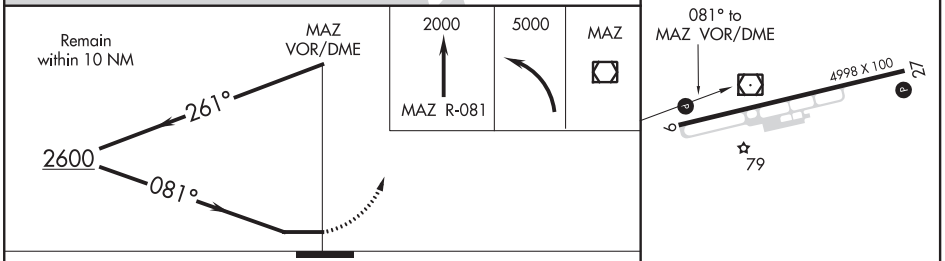
T A Circling to Rwy 27 NA at night. When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA. When Class E surface area not in effect, except for operators with approved weather reporting service, procedure NA.

MISSED APPROACH: Climb to 2000 on MAZ VOR/DME R-081 then climbing left turn to 5000 direct MAZ VOR/DME and hold, continue climb-in-hold to 5000.

SAN JUAN CENTER	CLNC DEL	UNICOM
118.75 269.0	121.7	122.8 (CTAF) L



ELEV 28	TDZE 28



CATEGORY	A	B	C	D
S-9	1100-1¼ 1072 (1100-1¼)	1100-1½ 1072 (1100-1½)	1100-3 1072 (1100-3)	NA
CIRCLING	1100-1¼ 1072 (1100-1¼)	1100-1½ 1072 (1100-1½)	1100-3 1072 (1100-3)	NA

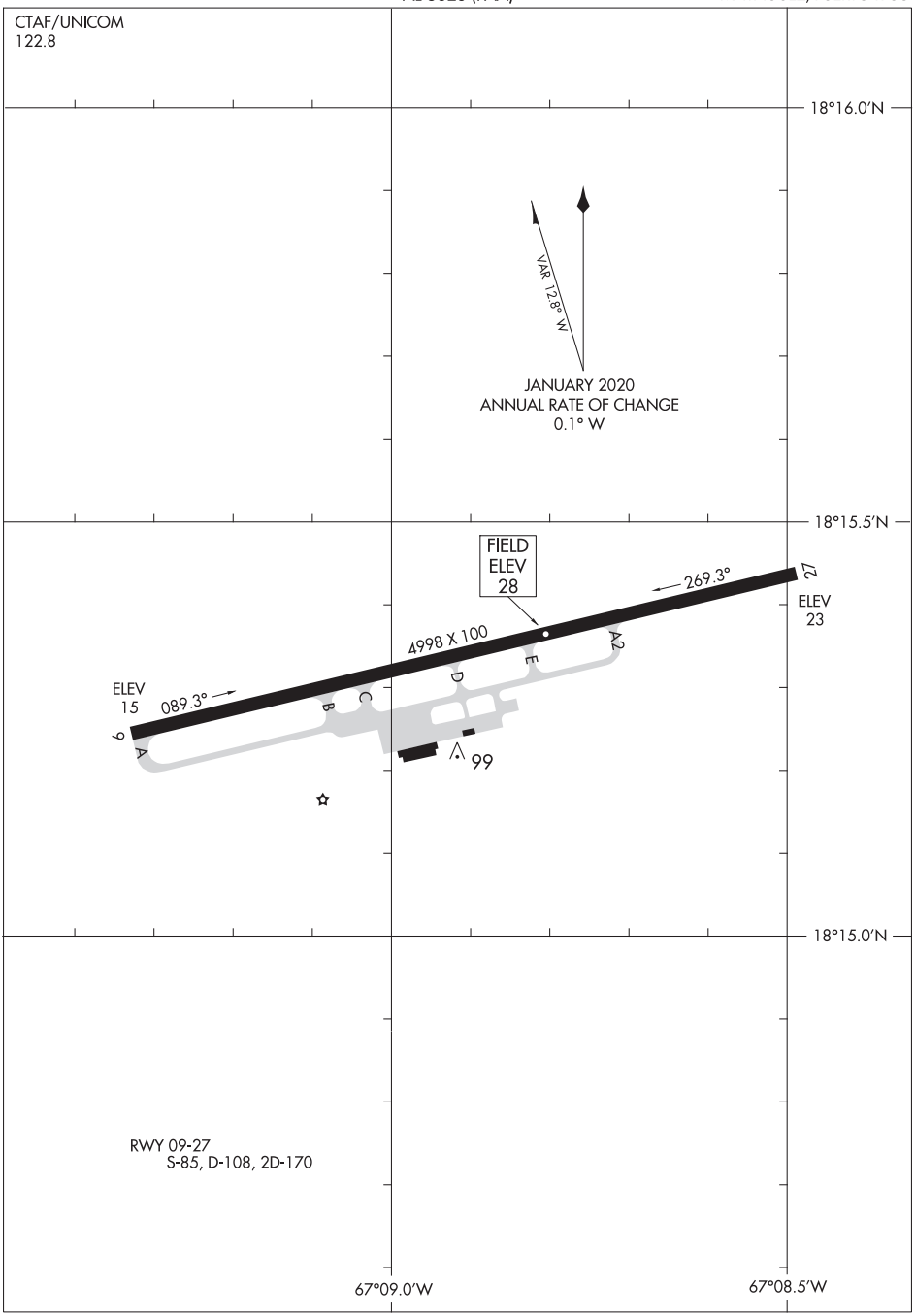
REIL Rwy 9 L
MIRL Rwy 9-27

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

EUGENIO MARIA DE HOSTOS (MAZ)(TJMZ)
AL-5328 (FAA)
MAYAGUEZ, PUERTO RICO



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
MAYAGUEZ, PUERTO RICO
EUGENIO MARIA DE HOSTOS (MAZ)(TJMZ)

MAYPORT, FLORIDA

TACAN RWY 5

TACAN NRB Chan 51	APCH CRS 055°	Rwy ldg 8001 TDZE 12 Arpt Elev 15	AL-722 [USN]

MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

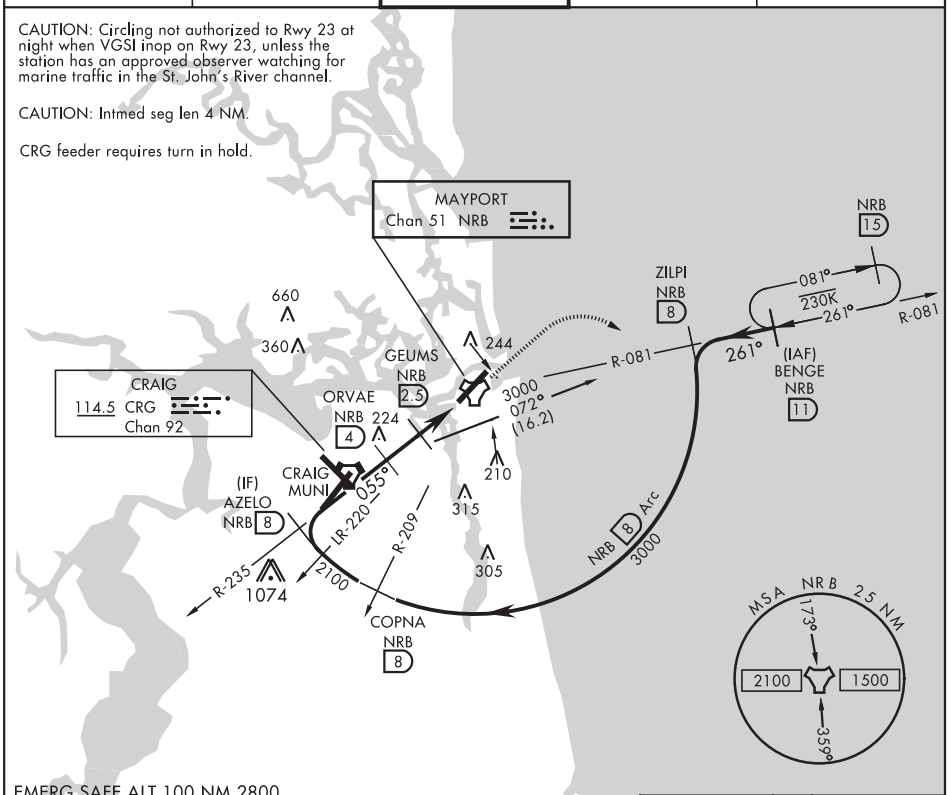
MISSED APPROACH: Climb to 500. Then climbing right turn to 3000 via NRB TACAN R-081 to BENGE and hold, continue climb in hold to 3000.

ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
236.775	124.9 308.4	118.75 239.3	126.5 233.7	

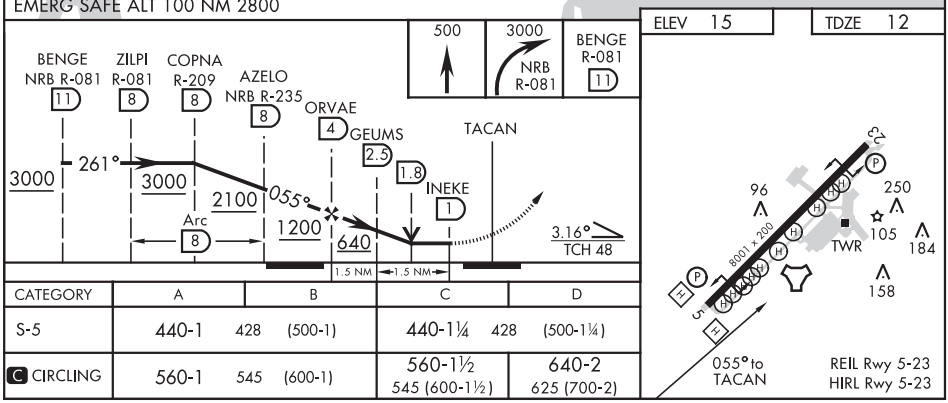
CAUTION: Circling not authorized to Rwy 23 at night when VGSI inop on Rwy 23, unless the station has an approved observer watching for marine traffic in the St. John's River channel.

CAUTION: Intmed seg len 4 NM.

CRG feeder requires turn in hold.



EMERG SAFE ALT 100 NM 2800



CATEGORY	A	B	C	D
S-5	440-1 428 (500-1)		440-1¼ 428 (500-1¼)	
C CIRCLING	560-1 545 (600-1)		560-1½ 545 (600-1½)	640-2 625 (700-2)

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

MAYPORT, FLORIDA

20366

TACAN RWY 23

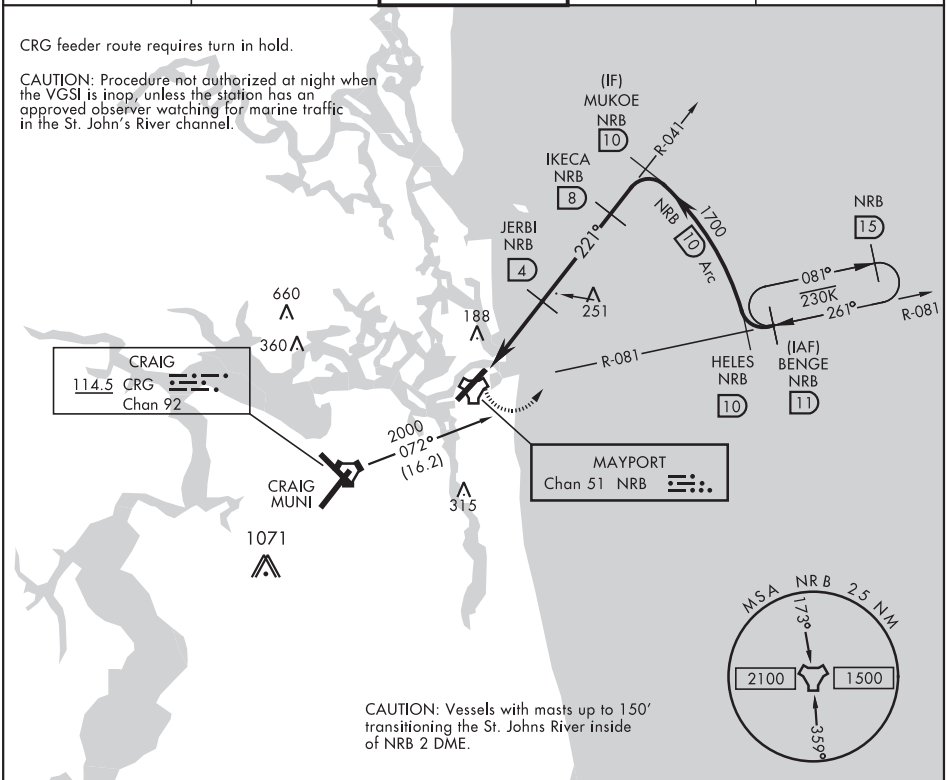
TACAN	APCH CRS	Rwy ldg	8001
NRB		TDZE	15
Chan 51	221°	Arpt Elev	15

AL-722 [USN]

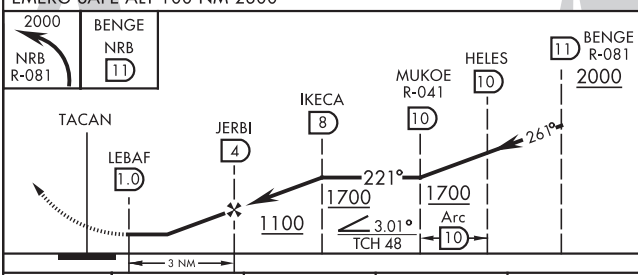
MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

MISSED APPROACH: Climbing left turn to 2000 via NRB TACAN R-081 to BENGE and hold.

ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
236.775	124.9 308.4	118.75 239.3	126.5 233.7	

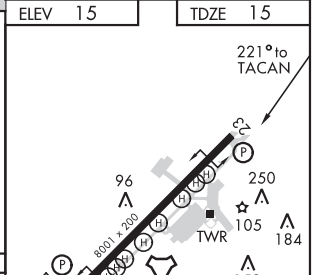


EMERG SAFE ALT 100 NM 2800



CATEGORY	A	B	C	D
S-23	520-1 505 (600-1)		520-1⅜ 505 (600-1⅜)	
CIRCLING	560-1 545 (600-1)		560-1½ 545 (600-1½)	640-2 625 (700-2)

ELEV 15 TDZE 15



MAYPORT, FLORIDA

Amdt 4 19JUL18

30°23'N-81° 25'W MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

TACAN RWY 23

SE-3, 25 FEB 2021 to 22 APR 2021

MAYPORT, FLORIDA

COPTER TACAN RWY 5

TACAN NRB Chan 51	APCH CRS 055°	Rwy ldg 8001 TDZE 12 Arpt Elev 15	AL-722 [USN]

MAYPORT NS (ADM DAVID L. MC DONALD FLD)(KNRB)

† MISSED APPROACH: Climb to 500. Then climbing right turn to 1500 via NRB TACAN R-183 to PAWNE and hold.

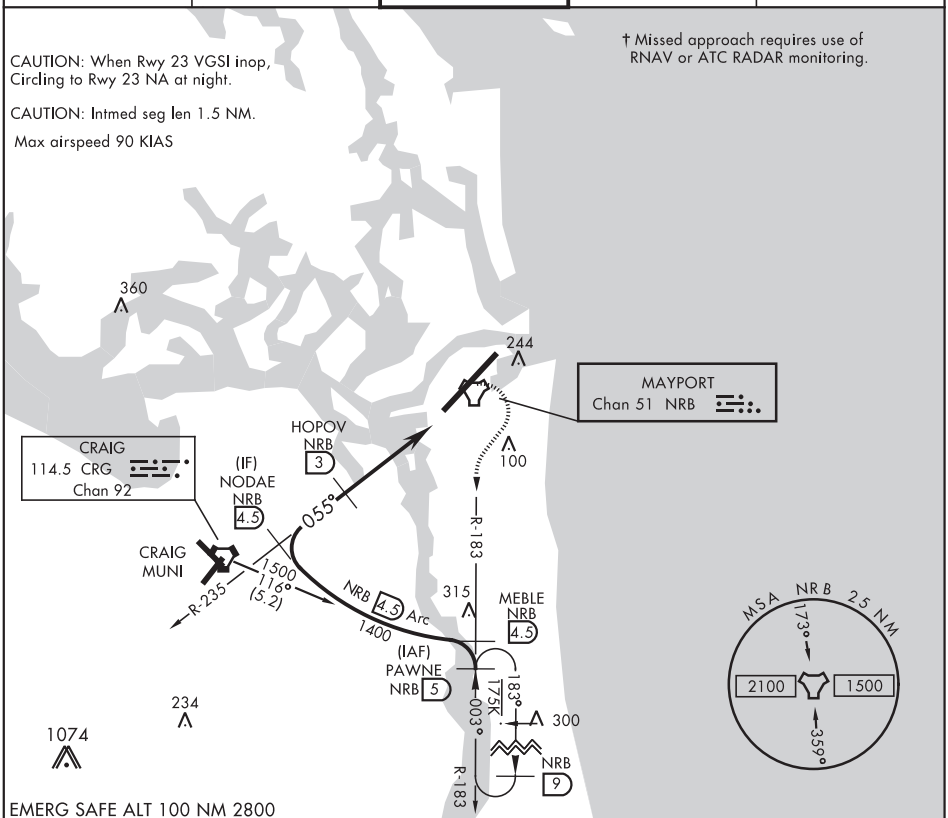
ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
236.775	124.9 308.4	118.75 239.3	126.5 233.7	

† Missed approach requires use of RNAV or ATC RADAR monitoring.

CAUTION: When Rwy 23 VGSI inop, Circling to Rwy 23 NA at night.

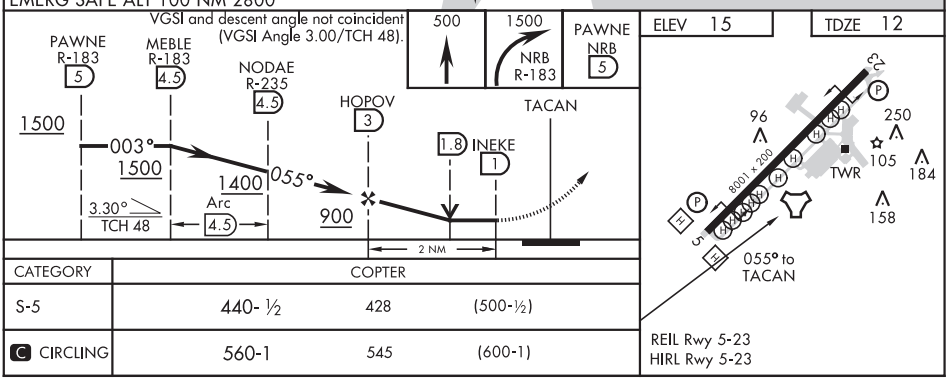
CAUTION: Intmed seg len 1.5 NM.

Max airspeed 90 KIAS



EMERG SAFE ALT 100 NM 2800

VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 48).



CATEGORY	COPTER		
S-5	440- ½	428	(500-½)
C CIRCLING	560-1	545	(600-1)

MAYPORT, FLORIDA 30°23′N-81° 25′W MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

Amdt 3 19JUL18

COPTER TACAN RWY 5

SE-3, 25 FEB 2021 to 22 APR 2021

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MAYPORT, FLORIDA

20366

COPTER TACAN RWY 23

TACAN NRB Chan 51	APCH CRS 221°	Rwy ldg 8001 TDZE 15 Arpt Elev 15	AL-722 [USN]

MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

MISSED APPROACH: Climbing left turn to 1500 via NRB TACAN R-081 to BOLEZ and hold.

ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
236.775	124.9 308.4	118.75 239.3	126.5 233.7	

CAUTION: Procedure is not authorized at night when the VGSI is inop, unless the station has an approved observer watching for marine traffic in the St. John's River Channel.

Max airspeed 90 KIAS

CRG Feeder route requires turn in hold.

(IF) JEVIS NRB 6

R-041

KEBAF NRB 3

221° 251

NRB 6 1400 Arc

NRB 10

081° 175K 261°

360

244

R-081

(IAF) BOLEZ NRB 6

MAYPORT Chan 51 NRB

1500 069° (11.3)

CRAIG MUNI

CRAIG 114.5 CRG Chan 92

315

1090

MSA NRB 2.5 NM 173° 2100 1500 359°

CAUTION: Vessels with masts up to 150' transitioning the St. Johns River inside of NRB 2 DME.

EMERG SAFE ALT 100 NM 2800

1500 NRB R-081

BOLEZ NRB 6

TACAN

LEBAF 1

KEBAF 3

JEVIS R-041 6

BOLEZ R-081 6

1500

221°

1400

800

Arc 6

3.09° TCH 48

2 NM

ELEV 15

TDZE 15

221° to TACAN

96 250 105 184 158

TWR

8001 x 200

REIL Rwy 5-23

HIRL Rwy 5-23

CATEGORY	COPTER		
S-23	520-1	505	(600-1)
CIRCLING	560-1	545	(600-1)

MAYPORT, FLORIDA

Amdt 2 19JUL18

30°23'N-81°25'W MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

COPTER TACAN RWY 23

SE-3, 25 FEB 2021 to 22 APR 2021

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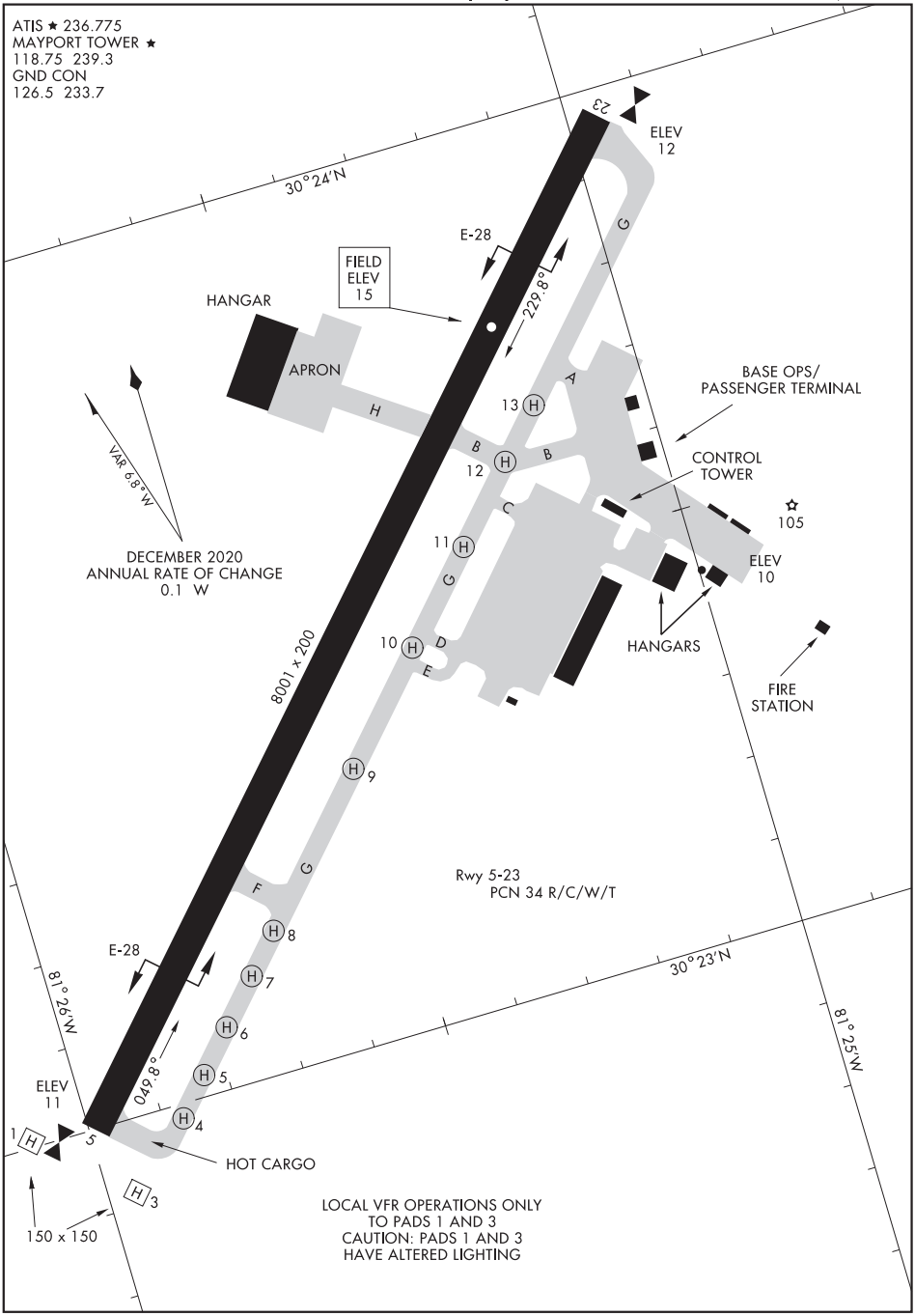
AIRPORT DIAGRAM

MAYPORT NS (ADM DAVID L. MCDONALD FLD) (KNRB)

AFD-722 [USN]

MAYPORT, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

MAYPORT, FLORIDA

MAYPORT NS (ADM DAVID L. MCDONALD FLD) (KNRB)

MELBOURNE, FLORIDA

AL-252 (FAA)

21056

ILS or LOC RWY 9R
MELBOURNE INTL (MLB)

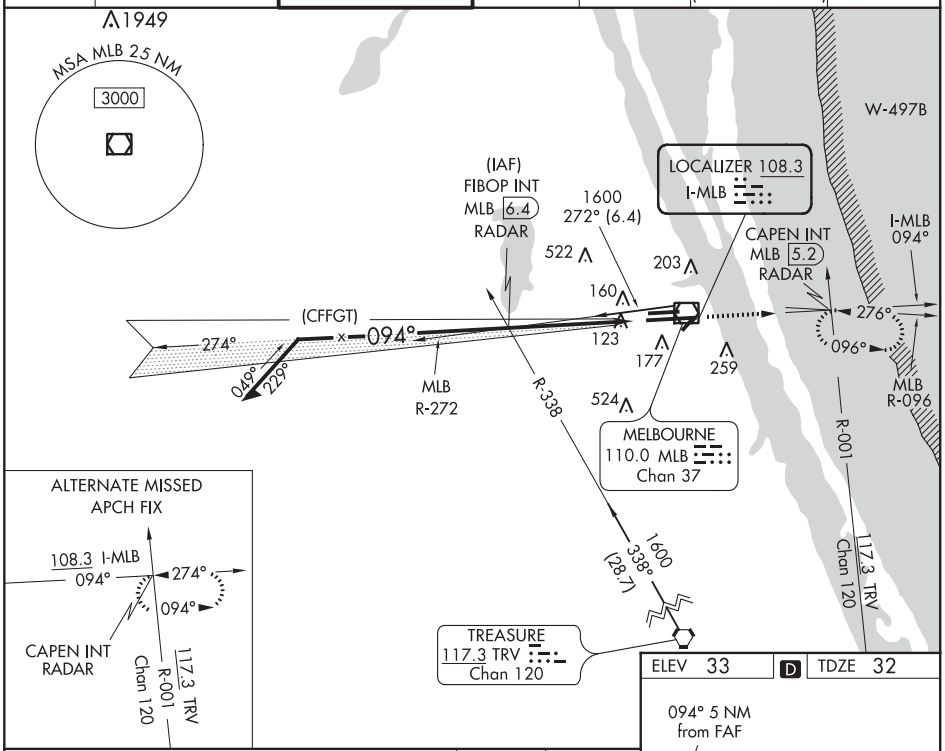
LOC I-MLB	APP CRS	Rwy ldg	10181
108.3	094°	TDZE	32
		Apt Elev	33

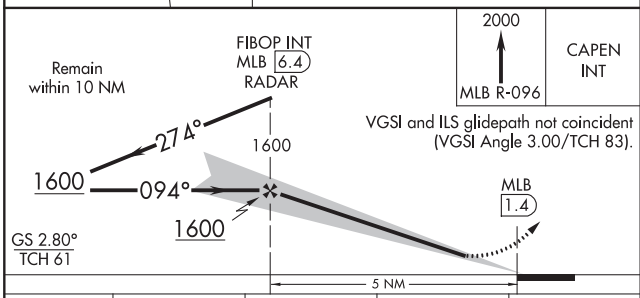
DME or RADAR required.

MALSR

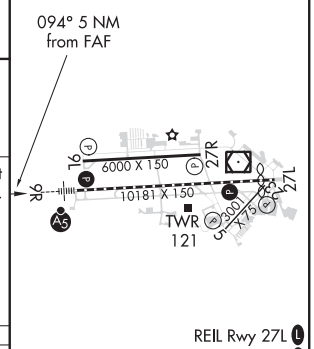
MISSED APPROACH: Climb to 2000 on MLB VOR/DME R-096 to CAPEN INT/MLB VOR/DME 5.2 DME/RADAR and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9	132.65 (When twr closed)	122.95





ELEV 33	D	TDZE 32



REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwy 9R

CATEGORY	A	B	C	D
S-ILS 9R	232/18 200 (200-½)			
S-LOC 9R	420/24 388 (400-½)		420/35 388 (400-⅝)	
C CIRCLING	500-1 467 (500-1)	560-1 527 (600-1)	680-1¾ 647 (700-1¾)	880-2¾ 847 (900-2¾)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 9L
MELBOURNE INTL (MLB)

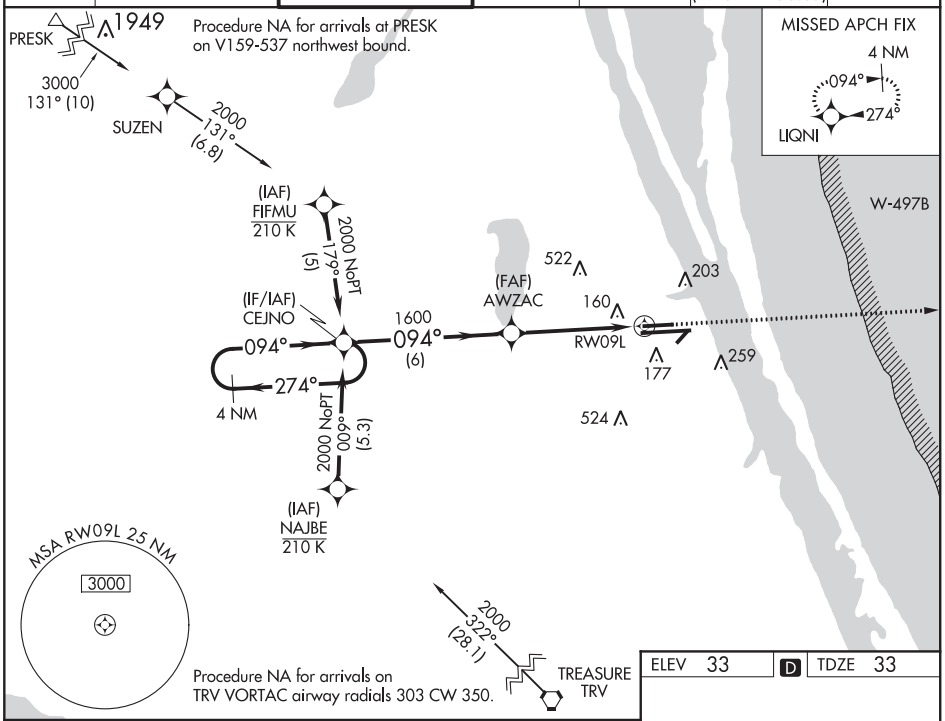
WAAS CH 65601 W09A	APP CRS 094°	Rwy ldg 6000 TDZE 33 Apt Elev 33

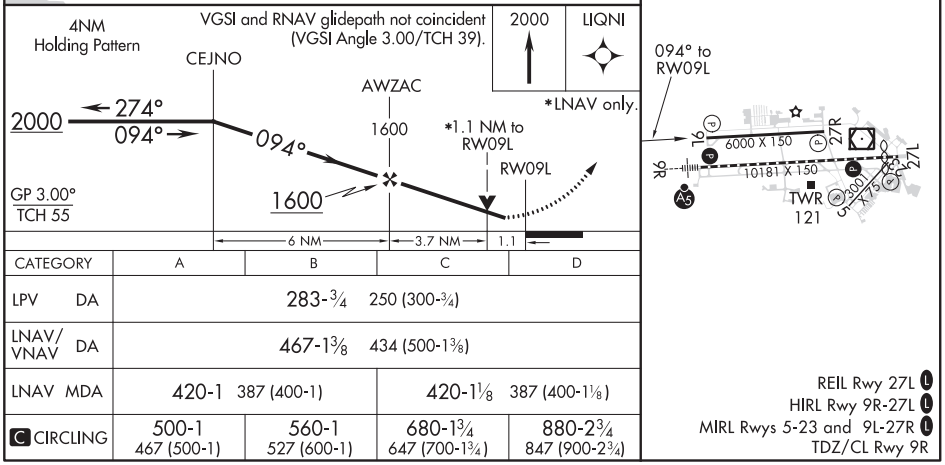
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct LIQNI and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9	132.65 (When twr closed)	122.95





CATEGORY	A	B	C	D
LPV DA	283-¾ 250 (300-¾)			
LNAV/VNAV DA	467-1⅜ 434 (500-1⅜)			
LNAV MDA	420-1 387 (400-1)		420-1⅛ 387 (400-1⅛)	
C CIRCLING	500-1 467 (500-1)	560-1 527 (600-1)	680-1¾ 647 (700-1¾)	880-2¾ 847 (900-2¾)

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

MELBOURNE, FLORIDA

AL-252 (FAA)

21056

RNAV (GPS) RWY 9R
MELBOURNE INTL (MLB)

WAAS CH 60901 W09B	APP CRS 094°	Rwy ldg 10181 TDZE 32 Apt Elev 33

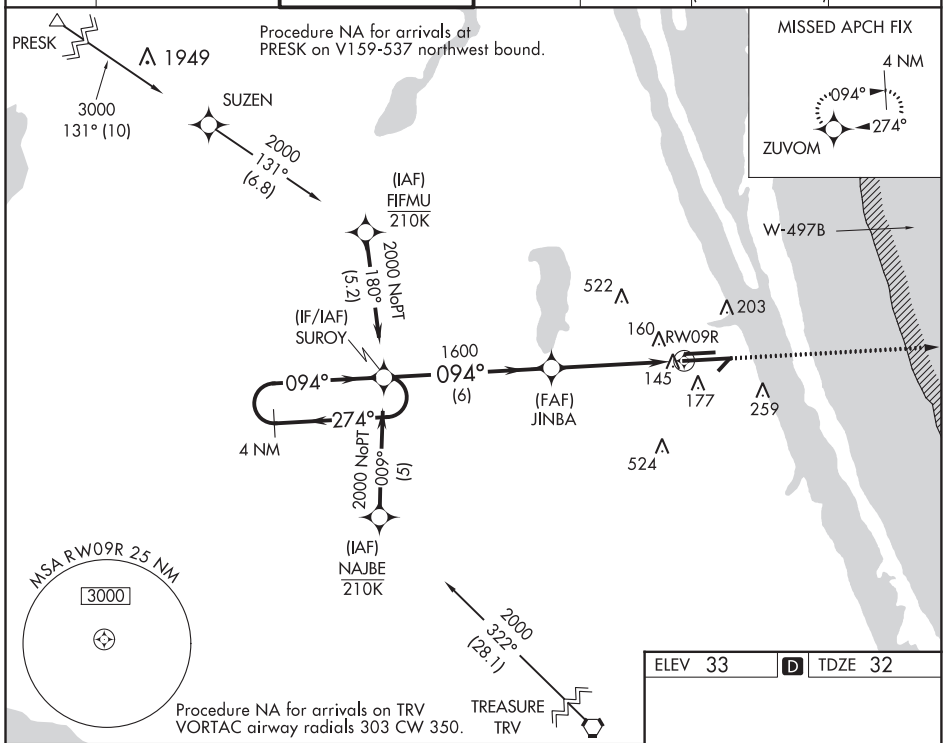
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MALSR

MISSED APPROACH: Climb to 2000 direct ZUVOM and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9	132.65 (When twr closed)	122.95



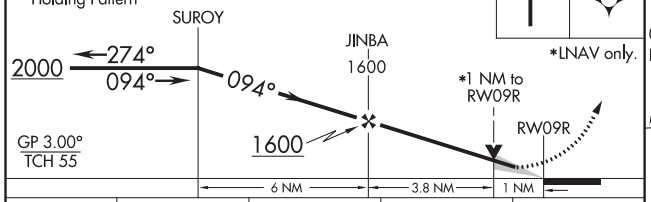
ELEV 33 | D | TDZE 32

4 NM Holding Pattern

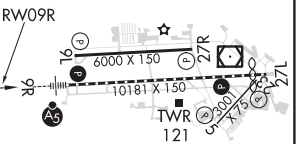
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 83).

2000 | ZUVOM

*LNAV only.



094° to RW09R



CATEGORY	A	B	C	D
LPV DA	232/18 200 (200-½)			
LNAV/VNAV DA	427/40 395 (400-¾)			
LNAV MDA	420/24 388 (400-½)		420/35 388 (400-⅝)	
C CIRCLING	500-1 467 (500-1)	560-1 527 (600-1)	680-1¾ 647 (700-1¾)	880-2¾ 847 (900-2¾)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwy 9R

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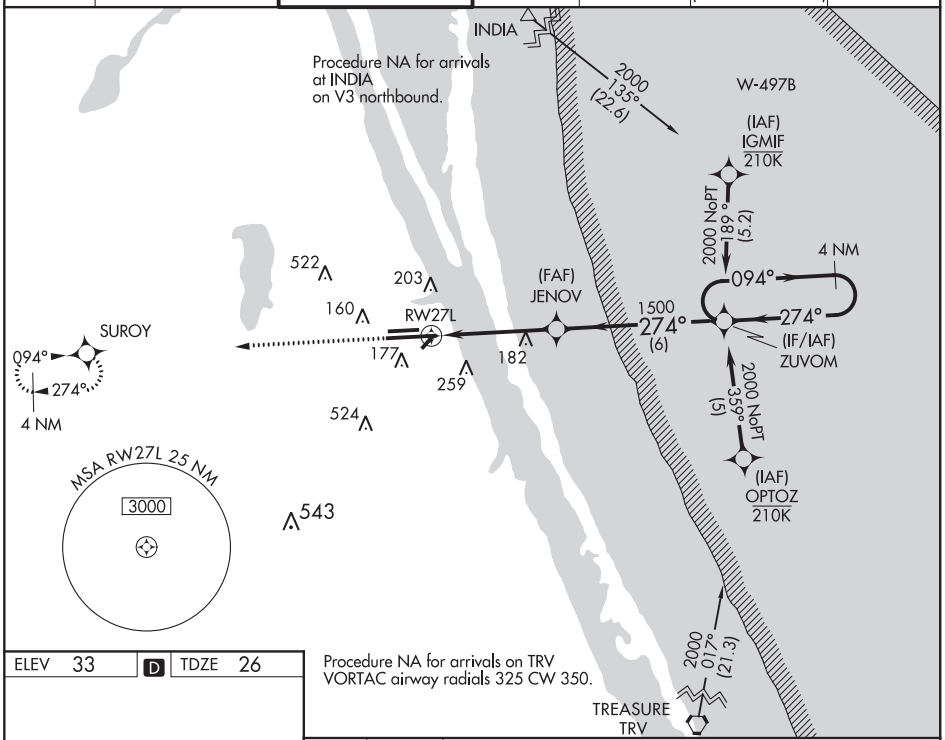
RNAV (GPS) RWY 27L
MELBOURNE INTL (MLB)

WAAS CH 56201 W27B	APP CRS 274°	Rwy ldg 9482 TDZE 26 Apt Elev 33

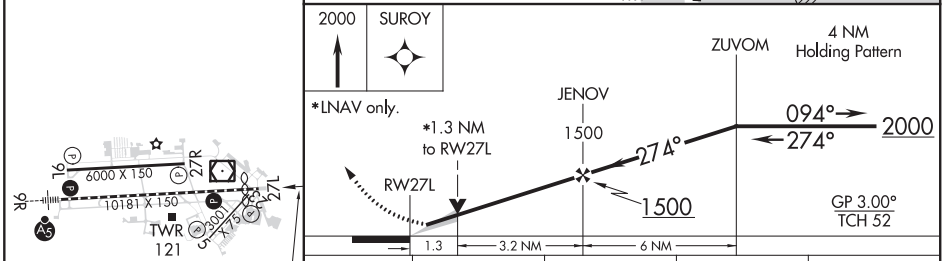
RNP APCH.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°F (130°F).

MISSED APPROACH: Climb to 2000 direct SUROY and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9	132.65 (When twr closed)	122.95



ELEV 33 | D | TDZE 26



CATEGORY	A	B	C	D
LPV DA	226-¾ 200 (200-¾)			
LNAV/VNAV DA	318-⅞ 292 (300-⅞)			
LNAV MDA	500-1 474 (500-1)		500-1⅜ 474 (500-1⅜)	
C CIRCLING	500-1 467 (500-1)	560-1 527 (600-1)	680-1¾ 647 (700-1¾)	880-2¾ 847 (900-2¾)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwy 9R

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

MELBOURNE, FLORIDA

AL-252 (FAA)

21056

RNAV (GPS) RWY 27R
MELBOURNE INTL (MLB)

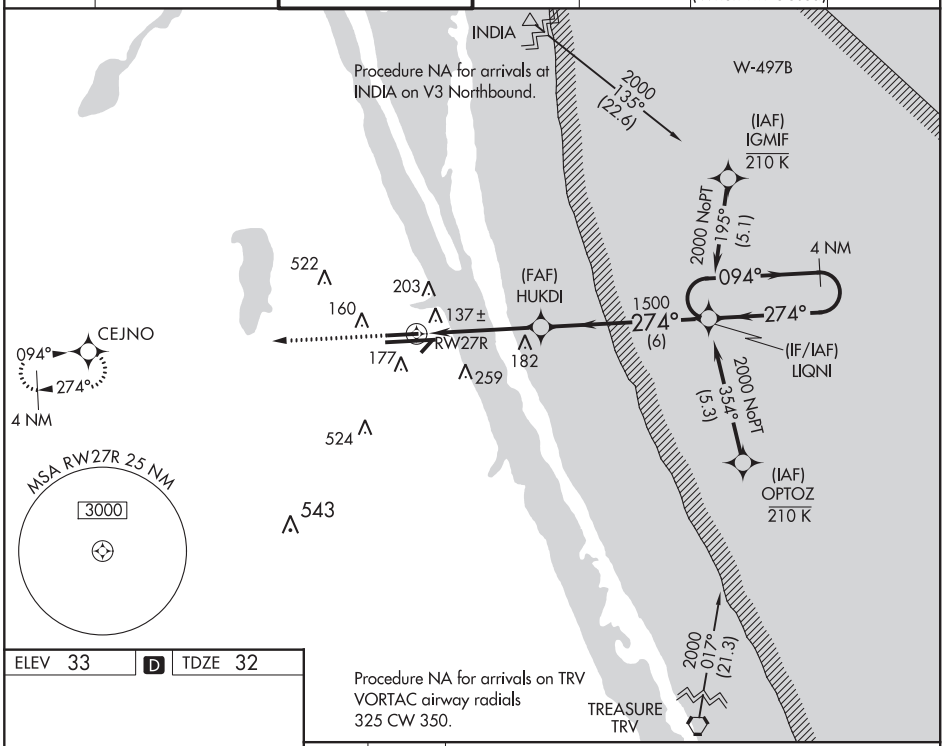
WAAS CH 50101 W27A	APP CRS 274°	Rwy ldg 6000	TDZE 32	Apt Elev 33

RNP APCH.

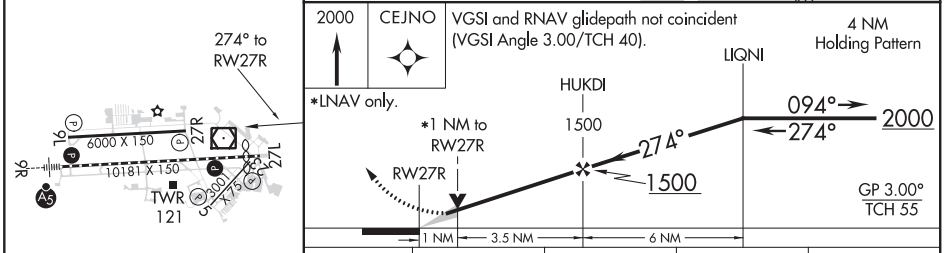
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 2000 direct CEJNO and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) (L) 257.8	121.9	121.9	132.65 (When twr closed)	122.95



ELEV 33 | D | TDZE 32



CATEGORY	A	B	C	D
LPV DA	232-¾ 200 (200-¾)			
LNAV/VNAV DA	443-1⅜ 411 (500-1⅜)			
LNAV MDA	400-1 368 (400-1)			
C CIRCLING	500-1 467 (500-1)	560-1 527 (600-1)	680-1¾ 647 (700-1¾)	880-2¾ 847 (900-2¾)

REIL Rwy 27L (L)
HIRL Rwy 9R-27L (L)
MIRL Rwys 5-23 and 9L-27R (L)
TDZ/CL Rwy 9R

MELBOURNE, FLORIDA
Amdt 1B 21MAY20

28°06'N-80°39'W

MELBOURNE INTL (MLB)
RNAV (GPS) RWY 27R

SE-3, 25 FEB 2021 to 22 APR 2021

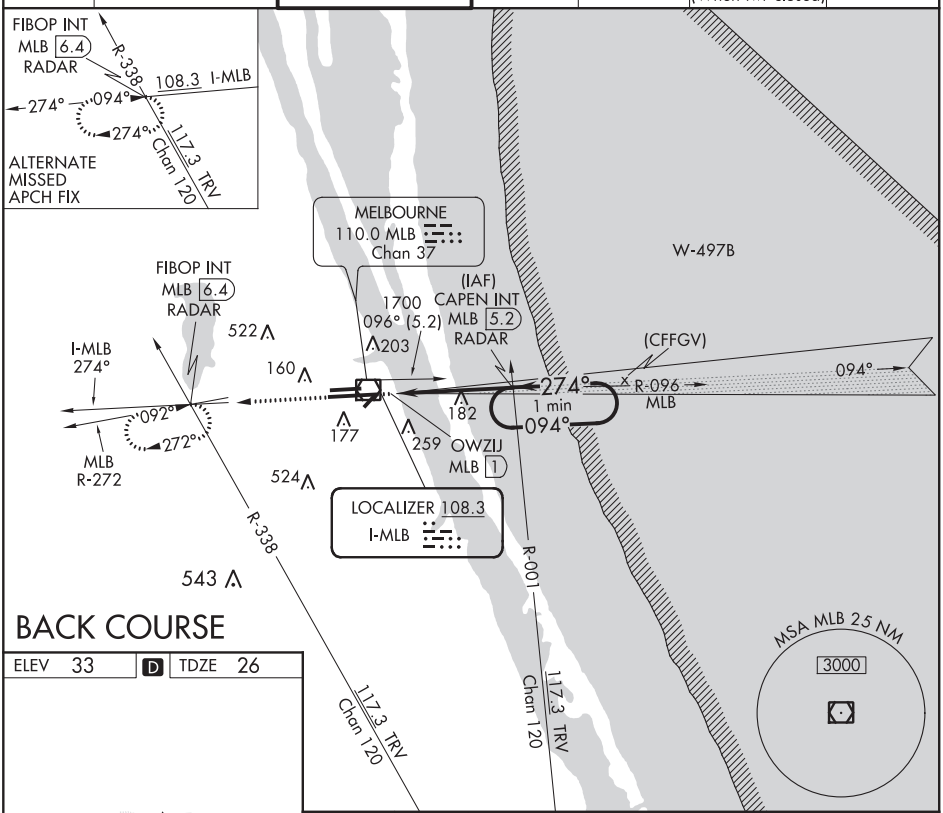
SE-3, 25 FEB 2021 to 22 APR 2021

LOC BC RWY 27L
MELBOURNE INTL (MLB)

LOC I-MLB	APP CRS	Rwy ldg	9482
108.3	274°	TDZE	26
		Apt Elev	33

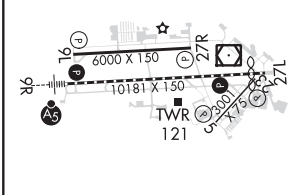
MISSED APPROACH: Climb to 1600 on MLB VOR/DME R-272 to FIBOP INT/MLB VOR/DME 6.4 DME/RADAR and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9	132.65 (When twr closed)	122.95



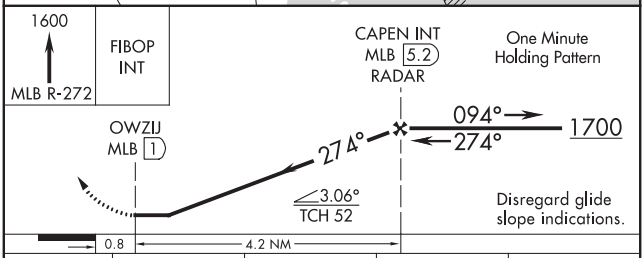
BACK COURSE

ELEV 33 | D | TDZE 26



TDZ/CL Rwy 9R
REIL Rwy 27L L
MIRL Rwys 5-23 and 9L-27R L
HIRL Rwy 9R-27L L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-27L	500-1 474 (500-1)		500-1⅜ 474 (500-1⅜)	
C CIRCLING	500-1 467 (500-1)	560-1 527 (600-1)	680-1¾ 647 (700-1¾)	880-2¾ 847 (900-2¾)

SE-3, 25 FEB 2021 to 22 APR 2021

MELBOURNE, FLORIDA

AL-252 (FAA)

21056

VOR RWY 9R
MELBOURNE INTL (MLB)

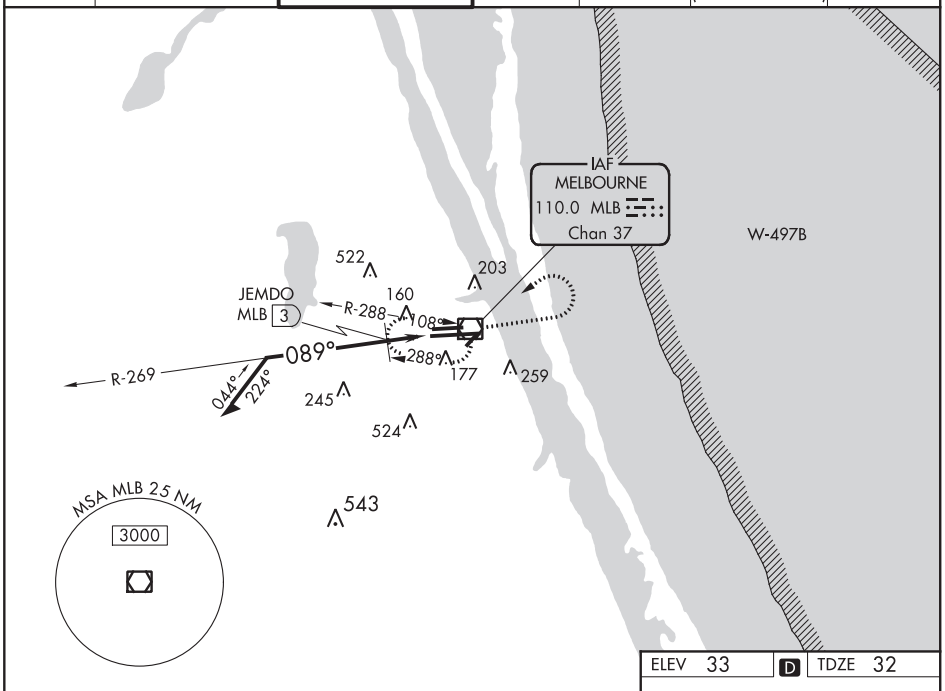
VOR/DME MLB	APP CRS	Rwy ldg	10181
110.0	089°	TDZE	32
Chan 37		Apt Elev	33

T A JEMDO FIX minimums: For inop MALSR, increase S-9R Cats C and D visibility to RVR 6000.

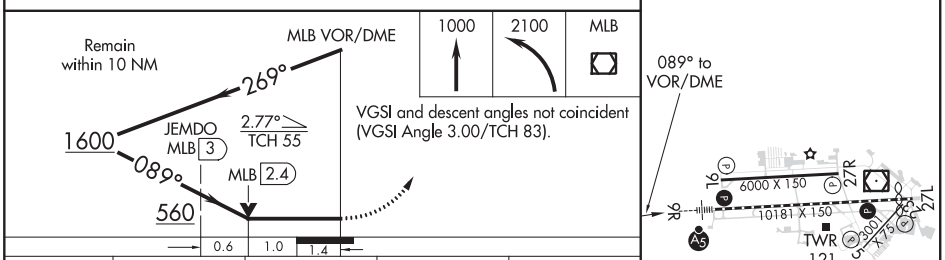
MALSR A5

MISSED APPROACH: Climb to 1000, then climbing left turn to 2100 direct MLB VOR/DME and hold, continue climb-In-hold to 2100.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9	132.65 (When twr closed)	122.95



ELEV 33 D TDZE 32



CATEGORY	A	B	C	D
S-9R	560/24 528 (600-½)		560/55 528 (600-1)	
C CIRCLING	500-1 467 (500-1)	560-1 527 (600-1)	680-1¾ 647 (700-1¾)	880-2¾ 847 (900-2¾)
JEMDO FIX MINIMUMS				
S-9R	440/24 408 (500-½)		440/40 408 (500-¾)	
C CIRCLING	500-1 467 (500-1)	560-1 527 (600-1)	680-1¾ 647 (700-1¾)	880-2¾ 847 (900-2¾)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwy 9R

SE-3, 25 FEB 2021 to 22 APR 2021

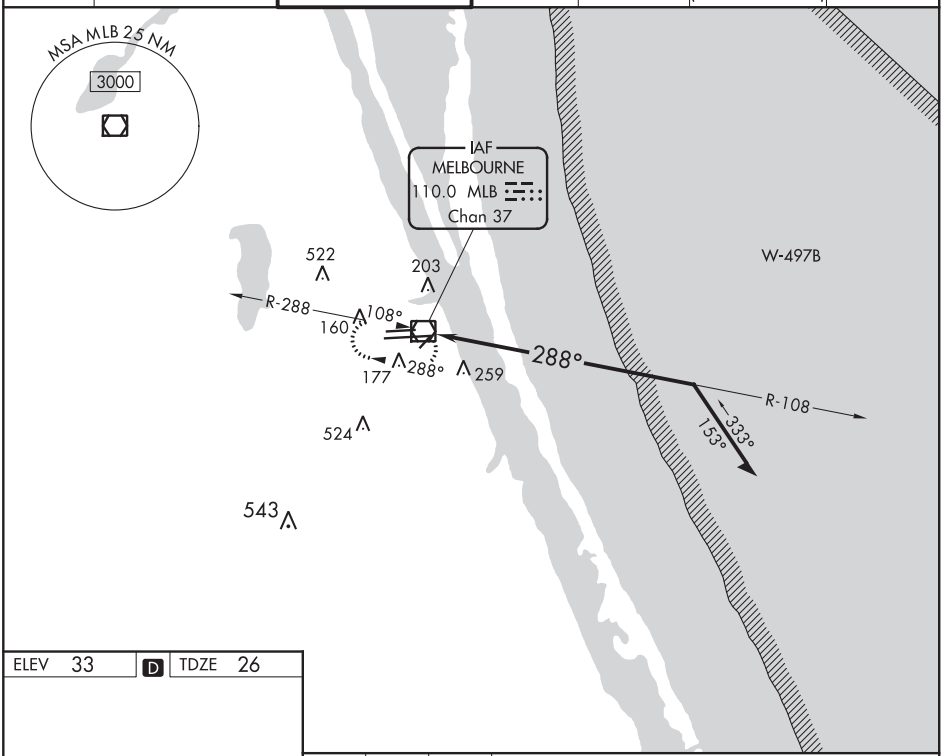
SE-3, 25 FEB 2021 to 22 APR 2021

VOR RWY 27L
MELBOURNE INTL (MLB)

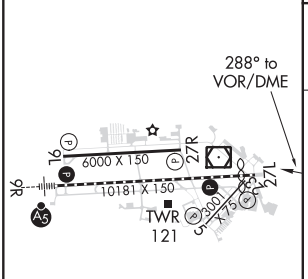
VOR/DME MLB	APP CRS	Rwy ldg	9482
110.0	288°	TDZE	26
Chan 37		Apt Elev	33

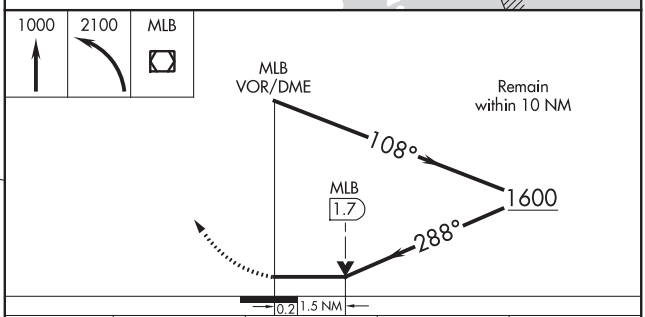
MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct MLB VOR/DME and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9	132.65 (When twr closed)	122.95



ELEV 33 | D | TDZE 26





REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwy 9R

CATEGORY	A	B	C	D
S-27L	560-1	534 (600-1)	560-1½	534 (600-1½)
C CIRCLING	560-1	527 (600-1)	680-1¾ 647 (700-1¾)	880-2¾ 847 (900-2¾)

SE-3, 25 FEB 2021 to 22 APR 2021
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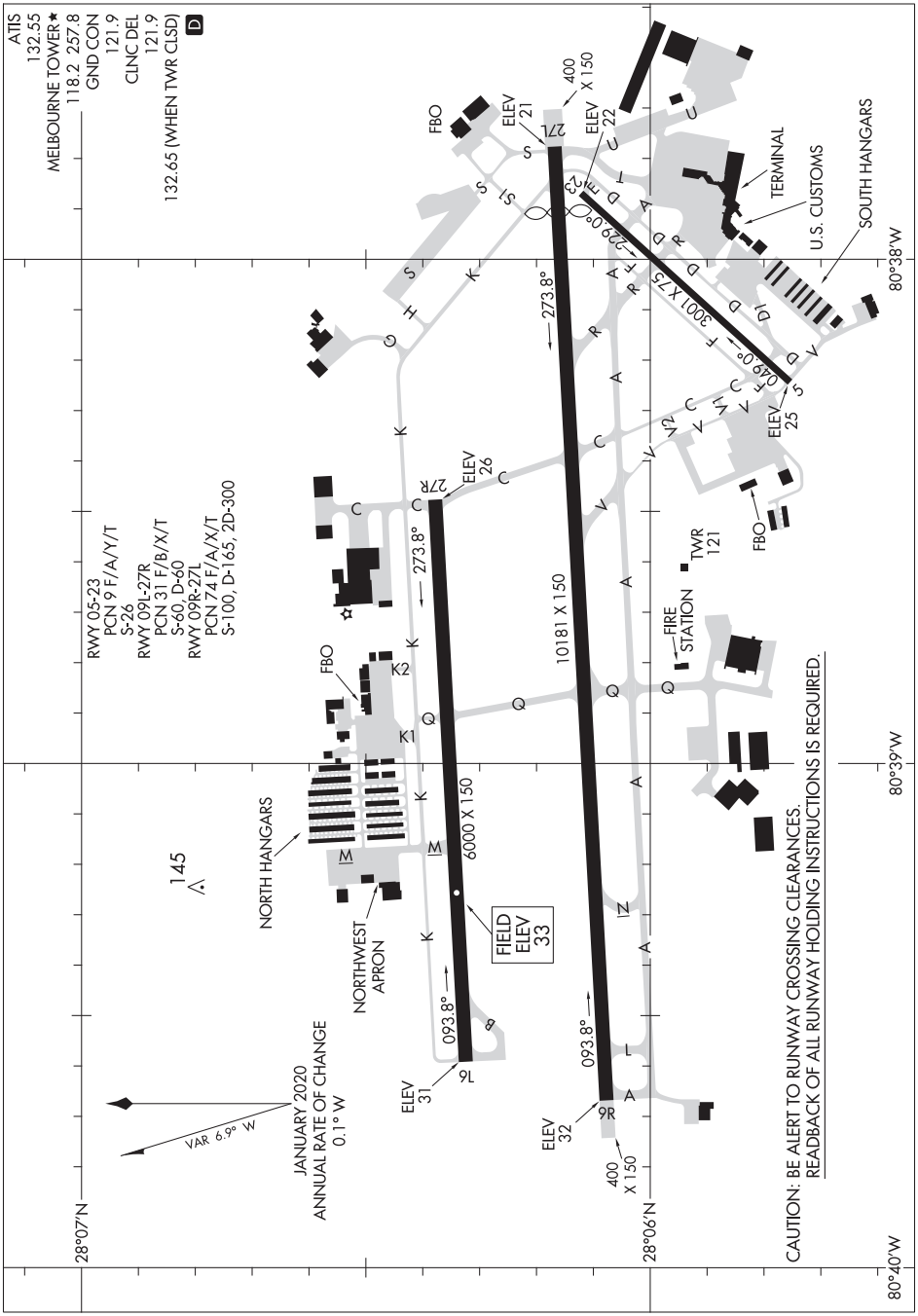
20086

AIRPORT DIAGRAM

AL-252 (FAA)

MELBOURNE INTL (MLB)
MELBOURNE, FLORIDA



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AIRPORT DIAGRAM
20086
MELBOURNE, FLORIDA
MELBOURNE INTL (MLB)

MELBOURNE SEVEN DEPARTURE

MELBOURNE INTL (MLB)
MELBOURNE, FLORIDA

TOP ALTITUDE: 5000

ATIS 132.55
CLNC DEL 121.9
132.65 (when twr closed)
ORLANDO DEP CON 132.65 281.425
CTAF 118.2

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′-W81°06.76′
L-21-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56′-W81°20.10′
L-21-23-24, H-8

MELBOURNE
110.0 MLB
Chan 37
N28°06.32′-W80°38.12′
H-8, L-23-24

LAKELAND
116.0 LAL
Chan 107
N27°59.17′-W82°00.83′
L-21-24, H-8

360°
I-MLB
BACK COURSE
094°
MLB
R-096 5.2
274°
CAPEN INT
N28°06.43′
W80°32.27′
R-001

LOCALIZER 108.3
I-MLB

TREASURE
117.3 TRV
Chan 120
N27°40.70′-W80°29.38′
L-23-24, H-8

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′-W82°41.06′
L-21-24, H-8

FREEPORT
113.2 ZFP
Chan 79
N26°33.32′
W78°41.87′
L-23, H-8

PAHOKEE
115.4 PHK
Chan 101
N26°46.96′-W80°41.49′
L-23, H-8

PALM BEACH
115.7 PBI
Chan 104
N26°40.80′-W80°05.19′
L-23, H-8

FORT LAUDERDALE
114.4 FLL
Chan 91
N26°04.44′
W80°09.99′
L-23, H-8

TAKEOFF MINIMUMS
Rwy 5, 23, 9L, 27R: NA-per ATC.
Rwy 9R, 27L: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.

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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9R: Climb on MLB VOR/DME R-096 to CAPEN INT/MLB VOR/DME 5.2 DME, then turn left heading 360°, thence. . . .

TAKEOFF RUNWAY 27L: Climb heading 274°, thence. . . .

. . . .all aircraft expect RADAR vectors to join assigned route. Maintain 5000 or assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

MERRITT ISLAND, FLORIDA AL-6988 (FAA) 21056

WAAS CH 65899 W11A	APP CRS 114°	Rwy ldg 3601 TDZE 6 Apt Elev 6

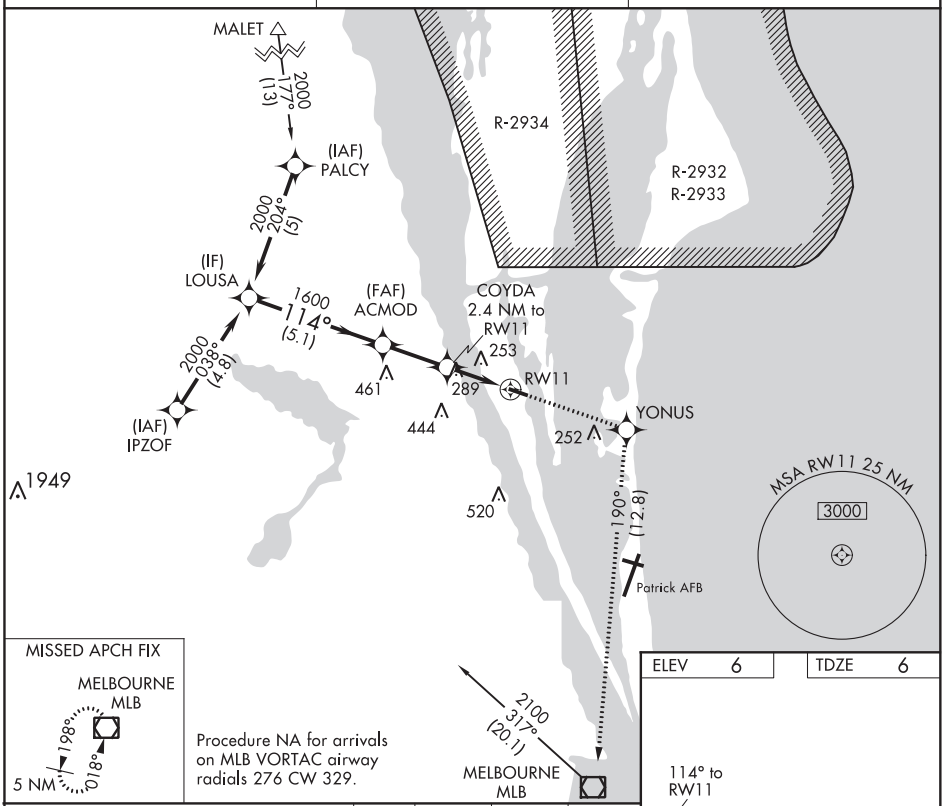
RNAV (GPS) RWY 11
MERRITT ISLAND (COI)

RNP APCH.

T ANA Rwy 11 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Melbourne altimeter setting and increase LPV DA to 329 and all MDA 40 feet, increase LPV all Cats visibility ⅛ mile. Night landing: Rwy 11 NA.

MISSED APPROACH: Climb to 3000 direct YONUS and on track 190° to MLB VOR/DME and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.025	134.95 281.425	122.975 (CTAF) L

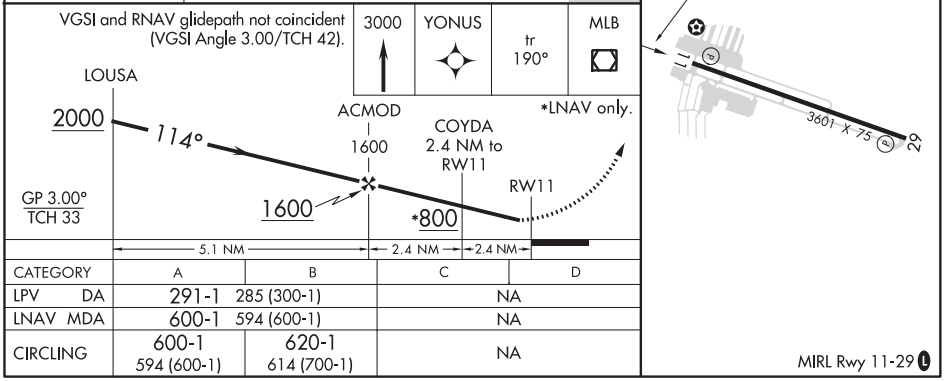


ELEV	6	TDZE	6

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).

3000	YONUS	tr 190°	MLB

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	291-1	285 (300-1)	NA	
LNAV MDA	600-1	594 (600-1)	NA	
CIRCLING	600-1 594 (600-1)	620-1 614 (700-1)	NA	

MIRL Rwy 11-29 L

MERRITT ISLAND, FLORIDA
Amdt 1D 30JAN20

28°20′N-80°41′W

MERRITT ISLAND (COI)
RNAV (GPS) RWY 11

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WAAS CH 58035 W09A	APP CRS 095°	Rwy ldg 10499 TDZE 13 Apt Elev 13

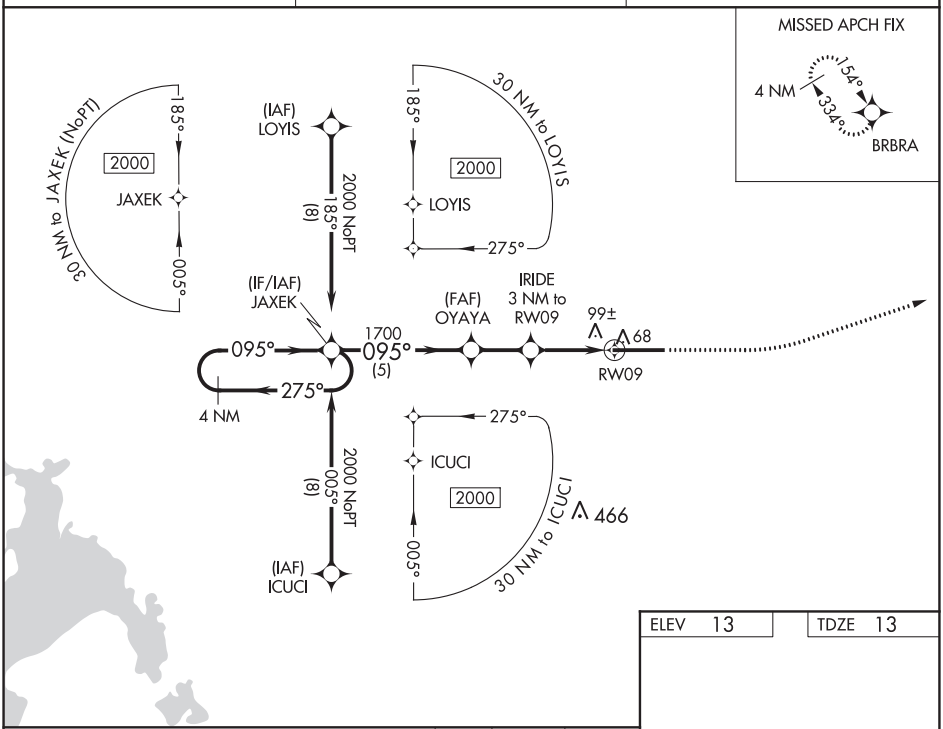
RNAV (GPS) RWY 9

DADE-COLLIER TRAINING AND TRANSITION (TNT)

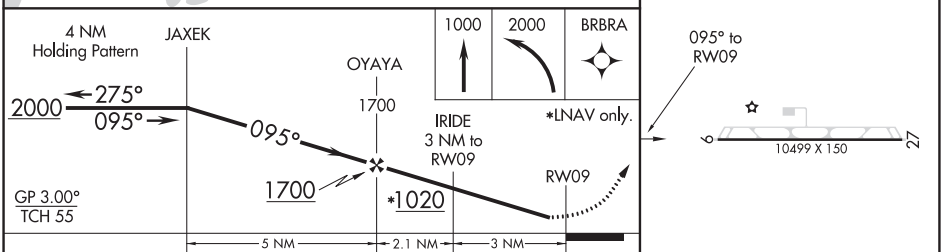
NA Baro-VNAV NA when using Miami Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 9 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Miami Executive altimeter setting and increase LPV DA to 279 feet; increase LNAV/VNAV DA to 346; and increase all MDA 80 feet; increase LNAV Cats C and D visibility ¼ SM.

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

AWOS-3	MIAMI APP CON	UNICOM
119.075	128.6 306.975	123.0 (CTAF)



ELEV 13	TDZE 13



CATEGORY	A	B	C	D
LPV DA	213-1		200 (200-1)	
LNAV/VNAV DA	280-1		267 (300-1)	
LNAV MDA	360-1		347 (400-1)	
C CIRCLING	400-1 387 (400-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

HIRL Rwy 9-27

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MIAMI, FLORIDA

AL-5349 (FAA)

21056

ILS or LOC RWY 9R
MIAMI EXECUTIVE (TMB)

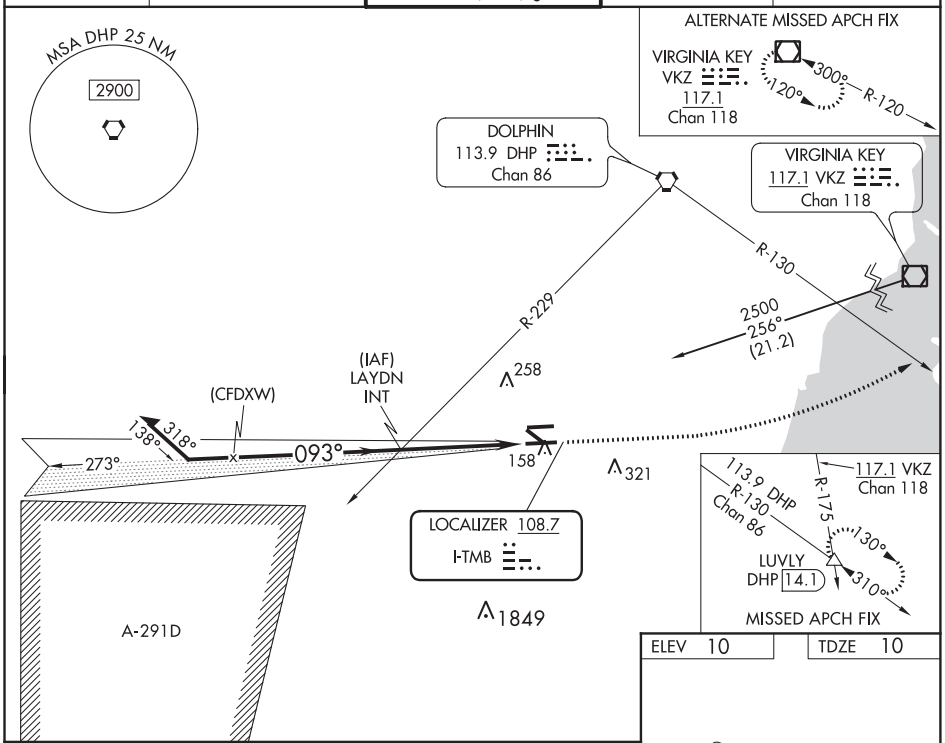
LOC I-TMB	APP CRS	Rwy ldg 6000
108.7	093°	TDZE 10
		Apt Elev 10

Circling Rwy 13, 31 NA at night. For inop ALS when using Miami Intl altimeter setting, increase Cat C/D visibility to 1⅜ SM. When local altimeter setting not received, use Miami Intl altimeter setting and increase S-ILS 9R DA to 237 feet and all MDA 40 feet, increase S-LOC 9R Cat C/D visibility ⅛ SM.

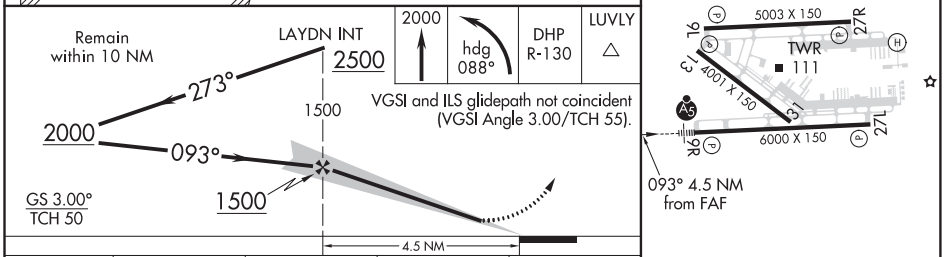
MALSR

MISSED APPROACH: Climb to 2000 then left turn on heading 088° and DHP VORTAC R-130 to LUVLY INT/DHP 14.1 DME and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0



ELEV 10	TDZE 10



CATEGORY	A	B	C	D
S-ILS 9R	210-½ 200 (200-½)			
S-LOC 9R	460-½ 450 (500-½)		460-⅞ 450 (500-⅞)	
CIRCLING	460-1 450 (500-1)		460-1½ 450 (500-1½)	640-2 630 (700-2)

REIL Rwy 13
HIRL Rwy 9R-27L L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

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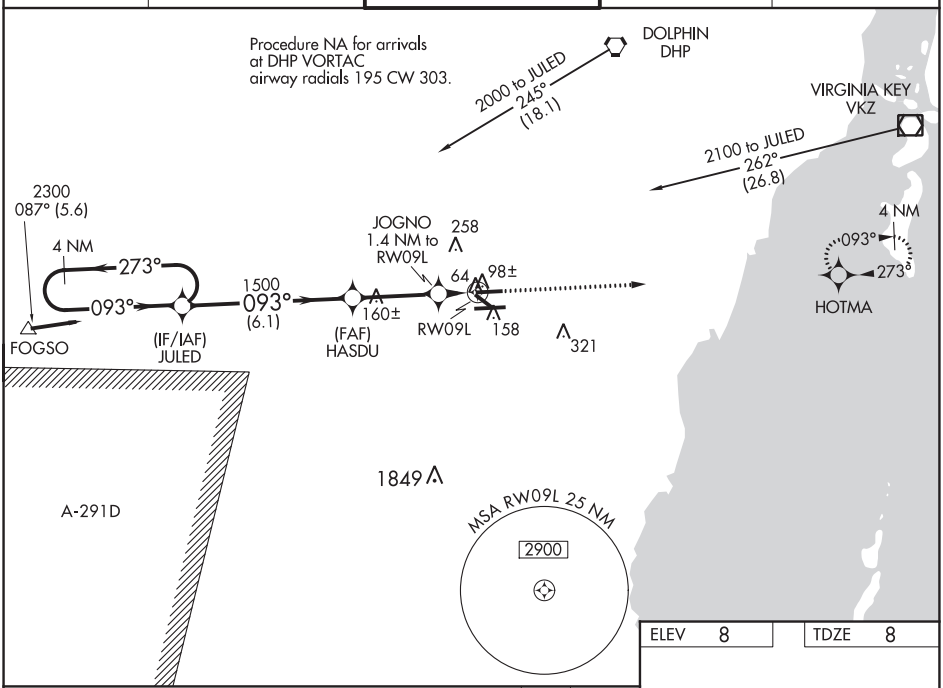
RNAV (GPS) RWY 9L
MIAMI EXECUTIVE (TMB)

WAAS CH 99415 W09B	APP CRS 093°	Rwy ldg 5003 TDZE 8 Apt Elev 8

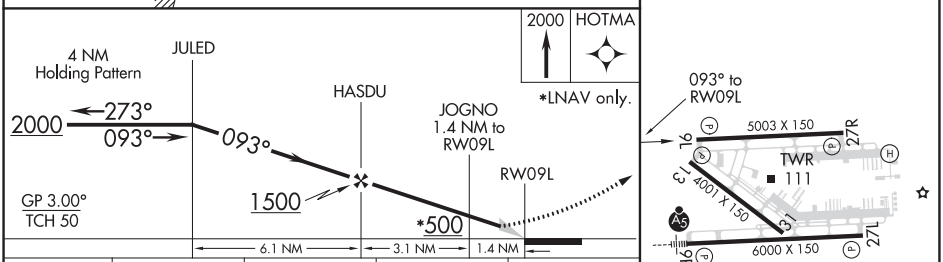
Circling Rwy 13,31 NA at night. Baro-VNAV NA when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA 27 feet and all MDA 40 feet; increase LPV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile, and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct HOTMA and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0



ELEV 8	TDZE 8



CATEGORY	A	B	C	D
LPV DA	258-¾ 250 (300-¾)			
LNAV/VNAV DA	364-1¼ 356 (400-1¼)			
LNAV MDA	380-1 372 (400-1)			380-1¼ 372 (400-1¼)
CIRCLING	460-1 452 (500-1)		460-1½ 452 (500-1½)	640-2 632 (700-2)

REIL Rwy 13
HIRL Rwy 9R-27L L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

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MIAMI, FLORIDA

AL-5349 (FAA)

21056

RNAV (GPS) RWY 9R

MIAMI EXECUTIVE (TMB)

WAAS CH 72900 W09A	APP CRS 093°	Rwy ldg 6000 TDZE 10 Apt Elev 10

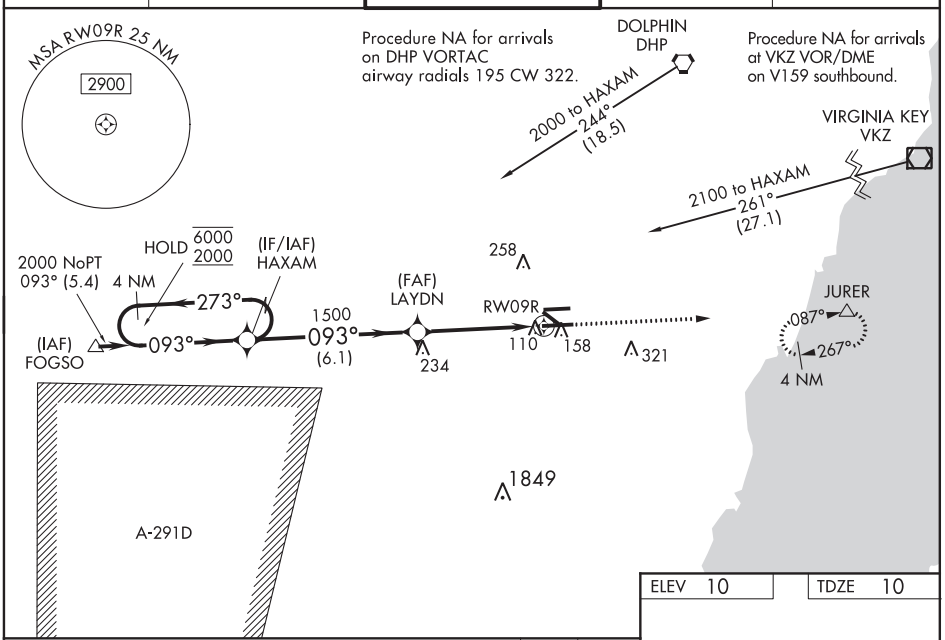
RNP APCH.

Circling Rwy 13, 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Baro-VNAV and VDP NA when using Miami Intl altimeter setting. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA by 27 feet and all MDA 40 feet, increase LNAV Cats C/D visibility ⅛ SM. For inop ALS when using Miami Intl altimeter setting, increase LNAV/VNAV all Cats visibility to ⅞ SM, and LNAV Cat C/D visibility to 1⅜ SM.

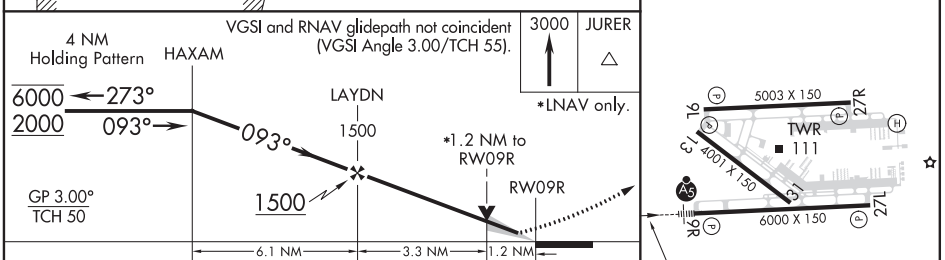
MALSR

MISSED APPROACH: Climb to 3000 direct JURER and hold, continue climb-in-hold to 3000.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0



ELEV 10	TDZE 10



CATEGORY	A	B	C	D
LPV DA	210-½ 200 (200-½)			
LNAV/VNAV DA	302-½ 292 (300-½)			
LNAV MDA	460-½ 450 (500-½)		460-⅞ 450 (500-⅞)	
CIRCLING	460-1 450 (500-1)		460-1½ 450 (500-1½)	640-2 630 (700-2)

REIL Rwy 13
HIRL Rwy 9R-27L L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

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RNAV (GPS) RWY 27L
MIAMI EXECUTIVE (TMB)

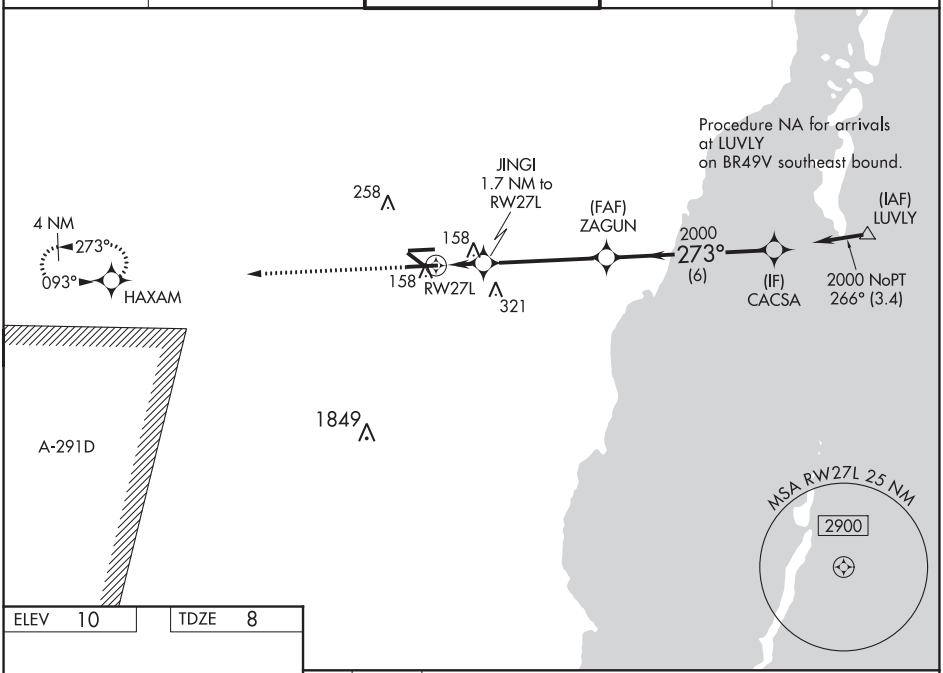
WAAS CH 56400 W27A	APP CRS 273°	Rwy ldg 6000 TDZE 8 Apt Elev 10

RNP APCH.

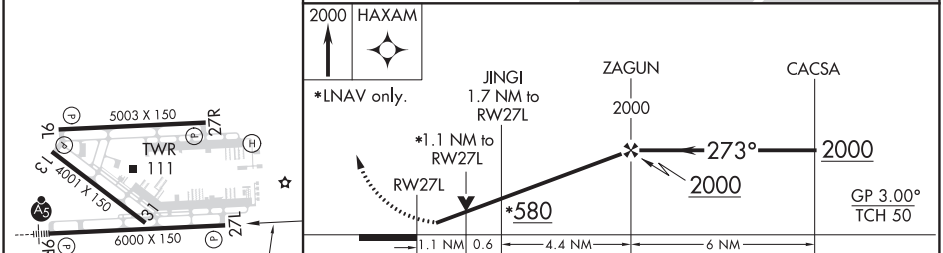
Circling Rwy 13, 31 NA at night. Rwy 27L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. VDP and Baro-VNAV NA when using Miami Intl altimeter setting. When local altimeter setting not received, use Miami Intl altimeter setting and increase LPV DA to 235 feet, LNAV/VNAV DA to 368 feet and all MDA 40 feet, increase LNAV Cats C/D visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct HAXAM and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0



ELEV 10 | TDZE 8



CATEGORY	A	B	C	D
LPV DA	208-¾ 200 (200-¾)			
LNAV/VNAV DA	341-1⅛ 333 (400-1⅛)			
LNAV MDA	420-1 412 (500-1)		420-1⅛ 412 (500-1⅛)	
CIRCLING	460-1 450 (500-1)		460-1½ 450 (500-1½)	640-2 630 (700-2)

REIL Rwy 13
HIRL Rwy 9R-27L L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

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SE-3, 25 FEB 2021 to 22 APR 2021

MIAMI, FLORIDA

AL-5349 (FAA)

21056

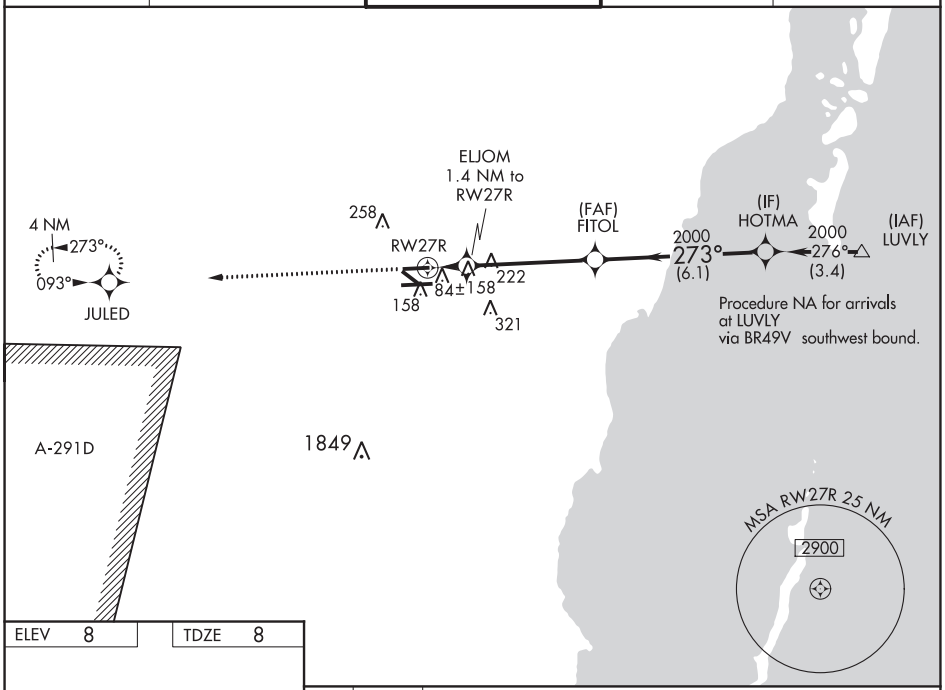
RNAV (GPS) RWY 27R
MIAMI EXECUTIVE (TMB)

WAAS CH 93615 W27B	APP CRS 273°	Rwy ldg 5003 TDZE 8 Apt Elev 8

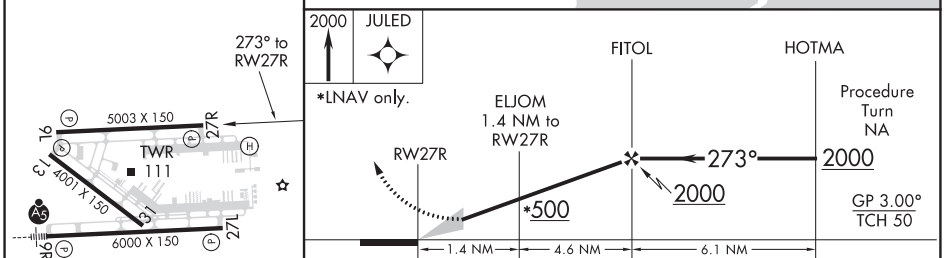
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and adjust all DA 27 feet and all MDA 40 feet; increase LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using Miami Intl altimeter setting. Circling to Rwy 13, 31 NA at night.

MISSED APPROACH: Climb to 2000 direct JULED and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0



ELEV 8	TDZE 8



CATEGORY	A	B	C	D
LPV DA	258-¾ 250 (300-¾)			
LNAV/VNAV DA	352-1¼ 344 (400-1¼)			
LNAV MDA	420-1 412 (500-1)		420-1¼ 412 (500-1¼)	
CIRCLING	460-1 452 (500-1)		460-1½ 452 (500-1½)	640-2 632 (700-2)

REIL Rwy 13
HIRL Rwy 9R-27L L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

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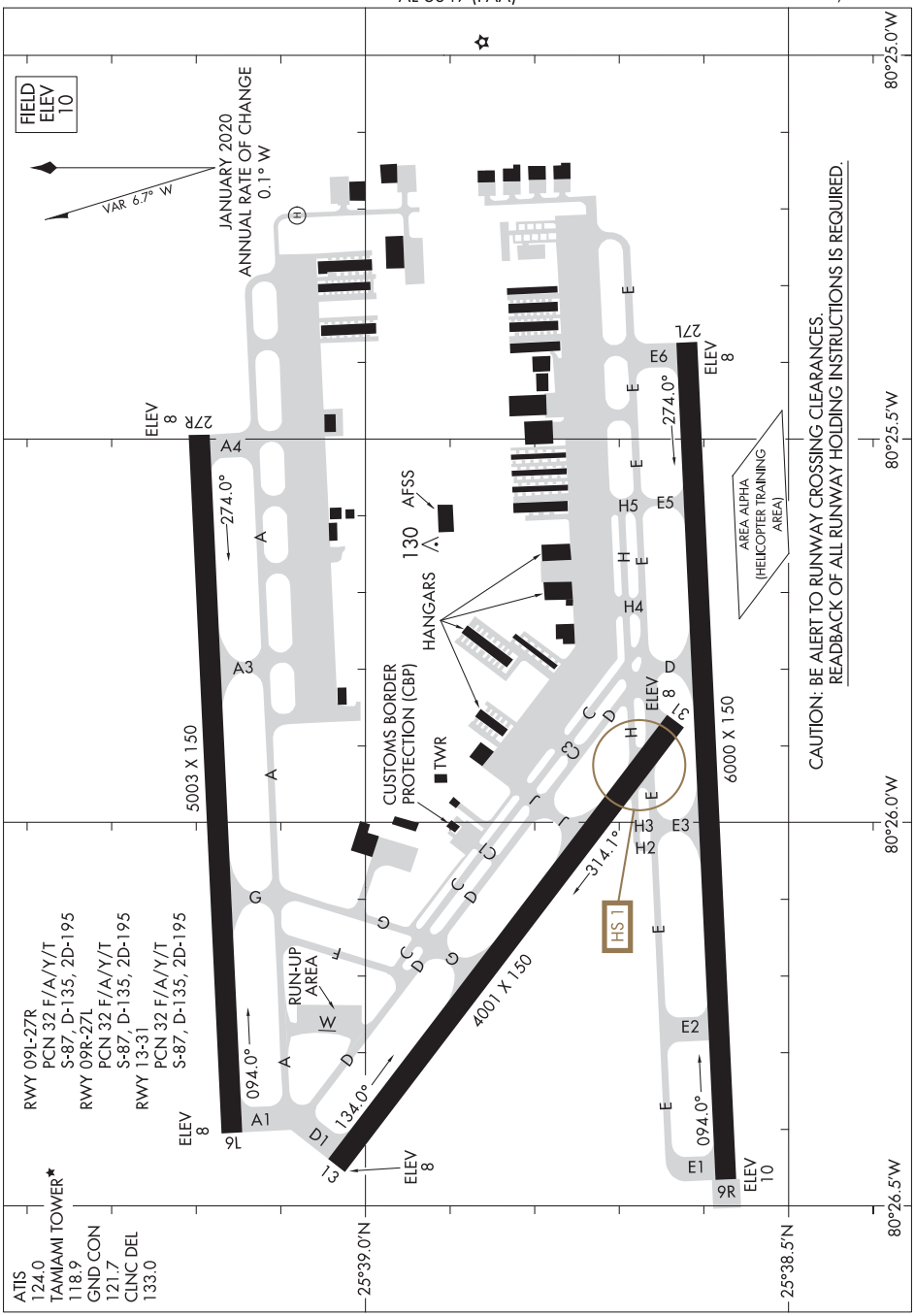

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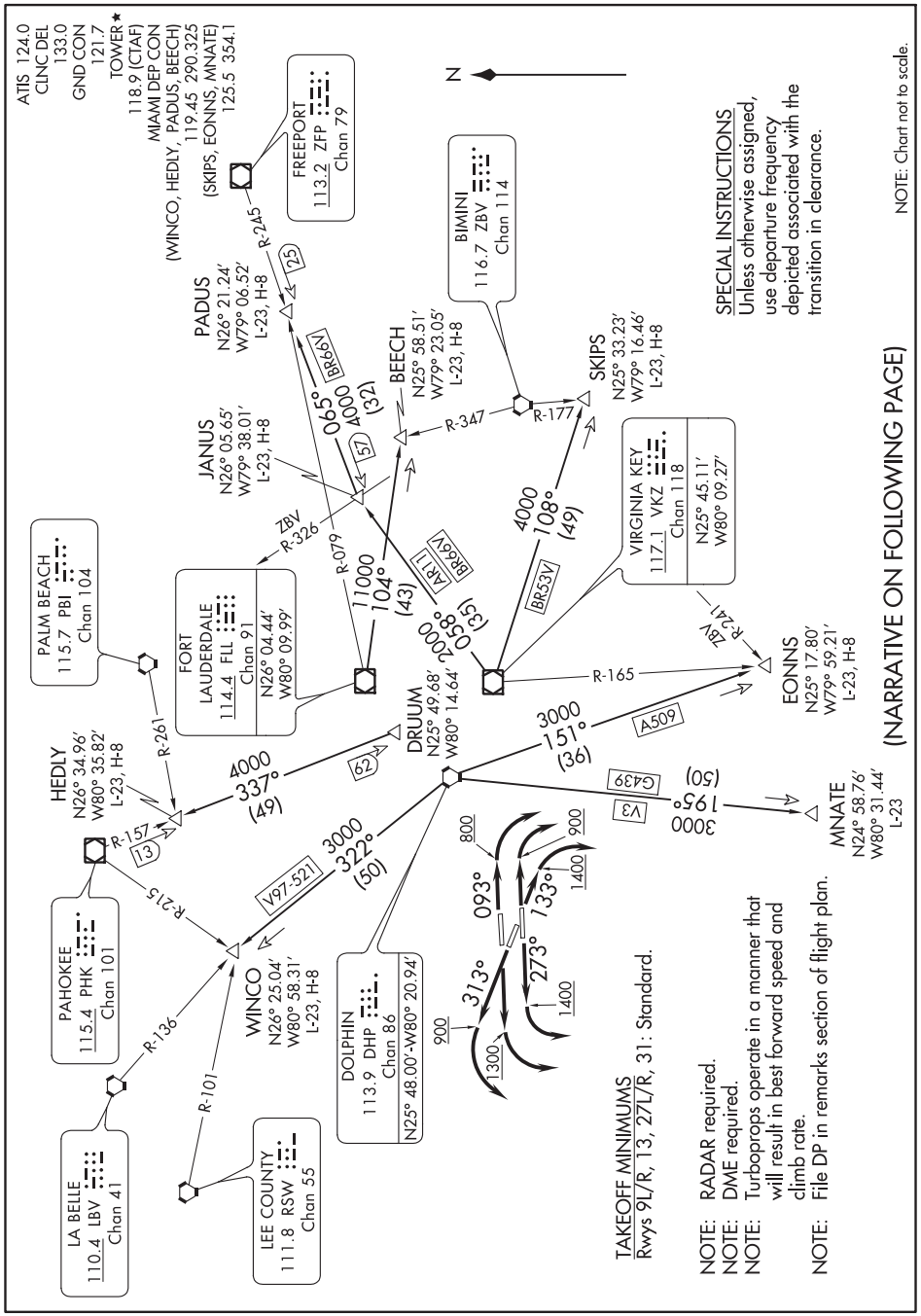
MIAMI SEVEN DEPARTURE



MIAMI SEVEN DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9L: Climb heading 093° to 800 before turning right, thence. . . .
TAKEOFF RUNWAY 9R: Climb heading 093° to 900 before turning right, thence. . . .
TAKEOFF RUNWAY 13: Climb heading 133° to 1400 before turning right, thence. . . .
TAKEOFF RUNWAY 27L: Climb heading 273° to 1400 before turning left, thence. . . .
TAKEOFF RUNWAY 27R: Climb heading 273° to 1300 before turning left, thence. . . .
TAKEOFF RUNWAY 31: Climb heading 313° to 900 before turning left, thence. . . .

. . . .maintain 2000 or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA7.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH.
EONNS TRANSITION (MIA7.EONNS): From over DHP VORTAC on DHP R-151 to EONNS.
HEDLY TRANSITION (MIA7.HEDLY): From over DRUUM on PHK R-157 to HEDLY.
MNATE TRANSITION (MIA7.MNATE): From over DHP VORTAC on DHP R-195 to MNATE.
PADUS TRANSITION (MIA7.PADUS): From over VKZ VOR/DME on VKZ R-058 to JANUS then on ZFP R-245 to PADUS.
SKIPS TRANSITION (MIA7.SKIPS): From over VKZ VOR/DME on VKZ R-108 to SKIPS.
WINCO TRANSITION (MIA7.WINCO): From over DHP VORTAC on DHP R-322 to WINCO.

LOC/DME I-MFA	APP CRS	Rwy ldg 10506
110.3	092°	TDZE 8
Chan 40		Apt Elev 9

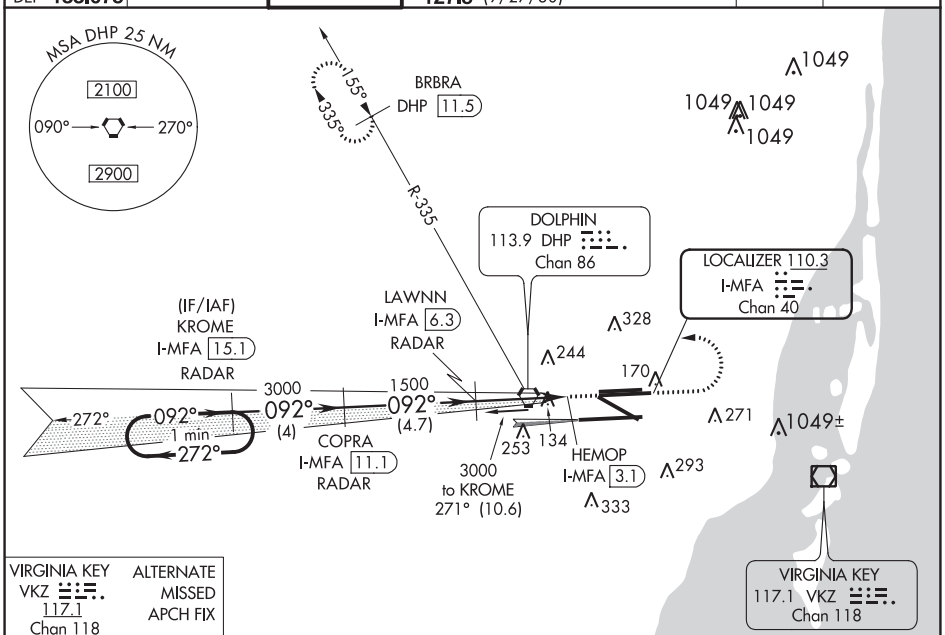
ILS or LOC RWY 8R
MIAMI INTL (MIA)

For inop MALSR, increase S-ILS 8 all Cats visibility to 1½ mile. Simultaneous approach authorized with Rwy 9. Autopilot coupled approach NA below 500 feet. DME required.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 270° and on DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35	

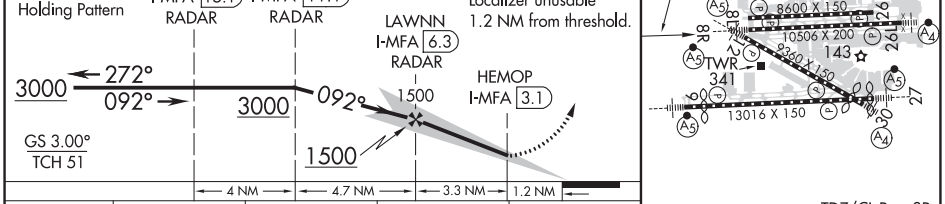


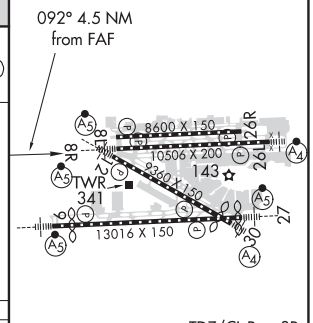
DME or RADAR REQUIRED

ELEV 9	D	TDZE 8

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).

800	3000 hdg 270°	DHP R-335	BRBRA DHP 11.5





TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 8R	450/50 442 (500-1)			
S-LOC 8R	560/50 552 (600-1)			560/60 552 (600-1¼)

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

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ILS or LOC RWY 9
MIAMI INTL (MIA)

LOC/DME I-BUL	APP CRS	Rwy ldg 11397
110.9	092°	TDZE 7
Chan 46		Apt Elev 9

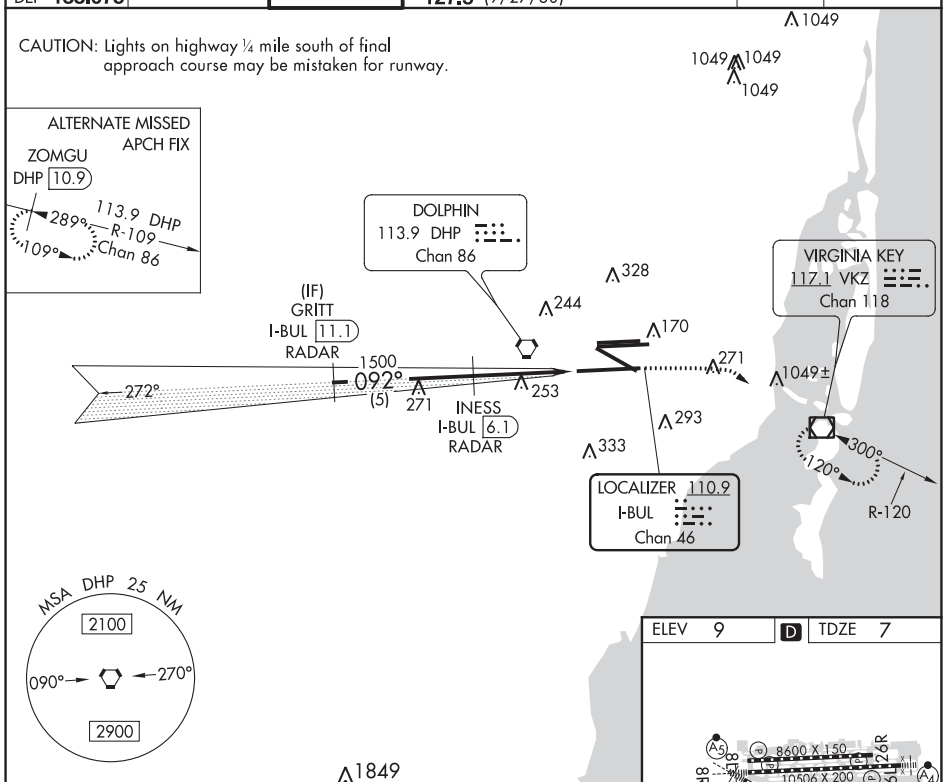
RADAR required for procedure entry. DME required for LOC only.

Autopilot coupled approach NA. Simultaneous approach authorized. For inop ALS, increase S-ILS 9 Cat E visibility to RVR 4000 and S-LOC 9 Cat C/D visibility to 1⅜ SM.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct VKZ VOR/DME and hold, continue climb-in-hold to 3000.

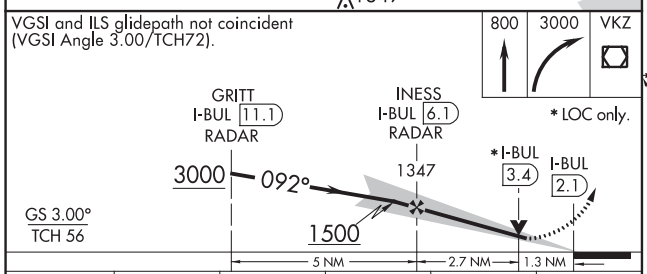
D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35	



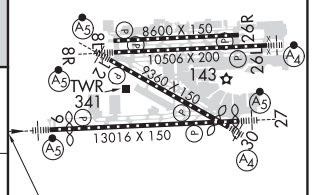
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH72).

800	3000	VKZ

* LOC only.



ELEV 9 | D | TDZE 7



TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys

CATEGORY	A	B	C	D	E
S-ILS 9**	207/24 200 (200-½)				
S-LOC 9	480/24 473 (500-½)		480/50 473 (500-1)		NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

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MIAMI, FLORIDA AL-257 (FAA) 20254

ILS or LOC RWY 12
MIAMI INTL (MIA)

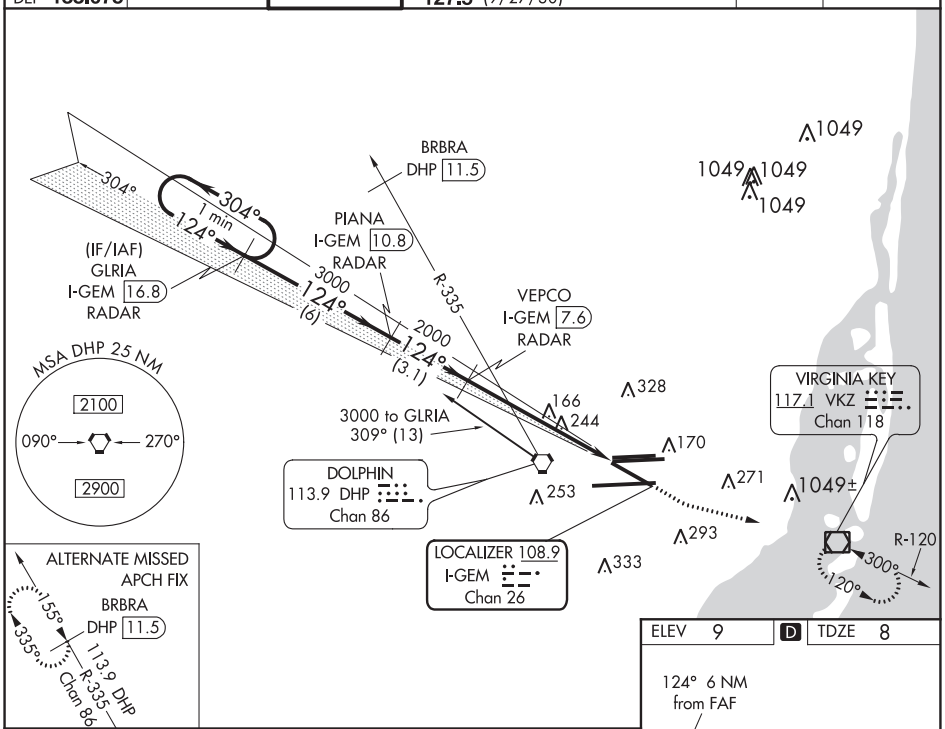
LOC/DME I-GEM	APP CRS	Rwy ldg	8579
108.9	124°	TDZE	8
Chan 26		Apt Elev	9

For inoperative MALSR, increase S-ILS 12 all Cats visibility to 1¼ , increase S-LOC 12 Cats A and B visibility to RVR 5000.
DME or Radar required.
Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct VKZ VOR/DME and hold.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 348.6 127.5 (9/27/30)	135.35	



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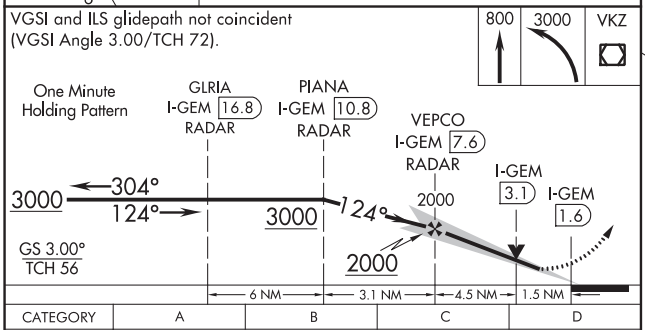
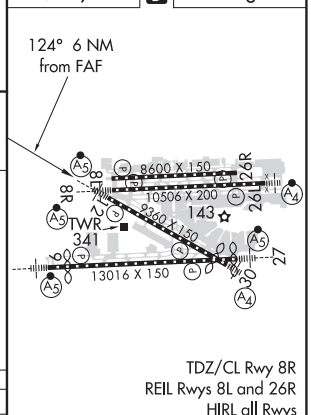
ELEV 9	D	TDZE 8

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 72).





CATEGORY	A	B	C	D
S-ILS 12	376/40 368 (400-¾)			
S-LOC 12	560/40 552 (600-¾)		560/50 552 (600-1)	560/60 552 (600-1¼)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

ILS or LOC RWY 26L
MIAMI INTL (MIA)

LOC/DME I-VIN	APP CRS	Rwy ldg	10220
109.1	272°	TDZE	9
Chan 28		Apt Elev	9

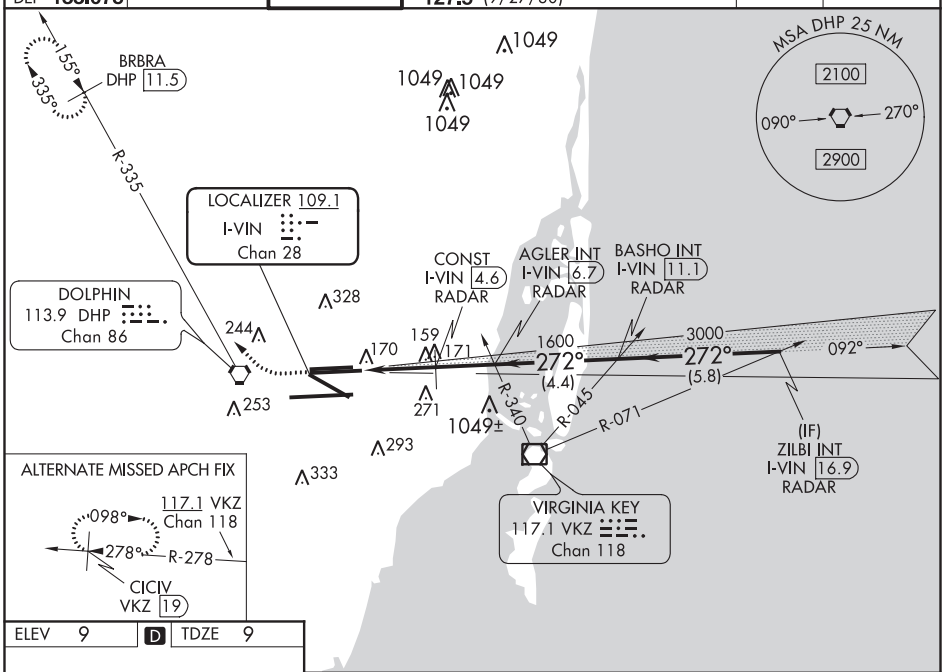
DME required. RADAR required for procedure entry.

Autopilot coupled approach NA below 480. Simultaneous approach authorized. Inop table does not apply to S-ILS 26L all Cats and S-LOC 26L Cat C/D. For inop ALS, increase CONST FIX MINIMUMS: S-LOC 26L Cat C/D visibility to RVR 6000.

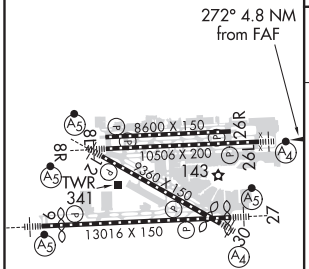
MALSF

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 290° and DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

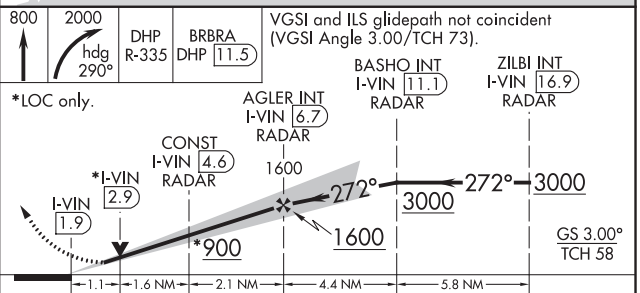
D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35	



ELEV 9	D	TDZE 9



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 26L	209/40 200 (200-¾)			
S-LOC 26L	900/55 891 (900-1)		900-2½ 891 (900-2½)	
CONST FIX MINIMUMS				
S-LOC 26L	420/40 411 (500-¾)		420/50 411 (500-1)	

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ILS or LOC RWY 27

MIAMI INTL (MIA)

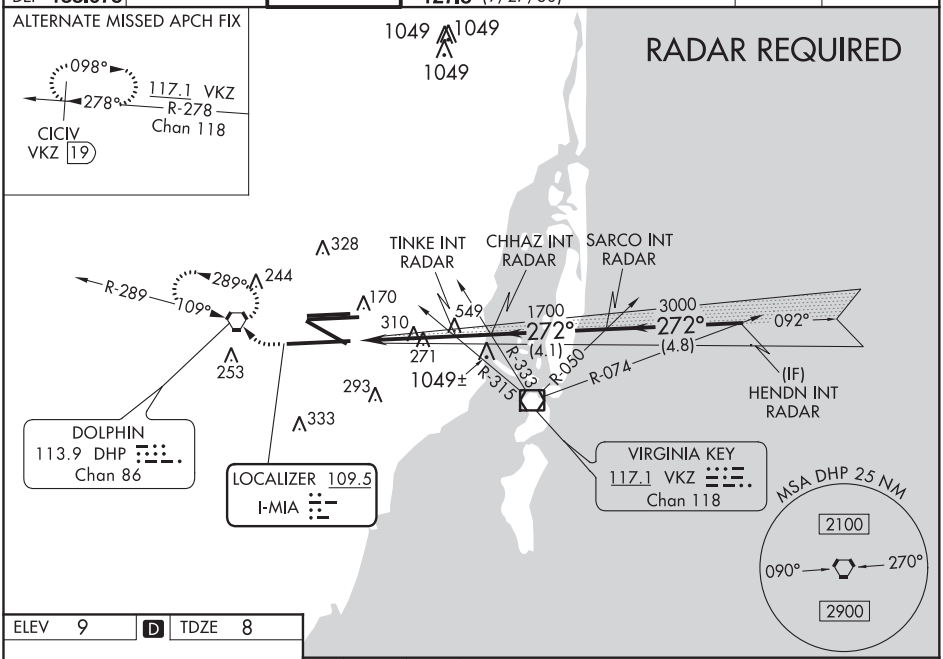
LOC I-MIA	APP CRS	Rwy ldg 12755
109.5	272°	TDZE 8
		Apt Elev 9

Simultaneous approach authorized.
For inop ALS, increase S-ILS 27 Cat E visibility to RVR 4000 and TINKE Fix Minimums S-LOC 27 Cat E visibility to 1⅝ SM.
Inop table does not apply to S-LOC 27 Cats C/D/E.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

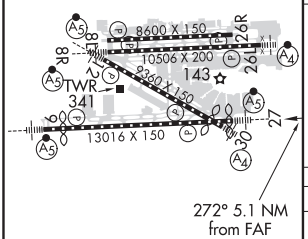
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct DHP VORTAC and hold, continue climb-in-hold to 3000.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35	

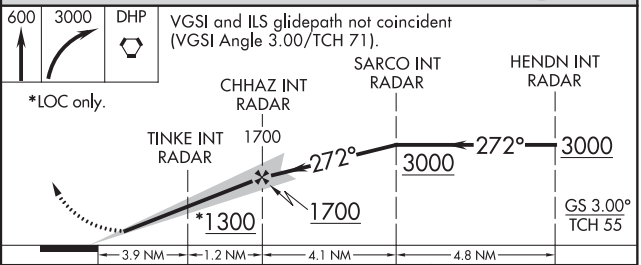


ELEV 9 | D | TDZE 8



TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D	E
S-ILS 27**	208/24 200 (200-½)				
S-LOC 27	1300/40 1292 (1300-¾)	1300/55 1292 (1300-1)	1300-3 1292 (1300-3)		
TINKE FIX MINIMUMS					
S-LOC 27	560/24 552 (600-½)		560/60 552 (600-1¼)		

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ILS or LOC RWY 30
MIAMI INTL (MIA)

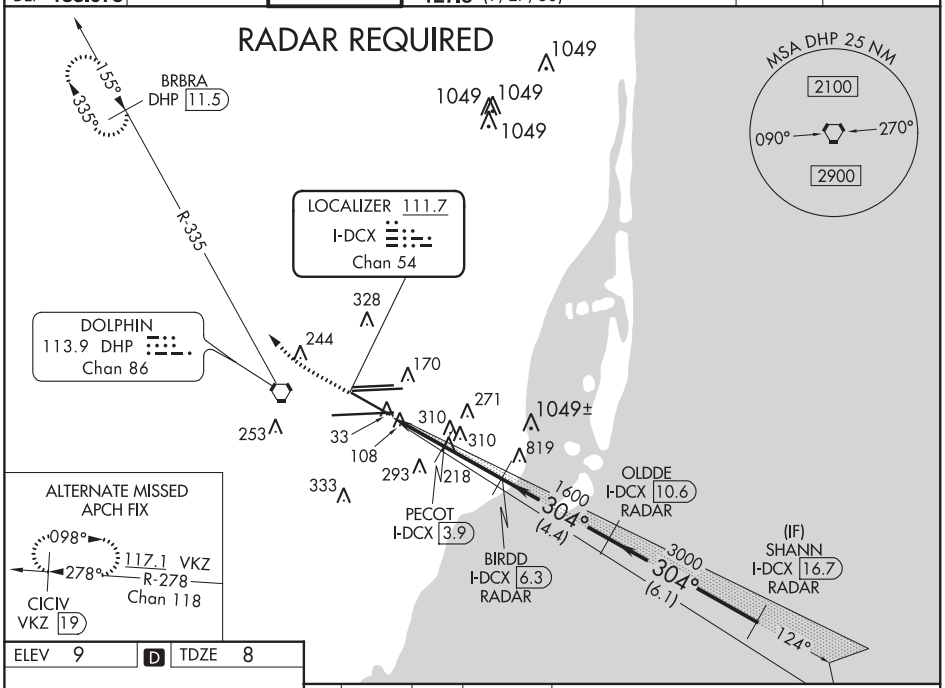
LOC/DME I-DCX	APP CRS	Rwy ldg	7913
111.7	304°	TDZE	8
Chan 54		Apt Elev	9

DME required.
Inop table does not apply.

MALS

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 310° and DHP VORTAC R-335 to BRBRA/11.5 DME and hold.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35	



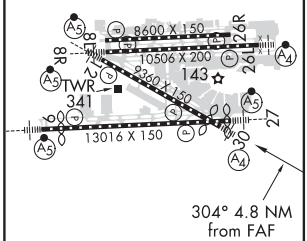
ELEV 9	D	TDZE 8

800	2000 hdg 310°	DHP R-335	BRBRA DHP 11.5

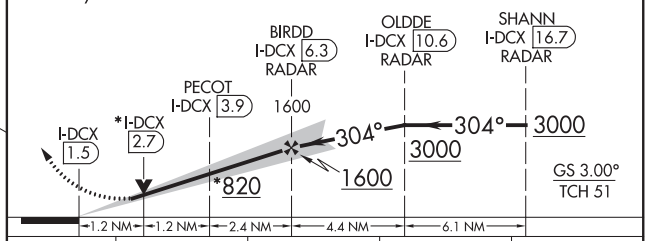
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

DCX localizer unusable within 0.5 NM.

*LOC only.



TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 30	258/40 250 (300-¾)			
S-LOC 30	460/40 452 (500-¾)		460/60 452 (500-1¼)	460-1½ 452 (500-1½)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

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MIAMI, FLORIDA

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19115

RNAV (RNP) Y RWY 8R

MIAMI INTL (MIA)

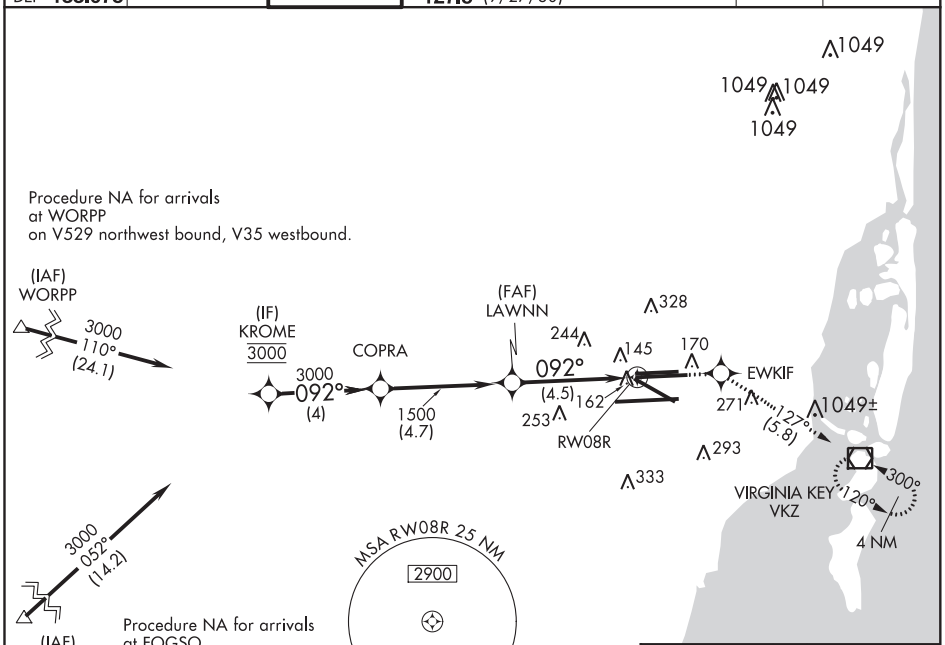
APP CRS	Rwy ldg	10506
092°	TDZE	8
	Apt Elev	9

For uncompensated Baro-VNAV systems, procedure NA below 6°C (43°F) or above 54°C (130°F). GPS required. For inop MALSR, increase RNP 0.11 all Cats visibility to 1¼ mile.
*Missed approach requires minimum climb of 330 feet per NM to 600.

MALSR

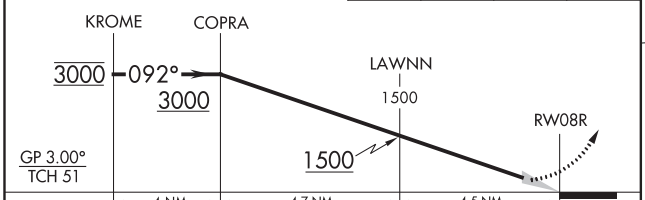
MISSED APPROACH: Climb to 3000 direct EWKIF and on track 127° to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 348.6 127.5 (9/27/30)	135.35	



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).

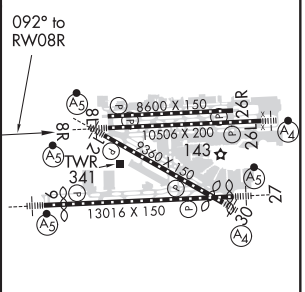
3000	EWKIF	tr 127°	VKZ



CATEGORY	A	B	C	D
*RNP 0.11 DA	397/45 389 (400-⅞)			
RNP 0.30 DA	458/50 450 (500-1)			

AUTHORIZATION REQUIRED

ELEV 9 | D | TDZE 8



TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys

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APP CRS	Rwy ldg	8579
124°	TDZE	8
	Apt Elev	9

RNAV (RNP) Y RWY 12

MIAMI INTL (MIA)

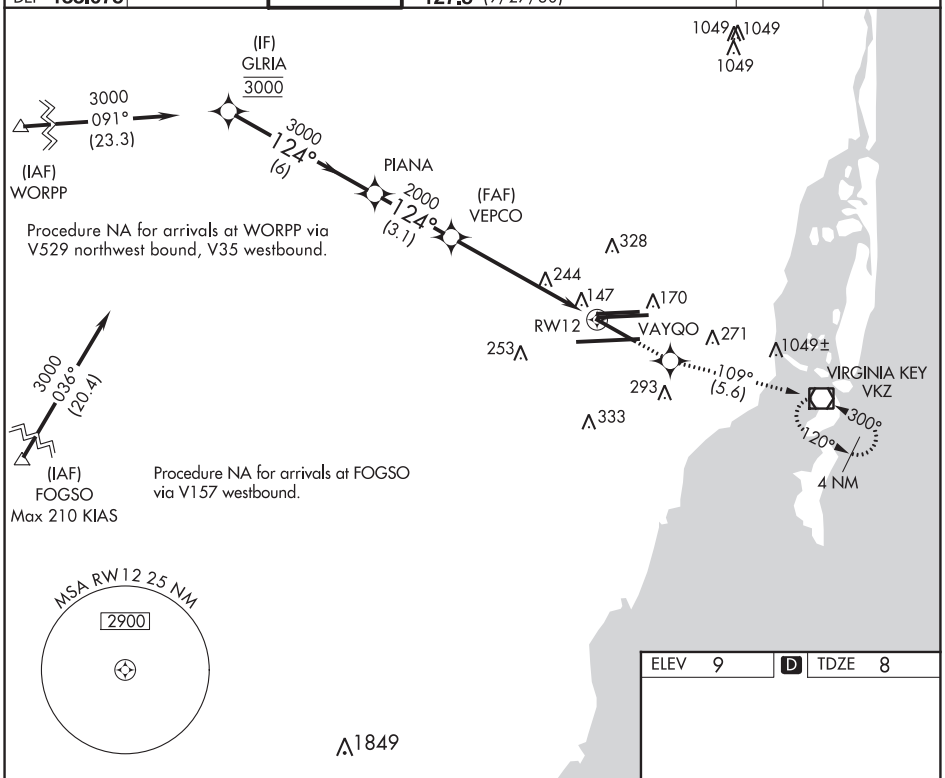
GPS Required. For inoperative MALSR, increase 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 49°C (120°F).

NA

MALSR

MISSED APPROACH: Climb to 3000 direct VAYQO and via 109° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 348.6 127.5 (9/27/30)	135.35	

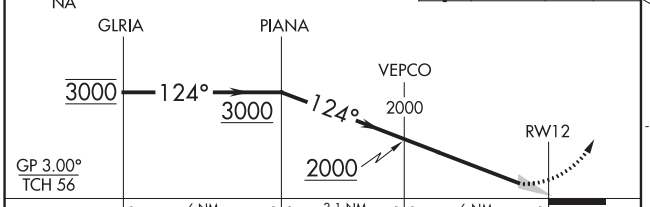


ELEV 9	D	TDZE 8

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

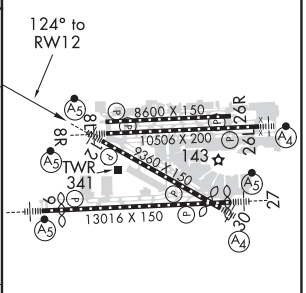
3000	VAYQO	109° tr	VKZ

Procedure Turn NA



CATEGORY	A	B	C	D
RNP 0.30 DA	461/50 453 (500-1)			

AUTHORIZATION REQUIRED



TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys

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MIAMI, FLORIDA

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19115

RNAV (RNP) Y RWY 26L

MIAMI INTL (MIA)

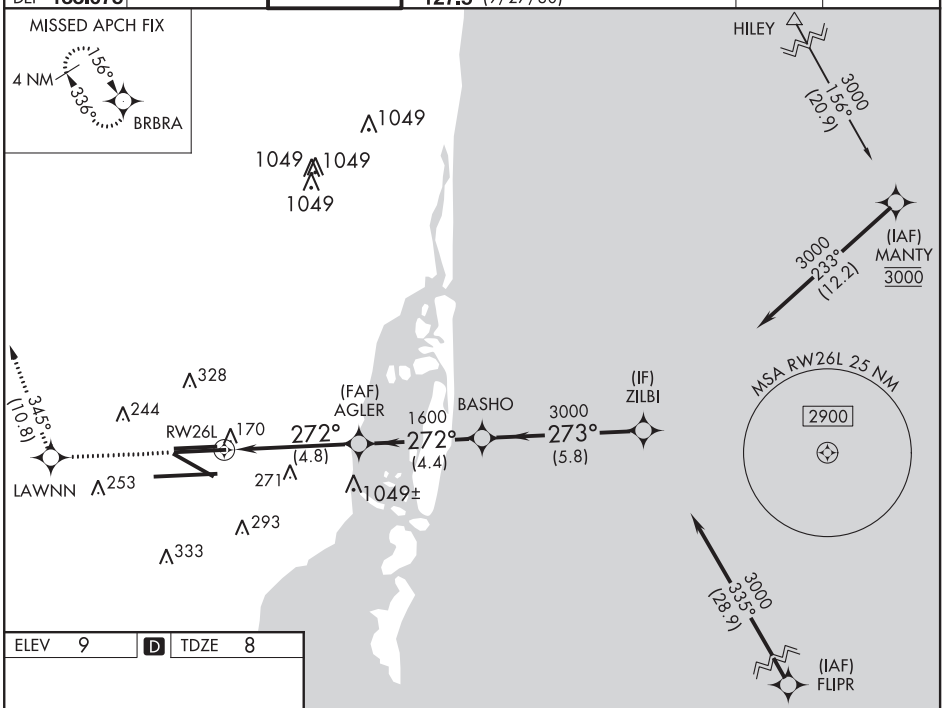
APP CRS	Rwy ldg	10220
272°	TDZE	8
	Apt Elev	9

For uncompensated Baro-VNAV systems, procedure NA below 6°C (43°F) or above 54°C (130°F). GPS Required.
For inop MALSF, increase RNP 0.20 Cat D visibility to RVR 6000 and increase RNP 0.30 Cat D visibility to 1⅜ mile.

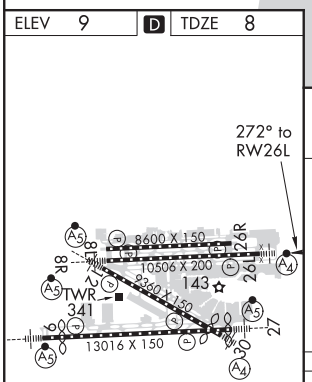
MALSF

MISSED APPROACH: Climb to 2000 direct LAWNN and on track 345° to BRBRA and hold.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35	



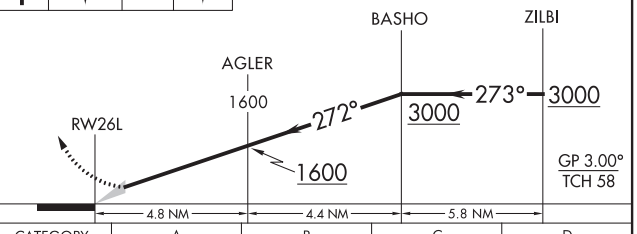
ELEV 9 | D | TDZE 8



TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys

2000	LAWNN	tr 345°	BRBRA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).



CATEGORY	A	B	C	D
RNP 0.20 DA	370/45 362 (400-1)			
RNP 0.30 DA	420/60 412 (500-1¼)			

AUTHORIZATION REQUIRED

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APP CRS	Rwy ldg	12755
272°	TDZE	8
	Apt Elev	9

RNAV (RNP) Y RWY 27

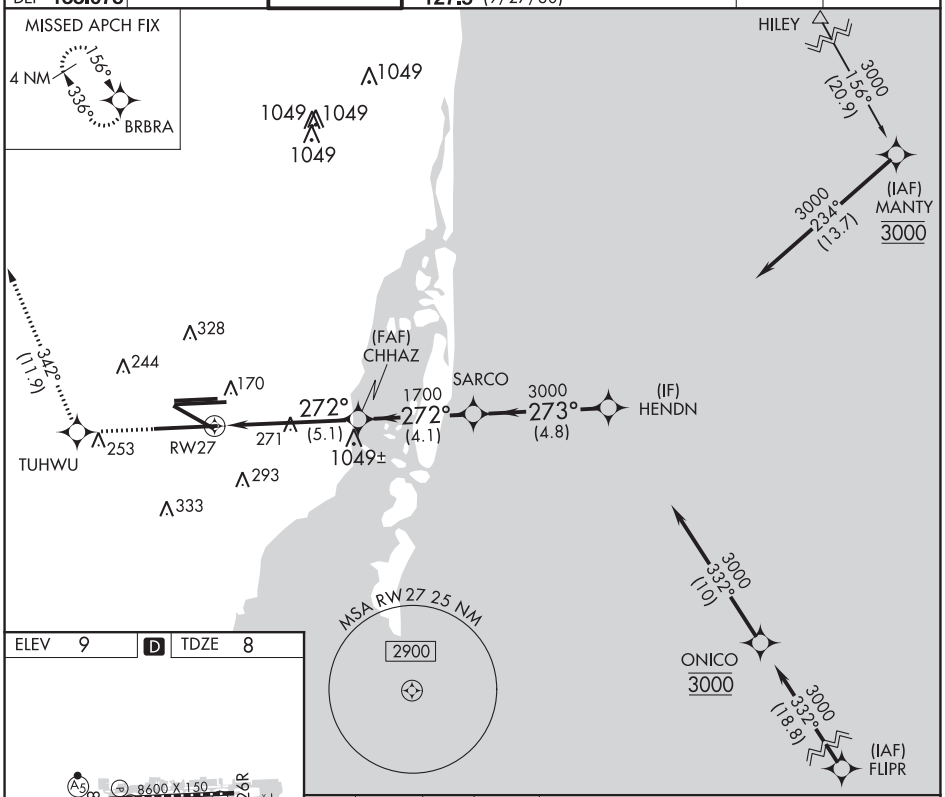
MIAMI INTL (MIA)

For uncompensated Baro-VNAV systems, procedure NA below 6°C (43°F) or above 54°C (130°F). GPS Required.
For inop MALSR, increase RNP 0.11 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to1¼ mile.

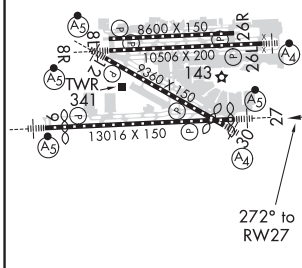
MALSR

MISSED APPROACH: Climb to 2000 direct TUHWU and on track 342° to BRBRA and hold.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35	



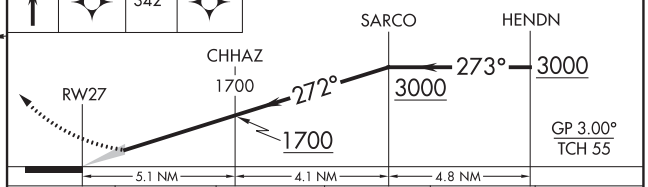
ELEV 9	D	TDZE 8



TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys

2000	TUHWU	tr 342°	BRBRA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D	E
RNP 0.11 DA	336/30 328 (400-⅝)				
RNP 0.30 DA	408/45 400 (400-⅞)				

AUTHORIZATION REQUIRED

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SE-3, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	7913
305°	TDZE	8
	Apt Elev	9

RNAV (RNP) Y RWY 30
MIAMI INTL (MIA)

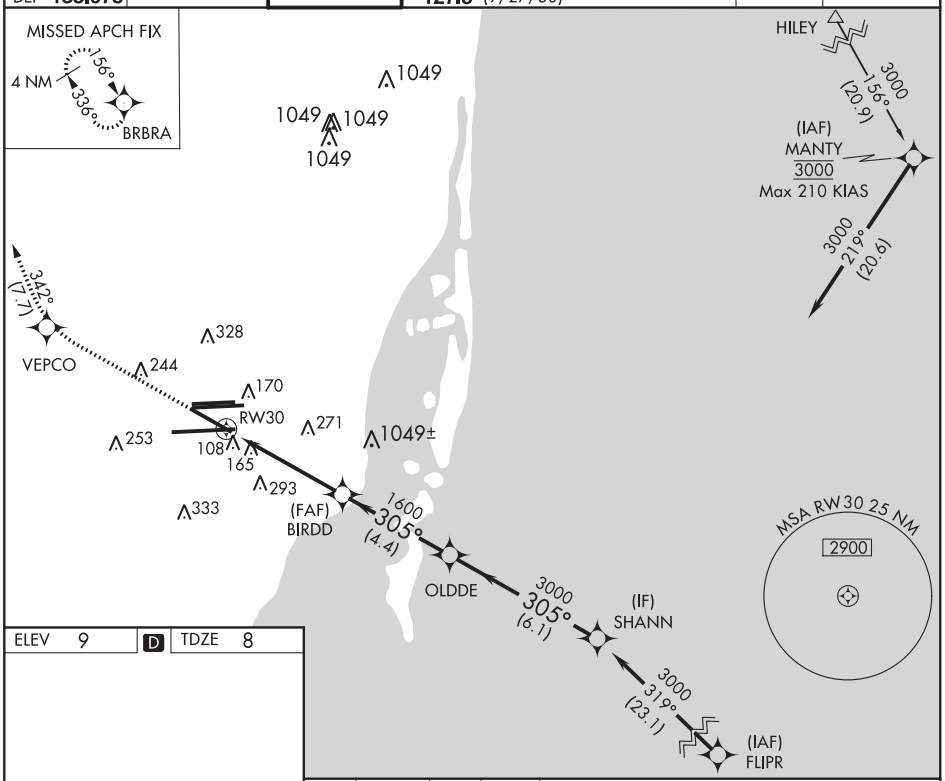
T NA

For inoperative MALS, increase RNP 0.23 all Cats visibility to 1½, RNP 0.30 all Cats to 1¾. GPS Required.
For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (119°F).

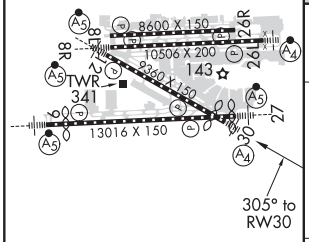
MALS

MISSED APPROACH: Climb to 3000 direct VEPCO and via 342° track to BRBRA and hold.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35	



ELEV 9	D	TDZE 8

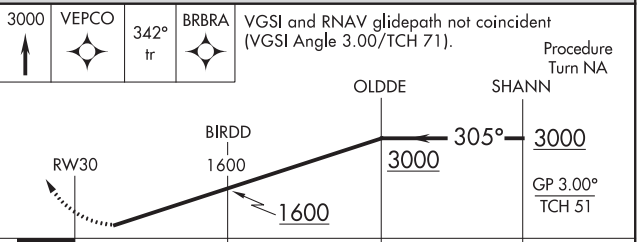


TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys

3000	VEPCO	342° tr	BRBRA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

Procedure Turn NA



CATEGORY	A	B	C	D
RNP 0.23 DA	426-1¼ 418 (500-1¼)			
RNP 0.30 DA	521-1½ 513 (600-1½)			

AUTHORIZATION REQUIRED

SE-3, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 8L
MIAMI INTL (MIA)

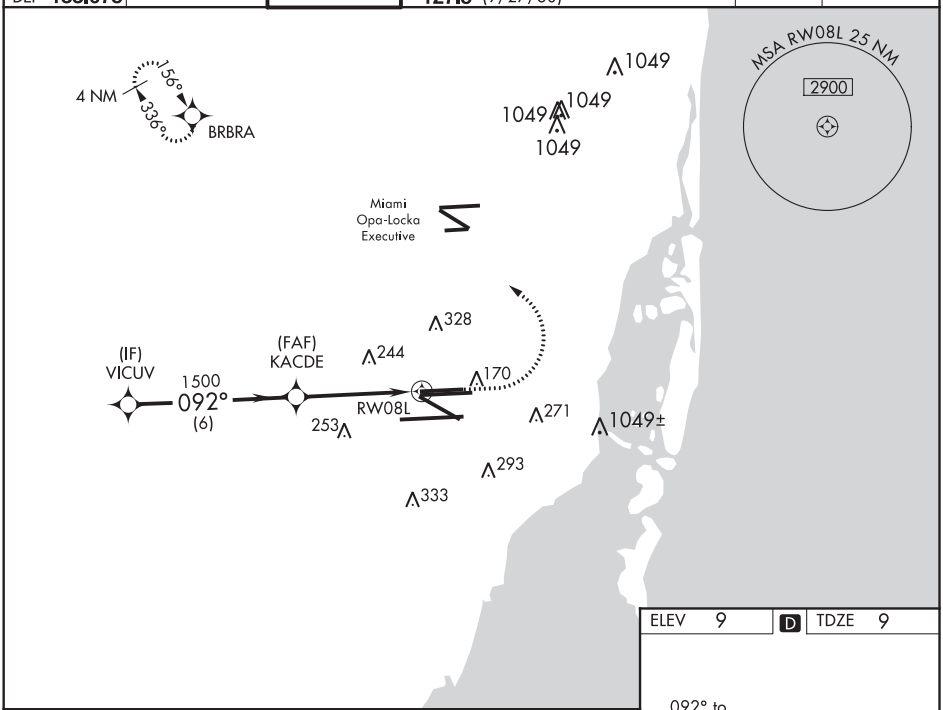
WAAS CH 42703 W08A	APP CRS 092°	Rwy ldg 8600 TDZE 9 Apt Elev 9

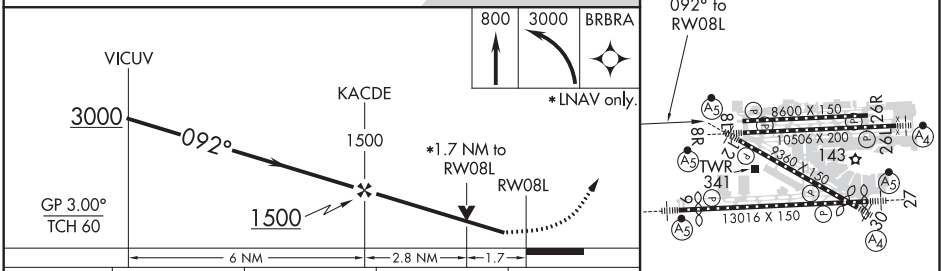
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 9. Rwy 8L helicopter visibility reduction below ¾ SM NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct BRBRA and hold.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 348.6 127.5 (9/27/30)	135.35	





CATEGORY	A	B	C	D
LPV DA	279-1 270 (300-1)			
LNAV/VNAV DA	513-1⅝ 504 (600-1⅝)			
LNAV MDA	600-1 591 (600-1)		600-1¾ 591 (600-1¾)	

ELEV 9 D TDZE 9

TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys

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MIAMI, FLORIDA AL-257 (FAA) 19115

WAAS CH 81931 W09A	APP CRS 092°	Rwy ldg 11397 TDZE 7 Apt Elev 9

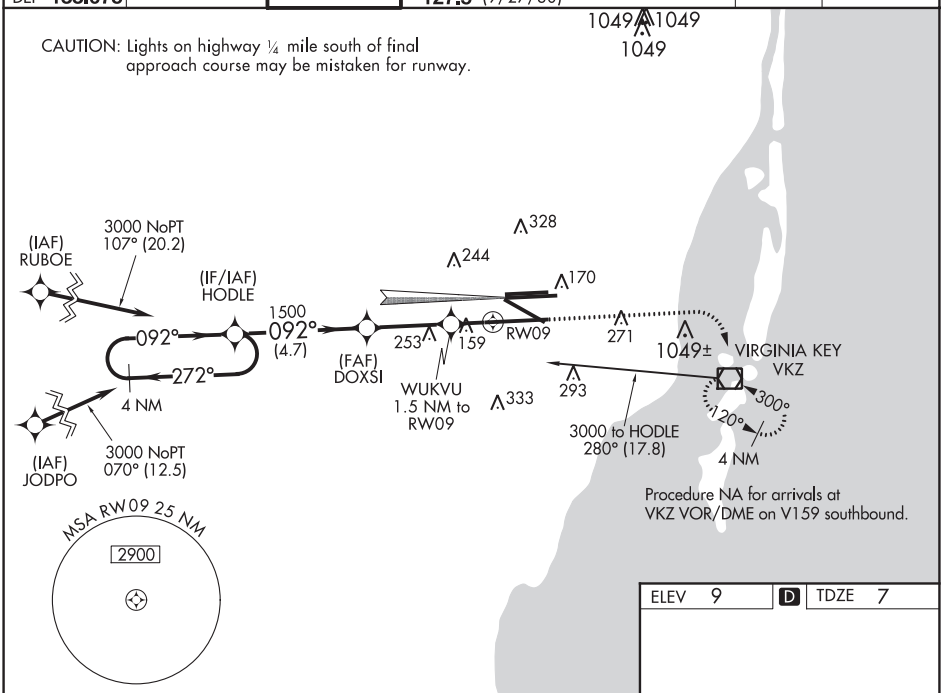
RNAV (GPS) RWY 9
MIAMI INTL (MIA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 8R and RNAV (GPS) Rwy 8L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Helicopter visibility reduction below RVR 4000 NA. For inop MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1⅜ mile, LNAV Cats A and B visibility to RVR 5500 and Cats C, D, and E visibility to 1⅜ mile. **RVR 1800 authorized with use of FD or AP or HUD to DA.

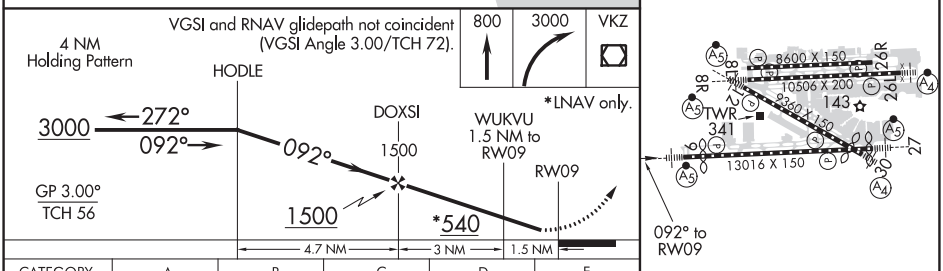
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct VKZ VOR/DME and hold, continue climb-in-hold to 3000.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 348.6 127.5 (9/27/30)	135.35	



ELEV 9	D	TDZE 7



CATEGORY	A	B	C	D	E
LPV DA**	207/24 200 (200-½)				
LNAV/VNAV DA	428/46 421 (500-1)				
LNAV MDA	460/40 453 (500-¾)		460/45 453 (500-⅞)		

TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 25 FEB 2021 to 22 APR 2021
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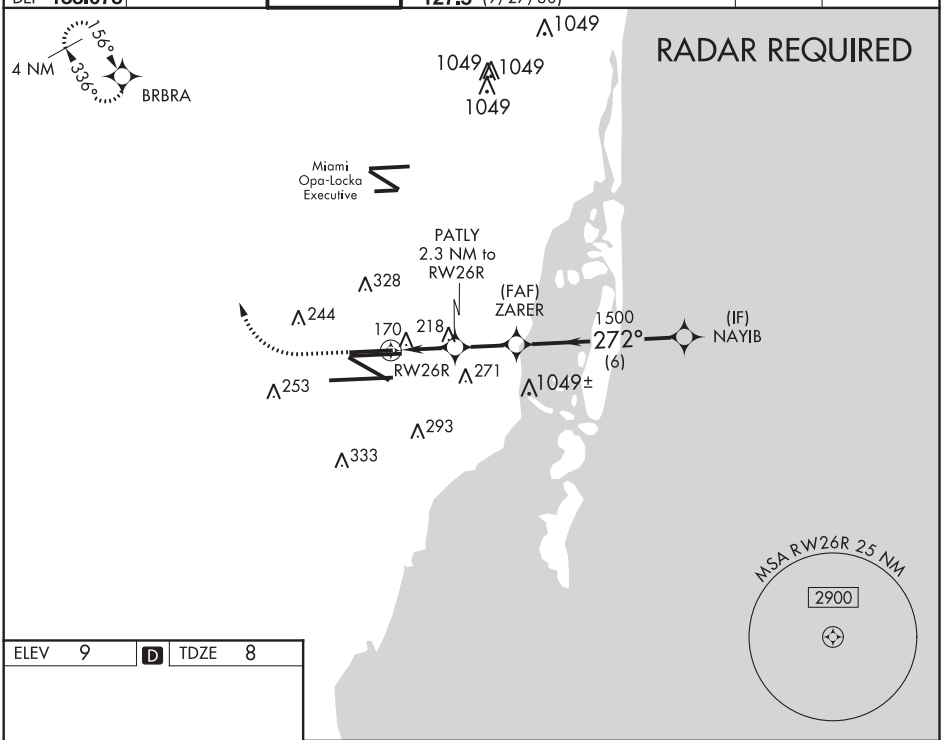
RNAV (GPS) RWY 26R
MIAMI INTL (MIA)

WAAS CH 86903 W26A	APP CRS 272°	Rwy ldg 8600 TDZE 8 Apt Elev 9

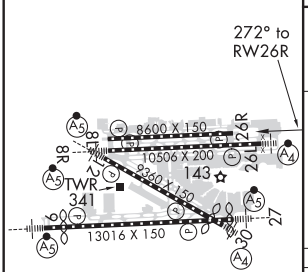
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C (43°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 27. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

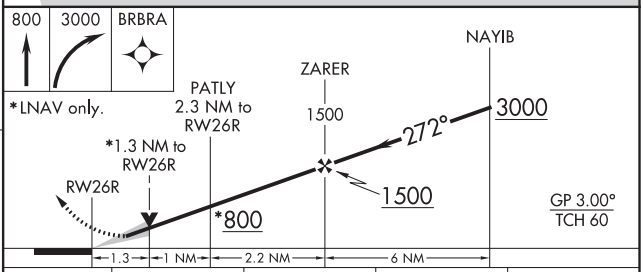
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct BRBRA and hold.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35	



ELEV 9	D	TDZE 8





CATEGORY	A	B	C	D
LPV DA	265-¾ 257 (300-¾)			
LNAV/VNAV DA	433-1⅜ 425 (500-1⅜)			
LNAV MDA	480-1 472 (500-1)		480-1⅜ 472 (500-1⅜)	

TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys

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RNAV (GPS) Z RWY 8R
MIAMI INTL (MIA)

WAAS CH 97404 W08B	APP CRS 092°	Rwy ldg 10506 TDZE 9 Apt Elev 9

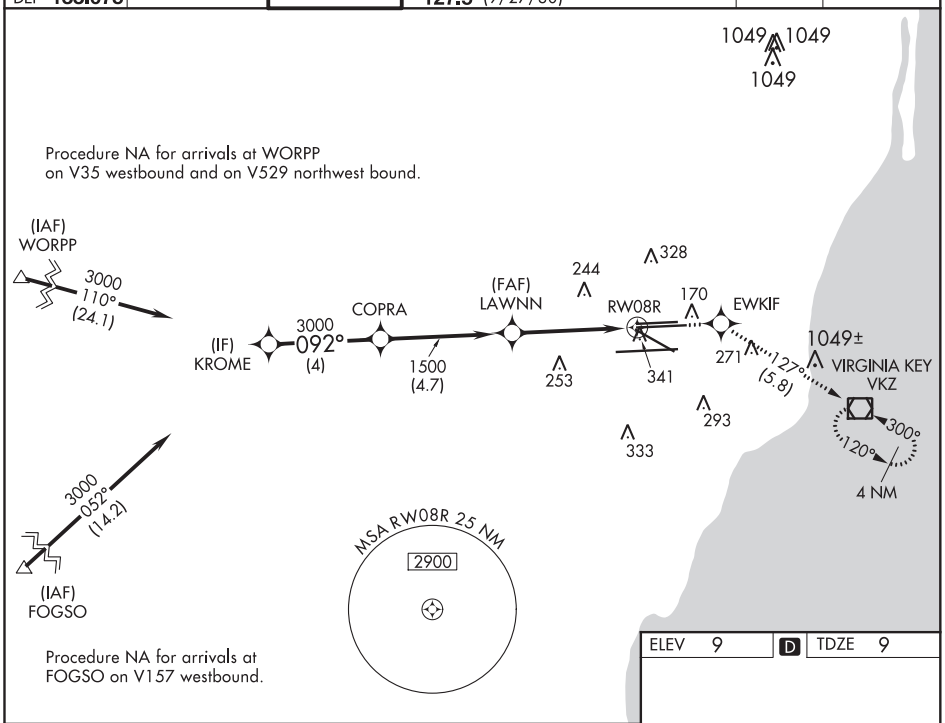
RNP APCH.

Rwy 8R helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 8°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV Cats C and D visibility to 1½ SM and LNAV Cats A and B visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 3000 direct EWKIF and on track 127° to VKZ VOR/DME and hold.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 348.6 127.5 (9/27/30)	135.35	

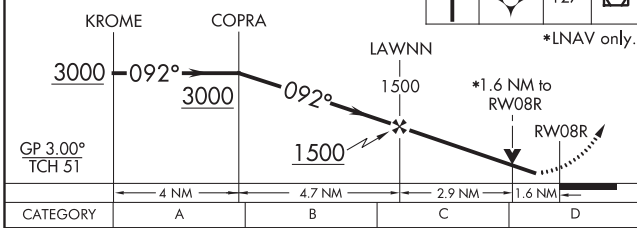


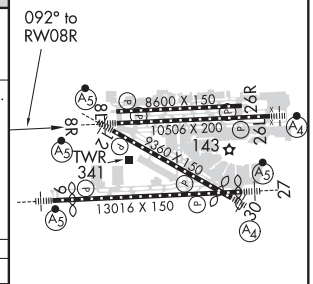
ELEV 9 | D | TDZE 9

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).

3000	EWKIF	tr 127°	VKZ

*LNAV only.





CATEGORY	A	B	C	D
LPV DA	277/40 268 (300-¾)			
LNAV/VNAV DA	531/60 522 (600-1¼)			
LNAV MDA	600/40 591 (600-¾)		600-1¼ 591 (600-1¼)	

TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys

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RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

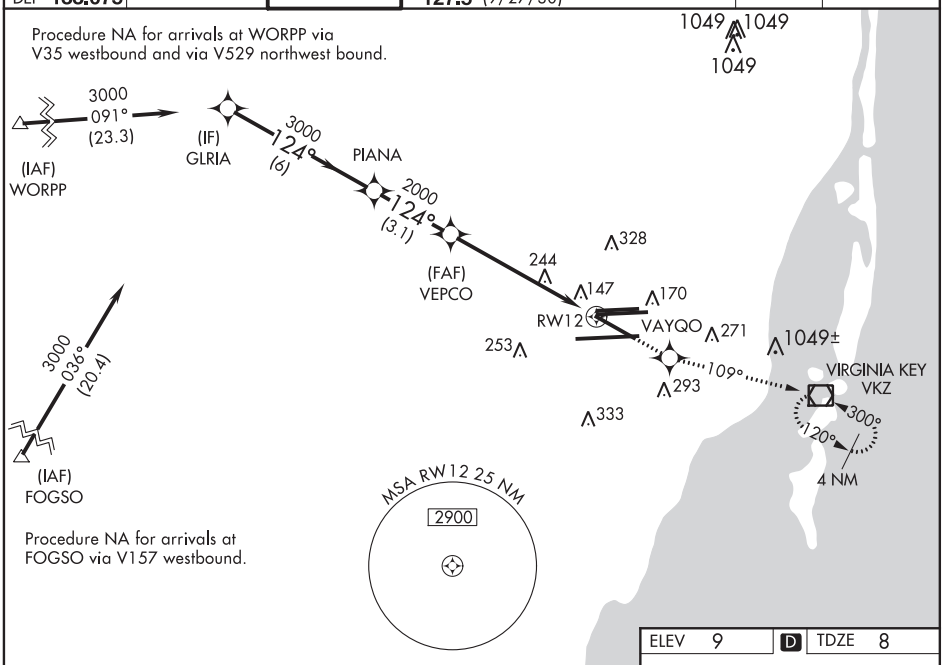
WAAS CH 61204 W12A	APP CRS 124°	Rwy ldg 8579 TDZE 8 Apt Elev 9

T For inoperative MALSR, increase LPV DA all Cats visibility to 1¼, increase LNAV MDA Cats A and B visibility to RVR 5000.
W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 3000 direct VAYQO and via 109° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35	

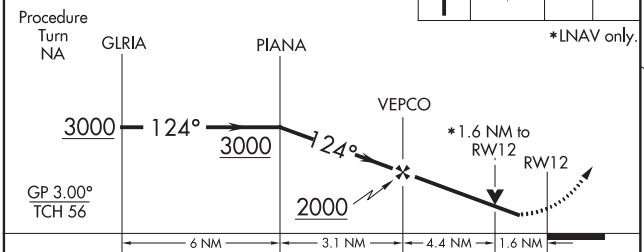


ELEV 9 D TDZE 8

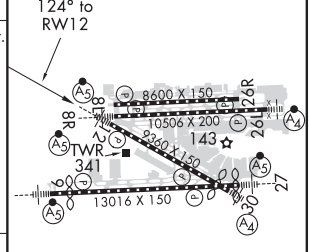
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

3000	VAYQO	109° tr	VKZ

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	390/40 382 (400-¾)			
LNAV/VNAV DA	506/60 498 (500-1¼)			
LNAV MDA	600/40 592 (600-¾)		600/50 592 (600-1)	600/60 592 (600-1¼)



TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys

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MIAMI, FLORIDA

AL-257 (FAA)

19115

RNAV (GPS) Z RWY 26L

MIAMI INTL (MIA)

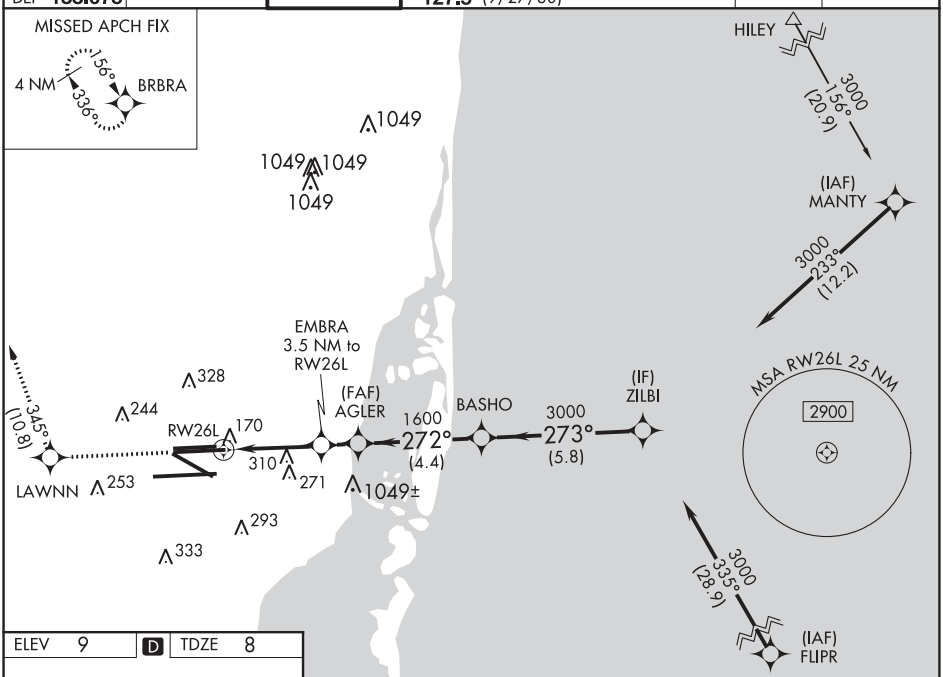
WAAS CH 81905 W26B	APP CRS 272°	Rwy ldg 10220 TDZE 8 Apt Elev 9

Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C (43°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSF, increase LNAV/VNAV Cat D visibility to RVR 6000 and LNAV Cat D visibility to 1⅝ mile.

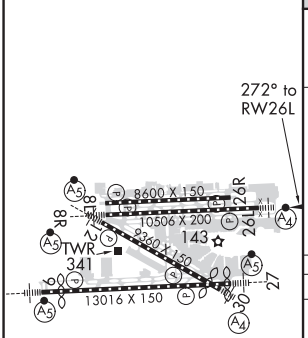
MALSF

MISSED APPROACH: Climb to 2000 direct LAWNN and on track 345° to BRBRA and hold.

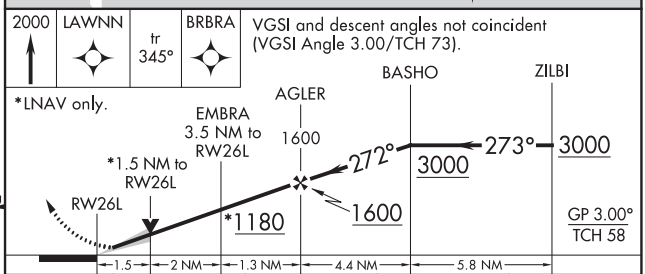
D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35	



ELEV 9	D	TDZE 8



TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	208/40 200 (200-¾)			
LNAV/VNAV DA	348/45 340 (400-⅞)			
LNAV MDA	560/40 552 (600-¾)		560-1⅜ 552 (600-1⅜)	

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RNAV (GPS) Z RWY 27
MIAMI INTL (MIA)

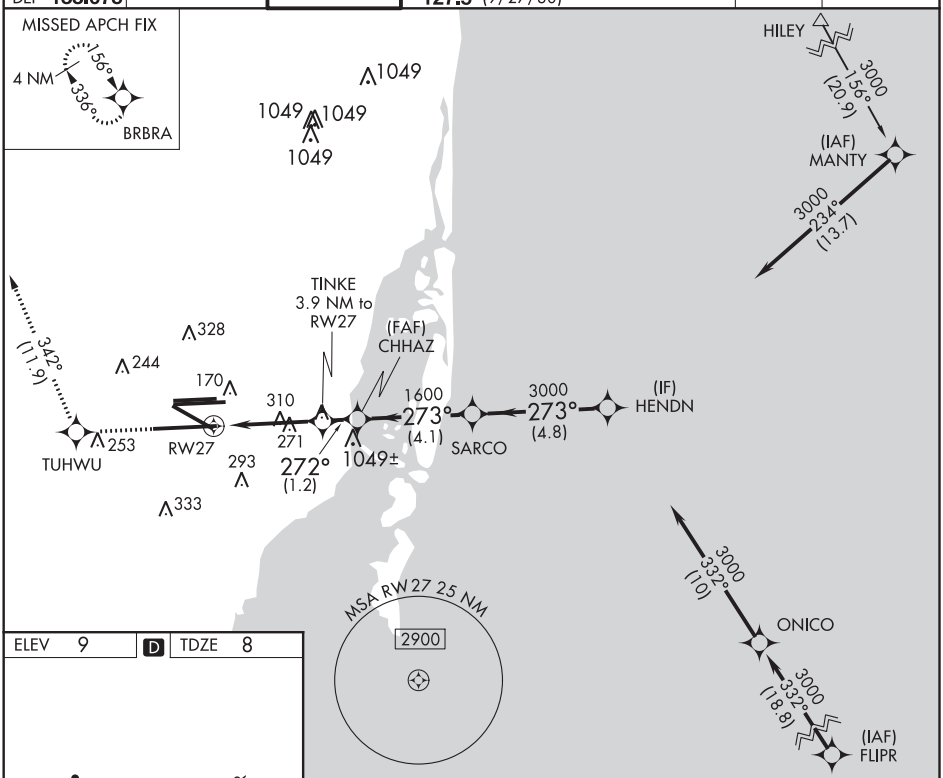
WAAS CH 40205 W27A	APP CRS 272°	Rwy ldg 12755 TDZE 8 Apt Elev 9

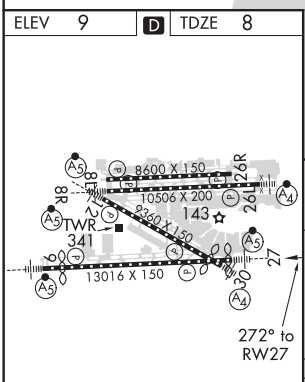
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C (43°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1⅜ mile, and LNAV Cat E visibility to 1⅝ mile. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

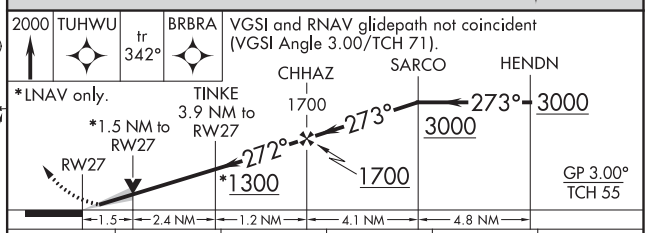
MISSED APPROACH: Climb to 2000 direct TUHWU and on track 342° to BRBRA and hold.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35	





TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D	E
LPV DA**	208/24 200 (200-½)				
LNAV/VNAV DA	440/50 432 (500-1)				
LNAV MDA	560/24 552 (600-½)		560/60 552 (600-1¼)		

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MIAMI, FLORIDA | AL-257 (FAA) | 19115

RNAV (GPS) Z RWY 30
MIAMI INTL (MIA)

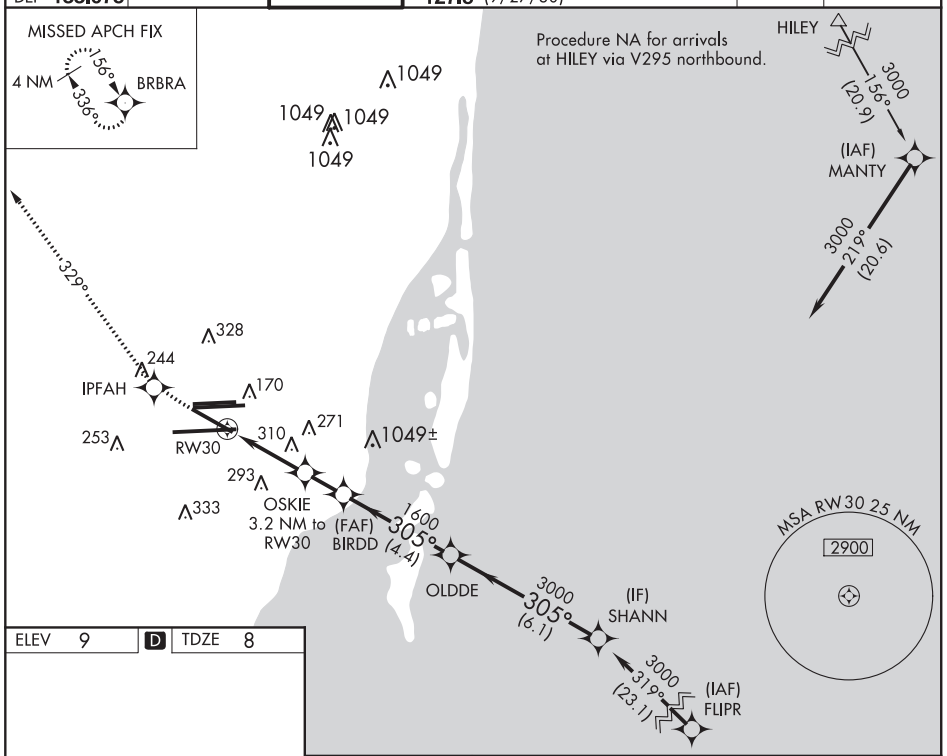
WAAS CH 40105 W30A	APP CRS 305°	Rwy ldg 7913 / TDZE 8 / Apt Elev 9

T W Inoperative table does not apply to LNAV Cat C and D. DME/DME RNP-0.3 NA

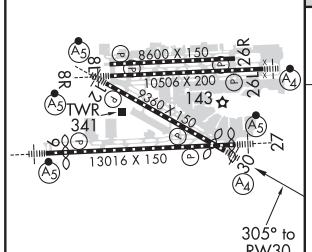
MALS

MISSED APPROACH: Climb to 3000 direct IPFAH and via 329° track to BRBRA and hold.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35	



ELEV 9 | D | TDZE 8



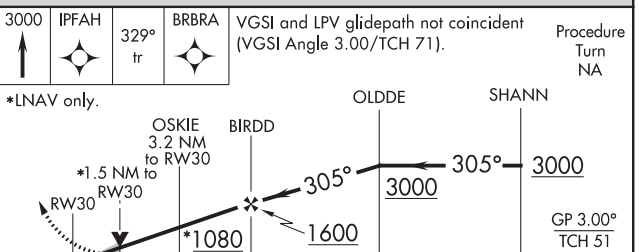
TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys

3000	IPFAH	329° tr	BRBRA

VGSI and LPV glidepath not coincident (VGSI Angle 3.00/TCH 71).

Procedure Turn NA

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	285/50 277 (300-1)			
LNAV MDA	560/40 552 (600-¾)		560-1½ 552 (600-1½)	560-1¾ 552 (600-1¾)

MIAMI, FLORIDA | MIAMI INTL (MIA)
Amdt 1 30AUG07 | 25°48'N-80°17'W | RNAV (RNAV) Z RWY 30

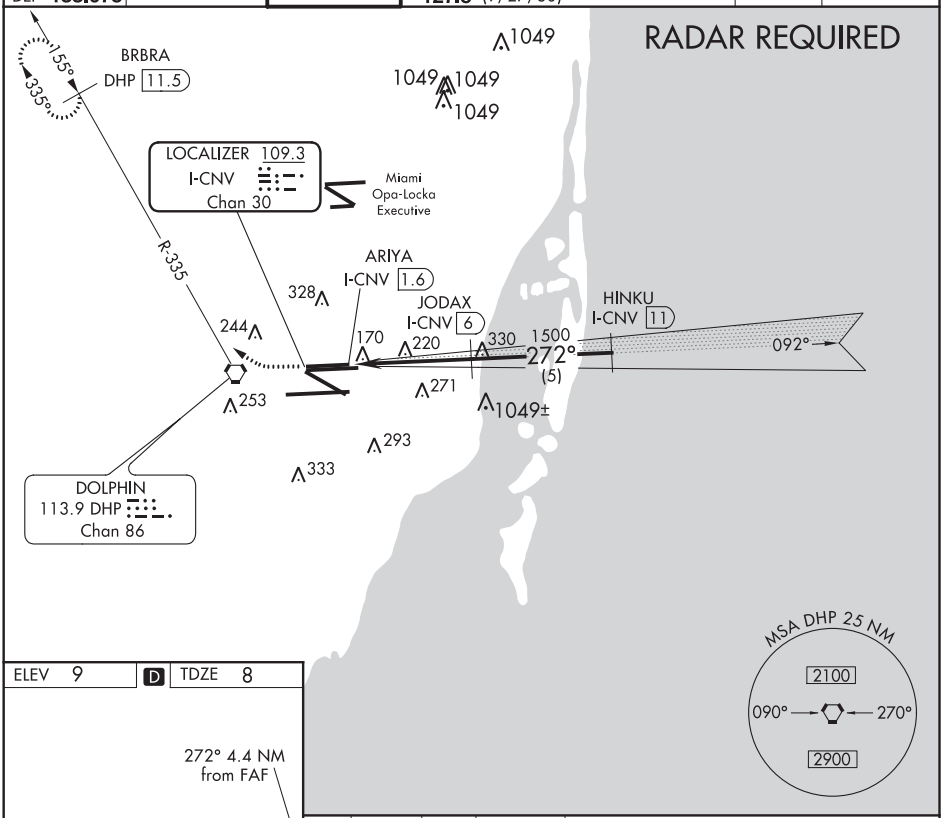
SE-3, 25 FEB 2021 to 22 APR 2021

LOC/DME RWY 26R
MIAMI INTL (MIA)

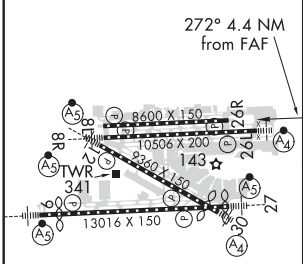
LOC/DME I-CNV 109.3 Chan 30	APP CRS 272°	Rwy ldg 8600 TDZE 8 Apt Elev 9

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 290° and DHP R-335 to BRBRA/11.5 DME and hold.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35	



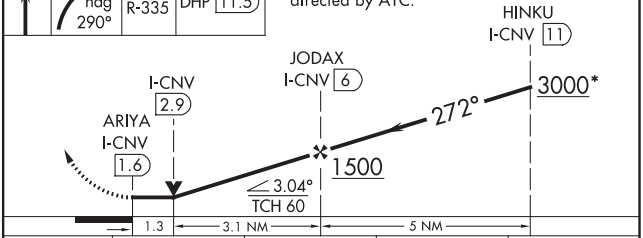
ELEV 9	D	TDZE 8



TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys

800	2000 hdg 290°	DHP R-335	BRBRA DHP 11.5

*1500 when directed by ATC.



CATEGORY	A	B	C	D
S-26R	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	NA			

SE-3, 25 FEB 2021 to 22 APR 2021
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MIAMI, FLORIDA | AL-257 (FAA) | 20086

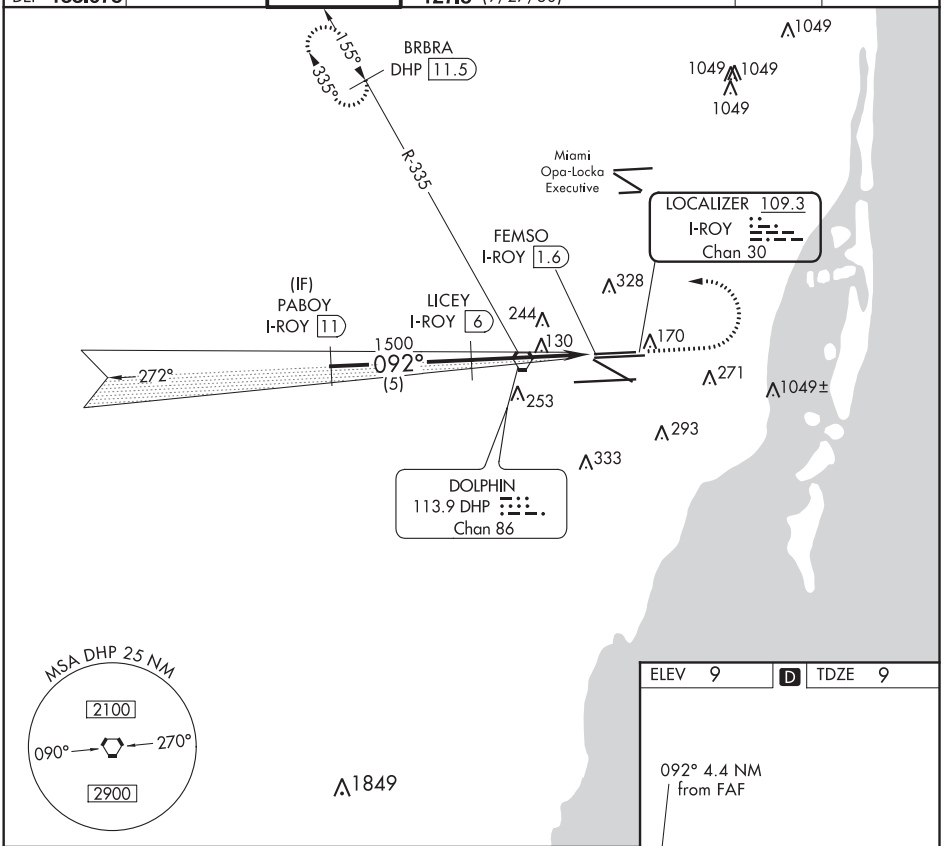
LOC RWY 8L
MIAMI INTL (MIA)

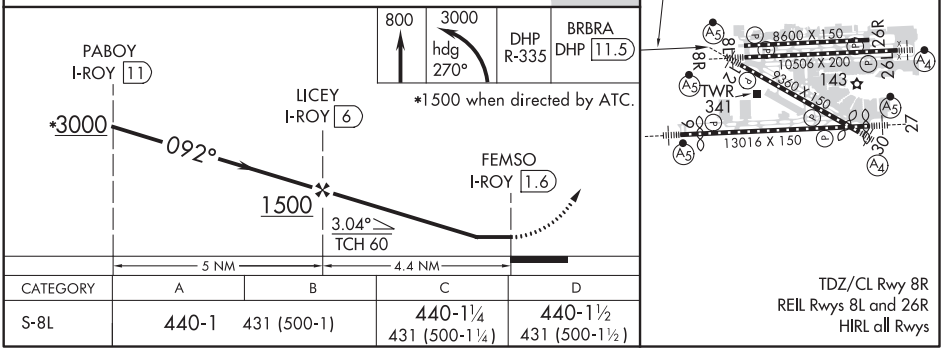
LOC/DME I-ROY 109.3 Chan 30	APP CRS 092°	Rwy ldg 8600 TDZE 9 Apt Elev 9

DME required.
RADAR required for procedure entry.
Rwy 8L helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 270° and DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

D-ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15 DEP 133.675	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35	





CATEGORY	A	B	C	D
S-8L	440-1	431 (500-1)	440-1¼ 431 (500-1¼)	440-1½ 431 (500-1½)

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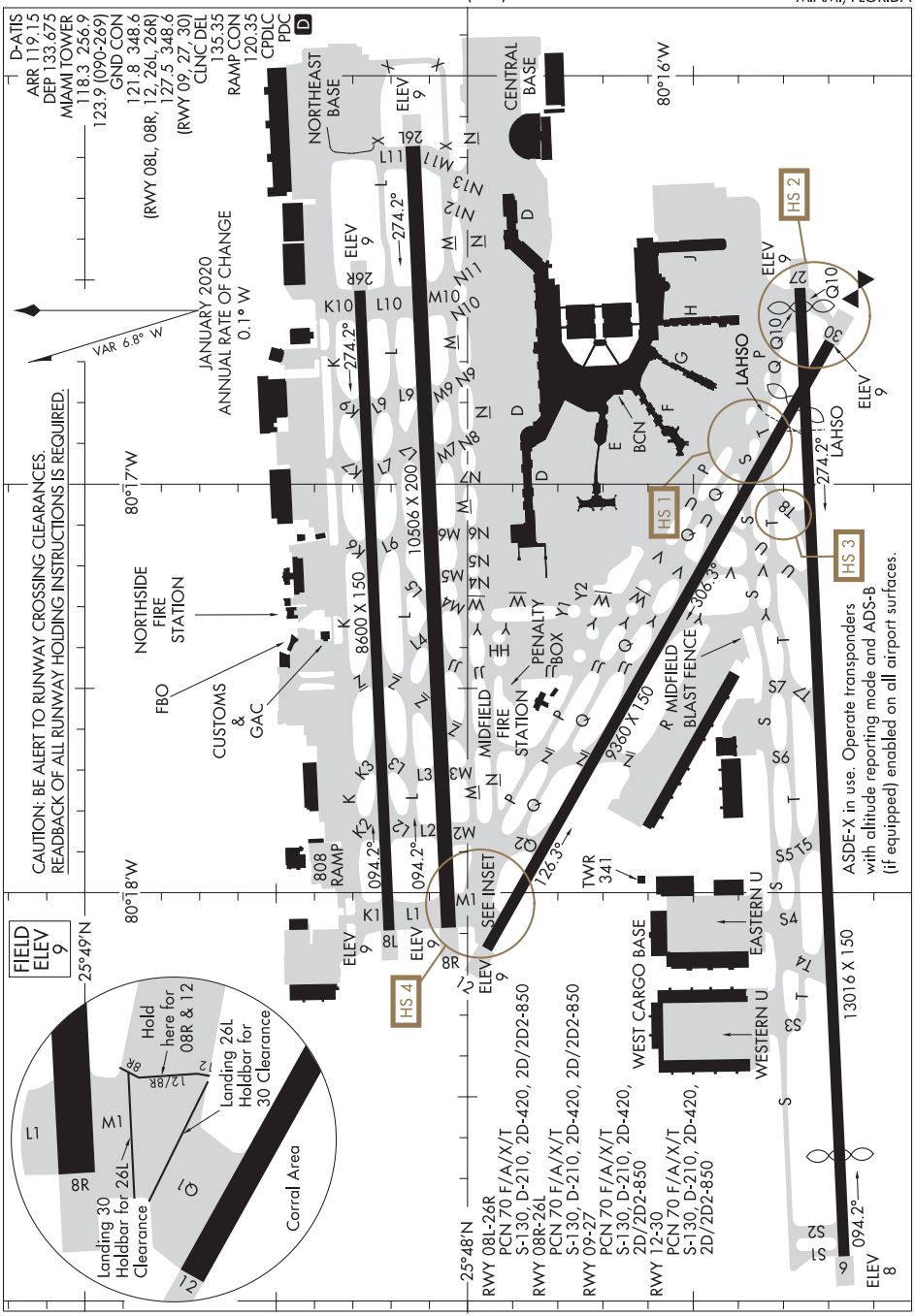
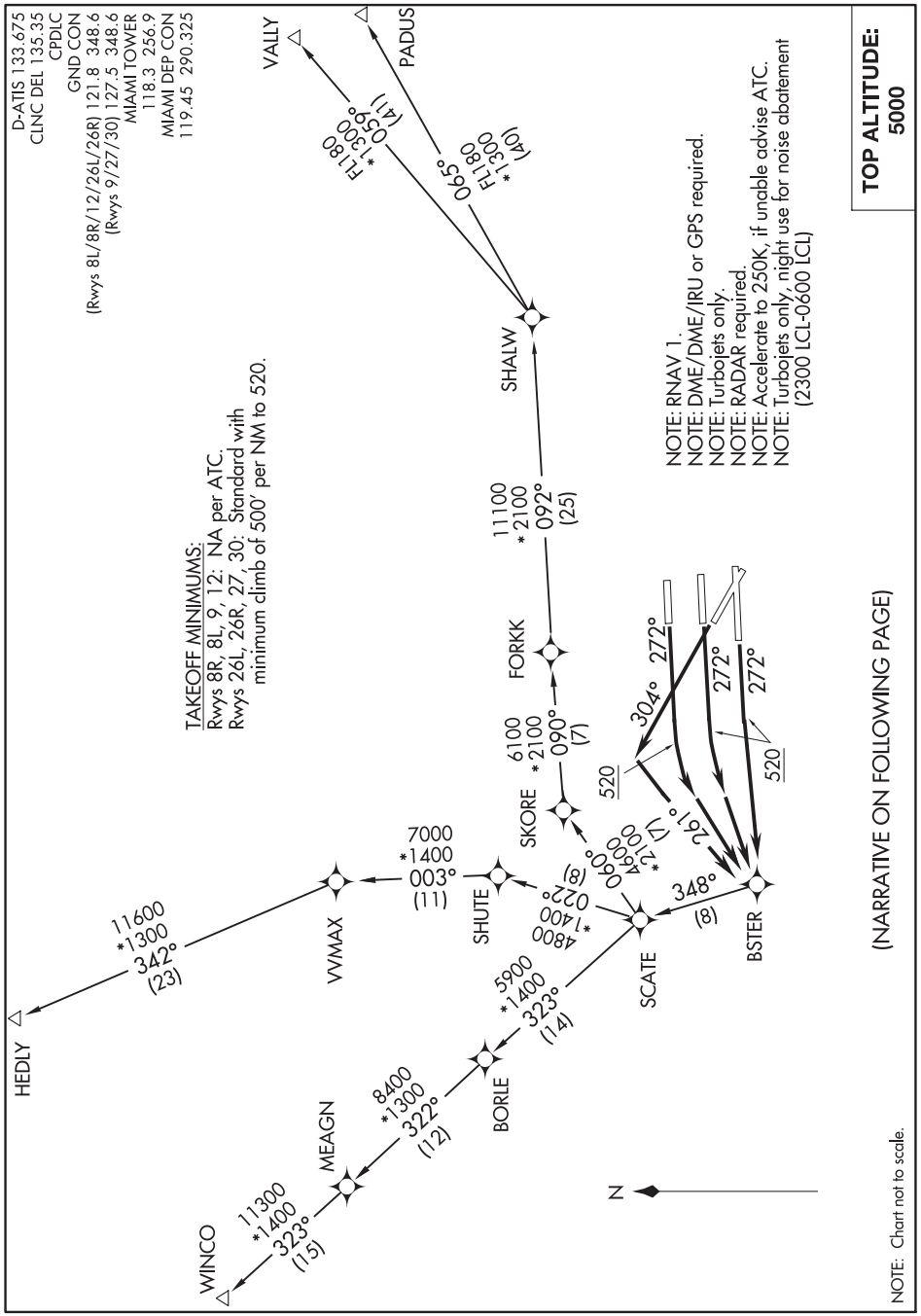

D-ATIS
ARR 119.15
DEP 133.675
MIAMI TOWER
118.3 256.9
123.9 (090-269)
GND CON
121.8 348.6
(RWY 08L, 08R, 12, 26L, 26R)
127.5 348.6
(RWY 09, 27, 30)
CLNC DEL
135.35
RAMP CON
120.35
CPDLC
PDC
D
VAR 6.8° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
FIELD ELEV 9
25°49'N
80°18'W
80°17'W
80°16'W
25°48'N
NORTHEAST BASE
CENTRAL BASE
NORTHSIDE FIRE STATION
FBO
CUSTOMS & GAC
808 RAMP
8600 X 150
10506 X 200
9360 X 150
13016 X 150
274.2°
094.2°
126.3°
306.3°
PENALTY BOX
MIDFIELD FIRE STATION
MIDFIELD BLAST FENCE
TWR 341
SEE INSET
WEST CARGO BASE
EASTERN U
WESTERN U
BCN
LAHSO
HS 1
HS 2
HS 3
HS 4
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
RWY 08L-26R
PCN 70 F/A/X/T
S-130, D-210, 2D-420, 2D/2D2-850
RWY 08R-26L
PCN 70 F/A/X/T
S-130, D-210, 2D-420, 2D/2D2-850
RWY 09-27
PCN 70 F/A/X/T
S-130, D-210, 2D-420, 2D/2D2-850
RWY 12-30
PCN 70 F/A/X/T
S-130, D-210, 2D-420, 2D/2D2-850
Hold here for 08R & 12
Landing 26L Holdbar for 30 Clearance
Landing 30 Holdbar for 26L Clearance
Corral Area

(BSTER2.BSTER) 18088 AL-257 (FAA)

BSTER TWO DEPARTURE (RNAV)

MIAMI INTL (MIA)
MIAMI, FLORIDA



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BSTER TWO DEPARTURE (RNAV)

(BSTER2.BSTER) 30APR15

MIAMI, FLORIDA
MIAMI INTL (MIA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 26L/R, 27: Climb heading 272° to 520, then direct BSTER, then on depicted route to SCATE. Thence. . . .
TAKEOFF RUNWAY 30: Climb heading 304° to intercept course 261° to BSTER, then on depicted route to SCATE. Thence. . . .

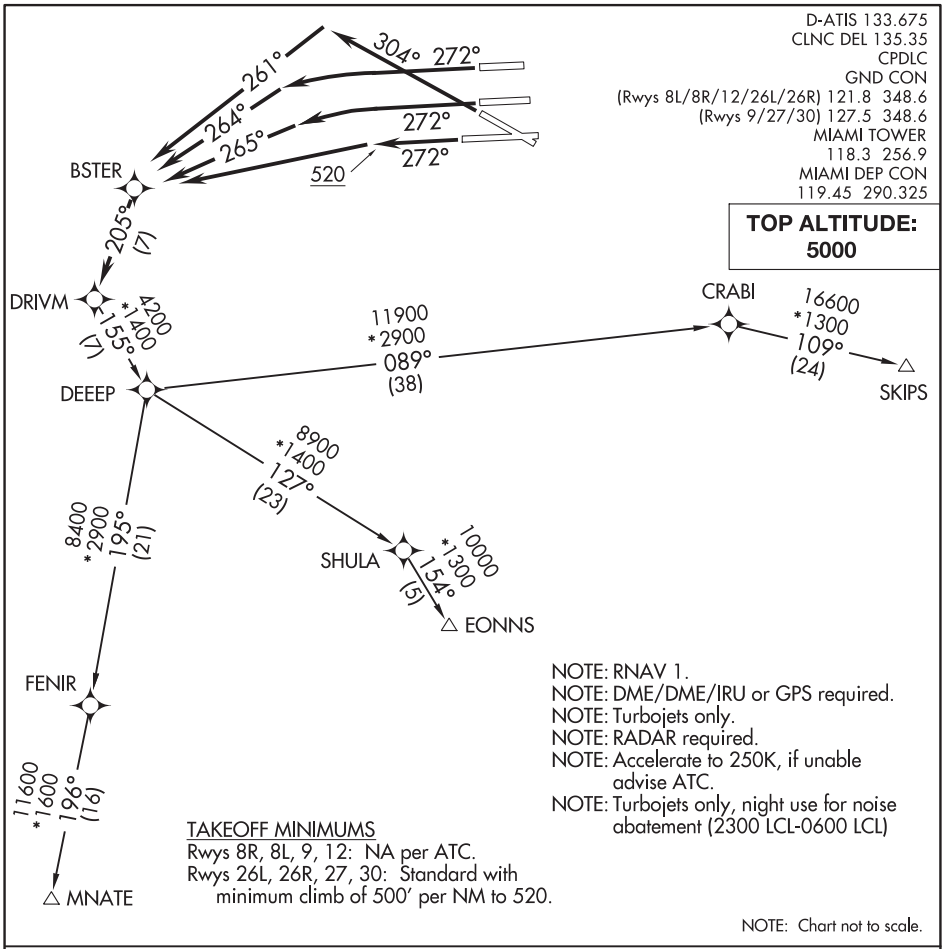
. . . . via transition or assigned route, maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

HEDLY TRANSITION (BSTER2.HEDLY):
PADUS TRANSITION (BSTER2.PADUS):
VALLY TRANSITION (BSTER2.VALLY):
WINCO TRANSITION (BSTER2.WINCO):

(DEEEP2.DEEEP) 18088 AL-257 (FAA)

DEEEP TWO DEPARTURE (RNAV)

MIAMI INTL (MIA)
MIAMI, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 26L: Climb heading 272° to intercept course 265° to BSTER, then on depicted route to DRIVM, thence. . . .
TAKEOFF RUNWAY 26R: Climb heading 272° to intercept course 264° to BSTER, then on depicted route to DRIVM, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 272° to 520, then direct BSTER, then on depicted route to DRIVM, thence. . . .
TAKEOFF RUNWAY 30: Climb heading 304° to intercept course 261° to BSTER, then on depicted route to DRIVM, thence. . . .

....via transition or assigned route, maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

EONNS TRANSITION (DEEEP2.EONNS):
MNATE TRANSITION (DEEEP2.MNATE):
SKIPS TRANSITION (DEEEP2.SKIPS):

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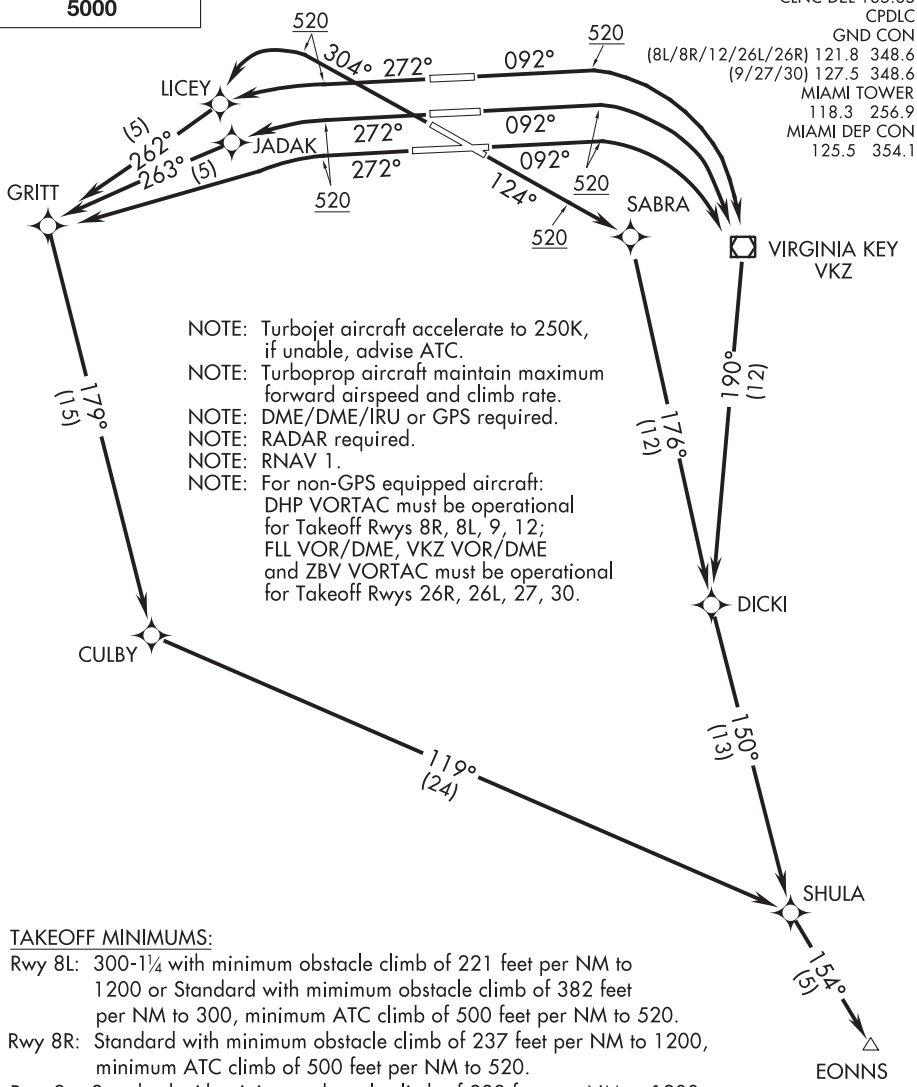
DEEEP TWO DEPARTURE (RNAV)
(DEEEP2.DEEEP) 30APR15
MIAMI, FLORIDA
MIAMI INTL (MIA)

EONNS TWO DEPARTURE (RNAV)

MIAMI INTL (MIA)
MIAMI, FLORIDA

TOP ALTITUDE: 5000

D-ATIS 133.675
CLNC DEL 135.35
CPDLC
GND CON
(8L/8R/12/26L/26R) 121.8 348.6
(9/27/30) 127.5 348.6
MIAMI TOWER
118.3 256.9
MIAMI DEP CON
125.5 354.1



NOTE: Turbojet aircraft accelerate to 250K, if unable, advise ATC.
NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: DHP VORTAC must be operational for Takeoff Rwys 8R, 8L, 9, 12; FLL VOR/DME, VKZ VOR/DME and ZBV VORTAC must be operational for Takeoff Rwys 26R, 26L, 27, 30.

TAKEOFF MINIMUMS:

Rwy 8L: 300-1¼ with minimum obstacle climb of 221 feet per NM to 1200 or Standard with mimimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.

Rwy 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 226 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

NOTE: Chart not to scale.

(NARRATIVE CONTINUED ON NEXT PAGE)

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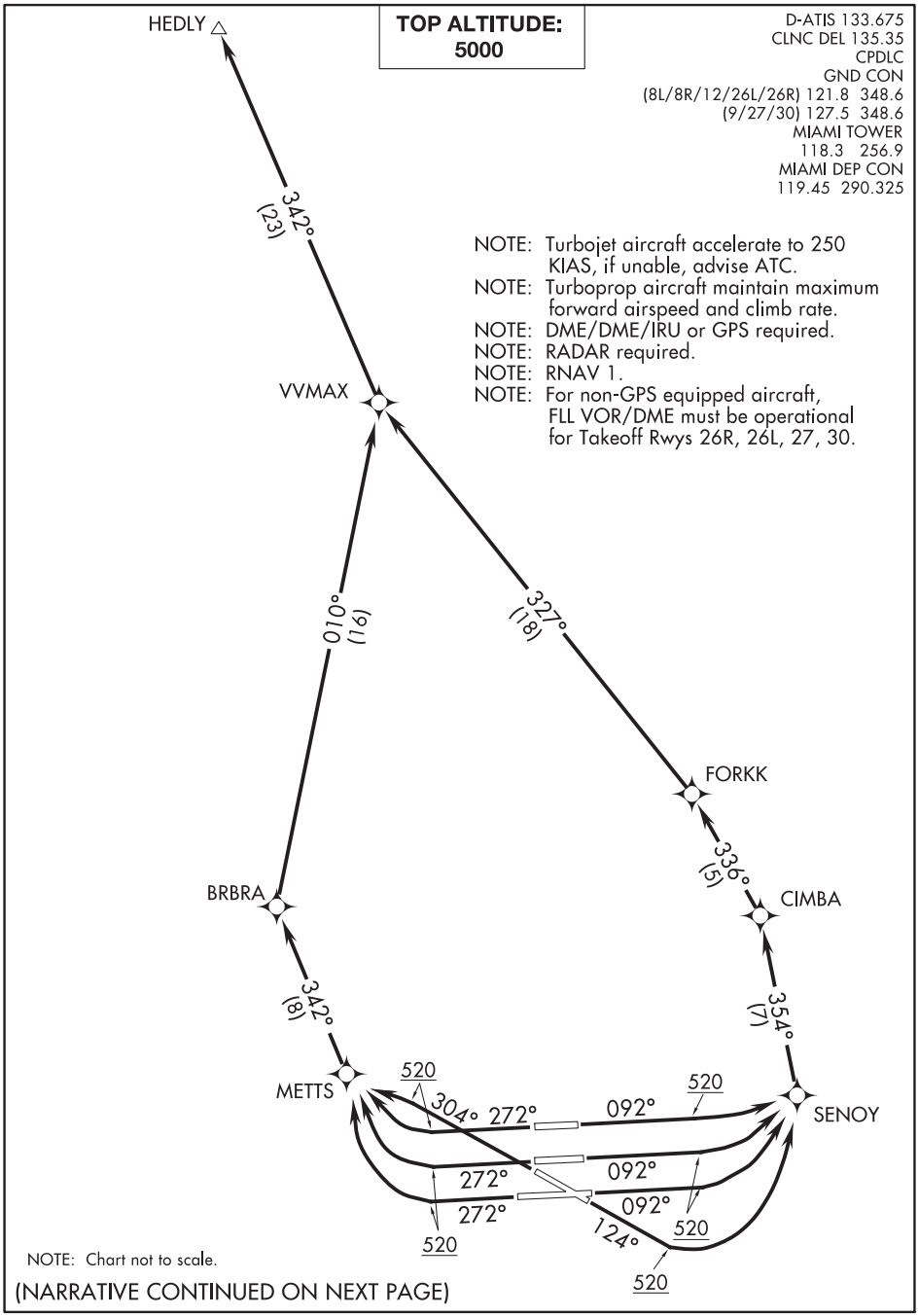
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R, 9: Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to EONNS, thence. . . .
TAKEOFF RUNWAY 12: Climb heading 124° to 520, then right turn direct SABRA, then via depicted route to EONNS, thence. . . .
TAKEOFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence. . . .
TAKEOFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to EONNS, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 272° to 520, then left turn direct GRITT, then left turn via track 179° to CULBY, then via depicted route to EONNS, thence. . . .
TAKEOFF RUNWAY 30: Climb heading 304° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence. . . .
. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

HEDLY TWO DEPARTURE (RNAV)

MIAMI INTL (MIA)
MIAMI, FLORIDA



(NARRATIVE CONTINUED ON NEXT PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to HEDLY, thence. . . .
TAKEOFF RUNWAY 12: Climb heading 124° to 520, then left turn direct SENOY, then via depicted route to HEDLY, thence. . . .
TAKEOFF RUNWAYS 26L/R, 27: Climb heading 272° to 520, then right turn direct METTS, then via depicted route to HEDLY, thence. . . .
TAKEOFF RUNWAY 30: Climb heading 304° to 520, then left turn direct METTS, then via depicted route to HEDLY, thence. . . .
. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKEOFF MINIMUMS:
Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.
Rwys 8R, 9: Standard with minimum ATC climb of 500 feet per NM to 520.
Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

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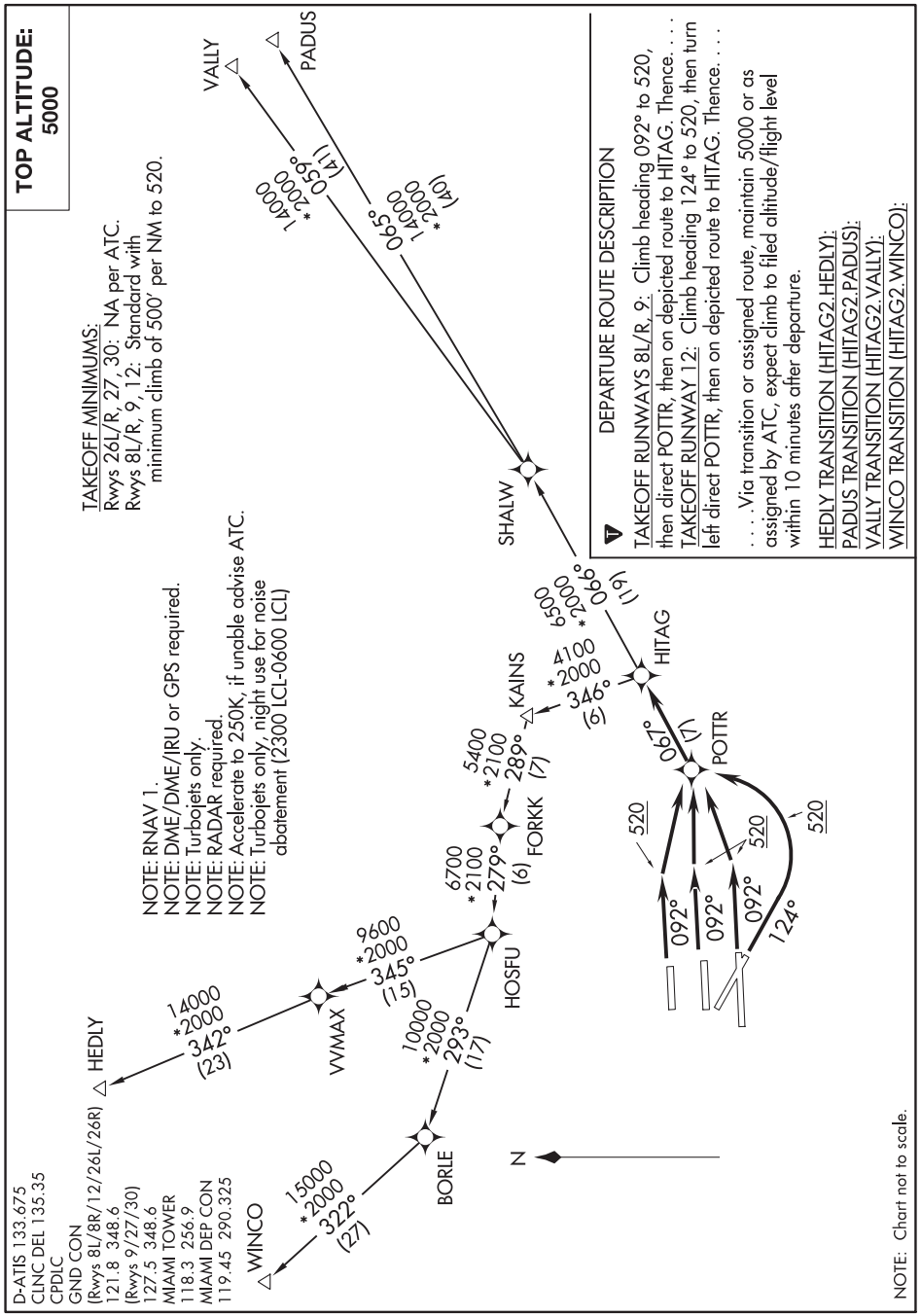
HITAG TWO DEPARTURE (RNAV)



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HITAG TWO DEPARTURE (RNAV)

MIAMI, FLORIDA
MIAMI INTL (MIA)

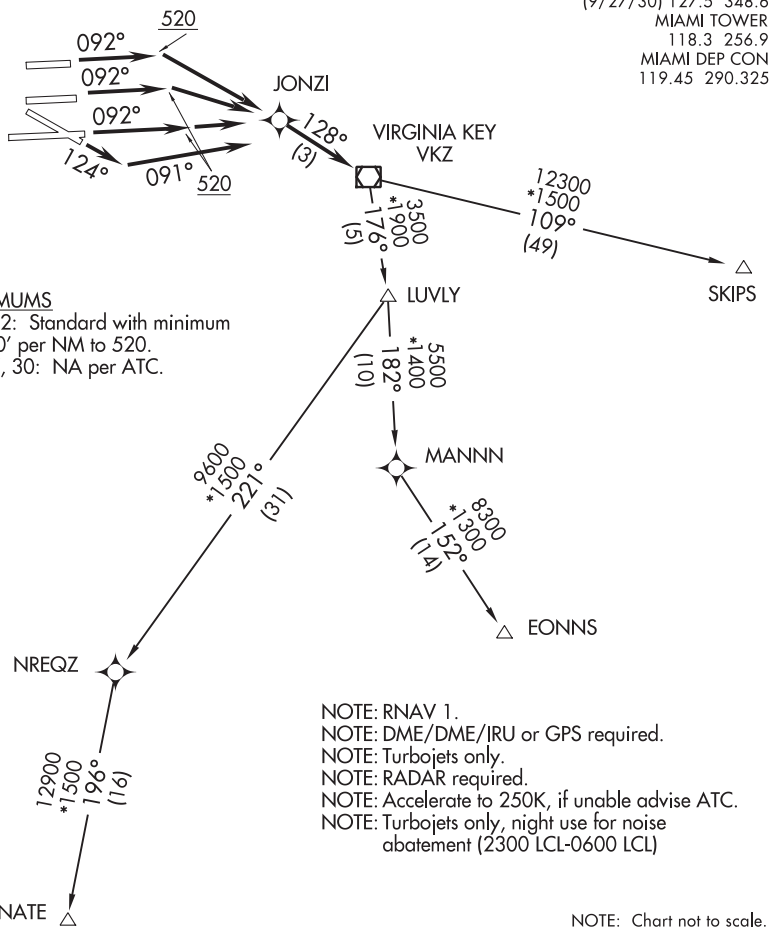
(JONZI2.JONZI) 18088 AL-257 (FAA)

JONZI TWO DEPARTURE (RNAV)

MIAMI INTL (MIA)
MIAMI, FLORIDA

TOP ALTITUDE: 5000

D-ATIS 133.675
CLNC DEL 135.35
CPDLC
GND CON
(Rwys 8L/8R/12/26L/26R) 121.8 348.6
(9/27/30) 127.5 348.6
MIAMI TOWER
118.3 256.9
MIAMI DEP CON
119.45 290.325



TAKEOFF MINIMUMS
Rwys 8L/R, 9, 12: Standard with minimum climb of 500′ per NM to 520.
Rwys 26L/R, 27, 30: NA per ATC.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K, if unable advise ATC.
NOTE: Turbojets only, night use for noise abatement (2300 LCL-0600 LCL)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R, 9: Climb heading 092° to 520, then direct JONZI, then on depicted route to VKZ VOR/DME. Thence. . . .
TAKEOFF RUNWAY 12: Climb heading 124° to intercept course 091° to JONZI, then on depicted route to VKZ VOR/DME. Thence. . . .

. . . .via transition or assigned route, maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

EONNS TRANSITION (JONZI2.EONNS):
MNATE TRANSITION (JONZI2.MNATE):
SKIPS TRANSITION (JONZI2.SKIPS):

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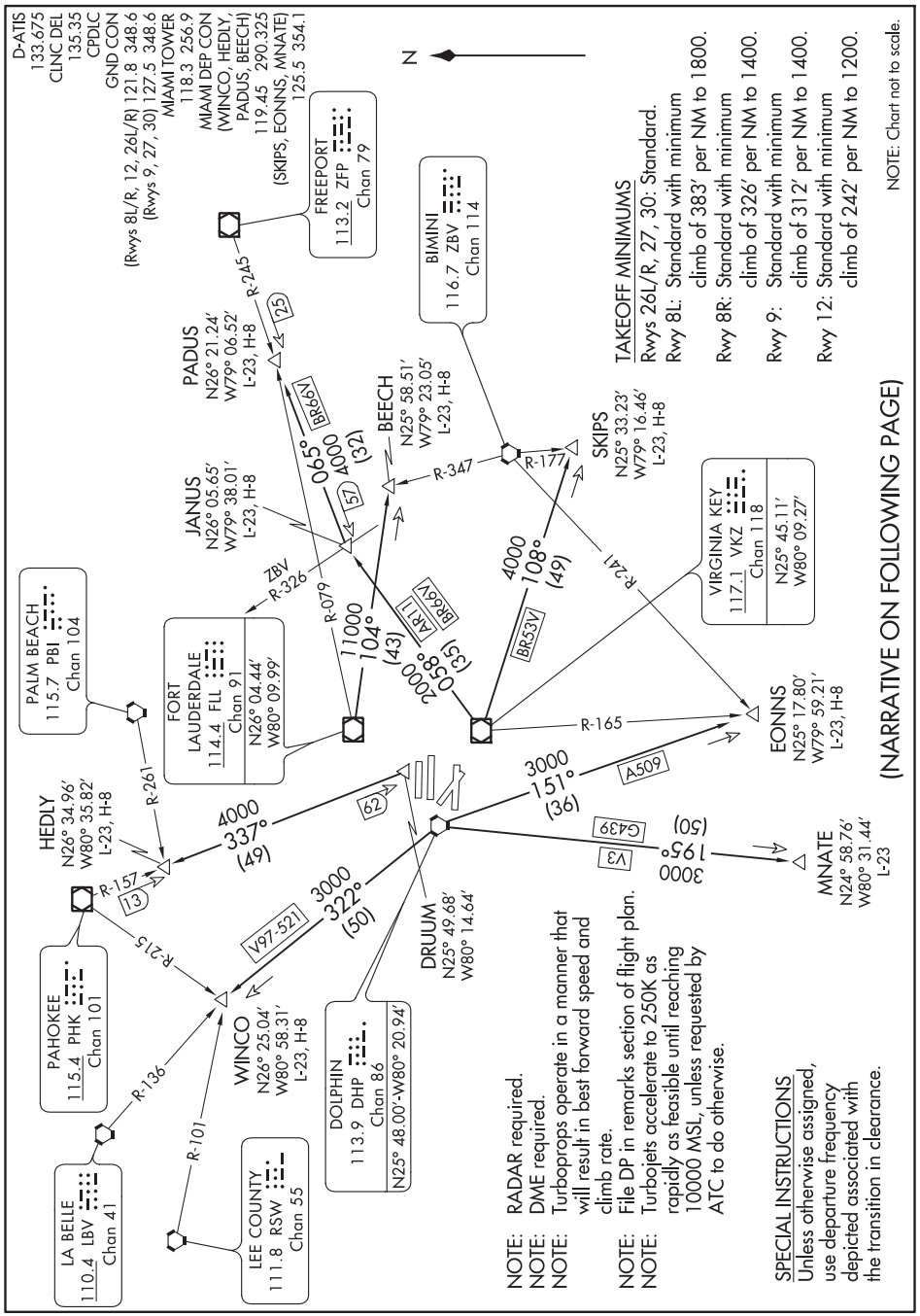
MIAMI SEVEN DEPARTURE



DEPARTURE ROUTE DESCRIPTION

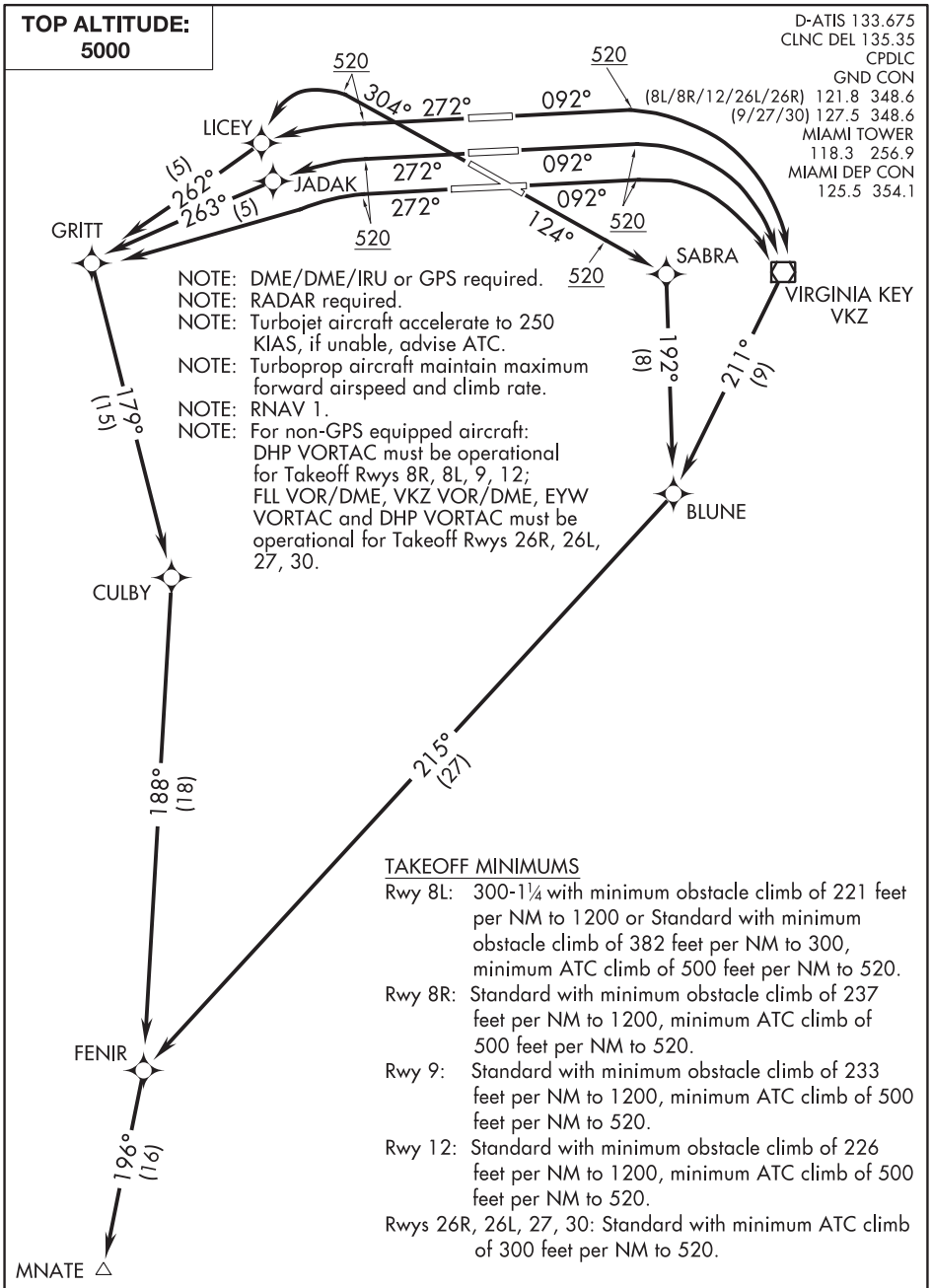
TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to assigned transition. Climb and maintain 5000 or assigned lower altitude. Expect filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA7.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH.
EONNS TRANSITION (MIA7.EONNS): From over DHP VORTAC on DHP R-151 to EONNS.
HEDLY TRANSITION (MIA7.HEDLY): From over DRUUM on PHK R-157 to HEDLY.
MNATE TRANSITION (MIA7.MNATE): From over DHP VORTAC on DHP R-195 to MNATE.
PADUS TRANSITION (MIA7.PADUS): From over VKZ VOR/DME on VKZ R-058 to JANUS then on ZFP R-245 to PADUS.
SKIPS TRANSITION (MIA7.SKIPS): From over VKZ VOR/DME on VKZ R-108 to SKIPS.
WINCO TRANSITION (MIA7.WINCO): From over DHP VORTAC on DHP R-322 to WINCO.

MNATE TWO DEPARTURE(RNAV)

TOP ALTITUDE: 5000

D-ATIS 133.675
CLNC DEL 135.35
CPDLC
GND CON
(8L/8R/12/26L/26R) 121.8 348.6
(9/27/30) 127.5 348.6
MIAMI TOWER
118.3 256.9
MIAMI DEP CON
125.5 354.1



NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: DHP VORTAC must be operational for Takeoff Rwys 8R, 8L, 9, 12; FLL VOR/DME, VKZ VOR/DME, EYW VORTAC and DHP VORTAC must be operational for Takeoff Rwys 26R, 26L, 27, 30.

TAKEOFF MINIMUMS

Rwy 8L: 300-1¼ with minimum obstacle climb of 221 feet per NM to 1200 or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.

Rwy 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 226 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

(NARRATIVE CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8L/R, 9: Climb heading 092° to 520′, then right turn direct VKZ VOR/DME, then via depicted route to MNATE, thence. . . .

TAKEOFF RUNWAY 12: Climb heading 124° to 520′, then direct SABRA, then via depicted route to MNATE, thence. . . .

TAKEOFF RUNWAY 26R: Climb heading 272° to 520′, then direct LICEY, then via depicted route to MNATE, thence. . . .

TAKEOFF RUNWAY 26L: Climb heading 272° to 520′, then left turn direct JADAK, then via depicted route to MNATE, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 272° to 520′, then left turn direct GRITT, then via depicted route to MNATE, thence. . . .

TAKEOFF RUNWAY 30: Climb heading 304° to 520′, then left turn direct LICEY, then via depicted route to MNATE, thence. . . .

. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

PADUS TWO DEPARTURE (RNAV)

D-ATIS 133.675
CLNC DEL 135.35
CPDLC
GND CON
121.8 348.6 (8L/8R/12/26L/26R)
127.5 348.6 (9/27/30)
MIAMI TOWER
118.3 256.9
MIAMI DEP CON
119.45 290.325

TAKEOFF MINIMUMS

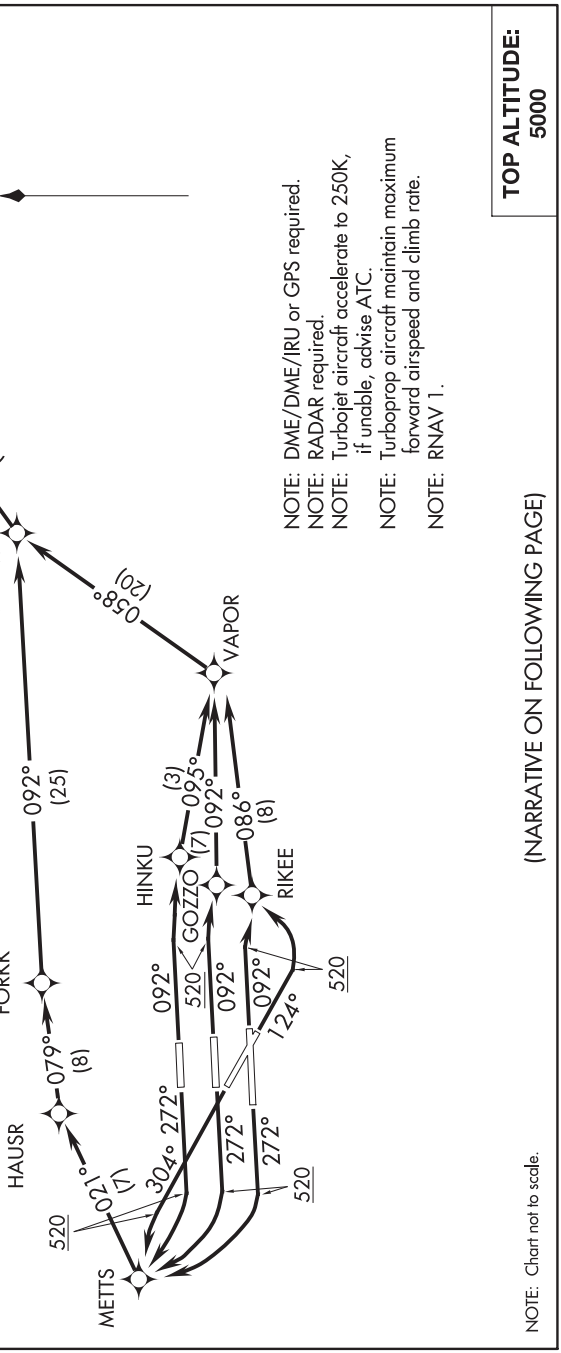
Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382′ per NM to 300′, minimum ATC climb of 500′ per NM to 520′.

Rwy 8R: Standard with minimum ATC climb of 500′ per NM to 520′.

Rwy 9: Standard with minimum obstacle climb of 233′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 229′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.

Rwy 26L/R, 27, 30: Standard with minimum ATC climb of 300′ per NM to 520′.



NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojet aircraft accelerate to 250K, if unable, advise ATC.
NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
NOTE: RNAV 1.

TOP ALTITUDE: 5000

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8L: Climb heading 092° to 520′, then right turn direct HINKU, then via depicted route to PADUS, thence. . . .
TAKEOFF RUNWAY 8R: Climb heading 092° to 520′, then right turn direct GOZZO, then via depicted route to PADUS, thence. . . .
TAKEOFF RUNWAY 9: Climb heading 092° to 520′, then right turn direct RIKEE, then via depicted route to PADUS, thence. . . .
TAKEOFF RUNWAY 12: Climb heading 124° to 520′, then left turn direct RIKEE, then via depicted route to PADUS, thence. . . .
TAKEOFF RUNWAY 26L/R, 27: Climb heading 272° to 520′, then right turn direct METTS, then via depicted route to PADUS, thence. . . .
TAKEOFF RUNWAY 30: Climb heading 304° to 520′, then left turn direct METTS, then via depicted route to PADUS, thence. . . .

. . . . maintain 5000′ or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

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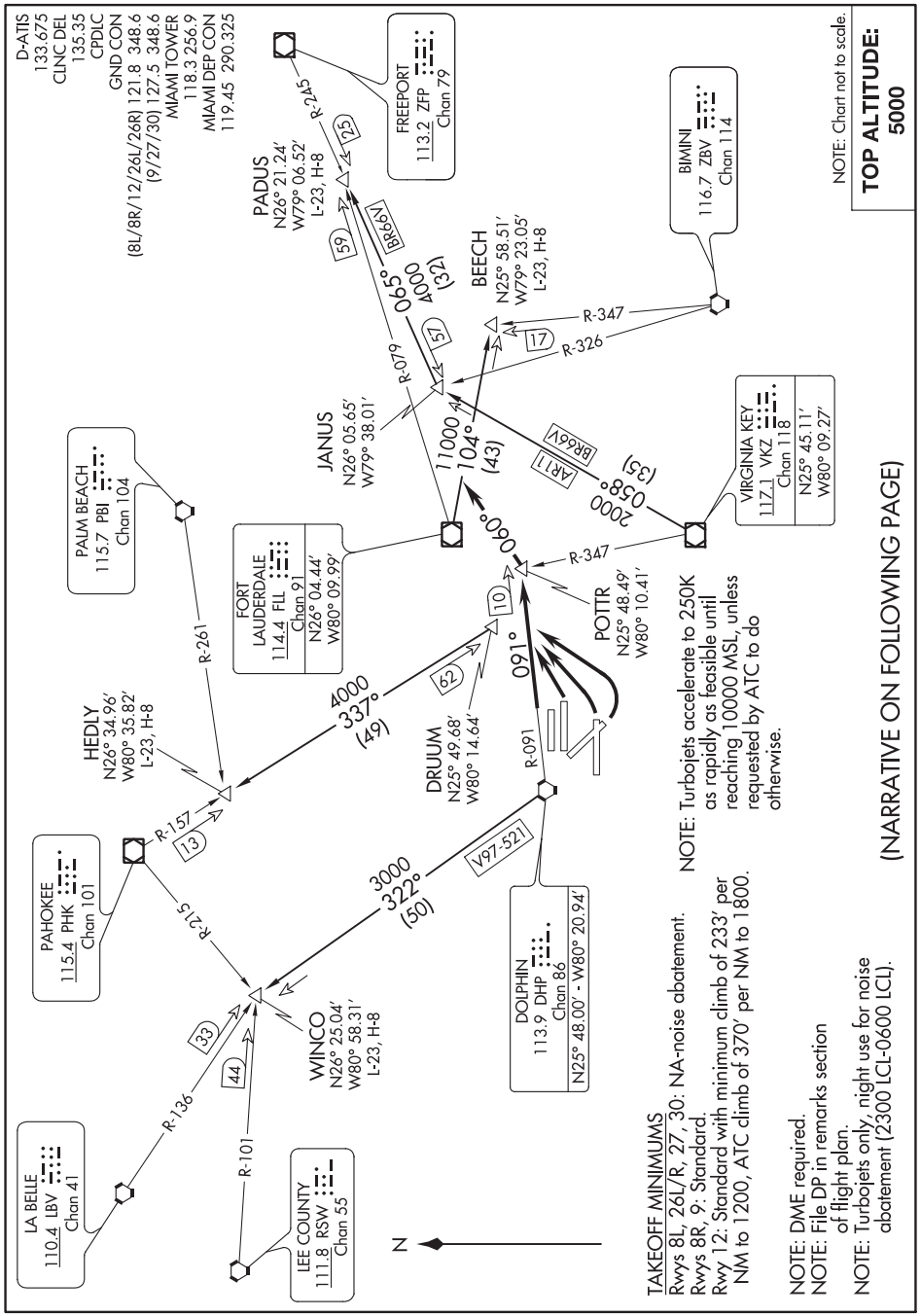
POTTR SIX DEPARTURE



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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8R: Climb to intercept DHP VORTAC R-091 to POTTR INT. Thence . . . .
TAKEOFF RWYS 9, 12: Climbing left turn to intercept DHP VORTAC R-091 to POTTR INT. Thence . . . .

. . . . turn left heading 060°. Expect radar vectors to appropriate transition. All aircraft maintain 5000 or assigned lower altitude. Expect clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (POTTR6.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH INT. Thence as filed.
HEDLY TRANSITION (POTTR6.HEDLY): From over DRUUM DME FIX on PHK VOR/DME R-157 to HEDLY INT. Thence as filed.
PADUS TRANSITION (POTTR6.PADUS): From over VKZ VOR/DME on VKZ R-058 to JANUS INT and ZFP VOR/DME R-245 to PADUS INT. Thence as filed.
WINCO TRANSITION (POTTR6.WINCO): From over DHP VORTAC on DHP R-322 to WINCO INT. Thence as filed.

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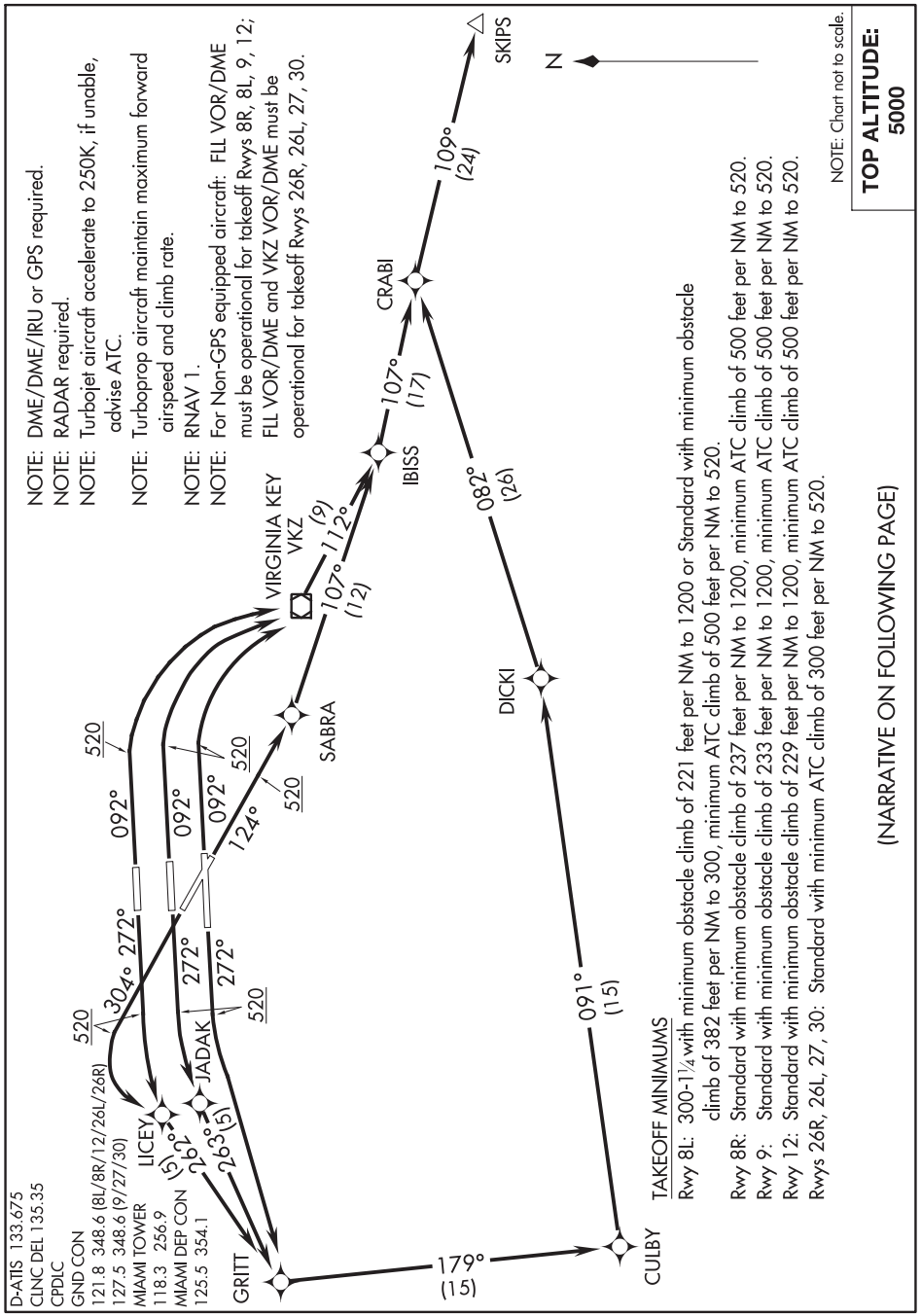
SKIPS TWO DEPARTURE (RNAV)



(SKIPS2.SKIPS) 18088

SKIPS TWO DEPARTURE (RNAV) AL-257 (FAA)

MIAMI INTL (MIA)
MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8L/R, 9: Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to SKIPS, thence . . . .

TAKEOFF RUNWAY 12: Climb heading 124° to 520, then direct SABRA, then via depicted route to SKIPS, thence . . . .

TAKEOFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to SKIPS, thence . . . .

TAKEOFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to SKIPS, thence . . . .

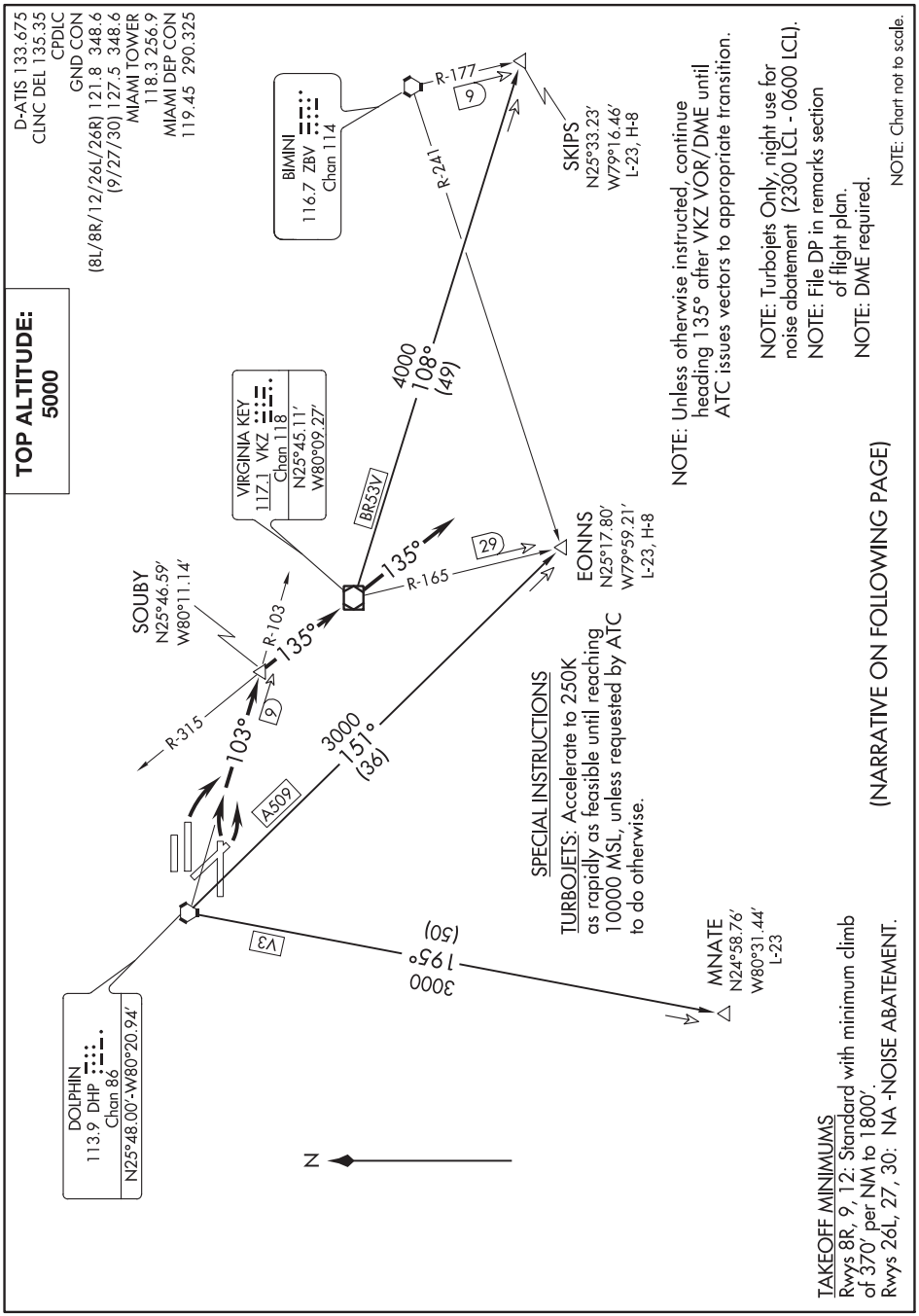
TAKEOFF RUNWAY 27: Climb heading 272° to 520, then left turn direct GRITT, then left turn via track 179° to CULBY, then via depicted route to SKIPS, thence . . . .

TAKEOFF RUNWAY 30: Climb heading 304° to 520, then left turn direct LICEY, then via depicted route to SKIPS, thence . . . .

. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

SE-3, 25 FEB 2021 to 22 APR 2021

SOUBY FIVE DEPARTURE



SE-3, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8R, 9: Turn right. Thence. . . .
TAKEOFF RUNWAY 12: Turn left. Thence. . . .

. . . .intercept DHP R-103 to SOUBY INT/DHP 9 DME, then turn right to VKZ R-315 to VKZ VOR/DME. Thence to heading 135°. Expect radar vectors to appropriate transition. All aircraft maintain 5000′ or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure. Unless otherwise assigned, departure frequency for SKIPS, EONNS, and MNATE transitions use 125.5.

EONNS TRANSITION (SOUBY5.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
MNATE TRANSITION (SOUBY5.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
SKIPS TRANSITION (SOUBY5.SKIPS): Intercept the VKZ VOR/DME R-108 to SKIPS INT. Thence as filed.

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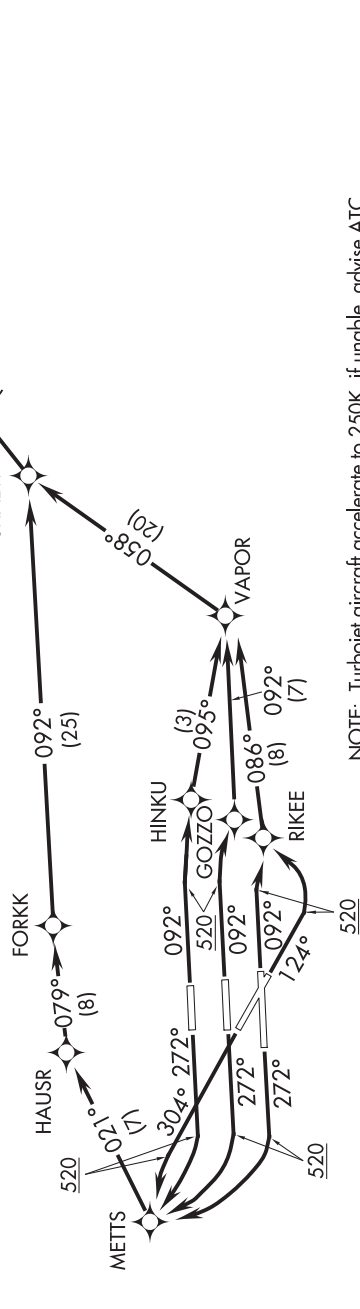
D-ATIS 133.675
CLNC DEL 135.35
CPDLC
GND CON
121.8 348.6 (8L/8R/12/26L/26R)
127.5 348.6 (9/27/30)
MIAMI TOWER
118.3 256.9
MIAMI DEP CON
119.45 290.325

TAKEOFF MINIMUMS

Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382′ per NM to 300′, minimum ATC climb of 500′ per NM to 520′.
Rwy 8R: Standard with minimum ATC climb of 500′ per NM to 520′.
Rwy 9: Standard with minimum obstacle climb of 233′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.
Rwy 12: Standard with minimum obstacle climb of 229′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.
Rwy 26L/R, 27, 30: Standard with minimum ATC climb of 300′ per NM to 520′.



NOTE: Turbojet aircraft accelerate to 250K, if unable, advise ATC.
NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required
NOTE: RNAV 1.

TOP ALTITUDE: 5000

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(VALLY2.VALLY) 18088

VALLY TWO DEPARTURE (RNAV)

AL-257 (FAA)

MIAMI INTL (MIA)
MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

T

TAKEOFF RUNWAY 8L: Climb heading 092° to 520, then right turn direct HINKU, then via depicted route to VALLY, thence . . . .

TAKEOFF RUNWAY 8R: Climb heading 092° to 520, then right turn direct GOZZO, then via depicted route to VALLY, thence . . . .

TAKEOFF RUNWAY 9: Climb heading 092° to 520, then right turn direct RIKEE, then via depicted route to VALLY, thence . . . .

TAKEOFF RUNWAY 12: Climb heading 124° to 520, then left turn direct RIKEE, then via depicted route to VALLY, thence . . . .

TAKEOFF RUNWAY 26L/R, 27: Climb heading 272° to 520, then right turn direct METTS, then via depicted route to VALLY, thence . . . . .

TAKEOFF RUNWAY 30: Climb heading 304° to 520, then left turn direct METTS, then via depicted route to VALLY, thence . . . .

. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

SE-3, 25 FEB 2021 to 22 APR 2021

WINCO TWO DEPARTURE (RNAV)

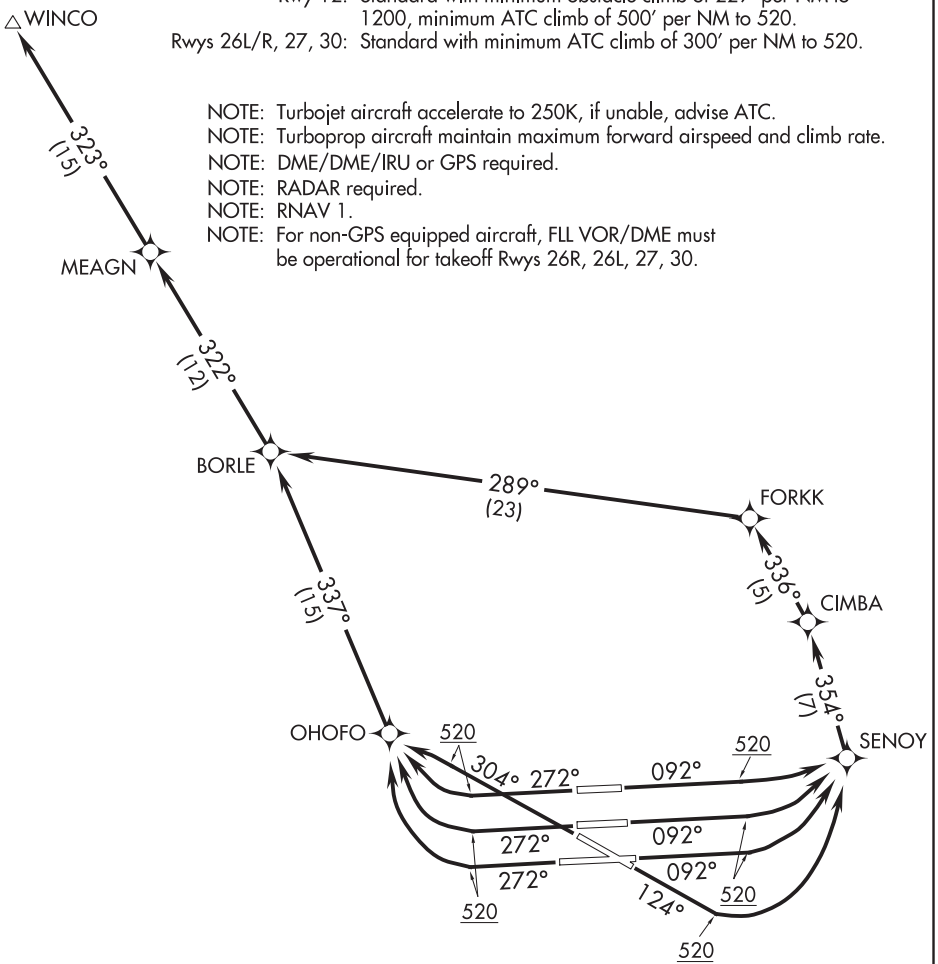
TOP ALTITUDE: 5000

D-ATIS 133.675
CLNC DEL 135.35
CPDLC
GND CON
121.8 348.6(8L/8R/12/26L/26R)
127.5 348.6(9/27/30)
MIAMI TOWER
118.3 256.9
MIAMI DEP CON
119.45 290.325

TAKEOFF MINIMUMS

Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382′ per NM to 300, minimum ATC climb of 500′ per NM to 520.
Rwys 8R, 9: Standard with minimum ATC climb of 500′ per NM to 520.
Rwy 12: Standard with minimum obstacle climb of 229′ per NM to 1200, minimum ATC climb of 500′ per NM to 520.
Rwys 26L/R, 27, 30: Standard with minimum ATC climb of 300′ per NM to 520.

NOTE: Turbojet aircraft accelerate to 250K, if unable, advise ATC.
NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft, FLL VOR/DME must be operational for takeoff Rwys 26R, 26L, 27, 30.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-3, 25 FEB 2021 to 22 APR 2021

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 8L/R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . .
TAKEOFF RWY 12: Climb heading 124° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . .
TAKEOFF RWYS 26L/R, 27: Climb heading 272° to 520, then right turn direct OHOFO, then via depicted route to WINCO, thence. . . .
TAKEOFF RWY 30: Climb heading 304° to 520, then left turn direct OHOFO, then via depicted route to WINCO, thence. . . .

. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

LOC I-OPF	APP CRS	Rwy ldg	8002
110.5	093°	TDZE	8
		Apt Elev	8

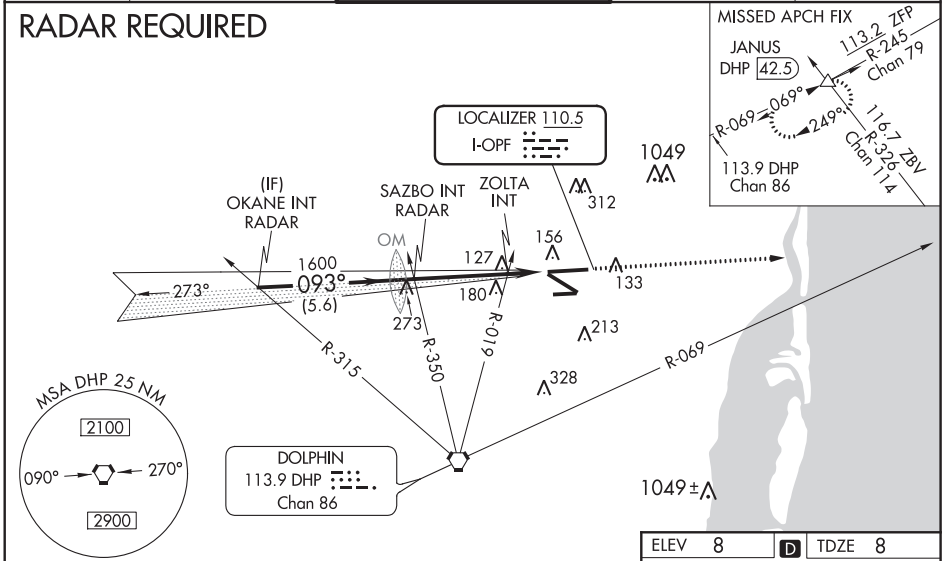
ILS or LOC RWY 9L
MIAMI-OPA LOCKA EXECUTIVE (OPF)

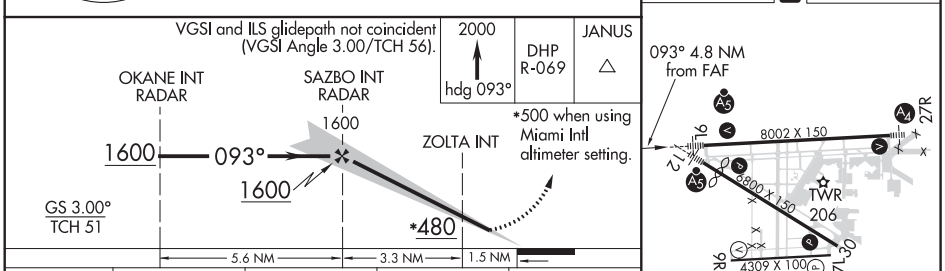
T A Inoperative table does not apply. Helicopter visibility reduction below ¾ SM NA. Caution: Lights on highway 0.7 NM north may be mistaken for runway. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet. For inoperative MALSR, increase S-LOC 9L Cats A and B visibility to 1 mile and Cats C and D visibility to 1⅜ miles. ZOLTA Fix minimums, for inoperative MALSR, increase S-LOC 9L all Cats visibility to 1 mile. ZOLTA Fix minimums, for inoperative MALSR, when using Miami Intl altimeter setting, increase Cats A and B visibility to 1 mile and Cats C and D visibility to 1⅛ miles. For inoperative MALSR, when using Miami Intl altimeter setting, increase S-ILS 9L all Cats visibility to ⅞ mile.

MALSR A5

MISSED APPROACH: Climb to 2000 heading 093° and DHP VORTAC R-069 to JANUS INT/DHP 42.5 DME and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 306.975	134.675 (CTAF) L	120.025	119.2





CATEGORY	A	B	C	D
S-ILS 9L	258-¾ 250 (300-¾)			
S-LOC 9L	480-¾ 472 (500-¾)		480-1 472 (500-1)	
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	560-2 552 (600-2)
ZOLTA FIX MINIMUMS				
S-LOC 9L	380-¾ 372 (400-¾)			
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	560-2 552 (600-2)

MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30 L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

MIAMI, FLORIDA

AL-256 (FAA)

19339

ILS or LOC RWY 12
MIAMI-OPA LOCKA EXECUTIVE (OPF)

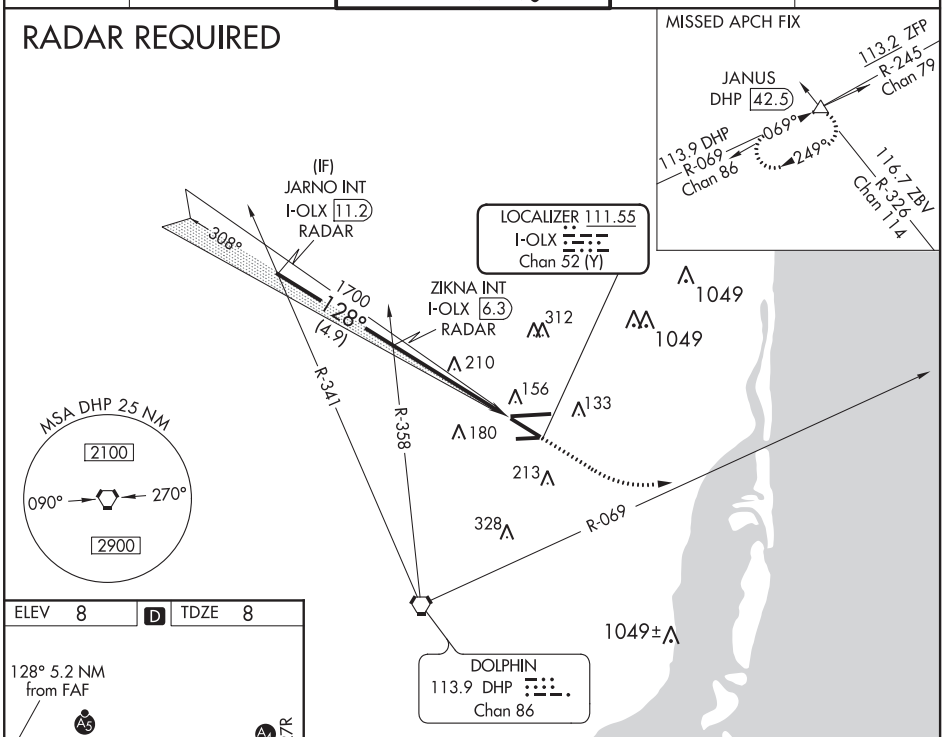
LOC/DME I-OLX	APP CRS	Rwy ldg	6000
111.55	128°	TDZE	8
Chan 52 (Y)		Apt Elev	8

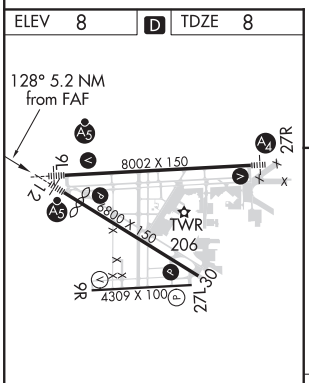
T A Inoperative table does not apply to S-ILS 12. Helicopter visibility reduction below ¾ SM NA. VDP NA with Miami Intl altimeter setting. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet. For inoperative MALSR, increase S-LOC 12 Cats A and B visibility to 1 mile and Cats C and D visibility to 1⅜ miles.

MALSR A5

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 on heading 090° and DHP VORTAC R-069 to JANUS INT/DHP 42.5 DME and hold.

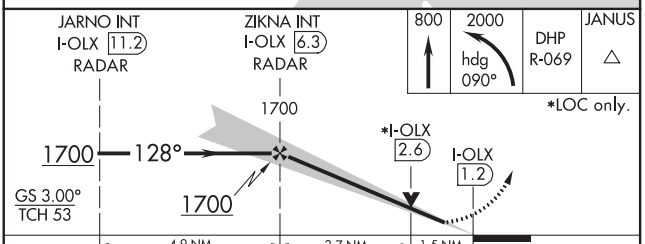
ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 306.975	134.675 (CTAF) L	120.025	119.2





MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 12	208-¾ 200 (200-¾)			
S-LOC 12	520-¾ 512 (600-¾)		520-1 512 (600-1)	
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	560-2 552 (600-2)

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ILS or LOC RWY 27R
MIAMI-OPA LOCKA EXECUTIVE (OPF)

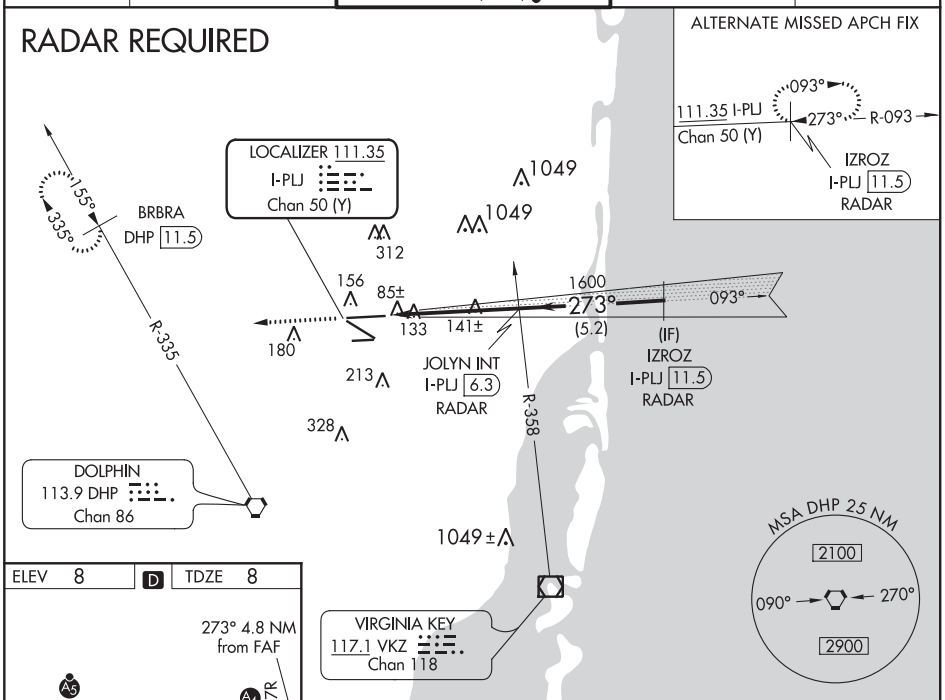
LOC/DME I-PLJ	APP CRS	Rwy ldg	8002
111.35	273°	TDZE	8
Chan 50 (Y)		Apt Elev	8

DME Required. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet. For inop MALS, increase S-ILS 27R all Cats visibility to ⅞ mile and S-LOC Cats C/D visibility to 1⅛ mile. Helicopter visibility reduction below ¾ SM NA. Autopilot coupled approach NA below 700 feet.

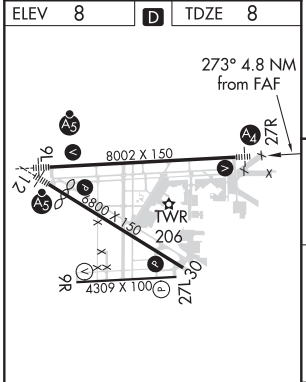
MALS

MISSED APPROACH: Climb to 2000 heading 273° and DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 306.975	134.675 (CTAF)	120.025	119.2

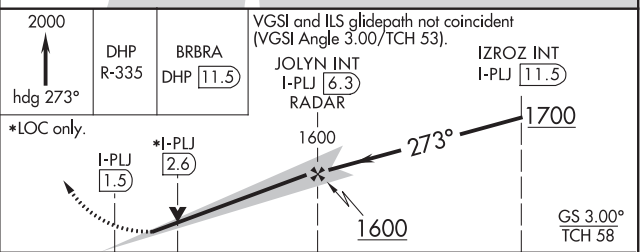


ELEV 8 D TDZE 8



MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 27R	291-¾ 283 (300-¾)			
S-LOC 27R	420-¾ 412 (500-¾)		420-1 412 (500-1)	
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	560-2 552 (600-2)

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MIAMI, FLORIDA

AL-256 (FAA)

19339

RNAV (GPS) RWY 9L
MIAMI-OPA LOCKA EXECUTIVE (OPF)

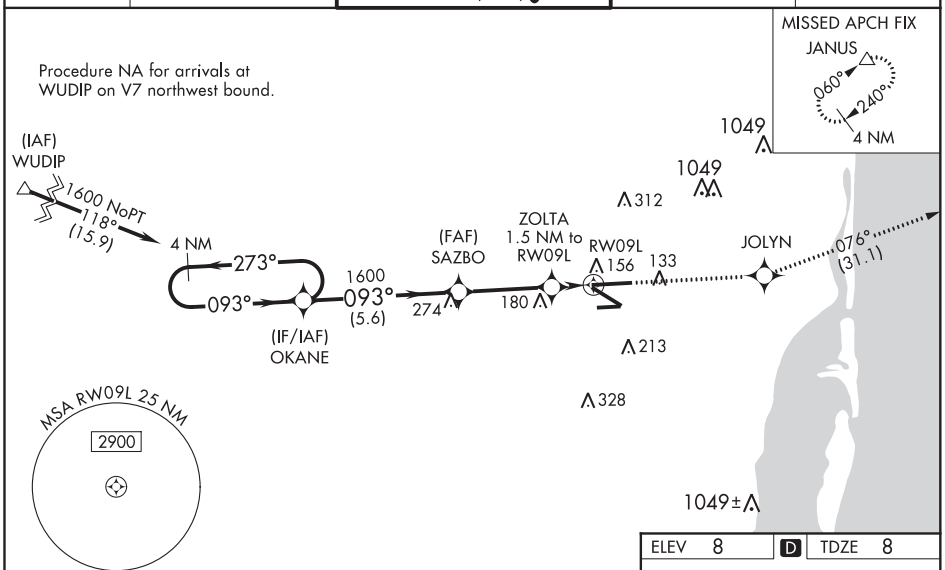
WAAS CH 53422 W09A	APP CRS 093°	Rwy ldg 8002 TDZE 8 Apt Elev 8

Baro-VNAV NA when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1 mile, LNAV Cats A and B visibility to 1 mile and Cats C and D visibility to 1⅛ miles. For inoperative MALSR, when using Miami Intl altimeter setting, increase LPV all Cats visibility to ⅞ mile, LNAV/VNAV all Cats visibility to 1⅛ miles and LNAV Cats A and B visibility to 1 mile. Inoperative table does not apply to LPV all Cats. Caution: Lights on highway 0.7 NM north may be mistaken for runway.

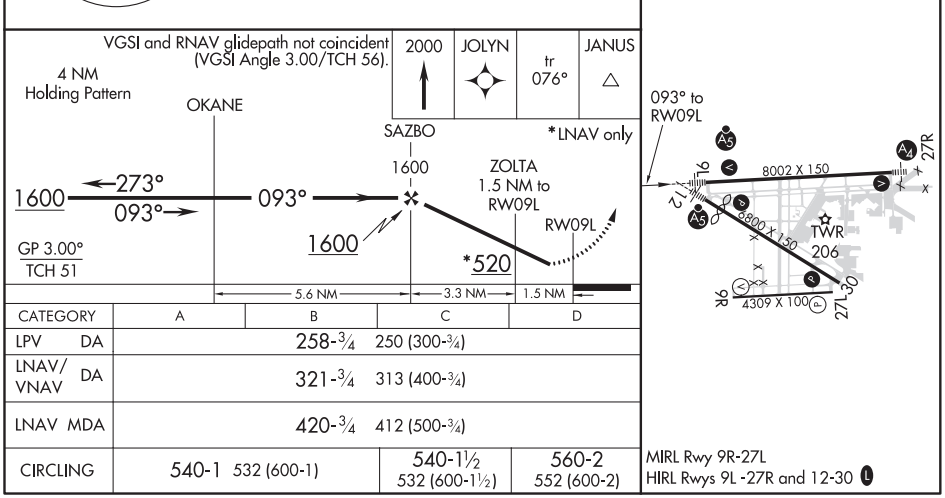
MALSR

MISSED APPROACH: Climb to 2000 direct JOLYN and on track 076° to JANUS and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 306.975	134.675 (CTAF) L	120.025	119.2



ELEV 8	D	TDZE 8



CATEGORY	A	B	C	D
LPV DA	258-¾ 250 (300-¾)			
LNAV/VNAV DA	321-¾ 313 (400-¾)			
LNAV MDA	420-¾ 412 (500-¾)			
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	560-2 552 (600-2)

MIRL Rwy 9R-27L
HIRL Rwys 9L -27R and 12-30 L

SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 69522 W12A	APP CRS 128°	Rwy ldg 6000 TDZE 8 Apt Elev 8

RNAV (GPS) RWY 12
MIAMI-OPA LOCKA EXECUTIVE (OPF)

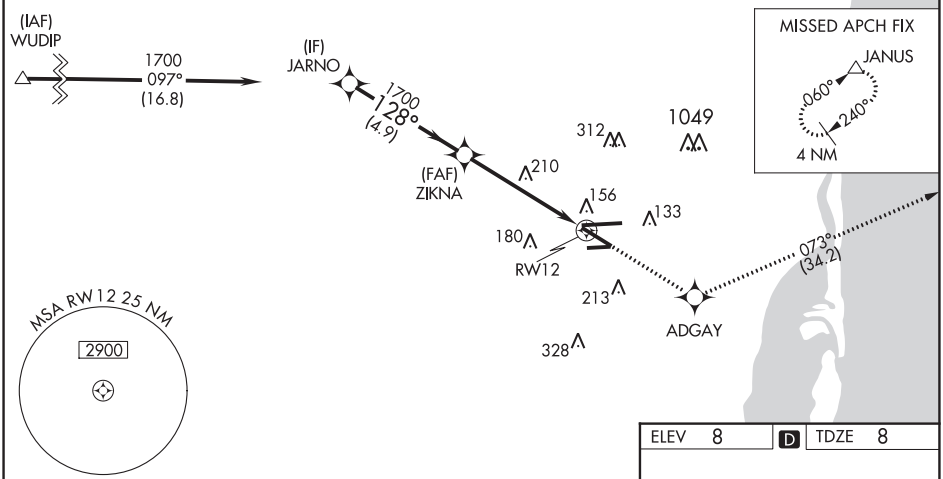
Baro-VNAV NA when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. VDP NA with Miami Intl altimeter setting. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet. Inoperative table does not apply. For inoperative MALSR, increase LNAV/VNAV all Cats visibility and LNAV Cats A and B to 1 mile and LNAV Cats C and D visibility to 1⅜ miles. For inoperative MALSR, when using Miami Intl altimeter setting, increase LNAV/VNAV all Cats visibility and LNAV Cats A and B visibility to 1 mile.

MALSR

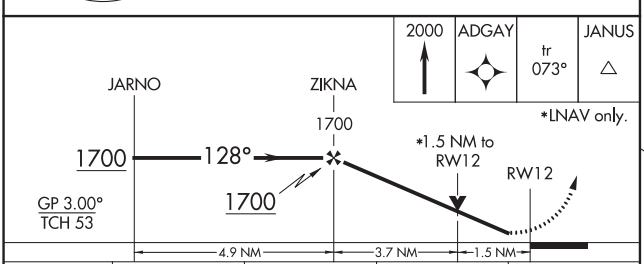
MISSED APPROACH: Climb to 2000 direct ADGAY and on track 073° to JANUS and hold.

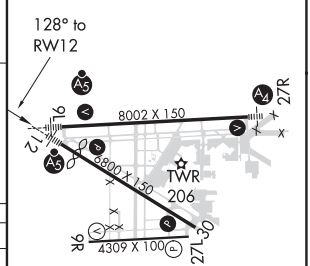
ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 306.975	134.675 (CTAF) L	120.025	119.2

Procedure NA for arrivals at WUDIP on V7 northwest bound.



ELEV 8	D	TDZE 8





CATEGORY	A	B	C	D
LPV DA	208-¾ 200 (200-¾)			
LNAV/VNAV DA	320-¾ 312 (400-¾)			
LNAV MDA	520-¾ 512 (600-¾)		520-1 512 (600-1)	
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	560-2 552 (600-2)

MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30 L

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MIAMI, FLORIDA

AL-256 (FAA)

19339

RNAV (GPS) RWY 27R
MIAMI-OPA LOCKA EXECUTIVE (OPF)

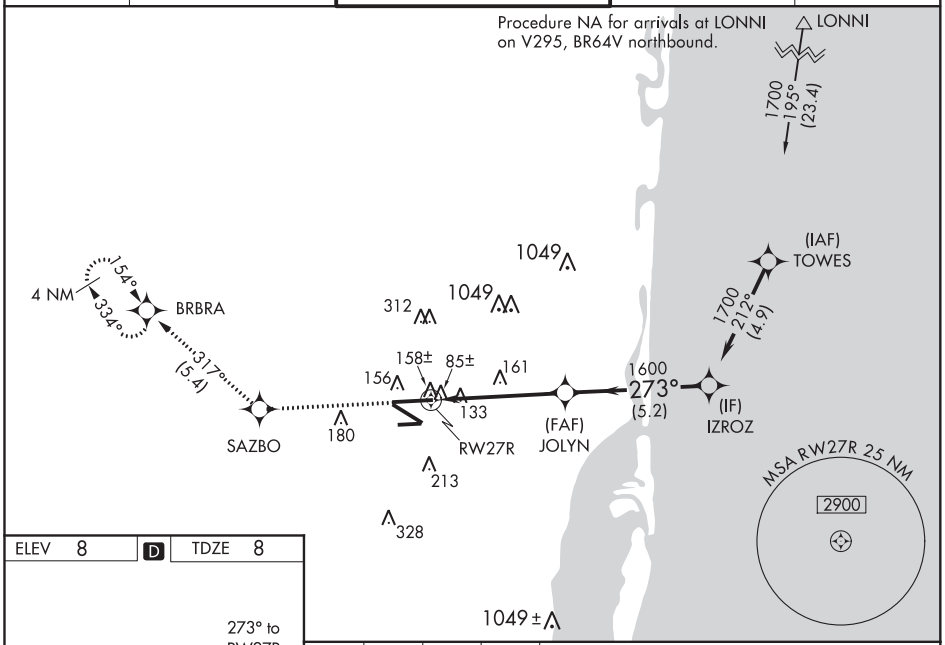
WAAS CH 62922 W27A	APP CRS 273°	Rwy ldg 8002 TDZE 8 Apt Elev 8

Baro-VNAV NA when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet. For inop MALS, increase LPV all Cats visibility to ⅞ mile, LNAV/VNAV all Cats to 1⅜, and LNAV Cats C and D visibility to 1⅛ mile. Helicopter visibility reduction below ¾ SM NA.

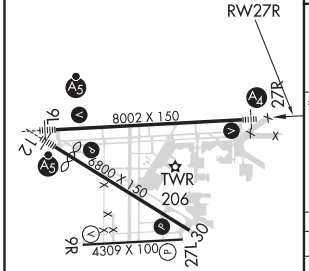
MALS

MISSED APPROACH: Climb to 2000 direct SAZBO and on track 317° to BRBRA and hold.

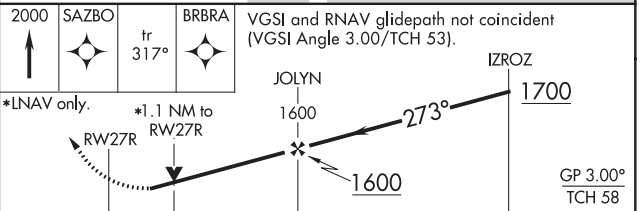
ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 306.975	134.675 (CTAF) L	120.025	119.2



ELEV 8	D	TDZE 8



MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30 L



CATEGORY	A	B	C	D
LPV DA	291-¾ 283 (300-¾)			
LNAV/VNAV DA	413-1 405 (500-1)			
LNAV MDA	420-¾ 412 (500-¾)		420-1 412 (500-1)	
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	560-2 552 (600-2)

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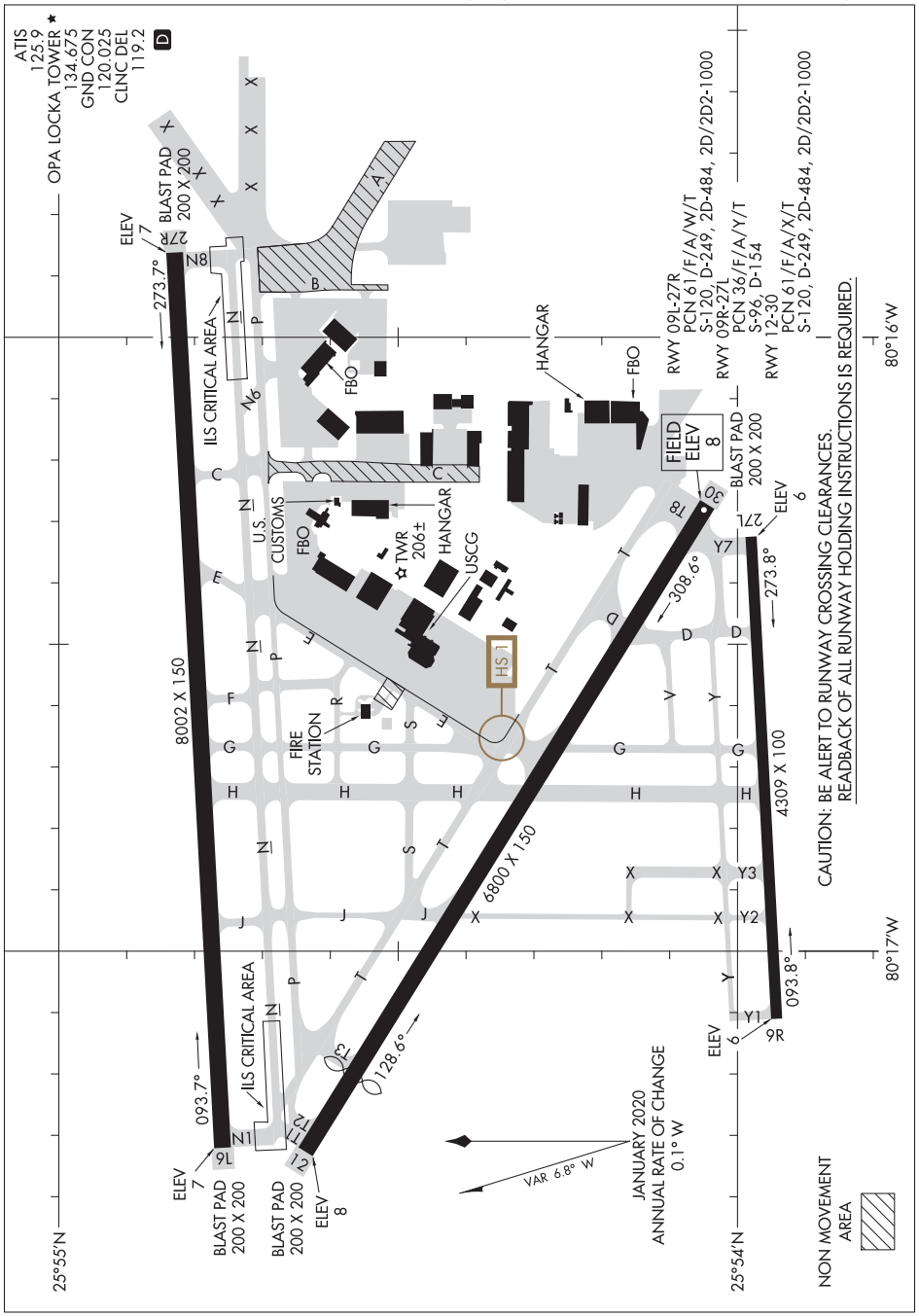

ATIS
125.9
OPA LOCKA TOWER ★
134.675
GND CON
120.025
CLNC DEL
119.2
D
BLAST PAD
200 X 200
ELEV
7
27R
273.7°
N8
ILS CRITICAL AREA
N6
FBO
A
B
C
HANGAR
FBO
RWY 09L-27R
PCN 61/F/A/W/T
S-120, D-249, 2D-484, 2D/2D2-1000
RWY 09R-27L
PCN 36/F/A/Y/T
S-96, D-154
RWY 12-30
PCN 61/F/A/X/T
S-120, D-249, 2D-484, 2D/2D2-1000
80°16'W
FIELD
ELEV
8
BLAST PAD
200 X 200
ELEV
6
27L
Y7
273.8°
308.6°
78
90
8002 X 150
U.S.
CUSTOMS
FBO
TWR
206±
HANGAR
USGC
HS 1
FIRE
STATION
6800 X 150
4309 X 100
Y3
Y2
Y1
9R
093.8°
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
80°17'W
ILS CRITICAL AREA
093.7°
N1
L6
ELEV
7
BLAST PAD
200 X 200
BLAST PAD
200 X 200
ELEV
8
128.6°
230
12
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
VAR 6.8° W
25°55'N
25°54'N
NON MOVEMENT
AREA

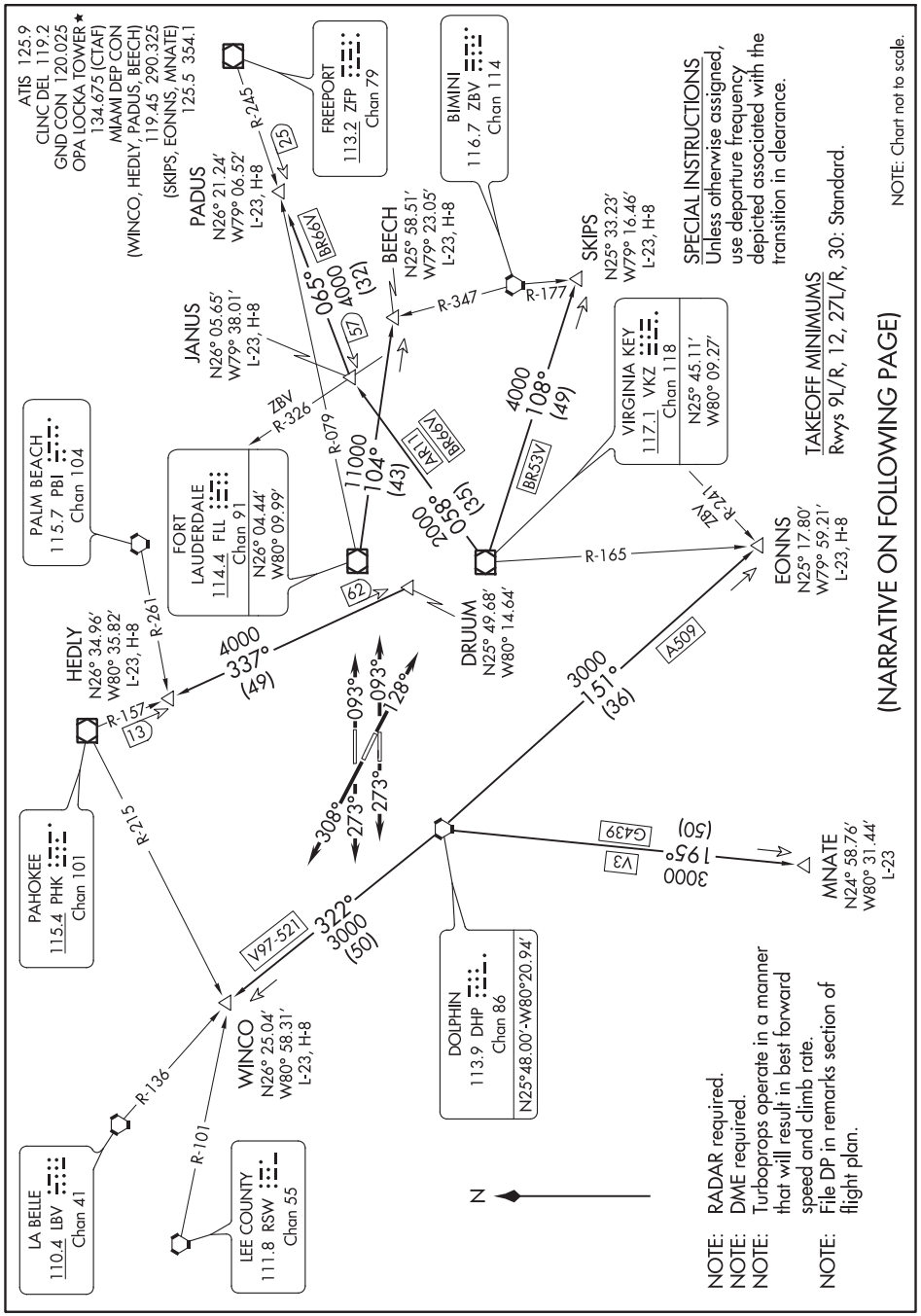
(MIA7.MIA) 21056

AL-256 (FAA)

MIAMI-OPA LOCKA EXECUTIVE (OPF)

MIAMI, FLORIDA

MIAMI SEVEN DEPARTURE



SE-3, 25 FEB 2021 to 22 APR 2021

MIAMI SEVEN DEPARTURE

(MIA7.MIA) 25FEB21

MIAMI, FLORIDA

MIAMI-OPA LOCKA EXECUTIVE (OPF)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climb heading 093°, thence. . . .
TAKEOFF RUNWAY 12: Climb heading 128°, thence. . . .
TAKEOFF RUNWAY 27L/R: Climb heading 273°, thence. . . .
TAKEOFF RUNWAY 30: Climb heading 308°, thence. . . .

. . . .maintain 2000 or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA7.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH.
EONNS TRANSITION (MIA7.EONNS): From over DHP VORTAC on DHP R-151 to EONNS.
HEDLY TRANSITION (MIA7.HEDLY): From over DRUUM on PHK R-157 to HEDLY.
MNATE TRANSITION (MIA7.MNATE): From over DHP VORTAC on DHP R-195 to MNATE.
PADUS TRANSITION (MIA7.PADUS): From over VKZ VOR/DME on VKZ R-058 to JANUS then on ZFP R-245 to PADUS.
SKIPS TRANSITION (MIA7.SKIPS): From over VKZ VOR/DME on VKZ R-108 to SKIPS.
WINCO TRANSITION (MIA7.WINCO): From over DHP VORTAC on DHP R-322 to WINCO.

SE-3, 25 FEB 2021 to 22 APR 2021

MILTON, FLORIDA | AL-9244 (FAA) | 20254

RNAV (GPS) RWY 36
PETER PRINCE FIELD (2R4)

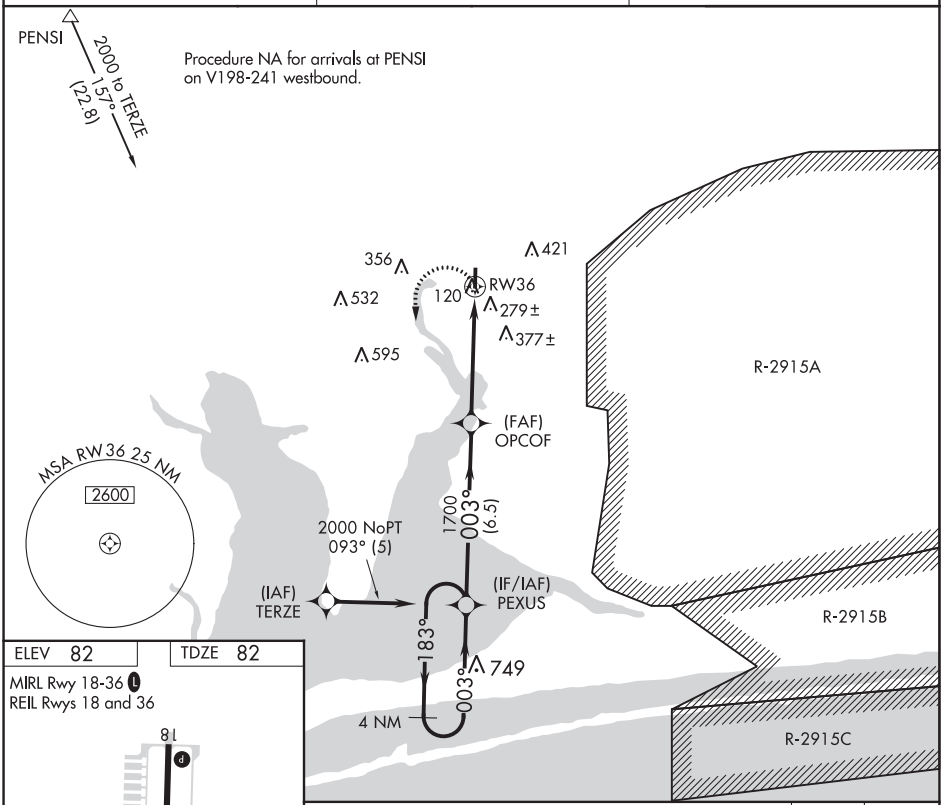
APP CRS	Rwy ldg	3701
003°	TDZE	82
	Apt Elev	82

RNP APCH.

Rwy 36 helicopter visibility reduction below 1 SM NA.
Use Pensacola Intl altimeter setting; when not received, use Crestview altimeter setting and increase all MDA 40 feet; increase LNAV visibility Cat C ⅛ SM. Procedure NA at night.

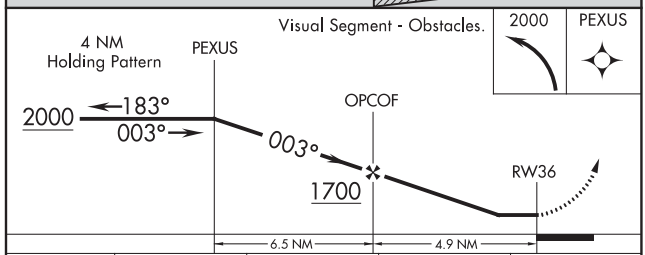
MISSED APPROACH: Climbing left turn to 2000 direct PEXUS and hold.

PENSACOLA APP CON	GCO	AUNICOM
124.85 235.775	121.725	122.975 (CTAF) L



ELEV 82 | TDZE 82

MIRL Rwy 18-36 L
REIL Rwys 18 and 36



CATEGORY	A	B	C	D
LNAV MDA	580-1 498 (500-1)		580-1⅜ 498 (500-1⅜)	NA
CIRCLING	700-1 618 (700-1)		700-1¾ 618 (700-1¾)	NA

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WAAS CH 73015 W05A	APP CRS 047°	Rwy ldg 5000 TDZE 8 Apt Elev 8

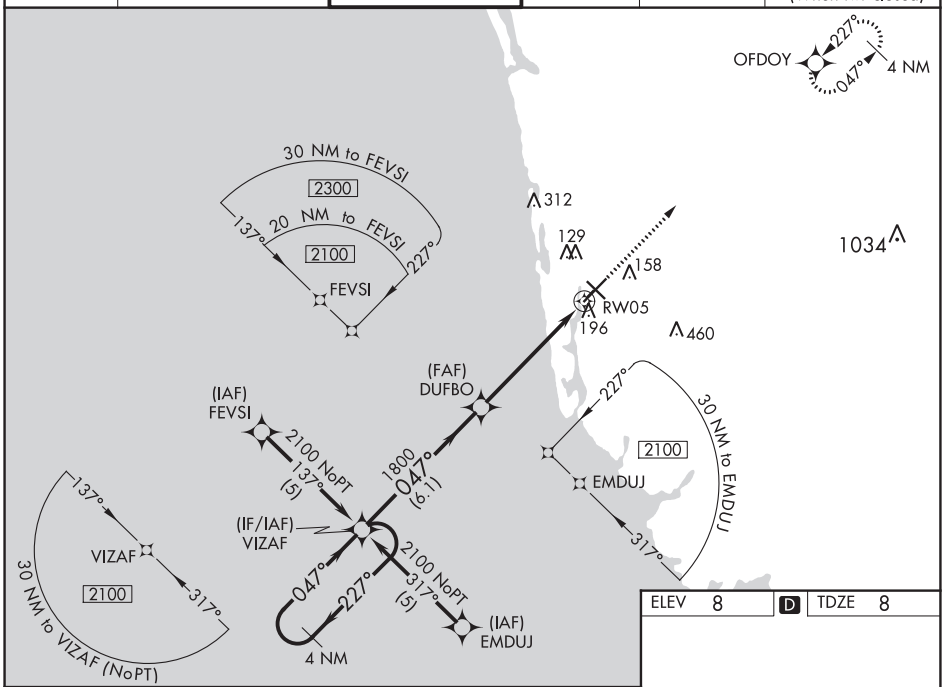
RNAV (GPS) RWY 5
NAPLES MUNI (APF)

RNP APCH.

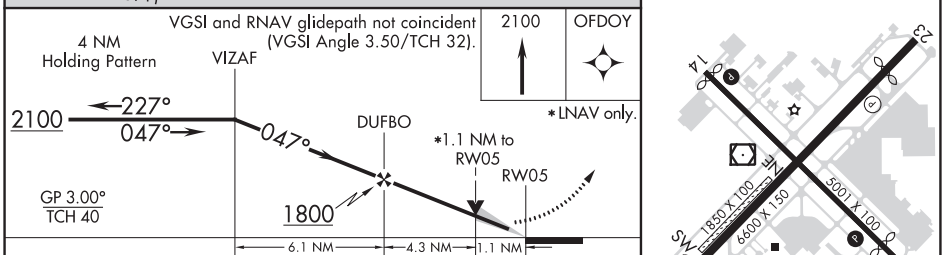
Baro-VNAV NA when using Southwest Florida Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV, LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile.

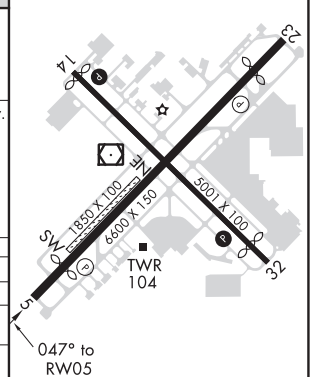
MISSED APPROACH: Climb to 2100 direct OFDOY and hold.

ATIS	FORT MYERS APP CON*	NAPLES TOWER*	GND CON	CLNC DEL	CLNC DEL
134.225	124.125 371.85	128.5 (CTAF) L	121.6	118.0	124.125 (When twr closed)



ELEV 8	D	TDZE 8





CATEGORY	A	B	C	D
LPV DA	295-1 287 (300-1)			
LNAV/VNAV DA	446-1½ 438 (500-1½)			
LNAV MDA	460-1 452 (500-1)		460-1⅜ 452 (500-1⅜)	460-1½ 452 (500-1½)
C CIRCLING	500-1 492 (500-1)		680-2 672 (700-2)	820-2¾ 812 (900-2¾)

REIL Rwys 5, 14, 23 and 32 L
MIRL Rwys 5-23 and 14-32 L

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NAPLES, FLORIDA

AL-6020 (FAA)

20310

RNAV (GPS) RWY 23

NAPLES MUNI (APF)

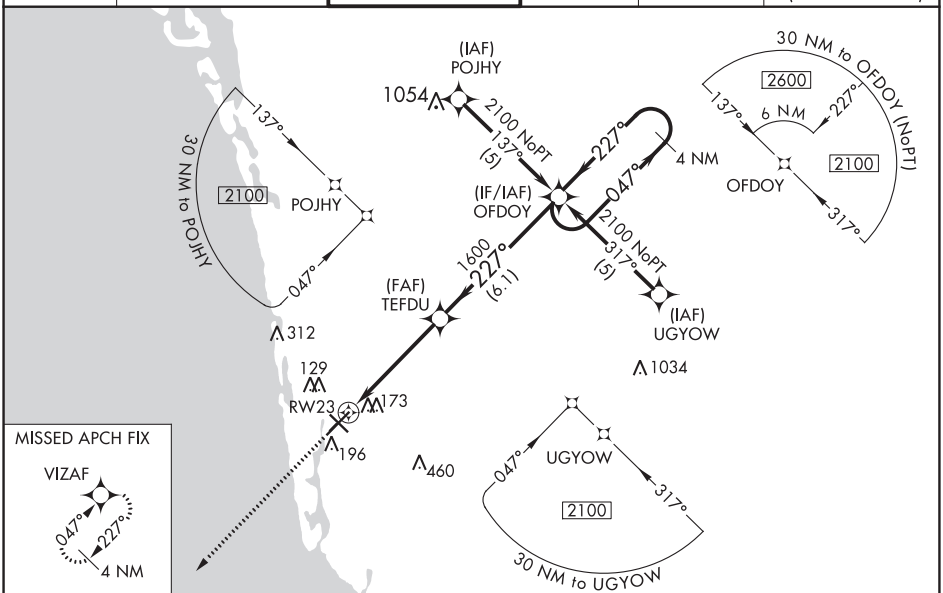
WAAS CH 69314 W23A	APP CRS 227°	Rwy ldg 5000 TDZE 8 Apt Elev 8

RNP APCH.

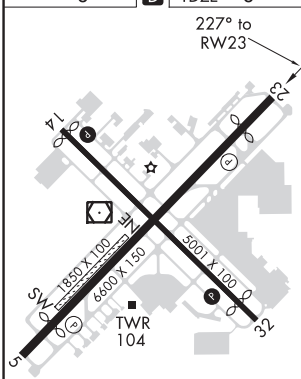
Inoperative table does not apply. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

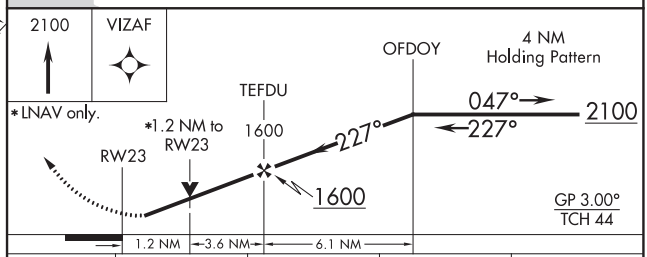
MISSED APPROACH: Climb to 2100 direct VIZAF and hold.

ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	CLNC DEL	CLNC DEL
134.225	124.125 371.85	128.5 (CTAF)	121.6	118.0	124.125 (When twr closed)



ELEV 8 | D | TDZE 8





CATEGORY	A	B	C	D
LPV DA	313-1 305 (400-1)			
LNAV/VNAV DA	461-1½ 453 (500-1½)			
LNAV MDA	440-1 432 (500-1)		440-1¼ 432 (500-1¼)	440-1½ 432 (500-1½)
C CIRCLING	500-1 492 (500-1)		680-2 672 (700-2)	820-2¾ 812 (900-2¾)

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L

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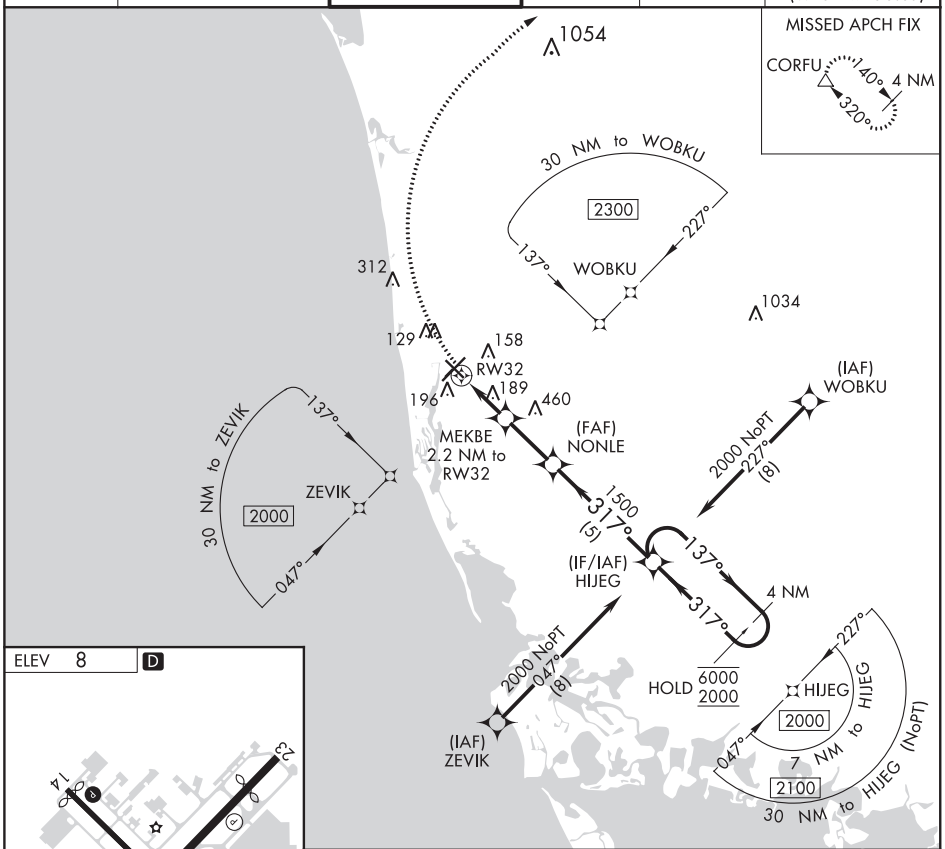
RNAV (GPS)-A
NAPLES MUNI (APF)

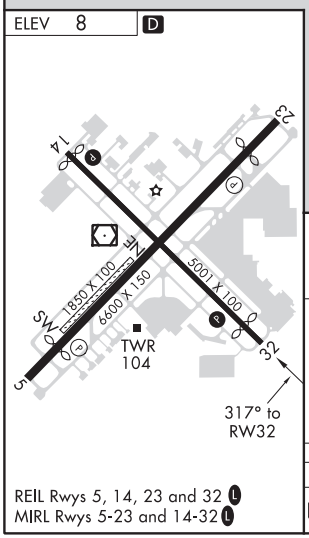
APP CRS	Rwy ldg	N/A
317°	TDZE	N/A
	Apt Elev	8

RNP APCH.

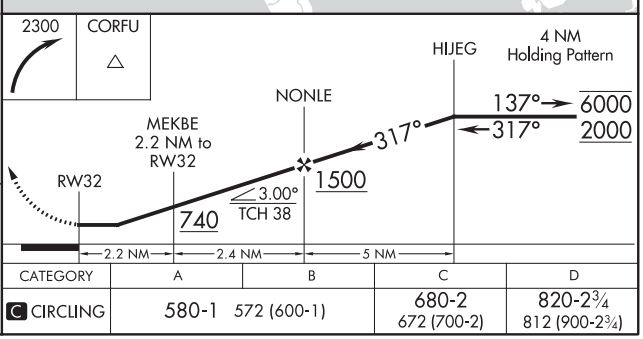
MISSED APPROACH: Climbing right turn to 2300 direct CORFU and hold.

ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	CLNC DEL	CLNC DEL
134.225	124.125 371.85	128.5 (CTAF) L	121.6	118.0	124.125 (When twr closed)





REIL Rwys 5, 14, 23 and 32 L
MIRL Rwys 5-23 and 14-32 L



CATEGORY	A	B	C	D
C CIRCLING	580-1 572 (600-1)		680-2 672 (700-2)	820-2¾ 812 (900-2¾)

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NAPLES, FLORIDA | AL-6020 (FAA) | 21028

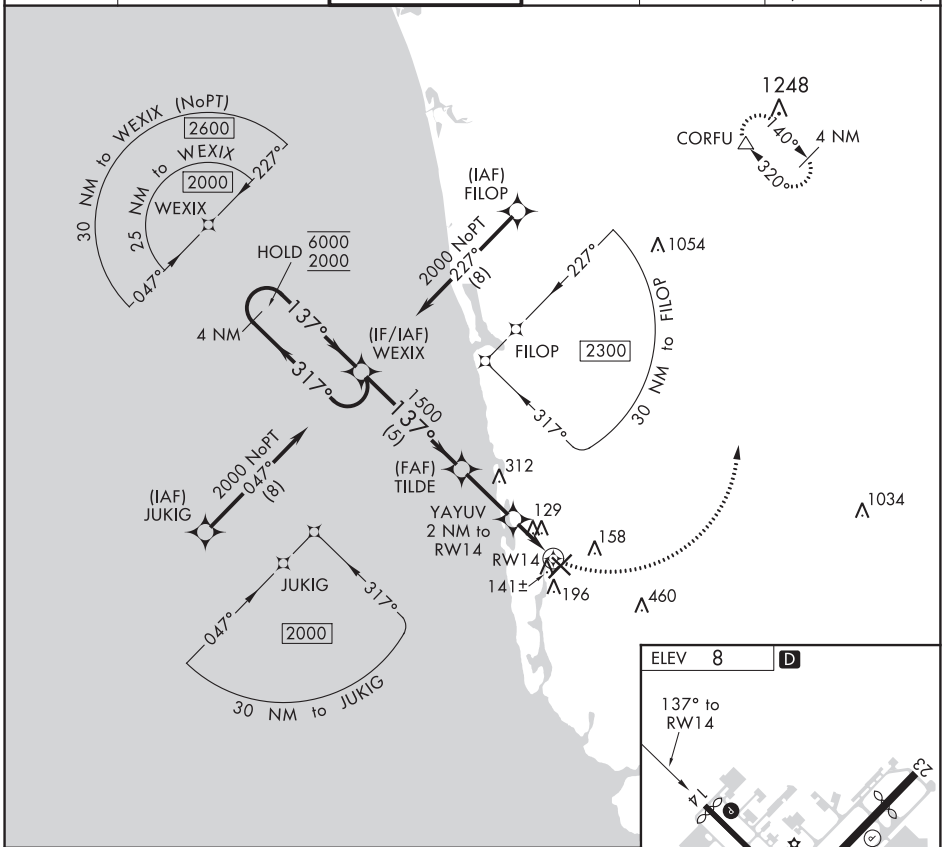
APP CRS	Rwy ldg	N/A
137°	TDZE	N/A
	Apt Elev	8

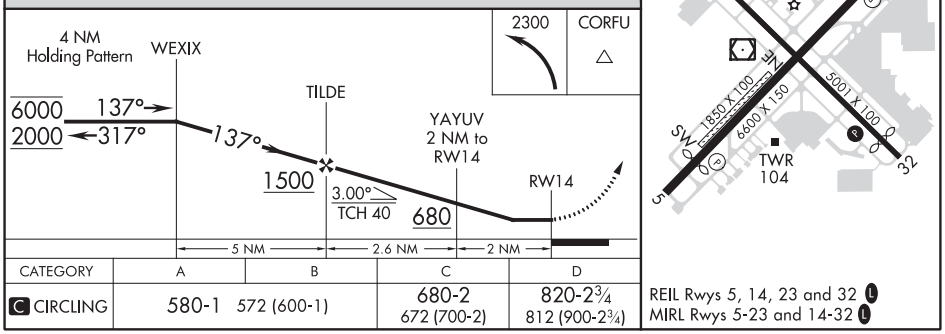
RNAV (GPS)-B
NAPLES MUNI (APF)

RNP APCH.

MISSED APPROACH: Climbing left turn to 2300 direct CORFU and hold.

ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	CLNC DEL	CLNC DEL (When twr closed)
134.225	124.125 371.85	128.5 (CTAF) L	121.6	118.0	124.125





CATEGORY	A	B	C	D
C CIRCLING	580-1	572 (600-1)	680-2 672 (700-2)	820-2¾ 812 (900-2¾)

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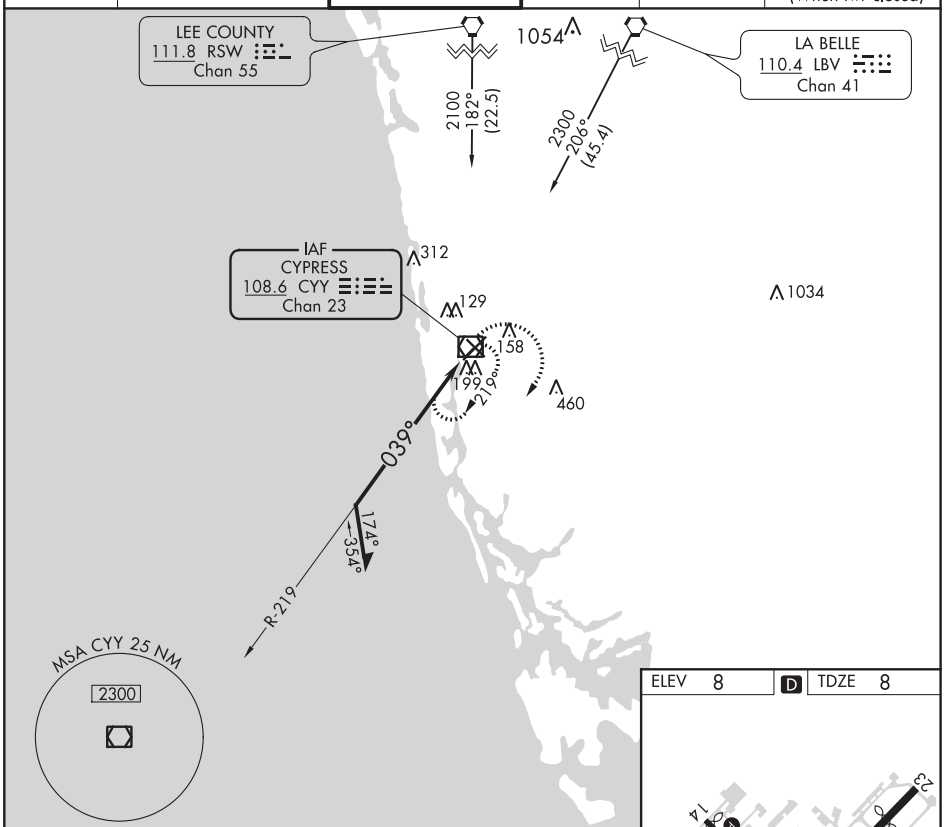
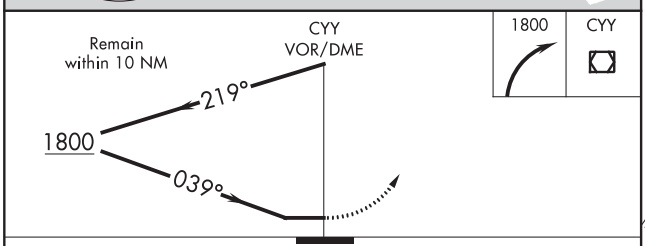
VOR RWY 5
NAPLES MUNI (APF)

VOR/DME CYY	APP CRS	Rwy ldg 5000
108.6	039°	TDZE 8
Chan 23		Apt Elev 8

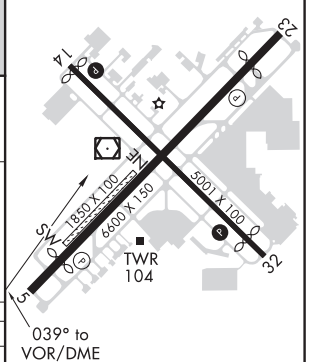
MISSED APPROACH: Climbing right turn to 1800 in CYY VOR/DME holding pattern.

ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	CLNC DEL	CLNC DEL
134.225	124.125 371.85	128.5 (CTAF) L	121.6	118.0	124.125 (When twr closed)





ELEV 8	D	TDZE 8



CATEGORY	A	B	C	D
S-5	580-1 572 (600-1)		580-1⅝ 572 (600-1⅝)	
C CIRCLING	580-1 572 (600-1)		680-2 672 (700-2)	820-2¾ 812 (900-2¾)

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L

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NAPLES, FLORIDA | AL-6020 (FAA) | 20310

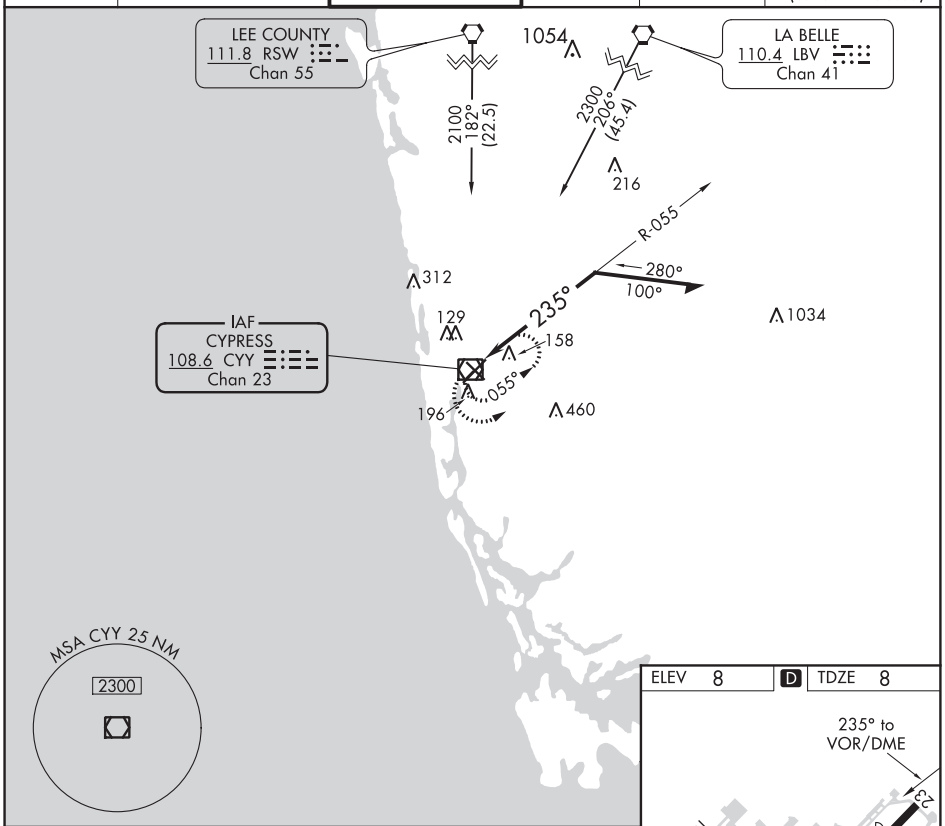
VOR RWY 23
NAPLES MUNI (APF)

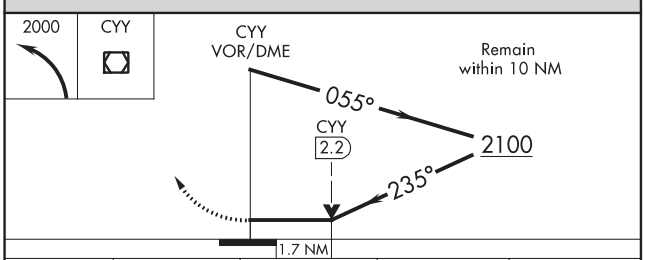
VOR/DME CYY	APP CRS	Rwy ldg	5000
108.6	235°	TDZE	8
Chan 23		Apt Elev	8

Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 2000 in CYY VOR/DME holding pattern.

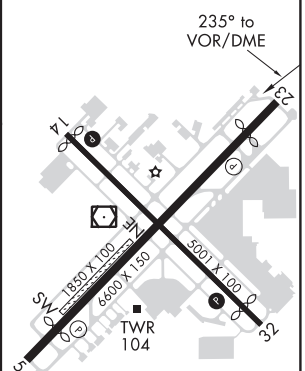
ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	CLNC DEL	CLNC DEL
134.225	124.125 371.85	128.5 (CTAF) L	121.6	118.0	124.125 (When twr closed)





CATEGORY	A	B	C	D
S-23	600-1	592 (600-1)	600-1½ 592 (600-1½)	600-1¾ 592 (600-1¾)
C CIRCLING	600-1	592 (600-1)	680-2 672 (700-2)	820-2¾ 812 (900-2¾)

ELEV 8 | D | TDZE 8



MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L

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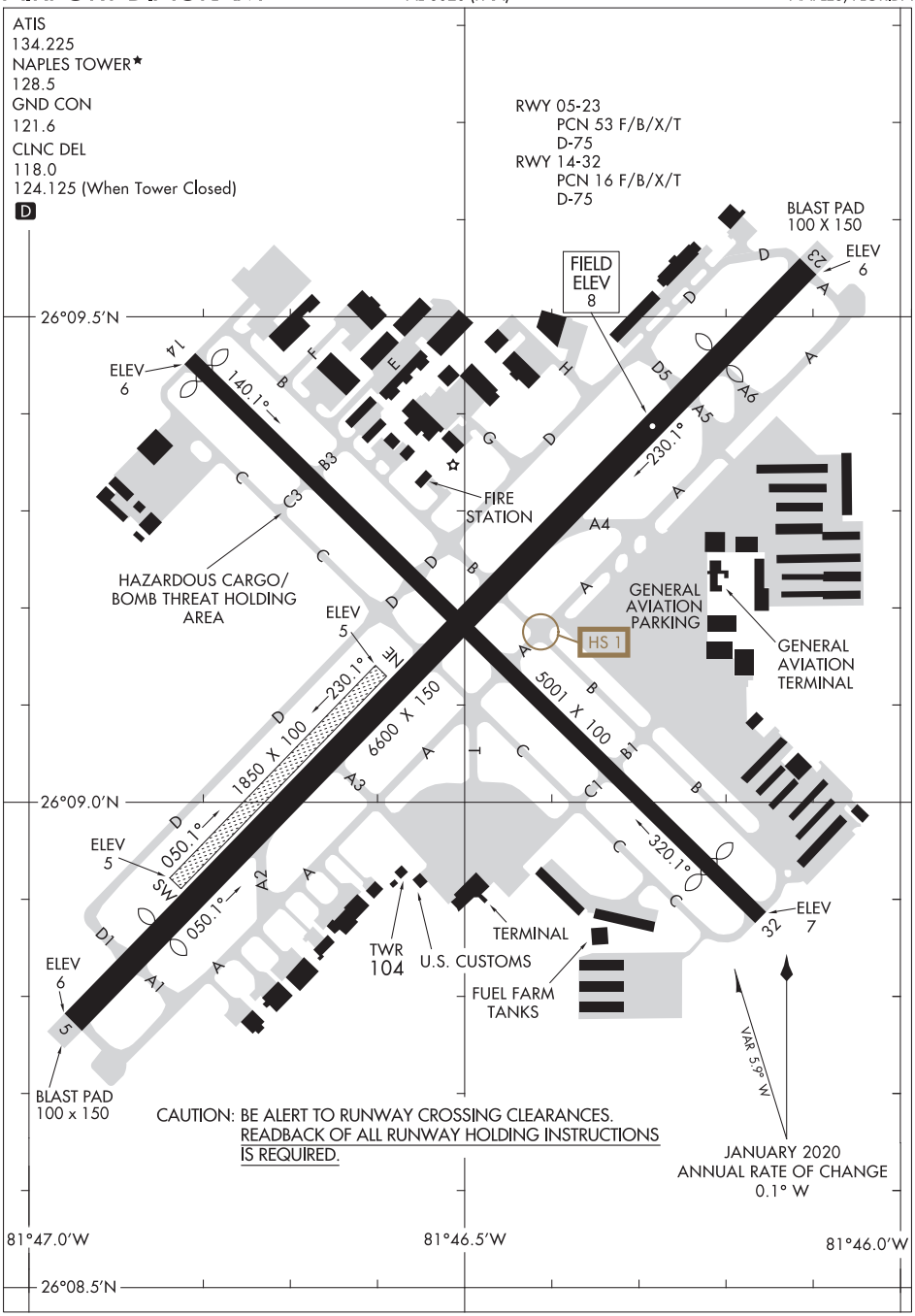

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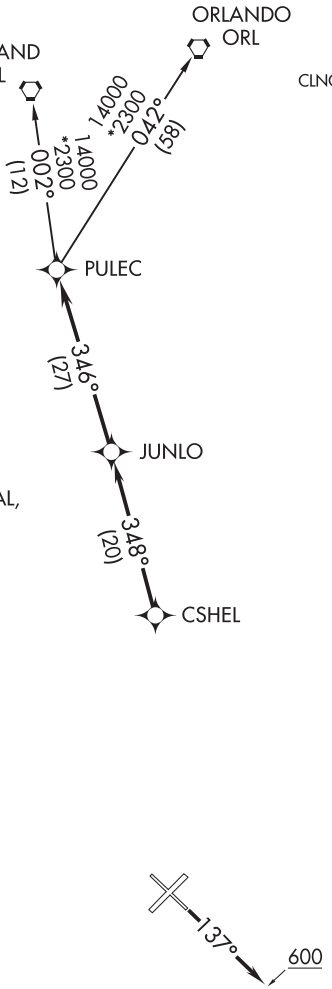
(CSHEL6.CSHEL) 20142 AL-6020 (FAA)

CSHEL SIX DEPARTURE (RNAV)

NAPLES MUNI (APF)
NAPLES, FLORIDA

TOP ALTITUDE: 2000

ATIS
134.225
CLNC DEL
118.0
CLNC DEL (When twr closed)
124.125
GND CON
121.6
NAPLES TOWER ★
128.5 (CTAF)
FORT MYERS DEP CON ★
124.125 371.85



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For turbojet aircraft only.
NOTE: For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.

TAKEOFF MINIMUMS
Rwys 5, 14, 23, 32: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 23, 32: Climb on assigned heading for RADAR vectors to CSHEL, then on depicted route to PULEC, thence. . . .
TAKEOFF RUNWAY 14: Climb heading 137° to 600, then on RADAR vectors to CSHEL, then on depicted route to PULEC, thence. . . .

. . . .on (transition). Maintain 2000, or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL6.LAL)
ORLANDO TRANSITION (CSHEL6.ORL)

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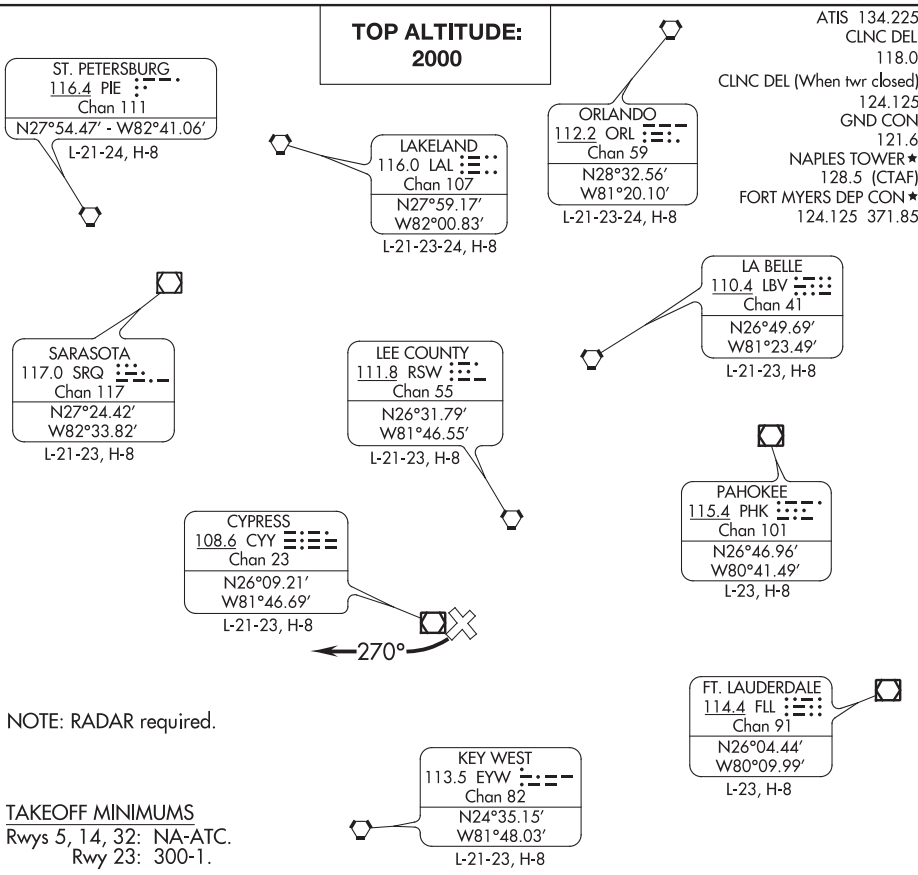
NAPLES FIVE DEPARTURE

NAPLES MUNI (APF)
NAPLES, FLORIDA



NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwys 5, 14, 32: NA-ATC.
Rwy 23: 300-1.

NOISE ABATEMENT NOTE:
Jet aircraft departure procedures and headings are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 23: Turn right heading 270°. Climb and maintain 2000. Expect RADAR vectors to join assigned route. Expect clearance to filed altitude 10 minutes after departure.

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NEW SMYRNA BEACH, FLORIDA AL-6965 (FAA) 20198

RNAV (GPS)-A
MASSEY RANCH AIRPARK (X5Ø)

APP CRS	Rwy ldg	4045
181°	TDZE	N/A
	Apt Elev	11

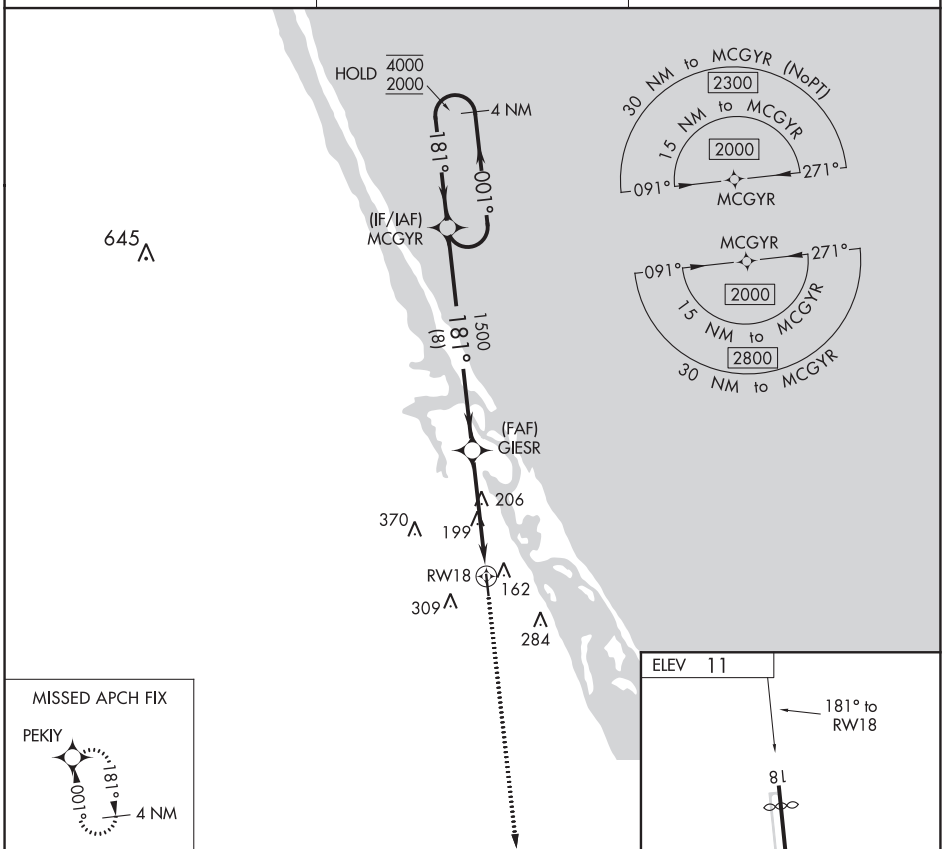
RNP APCH.

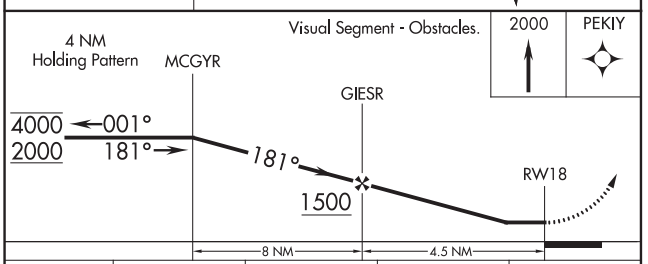
NA

Procedure NA at night. Use New Smyrna Beach Muni altimeter setting.

MISSED APPROACH: Climb to 2000 direct PEKIY and hold.

EVB AWOS-3	DAYTONA APP CON	UNICOM
124.625	125.35 322.3	122.7 (CTAF)





CATEGORY	A	B	C	D
C CIRCLING	500-1 489 (500-1)	620-1 609 (700-1)	680-1¾ 669 (700-1¾)	NA

LIRL Rwy 18-36

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NEW SMYRNA BEACH, FLORIDA
Orig 20JUN19

28°59'N-80°56'W

MASSEY RANCH AIRPARK (X5Ø)
RNAV (GPS)-A

RNAV (GPS)-B
MASSEY RANCH AIRPARK (X5Ø)

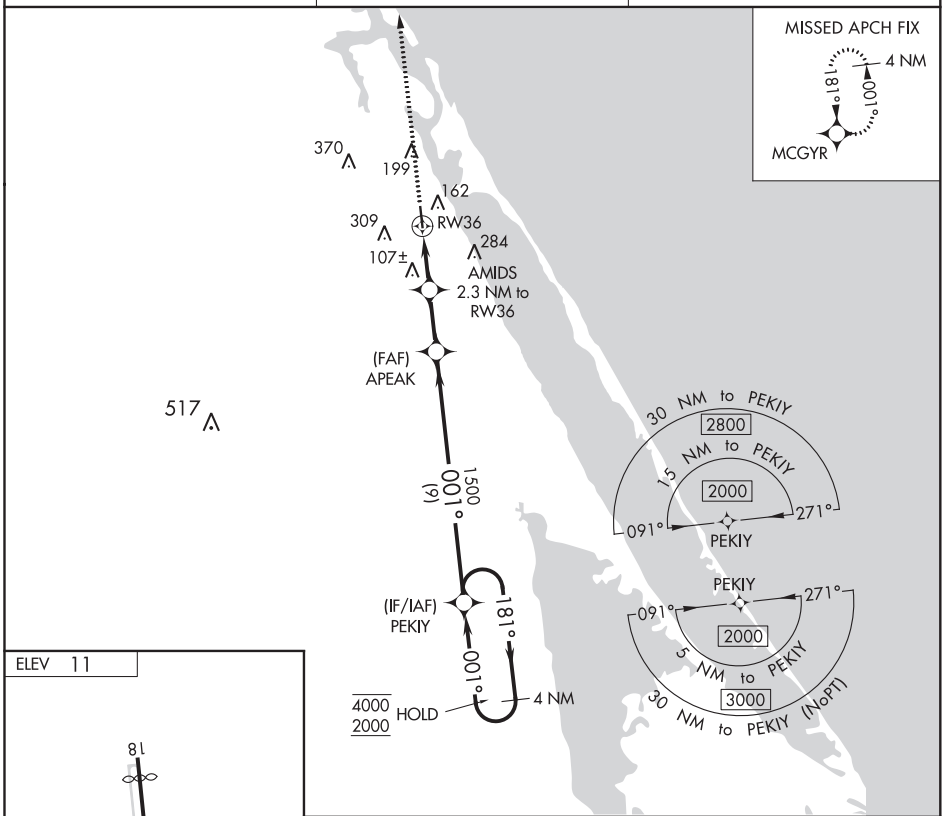
APP CRS	Rwy ldg	4160
001°	TDZE	N/A
	Apt Elev	11

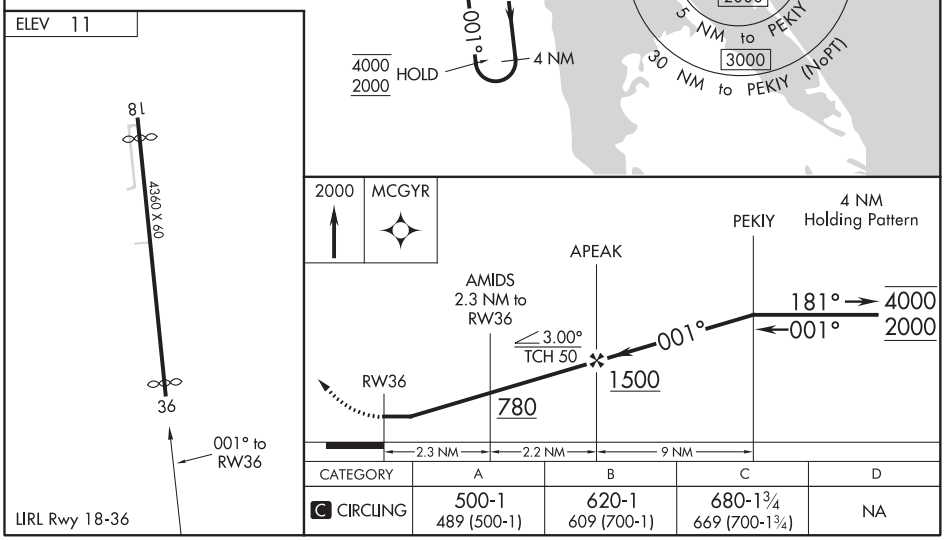
RNP APCH.

Procedure NA at night.
NA Use New Smyrna Beach Muni altimeter setting.

MISSED APPROACH: Climb to 2000 direct MCGYR and hold.

EVB AWOS-3	DAYTONA APP CON	UNICOM
124.625	125.35 322.3	122.7 (CTAF)





CATEGORY	A	B	C	D
C CIRCLING	500-1 489 (500-1)	620-1 609 (700-1)	680-1¾ 669 (700-1¾)	NA

NEW SMYRNA BEACH, FLORIDA AL-6459 (FAA) 20366

APP CRS	Rwy ldg	3215
021°	TDZE	9
	Apt Elev	11

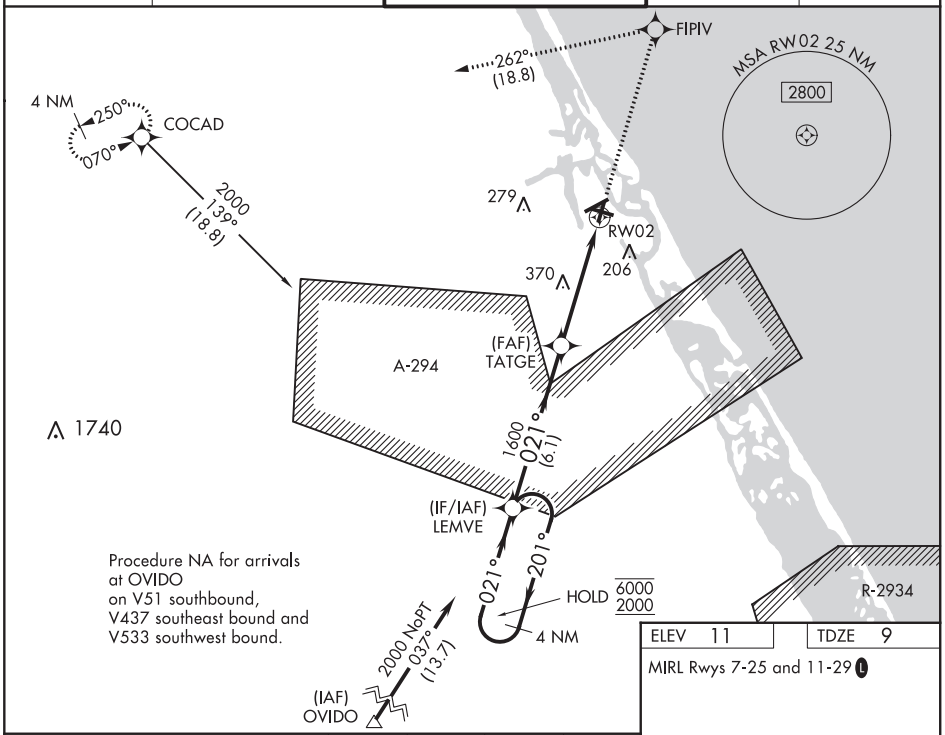
RNAV (GPS) RWY 2
NEW SMYRNA BEACH MUNI (EVB)

RNP APCH.

Rwy 2 helicopter visibility reduction below ¾ SM NA. VDP NA when using Daytona Beach altimeter setting. Straight-in minimums NA at night, Circling Rwy 11, 25 NA at night. When local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2000 direct FIPIV and left turn on track 262° to COCAD and hold.

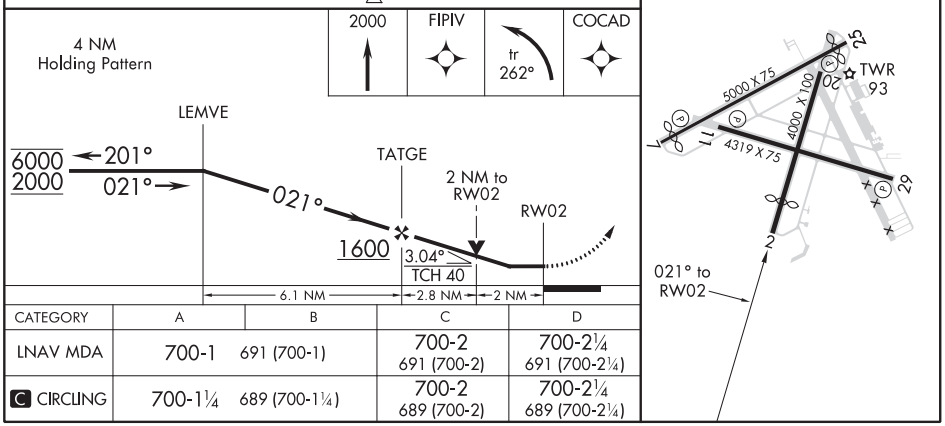
ATIS	DAYTONA APP CON	NEW SMYRNA TOWER ★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.95



Procedure NA for arrivals at OVIDO on V51 southbound, V437 southeast bound and V533 southwest bound.

ELEV 11	TDZE 9

MIRL Rwys 7-25 and 11-29 L



CATEGORY	A	B	C	D
LNAV MDA	700-1 691 (700-1)		700-2 691 (700-2)	700-2¼ 691 (700-2¼)
C CIRCLING	700-1¼ 689 (700-1¼)		700-2 689 (700-2)	700-2¼ 689 (700-2¼)

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APP CRS	Rwy ldg	4665
066°	TDZE	9
	Apt Elev	11

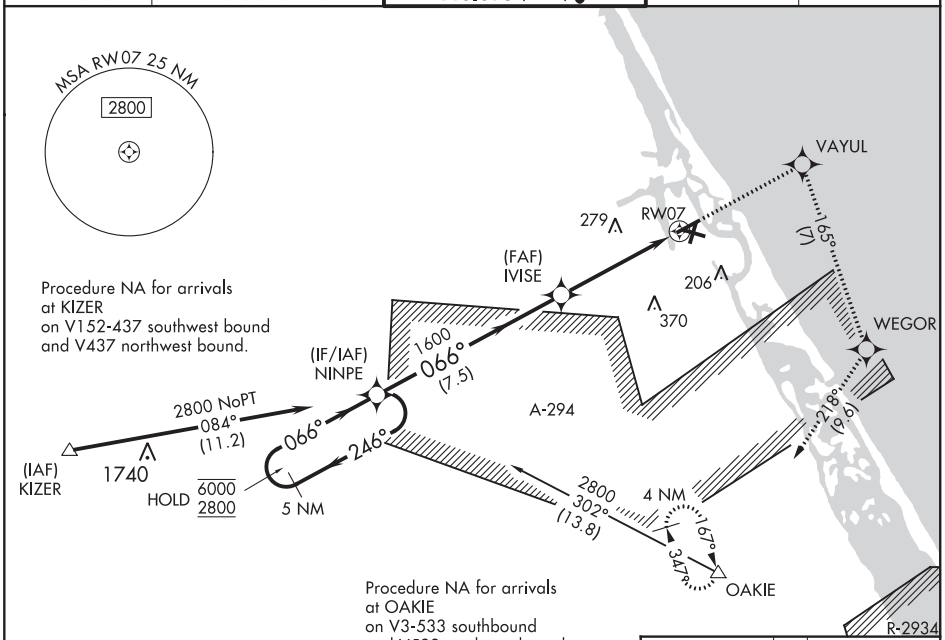
RNAV (GPS) RWY 7
NEW SMYRNA BEACH MUNI (EVB)

RNP APCH.

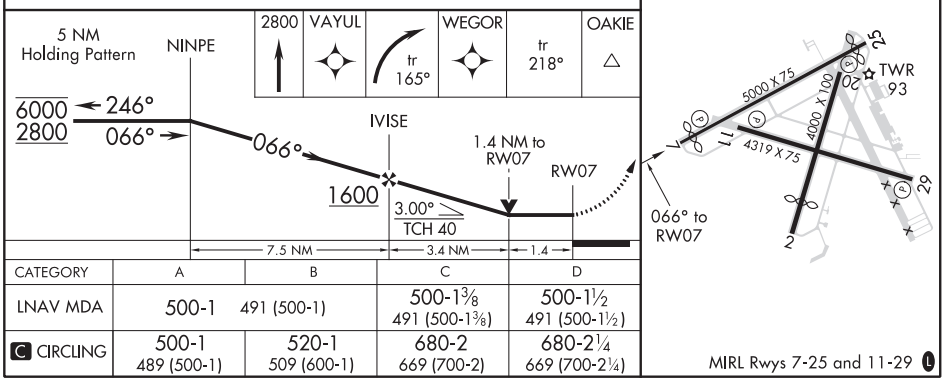
Rwy 7 helicopter visibility reduction below ¾ SM NA. VDP NA when using Daytona Beach altimeter setting. Circling Rwy 11, 25 NA at night. When local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDA 40 feet and LNAV Cat C visibility ⅛ SM.

MISSED APPROACH: Climb to 2800 direct VAYUL and right turn on track 165° to WEGOR and on track 218° to OAKIE and hold.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER ★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.95



ELEV	11	TDZE	9



CATEGORY	A	B	C	D
LNAV MDA	500-1 491 (500-1)		500-1⅜ 491 (500-1⅜)	500-1½ 491 (500-1½)
C CIRCLING	500-1 489 (500-1)	520-1 509 (600-1)	680-2 669 (700-2)	680-2¼ 669 (700-2¼)

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NEW SMYRNA BEACH, FLORIDA AL-6459 (FAA) 20366

WAAS CH 50500 W25A	APP CRS 246°	Rwy ldg 4700 TDZE 10 Apt Elev 11

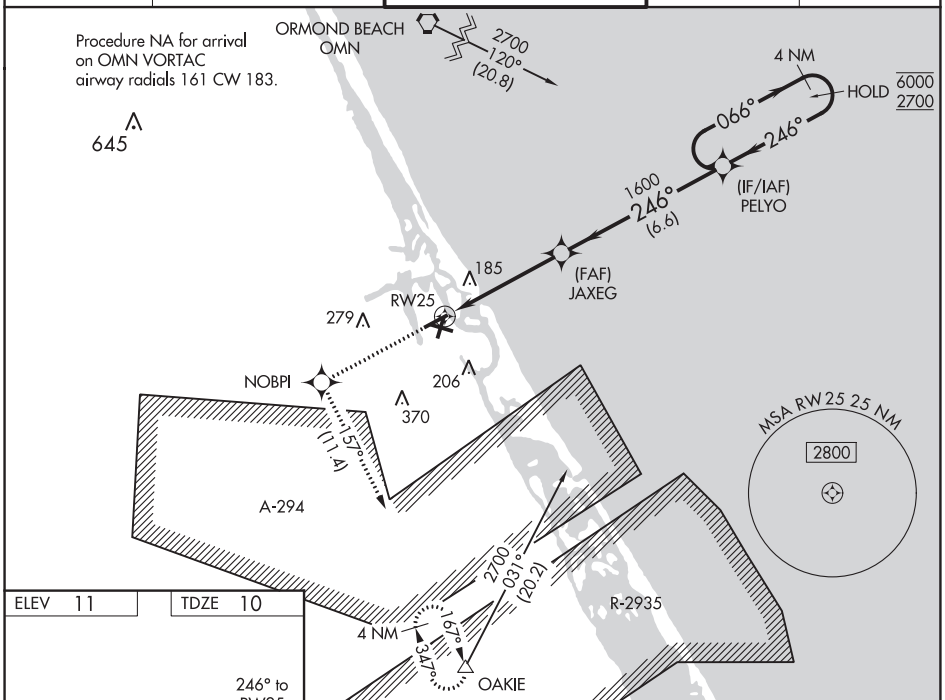
RNAV (GPS) RWY 25
NEW SMYRNA BEACH MUNI (EVB)

RNP APCH.

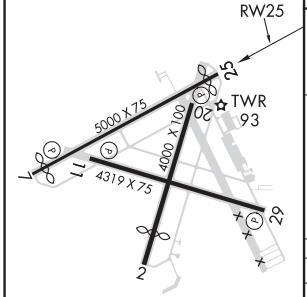
Rwy 25 helicopter visibility reduction below 1 SM NA. Straight-In Rwy 25 NA at night, Circling Rwy 11, 25 NA at night. When local altimeter setting not received, use Daytona Beach altimeter setting increase LPV DA to 328 feet and all MDA 40 feet. Increase LNAV Cat C visibility ⅛ SM and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 4000 direct NOBPI and on track 157° to OAKIE and hold, continue climb-in-hold to 4000.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER ★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.95

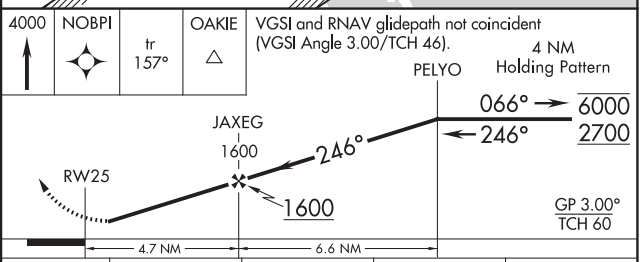


ELEV 11 TDZE 10



4000	NOBPI	tr 157°	OAKIE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 46).



CATEGORY	A	B	C	D
LPV DA	303-1 293 (300-1)			NA
LNAV MDA	440-1 430 (500-1)		440-1¼ 430 (500-1¼)	NA
C CIRCLING	440-1 429 (500-1)	520-1 509 (600-1)	680-1¾ 669 (700-1¾)	NA

MIRL Rwys 7-25 and 11-29 L

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WAAS CH 97700 W29A	APP CRS 291°	Rwy ldg 4319 TDZE 11 Apt Elev 11

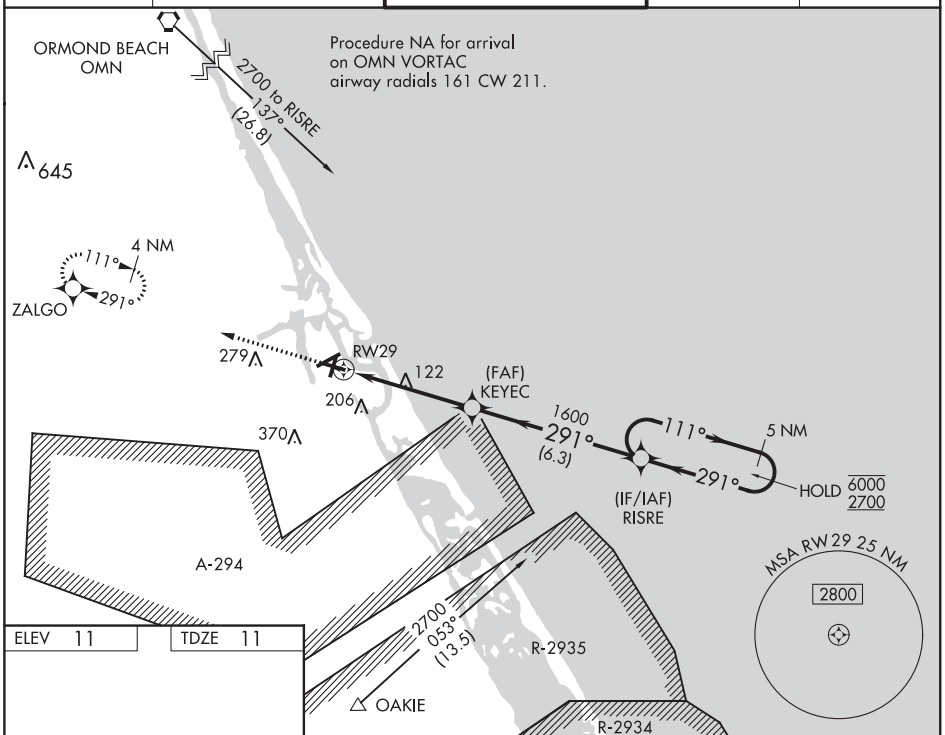
RNAV (GPS) RWY 29
NEW SMYRNA BEACH MUNI (EVB)

RNP APCH.

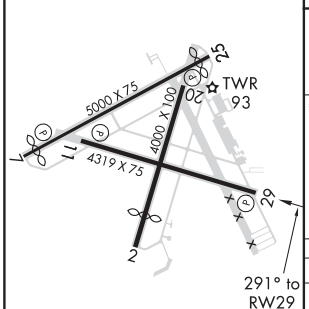
Rwy 29 helicopter visibility reduction below ¾ SM NA. VDP NA when using Daytona Beach altimeter setting. Circling Rwy 11, 25 NA at night. When local altimeter setting not received, use Daytona Beach altimeter setting increase LPV DA to 333 feet and all MDA 40 feet. Increase LNAV Cat C visibility ⅛ SM and Circling Cats C and D visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct ZALGO and hold.

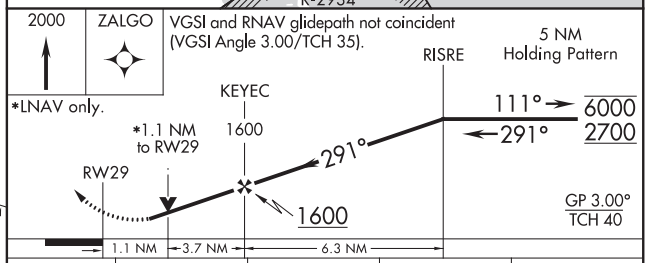
ATIS	DAYTONA APP CON	NEW SMYRNA TOWER ★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.95



ELEV 11 TDZE 11



MIRL Rwys 7-25 and 11-29 L



CATEGORY	A	B	C	D
LPV DA	308-1 297 (300-1)			
LNAV MDA	380-1 369 (400-1)			380-1¼ 369 (400-1¼)
C CIRCLING	440-1 429 (500-1)	520-1 509 (600-1)	680-1¾ 669 (700-1¾)	680-2 669 (700-2)

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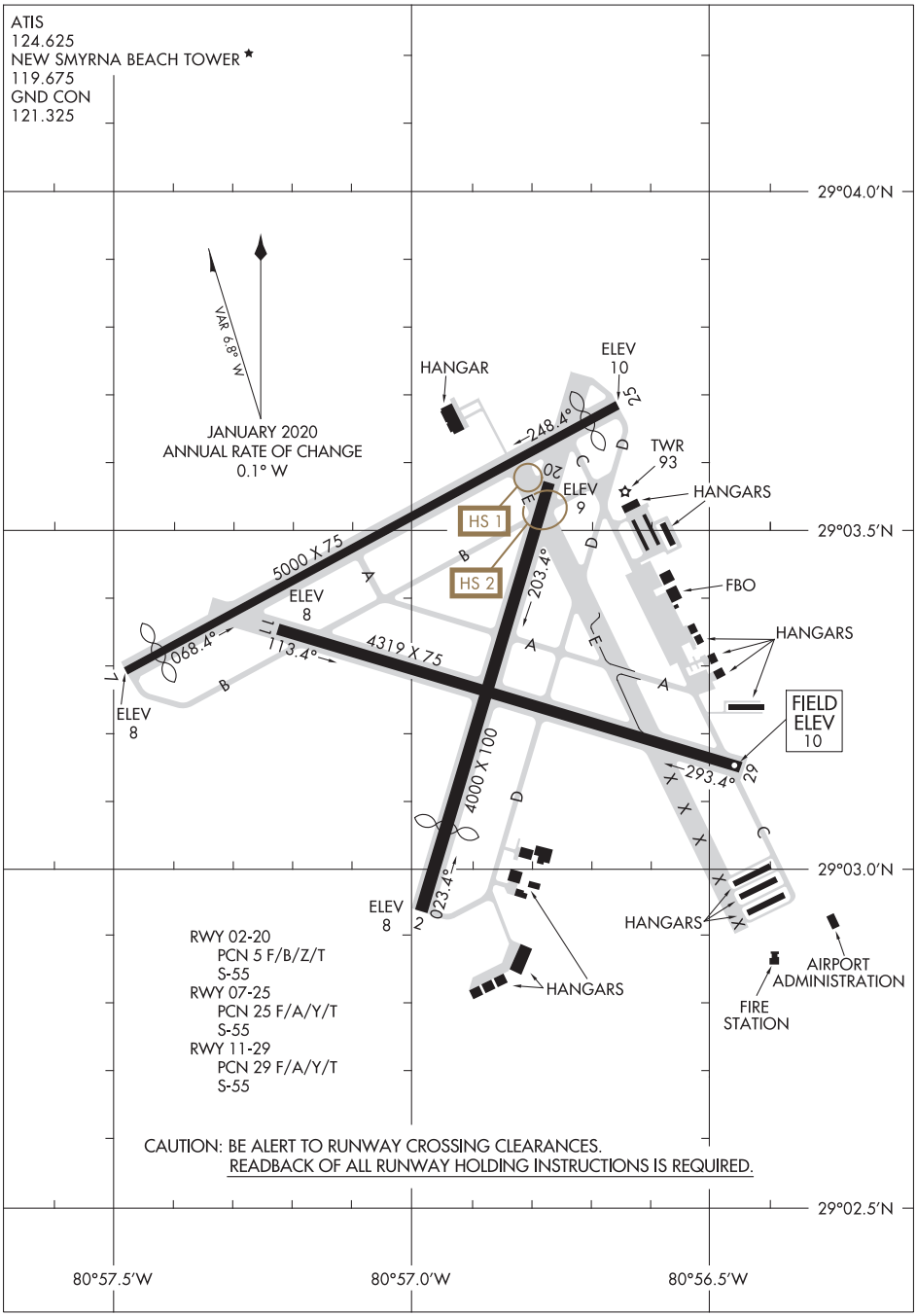
20198

AIRPORT DIAGRAM

AL-6459 (FAA)

NEW SMYRNA BEACH MUNI (EVB)
NEW SMYRNA BEACH, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

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AIRPORT DIAGRAM
20198
NEW SMYRNA BEACH, FLORIDA
NEW SMYRNA BEACH MUNI (EVB)

ILS or LOC/DME RWY 36

OCALA INTL-JIM TAYLOR FIELD (OCF)

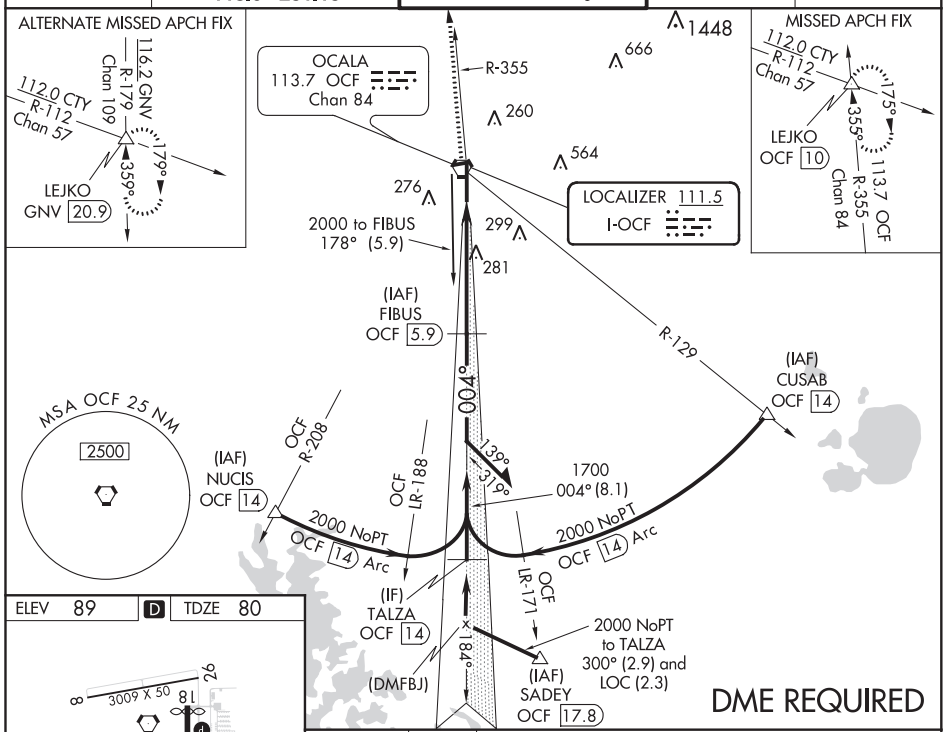
LOC I-OCF	APP CRS	Rwy ldg	6347
111.5	004°	TDZE	80
		Apt Elev	89

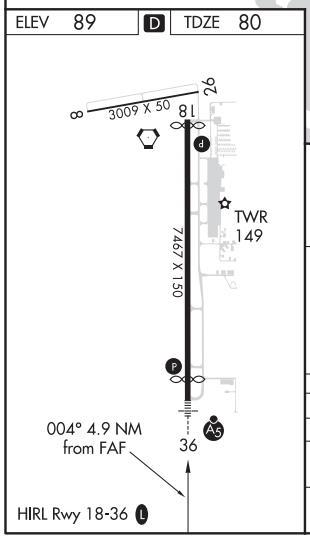
DME from OCF VORTAC. Simultaneous reception of I-OCF and OCF DME required. When local altimeter setting not received, use Gainesville altimeter setting and increase S-ILS 36 DA to 361 and all MDA 100 feet; increase S-LOC 36 Cats C and D visibility ¼ mile. Inoperative table does not apply to S-ILS 36 all Cats when using local altimeter setting. For inoperative MALSR, increase S-LOC 36 Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainesville altimeter setting, increase S-LOC 36 Cats A and B visibility to 1 mile.

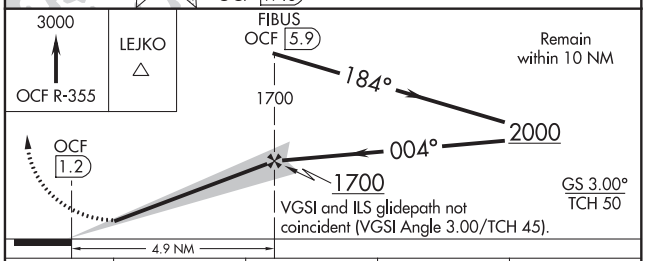
MALSR

MISSED APPROACH: Climb to 3000 via OCF VORTAC R-355 to LEJKO INT/OCF VORTAC 10 DME and hold continue climb-in-hold to 3000.

ATIS	JACKSONVILLE APP CON	OCALA TOWER ★	GND CON	UNICOM
128.125	118.6 251.15	119.25 (CTAF) L	121.4	123.0







CATEGORY	A	B	C	D
S-ILS 36	280-¾ 200 (200-¾)			
S-LOC 36	540-¾ 460 (500-¾)			540-1 460 (500-1)
CIRCLING	580-1 491 (500-1)		580-1½ 491 (500-1½)	640-2 551 (600-2)

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OCALA, FLORIDA | AL-5055 (FAA) | 21056

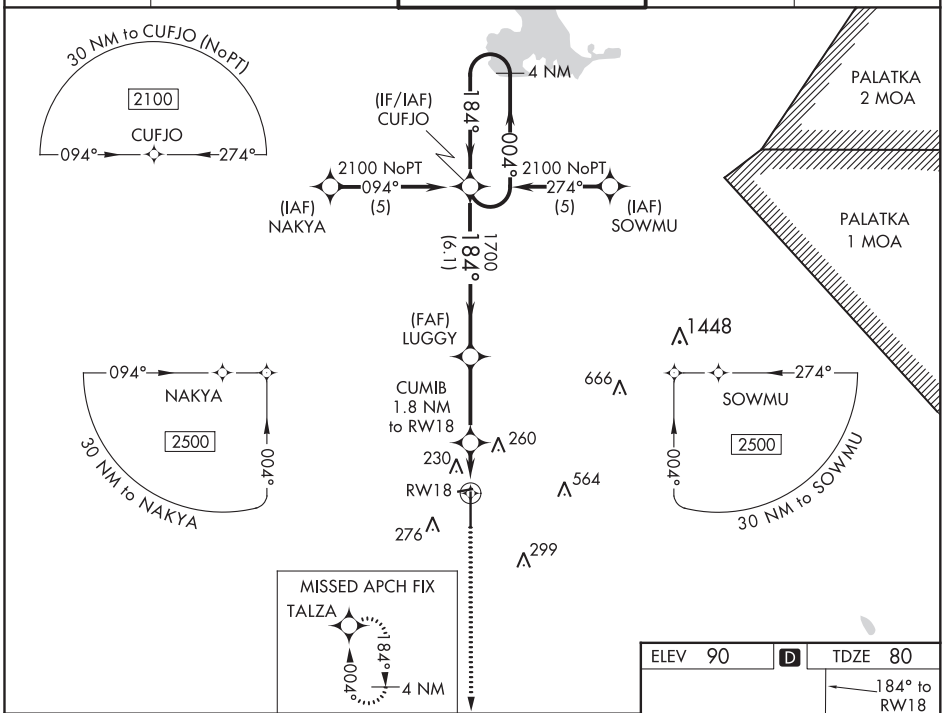
WAAS CH 90319 W18A	APP CRS 184°	Rwy ldg 6557 TDZE 80 Apt Elev 90

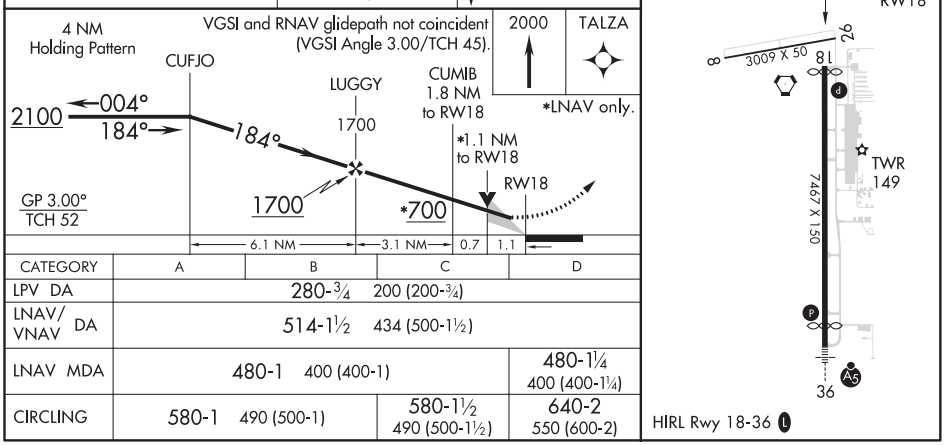
RNAV (GPS) RWY 18
OCALA INTL-JIM TAYLOR FIELD (OCF)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 361, increase LNAV/VNAV DA to 595 and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Gainesville altimeter setting.

MISSED APPROACH: Climb to 2000 direct TALZA and hold.

ATIS	JACKSONVILLE APP CON	OCALA TOWER ★	GND CON	UNICOM
128.125	118.6 251.15	119.25 (CTAF) L	121.4	123.0





CATEGORY	A	B	C	D
LPV DA	280-¾ 200 (200-¾)			
LNAV/VNAV DA	514-1½ 434 (500-1½)			
LNAV MDA	480-1 400 (400-1)			480-1¼ 400 (400-1¼)
CIRCLING	580-1 490 (500-1)		580-1½ 490 (500-1½)	640-2 550 (600-2)

OCALA, FLORIDA
Amdt 2A 17NOV11

29°10'N-82°13'W

OCALA INTL-JIM TAYLOR FIELD (OCF)
RNAV (GPS) RWY 18

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RNAV (GPS) RWY 36
OCALA INTL-JIM TAYLOR FIELD (OCF)

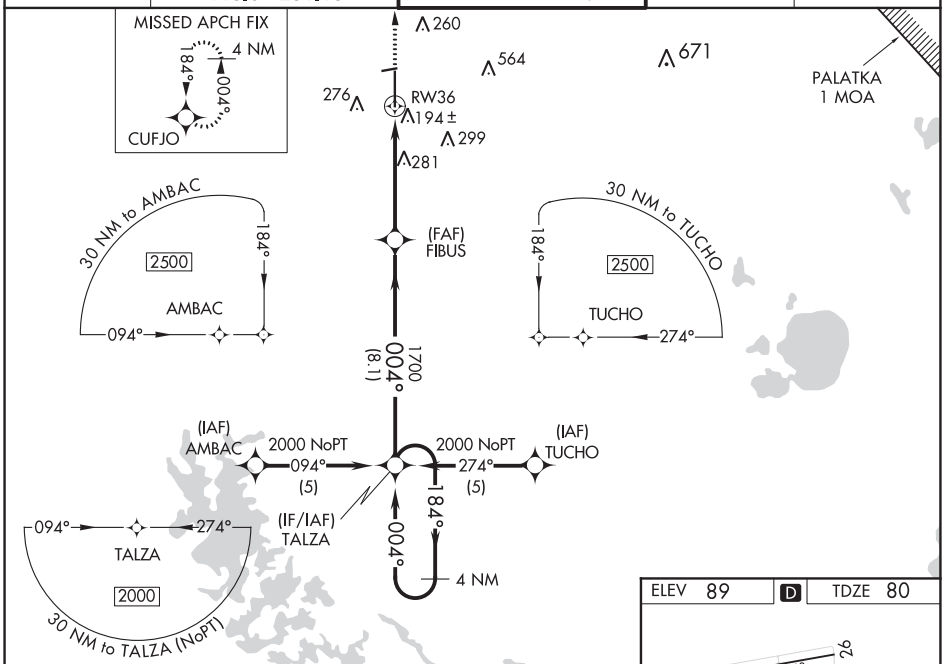
WAAS CH 58110 W36A	APP CRS 004°	Rwy ldg 6347 TDZE 80 Apt Elev 89

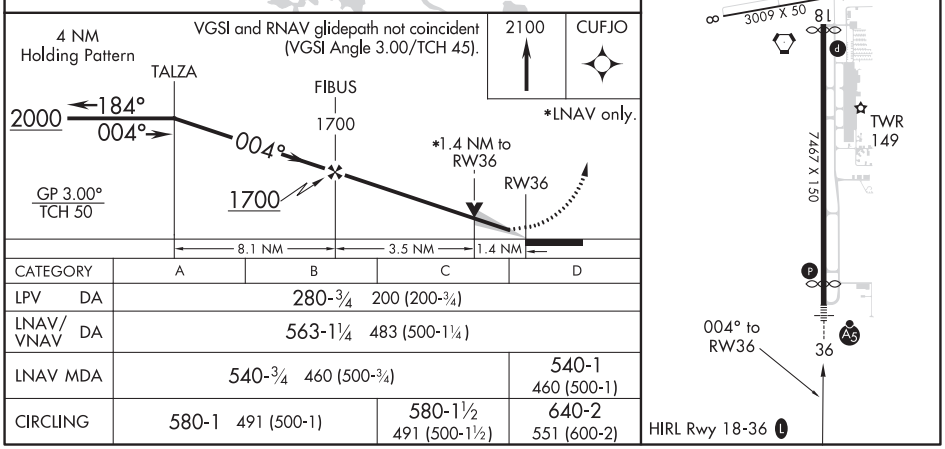
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 361, LNAV/VNAV DA to 644, and all MDA 100 feet; increase LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Gainesville altimeter setting. Inoperative table does not apply to LPV when using local altimeter setting. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainesville altimeter setting, increase LNAV Cats A and B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 2100 direct CUFJO and hold.

ATIS	JACKSONVILLE APP CON	OCALA TOWER ★	GND CON	UNICOM
128.125	118.6 251.15	119.25 (CTAF) L	121.4	123.0





CATEGORY	A	B	C	D
LPV DA	280-¾ 200 (200-¾)			
LNAV/VNAV DA	563-1¼ 483 (500-1¼)			
LNAV MDA	540-¾ 460 (500-¾)			540-1 460 (500-1)
CIRCLING	580-1 491 (500-1)		580-1½ 491 (500-1½)	640-2 551 (600-2)

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OCALA, FLORIDA

AL-5055 (FAA)

21056

VOR RWY 36

OCALA INTL-JIM TAYLOR FIELD (OCF)

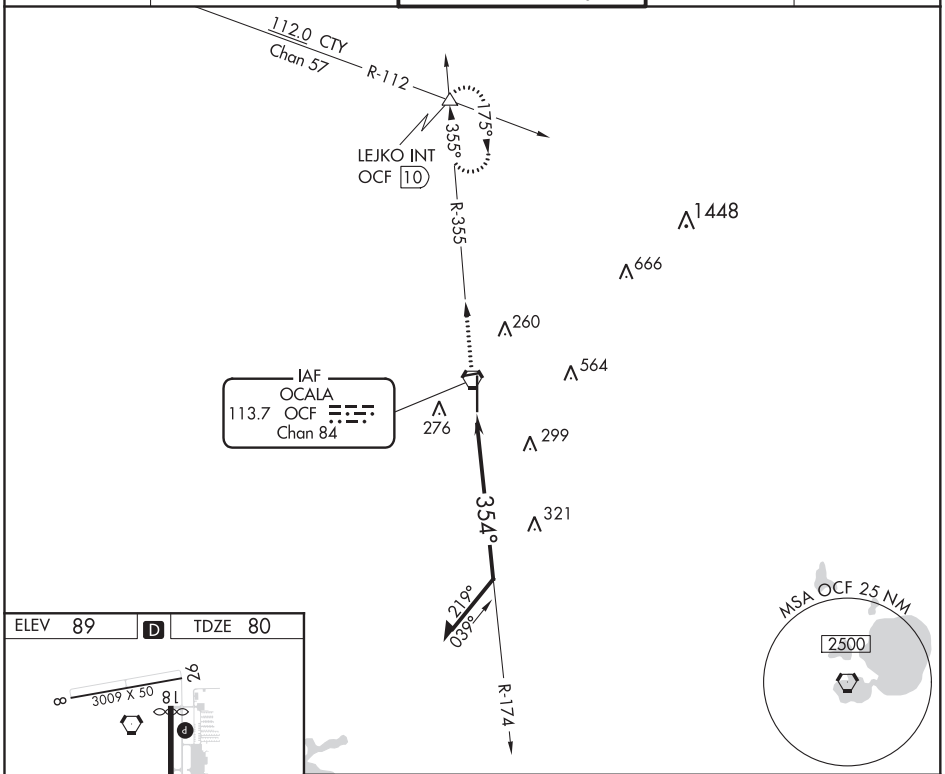
VORTAC OCF	APP CRS	Rwy ldg	6347
113.7	354°	TDZE	80
Chan 84		Apt Elev	89

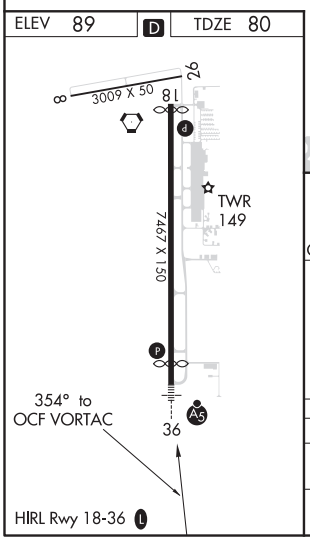
When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 100 feet; increase S-36 Cats C and D, and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase S-36 Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainesville altimeter setting, increase S-36 Cats A and B visibility to 1 mile. VDP NA when using Gainesville altimeter setting.

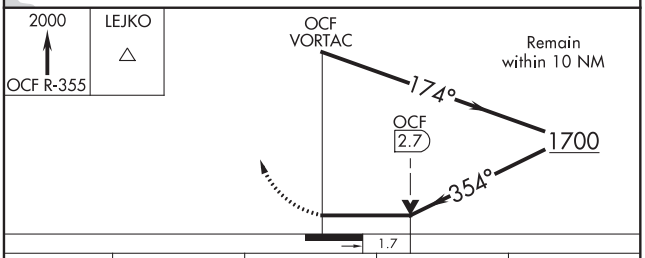
MALSR

MISSED APPROACH: Climb to 2000 via OCF VORTAC R-355 to LEJKO INT/OCF 10 DME and hold.

ATIS	JACKSONVILLE APP CON	OCALA TOWER*	GND CON	UNICOM
128.125	118.6 251.15	119.25 (CTAF)	121.4	123.0







CATEGORY	A	B	C	D
S-36	640-¾ 560 (600-¾)		640-1 560 (600-1)	640-1¼ 560 (600-1¼)
CIRCLING	640-1 551 (600-1)		640-1½ 551 (600-1½)	640-2 551 (600-2)

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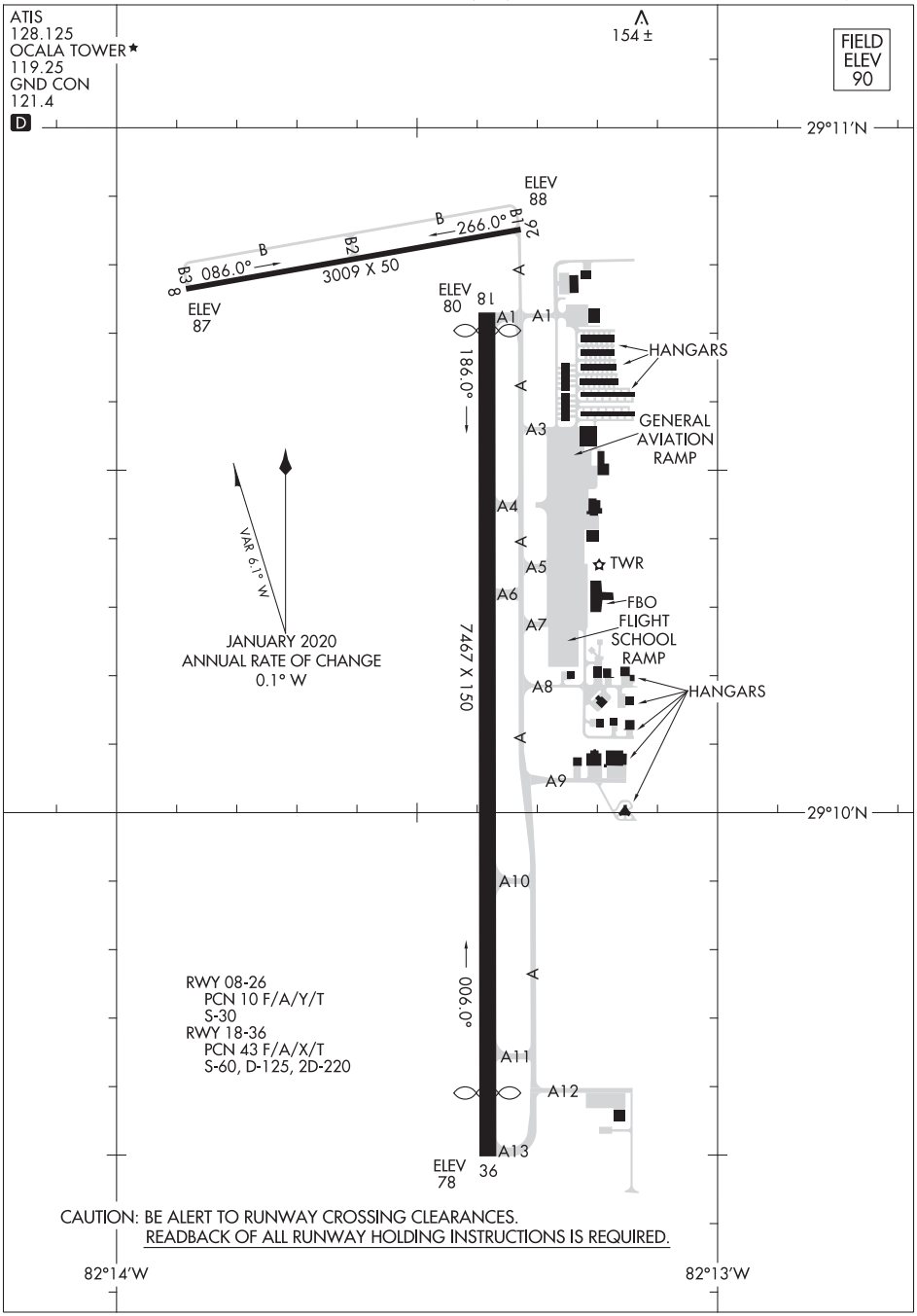
SE-3, 25 FEB 2021 to 22 APR 2021


ATIS
128.125
OCALA TOWER★
119.25
GND CON
121.4
D
154 ±
FIELD
ELEV
90
29°11'N
ELEV
88
B
266.0°
B1
26
B
B2
086.0°
3009 X 50
B3
8
ELEV
87
ELEV
80
8 L
A1
A1
186.0°
HANGARS
A3
GENERAL
AVIATION
RAMP
A4
VAR 6.1° W
A5
TWR
A6
FBO
A7
FLIGHT
SCHOOL
RAMP
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
7467 X 150
A8
HANGARS
A9
29°10'N
A10
RWY 08-26
PCN 10 F/A/Y/T
S-30
RWY 18-36
PCN 43 F/A/X/T
S-60, D-125, 2D-220
006.0°
A11
A12
A13
ELEV
78
36
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
82°14'W
82°13'W

OKEECHOBEE, FLORIDA

AL-10337 (FAA)

18200

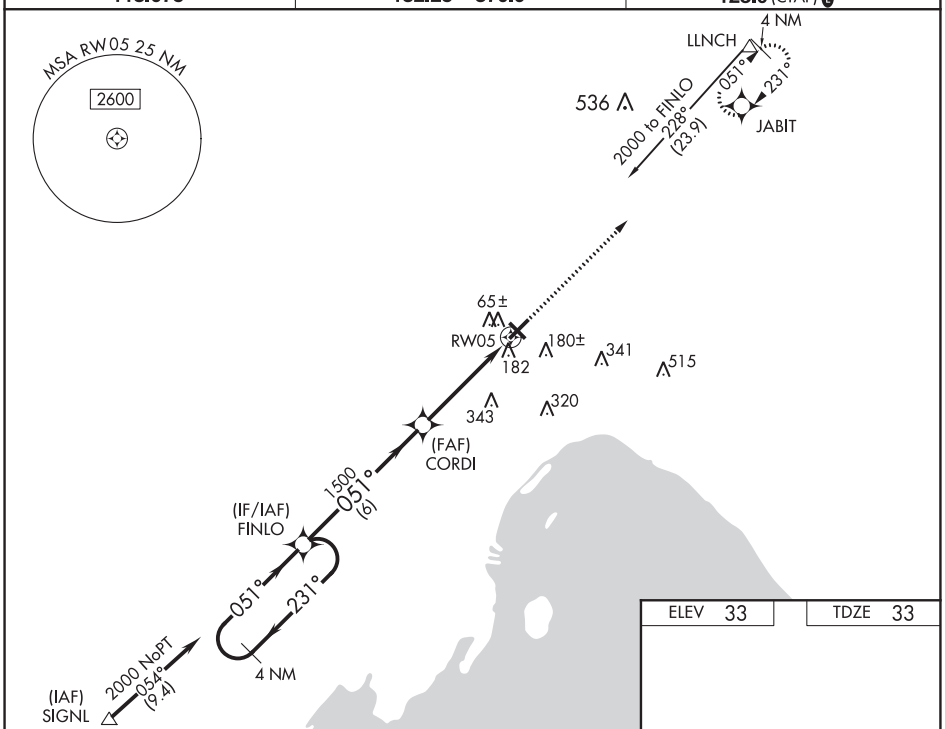
RNAV (GPS) RWY 5
OKEECHOBEE COUNTY (OBE)

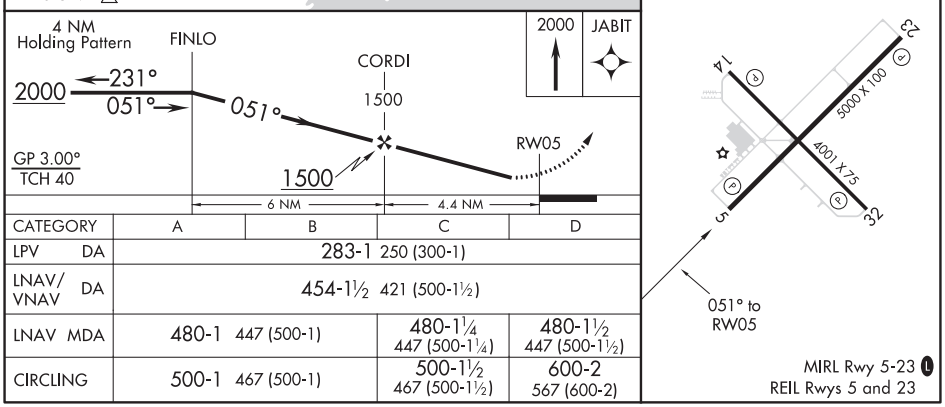
WAAS CH 53517 W05A	APP CRS 051°	Rwy ldg 5000 TDZE 33 Apt Elev 33

Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. Night landing: Rwy 5,23 NA.

MISSED APPROACH: Climb to 2000 direct JABIT and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	283-1 250 (300-1)			
LNAV/VNAV DA	454-1½ 421 (500-1½)			
LNAV MDA	480-1 447 (500-1)		480-1¼ 447 (500-1¼)	480-1½ 447 (500-1½)
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	600-2 567 (600-2)

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SE-3, 25 FEB 2021 to 22 APR 2021

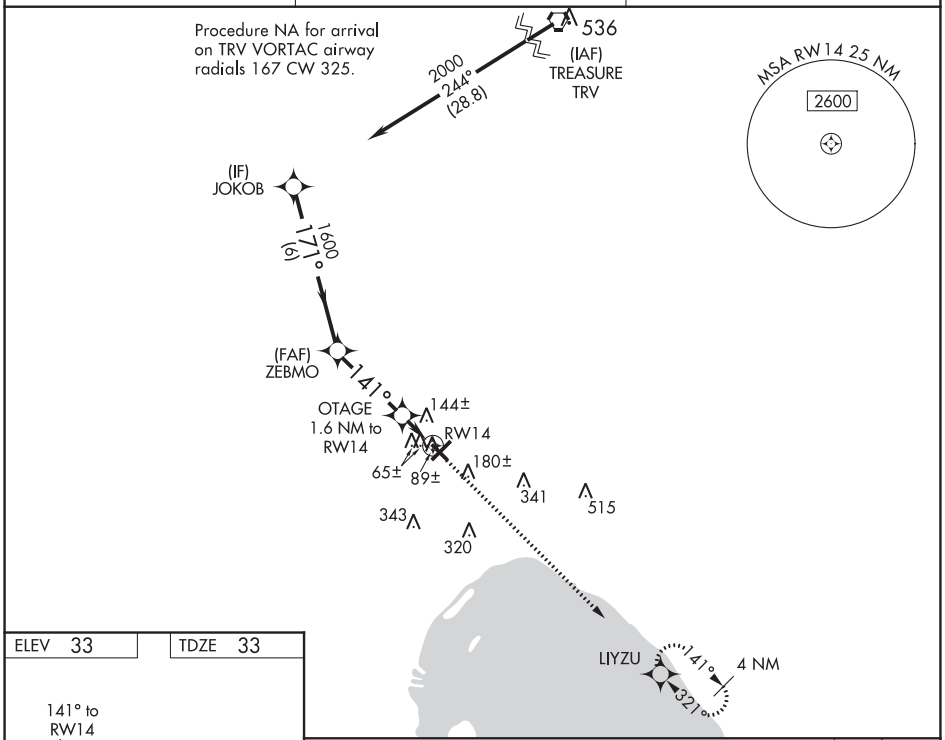
WAAS CH 82629 W14A	APP CRS 141°	Rwy ldg 4001 TDZE 33 Apt Elev 33

RNAV (GPS) RWY 14
OKEECHOBEE COUNTY (OBE)

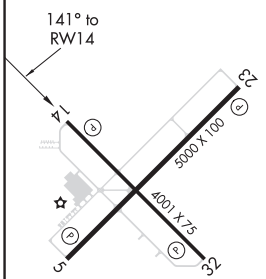
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 80 feet, increase LP Cats C and D visibility ⅛ mile and increase LNAV Cats C and D visibility ⅜ mile. Procedure NA at night.

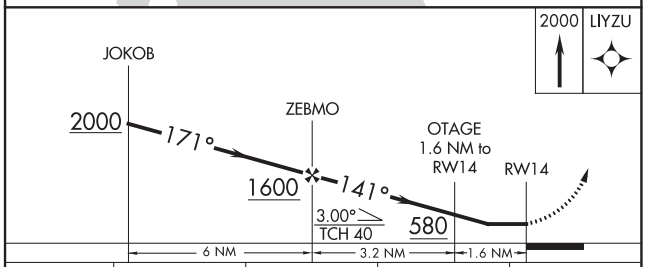
MISSED APPROACH: Climb to 2000 direct LIYZU and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L



ELEV 33 TDZE 33





CATEGORY	A	B	C	D
LP MDA	340-1 307 (400-1)			
LNAV MDA	400-1 367 (400-1)			
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	600-2 567 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

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SE-3, 25 FEB 2021 to 22 APR 2021

OKEECHOBEE, FLORIDA | AL-10337 (FAA) | 18200

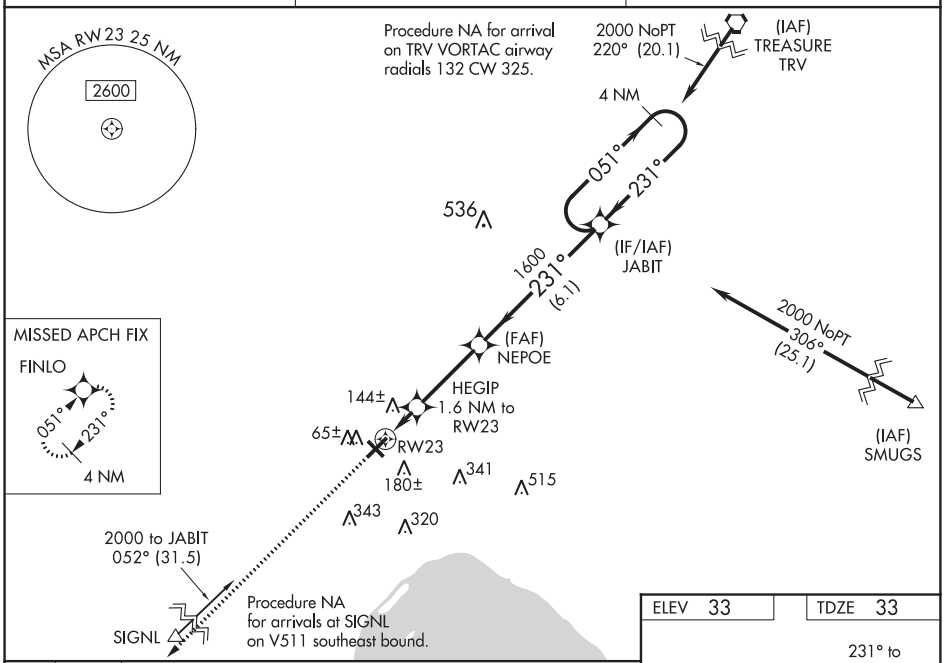
WAAS CH 58117 W23A	APP CRS 231°	Rwy ldg 5000 TDZE 33 Apt Elev 33

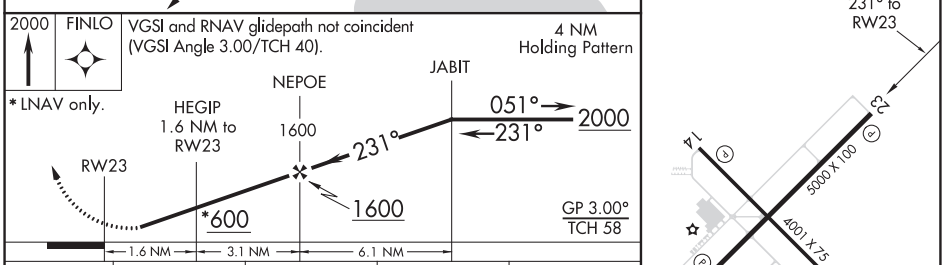
RNAV (GPS) RWY 23
OKEECHOBEE COUNTY (OBE)

Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C (29°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV all Cats visibility ⅛ mile, and increase LNAV/VNAV all Cats and LNAV Cats C and D visibility ⅜ mile. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct FINLO and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	315-1 282 (300-1)			
LNAV/VNAV DA	435-1¼ 402 (500-1¼)			
LNAV MDA	400-1 367 (400-1)			
CIRCLING	500-1 467 (500-1)	500-1½ 467 (500-1½)	600-2 567 (600-2)	

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

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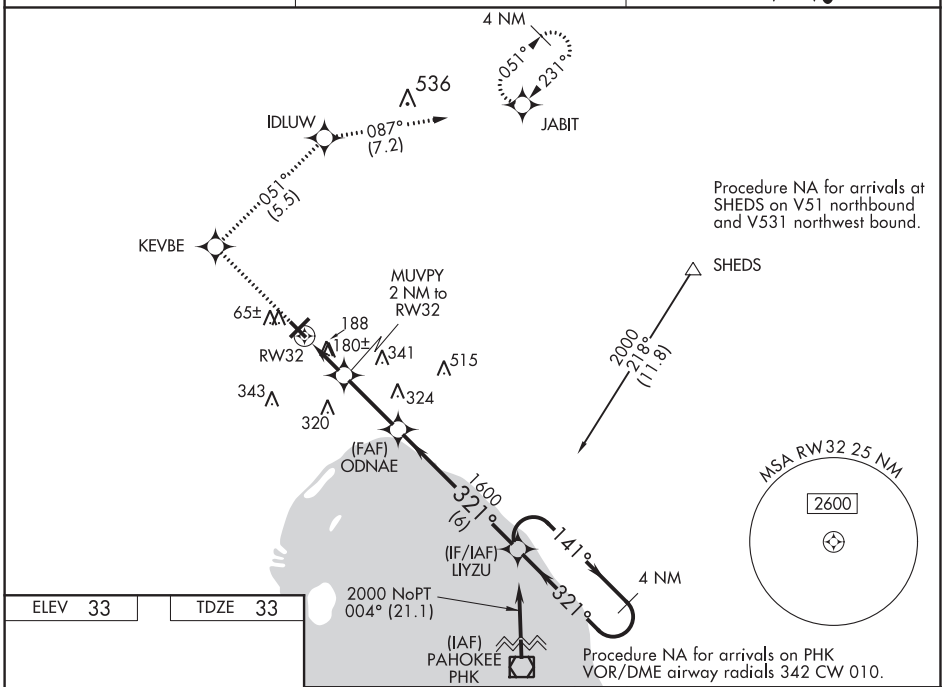
WAAS CH 93916 W32A	APP CRS 321°	Rwy ldg 4001 TDZE 33 Apt Elev 33

RNAV (GPS) RWY 32
OKEECHOBEE COUNTY (OBE)

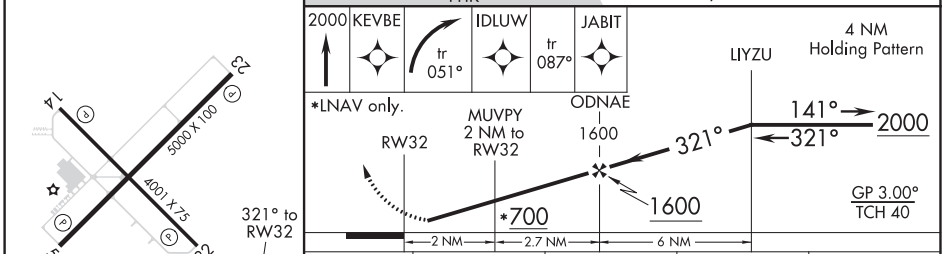
Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 77 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct KEVBE and right turn on track 051° to IDLUW and on track 087° to JABIT and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L



ELEV 33	TDZE 33



CATEGORY	A	B	C	D
LPV DA	283-1 250 (300-1)			
LNAV/VNAV DA	498-1¾ 465 (500-1¾)			
LNAV MDA	440-1 407 (500-1)		440-1¼ 407 (500-1¼)	
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	600-2 567 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

SE-3, 25 FEB 2021 to 22 APR 2021

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ORLANDO, FLORIDA

AL-305 (FAA)

21056

ILS or LOC RWY 7
EXECUTIVE (ORL)

LOC I-ORL	APP CRS	Rwy ldg	5704
109.9	073°	TDZE	109
		Apt Elev	113

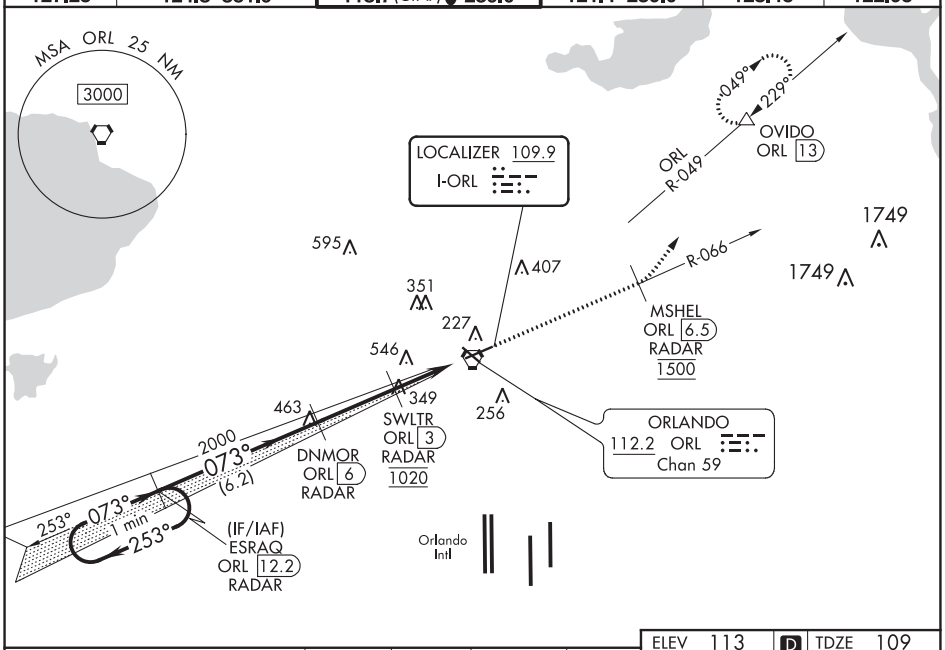
RADAR required for procedure entry. DME or RADAR required.

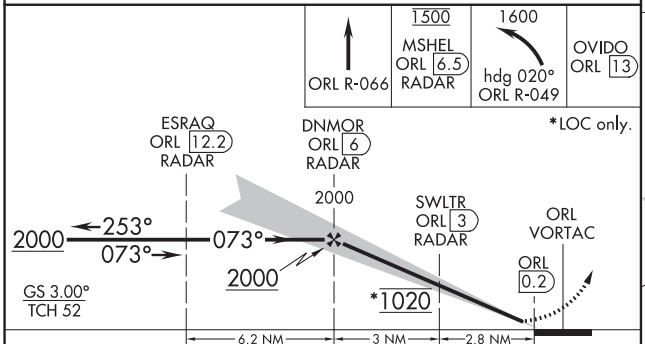
T Circling Rwy 31 NA at night. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights. For A inop ALS, increase S-ILS 7 all Cats visibility to RVR 4500 and S-LOC 7 Cats A/B visibility to RVR 5500. Rwy 7 helicopter visibility reduction below ¾ SM NA.

MALSR

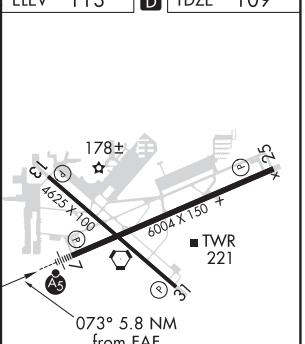
MISSED APPROACH: Climb on ORL VORTAC R-066 to cross MSHEL/ORL 6.5 DME/RADAR at 1500 then climbing left turn to 1600 on heading 020° and ORL VORTAC R-049 to OVIDO/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7 (CTAF) L 239.0	121.4 239.0	128.45	122.95





ELEV 113 | D | TDZE 109



REIL Rwys 13 and 31 L

HIRL Rwys 7-25 and 13-31 L

CATEGORY	A	B	C	D
S-ILS 7	391/40 282 (300-¾)			
S-LOC 7	660/40 551 (600-¾)		660/60 551 (600-1¼)	
C CIRCLING	660-1 547 (600-1)	680-1 567 (600-1)	860-2¼ 747 (800-2¼)	860-2½ 747 (800-2½)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

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ILS or LOC RWY 25
EXECUTIVE (ORL)

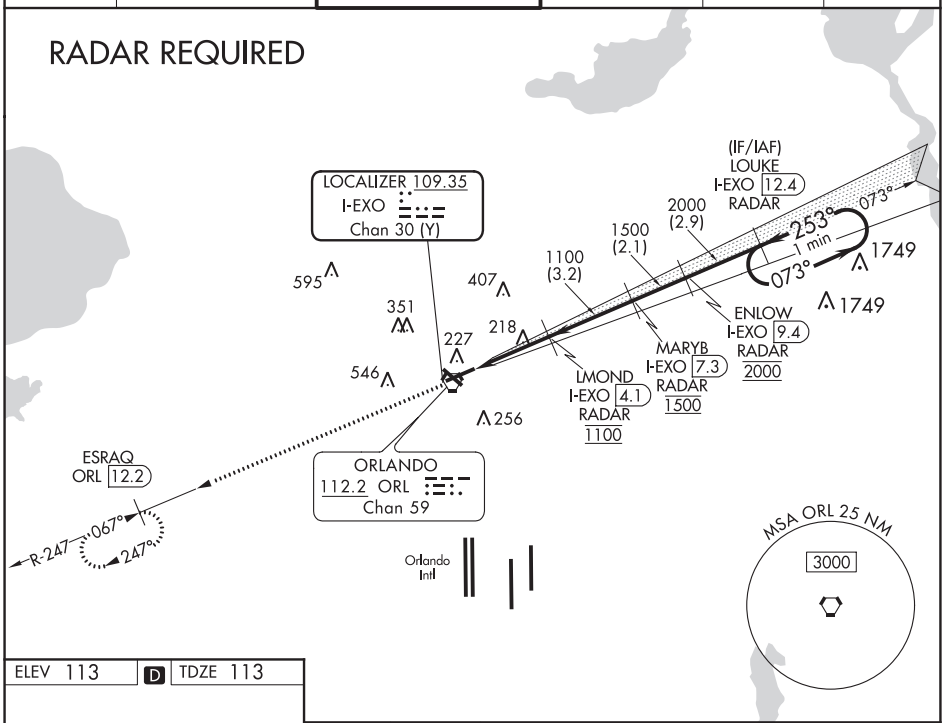
LOC/DME I-EXO	APP CRS	Rwy ldg	6004
109.35	253°	TDZE	113
Chan 30(Y)		Apt Elev	113

DME or RADAR required.

Circling Rwy 31 NA at night. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

MISSED APPROACH: Climb to 2000 on ORL VORTAC R-247 to ESRAQ/ORL VORTAC 12.2 DME and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7 (CTAF) (L) 239.0	121.4 239.0	128.45	122.95



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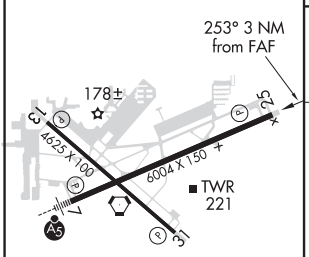
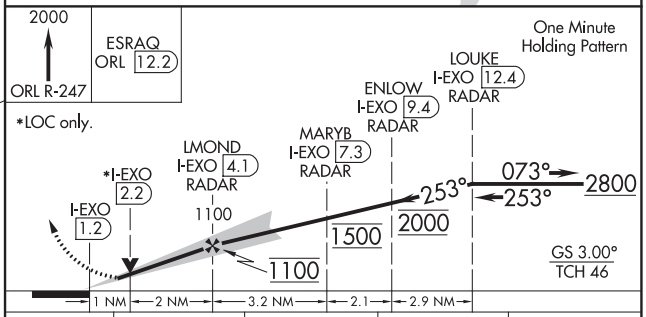
ELEV 113 | D | TDZE 113





REIL Rwys 13 and 31 (L)
HIRL Rwys 7-25 and 13-31 (L)

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

CATEGORY	A	B	C	D
S-ILS 25	313-¾ 200 (200-¾)			
S-LOC 25	500-1 387 (400-1)		500-1⅛ 387 (400-1⅛)	
C CIRCLING	580-1 467 (500-1)	680-1 567 (600-1)	860-2¼ 747 (800-2¼)	860-2½ 747 (800-2½)

ORLANDO, FLORIDA

AL-305 (FAA)

21056

RNAV (GPS) RWY 7

EXECUTIVE (ORL)

WAAS CH 70729 W07A	APP CRS 073°	Rwy ldg 5704 TDZE 109 Apt Elev 113

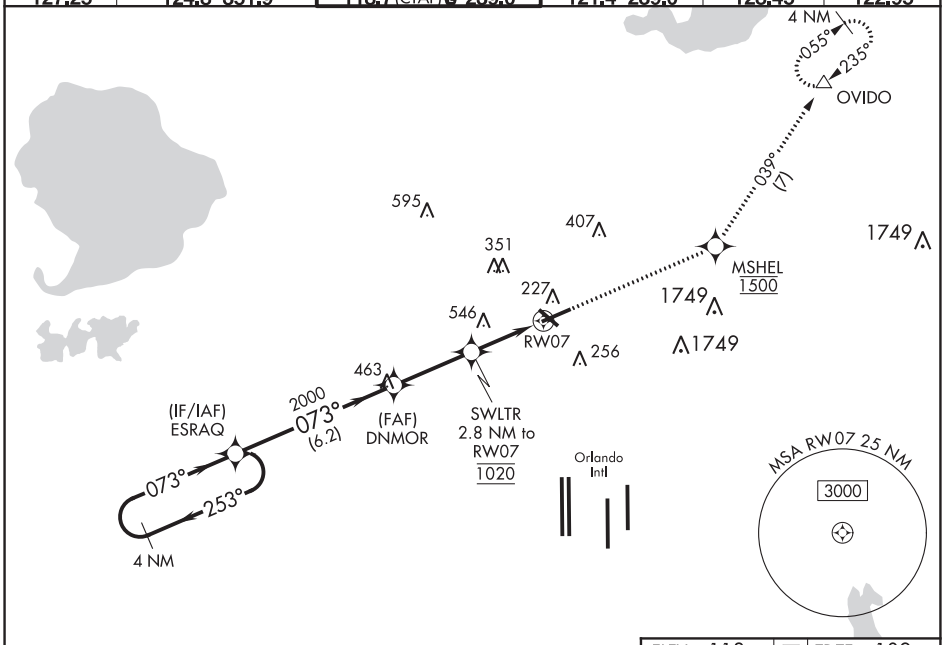
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C . Circling Rwy 31 NA at night. For inop ALS, increase LPV all Cats visibility to RVR 4500, increase LNAV/VNAV all Cats visibility to RVR 5000, increase LNAV Cat A/B visibility to RVR 5500 and Cats C/D to 1¾ SM. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights. Rwy 7 helicopter visibility reduction below ¾ SM NA.

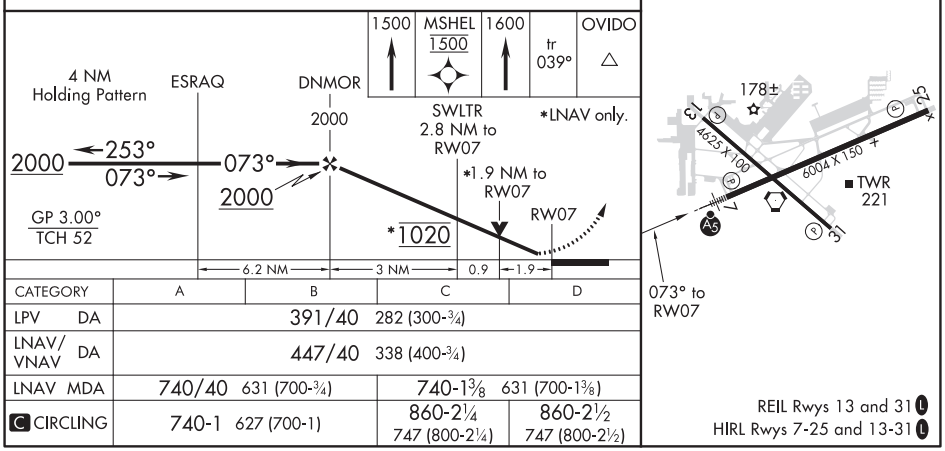
MALSR

MISSED APPROACH: Climb to 1500 direct MSHEL, cross MSHEL at 1500, then climb to 1600 on track 039° to OVIDO and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7 (CTAF) L 239.0	121.4 239.0	128.45	122.95



ELEV 113 | D | TDZE 109



CATEGORY	A	B	C	D
LPV DA	391/40 282 (300-¾)			
LNAV/VNAV DA	447/40 338 (400-¾)			
LNAV MDA	740/40 631 (700-¾)		740-1⅜ 631 (700-1⅜)	
C CIRCLING	740-1 627 (700-1)		860-2¼ 747 (800-2¼)	860-2½ 747 (800-2½)

ORLANDO, FLORIDA
Amdt 2C 05NOV20

28°33′N-81°20′W

EXECUTIVE (ORL)

RNAV (GPS) RWY 7

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RNAV (GPS) RWY 25
EXECUTIVE (ORL)

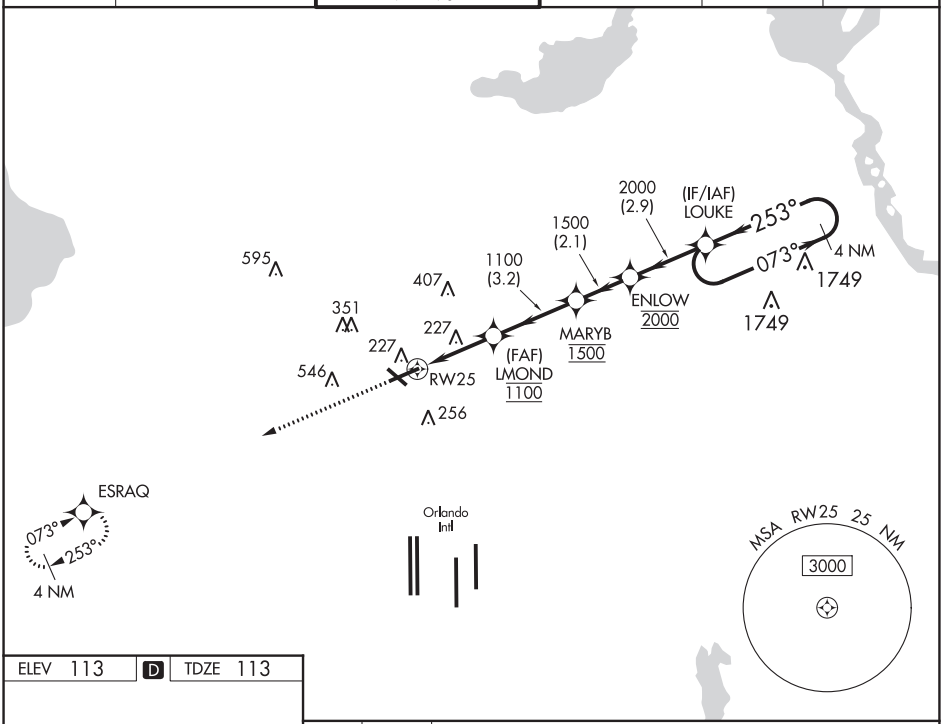
WAAS CH 58125 W25A	APP CRS 253°	Rwy ldg 6004 TDZE 113 Apt Elev 113

RNP APCH.

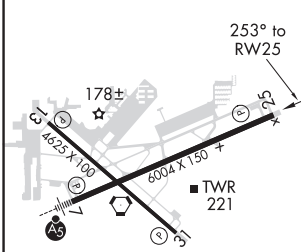
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C. Circling Rwy 31 NA at night. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

MISSED APPROACH: Climb to 2000 direct ESRAQ and hold.

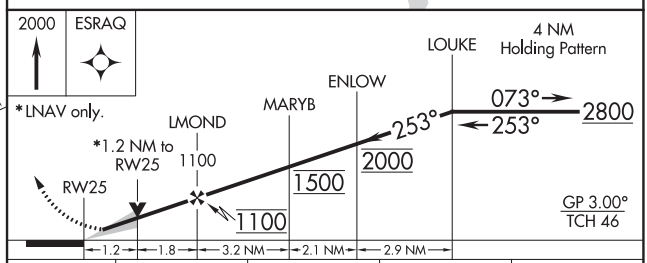
ATIS	ORLANDO APP CON	EXECUTIVE TOWER*	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7 (CTAF) L 239.0	121.4 239.0	128.45	122.95



ELEV 113 | D | TDZE 113



REIL Rwys 13 and 31 L
HIRL Rwys 7-25 and 13-31 L



CATEGORY	A	B	C	D
LPV DA	313-¾ 200 (200-¾)			
LNAV/VNAV DA	393-⅞ 280 (300-⅞)			
LNAV MDA	540-1 427 (500-1)		540-1¼ 427 (500-1¼)	
C CIRCLING	580-1 467 (500-1)	680-1 567 (600-1)	860-2¼ 747 (800-2¼)	860-2½ 747 (800-2½)

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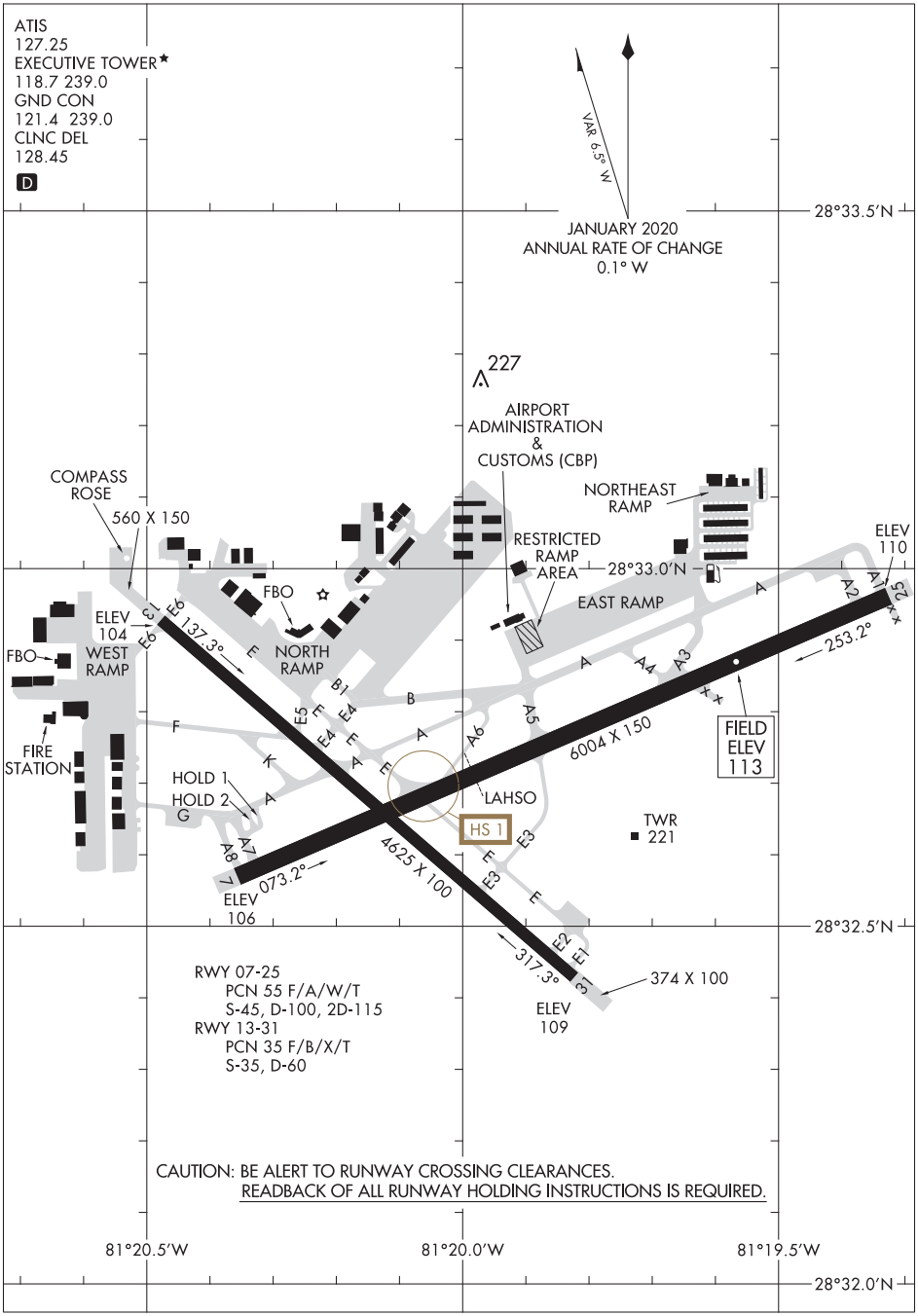
SE-3, 25 FEB 2021 to 22 APR 2021

20310

AIRPORT DIAGRAM

AL-305 (FAA)

EXECUTIVE (ORL)
ORLANDO, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20310

ORLANDO, FLORIDA
EXECUTIVE (ORL)

ILS or LOC RWY 15
KISSIMMEE GATEWAY (ISM)

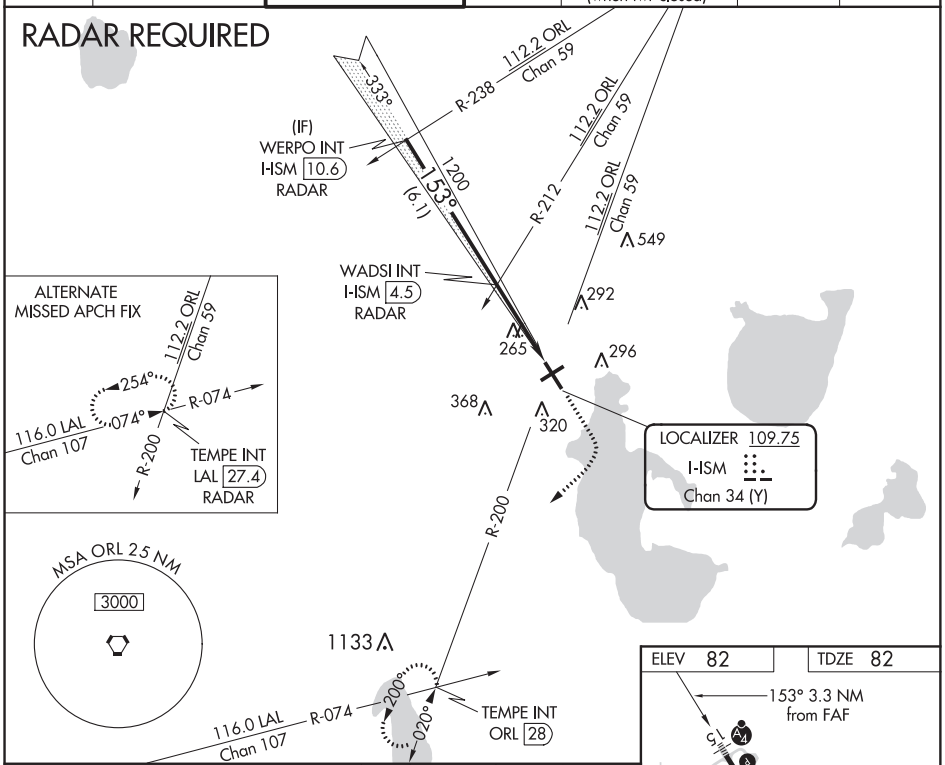
LOC/DME I-ISM	APP CRS	Rwy ldg	6001
109.75	153°	TDZE	82
Chan 34 (Y)		Apt Elev	82

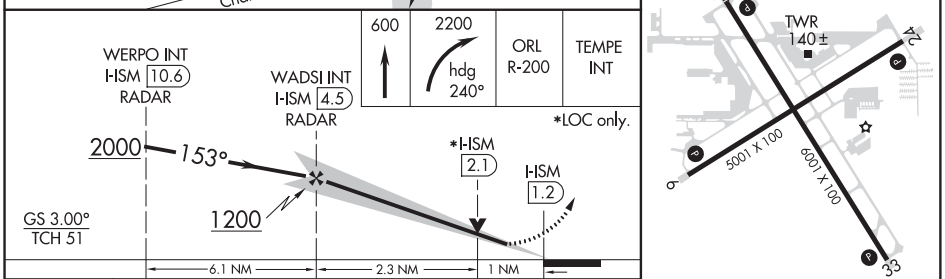
VDP NA with Orlando Intl altimeter setting. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all DA to 309 and all MDAs 40 feet; increase Circling visibility Cat C ¼ mile.

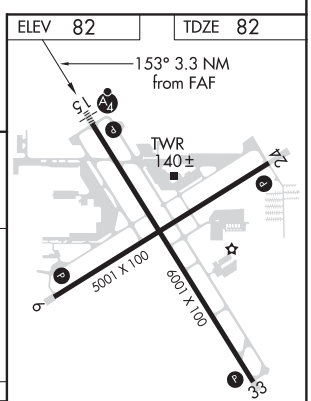
MALSF

MISSED APPROACH: Climb to 600 then climbing right turn to 2200 on heading 240° and ORL VORTAC R-200 to TEMPE INT/ORL 28 DME and hold.

ATIS	ORLANDO APP CON	KISSIMMEE TOWER ★	CLNC DEL	CLNC DEL (when twr closed)	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7	119.95	121.7	122.95







REIL Rwys 6, 24 and 33 L
MIRL Rwys 15-33 and 6-24 L

CATEGORY	A	B	C	D
S-ILS 15	282-¾ 200 (200-¾)			
S-LOC 15	440-¾ 358 (400-¾)			440-1¼ 358 (400-1¼)
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	680-2 598 (600-2)

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

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ORLANDO, FLORIDA | AL-5793 (FAA) | 20254

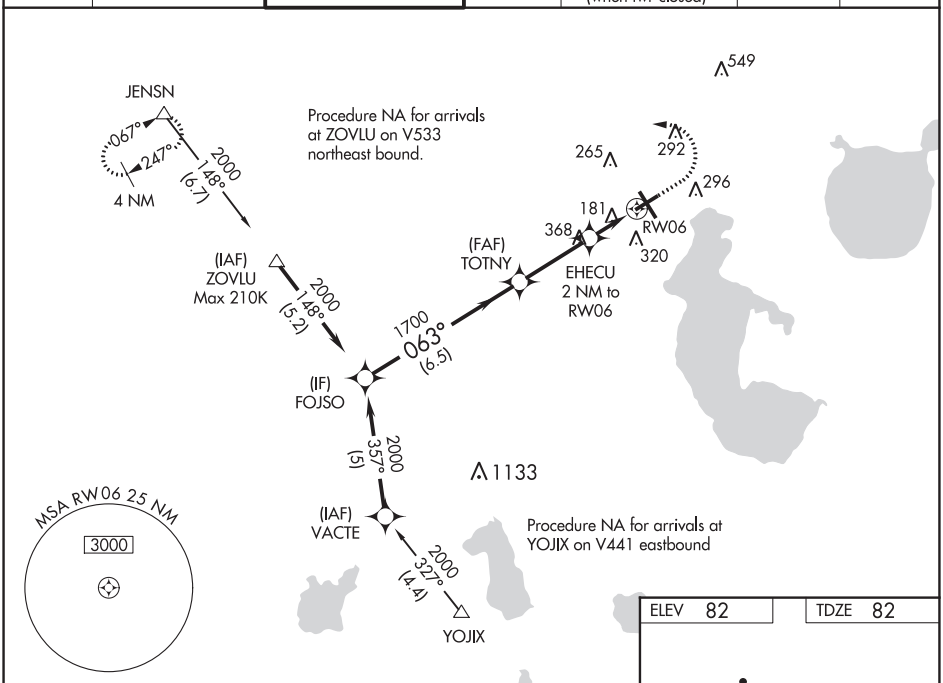
RNAV (GPS) RWY 6
KISSIMMEE GATEWAY (ISM)

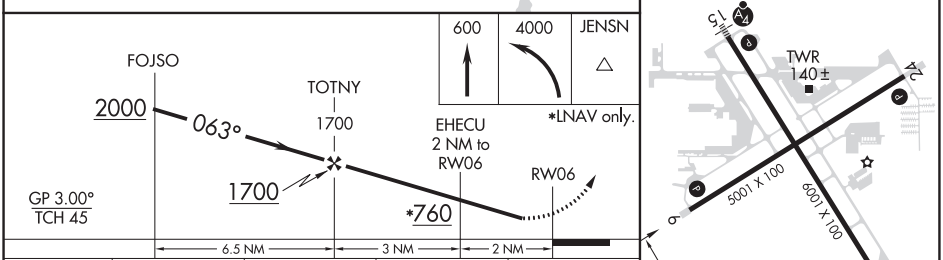
WAAS CH 69229 W06A	APP CRS 063°	Rwy ldg 5001 TDZE 82 Apt Elev 82

Baro-VNAV NA when using Orlando Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all DA 27 feet and all MDA 40 feet. Increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile.

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct JENSN and hold, continue climb-in-hold to 4000.

ATIS	ORLANDO APP CON	KISSIMMEE TOWER ★	CLNC DEL	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7	119.95 (when twr closed)	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	348-1 266 (300-1)			
LNAV/VNAV DA	457-1¼ 375 (400-1¼)			
LNAV MDA	440-1 358 (400-1)			
CIRCLING	620-1 538 (600-1)		620-1½ 538 (600-1½)	640-2 558 (600-2)

REIL Rwys 6, 24 and 33 L
MIRL Rwys 15-33 and 6-24 L

SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 45507 W15A	APP CRS 153°	Rwy ldg 6001 TDZE 82 Apt Elev 82

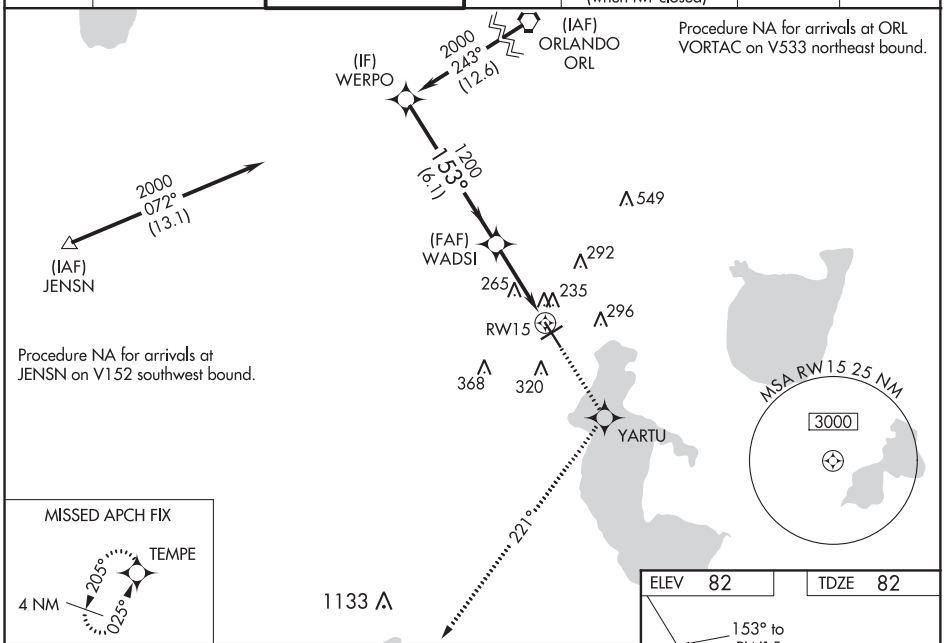
RNAV (GPS) RWY 15
KISSIMMEE GATEWAY (ISM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Orlando Intl altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. When local altimeter setting not received, use Orlando Intl altimeter setting and increase LPV DA all Cats to 309, LNAV/VNAV DA all Cats to 559, and all MDA 40 feet; increase LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

MALSF

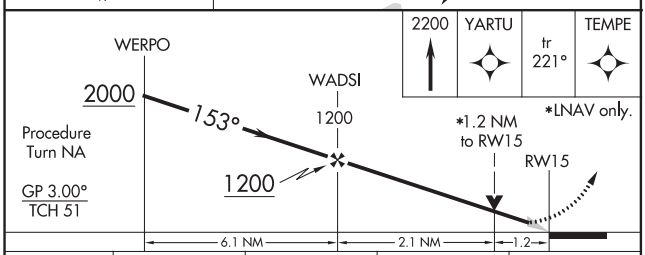
MISSED APPROACH: Climb to 2200 direct YARTU and on track 221° to TEMPE and hold

ATIS	ORLANDO APP CON	KISSIMMEE TOWER ★	CLNC DEL	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7	119.95 (when twr closed)	121.7	122.95

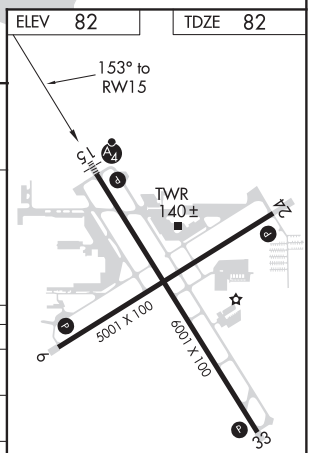


2200	YARTU	tr 221°	TEMPE

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	282-¾ 200 (200-¾)			
LNAV/VNAV DA	532-1½ 450 (500-1½)			
LNAV MDA	520-¾ 438 (500-¾)		520-1¼ 438 (500-1¼)	520-1½ 438 (500-1½)
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	680-2 598 (600-2)



REIL Rwys 6, 24 and 33 L
MIRL Rwys 15-33 and 6-24 L

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SE-3, 25 FEB 2021 to 22 APR 2021

ORLANDO, FLORIDA | AL-5793 (FAA) | 20254

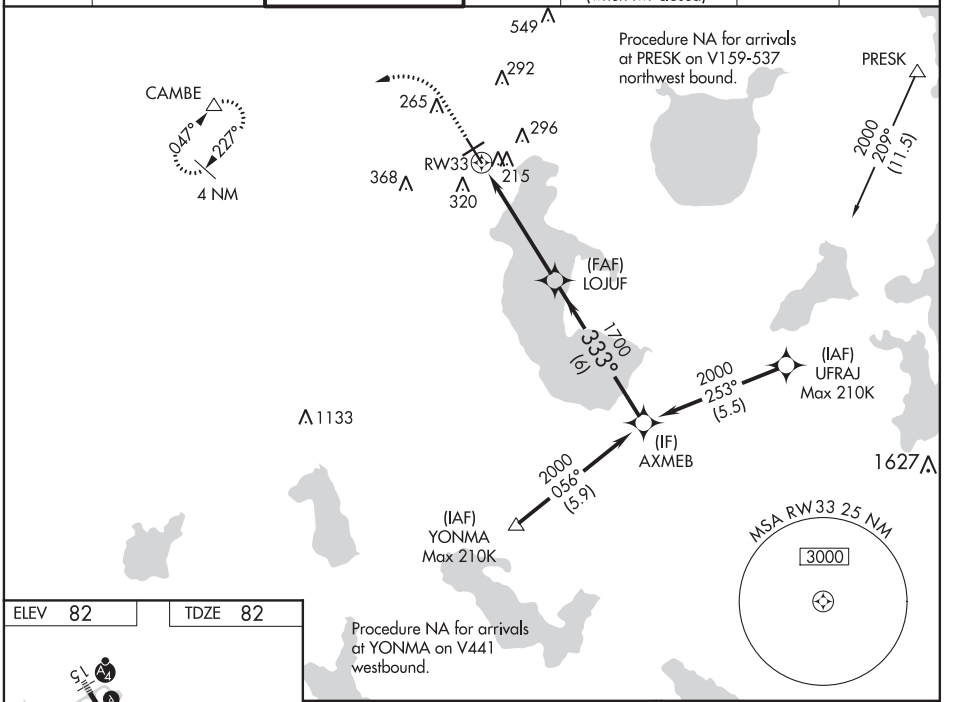
RNAV (GPS) RWY 33
KISSIMMEE GATEWAY (ISM)

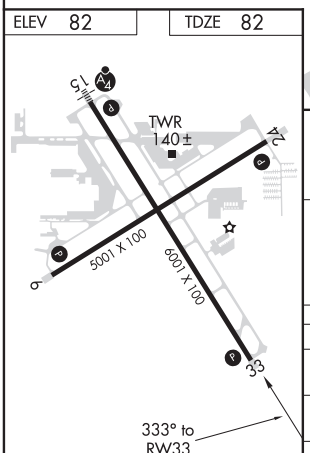
WAAS CH 42900 W33A	APP CRS 333°	Rwy ldg 6001 TDZE 82 Apt Elev 82

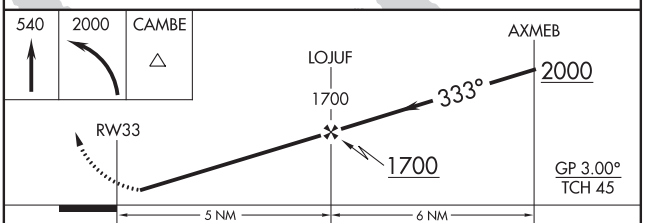
Baro-VNAV NA when using Orlando Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all DA 27 feet and all MDA 40 feet. Increase LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cats C/D ¼ mile.

MISSED APPROACH: Climb to 540 then climbing left turn to 2000 direct CAMBE and hold.

ATIS	ORLANDO APP CON	KISSIMMEE TOWER ★	CLNC DEL	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7	119.95 (when twr closed)	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	332-1 250 (300-1)			
LNAV/VNAV DA	402-1 320 (400-1)			
LNAV MDA	480-1 398 (400-1)		480-1⅛ 398 (400-1⅛)	
CIRCLING	620-1 538 (600-1)		620-1½ 538 (600-1½)	640-2 558 (600-2)

REIL Rwys 6, 24 and 33 L
MIRL Rwys 15-33 and 6-24 L

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SE-3, 25 FEB 2021 to 22 APR 2021

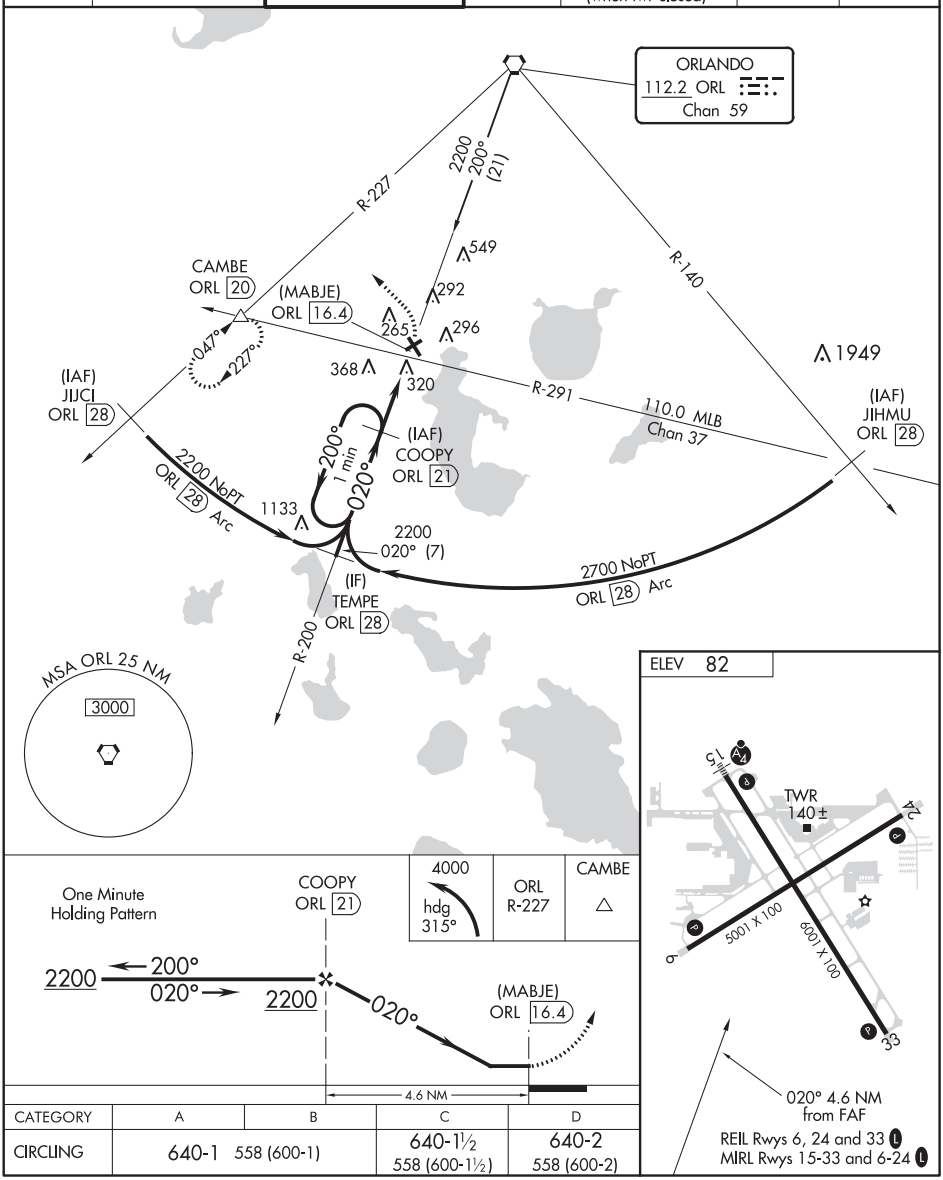
VOR/DME-A
KISSIMMEE GATEWAY (ISM)

VORTAC ORL	APP CRS	Rwy ldg	N/A
112.2 Chan 59	020°	TDZE	N/A
		Apt Elev	82

When local altimeter setting not received, use Orlando Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 4000 on heading 315° and ORL R-227 to CAMBE INT/ORL VORTAC 20 DME and hold.

ATIS	ORLANDO APP CON	KISSIMMEE TOWER ★	CLNC DEL	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7	119.95 (when twr closed)	121.7	122.95



CATEGORY	A	B	C	D
CIRCLING	640-1 558 (600-1)		640-1½ 558 (600-1½)	640-2 558 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021

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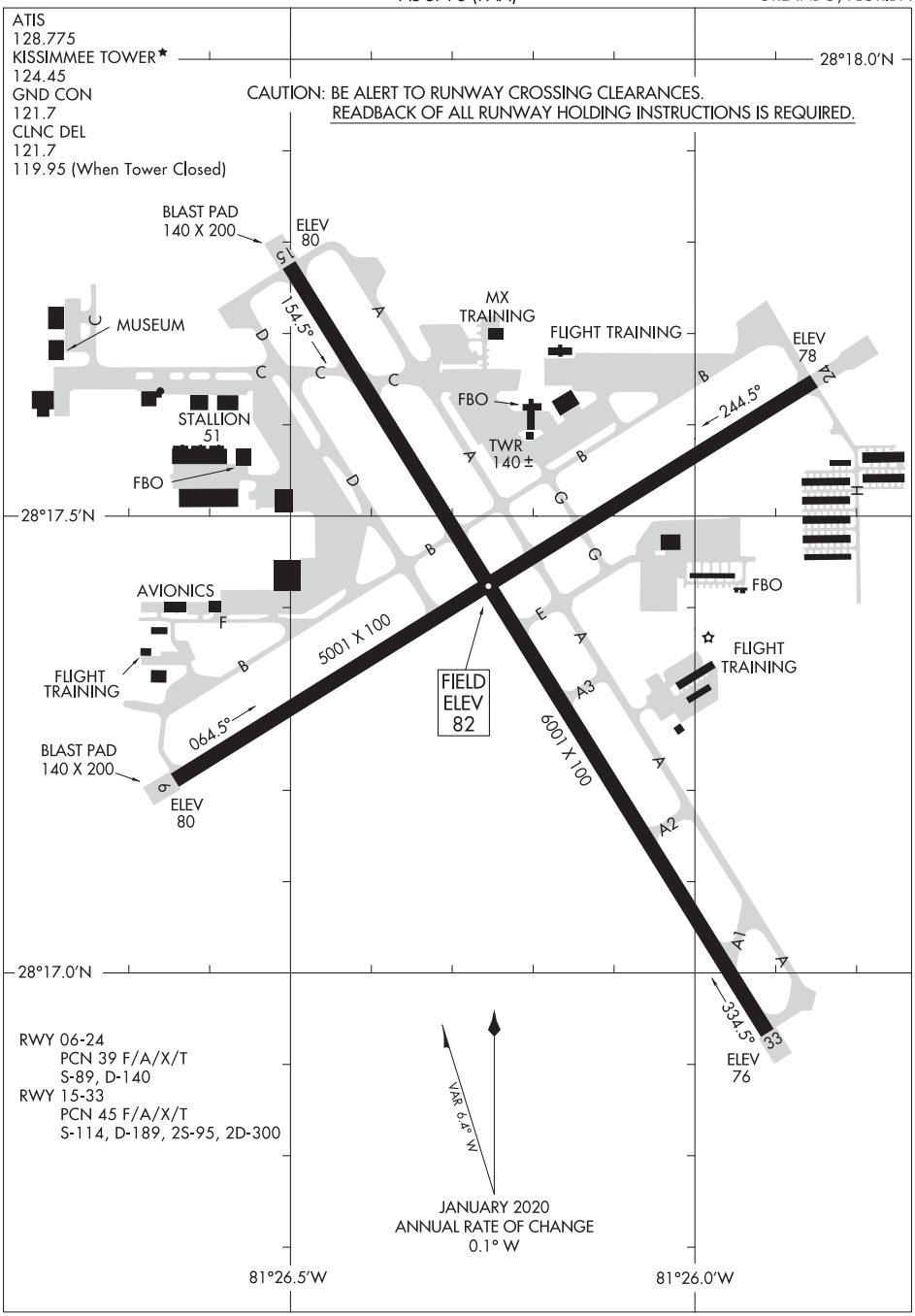
20254

AIRPORT DIAGRAM

AL-5793 (FAA)

KISSIMMEE GATEWAY (ISM)
ORLANDO, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

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AIRPORT DIAGRAM
20254
ORLANDO, FLORIDA
KISSIMMEE GATEWAY (ISM)

ILS or LOC RWY 17L
ORLANDO INTL (MCO)

LOC/DME I-ARK	APP CRS	Rwy ldg	9000
110.95	185°	TDZE	90
Chan 46 (Y)		Apt Elev	96

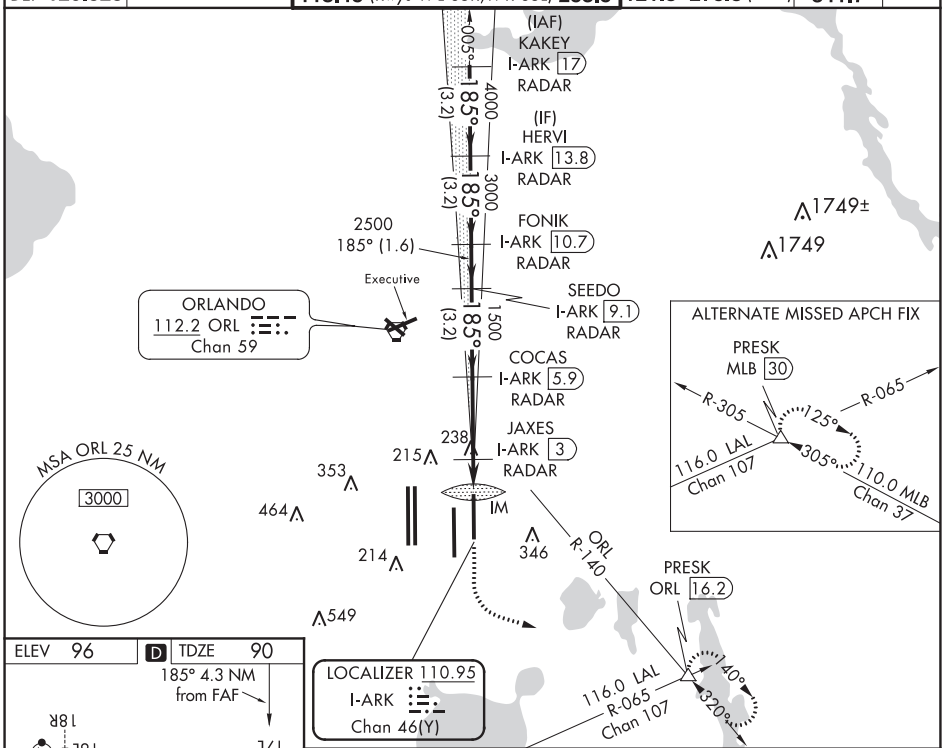
RADAR required for procedure entry. DME or RADAR required.

T Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized.

ALSF-2

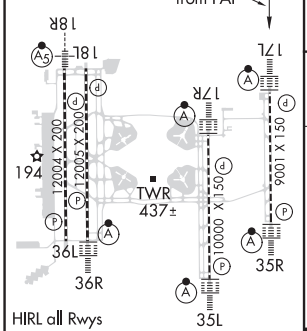
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	



ELEV 96	D TDZE 90

185° 4.3 NM from FAF



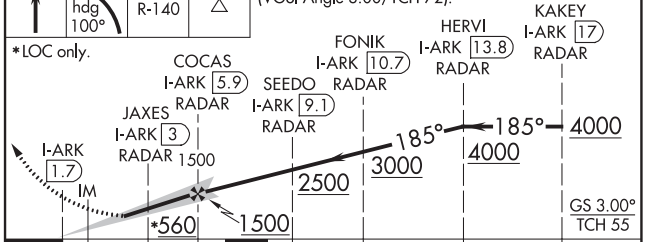
HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

500	3000 hdg 100°	ORL R-140	PRESK △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

*LOC only.



CATEGORY	A	B	C	D
S-ILS 17L	290/18 200 (200-½)			
S-LOC 17L	500/24 410 (500-½)		500/40 410 (500-¾)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

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ORLANDO, FLORIDA

AL-571 (FAA)

20142

ILS or LOC RWY 17R
ORLANDO INTL (MCO)

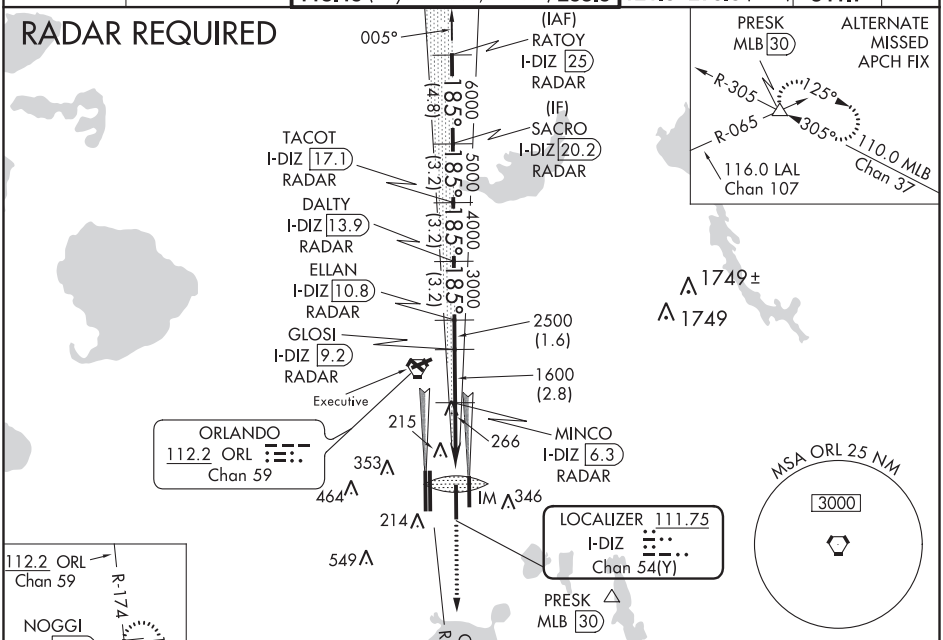
LOC/DME I-DIZ	APP CRS	Rwy ldg 10000
111.75	185°	TDZE 90
Chan 54 (Y)		Apt Elev 96

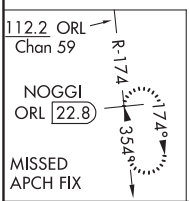
Simultaneous approach authorized. DME or RADAR required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

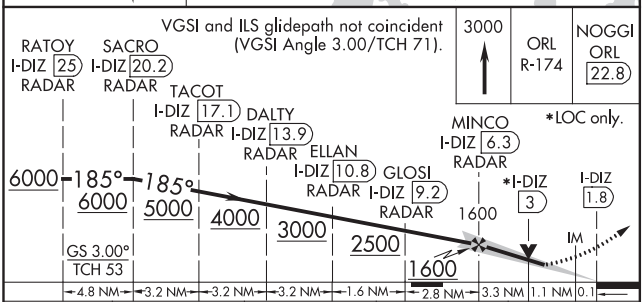
ALSF-2

MISSED APPROACH: Climb to 3000 via ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

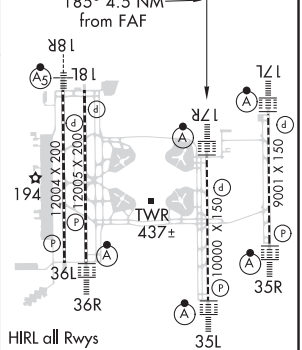
D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	







ELEV 96	D	TDZE 90



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-ILS 17R	290/18 200 (200-½)			
S-LOC 17R	520/24 430 (500-½)		520/40 430 (500-¾)	520/50 430 (500-1)
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

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ILS or LOC RWY 18R
ORLANDO INTL (MCO)

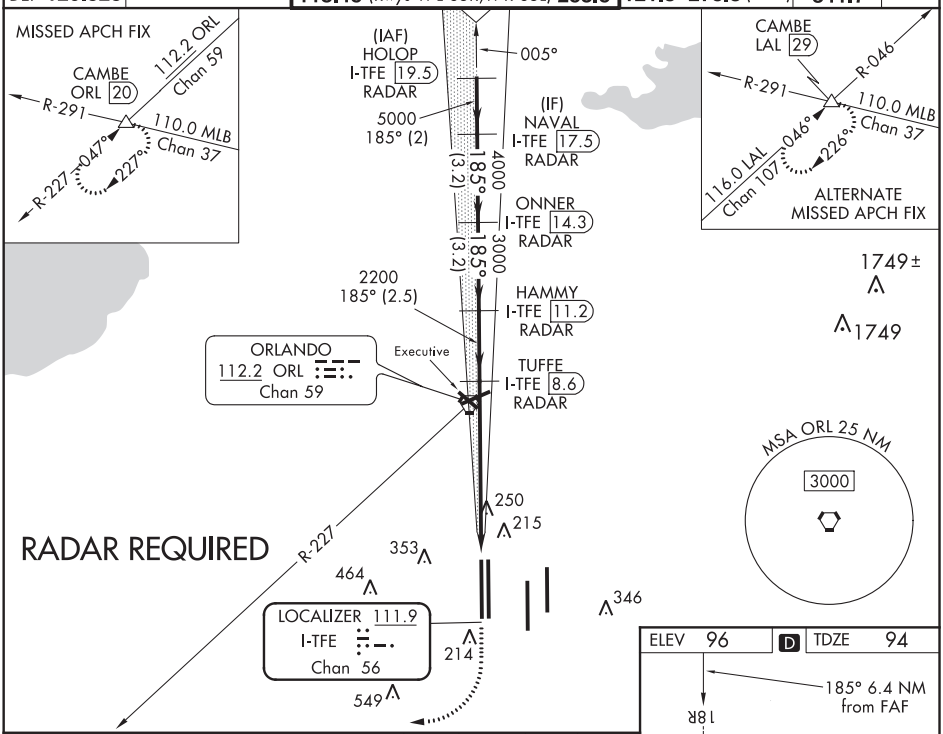
LOC/DME I-TFE	APP CRS	Rwy ldg	12004
111.9	185°	TDZE	94
Chan 56		Apt Elev	96

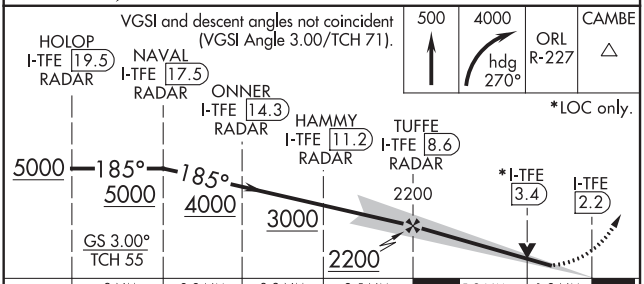
Simultaneous approach authorized.
DME or RADAR required.

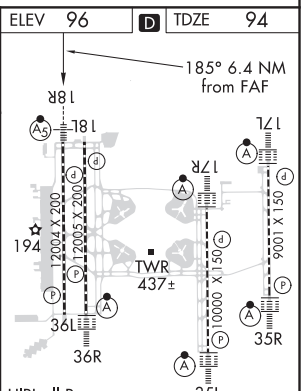
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 4000 on heading 270° and on ORL VORTAC R-227 to CAMBE INT/ORL 20 DME and hold, continue climb-in-hold to 4000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	







HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R, and 36R

CATEGORY	A	B	C	D
S-ILS 18R	294/18 200 (200-½)			
S-LOC 18R	540/24 446 (500-½)		540/45 446 (500-⅞)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

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ORLANDO, FLORIDA

AL-571 (FAA)

20086

ILS or LOC RWY 35L
ORLANDO INTL (MCO)

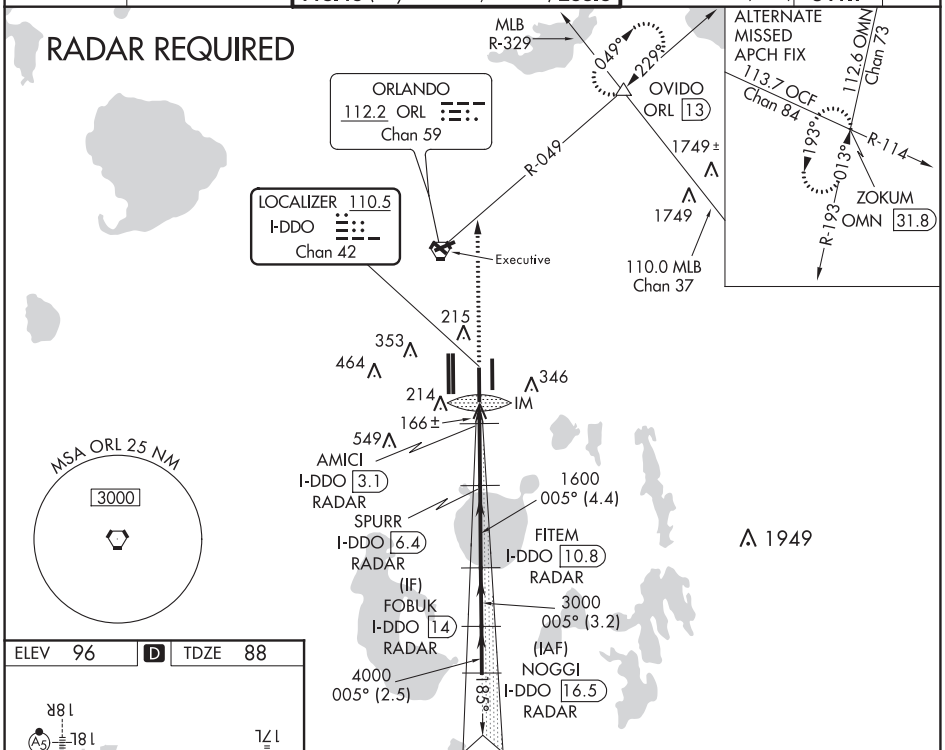
LOC/DME I-DDO	APP CRS	Rwy ldg	10000
110.5	005°	TDZE	88
Chan 42		Apt Elev	96

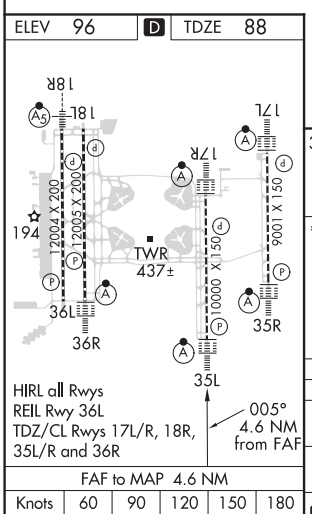
DME or RADAR required. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. Simultaneous approach authorized. When using alternate missed approach, simultaneous approach NA.

ALSF-2

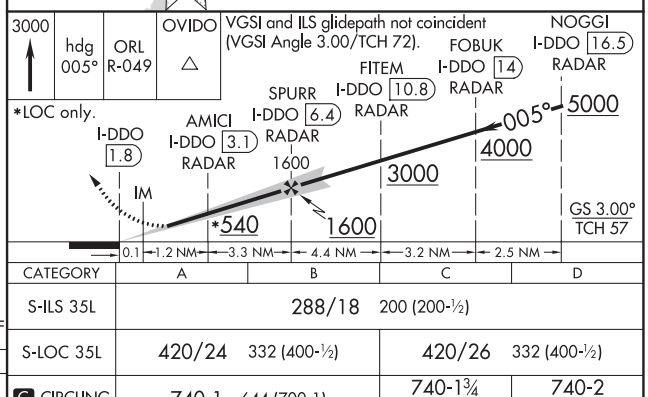
MISSED APPROACH: Climb to 3000 on heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7	CPDLC
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	341.7	





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 35L	288/18 200 (200-½)			
S-LOC 35L	420/24 332 (400-½)		420/26 332 (400-½)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

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ILS or LOC RWY 35R
ORLANDO INTL (MCO)

LOC/DME I-CER	APP CRS	Rwy ldg	9000
111.15	005°	TDZE	90
Chan 48 (Y)		Apt Elev	96

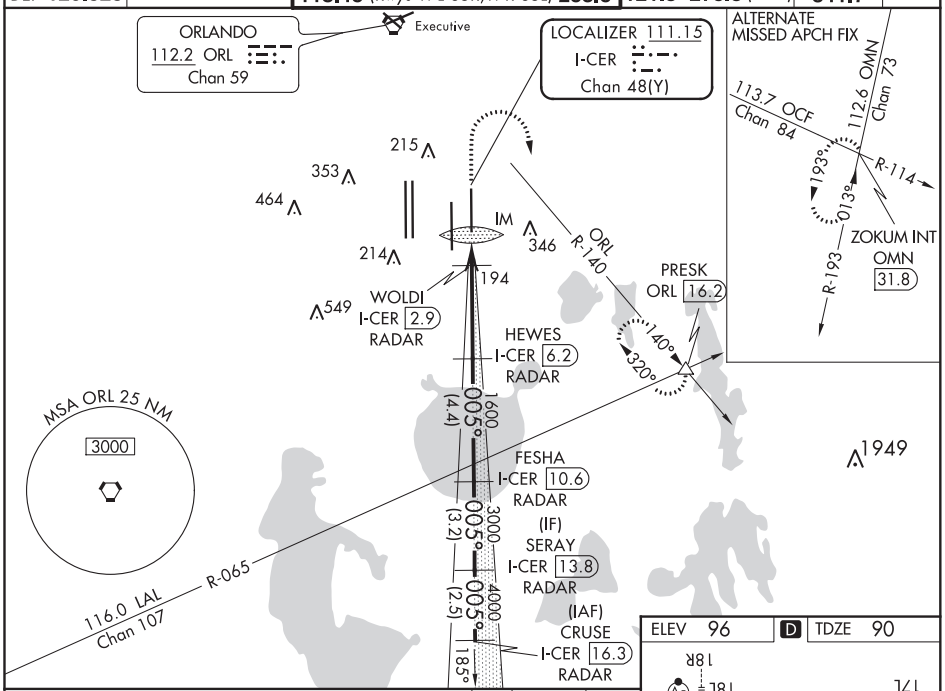
RADAR required for procedure entry. DME or RADAR required.

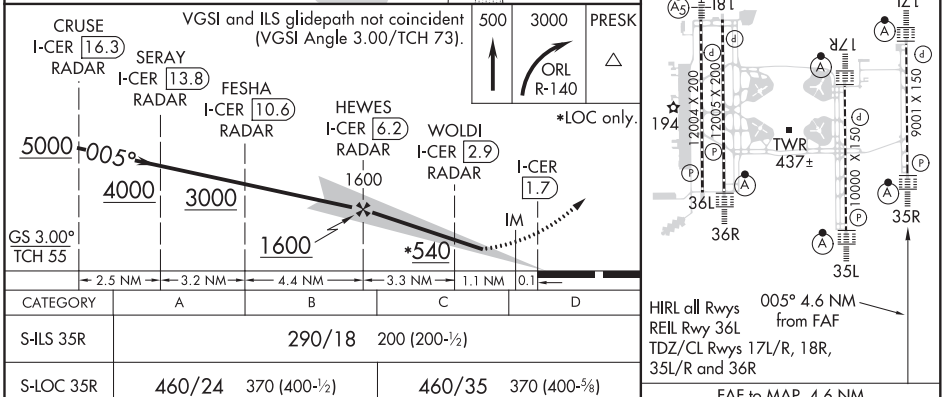
T Simultaneous approach authorized. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. When using alternate missed approach, simultaneous approach NA.

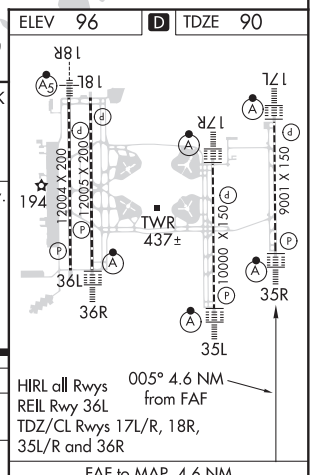
ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	







CATEGORY	A	B	C	D
S-ILS 35R	290/18 200 (200-½)			
S-LOC 35R	460/24 370 (400-½)		460/35 370 (400-⅝)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

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ORLANDO, FLORIDA

AL-571 (FAA)

20086

ILS or LOC RWY 36R

ORLANDO INTL (MCO)

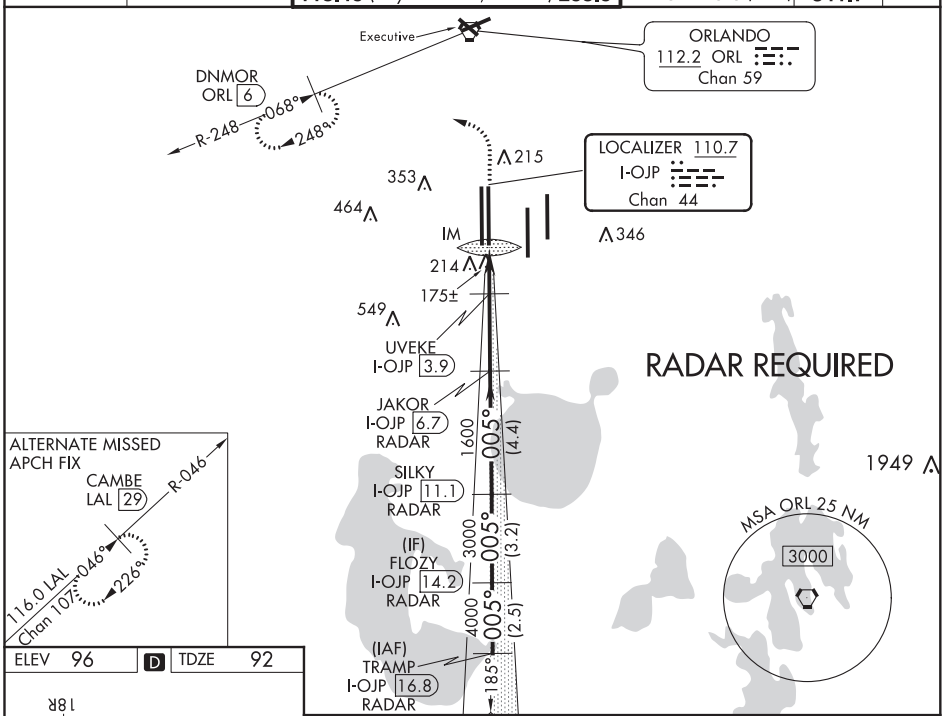
LOC/DME I-OJP	APP CRS	Rwy ldg 11601
110.7	005°	TDZE 92
Chan 44		Apt Elev 96

DME or RADAR required.
Simultaneous approach authorized.

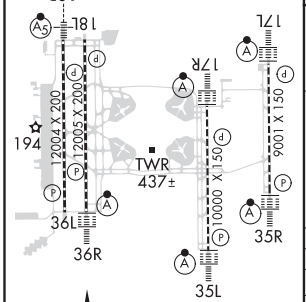
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 309° and on ORL VORTAC R-248 to DNMOR/ORL 6 DME and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	



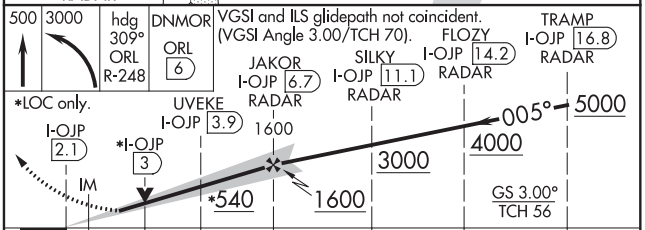
ELEV 96 | D | TDZE 92



005°
4.6 NM
from FAF

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R, and 36R

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 36R	292/18 200 (200-½)			
S-LOC 36R	540/24 448 (500-½)		540/45 448 (500-⅞)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)
	UVEKE FIX MINIMUMS (DME REQUIRED)			
S-LOC 36R	440/24 348 (400-½)		440/30 348 (400-½)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

ILS RWY 17L (SA CAT I)
ORLANDO INTL (MCO)

LOC/DME I-ARK	APP CRS	Rwy ldg 9000
110.95	185°	TDZE 90
Chan 46 (Y)		Apt Elev 96

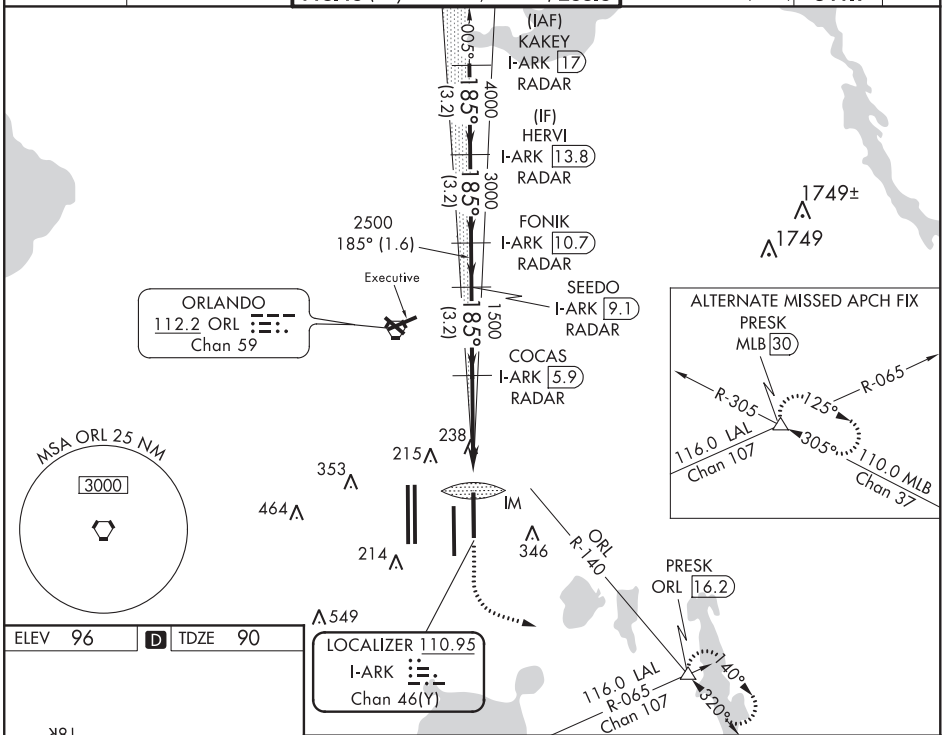
RADAR required for procedure entry. DME or RADAR required.

T Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

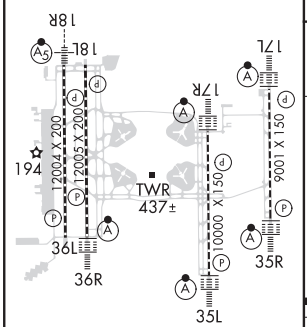
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	



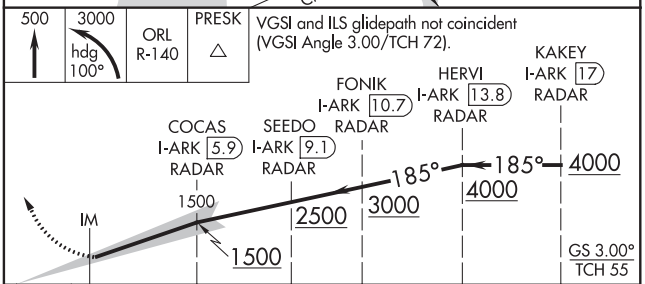
ELEV 96	D	TDZE 90



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

500	3000 hdg 100°	ORL R-140	PRESK

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
S-ILS 17L	RA 145/14 150 DA 240			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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SE-3, 25 FEB 2021 to 22 APR 2021

ORLANDO, FLORIDA

AL-571 (FAA)

20086

ILS RWY 35L (SA CAT I)

ORLANDO INTL (MCO)

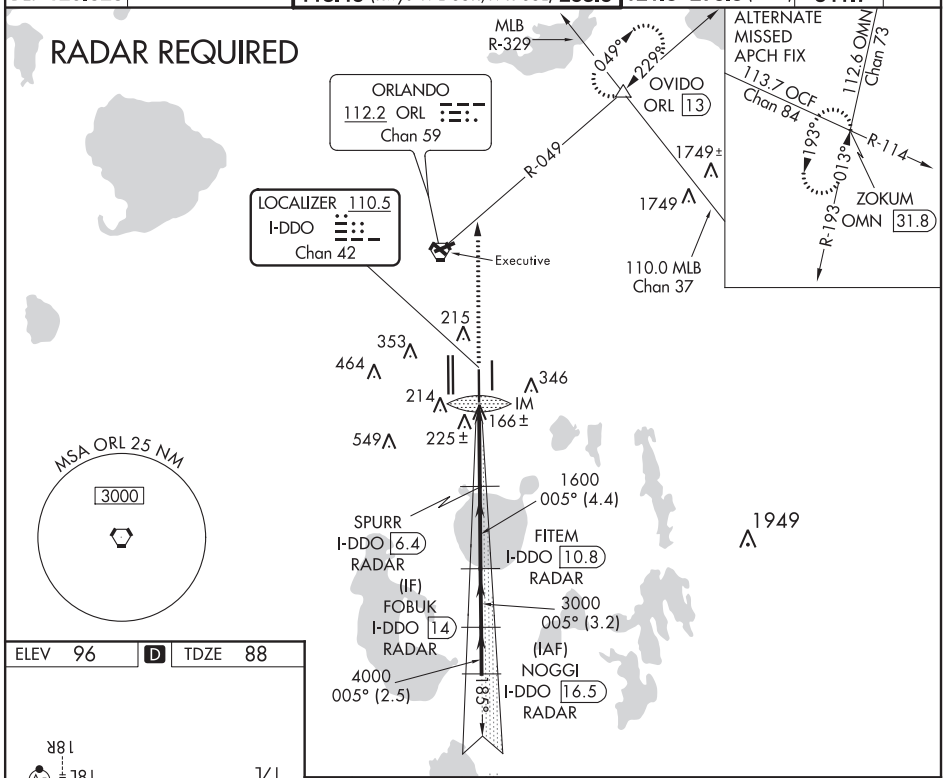
LOC/DME I-DDO	APP CRS	Rwy ldg	10000
110.5	005°	TDZE	88
Chan 42		Apt Elev	96

DME or RADAR required. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. Simultaneous approach authorized. When using alternate missed approach, simultaneous approach NA. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

ALSF-2

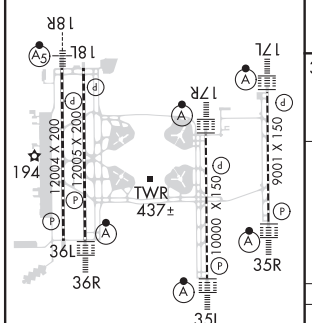
MISSED APPROACH: Climb to 3000 on heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	

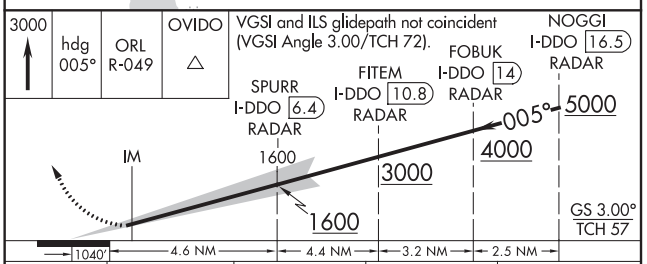


SE-3, 25 FEB 2021 to 22 APR 2021

ELEV 96 | D | TDZE 88



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R



CATEGORY	A	B	C	D
S-ILS 35R	RA 164/14 150 DA 238			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 25 FEB 2021 to 22 APR 2021

ILS RWY 35R (SA CAT I)
ORLANDO INTL (MCO)

LOC/DME I-CER	APP CRS	Rwy ldg	9000
111.15	005°	TDZE	90
Chan 48(Y)		Apt Elev	96

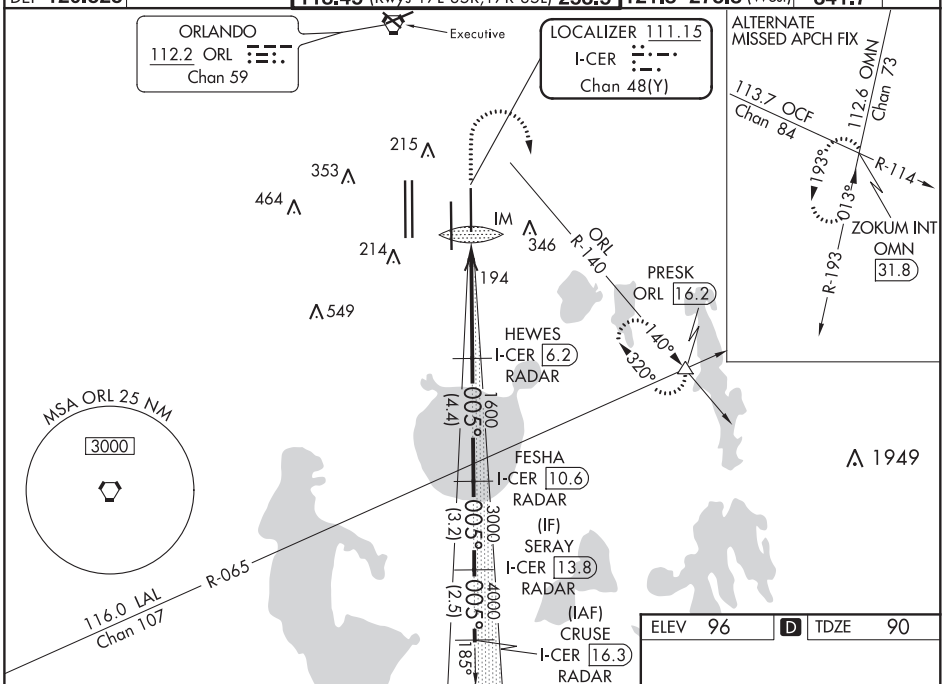
RADAR required for procedure entry. DME or RADAR required.

T Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. For inop ALS, increase S-LOC 35R Cats C/D visibility to RVR 5500. When using alternate missed approach, simultaneous approach NA.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on ORL VORTAC R-140 to PRESK INT /ORL 16.2 DME and hold, continue climb-in-hold to 3000.

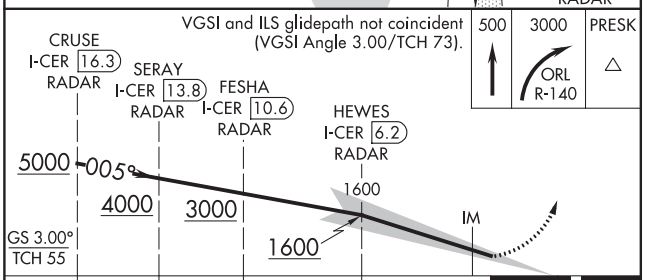
D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7	
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	341.7	

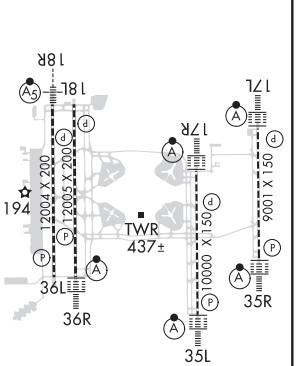


ELEV	96	D	TDZE	90

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

500	3000	PRESK
	ORL R-140	





CATEGORY	A	B	C	D
S-ILS 35R	RA 157/14 150 DA 240			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

ORLANDO, FLORIDA | AL-571 (FAA) | 20086

ILS RWY 36R (SA CAT I)

ORLANDO INTL (MCO)

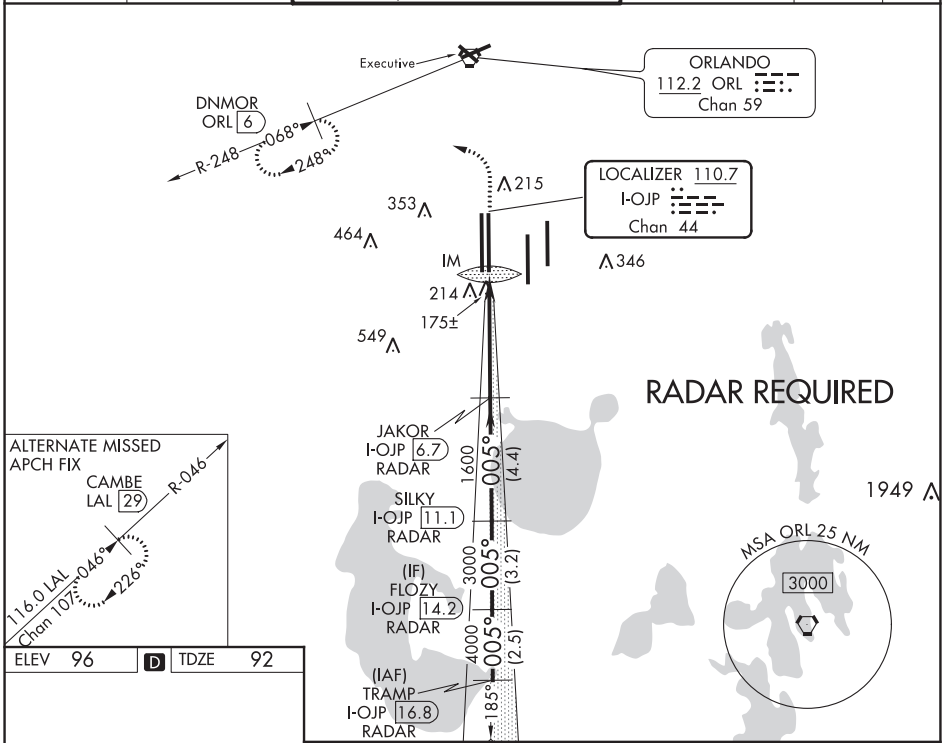
LOC/DME I-OJP	APP CRS	Rwy ldg 11601
110.7	005°	TDZE 92
Chan 44		Apt Elev 96

DME or RADAR required. Simultaneous approach authorized. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

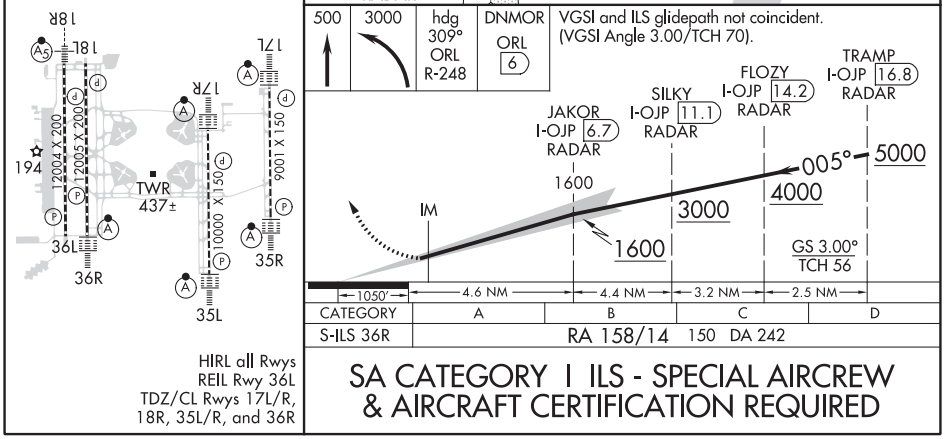
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 309° and ORL R-248 to DNMOR ORL 6 DME and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	



ELEV 96	D	TDZE 92



500	3000	hdg 309° ORL R-248	DNMOR ORL 6

VGSI and ILS glidepath not coincident. (VGSI Angle 3.00/TCH 70).

CATEGORY	A	B	C	D
S-ILS 36R	RA 158/14 150 DA 242			

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R, and 36R

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

ILS RWY 17R (CAT II)
ORLANDO INTL (MCO)

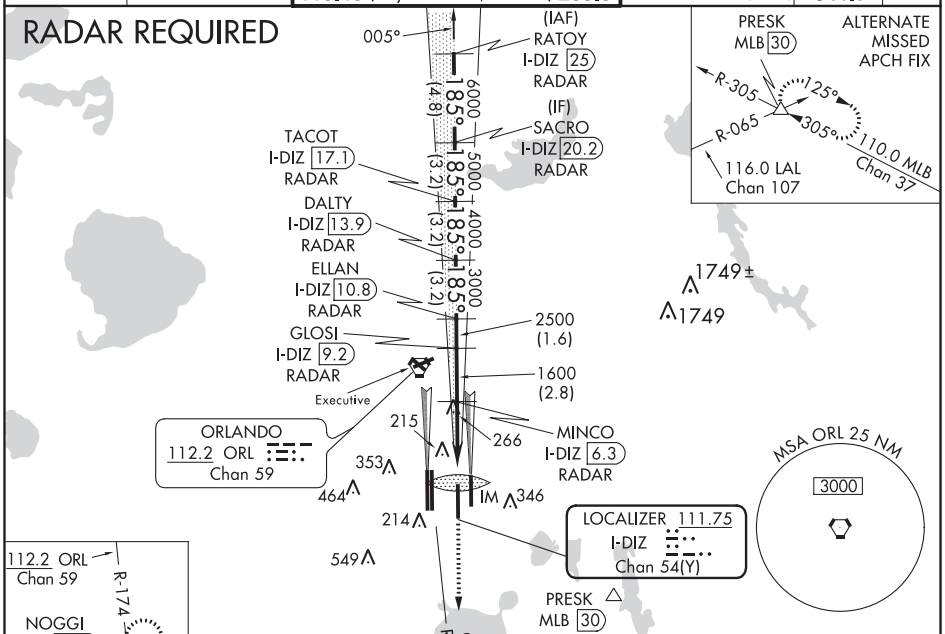
LOC/DME I-DIZ	APP CRS	Rwy ldg 10000
111.75	185°	TDZE 90
Chan 54 (Y)		Apt Elev 96

Simultaneous approach authorized. DME or RADAR required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

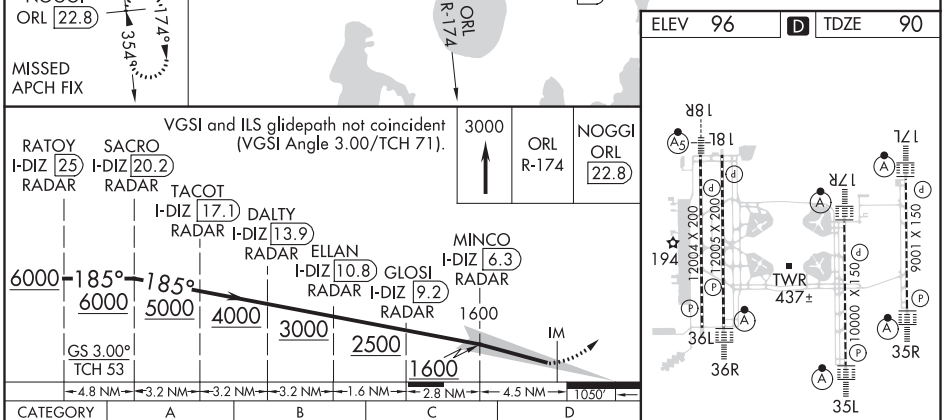
ALSF-2

MISSED APPROACH: Climb to 3000 via ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7	
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	341.7	



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
S-ILS 17R	RA 104/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 96 | D | TDZE 90

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

ORLANDO, FLORIDA | AL-571 (FAA) | 20142

ILS RWY 17L (CAT II & III)
ORLANDO INTL (MCO)

LOC/DME I-ARK	APP CRS	Rwy ldg	9000
110.95	185°	TDZE	90
Chan 46 (Y)		Apt Elev	96

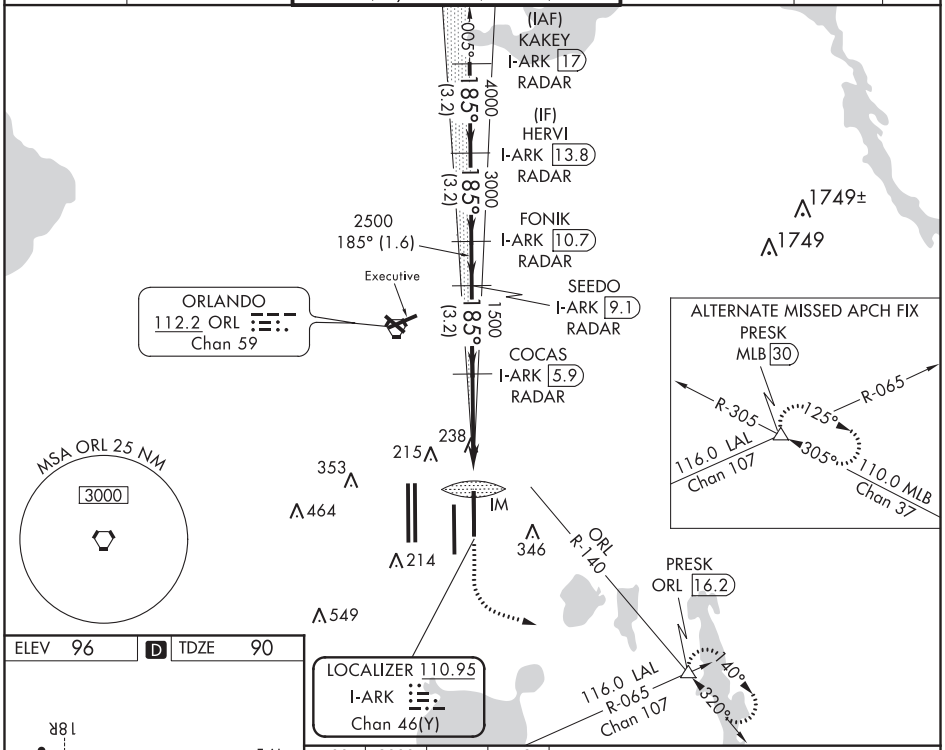
RADAR required for procedure entry. DME or RADAR required.

Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized.

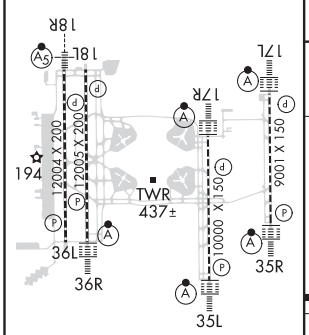
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

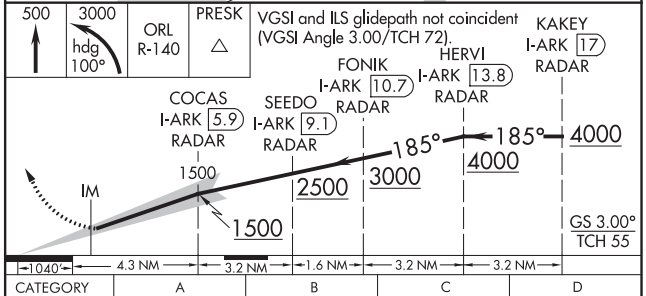
D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7	
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	341.7	



ELEV	96	D	TDZE	90



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R



CATEGORY	A	B	C	D
S-ILS 17L	CAT II RA 101/12 100 DA 190			
S-ILS 17L	CAT III RVR 600			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ORLANDO, FLORIDA
Amdt 3 21MAY20

28°26'N-81°19'W

ORLANDO INTL (MCO)
ILS RWY 17L (CAT II & III)

SE-3, 25 FEB 2021 to 22 APR 2021

ILS RWY 35L (CAT II & III)
ORLANDO INTL (MCO)

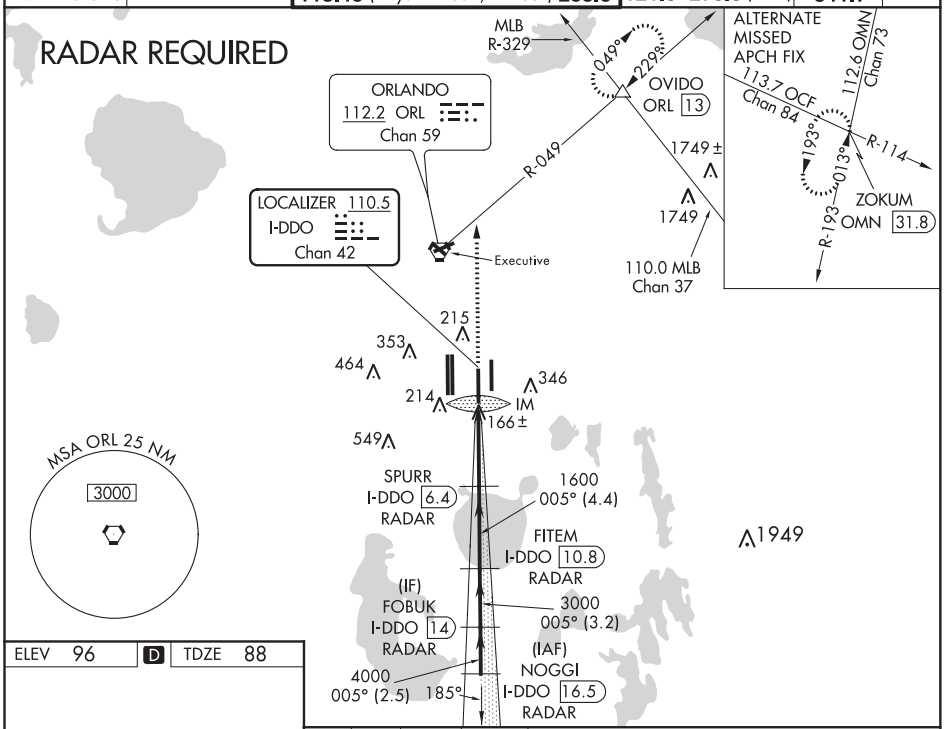
LOC/DME I-DDO	APP CRS	Rwy ldg	10000
110.5	005°	TDZE	88
Chan 42		Apt Elev	96

DME or RADAR required. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. Simultaneous approach authorized. When using alternate missed approach, simultaneous approach NA.

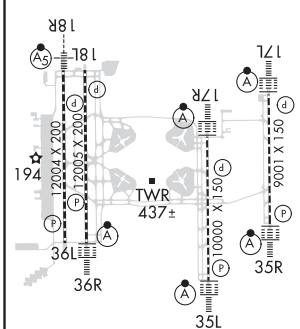
ALSF-2

MISSED APPROACH: Climb to 3000 on heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	



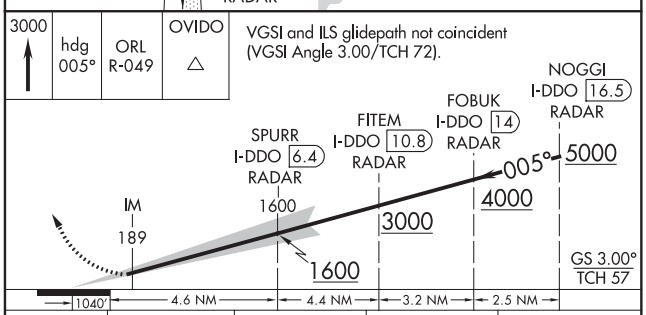
ELEV 96	D	TDZE 88



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

3000	hdg 005°	ORL R-049	OVIDO

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
S-ILS 35L	CAT II RA 106/12 100 DA 188			
S-ILS 35L	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 25 FEB 2021 to 22 APR 2021

ORLANDO, FLORIDA

AL-571 (FAA)

20142

ILS RWY 35R (CAT II & III)
ORLANDO INTL (MCO)

LOC/DME I-CER	APP CRS	Rwy ldg	9000
111.15	005°	TDZE	90
Chan 48(Y)		Apt Elev	96

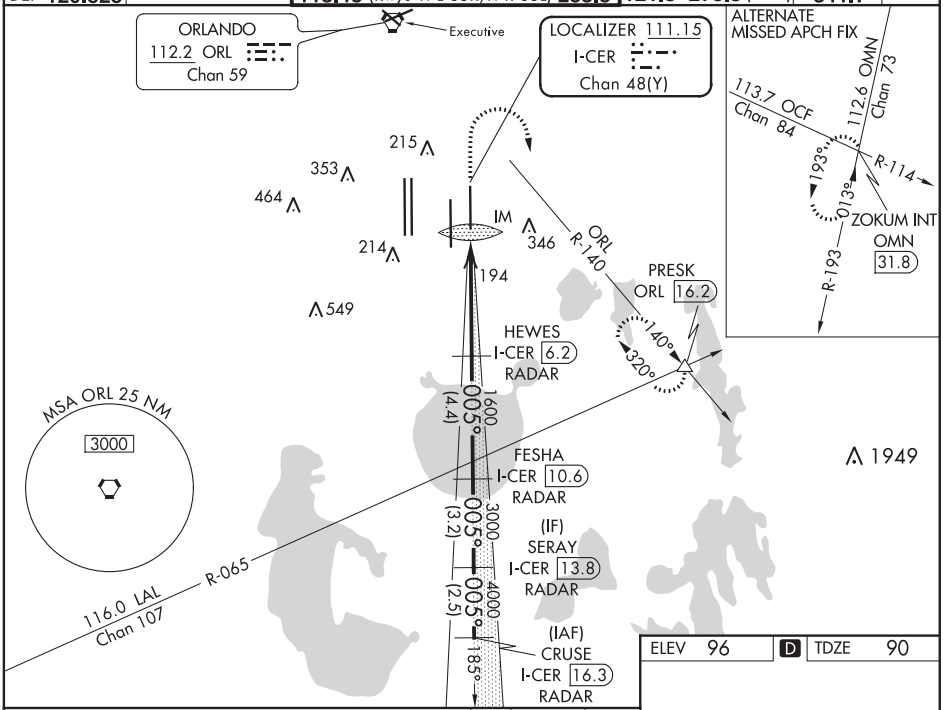
RADAR required for procedure entry. DME or RADAR required.

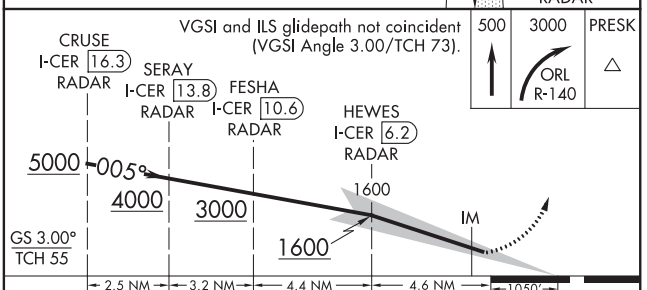
Simultaneous approach authorized. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. When using alternate missed approach, simultaneous approach NA.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7	
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	341.7	

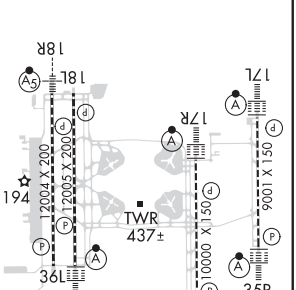




CATEGORY	A	B	C	D
S-ILS 35R	CAT II RA 101/12 100 DA 190			
S-ILS 35R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 96 | D | TDZE 90



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

ORLANDO, FLORIDA
Amdt 4 21MAY20

28°26'N-81°19'W

ORLANDO INTL (MCO)
ILS RWY 35R (CAT II & III)

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

ILS RWY 36R (CAT II & III)
ORLANDO INTL (MCO)

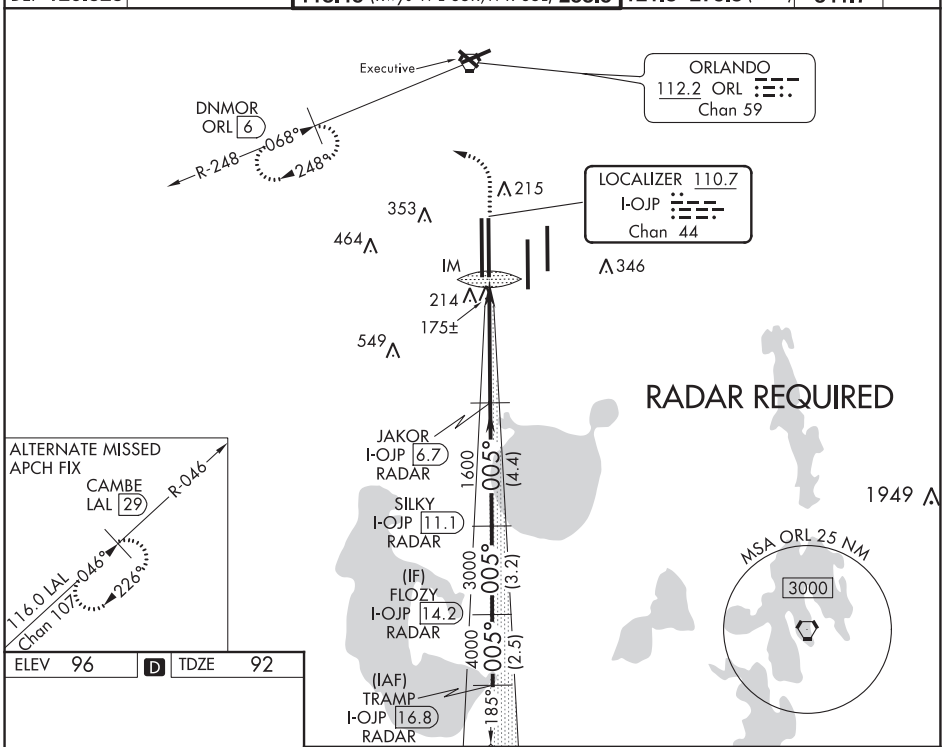
LOC/DME I-OJP	APP CRS	Rwy ldg 11601
110.7	005°	TDZE 92
Chan 44		Apt Elev 96

DME or RADAR required.
Simultaneous approach authorized.

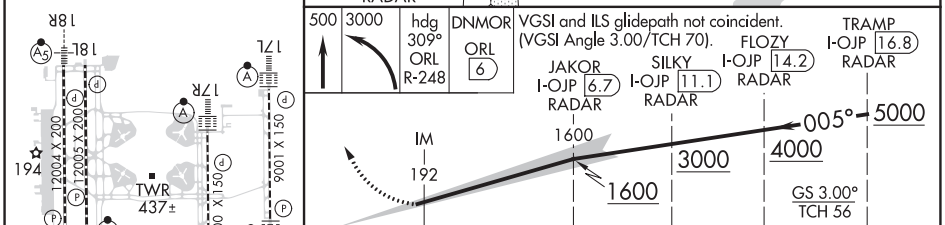
ALSF-2

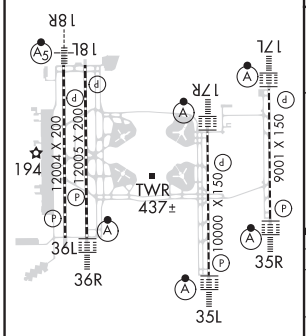
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 309° and ORL R-248 to DNMOR/ORL 6 DME and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	



ELEV 96 | D | TDZE 92





CATEGORY	A	B	C	D
S-ILS 36R	CAT II RA 106/12 100 DA 192			
S-ILS 36R	CAT III RVR 06			

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R, and 36R

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 25 FEB 2021 to 22 APR 2021

ORLANDO, FLORIDA

AL-571 (FAA)

20086

RNAV (GPS) RWY 17L
ORLANDO INTL (MCO)

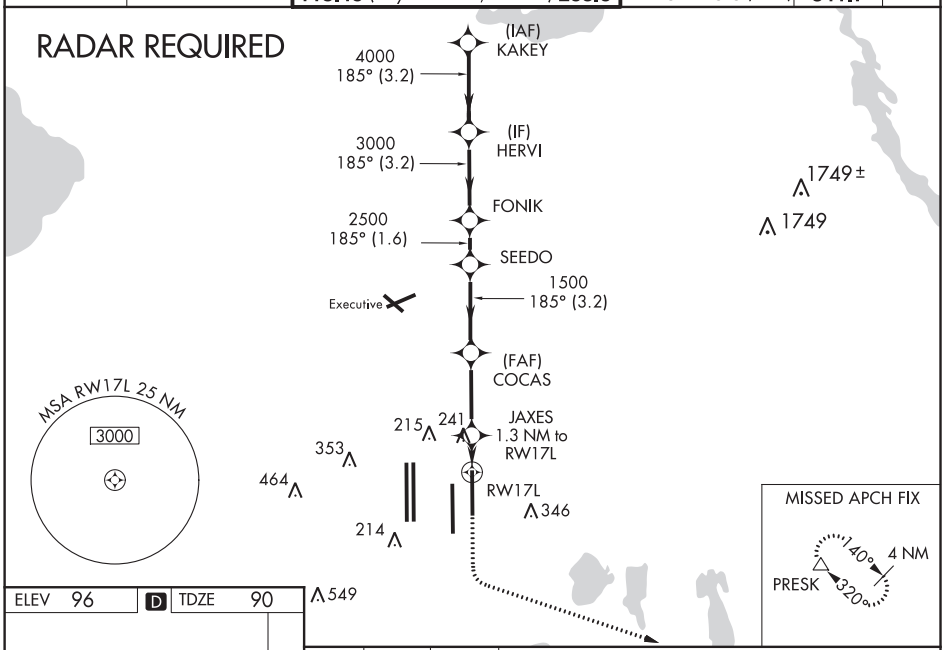
WAAS CH 69214 W17B	APP CRS 185°	Rwy ldg 9000 TDZE 90 Apt Elev 96

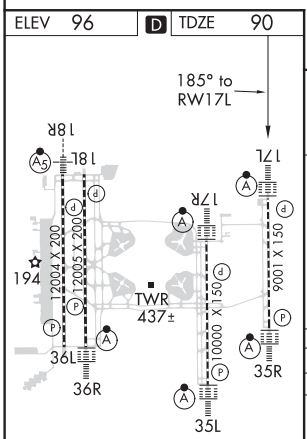
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized with Rwy 17R and 18L, or Rwy 17R and Rwy 18R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required for simultaneous operations. For inop ALSF, increase LNAV/VNAV all Cats visibility to 1⅜ mile, and LNAV Cats C/D visibility to RVR 6000.

ALSF-2

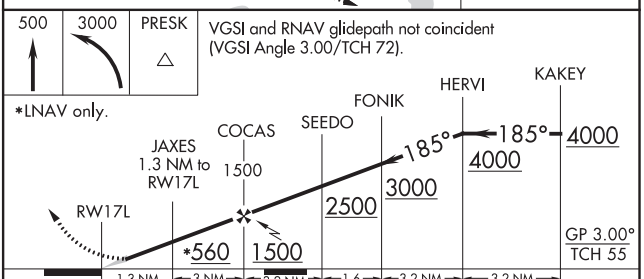
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PRESK and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	





HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36R



CATEGORY	A	B	C	D
LPV DA	290/18 200 (200-½)			
LNAV/VNAV DA	515/48 425 (500-1)			
LNAV MDA	500/24 410 (500-½)		500/40 410 (500-¾)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 25 FEB 2021 to 22 APR 2021

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RNAV (GPS) RWY 17R
ORLANDO INTL (MCO)

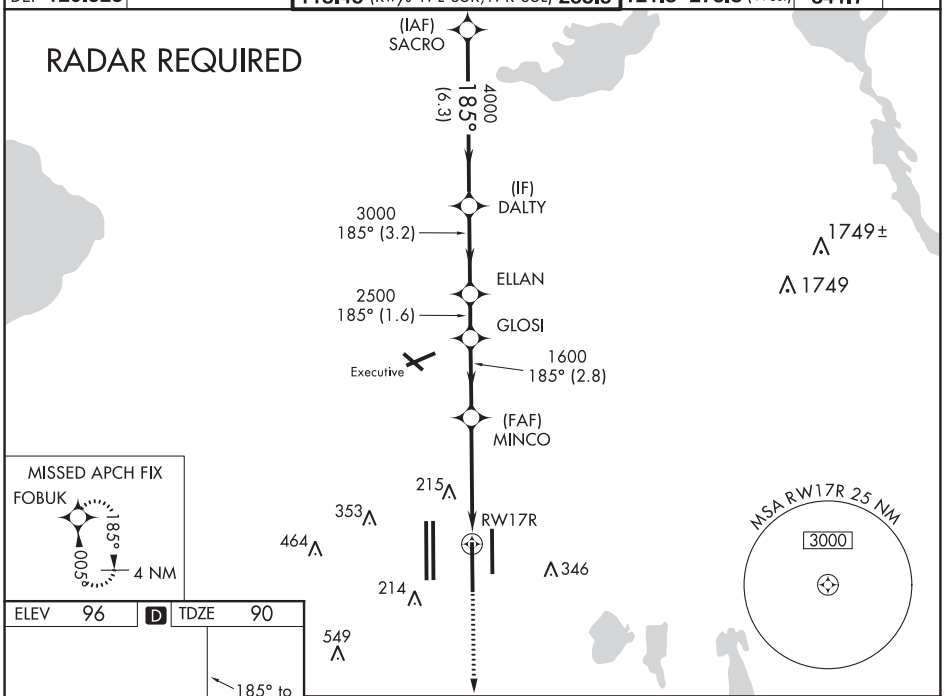
WAAS CH 72913 W17A	APP CRS 185°	Rwy ldg 10000 TDZE 90 Apt Elev 96

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized with Rwy 17L and Rwy 18L, or Rwy 17L and Rwy 18R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF-2, increase LNAV Cats C/D visibility to 1⅝ mile.

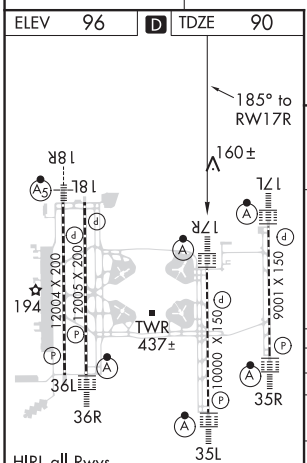
ALSF-2

MISSED APPROACH: Climb to 3000 direct FOBUK and hold.

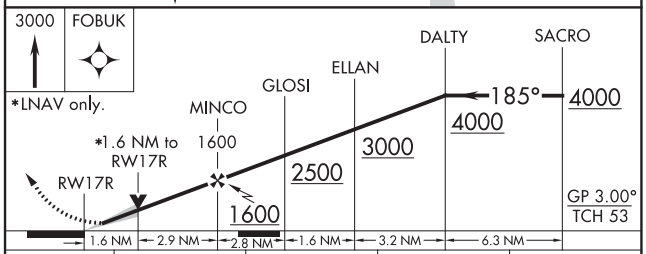
D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	



MISSED APCH FIX
FOBUK
185°
005°
4 NM



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36R



CATEGORY	A	B	C	D
LPV DA	290/18 200 (200-½)			
LNAV/VNAV DA	526/50 436 (500-1)			
LNAV MDA	660/24 570 (600-½)		660-1¼ 570 (600-1¼)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 25 FEB 2021 to 22 APR 2021

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ORLANDO, FLORIDA

AL-571 (FAA)

20086

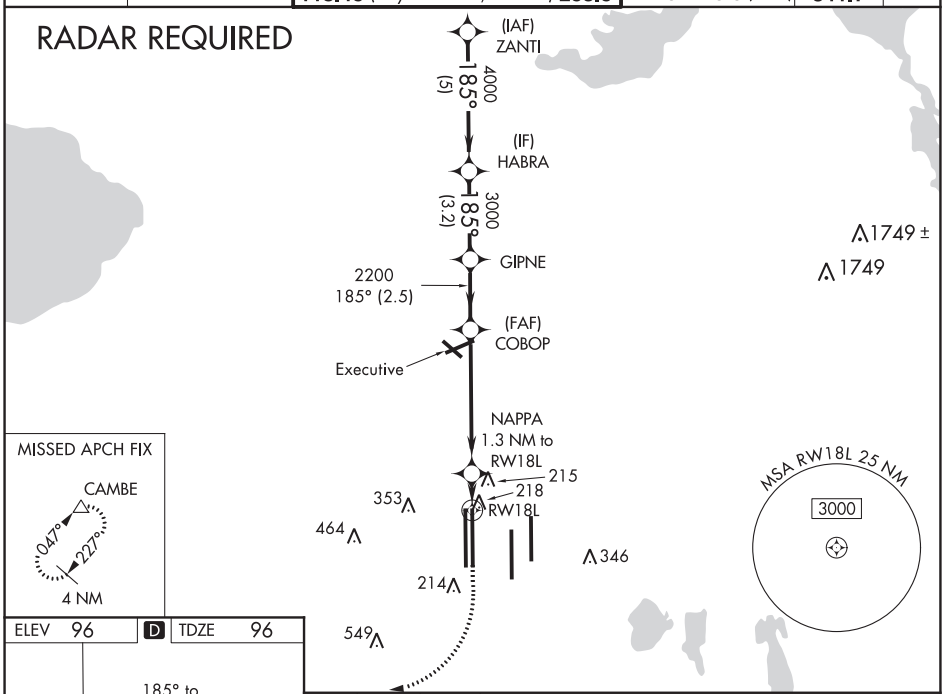
RNAV (GPS) RWY 18L
ORLANDO INTL (MCO)

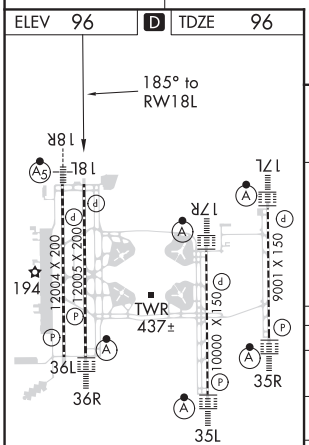
WAAS CH 66012 W18A	APP CRS 185°	Rwy ldg 12004 TDZE 96 Apt Elev 96

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 17L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

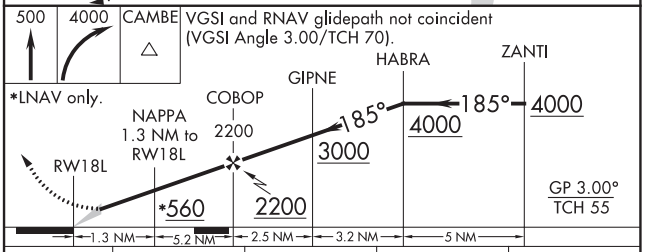
MISSED APPROACH: Climb to 500 then climbing right turn to 4000 direct CAMBE and hold, continue climb-in-hold to 4000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	





HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R



CATEGORY	A	B	C	D
LPV DA	296/40 200 (200-¾)			
LNAV/VNAV DA	398/50 302 (400-1)			
LNAV MDA	480/55 384 (400-1)		480/60 384 (400-1¼)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

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RNAV (GPS) RWY 18R
ORLANDO INTL (MCO)

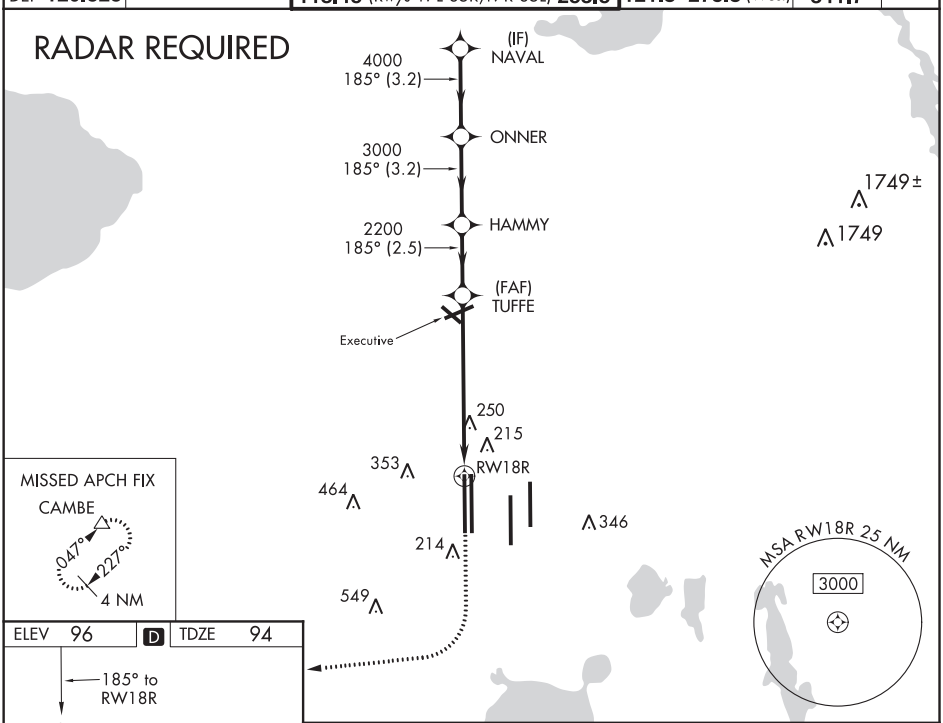
WAAS CH 63212 W18B	APP CRS 185°	Rwy ldg 12005 TDZE 94 Apt Elev 96

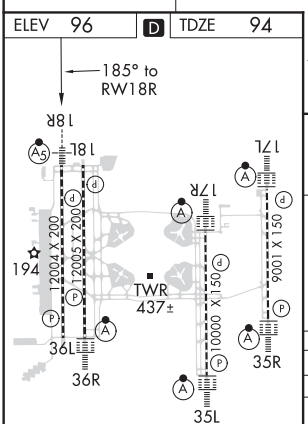
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 17L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

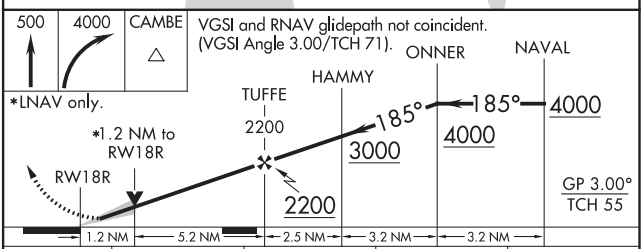
MISSED APPROACH: Climb to 500 then climbing right turn to 4000 direct CAMBE and hold, continue climb-in-hold to 4000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	





HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R



CATEGORY	A	B	C	D
LPV DA	294/18 200 (200-½)			
LNAV/VNAV DA	390/24 296 (300-½)			
LNAV MDA	540/24 446 (500-½)		540/45 446 (500-⅞)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

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ORLANDO, FLORIDA | AL-571 (FAA) | 20086

RNAV (GPS) RWY 35L
ORLANDO INTL (MCO)

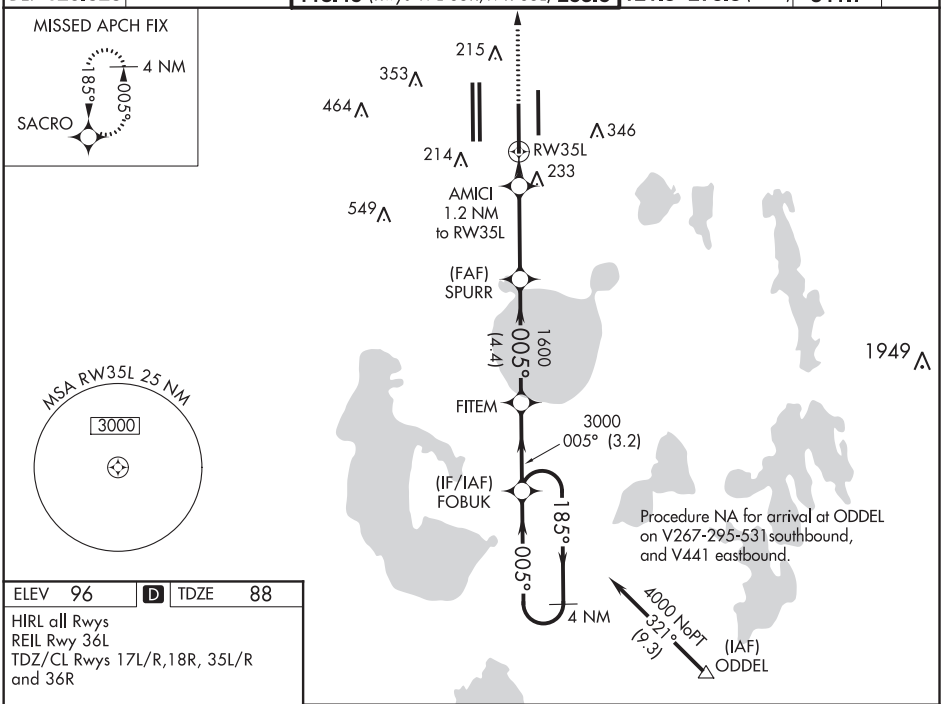
WAAS CH 45813 W35B	APP CRS 005°	Rwy ldg 10000 TDZE 88 Apt Elev 96

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. Simultaneous approach authorized with Rwy 35R, Rwy 36L, or Rwy 35R and Rwy 36R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to RVR 5100 and LNAV Cat C/D visibility to RVR 6000.

ALSF-2

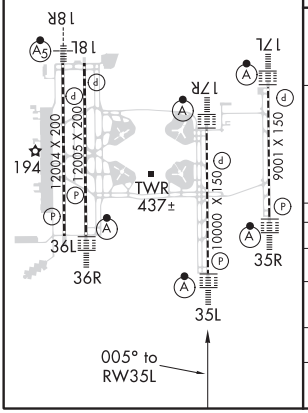
MISSED APPROACH: Climb to 4000 direct SACRO and hold.

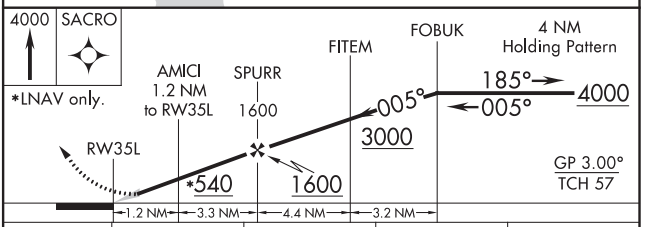
D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	



ELEV 96 | D | TDZE 88

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36R





CATEGORY	A	B	C	D
LPV DA	288/18 200 (200-½)			
LNAV/VNAV DA	407/27 319 (400-⅝)			
LNAV MDA	500/24 412 (500-½)		500/40 412 (500-¾)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

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WAAS CH 86314 W35A	APP CRS 005°	Rwy ldg 9000 TDZE 90 Apt Elev 96

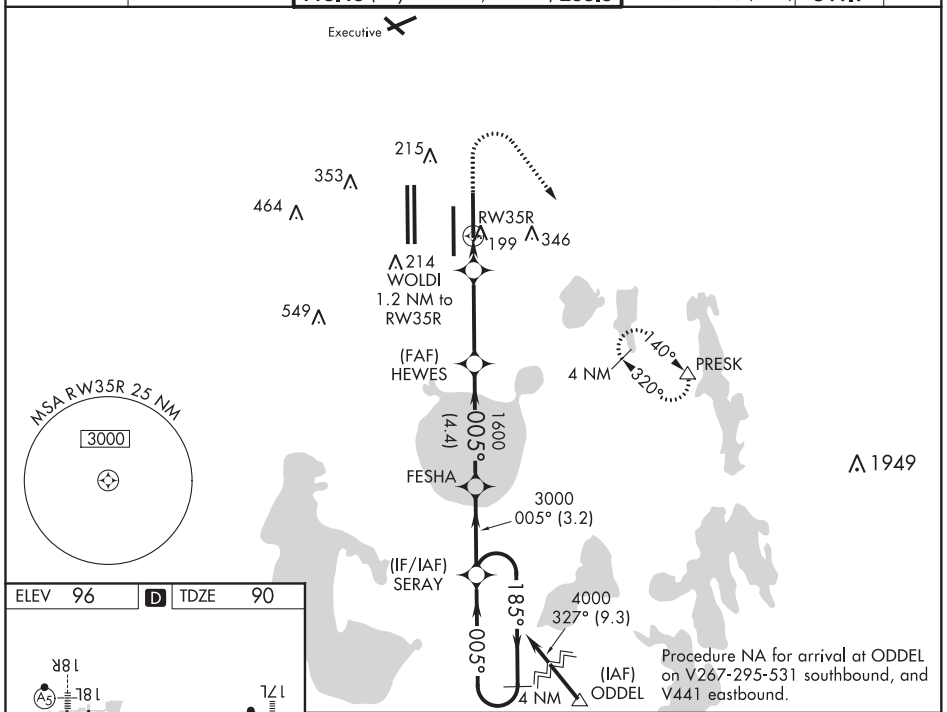
RNAV (GPS) RWY 35R
ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LPV all Cats visibility to RVR 2800, LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C/D visibility to RVR 5500. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 35L and Rwy 36L, or Rwy 35L and Rwy 36R. LNAV procedure NA during simultaneous operations.

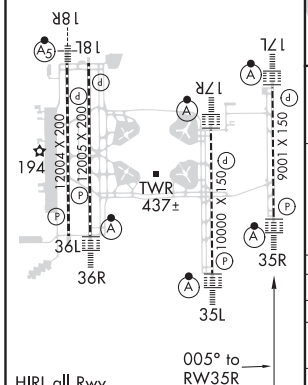
ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn 3000 direct PRESK and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	



ELEV 96	D	TDZE 90



HIRL all Rwy
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R, and 36R

CATEGORY	A	B	C	D
LPV DA	290/18 200 (200-½)			
LNAV/VNAV DA	360/24 270 (300-½)			
LNAV MDA	460/24 370 (400-½)		460/35 370 (400-⅝)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

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20086

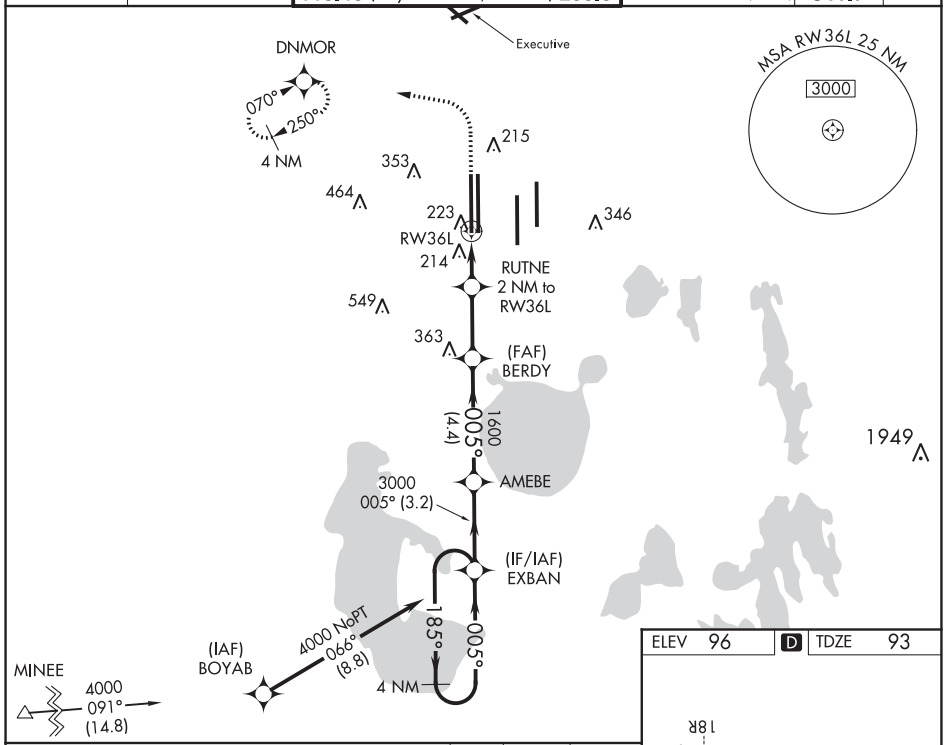
RNAV (GPS) RWY 36L
ORLANDO INTL (MCO)

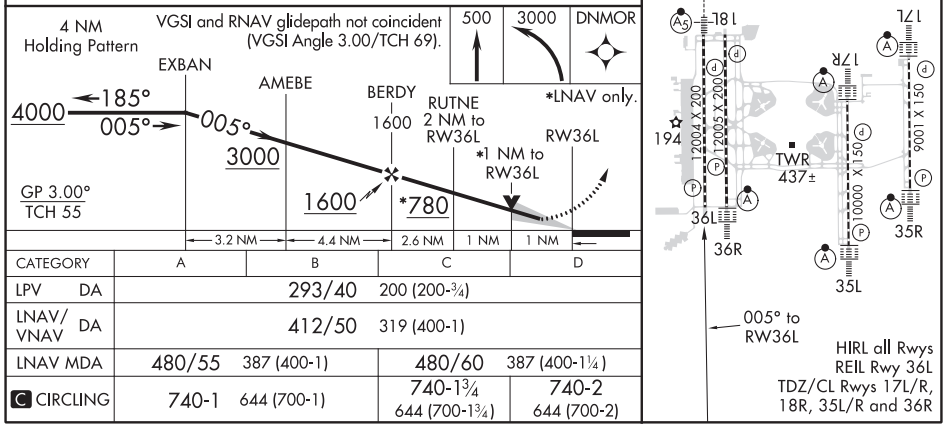
WAAS CH 82313 W36B	APP CRS 005°	Rwy ldg 11621 TDZE 93 Apt Elev 96

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct DNMOR and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	





CATEGORY	A	B	C	D
LPV DA	293/40 200 (200-¾)			
LNAV/VNAV DA	412/50 319 (400-1)			
LNAV MDA	480/55 387 (400-1)		480/60 387 (400-1¼)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

ORLANDO, FLORIDA
Amdt 2 12OCT17

28°26′N-81°19′W

ORLANDO INTL (MCO)
RNAV (GPS) RWY 36L

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RNAV (GPS) RWY 36R
ORLANDO INTL (MCO)

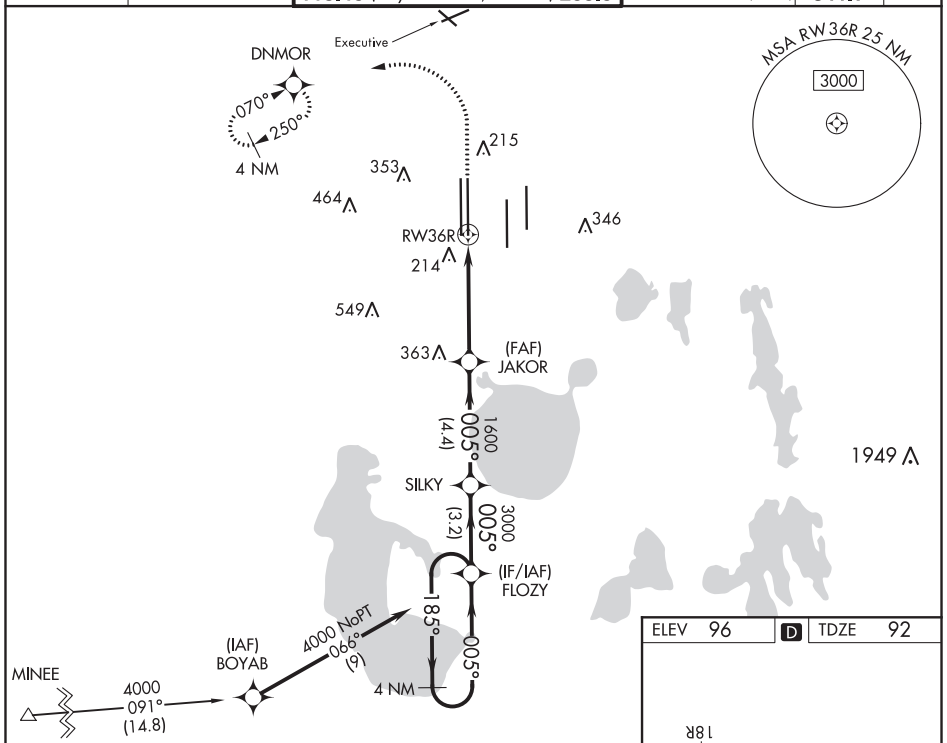
WAAS CH 40212 W36A	APP CRS 005°	Rwy ldg 11601 TDZE 92 Apt Elev 96

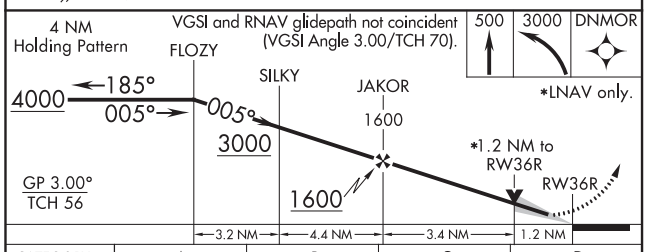
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

ALSF-2

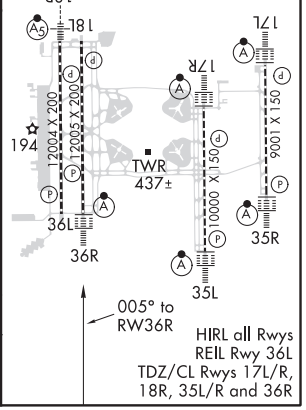
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct DNMOR and hold, continue climb-in-hold to 3000.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	





CATEGORY	A	B	C	D
LPV DA	292/18 200 (200-½)			
LNAV/VNAV DA	454/40 362 (400-¾)			
LNAV MDA	540/24 448 (500-½)		540/45 448 (500-⅞)	
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)



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ORLANDO, FLORIDA

AL-571 (FAA)

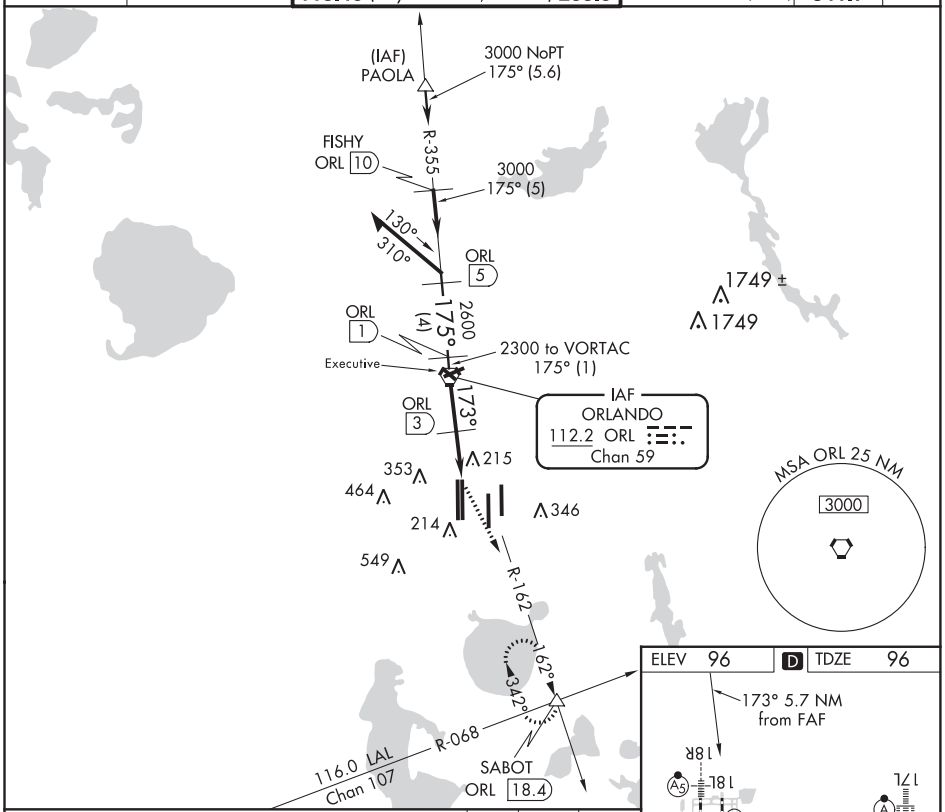
20142

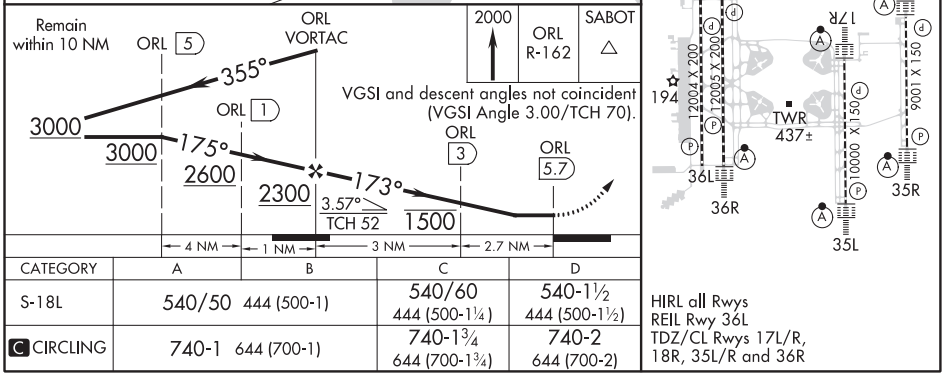
VOR/DME RWY 18L
ORLANDO INTL (MCO)

VORTAC ORL	APP CRS	Rwy ldg	12004
112.2	173°	TDZE	96
Chan 59		Apt Elev	96

MISSED APPROACH: Climb to 2000 via ORL R-162 to SABOT INT and hold.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	





CATEGORY	A	B	C	D
S-18L	540/50 444 (500-1)		540/60 444 (500-1¼)	540-1½ 444 (500-1½)
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

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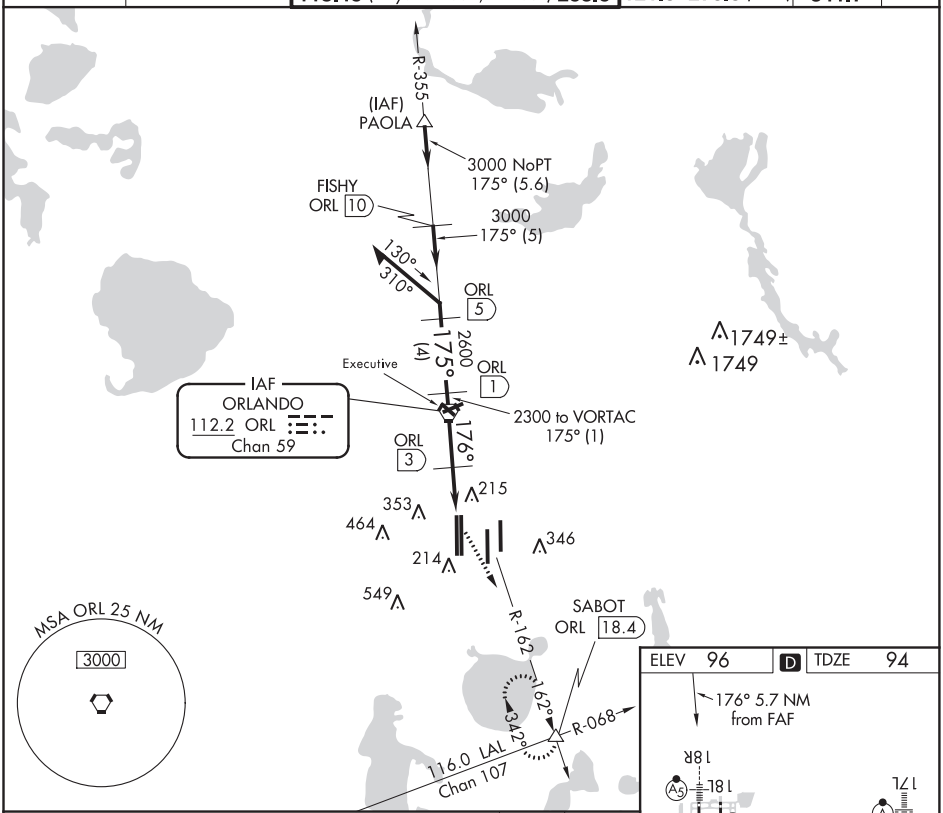
VOR/DME RWY 18R
ORLANDO INTL (MCO)

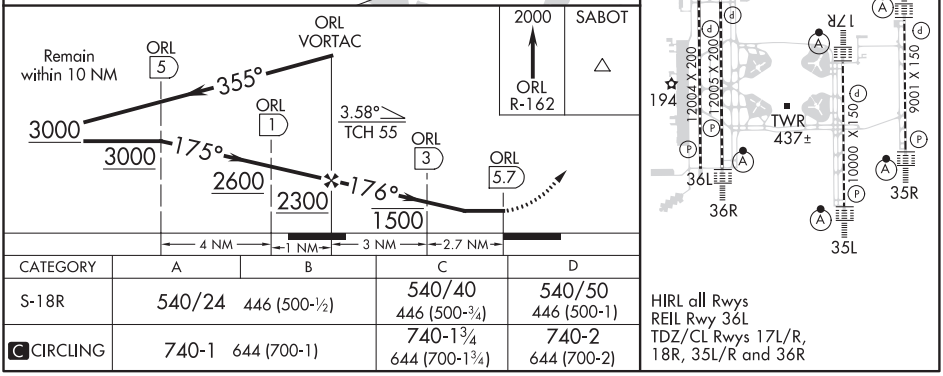
VORTAC ORL	APP CRS	Rwy ldg	12005
112.2	176°	TDZE	94
Chan 59		Apt Elev	96

MALSR

MISSED APPROACH: Climb to 2000 via ORL R-162 to SABOT INT and hold.

D-ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL	CPDLC
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	126.4 275.8 (East) 121.8 275.8 (West)	134.7 341.7	





CATEGORY	A	B	C	D
S-18R	540/24 446 (500-½)		540/40 446 (500-¾)	540/50 446 (500-1)
C CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

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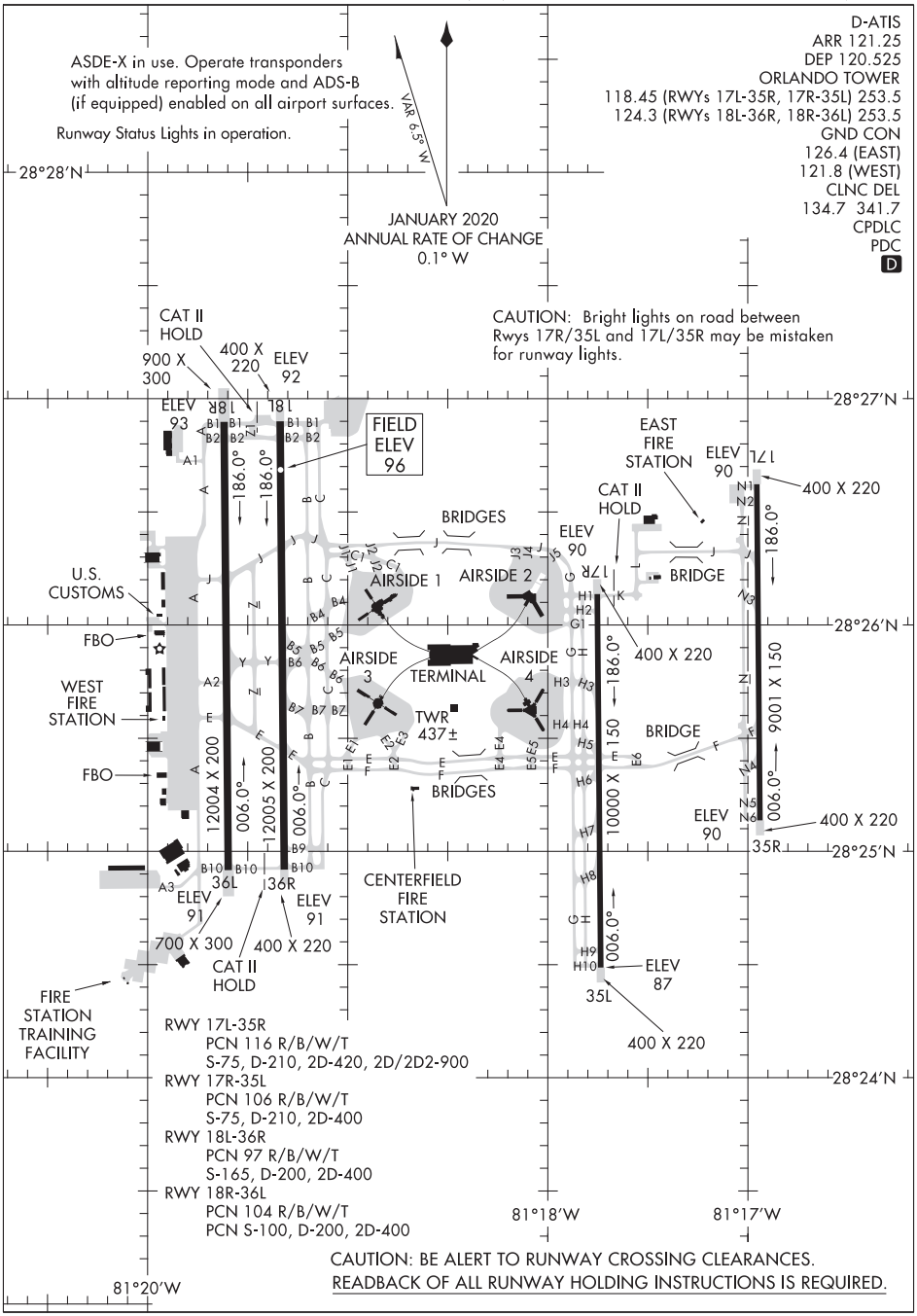
AIRPORT DIAGRAM

AL-571 (FAA)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA



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AIRPORT DIAGRAM
20366
ORLANDO, FLORIDA
ORLANDO INTL (MCO)

CITRUS ONE DEPARTURE

TOP ALTITUDE: 2000

D-ATIS DEP
120.525
CLNC DEL
134.7 341.7
CPDLC
GND CON
126.4 275.8 (EAST)
121.8 275.8 (WEST)
ORLANDO INTL TOWER
(Rwys 17L-35R, 17R-35L)
118.45 253.5
(Rwys 18L-36R, 18R-36L)
124.3 253.5

CRAIG
114.5 CRG
Chan 92
N30°20.33′ - W81°30.60′
L-21-23-24, H-8-12

SEMINOLE
117.5 SZW
Chan 122
N30°33.37′
W84°22.44′
L-21-22, H-8

OCALA
113.7 OCF
Chan 84
N29°10.65′
W82°13.58′
L-21-24

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20′
W81°06.76′
L-21-23-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81°20.10′
L-21-23-24, H-8

MELBOURNE
110.0 MLB
Chan 37
N28°06.32′
W80°38.12′
L-23-24

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′
L-21-24, H-8

PALM BEACH
115.7 PBI
Chan 104
N26°40.80′
W80°05.19′
L-23, H-8

SARASOTA
117.0 SRQ
Chan 117
N27°24.42′
W82°33.82′
L-21-23, H-8

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′ - W81°46.55′
L-21-23, H-8

NOTE: RADAR required.

TAKEOFF MINIMUMS:
Rwys 17L/R, 18L/R, 35L/R, 36L/R: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RWYS: Climb on heading as assigned for vectors to appropriate fix. Maintain 2000. Expect further clearance to filed altitude/flight level 10 minutes after departure.

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CITRUS ONE DEPARTURE
ORLANDO, FLORIDA
ORLANDO INTL (MCO)

(JAG6.ORL) 18200 AL-571 (FAA)

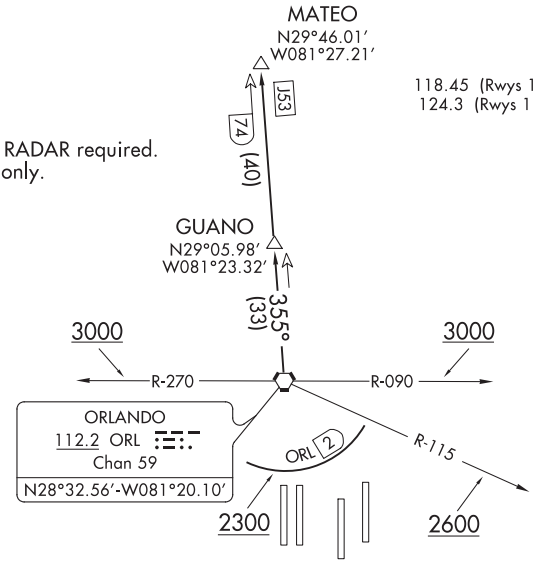
JAGUAR SIX DEPARTURE

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

TOP ALTITUDE: 5000

D-ATIS DEP
120.525
CLNC DEL
134.7 341.7
CPDLC
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5

NOTE: DME and RADAR required.
NOTE: Turbojets only.



TAKEOFF MINIMUMS

Rwys 17L/R, 18L/R, 35L/R, 36L/R: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 17L/R, 18L/R: Climb on heading as assigned, thence . . . .
TAKEOFF RWYS 35L/R: Climb on heading as assigned. Cross ORL VORTAC R-115 at or above 2600, cross ORL VORTAC R-090 or R-270 at or above 3000, thence . . . .
TAKEOFF RWYS 36L/36R: Climb on heading as assigned. Cross 2 DME south of ORL VORTAC at or above 2300, cross ORL VORTAC R-090 or R-270 at or above 3000, thence . . . .

. . . . for vectors to ORL VORTAC R-355 to GUANO, then on ORL VORTAC R-355 to MATEO. Maintain 5000. Expect further clearance to filed altitude/flight level 10 minutes after departure.

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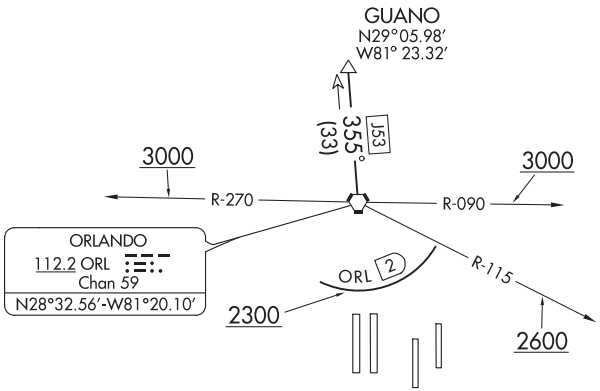
MCCOY TWO DEPARTURE

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

TOP ALTITUDE: 5000

D-ATIS DEP
120.525
CLNC DEL
134.7 341.7
CPDLC
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5

TAKEOFF MINIMUMS
Rwys 17L/R, 18L/R, 35L/R, 36L/R: Standard.



NOTE: DME and RADAR required.
NOTE: Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 17L/R, 18L/R: Climb on heading as assigned. Thence. . . .

TAKEOFF RWYS 35L/R, 36L/R: Climb on heading as assigned. Cross 2 DME south of ORL VORTAC at or above 2300, cross ORL VOTRAC R-115 at or above 2600, cross ORL VORTAC R-090 or R-270 at or above 3000. Thence. . . .

. . . .for vectors to ORL VORTAC R-355 to GUANO. Maintain 5000. Expect further clearance to filed altitude/flight level 10 minutes after departure.

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(ORLA4.ORLA) 20086 AL-571 (FAA)

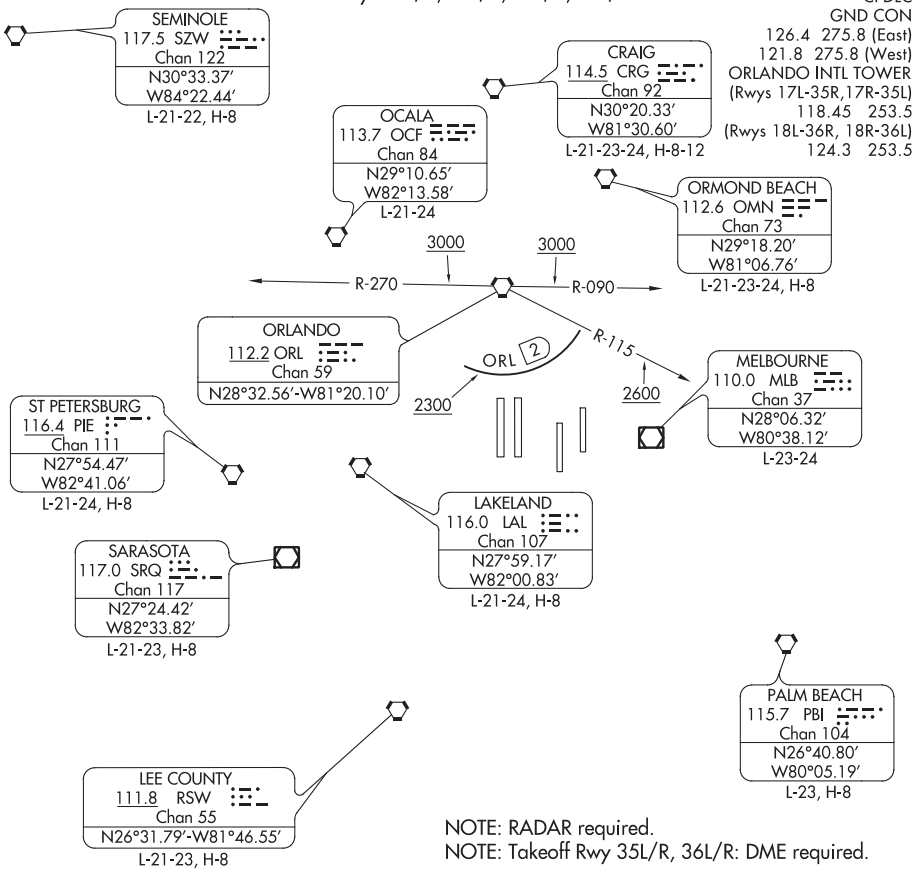
ORLANDO FOUR DEPARTURE

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

TOP ALTITUDE: 5000

D-ATIS DEP 120.525
CLNC DEL 134.7 341.7
CPDLC
GND CON 126.4 275.8 (East) 121.8 275.8 (West)
ORLANDO INTL TOWER
(Rwys 17L-35R,17R-35L) 118.45 253.5
(Rwys 18L-36R, 18R-36L) 124.3 253.5

TAKEOFF MINIMUMS
Rwys 17L/R, 18L/R, 35L/R, 36L/R: Standard.



NOTE: RADAR required.
NOTE: Takeoff Rwy 35L/R, 36L/R: DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 17L/R, 18L/R: Climb on heading as assigned for vectors to filed/assigned route. Thence. . . .
TAKEOFF RWYS 35L/R, 36L/R: Climb on heading as assigned for vectors to filed/assigned route. Cross 2 DME south of ORL VORTAC at or above 2300, cross ORL VORTAC R-115 at or above 2600, cross ORL VORTAC R-090 or R-270 at or above 3000. Thence. . . .
. . . .maintain 5000, expect further clearance to filed altitude/flight level 10 minutes after departure.

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ILS or LOC RWY 9L
ORLANDO SANFORD INTL (SFB)

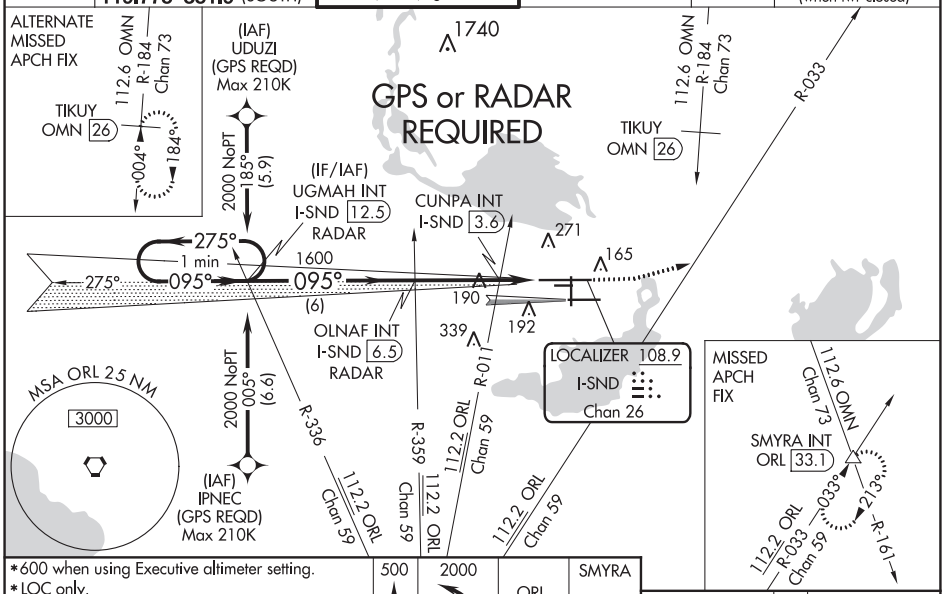
LOC/DME I-SND	APP CRS	Rwy ldg	10002
108.9	095°	TDZE	55
Chan 26		Apt Elev	55

VDP NA with Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting: increase DA to 298 feet; increase all MDAs 60 feet and visibility Cats C and D ¼ SM. Simultaneous approach authorized with Rwy 9R. Circling to Rwy 27C NA at night.

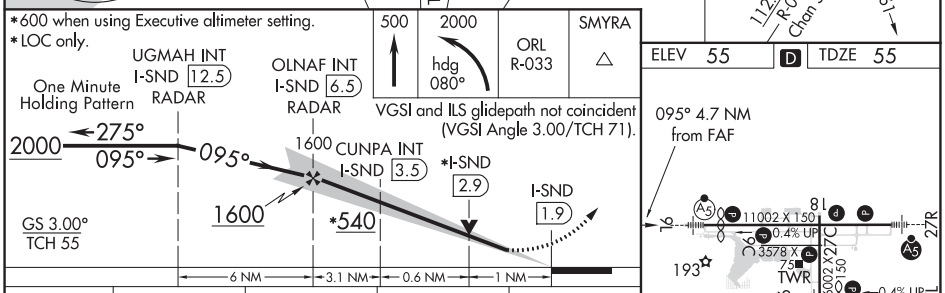
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on heading 080° and ORL VORTAC R-033 to SMYRA INT/ORL 33.1 DME and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL	CLNC DEL
125.975	135.3 351.9 (NORTH) 119.775 351.9 (SOUTH)	120.3(CTAF) L 254.35	121.35 254.35	123.975	121.35 (when twr closed)



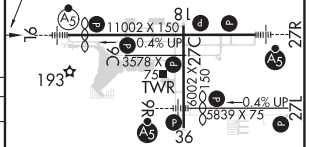
*600 when using Executive altimeter setting.
*LOC only.



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

ELEV 55 | D | TDZE 55

095° 4.7 NM from FAF



CATEGORY	A	B	C	D
S-ILS 9L	255-½ 200 (200-½)			
S-LOC 9L	540-½ 485 (500-½)		540-1 485 (500-1)	
C CIRCLING	580-1 525 (600-1)		600-1½ 545 (600-1½)	640-2 585 (600-2)
CUNPA FIX MINIMUMS (DUAL VOR RECEIVER OR DME REQUIRED)				
S-LOC 9L	440-½ 385 (400-½)		440-⅝ 385 (400-⅝)	
C CIRCLING	580-1 525 (600-1)		600-1½ 545 (600-1½)	640-2 585 (600-2)

MIRL Rwy 9C-27C and 18-36 L
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

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ILS or LOC RWY 9R
ORLANDO SANFORD INTL (SFB)

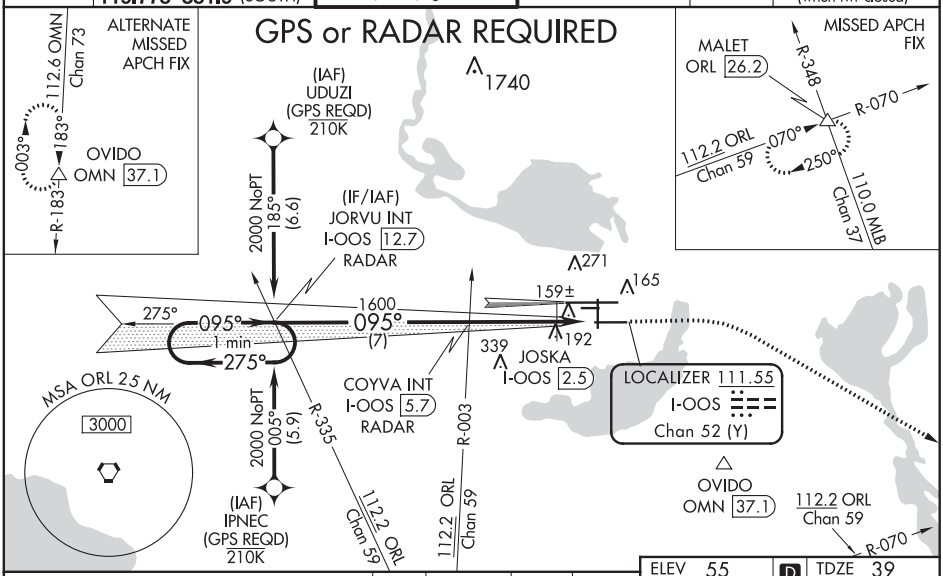
LOC/DME I-OOS	APP CRS	Rwy ldg	5000
111.55	095°	TDZE	39
Chan 52 (Y)		Apt Elev	55

When local altimeter setting not received, use Executive altimeter setting and increase S-ILS DA to 282, and all MDA 60 feet; increase S-LOC 9R Cat C, D visibility ¼ mile, Circling Cat C visibility ⅛ mile and JOSKA fix minimums S-LOC 9R Cats C, D visibility ¼ mile. Simultaneous approach authorized with Rwy 9L. Night landing: Rwy 27C NA.

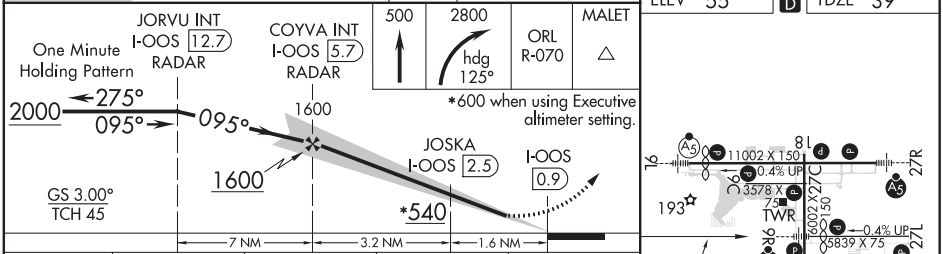
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2800 on heading 125° and ORL VORTAC R-070 to MALET INT/ORL 26.2 DME and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL	CLNC DEL
125.975	135.3 351.9 (NORTH) 119.775 351.9 (SOUTH)	120.3 (CTAF) L 254.35	121.35 254.35	123.975	121.35 (when twr closed)



SE-3, 25 FEB 2021 to 22 APR 2021



CATEGORY	A	B	C	D
S-ILS 9R	239-½ 200 (200-½)			
S-LOC 9R	540-½ 501 (500-½)		540-1 501 (500-1)	
C CIRCLING	580-1 525 (600-1)		600-1½ 545 (600-1½)	640-2 585 (600-2)
JOSKA FIX MINIMUMS (DME REQUIRED)				
S-LOC 9R	440-½ 401 (400-½)		440-¾ 401 (400-¾)	
C CIRCLING	580-1 525 (600-1)		600-1½ 545 (600-1½)	640-2 585 (600-2)

ELEV 55 | D | TDZE 39

MIRL Rwy 9C-27C and 18-36 L
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

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ILS or LOC RWY 27R
ORLANDO SANFORD INTL (SFB)

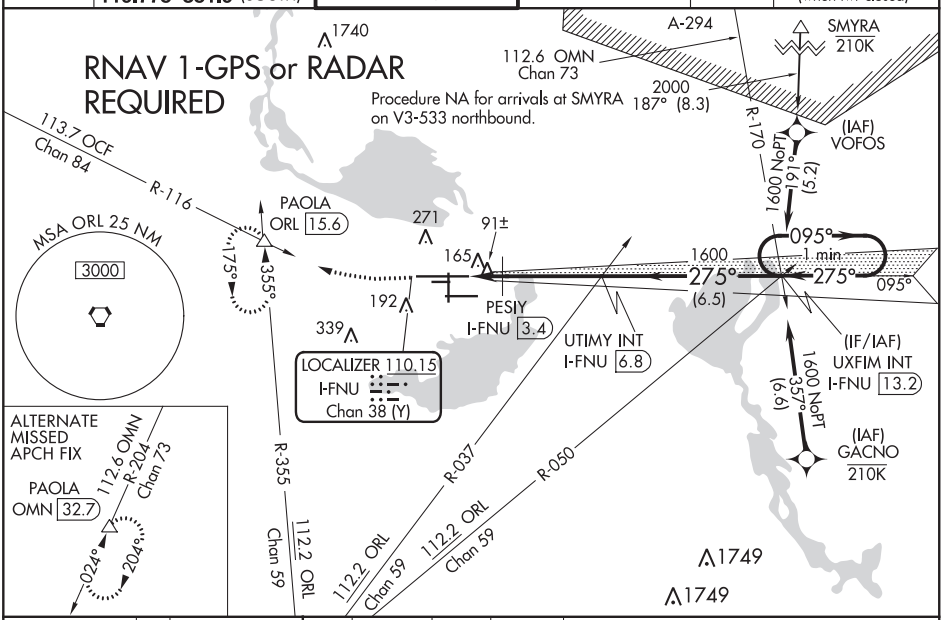
LOC/DME I-FNU	APP CRS	Rwy ldg 11002
110.15	275°	TDZE 45
Chan 38 (Y)		Apt Elev 55

For inop ALS, increase PESIY FIX minimums
Cat C/D visibility to 1 SM.

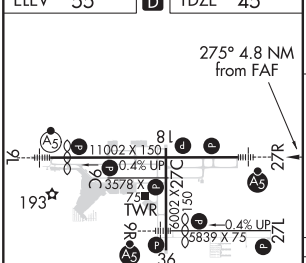
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2800 on heading 280° and ORL VORTAC R-355 to PAOLA INT/ORL 15.6 DME and hold, continue climb-in-hold to 2800.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL	CLNC DEL
125.975	135.3 351.9 (NORTH) 119.775 351.9 (SOUTH)	120.3 (CTAF) L 254.35	121.35 254.35	123.975	121.35 (when twr closed)

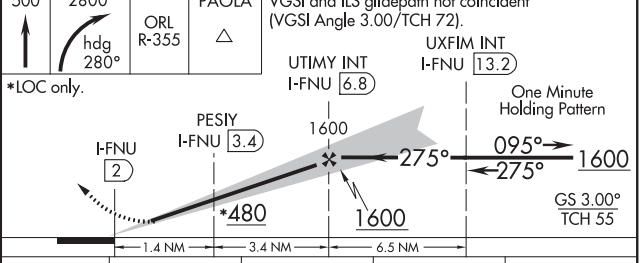


ELEV 55	D	TDZE 45



MIRL Rwy 9C-27C and 18-36 L
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 27R	245-½ 200 (200-½)			
S-LOC 27R	480-½ 435 (500-½)		480-¾ 435 (500-¾)	
C CIRCLING	580-1 525 (600-1)		600-1½ 545 (600-1½)	640-2 585 (600-2)
PESIY FIX MINIMUMS				
S-LOC 27R	400-½ 355 (400-½)		400-⅝ 355 (400-⅝)	
C CIRCLING	580-1 525 (600-1)		600-1½ 545 (600-1½)	640-2 585 (600-2)

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RNAV (GPS) RWY 9L
ORLANDO SANFORD INTL (SFB)

WAAS CH 78409 W09A	APP CRS 095°	Rwy ldg 10002 TDZE 55 Apt Elev 55

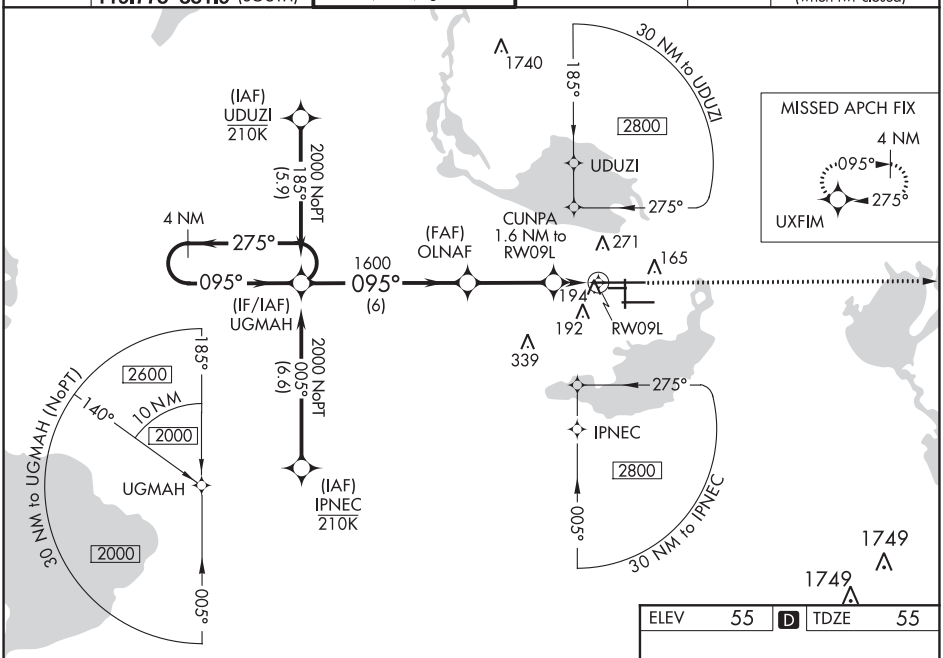
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C. Baro-VNAV and VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase LPV DA to 282, LNAV/VNAV DA to 501 and all MDA 60 feet; increase LNAV/VNAV all Cats visibilities ⅛ SM and LNAV Cat C/D visbility ¼ SM. Night landing: Rwy 27C NA.

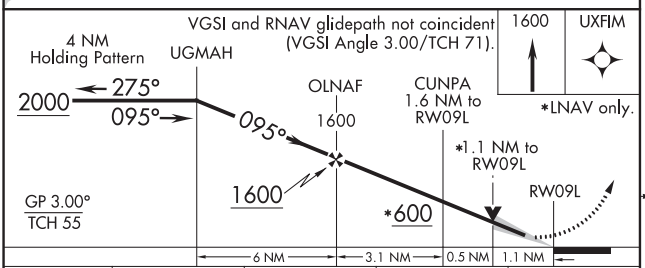
MALSR

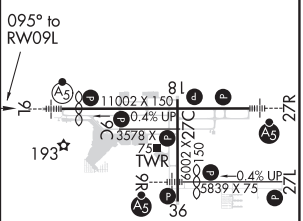
MISSED APPROACH: Climb to 1600 direct UXFIM and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER*	GND CON	CLNC DEL	CLNC DEL
125.975	135.3 351.9 (NORTH) 119.775 351.9 (SOUTH)	120.3 (CTAF) L 254.35	121.35 254.35	123.975	121.35 (when twr closed)



ELEV	55	D	TDZE	55





CATEGORY	A	B	C	D
LPV DA	255-½ 200 (200-½)			
LNAV/VNAV DA	355-½ 300 (300-½)			
LNAV MDA	460-½ 405 (500-½)		460-¾ 405 (500-¾)	
C CIRCLING	580-1 525 (600-1)		600-1½ 545 (600-1½)	640-2 585 (600-2)

MIRL Rwy 9C-27C and 18-36 L
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

WAAS CH 48810 W09B	APP CRS 095°	Rwy ldg 5000 TDZE 39 Apt Elev 55

RNAV (GPS) RWY 9R
ORLANDO SANFORD INTL (SFB)

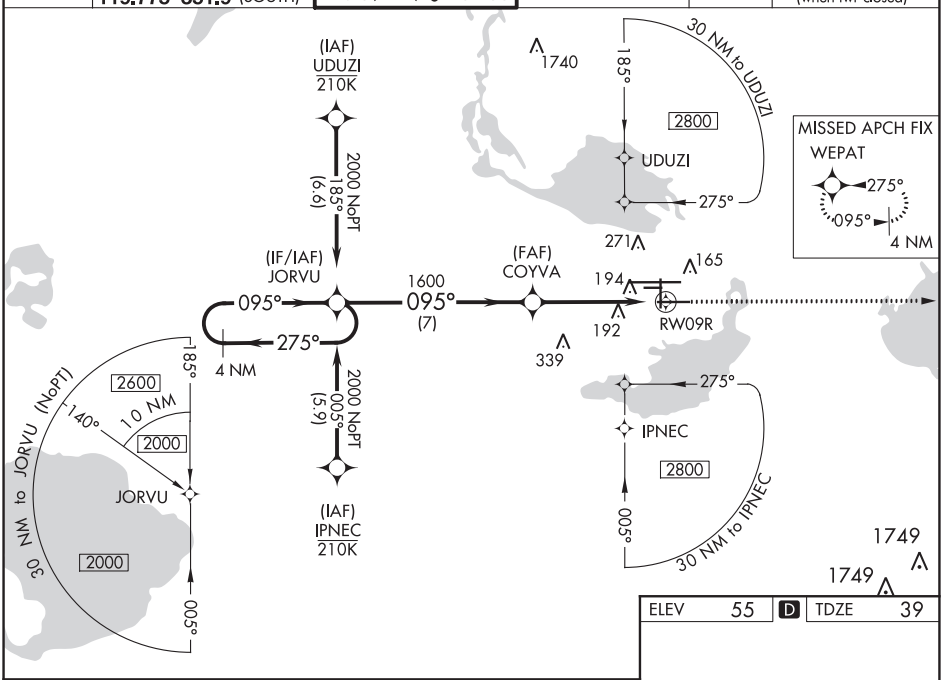
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0° C or above 54° C. Baro-VNAV and VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase LPV DA to 282, LNAV/VNAV DA to 501 and all MDA 60 feet; increase LNAV/VNAV all Cats visibilities ⅛ SM and LNAV Cat C/D visibility ¼ SM. Night landing: Rwy 27C NA.

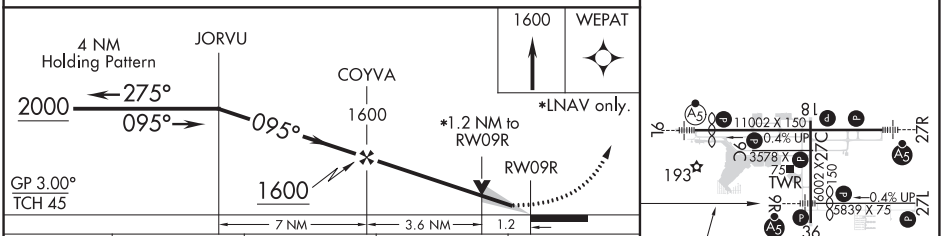
MALSR

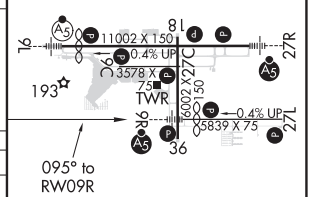
MISSED APPROACH: Climb to 1600 direct WEPAT and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL	CLNC DEL
125.975	135.3 351.9 (NORTH) 119.775 351.9 (SOUTH)	120.3 (CTAF) L 254.35	121.35 254.35	123.975	121.35 (when twr closed)



ELEV	55	D	TDZE	39





CATEGORY	A	B	C	D
LPV DA	239-½ 200 (200-½)			
LNAV/VNAV DA	458-1 419 (500-1)			
LNAV MDA	460-½ 421 (500-½)		460-¾ 421 (500-¾)	
C CIRCLING	580-1 525 (600-1)		600-1½ 545 (600-1½)	640-2 585 (600-2)

MIRL Rwy 9C-27C and 18-36 L
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

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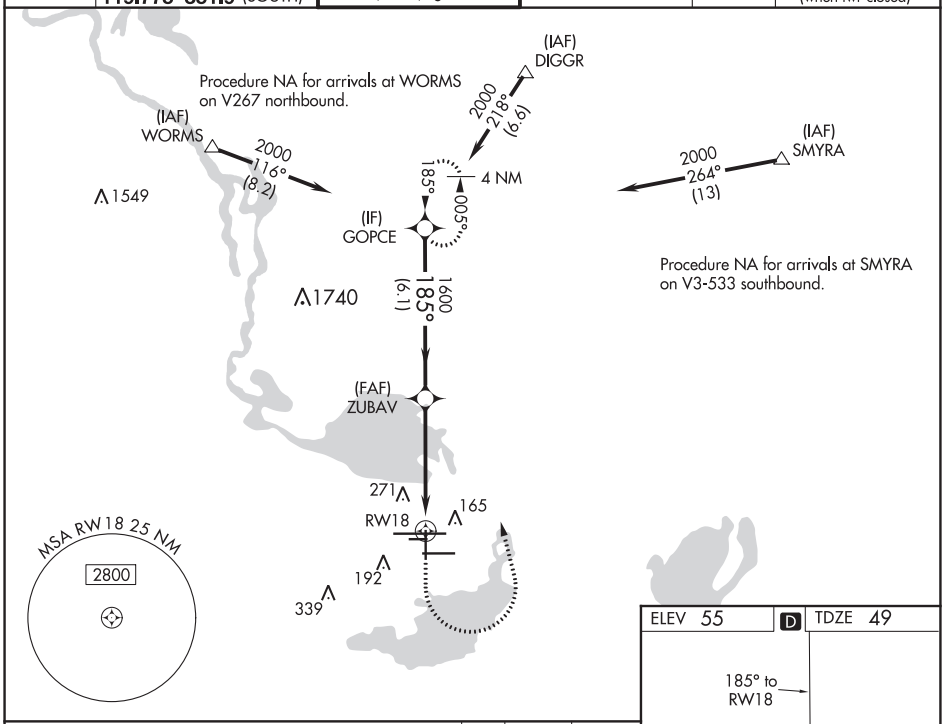
WAAS CH 45923 W18A	APP CRS 185°	Rwy ldg 5956 TDZE 49 Apt Elev 55

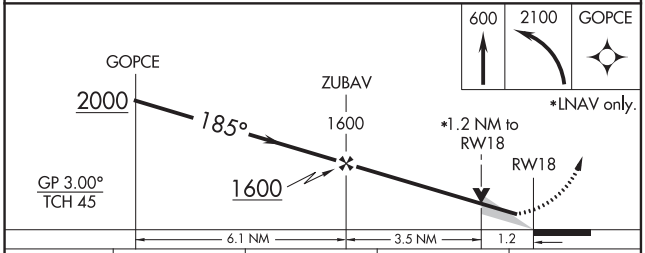
RNAV (GPS) RWY 18
ORLANDO SANFORD INTL (SFB)

Night Landing: Rwy 27C NA. Baro-VNAV NA when using Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA with Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting: Increase LPV DA to 292 feet; increase LNAV/VNAV DA to 342 feet and all visibilities ¼ SM; increase all MDAs 60 feet and visibility Cats C and D ¼ SM.

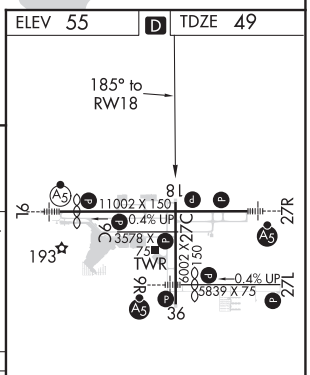
MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct GOPCE and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER*	GND CON	CLNC DEL	CLNC DEL
125.975	135.3 351.9 (NORTH) 119.775 351.9 (SOUTH)	120.3 (CTAF) L 254.35	121.35 254.35	123.975	121.35 (when twr closed)





CATEGORY	A	B	C	D
LPV DA	249-¾ 200 (200-¾)			
LNAV/VNAV DA	299-¾ 250 (300-¾)			
LNAV MDA	480-1 431 (500-1)		480-1¼ 431 (500-1¼)	
C CIRCLING	580-1 525 (600-1)		600-1½ 545 (600-1½)	640-2 585 (600-2)



MIRL Rwy 9C-27C and 18-36 L
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

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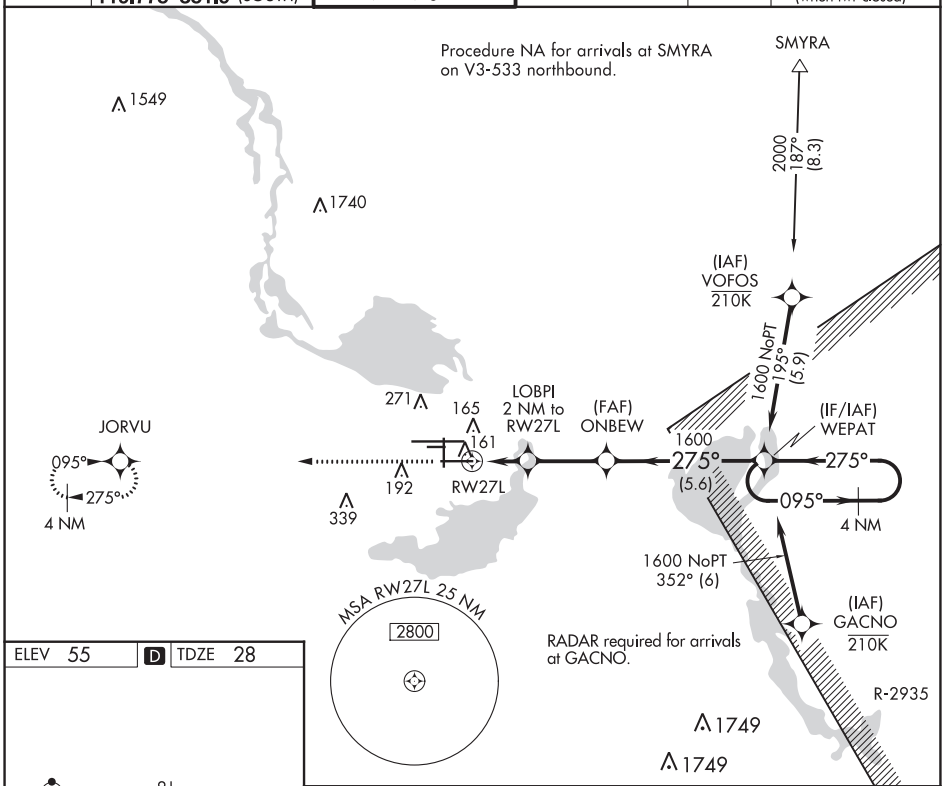
APP CRS	Rwy ldg	5839
275°	TDZE	28
	Apt Elev	55

RNAV (GPS) RWY 27L
ORLANDO SANFORD INTL (SFB)

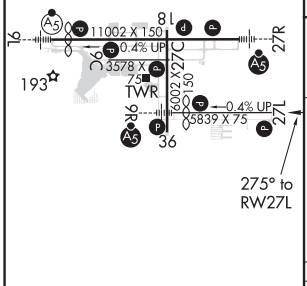
Night Landing: Rwy 27C NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Executive altimeter setting: increase all MDAs 60 feet and visibility Cat C ¼ SM. VDP NA when using Executive altimeter setting.

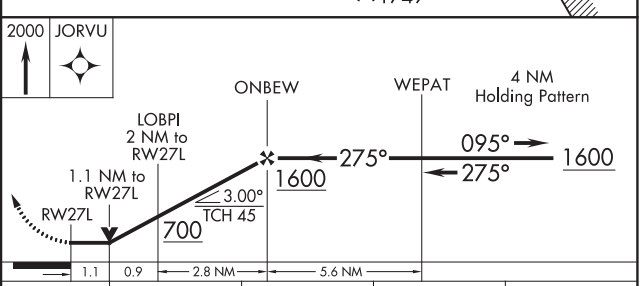
MISSED APPROACH: Climb to 2000 direct JORVU and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL	CLNC DEL
125.975	135.3 351.9 (NORTH) 119.775 351.9 (SOUTH)	120.3 (CTAF) L 254.35	121.35 254.35	123.975	121.35 (when twr closed)



ELEV 55 | D | TDZE 28





CATEGORY	A	B	C	D
LNAV MDA	420-1 392 (400-1)		420-1½ 392 (400-1½)	420-2 392 (400-2)
C CIRCLING	580-1 525 (600-1)		600-1½ 545 (600-1½)	640-2 585 (600-2)

MIRL Rwy 9C-27C and 18-36 L
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

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20254

RNAV (GPS) RWY 27R
ORLANDO SANFORD INTL (SFB)

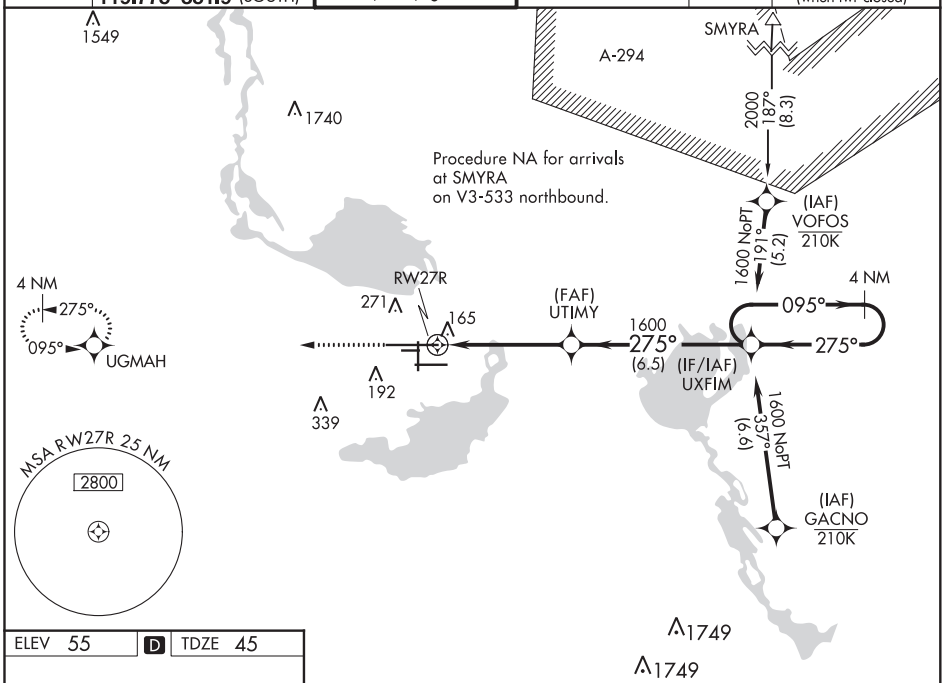
WAAS CH 63209 W27A	APP CRS 275°	Rwy ldg 11002 TDZE 45 Apt Elev 55

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
For inop ALS, increase LNAV/VNAV all Cats visibility to 1¼ SM, increase LNAV Cat C/D visibility to 1 SM.

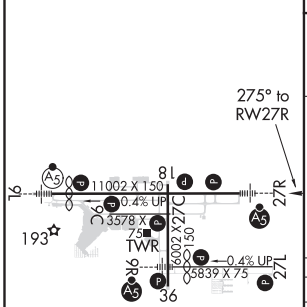
MALSR

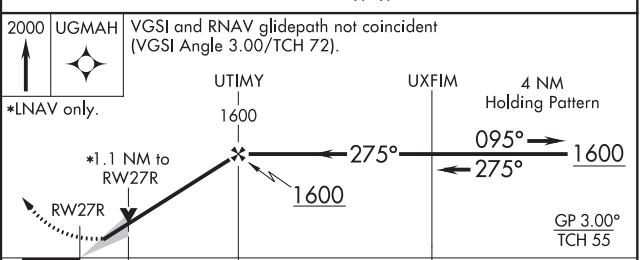
MISSED APPROACH: Climb to 2000 direct UGMAH and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL	CLNC DEL
125.975	135.3 351.9 (NORTH) 119.775 351.9 (SOUTH)	120.3(CTAF) L 254.35	121.35 254.35	123.975	121.35 (when twr closed)



ELEV 55 | D | TDZE 45





CATEGORY	A	B	C	D
LPV DA	245-½ 200 (200-½)			
LNAV/VNAV DA	425-⅞ 380 (400-⅞)			
LNAV MDA	420-½ 375 (400-½)		420-⅝ 375 (400-⅝)	
C CIRCLING	580-1 525 (600-1)		600-1½ 545 (600-1½)	640-2 585 (600-2)

MIRL Rwy 9C-27C and 18-36 L
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

SE-3, 25 FEB 2021 to 22 APR 2021

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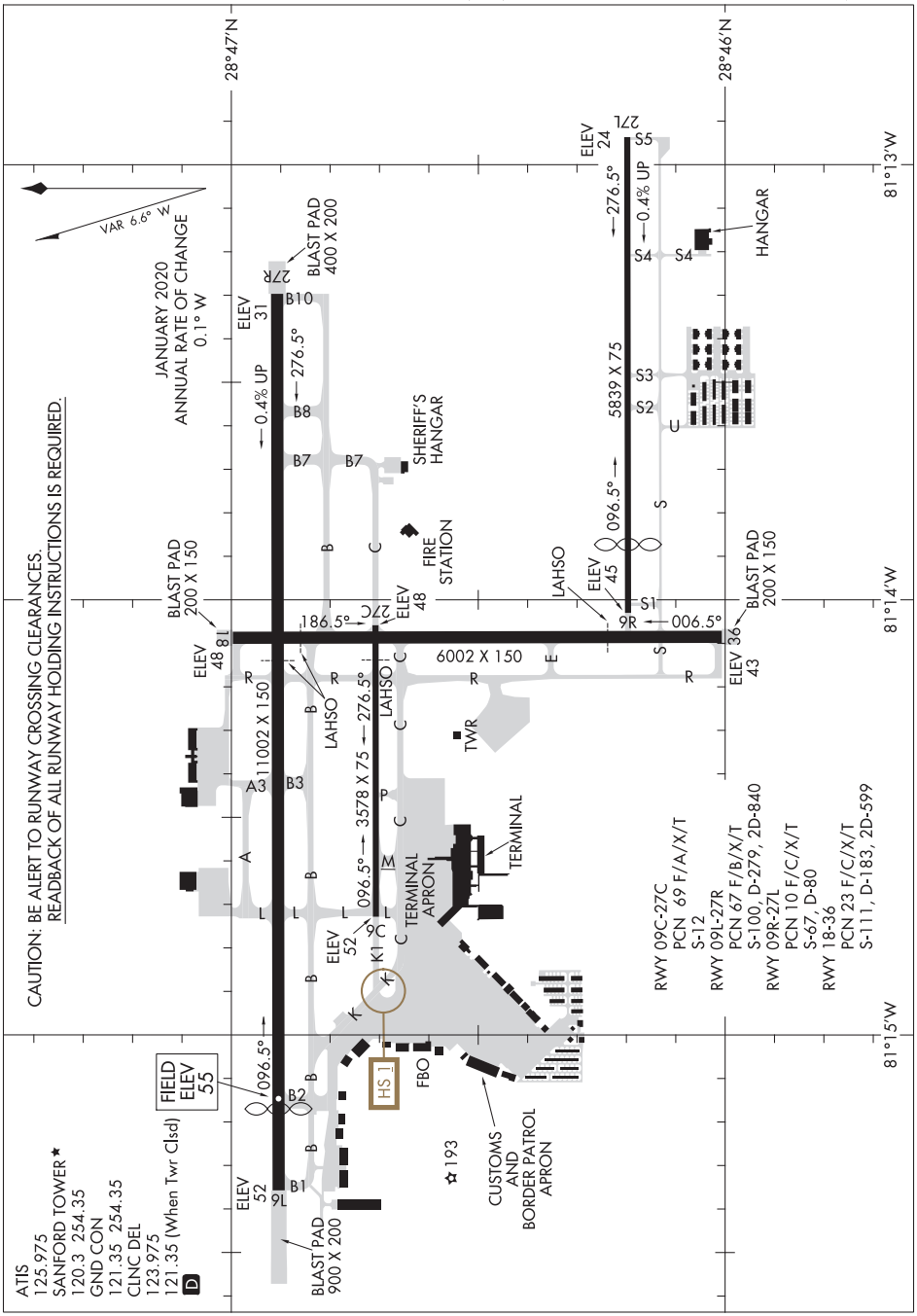

28°47'N
28°46'N
81°13'W
81°14'W
81°15'W
VAR 6.6° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
BLAST PAD
400 X 200
BLAST PAD
200 X 150
BLAST PAD
900 X 200
ELEV 31
ELEV 24
ELEV 48
ELEV 45
ELEV 36
ELEV 43
ELEV 52
27R
27L
9L
9R
0.4% UP
276.5°
096.5°
006.5°
186.5°
5839 X 75
11002 X 150
6002 X 150
3578 X 75
LAHSO
SHERIFF'S HANGAR
FIRE STATION
HANGAR
TWR
TERMINAL
TERMINAL APRON
FBO
CUSTOMS AND BORDER PATROL APRON
FIELD ELEV 55
HS 1
K1
193
ATIS
125.975
SANFORD TOWER ★
120.3 254.35
GND CON
121.35 254.35
CLNC DEL
123.975
121.35 (When Twr Clsd)
D
RWY 09C-27C
PCN 69 F/A/X/T
S-12
RWY 09L-27R
PCN 67 F/B/X/T
S-100, D-279, 2D-840
RWY 09R-27L
PCN 10 F/C/X/T
S-67, D-80
RWY 18-36
PCN 23 F/C/X/T
S-111, D-183, 2D-599

SANFORD EIGHT DEPARTURE

ATIS
125.975
CLNC DEL
123.975
CLNC DEL (when twr closed)
121.35
ORLANDO DEP CON
135.3 351.9

SEMINOLE
117.5 SZW
Chan 122
N30° 33.37′
W84° 22.44′
L-21-22, H-8

CRAIG
114.5 CRG
Chan 92
N30° 20.33′
W81° 30.60′
L-21-23-24, H-8-12

OCALA
113.7 OCF
Chan 84
N29° 10.65′
W82° 13.58′
L-21-24

CROSS CITY
112.0 CTY
Chan 57
N29° 35.94′
W83° 02.93′
L-21-24, H-8

005°
275° 095°
275° 095°
275° 095°
185°

ORMOND BEACH
112.6 OMN
Chan 73
N29° 18.20′
W81° 06.76′
L-21-23-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28° 32.56′
W81° 20.10′
L-21-23-24, H-8

ST PETERSBURG
116.4 PIE
Chan 111
N27° 54.47′
W82° 41.06′
L-21-24, H-8

MELBOURNE
110.0 MLB
Chan 37
N28° 06.32′
W80° 38.12′
L-23-24

LAKELAND
116.0 LAL
Chan 107
N27° 59.17′
W82° 00.83′
L-21-23-24, H-8

SARASOTA
117.0 SRQ
Chan 117
N27° 24.42′
W82° 33.82′
L-21-23, H-8

TREASURE
117.3 TRV
Chan 120
N27° 40.70′
W80° 29.38′
L-23-24, H-8

LEE COUNTY
111.8 RSW
Chan 55
N26° 31.79′
W81° 46.55′
L-21-23, H-8

PAHOKEE
115.4 PHK
Chan 101
N26° 46.96′
W80° 41.49′
L-23, H-8

PALM BEACH
115.7 PBI
Chan 104
N26° 40.80′
W80° 05.19′
L-23, H-8

TOP ALTITUDE: 2000

TAKEOFF MINIMUMS
Rwys 9L/C/R, 27L/C/R, 18, 36: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/C/R: Climb heading 095°, thence. . . .
TAKEOFF RUNWAYS 27L/C/R: Climb heading 275°, thence. . . .
TAKEOFF RUNWAY 18: Climb heading 185°, thence. . . .
TAKEOFF RUNWAY 36: Climb heading 005°, thence. . . .

. . . .expect vectors to appropriate fix. Maintain 2000. Expect further clearance to filed altitude/flight level ten (10) minutes after departure.

TAKEOFF OBSTACLE NOTES

Rwy 9R: Pole at DER, 277′ left of centerline, 7′ AGL/25′ MSL.
Utilities beginning 430′ from DER, 206′ left of centerline, up to 39′ AGL/55′ MSL.
Utilities beginning 430′ from DER, 109′ right of centerline, up to 39′ AGL/55′ MSL.
Trees beginning 986′ from DER, 13′ left of centerline, up to 52′ AGL/83′ MSL.
Trees beginning 1078′ from DER, 463′ right of centerline, up to 66′ AGL/80′ MSL.

Rwy 9C: Vehicles on roadway beginning 22′ from DER, left and right of centerline, up to 15′ AGL/62′ MSL.
Bush 163′ from DER, 276′ left of centerline, 9′ AGL/57′ MSL.
Pole 1079′ from DER, 314′ right of centerline, 36′ AGL/78′ MSL.
Trees beginning 1130′ from DER, 90′ right of centerline, up to 82′ AGL/112′ MSL.

Rwy 27R: Antenna on building 131′ from DER, 441′ right of centerline, 18′ AGL/67′ MSL.
Poles and trees beginning 1157′ from DER, 146′ left of centerline, up to 65′ AGL/120′ MSL.
Trees beginning 1395′ from DER, 66′ right of centerline, up to 67′ AGL/116′ MSL.

Rwy 27C: Buildings beginning 1548′ from DER, 336′ left of centerline, up to 47′ AGL/101′ MSL.
Trees beginning 1753′ from DER, 295′ right of centerline, up to 76′ AGL/105′ MSL.
Towers and antenna beginning 2340′ from DER, 544 left of centerline, up to 135′ AGL/194′ MSL.

Rwy 27L: Approach lights beginning 32′ from DER, on centerline, up to 17′ AGL/56′ MSL.
Fence 229′ from DER, 16′ right of centerline, 12′ AGL/51′ MSL.
Vehicles on roadway beginning 359′ from DER, left and right of centerline, up to 15′ AGL/60′ MSL.
Trees beginning 865′ from DER, 574′ left of centerline, up to 50′ AGL/94′ MSL.
Pole 1006′ from DER, 692′ right of centerline, 43′ AGL/86′ MSL.
Trees beginning 2733′ from DER, left and right of centerline, up to 91′ AGL/135′ MSL.

Rwy 18: Poles beginning 945′ from DER, 482′ left of centerline, up to 44′ AGL/71′ MSL.
Trees beginning 997′ from DER, 280′ left of centerline, up to 63′ AGL/93′ MSL.
Trees beginning 1277′ from DER, 621′ right of centerline, up to 83′ AGL/112′ MSL.

Rwy 36: Trees beginning 330′ from DER, 508′ right of centerline, up to 43′ AGL/77′ MSL.
Trees beginning 1104′ from DER, 617′ left of centerline, up to 85′ AGL/114′ MSL.

ORMOND BEACH, FLORIDA

AL-5459 (FAA)

19283

RNAV (GPS) RWY 9
ORMOND BEACH MUNI (OMN)

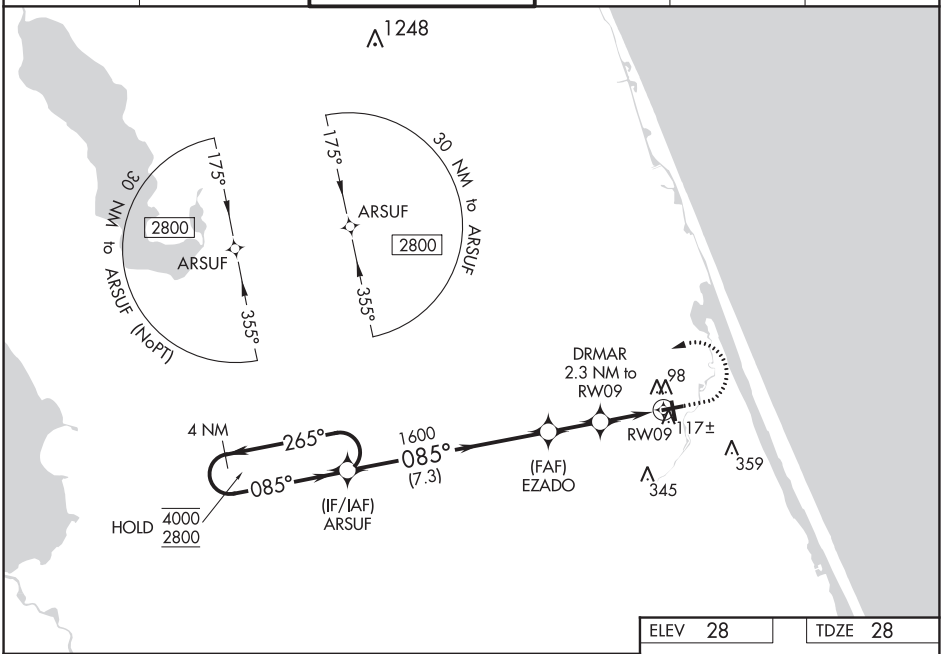
WAAS CH 82334 W09A	APP CRS 085°	Rwy ldg 4005 TDZE 28 Apt Elev 28

RNP APCH.

Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54° C. VDP NA when using Daytona Beach altimeter setting.

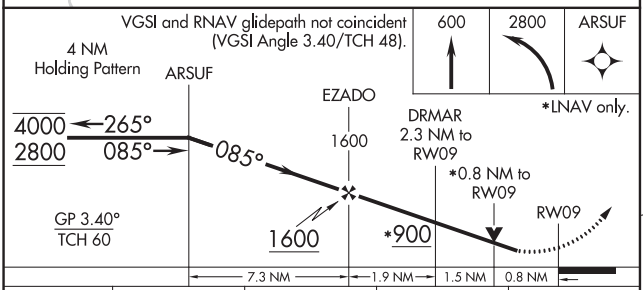
MISSED APPROACH: Climb to 600 then climbing left turn to 2800 direct ARSUF and hold.

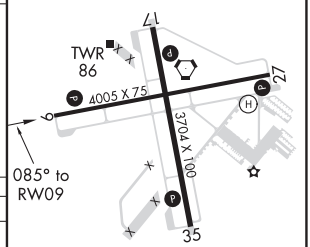
ATIS	DAYTONA APP CON	ORMOND BEACH TOWER★	GND CON	CLNC DEL	UNICOM
118.475	125.8 269.075	119.075 (CTAF) L	121.625	121.625	123.05



ELEV 28 TDZE 28

VGSI and RNAV glidepath not coincident (VGSI Angle 3.40/TCH 48).





CATEGORY	A	B	C	D
LPV DA	313-1 285 (300-1)			NA
LNAV/VNAV DA	278-1 250 (300-1)			NA
LNAV MDA	380-1 352 (400-1)			NA
C CIRCLING	500-1 472 (500-1)		740-2 712 (800-2)	NA

REIL Rwys 9, 17, 27 and 35 L
MIRL Rwys 9-27 and 17-35 L

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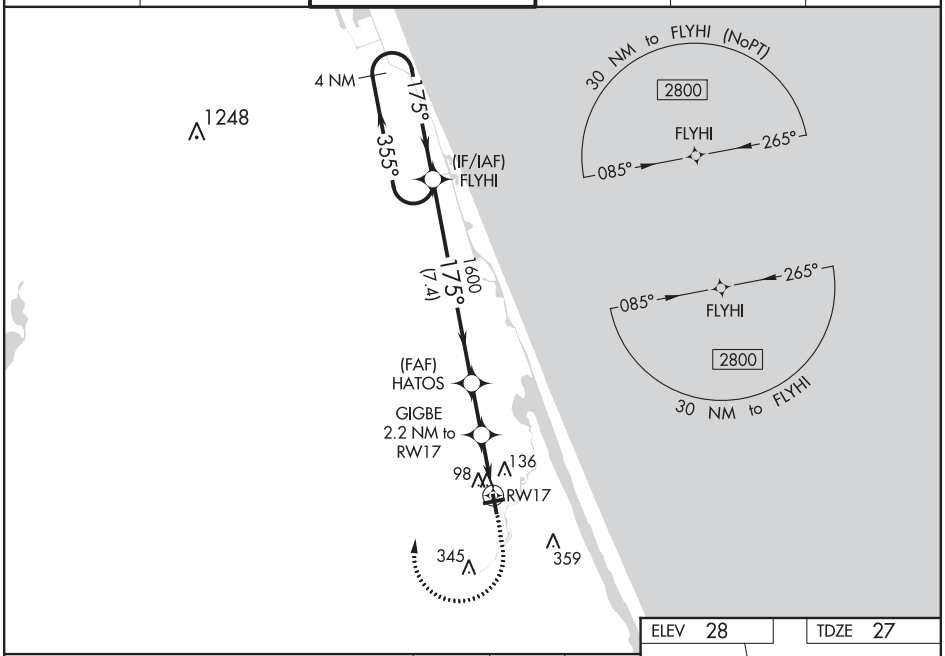
RNAV (GPS) RWY 17
ORMOND BEACH MUNI (OMN)

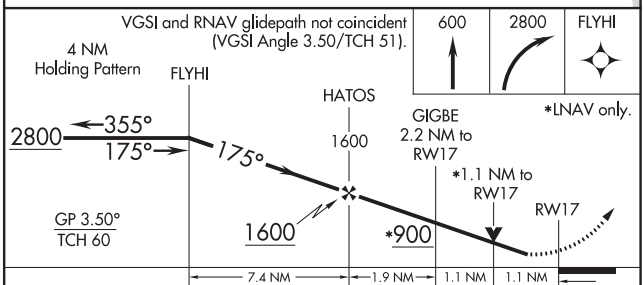
WAAS CH 40234 W17A	APP CRS 175°	Rwy ldg 3704 TDZE 27 Apt Elev 28

Baro-VNAV NA when using Daytona Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Daytona Beach altimeter setting and increase all DA 19 feet and all MDA 20 feet; increase LNAV Cat C visibility ⅛ mile. VDP NA when using Daytona Beach altimeter setting.

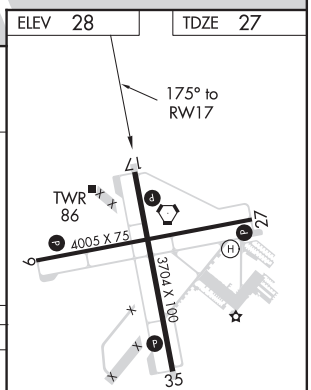
MISSED APPROACH: Climb to 600 then climbing right turn to 2800 direct FLYHI and hold.

ATIS	DAYTONA APP CON	ORMOND BEACH TOWER★	GND CON	CLNC DEL	UNICOM
118.475	125.8 269.075	119.075 (CTAF) L	121.625	121.625	123.05





CATEGORY	A	B	C	D
LPV DA	302-1	275 (300-1)		NA
LNAV/VNAV DA	288-1	261 (300-1)		NA
LNAV MDA	400-1	373 (400-1)		NA
C CIRCLING	500-1	471 (500-1)	740-2 711 (800-2)	NA



REIL Rwys 9, 17, 27, and 35 L
MIRL Rwys 9-27 and 17-35 L

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ORMOND BEACH, FLORIDA

AL-5459 (FAA)

20198

RNAV (GPS) RWY 27
ORMOND BEACH MUNI (OMN)

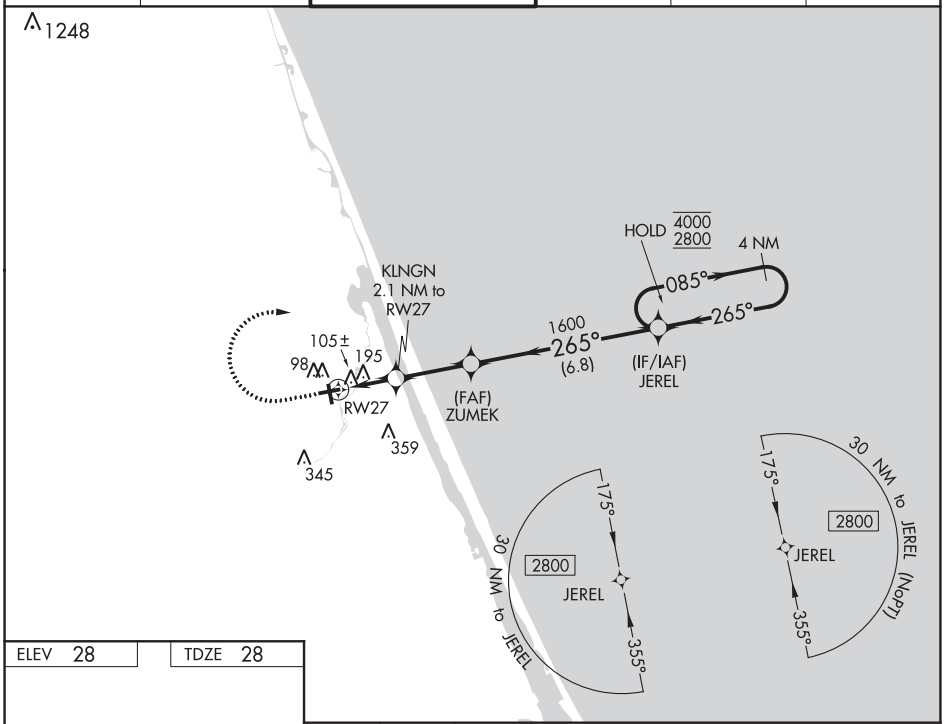
WAAS CH 77634 W27A	APP CRS 265°	Rwy ldg 4005 TDZE 28 Apt Elev 28

RNP APCH.

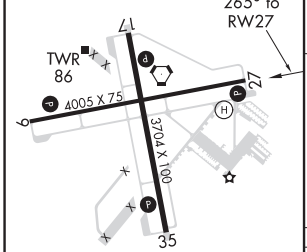
Rwy 27 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 600 then climbing right turn to 2800 direct JEREL and hold.

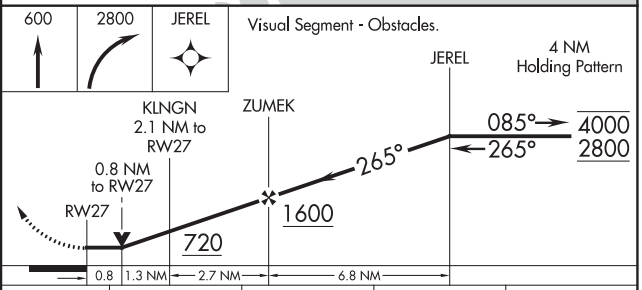
ATIS	DAYTONA APP CON	ORMOND BEACH TOWER★	GND CON	CLNC DEL	UNICOM
118.475	125.8 269.075	119.075 (CTAF) L	121.625	121.625	123.05



ELEV 28 | TDZE 28



REIL Rwys 9, 17, 27, and 35 L
MIRL Rwys 9-27 and 17-35 L



CATEGORY	A	B	C	D
LP MDA	360-1 332 (400-1)			NA
LNAV MDA	460-1 432 (500-1)		460-1¼ 432 (500-1¼)	NA
C CIRCLING	500-1 472 (500-1)		740-2 712 (800-2)	NA

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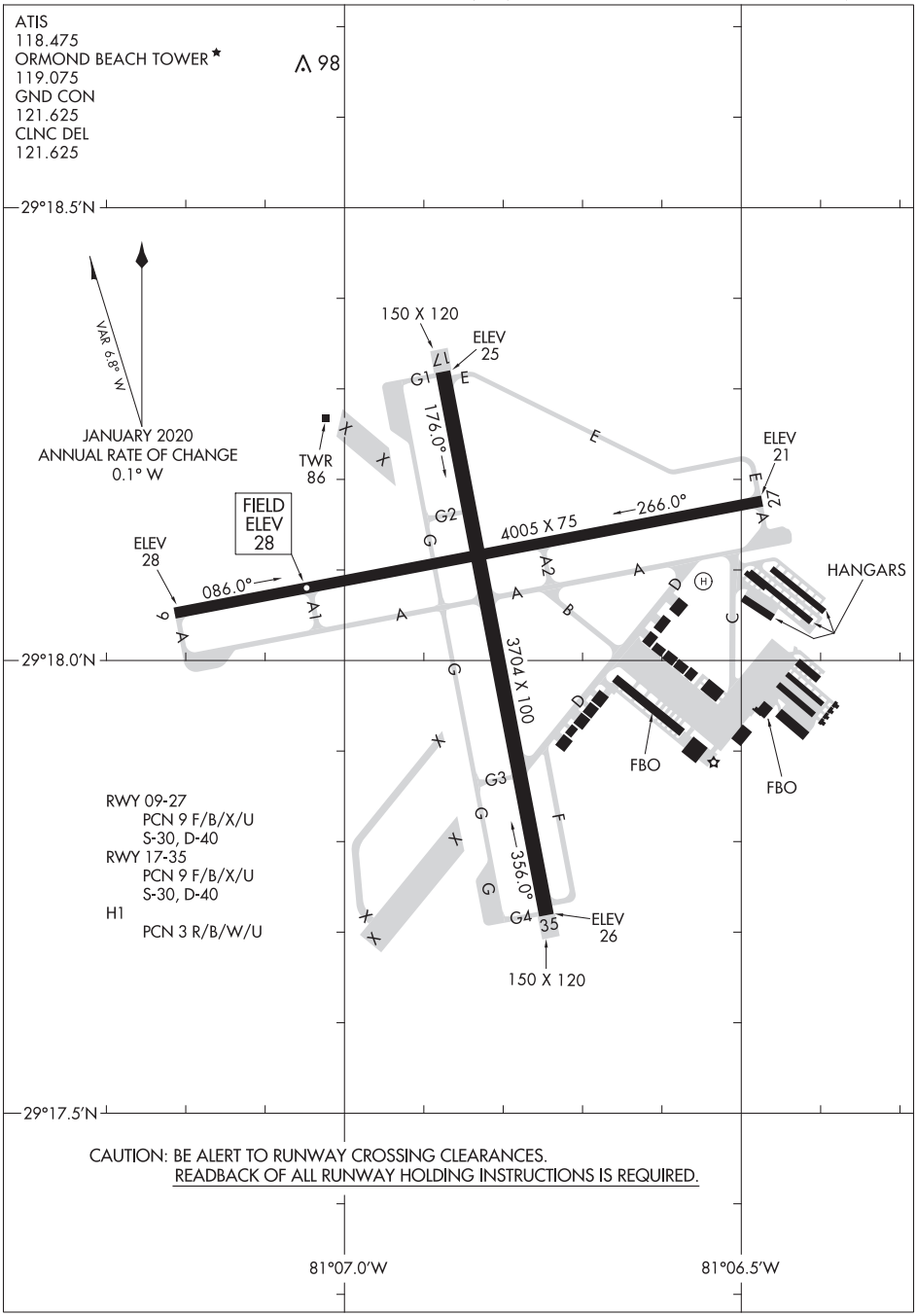

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PAHOKEE, FLORIDA | AL-5232 (FAA) | 19283

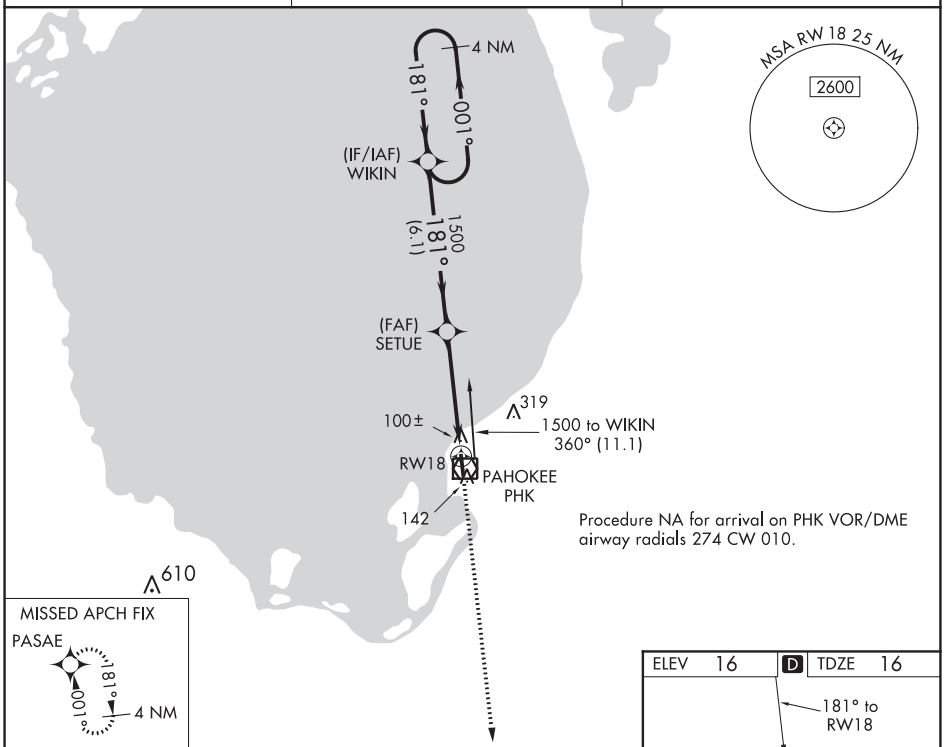
WAAS CH 53408 W18A	APP CRS 181°	Rwy ldg 4016 TDZE 16 Apt Elev 16

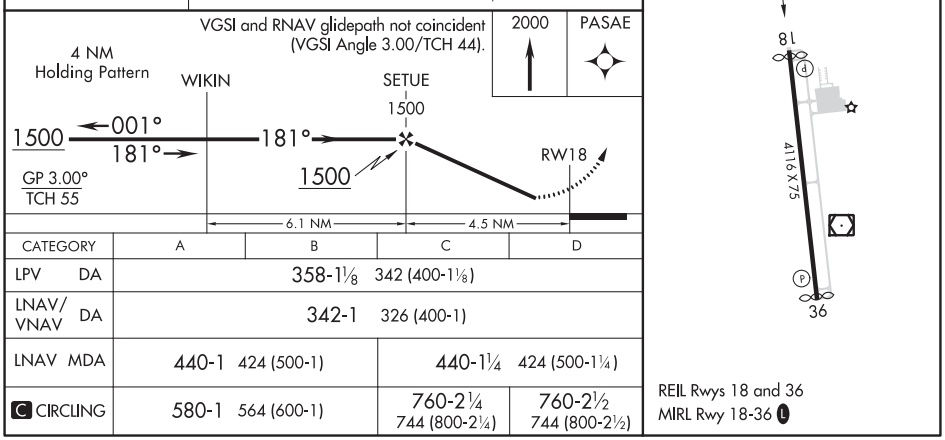
RNAV (GPS) RWY 18
PALM BEACH COUNTY GLADES (PHK)

T NA Baro-VNAV NA. Rwy 18 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Use Palm Beach Intl altimeter setting, when not received procedure NA.

MISSED APPROACH: Climb to 2000 direct PASAE and hold.

PBI ASOS	PALM BEACH APP CON	UNICOM
123.75	128.3 317.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	358-1⅛ 342 (400-1⅛)			
LNAV/VNAV DA	342-1 326 (400-1)			
LNAV MDA	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
C CIRCLING	580-1 564 (600-1)		760-2¼ 744 (800-2¼)	760-2½ 744 (800-2½)

REIL Rwys 18 and 36
MIRL Rwy 18-36 L

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WAAS CH 56408 W36A	APP CRS 001°	Rwy ldg 4064 TDZE 16 Apt Elev 16

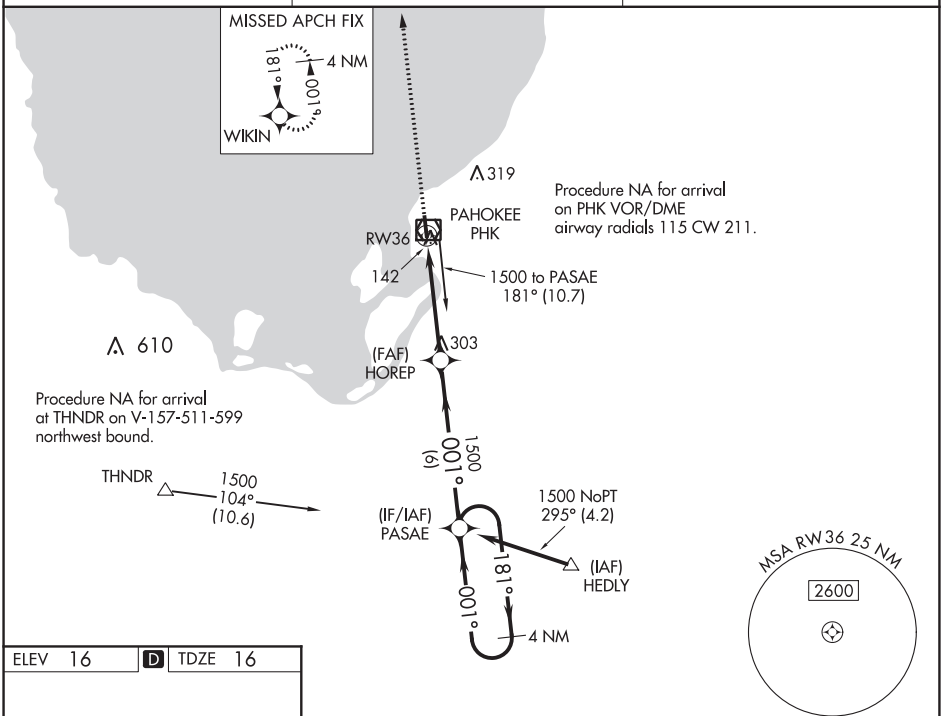
RNAV (GPS) RWY 36
PALM BEACH COUNTY GLADES (PHK)

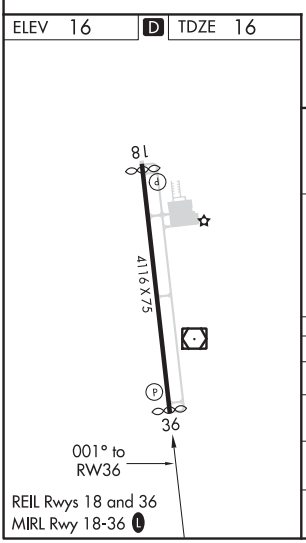
T NA

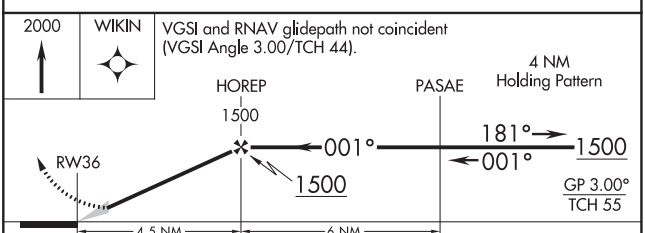
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Palm Beach Intl altimeter setting, when not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct WIKIN and hold.

PBI ASOS	PALM BEACH APP CON	UNICOM
123.75	128.3 317.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	471-1½ 455 (500-1½)			
LNAV/VNAV DA	429-1⅜ 413 (500-1⅜)			
LNAV MDA	520-1 504 (600-1)		520-1⅜ 504 (600-1⅜)	
C CIRCLING	580-1 564 (600-1)		760-2¼ 744 (800-2¼)	760-2½ 744 (800-2½)

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PALATKA, FLORIDA AL-677 (FAA) 19059

WAAS CH 53320 W09A	APP CRS 092°	Rwy ldg 6000 TDZE 34 Apt Elev 48

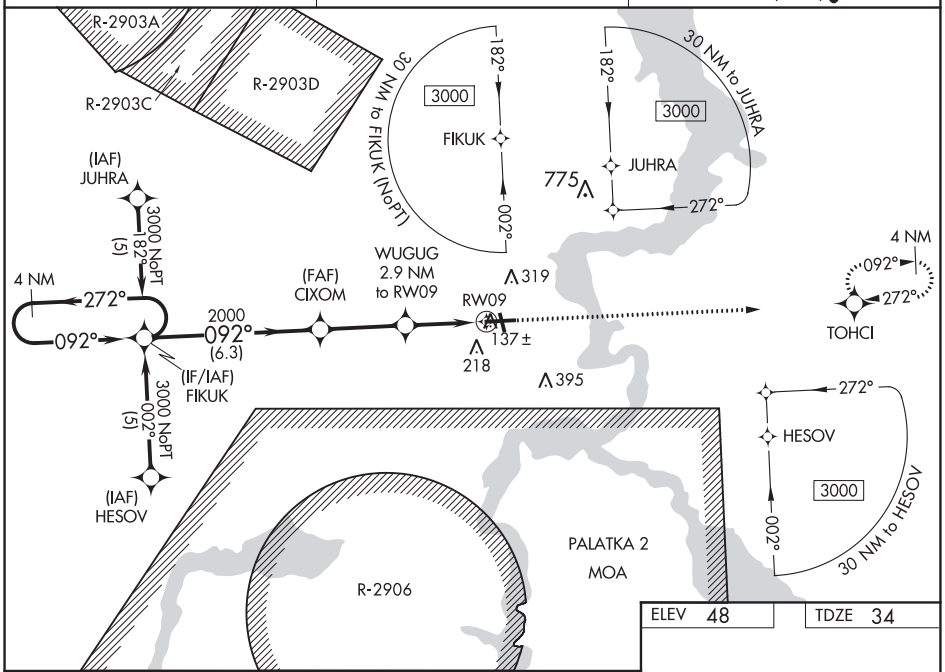
RNAV (GPS) RWY 9
PALATKA MUNI-LT KAY LARKIN FIELD (28J)

RNP APCH.

Baro-VNAV NA when using St Augustine altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Rwy 9 helicopter visibility reduction below ¾ SM NA . When local altimeter setting not received, use St. Augustine altimeter setting and increase LPV DA all Cats to 379, LNAV/VNAV DA all Cats to 457 and all MDA 80 feet; increase LPV all Cats and LNAV Cats C and D visibility ⅛ SM, and LNAV/VNAV all Cats and Circling Cat C visibility ¼ SM. Circling Rwy 17, 35 NA at night.

MISSED APPROACH: Climb to 3000 direct TOHCI and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
119.925	118.175 338.25	122.8 (CTAF) L

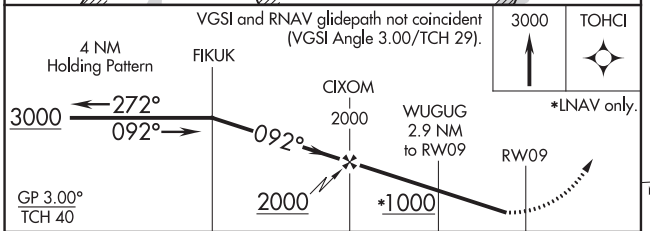


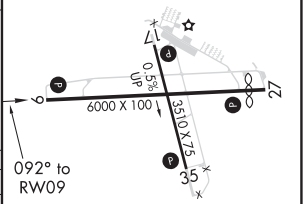
ELEV 48 TDZE 34

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).

3000 TOHCI

*LNAV only.





CATEGORY	A	B	C	D
LPV DA	314-1 280 (300-1)			
LNAV/VNAV DA	392-1¼ 358 (400-1¼)			
LNAV MDA	480-1 446 (500-1)		480-1⅜ 446 (500-1⅜)	480-1½ 446 (500-1½)
CIRCLING	620-1 572 (600-1)		620-1½ 572 (600-1½)	620-2 572 (600-2)

REIL Rwys 9 and 27
MIRL Rwys 9-27 and 17-35 L

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WAAS CH **99320** **W27A**	APP CRS **272°**	Rwy ldg **5551** TDZE **34** Apt Elev **48**

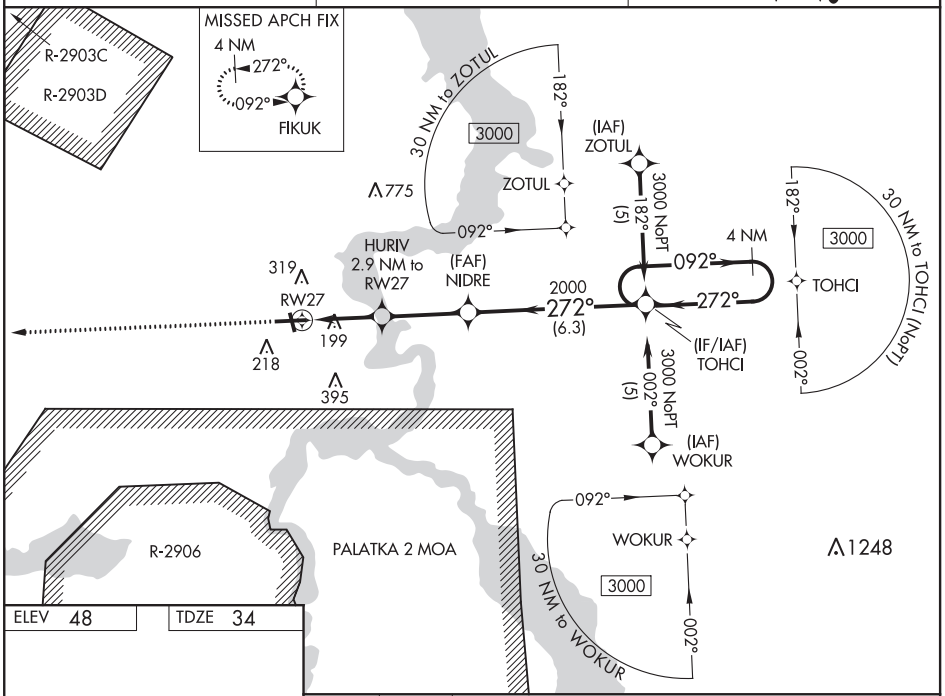
RNAV (GPS) RWY 27
PALATKA MUNI-LT KAY LARKIN FIELD (28J)

RNP APCH.

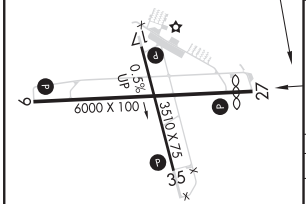
T NA Baro-VNAV NA when using St. Augustine altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use St. Augustine altimeter setting and increase LPV DA all Cats to 419, LNAV/VNAV DA all Cats to 557, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile. Circling Rwy 17, 35 NA at night.

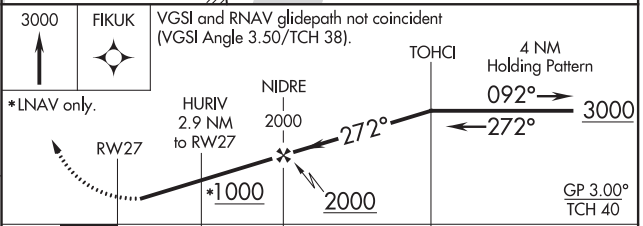
MISSED APPROACH: Climb to 3000 direct FIKUK and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
119.925	**118.175 338.25**	**122.8** (CTAF) L



ELEV 48 TDZE 34





CATEGORY		A	B	C	D
LPV	DA	354-1¼ 320 (400-1¼)			
LNAV/VNAV	DA	512-1¾ 478 (500-1¾)			
LNAV MDA		460-1 426 (500-1)		460-1¼ 426 (500-1¼)	460-1¼ 426 (500-1¼)
CIRCLING		620-1 572 (600-1)		620-1½ 572 (600-1½)	620-2 572 (600-2)

REIL Rwys 9 and 27
MIRL Rwys 9-27 and 17-35 L

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PALM COAST, FLORIDA | AL-6440 (FAA) | 20114

RNAV (GPS) RWY 6
FLAGLER EXECUTIVE (FIN)

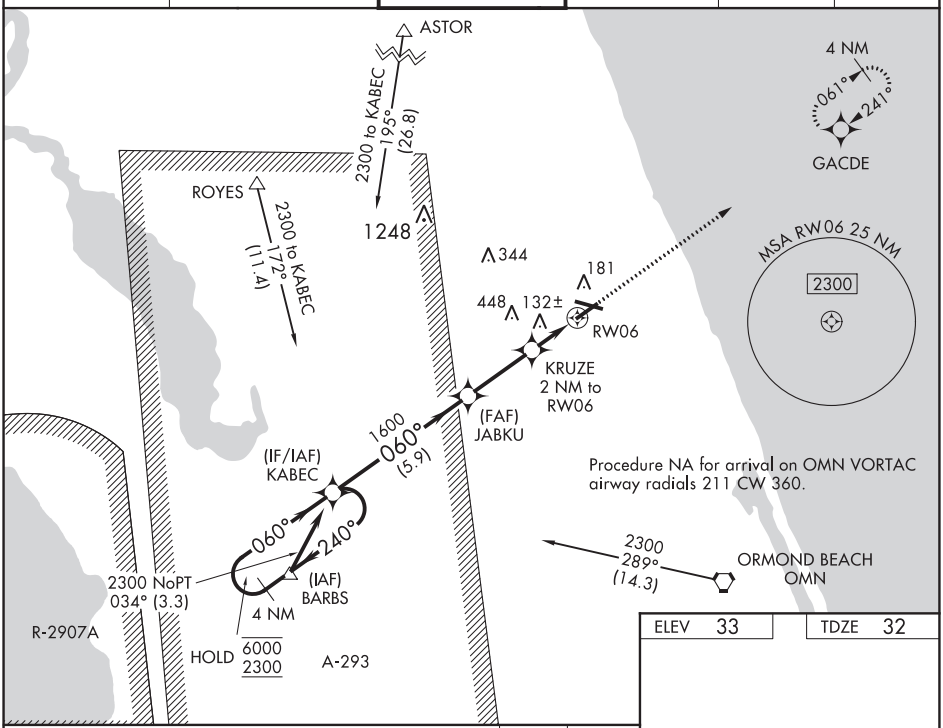
WAAS CH 49209 W06A	APP CRS 060°	Rwy ldg 5000 TDZE 32 Apt Elev 33

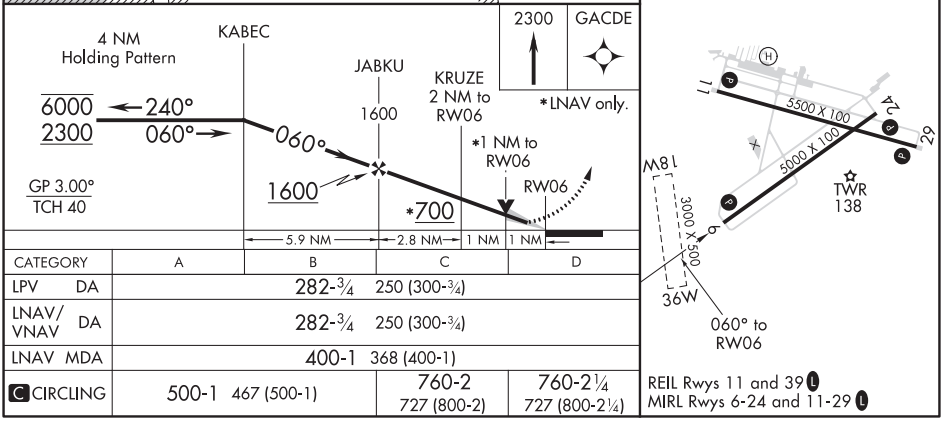
RNP APCH.

Circling Rwy 11, 29 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA to Rwys 18W and 36W.

MISSED APPROACH: Climb to 2300 direct GACDE and hold.

ATIS	DAYTONA APP CON	FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8 269.075	118.95 (CTAF) L	121.75	121.75	123.0





CATEGORY	A	B	C	D
LPV DA	282-¾ 250 (300-¾)			
LNAV/VNAV DA	282-¾ 250 (300-¾)			
LNAV MDA	400-1 368 (400-1)			
C CIRCLING	500-1 467 (500-1)		760-2 727 (800-2)	760-2¼ 727 (800-2¼)

PALM COAST, FLORIDA
Amdt 2A 23APR20

29°28′N-81°12′W

FLAGLER EXECUTIVE (FIN)
RNAV (GPS) RWY 6

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RNAV (GPS) RWY 11
FLAGLER EXECUTIVE (FIN)

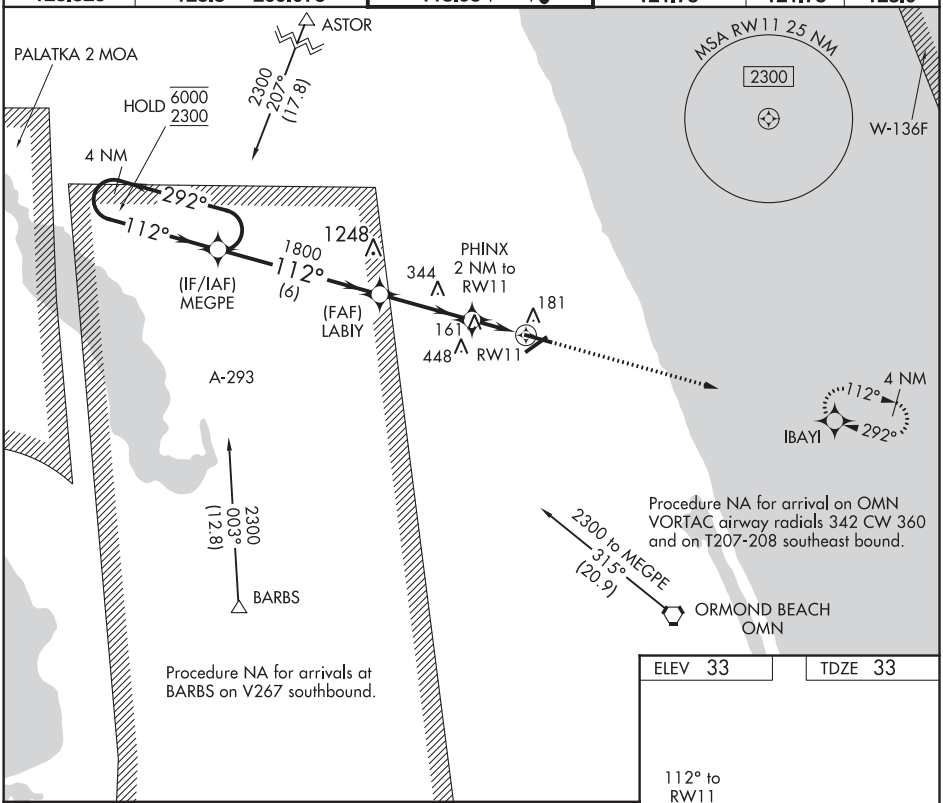
WAAS CH 66009 W11A	APP CRS 112°	Rwy ldg 5500 TDZE 33 Apt Elev 33

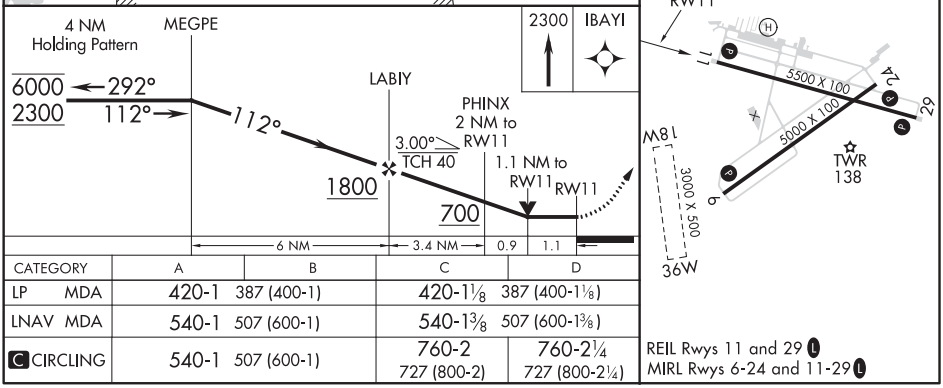
RNP APCH.

Circling NA to Rwys 18W and 36W.
Rwy 11 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 direct IBAYI and hold.

ATIS	DAYTONA APP CON		FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8	269.075	118.95 (CTAF) L	121.75	121.75	123.0





CATEGORY	A	B	C	D
LP MDA	420-1	387 (400-1)	420-1⅛	387 (400-1⅛)
LNAV MDA	540-1	507 (600-1)	540-1⅜	507 (600-1⅜)
C CIRCLING	540-1	507 (600-1)	760-2 727 (800-2)	760-2¼ 727 (800-2¼)

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AL-6440 (FAA)

20114

RNAV (GPS) RWY 24

FLAGLER EXECUTIVE (FIN)

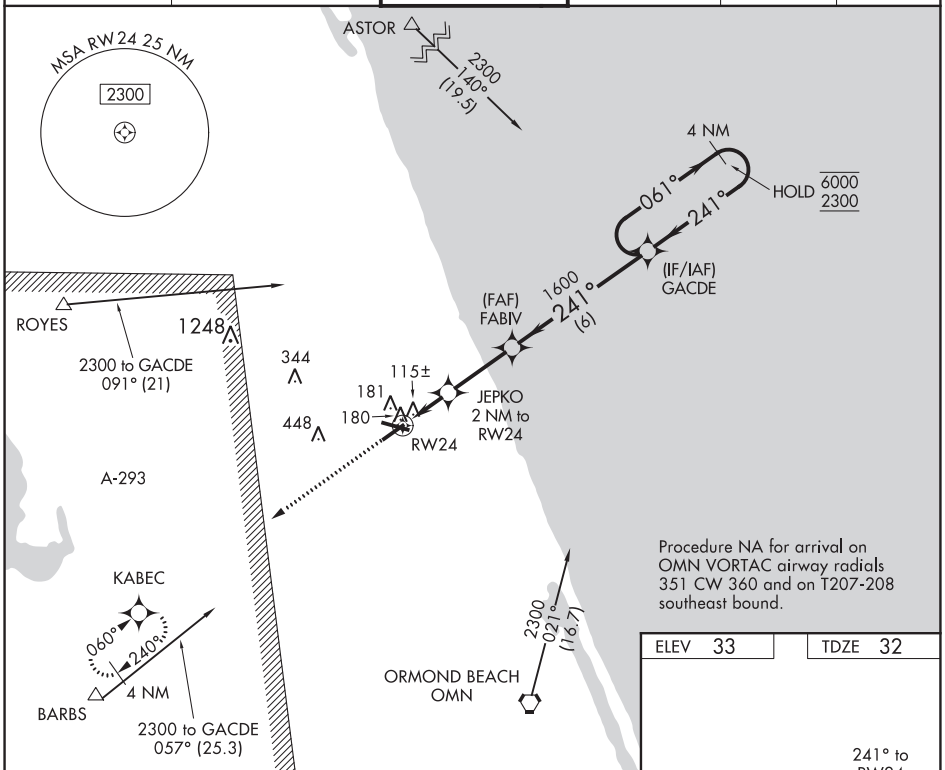
WAAS CH 86742 W24A	APP CRS 241°	Rwy ldg 5000 TDZE 32 Apt Elev 33

RNP APCH.

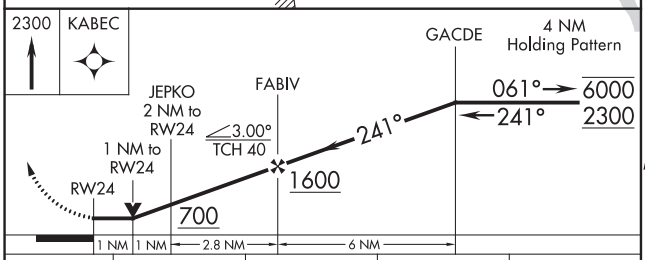
Circling Rwy 11, 29 NA at night. Rwy 24 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 18W and 36W.

MISSED APPROACH: Climb to 2300 direct KABEC and hold.

ATIS	DAYTONA APP CON		FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8	269.075	118.95 (CTAF) L	121.75	121.75	123.0

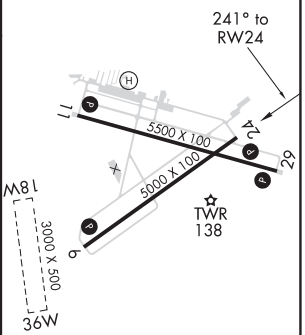


Procedure NA for arrival on OMN VORTAC airway radials 351 CW 360 and on T207-208 southeast bound.



CATEGORY	A	B	C	D
LP MDA	380-1 348 (400-1)			
LNAV MDA	440-1 408 (500-1)		440-1⅛ 408 (500-1⅛)	
C CIRCLING	500-1 467 (500-1)		760-2 727 (800-2)	760-2¼ 727 (800-2¼)

ELEV 33 | TDZE 32



REIL Rwy 11 and 29 L

MIRL Rwys 6-24 and 11-29 L

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RNAV (GPS) RWY 29
FLAGLER EXECUTIVE (FIN)

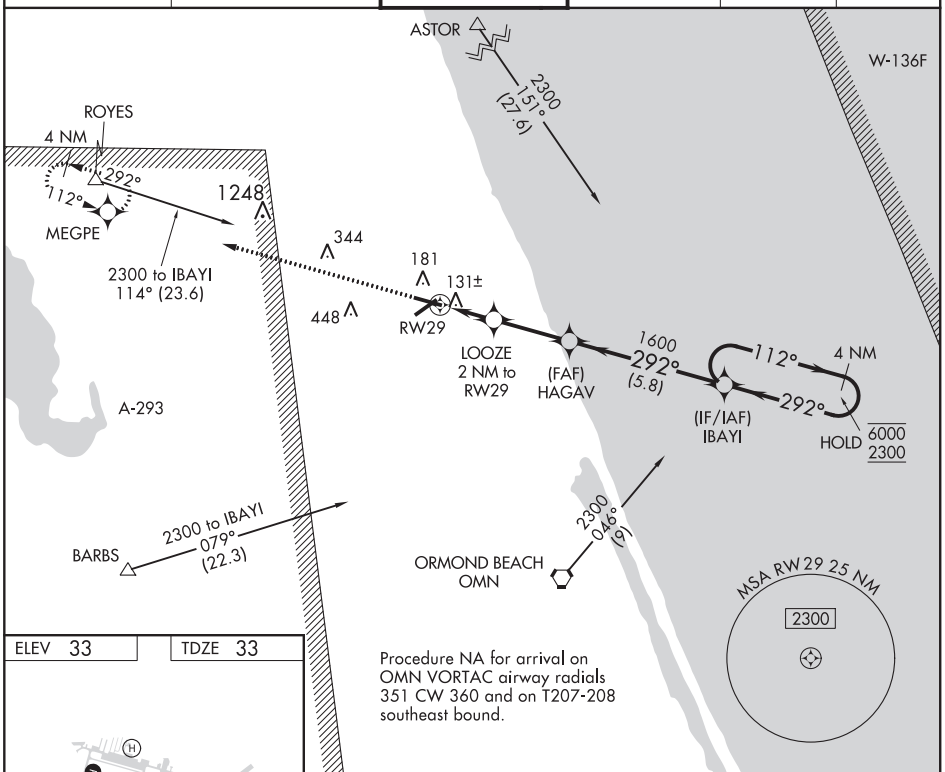
WAAS CH 56243 W29A	APP CRS 292°	Rwy ldg 5500 TDZE 33 Apt Elev 33

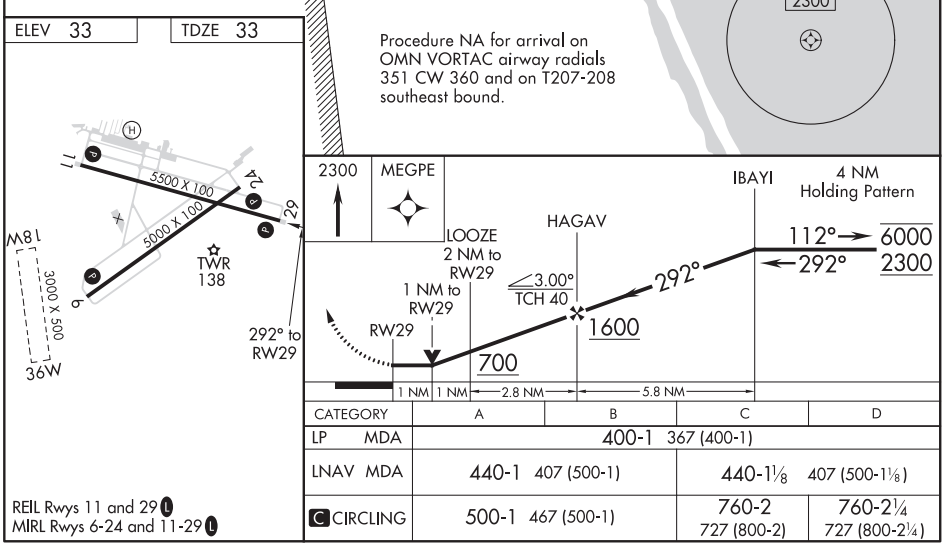
RNP APCH.

Circling NA to Rwys 18W and 36W. Rwy 29 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 direct MEGPE and hold.

ATIS	DAYTONA APP CON	FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8 269.075	118.95 (CTAF) L	121.75	121.75	123.0





CATEGORY	A	B	C	D
LP MDA	400-1 367 (400-1)			
LNAV MDA	440-1 407 (500-1)		440-1⅛ 407 (500-1⅛)	
C CIRCLING	500-1 467 (500-1)		760-2 727 (800-2)	760-2¼ 727 (800-2¼)

REIL Rwys 11 and 29 L
MIRL Rwys 6-24 and 11-29 L

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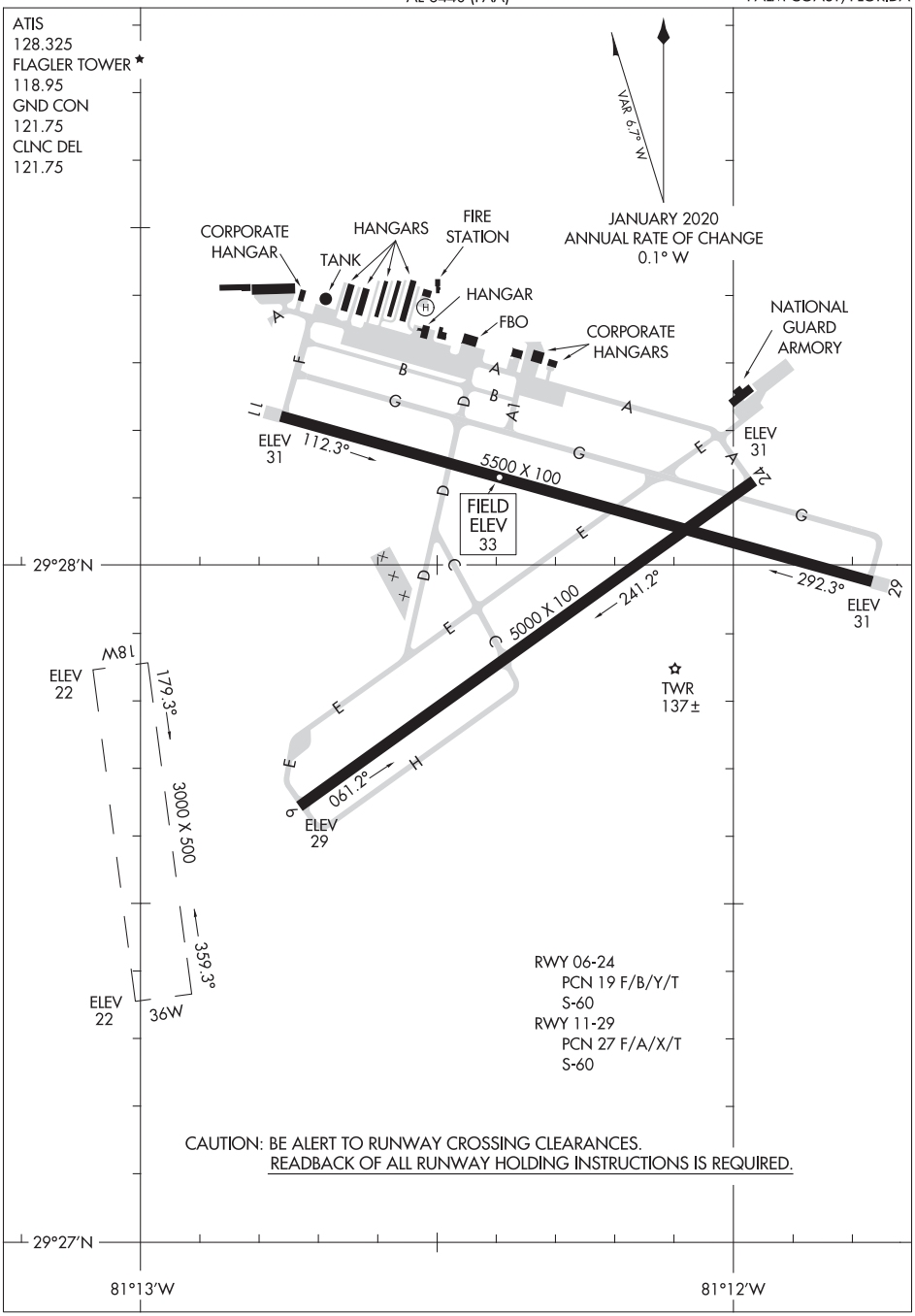
20086

AIRPORT DIAGRAM

AL-6440 (FAA)

FLAGLER EXECUTIVE (FIN)
PALM COAST, FLORIDA



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AIRPORT DIAGRAM
20086
PALM COAST, FLORIDA
FLAGLER EXECUTIVE (FIN)

LOC/DME I-PUK	APP CRS	Rwy ldg	10000
111.15	162°	TDZE	69
Chan 48 (Y)		Apt Elev	69

ILS or LOC RWY 16

NORTHWEST FLORIDA BEACHES INTL (ECP)

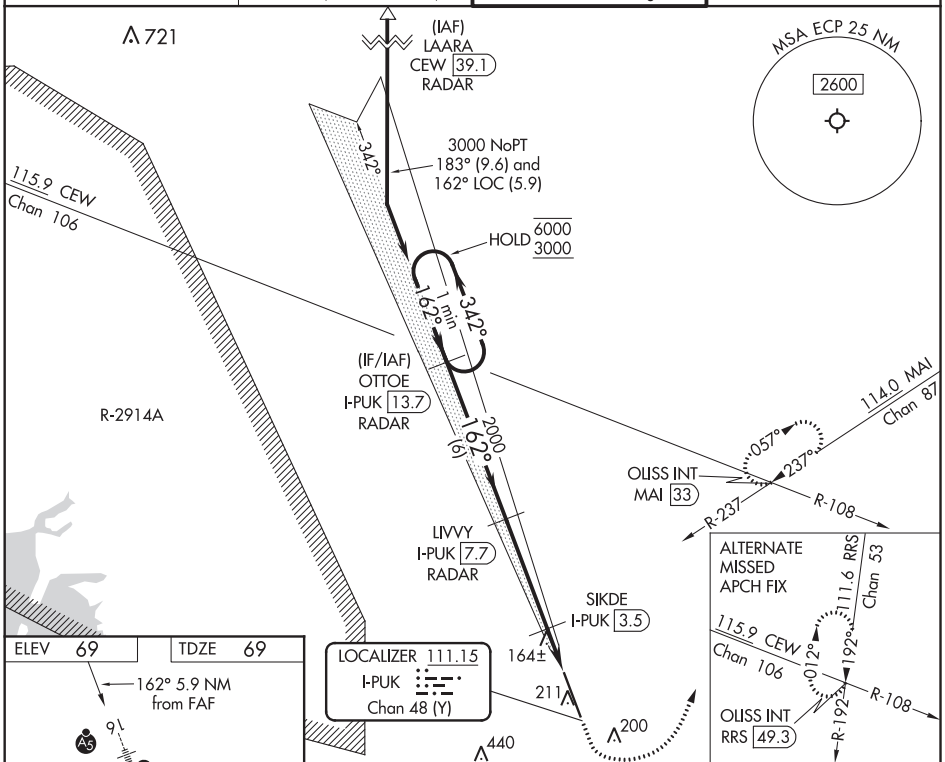
DME required for procedure entry. DME required.

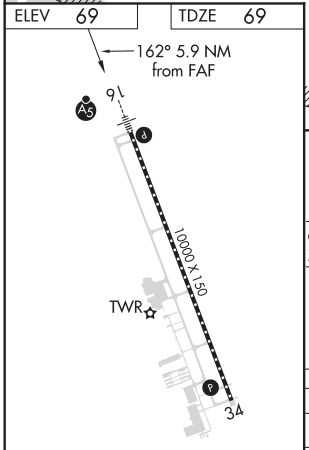
For inop ALS, increase S-LOC 16 Cat C/D visibility to RVR 5500.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

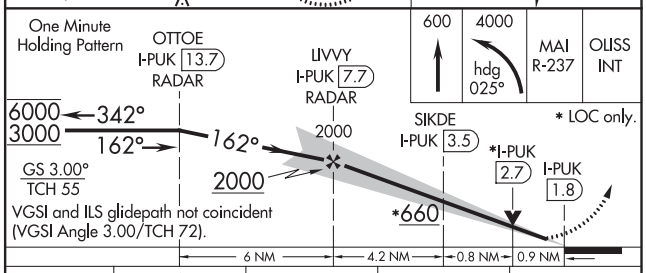
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 025° and on MAI VORTAC R-237 to OLISS INT/MAI 33 DME and hold, continue climb-in-hold to 4000.

ATIS	TYNDALL APP CON★	PANAMA CITY TOWER★	GND CON
119.975	125.2 (N above 5000')	118.95 (CTAF) L	121.65







CATEGORY	A	B	C	D
S-ILS 16 #	269/24 200 (200-½)			
S-LOC 16	420/24 351 (400-½)			
C CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	620-2 551 (600-2)

TDZ/CL Rwy 16 L
HIRL Rwy 16-34 L
REIL Rwy 34 L

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PANAMA CITY, FLORIDA

AL-10416 (FAA)

21056

ILS RWY 16 (SA CAT I & II)

NORTHWEST FLORIDA BEACHES INTL (ECP)

LOC/DME I-PUK	APP CRS	Rwy ldg	10000
111.15	162°	TDZE	69
Chan 48 (Y)		Apt Elev	69

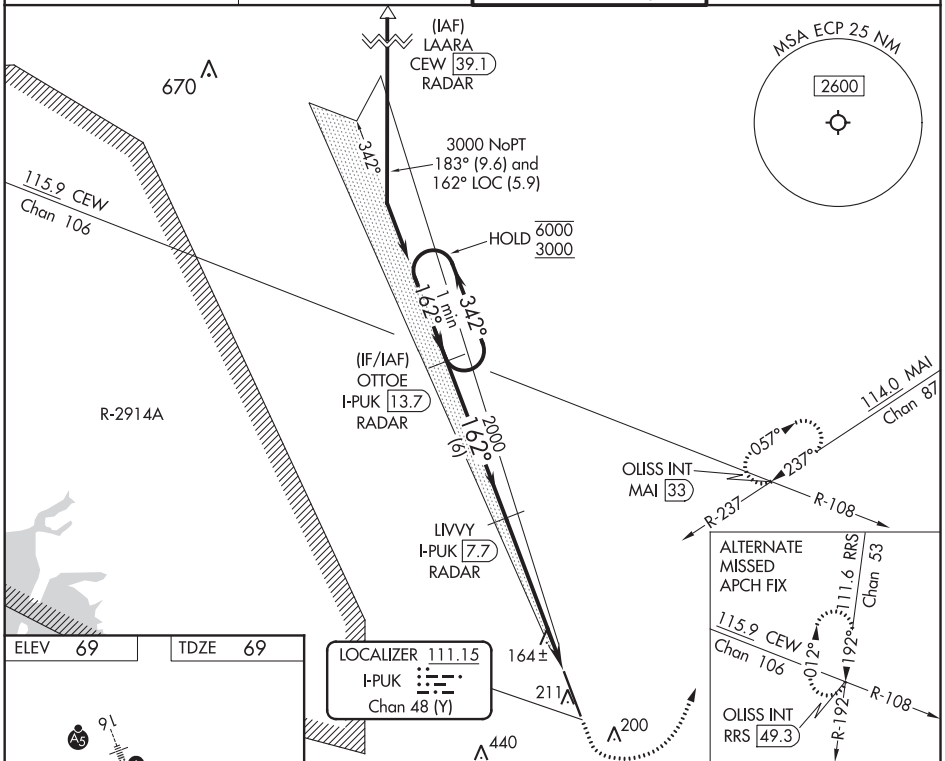
DME required for procedure entry. DME required.

SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

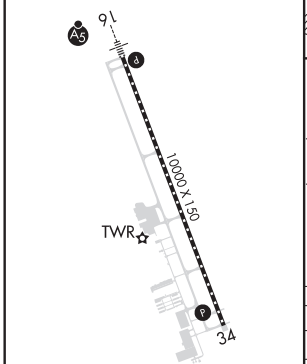
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 025° and on MAI VORTAC R-237 to OLISS INT/MAI 33 DME and hold, continue climb-in-hold to 4000.

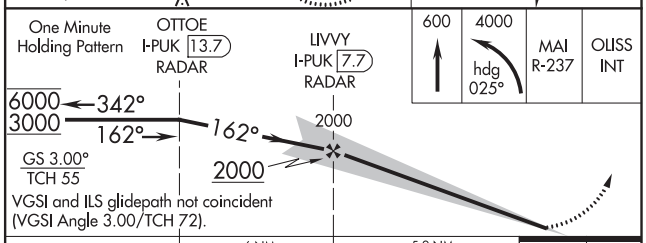
ATIS	TYNDALL APP CON★	PANAMA CITY TOWER★	GND CON
119.975	125.2 (N above 5000')	118.95 (CTAF) L	121.65



ELEV 69	TDZE 69



TDZ/CL Rwy 16 L
HIRL Rwy 16-34 L
REIL Rwy 34 L



CATEGORY	A	B	C	D
S-ILS 16	SA CAT I RA 151/14 150 DA 219			
S-ILS 16	SA CAT II RA 101/12 100 DA 169			

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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WAAS CH 63017 W16A	APP CRS 162°	Rwy ldg 10000 TDZE 69 Apt Elev 69

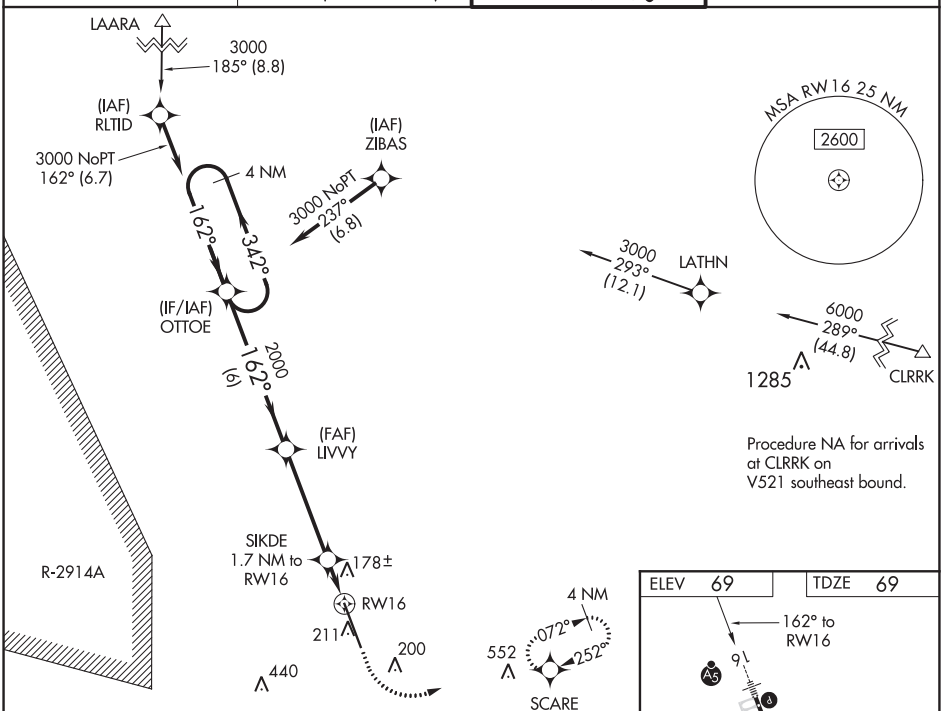
RNAV (GPS) RWY 16
NORTHWEST FLORIDA BEACHES INTL (ECP)

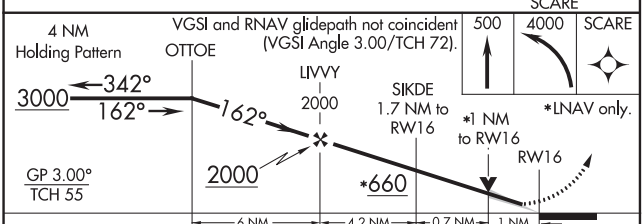
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Destin altimeter setting and increase all DA 88 feet, increase all MDA 100 feet, and increase LNAV/VNAV all Cats visibility and LNAV Cat C and D visibility ⅜ mile. Baro-VNAV and VDP NA when using Destin altimeter setting. For inop MALSR, increase LNAV Cat C and D visibility to 1 mile. For inop MALSR when using Destin altimeter setting, increase all LPV visibility to ⅞ mile, increase all LNAV/VNAV visibility to 1⅝ mile, and increase LNAV Cat C and D visibility to 1⅜ mile.

MALSR

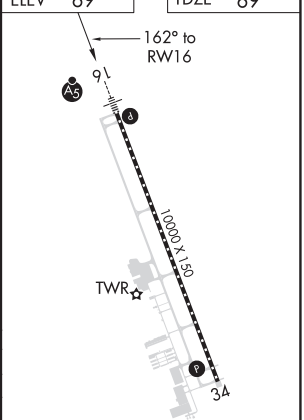
MISSED APPROACH: Climb to 500 then climbing left turn to 4000 direct SCARE and hold, continue climb-in-hold to 4000.

ATIS	TYNDALL APP CON★	PANAMA CITY TOWER★	GND CON
119.975	125.2 (N above 5000')	118.95 (CTAF) L	121.65





CATEGORY	A	B	C	D
LPV DA	269-½ 200 (200-½)			
LNAV/VNAV DA	478-⅞ 409 (500-⅞)			
LNAV MDA	440-½ 371 (400-½)		440-⅝ 371 (400-⅝)	
C CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	620-2 551 (600-2)



TDZ/CL Rwy 16 L
HIRL Rwy 16-34 L
REIL Rwy 34 L

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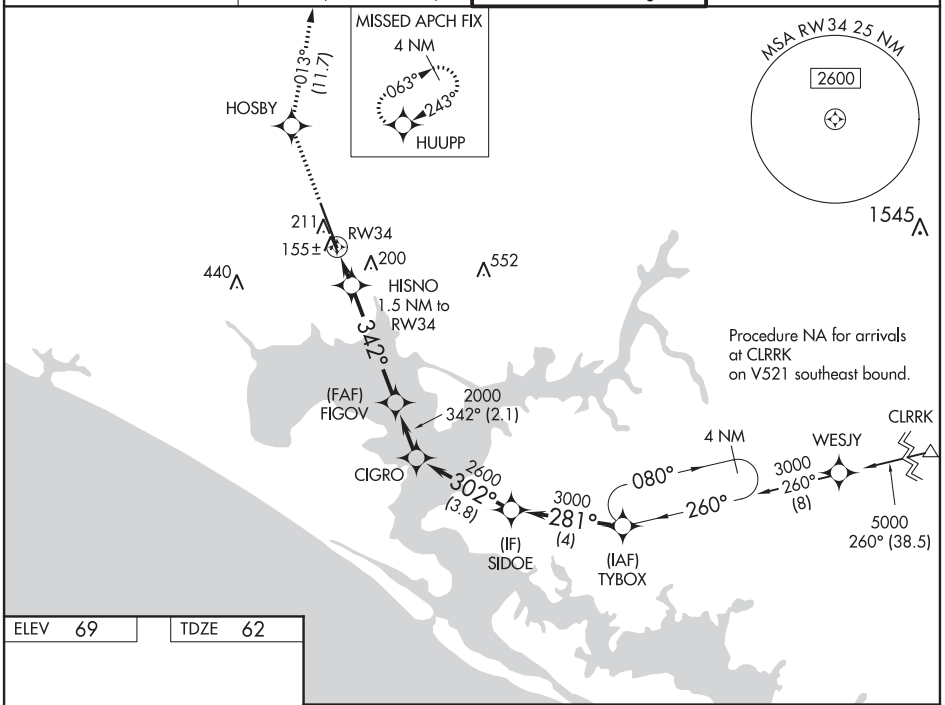
WAAS CH 93817 W34A	APP CRS 342°	Rwy ldg 10000 TDZE 62 Apt Elev 69

RNAV (GPS) RWY 34
NORTHWEST FLORIDA BEACHES INTL (ECP)

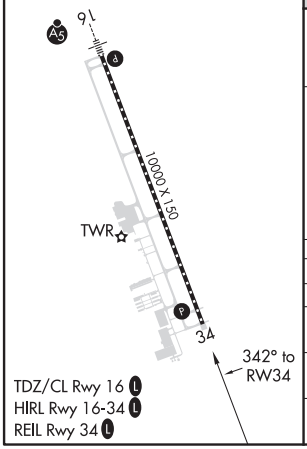
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Destin altimeter setting and increase all DA 88 feet, increase all MDA 100 feet, increase LPV all Cats visibility ⅛ mile, increase LNAV/VNAV all Cats visibility ⅜ mile, and increase LNAV Cat C and D visibility ⅜ mile. Baro-VNAV and VDP NA with Destin altimeter setting.

MISSED APPROACH: Climb to 4000 direct HOSBY and on track 013° to HUUPP and hold, continue climb-in-hold to 4000.

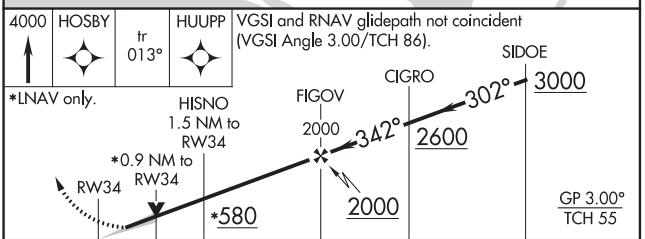
ATIS	TYNDALL APP CON★	PANAMA CITY TOWER★	GND CON
119.975	125.2 (N above 5000')	118.95 (CTAF) L	121.65



ELEV 69 | TDZE 62



TDZ/CL Rwy 16 L
HIRL Rwy 16-34 L
REIL Rwy 34 L



CATEGORY	A	B	C	D
LPV DA	262-¾ 200 (200-¾)			
LNAV/VNAV DA	344-⅞ 282 (300-⅞)			
LNAV MDA	420-1 358 (400-1)			
C CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	620-2 551 (600-2)

PANAMA CITY, FLORIDA
Amdt 2B 11DEC14

30°22'N-85°48'W

NORTHWEST FLORIDA BEACHES INTL (ECP)
RNAV (GPS) RWY 34

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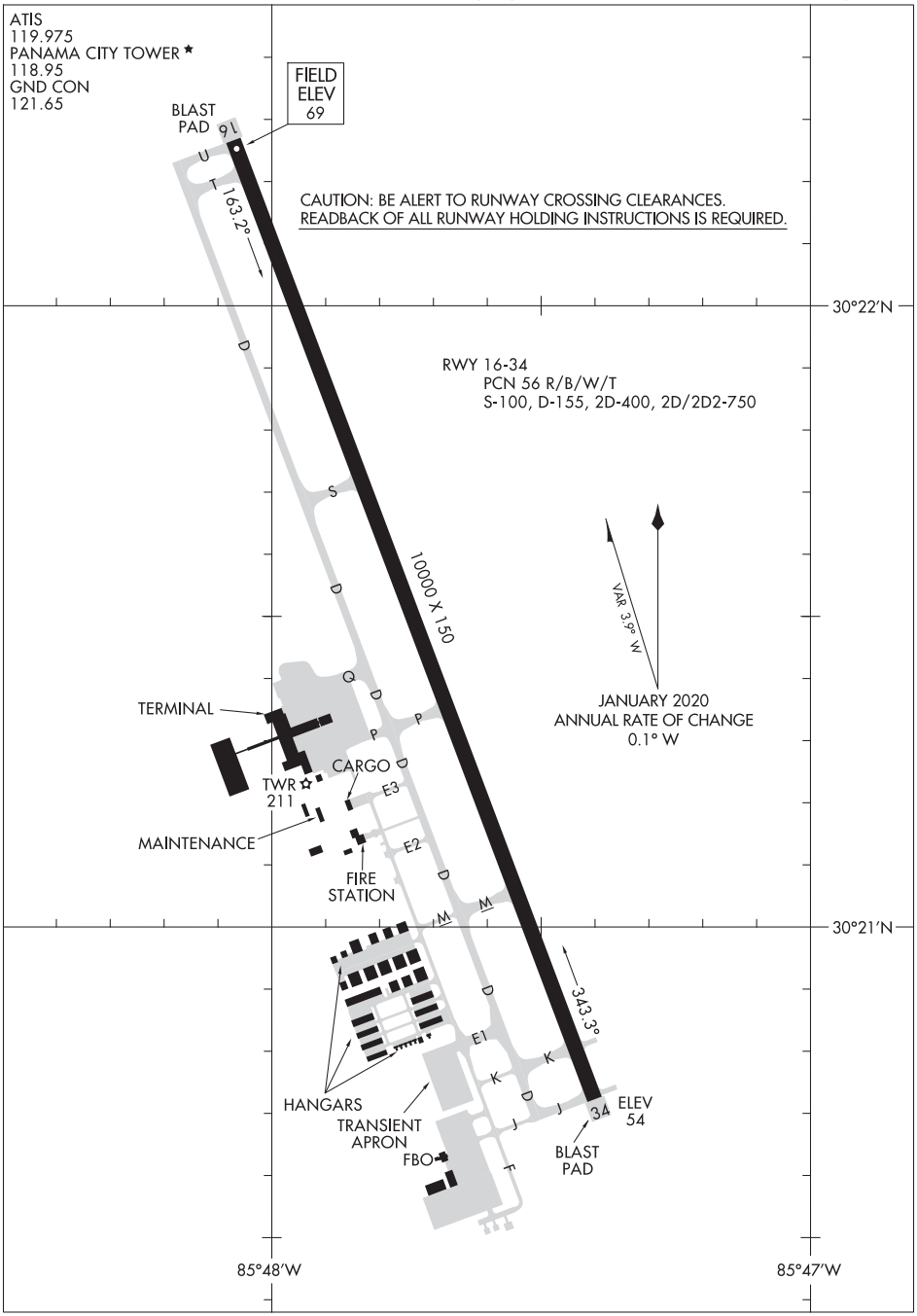

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16147

COCOA BEACH, FLORIDA

ILS or LOC/DME RWY 3

LOC I-COF 109.1	APCH CRS 027°	Rwy ldg 9003 TDZE 6 Arpt Elev 8	AL-38 [USAF]	PATRICK AFB (KCOF)

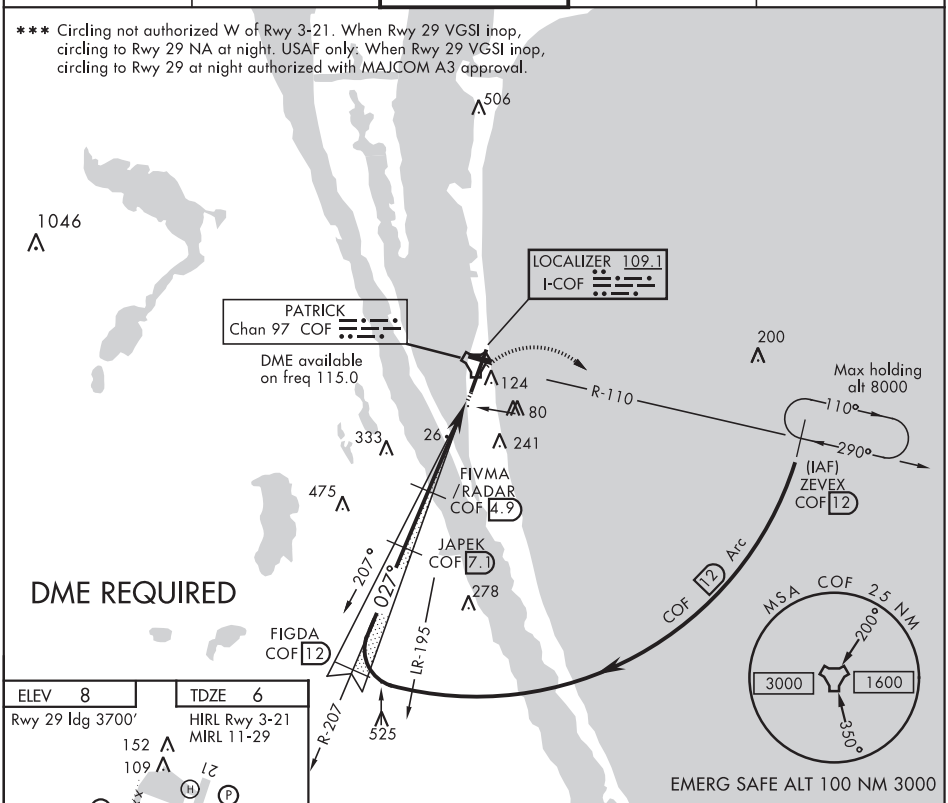
* When ALS inop increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1¼ miles.

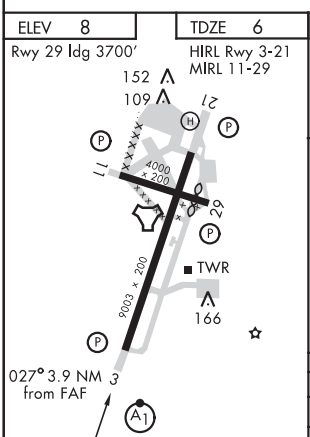
ALSF-1 (A1)

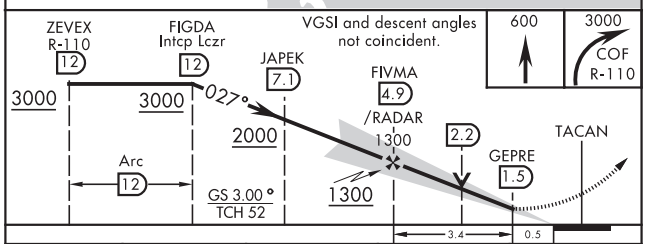
MISSED APPROACH: Climb to 600, then turn right to intercept the COF R-110 direct ZEVEX, maintain 3000 and hold.

ATIS ★	ORLANDO APP CON	PATRICK TOWER ★	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

*** Circling not authorized W of Rwy 3-21. When Rwy 29 VGSI inop, circling to Rwy 29 NA at night. USAF only: When Rwy 29 VGSI inop, circling to Rwy 29 at night authorized with MAJCOM A3 approval.







LOC FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

CATEGORY	A	B	C	D
S-ILS 3 *	205/24 200 (200-½)			
S-LOC 3 **	440/24 435 (500-½)		440/40 435 (500-¾)	
CIRCLING ***	480-1 472 (500-1)	500-1 492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)

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COCOA BEACH, FLORIDA

ILS or LOC/DME RWY 21

LOC I-PKC	APCH CRS	Rwy ldg	9003
110.9	207°	TDZE	8
		Arpt Elev	8

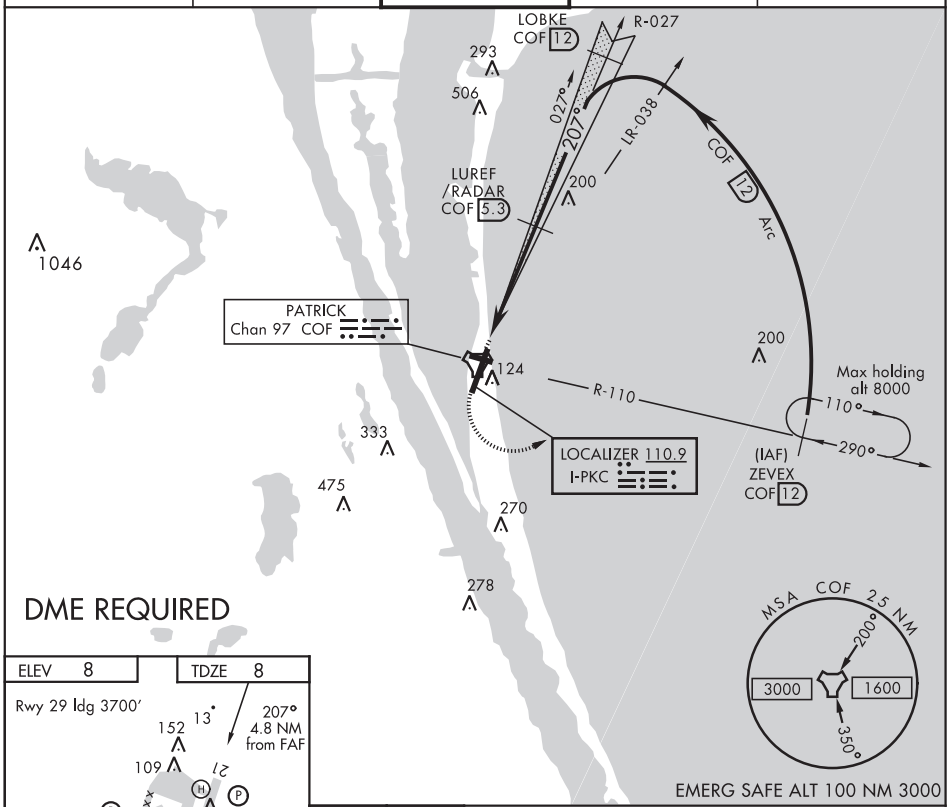
AL-38 [USAF]

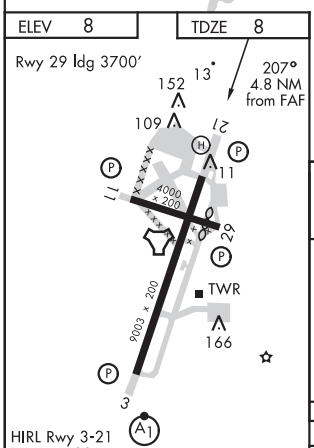
PATRICK AFB (KCOF)

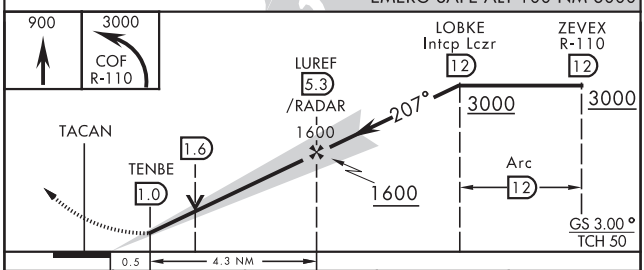
T * When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 3-21.

MISSED APPROACH: Climb to 900, then turn left, intercept the COF R-110 outbound direct ZEVEX, maintain 3000 and hold.

ATIS ★	ORLANDO APP CON	PATRICK TOWER ★	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4







LOC FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-ILS 21	208/40 200 (200-¾)			
S-LOC 21	420/55 412 (500-1)		420/60 412 (500-1⅛)	
CIRCLING *	480-1 472 (500-1)	500-1 492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)

COCOA BEACH, FLORIDA 28°14′N-80°37′W PATRICK AFB (KCOF)

Amdt 1 31MAR16

ILS or LOC/DME RWY 21

SE-3, 25 FEB 2021 to 22 APR 2021

19283

COCOA BEACH, FLORIDA

VOR/DME RWY 3

VOR/DME MLB 110.0 Chan 37	APCH CRS 015°	Rwy ldg 9003 THRE 5 Arpt Elev 8

AL-38 [USAF]

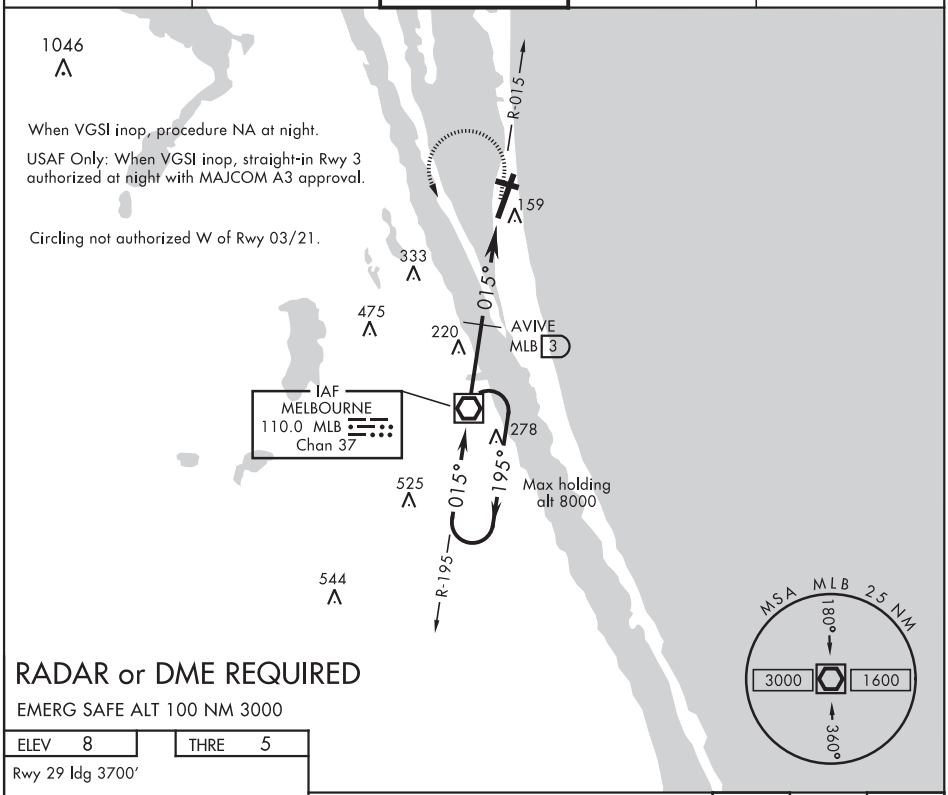
PATRICK AFB (KCOF)

* When ALS inop, increase CAT AB RVR to 55 and vis to1 mile, CAT CD vis to 1⅜ miles.
** CAUTION: When Rwy 29 VGSI inop, circling to Rwy 29 not authorized at night.

ALSF-1 A1

MISSED APPROACH: Climb to 700, then turn left to intercept MLB VOR/DME R-015 then direct MLB. Maintain 2300 and hold. Climb in hold required.

ATIS ★	ORLANDO APP CON	PATRICK TOWER ★	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

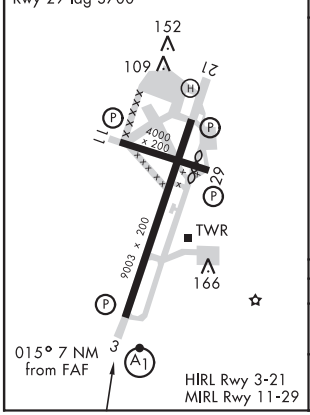


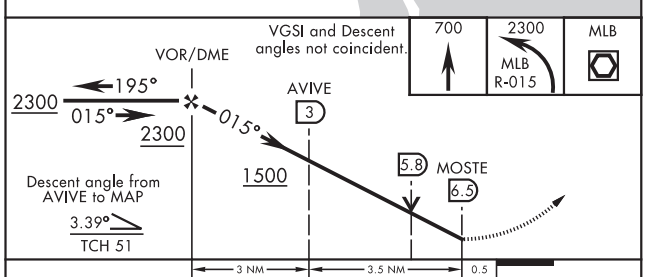
RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3000

ELEV 8	THRE 5

Rwy 29 ldg 3700′





CATEGORY	A	B	C	D
S-3 *	460/40 455 (500-¾)		460/45 455 (500-⅞)	
CIRCLING **	480-1 472 (500-1)	500-1 492 (500-1)	520-1½ 512 (600-1½)	560-2 552 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

COCOA BEACH, FLORIDA

28°14′N-80°37′W

PATRICK AFB (KCOF)

Orig 03JAN19

VOR/DME RWY 3

COCOA BEACH, FLORIDA

TACAN RWY 3

TACAN COF Chan 97	APCH CRS 017°	Rwy ldg 9003 TDZE 6 Arpt Elev 8

AL-38 [USAF]

PATRICK AFB (KCOF)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD RVR to 60 and vis to 1⅛ miles.
** Circling NA W of Rwy 3/21.

ALSF-1

†MISSED APPROACH: Climb to 800, then climbing right turn to 3000, intercept the COF R-110 outbound to ZEVEX and hold, continue climb in hold to 3000.

ATIS *	ORLANDO APP CON	PATRICK TOWER *	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

** When RWY 29 VGSI inop, Circling to RWY 29 NA at night. When VGSI inop, procedure NA at night. USAF only: When VGSI inop, straight-in Rwy 3 authorized at night with MAJCOM A3 approval.

† Missed approach requires use of RNAV or ATC RADAR monitoring.

CAUTION: RWY 3, Unlit terrain 20′ MSL, 200′ from threshold, 697′ right of course.

506
1046
PATRICK Chan 97 COF
124
80
116
333
43
CUPKU COF 5 /RADAR
475
300
124
MILME 7.1
017°
278
525
CEVIM COF 12
R-197
429
LR-187
200
Max holding alt 8000
110°
R-110
290°
(IAF) ZEVEX COF 12
COF 12 Arc
MSA COF 2.5 NM
200°
3000
1600
350°

EMERG SAFE ALT 100 NM 3000

ELEV 8	TDZE 6

Rwy 29 ldg 3700′

152
109
21
11
4000 × 200
29
TWR
9003 × 200
166
3
017° to TACAN
HIRL Rwy 3-21
MIRL 11-29

800 | 3000 COF R-110

ZEVEX R-110 12
CEVIM R-197 12
MILME 7.1
3000
3000
017°
CUPKU 5 /RADAR
COF 12 Arc
2000
1400
3.17° TCH 51
2.3
TACAN
DOMGE 1.5
3.5 NM
0.5

CATEGORY	A	B	C	D	E
S-03 *	420/40 415 (500-¾)				
CIRCLING **	480-1 472 (500-1)		480-1½ 472 (500-1½)	560-2 552 (600-2)	600-2 592 (600-2)

COCOA BEACH, FLORIDA 28°14′N-80°37′W PATRICK AFB (KCOF)

Amdt 3 28APR16

TACAN RWY 3

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

16147

COCOA BEACH, FLORIDA

TACAN RWY 21

TACAN COF Chan 97	APCH CRS 217°	Rwy ldg 9003 TDZE 8 Arpt Elev 8

AL-38 [USAF]

PATRICK AFB (KCOF)

T* When Rwy 29 VGSI inop, circling to Rwy 29 NA at night. Circling not authorized W of Rwy 3-21.

† MISSED APPROACH: Climb to 900, then climbing left turn to 3000, intercept the COF R-110 outbound to ZEVEX and hold, continue climb in hold to 3000.

ATIS*	ORLANDO APP CON	PATRICK TOWER*	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

**When VGSI inop, procedure NA at night.
USAF only: When VGSI inop, straight-in Rwy 21 authorized at night with MAJCOM A3 approval.

CAUTION: Road 12′ AGL/28′ MSL, 756′ from threshold, 952′ left of course.

† Missed approach requires use of RNAV or ATC RADAR monitoring.

HERAL COF 12 /RADAR

R-037

506

200

217°

LR-047

HITUX COF 6 /RADAR

COF 12 Arc

1046

PATRICK Chan 97 COF

85

152

124

200

Max holding alt 8000

R-110

110°

290°

333

(IAF) ZEVEX COF 12

475

138

270

MSA COF 25 NM

200°

3000

1600

350°

EMERG SAFE ALT 100 NM 3000

ELEV 8	TDZE 8

217° to TACAN

Rwy 29 ldg 3700′

152

109

21

11

4000 × 200

29

TWR

166

9003 × 200

3

HIRL Rwy 3-21
MIRL 11-29

900

3000 COF R-110

†† descent angle from HITUX to MAP

HERAL R-037 12 /RADAR

ZEVEX R-110 12

HITUX 6 /RADAR

217°

3000

3000

TACAN

JATSU 1

1.6

1800

12 Arc

†† 2.99° TCH 50

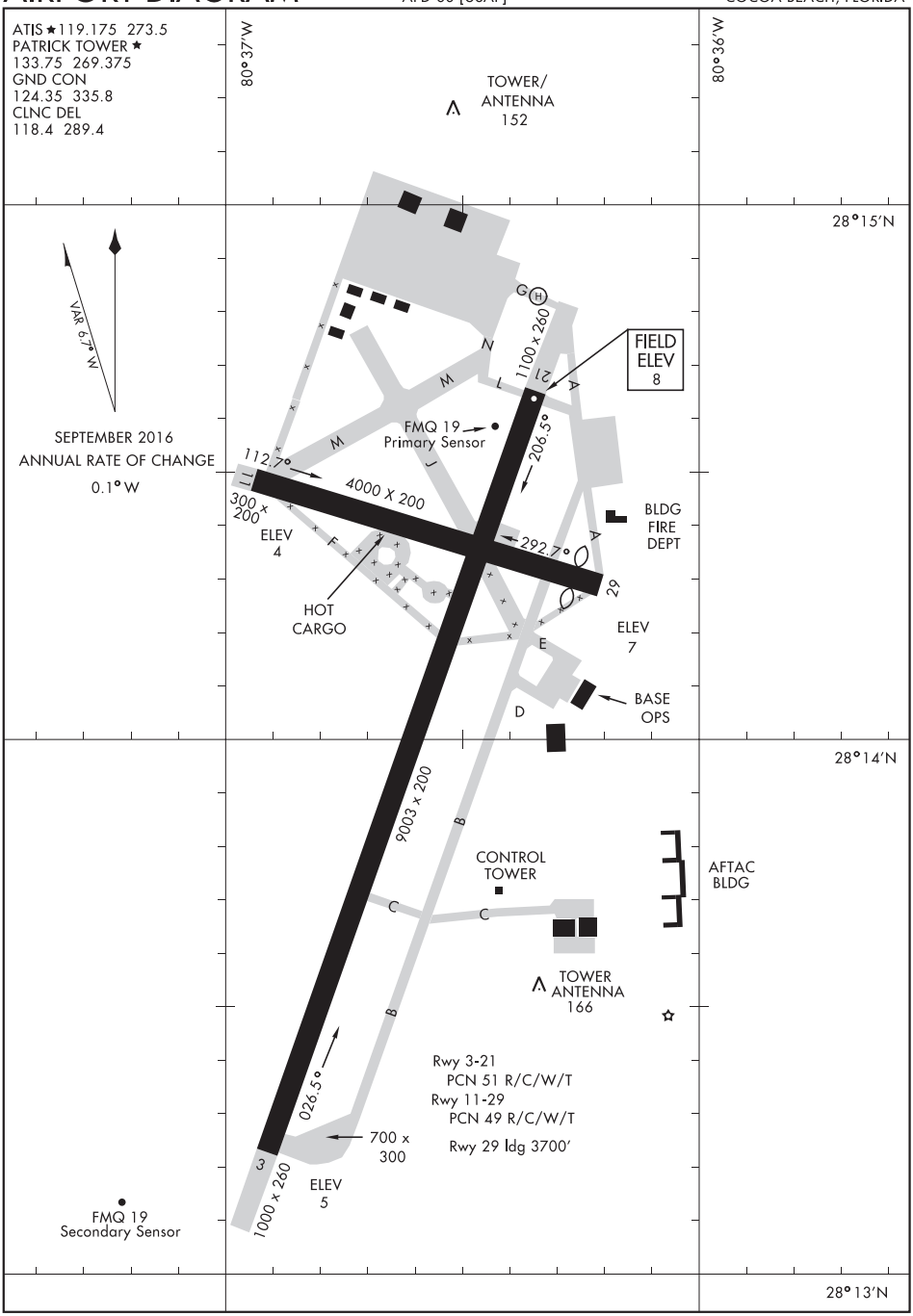
0.5

5.0 NM

CATEGORY	A	B	C	D	E
S-21*	420/55 412 (500-1)		420/60 412 (500-1⅛)		
CIRCLING**	480-1 472 (500-1)	500-1 492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)	600-2 592 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

19059

OCEAN FOUR DEPARTURE

SHL-38 [USAF]

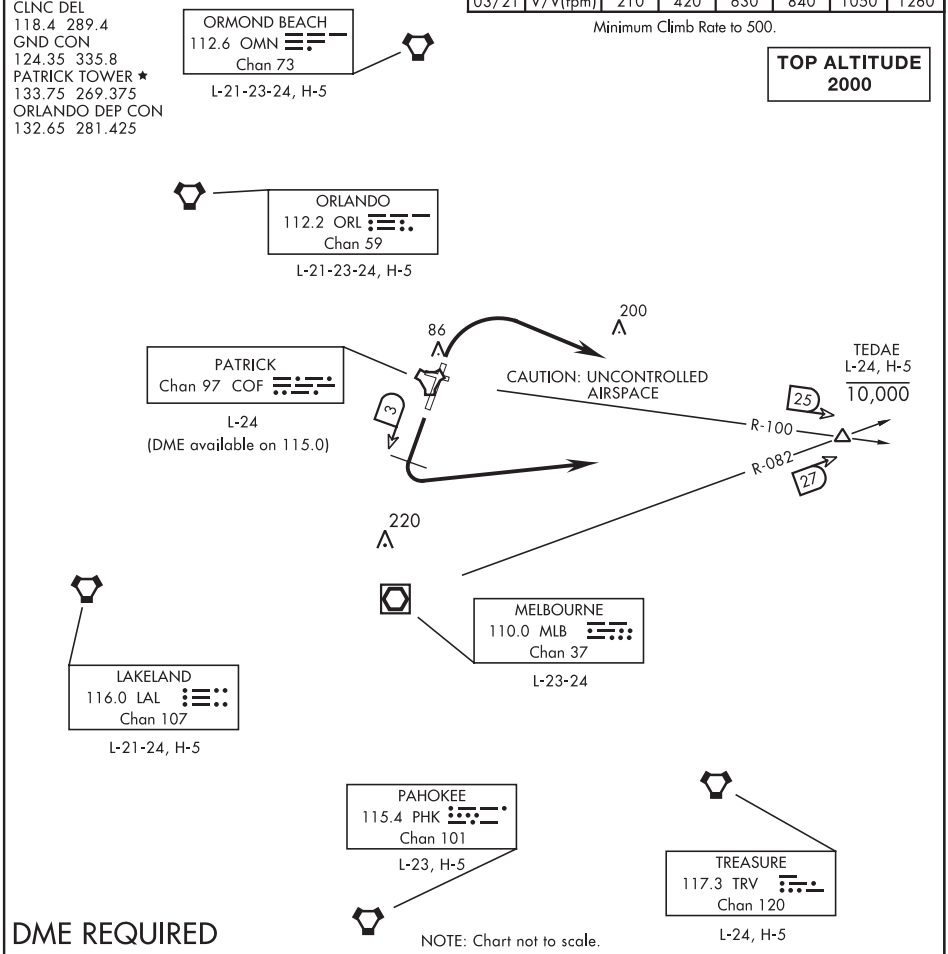
PATRICK AFB (KCOF)
COCOA BEACH, FLORIDA

Rwy	Knots	60	120	180	240	300	360
03/21	V/V(fpm)	210	420	630	840	1050	1260

Minimum Climb Rate to 500.

TOP ALTITUDE 2000

ATIS ★ 119.175 273.5
CLNC DEL
118.4 289.4
GND CON
124.35 335.8
PATRICK TOWER ★
133.75 269.375
ORLANDO DEP CON
132.65 281.425



DME REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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

TAKE-OFF RWY 03: Track runway heading, climb and maintain 2000. After departure end of runway, turn right direct TEDAE (COF R-100/25 DME). After receiving climb clearance from ATC, cross TEDAE at or below 10,000.

TAKE-OFF RWY 21: Track runway heading, climb and maintain 2000. At COF TACAN 3 DME, turn left direct TEDAE (COF R-100/25 DME). After receiving climb clearance from ATC, cross TEDAE at or below 10,000. Note: All aircraft shall not commence turn prior to 3 DME due to noise abatement. Aircraft should avoid Melbourne International Class D Airspace.

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RIVER FOUR DEPARTURE

SHL-38 [USAF]

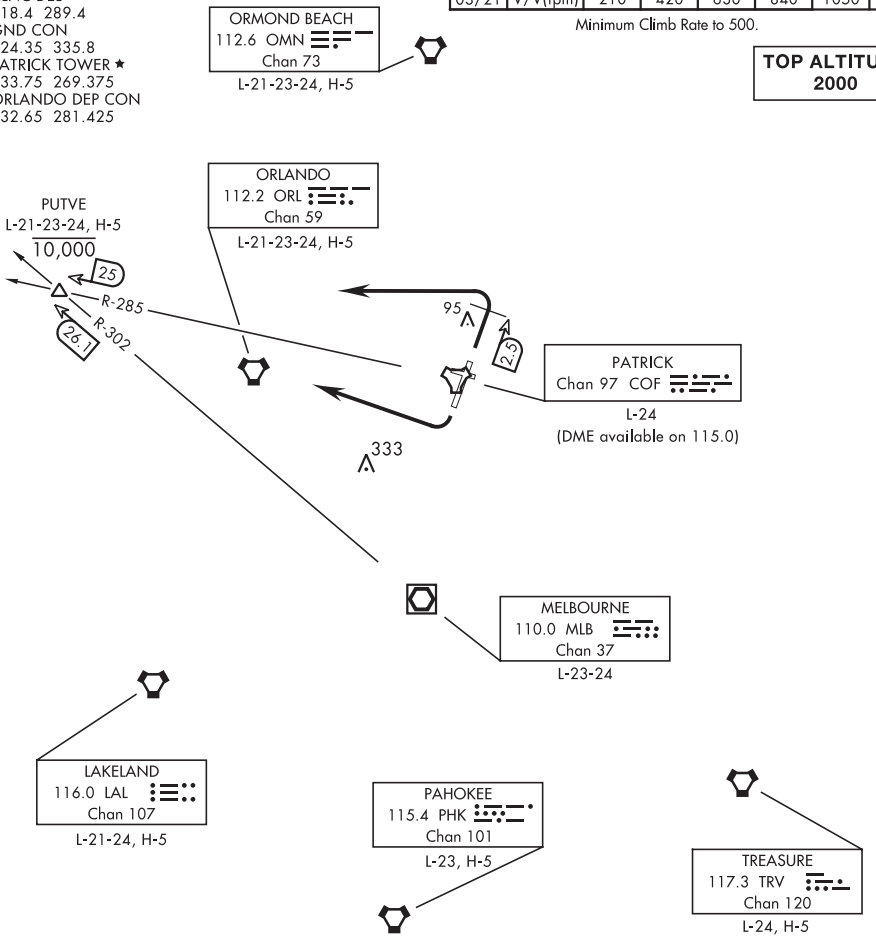
PATRICK AFB (KCOF)
COCOA BEACH, FLORIDA

ATIS ★ 119.175 273.5
CLNC DEL
118.4 289.4
GND CON
124.35 335.8
PATRICK TOWER ★
133.75 269.375
ORLANDO DEP CON
132.65 281.425

Rwy	Knots	60	120	180	240	300	360
03/21	V/V(fpm)	210	420	630	840	1050	1260

Minimum Climb Rate to 500.

TOP ALTITUDE 2000



DME REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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

TAKE-OFF RWY 03: Track runway heading, climb and maintain 2000. At COF TACAN 2.5 DME turn left direct PUTVE (COF R-285/25 DME). After receiving climb clearance from ATC, cross PUTVE at or below 10,000. Note: All aircraft shall not commence turn prior to 2.5 DME due to noise abatement.

TAKE-OFF RWY 21: Track runway heading, climb and maintain 2000. After departure end of runway, turn right direct PUTVE (COF R-285/25 DME). After receiving climb clearance from ATC, cross PUTVE at or below 10,000.

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PENSACOLA, FLORIDA | AL-318 (FAA) | 21056

LOC/DME I-PNS	APP CRS	Rwy ldg 7004
111.1	169°	TDZE 121
Chan 48		Apt Elev 121

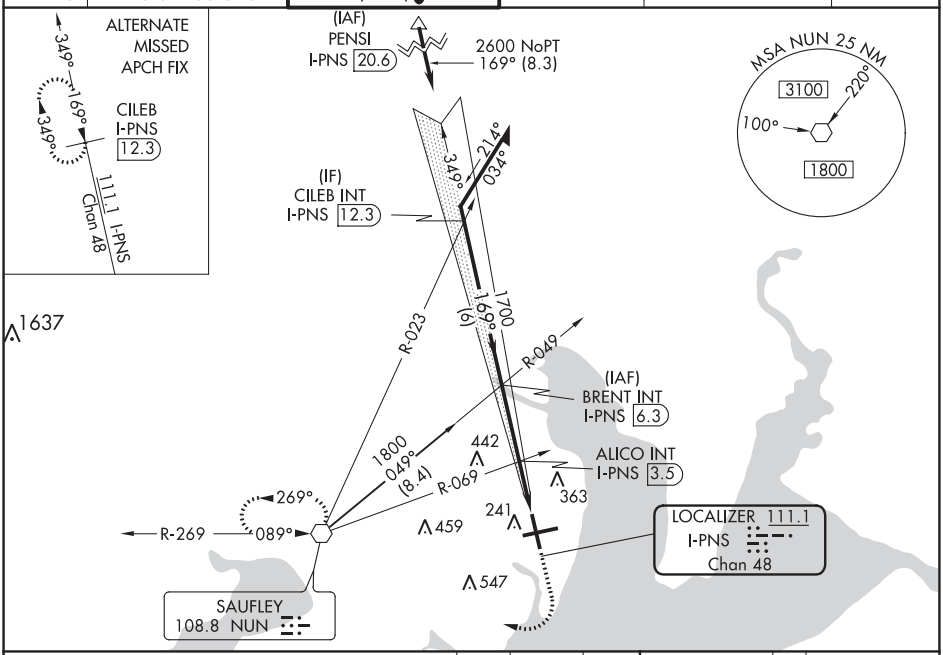
ILS or LOC RWY 17
PENSACOLA INTL (PNS)

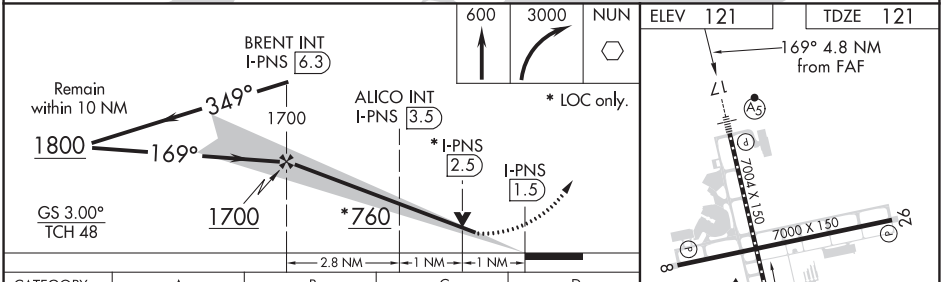
For inop ALS, increase S-LOC 17 Cat C/D to 1¾ SM.
ALICO FIX MINIMUMS: For inop ALS, increase S-LOC 17 Cats C/D visibility to RVR 5500.
CAUTION: Intensive VFR student training in vicinity of airport.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct NUN VOR and hold, continue climb-in-hold to 3000.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875	122.95

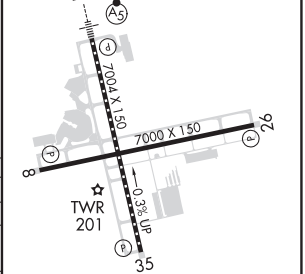




CATEGORY	A	B	C	D
S-ILS 17	321/18 200 (200-½)			
S-LOC 17	760/24 639 (700-½)		760-1⅜ 639 (700-1⅜)	
CIRCLING	760-1 639 (700-1)		760-1¾ 639 (700-1¾)	760-2 639 (700-2)
ALICO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 17	480/24 359 (400-½)		480/30 359 (400-⅝)	
CIRCLING	580-1 459 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	720-2 599 (600-2)

ELEV 121 | TDZE 121

169° 4.8 NM from FAF



REIL Rwys 8, 26 and 35
TDZ/CL Rwy 17 L
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

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SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 86219 W08A	APP CRS 080°	Rwy ldg 7000 TDZE 97 Apt Elev 121

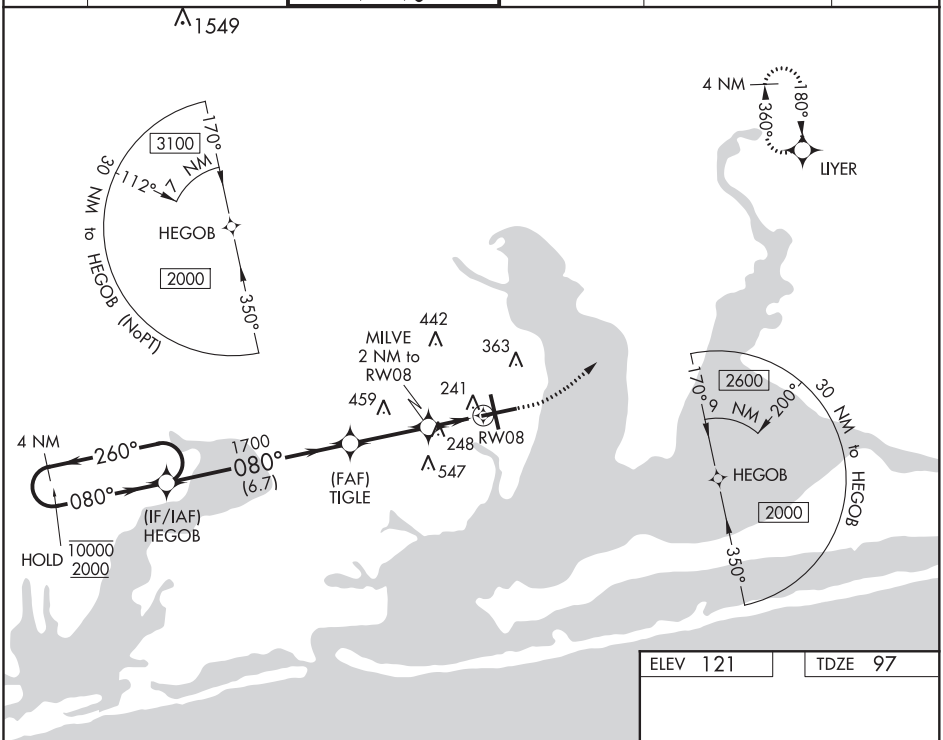
RNAV (GPS) RWY 8
PENSACOLA INTL (PNS)

RNP APCH.

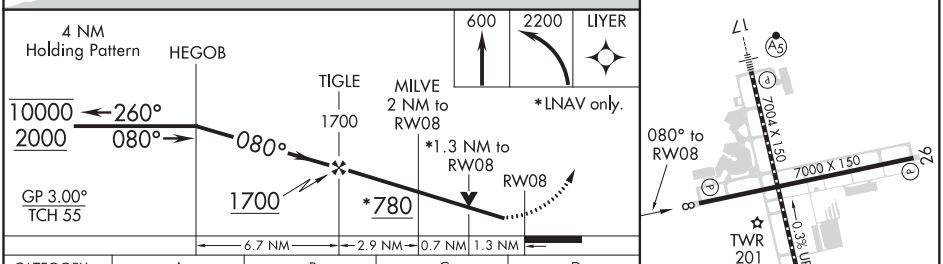
Rwy 8 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C.
CAUTION: Intensive VFR student training in vicinity of airport.

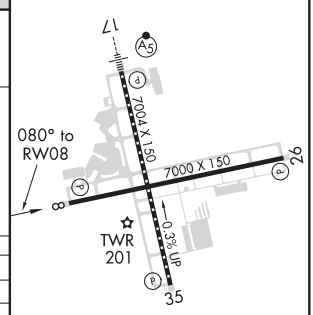
MISSED APPROACH: Climb to 600 then climbing left turn to 2200 direct LIYER and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	119.0 269.375	119.9 (CTAF) (L) 257.8	121.9 348.6	123.725 256.875	122.95



ELEV 121 TDZE 97





CATEGORY	A	B	C	D
LPV DA	347-1 250 (300-1)			
LNAV/VNAV DA	402-1 305 (300-1)			
LNAV MDA	560-1 463 (500-1)		560-1⅜ 463 (500-1⅜)	
CIRCLING	580-1 459 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

REIL Rwys 8, 26 and 35
TDZ/CL Rwy 17 (L)
HIRL Rwys 8-26 and 17-35 (L)

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SE-3, 25 FEB 2021 to 22 APR 2021

PENSACOLA, FLORIDA | AL-318 (FAA) | 21056

WAAS CH 97319 W17A	APP CRS 169°	Rwy ldg 7004 TDZE 121 Apt Elev 121

RNAV (GPS) RWY 17
PENSACOLA INTL (PNS)

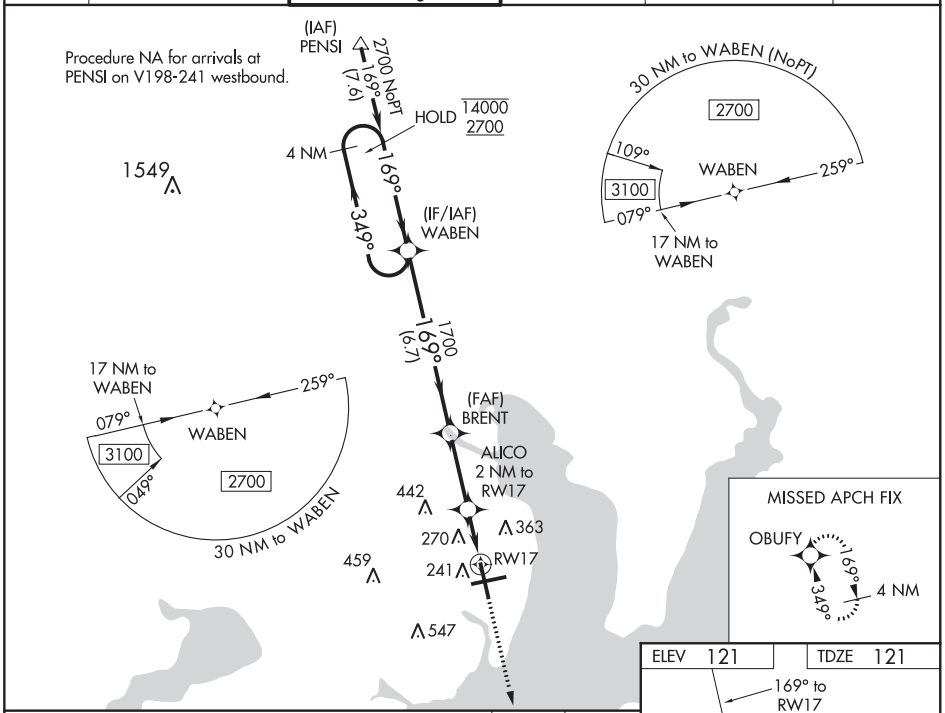
RNP APCH.

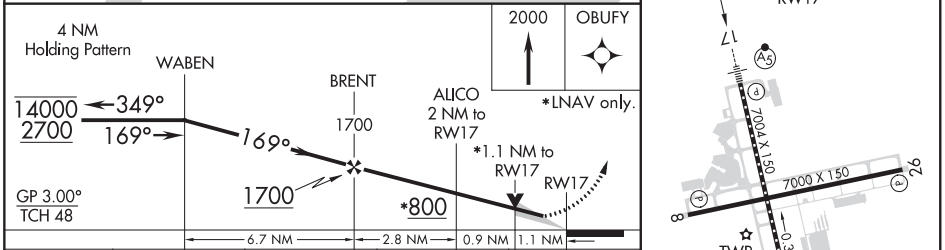
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. CAUTION: Intensive VFR student training in vicinity of airport.

MALSR

MISSED APPROACH: Climb to 2000 direct OBUFY and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875	122.95





CATEGORY	A	B	C	D
LPV DA	321/18 200 (200-½)			
LNAV/VNAV DA	542/40 421 (500-¾)			
LNAV MDA	520/24 399 (400-½)		520/35 399 (400-⅝)	
CIRCLING	580-1 459 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 90119 W26A	APP CRS 260°	Rwy ldg 7000 TDZE 113 Apt Elev 121

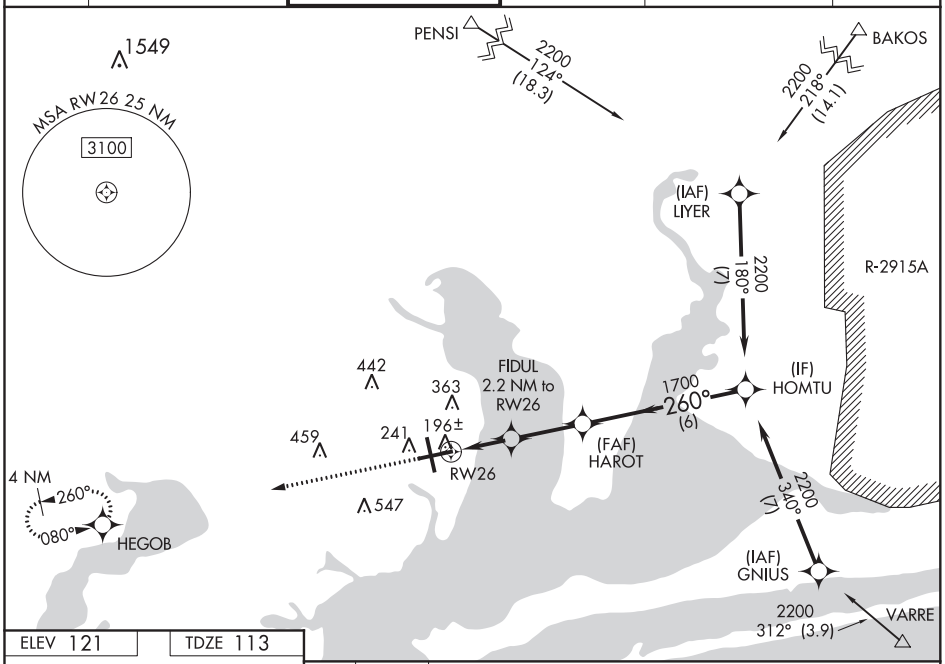
RNAV (GPS) RWY 26
PENSACOLA INTL (PNS)

RNP APCH.

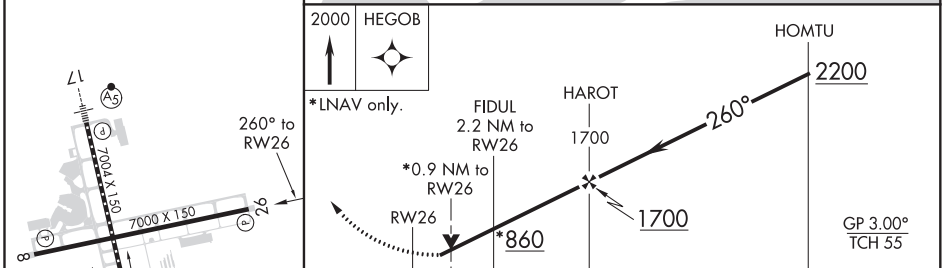
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. CAUTION: Intensive VFR student training in vicinity of airport. Rwy 26 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct HEGOB and hold

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	119.0 269.375	119.9 (CTAF) (L) 257.8	121.9 348.6	123.725 256.875	122.95



ELEV 121 TDZE 113



CATEGORY	A	B	C	D
LPV DA	363-¾ 250 (300-¾)			
LNAV/VNAV DA	363-¾ 250 (300-¾)			
LNAV MDA	460-1 347 (400-1)			
CIRCLING	580-1 459 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

REIL Rwys 8, 26 and 35
TDZ/CL Rwy 17 (L)
HIRL Rwys 8-26 and 17-35 (L)

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

PENSACOLA, FLORIDA | AL-318 (FAA) | 21056

WAAS CH 40020 W35A	APP CRS 349°	Rwy ldg 7004 TDZE 103 Apt Elev 121

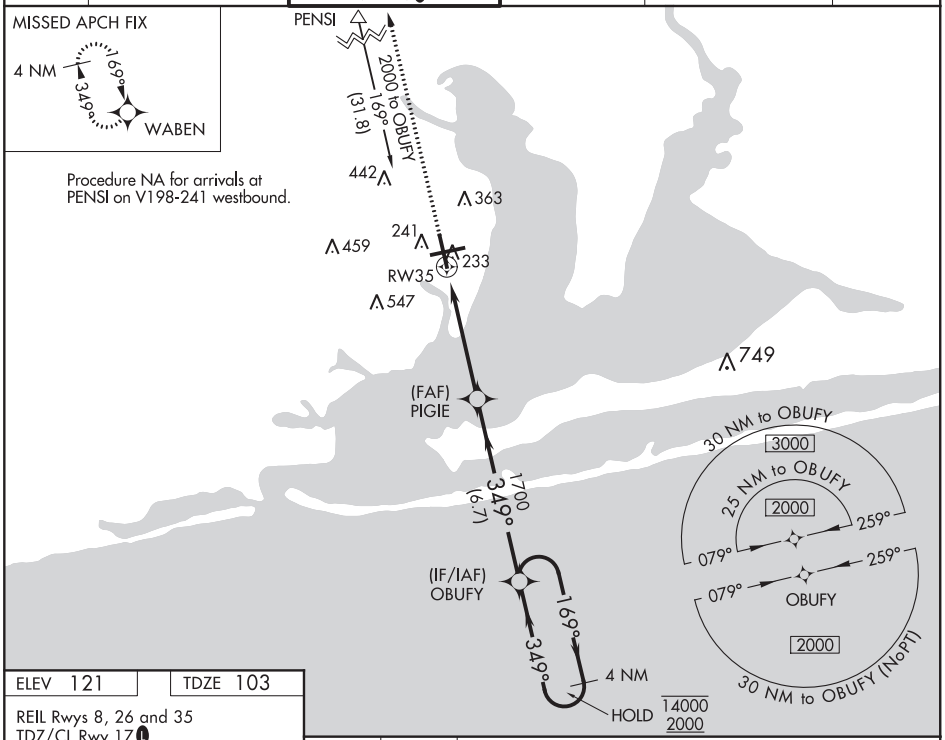
RNAV (GPS) RWY 35
PENSACOLA INTL (PNS)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. CAUTION: Intensive VFR student training in vicinity of airport.

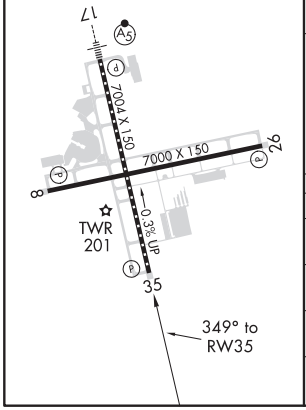
MISSED APPROACH: Climb to 2700 direct WABEN and hold.

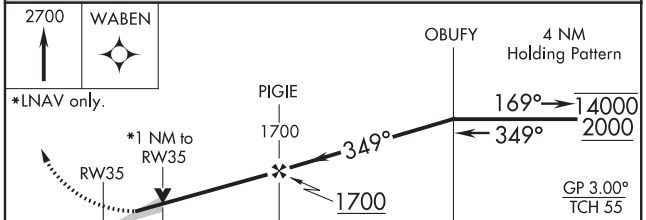
ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875	122.95



ELEV 121 | TDZE 103

REIL Rwys 8, 26 and 35
TDZ/CL Rwy 17 L
HIRL Rwys 8-26 and 17-35 L





CATEGORY	A	B	C	D
LPV DA	303/40 200 (200-¾)			
LNAV/VNAV DA	384/45 281 (300-⅞)			
LNAV MDA	480/55 377 (400-1)			
CIRCLING	580-1 459 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021

LOC RWY 26
PENSACOLA INTL (PNS)

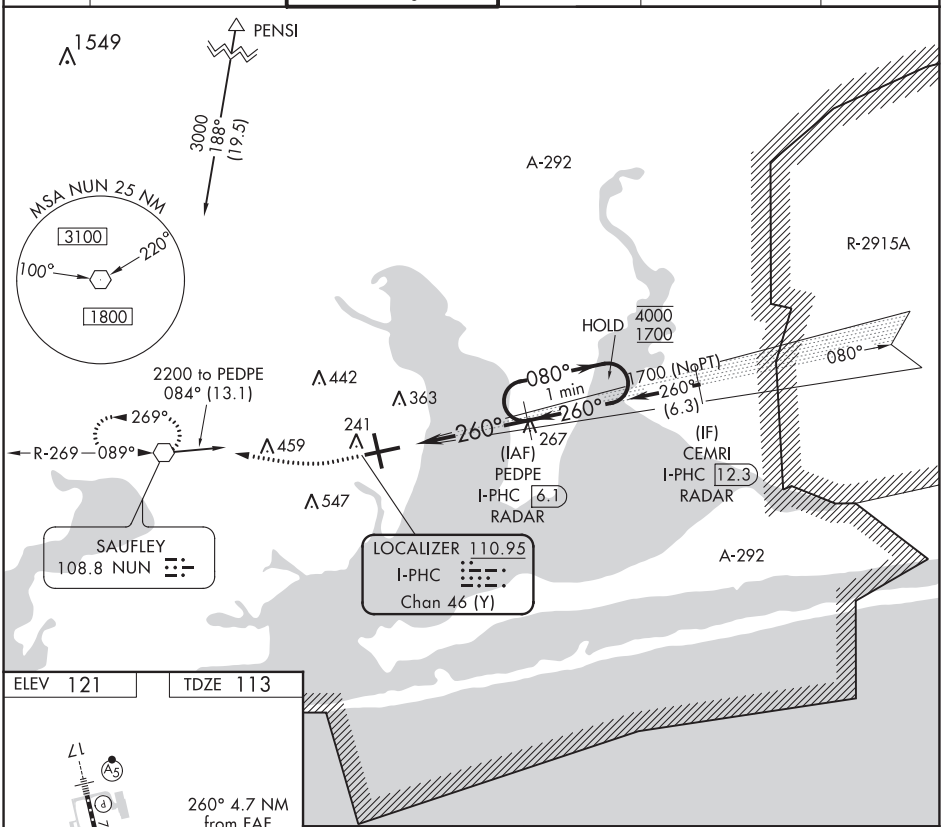
LOC/DME I-PHC	APP CRS	Rwy ldg	7000
110.95	260°	TDZE	113
Chan 46 (Y)		Apt Elev	121

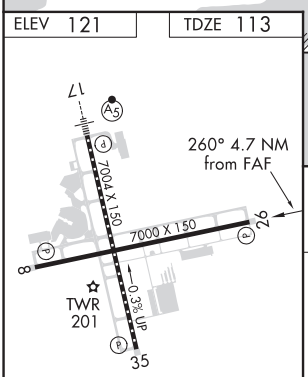
DME or RADAR required.

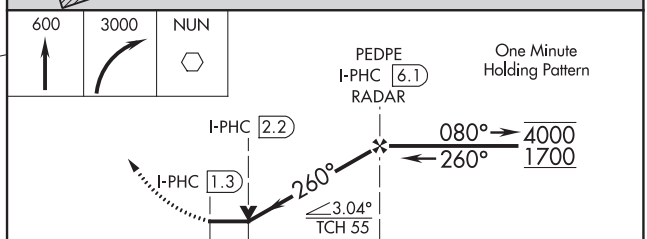
Rwy 26 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct NUN VOR and hold, continue climb-in-hold to 3000.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875	122.95







REIL Rwys 8, 26 and 35
TDZ/CL Rwy 17 L
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-26	460-1 347 (400-1)			
CIRCLING	580-1 459 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021
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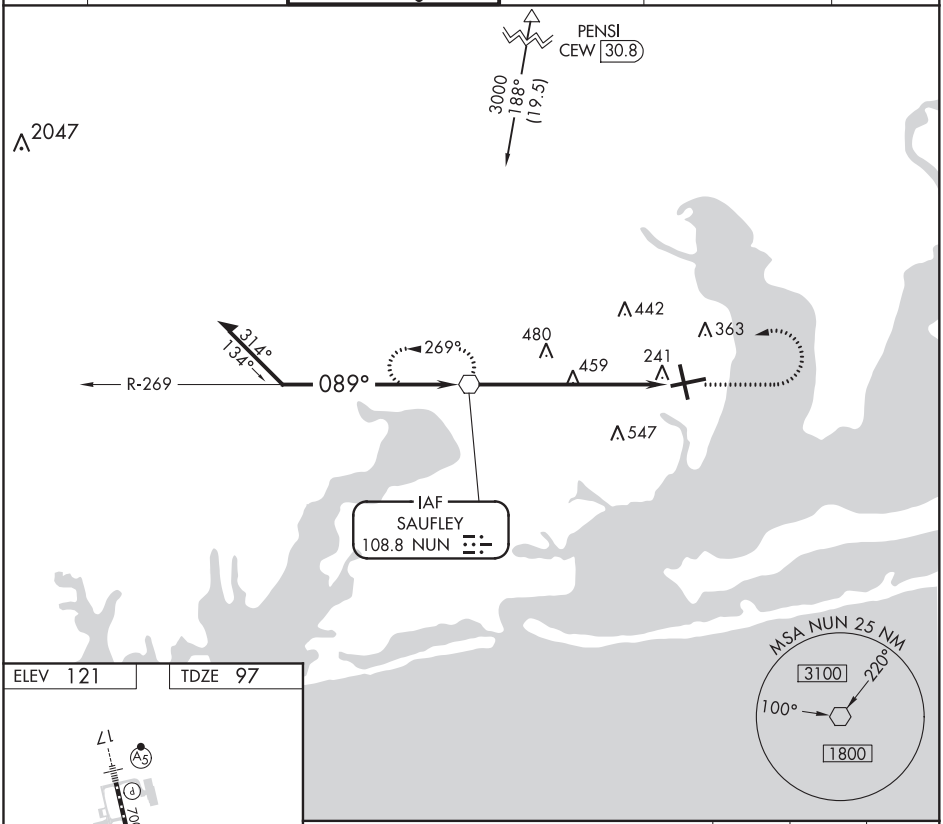
NUN VOR	APP CRS	Rwy ldg / TDZE / Apt Elev
108.8	089°	7000 / 97 / 121

VOR RWY 8
PENSACOLA INTL (PNS)

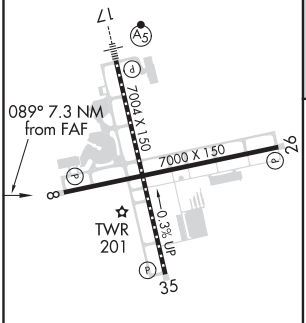
Helicopter visibility reduction below ¾ SM NA.
CAUTION: Intensive student training invof airport.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct NUN VOR and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875	122.95

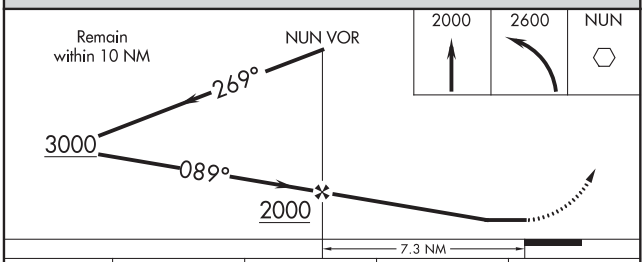


ELEV 121 TDZE 97



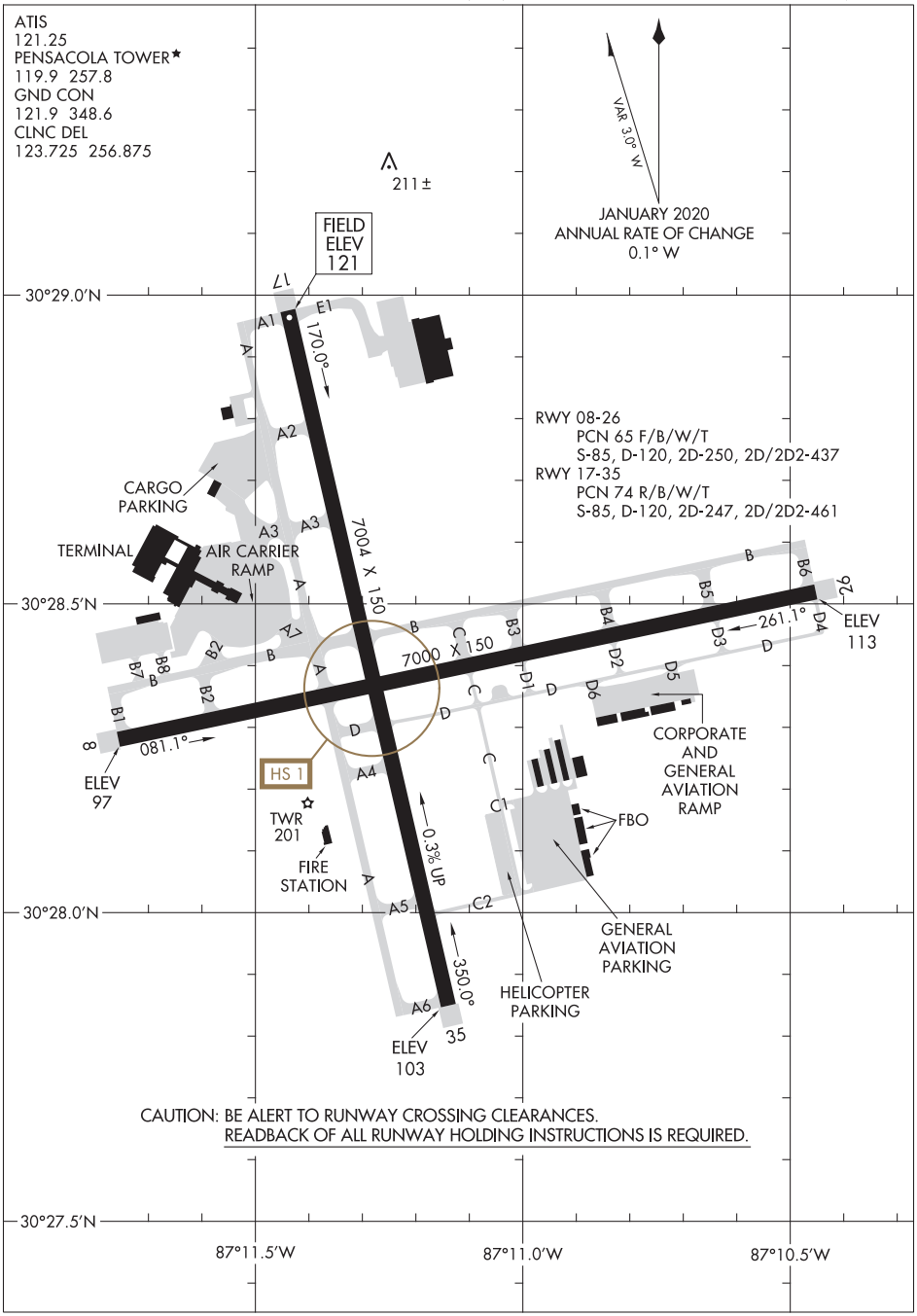
REIL Rwys 8, 26 and 35
TDZ/CL Rwy 17 L
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26



CATEGORY	A	B	C	D
S-8	800-1 703 (700-1)		800-2 703 (700-2)	
CIRCLING	800-1 679 (700-1)		800-2 679 (700-2)	800-2¼ 679 (700-2¼)

SE-3, 25 FEB 2021 to 22 APR 2021



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

PENSACOLA, FLORIDA

20198

ILS Z or LOC/DME RWY 7L

LOC I-NPA	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.3	069°	8001 / 23 / 28

AL-736 [USN]

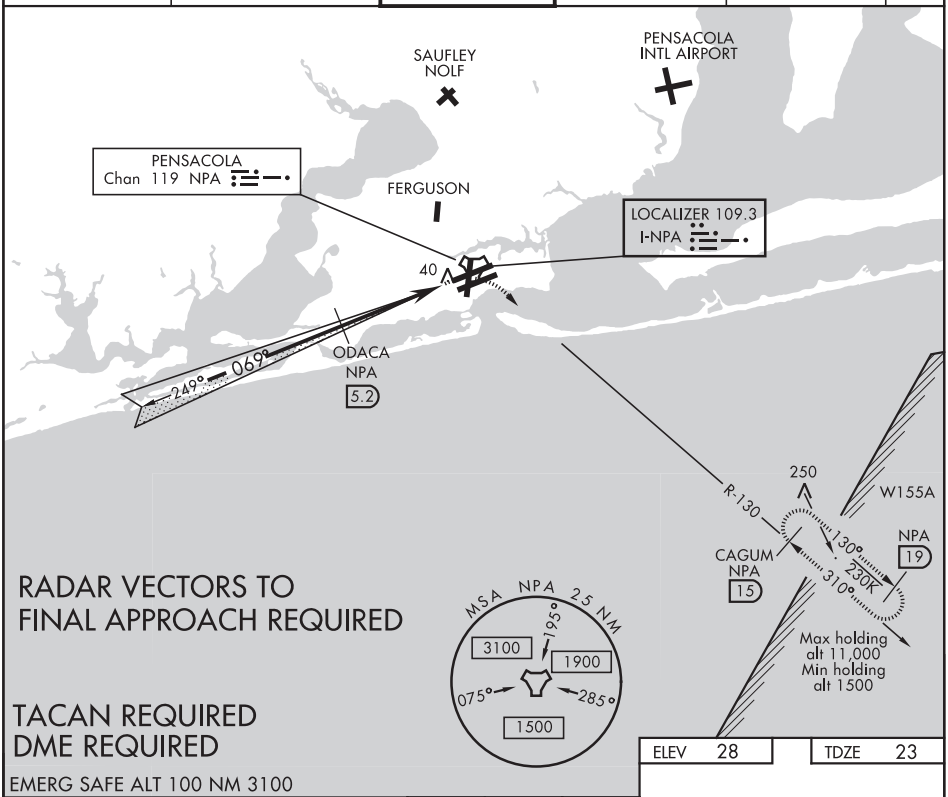
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

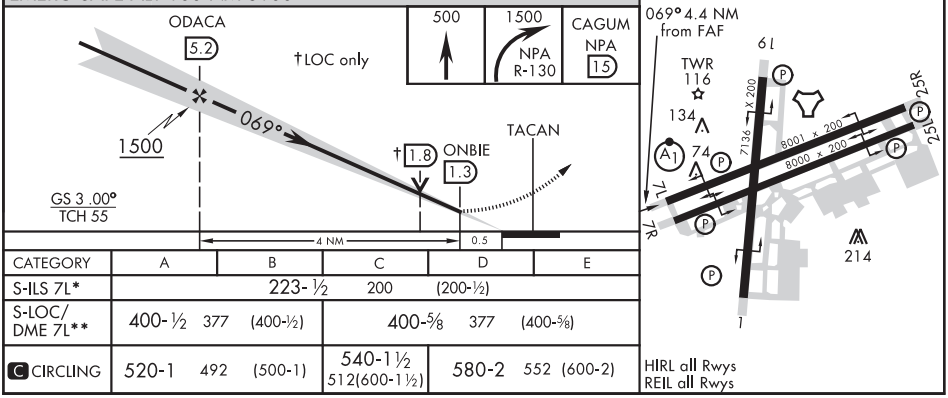
* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile

ALSF-1

MISSED APPROACH: Climb to 500. Then climbing right turn to 1500 via NPA R-130 to CAGUM and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	





CATEGORY	A	B	C	D	E
S-ILS 7L*	223-½ 200 (200-½)				
S-LOC/DME 7L**	400-½ 377 (400-½)		400-⅝ 377 (400-⅝)		
C CIRCLING	520-1 492 (500-1)		540-1½ 512(600-1½)	580-2 552 (600-2)	

PENSACOLA, FLORIDA

30° 21′N-87° 19′W

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

Amdt 2 20JUN19

ILS Z or LOC/DME RWY 7L

SE-3, 25 FEB 2021 to 22 APR 2021

ILS Y or RNAV (GPS) RWY 7L

AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

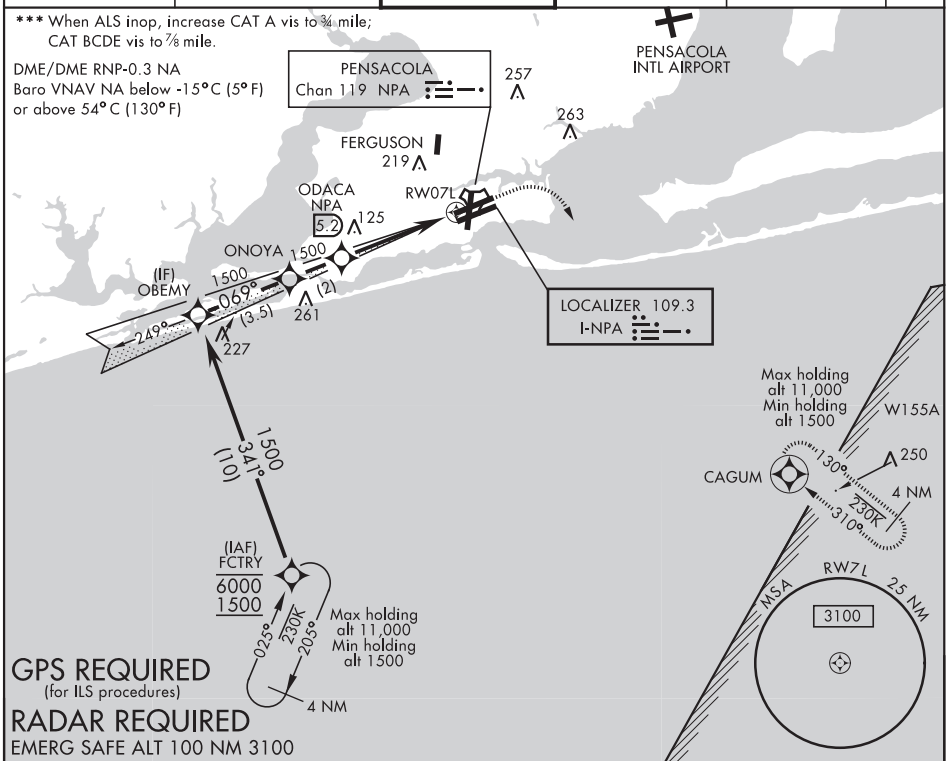
LOC I-NPA	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.3	069°	8001 / 23 / 28

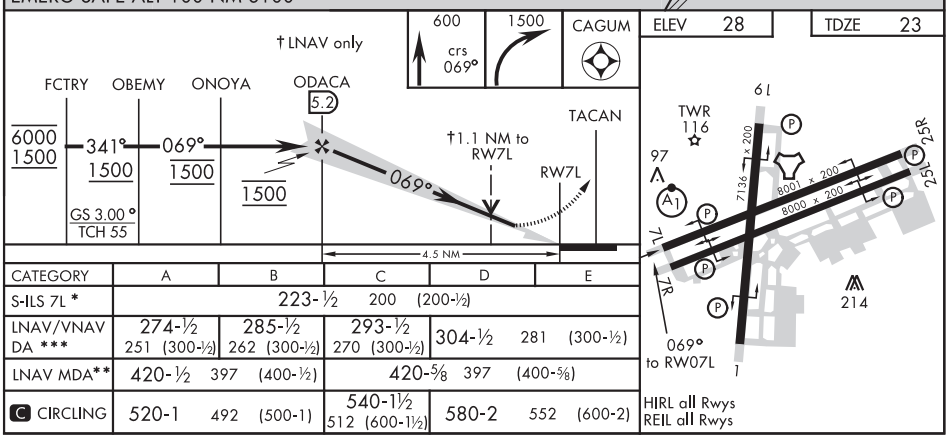
* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.

ALSF-1

MISSED APPROACH: Climb to 600, then climbing right turn to 1500 direct CAGUM and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	





CATEGORY	A	B	C	D	E
S-ILS 7L *	223-½ 200 (200-½)				
LNAV/VNAV DA ***	274-½ 251 (300-½)	285-½ 262 (300-½)	293-½ 270 (300-½)	304-½ 281 (300-½)	
LNAV MDA**	420-½ 397 (400-½)		420-⅝ 397 (400-⅝)		
C CIRCLING	520-1 492 (500-1)		540-1½ 512 (600-1½)	580-2 552 (600-2)	

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PENSACOLA, FLORIDA

RNAV (GPS) RWY 1

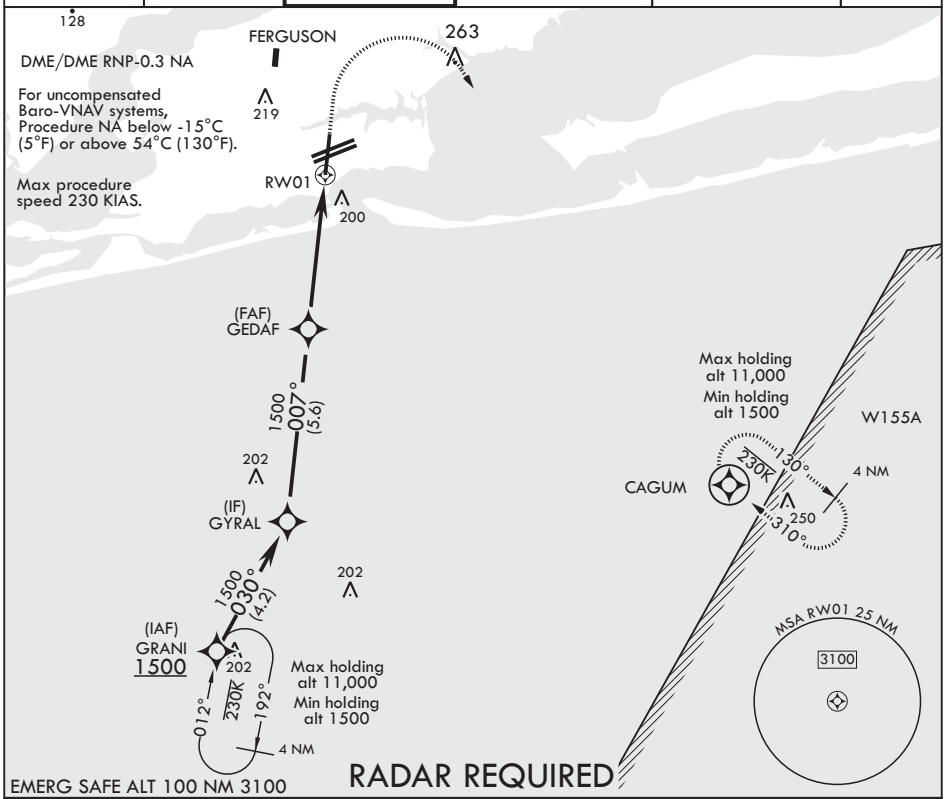
AL-736 (USN)

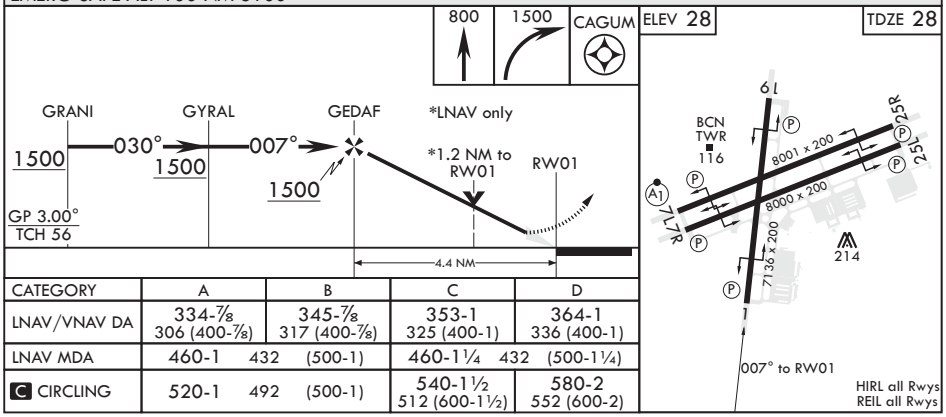
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

APCH CRS	Rwy ldg	7136
007°	TDZE	28
	Arpt Elev	28

MISSED APPROACH: Climb to 800 then climbing right turn to 1500 direct CAGUM and hold.

ATIS	APP CON	SHERMAN TOWER	SHERMAN GND CON	SHERMAN CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	





CATEGORY	A	B	C	D
LNAV/VNAV DA	334-⅞ 306 (400-⅞)	345-⅞ 317 (400-⅞)	353-1 325 (400-1)	364-1 336 (400-1)
LNAV MDA	460-1 432 (500-1)		460-1¼ 432 (500-1¼)	
C CIRCLING	520-1 492 (500-1)		540-1½ 512 (600-1½)	580-2 552 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

PENSACOLA, FLORIDA

RNAV (GPS) RWY 7R

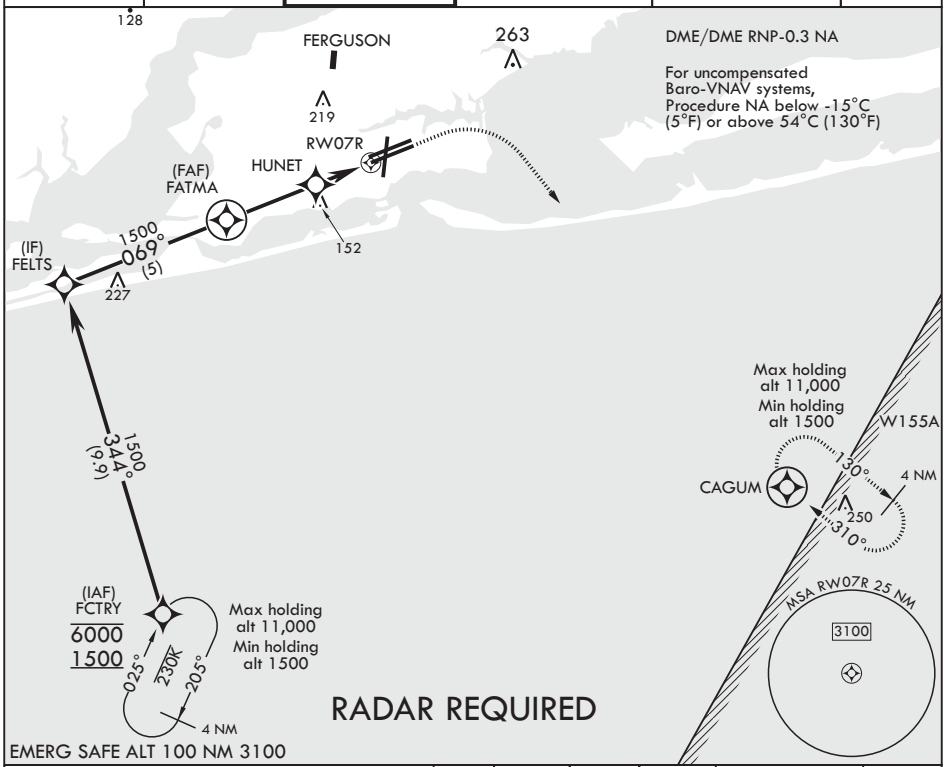
AL-736 (USN)

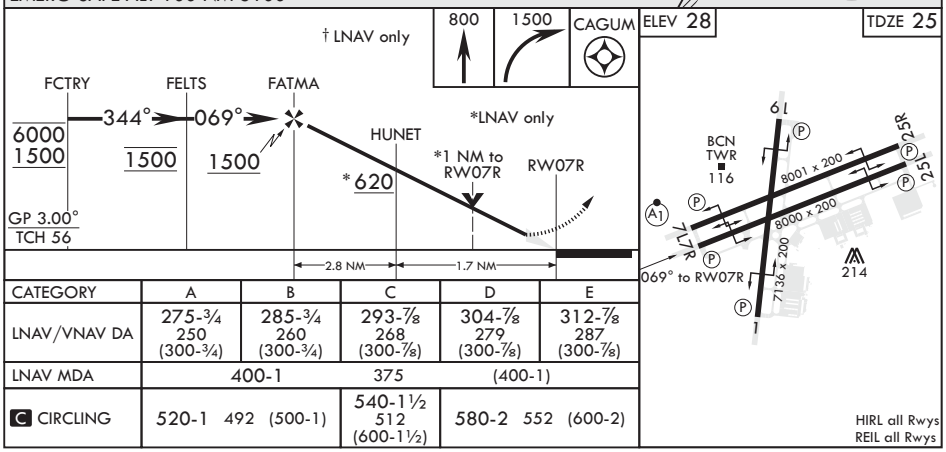
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

APCH CRS	Rwy ldg	8000
069°	TDZE	25
	Arpt Elev	28

MISSED APPROACH: Climb to 800 then climbing right turn to 1500 direct CAGUM and hold.

ATIS	APP CON	SHERMAN TOWER	SHERMAN GND CON	SHERMAN CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	





CATEGORY	A	B	C	D	E
LNAV/VNAV DA	275-¾ 250 (300-¾)	285-¾ 260 (300-¾)	293-⅞ 268 (300-⅞)	304-⅞ 279 (300-⅞)	312-⅞ 287 (300-⅞)
LNAV MDA	400-1 375 (400-1)				
C CIRCLING	520-1 492 (500-1)		540-1½ 512 (600-1½)	580-2 552 (600-2)	

PENSACOLA, FLORIDA

30°21'N - 87°19'W PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

Amdt 1 20JUN19

RNAV (GPS) RWY 7R

SE-3, 25 FEB 2021 to 22 APR 2021

PENSACOLA, FLORIDA

RNAV (GPS) RWY 19

AL-736 (USN)

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

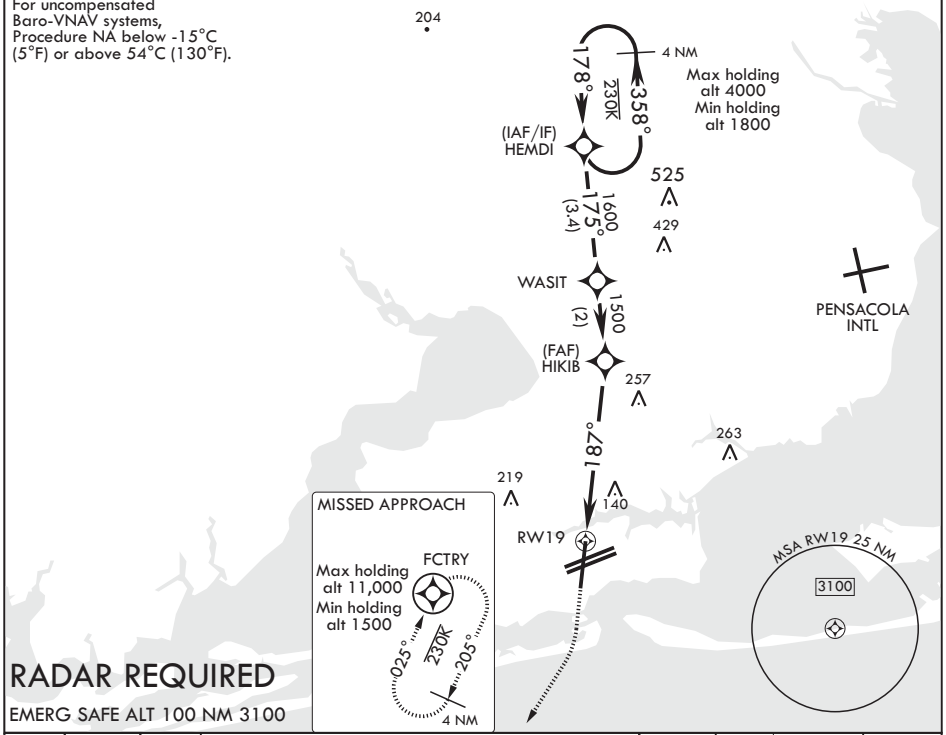
APCH CRS	Rwy ldg	7136
187°	TDZE	22
	Arpt Elev	28

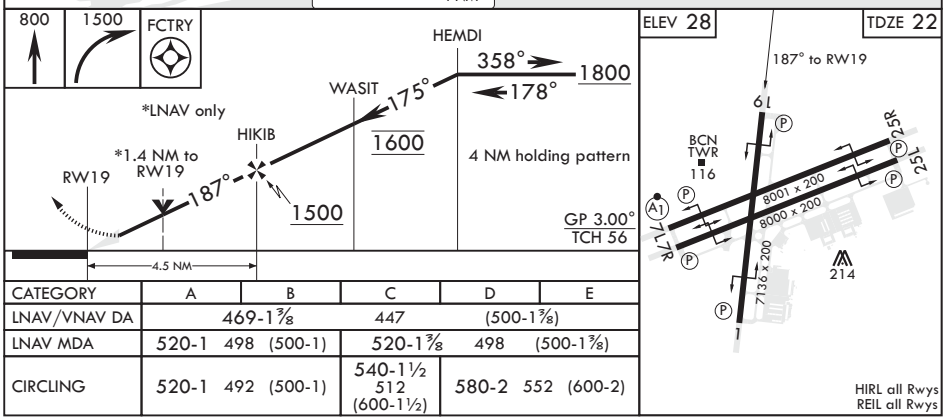
MISSED APPROACH: Climb to 800 then climbing right turn to 1500 direct FCTRY and hold.

ATIS	APP CON	SHERMAN TOWER	SHERMAN GND CON	SHERMAN CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	

DME/DME RNP-0.3 NA

For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (130°F).





CATEGORY	A	B	C	D	E
LNAV/VNAV DA	469-1⅜		447	(500-1⅜)	
LNAV MDA	520-1 498 (500-1)		520-1⅜	498 (500-1⅜)	
CIRCLING	520-1 492 (500-1)		540-1½ 512 (600-1½)	580-2 552 (600-2)	

SE-3, 25 FEB 2021 to 22 APR 2021

PENSACOLA, FLORIDA

RNAV (GPS) RWY 25L

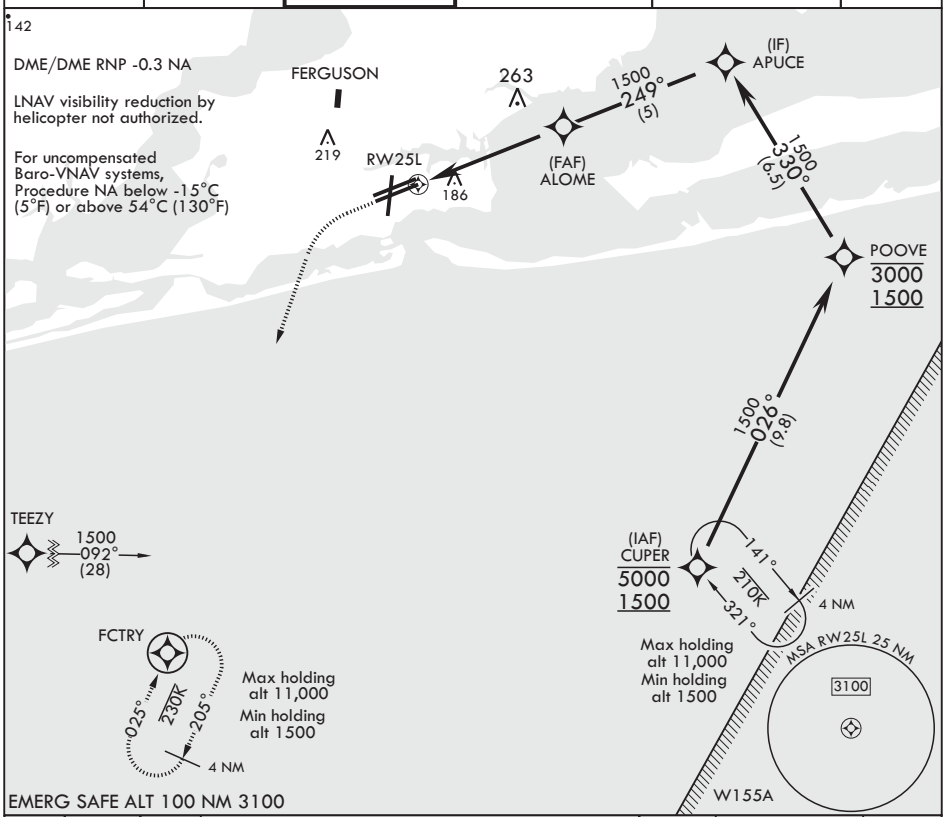
AL-736 (USN)

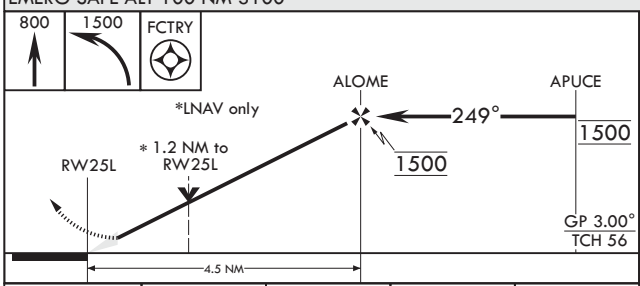
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

APCH CRS	Rwy ldg	8000
249°	TDZE	22
	Arpt Elev	28

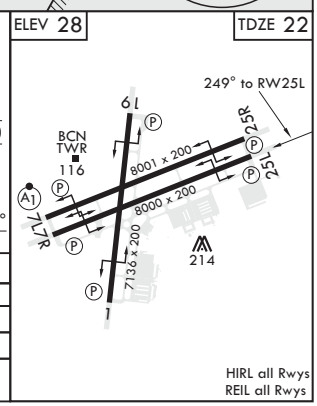
MISSED APPROACH: Climb to 800 then climbing left turn to 1500 direct FCTRY and hold.

ATIS	APP CON	SHERMAN TOWER	SHERMAN GND CON	SHERMAN CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	





ELEV 28 TDZE 22



CATEGORY	A	B	C	D
LNAV/VNAV DA	440-1⅛ 418 (500-1⅛)			
LNAV MDA	440-1 418 (500-1)		440-1⅛ 418 (500-1⅛)	
C CIRCLING	520-1 492 (500-1)		540-1½ 512 (600-1½)	580-2 552 (600-2)

PENSACOLA, FLORIDA

Amdt 2 10OCT19

30°21'N - 87°19'W PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

RNAV (GPS) RWY 25L

SE-3, 25 FEB 2021 to 22 APR 2021

PENSACOLA, FLORIDA

RNAV (GPS) RWY 25R

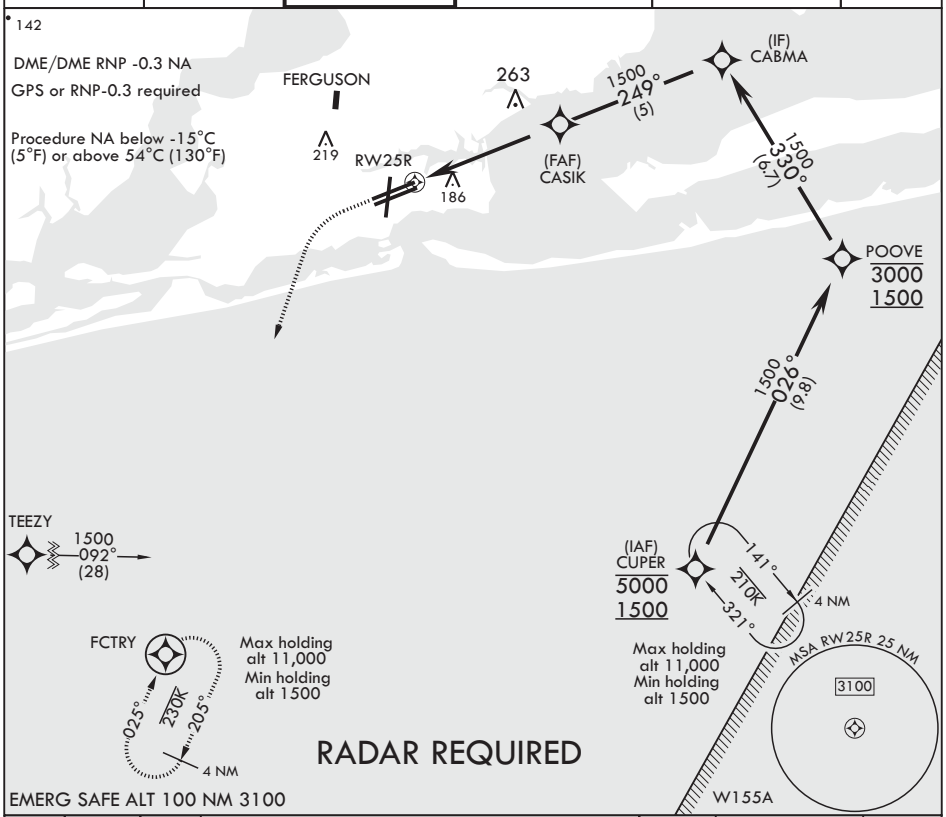
AL-736 (USN)

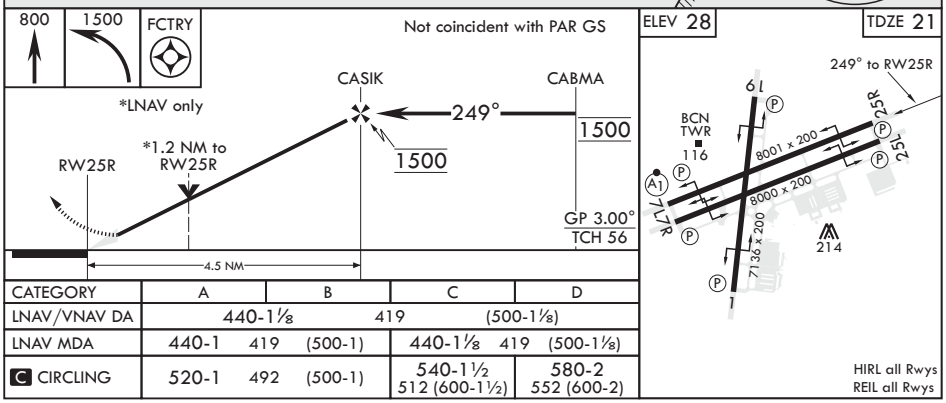
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

APCH CRS	Rwy ldg	8001
249°	TDZE	21
	Arpt Elev	28

MISSED APPROACH: Climb to 800 then climbing left turn to 1500 direct FCTRY and hold.

ATIS	APP CON	SHERMAN TOWER	SHERMAN GND CON	SHERMAN CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	





CATEGORY	A	B	C	D
LNAV/VNAV DA	440-1⅛ 419 (500-1⅛)			
LNAV MDA	440-1 419 (500-1)		440-1⅛ 419 (500-1⅛)	
C CIRCLING	520-1 492 (500-1)		540-1½ 512 (600-1½)	580-2 552 (600-2)

PENSACOLA, FLORIDA

Amdt 6 10OCT19

30°21'N - 87°19'W PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

RNAV (GPS) RWY 25R

SE-3, 25 FEB 2021 to 22 APR 2021

VOR RWY 19

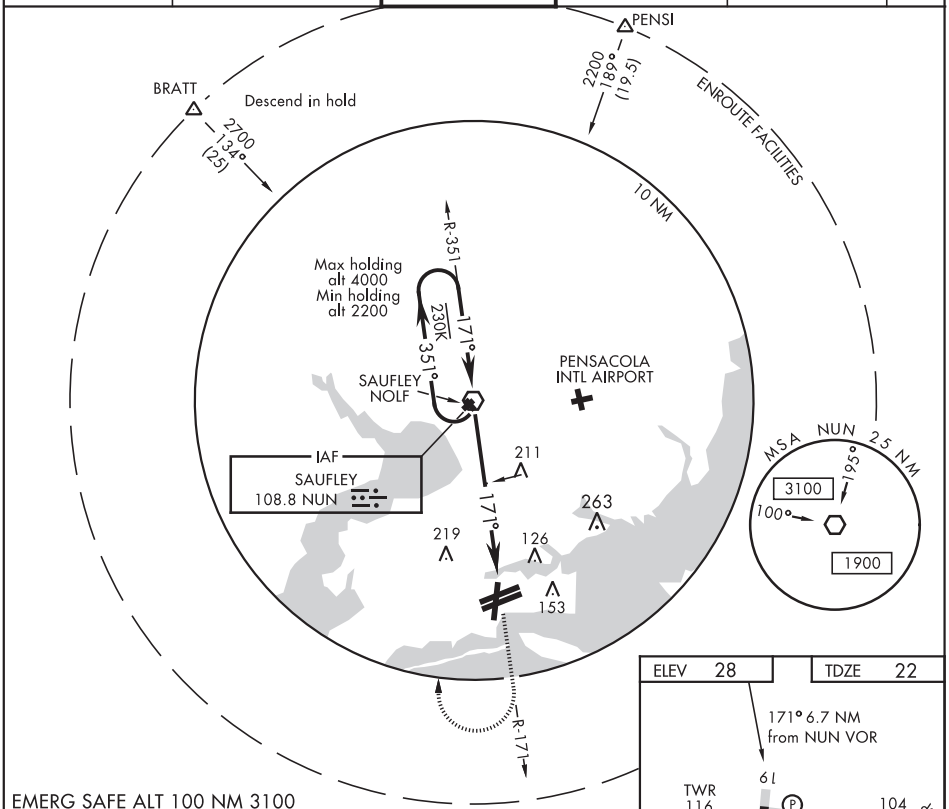
AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

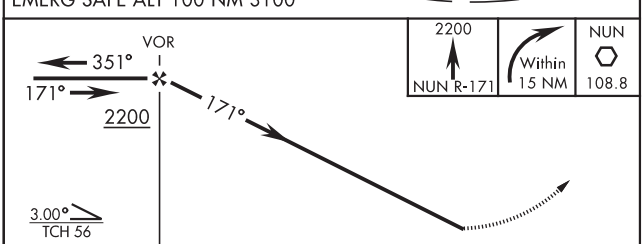
VOR NUN 108.8	APCH CRS 171°	Rwy ldg 7136 TDZE 22 Arpt Elev 28

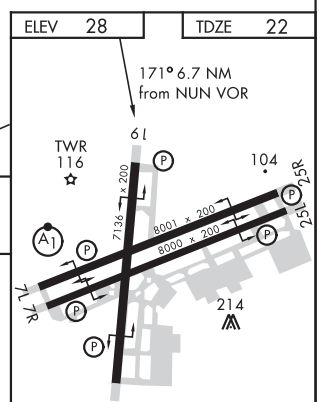
MISSED APPROACH: Climb to 2200 via NUN R-171. Then turn right direct NUN VOR and hold. Remain within 15 NM of NUN VOR.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100





HIRL all Rwys
REIL all Rwys

CATEGORY	A	B	C	D
S-19	540-1 518 (600-1)		540-1⅜ 518 (600-1⅜)	
C CIRCLING	540-1 512 (600-1)		540-1½ 512 (600-1½)	580-2 552 (600-2)

FAF to MAP 6.0 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

PENSACOLA, FLORIDA

20198

TACAN RWY 1

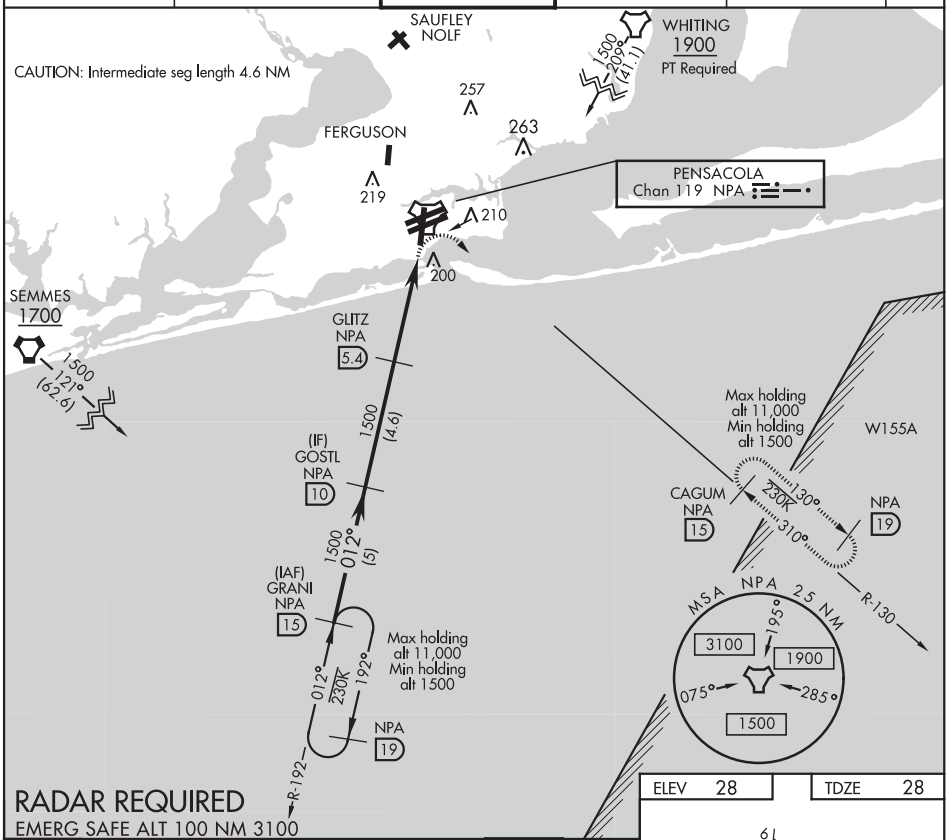
TACAN NPA Chan 119	APCH CRS 012°	Rwy ldg 7136 TDZE 28 Arpt Elev 28

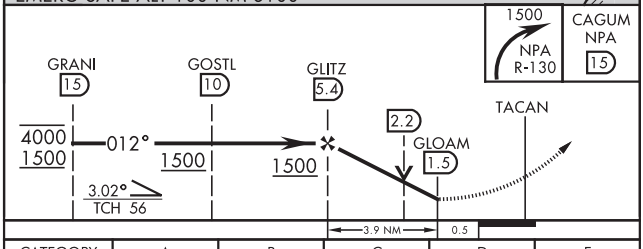
AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

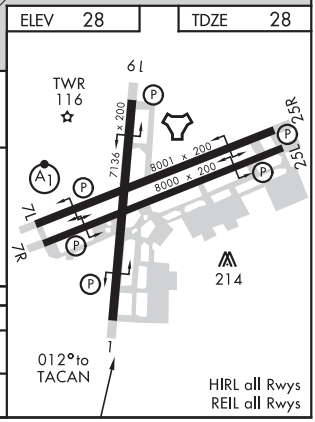
MISSED APPROACH: Climbing right turn to 1500 via NPA TACAN R-130 to CAGUM and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	





CATEGORY	A	B	C	D	E
S-1	460-1 432 (500-1)		460-1¼ 432 (500-1¼)		
C CIRCLING	520-1 492 (500-1)		540-1½ 512 (600-1½)	580-2 552 (600-2)	



PENSACOLA, FLORIDA

30°21′N-87°19′W

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

Amdt 5 02JAN20

TACAN RWY 1

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

PENSACOLA, FLORIDA

TACAN RWY 7L

TACAN NPA Chan 119	APCH CRS 061°	Rwy ldg 8001 TDZE 23 Arpt Elev 28	AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

* When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.

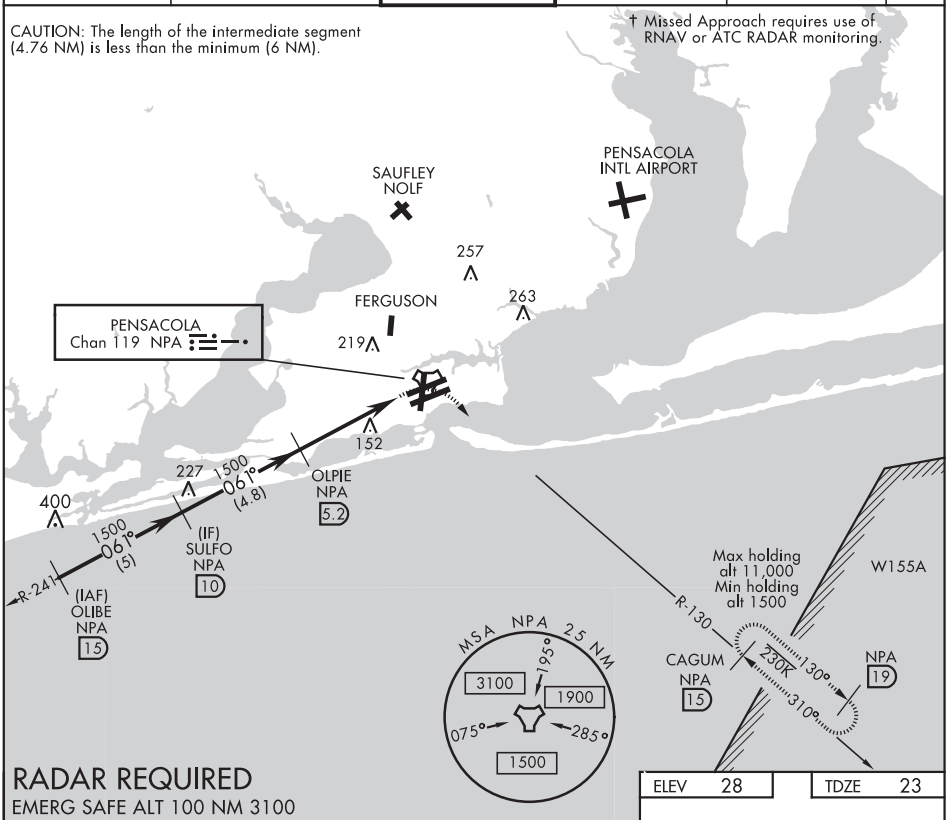
ALSF-1

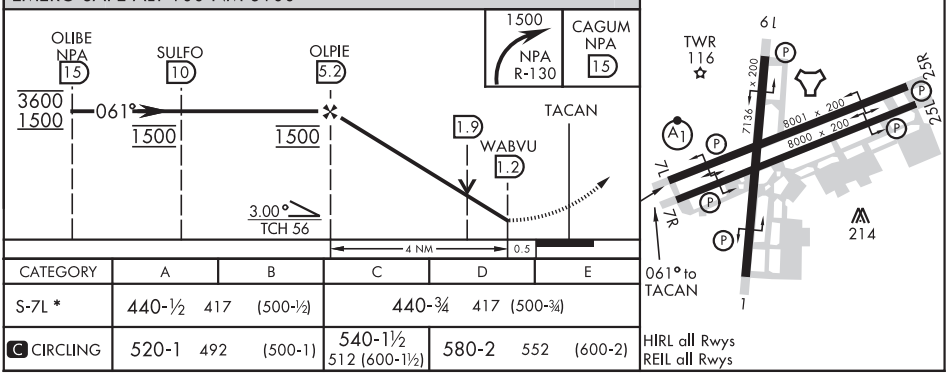
† MISSED APPROACH: Climbing right turn to 1500 via NPA TACAN R-130 to CAGUM and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	

CAUTION: The length of the intermediate segment (4.76 NM) is less than the minimum (6 NM).

† Missed Approach requires use of RNAV or ATC RADAR monitoring.





CATEGORY	A	B	C	D	E
S-7L *	440-½ 417 (500-½)		440-¾ 417 (500-¾)		
C CIRCLING	520-1 492 (500-1)		540-1½ 512 (600-1½)	580-2 552 (600-2)	

PENSACOLA, FLORIDA 30° 21′N-87° 19′W PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

Amdt 5 18JUL19

TACAN RWY 7L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

PENSACOLA, FLORIDA

20198

TACAN RWY 7R

TACAN NPA Chan 119	APCH CRS 054°	Rwy ldg 8000 TDZE 25 Arpt Elev 28

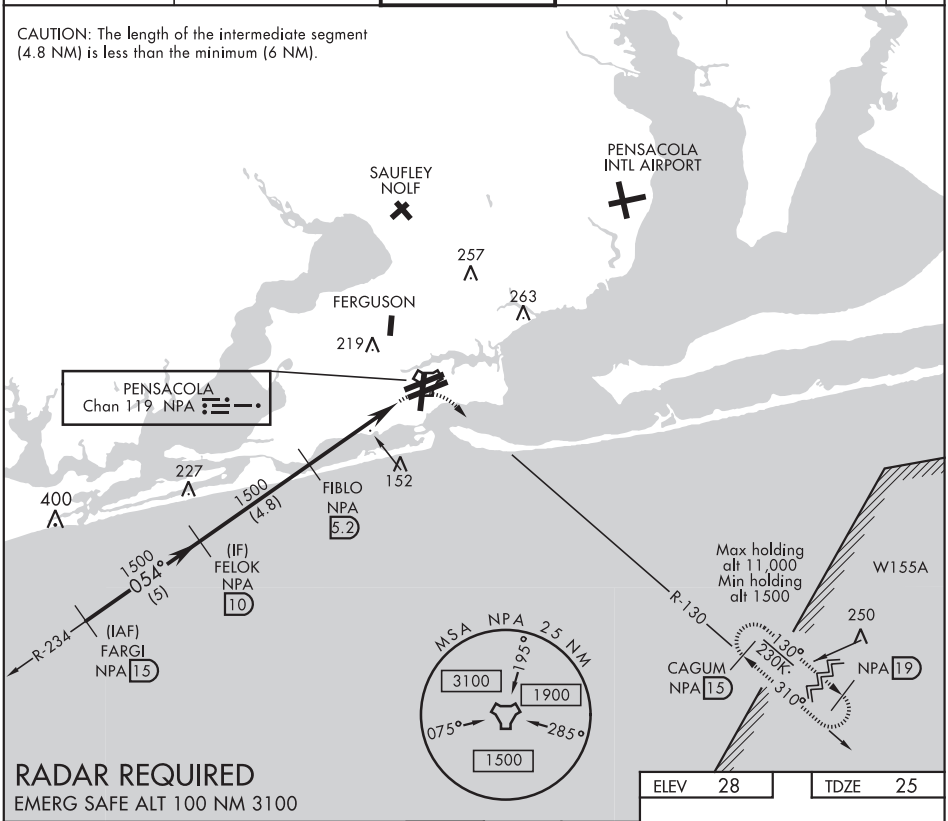
AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climbing right turn to 1500 via NPA TACAN R-130 to CAGUM and hold.

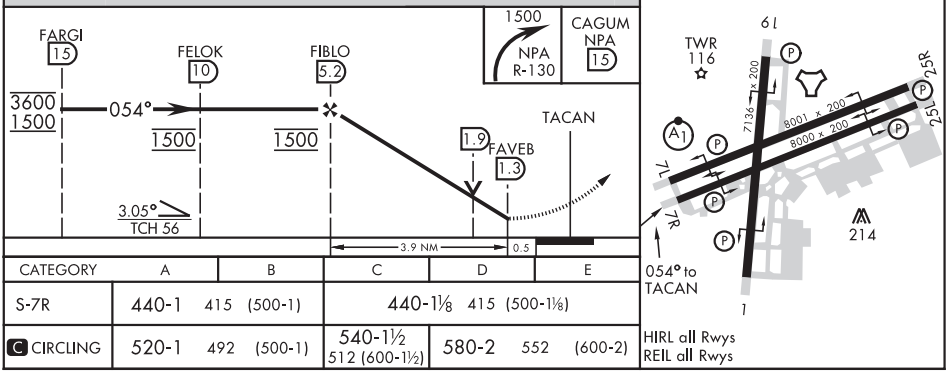
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	

CAUTION: The length of the intermediate segment (4.8 NM) is less than the minimum (6 NM).



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D	E
S-7R	440-1 415 (500-1)		440-1⅛ 415 (500-1⅛)		
C CIRCLING	520-1 492 (500-1)		540-1½ 512 (600-1½)	580-2 552 (600-2)	

SE-3, 25 FEB 2021 to 22 APR 2021

PENSACOLA, FLORIDA

TACAN RWY 19

TACAN NPA Chan 119	APCH CRS 178°	Rwy ldg 7136 TDZE 22 Arpt Elev 28

AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

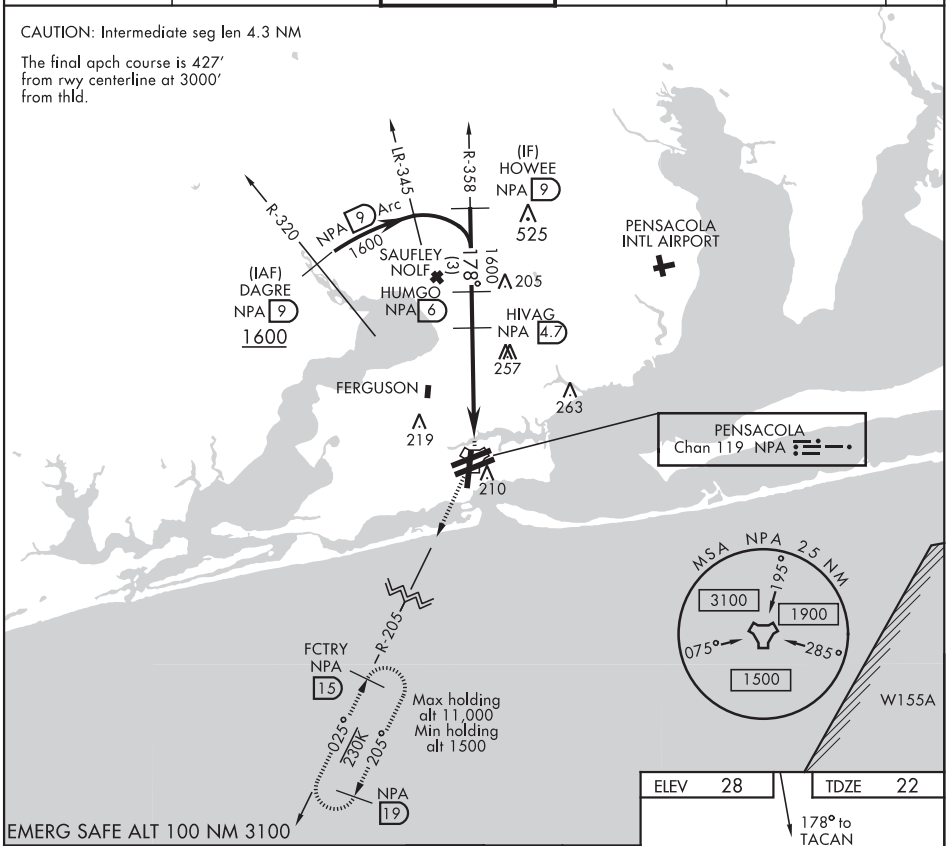
RADAR Required.

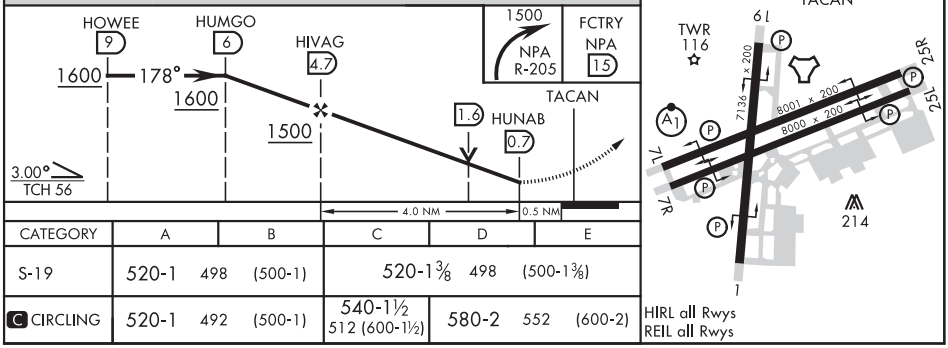
MISSED APPROACH: Climbing right turn to 1500 via NPA TACAN R-205 to FCTRY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	

CAUTION: Intermediate seg len 4.3 NM

The final apch course is 427′ from rwy centerline at 3000′ from thld.





CATEGORY	A		B	C		D		E
S-19	520-1	498	(500-1)	520-1⅜	498		(500-1⅜)	
C CIRCLING	520-1	492	(500-1)	540-1½ 512 (600-1½)		580-2	552	(600-2)

PENSACOLA, FLORIDA

30°21′N-87°19′W

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

Amdt 5 08OCT20

TACAN RWY 19

SE-3, 25 FEB 2021 to 22 APR 2021

PENSACOLA, FLORIDA

20198

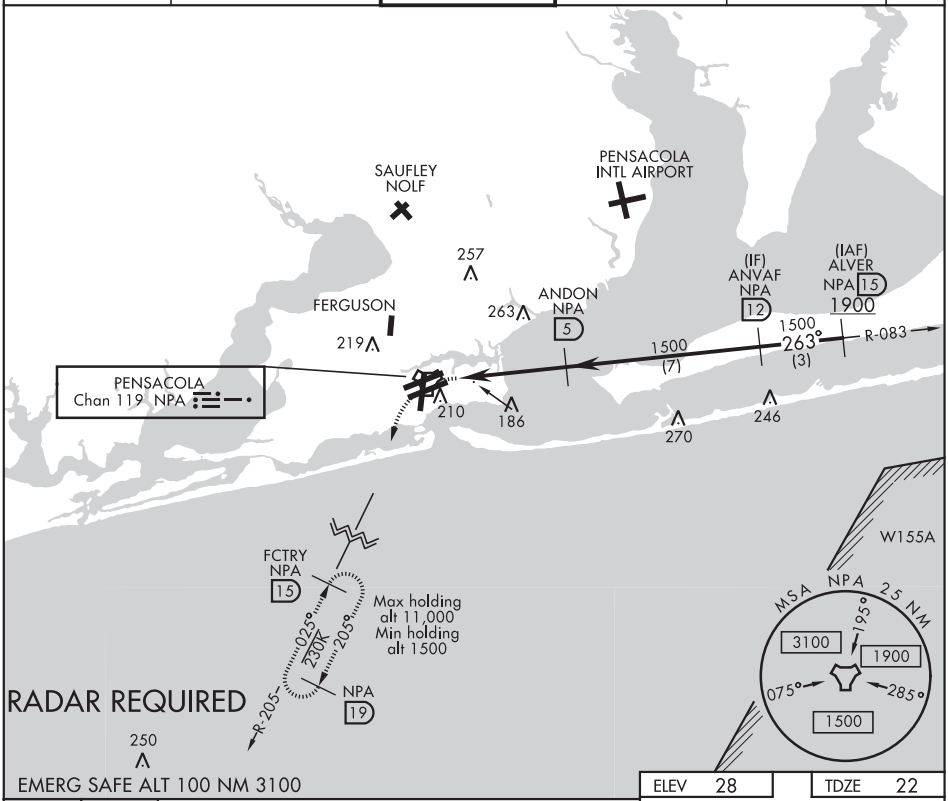
TACAN RWY 25L

TACAN NPA Chan 119	APCH CRS 263°	Rwy ldg 8000 TDZE 22 Arpt Elev 28	AL-736 [USN]

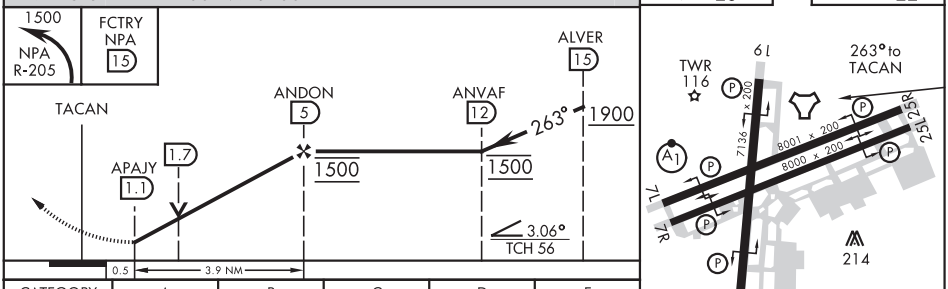
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climbing left turn to 1500 via NPA TACAN R-205 to FCTRY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



ELEV	28	TDZE	22



CATEGORY	A	B	C	D	E
S-25L	440-1 418 (500-1)		440-1⅛ 418 (500-1⅛)		
C CIRCLING	520-1 492 (500-1)		540-1½ 512 (600-1½)	580-2 552 (600-2)	

HIRL all Rwys
REIL all Rwys

SE-3, 25 FEB 2021 to 22 APR 2021

PENSACOLA, FLORIDA

TACAN RWY 25R

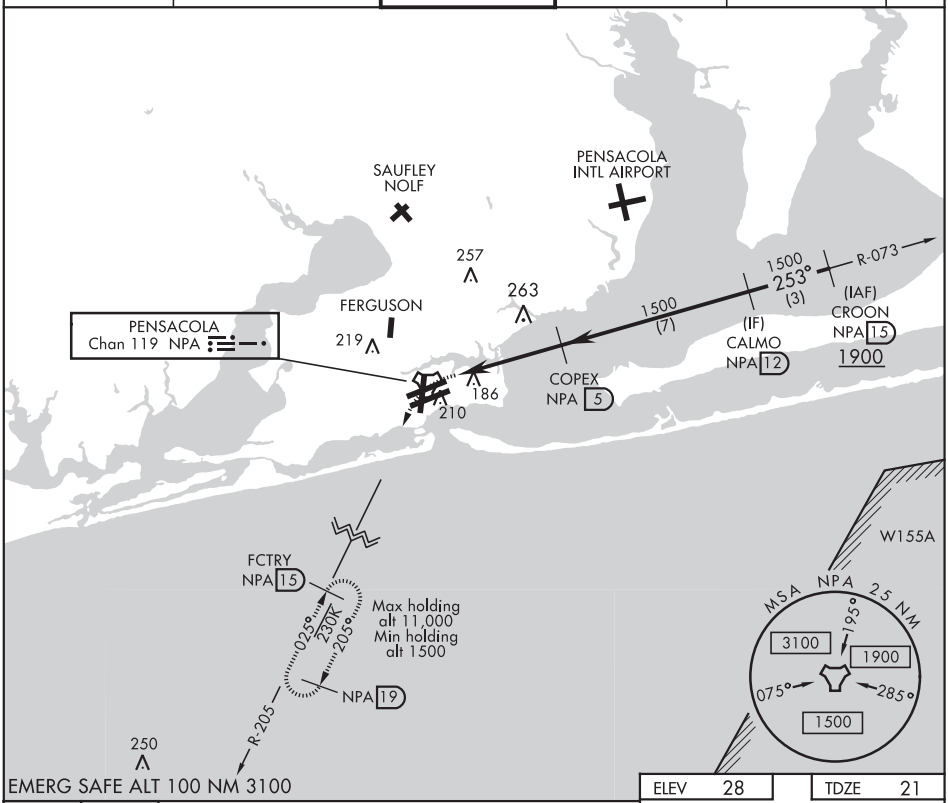
AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

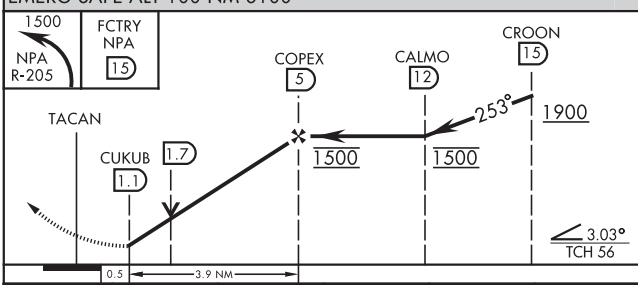
TACAN NPA Chan 119	APCH CRS 253°	Rwy ldg 8001 TDZE 21 Arpt Elev 28

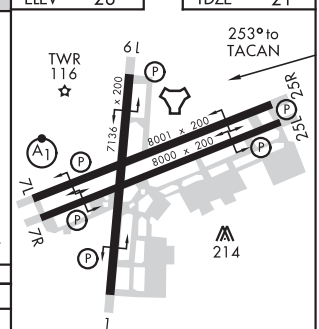
MISSED APPROACH: Climbing left turn to 1500 via NPA TACAN R-205 to FCTRY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



ELEV 28	TDZE 21





HIRL all Rwys
REIL all Rwys

CATEGORY	A		B	C		D		E
S-25R	440-1	419	(500-1)	440-1⅛ 419 (500-1⅛)				
C CIRCLING	520-1	492	(500-1)	540-1½ 512 (600-1½)		580-2	552	(600-2)

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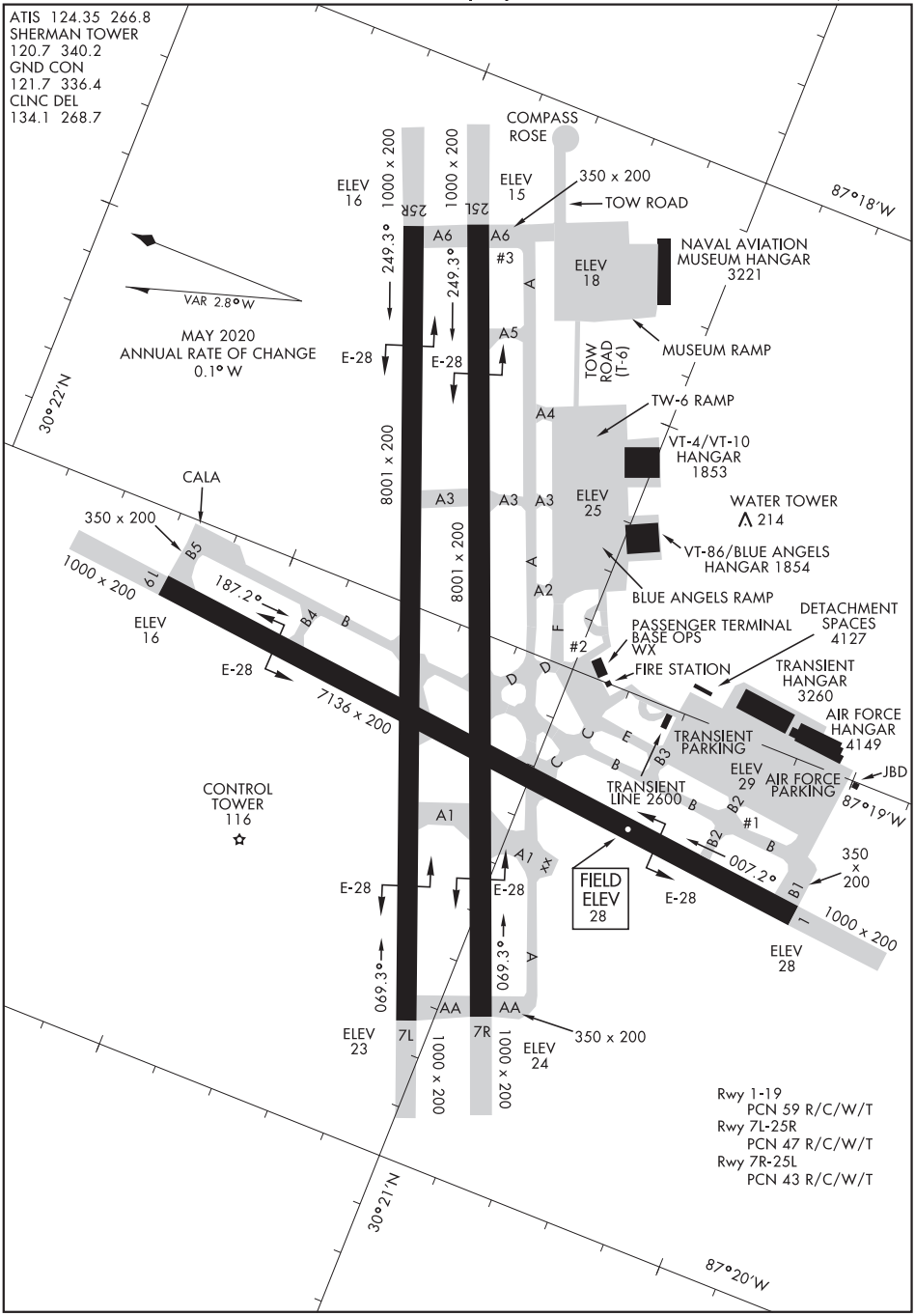
20142

AIRPORT DIAGRAM

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

AFD-736 [USN]

PENSACOLA, FLORIDA



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SE-3, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

PENSACOLA, FLORIDA

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

RNAV (GPS) RWY 18
PERRY-FOLEY (FPY)

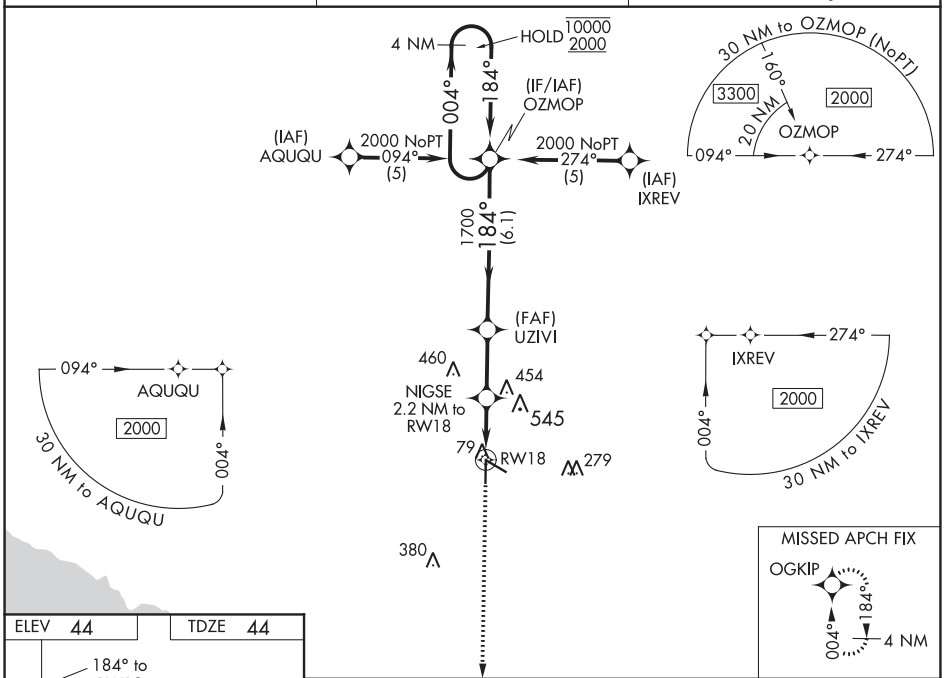
WAAS CH 49019 W18A	APP CRS 184°	Rwy ldg 5013 TDZE 44 Apt Elev 44

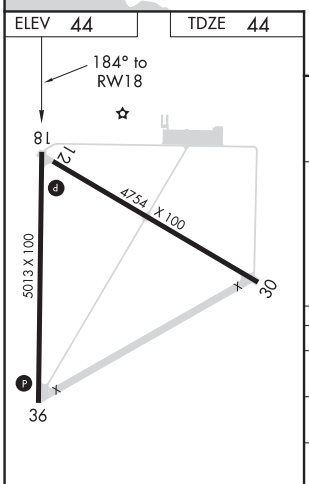
RNP APCH.

Circling to Rwy 36, 12 NA at night.
Rwy 18 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

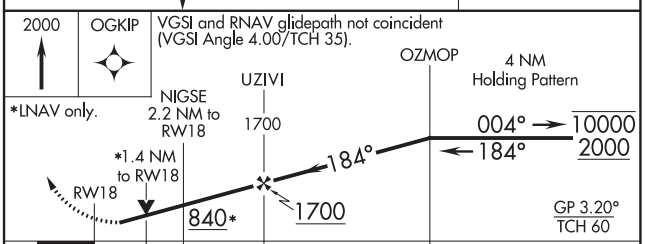
MISSED APPROACH: Climb to 2000 direct OGKIP and hold.

AWOS-3PT	JACKSONVILLE CENTER	UNICOM
118.375	127.8 352.0	122.8 (CTAF) L





MIRL Rwys 12-30 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	356-1 312 (400-1)			NA
LNAV/VNAV DA	977-3 933 (1000-3)			NA
LNAV MDA	660-1 616 (700-1)		660-1¾ 616 (700-1¾)	660-2 616 (700-2)
CIRCLING	660-1 616 (700-1)		660-1¾ 616 (700-1¾)	860-2¾ 816 (900-2¾)

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PERRY, FLORIDA

AL-6165 (FAA)

20310

RNAV (GPS) RWY 36

PERRY-FOLEY (FPY)

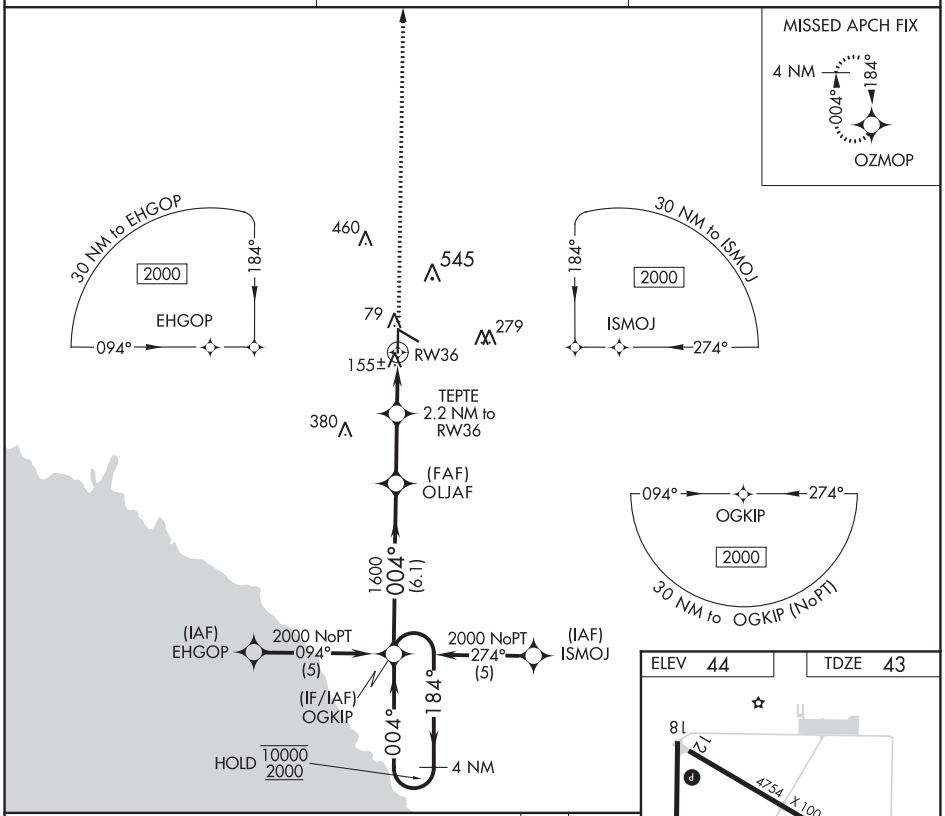
APP CRS	Rwy ldg	5013
004°	TDZE	43
	Apt Elev	44

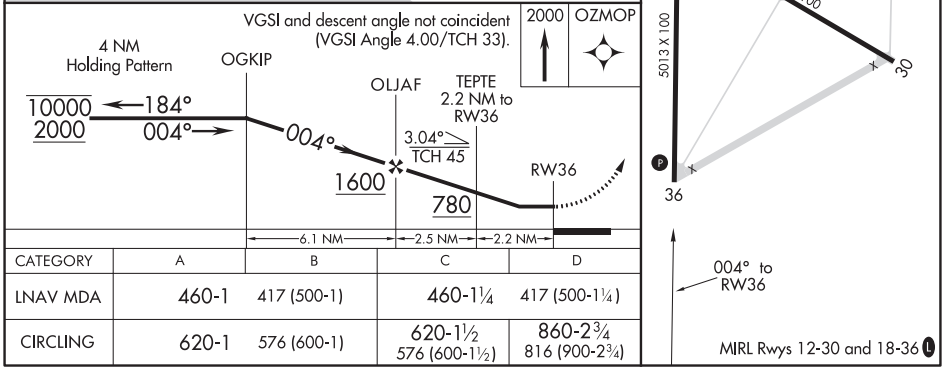
RNP APCH.

Circling Rwy 12 NA at night. Procedure NA at night.
Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct OZMOP and hold.

AWOS-3PT	JACKSONVILLE CENTER	UNICOM
118.375	127.8 352.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	460-1	417 (500-1)	460-1¼	417 (500-1¼)
CIRCLING	620-1	576 (600-1)	620-1½ 576 (600-1½)	860-2¾ 816 (900-2¾)

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RNAV (GPS) RWY 10
PLANT CITY (PCM)

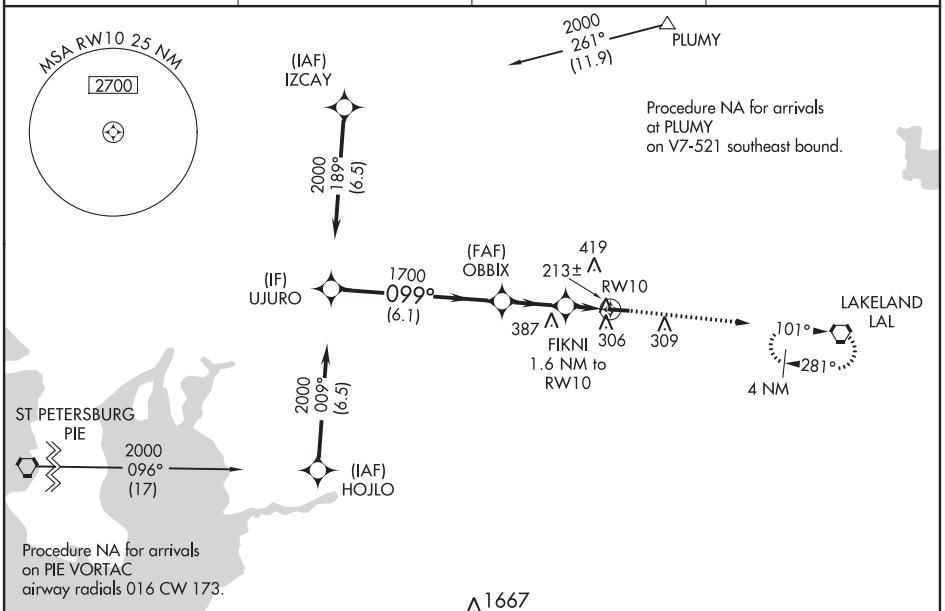
WAAS CH 90422 W10A	APP CRS 099°	Rwy ldg 3750 TDZE 153 Apt Elev 153

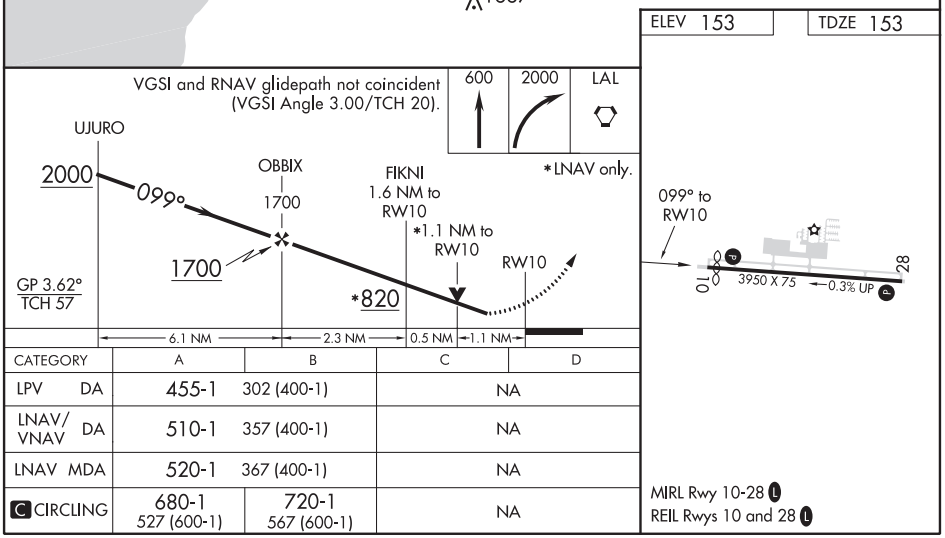
RNP APCH.

Circling Rwy 28 NA at night. Baro-VNAV and VDP NA when using Lakeland altimeter setting. Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Lakeland altimeter setting and increase all DA/MDA 20 feet.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
120.025	120.65 290.3	121.725 (GCO)	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	455-1	302 (400-1)	NA	
LNAV/VNAV DA	510-1	357 (400-1)	NA	
LNAV MDA	520-1	367 (400-1)	NA	
C CIRCLING	680-1 527 (600-1)	720-1 567 (600-1)	NA	

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PLANT CITY, FLORIDA

AL-5941 (FAA)

19059

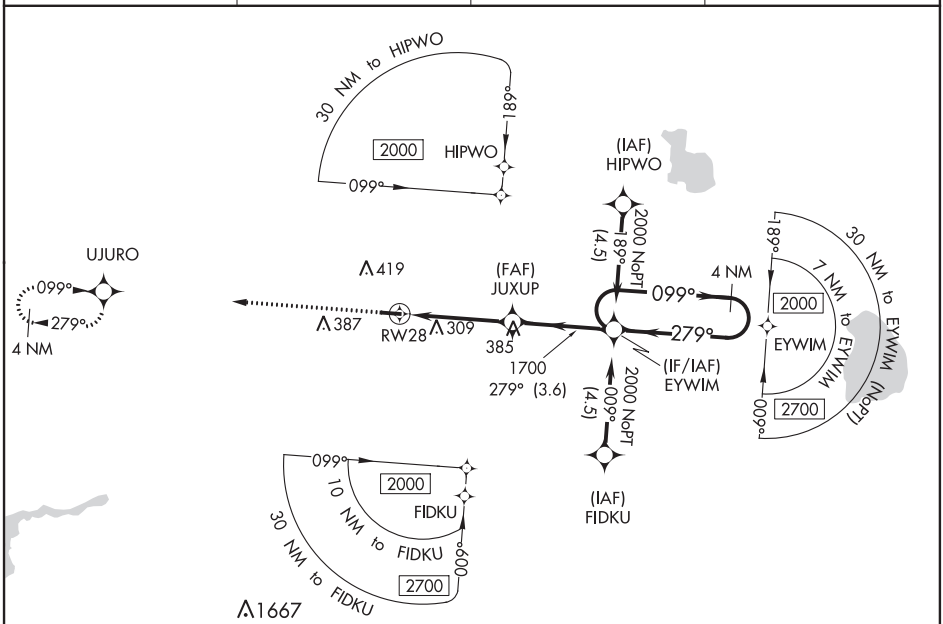
RNAV (GPS) RWY 28
PLANT CITY (PCM)

WAAS CH 78136 W28A	APP CRS 279°	Rwy ldg 3950 TDZE 153 Apt Elev 153

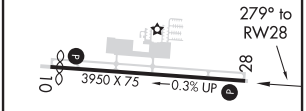
Baro-VNAV NA when using Lakeland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Night landing: Rwy 28 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Lakeland altimeter setting and increase all DA/MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct UJURO and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
120.025	120.65 290.3	121.725 (GCO)	123.05 (CTAF) L



ELEV 153 | TDZE 153

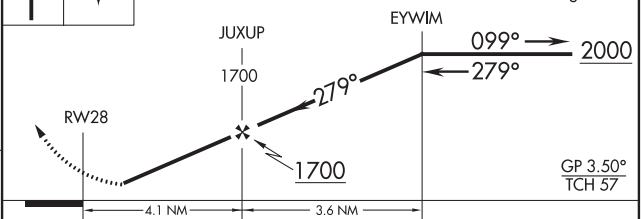


MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

2000 | UJURO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 36).

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	414-1	261 (300-1)	NA	
LNAV/VNAV DA	459-1	306 (400-1)	NA	
LNAV MDA	600-1	447 (500-1)	NA	
C CIRCLING	680-1 527 (600-1)	720-1 567 (600-1)	NA	

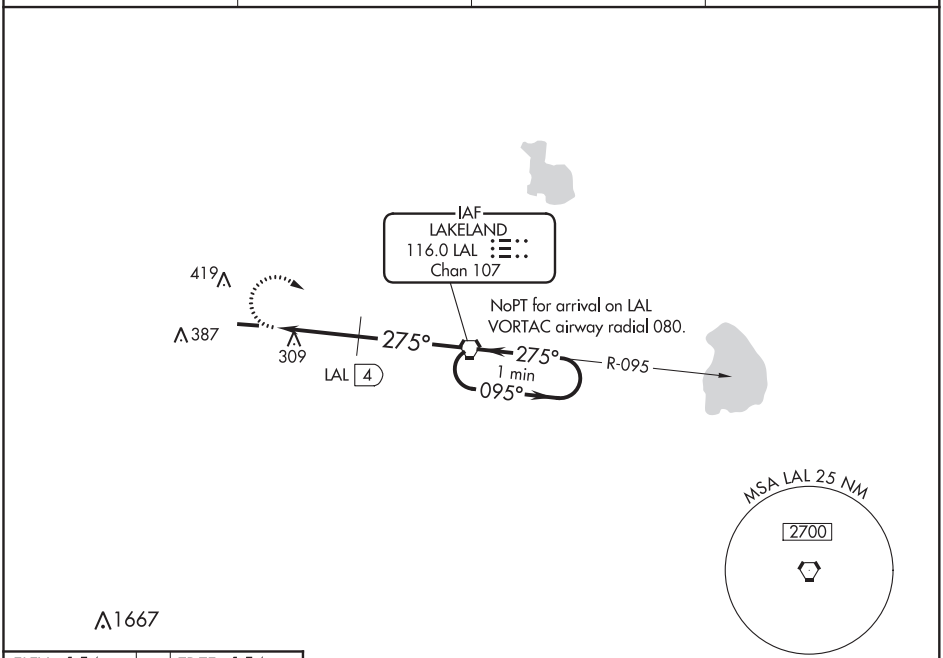
VOR RWY 28
PLANT CITY (PCM)

VORTAC LAL	APP CRS	Rwy ldg	3950
116.0	275°	TDZE	154
Chan 107		Apt Elev	154

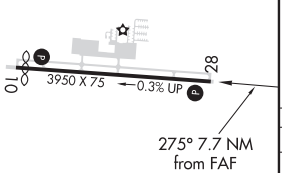
When local altimeter setting not received, use Lakeland altimeter setting and increase all MDA 20 feet. Straight-in and Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2000 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
120.025	120.65 290.3	121.725 (GCO)	123.05 (CTAF) L

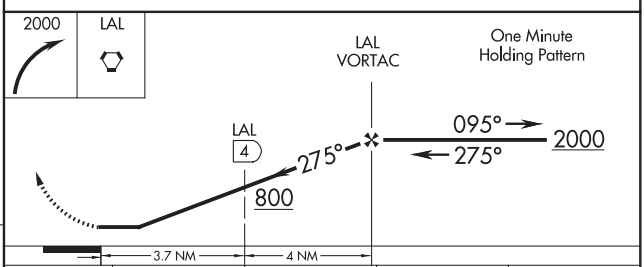


ELEV 154	TDZE 154



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 7.7 NM					
Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34



CATEGORY	A	B	C	D
S-28	800-1 646 (700-1)		NA	
C CIRCLING	800-1 646 (700-1)		NA	
DME MINIMUMS				
S-28	600-1 446 (500-1)		NA	
C CIRCLING	700-1 546 (600-1)	800-1 646 (700-1)	NA	

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POMPANO BEACH, FLORIDA

AL-5972 (FAA)

19059

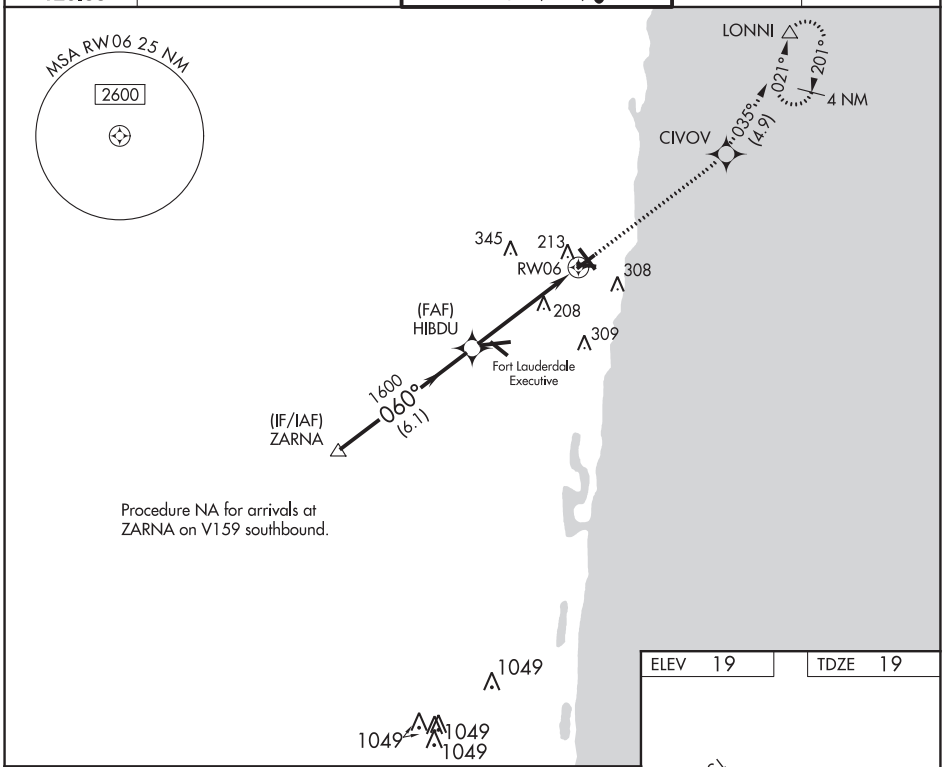
RNAV (GPS) RWY 6
POMPANO BEACH AIRPARK (PMP)

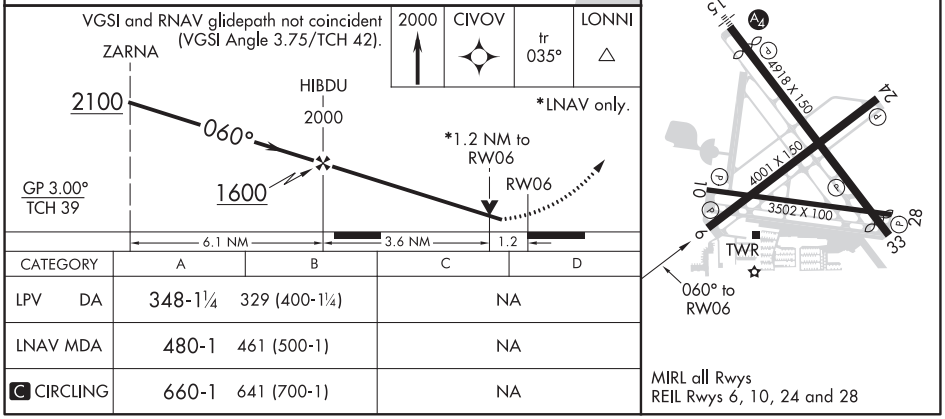
WAAS CH 56603 W06A	APP CRS 060°	Rwy ldg 4001 TDZE 19 Apt Elev 19

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct CIVOV and on track 035° to LONNI and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER*	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF) L	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	348-1¼	329 (400-1¼)	NA	
LNAV MDA	480-1	461 (500-1)	NA	
C CIRCLING	660-1	641 (700-1)	NA	

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SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 82500 W15A	APP CRS 150°	Rwy ldg 4418 TDZE 17 Apt Elev 19

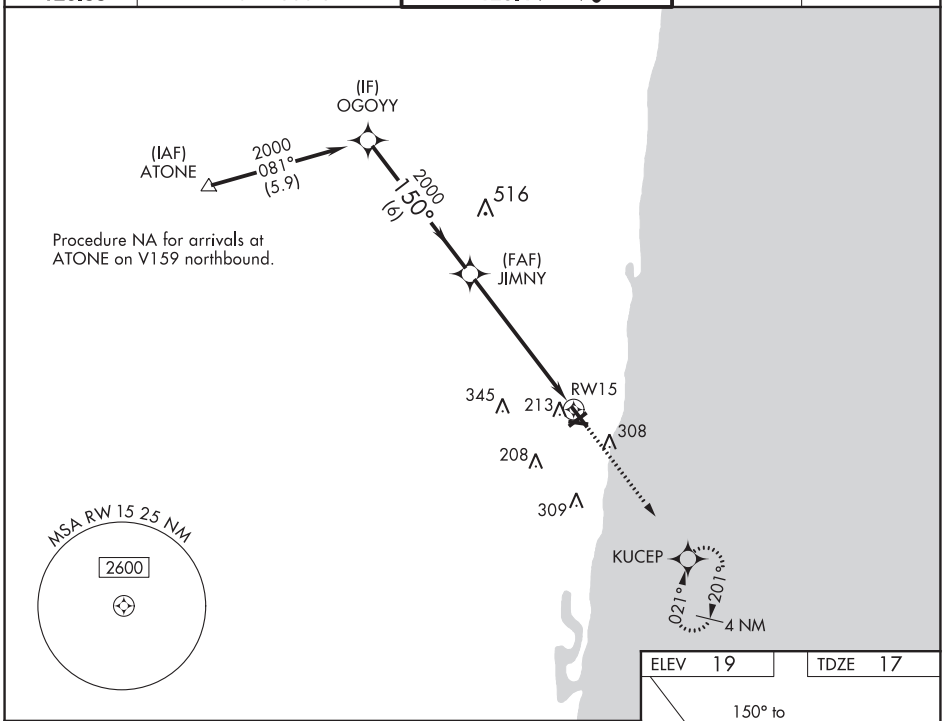
RNAV (GPS) RWY 15
POMPANO BEACH AIRPARK (PMP)

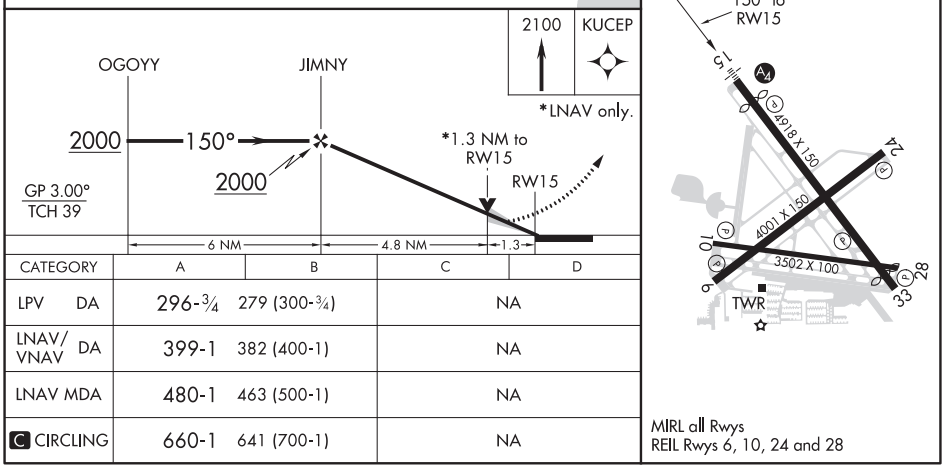
Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Lauderdale Executive altimeter setting.

MALS

MISSED APPROACH: Climb to 2100 direct KUCEP and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER*	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF) L	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	296-¾	279 (300-¾)	NA	
LNAV/VNAV DA	399-1	382 (400-1)	NA	
LNAV MDA	480-1	463 (500-1)	NA	
C CIRCLING	660-1	641 (700-1)	NA	

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SE-3, 25 FEB 2021 to 22 APR 2021

POMPANO BEACH, FLORIDA

AL-5972 (FAA)

19059

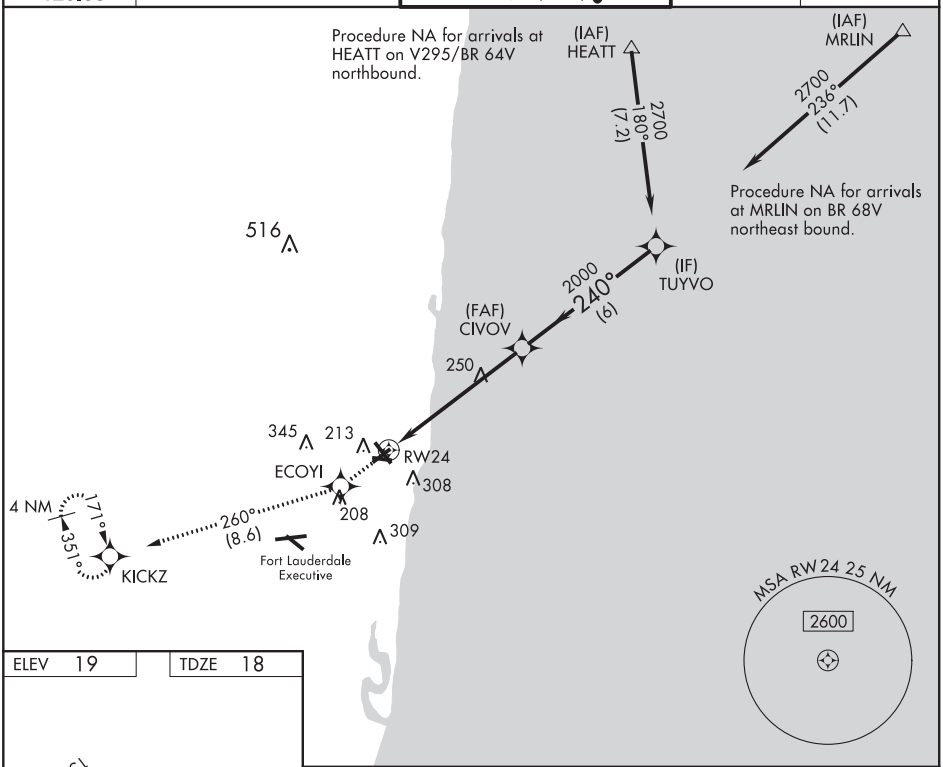
RNAV (GPS) RWY 24
POMPANO BEACH AIRPARK (PMP)

WAAS CH 70500 W24A	APP CRS 240°	Rwy ldg 4001 TDZE 18 Apt Elev 19

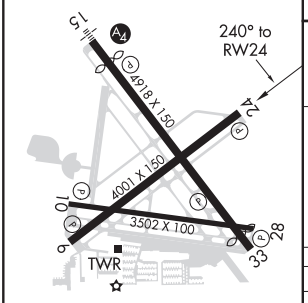
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct ECOYI and on track 260° to KICKZ and hold.

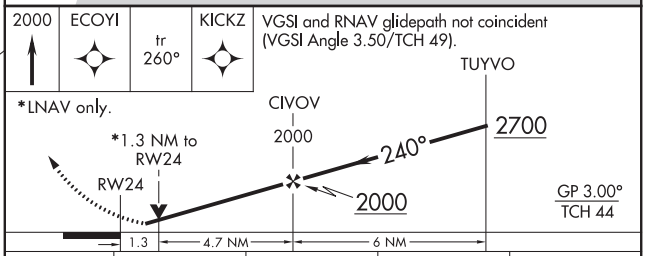
ATIS	MIAMI APP CON	POMPANO BEACH TOWER*	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF) L	121.9	122.95



ELEV 19	TDZE 18



MIRL all Rwys
REIL Rwys 6, 10, 24 and 28



CATEGORY	A	B	C	D
LPV DA	319-1	301 (300-1)	NA	
LNAV MDA	500-1	482 (500-1)	NA	
C CIRCLING	660-1	641 (700-1)	NA	

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WAAS CH 40300 W33A	APP CRS 330°	Rwy ldg 4578 TDZE 15 Apt Elev 19

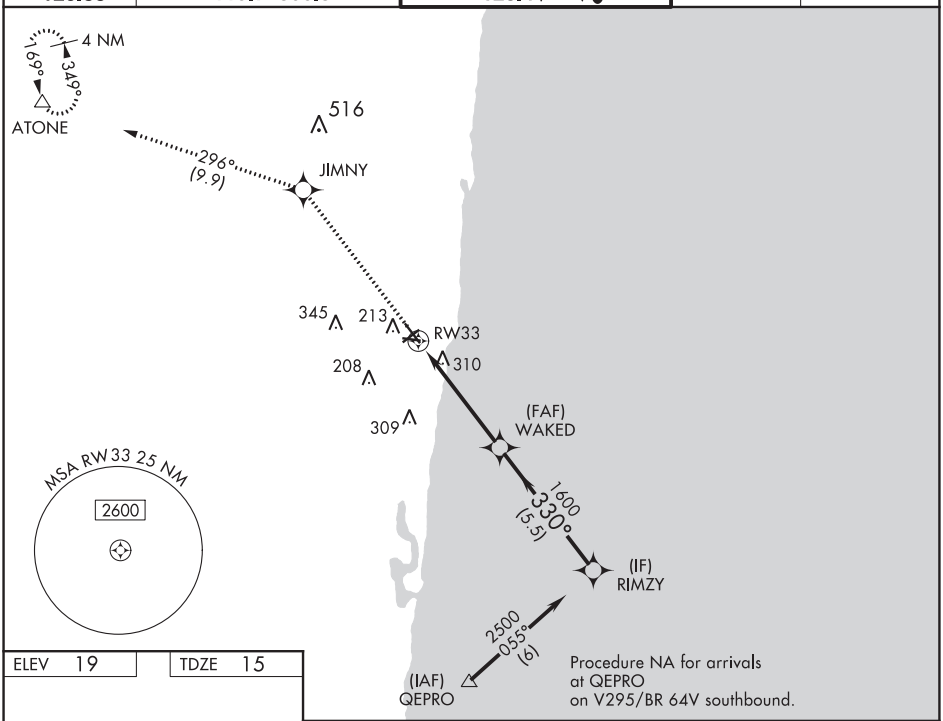
RNAV (GPS) RWY 33
POMPANO BEACH AIRPARK (PMP)

RNP APCH.

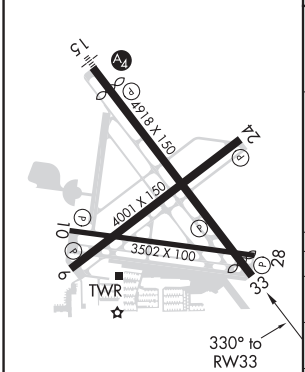
Circling Rwy 15 NA at night. Rwy 33 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C.
When local altimeter setting not received, use Fort Lauderdale Executive altimeter setting.

MISSED APPROACH: Climb to 2100 direct JIMNY and on track 296° to ATONE and hold.

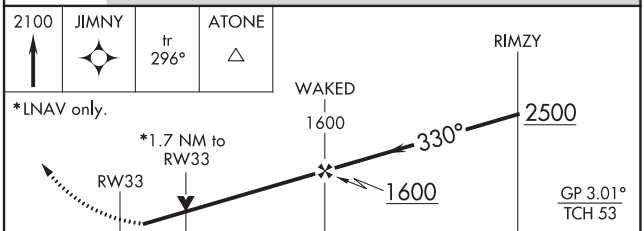
ATIS	MIAMI APP CON	POMPANO BEACH TOWER*	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF) L	121.9	122.95



ELEV 19 TDZE 15



MIRL all Rwys
REIL Rwys 6, 10, 24 and 28



CATEGORY	A	B	C	D
LPV DA	265-¾	250 (300-¾)	NA	
LNAV/VNAV DA	700-2½	685 (700-2½)	NA	
LNAV MDA	620-1	605 (700-1)	NA	
C CIRCLING	660-1	641 (700-1)	NA	

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POMPANO BEACH, FLORIDA

AL-5972 (FAA)

19059

LOC RWY 15

POMPANO BEACH AIRPARK (PMP)

LOC/DME I-PMP	APP CRS	Rwy ldg	4418
109.75	150°	TDZE	17
Chan 34(Y)		Apt Elev	19

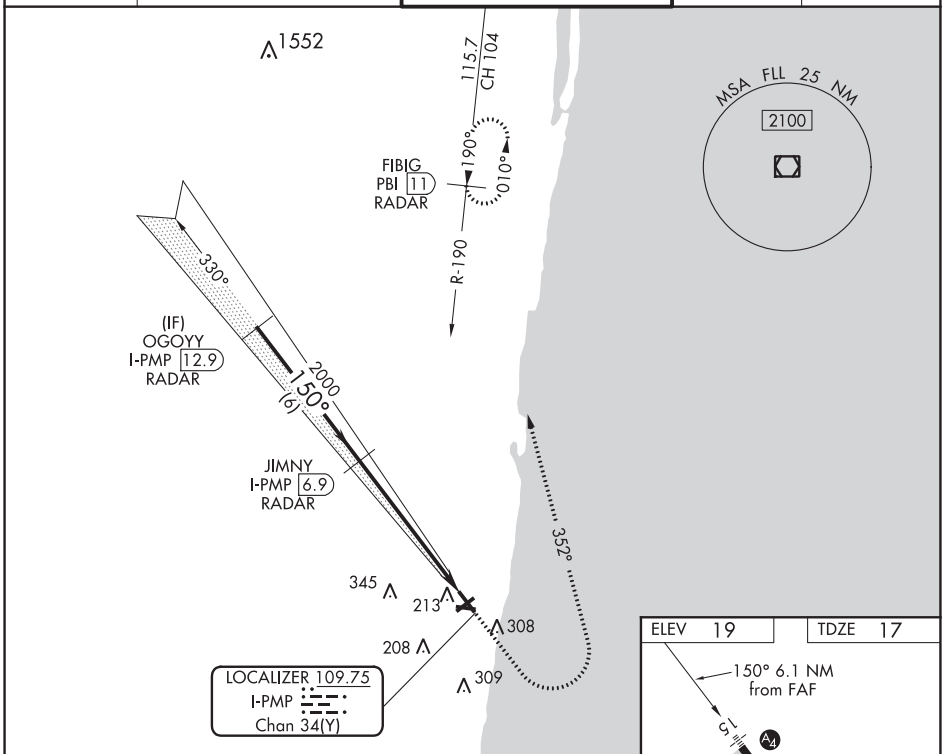
DME required. RADAR required for procedure entry.

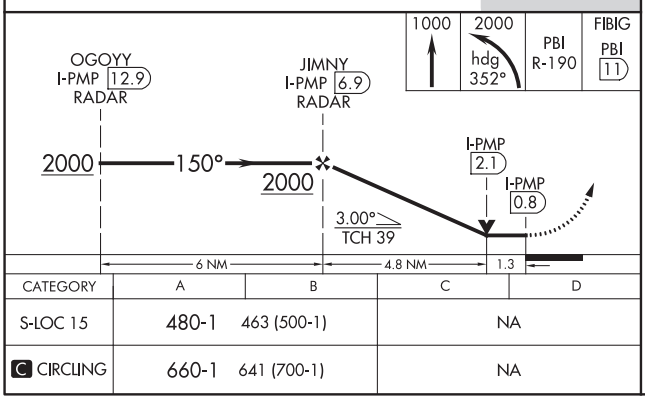
Rwy 15 helicopter visibility reduction below 1 SM NA. Inop table does not apply. Straight-in Rwy 15 NA at night, Circling Rwy 15 NA at night.

MALS

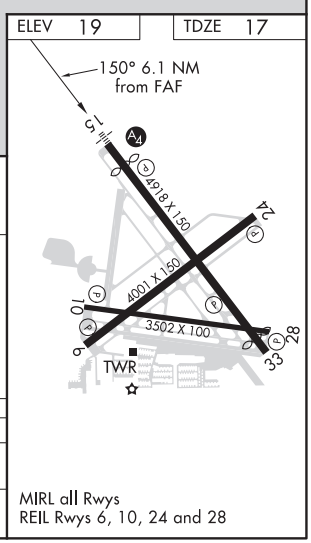
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on heading 352° and PBI VORTAC R-190 to FIBIG/PBI 11 DME/RADAR and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER ★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95





CATEGORY	A	B	C	D
S-LOC 15	480-1 463 (500-1)		NA	
C CIRCLING	660-1 641 (700-1)		NA	



MIRL all Rwys
REIL Rwys 6, 10, 24 and 28

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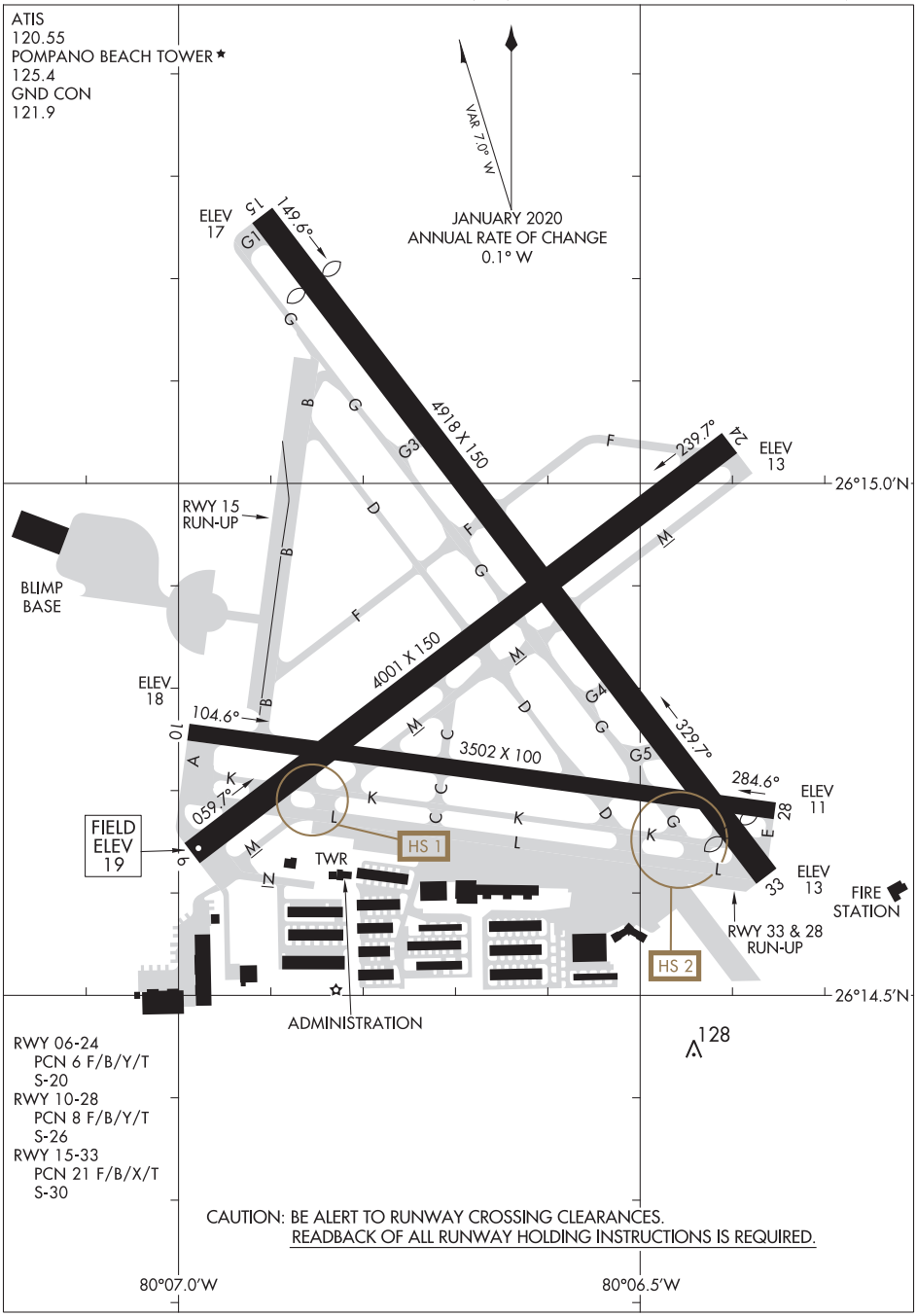

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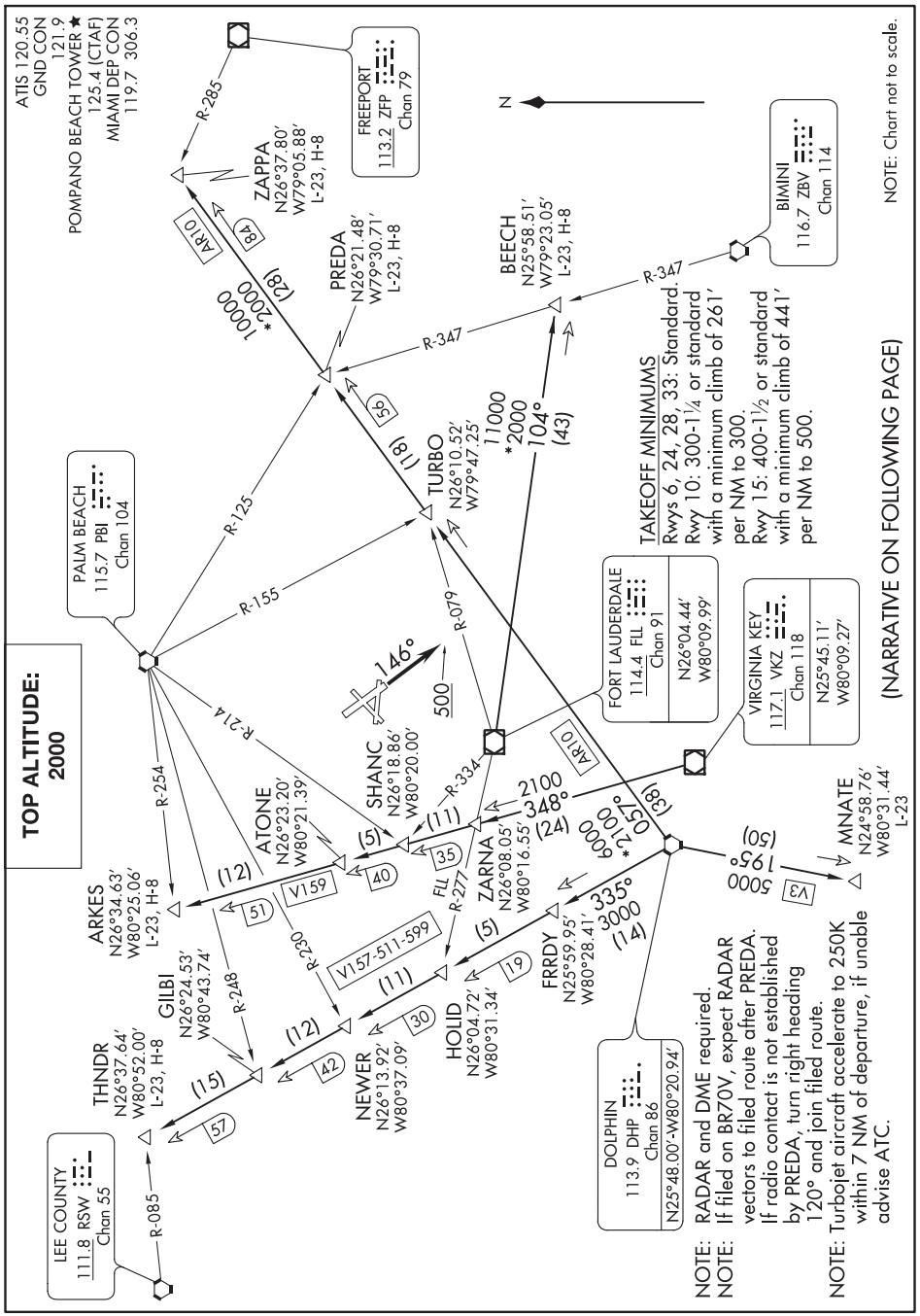
SE-3, 25 FEB 2021 to 22 APR 2021

(FLL7.FLL) 20254 AL-5972 (FAA)

FORT LAUDERDALE SEVEN DEPARTURE

POMPANO BEACH AIRPARK (PMP)
POMPANO BEACH, FLORIDA



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SE-3, 25 FEB 2021 to 22 APR 2021

FORT LAUDERDALE SEVEN DEPARTURE

(FLL7.FLL) 30JAN20

POMPANO BEACH, FLORIDA
POMPANO BEACH AIRPARK (PMP)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 6, 10, 24, 28, 33: Climb on assigned heading, thence. . . .
TAKEOFF RWY 15: Climb heading 146° to 500. Then climb on assigned heading, thence. . . .

. . . .maintain 2000 or assigned higher altitude and expect RADAR vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

ARKES TRANSITION (FLL7.ARKES): From over VKZ VOR/DME on VKZ R-348 to ARKES INT.
BEECH TRANSITION (FLL7.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH INT.
MNATE TRANSITION (FLL7.MNATE): From over DHP VORTAC on DHP R-195 to MNATE.
PREDA TRANSITION (FLL7.PREDA): From over DHP VORTAC on DHP R-057 to PREDA INT.
THNDR TRANSITION (FLL7.THNDR): From over DHP VORTAC on DHP R-335 to THNDR INT.
ZAPPA TRANSITION (FLL7.ZAPPA): From over DHP VORTAC on DHP R-057 to ZAPPA INT.

SE-3, 25 FEB 2021 to 22 APR 2021

PONCE, PUERTO RICO

AL-5248 (FAA)

19227

RNAV (GPS) RWY 12
MERCEDITA (PSE) (TJPS)

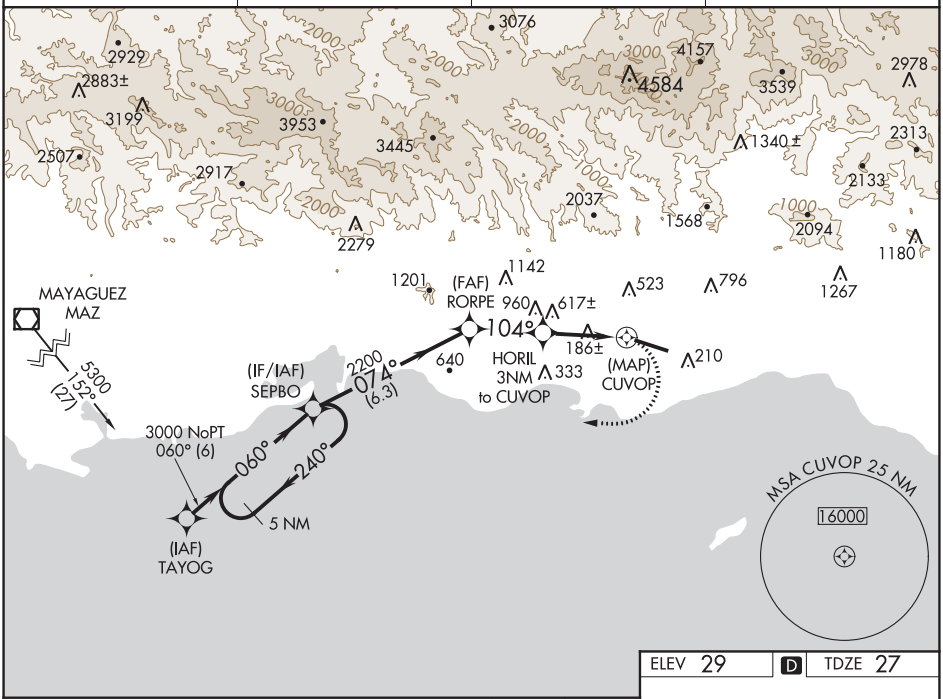
APP CRS	Rwy ldg	5488
104°	TDZE	27
	Apt Elev	29

NA

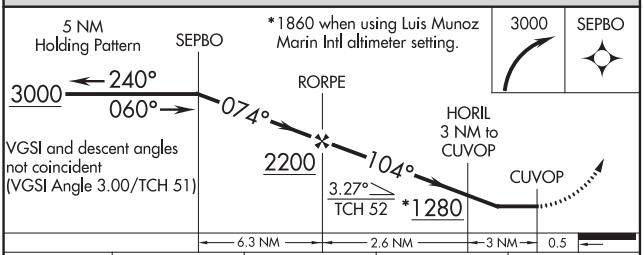
DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received use Luis Munoz Marin Intl altimeter setting. Procedure NA at night. Rwy 12, 30 helicopter visibility reduction below 1 SM NA.

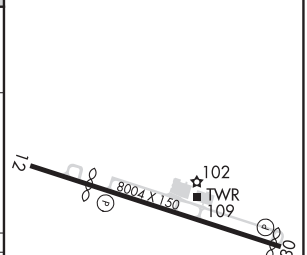
MISSED APPROACH: Climbing right turn to 3000 direct SEPBO and hold.

AWOS-3PT	SAN JUAN CENTER	CLNC DEL	UNICOM
118.4	118.75 269.0	121.9	122.7 (CTAF) L



ELEV 29 D TDZE 27





CATEGORY	A	B	C	D
LNAV MDA	880-1 853 (900-1)	880-1¼ 853 (900-1¼)	880-2½ 853 (900-2½)	880-2¾ 853 (900-2¾)
CIRCLING	880-1 851 (900-1)	880-1¼ 851 (900-1¼)	880-2½ 851 (900-2½)	880-2¾ 851 (900-2¾)
LUIS MUNOZ MARIN INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	NA			
CIRCLING	1460-1¼ 1431 (1500-1¼)	1460-1½ 1431 (1500-1½)	1460-3 1431 (1500-3)	

HIRL Rwy 12-30 L
REIL Rwy 12 and 30 L

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SE-3, 25 FEB 2021 to 22 APR 2021

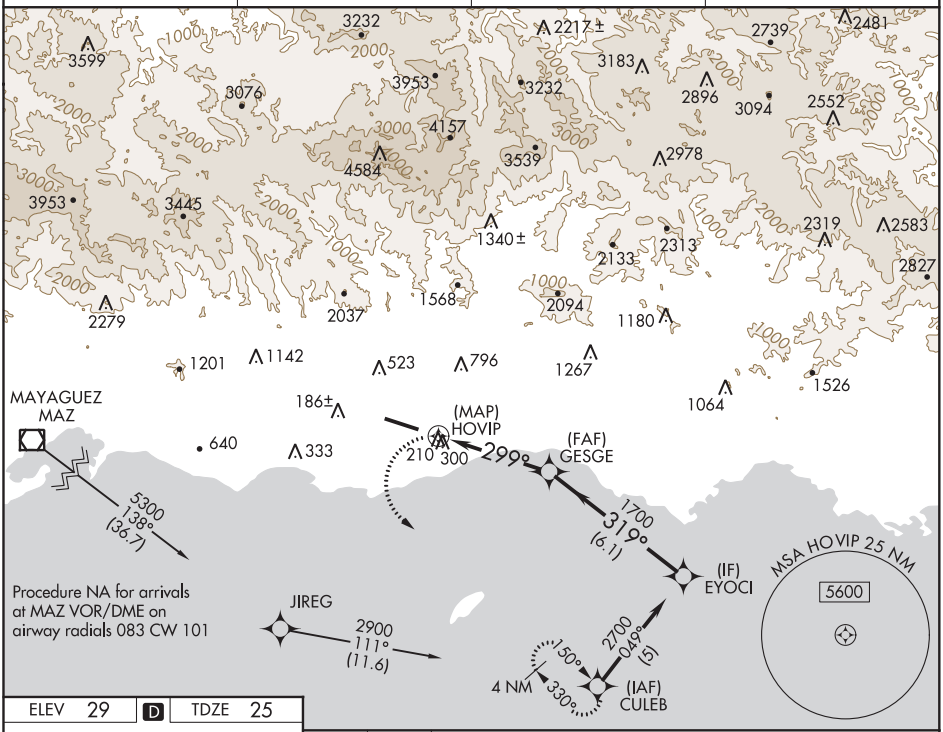
APP CRS	Rwy ldg	6757
299°	TDZE	25
	Apt Elev	29

RNAV (GPS) RWY 30
MERCEDITA (PSE) (TJPS)

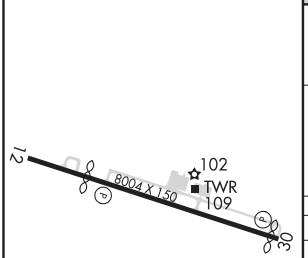
V A NA — DME/DME RNP-0.3 NA. Rwy 12, 30 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Luis Munoz Marin Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2900 direct CULEB and hold.

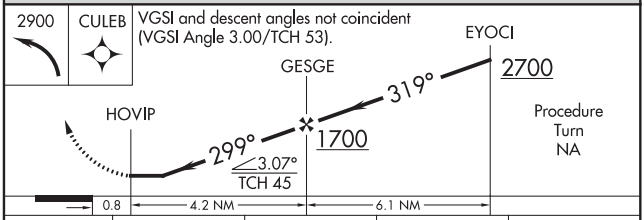
AWOS-3PT	SAN JUAN CENTER	CLNC DEL	UNICOM
118.4	118.75 269.0	121.9	122.7 (CTAF) L



ELEV	29	D	TDZE	25



HIRL Rwy 12-30 L
REIL Rwy 12 and 30 L



CATEGORY	A	B	C	D
LNAV MDA	600-1 575 (600-1)		600-1½ 575 (600-1½)	600-1¾ 575 (600-1¾)
CIRCLING	840-1 811 (900-1)	840-1¼ 811 (900-1¼)	840-2½ 811 (900-2½)	840-2¾ 811 (900-2¾)
LUIS MUNOZ MARIN INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1200-1¼ 1175 (1200-1¼)	1200-1½ 1175 (1200-1½)	1200-3 1175 (1200-3)	
CIRCLING	1420-1¼ 1391 (1400-1¼)	1420-1½ 1391 (1400-1½)	1420-3 1391 (1400-3)	

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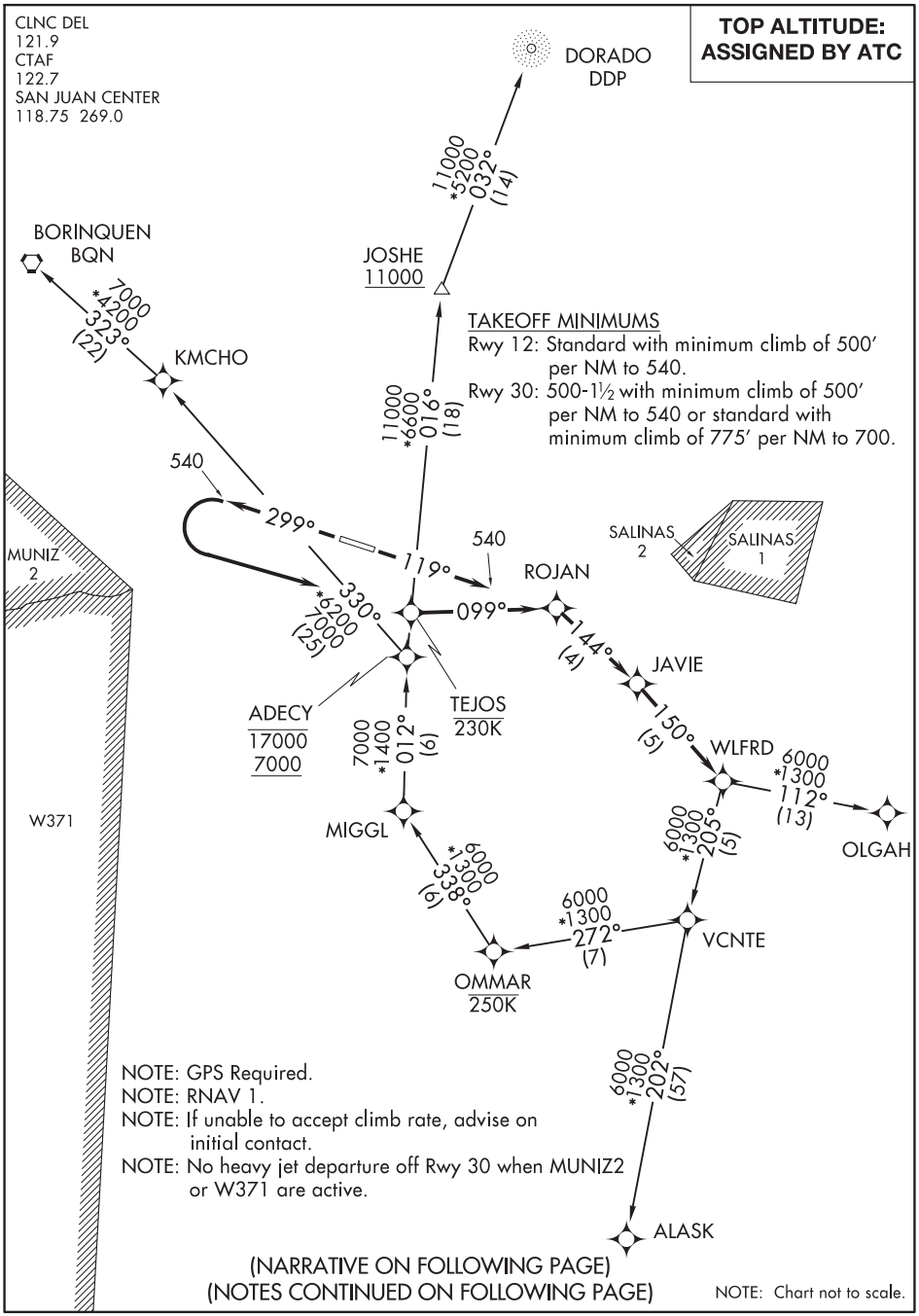
(WLFRD2.WLFRD) 17285

WLFRD TWO DEPARTURE (RNAV)

AL-5248 (FAA)

MERCEDITA (PSE)(TJPS)
PONCE, PUERTO RICO



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WLFRD TWO DEPARTURE (RNAV)

(WLFRD2.WLFRD) 15SEP16

PONCE, PUERTO RICO
MERCEDITA (PSE)(TJPS)

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climb heading 119° to 540, then direct ROJAN, then as depicted to WLFRD, thence. . . .

TAKEOFF RUNWAY 30: Climb heading 299° to 540, then left turn direct TEJOS, then on track 099° to ROJAN, then as depicted to WLFRD, thence. . . .

. . . . on assigned transition, maintain altitude assigned by ATC. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

ALASK TRANSITION (WLFRD2.ALASK)
BORINQUEN TRANSITION (WLFRD2.BQN)
DORADO TRANSITION (WLFRD2.DDP)
OLGAH TRANSITION (WLFRD2.OLGAH)

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PUNTA GORDA, FLORIDA

AL-6178 (FAA)

21056

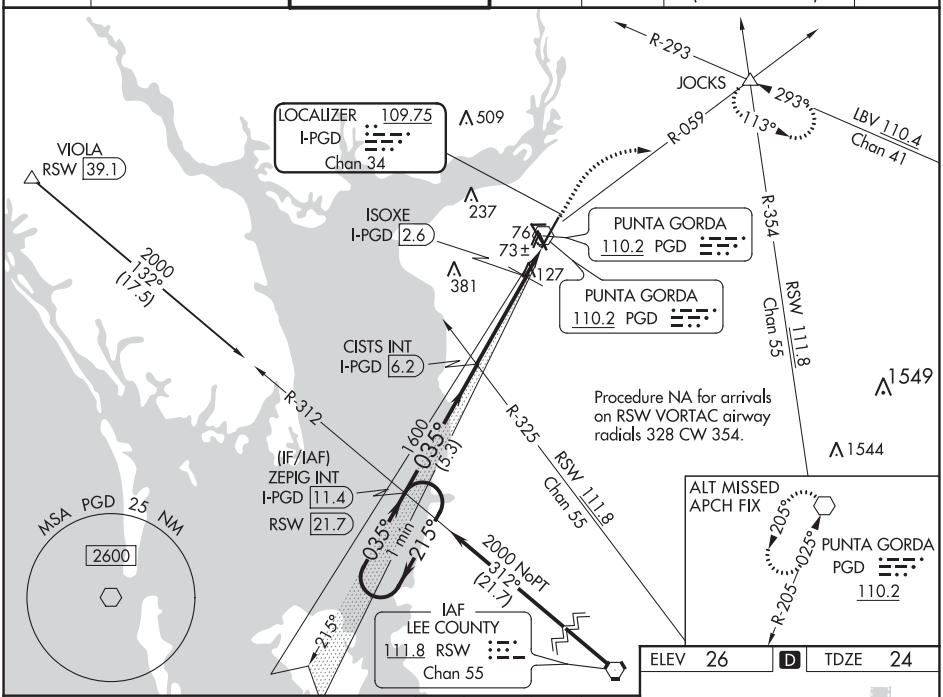
ILS or LOC RWY 4
PUNTA GORDA (PGD)

LOC/DME I-PGD	APP CRS	Rwy ldg	7193
109.75	035°	TDZE	24
Chan 34		Apt Elev	26

When local altimeter setting not received, use Page Field altimeter setting and increase DA to 274 feet and all MDAs 60 feet; increase S-LOC 4 Cats C and D visibility ⅛ SM, and Circling Cats C and D visibility ¼ SM; ISOXE fix minimums: increase S-LOC 4 Cats C and D visibility ⅛ SM, and Circling Cats C and D visibility ¼ SM.

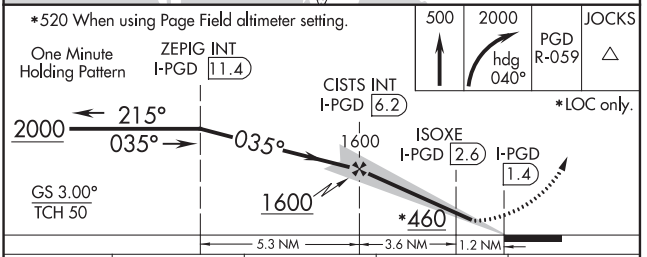
MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on heading 040° and PGD VOR R-059 to JOCKS INT and hold.

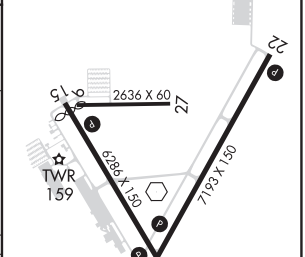
ATIS ★	FORT MYERS APP CON ★	PUNTA GORDA TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
135.675	127.05 306.2	121.0 (CTAF) L	119.55	119.55	127.05	122.975



ELEV	26	D	TDZE	24

*520 When using Page Field altimeter setting.





HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 4, 15, 22 and 33 L

CATEGORY	A	B	C	D
S-ILS 4	224-¾ 200 (200-¾)			
S-LOC 4	460-1 436 (500-1)		460-1¼ 436 (500-1¼)	
C CIRCLING	460-1 434 (500-1)	580-1 554 (600-1)	600-1½ 574 (600-1½)	740-2¼ 714 (800-2¼)
ISOXE FIX MINIMUMS (DME REQUIRED)				
S-LOC 4	380-1 356 (400-1)			
C CIRCLING	460-1 434 (500-1)	580-1 554 (600-1)	600-1½ 574 (600-1½)	740-2¼ 714 (800-2¼)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

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SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 48807 W04A	APP CRS 035°	Rwy ldg 7193 TDZE 24 Apt Elev 26

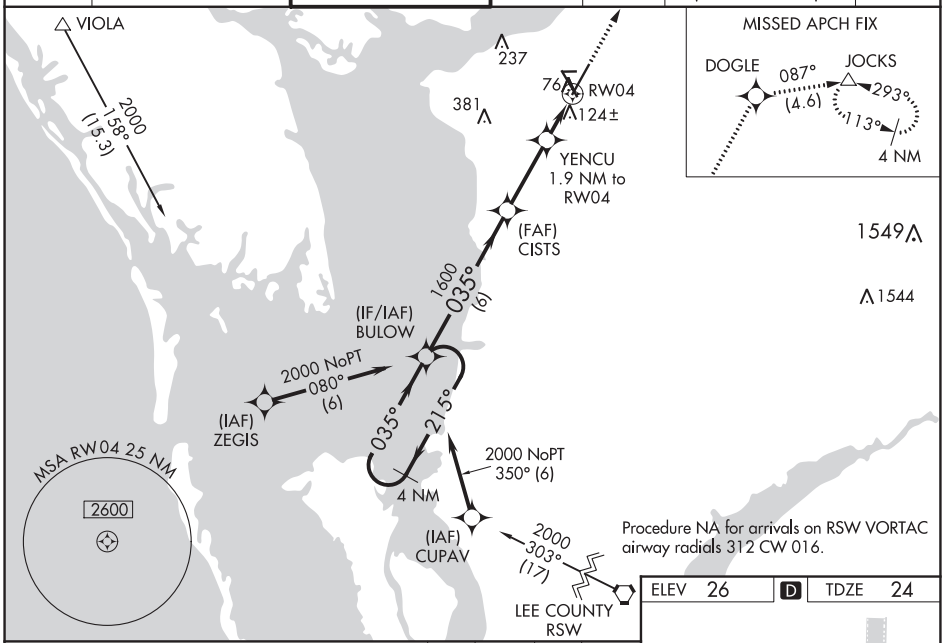
RNAV (GPS) RWY 4
PUNTA GORDA (PGD)

RNP APCH.

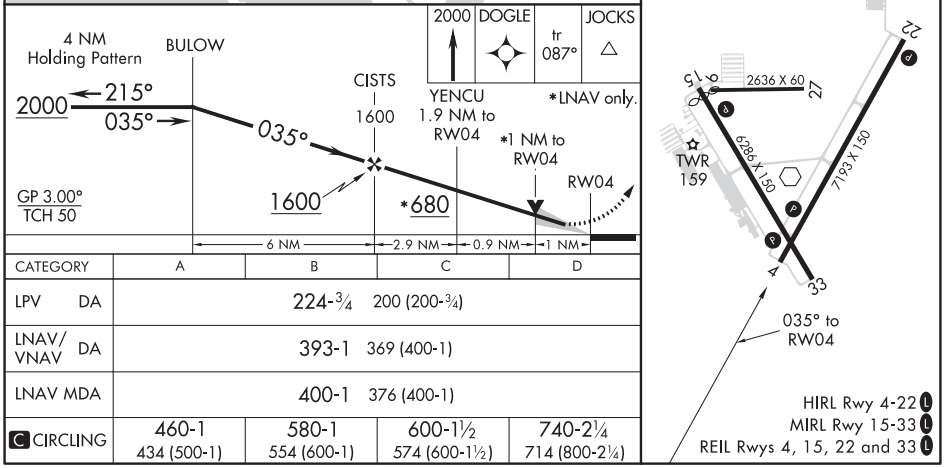
When local altimeter setting not received, use Page Field altimeter setting and increase LPV DA to 274 feet, LNAV/VNAV DA to 443 feet, and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ⅛ SM, LNAV Cats C and D visibility ¼ SM, and Circling Cats C and D visibility ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct DOGLE and track 087° to JOCKS and hold.

ATIS ★	FORT MYERS APP CON ★	PUNTA GORDA TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
135.675	127.05 306.2	121.0 (CTAF) L	119.55	119.55	127.05	122.975



Procedure NA for arrivals on RSW VORTAC airway radials 312 CW 016.



CATEGORY	A	B	C	D
LPV DA	224-¾ 200 (200-¾)			
LNAV/VNAV DA	393-1 369 (400-1)			
LNAV MDA	400-1 376 (400-1)			
C CIRCLING	460-1 434 (500-1)	580-1 554 (600-1)	600-1½ 574 (600-1½)	740-2¼ 714 (800-2¼)

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SE-3, 25 FEB 2021 to 22 APR 2021

PUNTA GORDA, FLORIDA

AL-6178 (FAA)

21056

RNAV (GPS) RWY 15
PUNTA GORDA (PGD)

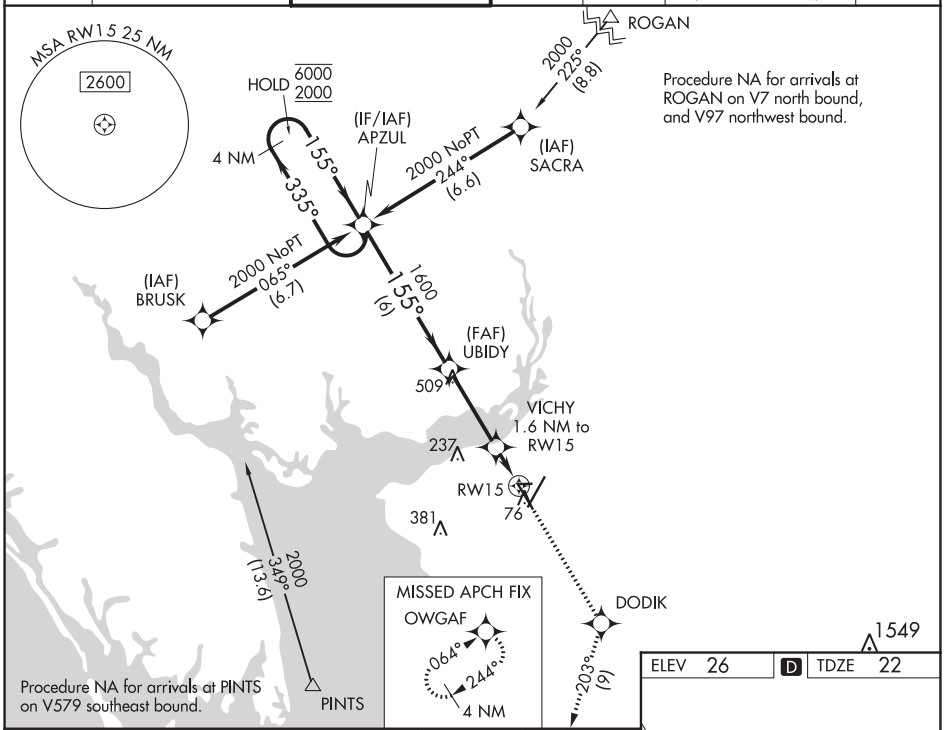
WAAS CH 86307 W15A	APP CRS 155°	Rwy ldg 6015 TDZE 22 Apt Elev 26

RNP APCH.

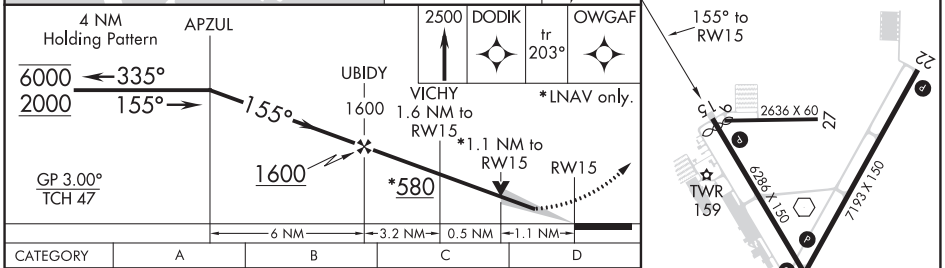
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct DODIK and track 203° to OWGAF and hold.

ATIS ★	FORT MYERS APP CON ★	PUNTA GORDA TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
135.675	127.05 306.2	121.0 (CTAF)	119.55	119.55	127.05	122.975



ELEV 26	D	TDZE 22



CATEGORY	A	B	C	D
LPV DA	272-¾ 250 (300-¾)			
LNAV/VNAV DA	320-⅞ 298 (300-⅞)			
LNAV MDA	420-1 398 (400-1)		420-1⅛ 398 (400-1⅛)	
C CIRCLING	460-1 434 (500-1)	580-1 554 (600-1)	600-1½ 574 (600-1½)	740-2¼ 714 (800-2¼)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 4, 15, 22 and 33 L

WAAS CH 45905 W22A	APP CRS 215°	Rwy ldg 7193 TDZE 26 Apt Elev 26

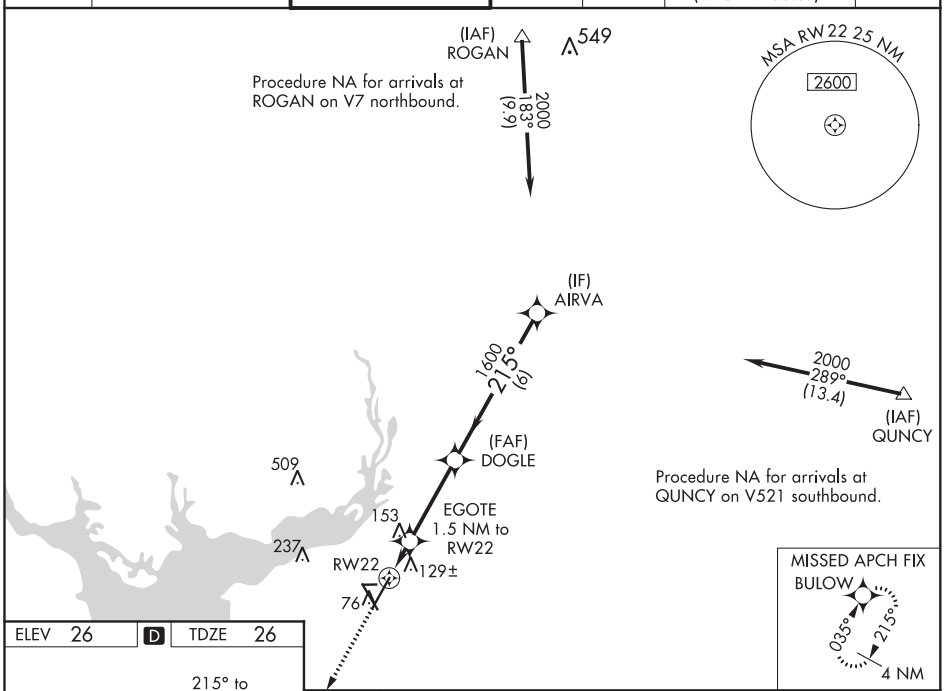
RNAV (GPS) RWY 22
PUNTA GORDA (PGD)

RNP APCH.

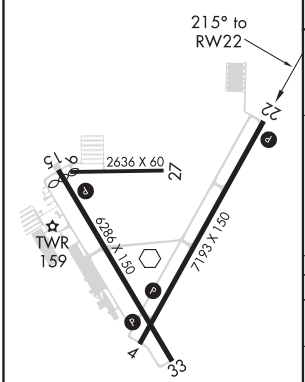
Baro-VNAV NA when using Page Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. When local altimeter setting not received, use Page Field altimeter setting and increase LPV DA to 276, LNAV/VNAV DA to 360, and all MDAs 60 feet; increase LNAV Cats C and D visibility ¼ SM, and Circling Cats C and D visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct BULOW and hold.

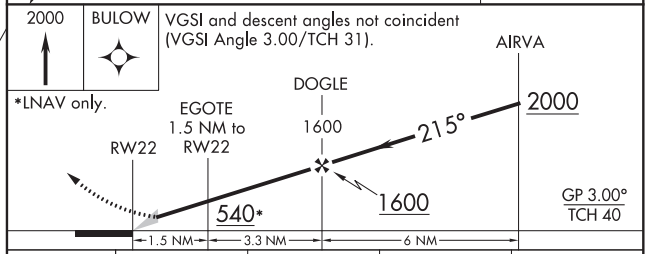
ATIS ★	FORT MYERS APP CON ★	PUNTA GORDA TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
135.675	127.05 306.2	121.0 (CTAF) L	119.55	119.55	127.05 (When twr closed)	122.975



ELEV 26 D TDZE 26



HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 4, 15, 22 and 33 L



CATEGORY	A	B	C	D
LPV DA	226-¾ 200 (200-¾)			
LNAV/VNAV DA	310-1 284 (300-1)			
LNAV MDA	420-1 394 (400-1)		420-1⅛ 394 (400-1⅛)	
C CIRCLING	460-1 434 (500-1)	580-1 554 (600-1)	600-1½ 574 (600-1½)	740-2¼ 714 (800-2¼)

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PUNTA GORDA, FLORIDA

AL-6178 (FAA)

21056

RNAV (GPS) RWY 33
PUNTA GORDA (PGD)

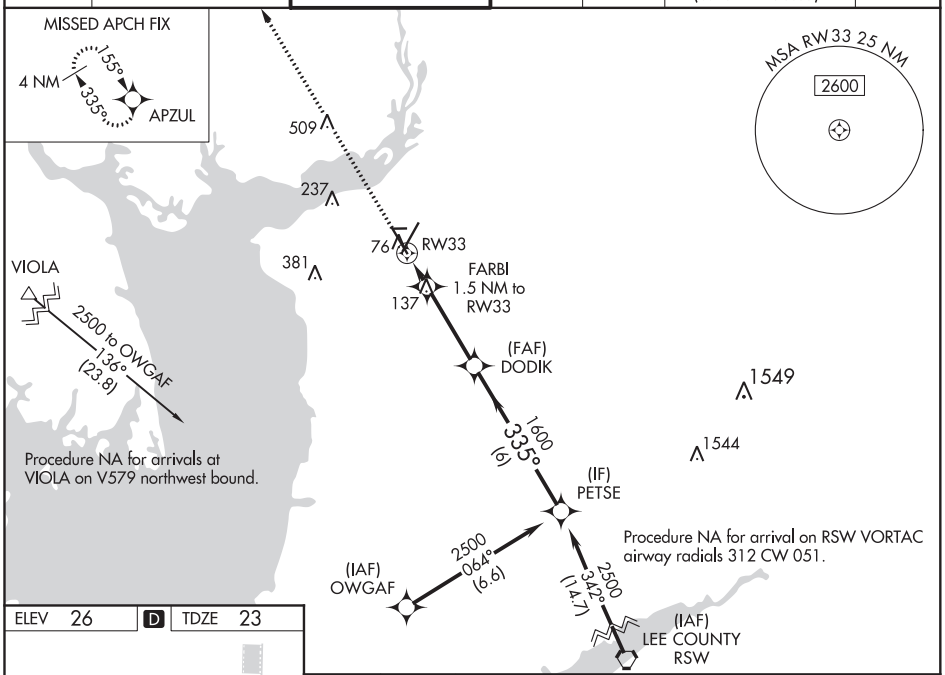
WAAS CH 93507 W33A	APP CRS 335°	Rwy ldg 6015 TDZE 23 Apt Elev 26

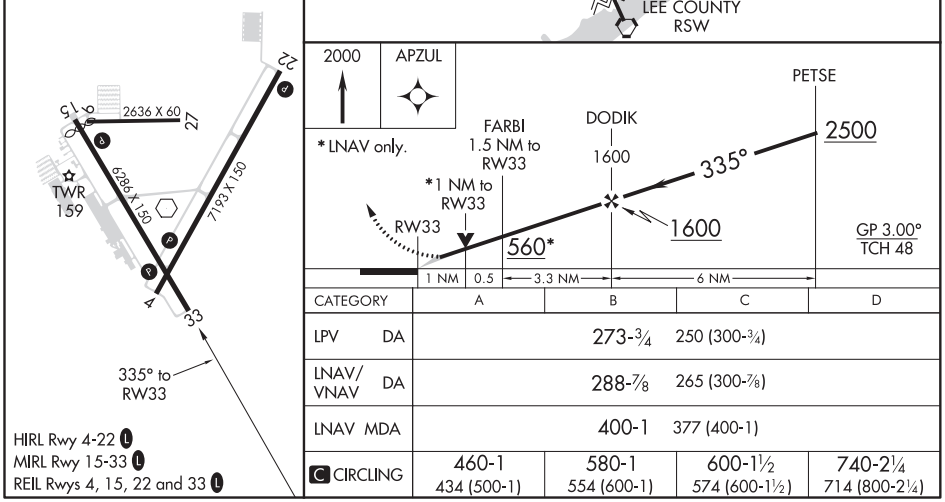
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct APZUL and hold.

ATIS ★	FORT MYERS APP CON ★	PUNTA GORDA TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
135.675	127.05 306.2	121.0 (CTAF) L	119.55	119.55	127.05	122.975





CATEGORY	A	B	C	D
LPV DA	273-¾ 250 (300-¾)			
LNAV/VNAV DA	288-⅞ 265 (300-⅞)			
LNAV MDA	400-1 377 (400-1)			
C CIRCLING	460-1 434 (500-1)	580-1 554 (600-1)	600-1½ 574 (600-1½)	740-2¼ 714 (800-2¼)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 4, 15, 22 and 33 L

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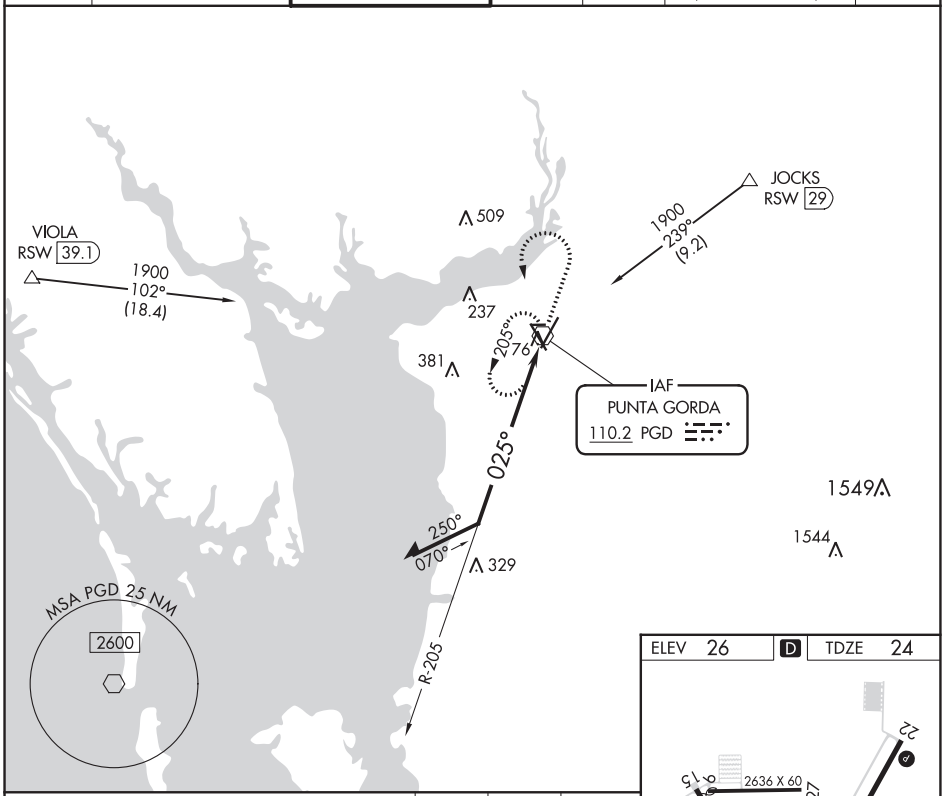
VOR RWY 4
PUNTA GORDA (PGD)

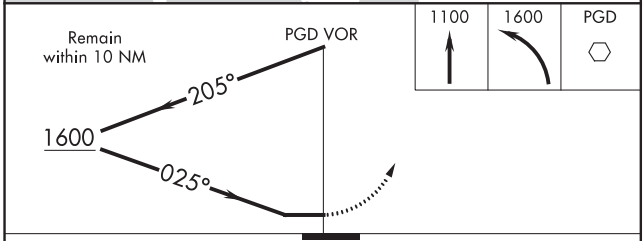
VOR PGD	APP CRS	Rwy ldg	7193
110.2	025°	TDZE	24
		Apt Elev	26

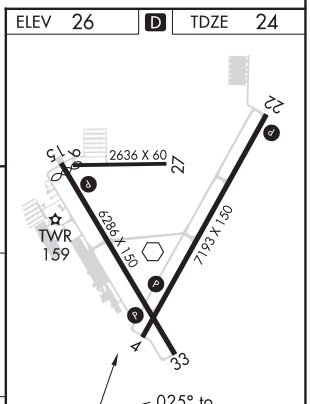
When local altimeter setting not received, use Page Field altimeter setting and increase all MDA 60 feet; increase S-4 Cats C/D and Circling Cat C visibility ⅛ mile and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 1600 direct PGD VOR and hold.

ATIS ★	FORT MYERS APP CON ★	PUNTA GORDA TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
135.675	127.05 306.2	121.0 (CTAF) L	119.55	119.55	127.05	122.975







HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 4, 15, 22 and 33 L

CATEGORY	A	B	C	D
S-4	680-1	656 (700-1)	680-1⅞	656 (700-1⅞)
C CIRCLING	680-1	654 (700-1)	680-1⅞ 654 (700-1⅞)	740-2¼ 714 (800-2¼)

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PUNTA GORDA, FLORIDA

AL-6178 (FAA)

21056

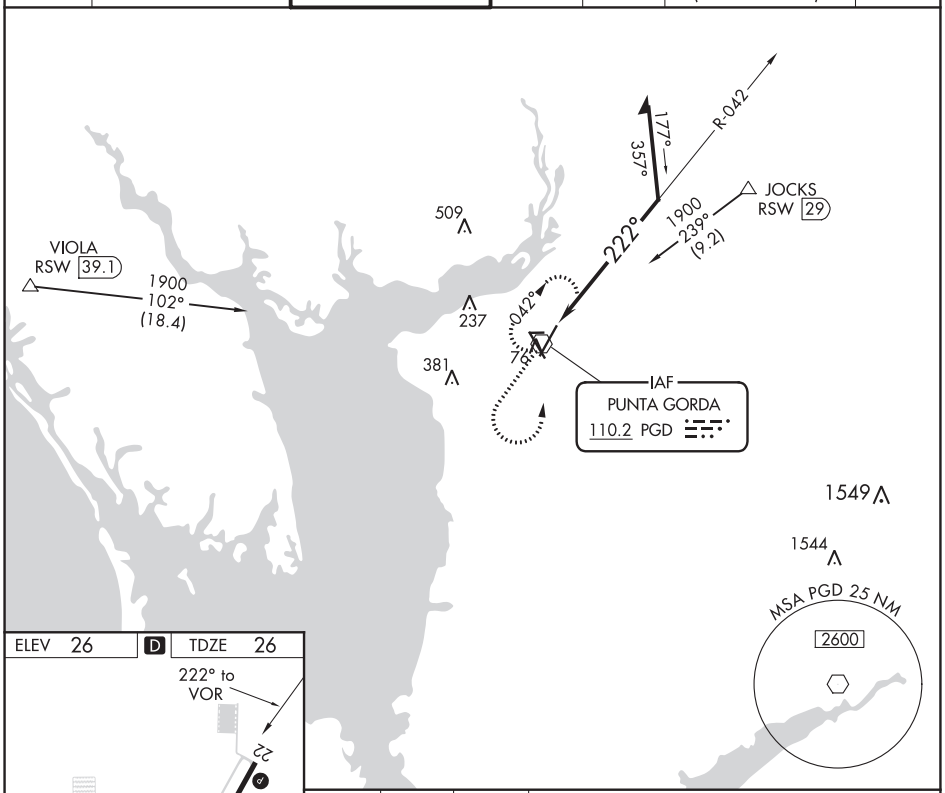
VOR RWY 22
PUNTA GORDA (PGD)

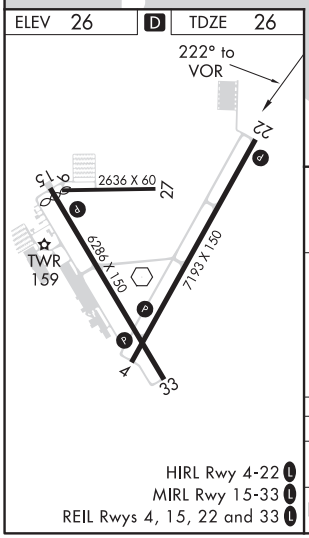
VOR PGD	APP CRS	Rwy ldg	7193
110.2	222°	TDZE	26
		Apt Elev	26

When local altimeter setting not received, use Page Field altimeter setting and increase all MDA 60 feet; increase S-22 Cats C and D visibility ⅛ mile and increase Circling Cats C and D visibility ¼ mile.

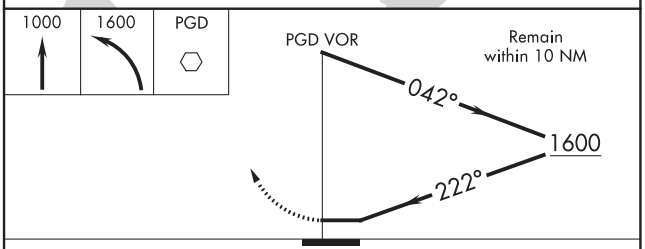
MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct PGD GORDA VOR and hold.

ATIS ★	FORT MYERS APP CON ★	PUNTA GORDA TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
135.675	127.05 306.2	121.0 (CTAF) L	119.55	119.55	127.05	122.975





HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 4, 15, 22 and 33 L



CATEGORY	A	B	C	D
S-22	560-1 534 (600-1)		560-1½ 534 (600-1½)	
C CIRCLING	560-1 534 (600-1)	580-1 554 (600-1)	600-1½ 574 (600-1½)	740-2¼ 714 (800-2¼)

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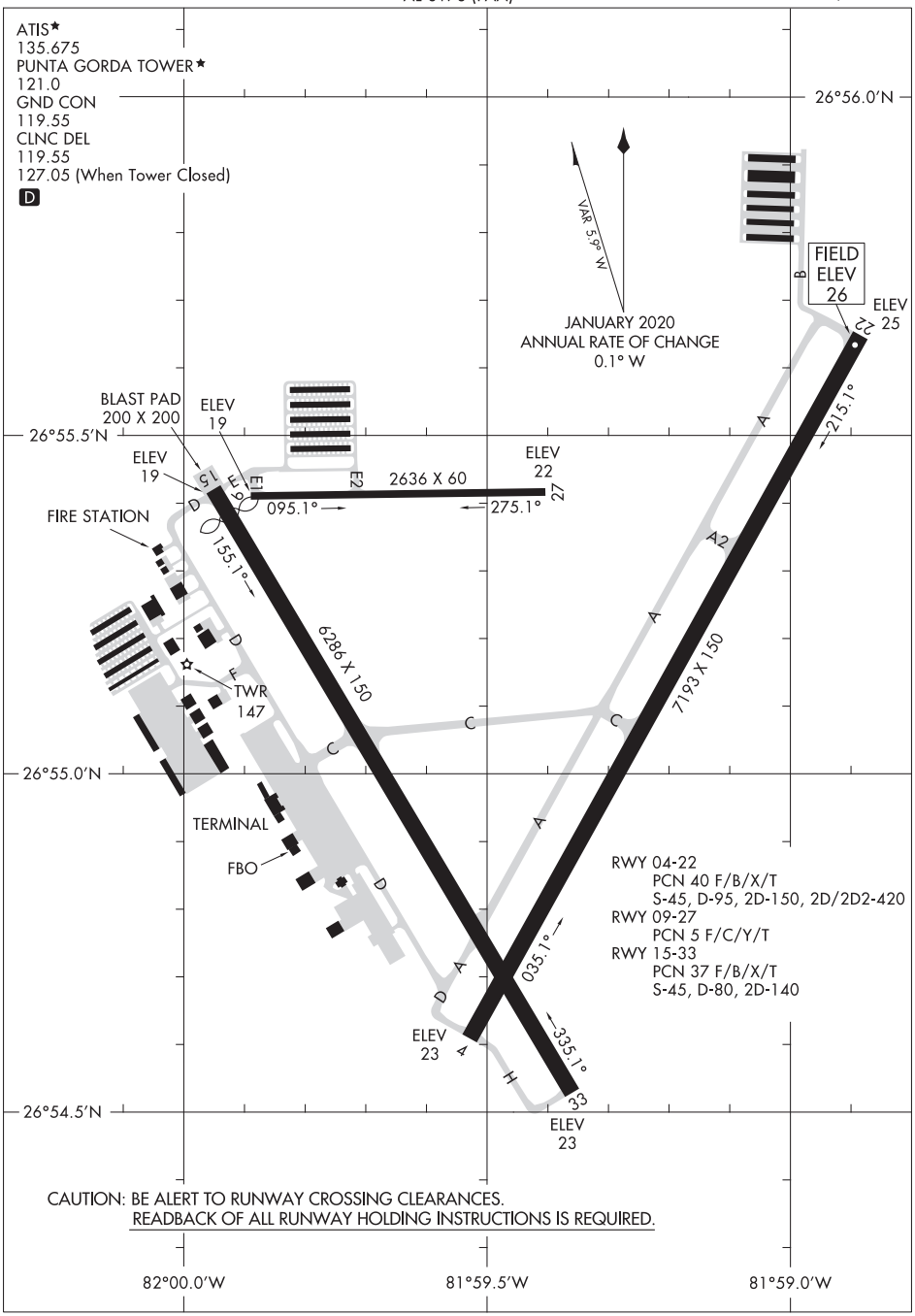
AIRPORT DIAGRAM

AL-6178 (FAA)

PUNTA GORDA (PGD)
PUNTA GORDA, FLORIDA



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AIRPORT DIAGRAM
21056

PUNTA GORDA, FLORIDA
PUNTA GORDA (PGD)

QUINCY, FLORIDA

AL-6775 (FAA)

20254

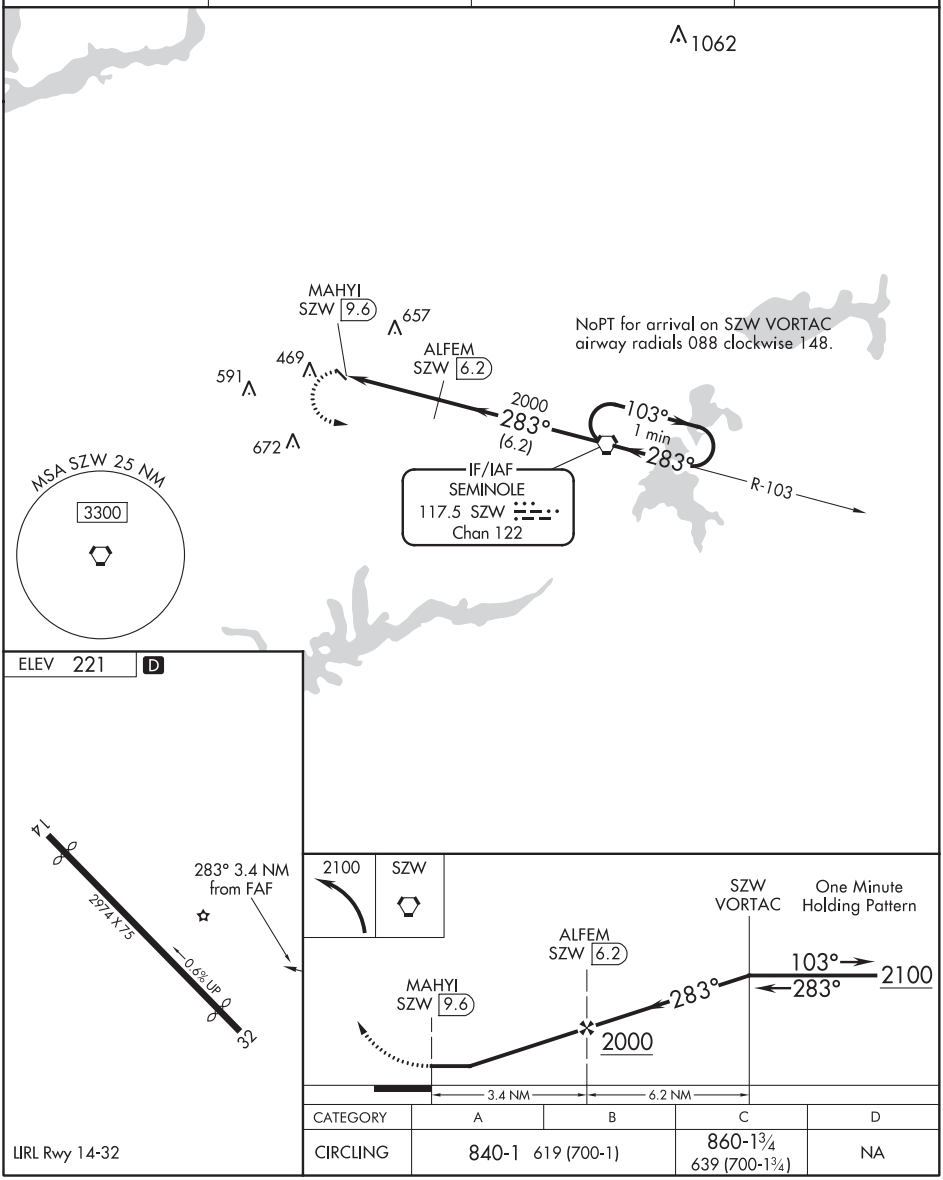
VOR/DME-A
QUINCY MUNI (2J9)

VORTAC SZW 117.5 Chan 122	APP CRS 283°	Rwy ldg N/A TDZE N/A Apt Elev 221

Use Tallahassee Intl altimeter setting; when not received use Bainbridge, GA altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2100 direct SZW VORTAC and hold.

AWOS-3PT	TLH ASOS	TALLAHASSEE APP CON ★	UNICOM
118.975	119.45 239.25	128.7 254.3	122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	840-1 619 (700-1)		860-1¾ 639 (700-1¾)	NA

LIRL Rwy 14-32

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LOC/DME I-GUH	APP CRS	Rwy ldg 5925
111.1	312°	TDZE 8
Chan 48		Apt Elev 10

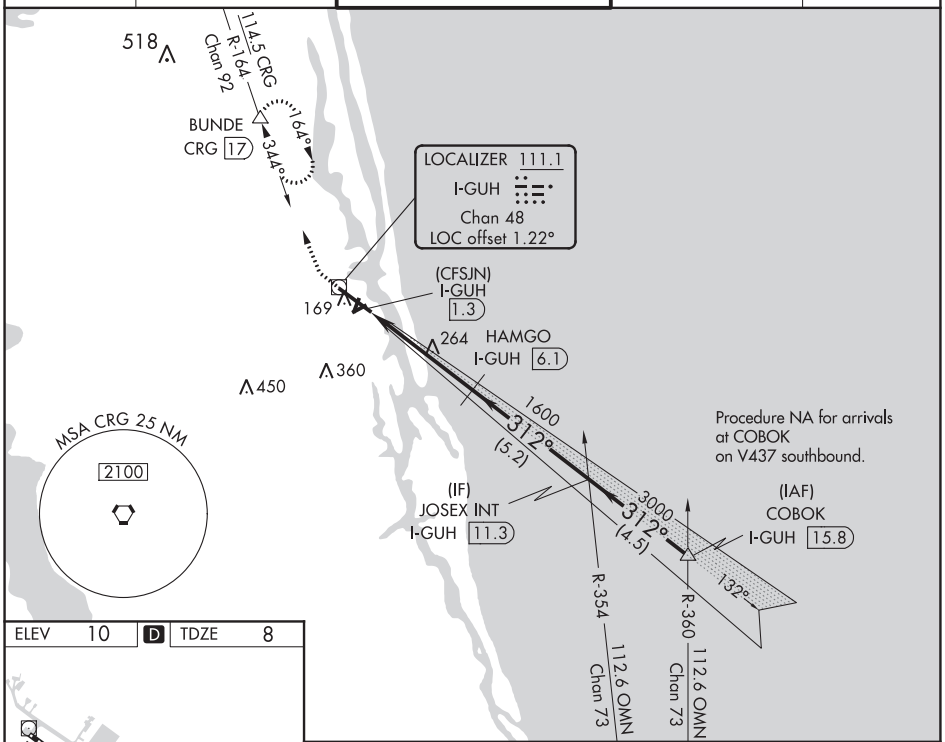
ILS or LOC RWY 31
NORTHEAST FLORIDA RGNL (SGJ)

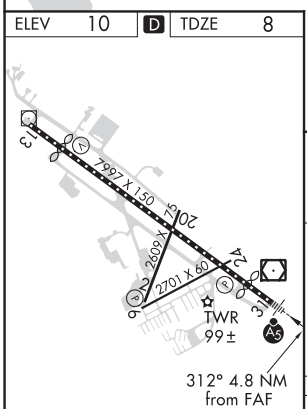
DME required. Circling Rwy 2, 6, 20, 24 NA at night. For inop ALS, increase S-LOC 31 Cat C/D visibility to 1⅜.

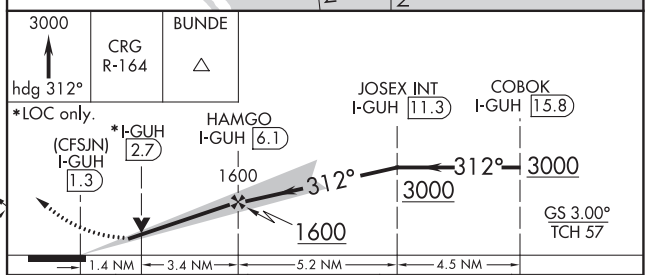
MALSR

MISSED APPROACH: Climb to 3000 on heading 312° and on CRG VORTAC R-164 to BUNDE/CRG 17 DME and hold, continue climb-in-hold to 3000.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75	127.625 (CTAF) L 269.475	121.175 251.125	122.95







CATEGORY	A	B	C	D
S-ILS 31	258-½ 250 (300-½)			
S-LOC 31	520-½ 512 (600-½)		520-1 512 (600-1)	
C CIRCLING	520-1 510 (600-1)	580-1 570 (600-1)	660-1¾ 650 (700-1¾)	780-2½ 770 (800-2½)

MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

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ST. AUGUSTINE, FLORIDA

AL-692 (FAA)

20282

RNAV (GPS) RWY 13
NORTHEAST FLORIDA RGNL (SGJ)

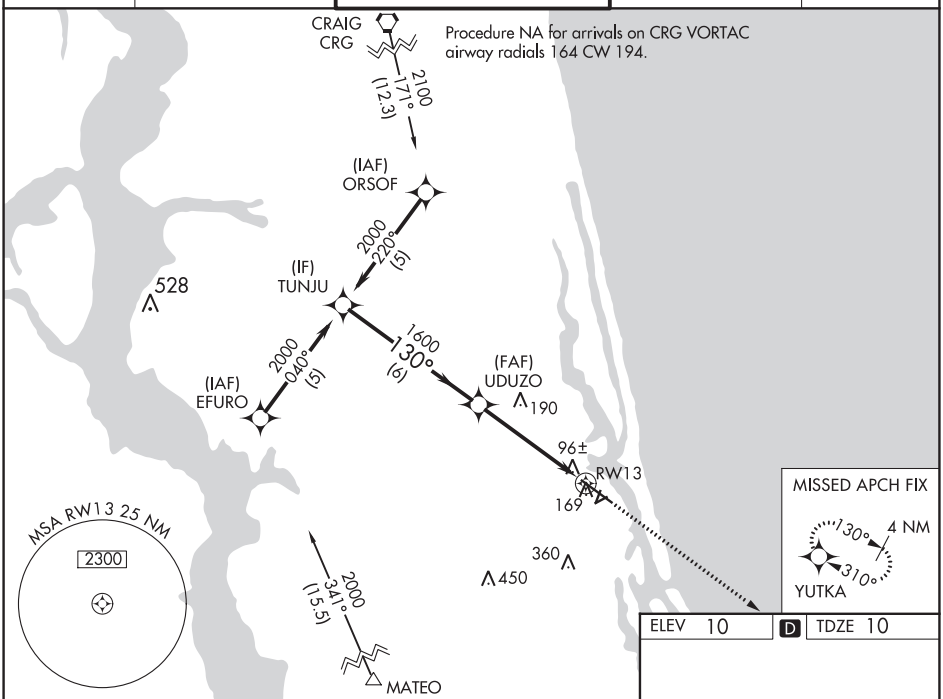
WAAS CH 77711 W13A	APP CRS 130°	Rwy ldg 6144 TDZE 10 Apt Elev 10

RNP APCH

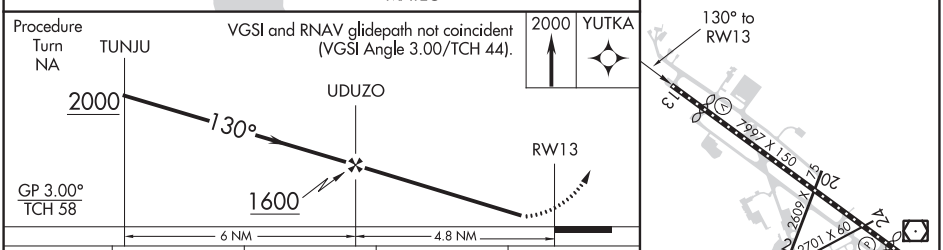
Baro-VNAV NA when using Jacksonville NAS/Towers Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 13 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Jacksonville NAS (Towers Field) altimeter setting; increase all DA 57 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C/D visibility ¼ SM. Circling Rwy 2, 6 NA at night.

MISSED APPROACH: Climb to 2000 direct YUTKA and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75	127.625 (CTAF) L 269.475	121.175 251.125	122.95



ELEV 10 D TDZE 10



CATEGORY	A	B	C	D
LPV DA	357-1¼ 347 (400-1¼)			
LNAV/VNAV DA	391-1¼ 381 (400-1¼)			
LNAV MDA	460-1 450 (500-1)		460-1¼ 450 (500-1¼)	460-1½ 450 (500-1½)
CIRCLING C	520-1 510 (600-1)	580-1 570 (600-1)	660-1¾ 650 (700-1¾)	780-2½ 770 (800-2½)

MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

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WAAS CH 77727 W31A	APP CRS 310°	Rwy ldg 5925 TDZE 8 Apt Elev 10

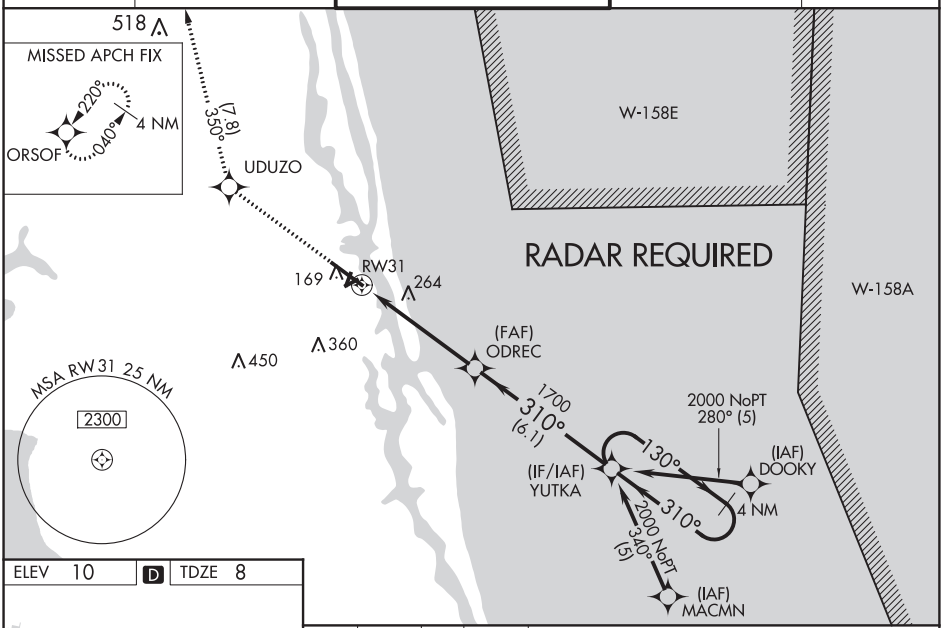
RNAV (GPS) RWY 31
NORTHEAST FLORIDA RGNL (SGJ)

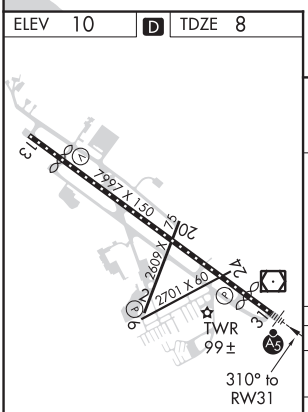
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Circling Rwy 2, 6, 20, 24 NA at night. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM and LNAV Cat C/D visibility to 1⅜ SM.

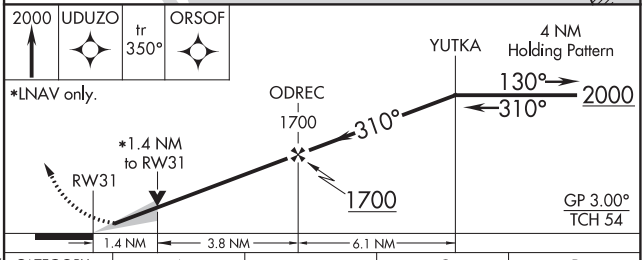
MALSR

MISSED APPROACH: Climb to 2000 direct UDUZO and on track 350° to ORSOF and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75	127.625 (CTAF) L 269.475	121.175 251.125	122.95







CATEGORY	A	B	C	D
LPV DA	218-½ 210 (300-½)			
LNAV/VNAV DA	292-½ 284 (300-½)			
LNAV MDA	520-½ 512 (600-½)		520-1 512 (600-1)	
C CIRCLING	520-1 510 (600-1)	580-1 570 (600-1)	660-1¾ 650 (700-1¾)	780-2½ 770 (800-2½)

MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

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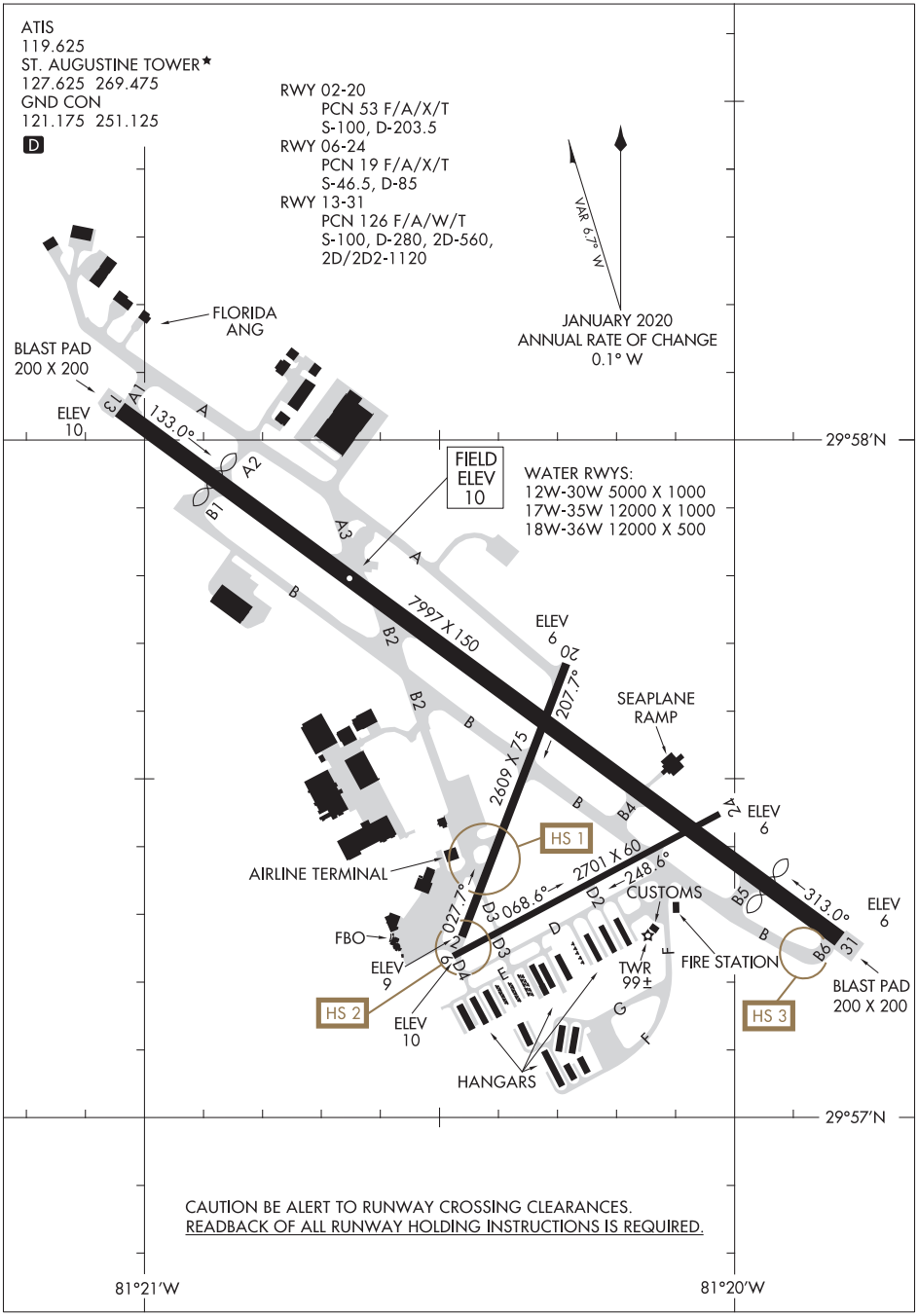
AIRPORT DIAGRAM

AL-692 (FAA)

NORTHEAST FLORIDA RGNL (SGJ)
ST. AUGUSTINE, FLORIDA



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AIRPORT DIAGRAM
20198
ST. AUGUSTINE, FLORIDA
NORTHEAST FLORIDA RGNL (SGJ)

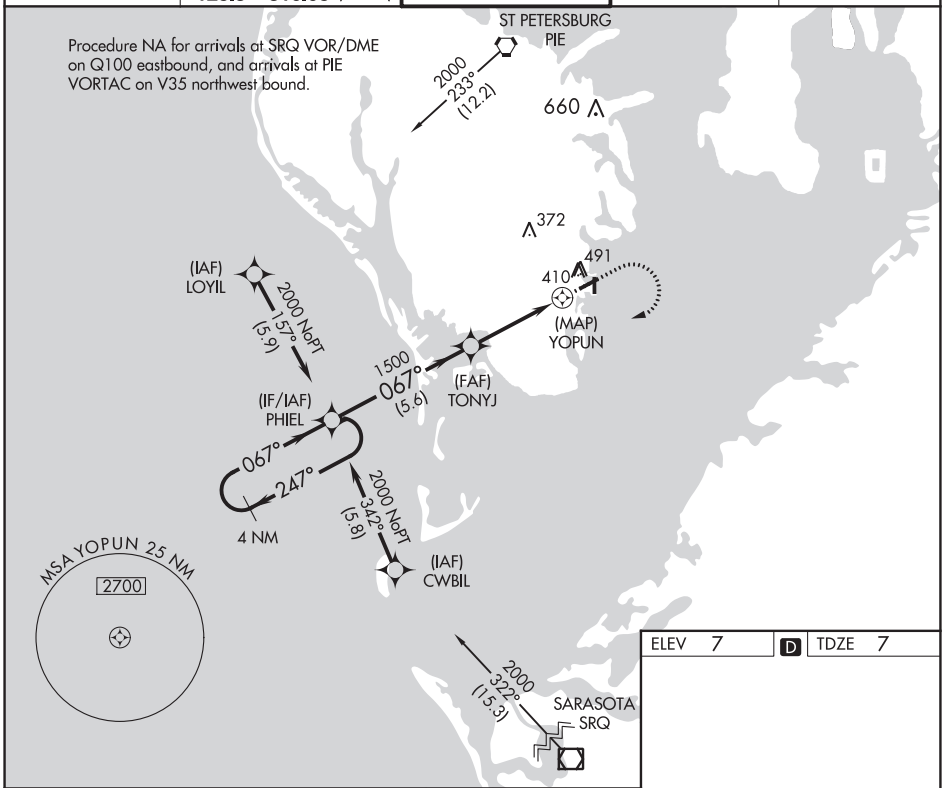
RNAV (GPS) RWY 7
ALBERT WHITTED (SPG)

APP CRS	Rwy ldg	2919
067°	TDZE	7
	Apt Elev	7

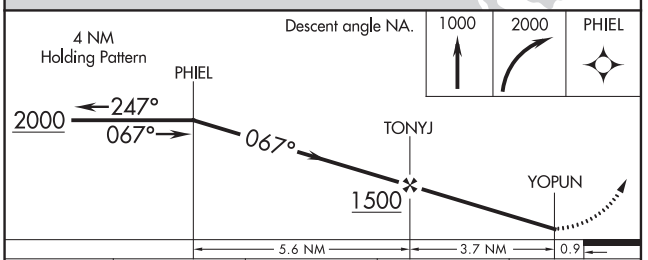
Night landing: Rwy 36 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet, LNAV Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile.

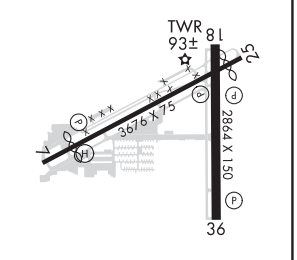
MISSED APPROACH: Climb to 1000 then climbing right turn 2000 direct PHIEL and hold.

ASOS	TAMPA APP CON	ALBERT WHITTED TOWER★	GND CON	UNICOM
118.875	119.65 316.05 (EAST) 125.3 316.05 (WEST)	127.4 (CTAF) L 257.6	121.8	122.95



ELEV	7	D	TDZE	7





CATEGORY	A	B	C	D
LNAV MDA	660-1 653 (700-1)		660-1⅞ 653 (700-1⅞)	NA
CIRCLING	720-1 713 (800-1)		720-2 713 (800-2)	NA

MIRL Rwys 7-25 and18-36 L
REIL Rwys 7, 18, 25 and 36 L

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ST. PETERSBURG, FLORIDA | AL-613 (FAA) | 20198

RNAV (GPS) RWY 18
ALBERT WHITTED (SPG)

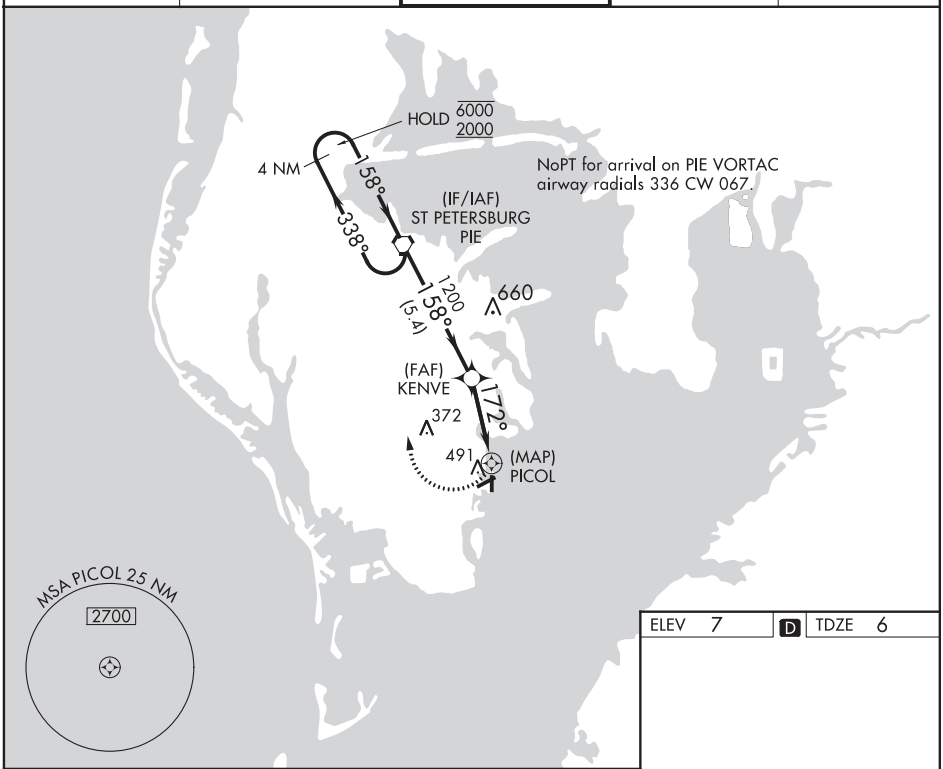
APP CRS	Rwy ldg	2864
172°	TDZE	6
	Apt Elev	7

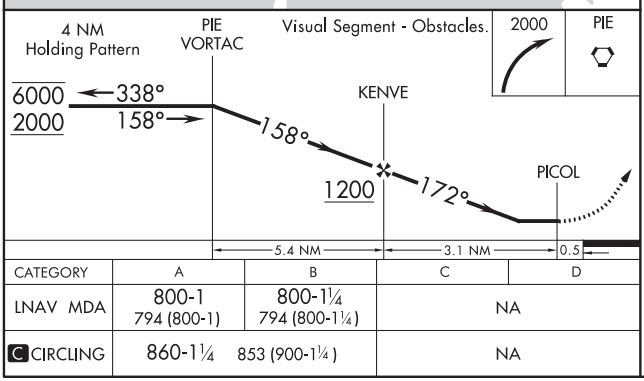
RNP APCH.

Circling Rwy 36 NA at night. Rwy 18 helicopter visibilty reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2000 direct PIE VORTAC and hold.

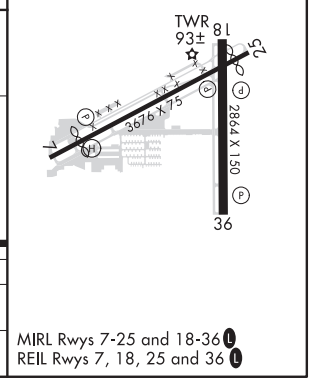
ASOS	TAMPA APP CON	ALBERT WHITTED TOWER ★	GND CON	UNICOM
118.875	119.65 316.05 (EAST) 125.3 316.05 (WEST)	127.4 (CTAF) L 257.6	121.8	122.95





CATEGORY	A	B	C	D
LNAV MDA	800-1 794 (800-1)	800-1¼ 794 (800-1¼)	NA	
C CIRCLING	860-1¼ 853 (900-1¼)		NA	

ELEV 7 | D | TDZE 6



MIRL Rwys 7-25 and 18-36 L
REIL Rwys 7, 18, 25 and 36 L

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APP CRS	Rwy ldg	2864
005°	TDZE	6
	Apt Elev	7

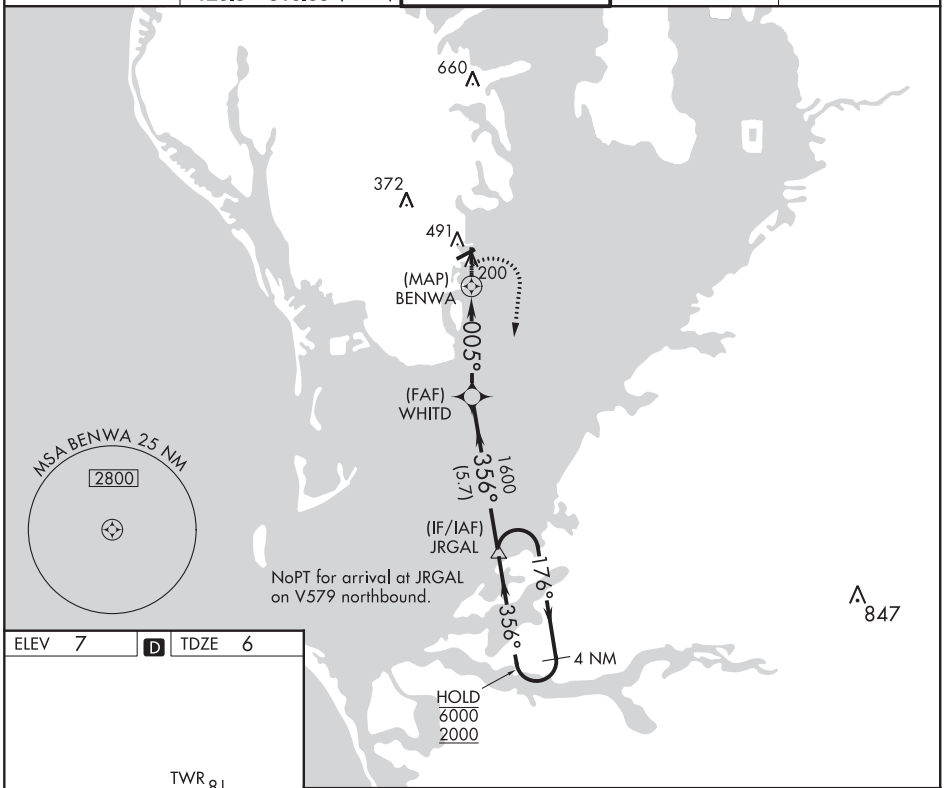
RNAV (GPS) RWY 36
ALBERT WHITTED (SPG)

RNP APCH.

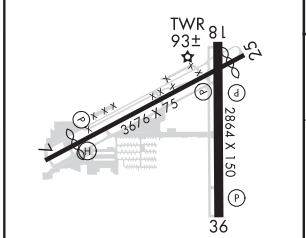
Procedure NA at night.
Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct to JRGAL and hold.

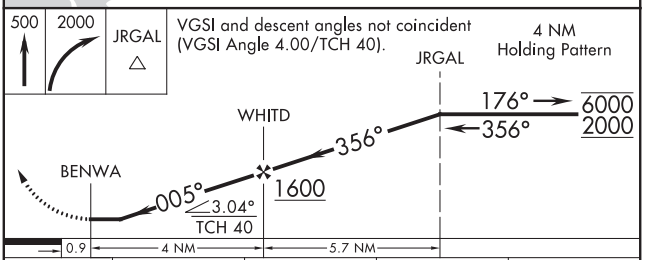
ASOS	TAMPA APP CON	ALBERT WHITTED TOWER*	GND CON	UNICOM
118.875	119.65 316.05 (EAST) 125.3 316.05 (WEST)	127.4 (CTAF) L 257.6	121.8	122.95



ELEV 7 D TDZE 6



MIRL Rwys 7-25 and 18-36 L
REIL Rwys 7, 18, 25 and 36 L



CATEGORY	A	B	C	D
LNAV MDA	540-1 534 (600-1)		NA	
C CIRCLING	860-1¼ 853 (900-1¼)		NA	

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SE-3, 25 FEB 2021 to 22 APR 2021

ST. PETERSBURG, FLORIDA

AL-613 (FAA)

20142

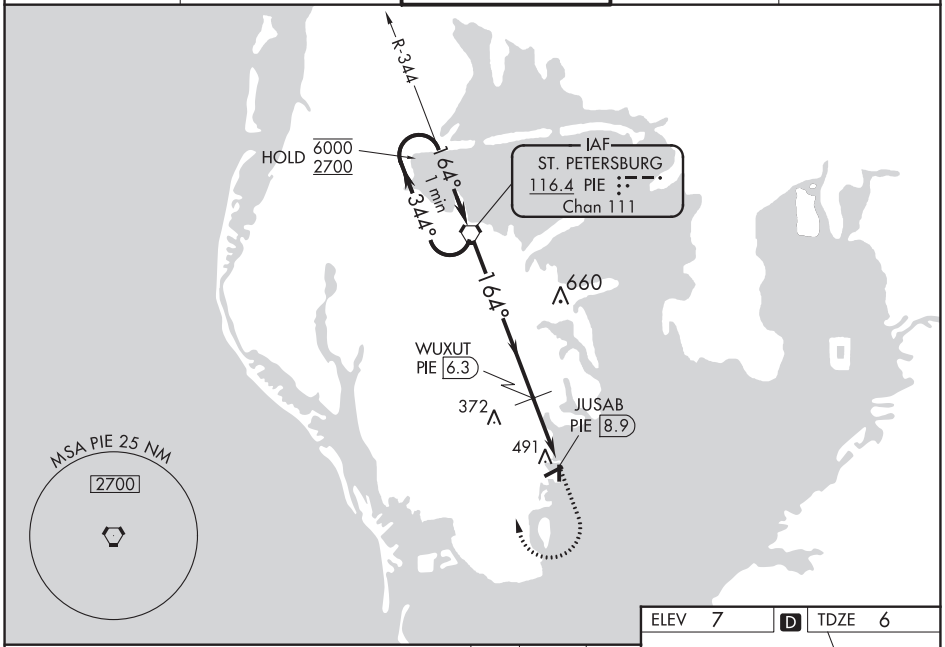
VOR RWY 18
ALBERT WHITTED (SPG)

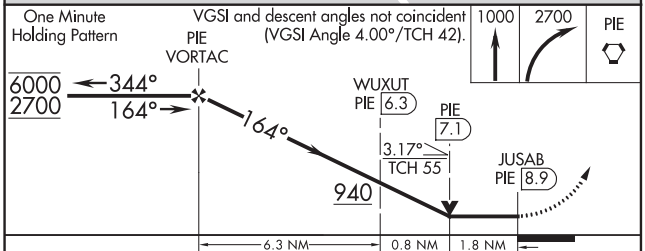
VORTAC PIE	APP CRS	Rwy ldg	2864
116.4	164°	TDZE	6
Chan 111		Apt Elev	7

Circling to Rwy 36 NA at night.
Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2700 direct PIE VORTAC and hold.

ASOS	TAMPA APP CON	ALBERT WHITTED TOWER ★	GND CON	UNICOM
118.875	119.65 316.05 (EAST) 125.3 316.05 (WEST)	127.4 (CTAF) L 257.6	121.8	122.95

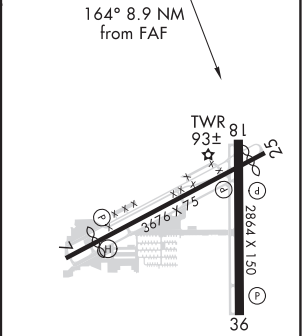




CATEGORY	A	B	C	D
S-18	940-1¼ 934 (1000-1¼)		NA	
C CIRCLING	940-1¼ 933 (1000-1¼)		NA	
WUXUT FIX MINIMUMS (DME REQUIRED)				
S-18	800-1 794 (800-1)	800-1¼ 794 (800-1¼)	NA	
C CIRCLING	860-1¼ 853 (900-1¼)		NA	

ELEV 7 | D | TDZE 6

164° 8.9 NM from FAF



MIRL Rwys 7-25 and 18-36 L
REIL Rwys 7, 18, 25 and 36 L

FAF to MAP 8.9 NM					
Knots	60	90	120	150	180
Min:Sec	8:54	5:56	4:27	3:34	2:58

SE-3, 25 FEB 2021 to 22 APR 2021

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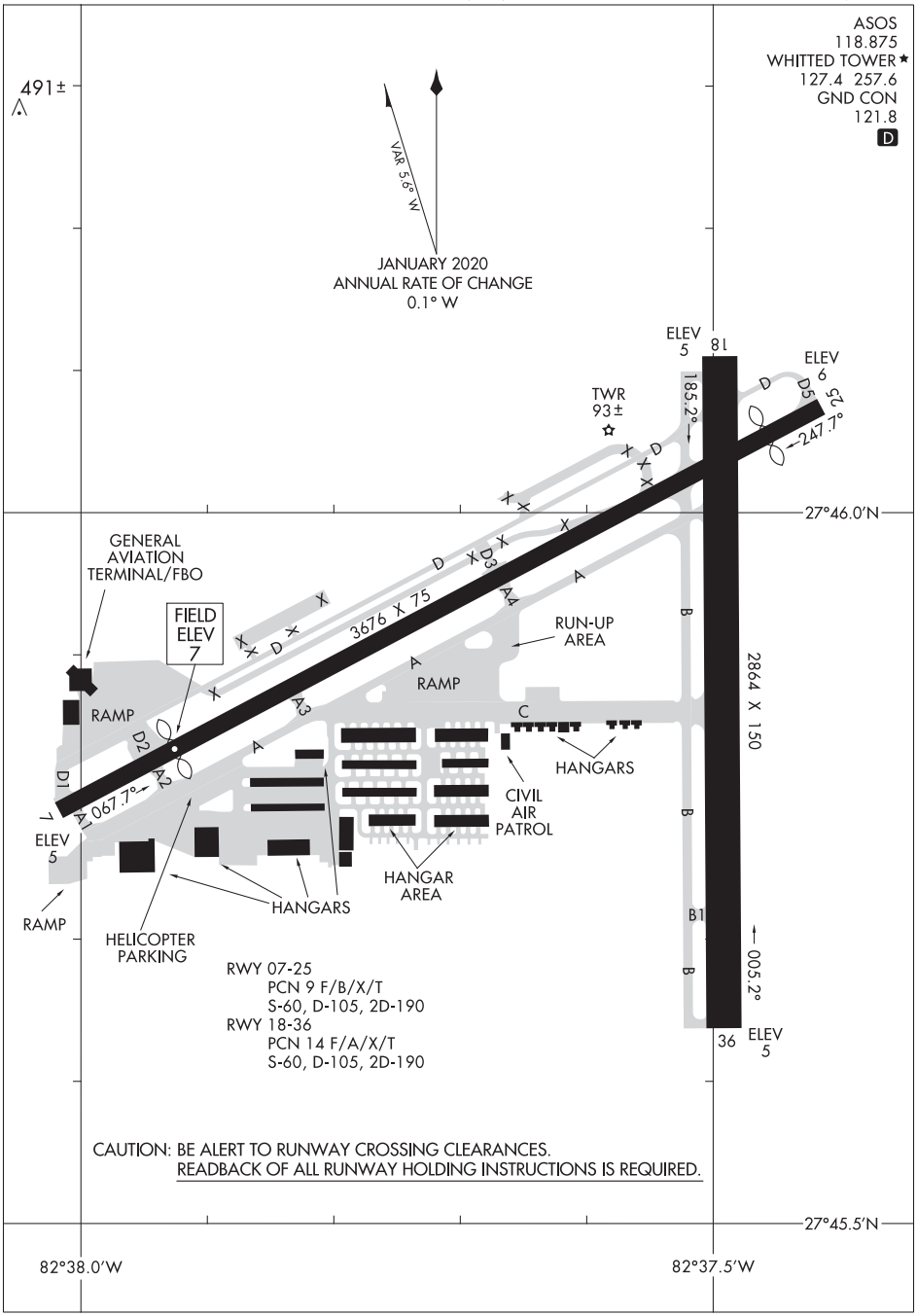


SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

ST PETERSBURG-CLEARWATER, FLORIDA AL-625 (FAA) 21056

ILS or LOC RWY 18
ST PETE-CLEARWATER INTL (PIE)

LOC I-PIE	APP CRS	Rwy ldg	9180
109.1	176°	TDZE	7
		Apt Elev	11

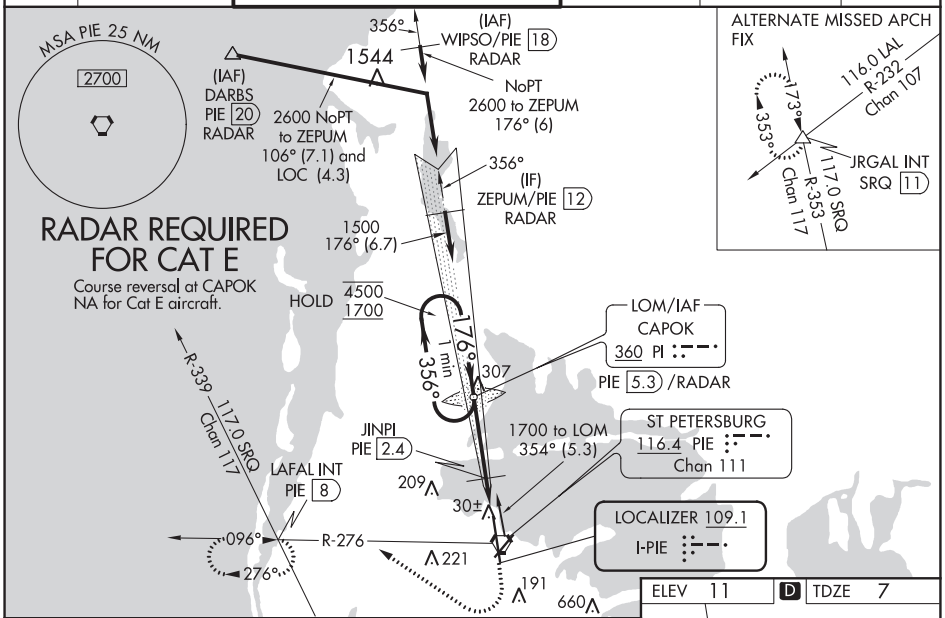
DME, RADAR, or ADF required.

For inop ALS, increase S-ILS 18 Cat E visibility to RVR 4000 and S-LOC 18 Cat A/B to RVR 5500 and C/D/E visibility to 1¼ SM. JINPI FIX MINIMUMS: For inop ALS, increase S-LOC 18 Cat C, D, and E visibility to RVR 4500.
** Use DME from PIE VORTAC.

MALSR

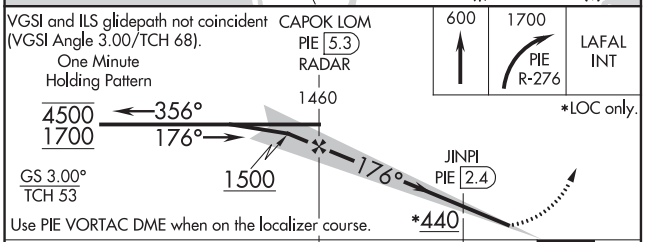
MISSED APPROACH: Climb to 600 then climbing right turn to 1700 on PIE VORTAC R-276 to LAFAL INT/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST PETERSBURG-CLEARWATER TOWER ★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).

One Minute Holding Pattern



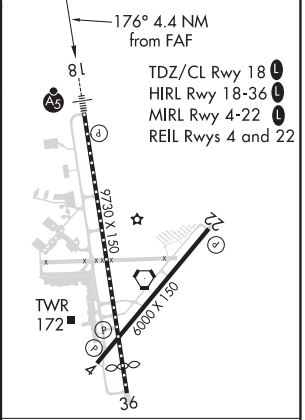
Use PIE VORTAC DME when on the localizer course.

CATEGORY	A	B	C	D	E
S-ILS 18	207/18 200 (200-½)				
S-LOC 18	440/24 433 (500-½)		440/40 433 (500-¾)		
C CIRCLING	520-1 509 (600-1)		640-1¾ 629 (700-1¾)	680-2 669 (700-2)	960-3 949 (1000-3)

**JINPI FIX MINIMUMS

S-LOC 18	300/24 293 (300-½)				
C CIRCLING	520-1 509 (600-1)		640-1¾ 629 (700-1¾)	680-2 669 (700-2)	960-3 949 (1000-3)

ELEV 11 D TDZE 7



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-3, 25 FEB 2021 to 22 APR 2021

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LOC/DME I-CWT 108.7 Chan 24	APP CRS 356°	Rwy ldg 8720 TDZE 10 Apt Elev 11	AL-625 (FAA)

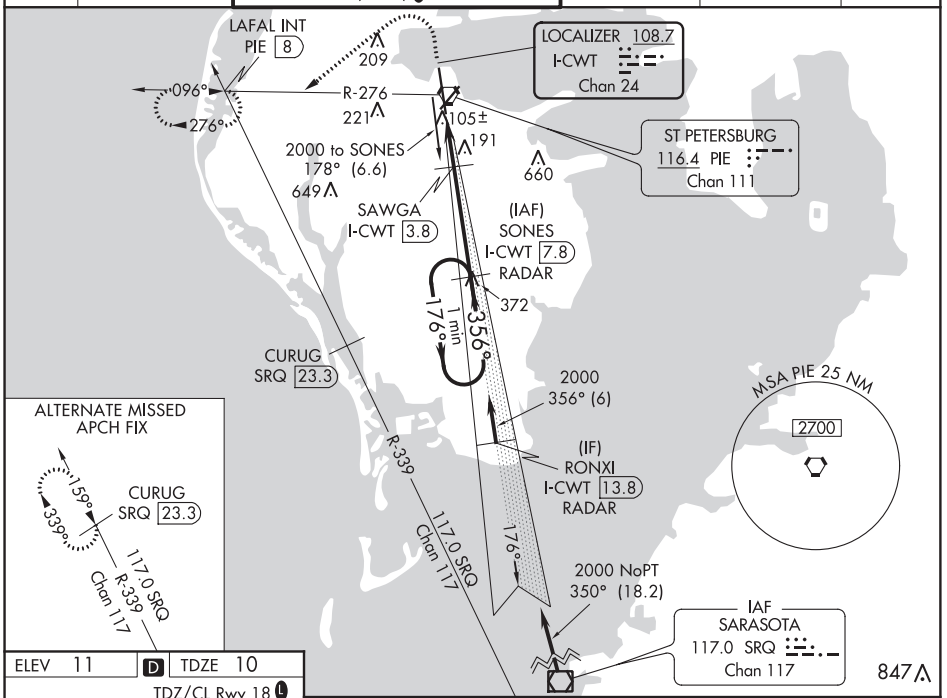
ILS or LOC RWY 36
ST PETE-CLEARWATER INTL (PIE)

DME or RADAR required.

T A

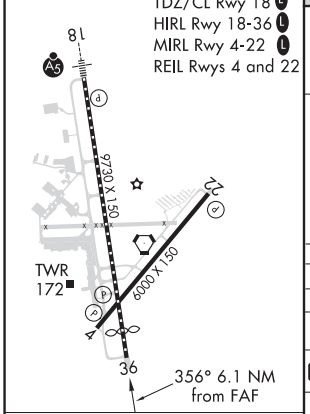
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 on PIE VORTAC R-276 to LAFAL INT/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST PETERSBURG-CLEARWATER TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95

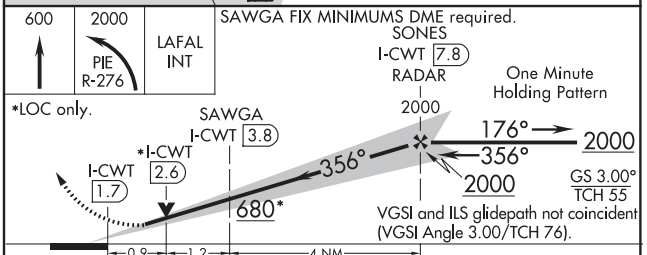


ELEV 11	D	TDZE 10

TDZ/CL Rwy 18 L
HIRL Rwy 18-36 L
MIRL Rwy 4-22 L
REIL Rwys 4 and 22



FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D	E
S-ILS 36	210/40 200 (200-¾)				
S-LOC 36	680/55 670 (700-1)		680-1⅞ 670 (700-1⅞)		
C CIRCLING	680-1 669 (700-1)		680-1½ 669 (700-1½)	680-2 669 (700-2)	960-3 949 (1000-3)
SAWGA FIX MINIMUMS					
S-LOC 36	380/55 370 (400-1)				
C CIRCLING	520-1 509 (600-1)		640-1½ 629 (700-1½)	680-2 669 (700-2)	960-3 949 (1000-3)

SE-3, 25 FEB 2021 to 22 APR 2021
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ST PETERSBURG-CLEARWATER, FLORIDA AL-625 (FAA) 21056

ILS RWY 18 (SA CAT I & II)
ST PETE-CLEARWATER INTL (PIE)

LOC I-PIE	APP CRS	Rwy ldg	9180
109.1	176°	TDZE	7
		Apt Elev	11

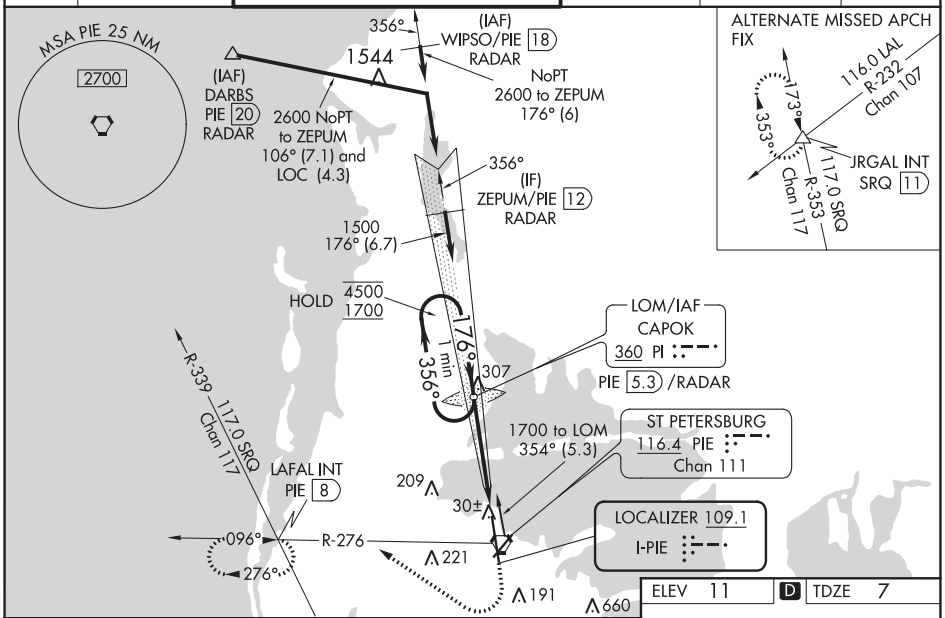
DME, RADAR, or ADF required.

T A SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. SA CAT I & II S-ILS 18 NA when control tower closed.

MALSR A5

MISSED APPROACH: Climb to 600 then climbing right turn to 1700 on PIE VORTAC R-276 to LAFAL INT/PIE 8 DME and hold.

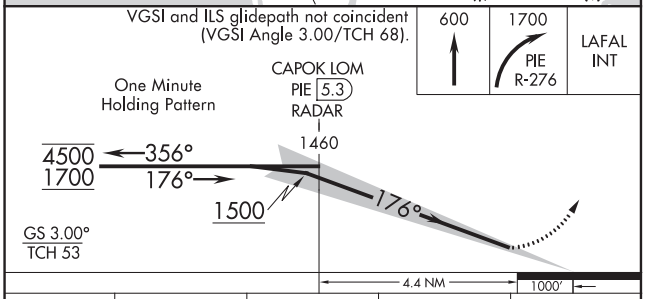
ATIS	TAMPA APP CON	ST PETERSBURG-CLEARWATER TOWER ★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95



ELEV	11	D	TDZE	7

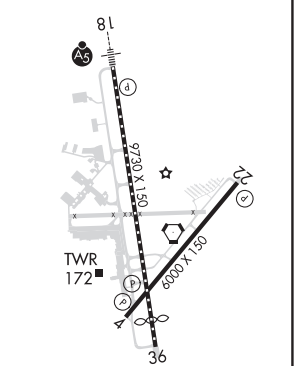
VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 68).

600	1700	LAFAL INT
	PIE R-276	



CATEGORY	A	B	C	D
S-ILS 18	SA CAT I RA 157/14	150 DA 157		
S-ILS 18	SA CAT II RA 107/12	100 DA 107		

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 18 L
HIRL Rwy 18-36 L
MIRL Rwy 4-22 L
REIL Rwys 4 and 22

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WAAS CH 61039 W18A	APP CRS 176°	Rwy ldg 9180 TDZE 7 Apt Elev 11

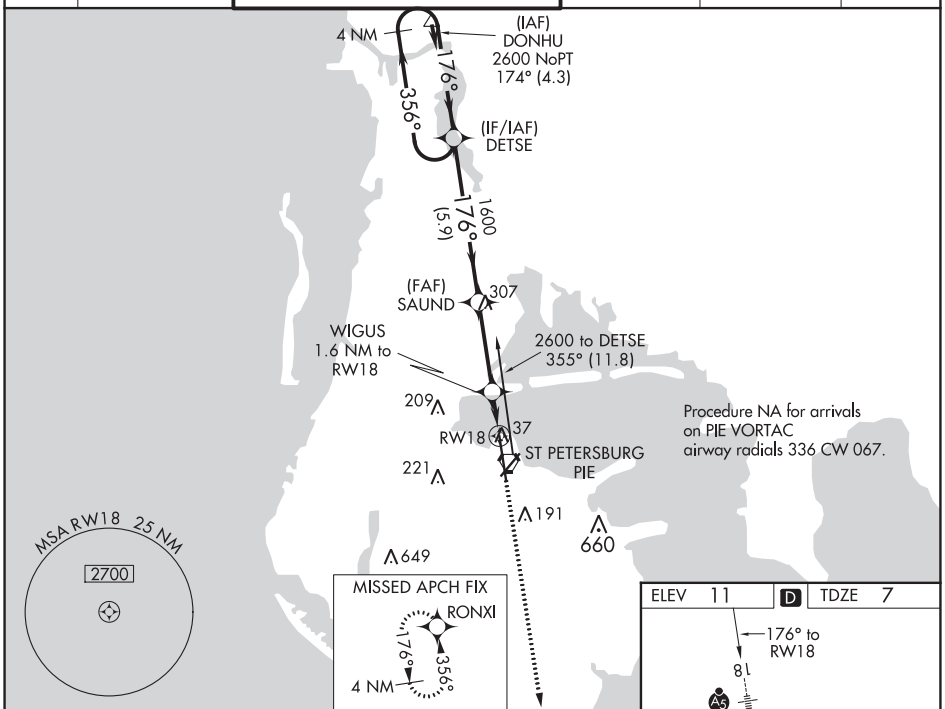
RNAV (GPS) RWY 18
ST PETE-CLEARWATER INTL (PIE)

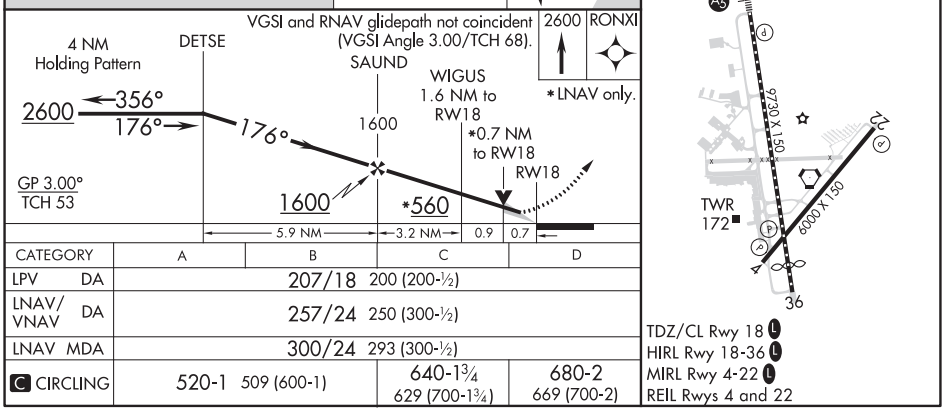
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C (38°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV visibility Cats C/D to RVR 4500.

MALSR

MISSED APPROACH: Climb to 2600 direct RONXI and hold.

ATIS	TAMPA APP CON	ST PETERSBURG-CLEARWATER TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95





CATEGORY	A	B	C	D
LPV DA	207/18 200 (200-½)			
LNAV/VNAV DA	257/24 250 (300-½)			
LNAV MDA	300/24 293 (300-½)			
C CIRCLING	520-1 509 (600-1)		640-1¾ 629 (700-1¾)	680-2 669 (700-2)

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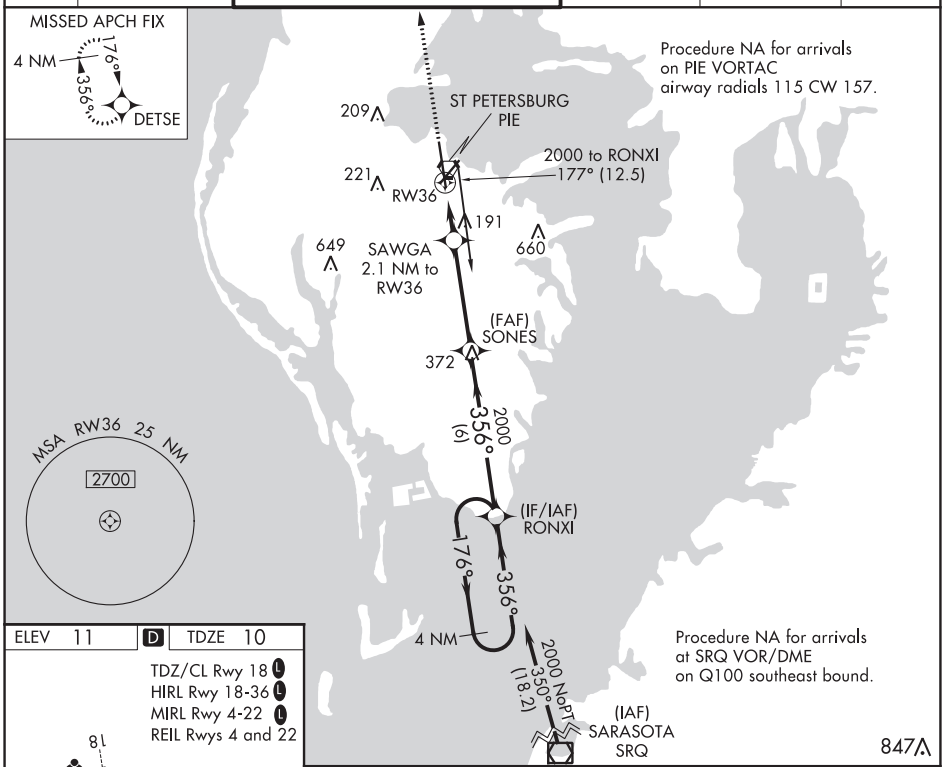
WAAS CH 65739 W36A	APP CRS 356°	Rwy ldg 8720 TDZE 10 Apt Elev 11

RNAV (GPS) RWY 36
ST PETE-CLEARWATER INTL (PIE)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C (38°F) or above 54°C (130°F).

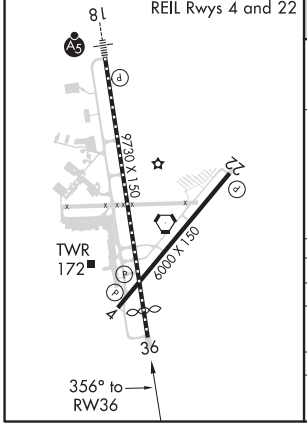
MISSED APPROACH:Climb to 2600 direct DETSE and hold.

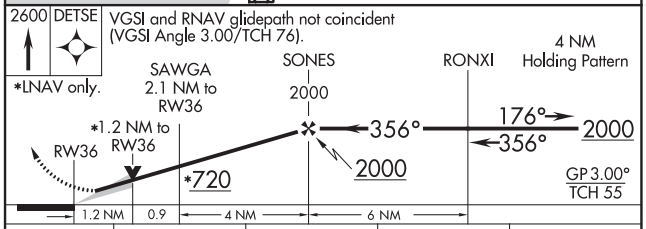
ATIS	TAMPA APP CON	ST PETERSBURG-CLEARWATER TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95



ELEV 11 | D | TDZE 10

TDZ/CL Rwy 18 L
HIRL Rwy 18-36 L
MIRL Rwy 4-22 L
REIL Rwys 4 and 22





CATEGORY	A	B	C	D
LPV DA	210/40 200 (200-¾)			
LNAV/VNAV DA	318/50 308 (400-1)			
LNAV MDA	460/55 450 (500-1)		460-1⅜ 450 (500-1⅜)	
C CIRCLING	520-1 509 (600-1)		640-1¾ 629 (700-1¾)	680-2 669 (700-2)

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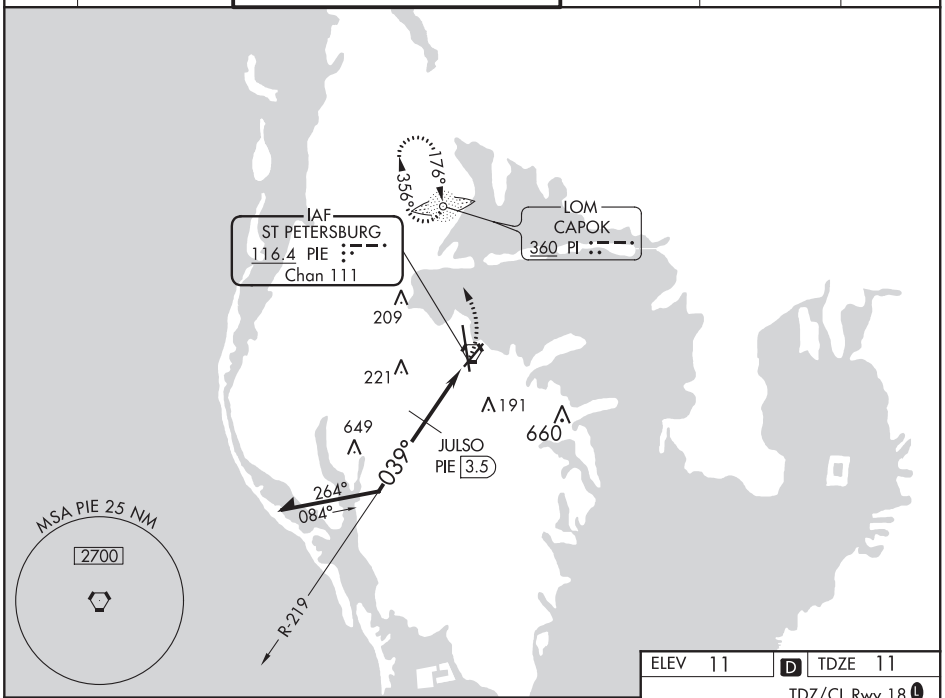
VORTAC PIE	APP CRS	Rwy ldg	5903
116.4	039°	TDZE	11
Chan 111		Apt Elev	11

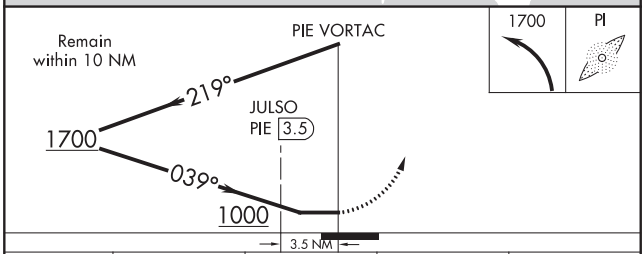
VOR RWY 4
ST PETE-CLEARWATER INTL (PIE)

When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 40 feet. ADF Required. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 1700 direct CAPOK LOM and hold.

ATIS	TAMPA APP CON	ST PETERSBURG-CLEARWATER TOWER ★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95

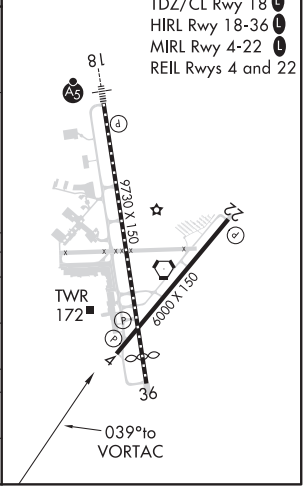




CATEGORY	A	B	C	D
S-4	1000-1¼ 989 (1000-1¼)	1000-1½ 989 (1000-1½)	1000-3 989 (1000-3)	
CIRCLING	1000-1¼ 989 (1000-1¼)	1000-1½ 989 (1000-1½)	1000-3 989 (1000-3)	
JULSO FIX MINIMUMS				
S-4	480-1 469 (500-1)		480-1⅜ 469 (500-1⅜)	
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)

ELEV 11 D TDZE 11

TDZ/CL Rwy 18 L
HIRL Rwy 18-36 L
MIRL Rwy 4-22 L
REIL Rwys 4 and 22



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ST PETERSBURG-CLEARWATER, FLORIDA AL-625 (FAA) 21056

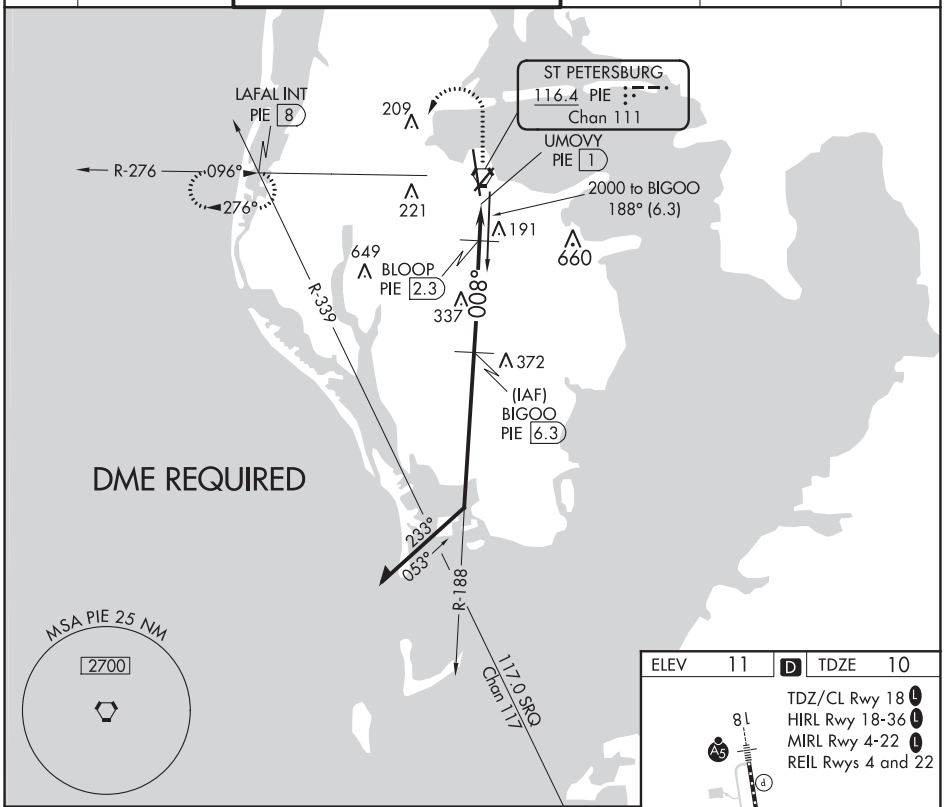
VORTAC PIE 116.4 Chan 111	APP CRS 008°	Rwy ldg 8720 TDZE 10 Apt Elev 11

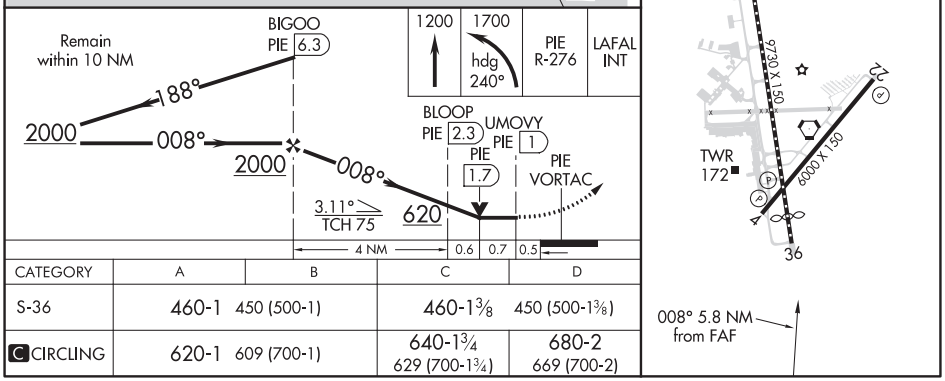
VOR RWY 36
ST PETE-CLEARWATER INTL (PIE)

DME required. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 1700 on heading 240° and PIE VORTAC R-276 to LAFAL INT/ PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST PETERSBURG-CLEARWATER TOWER ★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95





CATEGORY	A	B	C	D
S-36	460-1 450 (500-1)		460-1⅜ 450 (500-1⅜)	
C CIRCLING	620-1 609 (700-1)		640-1¾ 629 (700-1¾)	680-2 669 (700-2)

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SE-3, 25 FEB 2021 to 22 APR 2021

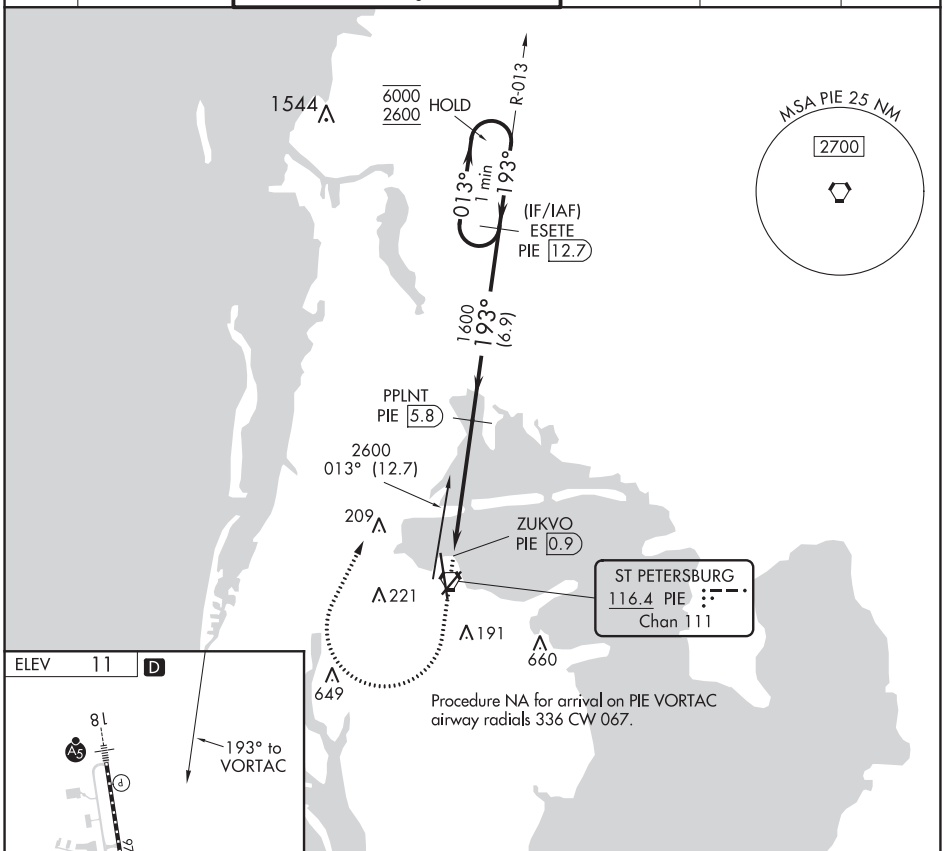
VORTAC PIE 116.4 Chan 111	APP CRS 193°	Rwy ldg N/A TDZE N/A Apt Elev 11

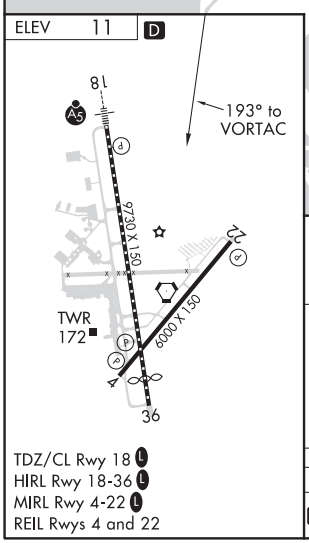
VOR-B
ST PETE-CLEARWATER INTL (PIE)

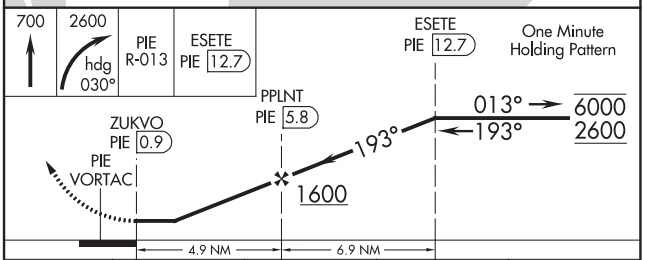
DME required.

MISSED APPROACH: Climb to 700 then climbing right turn to 2600 on heading 030° and PIE VORTAC R-013 to ESETE/PIE 12.7 DME and hold.

ATIS	TAMPA APP CON	ST PETERSBURG-CLEARWATER TOWER ★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95





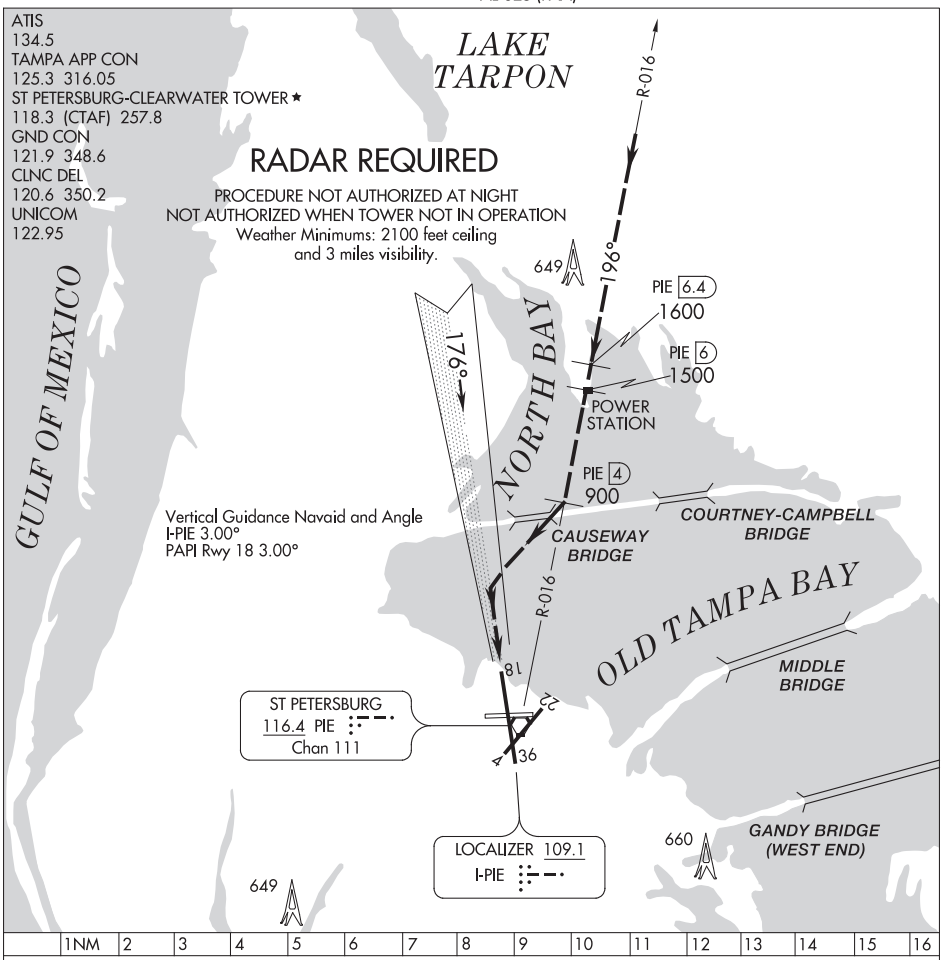


CATEGORY	A	B	C	D
C CIRCLING	520-1 509 (600-1)		600-1½ 589 (600-1½)	620-2 609 (700-2)

SE-3, 25 FEB 2021 to 22 APR 2021

NORTH BAY VISUAL RWY 18

AL-625 (FAA)



NORTH BAY VISUAL APPROACH

When cleared for a NORTH BAY VISUAL APPROACH, aircraft will proceed visually from over the power station (PIE R-016, 6 DME) heading 196° direct to the Causeway Bridge, then right turn to intercept the final approach course to Rwy 18.

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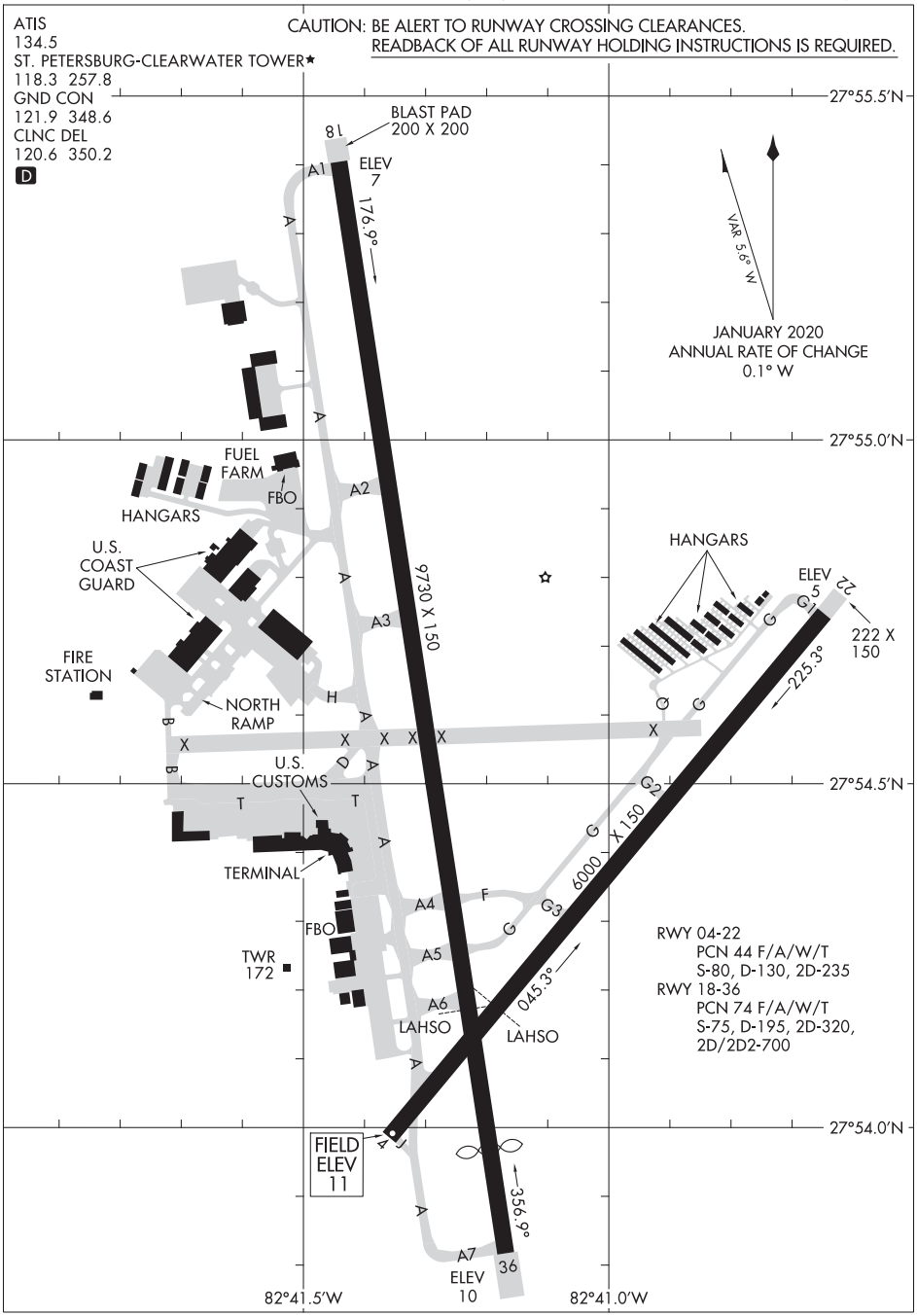

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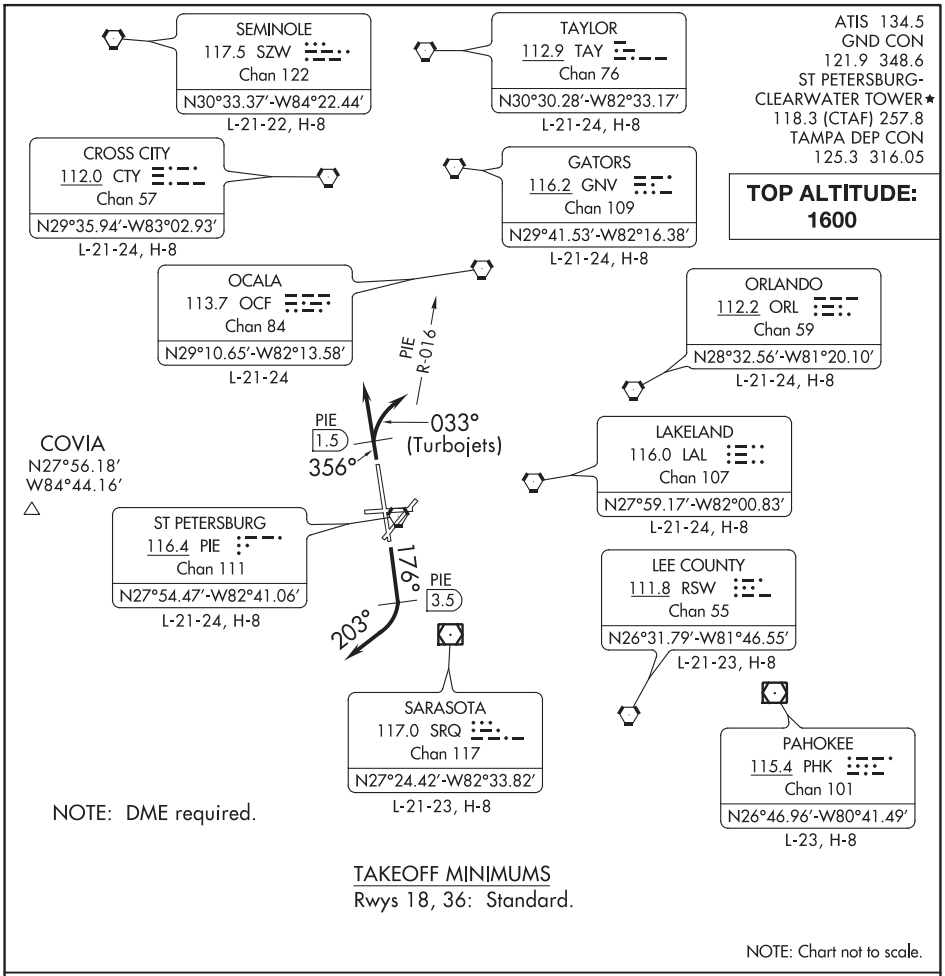
SE-3, 25 FEB 2021 to 22 APR 2021

(PIE9.PIE) 20366

AL-625 (FAA)

ST PETE NINE DEPARTURE

ST PETE-CLEARWATER INTL (PIE)
ST PETERSBURG-CLEARWATER, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb heading 176° until PIE VORTAC 3.5 DME, then turn right heading 203° or as assigned for RADAR vectors to filed/assigned route, thence. . . .
TAKEOFF RUNWAY 36: TURBOJETS climb heading 356° until PIE VORTAC 1.5 DME, then turn right heading 033° to intercept and fly outbound on PIE R-016, thence. . . .
ALL OTHERS fly heading 356° or as assigned for RADAR vectors to filed/assigned route. Thence. . . .

. . . .maintain 1600, expect further clearance to filed altitude 10 minutes after departure.

APP CRS	Rwy ldg	5126
095°	TDZE	10
	Apt Elev	10

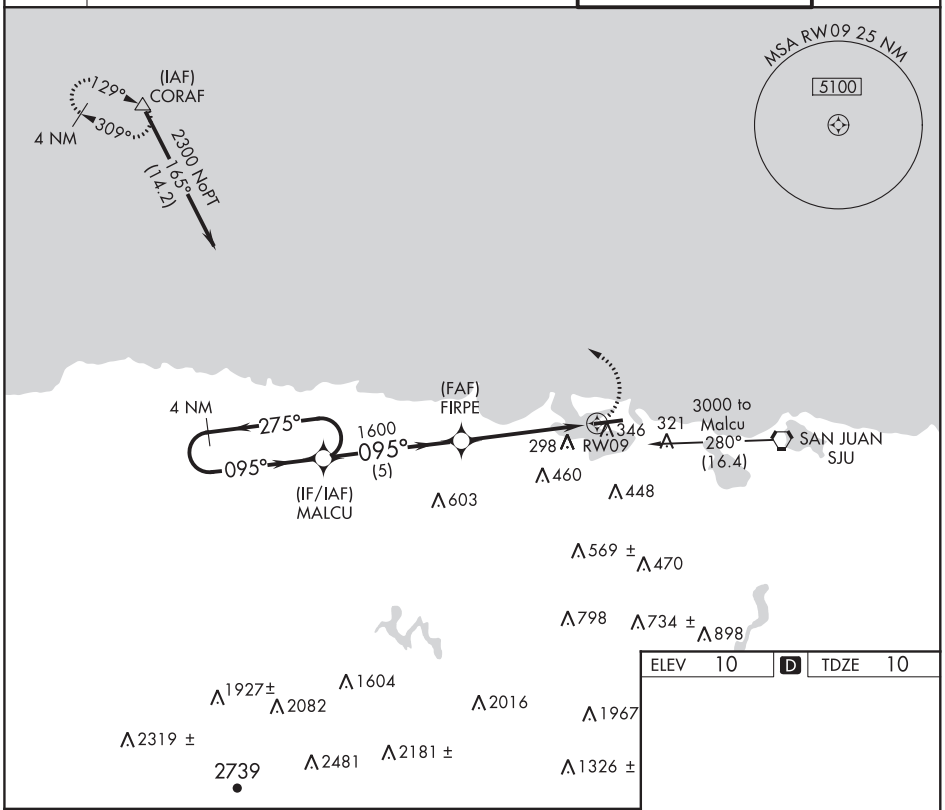
RNAV (GPS) RWY 9
FERNANDO LUIS RIBAS DOMINICCI (SIG)(TJIG)

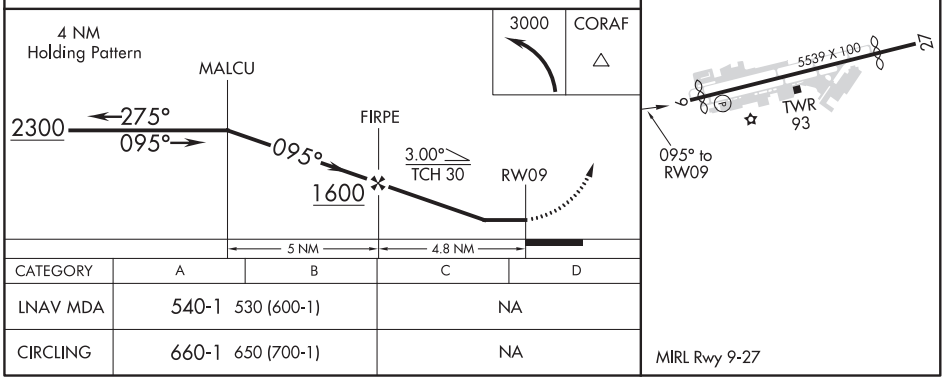
RNP APCH.

Use Luis Munoz Marin Intl altimeter setting. Circling Rwy 27 NA at night. Rwy 9 helicopter visibilty reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct CORAF WP and hold.

ATIS	SAN JUAN APP CON	ISLA GRANDE TOWER★	GND CON
120.4	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	135.875 (CTAF) 298.85	121.7





CATEGORY	A	B	C	D
LNAV MDA	540-1 530 (600-1)		NA	
CIRCLING	660-1 650 (700-1)		NA	

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

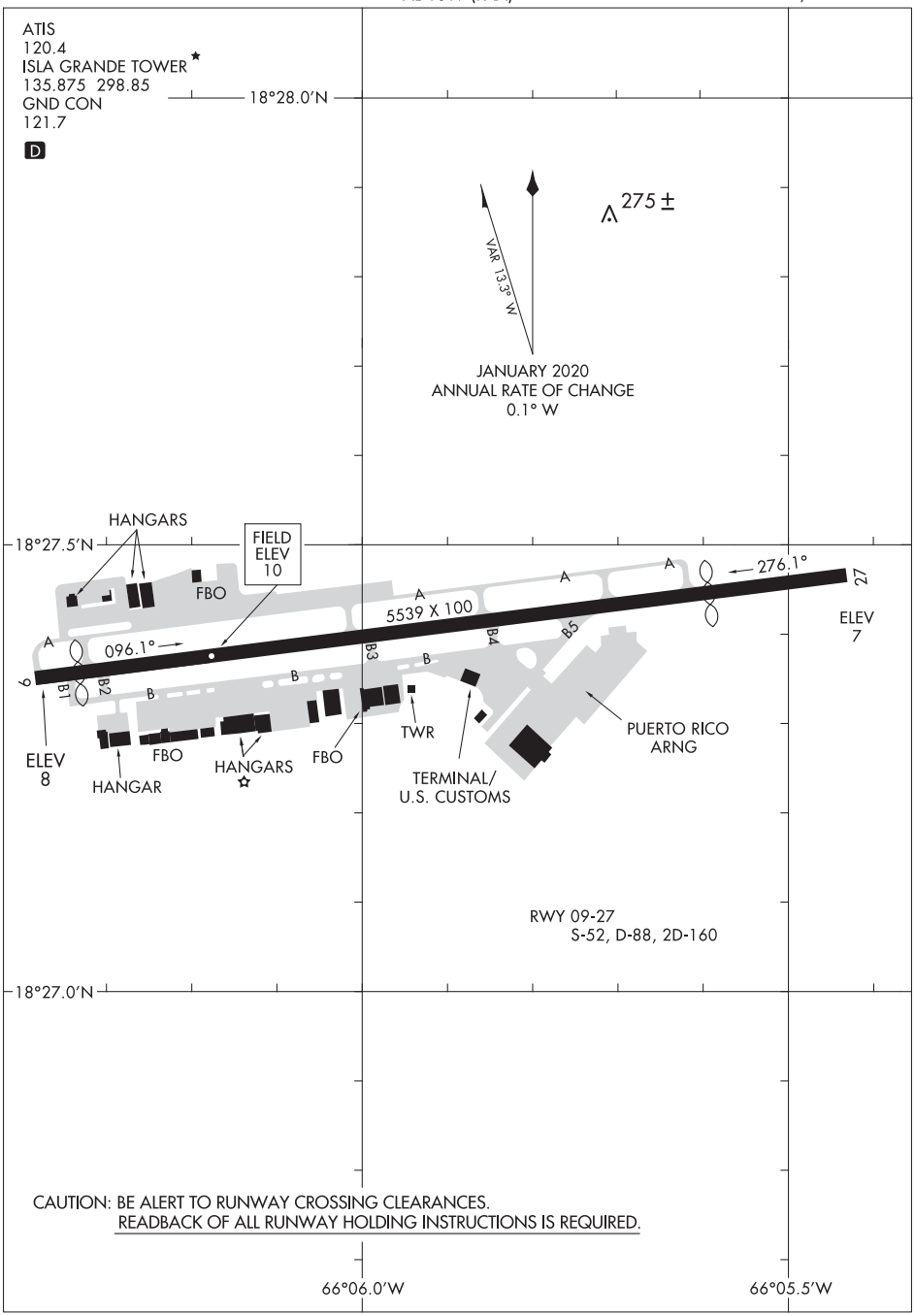
20086

AIRPORT DIAGRAM

FERNANDO LUIS RIBAS DOMINICCI (SIG) (TJIG)

AL-1019 (FAA)

SAN JUAN, PUERTO RICO



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
SAN JUAN, PUERTO RICO
FERNANDO LUIS RIBAS DOMINICCI (SIG) (TJIG)

LOC I-SJU	APP CRS	Rwy ldg	9384
110.3	078°	TDZE	9
		Apt Elev	9

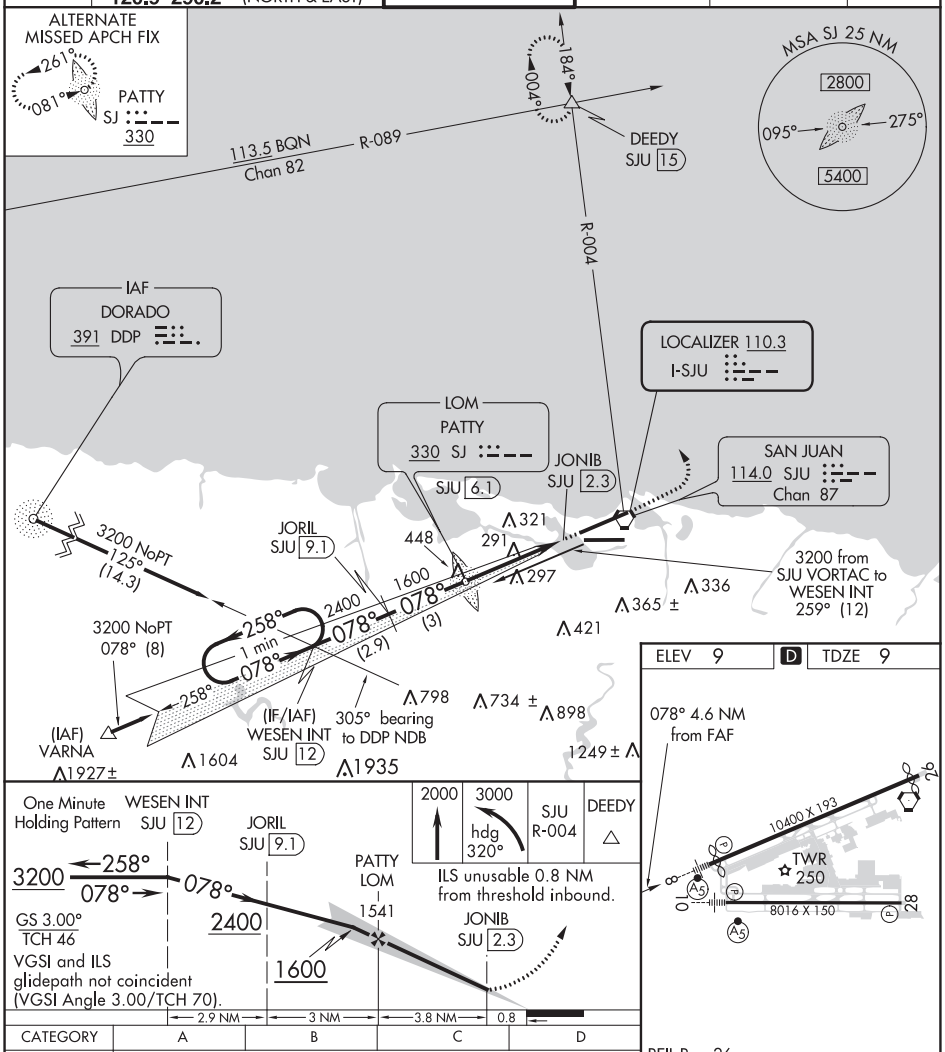
ILS or LOC RWY 8
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

For inoperative MALSR, increase S-ILS 8 all Cats visibility to 1 mile. DME Required.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 320° and SJU VORTAC R-004 to DEEDY Int/SJU 15 DME and hold.

D-ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL	CPDLC
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6	



CATEGORY	A	B	C	D
S- ILS-8	311-½ 302 (400-½)			
S- LOC-8	560-½ 551 (600-½)		560-1 551 (600-1)	560-1¼ 551 (600-1¼)
CIRCLING	600-1 591 (600-1)		600-1½ 591 (600-1½)	600-2 591 (600-2)

ELEV 9 | D | TDZE 9

078° 4.6 NM from FAF

REIL Rwy 26
HIRL Rwys 8-26 and 10-28

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

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SE-3, 25 FEB 2021 to 22 APR 2021

SAN JUAN, PUERTO RICO — AL-784 (FAA) — 20254

ILS or LOC RWY 10
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

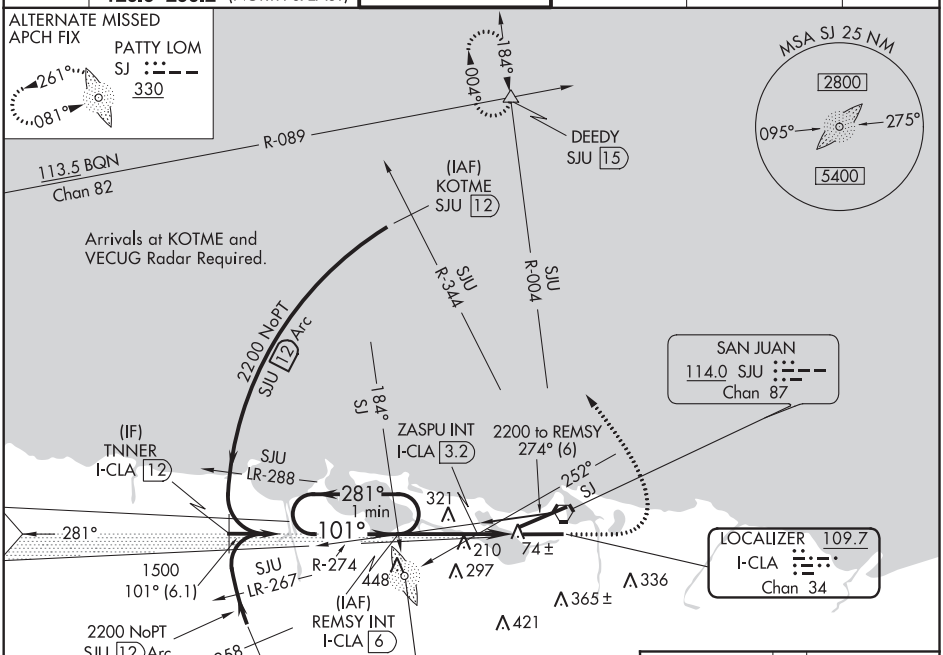
LOC I-CLA 109.7 Chan 34	APP CRS 101°	Rwy ldg 8016 / TDZE 10 / Apt Elev 10

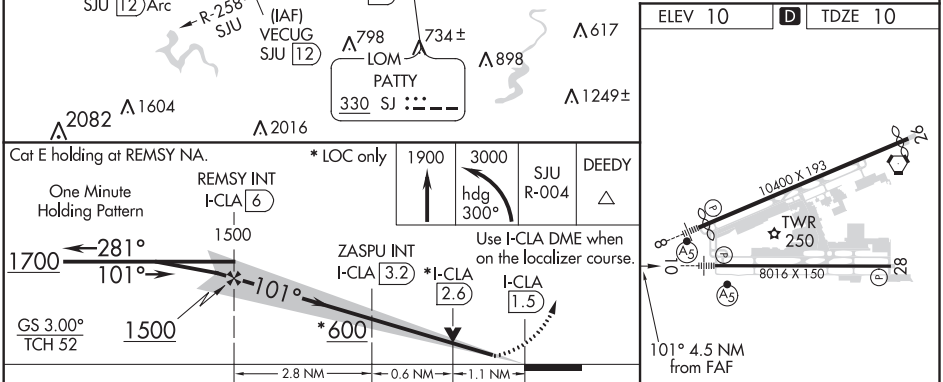
Circling NA for Cat E south of Rwy 10-28. For inop MALSR, increase S-ILS 10 Cat E visibility to ¾, increase S-LOC 10 Cats C, D, E visibility to 1⅛.

MALSR

MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 on heading 300° and on SJU VORTAC R-004 to DEEDY INT/SJU 15 DME and hold.

D-ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL	CPDLC
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6	





CATEGORY	A	B	C	D	E
S-ILS 10	260-½ 250 (300-½)				
S-LOC 10	410-½ 411 (500-½)		410-¾ 411 (500-¾)		
CIRCLING	600-1 590 (600-1)		600-1½ 590 (600-1½)	600-2 590 (600-2)	640-2¼ 590 (600-2¼)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

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APP CRS	Rwy ldg	9384
078°	TDZE	9
	Apt Elev	10

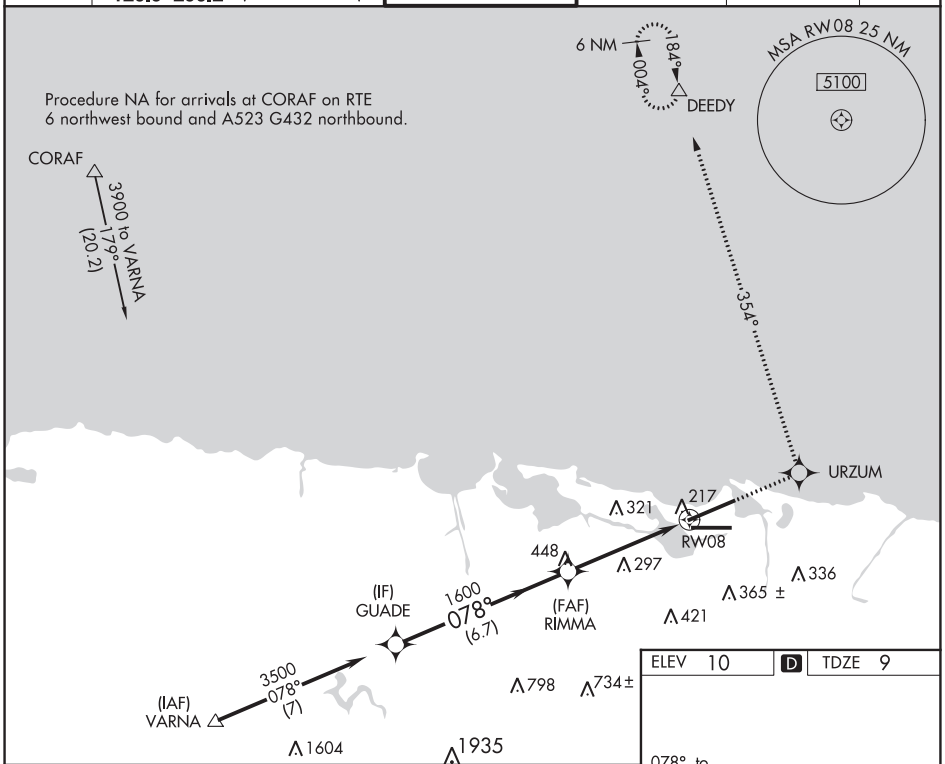
RNAV (GPS) RWY 8
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

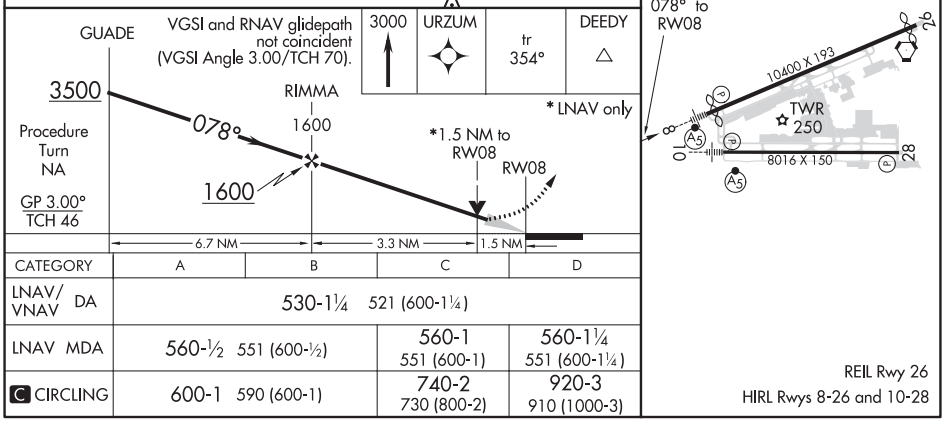
WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct URZUM and on track 354° to DEEDY and hold.

D-ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL	CPDLC
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6	





CATEGORY	A	B	C	D
LNAV/VNAV DA	530-1¼ 521 (600-1¼)			
LNAV MDA	560-½ 551 (600-½)		560-1 551 (600-1)	560-1¼ 551 (600-1¼)
C CIRCLING	600-1 590 (600-1)		740-2 730 (800-2)	920-3 910 (1000-3)

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SAN JUAN, PUERTO RICO AL-784 (FAA) 20310

APP CRS	Rwy ldg	8016
101°	TDZE	10
	Apt Elev	10

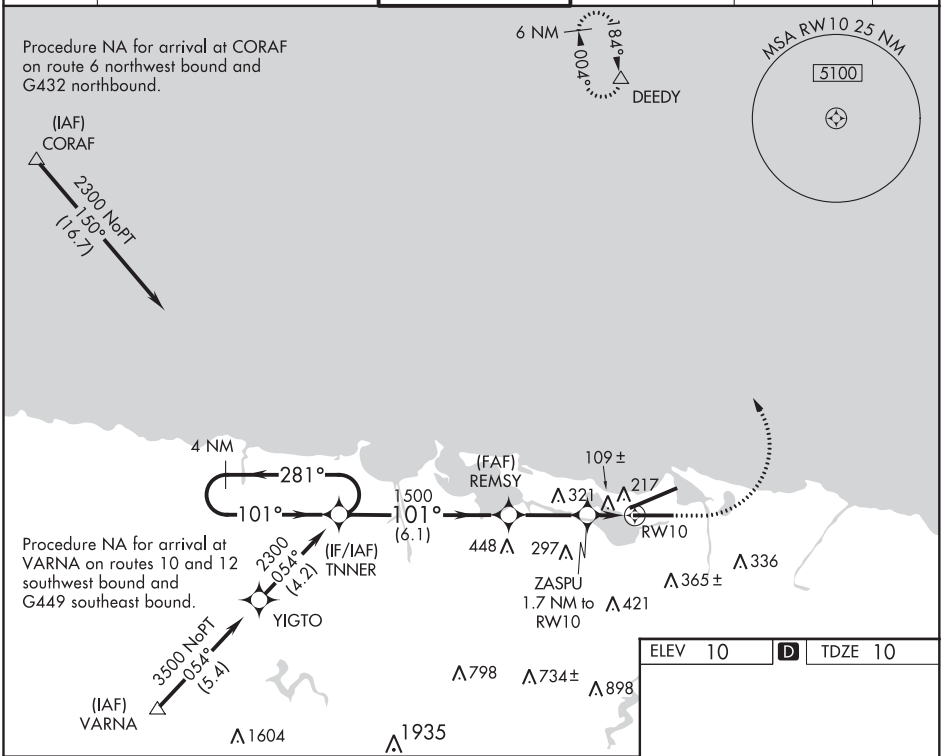
RNAV (GPS) RWY 10

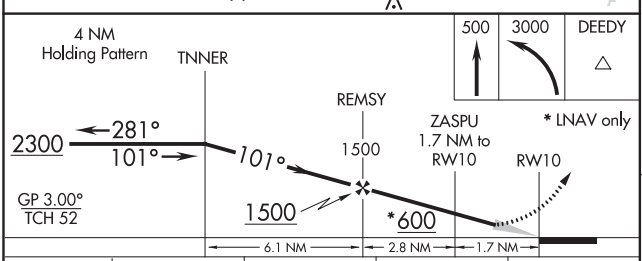
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

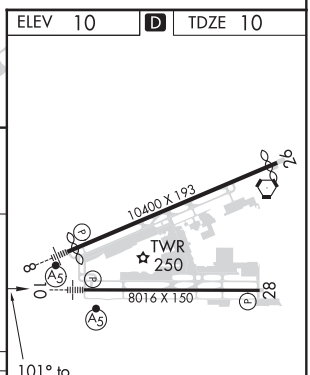
T A WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV visibility all Cats to 1¼ and increase LNAV Cats C/D visibility to 1⅜.

MALSR A5 MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct DEEDY and hold.

D-ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL	CPDLC
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6	







CATEGORY	A	B	C	D
LNAV/VNAV DA	408-⅞ 398 (400-⅞)			
LNAV MDA	480-½ 470 (500-½)		480-1 470 (500-1)	
C CIRCLING	600-1 590 (600-1)		740-2 730 (800-2)	920-3 910 (1000-3)

REIL Rwy 26
HIRL Rwys 8-26 and 10-28

SE-3, 25 FEB 2021 to 22 APR 2021

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SAN JUAN, PUERTO RICO
Amdt 2B 05NOV20

18°26′N-66°00′W

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
RNAV (GPS) RWY 10

APP CRS	Rwy ldg	9908
258°	TDZE	7
	Apt Elev	10

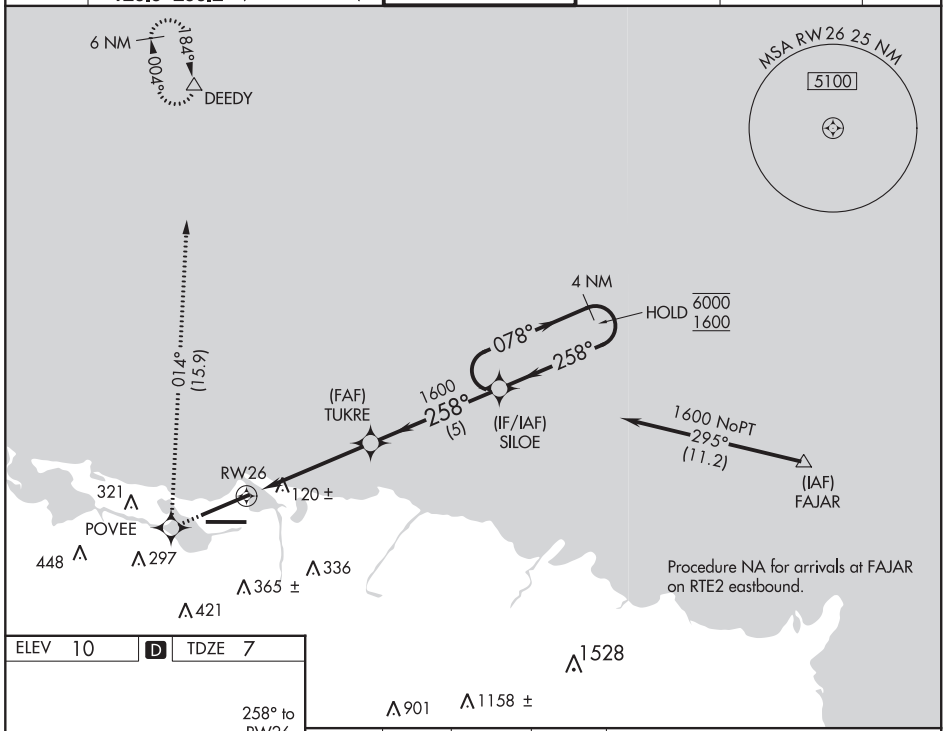
RNAV (GPS) RWY 26
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

RNP APCH.

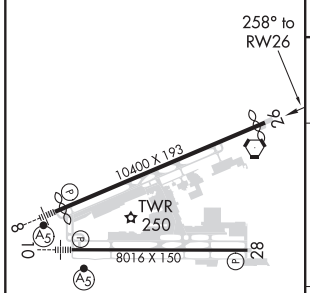
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 22°C or above 54°C.

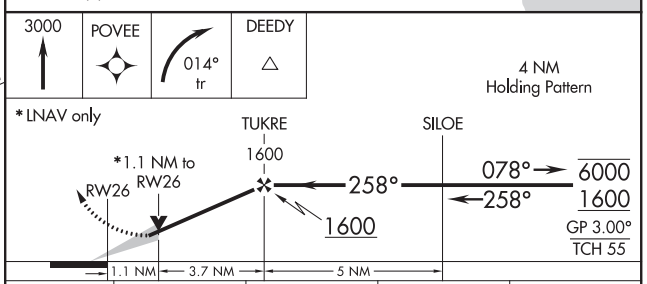
MISSED APPROACH: Climb to 3000 direct POVEE and right turn on track 014° direct DEEDY and hold.

D-ATIS	SAN JUAN APP CON		SAN JUAN TOWER	GND CON	CLNC DEL	CPDLC
125.8	119.4 269.2	(WEST & SW)	132.05 257.8	121.9 348.6	126.4 284.6	
	120.9 290.2	(NORTH & EAST)				



ELEV 10 | D | TDZE 7





CATEGORY	A	B	C	D
LNAV/VNAV DA	384-1¼ 377 (400-1¼)			
LNAV MDA	400-1 393 (400-1)		400-1⅛ 393 (400-1⅛)	400-1¼ 393 (400-1¼)
C CIRCLING	600-1 590 (600-1)		740-2 730 (800-2)	920-3 910 (1000-3)

REIL Rwy 26
HIRL Rwys 8-26 and 10-28

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SAN JUAN, PUERTO RICO

AL-784 (FAA)

19283

RNAV (GPS) RWY 28
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

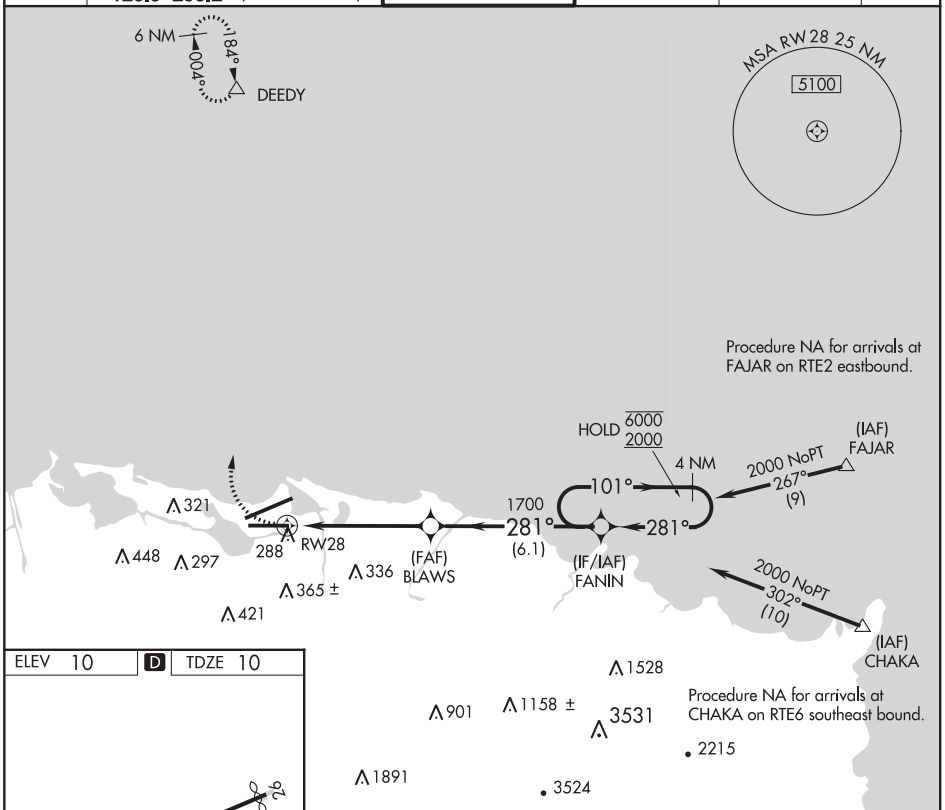
APP CRS	Rwy ldg	8016
281°	TDZE	10
	Apt Elev	10

RNP APCH.

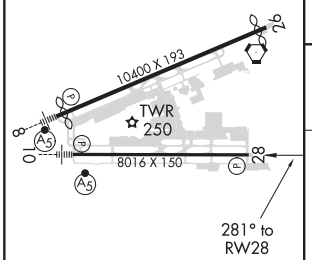
Rwy 28 helicopter visibility reduction below ¾ SM NA.

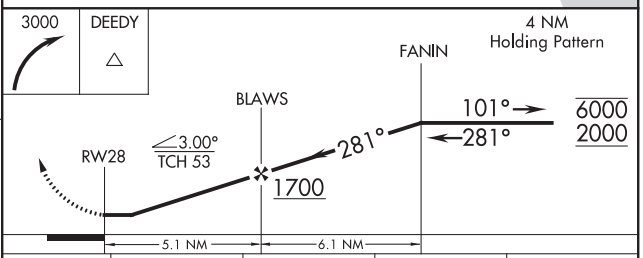
MISSED APPROACH: Climbing right turn to 3000 direct DEEDY and hold.

D-ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL	CPDLC
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6	



ELEV 10 | D | TDZE 10





CATEGORY	A	B	C	D
LNAV MDA	540-1 530 (600-1)		540-1½ 530 (600-1½)	
C CIRCLING	600-1 590 (600-1)		740-2 730 (800-2)	920-3 910 (1000-3)

REIL Rwy 26
HIRL Rwys 8-26 and 10-28

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VORTAC SJU	APP CRS	Rwy ldg	9384
114.0	082°	TDZE	9
Chan 87		Apt Elev	9

VOR or TACAN RWY 8

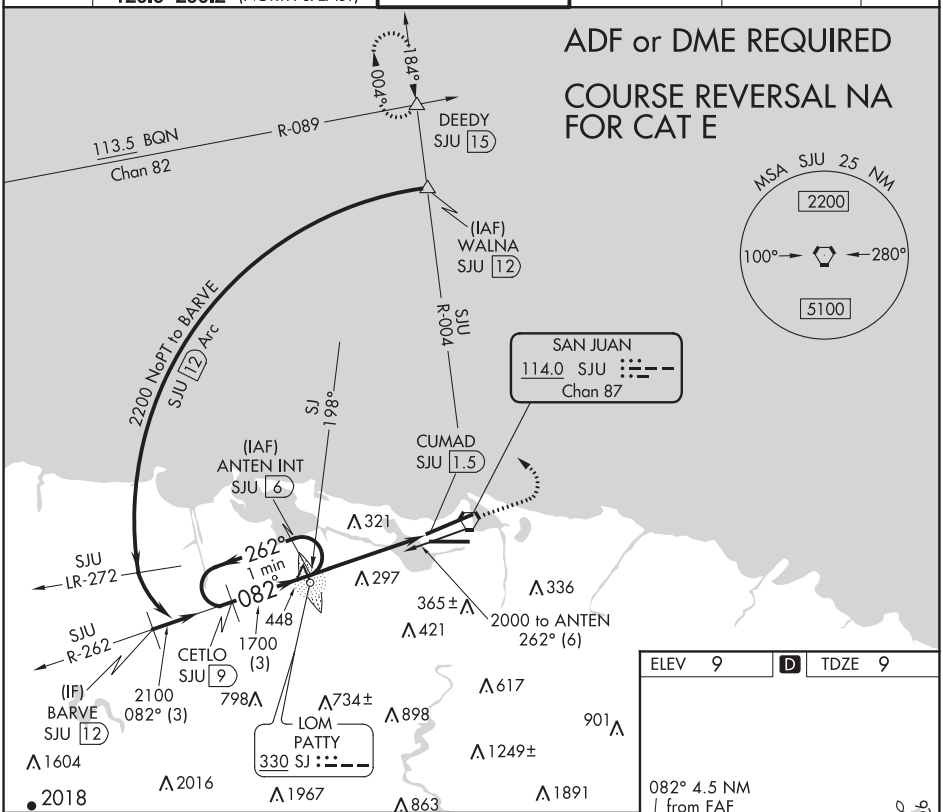
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

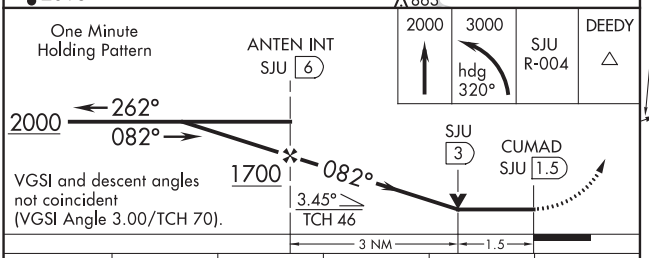
For inoperative MALSR, increase S-8 Cat E visibility to 2 miles.

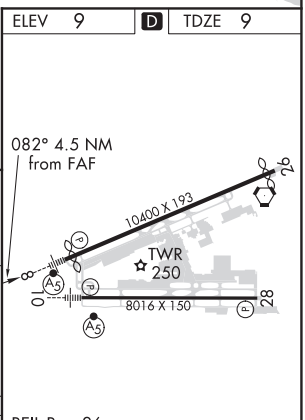
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 320° and SJU VORTAC R-004 outbound to DEEDY INT/SJU 15 DME and hold.

D-ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL	CPDLC
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6	







REIL Rwy 26
HIRL Rwys 8-26 and 10-28

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D	E
S-8	560-½ 551 (600-½)		560-1 551 (600-1)	560-1¼ 551 (600-1¼)	560-1½ 551 (600-1½)
CIRCLING	600-1 591 (600-1)		600-1½ 591 (600-1½)	600-2 591 (600-2)	900-3 891 (900-3)

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VORTAC SJU 114.0 Chan 87	APP CRS 082°	Rwy ldg 8016 TDZE 10 Apt Elev 10

VOR or TACAN RWY 10

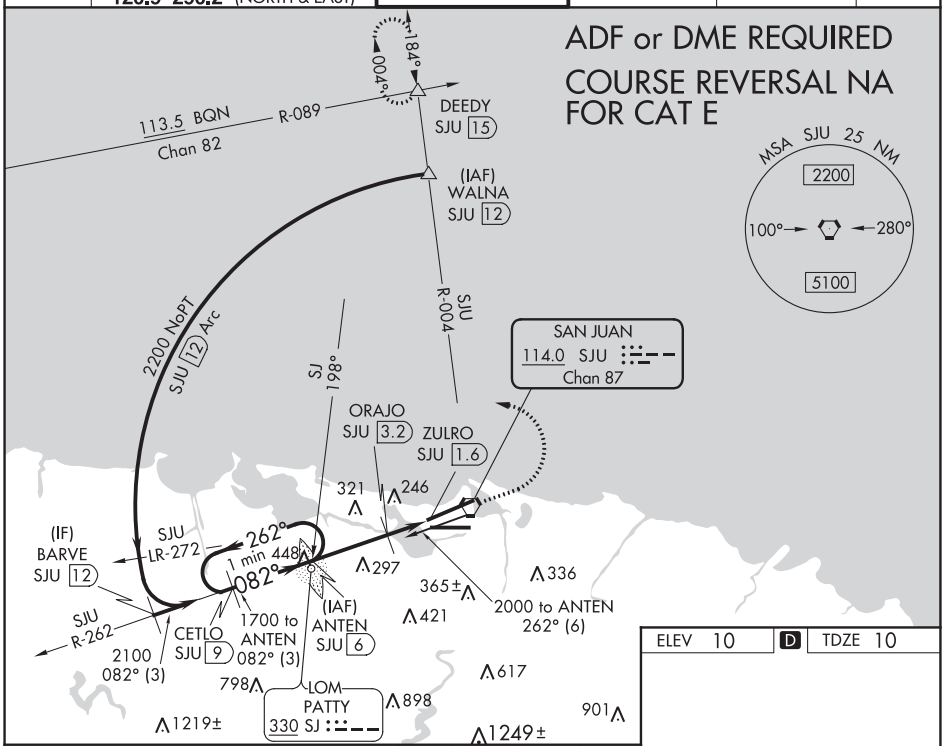
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

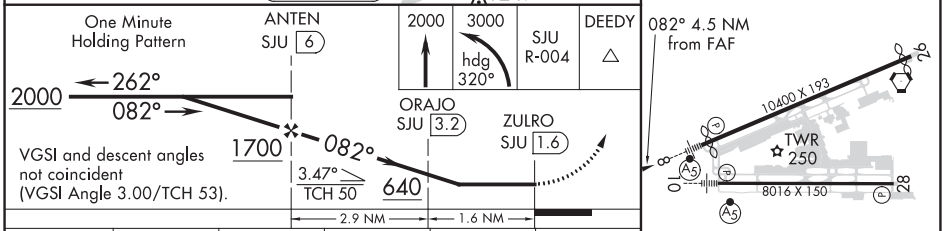
When VGSI inop, Straight-in/Circling Rwy 10 procedure NA at night. Circling NA for Cat E south of Rwy 10-28. Inop table does not apply to S-10 Cats A, B and ORAJO fix minimums S-10 Cats A, B. For inop MALSR, increase S-10 Cats C, D, E visibility to 1¾, increase ORAJO fix minimums S-10 Cats C, D, E visibility to 1⅜. Rwy 10 helicopter visibility reduction below 1 SM NA.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 320° and SJU VORTAC R-004 to DEEDY INT/15 DME and hold.

D-ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL	CPDLC
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6	





ELEV 10 D TDZE 10

082° 4.5 NM from FAF

REIL Rwy 26
HIRL Rwys 8-26 and 10-28

CATEGORY	A	B	C	D	E
S-10	640-1	630 (700-1)	640-1⅜	630 (700-1⅜)	
CIRCLING	640-1	630 (700-1)	640-1¾ 630 (700-1¾)	640-2 630 (700-2)	640-2¼ 630 (700-2¼)
ORAJO FIX MINIMUMS (DME REQUIRED)					
S-10	500-1	490 (500-1)			
CIRCLING	600-1	590 (600-1)	600-1½ 590 (600-1½)	600-2 590 (600-2)	640-2¼ 590 (600-2¼)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3, 25 FEB 2021 to 22 APR 2021

VORTAC SJU	APP CRS	Rwy ldg	9908
114.0	249°	TDZE	7
Chan 87		Apt Elev	9

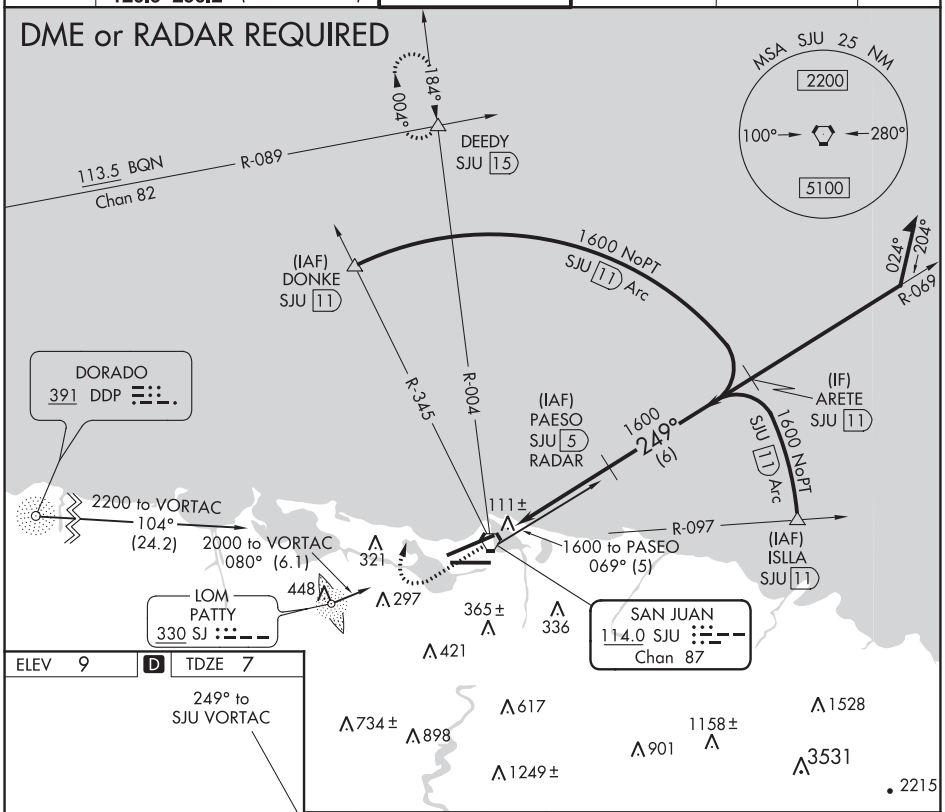
VOR or TACAN RWY 26

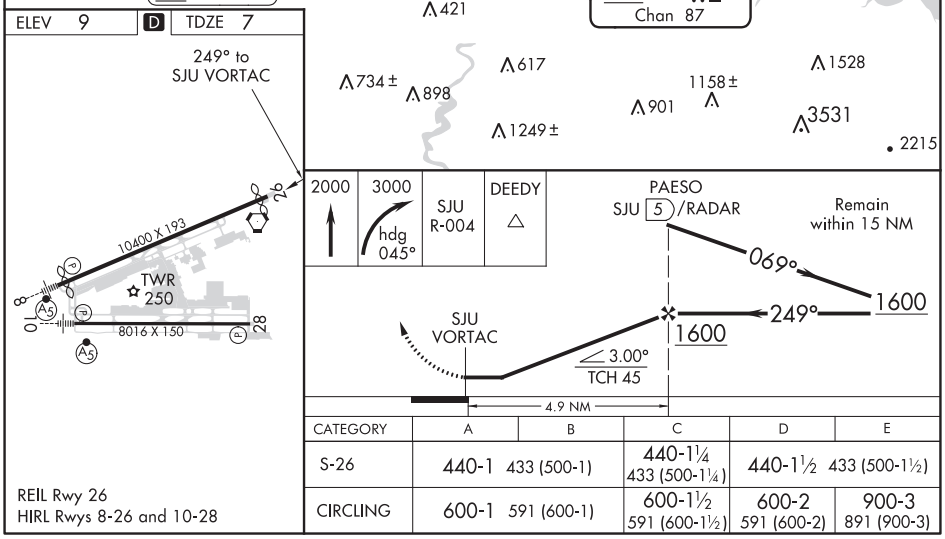
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 045° and SJU VORTAC R-004 to DEEDY INT/SJU 15 DME and hold.

D-ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL	CPDLC
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6	





CATEGORY	A	B	C	D	E
S-26	440-1 433 (500-1)		440-1¼ 433 (500-1¼)	440-1½ 433 (500-1½)	
CIRCLING	600-1 591 (600-1)		600-1½ 591 (600-1½)	600-2 591 (600-2)	900-3 891 (900-3)

REIL Rwy 26
HIRL Rwys 8-26 and 10-28

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

SAN JUAN, PUERTO RICO

AL-784 (FAA)

20254

NDB RWY 8

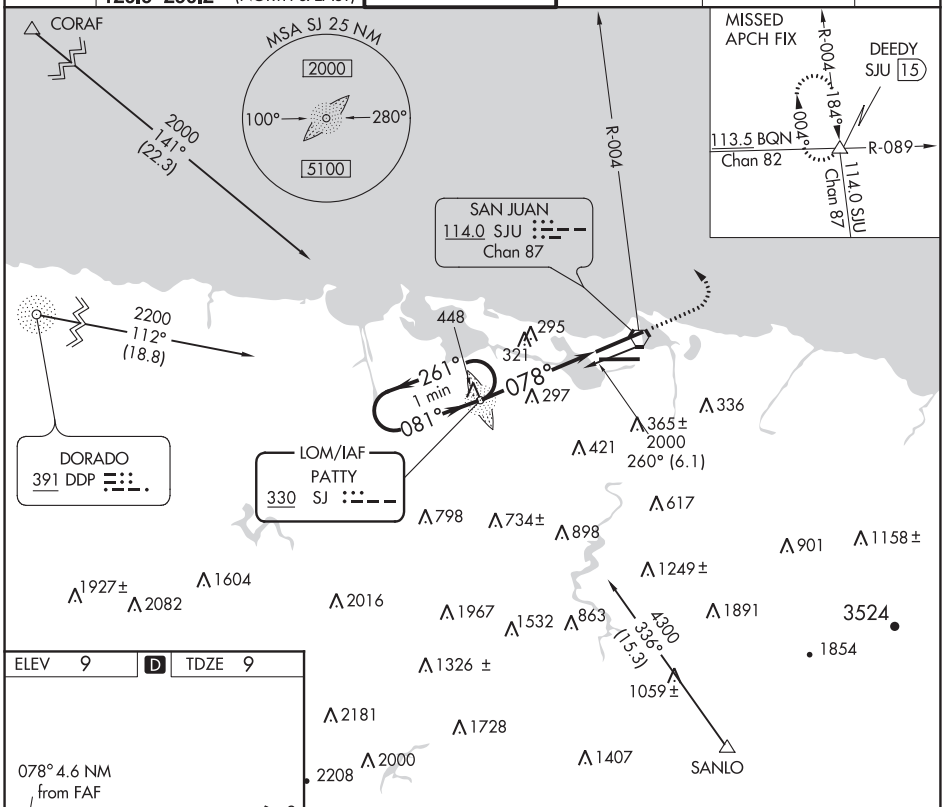
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

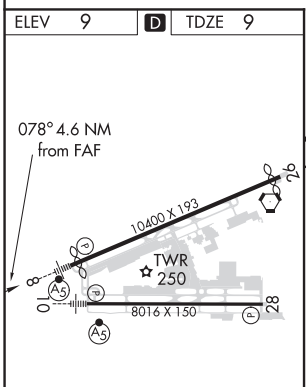
LOM SJ	APP CRS	Rwy ldg	9384
330	078°	TDZE	9
		Apt Elev	9

MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via SJU VORTAC R-004 to DEEDY Int/SJU 15 DME and hold.

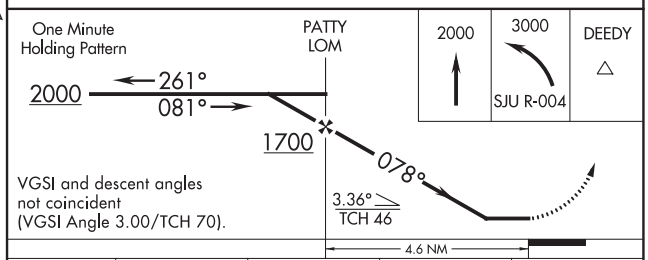
D-ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL	CPDLC
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6	





REIL Rwy 26
HIRL Rwys 8-26 and 10-28

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-8	600-¾ 591 (600-¾)		600-1 591 (600-1)	600-1½ 591 (600-1½)
CIRCLING	600-1 591 (600-1)		600-1½ 591 (600-1½)	600-2 591 (600-2)

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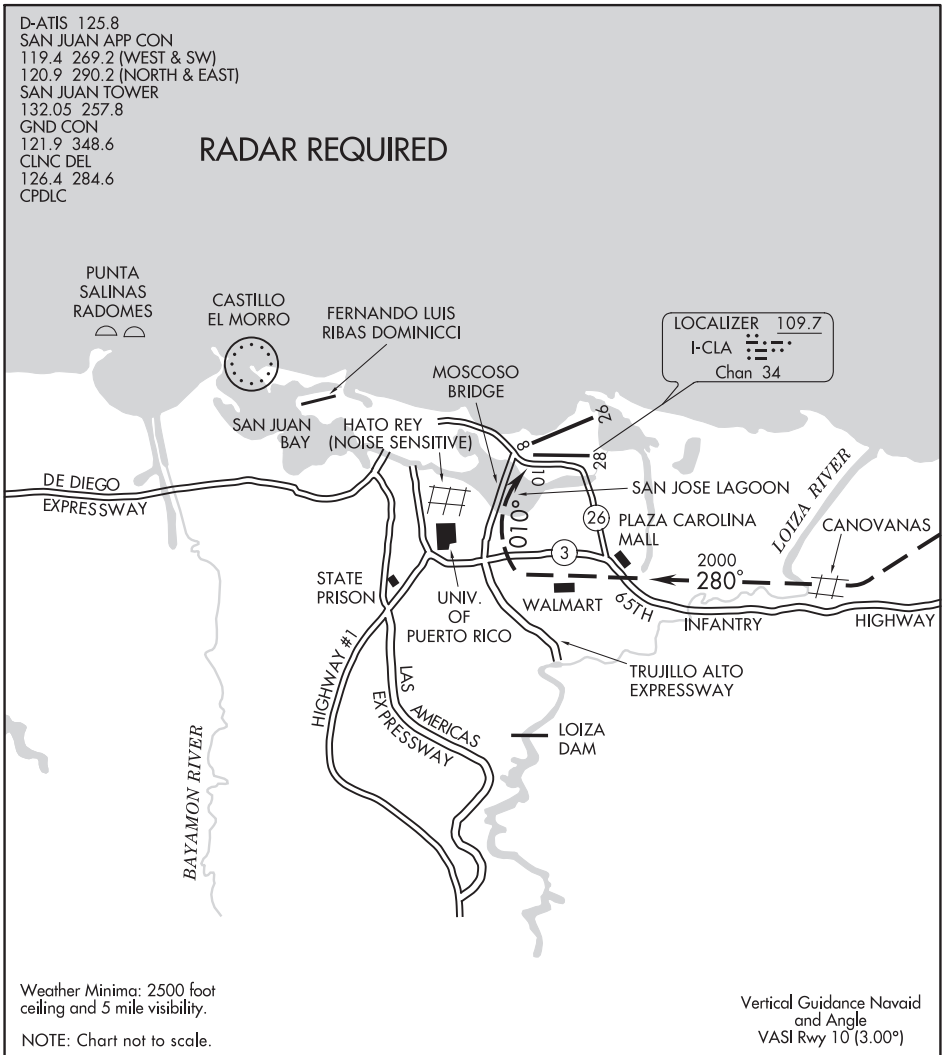
BRIDGE VISUAL RWY 10

AL-784 (FAA)

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
SAN JUAN, PUERTO RICO



BRIDGE VISUAL APPROACH RUNWAY 10
PROCEDURE NOT AUTHORIZED AT NIGHT
NOT AUTHORIZED FOR JETS OR FOUR ENGINE PROPS

When cleared for the Bridge Visual Runway 10 Approach aircraft will base East of the Moscoso Bridge.

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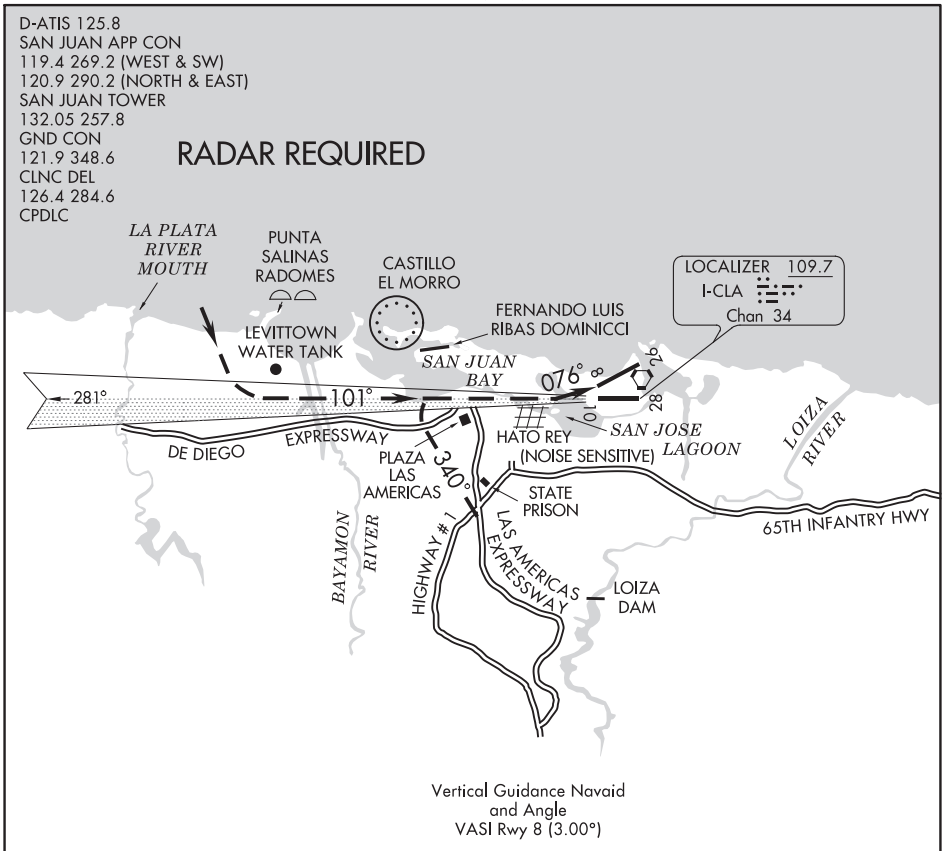
17173

LAGOON VISUAL RWY 8

AL-784 (FAA)

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
SAN JUAN, PUERTO RICO



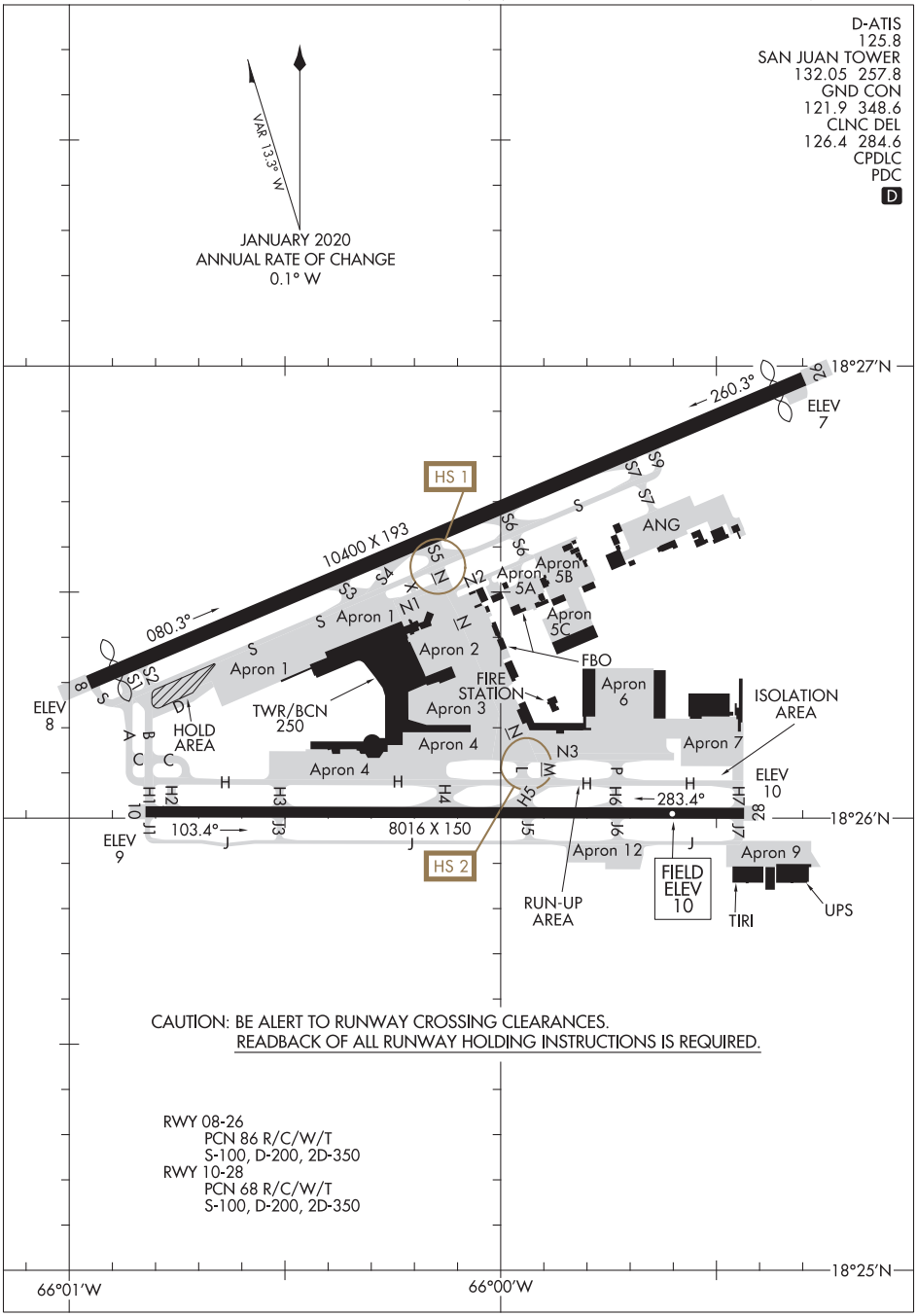
Weather Minima: 2000 foot ceiling and 5 mile visibility.

NOTE: Chart not to scale.

T

LAGOON VISUAL APPROACH RUNWAY 8
PROCEDURE NOT AUTHORIZED AT NIGHT

When cleared for the Lagoon Visual Runway 8 Approach aircraft will proceed visually to intercept and fly the Runway 10 final approach course until the west end of the San Jose Lagoon, then make left turn to land Runway 8.



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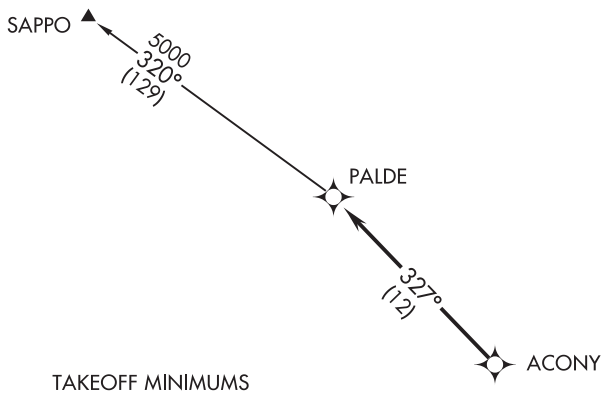
(ACONY3.ACONY) 19003

ACONY THREE DEPARTURE (RNAV)

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
AL-784 (FAA)
SAN JUAN, PUERTO RICO

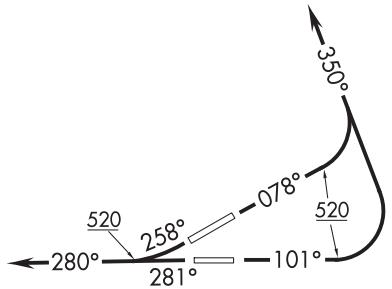
TOP ALTITUDE: 5000

D-ATIS 125.8
CLNC DEL
126.4 284.6
CPDLC
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
SAN JUAN DEP CON
119.4 269.2 (West & SW)
120.9 290.2 (North & East)



TAKEOFF MINIMUMS
Rwy 8, 10, 26, 28: Standard.

NOTE: GPS required.
NOTE: For jet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8: Climb heading 078° to 520, then climbing left turn heading 350° or as assigned by ATC for vectors to ACONY, then on track 327° to PALDE, thence. . . .
TAKEOFF RWY 10: Climb heading 101° to 520, then climbing left turn heading 350° or as assigned by ATC for vectors to ACONY, then on track 327° to PALDE, thence. . . .
TAKEOFF RWY 26: Climb heading 258° to 520, then climb on heading 280° or as assigned by ATC for vectors to ACONY, then on track 327° to PALDE, thence. . . .
TAKEOFF RWY 28: Climb heading 281° to 520, then climb on heading 280° or as assigned by ATC for vectors to ACONY, then on track 327° to PALDE, thence. . . .
. . . .on SAPPO transition, maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

SAPPO TRANSITION (ACONY3.SAPPO)

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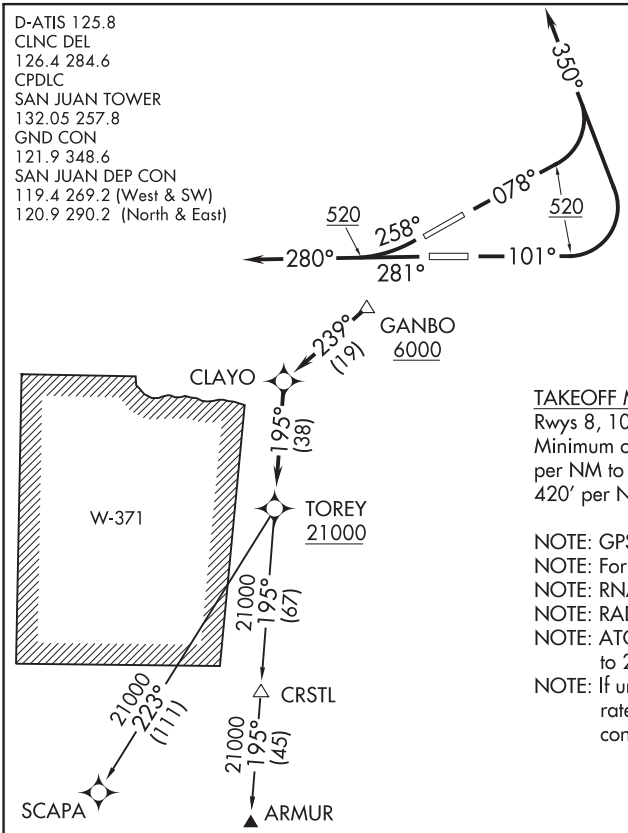
GANBO ONE DEPARTURE (RNAV)

D-ATIS 125.8
CLNC DEL
126.4 284.6
CPDLC
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
SAN JUAN DEP CON
119.4 269.2 (West & SW)
120.9 290.2 (North & East)



TAKEOFF MINIMUMS
Rwys 8, 10, 26, 28: Standard. Minimum obstacle climb of 390′ per NM to 4900. ATC climb of 420′ per NM to 6000.

NOTE: GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: ATC climb of 264′ per NM to 21000.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to 520, then climbing left turn heading 350° or as assigned by ATC, expect vectors to GANBO, then via depicted route to TOREY. Thence. . . .
TAKEOFF RUNWAY 10: Climb heading 101° to 520, then climbing left turn heading 350° or as assigned by ATC, expect vectors to GANBO, then via depicted route to TOREY. Thence. . . .
TAKEOFF RUNWAY 26: Climb heading 258° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to GANBO, then via depicted route to TOREY. Thence. . . .
TAKEOFF RUNWAY 28: Climb heading 281° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to GANBO, then via depicted route to TOREY. Thence. . . .

. . . .via assigned transition. Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

ARMUR TRANSITION (GANBO1.ARMUR):
SCAPA TRANSITION (GANBO1.SCAPA):

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(GLADA3.GLADA) 17285

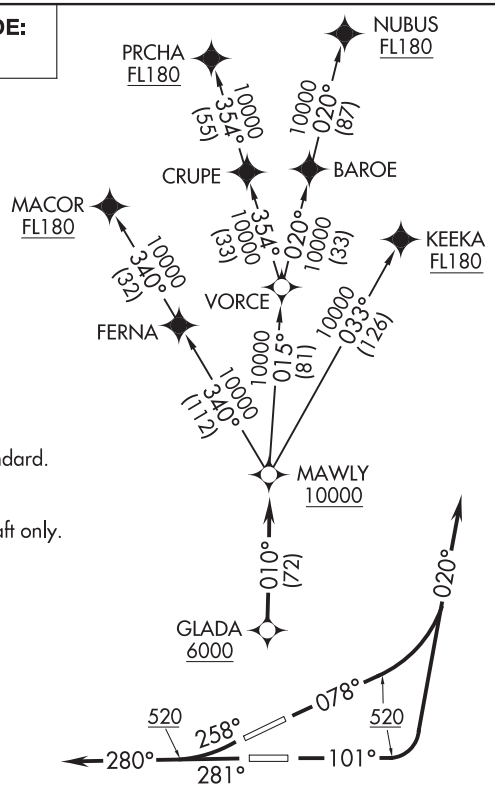
GLADA THREE DEPARTURE (RNAV)

AL-784 (FAA)

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
SAN JUAN, PUERTO RICO

D-ATIS 125.8
CLNC DEL
126.4 284.6
CPDLC
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
SAN JUAN DEP CON
119.4 269.2 (West & SW)
120.9 290.2 (North & East)

TOP ALTITUDE: 5000



TAKE-OFF MINIMUMS
Rwys 8, 10, 26, 28: Standard.

NOTE: GPS required.
NOTE: For Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to 520, then climbing left turn heading 020° or as assigned by ATC, expect vectors to GLADA, then via 010° track to MAWLY. Thence. . . .
TAKEOFF RUNWAY 10: Climb heading 101° to 520, then climbing left turn heading 020° or as assigned by ATC, expect vectors to GLADA, then via 010° track to MAWLY. Thence. . . .
TAKEOFF RUNWAY 26: Climb heading 258° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to GLADA, then via 010° track to MAWLY. Thence. . . .
TAKEOFF RUNWAY 28: Climb heading 281° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to GLADA, then via 010° track to MAWLY. Thence. . . .

. . . .via assigned transition. Maintain 5000 unless assigned lower altitude. Expect clearance to FL200, or requested altitude if lower, ten minutes after departure.

KEEKA TRANSITION (GLADA3.KEEKA)
MACOR TRANSITION (GLADA3.MACOR)
NUBUS TRANSITION (GLADA3.NUBUS)
PRCHA TRANSITION (GLADA3.PRCHA)

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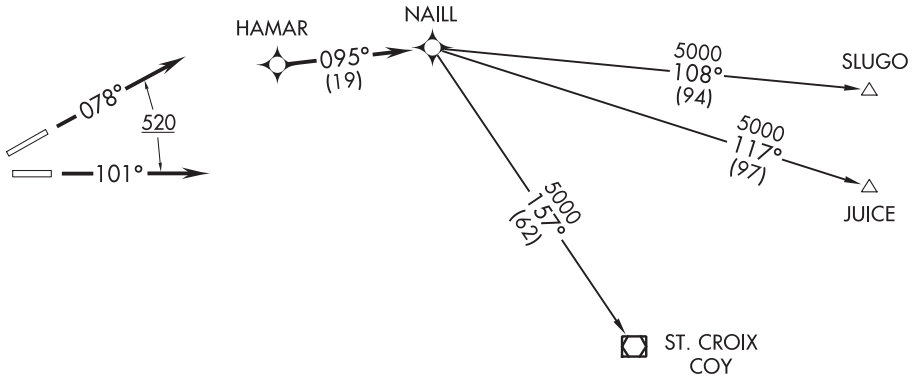
HAMAR TWO DEPARTURE (RNAV)

D-ATIS 125.8
CLNC DEL
126.4 284.6
CPDLC
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
SAN JUAN DEP CON
119.4 269.2 (West & SW)
120.9 290.2 (North & East)

TOP ALTITUDE: 5000



TAKE-OFF MINIMUMS
Rwy 8, 10: Standard. ATC climb of 230′ per NM to 5000.
Rwy 26, 28: NA-ATC.

NOTE: GPS required.
NOTE: For Prop and Turboprop aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to 520, continue climb expect vectors to HAMAR, then via 095° track to NAILL. Thence. . . .

TAKEOFF RUNWAY 10: Climb heading 101° to 520, continue climb expect vectors to HAMAR, then via 095° track to NAILL. Thence. . . .

. . . . via assigned transition. Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

JUICE TRANSITION (HAMAR2.JUICE)
SLUGO TRANSITION (HAMAR2.SLUGO)
ST. CROIX TRANSITION (HAMAR2.COY)

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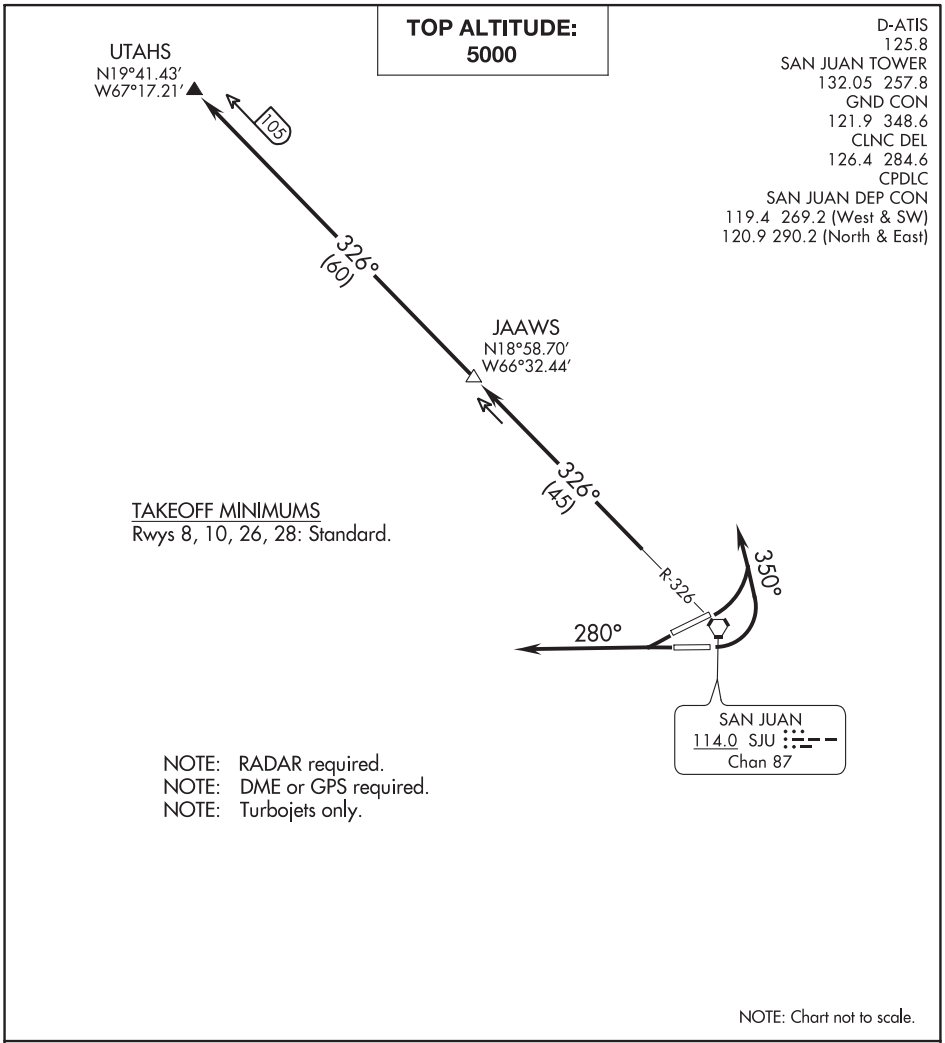
(JAAWS2.JAAWS) 20086

JAAWS TWO DEPARTURE

AL-784 (FAA)

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
SAN JUAN, PUERTO RICO



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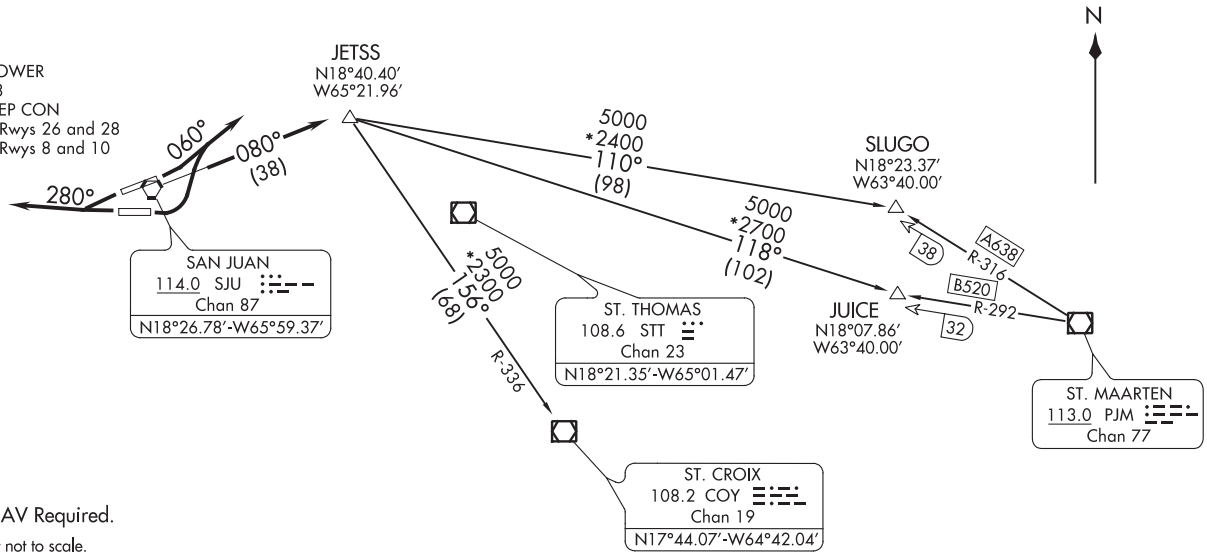
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 10: Climbing left turn heading 350° for RADAR vector to intercept SJU VORTAC R-326 to UTAHS. Thence. . . .
TAKEOFF RUNWAYS 26, 28: Climb heading 280° for RADAR vector to intercept SJU VORTAC R-326 to UTAHS. Thence. . . .

. . . .maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

JETSS ONE DEPARTURE
(JETSS1.JETSS) 10OCT96

D-ATIS 125.8
CLNC DEL
126.4 284.6
CPDLC
GND CON
121.9 348.6
SAN JUAN TOWER
132.05 257.8
SAN JUAN DEP CON
119.4 269.2 Rwys 26 and 28
120.9 290.2 Rwys 8 and 10



NOTE: RNAV Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8 AND 10: Turn left heading 060° for vector to intercept SJU R-080 to JETSS INT. Thence....

TAKE-OFF RUNWAYS 26 AND 28: Fly heading 280° for vector to intercept SJU R-080 to JETSS INT. Thence....

....Maintain 5000′ unless assigned lower altitude. Expect clearance to FL 280 or requested altitude, if lower, ten (10) minutes after departure.

JUICE TRANSITION (JETSS1.JUICE): From over JETSS INT direct to JUICE DME. Thence as filed.

SLUGO TRANSITION (JETSS1.SLUGO): From over JETSS INT direct to SLUGO DME. Thence as filed.

ST. CROIX TRANSITION (JETSS1.COY): From over JETSS INT direct to COY VOR/DME. Thence as filed.

(JETSS1.JETSS) 17173
JETSS ONE DEPARTURE
AL-784 (FAA)
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
SAN JUAN, PUERTO RICO

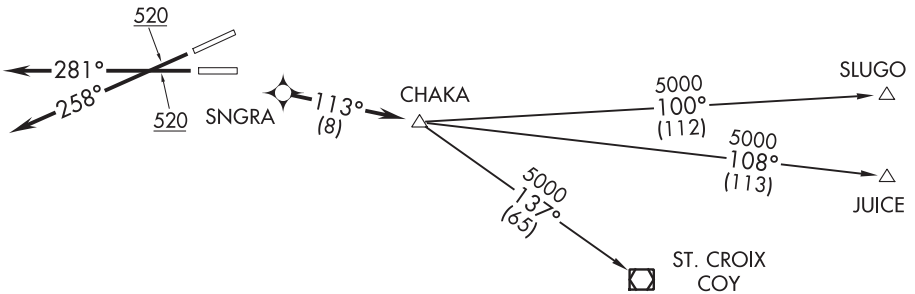
(SNGRA2.SNGRA) 17285

SNGRA TWO DEPARTURE (RNAV)

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
AL-784 (FAA)
SAN JUAN, PUERTO RICO

D-ATIS 125.8
CLNC DEL
126.4 284.6
CPDLC
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
SAN JUAN DEP CON
119.4 269.2 (West & SW)
120.9 290.2 (North & East)

TOP ALTITUDE: 5000



TAKE-OFF MINIMUMS
Rwy 8, 10: NA-ATC.
Rwy 26: Standard with minimum obstacle climb of 311′ per NM to 4800.
ATC climb of 350′ per NM to 5000.
Rwy 28: Standard with minimum obstacle climb of 323′ per NM to 4800.
ATC climb of 350′ per NM to 5000.

NOTE: GPS required.
NOTE: For Prop and Turboprop aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 26: Climb heading 258° to 520, continue climb expect vectors to SNGRA, then via 113° track to CHAKA. Thence. . . .

TAKEOFF RUNWAY 28: Climb heading 281° to 520, continue climb expect vectors to SNGRA, then via 113° track to CHAKA. Thence. . . .

. . . . via assigned transition. Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

JUICE TRANSITION (SNGRA2.JUICE)
SLUGO TRANSITION (SNGRA2.SLUGO)
ST. CROIX TRANSITION (SNGRA2.COY)

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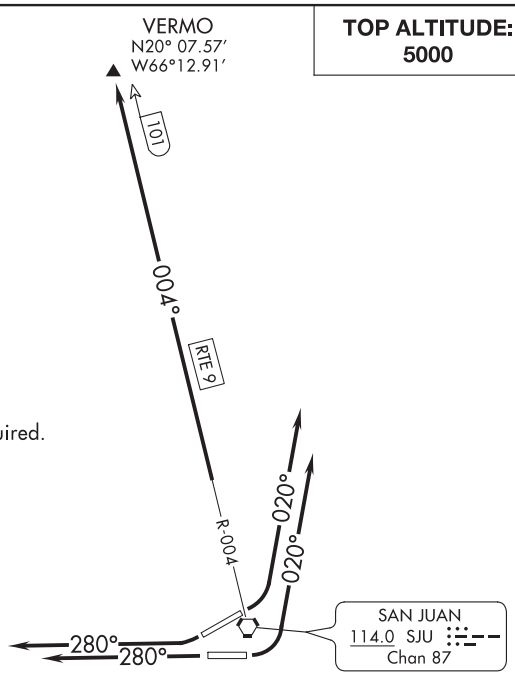
VERMO SIX DEPARTURE

D-ATIS
125.8
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
CLNC DEL
126.4 284.6
CPDLC
SAN JUAN DEP CON
119.4 269.2 (West & SW)
120.9 290.2 (North & East)

TOP ALTITUDE: 5000



NOTE: RADAR required.
NOTE: DME or GPS required.

TAKEOFF MINIMUMS
Rwys 8, 10, 26, 28: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 020° or as assigned by ATC for vectors to intercept SJU VORTAC R-004 to VERMO/101 DME. Thence. . . .
TAKEOFF RUNWAY 10: Climb on heading 020° or as assigned by ATC for vectors to intercept SJU VORTAC R-004 to VERMO/101 DME. Thence. . . .
TAKEOFF RUNWAY 26: Climb on heading 280° or as assigned by ATC for vectors to intercept SJU VORTAC R-004 to VERMO/101 DME. Thence. . . .
TAKEOFF RUNWAY 28: Climb on heading 280° or as assigned by ATC for vectors to intercept SJU VORTAC R-004 to VERMO/101 DME. Thence. . . .

. . . . maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

SARASOTA/BRADENTON, FLORIDA AL-640 (FAA) 20142

ILS or LOC RWY 14
SARASOTA/BRADENTON INTL (SRQ)

LOC I-FFV	APP CRS	Rwy ldg	7540
111.3	139°	TDZE	23
		Apt Elev	30

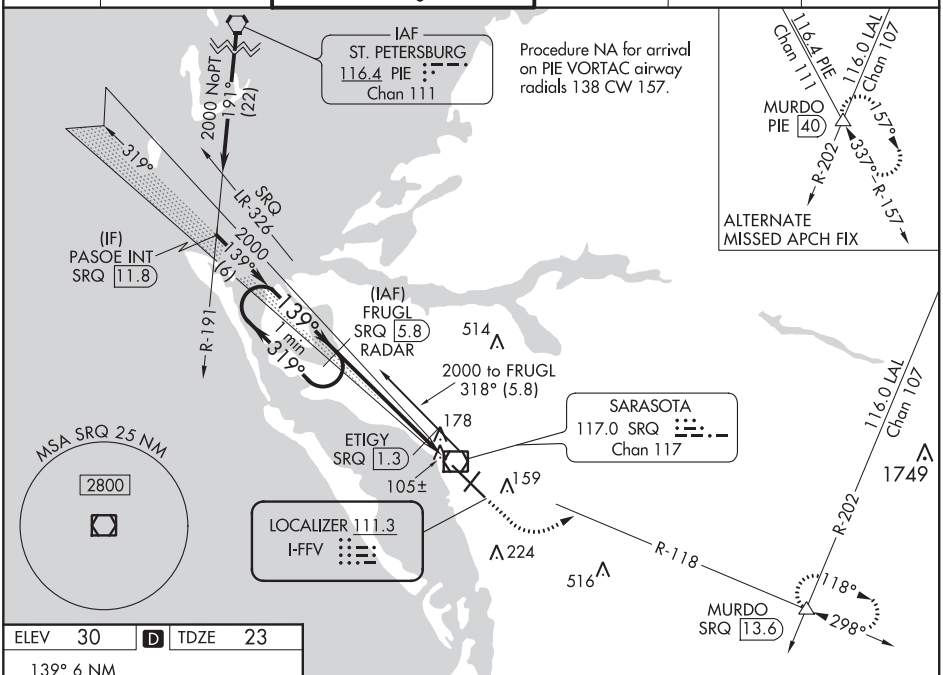
DME or RADAR required for LOC only.

When control tower closed, S-ILS 14 Minimums NA; increase S-LOC 14 Cats A and B and ETIGY Fix Minimums S-LOC 14 all Cats visibility to 1 mile. When control tower closed, inop table does not apply to S-LOC 14 Cats A and B and ETIGY Fix Minimums S-LOC 14 all Cats.

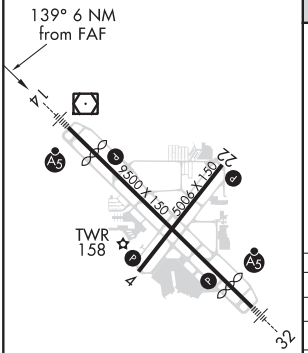
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on SRQ VOR/DME R-118 to MURDO INT/SRQ 13.6 DME and hold.

ATIS	TAMPA APP CON	SARASOTA TOWER ★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1(CTAF) L 256.8	121.9 273.6	118.25	122.95

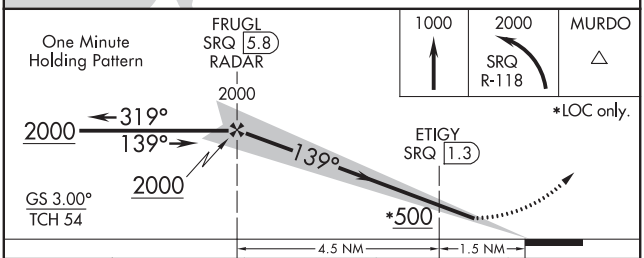


ELEV	30	D	TDZE	23



REIL Rwy 22 L
HIRL Rwys 14-32 and 4-22 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 14	223-½ 200 (200-½)			
S-LOC 14	500-½ 477 (500-½)		500-1 477 (500-1)	
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)
ETIGY FIX MINIMUMS				
S-LOC 14	360-½ 337 (400-½)			
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

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ILS or LOC RWY 32
SARASOTA/BRADENTON INTL (SRQ)

LOC I-SRQ	APP CRS	Rwy ldg	7510
109.7	319°	TDZE	27
		Apt Elev	30

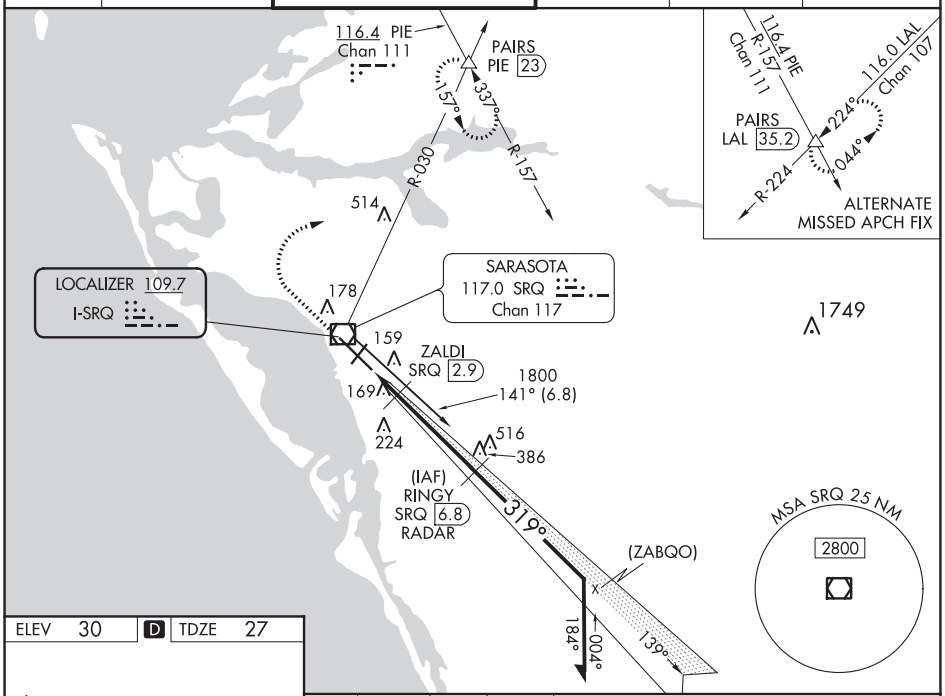
DME or RADAR required.

Autopilot coupled approach NA below 840. When control tower closed, S-ILS 32 Minimums NA, increase S-LOC 32 and ZALDI Fix Minimums S-LOC 32 all Cats visibility to 1. When control tower closed, inop table does not apply to S-LOC 32 and ZALDI Fix Minimums all Cats.

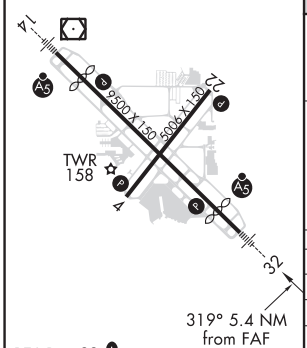
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 065° and SRQ VOR/DME R-030 to PAIRS INT/PIE VORTAC 23 DME and hold, continue climb-in-hold to 3000.

ATIS	TAMPA APP CON	SARASOTA TOWER ★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 256.8	121.9 273.6	118.25	122.95

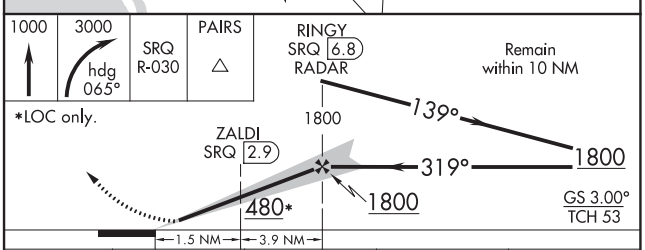


ELEV 30 | D | TDZE 27



REIL Rwy 22 L
HIRL Rwys 14-32 and 4-22 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 32	227-½ 200 (200-½)			
S-LOC 32	480-½ 453 (500-½)		480-⅞ 453 (500-⅞)	
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)
ZALDI FIX MINIMUMS				
S-LOC 32	360-½ 333 (400-½)			
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

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WAAS CH 99420 W04A	APP CRS 043°	Rwy ldg 5006 TDZE 23 Apt Elev 30

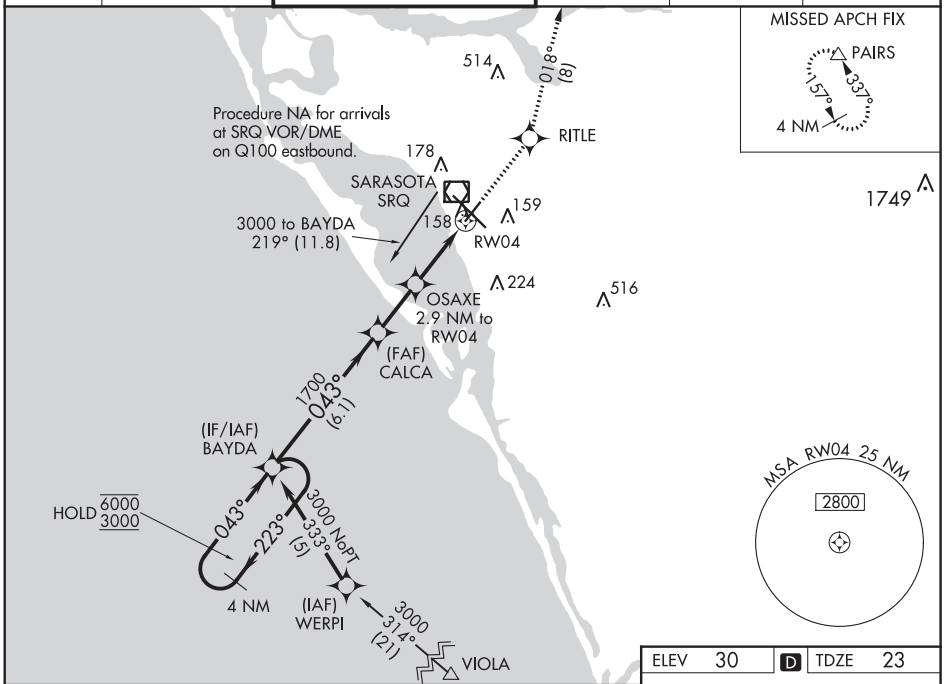
RNAV (GPS) RWY 4
SARASOTA/BRADENTON INTL (SRQ)

RNP APCH.

Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C.

MISSED APPROACH: Climb to 3000 direct RITLE and on track 018° to PAIRS and hold, continue climb-in-hold to 3000.

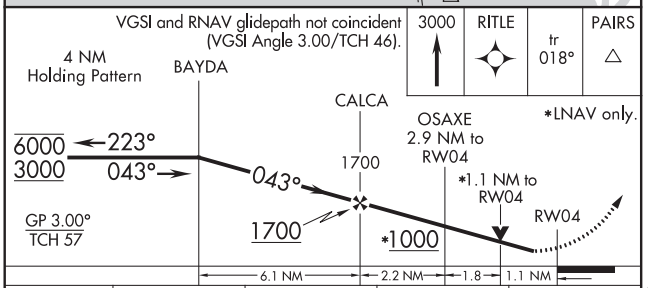
ATIS	TAMPA APP CON	SARASOTA TOWER ★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1(CTAF) L 256.8	121.9 273.6	118.25	122.95



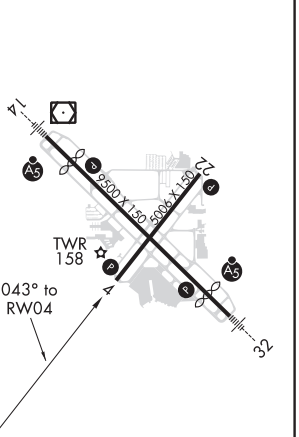
ELEV 30	D	TDZE 23

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 46).

3000	RITLE	tr 018°	PAIRS



CATEGORY	A	B	C	D
LPV DA	317-1 294 (300-1)			
LNAV/VNAV DA	319-1 296 (300-1)			
LNAV MDA	420-1 397 (400-1)		420-1⅛ 397 (400-1⅛)	
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)



REIL Rwy 22 L
HIRL Rwys 14-32 and 4-22 L

SE-3, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 14
SARASOTA/BRADENTON INTL (SRQ)

WAAS CH 86705 W14A	APP CRS 139°	Rwy ldg 7540 TDZE 23 Apt Elev 30

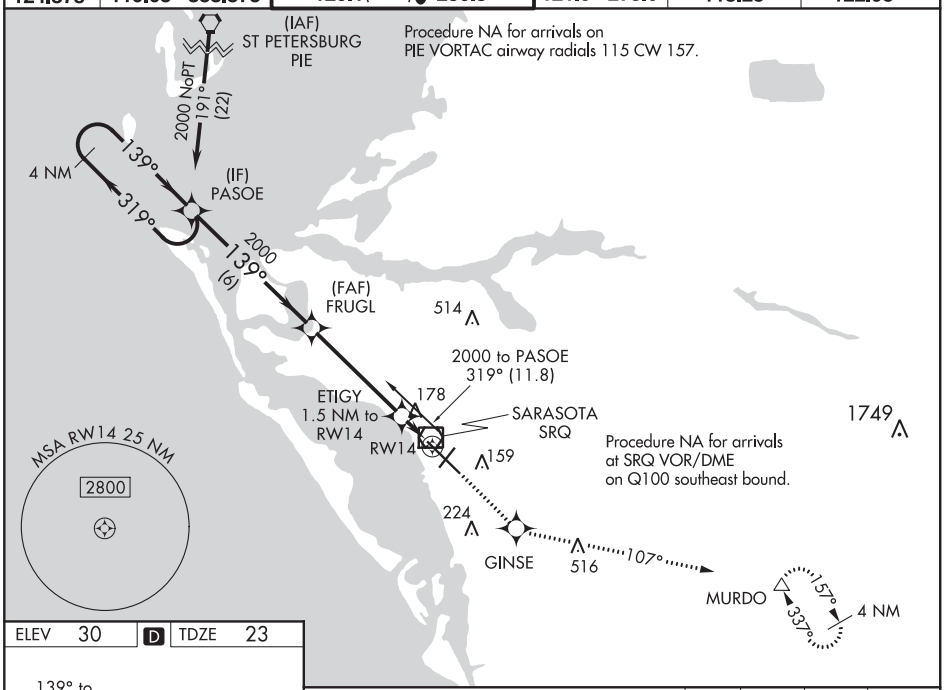
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When control tower closed, LPV and LNAV/VNAV NA; increase LNAV all Cats visibility to 1 mile. When control tower closed, inop table does not apply to LNAV Cats A and B. When control tower closed, for inop MALSR, increase LNAV Cats C and D visibility to 1⅛ mile.

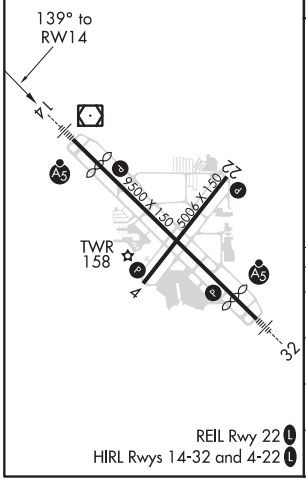
MALSR A5

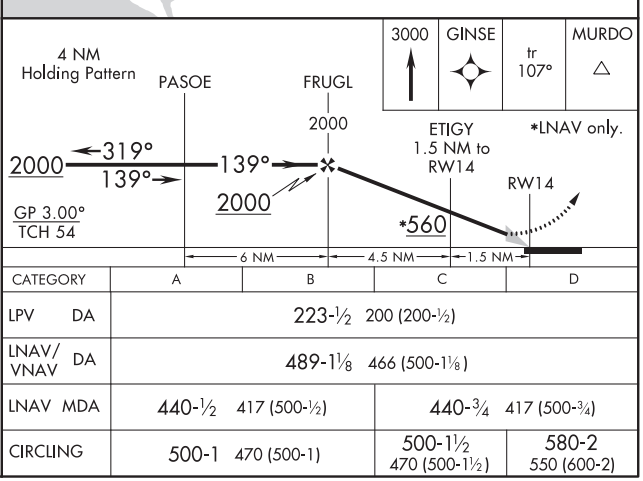
MISSED APPROACH: Climb to 3000 direct GINSE and on track 107° to MURDO and hold.

ATIS	TAMPA APP CON	SARASOTA TOWER ★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 256.8	121.9 273.6	118.25	122.95



ELEV 30	D	TDZE 23





CATEGORY	A	B	C	D
LPV DA	223-½ 200 (200-½)			
LNAV/VNAV DA	489-1⅛ 466 (500-1⅛)			
LNAV MDA	440-½ 417 (500-½)		440-¾ 417 (500-¾)	
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

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SARASOTA/BRADENTON, FLORIDA AL-640 (FAA) 20142

APP CRS	Rwy ldg	5006
223°	TDZE	24
	Apt Elev	30

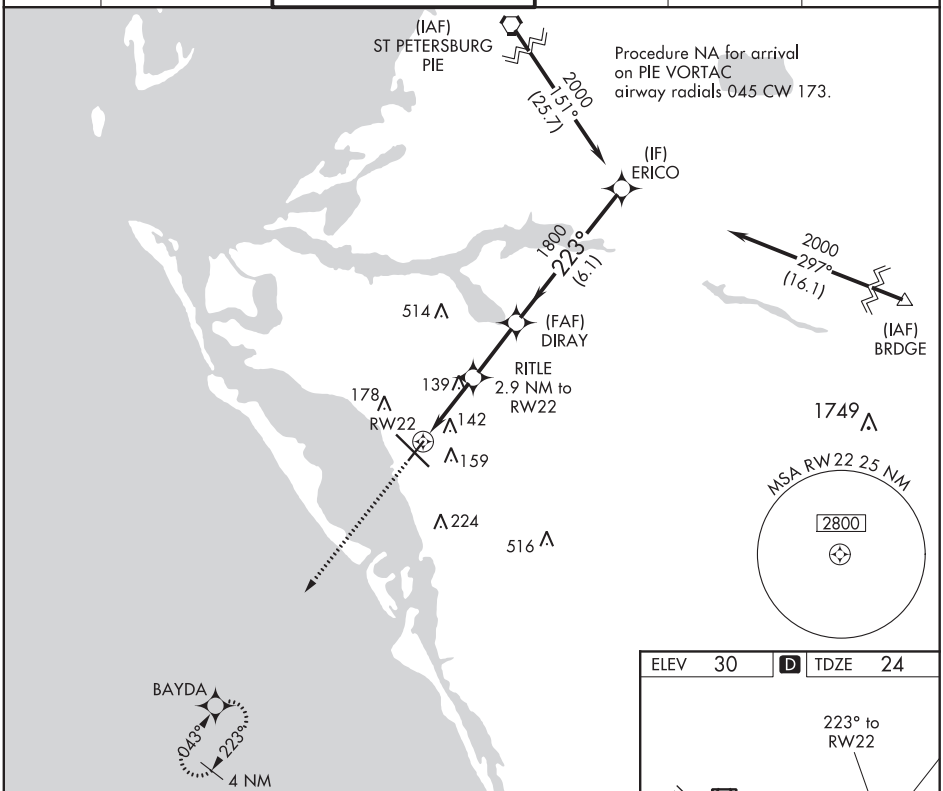
RNAV (GPS) RWY 22
SARASOTA/BRADENTON INTL (SRQ)

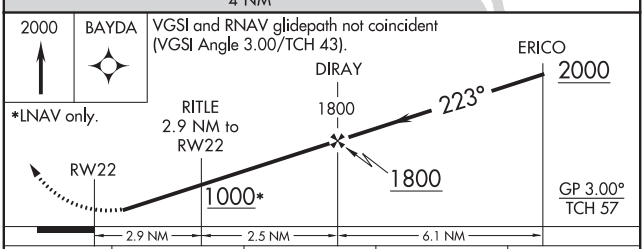
RNP APCH.

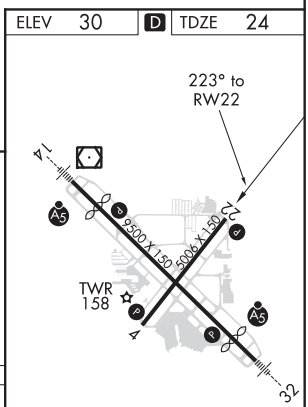
Rwy 22 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C.

MISSED APPROACH: Climb to 2000 direct BAYDA and hold.

ATIS	TAMPA APP CON	SARASOTA TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 256.8	121.9 273.6	118.25	122.95







REIL Rwy 22 L
HIRL Rwys 14-32 and 4-22 L

CATEGORY	A	B	C	D
LNAV/VNAV DA	303-1 279 (300-1)			
LNAV MDA	400-1 376 (400-1)			
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SARASOTA/BRADENTON, FLORIDA
Amdt 2C 30JAN20 27°24′N-82°33′W

SARASOTA/BRADENTON INTL (SRQ)
RNAV (GPS) RWY 22

SE-3, 25 FEB 2021 to 22 APR 2021

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RNAV (GPS) RWY 32
SARASOTA/BRADENTON INTL (SRQ)

WAAS CH 72605 W32A	APP CRS 319°	Rwy ldg 7510 TDZE 27 Apt Elev 30

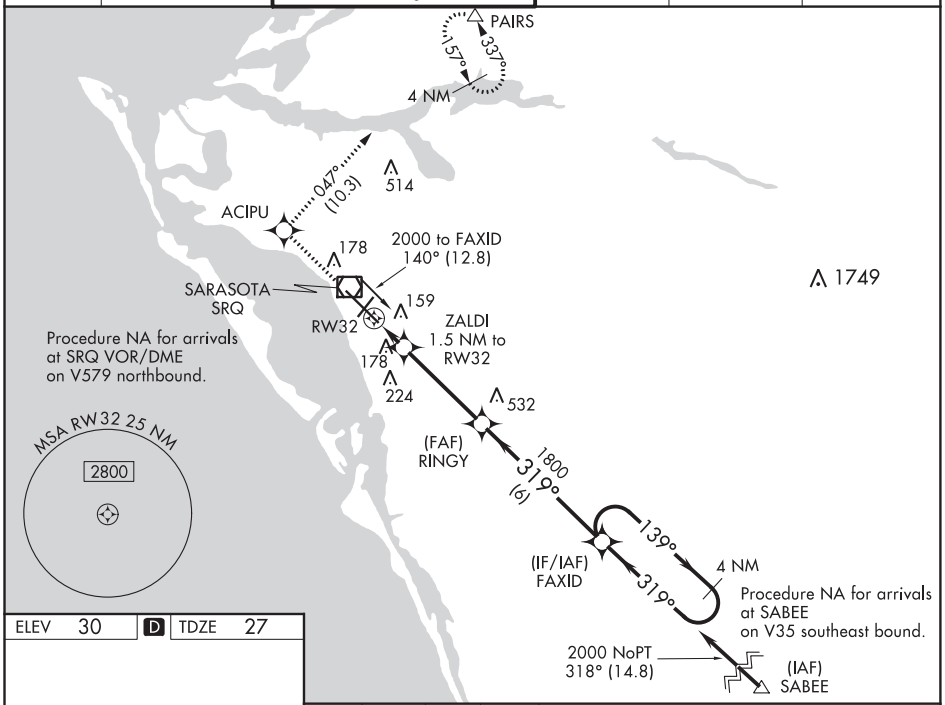
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When control tower closed, LPV and LNAV/VNAV NA; increase LNAV all Cats visibility to 1 mile. When control tower closed, inop table does not apply to LNAV Cats A and B. When control tower closed, for inop MALSR, increase LNAV Cat C and D visibility to 1⅛ mile.

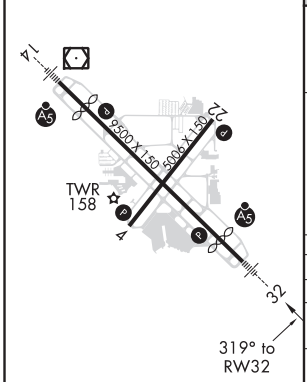
MALSR

MISSED APPROACH: Climb to 3000 direct ACIPU and on track 047° to PAIRS and hold, continue climb-in-hold to 3000.

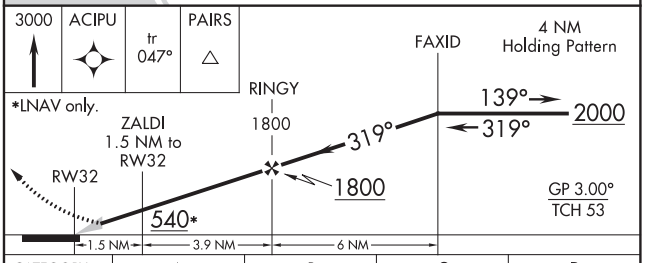
ATIS	TAMPA APP CON	SARASOTA TOWER ★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 256.8	121.9 273.6	118.25	122.95



ELEV 30 D TDZE 27



REIL Rwy 22 L
HIRL Rwys 14-32 and 4-22 L



CATEGORY	A	B	C	D
LPV DA	227-½ 200 (200-½)			
LNAV/VNAV DA	463-1 436 (500-1)			
LNAV MDA	440-½ 413 (500-½)		440-¾ 413 (500-¾)	
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

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VOR/DME SRQ	APP CRS	Rwy ldg	7540
117.0	118°	TDZE	23
Chan 117		Apt Elev	30

VOR RWY 14

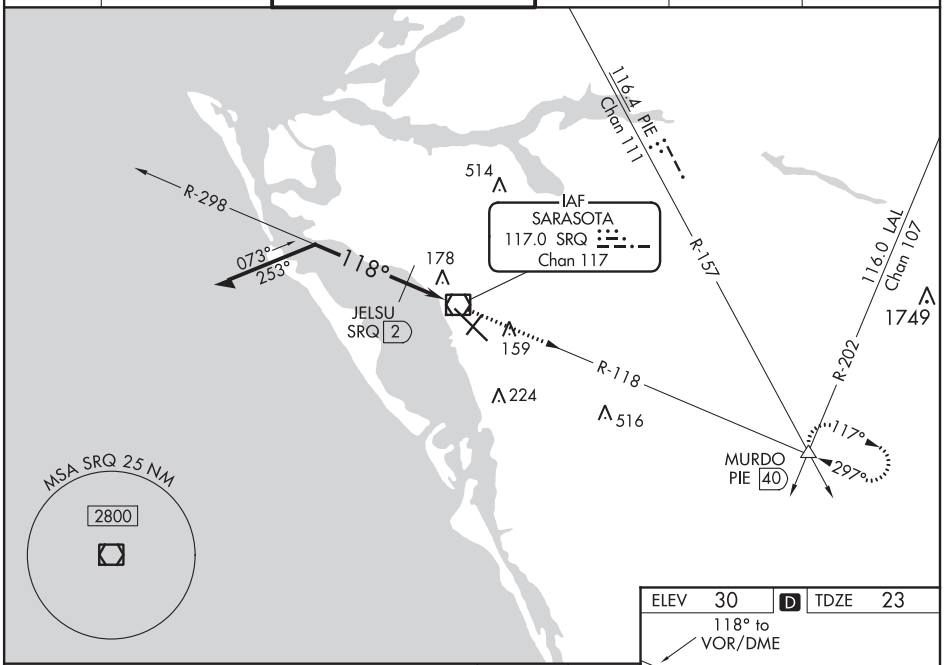
SARASOTA/BRADENTON INTL (SRQ)

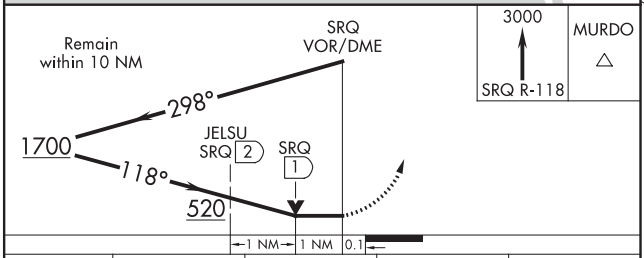
For inop MALSR, increase S-14 Cats C/D visibility to 1⅜ mile, increase JELSU Fix Minimums S-14 Cats C/D visibility to 1⅛ mile. When control tower closed, increase S-14 Cats A/B and JELSU Fix Minimums S-14 all Cats visibility to 1 mile. When control tower closed, inop table does not apply to S-14 and JELSU Fix Minimums S-14 Cats A/B. When control tower closed, for inop MALSR, increase S-14 Cats C/D visibility to 1⅜ mile, increase JELSU Fix Minimums Cats C/D visibility to 1⅛ mile.

MALSR A5

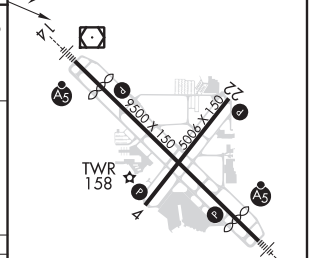
MISSED APPROACH: Climb to 3000 on SRQ VOR/DME R-118 to MURDO INT/PIE 40 DME and hold.

ATIS	TAMPA APP CON	SARASOTA TOWER*	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 256.8	121.9 273.6	118.25	122.95





ELEV 30	D	TDZE 23



CATEGORY	A	B	C	D
S-14	520-½ 497 (500-½)		520-1 497 (500-1)	
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	580-2 550 (600-2)
JELSU FIX MINIMUMS				
S-14	440-½ 417 (500-½)		440-¾ 417 (500-¾)	
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

REIL Rwy 22 L
HIRL Rwys 14-32 and 4-22 L

SE-3, 25 FEB 2021 to 22 APR 2021

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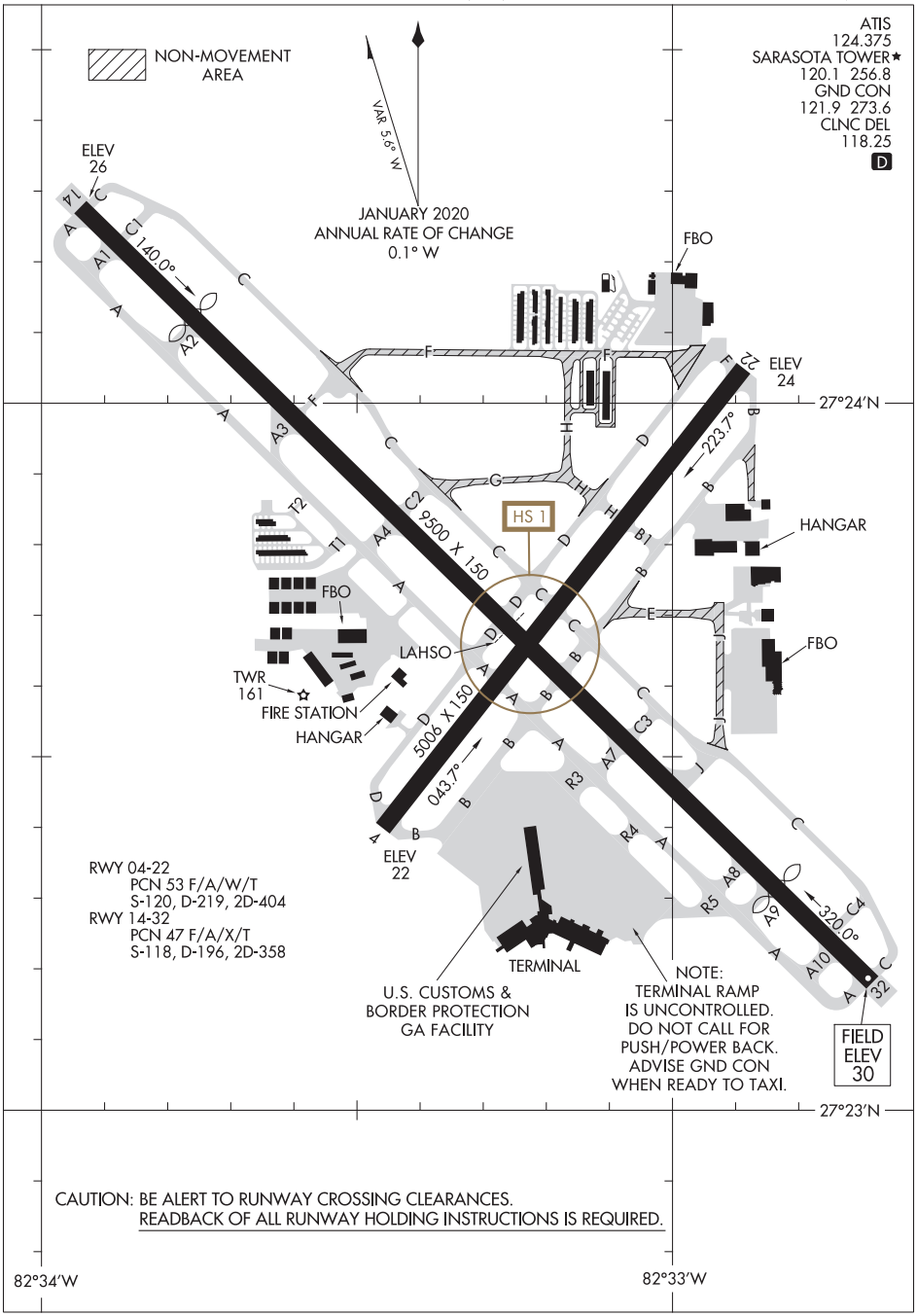


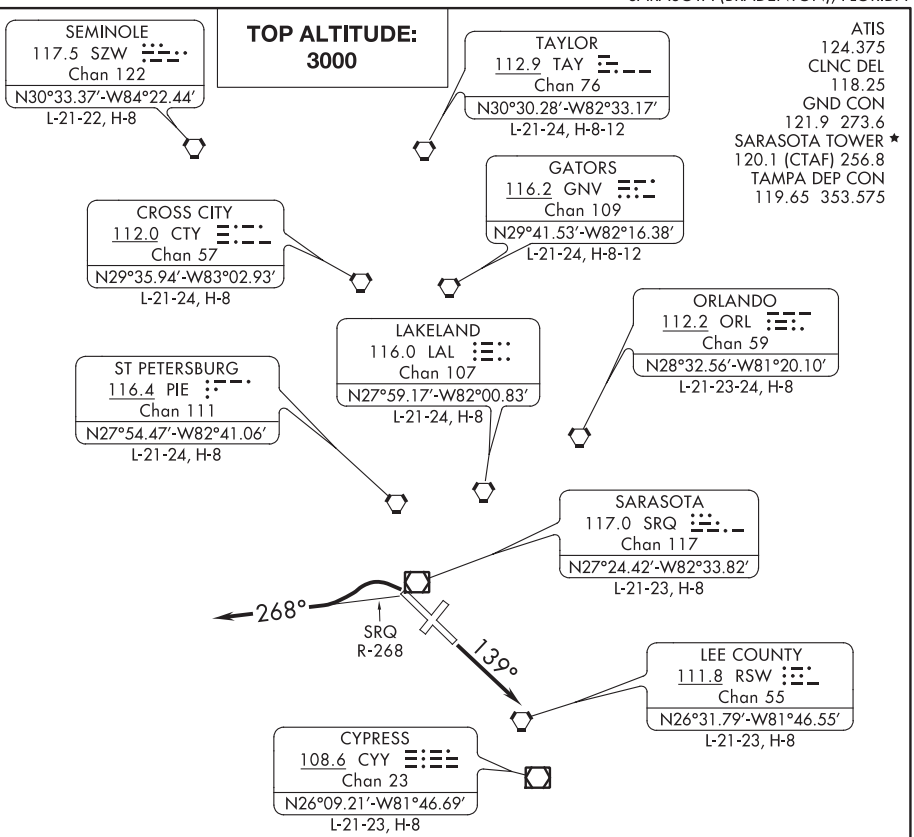
SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

(SRQ5.SRQ) 20086 AL-640 (FAA)

SARASOTA FIVE DEPARTURE

SARASOTA/BRADENTON INTL (SRQ)
SARASOTA (BRADENTON), FLORIDA



TAKEOFF MINIMUMS
Rwys 4, 22: NA-ATC.
Rwy 14: Standard.
Rwy 32: Standard with ATC climb of 500′ per NM to 540.
Rwy 32: Turbojet aircraft do not turn prior to departure end of Rwy.

NOTE: RADAR required.

NOTE: Chart not scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Climb heading 139°. Expect RADAR vectors to join assigned route, thence. . . .
TAKEOFF RWY 32: Climbing left turn to intercept SRQ R-268 westbound or as assigned by ATC. Expect RADAR vectors to join assigned route, thence. . . .

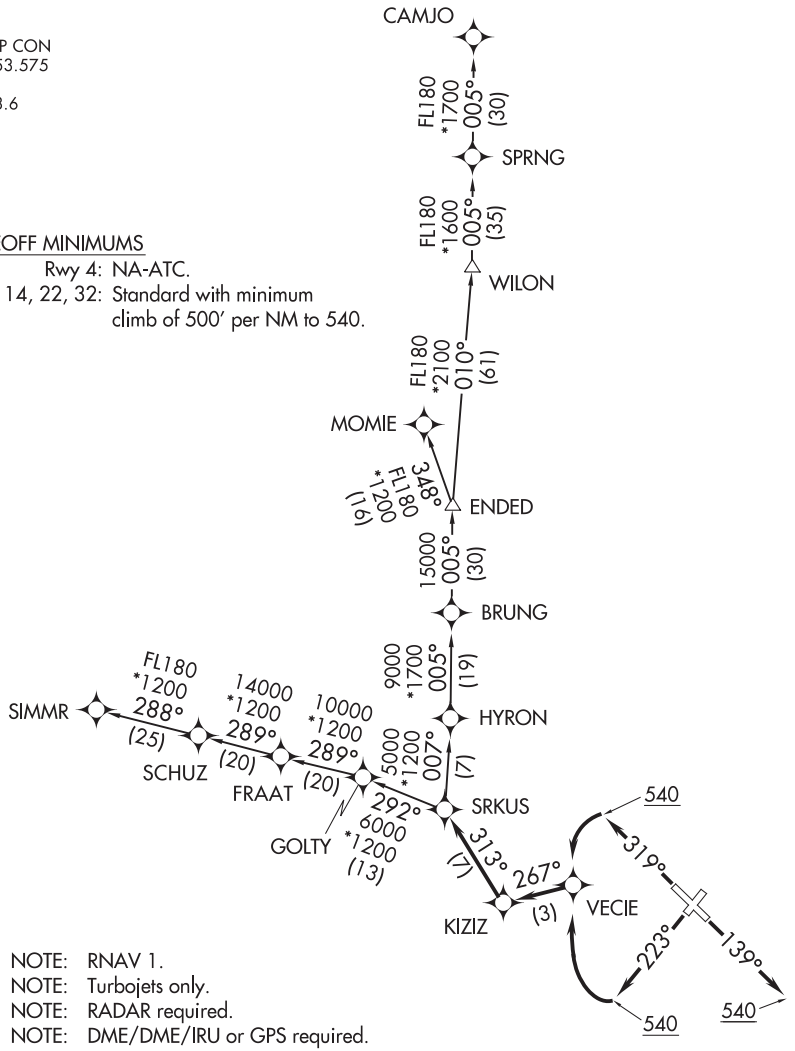
. . . .maintain 3000 or as assigned by ATC. Expect clearance to filed altitude ten minutes after departure.

SE-3, 25 FEB 2021 to 22 APR 2021

SRKUS FOUR DEPARTURE (RNAV)

ATIS
124.375
SARASOTA TOWER ★
120.1 (CTAF) 256.8
CLNC DEL
118.25
TAMPA DEP CON
119.65 353.575
GND CON
121.9 273.6

TAKEOFF MINIMUMS
Rwy 4: NA-ATC.
Rwys 14, 22, 32: Standard with minimum climb of 500′ per NM to 540.



NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: NA-ATC.
TAKEOFF RWY 14: Climb heading 139° or as assigned by ATC, to at or above 540, for vectors to KIZIZ, then on track 313° to SRKUS, thence. . . .
TAKEOFF 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, thence. . . .
TAKEOFF 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, thence. . . .

. . . .maintain 3000 or as assigned by ATC. Expect climb to filed altitude within ten minutes after departure.

CAMJO TRANSITION (SRKUS4.CAMJO)
MOMIE TRANSITION (SRKUS4.MOMIE)
SIMMR TRANSITION (SRKUS4.SIMMR)

APP CRS	Rwy ldg	N/A
051°	TDZE	N/A
	Apt Elev	22

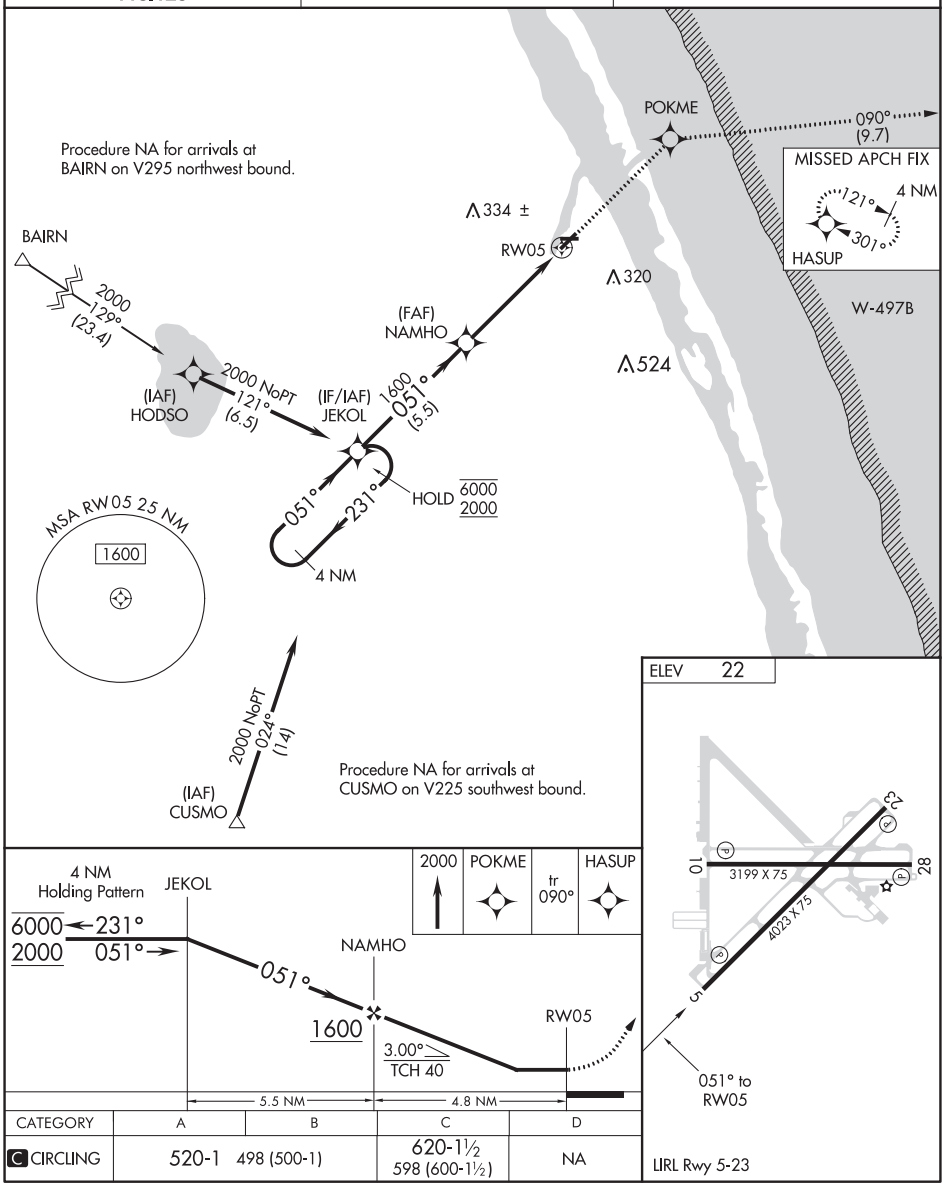
RNAV (GPS)-A
SEBASTIAN MUNI (X26)

RNP APCH.

T A NA Procedure NA at night. When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet and Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct POKME and on track 090° to HASUP and hold.

AWOS-3PT	PALM BEACH APP CON	CTAF
118.125	123.625 225.4	123.05



CATEGORY	A	B	C	D
C CIRCLING	520-1 498 (500-1)		620-1½ 598 (600-1½)	NA

SE-3, 25 FEB 2021 to 22 APR 2021

SEBASTIAN, FLORIDA | AL-10184 (FAA) | 20030

RNAV (GPS)-B
SEBASTIAN MUNI (X26)

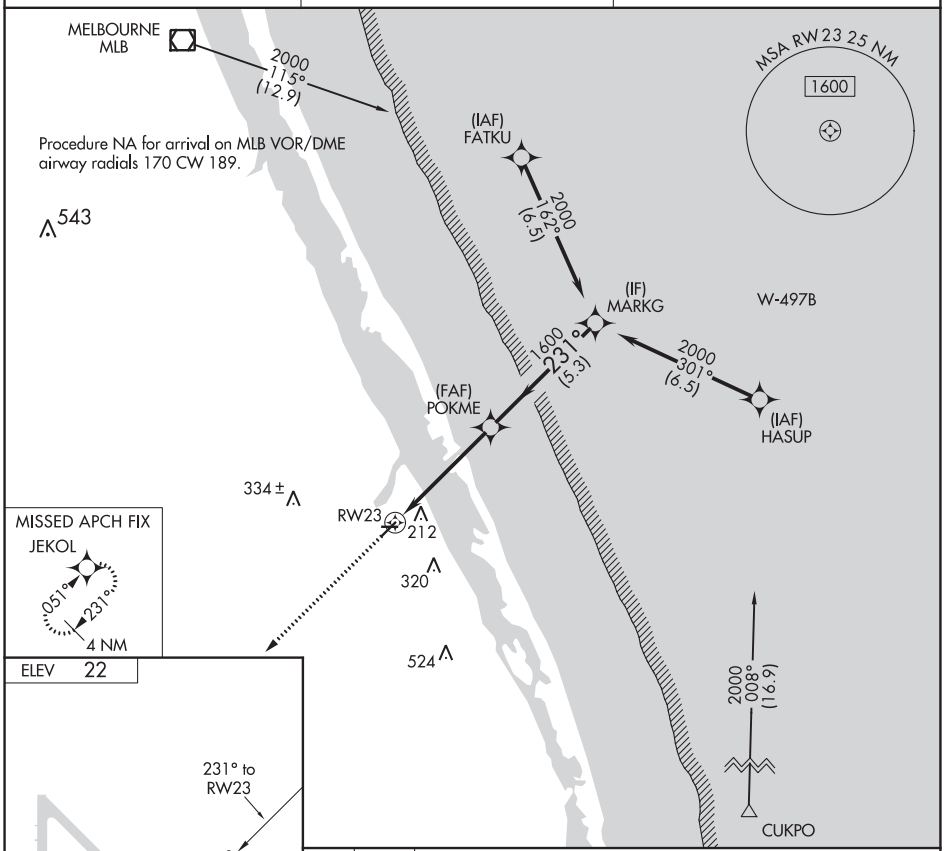
APP CRS	Rwy ldg	N/A
231°	TDZE	N/A
	Apt Elev	22

RNP APCH.

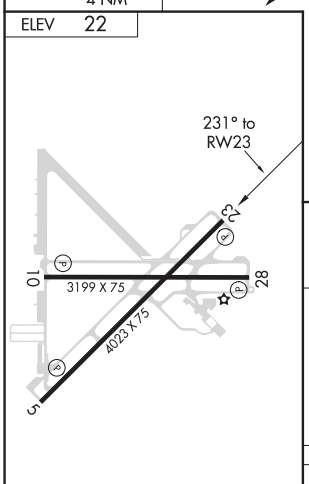
Procedure NA at night. When local altimeter setting not received, use Vero Beach NA altimeter setting and increase all MDA 40 feet and Cat C visibility ¼ SM.

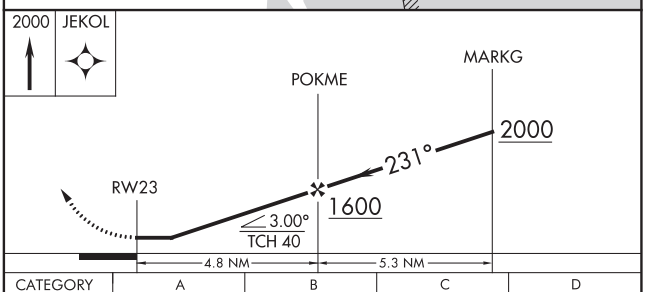
MISSED APPROACH: Climb to 2000 direct JEKOL and hold.

AWOS-3PT	PALM BEACH APP CON	CTAF
118.125	123.625 225.4	123.05



ELEV 22





CATEGORY	A	B	C	D
C CIRCLING	520-1 498 (500-1)		620-1½ 598 (600-1½)	NA

LIRL Rwy 5-23

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

SEBASTIAN, FLORIDA
Orig-A 28FEB19

27°49′N-80°30′W

SEBASTIAN MUNI (X26)
RNAV (GPS)-B

APP CRS	Rwy ldg	5234
185°	TDZE	62
	Apt Elev	62

RNAV (RNP) RWY 19

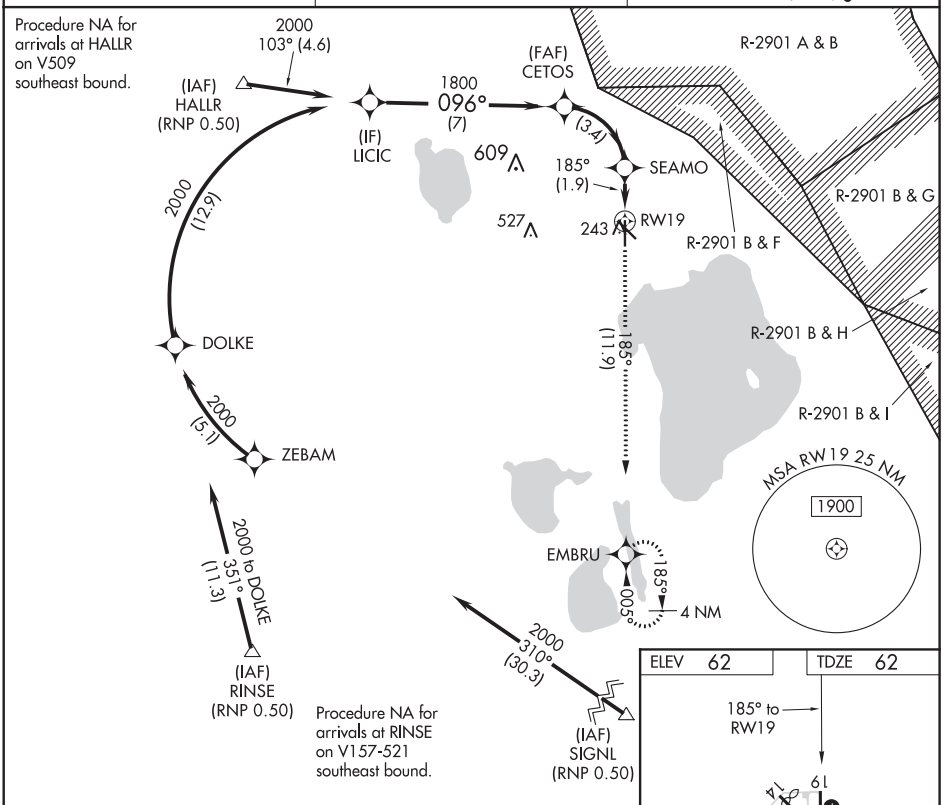
SEBRING RGNL (SEF)

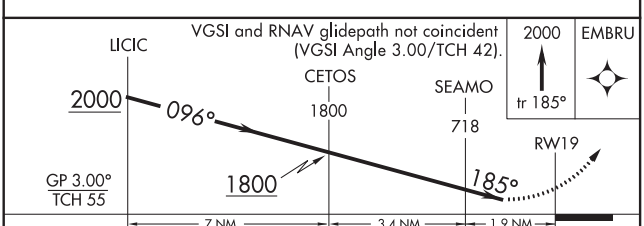
T
A NA

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). GPS and RF required. Night landing: Rwy 14, 32 NA.

MISSED APPROACH: Climb to 2000 on track 185° to EMBRU and hold.

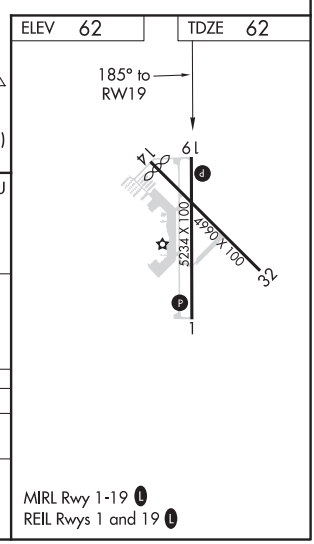
AWOS-3	MIAMI CENTER	UNICOM
119.475	134.55 257.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
RNP 0.30 DA	440-1¼ 378 (400-1¼)			

AUTHORIZATION REQUIRED



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SE-3, 25 FEB 2021 to 22 APR 2021

SEBRING, FLORIDA

AL-386 (FAA)

20198

RNAV (GPS) RWY 1

SEBRING RGNL (SEF)

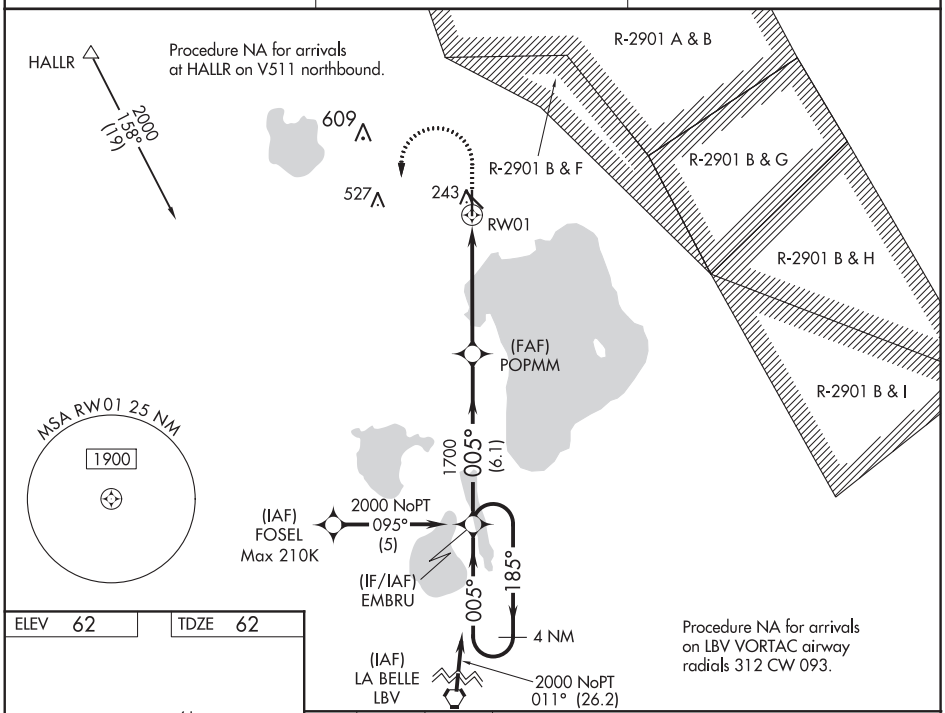
WAAS CH 40311 W01A	APP CRS 005°	Rwy ldg 5234 TDZE 62 Apt Elev 62

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vero Beach Rgnl altimeter setting and increase all DA 122 feet and all MDA 140 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility and LNAV Cats C and D visibility ⅜ mile, increase Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. Night landing: Rwy 14, 32 NA. VDP and Baro-VNAV NA when using Vero Beach altimeter. Helicopter visibility reduction below ¾ SM NA.

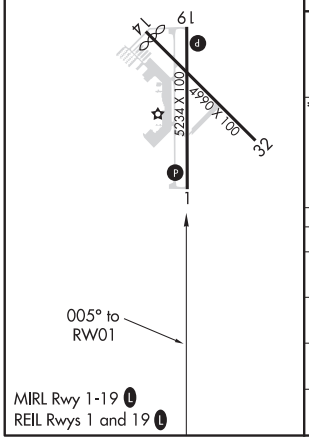
NA

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct EMBRU and hold.

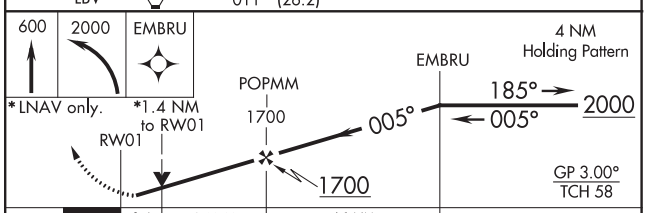
AWOS-3	MIAMI CENTER	UNICOM
119.475	134.55 257.7	122.7 (CTAF) L



ELEV 62	TDZE 62



MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
LPV DA	381-1 319 (400-1)			
LNAV/VNAV DA	408-1⅛ 346 (400-1⅛)			
LNAV MDA	540-1 478 (500-1)		540-1⅜ 478 (500-1⅜)	
CIRCLING	600-1 538 (600-1)		600-1½ 538 (600-1½)	620-2 558 (600-2)

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

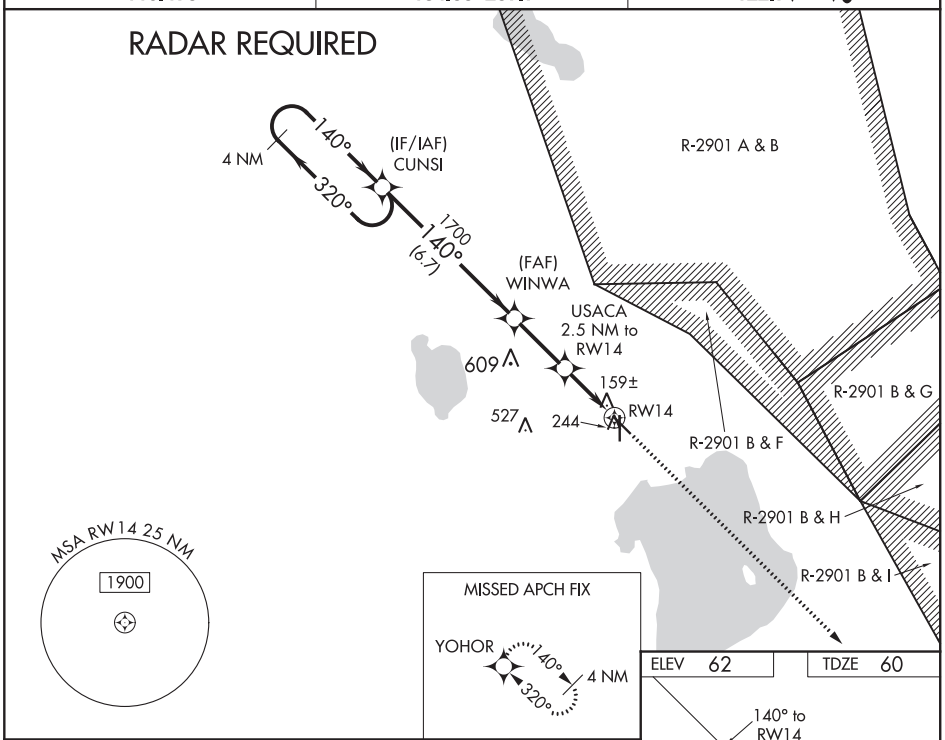
WAAS CH 66024 W14A	APP CRS 140°	Rwy ldg 4701 TDZE 60 Apt Elev 62

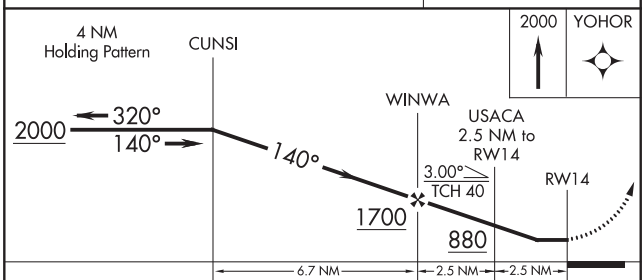
RNAV (GPS) RWY 14
SEBRING RGNL (SEF)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Vero Beach Rgnl altimeter setting and increase all MDA 140 feet; increase LP Cat C and D visibility ⅜ mile, LNAV Cat C and D and Circling Cat C visibility ½ mile and Cat D Circling ¼ mile. Night landing: Rwy 14, 32 NA.

MISSED APPROACH: Climb to 2000 direct YOHOR and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.475	134.55 257.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	420-1 360 (400-1)			
LNAV MDA	560-1 500 (500-1)		560-1⅜ 500 (500-1⅜)	
CIRCLING	600-1 538 (600-1)		600-1½ 538 (600-1½)	620-2 558 (600-2)

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

SEBRING, FLORIDA

AL-386 (FAA)

20198

RNAV (GPS) RWY 32

SEBRING RGNL (SEF)

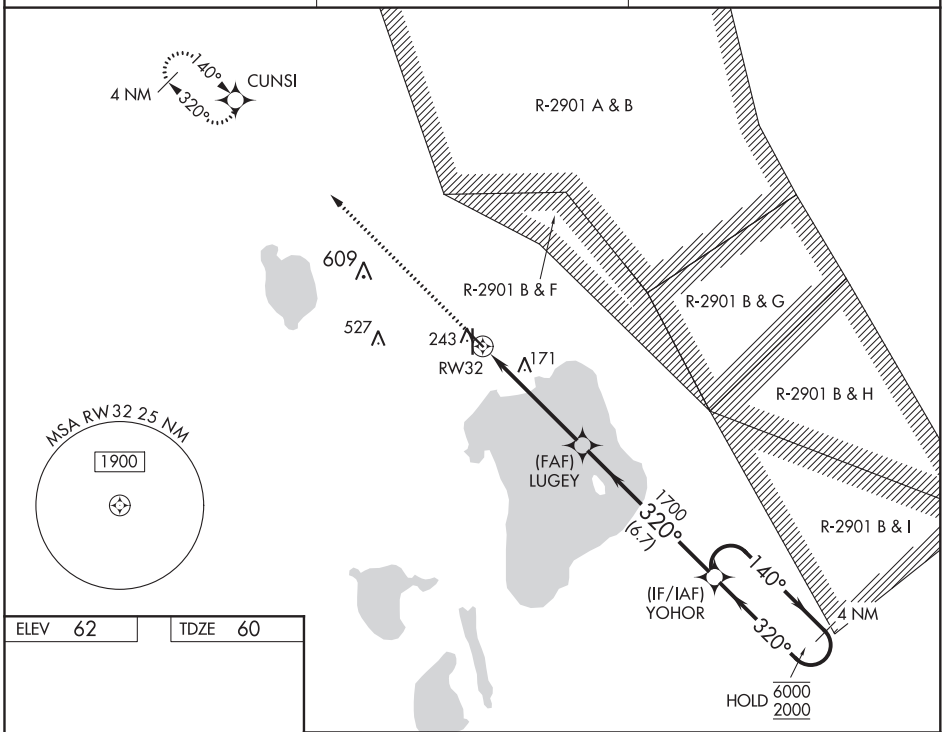
WAAS CH 48925 W32A	APP CRS 320°	Rwy ldg 4990 TDZE 60 Apt Elev 62

RNP APCH.

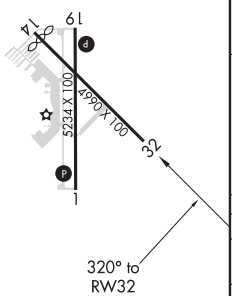
Circling Rwy 14 NA at night.

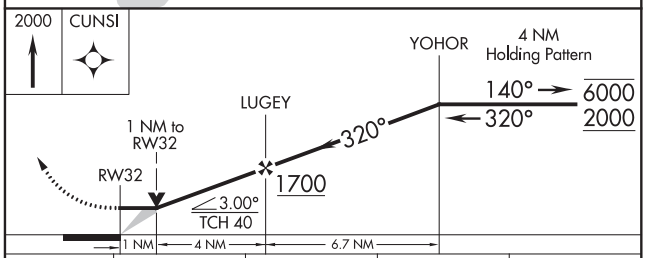
MISSED APPROACH: Climb to 2000 direct CUNSI and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.475	134.55 257.7	122.7 (CTAF) L



ELEV 62 | TDZE 60





CATEGORY	A	B	C	D
LP MDA	420-1 360 (400-1)			
LNAV MDA	480-1 420 (500-1)		480-1⅛ 420 (500-1⅛)	
C CIRCLING	600-1 538 (600-1)		600-1½ 538 (600-1½)	880-2¾ 818 (900-2¾)

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

SE-3, 25 FEB 2021 to 22 APR 2021

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RNAV (GPS) RWY 12
WITHAM FIELD (SUA)

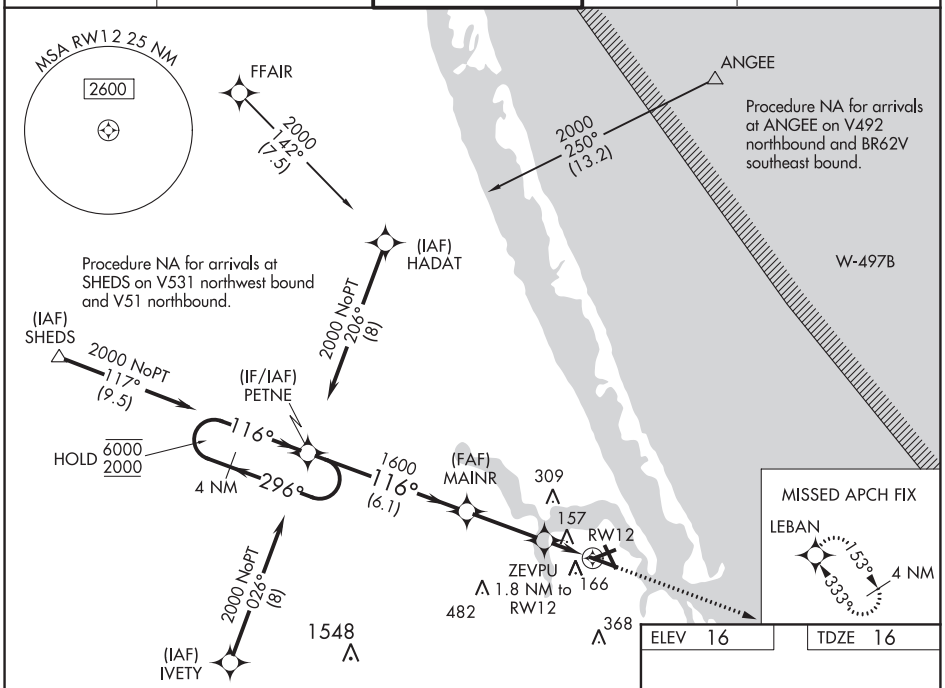
WAAS CH 70516 W12A	APP CRS 116°	Rwy ldg 5368 TDZE 16 Apt Elev 16

RNP APCH.

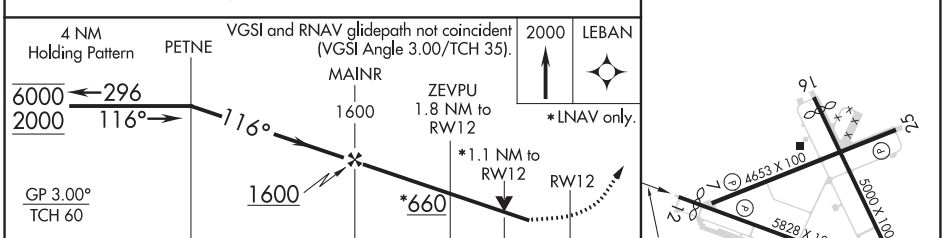
Circling Rwy 7, 16, 25, 30, 34 NA at night. Rwy 12 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct LEBAN and hold.

ATIS	PALM BEACH APP CON	STUART TOWER *	GND CON	CLNC DEL
134.475	132.8	126.6 (CTAF) L	121.7	121.025



ELEV 16	TDZE 16



CATEGORY	A	B	C	D
LPV DA	268-¾ 252 (300-¾)			
LNAV/VNAV DA	466-1⅜ 450 (500-1⅜)			
LNAV MDA	420-1 404 (500-1)		420-1⅛ 404 (500-1⅛)	
C CIRCLING	480-1 464 (500-1)		680-1¾ 664 (700-1¾)	680-2 664 (700-2)

REIL Rwys 12-30 L
MIRL Rwys 12-30 and 7-25 L

SE-3, 25 FEB 2021 to 22 APR 2021

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STUART, FLORIDA

AL-9217 (FAA)

20198

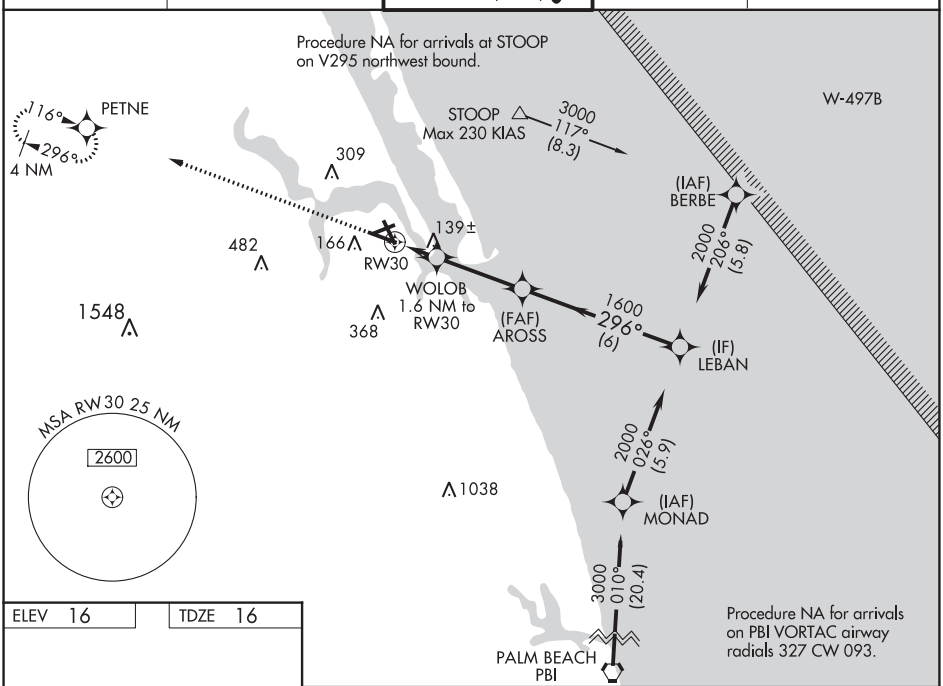
RNAV (GPS) RWY 30
WITHAM FIELD (SUA)

WAAS CH 77716 W30A	APP CRS 296°	Rwy ldg 5828 TDZE 16 Apt Elev 16

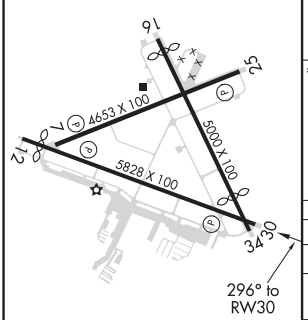
Circling to Rwy 07 NA at night. Baro-VNAV NA when using Palm Beach Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C (40°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DA 71 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile.

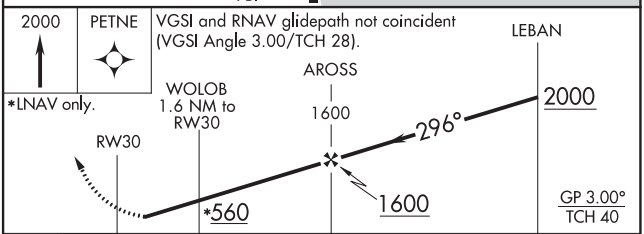
MISSED APPROACH: Climb to 2000 direct PETNE and hold.

ATIS	PALM BEACH APP CON	STUART TOWER*	GND CON	CLNC DEL
134.475	132.8	126.6 (CTAF) L	121.7	121.025



ELEV 16 | TDZE 16



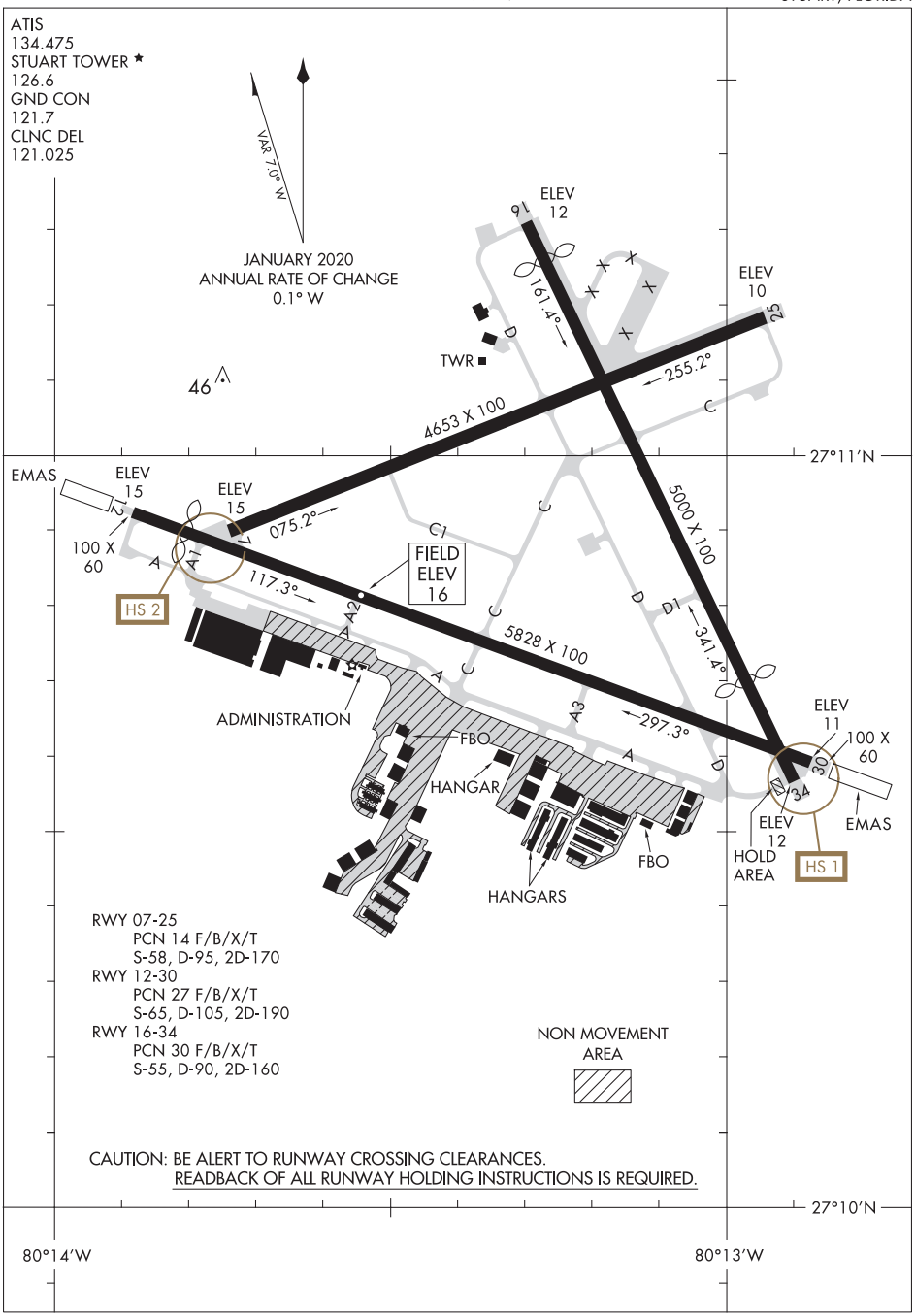


CATEGORY	A	B	C	D
LPV DA	266-⅞ 250 (300-⅞)			
LNAV/VNAV DA	404-1⅜ 388 (400-1⅜)			
LNAV MDA	400-1 384 (400-1)		400-1⅛ 384 (400-1⅛)	
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)

REIL Rwys 12-30 L
MIRL Rwys 12-30 and 7-25 L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021



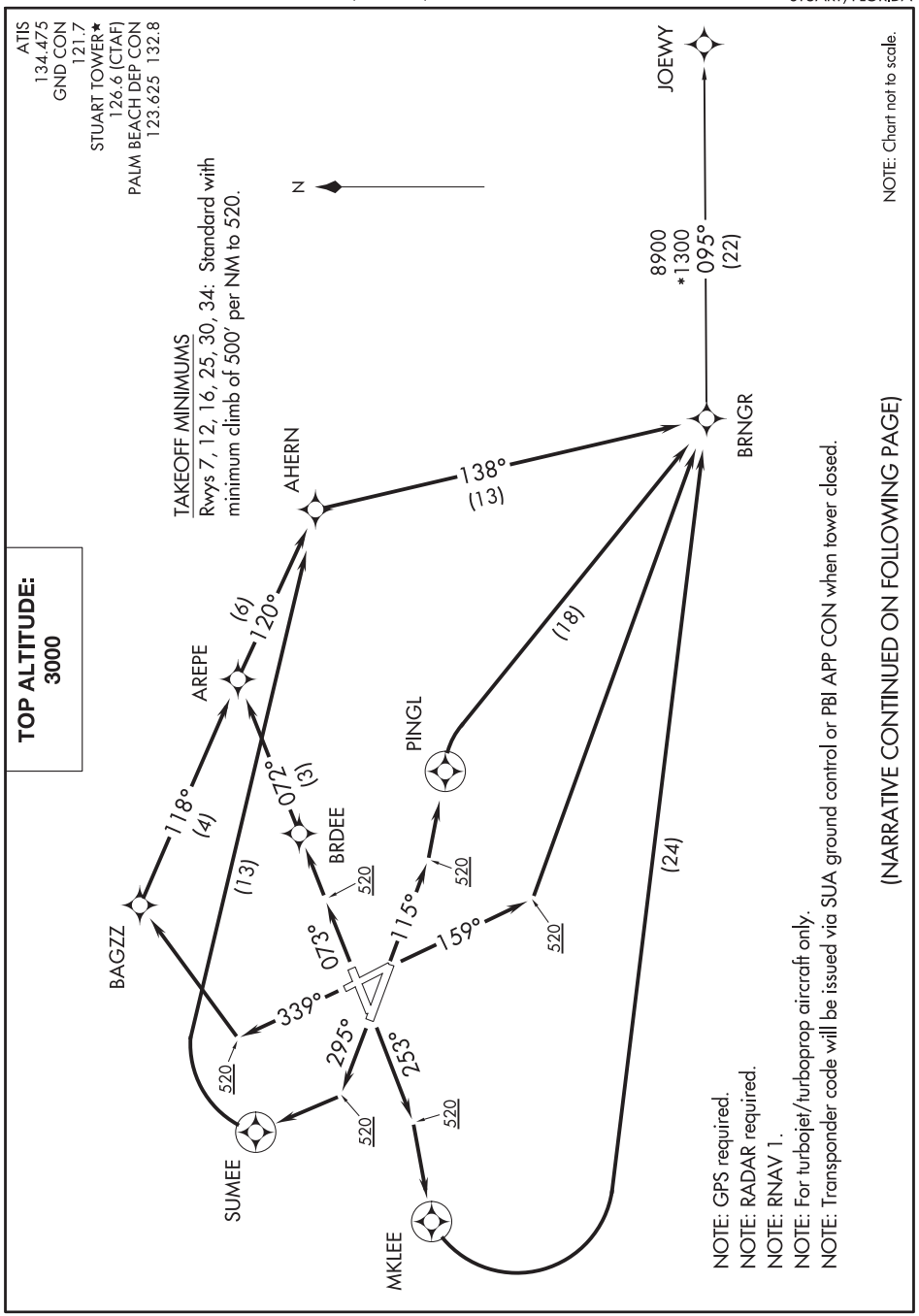
SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

(BRNGR2.BRNGR) 21056 AL-9217 (FAA)

BRNGR TWO DEPARTURE (RNAV)

WITHAM FIELD (SUA)
STUART, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

BRNGR TWO DEPARTURE (RNAV)

STUART, FLORIDA
WITHAM FIELD (SUA)

(BRNGR2.BRNGR) 21JUL16

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 7: Climb heading 073° to 520, then direct BRDEE, then via depicted route to BRNGR. Thence....

TAKEOFF RWY 12: Climb heading 115° to 520, then left turn direct PINGL, then right turn direct BRNGR. Thence....

TAKEOFF RWY 16: Climb heading 159° to 520, then left turn direct BRNGR. Thence....

TAKEOFF RWY 25: Climb heading 253° to 520, then right turn direct MKLEE, then left turn direct BRNGR. Thence....

TAKEOFF RWY 30: Climb heading 295° to 520, then right turn direct SUMEE, then right turn direct AHERN, then via depicted route to BRNGR. Thence....

TAKEOFF RWY 34: Climb heading 339° to 520, then right turn direct BAGZZ, then via depicted route to BRNGR. Thence....

....via JOEWY transition, maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

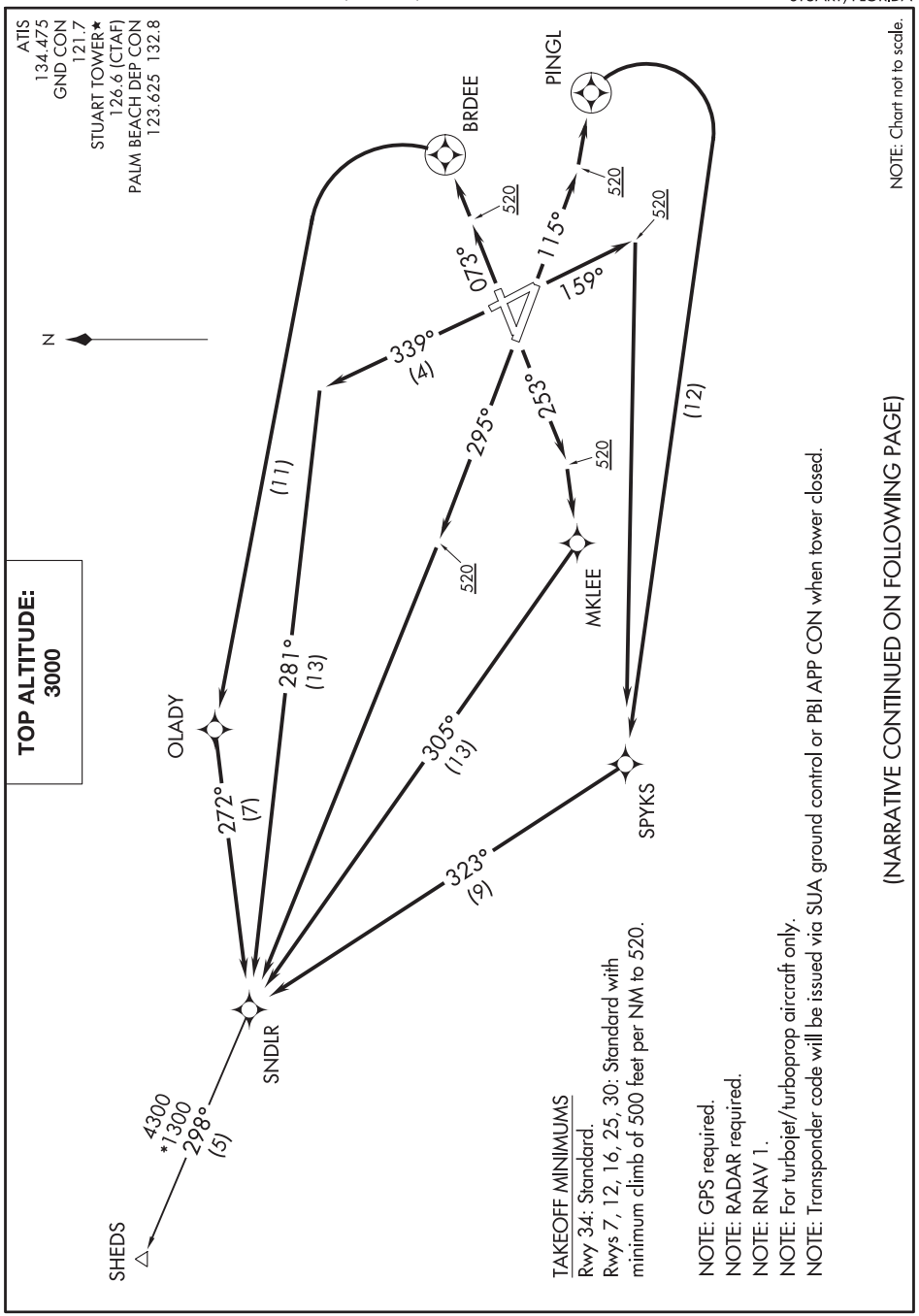
JOEWY TRANSITION (BRNGR2.JOEWY):

SE-3, 25 FEB 2021 to 22 APR 2021

(SNDLR2.SNDLR) 21056 AL-9217 (FAA)

SNDLR TWO DEPARTURE (RNAV)

WITHAM FIELD (SUA)
STUART, FLORIDA



TAKEOFF MINIMUMS
Rwy 34: Standard.
Rwys 7, 12, 16, 25, 30: Standard with minimum climb of 500 feet per NM to 520.

NOTE: GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: For turbojet/turboprop aircraft only.
NOTE: Transponder code will be issued via SUA ground control or PBI APP CON when tower closed.

SE-3, 25 FEB 2021 to 22 APR 2021

SNDLR TWO DEPARTURE (RNAV)

STUART, FLORIDA
WITHAM FIELD (SUA)

(SNDLR2.SNDLR) 21JUL16

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 7: Climb heading 073° to 520, then direct BRDEE, then left turn direct OLADY, then via depicted route to SNDLR. Thence....

TAKEOFF RWY 12: Climb heading 115° to 520, then left turn direct PINGL, then right turn direct SPYKS, then via depicted route to SNDLR. Thence....

TAKEOFF RWY 16: Climb heading 159° to 520, then right turn direct SPYKS, then via depicted route to SNDLR. Thence....

TAKEOFF RWY 25: Climb heading 253° to 520, then right turn direct MKLEE, then via depicted route to SNDLR. Thence....

TAKEOFF RUNWAY 30: Climb heading 295° to 520, then direct SNDLR. Thence....

TAKEOFF RUNWAY 34: Climb heading 339° to intercept the 281° course to SNDLR. Thence....

....via SHEDS transition, maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

SHEDS TRANSITION (SNDLR2.SHEDS):

SE-3, 25 FEB 2021 to 22 APR 2021

TALLAHASSEE, FLORIDA | AL-5048 (FAA) | 20142

ILS or LOC RWY 27
TALLAHASSEE INTL (TLH)

LOC/DME I-PLQ	APP CRS	Rwy ldg	8000
111.9	274°	TDZE	58
Chan 56		Apt Elev	83

DME required.

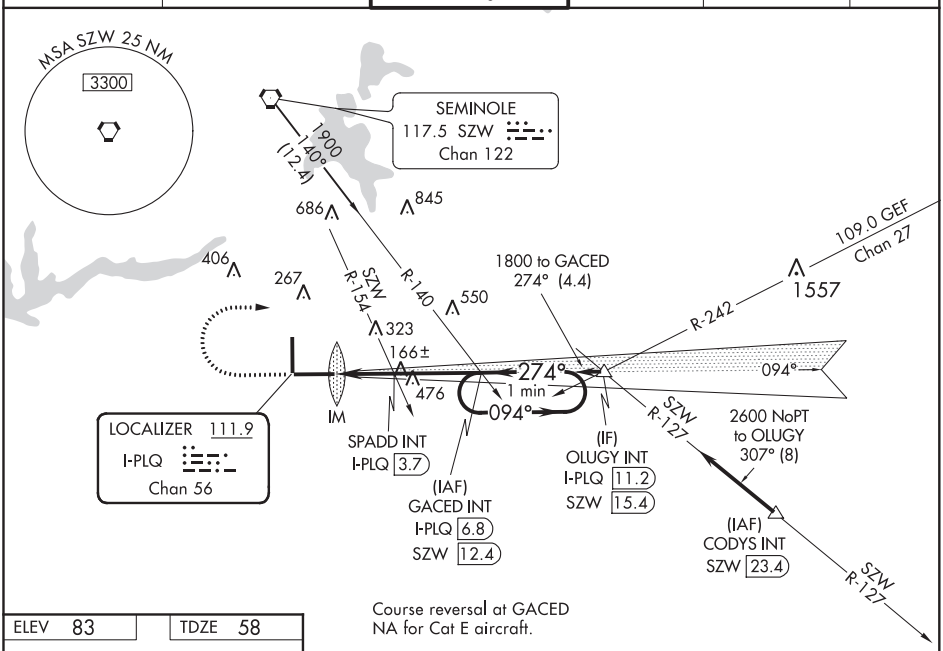
For inop ALS, increase S-ILS 27 Cat E visibility to RVR 4000 and S-LOC 27 Cats C, D and E visibility to 2 SM. SPADD FIX MINIMUMS increase S-LOC 27 Cats C, D and E visibility to RVR 5500.

ASR

ALSF-2

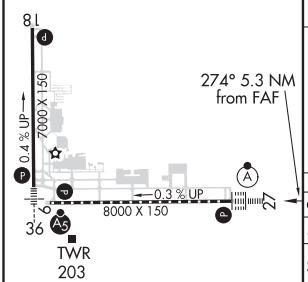
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 092° and on SZW VORTAC R-140 to GACED INT/SZW 12.4 DME and hold, continue climb-in-hold to 4000.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	123.075

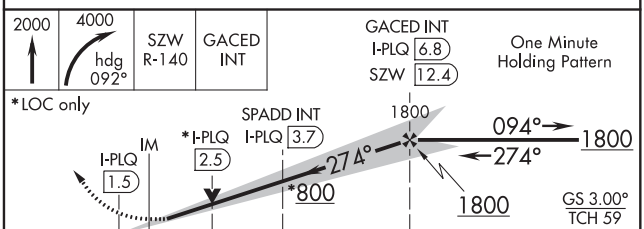


Course reversal at GACED
NA for Cat E aircraft.

ELEV	83	TDZE	58



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L



CATEGORY	A	B	C	D	E
S-ILS 27	258/18 200 (200-½)				
S-LOC 27	800/24 742 (800-½)	800/40 742 (800-¾)	800-1¾ 742 (800-1¾)		
CIRCLING C	800-1 717 (800-1)	800-1¼ 717 (800-1¼)	800-2 717 (800-2)	800-2¼ 717 (800-2¼)	1000-3 917 (1000-3)
SPADD FIX MINIMUMS					
S-LOC 27	420/24 362 (400-½)		420/35 362 (400-⅝)		
CIRCLING C	580-1 497 (500-1)	600-1 517 (600-1)	640-1½ 557 (600-1½)	800-2¼ 717 (800-2¼)	1000-3 917 (1000-3)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

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ILS or LOC RWY 36
TALLAHASSEE INTL (TLH)

LOC/DME I-TLH	APP CRS	Rwy ldg	7000
110.3	004°	TDZE	62
Chan 40		Apt Elev	83

DME required.

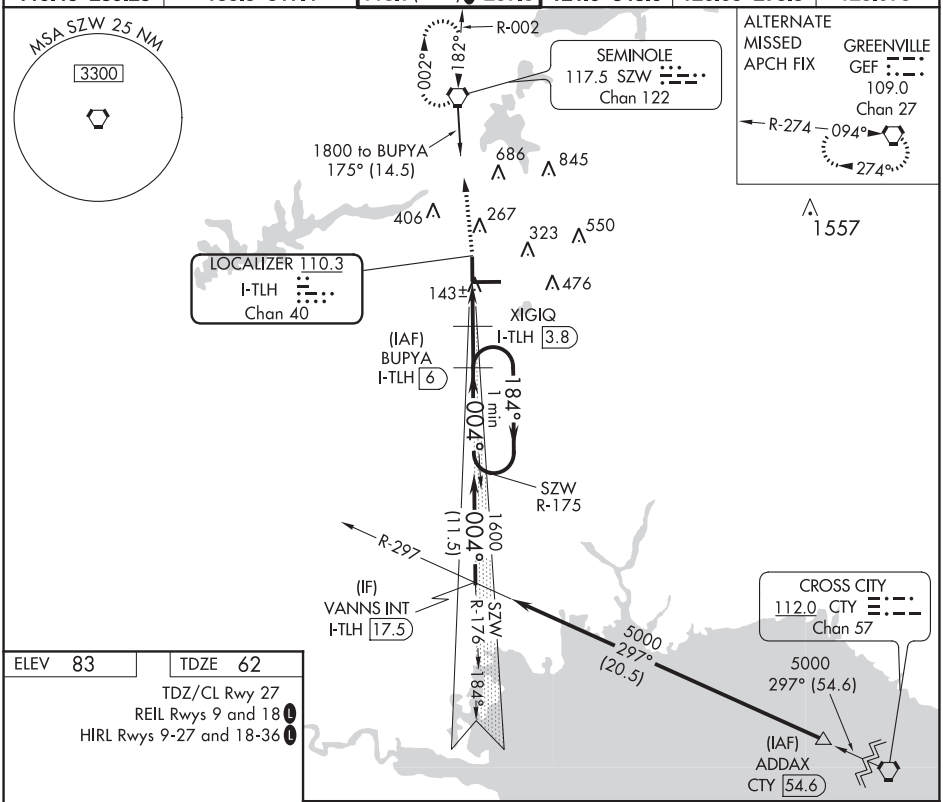
For inop ALS, increase S-LOC 36 Cats C/D visibility to RVR 6000.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

ASR

MALSR

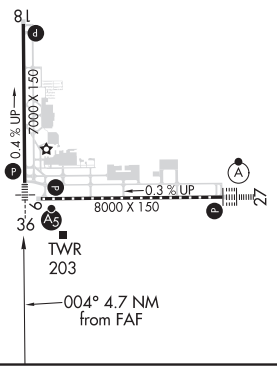
MISSED APPROACH: Climb to 4000 direct SZW VORTAC and hold, continue climb-in-hold to 4000.

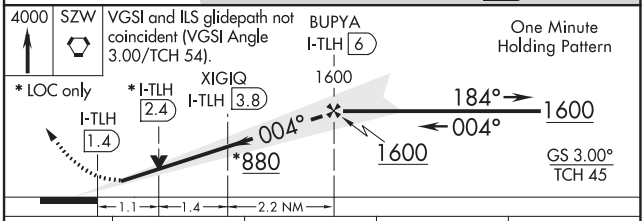
ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	123.075



ELEV 83	TDZE 62

TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L





CATEGORY	A	B	C	D
S-ILS 36 **	262/24		200 (200-½)	
S-LOC 36	460/24	398 (400-½)	460/40	398 (400-¾)
C CIRCLING	580-1 497 (500-1)	600-1 517 (600-1)	640-1½ 557 (600-1½)	800-2¼ 717 (800-2¼)

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

TALLAHASSEE, FLORIDA

AL-5048 (FAA)

20142

ILS RWY 27 (CAT II)
TALLAHASSEE INTL (TLH)

LOC/DME I-PLQ	APP CRS	Rwy ldg	8000
111.9	274°	TDZE	58
Chan 56		Apt Elev	83

DME required.

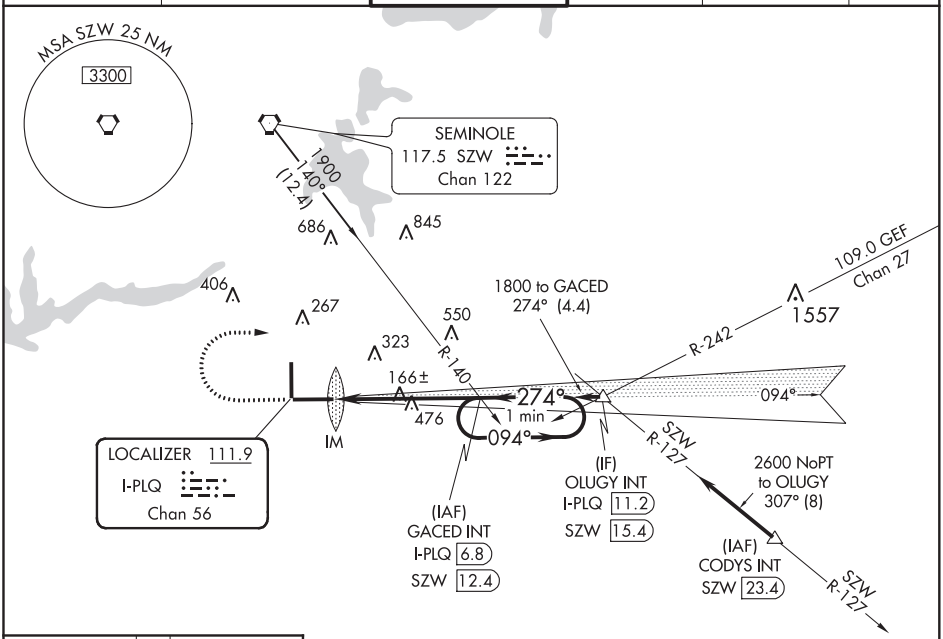
S-ILS 27 NA when control tower closed.

ASR

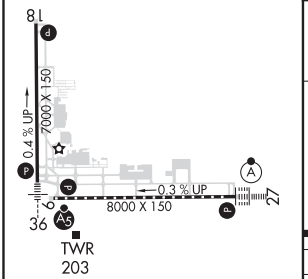
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 092° and on SZW VORTAC R-140 to GACED INT/SZW 12.4 DME and hold, continue climb-in-hold to 4000.

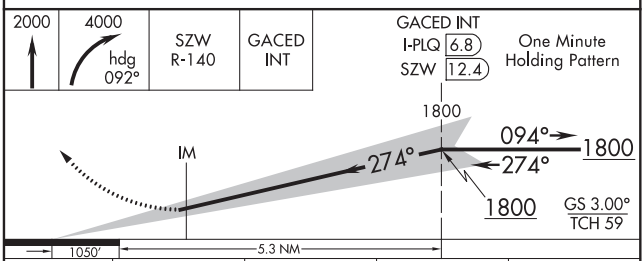
ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	123.075



ELEV	83	TDZE	58



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L



CATEGORY	A	B	C	D
S-ILS 27	RA 114/12 100 DA 158			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 9
TALLAHASSEE INTL (TLH)

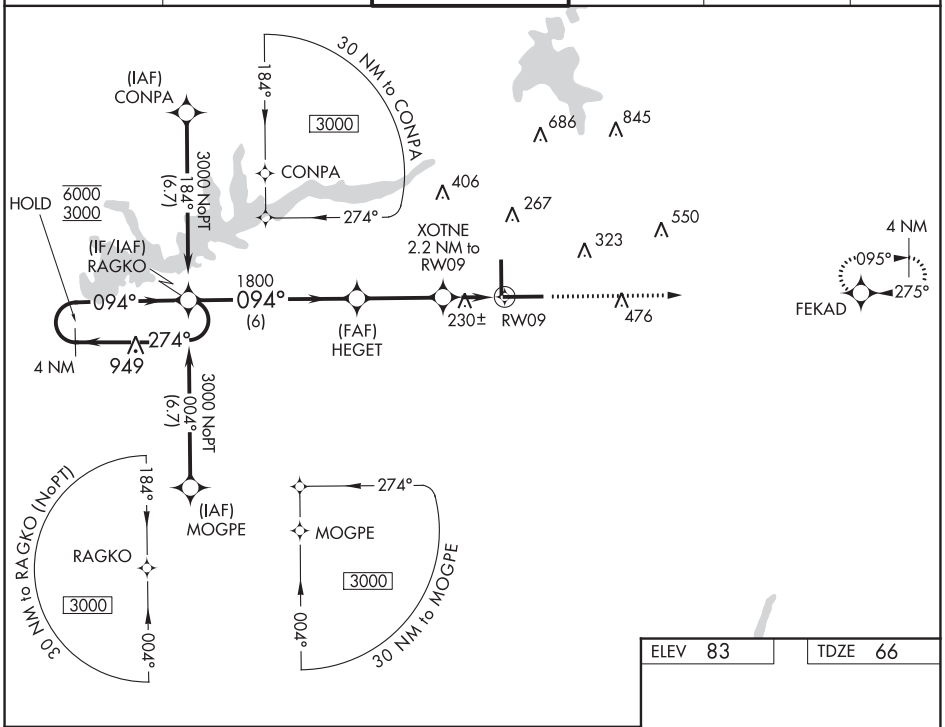
WAAS CH 45503 W09A	APP CRS 094°	Rwy ldg 8000 TDZE 66 Apt Elev 83

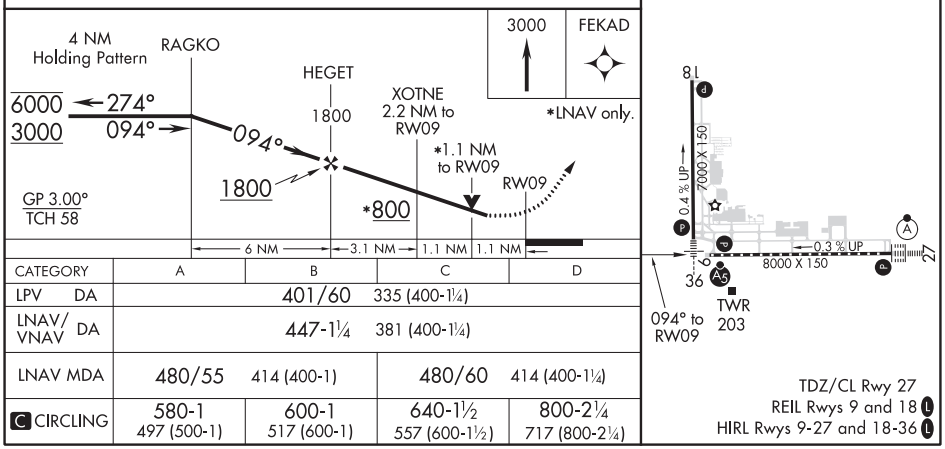
RNP APCH.

T Rwy 9 helicopter visibility reduction below RVR 4000 NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.
ASR

MISSED APPROACH: Climb to 3000 direct FEKAD and hold.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	123.075





CATEGORY	A	B	C	D
LPV DA	401/60 335 (400-1¼)			
LNAV/VNAV DA	447-1¼ 381 (400-1¼)			
LNAV MDA	480/55 414 (400-1)		480/60 414 (400-1¼)	
C CIRCLING	580-1 497 (500-1)	600-1 517 (600-1)	640-1½ 557 (600-1½)	800-2¼ 717 (800-2¼)

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

TALLAHASSEE, FLORIDA | AL-5048 (FAA) | 20142

RNAV (GPS) RWY 18
TALLAHASSEE INTL (TLH)

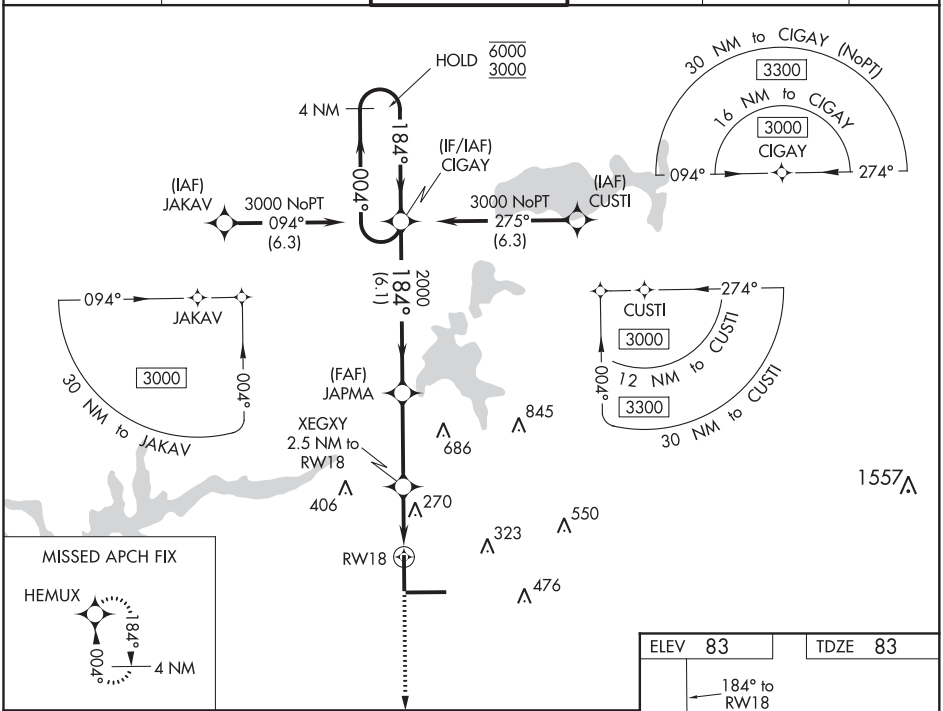
WAAS CH 65600 W18A	APP CRS 184°	Rwy ldg 7000 TDZE 83 Apt Elev 83

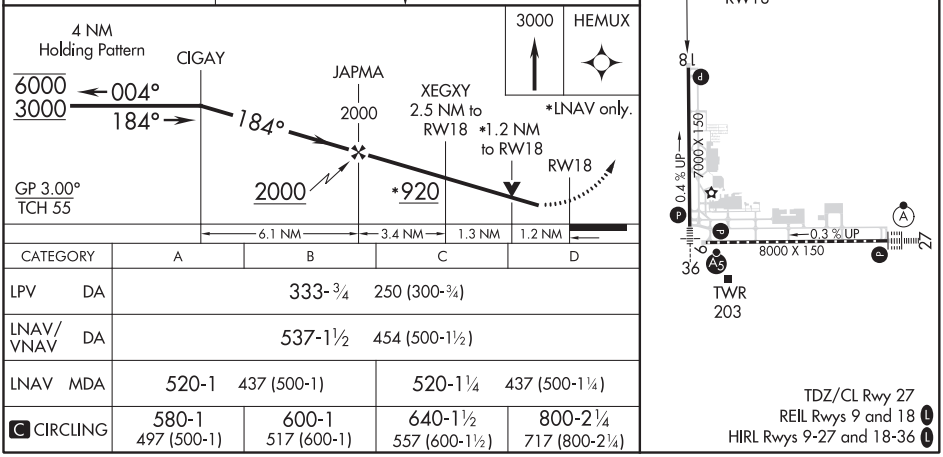
RNP APCH.

T A ASR — Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct HEMUX and hold.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	123.075





CATEGORY	A	B	C	D
LPV DA	333-¾ 250 (300-¾)			
LNAV/VNAV DA	537-1½ 454 (500-1½)			
LNAV MDA	520-1 437 (500-1)		520-1¼ 437 (500-1¼)	
C CIRCLING	580-1 497 (500-1)	600-1 517 (600-1)	640-1½ 557 (600-1½)	800-2¼ 717 (800-2¼)

TALLAHASSEE, FLORIDA
Amdt 2B 15AUG19

30°24′N-84°21′W

TALLAHASSEE INTL (TLH)
RNAV (GPS) RWY 18

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 27
TALLAHASSEE INTL (TLH)

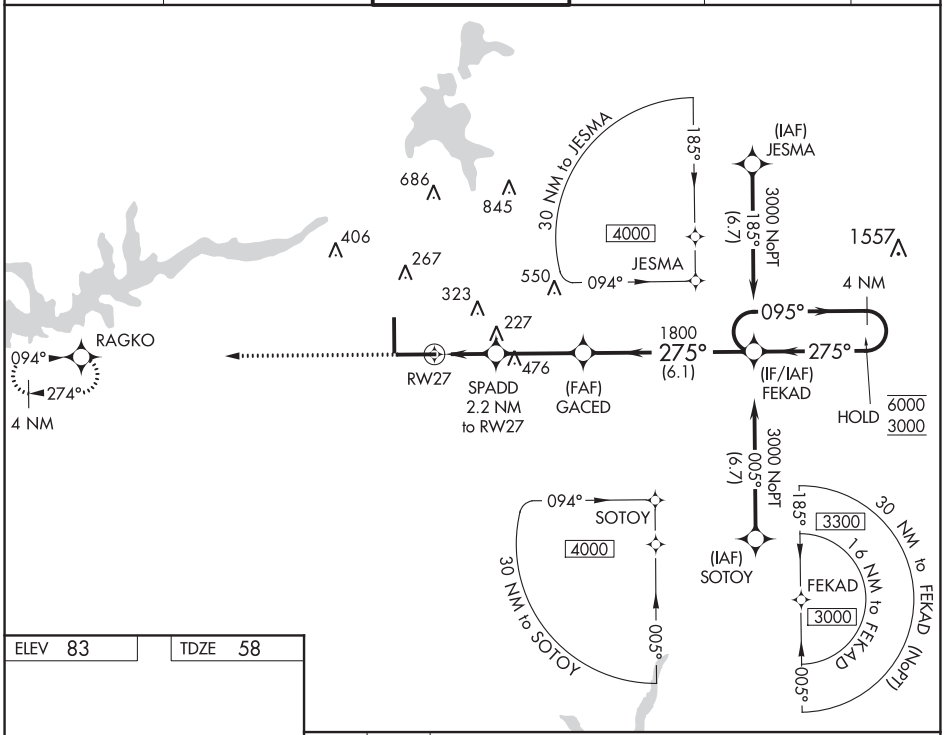
WAAS CH 97302 W27A	APP CRS 275°	Rwy ldg 8000 TDZE 58 Apt Elev 83

RNP APCH. T A ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

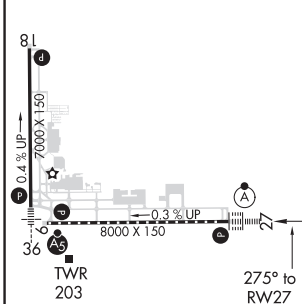
ALSF-2 A

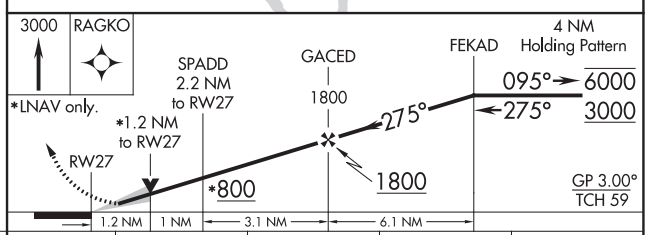
MISSED APPROACH: Climb to 3000 direct RAGKO and hold.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	123.075



ELEV 83 TDZE 58





CATEGORY	A	B	C	D
LPV DA	258/18 200 (200-½)			
LNAV/VNAV DA	375/30 317 (300-⅝)			
LNAV MDA	480/24 422 (400-½)		480/40 422 (400-¾)	
C CIRCLING	580-1 497 (500-1)	600-1 517 (600-1)	640-1½ 557 (600-1½)	800-2¼ 717 (800-2¼)

TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

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WAAS CH 60900 W36A	APP CRS 004°	Rwy ldg 7000 TDZE 62 Apt Elev 83

RNAV (GPS) RWY 36
TALLAHASSEE INTL (TLH)

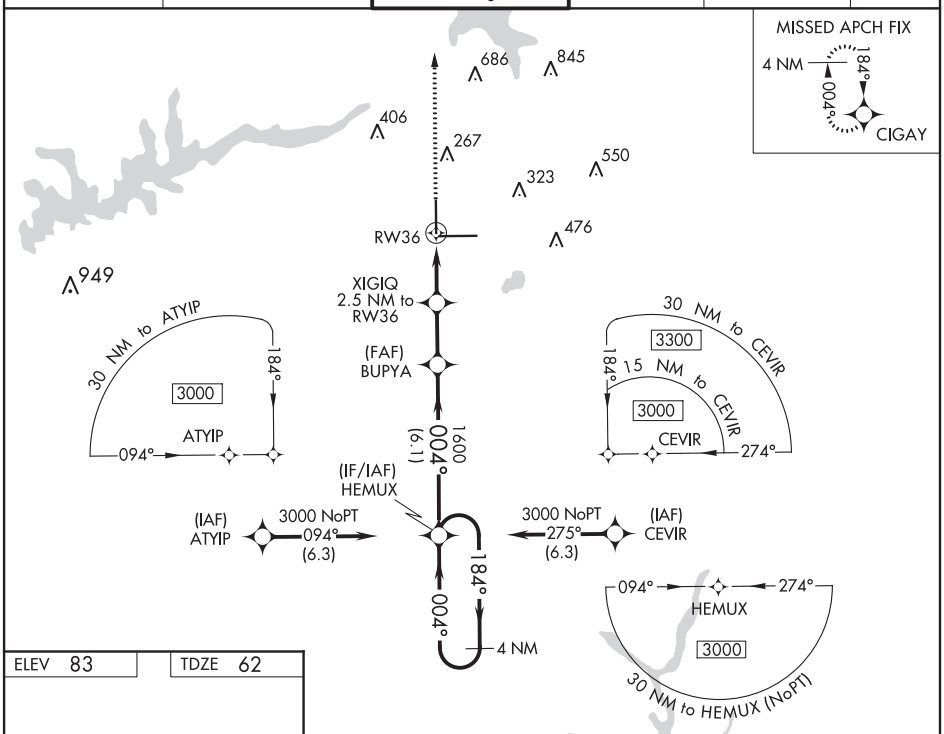
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

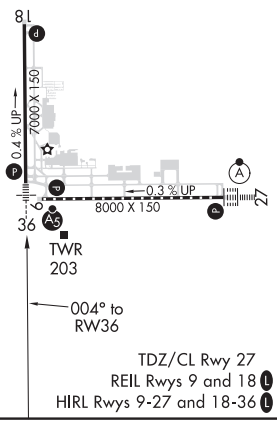
MALSR

MISSED APPROACH: Climb to 3000 direct CIGAY and hold.

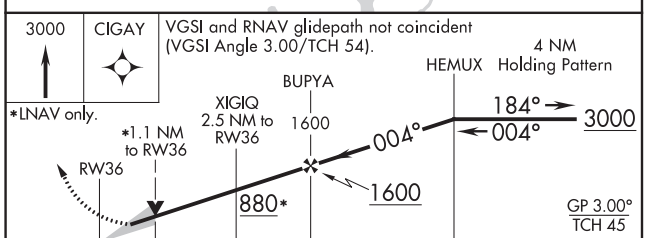
ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	123.075



ELEV 83	TDZE 62



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L



CATEGORY	A	B	C	D
LPV DA **	262/24 200 (200-½)			
LNAV/VNAV DA	364/24 302 (300-½)			
LNAV MDA	460/24 398 (400-½)		460/35 398 (400-⅝)	
C CIRCLING	580-1 497 (500-1)	600-1 517 (600-1)	640-1½ 557 (600-1½)	800-2¼ 717 (800-2¼)

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VOR/DME or TACAN RWY 36

TALLAHASSEE INTL (TLH)

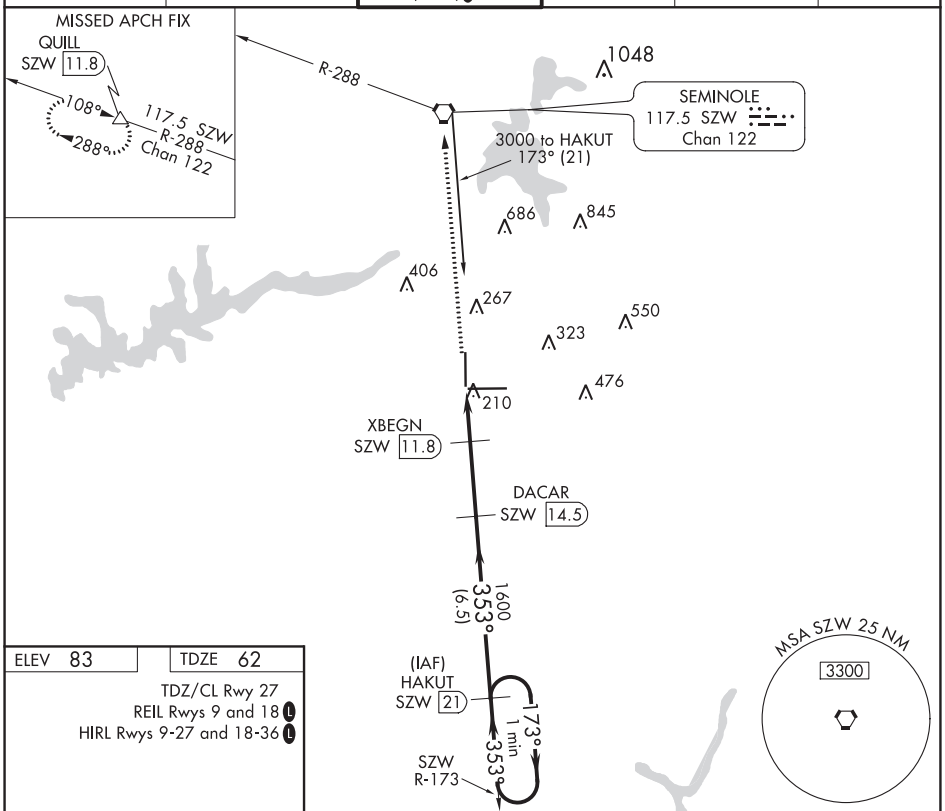
VORTAC SZW	APP CRS	Rwy ldg	7000
117.5	353°	TDZE	62
Chan 122		Apt Elev	83

ASR: For inoperative MALSR, increase S-36 Cats A/B visibility to 1 mile and Cat E to 1¾ mile. Visibility reduction by helicopters NA.

MALSR

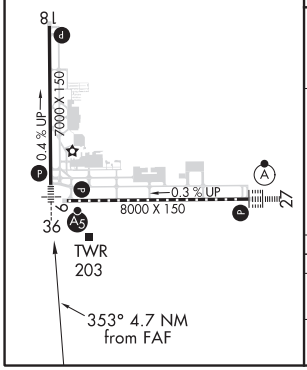
MISSED APPROACH: Climb to 4000 direct SZW VORTAC then on SZW VORTAC R-288 to QUILL/SZW 11.8 DME and hold.

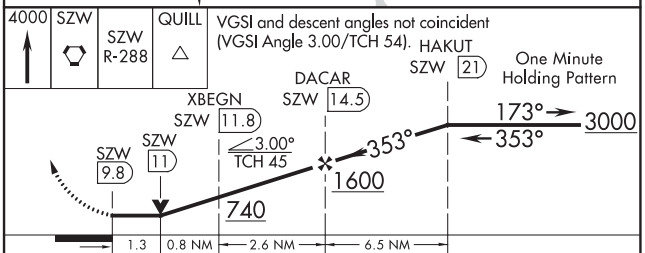
ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7(CTAF)L 257.8	121.9 348.6	126.65 275.8	123.075



ELEV 83	TDZE 62

TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L





CATEGORY	A	B	C	D	E
S-36	500/40	438 (500-¾)	500/45	438 (500-⅞)	
C CIRCLING	580-1 497 (500-1)	600-1 517 (600-1)	640-1½ 557 (600-1½)	800-2¼ 717 (800-2¼)	1000-3 917 (1000-3)

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VOR RWY 18
TALLAHASSEE INTL (TLH)

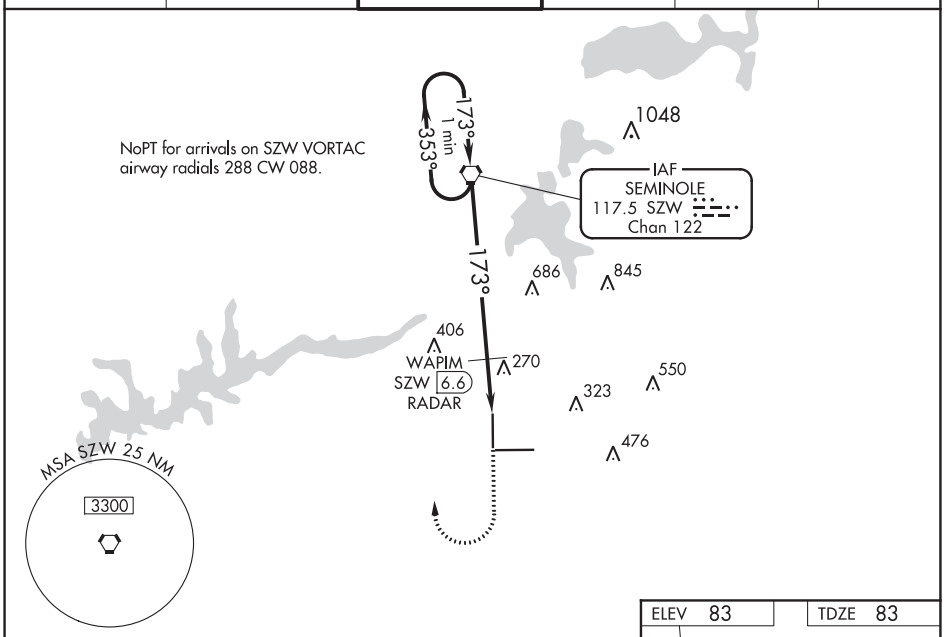
VORTAC SZW	APP CRS	Rwy ldg	7000
117.5	173°	TDZE	83
Chan 122		Apt Elev	83

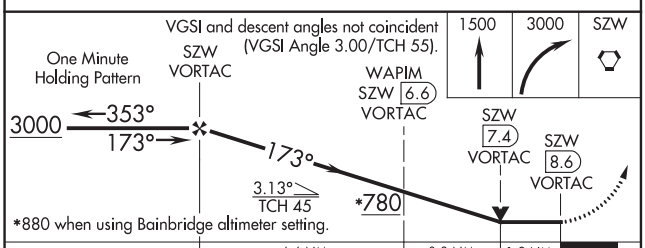
ASR

Helicopter visibility reduction below ¾ SM NA.
VDP NA with Bainbridge altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SZW VORTAC and hold.

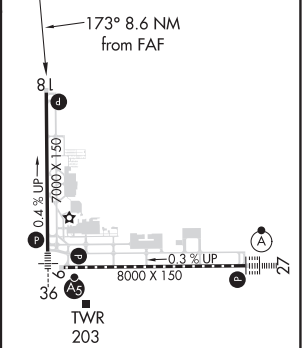
ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	123.075





CATEGORY	A	B	C	D
S-18	780-1 697 (700-1)		780-2 697 (700-2)	
C CIRCLING	780-1 697 (700-1)		780-2 697 (700-2)	800-2¼ 717 (800-2¼)
WAPIM FIX MINIMUMS				
S-18	540-1 457 (500-1)		540-1⅜ 457 (500-1⅜)	
C CIRCLING	580-1 497 (500-1)	600-1 517 (600-1)	640-1½ 557 (600-1½)	800-2¼ 717 (800-2¼)

ELEV 83 | TDZE 83



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

FAF to MAP 8.6 NM					
Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52

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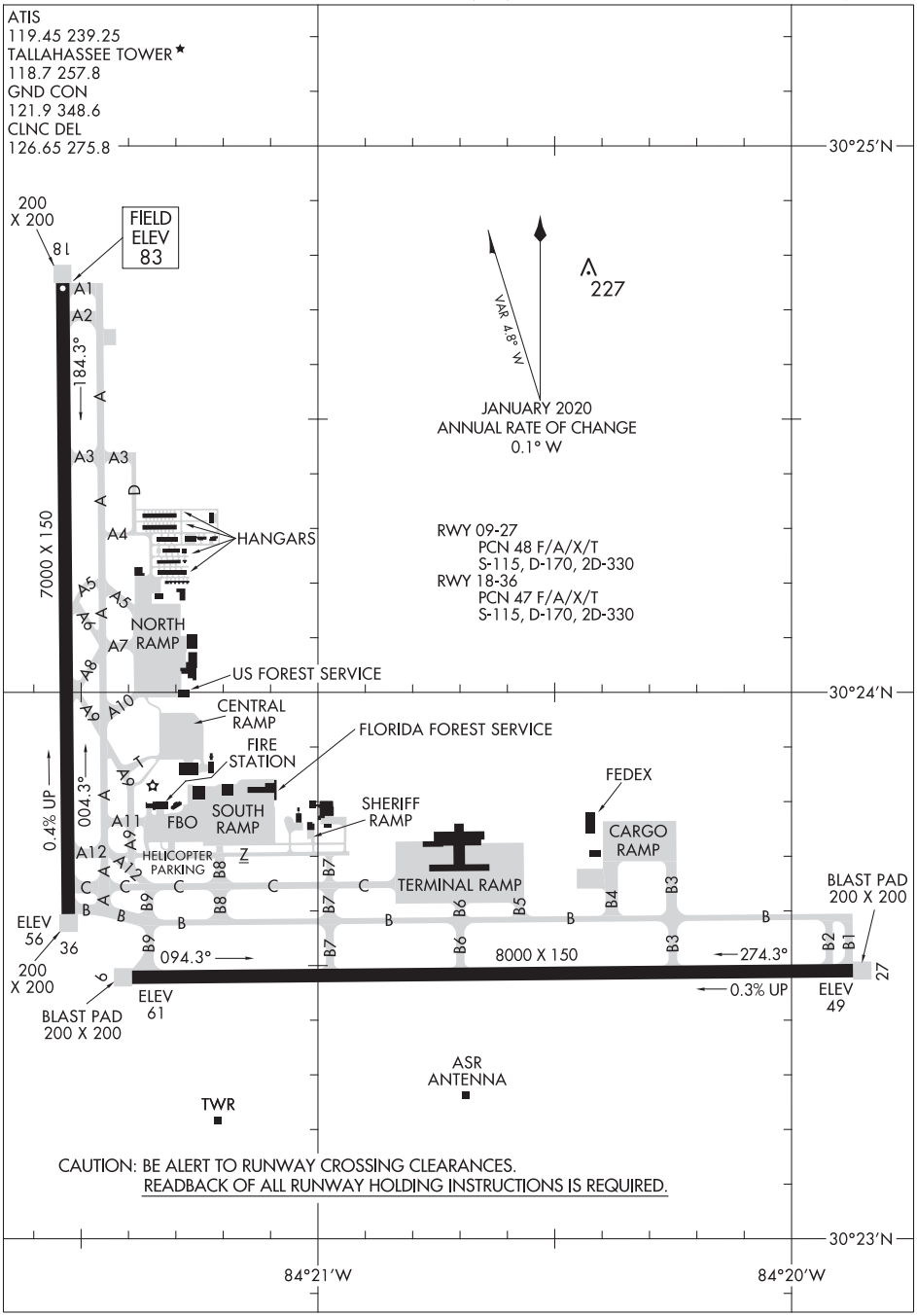

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APP CRS	Rwy ldg	3403
222°	TDZE	7
	Apt Elev	7

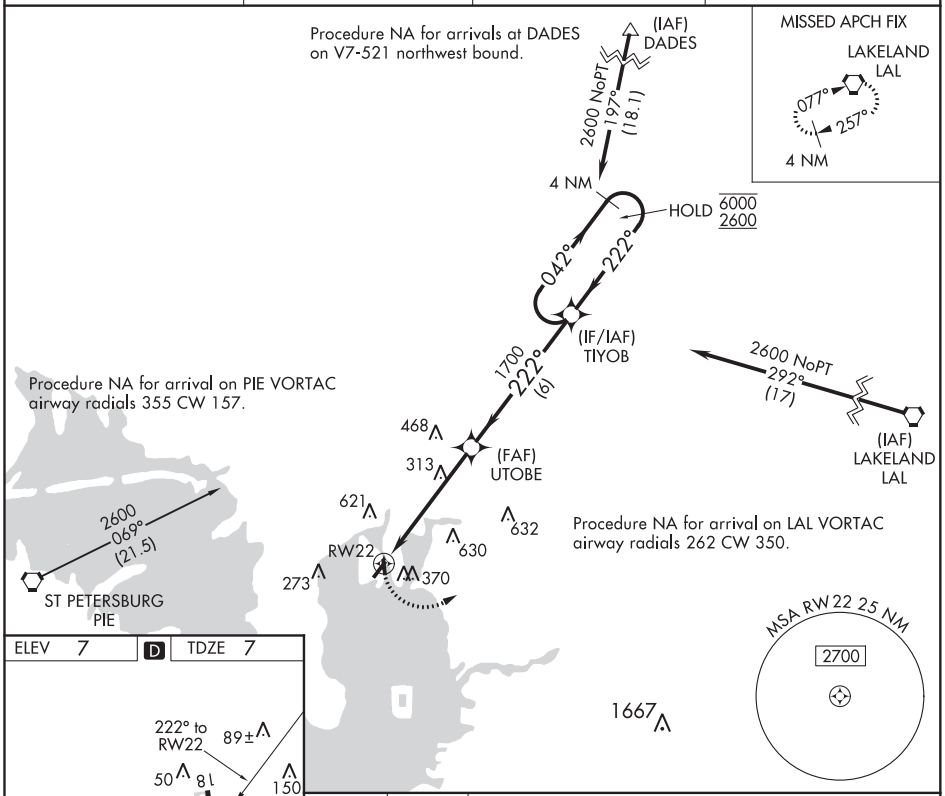
RNAV (GPS) RWY 22
PETER O KNIGHT (TPF)

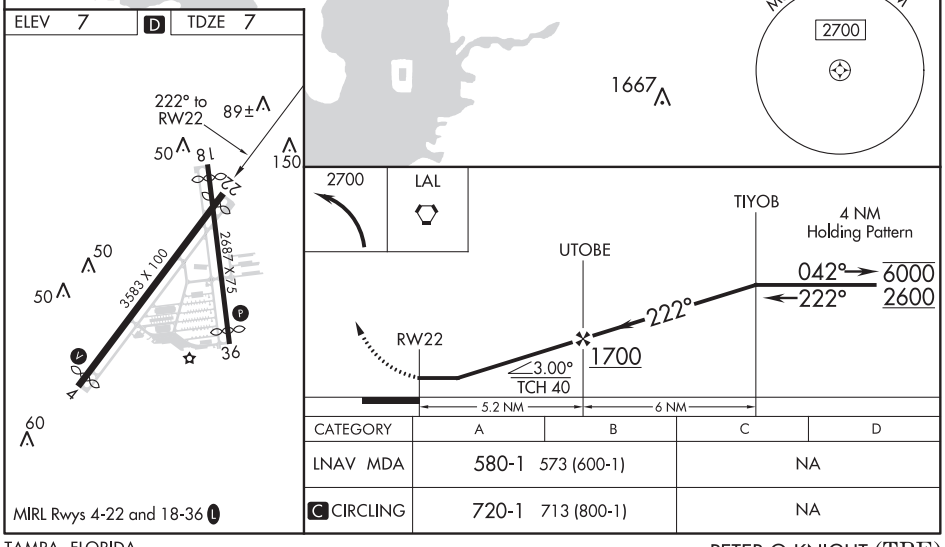
RNP APCH.

Circling NA northwest of Rwy 4-22. Procedure NA at night. Rwy 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 20 feet. Circling NA to Rwy 18.

MISSED APPROACH: Climbing left turn to 2700 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	580-1 573 (600-1)		NA	
C CIRCLING	720-1 713 (800-1)		NA	

MIRL Rwys 4-22 and 18-36 L

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RNAV (GPS) RWY 36
PETER O KNIGHT (TPF)

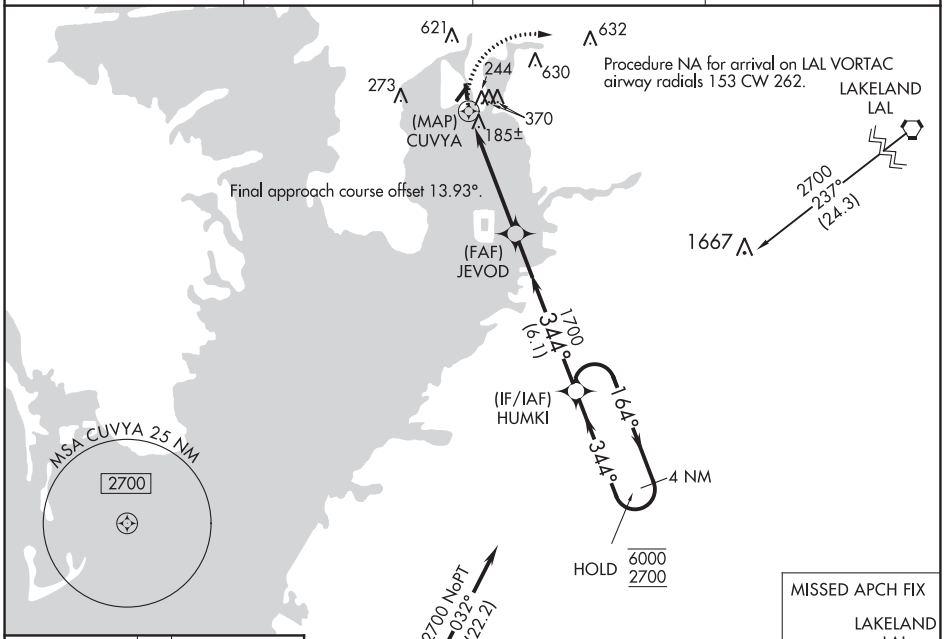
WAAS CH 63220 W36A	APP CRS 344°	Rwy ldg 2311 TDZE 7 Apt Elev 7

RNP APCH.

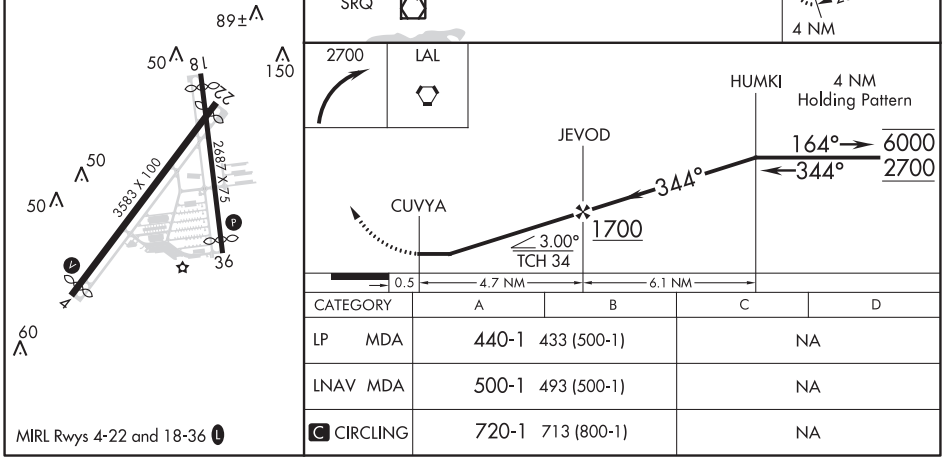
Circling NA northwest of Rwy 4-22. Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 20 feet. Circling NA to Rwy 18.

MISSED APPROACH: Climbing right turn to 2700 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L



ELEV 7 D TDZE 7



CATEGORY	A	B	C	D
LP MDA	440-1 433 (500-1)		NA	
LNAV MDA	500-1 493 (500-1)		NA	
C CIRCLING	720-1 713 (800-1)		NA	

MIRL Rwys 4-22 and 18-36 L

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20086

ILS or LOC RWY 23
TAMPA EXECUTIVE (VDF)

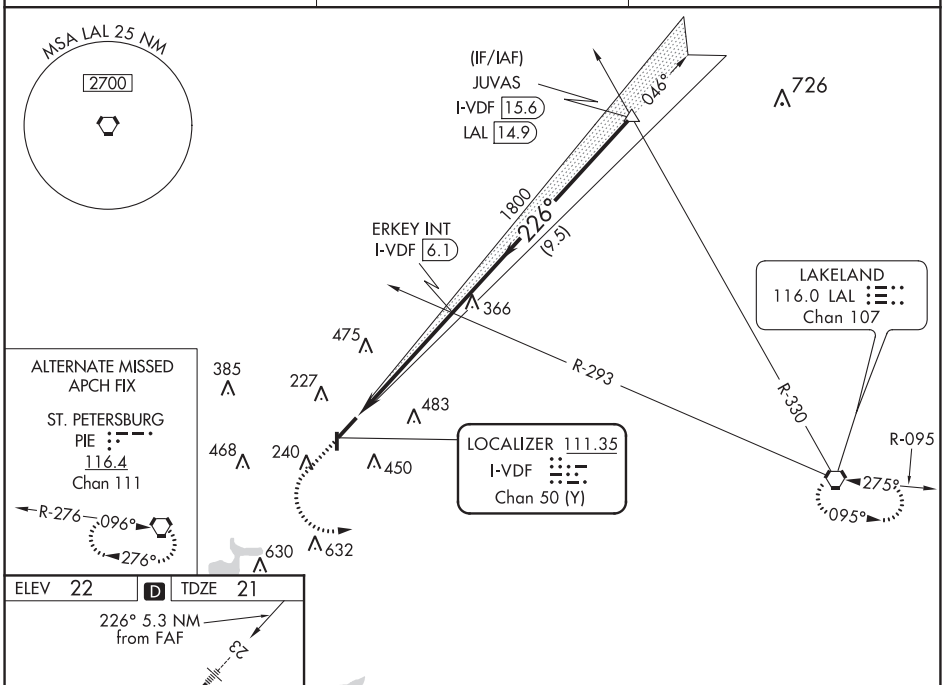
LOC/DME I-VDF	APP CRS	Rwy ldg	4200
111.35	226°	TDZE	21
Chan 50 (Y)		Apt Elev	22

When local altimeter setting not received, use Tampa Intl altimeter setting and increase S-ILS 23 DA to 323; increase all MDA 40 feet and S-LOC and Circling Cat C visibilities ¼ SM. For inop MALSR when using Tampa Intl altimeter setting, increase S-LOC 23 Cat C visibility to 1⅝. Inop table does not apply to S-ILS 23 and S-LOC 23 Cats A/B. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18, 36 NA at night.

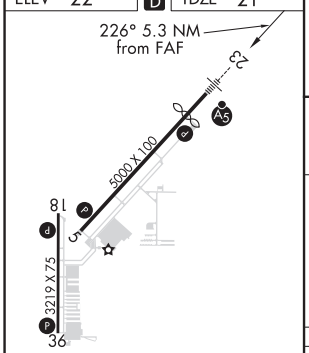
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct LAL VORTAC and hold.

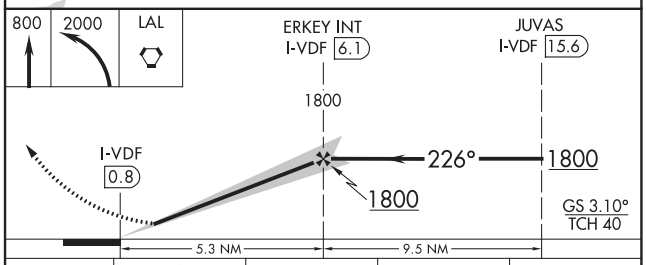
AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L



ELEV 22 | D | TDZE 21



REIL Rwys 5, 18, and 36 L
MIRL Rwys 5-23 and 18-36 L



FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-ILS 23	298-1	277 (300-1)		NA
S-LOC 23	560-1	539 (600-1)		NA
CIRCLING	560-1 538 (600-1)	760-1 738 (800-1)	760-2 738 (800-2)	NA

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WAAS CH 97426 W05A	APP CRS 046°	Rwy ldg 4956 TDZE 21 Apt Elev 21

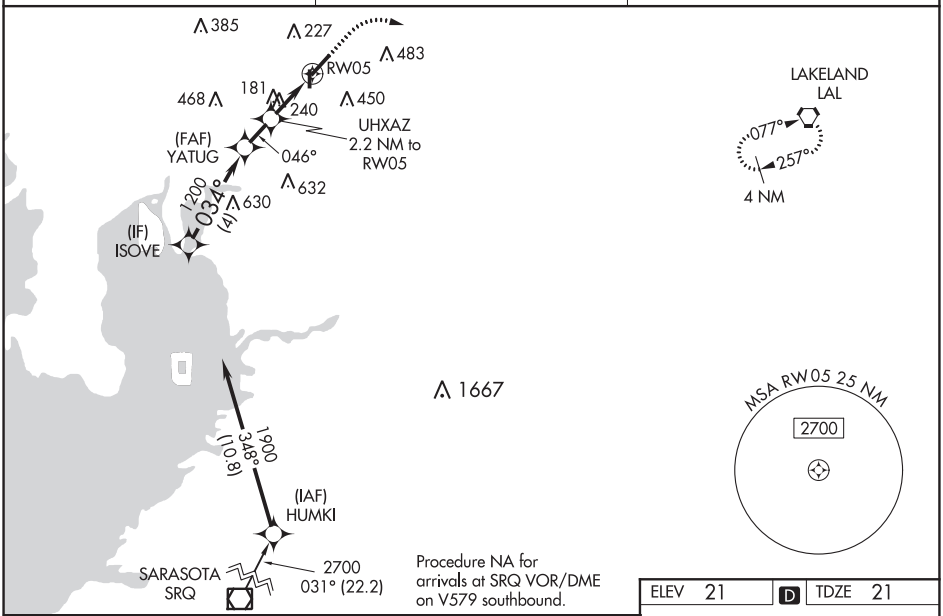
RNAV (GPS) RWY 5
TAMPA EXECUTIVE (VDF)

RNP APCH.

Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 316 feet, LNAV/VNAV DA to 507 feet; increase all MDAs 40 feet and increase LNAV and Circling Cat C visibilities ¼ SM. Baro-VNAV and VDP NA when using Tampa Intl altimeter setting. Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct LAL VORTAC and hold.

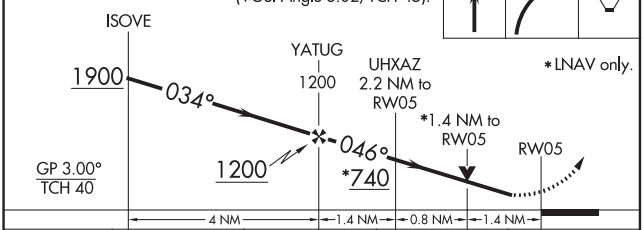
AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L



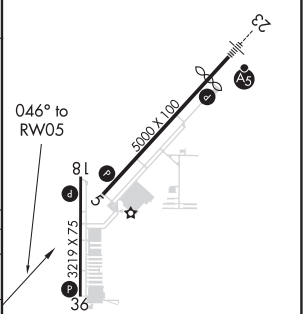
Procedure NA for arrivals at SRQ VOR/DME on V579 southbound.

ELEV 21	D	TDZE 21

VGSI and RNAV glidepath not coincident (VGSI Angle 3.02/TCH 45).



CATEGORY	A	B	C	D
LPV DA	271-⅞ 250 (300-⅞)			NA
LNAV/VNAV DA	507-1⅝ 486 (500-1⅝)			NA
LNAV MDA	500-1 479 (500-1)		500-1⅜ 479 (500-1⅜)	NA
CIRCLING	500-1 479 (500-1)	760-⅞ 739 (800-⅞)	760-2 739 (800-2)	NA



REIL Rwys 5, 18, and 36 L
MIRL Rwys 5-23 and 18-36 L

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TAMPA, FLORIDA

AL-9241 (FAA)

19115

RNAV (GPS) RWY 18
TAMPA EXECUTIVE (VDF)

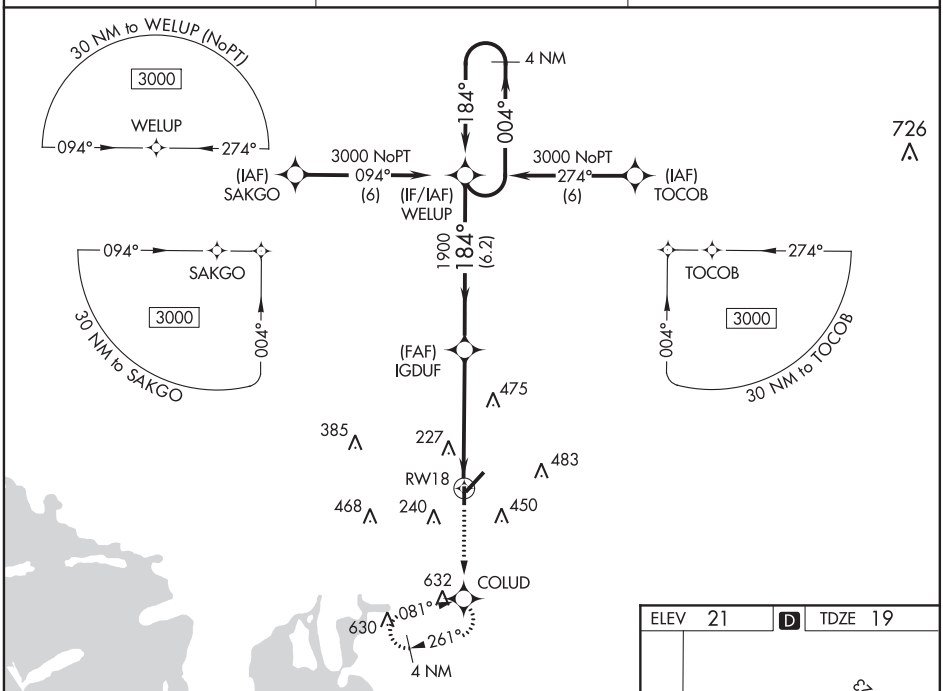
APP CRS	Rwy ldg	3219
184°	TDZE	19
	Apt Elev	21

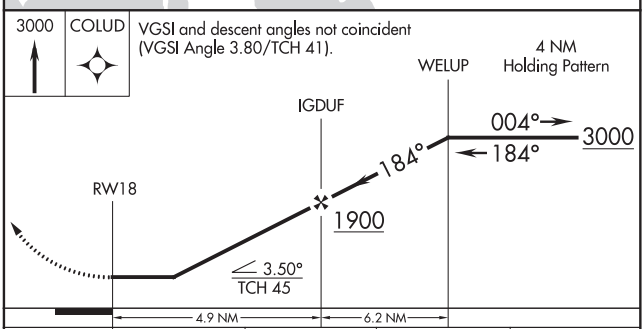
RNP APCH.

When local altimeter not received, use Tampa Intl altimeter setting and increase all MDA 40 feet. Straight-in Rwy 18 NA at night, Circling Rwy 18, 36 NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.

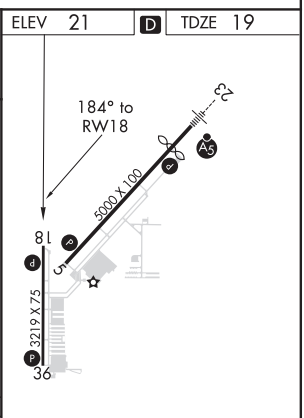
MISSED APPROACH: Climb to 3000 direct COLUD and hold, continue climb-in-hold to 3000.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	580-1 561 (600-1)		NA	
C CIRCLING	580-1 559 (600-1)	760-1 739 (800-1)	NA	



REIL Rwys 5, 18, and 36 L
MIRL Rwys 5-23 and 18-36 L

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RNAV (GPS) RWY 23
TAMPA EXECUTIVE (VDF)

WAAS CH 78100 W23A	APP CRS 226°	Rwy ldg 4200 TDZE 21 Apt Elev 22

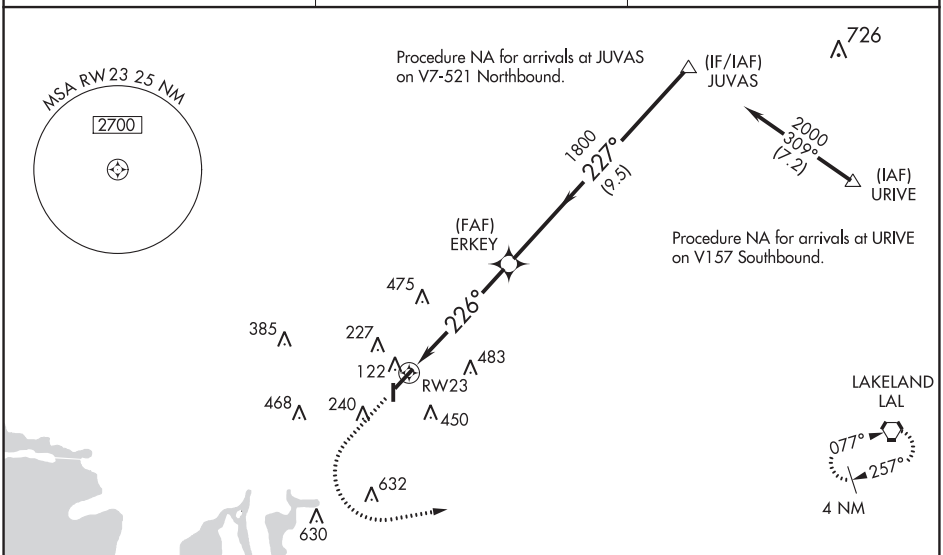
RNP APCH.

Inop table does not apply to LPV and LNAV Cat A/B. Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 323 feet, LNAV/VNAV DA to 513; increase all MDAs 40 feet, and LNAV and Circling Cat C visibilities ¼ SM. Circling Rwy 18, 36 NA at night.

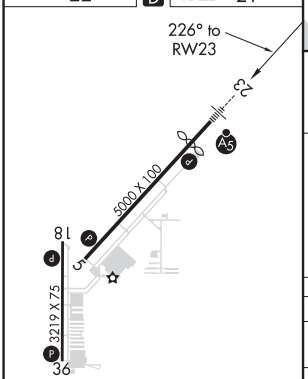
MALSR

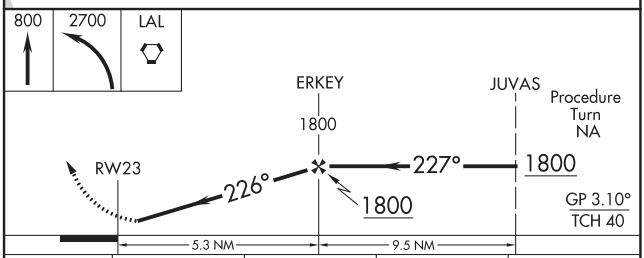
MISSED APPROACH: Climb to 800 then climbing left turn to 2700 direct to LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L



ELEV 22 | D | TDZE 21





CATEGORY	A	B	C	D
LPV DA	298-1 277 (300-1)			NA
LNAV/VNAV DA	488-1⅛ 467 (500-1⅛)			NA
LNAV MDA	560-1 539 (600-1)			NA
CIRCLING	560-1 538 (600-1)	760-1 738 (800-1)	760-2 738 (800-2)	NA

REIL Rwys 5, 18, and 36 L
MIRL Rwys 5-23 and 18-36 L

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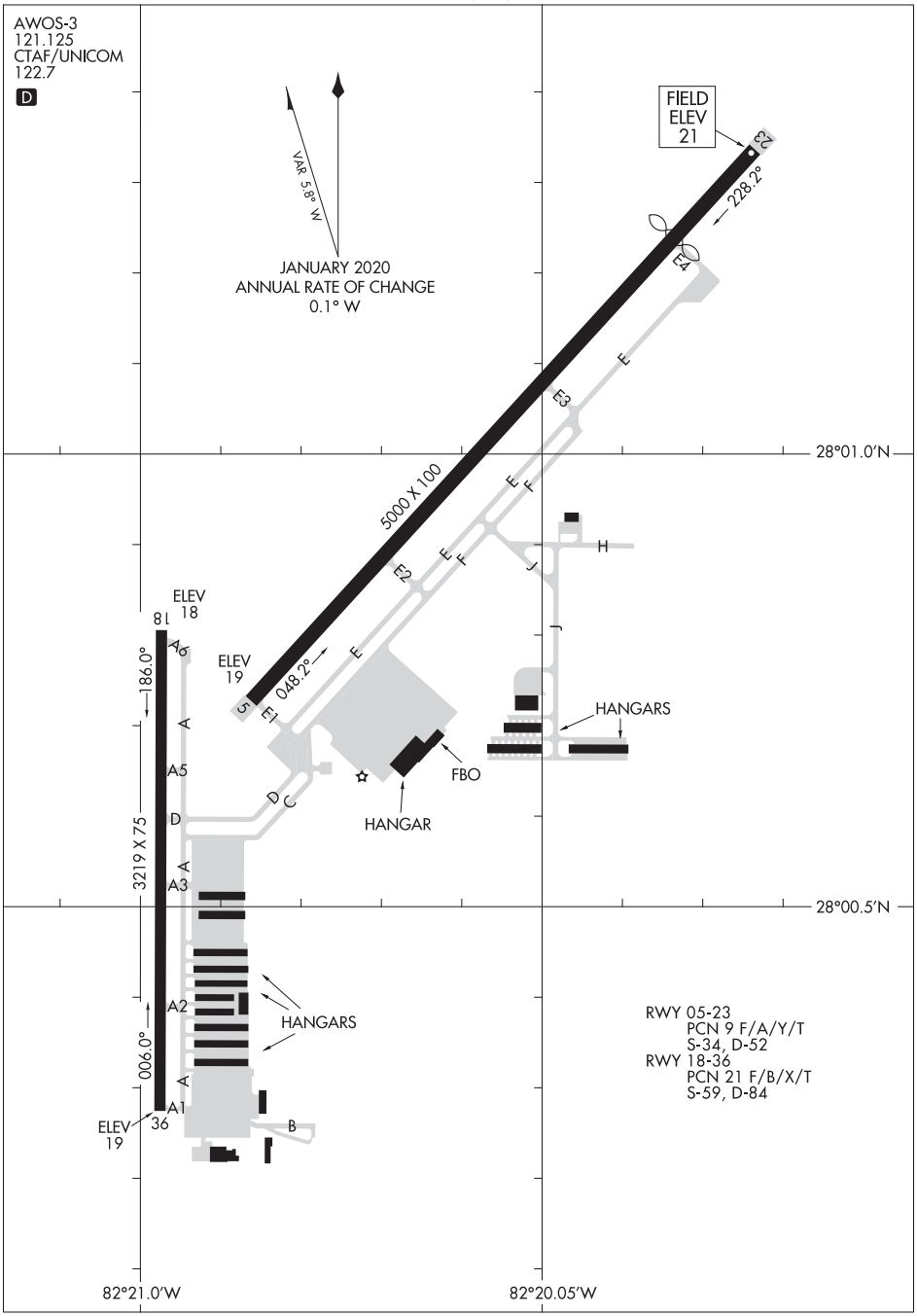
AIRPORT DIAGRAM

AL-9241 (FAA)

TAMPA EXECUTIVE (VDF)
TAMPA, FLORIDA



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AIRPORT DIAGRAM
20086
TAMPA, FLORIDA
TAMPA EXECUTIVE (VDF)

ILS or LOC RWY 1L
TAMPA INTL (TPA)

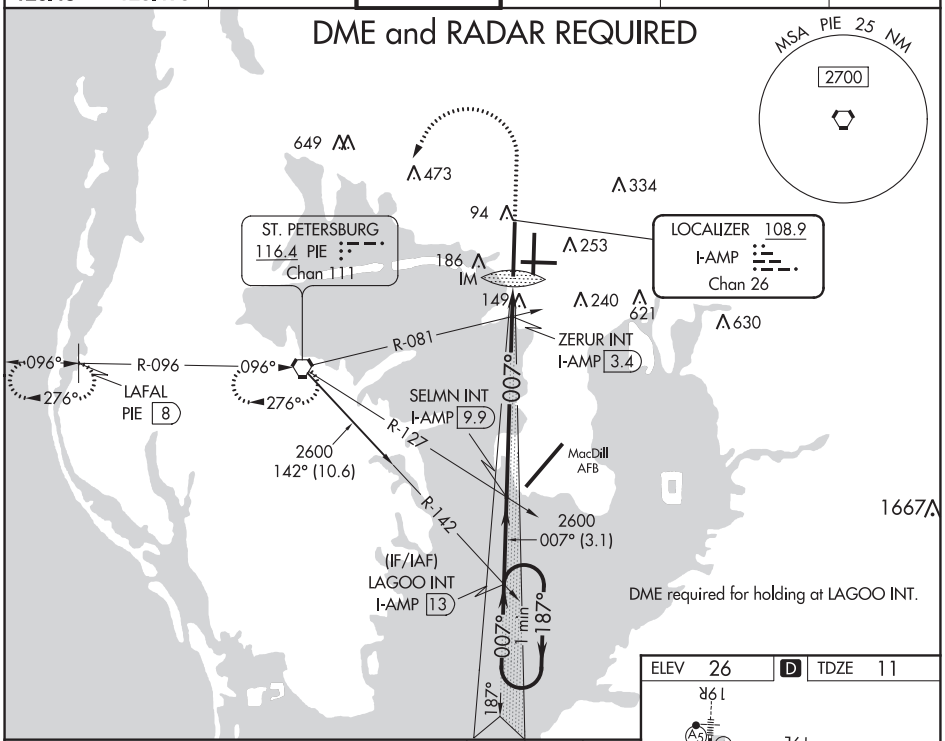
LOC/DME I-AMP	APP CRS	Rwy ldg	10800
108.9	007°	TDZE	11
Chan 26		Apt Elev	26

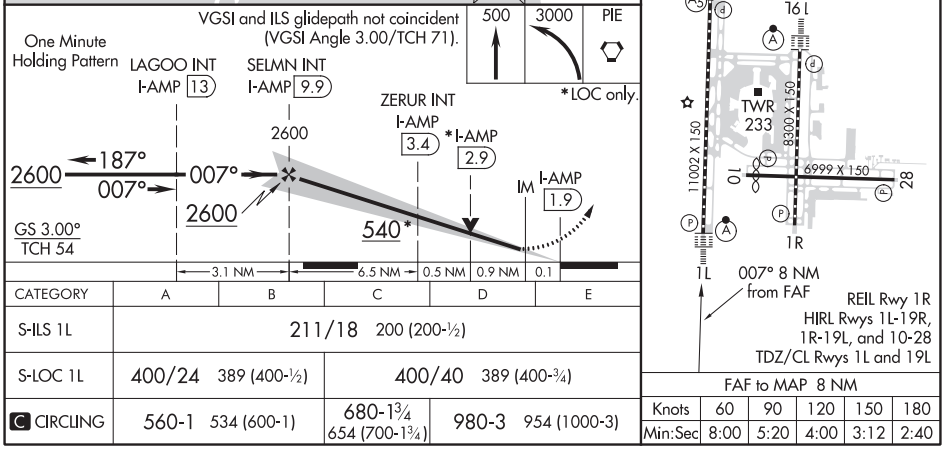
Simultaneous approach authorized. For inop ALS, increase S-ILS 1L Cat E visibility to RVR 4000 and S-LOC 1L Cats C/D/E visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft climb to 500 then climbing left turn to 4000 direct PIE VORTAC then on PIE VORTAC R-276 to LAFAL/PIE 8 DME and hold W, RT, 096 inbound)

ARR	D-ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45		128.475	118.5 307.175	119.5 269.4	121.7 269.4	133.6	





CATEGORY	A	B	C	D	E
S-ILS 1L	211/18 200 (200-½)				
S-LOC 1L	400/24 389 (400-½)		400/40 389 (400-¾)		
C CIRCLING	560-1 534 (600-1)		680-1¾ 654 (700-1¾)	980-3 954 (1000-3)	

FAF to MAP 8 NM					
Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

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TAMPA, FLORIDA | AL-416 (FAA) | 21056

ILS or LOC RWY 19L
TAMPA INTL (TPA)

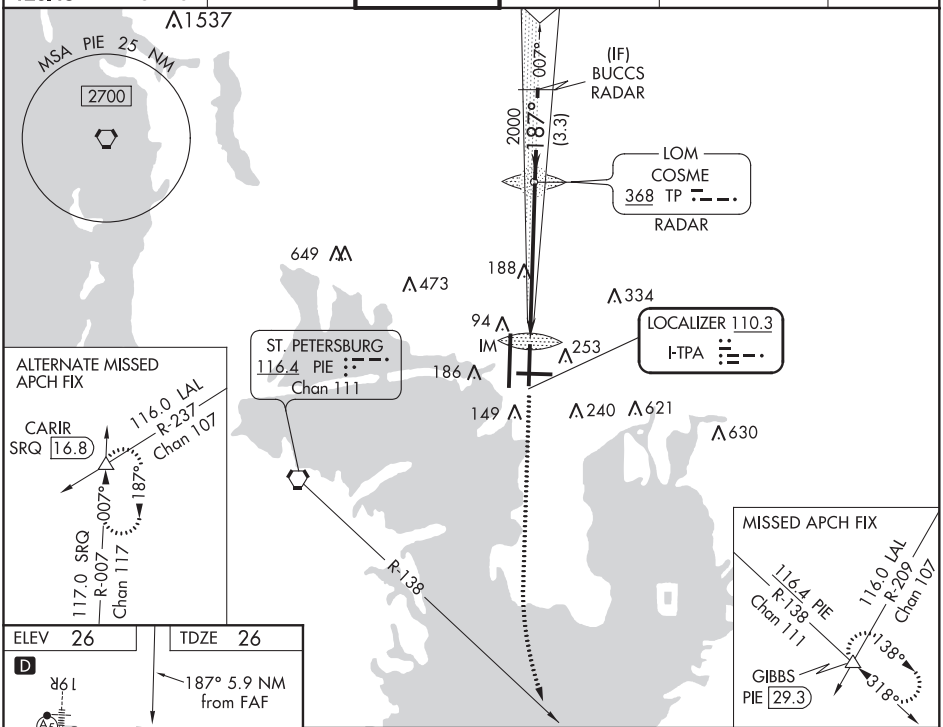
LOC I-TPA	APP CRS	Rwy ldg	8300
110.3	187°	TDZE	26
		Apt Elev	26

Simultaneous approach authorized. RADAR required. For inop ALS, increase S-ILS 19L Cat E visibility to RVR 4000 and S-LOC 19L Cat E visibility to RVR 6000.

ALSF-2

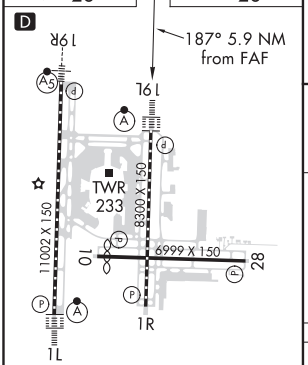
MISSED APPROACH: Climb to 600 then climbing left turn to 2800 on heading 160° and on PIE VORTAC R-138 to GIBBS INT/PIE 29.3 DME and hold.

ARR	D-ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45		128.475	118.5 307.175	119.5 269.4	121.7 269.4	133.6	



ELEV	26	TDZE	26

D

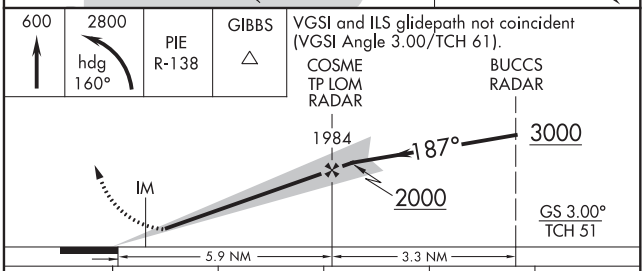


REIL Rwy 1R
TDZ/CL Rwys 1L and 19L
HIRL Rwys 1L-19R, 1R-19L, and 10-28

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

600	2800 hdg 160°	PIE R-138	GIBBS △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 61).



CATEGORY	A	B	C	D	E
S-ILS 19L	226/18 200 (200-½)				
S-LOC 19L	440/24 414 (500-½)		440/40 414 (500-¾)		
C CIRCLING	560-1 534 (600-1)		680-1¾ 654 (700-1¾)	980-3 954 (1000-3)	NA

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ILS or LOC RWY 19R
TAMPA INTL (TPA)

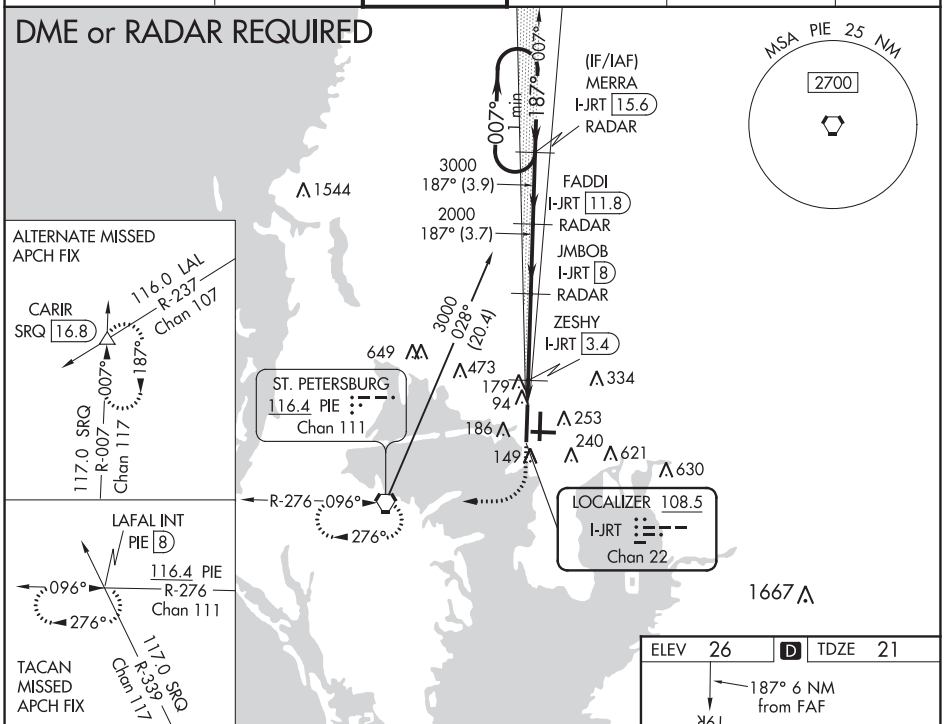
LOC/DME I-JRT	APP CRS	Rwy ldg	11002
108.5	187°	TDZE	21
Chan 22		Apt Elev	26

DME required. Simultanous approach authorized.
For inop ALS, increase S-ILS 19R Cat E visibility to RVR 4000 and S-LOC 19R Cats C/D/E visibility to RVR 5500. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct PIE VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft climb to 500 then climbing right turn to 4000 direct PIE VORTAC then on PIE VORTAC R-276 to LAFAL/PIE 8 DME and hold W, 096° inbound.)

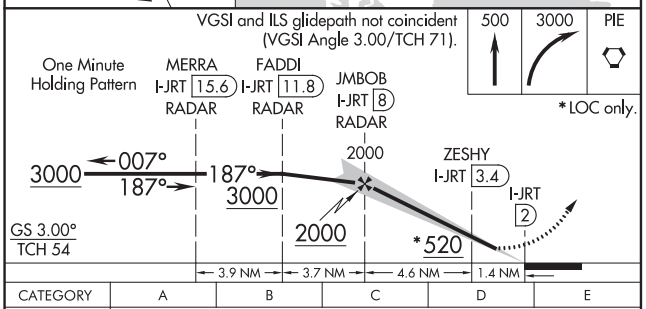
ARR	D-ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45		128.475	118.5 307.175	119.5 269.4	121.7 269.4	133.6	



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

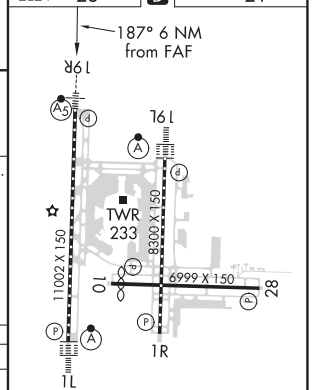
500 | 3000 | PIE

* LOC only.



CATEGORY	A	B	C	D	E
S-ILS 19R#	221/24 200 (200-½)				
S-LOC 19R	400/24 379 (400-½)		400/35 379 (400-⅝)		
C CIRCLING	560-1 534 (600-1)		680-1¾ 654 (700-1¾)	980-3 954 (1000-3)	

ELEV 26 | D | TDZE 21



REIL Rwy 1R
TDZ/CL Rwys 1L and 19L
HIRL Rwys 1L-19R, 1R-19L, and 10-28

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

TAMPA, FLORIDA

AL-416 (FAA)

21056

ILS RWY 1L (SA CAT I)

TAMPA INTL (TPA)

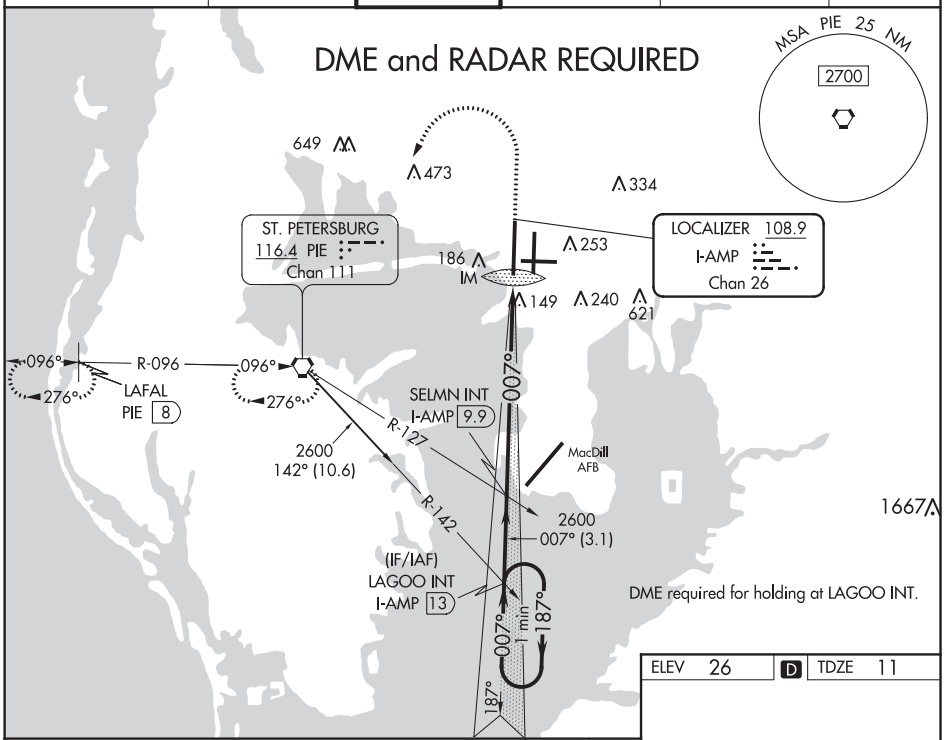
LOC/DME I-AMP	APP CRS	Rwy ldg 10800
108.9	007°	TDZE 11
Chan 26		Apt Elev 26

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

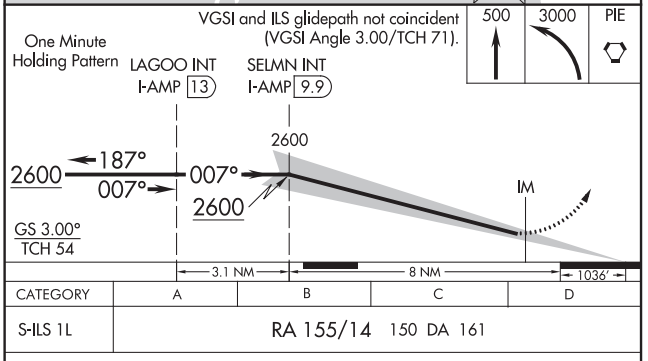
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft climb to 500 then climbing left turn to 4000 direct PIE VORTAC then on PIE VORTAC R-276 to LAFAL/PIE 8 DME and hold W, RT, 096 inbound)

ARR	D-ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45		128.475	118.5 307.175	119.5 269.4	121.7 269.4	133.6	



SE-3, 25 FEB 2021 to 22 APR 2021

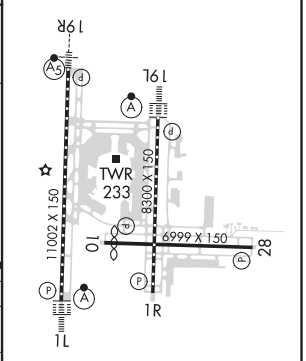
SE-3, 25 FEB 2021 to 22 APR 2021



CATEGORY	A	B	C	D
S-ILS 1L	RA 155/14 150 DA 161			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 26 | D | TDZE 11



REIL Rwy 1R
TDZ/CL Rwys 1L and 19L
HIRL Rwys 1L-19R, 1R-19L, and 10-28

TAMPA, FLORIDA
Amdt 18 05JAN17

27°59'N-82°32'W

TAMPA INTL (TPA)
ILS RWY 1L (SA CAT I)

ILS RWY 19L (SA CAT I)
TAMPA INTL (TPA)

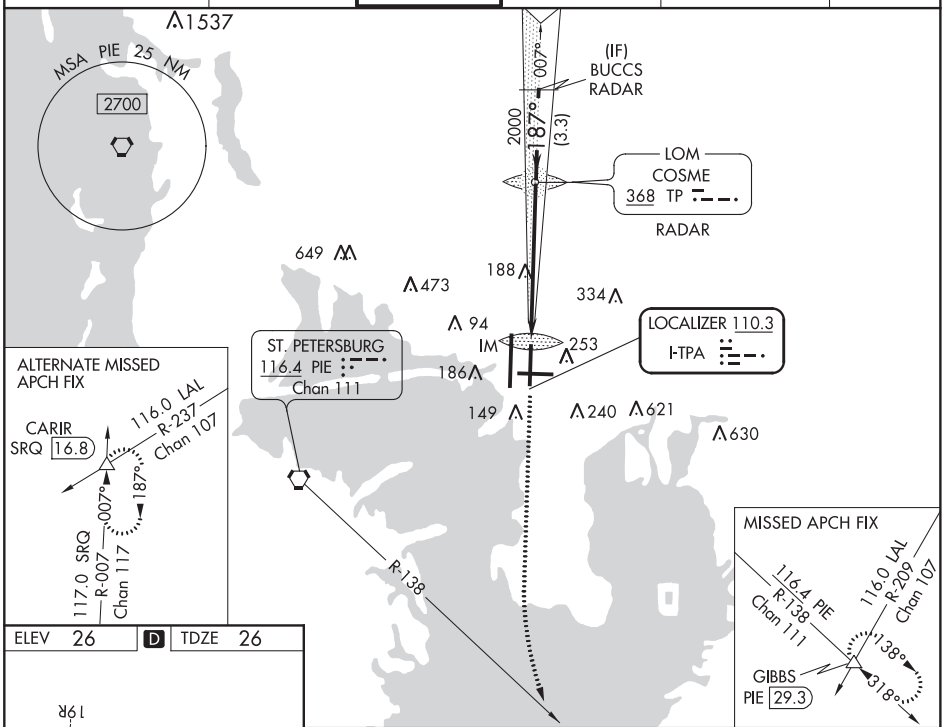
LOC I-TPA	APP CRS	Rwy ldg	8300
110.3	187°	TDZE	26
		Apt Elev	26

Simultaneous approach authorized. RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

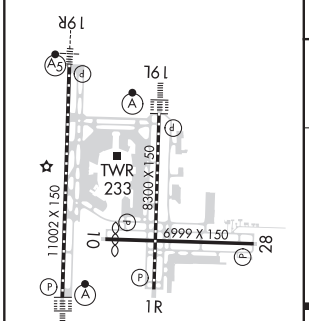
ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 2800 on heading 160° and on PIE VORTAC R-138 to GIBBS INT/PIE 29.3 DME and hold.

ARR	D-ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45		128.475	118.5 307.175	119.5 269.4	121.7 269.4	133.6	



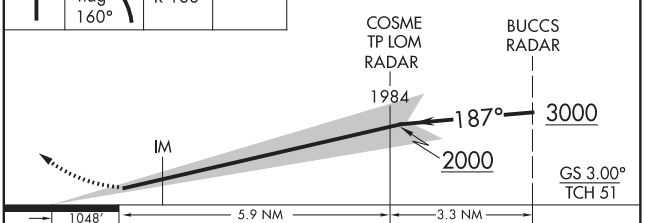
ELEV	26	D	TDZE	26



REIL Rwy 1R
TDZ/CL Rwys 1L and 19L
HIRL Rwys 1L-19R, 1R-19L, and 10-28

600	2800 hdg 160°	PIE R-138	GIBBS △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 61).



CATEGORY	A	B	C	D
S-ILS 19L	RA 150/14		150 DA 176	

SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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TAMPA, FLORIDA

AL-416 (FAA)

21056

ILS RWY 19L (CAT II)

TAMPA INTL (TPA)

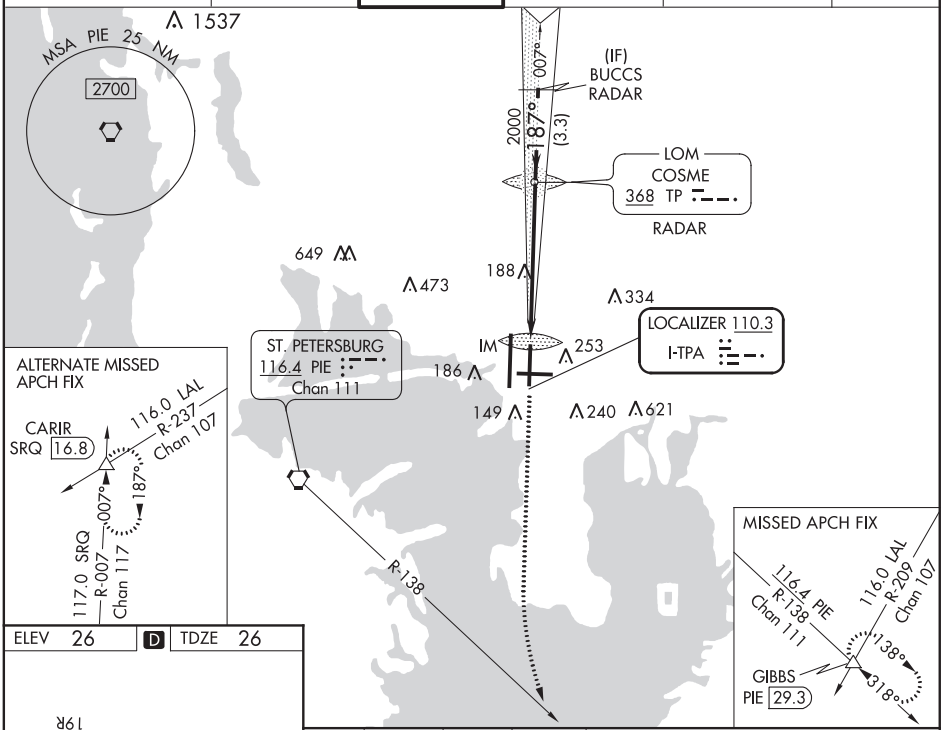
LOC I-TPA	APP CRS	Rwy ldg / TDZE / Apt Elev
110.3	187°	8300 / 26 / 26

Simultaneous approach authorized. RADAR required. RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

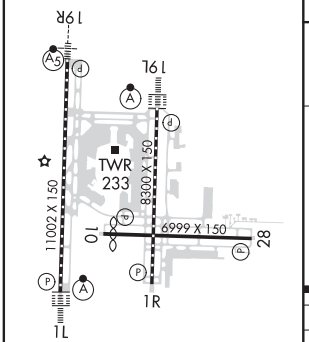
ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 2800 on heading 160° and on PIE VORTAC R-138 to GIBBS INT/PIE 29.3 DME and hold.

ARR	D-ATIS	DEP	TAMPA APP CON		TAMPA TOWER		GND CON		CLNC DEL	CPDLC
126.45		128.475	118.5	307.175	119.5	269.4	121.7	269.4	133.6	



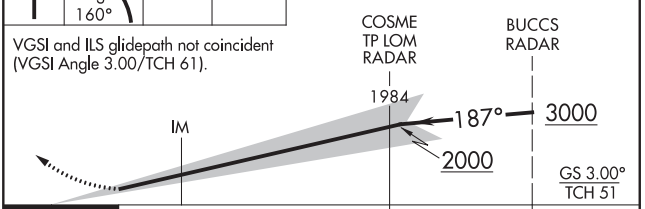
ELEV	D	TDZE
26	D	26



REIL Rwy 1R
TDZ/CL Rwys 1L and 19L
HIRL Rwys 1L-19R, 1R-19L, and 10-28

600	2800 hdg 160°	PIE R-138	GIBBS

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 61).



CATEGORY	A	B	C	D
S-ILS 19L	RA 101/12		100 DA 126	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

TAMPA, FLORIDA
Amdt 40E 31DEC20

27°59'N-82°32'W

TAMPA INTL (TPA)
ILS RWY 19L (CAT II)

ILS RWY 1L (CAT II & III)
TAMPA INTL (TPA)

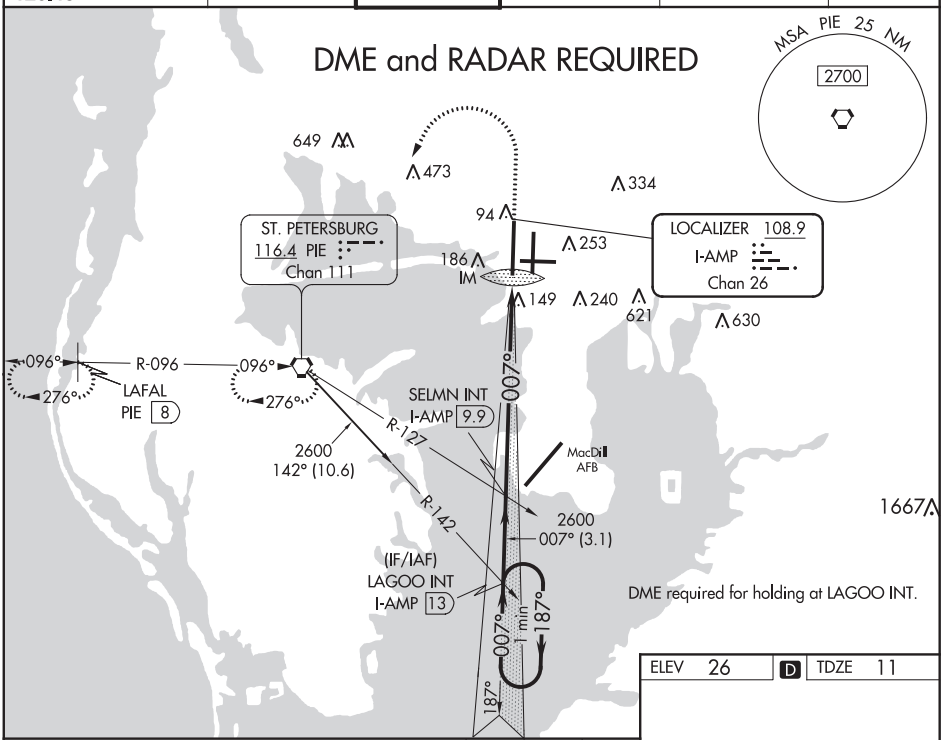
LOC/DME I-AMP	APP CRS	Rwy ldg	10800
108.9	007°	TDZE	11
Chan 26		Apt Elev	26

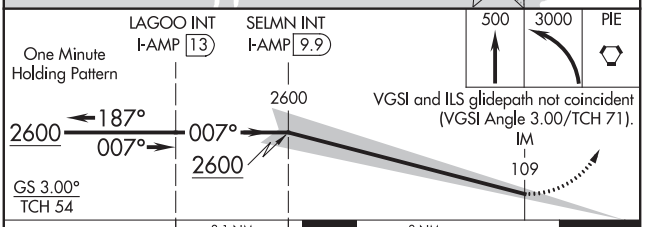
Simultaneous approach authorized.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft climb to 500 then climbing left turn to 4000 direct PIE VORTAC then on PIE VORTAC R-276 to LAFAL/PIE 8 DME and hold W, RT, 096 inbound)

ARR	D-ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45		128.475	118.5 307.175	119.5 269.4	121.7 269.4	133.6	

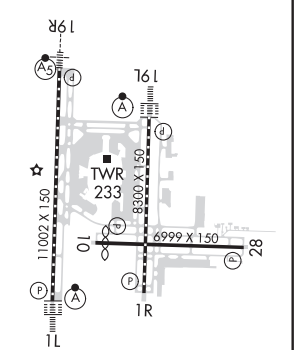




CATEGORY	A	B	C	D
S-ILS 1L	CAT II RA 105/12 100 DA 111			
S-ILS 1L	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 26 | D | TDZE 11



REIL Rwy 1R
TDZ/CL Rwys 1L and 19L
HIRL Rwys 1L-19R, 1R-19L, and 10-28

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TAMPA, FLORIDA

AL-416 (FAA)

21056

RNAV (RNP) Y RWY 19L

TAMPA INTL (TPA)

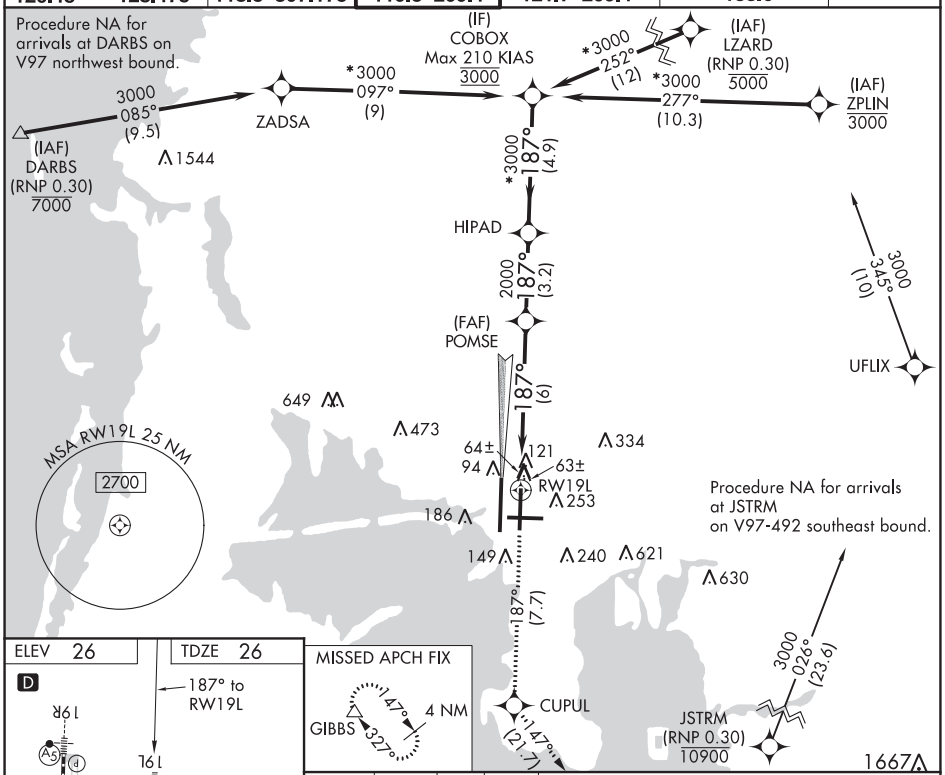
APP CRS	Rwy ldg	8300
187°	TDZE	26
	Apt Elev	26

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 49°C (120°F). GPS required. For inop ALSF, increase RNP 0.11 all Cats visibility to 1, RNP 0.23 all Cats visibility to 1⅛ and RNP 0.30 all Cats visibility to 1¼. Simultaneous approach authorized with Rwy 19R. Use of FD or AP providing RNAV track guidance required during simultanous operations.

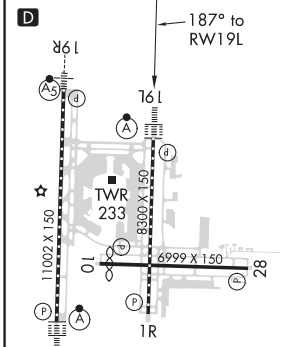
ALSF-2

MISSED APPROACH: Climb to 2800 on track 187° to CUPUL and on track 147° to GIBBS and hold.

ARR	D-ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45		128.475	118.5 307.175	119.5 269.4	121.7 269.4	133.6	



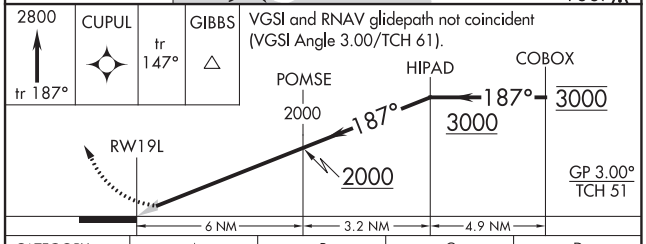
ELEV 26 | TDZE 26



MISSED APCH FIX

2800	CUPUL	tr 147°	GIBBS
tr 187°			

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 61).



CATEGORY	A	B	C	D
RNP 0.11 DA	329/24	303 (400-½)		
RNP 0.23 DA	368/32	342 (400-⅝)		
RNP 0.30 DA	442/45	416 (500-⅞)		

REIL Rwy 1R
TDZ/CL Rwys 1L and 19L
HIRL Rwys 1L-19R, 1R-19L, and 10-28

AUTHORIZATION REQUIRED

SE-3, 25 FEB 2021 to 22 APR 2021

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RNAV (GPS) RWY 1L
TAMPA INTL (TPA)

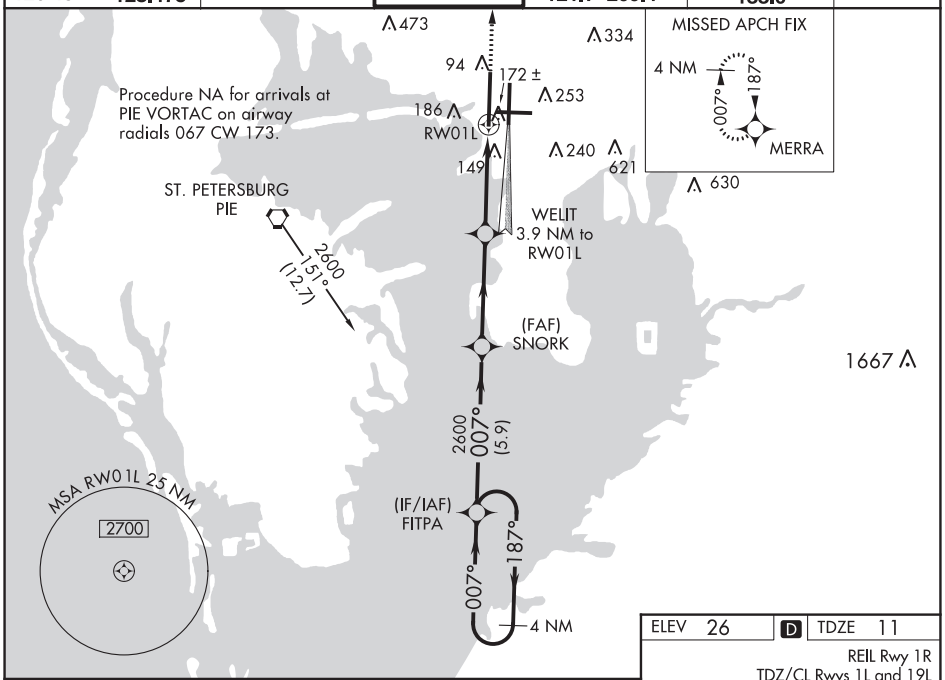
WAAS CH 50406 W01A	APP CRS 007°	Rwy ldg 10800 TDZE 11 Apt Elev 26

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. For inop ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1⅜ mile, and LNAV Cat E visibility to RVR 6000. Simultaneous approach authorized with Rwy 1R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

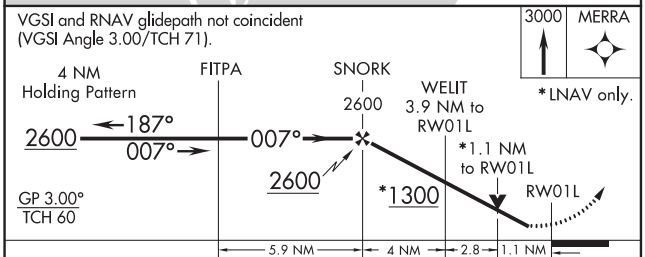
ALSF-2

MISSED APPROACH: Climb to 3000 direct MERRA and hold.

ARR	D-ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45		128.475	118.5 307.175	119.5 269.4	121.7 269.4	133.6	



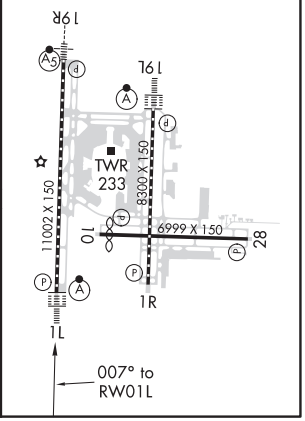
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D	E
LPV DA	211/18 200 (200-½)				
LNAV/VNAV DA	431/45 420 (500-⅞)				
LNAV MDA	440/24 429 (500-½)		440/40 429 (500-¾)		
C CIRCLING	560-1 534 (600-1)		680-1¾ 654 (700-1¾)	980-3 954 (1000-3)	

ELEV 26 | D | TDZE 11

REIL Rwy 1R
TDZ/CL Rwys 1L and 19L
HIRL Rwys 1L-19R, 1R-19L, and 10-28



SE-3, 25 FEB 2021 to 22 APR 2021

TAMPA, FLORIDA

AL-416 (FAA)

21056

RNAV (GPS) RWY 1R

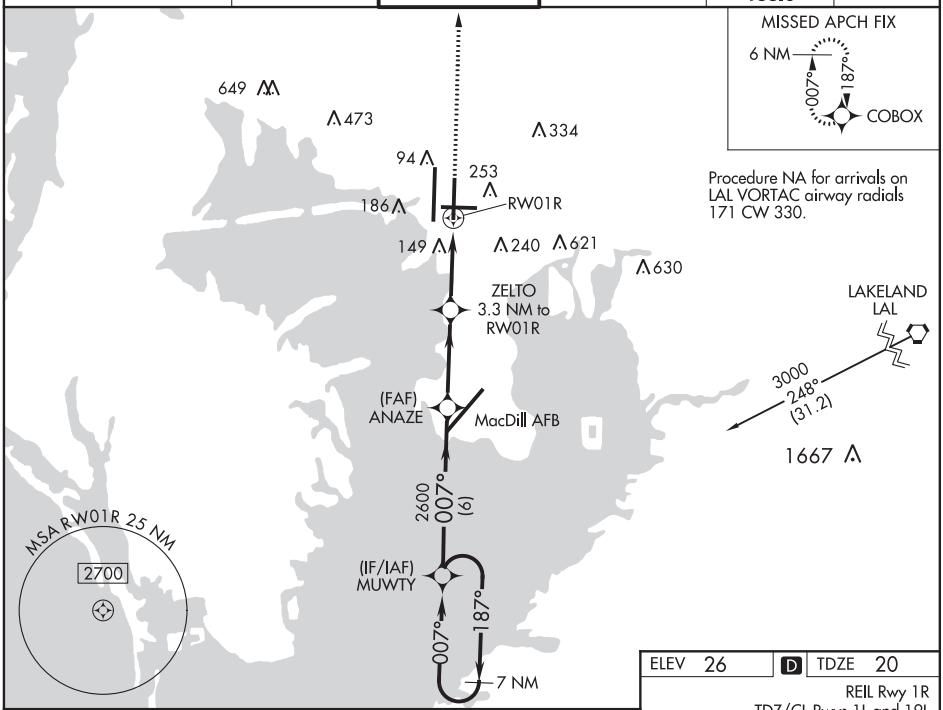
TAMPA INTL (TPA)

WAAS CH 87105 W01B	APP CRS 007°	Rwy ldg 8300 TDZE 20 Apt Elev 26

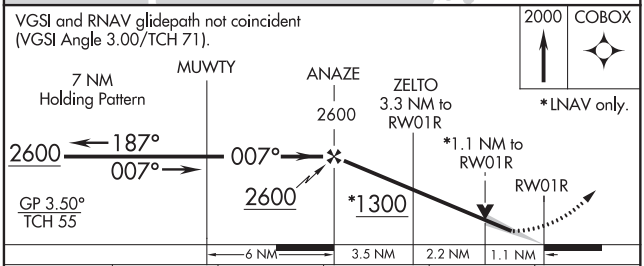
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 1L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 2000 direct COBOX and hold.

ARR	D-ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45		128.475	118.5 307.175	119.5 269.4	121.7 269.4	133.6	



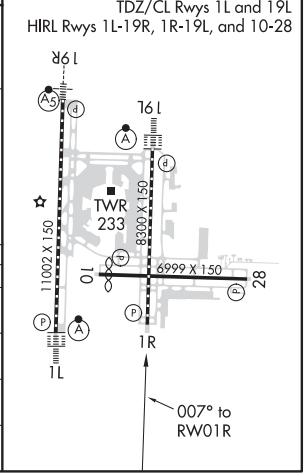
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D	E
LPV DA	290-⅞ 270 (300-⅞)			NA	
LNAV/VNAV DA	491-1⅜ 471 (500-1⅜)			NA	
LNAV MDA	440-1 420 (500-1)		440-1¼ 420 (500-1¼)		
C CIRCLING	560-1 534 (600-1)		680-1¾ 654 (700-1¾)	980-3 954 (1000-3)	

ELEV 26 | D | TDZE 20

REIL Rwy 1R
TDZ/CL Rwys 1L and 19L
HIRL Rwys 1L-19R, 1R-19L, and 10-28



TAMPA, FLORIDA
Amdt 3A 08OCT20

27°59'N-82°32'W

TAMPA INTL (TPA)

RNAV (GPS) RWY 1R

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 10
TAMPA INTL (TPA)

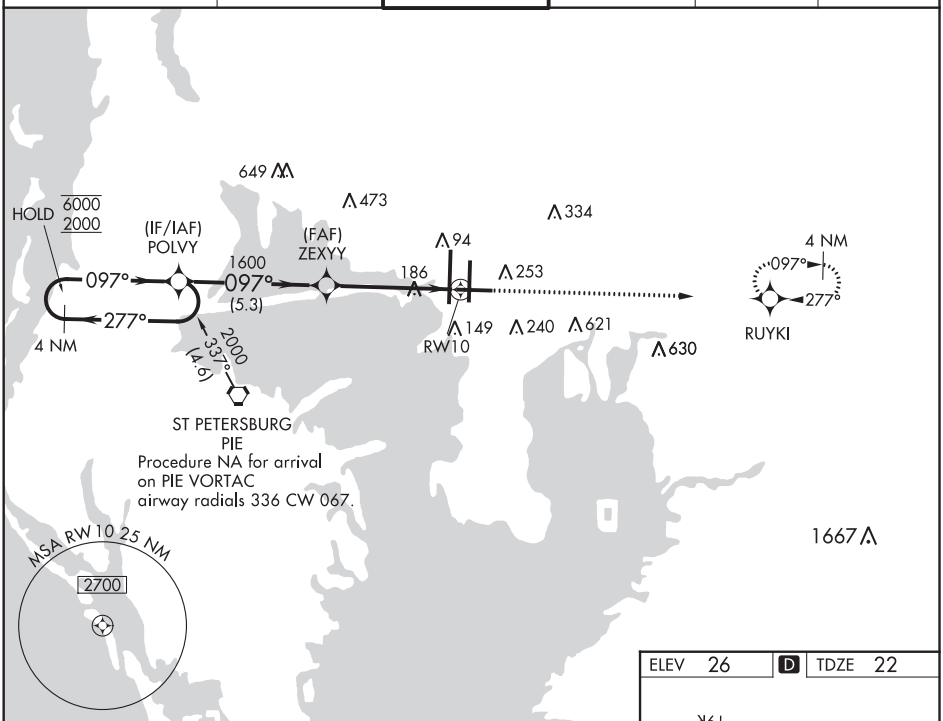
WAAS CH 77720 W10A	APP CRS 097°	Rwy ldg 6501 TDZE 22 Apt Elev 26

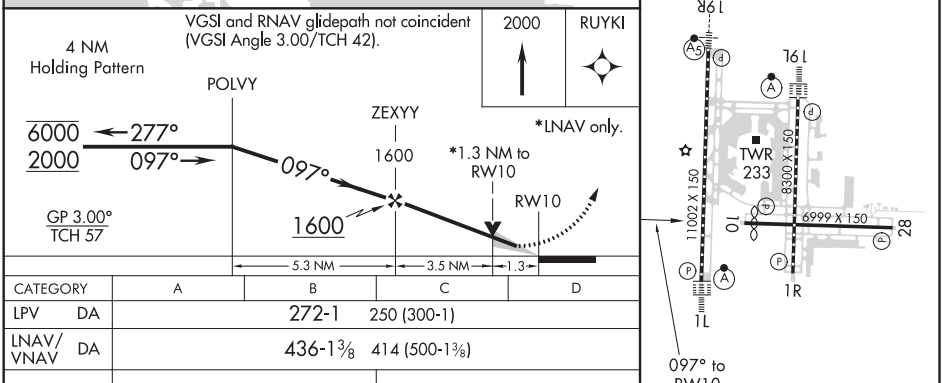
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct RUYKI and hold.

ARR	D-ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45		128.475	118.5 307.175	119.5 269.4	121.7 269.4	133.6	





CATEGORY	A	B	C	D
LPV DA	272-1 250 (300-1)			
LNAV/VNAV DA	436-1⅜ 414 (500-1⅜)			
LNAV MDA	480-1 458 (500-1)		480-1⅜ 458 (500-1⅜)	
C CIRCLING	560-1 534 (600-1)		680-1¾ 654 (700-1¾)	980-3 954 (1000-3)

REIL Rwy 1R
TDZ/CL Rwys 1L and 19L
HIRL Rwys 1L-19R, 1R-19L, and 10-28

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

TAMPA, FLORIDA

AL-416 (FAA)

21056

RNAV (GPS) RWY 19R
TAMPA INTL (TPA)

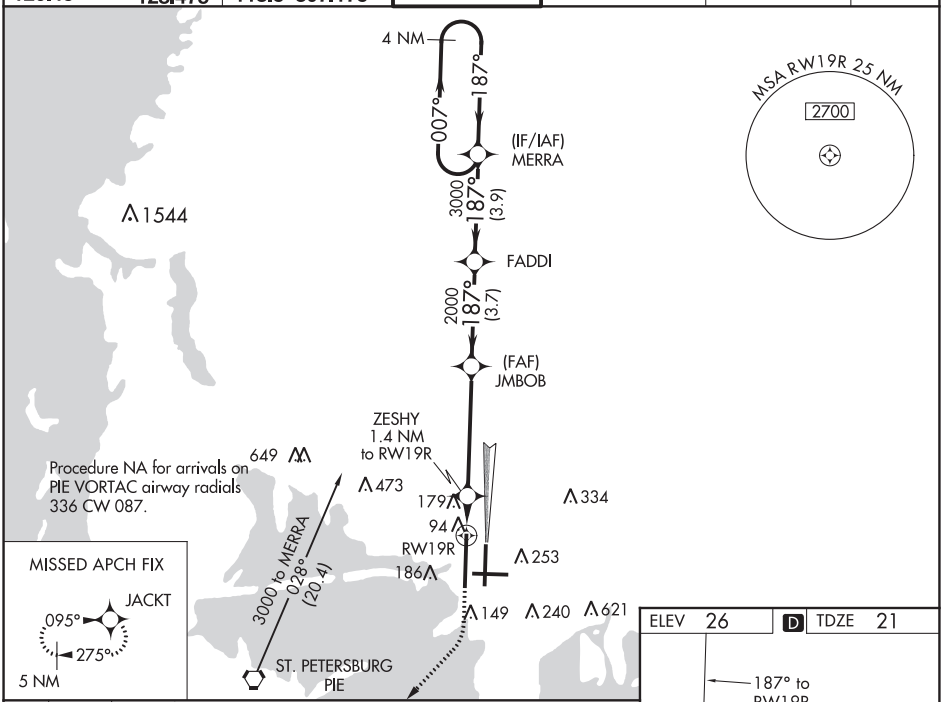
WAAS CH 40406 W19B	APP CRS 187°	Rwy ldg 11002 TDZE 21 Apt Elev 26

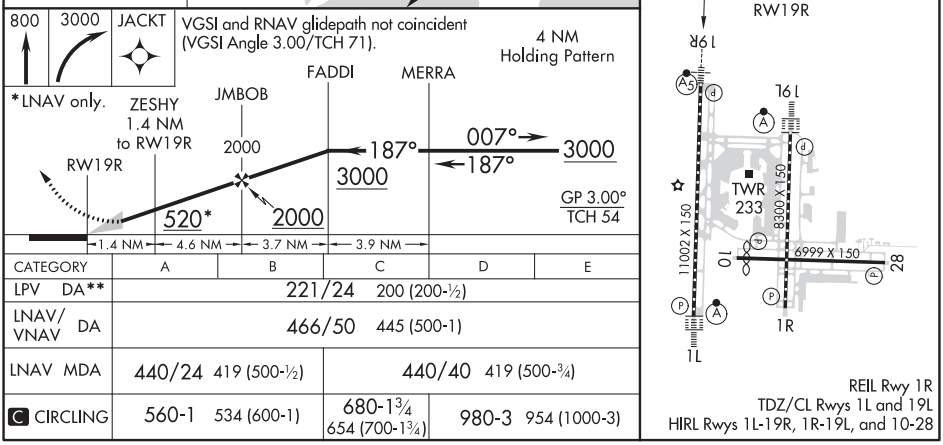
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV Cat E visibility to ¾ mile, LNAV/VNAV Cat E visibility to 1½ mile, and LNAV Cat E visibility to 1⅛. Simultaneous approach authorized with Rwy 19L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct JACKT and hold, continue climb-in-hold to 3000.

ARR	D-ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45		128.475	118.5 307.175	119.5 269.4	121.7 269.4	133.6	





CATEGORY	A	B	C	D	E
LPV DA**	221/24 200 (200-½)				
LNAV/VNAV DA	466/50 445 (500-1)				
LNAV MDA	440/24 419 (500-½)		440/40 419 (500-¾)		
C CIRCLING	560-1 534 (600-1)		680-1¾ 654 (700-1¾)	980-3 954 (1000-3)	

TAMPA, FLORIDA
Amdt 2D 08OCT20

27°59′N-82°32′W

TAMPA INTL (TPA)
RNAV (GPS) RWY 19R

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

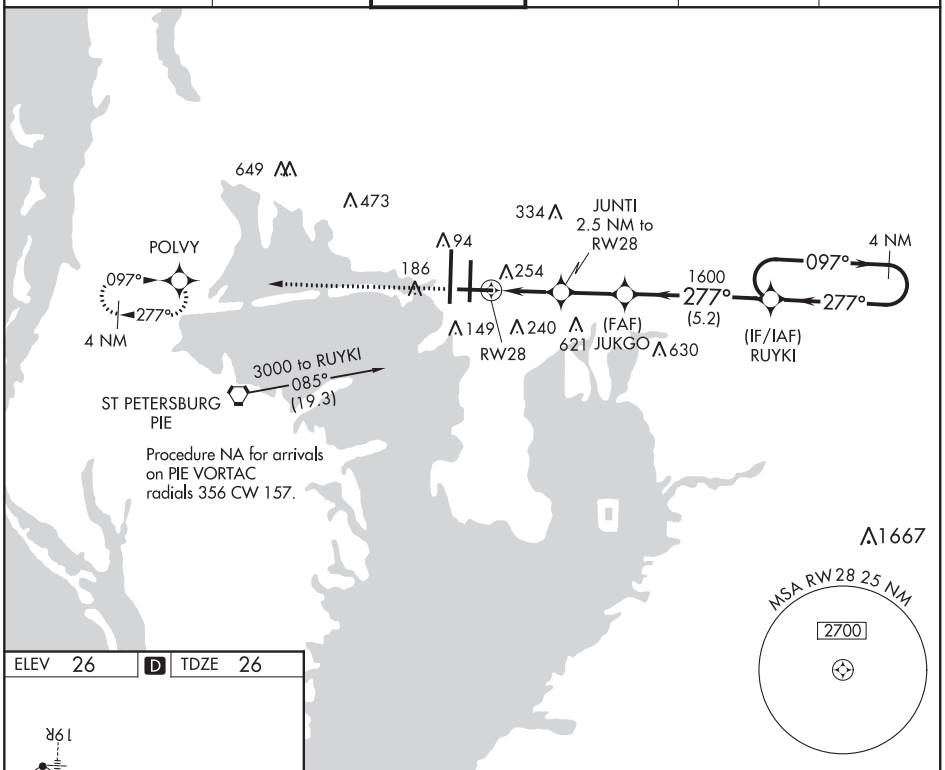
RNAV (GPS) RWY 28
TAMPA INTL (TPA)

WAAS CH 70520 W28A	APP CRS 277°	Rwy ldg 6501 TDZE 26 Apt Elev 26

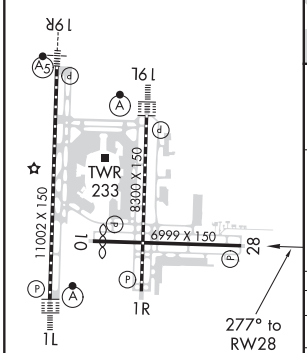
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F).
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct POLVY and hold.

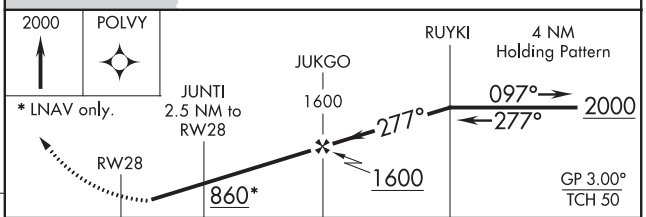
D-ATIS ARR	D-ATIS DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45	128.475	118.5 307.175	119.5 269.4	121.7 269.4	133.6	



ELEV 26 | D | TDZE 26



REIL Rwy 1R
TDZ/CL Rwys 1L and 19L
HIRL Rwys 1L-19R, 1R-19L, and 10-28



CATEGORY	A	B	C	D
LPV DA	389-1⅛ 363 (400-1⅛)			
LNAV/VNAV DA	468-1½ 442 (500-1½)			
LNAV MDA	520-1 494 (500-1)		520-1⅜ 494 (500-1⅜)	
C CIRCLING	560-1 534 (600-1)		680-1¾ 654 (700-1¾)	980-3 954 (1000-3)

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TAMPA, FLORIDA AL-416 (FAA) 21056

RNAV (GPS) Z RWY 19L
TAMPA INTL (TPA)

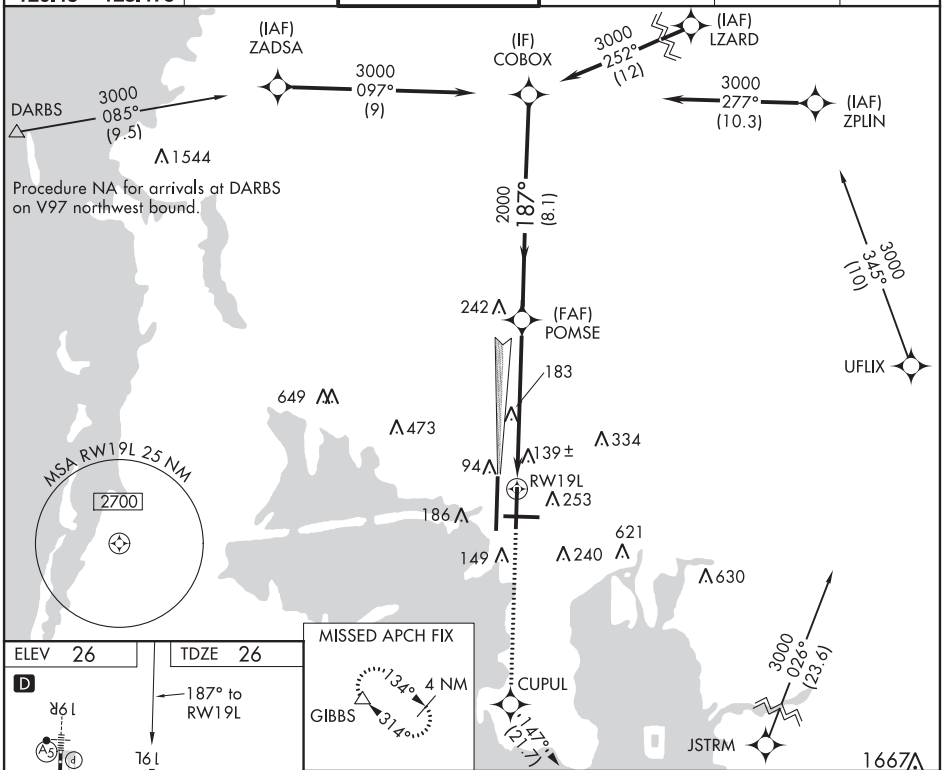
WAAS CH 49100 W19A	APP CRS 187°	Rwy ldg 8300 TDZE 26 Apt Elev 26

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultanous operations. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

ALSF-2

MISSED APPROACH: Climb to 2800 direct CUPUL and on track 147° to GIBBS and hold.

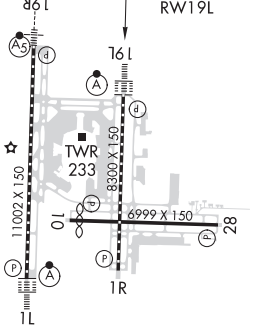
ARR D-ATIS DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45 128.475	118.5 307.175	119.5 269.4	121.7 269.4	133.6	



ELEV 26 | TDZE 26

D

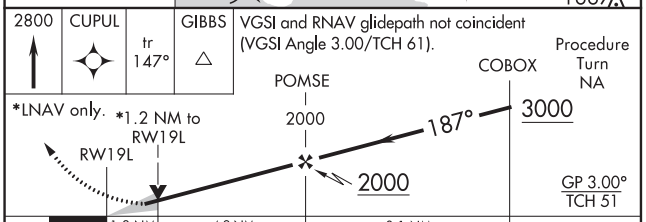
187° to RW19L



2800	CUPUL	tr 147°	GIBBS

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 61).

Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA**	226/24 200 (200-½)			
LNAV/VNAV DA	440/45 414 (500-⅞)			
LNAV MDA	460/24 434 (500-½)		460/40 434 (500-¾)	
C CIRCLING	560-1 534 (600-1)		680-1¾ 654 (700-1¾)	980-3 954 (1000-3)

REIL Rwy 1R
TDZ/CL Rwys 1L and 19L
HIRL Rwys 1L-19R, 1R-19L, and 10-28

SE-3, 25 FEB 2021 to 22 APR 2021

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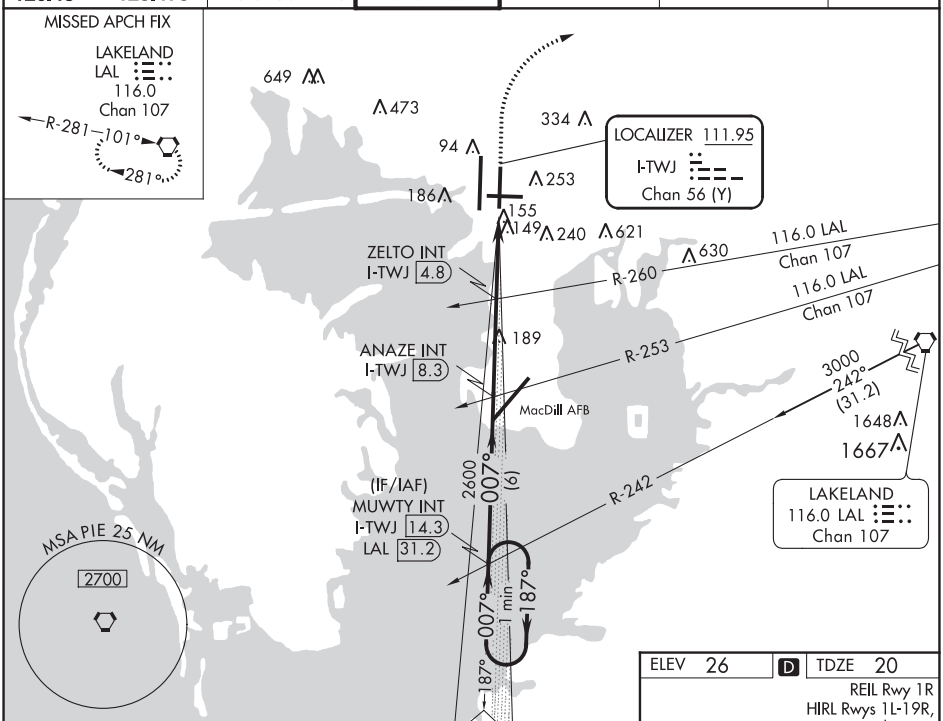
LOC RWY 1R
TAMPA INTL (TPA)

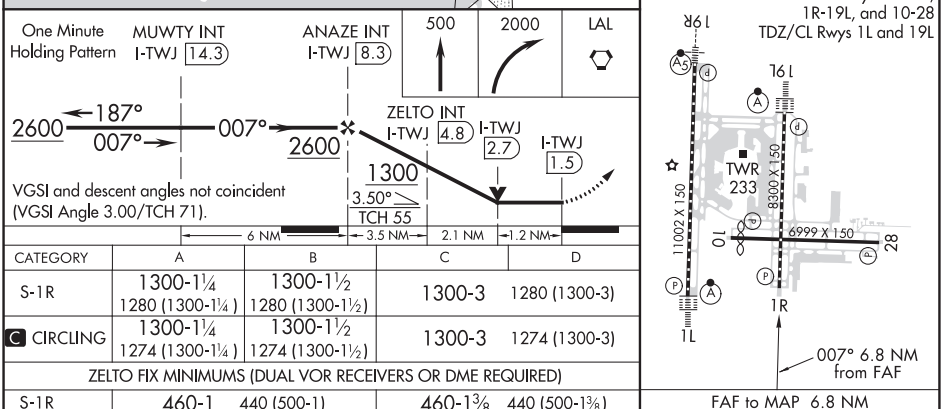
LOC/DME I-TWJ	APP CRS	Rwy ldg	8300
111.95	007°	TDZE	20
Chan 56 (Y)		Apt Elev	26

ADF required.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct LAL VORTAC and hold.

ARR	D-ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45		128.475	118.5 307.175	119.5 269.4	121.7 269.4	133.6	





CATEGORY	A	B	C	D
S-1R	1300-1¼ 1280 (1300-1¼)	1300-1½ 1280 (1300-1½)	1300-3	1280 (1300-3)
C CIRCLING	1300-1¼ 1274 (1300-1¼)	1300-1½ 1274 (1300-1½)	1300-3	1274 (1300-3)
ZELTO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-1R	460-1 440 (500-1)		460-1⅜ 440 (500-1⅜)	
C CIRCLING	560-1 534 (600-1)		680-1¾ 654 (700-1¾)	980-3 954 (1000-3)

ELEV 26 | D | TDZE 20

REIL Rwy 1R
HIRL Rwys 1L-19R,
1R-19L, and 10-28
TDZ/CL Rwys 1L and 19L

007° 6.8 NM from FAF

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

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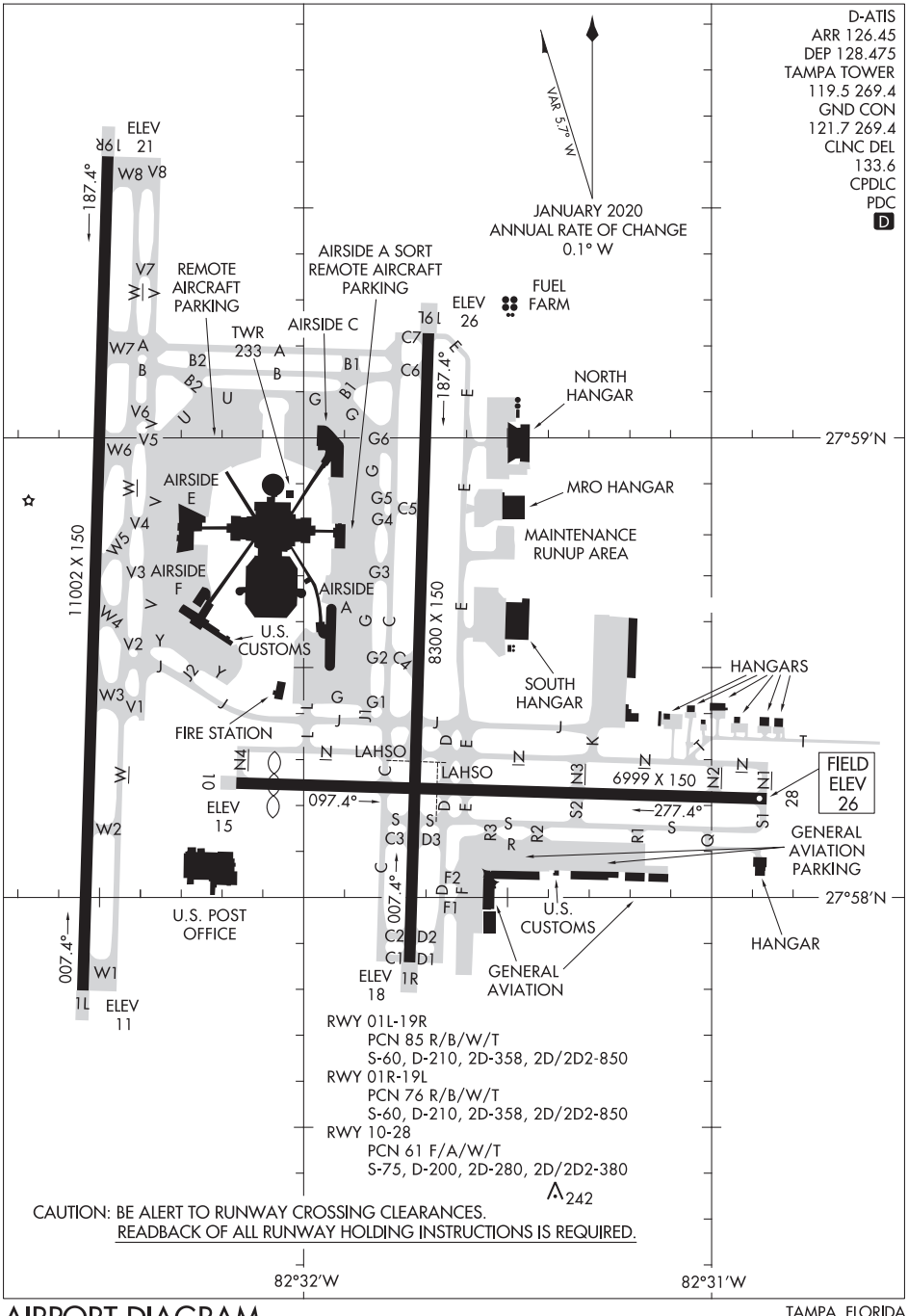
SE-3, 25 FEB 2021 to 22 APR 2021

21056

AIRPORT DIAGRAM

AL-416 (FAA)

TAMPA INTL (TPA)
TAMPA, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
21056
TAMPA, FLORIDA
TAMPA INTL (TPA)

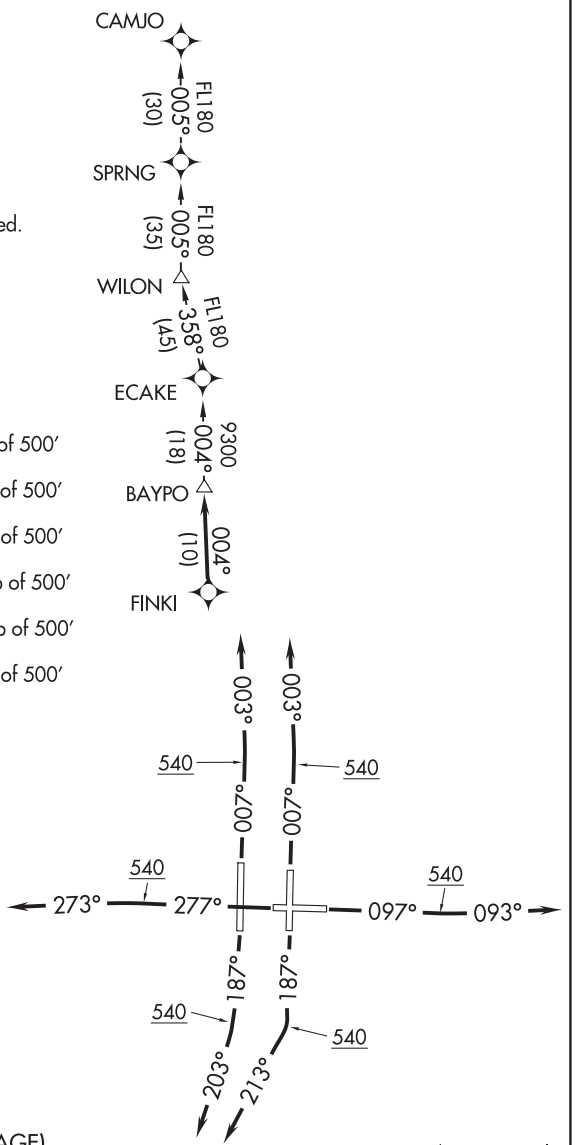
BAYPO EIGHT DEPARTURE (RNAV)

D-ATIS DEP
128.475
CLNC DEL
133.6
CPDLC
GND CON
121.7 269.4
TAMPA TOWER
119.5 269.4
TAMPA DEP CON
118.8 239.3

TOP ALTITUDE: 6000

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

TAKEOFF MINIMUMS:
Rwy 1L: Standard with minimum climb of 500′ per NM to 2600.
Rwy 1R: Standard with minimum climb of 500′ per NM to 2400.
Rwy 10: Standard with minimum climb of 500′ per NM to 2000.
Rwy 19L: Standard with minimum climb of 500′ per NM to 2100.
Rwy 19R: Standard with minimum climb of 500′ per NM to 2000.
Rwy 28: Standard with minimum climb of 500′ per NM to 2100.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-3, 25 FEB 2021 to 22 APR 2021

(BAYPO8.BAYPO) 18256 AL-416 (FAA)

BAYPO EIGHT DEPARTURE (RNAV)

TAMPA INTL (TPA)
TAMPA, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 1L/R: Climb on heading 007° to 540, then on heading 003° or as assigned by ATC, thence. . . .
TAKEOFF RWY 10: Climb on heading 097° to 540, then on heading 093° or as assigned by ATC, thence. . . .
TAKEOFF RWY 19L: Climb on heading 187° to 540, then on heading 213° or as assigned by ATC, thence. . . .
TAKEOFF RWY 19R: Climb on heading 187° to 540, then on heading 203° or as assigned by ATC, thence. . . .
TAKEOFF RWY 28: Climb on heading 277° to 540, then on heading 273° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to FINKI, then on track 004° to BAYPO. Maintain 6000 or as assigned by ATC, expect clearance to filed altitude within ten minutes after departure.

CAMJO TRANSITION (BAYPO8.CAMJO)

SE-3, 25 FEB 2021 to 22 APR 2021

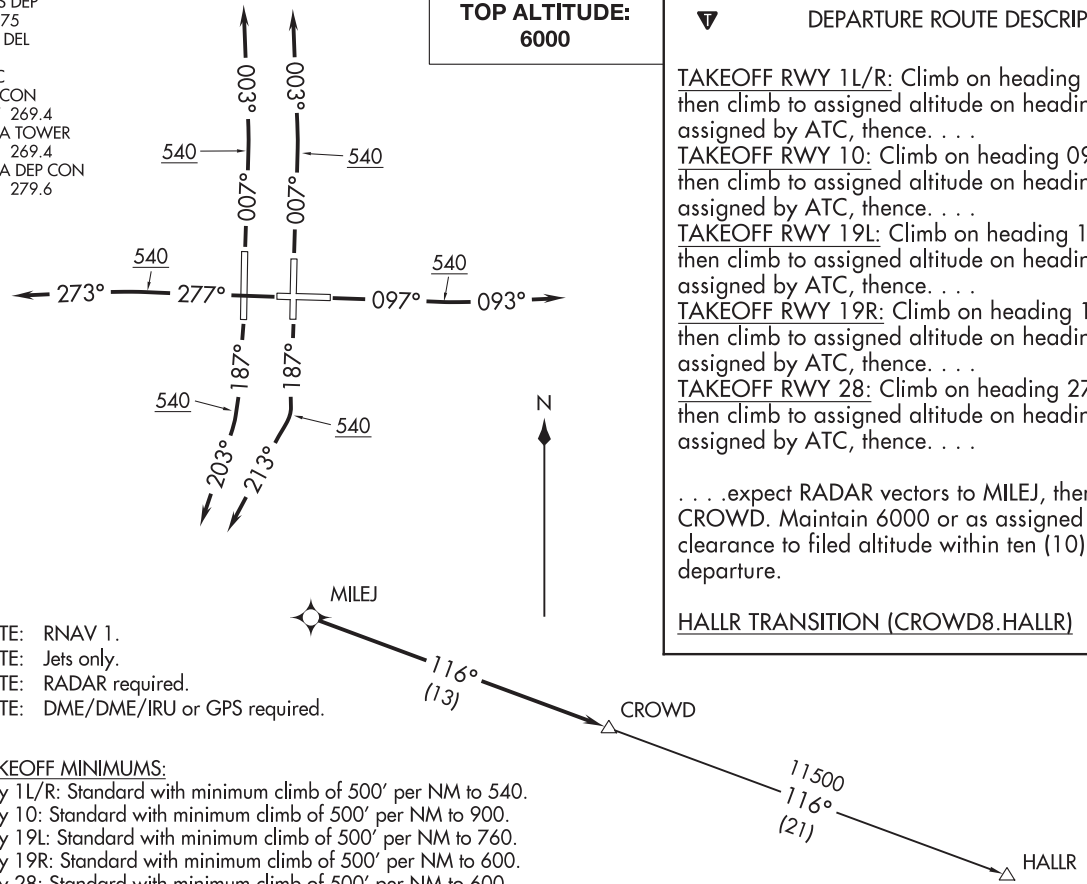
BAYPO EIGHT DEPARTURE (RNAV)

(BAYPO8.BAYPO) 13SEP18

TAMPA, FLORIDA
TAMPA INTL (TPA)

D-ATIS DEP
128.475
CLNC DEL
133.6
CPDLC
GND CON
121.7 269.4
TAMPA TOWER
119.5 269.4
TAMPA DEP CON
135.5 279.6

TOP ALTITUDE: 6000



NOTE: RNAV 1.
NOTE: Jets only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

TAKEOFF MINIMUMS:
Rwy 1L/R: Standard with minimum climb of 500′ per NM to 540.
Rwy 10: Standard with minimum climb of 500′ per NM to 900.
Rwy 19L: Standard with minimum climb of 500′ per NM to 760.
Rwy 19R: Standard with minimum climb of 500′ per NM to 600.
Rwy 28: Standard with minimum climb of 500′ per NM to 600.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/R: Climb on heading 007° to 540, then climb to assigned altitude on heading 003° or as assigned by ATC, thence. . . .
TAKEOFF RWY 10: Climb on heading 097° to 540, then climb to assigned altitude on heading 093° or as assigned by ATC, thence. . . .
TAKEOFF RWY 19L: Climb on heading 187° to 540, then climb to assigned altitude on heading 213° or as assigned by ATC, thence. . . .
TAKEOFF RWY 19R: Climb on heading 187° to 540, then climb to assigned altitude on heading 203° or as assigned by ATC, thence. . . .
TAKEOFF RWY 28: Climb on heading 277° to 540, then climb to assigned altitude on heading 273° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to MILEJ, then on track 116° to CROWD. Maintain 6000 or as assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

HALLR TRANSITION (CROWD8.HALLR)

(ENDED8.LACEN) 19339 AL-416 (FAA)

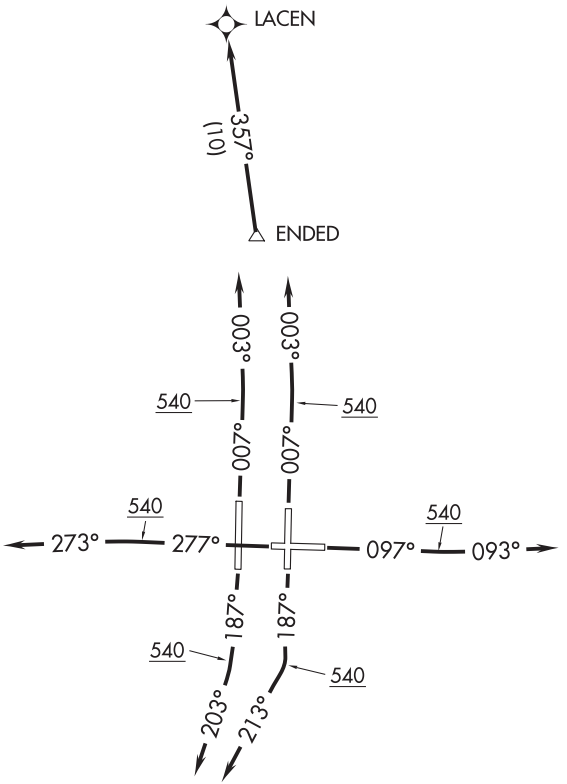
ENDED EIGHT DEPARTURE (RNAV)

TAMPA INTL (TPA)
TAMPA, FLORIDA

TOP ALTITUDE: 6000

D-ATIS
128.475
CLNC DEL
133.6
CPDLC
GND CON
121.7 269.4
TAMPA TOWER
119.5 269.4
TAMPA DEP CON
118.8 239.3

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.



TAKEOFF MINIMUMS:
Rwys 1L/R, 10, 19L/R, 28: Standard with minimum climb of 500′ per NM to 540.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 1L/R: Climb heading 007° to 540, then on heading 003° or as assigned by ATC, thence. . . .
TAKEOFF RWY 10: Climb heading 097° to 540, then on heading 093° or as assigned by ATC, thence. . . .
TAKEOFF RWY 19L: Climb heading 187° to 540, then on heading 213° or as assigned by ATC, thence. . . .
TAKEOFF RWY 19R: Climb heading 187° to 540, then on heading 203° or as assigned by ATC, thence. . . .
TAKEOFF RWY 28: Climb heading 277° to 540, then on heading 273° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to ENDED, then on track 357° to LACEN. Maintain 6000 or as assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

(GANDY8.GANDY) 19339 AL-416 (FAA)

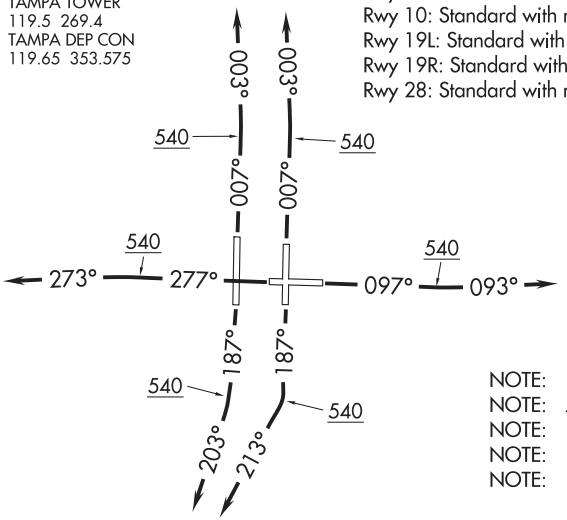
GANDY EIGHT DEPARTURE (RNAV)

TAMPA INTL (TPA)
TAMPA, FLORIDA

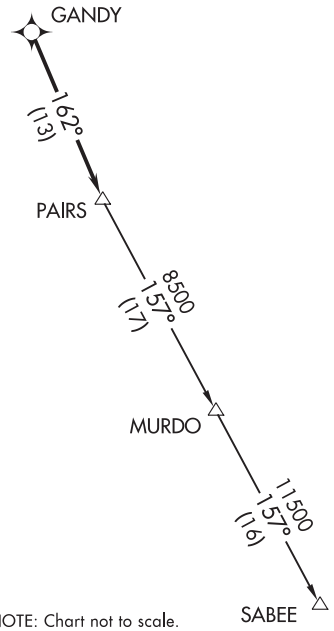
D-ATIS DEP
128.475
CLNC DEL
133.6
CPDLC
GND CON
121.7 269.4
TAMPA TOWER
119.5 269.4
TAMPA DEP CON
119.65 353.575

TOP ALTITUDE: 6000

TAKEOFF MINIMUMS:
Rwy 1L: Standard with minimum climb of 500′ per NM to 3800.
Rwy 1R: Standard with minimum climb of 500′ per NM to 3900.
Rwy 10: Standard with minimum climb of 500′ per NM to 4200.
Rwy 19L: Standard with minimum climb of 500′ per NM to 4400.
Rwy 19R: Standard with minimum climb of 500′ per NM to 4400.
Rwy 28: Standard with minimum climb of 500′ per NM to 4300.



NOTE: RNAV 1.
NOTE: Jets only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Rwy 1L/1R expect left turn to GANDY.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/R: Climb on heading 007° to 540, then climb to assigned altitude on heading 003° or as assigned by ATC, thence. . . .
TAKEOFF RWY 10: Climb on heading 097° to 540, then climb to assigned altitude on heading 093° or as assigned by ATC, thence. . . .
TAKEOFF RWY 19L: Climb on heading 187° to 540, then climb to assigned altitude on heading 213° or as assigned by ATC, thence. . . .
TAKEOFF RWY 19R: Climb on heading 187° to 540, then climb to assigned altitude on heading 203° or as assigned by ATC, thence. . . .
TAKEOFF RWY 28: Climb on heading 277° to 540, then climb to assigned altitude on heading 273° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to GANDY, then on track 162° to PAIRS. Maintain 6000 or as assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

SABEE TRANSITION (GANDY8.SABEE)

SE-3, 25 FEB 2021 to 22 APR 2021

TOP ALTITUDE: 6000

D-ATIS DEP 128.475
CLNC DEL 133.6
CPDLC
GND CON 121.7 269.4
TAMPA TOWER 119.5 269.4
TAMPA DEP CON 118.8 239.3

SEMINOLE
117.5 SZW
Chan 122
N30°33.37′ W84°22.44′
L-21-22, H-8

TAYLOR
112.9 TAY
Chan 76
N30°30.28′-W82°33.17′
L-21-24, H-12-8

GATORS
116.2 GNV
Chan 109
N29°41.53′-W82°16.38′
L-21-24, H-12-8

OCALA
113.7 OCF
Chan 84
N29°10.65′-W82°13.58′
L-21-24, H-8

CROSS CITY
112.0 CTY
Chan 57
N29°35.94′-W83°02.93′
L-21-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56′-W81°20.10′
L-21-23-24, H-8

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′-W082°41.06′
L-21-24, H-8

COVIA
N27°56.18′
W84°44.16′

SARASOTA
117.0 SRQ
Chan 117
N27°24.42′-W082°33.82′
L-21-23, H-8

LAKELAND
116.0 LAL
Chan 107
N27°59.17′-W82°00.83′
L-21-24, H-8

PAHOKEE
115.4 PHK
Chan 101
N26°46.96′-W080°41.49′
L-23, H-8

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′-W081°46.55′
L-21-23, H-8

007° 007° 277° 097° 203° 213°

NOTE: Turbojets only
NOTE: RADAR required.

TAKEOFF MINIMUMS:
Rwys 1L/R, 19R, 28: Standard.
Rwy 10: Standard with minimum climb of 245′ per NM to 900.
Rwy 19L: 200-1½ or standard with minimum climb of 220′ per NM to 300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1500′ prior to departure end of runway.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb heading 007°, thence. . . .
TAKEOFF RUNWAY 10: Climb heading 097°, thence. . . .
TAKEOFF RUNWAY 19L: Climb heading 213°, thence. . . .
TAKEOFF RUNWAY 19R: Climb heading 203°, thence. . . .
TAKEOFF RUNWAY 28: Climb heading 277°, thence. . . .

. . . .expect RADAR vectors to join filed/assigned route. Maintain 6000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-3, 25 FEB 2021 to 22 APR 2021
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SYKES EIGHT DEPARTURE (RNAV)

(SYKES8.SYKES) 03JAN19

TAMPA, FLORIDA
TAMPA INTL (TPA)

DEPARTURE ROUTE DESCRIPTION

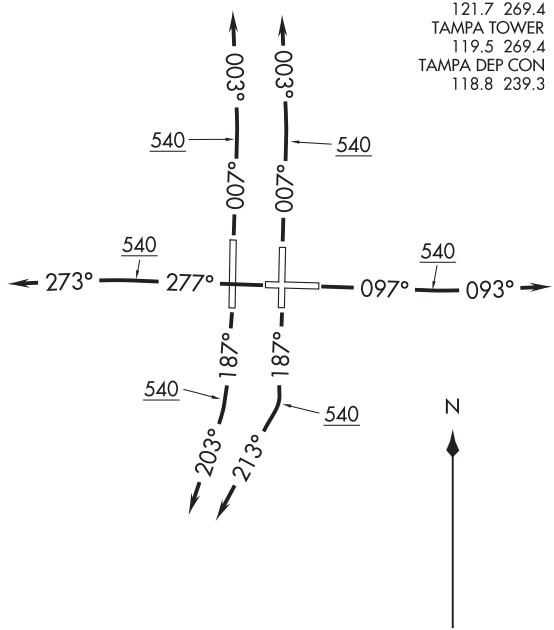
TAKEOFF RWY 1L/R: Climb on heading 007° to 540, then climb to assigned altitude on heading 003° or as assigned by ATC, thence. . . .
TAKEOFF RWY 10: Climb on heading 097° to 540, then climb to assigned altitude on heading 093° or as assigned by ATC, thence. . . .
TAKEOFF RWY 19L: Climb on heading 187° to 540, then climb to assigned altitude on heading 213° or as assigned by ATC, thence. . . .
TAKEOFF RWY 19R: Climb on heading 187° to 540, then climb to assigned altitude on heading 203° or as assigned by ATC, thence. . . .
TAKEOFF RWY 28: Climb on heading 277° to 540, then climb to assigned altitude on heading 273° or as assigned by ATC, thence. . . .

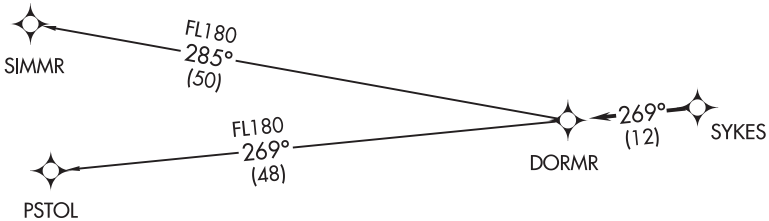
. . . .expect RADAR vectors to SYKES, then on track 269° to DORMR. Maintain 6000 or as assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

PSTOL TRANSITION (SYKES8.PSTOL)
SIMMR TRANSITION (SYKES8.SIMMR)

TOP ALTITUDE: 6000

D-ATIS DEP
128.475
CLNC DEL
133.6
CPDLC
GND CON
121.7 269.4
TAMPA TOWER
119.5 269.4
TAMPA DEP CON
118.8 239.3





TAKEOFF MINIMUMS:
Rwys 1L/R, 10, 19L/R, 28: Standard with minimum climb of 500′ per NM to 540.

NOTE: RNAV 1.
NOTE: Jets only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Minimum climb of 275 ft per NM to 9000 is required beginning at SYKES.

NOTE: Chart not to scale.

(SYKES8.SYKES) 19339
SYKES EIGHT DEPARTURE (RNAV)

AL-416 (FAA)

642

TAMPA INTL (TPA)
TAMPA, FLORIDA

TAMPA SEVEN DEPARTURE

TOP ALTITUDE: 3000

D-ATIS DEP 128.475
CLNC DEL 133.6
CPDLC
GND CON 121.7 269.4
TAMPA TOWER 119.5 269.4
TAMPA DEP CON 135.5 279.6

SEMINOLE
117.5 SZW
Chan 122
N30°33.37′-W84°22.44′
L-21-22, H-8

TAYLOR
112.9 TAY
Chan 76
N30°30.28′-W82°33.17′
L-21-24, H-12-8

CROSS CITY
112.0 CTY
Chan 57
N29°35.94′-W83°02.93′
L-21-24, H-8

OCALA
113.7 OCF
Chan 84
N29°10.65′-W82°13.58′
L-21-24, H-8

GATORS
116.2 GNV
Chan 109
N29°41.53′-W82°16.38′
L-21-24, H-12-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56′-W81°20.10′
L-21-23-24, H-8

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′-W082°41.06′
L-21-24, H-8

COVIA
N27°56.18′
W84°44.16′

SARASOTA
117.0 SRQ
Chan 117
N27°24.42′-W082°33.82′
L-21-23, H-8

LAKELAND
116.0 LAL
Chan 107
N27°59.17′-W082°00.83′
L-21-24, H-8

PAHOKEE
115.4 PHK
Chan 101
N26°46.96′-W080°41.49′
L-23, H-8

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′-W081°46.55′
L-21-23, H-8

007° 007° 277° 097° 187° 187° 2600 R-116

NOTE: Turboprops/Props only.
NOTE: RADAR required.

TAKEOFF MINIMUMS:
Rwys 1L/R, 19R, 28: Standard.
Rwy 10: Standard with minimum climb of 245′ per NM to 900.
Rwy 19L: 200-1½ or standard with minimum climb of 220′ per NM to 300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1500′ prior to departure end of runway.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb heading 007°, thence. . . .
TAKEOFF RUNWAY 10: Climb heading 097°, thence. . . .
TAKEOFF RUNWAYS 19L/R: Climb heading 187° to cross PIE R-116 at or above 2600, thence. . . .
TAKEOFF RUNWAY 28: Climb heading 277°, thence. . . .

. . . .expect RADAR vectors to join filed/assigned route. Maintain 3000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-3, 25 FEB 2021 to 22 APR 2021

TITUSVILLE, FLORIDA

AL-9265 (FAA)

20086

RNAV (GPS)-A

ARTHUR DUNN AIR PARK (X21)

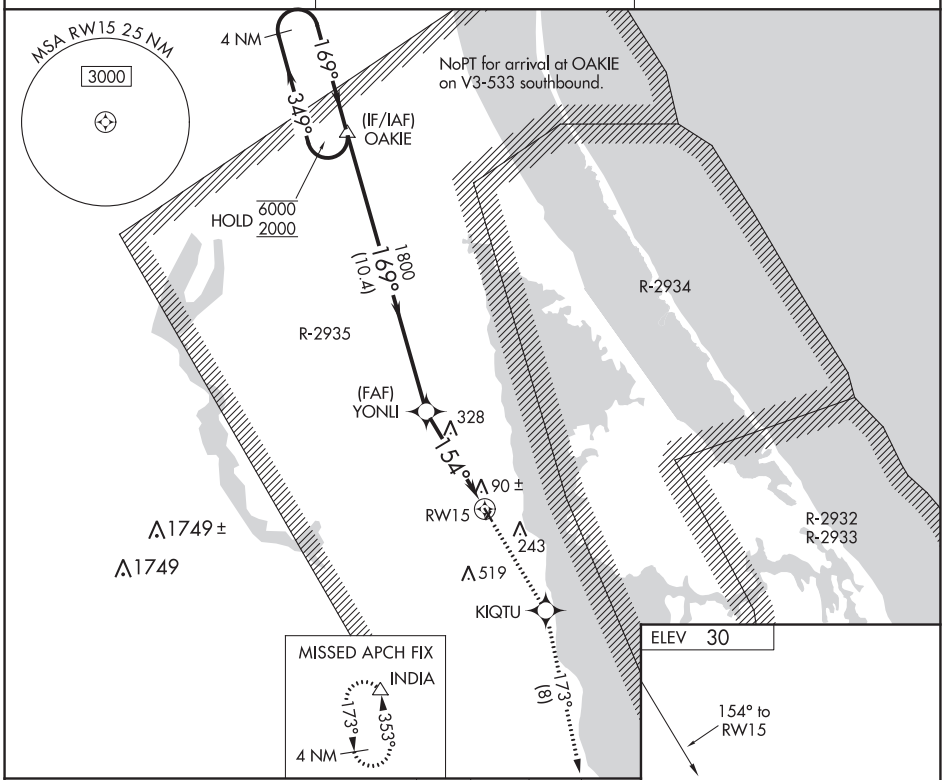
APP CRS	Rwy ldg	N/A
154°	TDZE	N/A
	Apt Elev	30

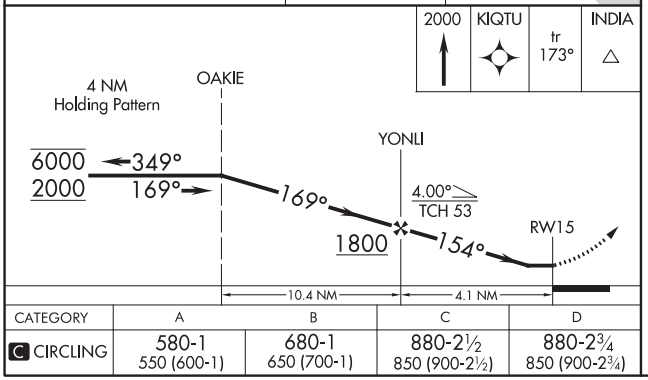
RNP APCH.

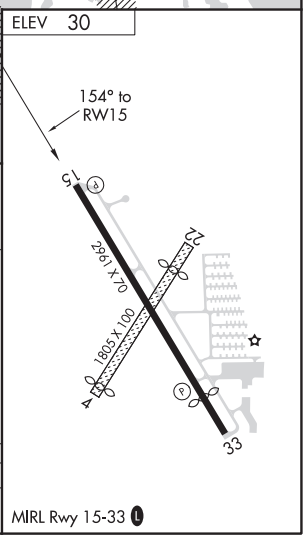
T A NA Circling NA to Rwys 4 and 22. Procedure NA at night. Rwy 15 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct KIQTU and on track 173° to INDIA and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.725	134.95 281.425	123.0 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	580-1 550 (600-1)	680-1 650 (700-1)	880-2½ 850 (900-2½)	880-2¾ 850 (900-2¾)

MIRL Rwy 15-33 L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

RNAV (GPS)-B
ARTHUR DUNN AIR PARK (X21)

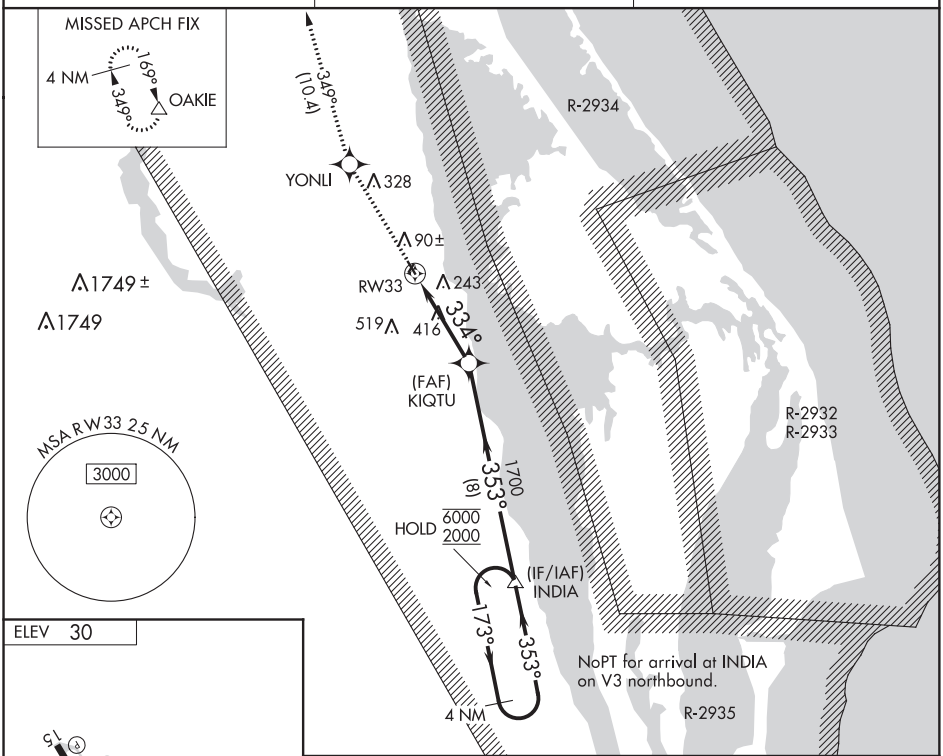
APP CRS	Rwy ldg	N/A
334°	TDZE	N/A
	Apt Elev	30

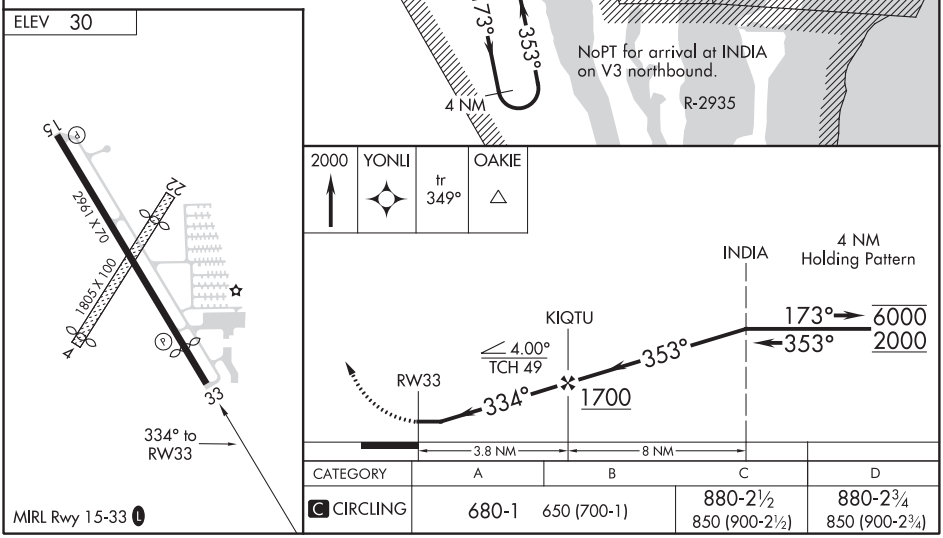
RNP APCH.

NA — Circling NA to Rwys 4 and 22. Rwy 33 helicopter visibility reduction below 1 SM NA. Procedure NA night.

MISSED APPROACH: Climb to 2000 direct YONLI and on track 349° to OAKIE and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.725	134.95 281.425	123.0 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	680-1	650 (700-1)	880-2½ 850 (900-2½)	880-2¾ 850 (900-2¾)

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TITUSVILLE, FLORIDA

AL-8000 (FAA)

20310

RNAV (GPS) RWY 15
NASA SHUTTLE LANDING FACILITY (TTS)

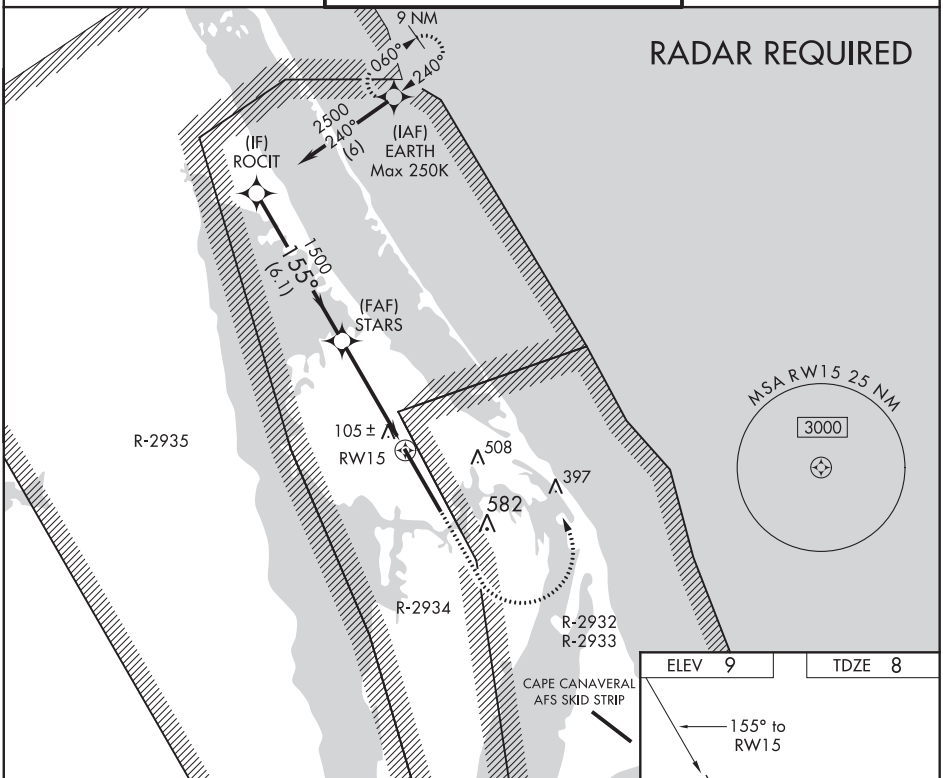
WAAS CH 50534 W15A	APP CRS 155°	Rwy ldg 15001 TDZE 8 Apt Elev 9

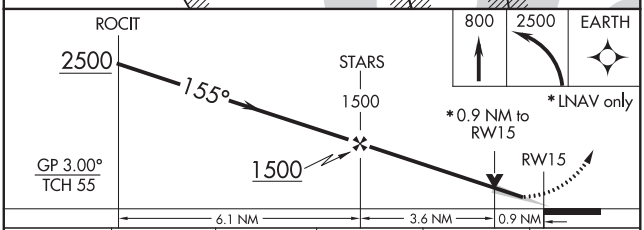
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Inop table does not apply.

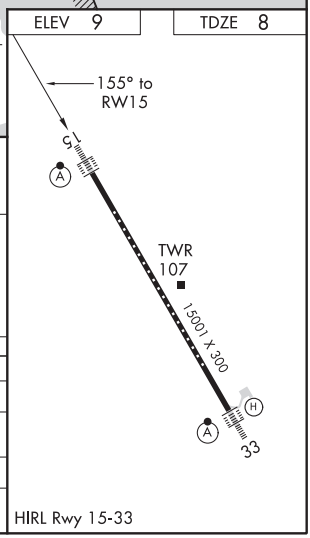
ALSF-2

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 direct EARTH and hold.

ORLANDO APP CON	NASA TOWER *	GND CON
134.95 281.425	128.55 (CTAF) 284.0	121.75







CATEGORY	A	B	C	D	E
LPV DA	208-1 200 (200-1)				
LNAV/VNAV DA	286-1 278 (300-1)				
LNAV MDA	360-1 352 (400-1)				
C CIRCLING	420-1 411 (500-1)	460-1 451 (500-1)	940-2¾ 931 (1000-2¾)	940-3 931 (1000-3)	

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APP CRS	Rwy ldg	15001
349°	TDZE	10
	Apt Elev	10

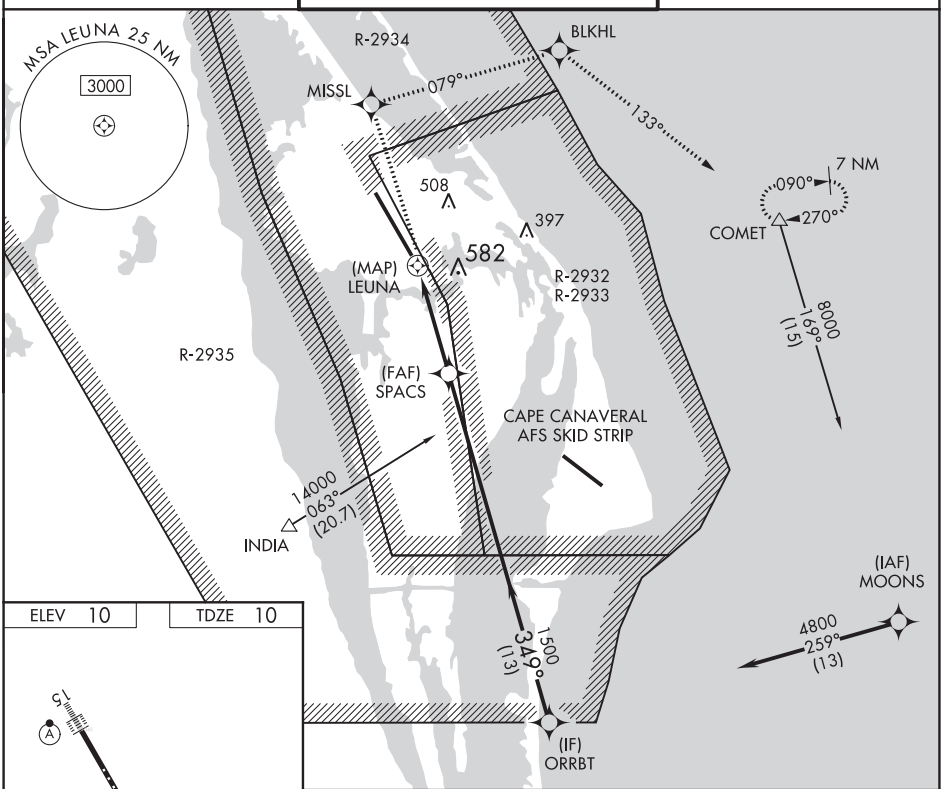
RNAV (GPS) RWY 33
NASA SHUTTLE LANDING FACILITY (TTS)

Inop table does not apply to LNAV Cats A/B. For inop ALSF, increase LNAV Cat E visibility to 1¾ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Melbourne altimeter setting and increase all MDA 80 feet; increase LNAV Cats C and D, and Circling Cat C visibility ¼ mile, increase LNAV Cat E visibility ½ mile. VDP NA when using Melbourne altimeter setting. For inop ALSF when using Melbourne altimeter setting, increase LNAV Cat E visibility to 1¾.

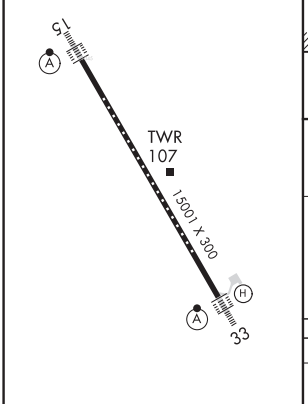
ALSF-2

MISSED APPROACH: 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.

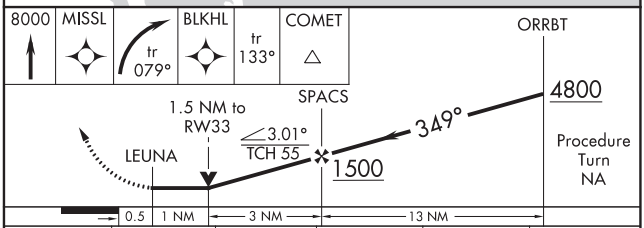
ORLANDO APP CON	NASA TOWER ★	GND CON
134.95 281.425	128.55 (CTAF) 284.0	121.75



ELEV 10	TDZE 10



HIRL Rwy 15-33



CATEGORY	A	B	C	D	E
LNAV MDA	540-1 530 (600-1)			540-1¼ 530 (600-1¼)	
CIRCLING	540-1 530 (600-1)		540-1½ 530 (600-1½)	940-3 930 (1000-3)	

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TITUSVILLE, FLORIDA

AL-5760 (FAA)

20142

ILS or LOC RWY 36
SPACE COAST RGNL(TIX)

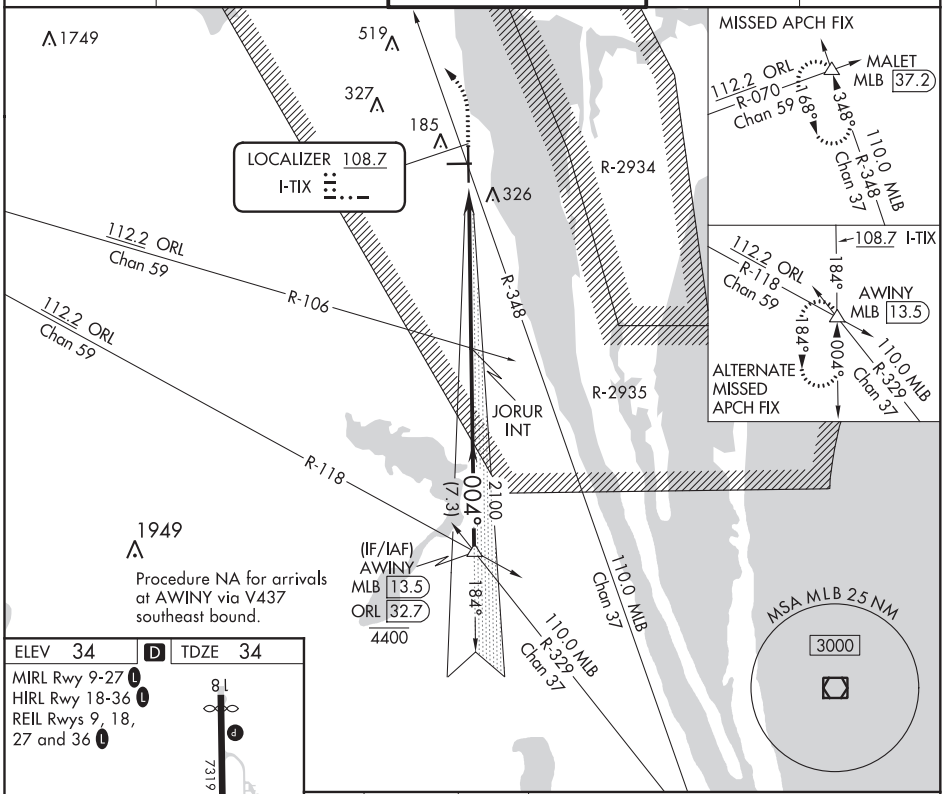
LOC I-TIX	APP CRS	Rwy ldg	7244
108.7	004°	TDZE	34
		Apt Elev	34

For inop ALS, increase S-LOC 36 Cat C/D visibility to 1⅜ SM.

MALSR

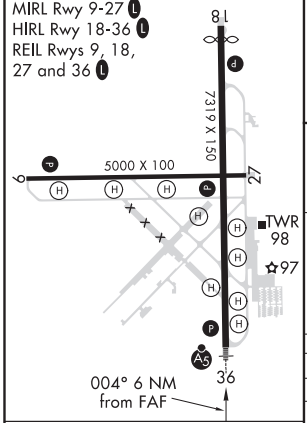
MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on MLB VOR/DME R-348 to MALET INT/37.2 DME and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF)	121.85	122.95

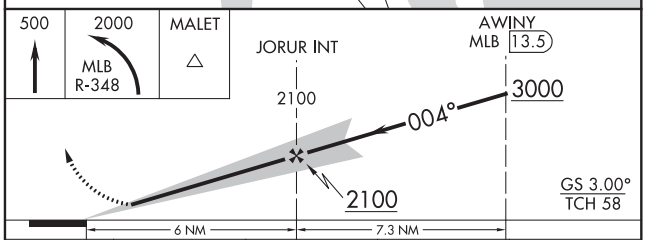


ELEV 34 | D | TDZE 34

MIRL Rwy 9-27
HIRL Rwy 18-36
REIL Rwys 9, 18, 27 and 36



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 36	234-½ 200 (200-½)			
S-LOC 36	500-½ 466 (500-½)		500-1 466 (500-1)	
C CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)

TITUSVILLE, FLORIDA
Amdt 13 28FEB19

28°31′N-80°48′W

SPACE COAST RGNL(TIX)
ILS or LOC RWY 36

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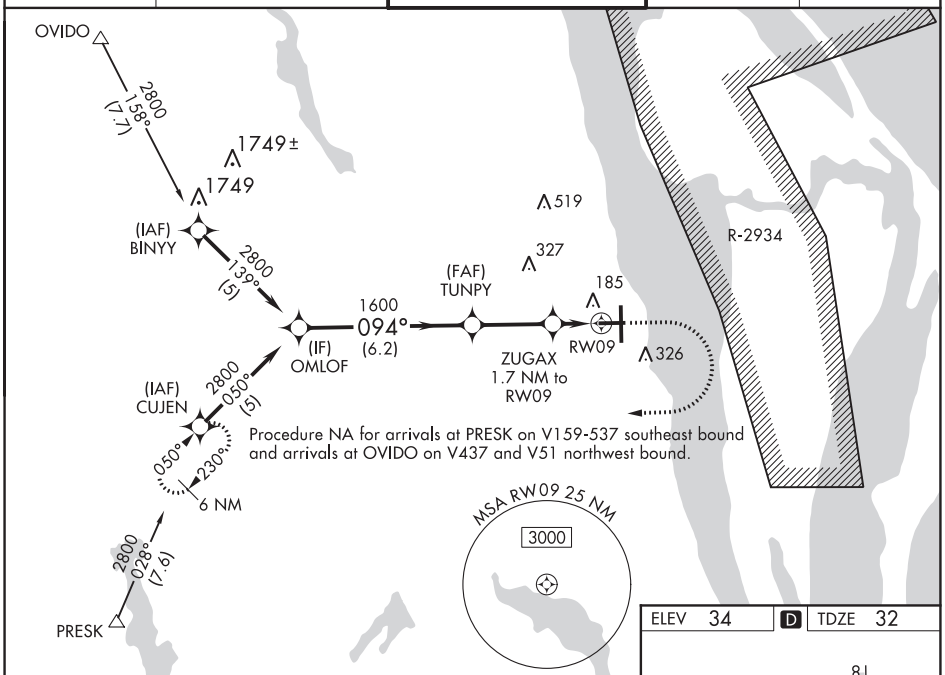
RNAV (GPS) RWY 9
SPACE COAST RGNL (TIX)

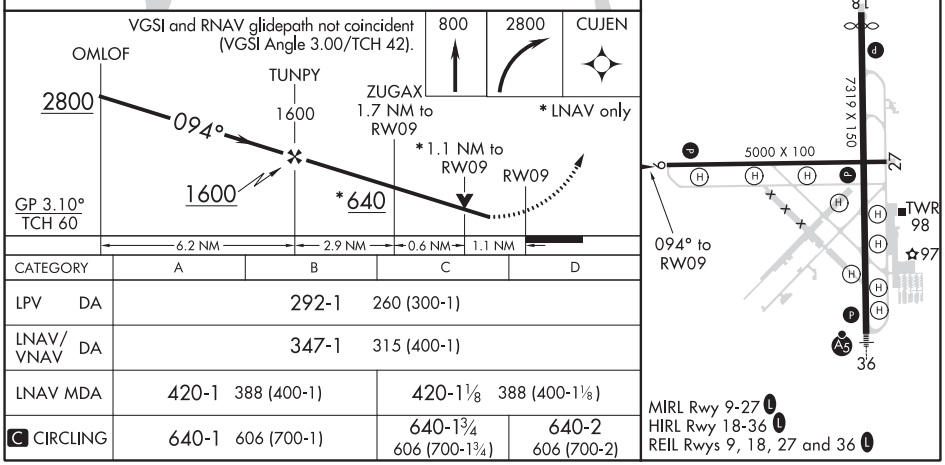
WAAS CH 86536 W09A	APP CRS 094°	Rwy ldg 5000 TDZE 32 Apt Elev 34

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 46°C (115°F). When local altimeter setting not received, use Melbourne altimeter setting and increase all LPV DA to 352 feet, increase all LNAV/VNAV DA to 407 feet and all visibilities ¼ SM; increase all LNAV MDAs 60 feet and Cat C and D visibility ¼ SM. Rwy 9 helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Melbourne altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2800 direct CUJEN and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95





CATEGORY	A	B	C	D
LPV DA	292-1 260 (300-1)			
LNAV/VNAV DA	347-1 315 (400-1)			
LNAV MDA	420-1 388 (400-1)		420-1⅛ 388 (400-1⅛)	
C CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)

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TITUSVILLE, FLORIDA | AL-5760 (FAA) | 20142

WAAS CH 69313 W36A	APP CRS 004°	Rwy ldg 7244 TDZE 34 Apt Elev 34

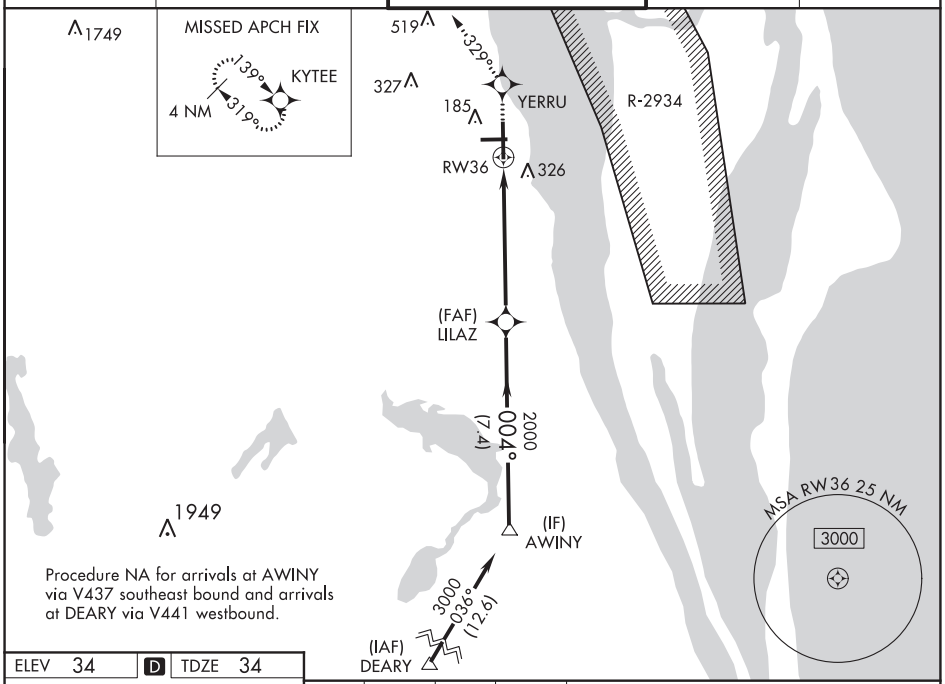
RNAV (GPS) RWY 36
SPACE COAST RGNL (TIX)

DME/DME RNP-0.3 NA.
When control tower closed, use Melbourne altimeter setting.
VDP NA when using Melbourne altimeter setting.

MALSR

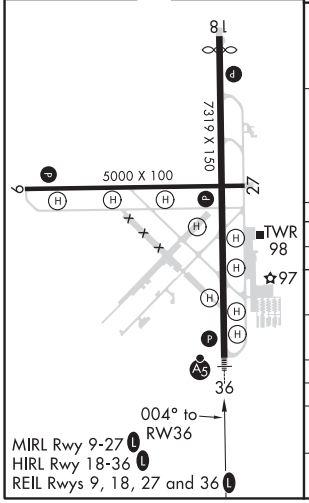
MISSED APPROACH: Climb to 1600 direct YERRU and via track 329° to KYTEE and hold.

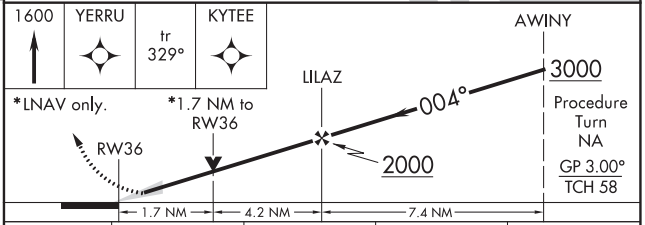
ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95



Procedure NA for arrivals at AWINY via V437 southeast bound and arrivals at DEARY via V441 westbound.

ELEV 34	D	TDZE 34





CATEGORY	A	B	C	D
LPV DA	234-½ 200 (200-½)			
LNAV MDA	640-½ 606 (700-½)		640-1¼ 606 (700-1¼)	640-1½ 606 (700-1½)
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
LPV DA	294-½ 260 (300-½)			
LNAV MDA	700-½ 666 (700-½)		700-1¼ 666 (700-1¼)	700-1½ 666 (700-1½)
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

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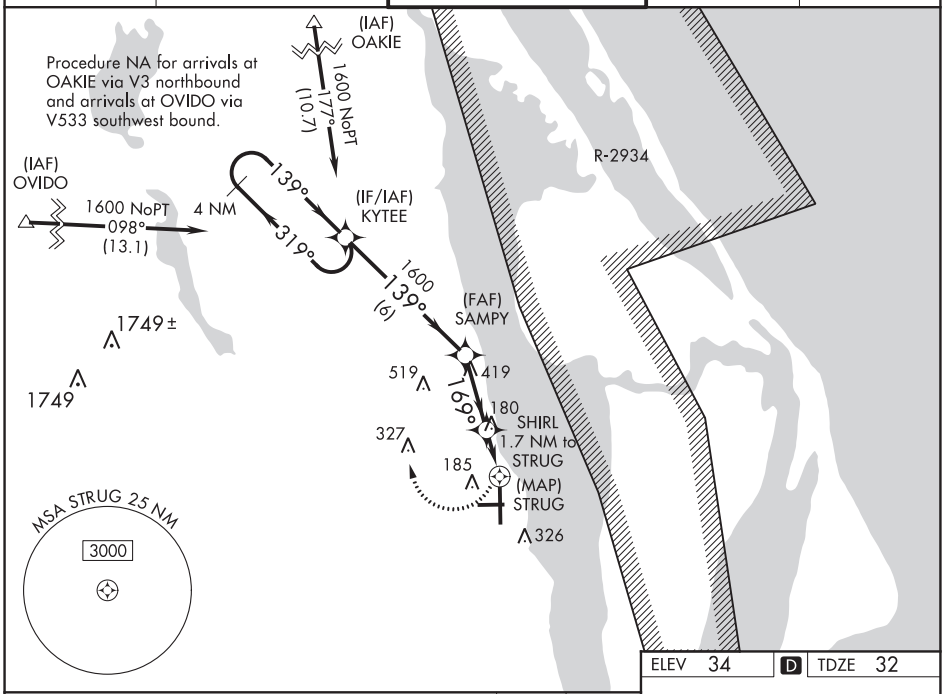
APP CRS	Rwy ldg	6930
169°	TDZE	32
	Apt Elev	34

RNAV (GPS) Y RWY 18
SPACE COAST RGNL (TIX)

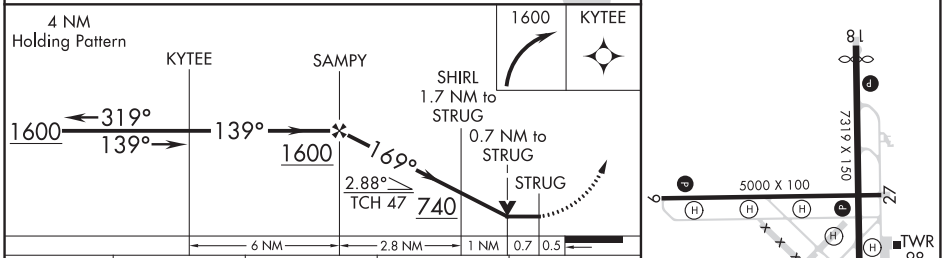
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When control tower closed, use Melbourne altimeter setting.
VDP NA when using Melbourne altimeter setting.

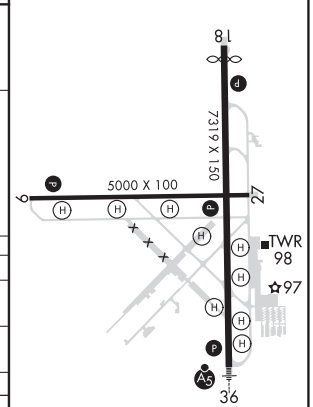
MISSED APPROACH: Climbing right turn to 1600 direct KYTEE and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95



ELEV 34 D TDZE 32





CATEGORY	A	B	C	D
LNAV MDA	440-1 408 (500-1)		440-1¼ 408 (500-1¼)	
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
LNAV MDA	500-1 468 (500-1)		500-1¼ 468 (500-1¼)	500-1½ 468 (500-1½)
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L
REIL Rwys 9, 18, 27 and 36 L

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TITUSVILLE, FLORIDA

AL-5760 (FAA)

20142

RNAV (GPS) Z RWY 18

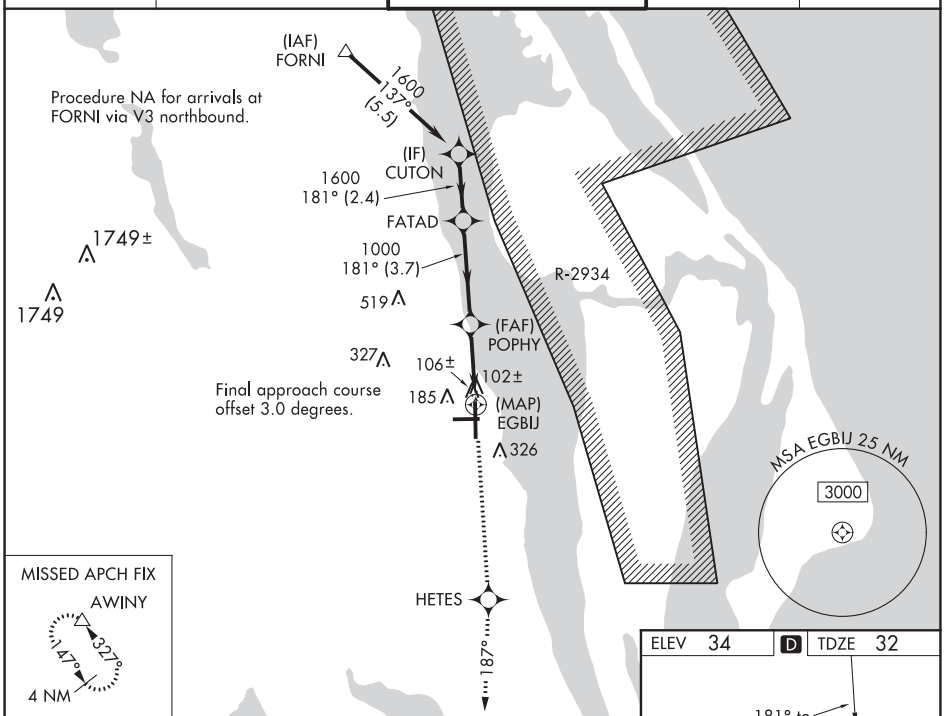
SPACE COAST RGNL (TIX)

WAAS CH 56612 W18B	APP CRS 181°	Rwy ldg 6930 TDZE 32 Apt Elev 34

Baro-VNAV NA when using Melbourne altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Melbourne altimeter setting.

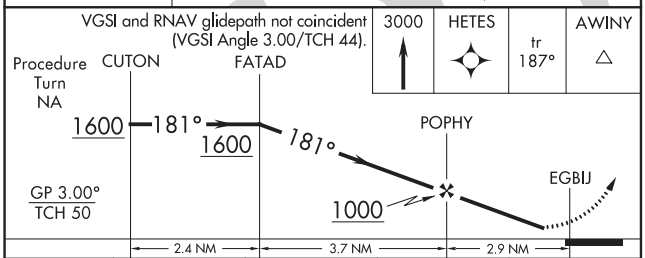
MISSED APPROACH: Climb to 3000 direct HETES and via track 187° to AWINY and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95



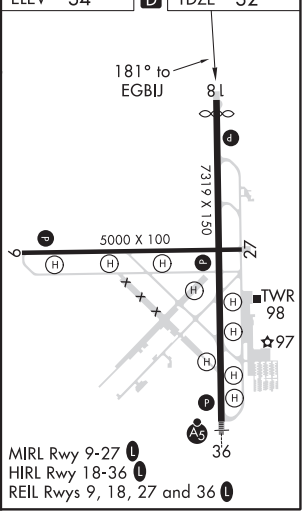
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).

3000	HETES	tr 187°	AWINY



CATEGORY		A	B	C	D
LPV	DA	332-1 300 (300-1)			
LNAV/VNAV	DA	377-1¼ 345 (400-1¼)			
MELBOURNE ALTIMETER SETTING MINIMUMS					
LNAV/VNAV	DA	437-1½ 405 (500-1½)			

ELEV 34 D TDZE 32



MIRL Rwy 9-27 L
HIRL Rwy 18-36 L
REIL Rwys 9, 18, 27 and 36 L

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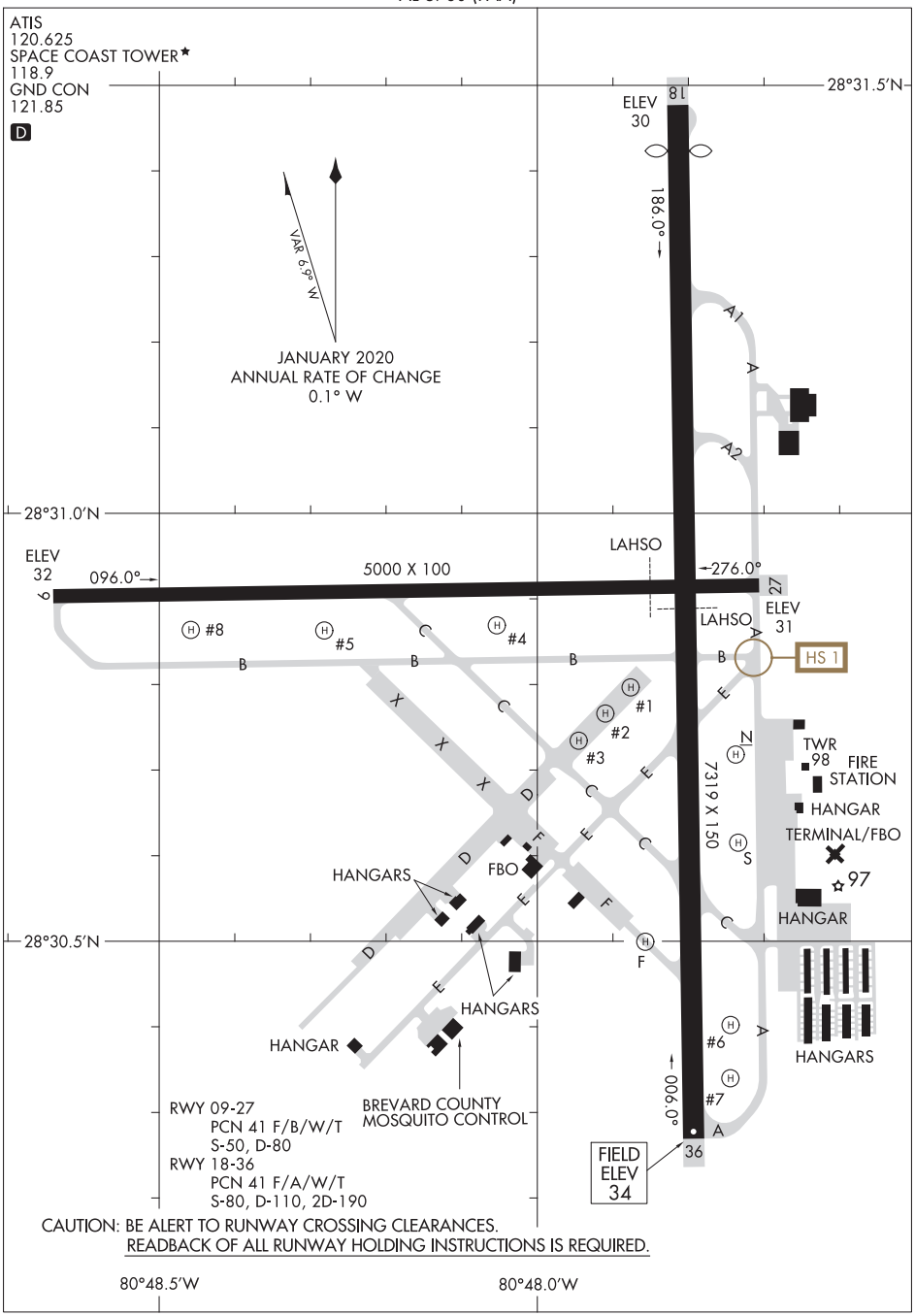

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20282

PANAMA CITY, FLORIDA

ILS or LOC Z RWY 14L

LOC I-TYF	APCH CRS	Rwy ldg 10,008 TDZE 14 Arpt Elev 17
111.5	138°	

AL-312 [USAF]

TYNDALL AFB (KPAM)

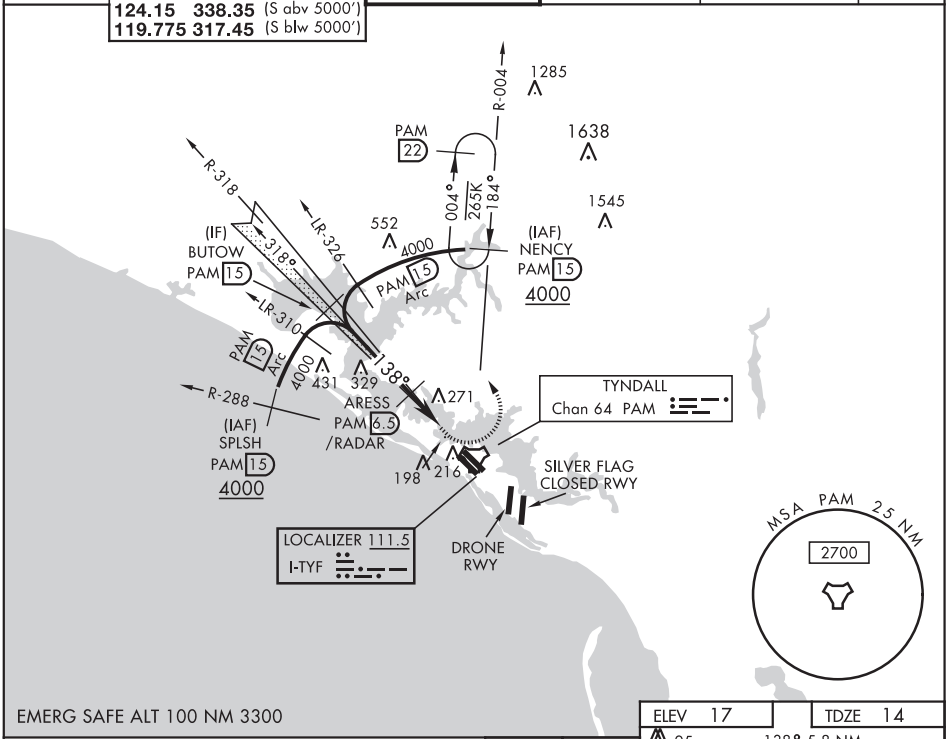
DME or RADAR required.

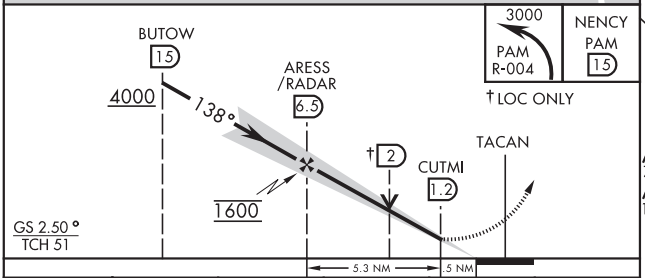
T * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅛ miles.

ALSF-1 A1

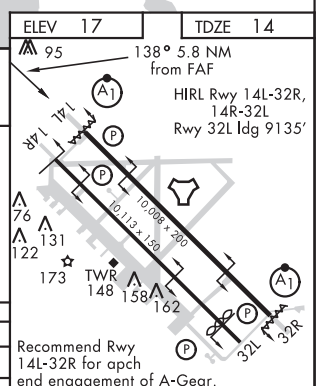
MISSED APPROACH: Climbing left turn to 3000, intercept PAM TACAN R-004 to 15 DME (NENCY) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 120.825 379.3 (N blw 5000') 124.15 338.35 (S abv 5000') 119.775 317.45 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 348.7	





CATEGORY	A	B	C	D	E
S-ILS 14L *	214/24		200	(200-½)	
S-LOC 14L**	420/40		406	(500-¾)	
C CIRCLING	540-1	523 (600-1)	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)



FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-3, 25 FEB 2021 to 22 APR 2021
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PANAMA CITY, FLORIDA

ILS or LOC Z RWY 32R

LOC I-PAM	APCH CRS	Rwy ldg 10,008 TDZE 14 Arpt Elev 17
110.1	319°	

AL-312 [USAF]

TYNDALL AFB (KPAM)

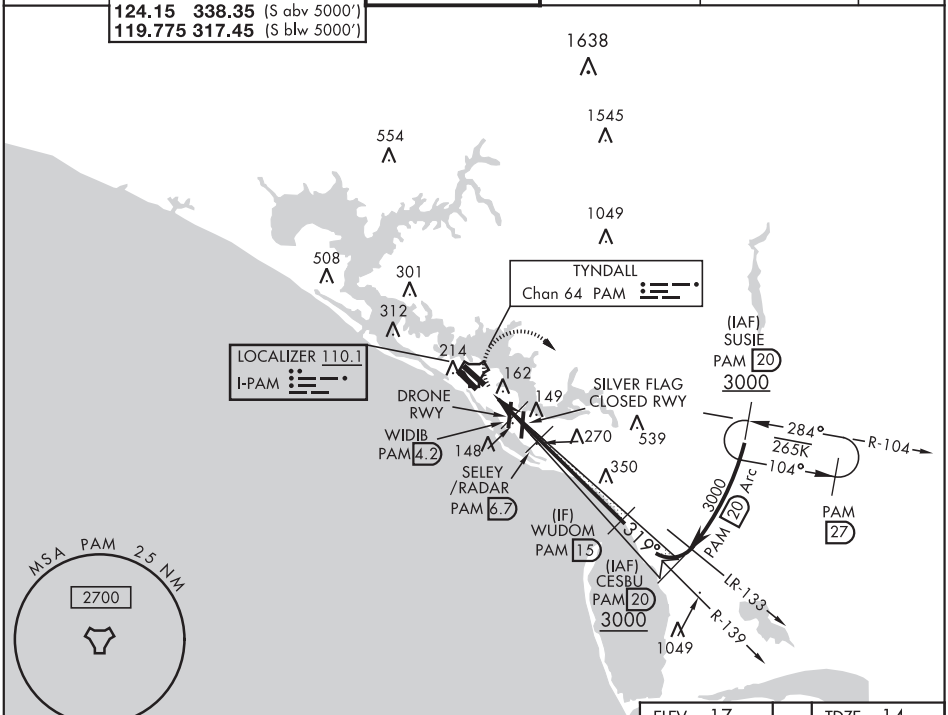
DME or RADAR required

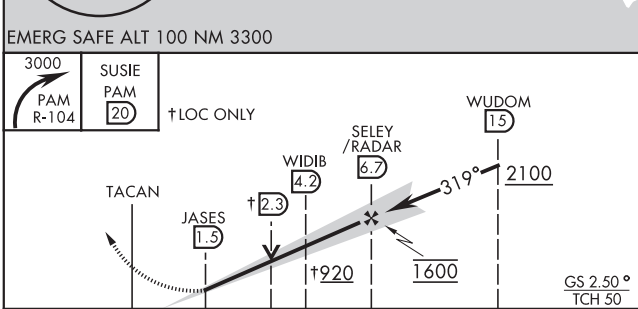
T * When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1⅛ miles.

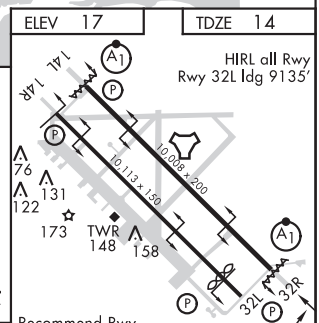
ALSF-1

MISSED APPROACH: Climbing right turn to 3000, intercept PAM TACAN R-104 to 20 DME (SUSIE) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 120.825 379.3 (N blw 5000') 124.15 338.35 (S abv 5000') 119.775 317.45 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 348.7	







Recommend Rwy 14L-32R for apch end engagement of A-Gear.

CATEGORY	A	B	C	D	E
S-ILS 32R *	214/24 200 (200-½)				
S-LOC 32R**	420/24 406 (500-½)		420/40 406 (500-¾)		
C CIRCLING	540-1 523 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

PANAMA CITY, FLORIDA 30°04'N-85°35'W TYNDALL AFB (KPAM)

Amdt 3 08OCT20

ILS or LOC Z RWY 32R

SE-3, 25 FEB 2021 to 22 APR 2021

20282

PANAMA CITY, FLORIDA

RNAV (GPS) RWY 14L

TYNDALL AFB (KPAM)

AL-312 (USAF)

WAAS CH 71271 W14A	APCH CRS 138°	Rwy ldg 10,008 TDZE 14 Arpt Elev 17

* When ALS inop increase RVR to 40, vis to 3/4 mile.
** When ALS inop increase RVR to 60, vis to 1 1/8 miles.
*** When ALS inop increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1 1/8 miles.

ALSF-1

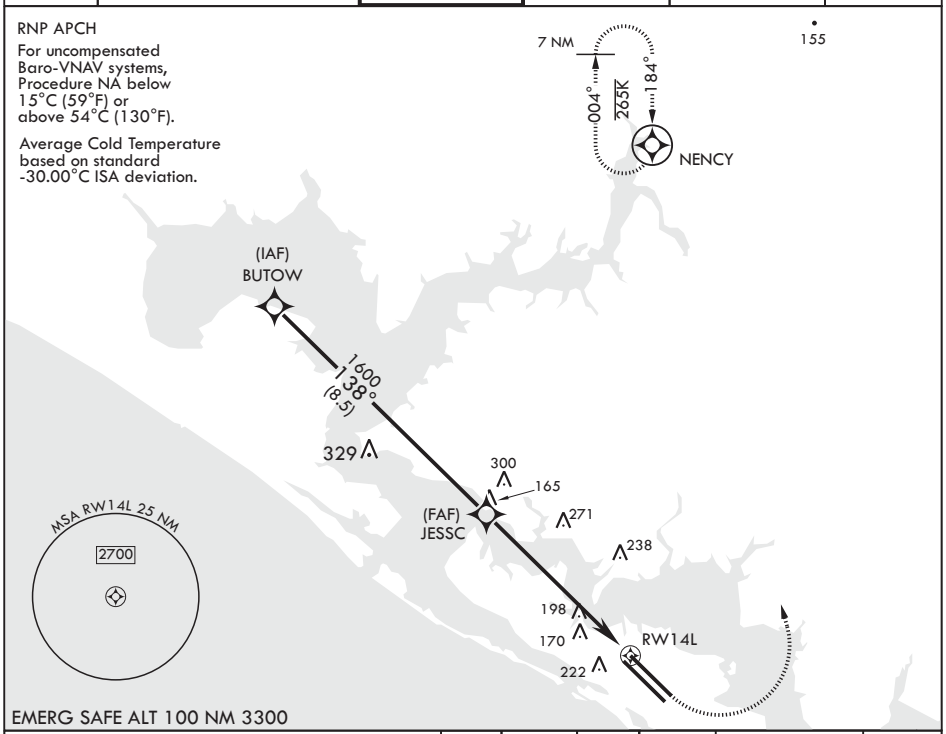
MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct NENCY and hold.

ATIS★	APP CON/DEP CON	TOWER★	GND CON	CLNC DEL	ASR/PAR
254.4	119.775 317.45 BLW 5000' 124.15 338.35 ABV 5000'	133.95 263.15	121.9 259.3	118.05 348.7	

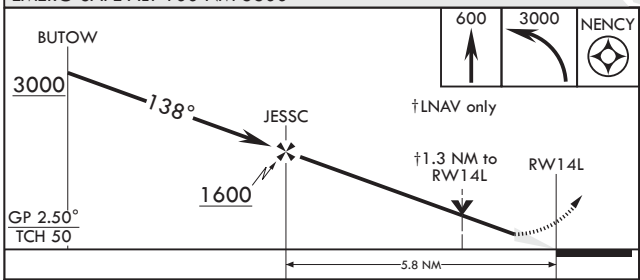
RNP APCH

For uncompensated Baro-VNAV systems, Procedure NA below 15°C (59°F) or above 54°C (130°F).

Average Cold Temperature based on standard -30.00°C ISA deviation.



EMERG SAFE ALT 100 NM 3300

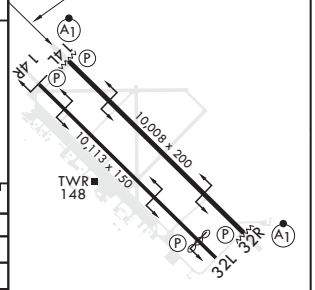


†LNAV only

ELEV 17 TDZE 14

138° to RW14L

Rwy 32L ldg 9135'



CATEGORY	A	B	C	D	E
LPV DA*	214/24		200	(200-½)	
LNAV/VNAV DA**	420/40		406	(500-¾)	
LNAV MDA***	420/24 406 (500-½)		420/40	406	(500-¾)
C CIRCLING	540-1 523 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

HIRL all Rwys
Recommend Rwy 14L-32R for apch end engagement of A-Gear.

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PANAMA CITY, FLORIDA

RNAV (GPS) RWY 14R

AL-312 (USAF)

TYNDALL AFB (KPAM)

WAAS CH 71278 W14B	APCH CRS 138°	Rwy ldg 10,113 TDZE 15 Arpt Elev 17

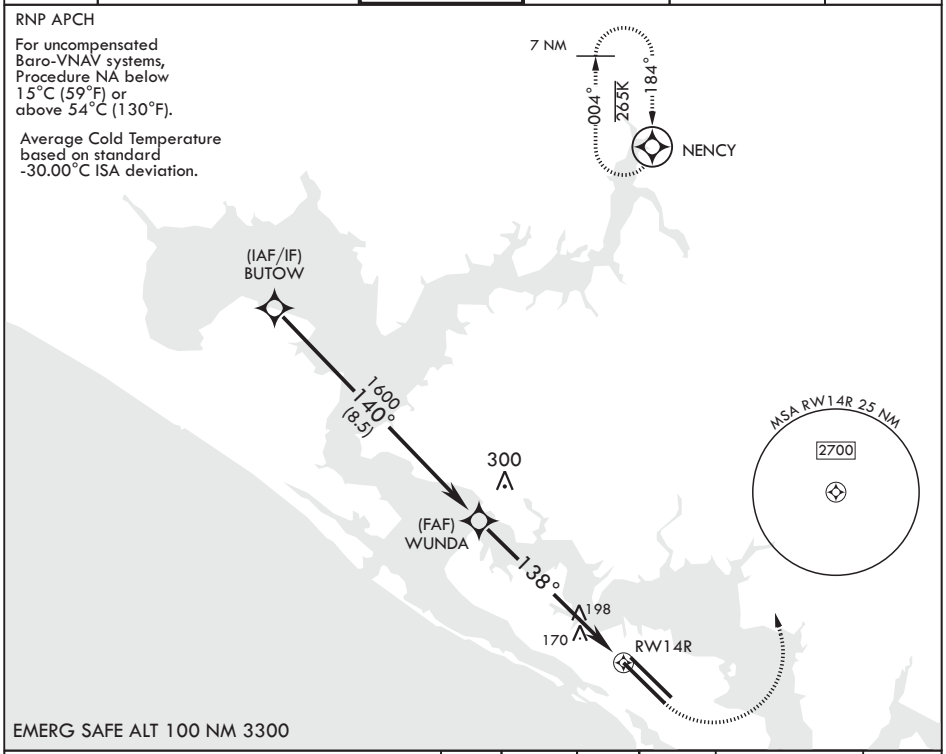
MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct NENCY and hold.

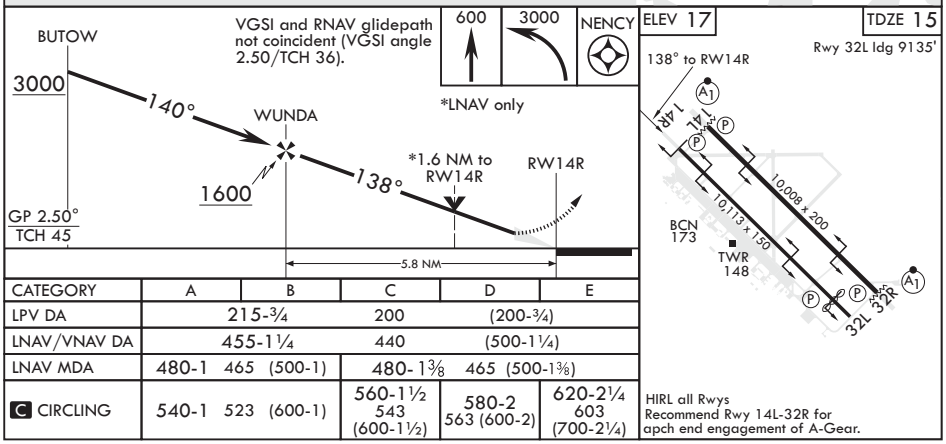
ATIS★	APP CON/DEP CON	TOWER★	GND CON	CLNC DEL	ASR/PAR
254.4	119.775 317.45 BLW 5000' 124.15 338.35 ABV 5000'	133.95 263.15	121.9 259.3	118.05 348.7	

RNP APCH

For uncompensated Baro-VNAV systems, Procedure NA below 15°C (59°F) or above 54°C (130°F).

Average Cold Temperature based on standard -30.00°C ISA deviation.





CATEGORY	A	B	C	D	E
LPV DA	215-¾		200	(200-¾)	
LNAV/VNAV DA	455-1¼		440	(500-1¼)	
LNAV MDA	480-1 465 (500-1)		480-1⅜ 465 (500-1⅜)		
C CIRCLING	540-1 523 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

PANAMA CITY, FLORIDA

30°04'N - 85°34'W

TYNDALL AFB (KPAM)

Amdt 2 08OCT20

RNAV (GPS) RWY 14R

SE-3, 25 FEB 2021 to 22 APR 2021

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PANAMA CITY, FLORIDA

RNAV (GPS) RWY 32L

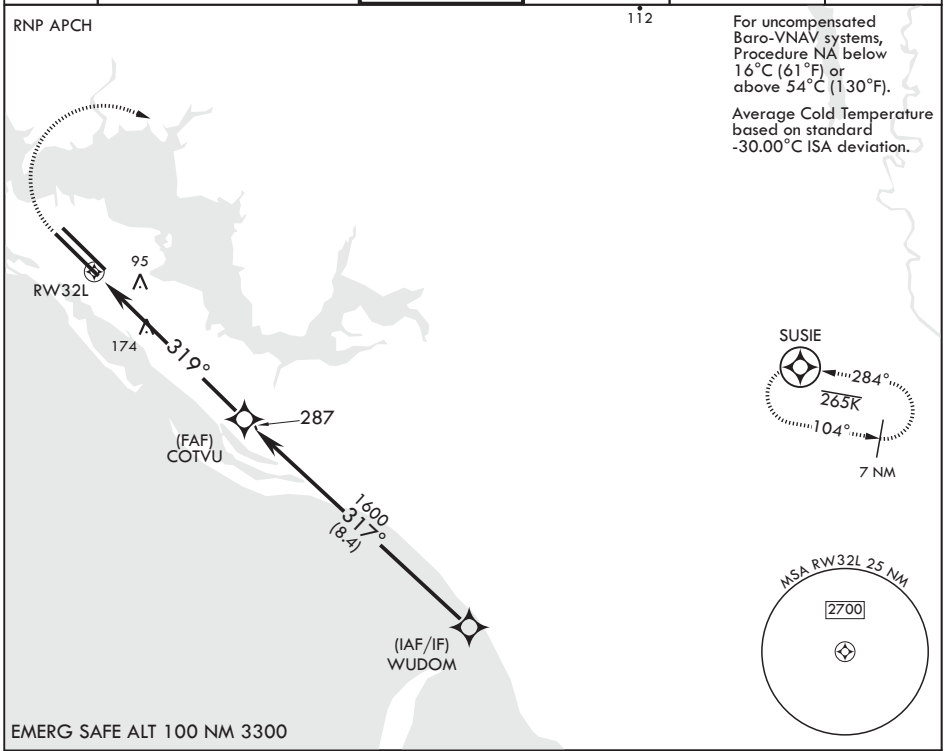
AL-312 (USAF)

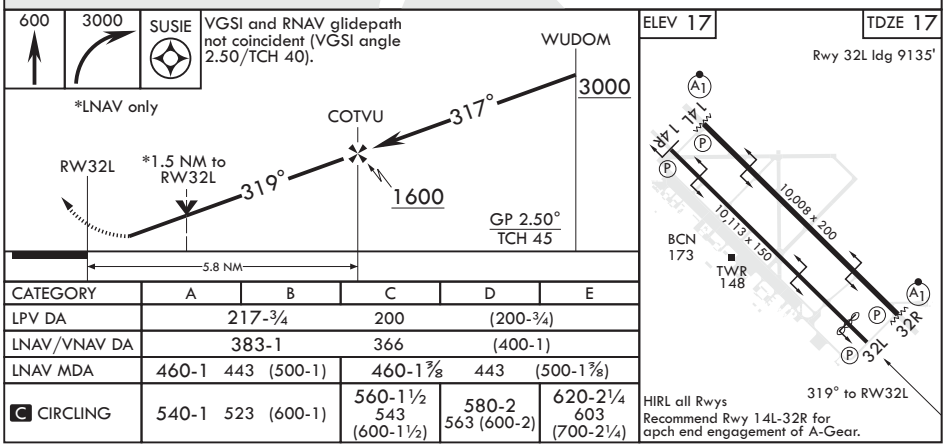
TYNDALL AFB (KPAM)

WAAS CH 71279 W32B	APCH CRS 319°	Rwy ldg 9135 TDZE 17 Arpt Elev 17

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct SUSIE and hold.

ATIS★	APP CON/DEP CON	TOWER★	GND CON	CLNC DEL	ASR/PAR
254.4	119.775 317.45 BLW 5000' 124.15 338.35 ABV 5000'	133.95 263.15	121.9 259.3	118.05 348.7	





CATEGORY	A	B	C	D	E
LPV DA	217-¾		200	(200-¾)	
LNAV/VNAV DA	383-1		366	(400-1)	
LNAV MDA	460-1 443 (500-1)		460-1⅞ 443 (500-1⅞)		
C CIRCLING	540-1 523 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

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PANAMA CITY, FLORIDA

RNAV (GPS) RWY 32R

TYNDALL AFB (KPAM)

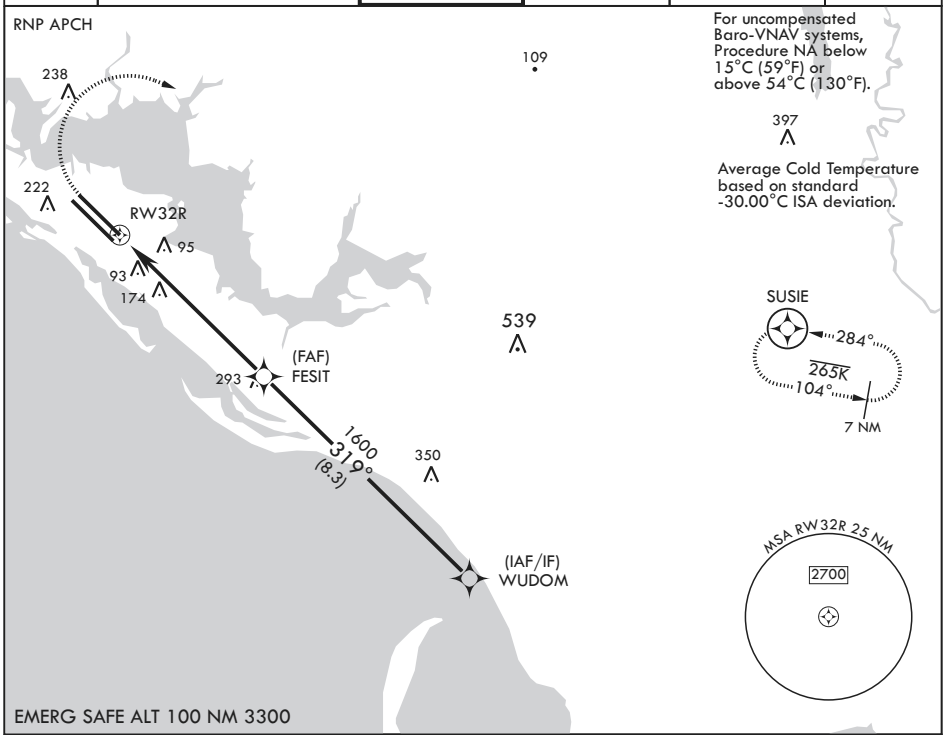
WAAS CH 52209 W32A	APCH CRS 319°	Rwy ldg 10,008 TDZE 14 Arpt Elev 17	AL-312 (USAF)

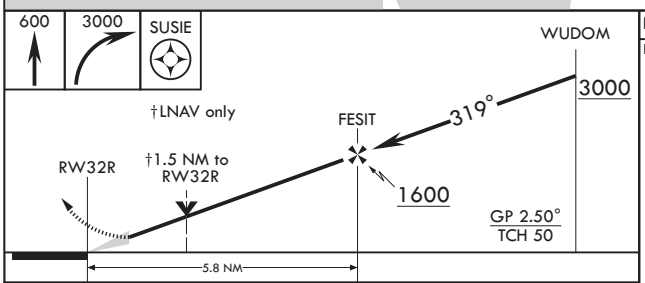
* When ALS inop increase CAT ABCDE RVR to 40, vis to 3/4 mile.
** When ALS inop increase CAT ABCDE RVR to 55, vis to 1 mile.
*** When ALS inop increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.

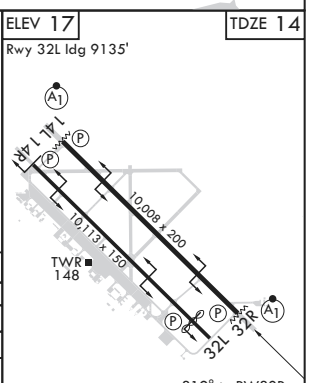
ALSF-1 (A1)

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct SUSIE and hold.

ATIS★	APP CON/DEP CON	TOWER★	GND CON	CLNC DEL	ASR/PAR
254.4	119.775 317.45 BLW 5000' 124.15 338.35 ABV 5000'	133.95 263.15	121.9 259.3	118.05 348.7	







HIRL all Rwys
Recommend Rwy 14L-32R for apch end engagement of A-Gear

CATEGORY	A	B	C	D	E
LPV DA*	214/24		200	(200-½)	
LNAV/VNAV DA**	389/35		375	(400-⅝)	
LNAV MDA***	460/24 446 (500-½)		460/45 446 (500-⅞)		
C CIRCLING	540-1 523 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

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PANAMA CITY, FLORIDA

TACAN Z RWY 14L

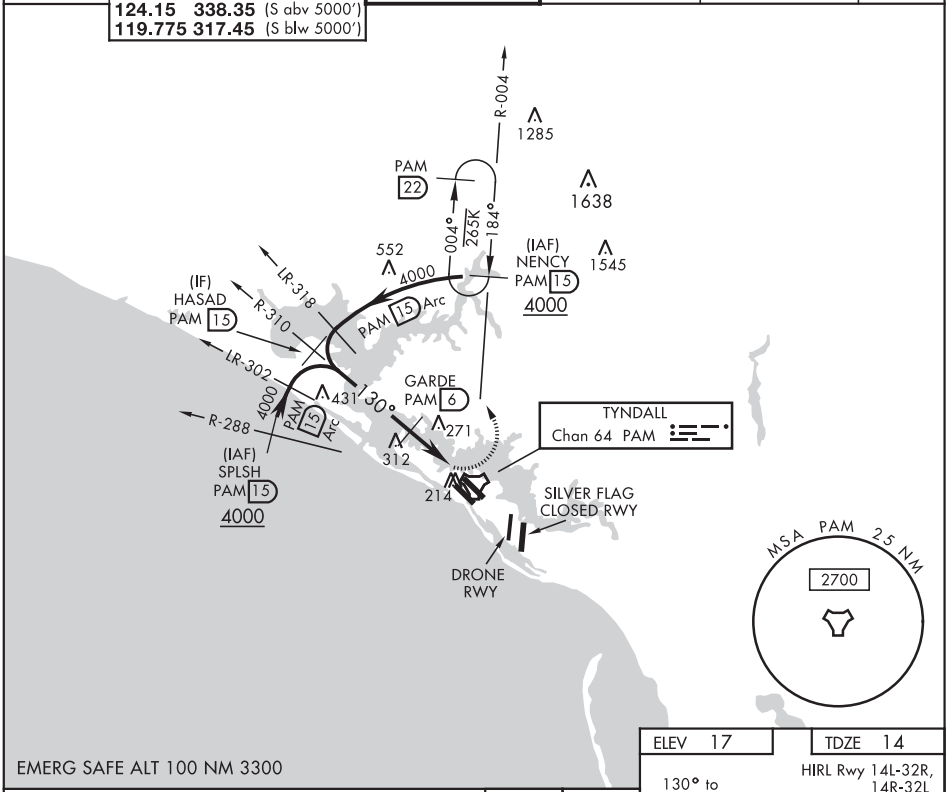
TACAN PAM Chan 64	APCH CRS 130°	Rwy ldg 10,008 TDZE 14 Arpt Elev 17	AL-312 [USAF]	TYNDALL AFB (KPAM)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

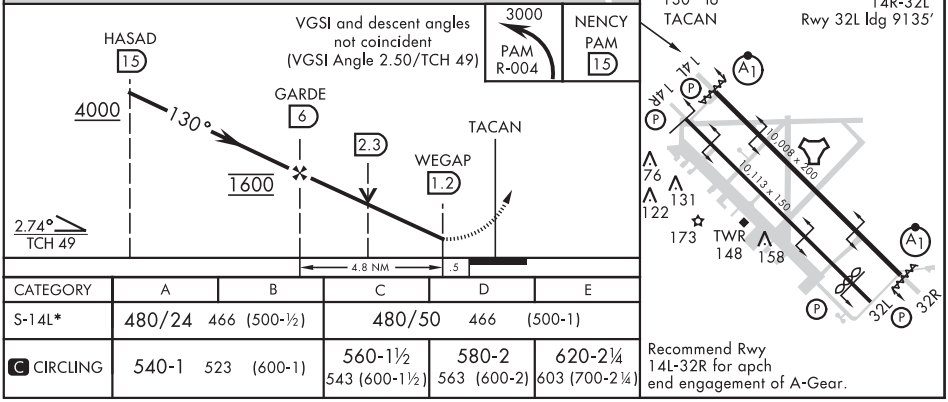
ALSF-1

MISSED APPROACH: Climbing left turn to 3000, intercept PAM TACAN R-004 to 15 DME (NENCY) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 120.825 379.3 (N blw 5000′) 124.15 338.35 (S abv 5000′) 119.775 317.45 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 348.7	



EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-14L*	480/24 466 (500-½)		480/50 466 (500-1)		
C CIRCLING	540-1 523 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

PANAMA CITY, FLORIDA 30°04′N-85°35′W TYNDALL AFB (KPAM)

Amdt 2 08OCT20

TACAN Z RWY 14L

SE-3, 25 FEB 2021 to 22 APR 2021

PANAMA CITY, FLORIDA

TACAN Z RWY 32R

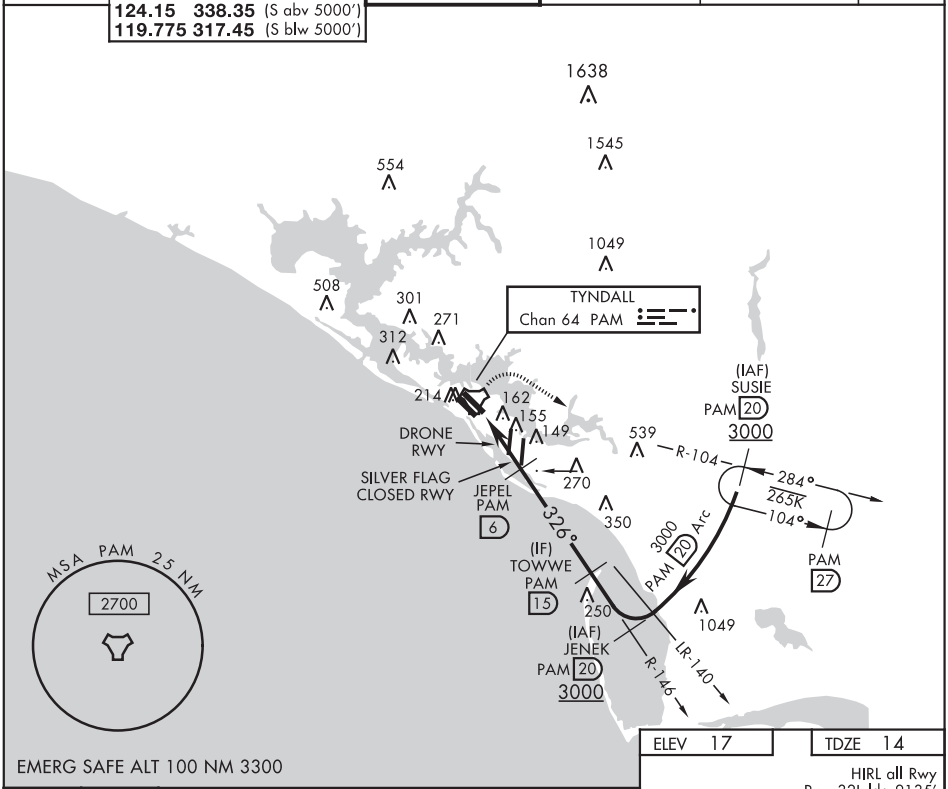
TACAN PAM Chan 64	APCH CRS 326°	Rwy ldg 10,008 TDZE 14 Arpt Elev 17	AL-312 [USAF]	TYNDALL AFB (KPAM)

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/8 miles.

ALSF-1

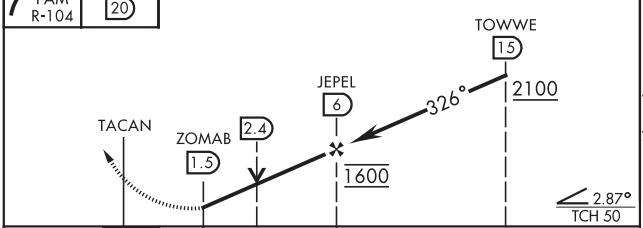
MISSED APPROACH: Climbing right turn to 3000, intercept PAM TACAN R-104 to 20 DME (SUSIE) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 120.825 379.3 (N blw 5000′) 124.15 338.35 (S abv 5000′) 119.775 317.45 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 348.7	



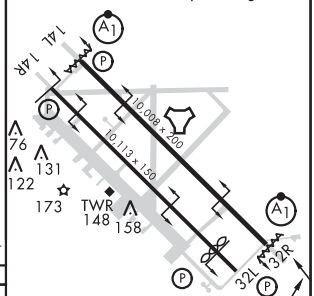
3000 PAM R-104	SUSIE PAM 20

VGSI and descent angles not coincident (VGSI angle 2.50/TCH 50).



ELEV 17 | TDZE 14

HIRL all Rwy
Rwy 32L ldg 9135′



Recommend Rwy 14L-32R for apch end engagement of A-Gear.

326° 5 NM from FAF

CATEGORY	A	B	C	D	E
S-32R*	460/24 446 (500-½)		460/45 446 (500-⅞)		
C CIRCLING	540-1 523 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

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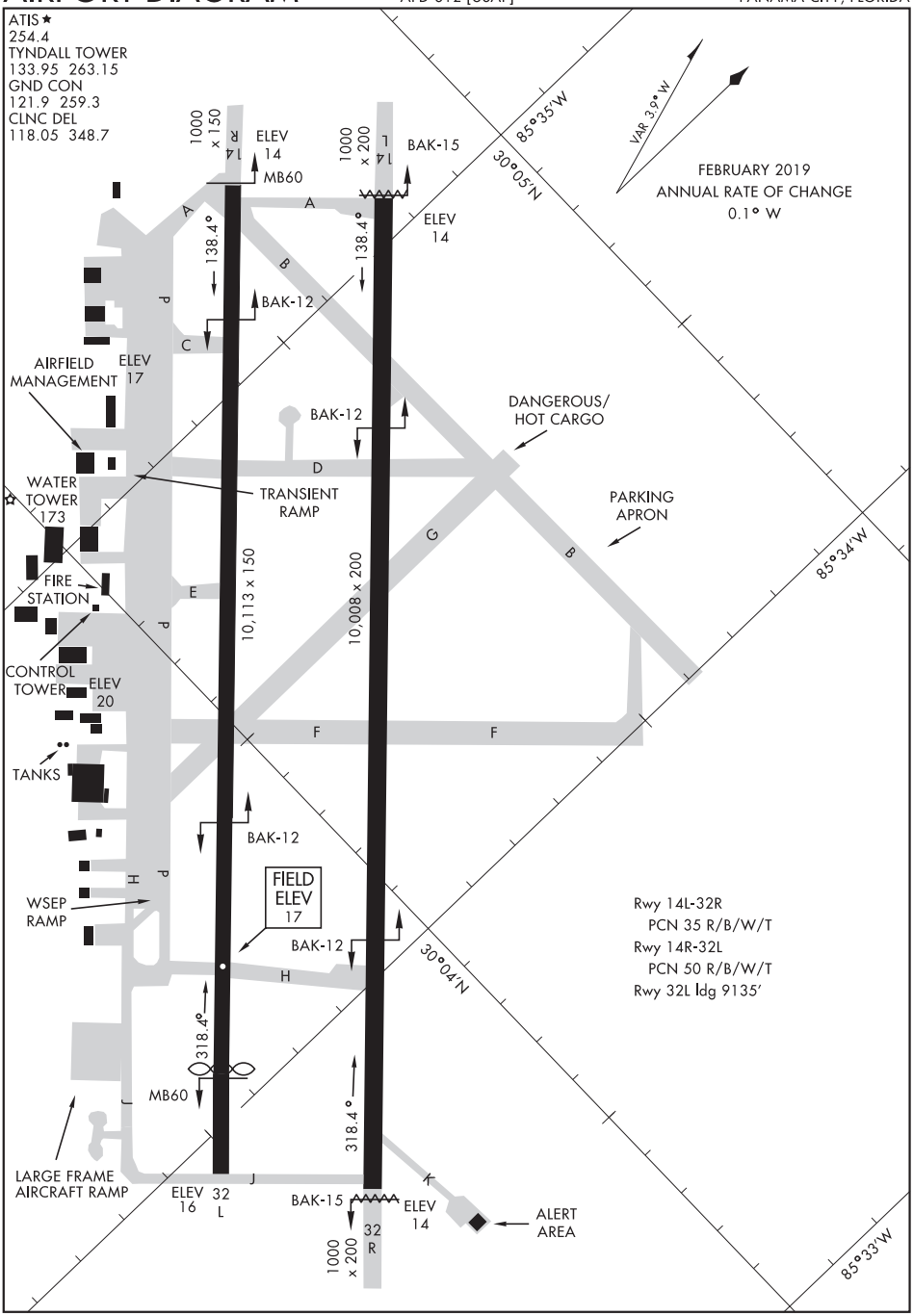
19059

AIRPORT DIAGRAM

TYNDALL AFB (KPAM)

AFD-312 [USAF]

PANAMA CITY, FLORIDA



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AIRPORT DIAGRAM

PANAMA CITY, FLORIDA

TYNDALL AFB (KPAM)

APP CRS	Rwy ldg	N/A
009°	TDZE	N/A
	Apt Elev	107

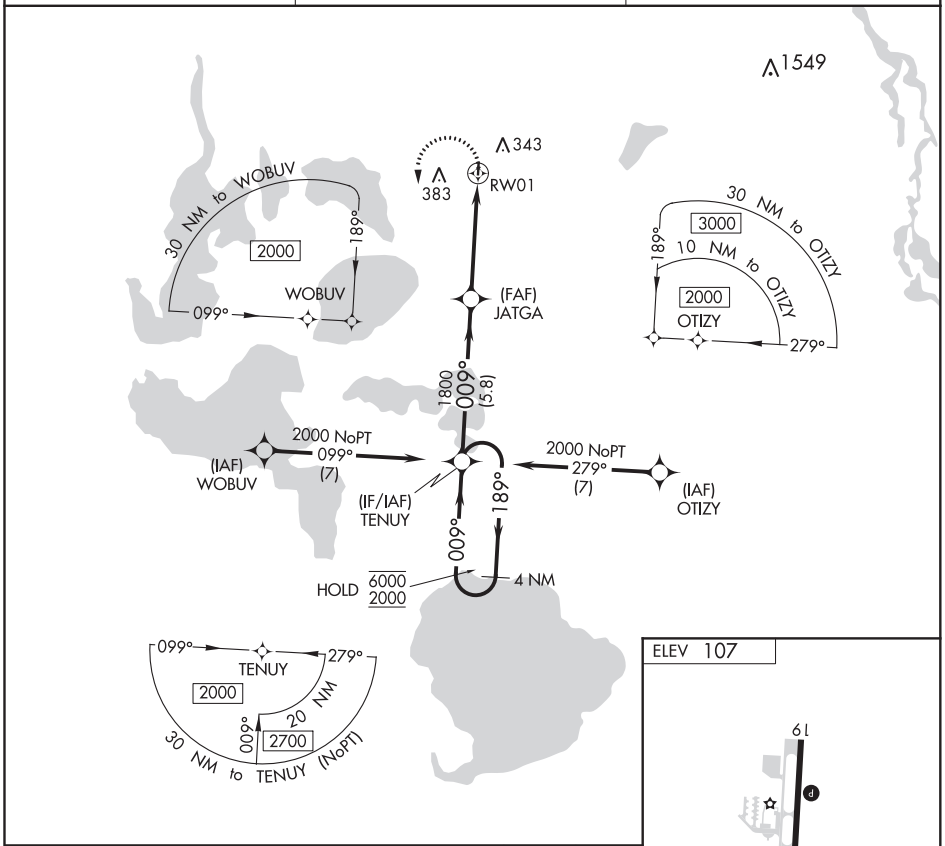
RNAV (GPS)-A
UMATILLA MUNI (X23)

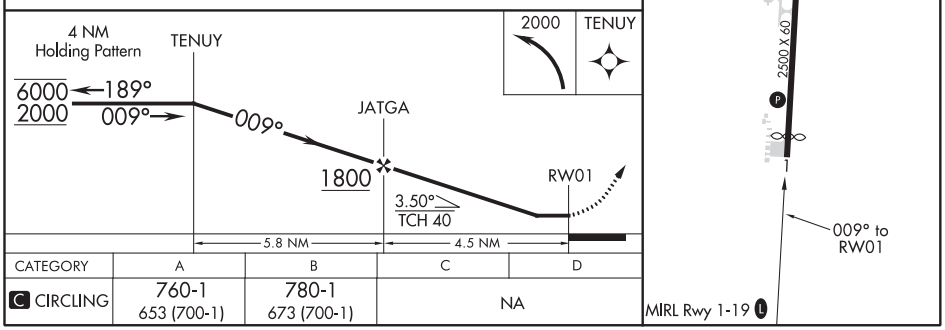
RNP APCH.

Procedure NA at night. Use Leesburg altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct TENUY and hold.

LEE ASOS	ORLANDO APP CON	CTAF
134.325	135.3 351.9	122.9 L





CATEGORY	A	B	C	D
C CIRCLING	760-1 653 (700-1)	780-1 673 (700-1)	NA	

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UMATILLA, FLORIDA

AL-10991 (FAA)

20254

RNAV (GPS)-B

UMATILLA MUNI (X23)

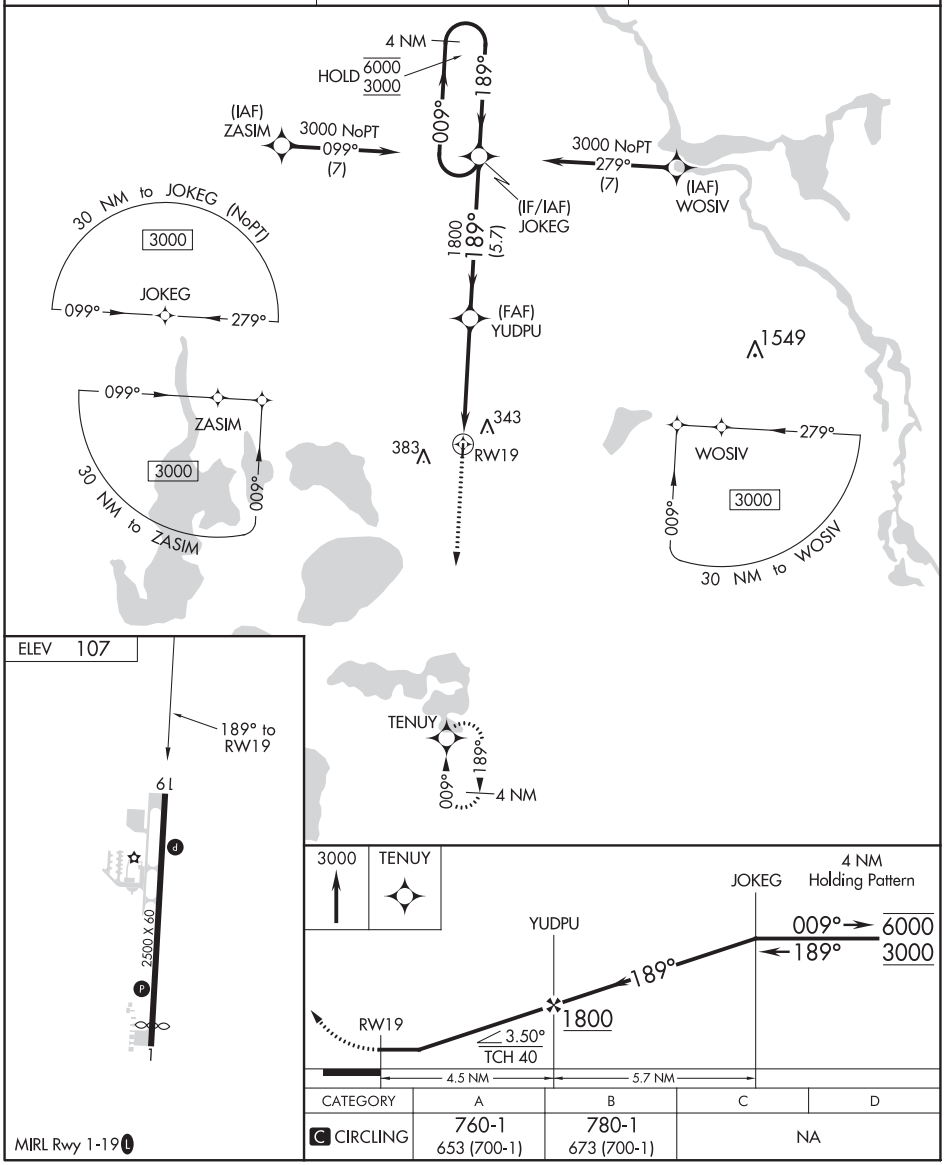
APP CRS	Rwy ldg	NA
189°	TDZE	NA
	Apt Elev	107

RNP APCH.

Procedure NA at night. Use Leesburg altimeter setting.

MISSED APPROACH: Climb to 3000 direct TENUY and hold, continue climb-in-hold to 3000.

LEE ASOS	ORLANDO APP CON	CTAF
134.325	135.3 351.9	122.9



CATEGORY	A	B	C	D
C CIRCLING	760-1 653 (700-1)	780-1 673 (700-1)	NA	

MIRL Rwy 1-19

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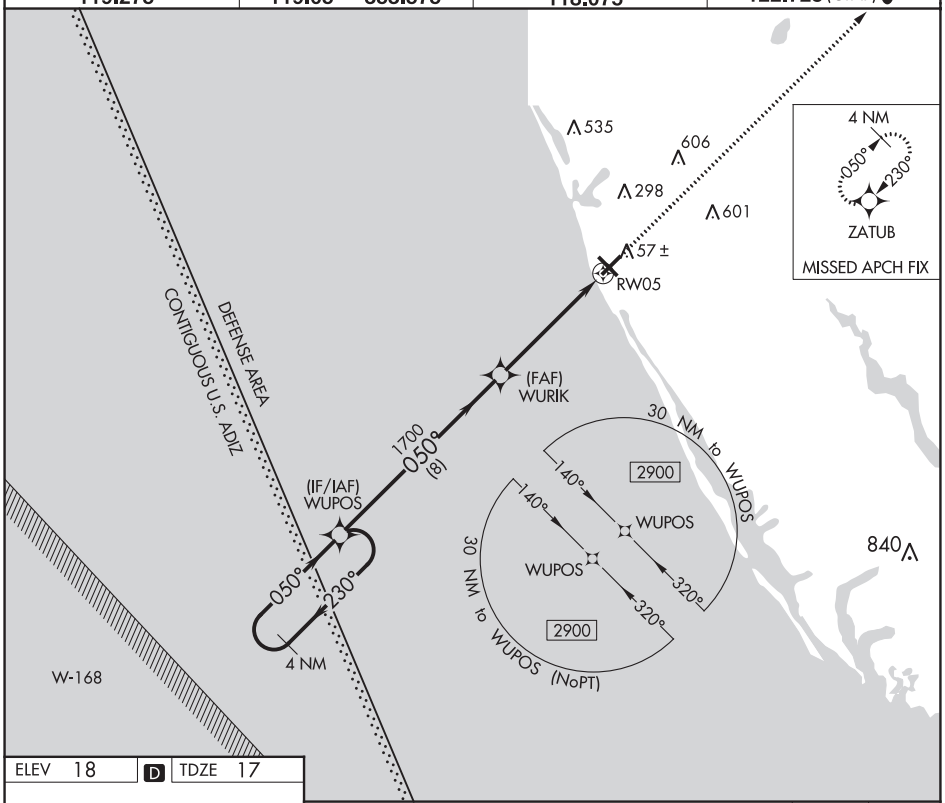
WAAS CH 69234 W05A	APP CRS 050°	Rwy ldg 5000 TDZE 17 Apt Elev 18

RNAV (GPS) RWY 5
VENICE MUNI (VNC)

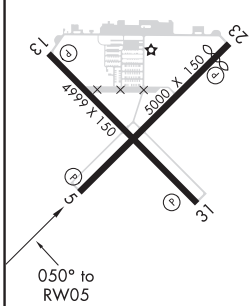
When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet, increase LNAV Cat C, D visibility ⅛ mile, and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2900 direct ZATUB and hold.

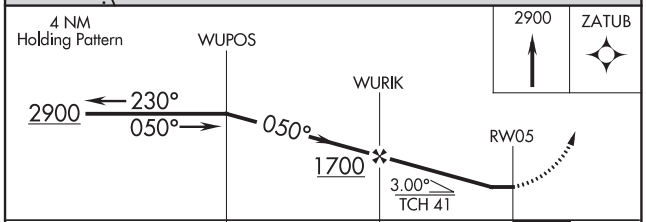
AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
119.275	119.65 353.575	118.075	122.725 (CTAF) L



ELEV 18 D TDZE 17



MIRL Rwys 5-23 and 13-31 L
REIL Rwys 5-23, and 13-31 L



CATEGORY	A	B	C	D
LP MDA	460-1 443 (500-1)		460-1⅜ 443 (500-1⅜)	
LNAV MDA	480-1 463 (500-1)		480-1⅜ 463 (500-1⅜)	
C CIRCLING	500-1 482 (500-1)		700-2 682 (700-2)	920-3 902 (1000-3)

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VENICE, FLORIDA | AL-5960 (FAA) | 19059

RNAV (GPS) RWY 13

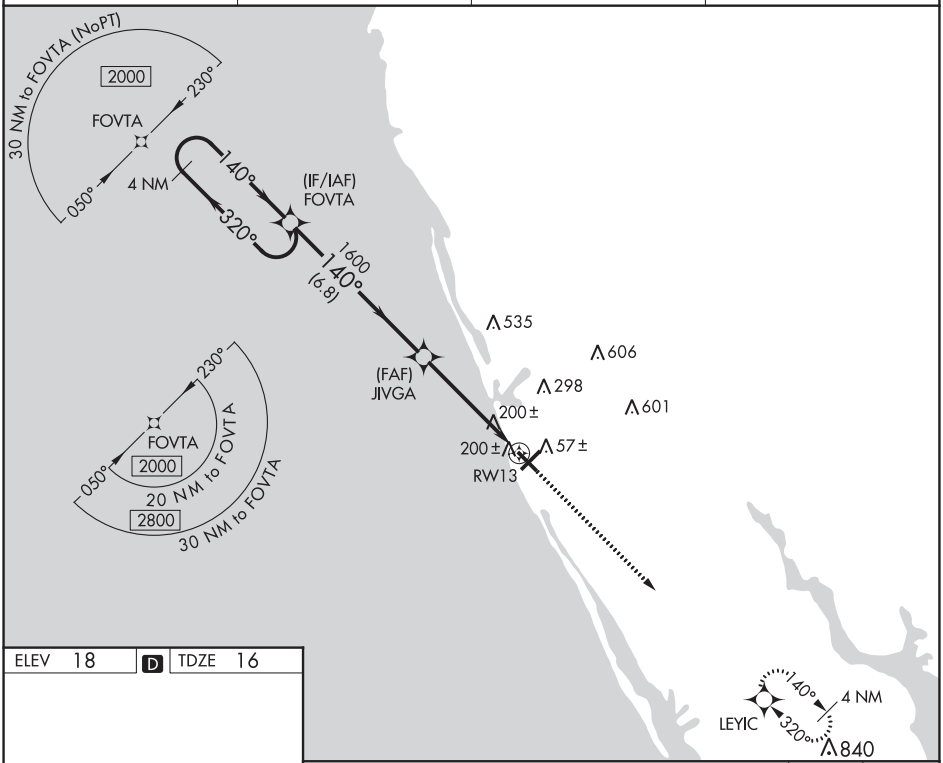
VENICE MUNI (VNC)

WAAS CH 86423 W13A	APP CRS 140°	Rwy ldg 4999 TDZE 16 Apt Elev 18

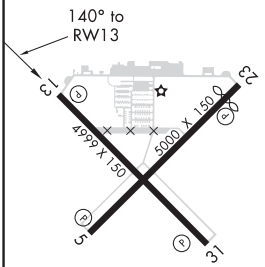
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct LEYIC and hold.

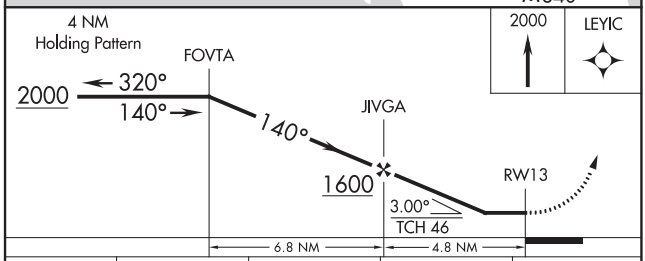
AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
119.275	119.65 353.575	118.075	122.725 (CTAF) L



ELEV 18 | D | TDZE 16



MIRL Rwys 5-23 and 13-31 L
REIL Rwys 5-23, and 13-31 L



CATEGORY	A	B	C	D
LP MDA	460-1 444 (500-1)		460-1⅜ 444 (500-1⅜)	
LNAV MDA	460-1 444 (500-1)		460-1⅜ 444 (500-1⅜)	
C CIRCLING	500-1 482 (500-1)		700-2 682 (700-2)	920-3 902 (1000-3)

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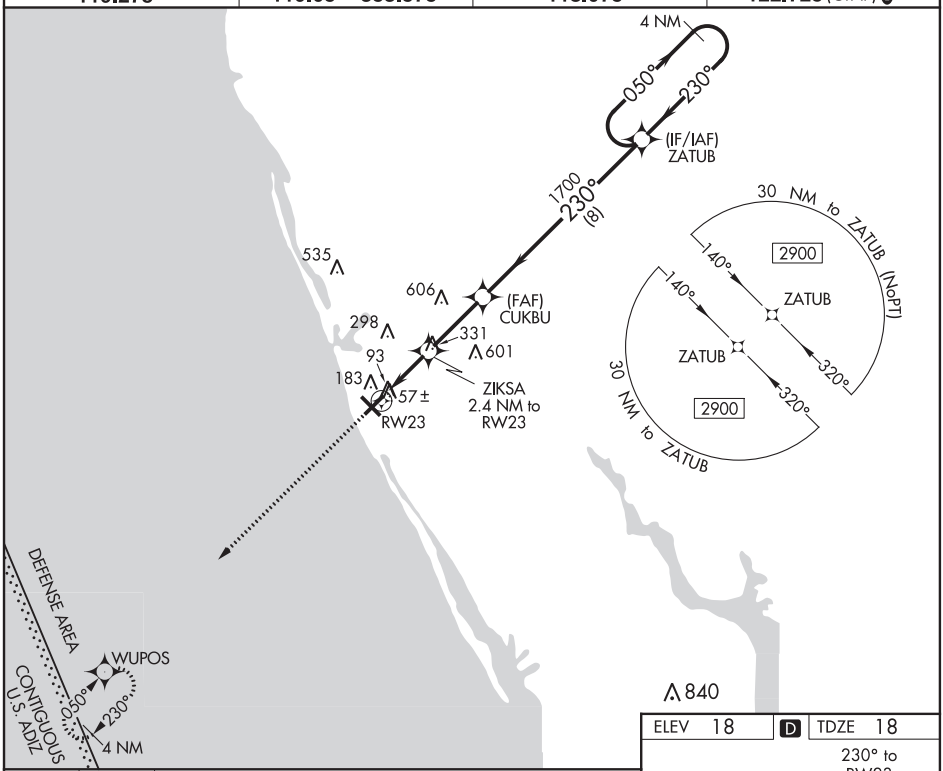
WAAS CH 53433 W23A	APP CRS 230°	Rwy ldg 4377 TDZE 18 Apt Elev 18

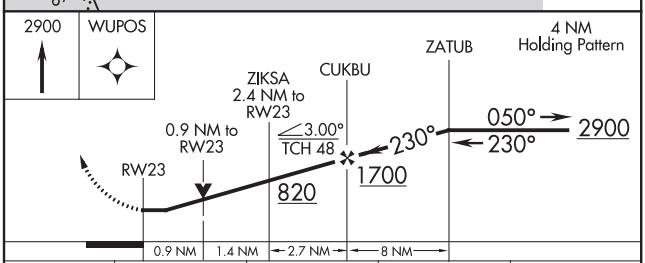
RNAV (GPS) RWY 23
VENICE MUNI (VNC)

When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet and increase LP and LNAV Cats C, D visibility ⅛ mile, and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA with Sarasota altimeter setting. Helicopter visibility reduction below ¾ SM NA.

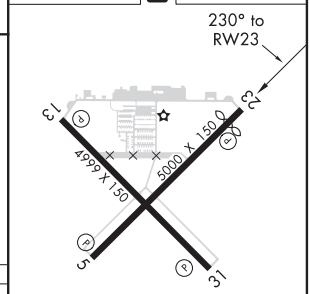
MISSED APPROACH: Climb to 2900 direct WUPOS and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
119.275	119.65 353.575	118.075	122.725 (CTAF) L





ELEV 18 | D | TDZE 18



MIRL Rwys 5-23 and 13-31 L
REIL Rwys 5-23, and 13-31 L

CATEGORY	A	B	C	D
LP MDA	360-1 342 (400-1)			
LNAV MDA	440-1 422 (500-1)		440-1¼ 422 (500-1¼)	
C CIRCLING	500-1 482 (500-1)		700-2 682 (700-2)	920-3 902 (1000-3)

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VENICE, FLORIDA

AL-5960 (FAA)

19059

RNAV (GPS) RWY 31

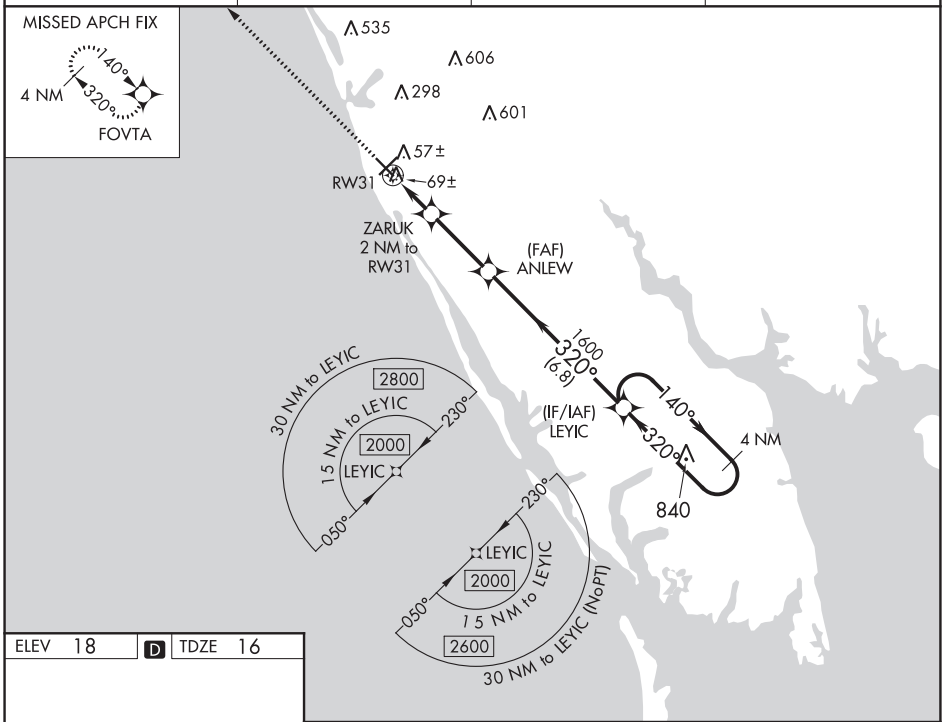
VENICE MUNI (VNC)

WAAS CH 78223 W31A	APP CRS 320°	Rwy ldg 4999 TDZE 16 Apt Elev 18

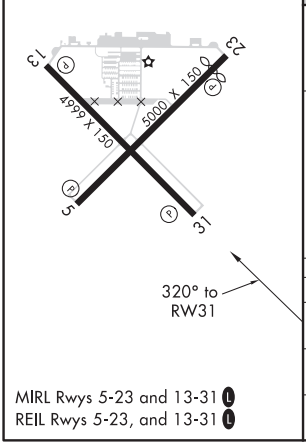
Inop table does not apply. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet LP/LNAV Cat C and D visibility ⅛ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct FOVTA and hold.

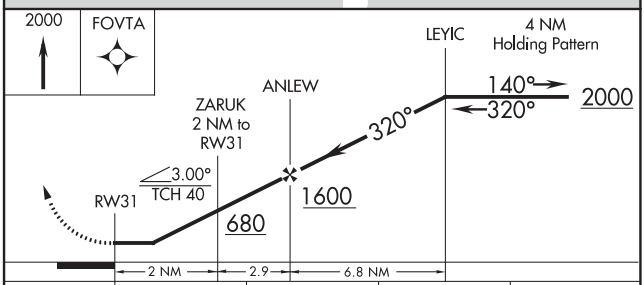
AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
119.275	119.65 353.575	118.075	122.725 (CTAF) L



ELEV 18 | D | TDZE 16



MIRL Rwys 5-23 and 13-31 L
REIL Rwys 5-23, and 13-31 L



CATEGORY	A	B	C	D
LP MDA	360-1 344 (400-1)			
LNAV MDA	360-1 344 (400-1)			
C CIRCLING	500-1 482 (500-1)		700-2 682 (700-2)	920-3 902 (1000-3)

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VENICE, FLORIDA
Amdt 1D 10DEC15

27°04'N-82°26'W

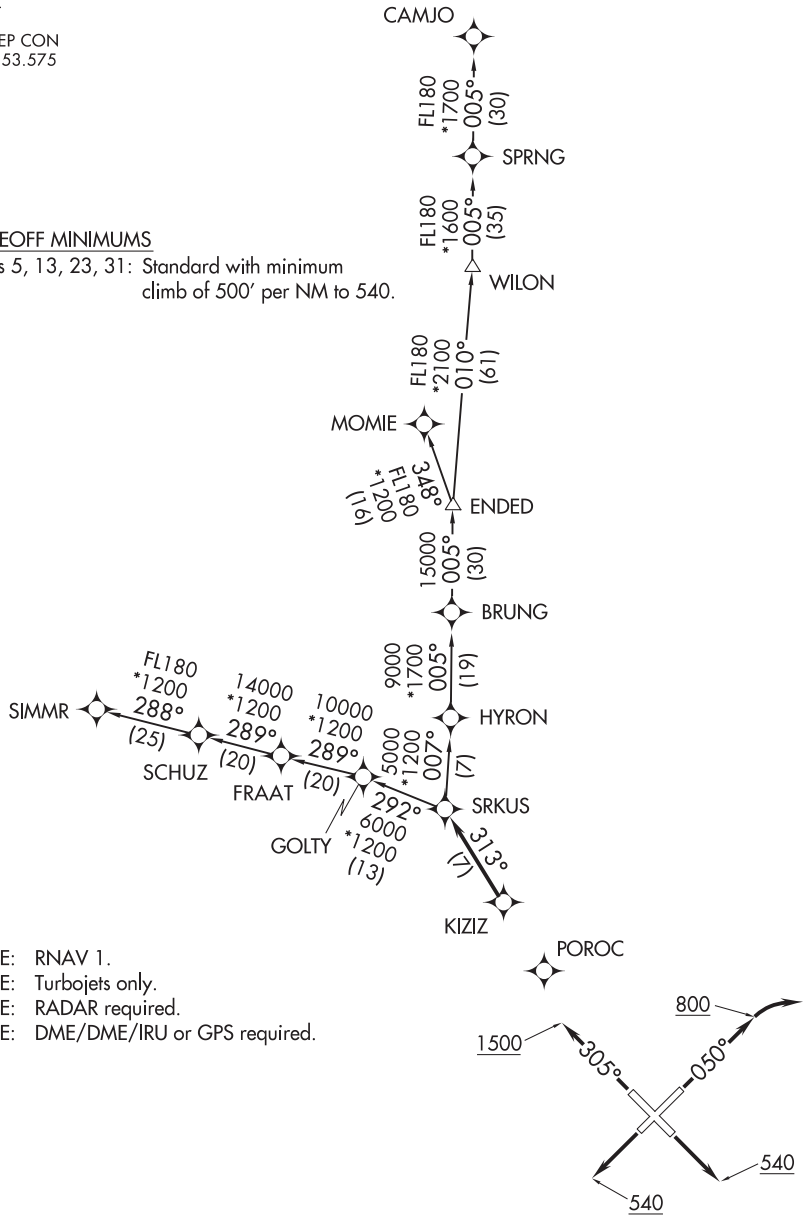
VENICE MUNI (VNC)

RNAV (GPS) RWY 31

SRKUS FOUR DEPARTURE (RNAV)

AWOS-3
119.275
CLNC DEL
118.25
TAMPA DEP CON
119.65 353.575

TAKEOFF MINIMUMS
Rwys 5, 13, 23, 31: Standard with minimum climb of 500′ per NM to 540.



NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

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SRKUS FOUR DEPARTURE (RNAV)

VENICE, FLORIDA
VENICE MUNI (VNC)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 050° to 800 before turning right, thence. . . .
TAKEOFF RWYS 13, 23: Climb on assigned heading to at or above 540, thence. . . .
TAKEOFF RWY 31: Climb heading 305° to 1500 before proceeding on course, thence. . . .

. . . .for vectors to KIZIZ, then on track 313° to SRKUS, maintain 2000 or as assigned by ATC. Expect clearance to filed altitude/flight level 10 minutes after departure.

CAMJO TRANSITION (SRKUS4.CAMJO)
MOMIE TRANSITION (SRKUS4.MOMIE)
SIMMR TRANSITION (SRKUS4.SIMMR)

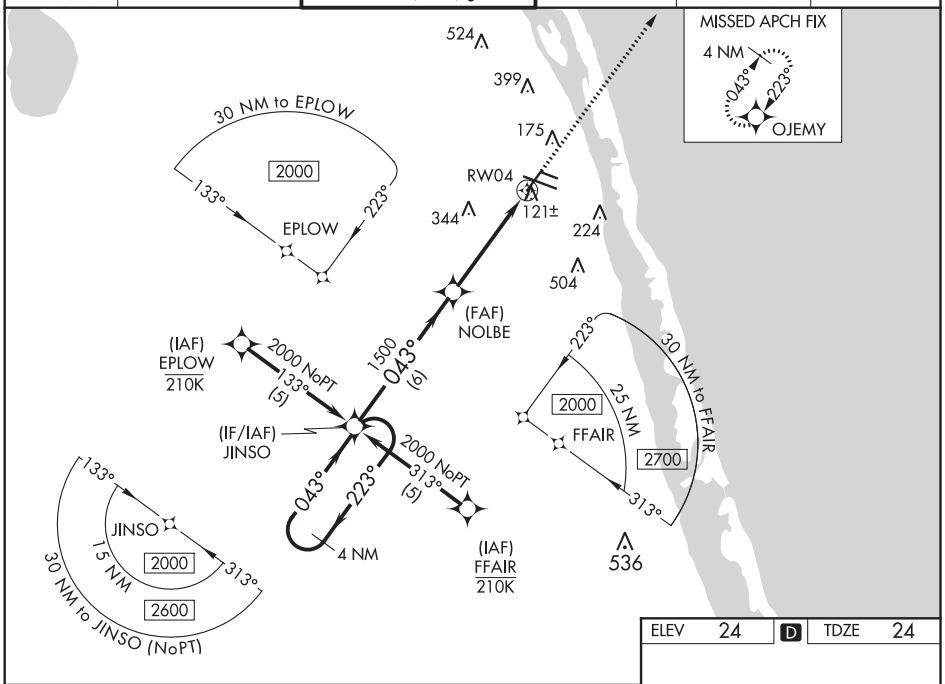
WAAS CH 61311 W04A	APP CRS 043°	Rwy ldg 4974 TDZE 24 Apt Elev 24

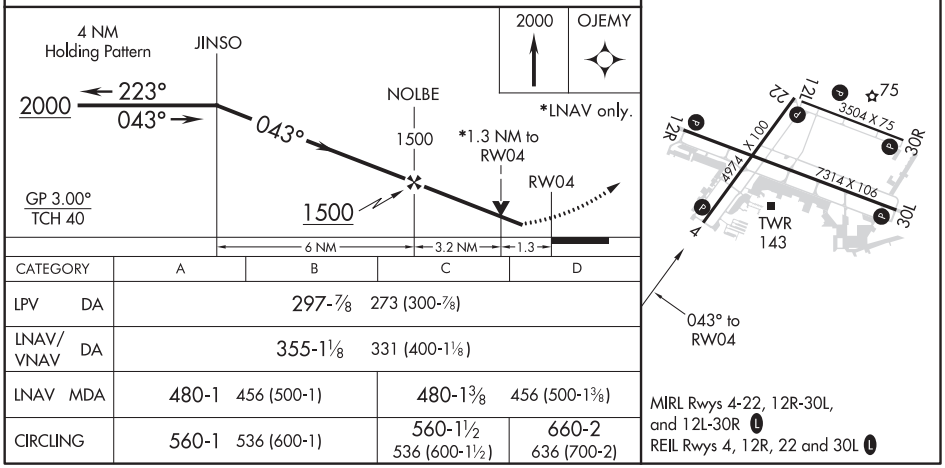
RNAV (GPS) RWY 4
VERO BEACH RGNL (VRB)

Circling to Rwy 30R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and MDA 40 feet, increase LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cat C/D visibility ¼ mile and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Fort Pierce altimeter setting. Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct OJEMY and hold.

ATIS	PALM BEACH APP CON	VERO BEACH TOWER*	GND CON	CLNC DEL	UNICOM
120.575	123.625 225.4 (N)	126.3 (CTAF) L	127.45	134.975	122.95





CATEGORY	A	B	C	D
LPV DA	297-⅞ 273 (300-⅞)			
LNAV/VNAV DA	355-1⅛ 331 (400-1⅛)			
LNAV MDA	480-1 456 (500-1)		480-1⅜ 456 (500-1⅜)	
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22, 12R-30L, and 12L-30R L
REIL Rwys 4, 12R, 22 and 30L L

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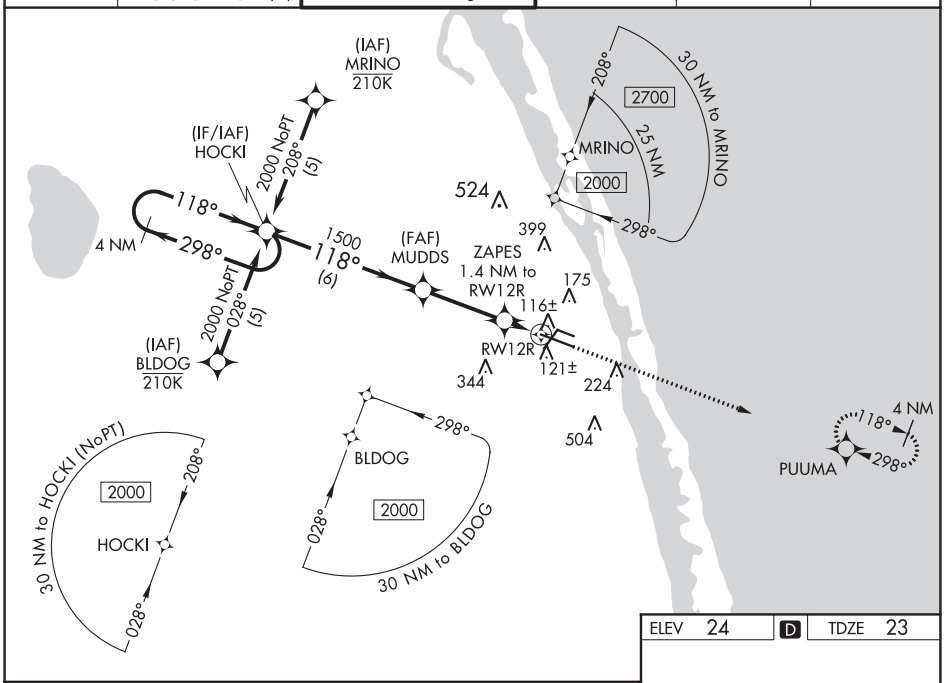
WAAS CH 53511 W12A	APP CRS 118°	Rwy ldg 7314 TDZE 23 Apt Elev 24

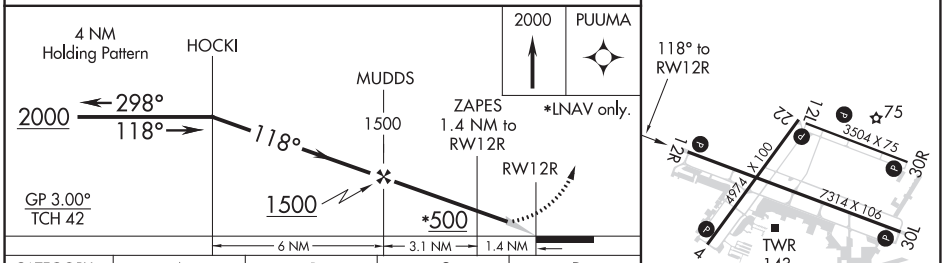
RNAV (GPS) RWY 12R
VERO BEACH RGNL (VRB)

T A Circling to Rwy 30R NA at night. Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and increase LNAV Cats C and D visibility ⅛ mile and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct PUUMA and hold.

ATIS	PALM BEACH APP CON	VERO BEACH TOWER★	GND CON	CLNC DEL	UNICOM
120.575	123.625 225.4 (N)	126.3 (CTAF) L	127.45	134.975	122.95





ELEV 24	D	TDZE 23

CATEGORY	A	B	C	D
LPV DA	279-¾ 256 (300-¾)			
LNAV/VNAV DA	294-⅞ 271 (300-⅞)			
LNAV MDA	380-1 357 (400-1)			
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22, 12R-30L, and 12L-30R L
REIL Rwys 4, 12R, 22 and 30L L

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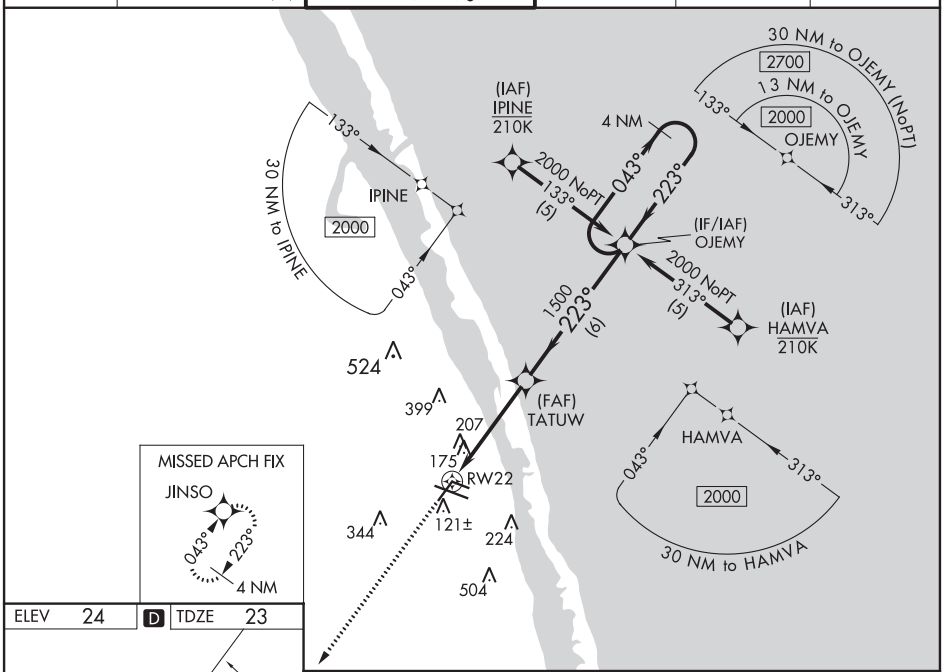
WAAS CH 53611 W22A	APP CRS 223°	Rwy ldg 4945 TDZE 23 Apt Elev 24

RNAV (GPS) RWY 22
VERO BEACH RGNL (VRB)

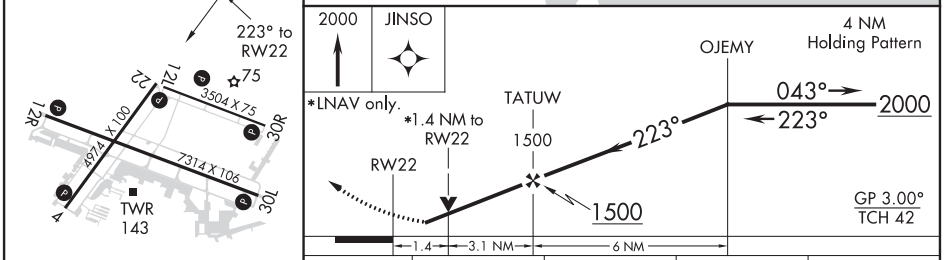
Circling to Rwy 30R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and increase LPV and LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cats C/D ⅛ mile and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Fort Pierce altimeter setting. Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct JINSO and hold.

ATIS	PALM BEACH APP CON	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
120.575	123.625 225.4 (N)	126.3 (CTAF) L	127.45	134.975	122.95



ELEV 24	D	TDZE 23



CATEGORY	A	B	C	D
LPV DA	340-1 317 (400-1)			
LNAV/VNAV DA	544-1¾ 521 (600-1¾)			
LNAV MDA	520-1 497 (500-1)		520-1⅜ 497 (500-1⅜)	
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22, 12R-30L, and 12L-30R L
REIL Rwys 4, 12R, 22 and 30L L

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VERO BEACH, FLORIDA | AL-437 (FAA) | 20254

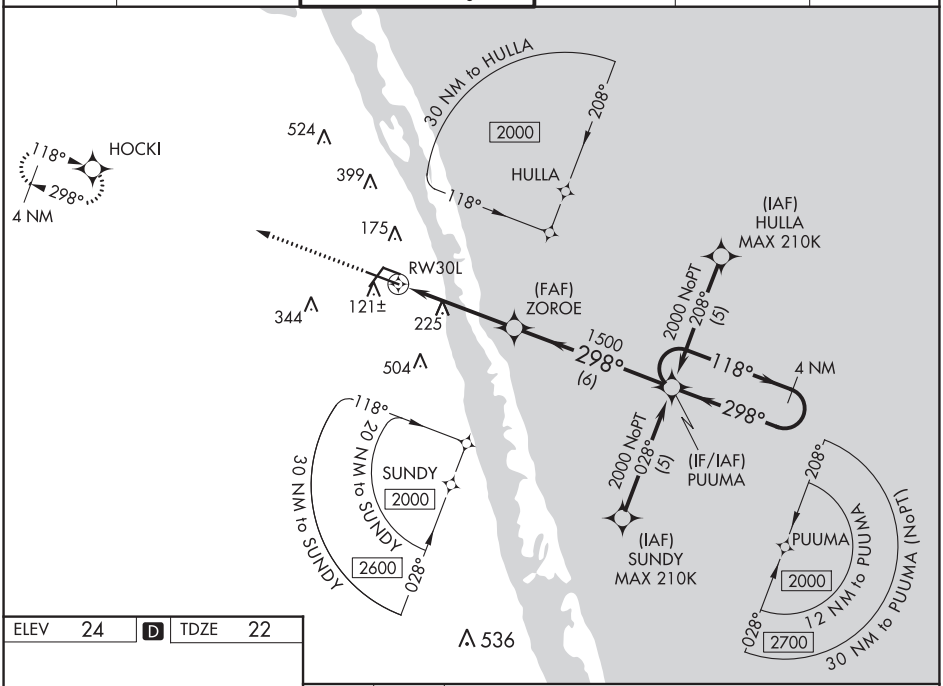
RNAV (GPS) RWY 30L
VERO BEACH RGNL (VRB)

WAAS CH 69411 W30A	APP CRS 298°	Rwy ldg 7276 TDZE 22 Apt Elev 24

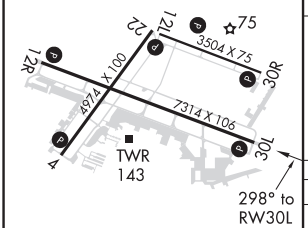
Circling to Rwy 30R NA at night. Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Fort Pierce altimeter setting. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and increase LNAV/VNAV all Cats visibility ⅛ mile LNAV Cats C/D and Circling visibility Cats C/D ¼ mile.

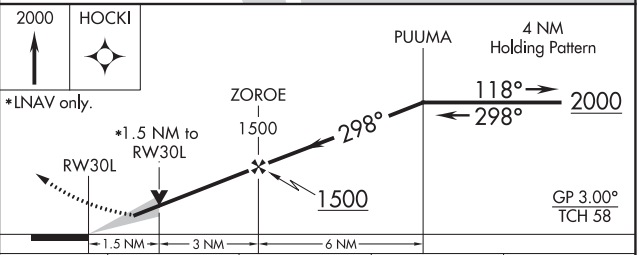
MISSED APPROACH: Climb to 2000 direct HOCKI and hold.

ATIS	PALM BEACH APP CON	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
120.575	123.625 225.4	126.3 (CTAF) L	127.45	134.975	122.95



ELEV 24 | D | TDZE 22





CATEGORY	A	B	C	D
LPV DA	222-¾ 200 (200-¾)			
LNAV/VNAV DA	346-1 324 (400-1)			
LNAV MDA	540-1 518 (600-1)		540-1⅜ 518 (600-1⅜)	
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22, 12R-30L, and 12L-30R L
REIL Rwys 4, 12R, 22 and 30L L

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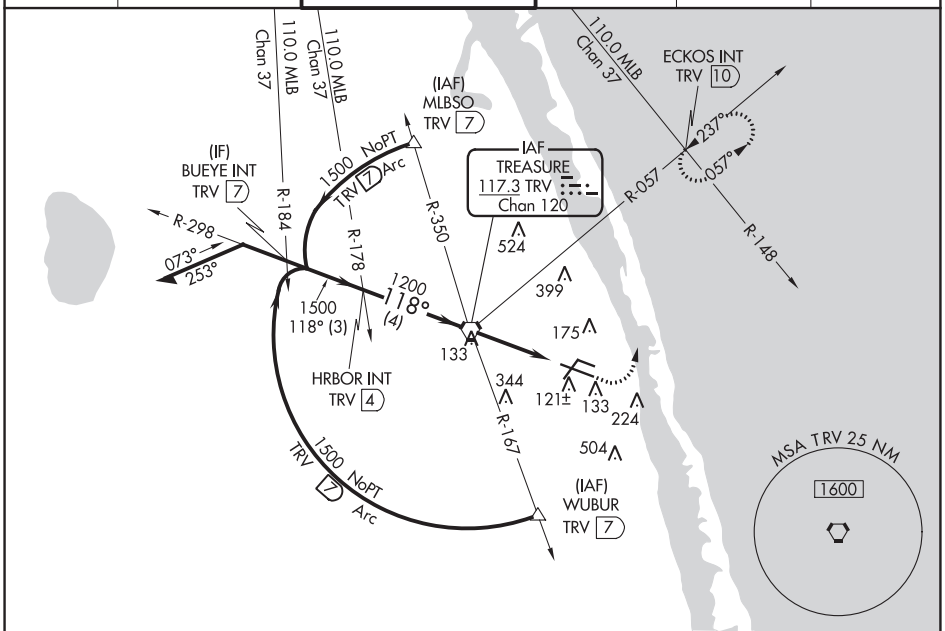
VOR RWY 12R
VERO BEACH RGNL (VRB)

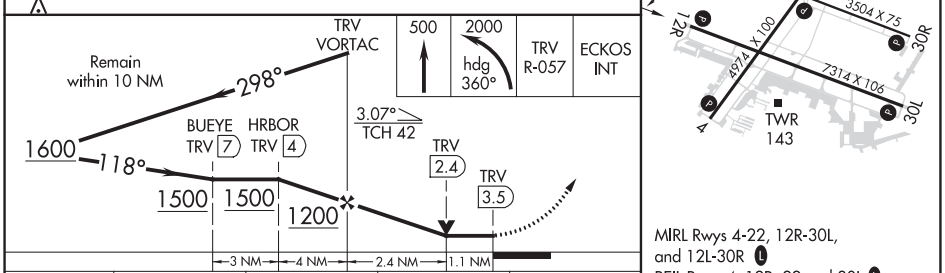
VORTAC TRV	APP CRS	Rwy ldg	7314
117.3	118°	TDZE	23
Chan 120		Apt Elev	24

Circling to Rwy 30R NA at night. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all MDAs 40 feet.

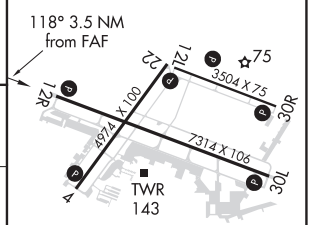
MISSED APPROACH: Climb to 500 then climbing left turn to 2000 heading 360° and on TRV VORTAC R-057 to ECKOS INT/TRV 10 DME and hold.

ATIS	PALM BEACH APP CON	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
120.575	123.625 225.4 (N)	126.3 (CTAF) L	127.45	134.975	122.95





ELEV 24	D	TDZE 23



MIRL Rwys 4-22, 12R-30L, and 12L-30R L
REIL Rwys 4, 12R, 22 and 30L L

CATEGORY	A	B	C	D
S-12R	400-1 377 (400-1)			
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

VERO BEACH, FLORIDA | AL-437 (FAA) | 20254

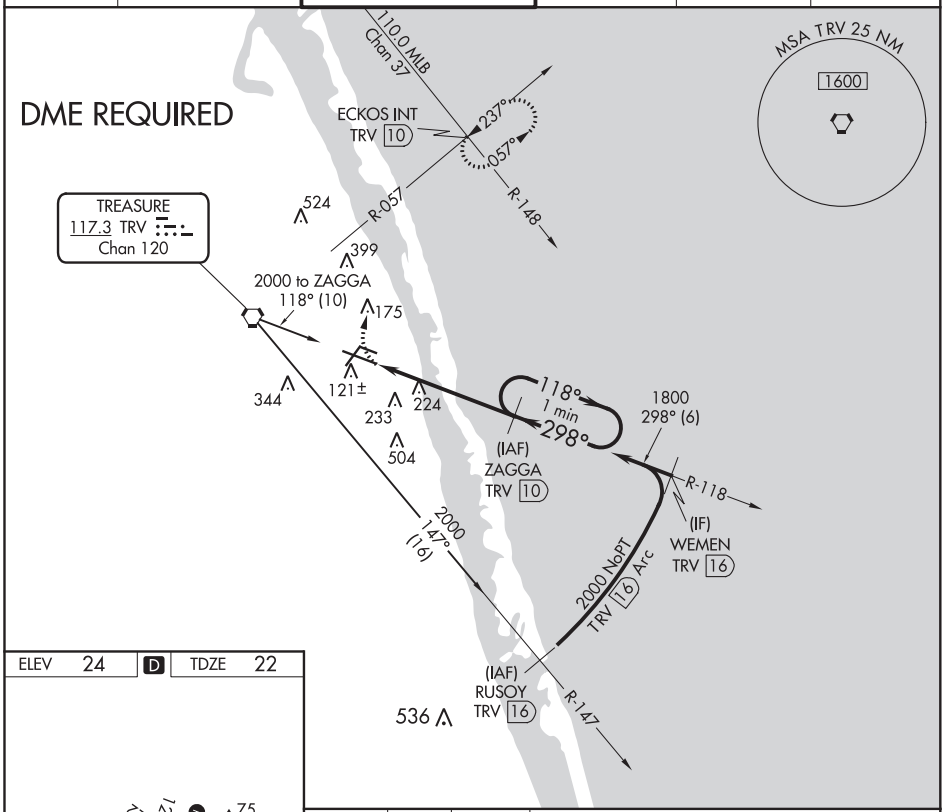
VOR RWY 30L
VERO BEACH RGNL (VRB)

VORTAC TRV	APP CRS	Rwy ldg	7276
117.3	298°	TDZE	22
Chan 120		Apt Elev	24

Circling to Rwy 30R NA at night. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all MDAs 40 feet. VDP NA with Fort Pierce altimeter setting. DME required.

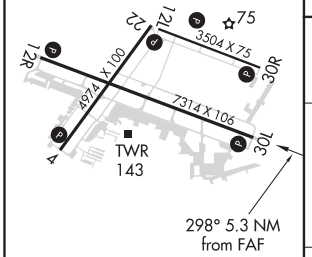
MISSED APPROACH: Climbing right turn to 2000 on heading 360° and TRV VORTAC R-057 to ECKOS INT/TRV 10 DME and hold.

ATIS	PALM BEACH APP CON	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
120.575	123.625 225.4 (N)	126.3 (CTAF) L	127.45	134.975	122.95

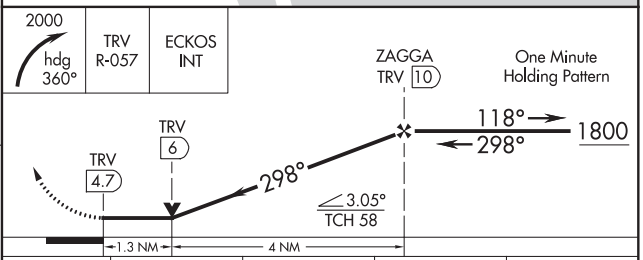


SE-3, 25 FEB 2021 to 22 APR 2021

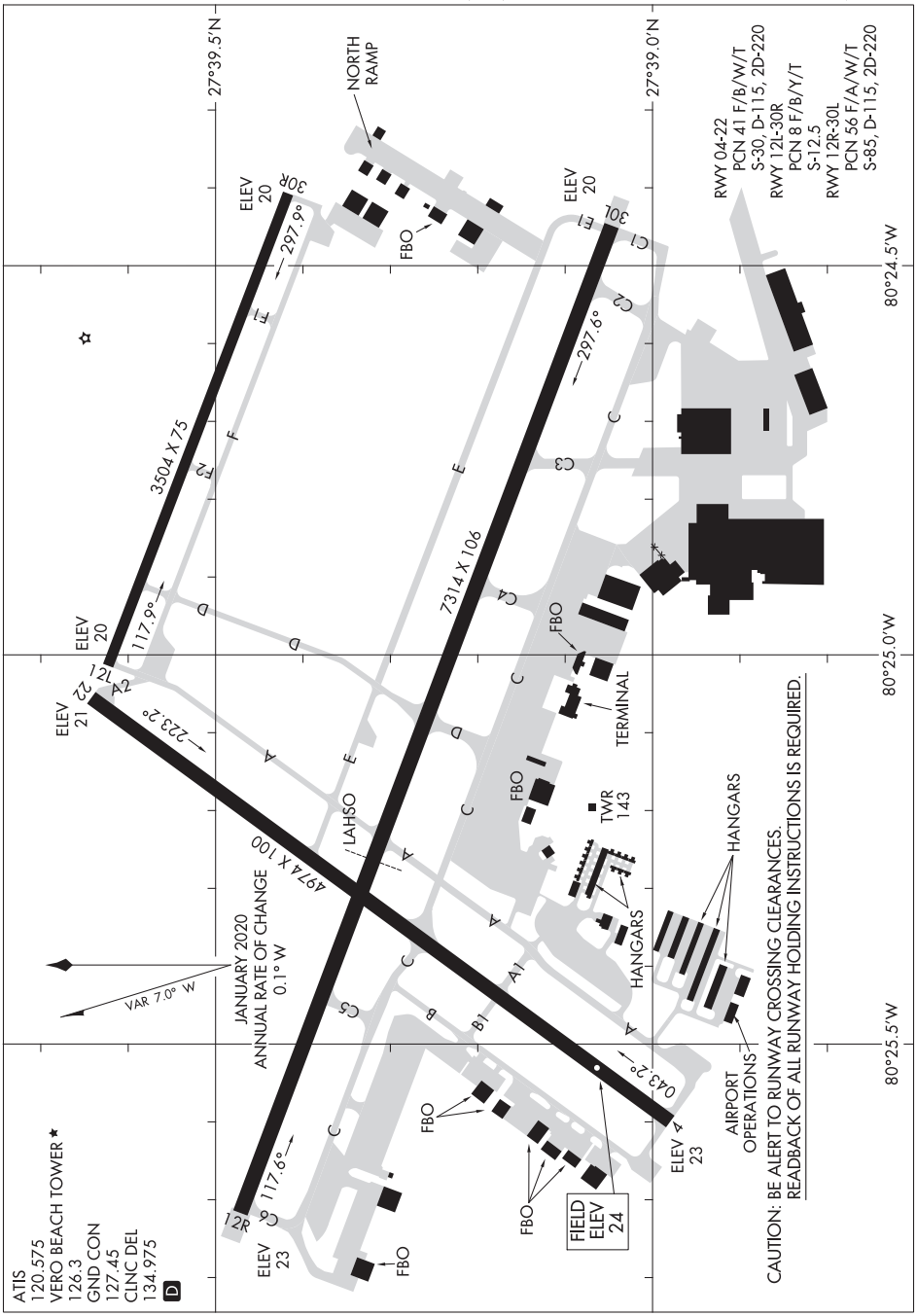
ELEV	24	D	TDZE	22



MIRL Rwys 4-22, 12R-30L, and 12L-30R L
REIL Rwys 4, 12R, 22 and 30L L



CATEGORY	A	B	C	D
S-30L	500-1 478 (500-1)		500-1⅜ 478 (500-1⅜)	
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

WAUCHULA, FLORIDA | AL-9986 (FAA) | 20254

WAAS CH 90329 W18A	APP CRS 184°	Rwy ldg 4005 TDZE 108 Apt Elev 108

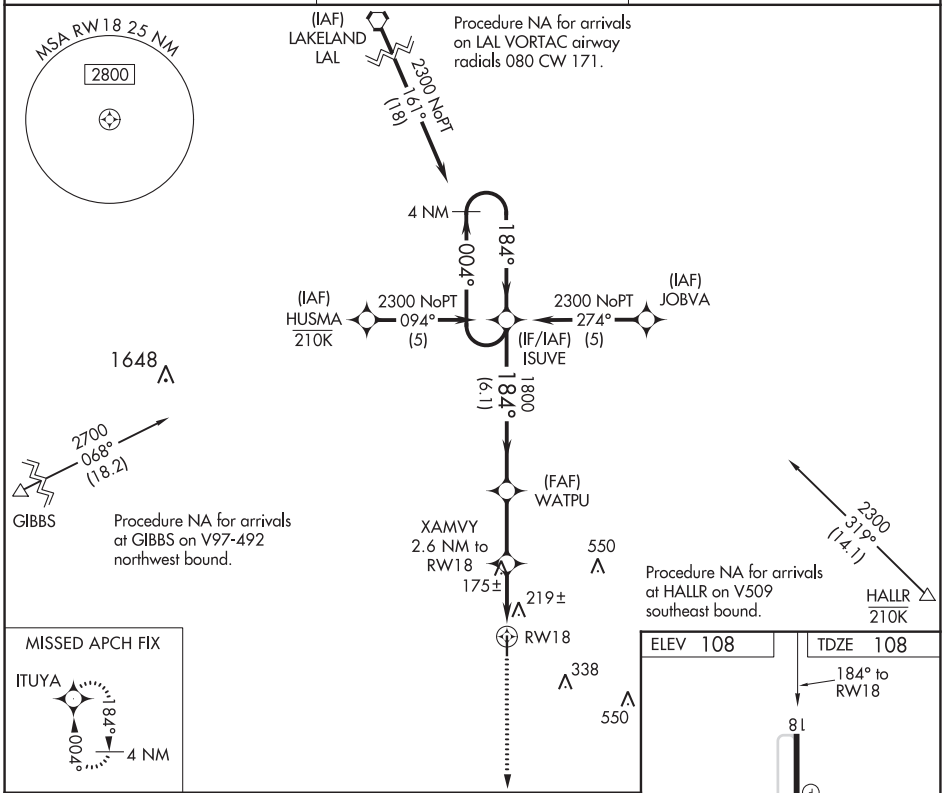
RNAV (GPS) RWY 18
WAUCHULA MUNI (CHN)

RNP APCH.

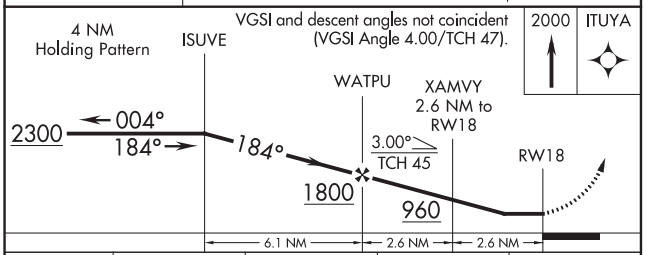
T A NA Use Sarasota/Brandenton altimeter setting; when not received, use Tampa Intl altimeter setting and increase all MDA 20 feet. Rwy 18 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct ITUYA and hold.

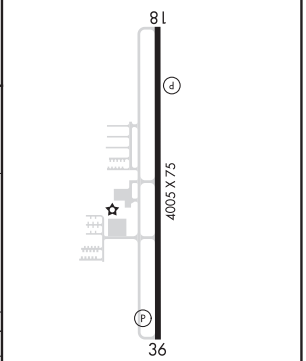
SRQ ASOS	MIAMI CENTER	CTAF
124.375	134.55 257.7	122.9 L



MISSED APCH FIX



ELEV 108	TDZE 108



CATEGORY	A	B	C	D
LP MDA	540-1 432 (500-1)		540-1 3/8 432 (500-1 3/8)	NA
LNAV MDA	580-1 472 (500-1)		580-1 3/8 472 (500-1 3/8)	NA

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 62929 W36A	APP CRS 004°	Rwy ldg 4005 TDZE 108 Apt Elev 108

RNAV (GPS) RWY 36
WAUCHULA MUNI (CHN)

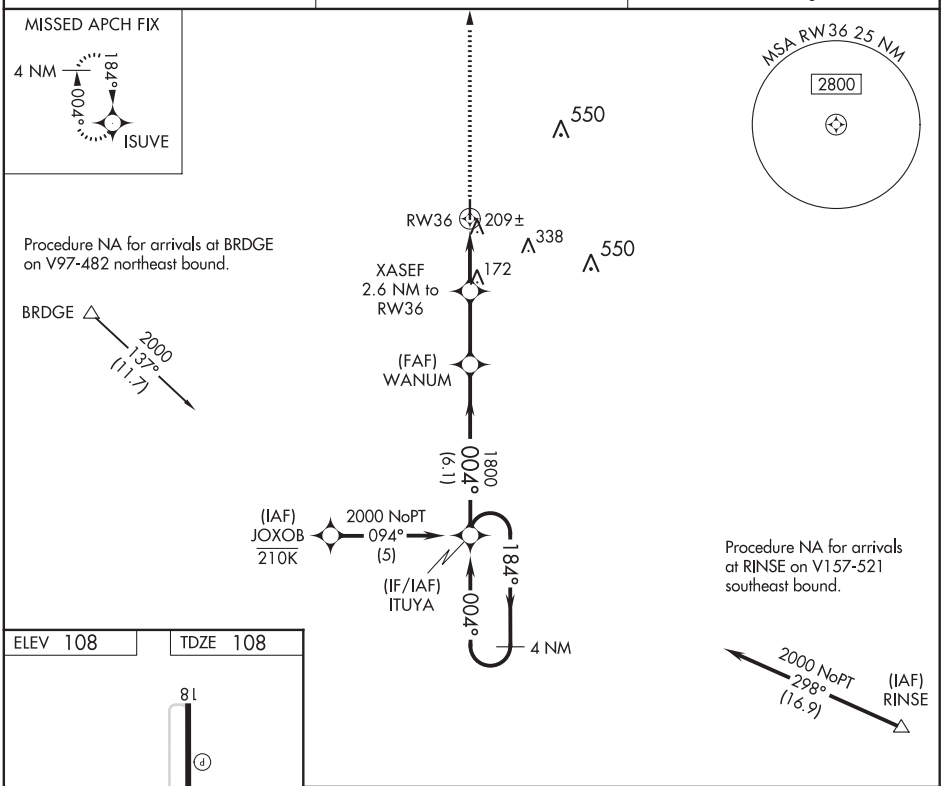
RNP APCH.

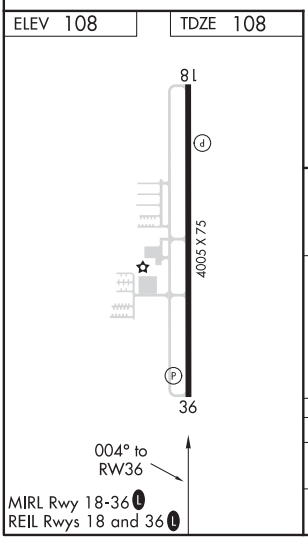
Use Sarasota/Bradenton Intl altimeter setting; when not received, use Tampa Intl altimeter setting and increase all MDA 20 feet, increase LP Cat C visibility ⅛ mile. Rwy 36 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

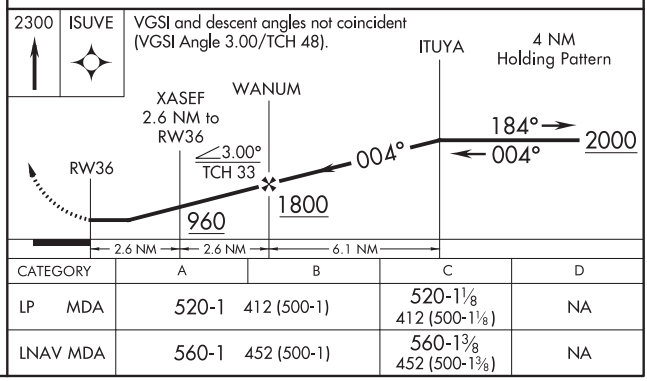
NA

MISSED APPROACH: Climb to 2300 direct ISUVE and hold.

SRQ ASOS	MIAMI CENTER	CTAF
124.375	134.55 257.7	122.9 L







CATEGORY	A	B	C	D
LP MDA	520-1 412 (500-1)		520-1⅛ 412 (500-1⅛)	NA
LNAV MDA	560-1 452 (500-1)		560-1⅜ 452 (500-1⅜)	NA

SE-3, 25 FEB 2021 to 22 APR 2021

WEST PALM BEACH, FLORIDA

AL-9151 (FAA)

21056

ILS or LOC RWY 9R

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

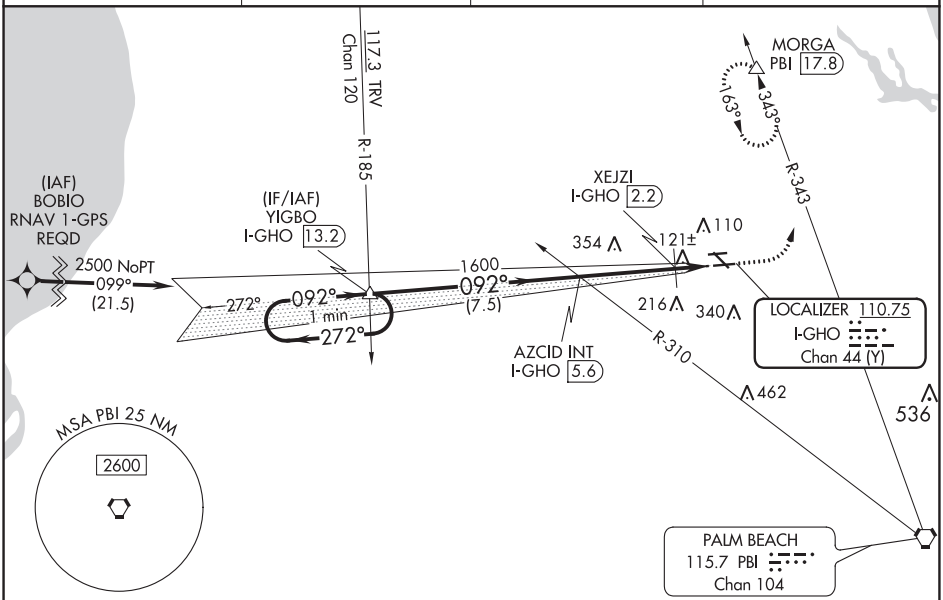
LOC/DME I-GHO	APP CRS	Rwy ldg	4300
110.75	092°	TDZE	22
Chan 44 (Y)		Apt Elev	22

T A NA

Circling NA to Rwys 9L and 27R. DME required. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DA to 300 and all visibilities ⅛ SM; increase all MDAs 40 feet; increase XEJZI Fix Minimums S-LOC 9R Cats C/D visibility ⅛ SM. Rwy 9R helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on hdg 033° and on PBI VORTAC R-343 to MORGA PBI 17.8 DME and hold.

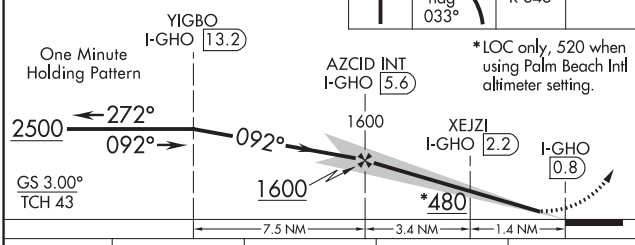
AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	128.3 317.4	120.825	123.075 (CTAF) L



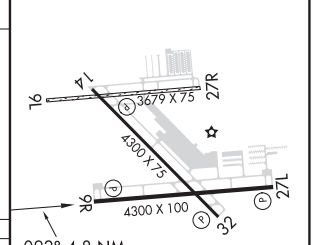
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 40).

500	2000 hdg 033°	PBI R-343	MORGA

*LOC only, 520 when using Palm Beach Intl altimeter setting.



ELEV 22	TDZE 22



092° 4.8 NM from FAF

MIRL Rwys 9R-27L and 14-32 L
REIL Rwys 9R, 14, 27L and 32 L

CATEGORY	A	B	C	D
S-ILS 9R	272-¾ 250 (300-¾)			
S-LOC 9R	480-1 458 (500-1)		480-1⅜ 458 (500-1⅜)	
C CIRCLING	480-1 458 (500-1)		700-2 678 (700-2)	720-2¼ 698 (700-2¼)
XEJZI FIX MINIMUMS				
S-LOC 9R	420-1 398 (400-1)		420-1⅛ 398 (400-1⅛)	
C CIRCLING	460-1 438 (500-1)	480-1 458 (500-1)	700-2 678 (700-2)	720-2¼ 698 (700-2¼)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-3, 25 FEB 2021 to 22 APR 2021
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WAAS CH 78024 W09A	APP CRS 092°	Rwy ldg 4300 TDZE 22 Apt Elev 22

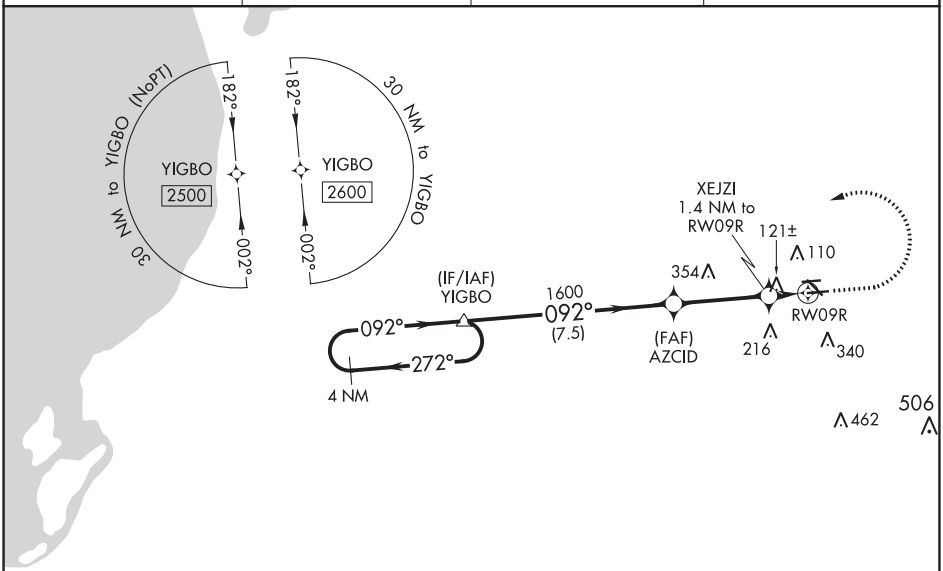
RNAV (GPS) RWY 9R
NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

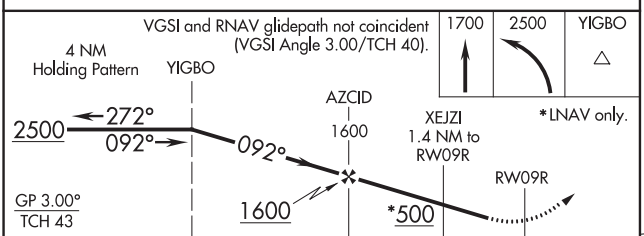
T A NA

Circling NA to Rwys 9L and 27R. Baro-VNAV NA when using Palm Beach Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter not received, use Palm Beach Intl altimeter setting and increase LPV DA to 300 feet; increase LNAV/VNAV DA to 316 feet; increase all MDA 40 feet and LNAV Cats C/D visibility ⅛ SM. Rwy 9R helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1700 then climbing left turn to 2500 direct YIGBO and hold.

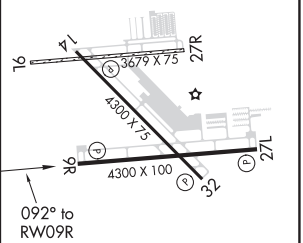
AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	128.3 317.4	120.825	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	272-⅞ 250 (300-⅞)			
LNAV/VNAV DA	288-⅞ 266 (300-⅞)			
LNAV MDA	420-1 398 (400-1)		420-1⅛ 398 (400-1⅛)	
C CIRCLING	460-1 438 (500-1)	480-1 458 (500-1)	700-2 678 (700-2)	720-2¼ 698 (700-2¼)

ELEV 22 TDZE 22



MIRL Rwys 9R-27L and 14-32 L
REIL Rwys 9R, 14, 27L and 32 L

WEST PALM BEACH, FLORIDA
Amdt 2 01FEB18
NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)
26°51′N-80°13′W
RNAV (GPS) RWY 9R
681

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

WEST PALM BEACH, FLORIDA

AL-9151 (FAA)

21056

WAAS CH 40310 W14A	APP CRS 142°	Rwy ldg 4300 TDZE 21 Apt Elev 22

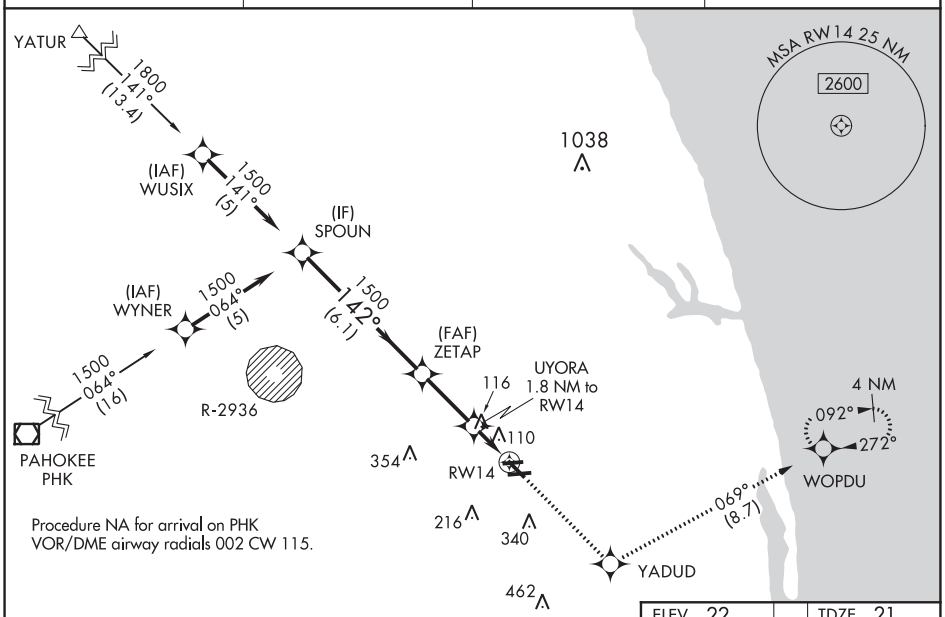
RNAV (GPS) RWY 14

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

Circling NA to Rwys 9L and 27R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter not received, use Palm Beach Intl altimeter setting and increase LPV DA to 352 feet; increase LNAV/VNAV DA to 412 feet and all visibilities ⅛ SM; increase all MDA 40 feet and LNAV Cats C/D visibility ⅛ SM. Rwy 14 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2300 direct YADUD and on track 069° to WOPDU and hold.

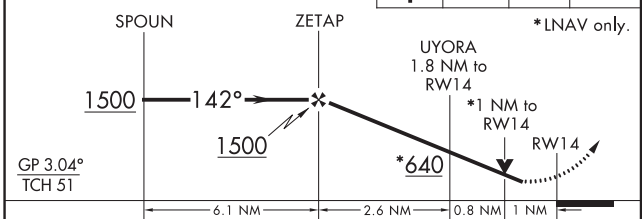
AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	128.3 317.4	120.825	123.075 (CTAF) L



Procedure NA for arrival on PHK
VOR/DME airway radials 002 CW 115.

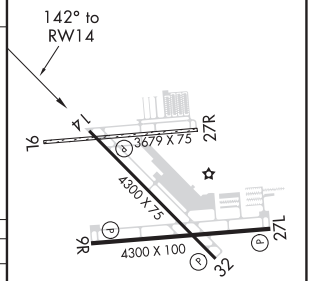
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

2300	YADUD	tr 069°	WOPDU



*LNAV only.

ELEV 22 TDZE 21



CATEGORY	A	B	C	D
LPV DA	324-⅞ 303 (400-⅞)			
LNAV/VNAV DA	384-1 363 (400-1)			
LNAV MDA	380-1 359 (400-1)			
C CIRCLING	460-1 438 (500-1)	480-1 458 (500-1)	700-2 678 (800-2)	720-2¼ 698 (700-2¼)

MIRL Rwys 9R-27L and 14-32 L
REIL Rwys 9R, 14, 27L and 32 L

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SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 93910 W27A	APP CRS 272°	Rwy ldg 4300 TDZE 22 Apt Elev 22

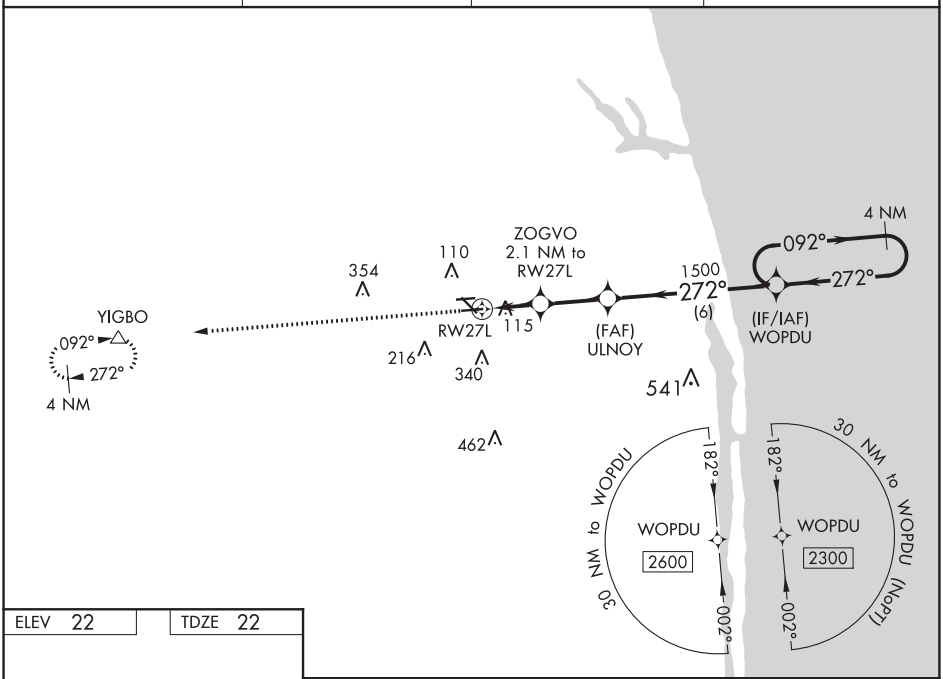
RNAV (GPS) RWY 27L
NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

T
A NA

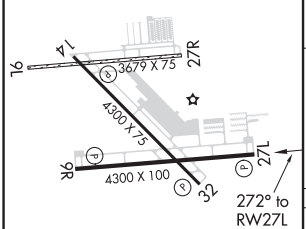
Circling NA to Rwys 9L and 27R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Palm Beach Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter not received, use Palm Beach Intl altimeter setting and increase LPV DA to 369 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 423 feet and all visibilities ⅛ SM; increase all MDA 40 feet and Cat C/D visibility ⅛ SM. Rwy 27L helicopter visibility reduction below ¾ SM NA.

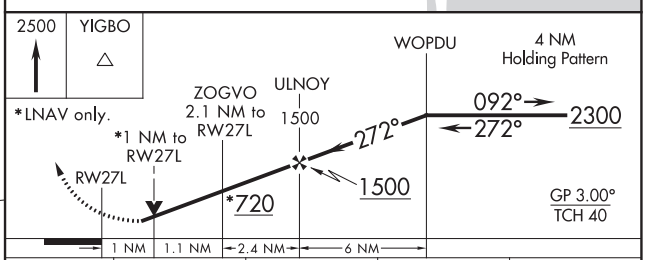
MISSED APPROACH: Climb to 2500 direct YIGBO and hold.

AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	128.3 317.4	120.825	123.075 (CTAF) L



ELEV 22 TDZE 22





CATEGORY	A	B	C	D
LPV DA	341-⅞ 319 (400-⅞)			
LNAV/VNAV DA	395-1 373 (400-1)			
LNAV MDA	380-1 358 (400-1)			
C CIRCLING	460-1 438 (500-1)	480-1 458 (500-1)	700-2 678 (700-2)	720-2¼ 698 (700-2¼)

MIRL Rwys 9R-27L and 14-32 L
REIL Rwys 9R, 14, 27L and 32 L

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SE-3, 25 FEB 2021 to 22 APR 2021

WEST PALM BEACH, FLORIDA

AL-448 (FAA)

20254

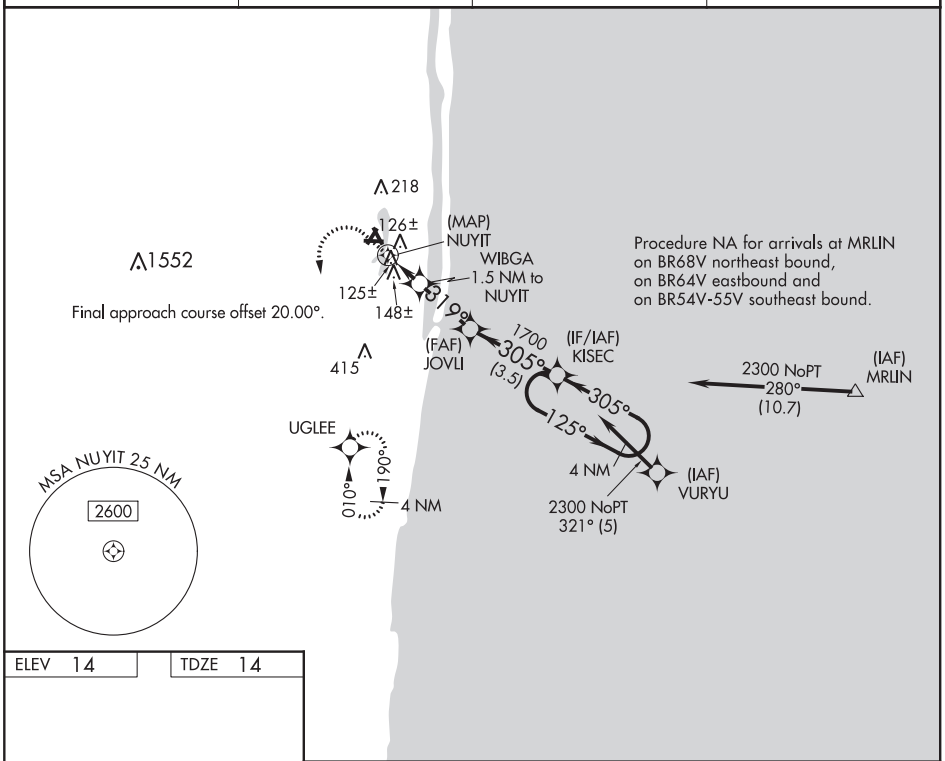
RNAV (GPS) RWY 34
PALM BEACH COUNTY PARK (LNA)

WAAS CH 69232 W34A	APP CRS 319°	Rwy ldg 3421 TDZE 14 Apt Elev 14

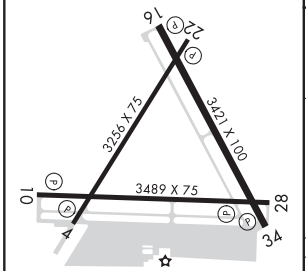
DME/DME RNP-0.3 NA. Rwy 34 helicopter visibility reduction below 1 SM NA. Circling to Rwys 4, 16, 22, 28 NA at night. Straight-in Rwy 34 NA at night, Circling Rwy 34 NA at night.

MISSED APPROACH: (Do not exceed 200K until UGLEE) Climb to 700 then climbing left turn to 2000 direct UGLEE and hold.

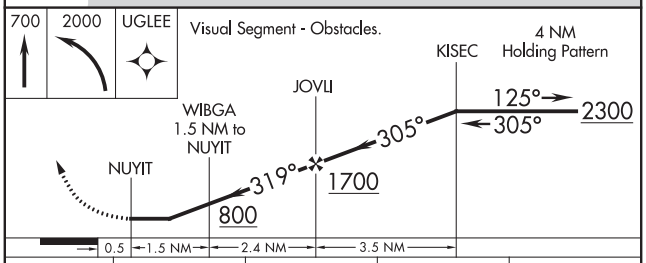
AWOS-3PT	PALM BEACH APP CON	CLNC DEL	UNICOM
119.925	125.2 343.6	127.35	122.7 (CTAF) L



ELEV 14	TDZE 14



MIRL Rwys 4-22, 10-28 and 16-34 L



CATEGORY	A	B	C	D
LP MDA	380-1 366 (400-1)			NA
LNAV MDA	400-1 386 (400-1)		400-1⅛ 386 (400-1⅛)	NA
C CIRCLING	460-1 446 (500-1)	520-1 506 (600-1)	580-1½ 566 (600-1½)	NA

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	NA
099°	TDZE	NA
	Apt Elev	14

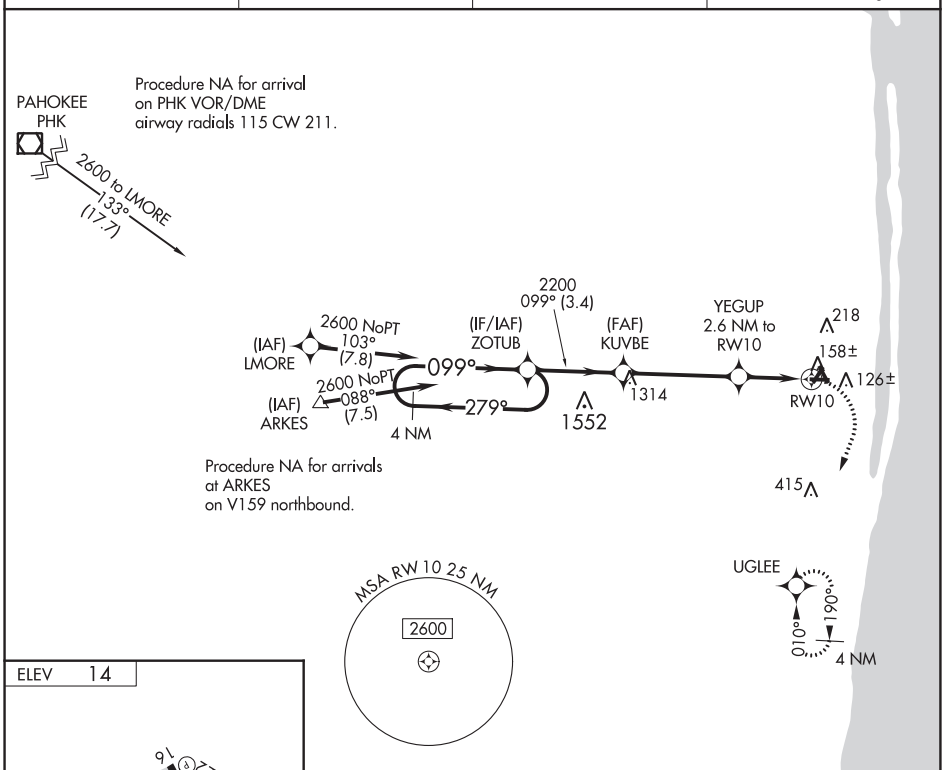
RNAV (GPS)-A

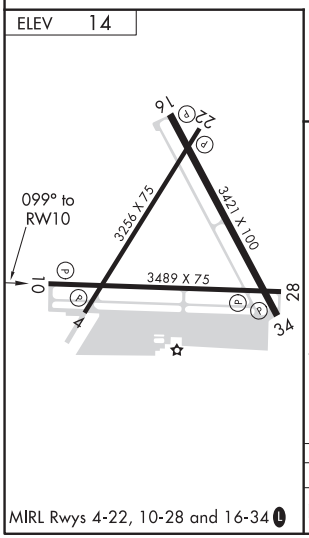
PALM BEACH COUNTY PARK (LNA)

DME/DME RNP-0.3 NA.
Rwy 10 helicopter visibility reduction below ¾ SM NA.
Circling to Rwys 4, 16, 22, 28, 34 NA at night.

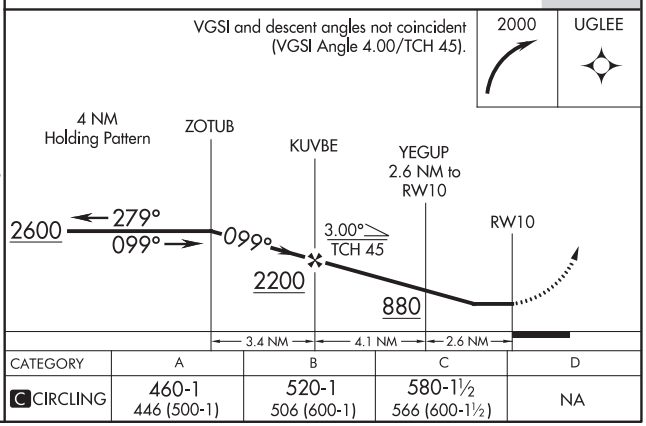
MISSED APPROACH: (Do not exceed 210K until turn completion)
Climbing right turn to 2000 direct UGLEE and hold.

AWOS-3PT	PALM BEACH APP CON	CLNC DEL	UNICOM
119.925	125.2 343.6	127.35	122.7 (CTAF) L





MIRL Rwys 4-22, 10-28 and 16-34 L



CATEGORY	A	B	C	D
C CIRCLING	460-1 446 (500-1)	520-1 506 (600-1)	580-1½ 566 (600-1½)	NA

SE-3, 25 FEB 2021 to 22 APR 2021

WEST PALM BEACH, FLORIDA

AL-448 (FAA)

20254

RNAV (GPS)-B

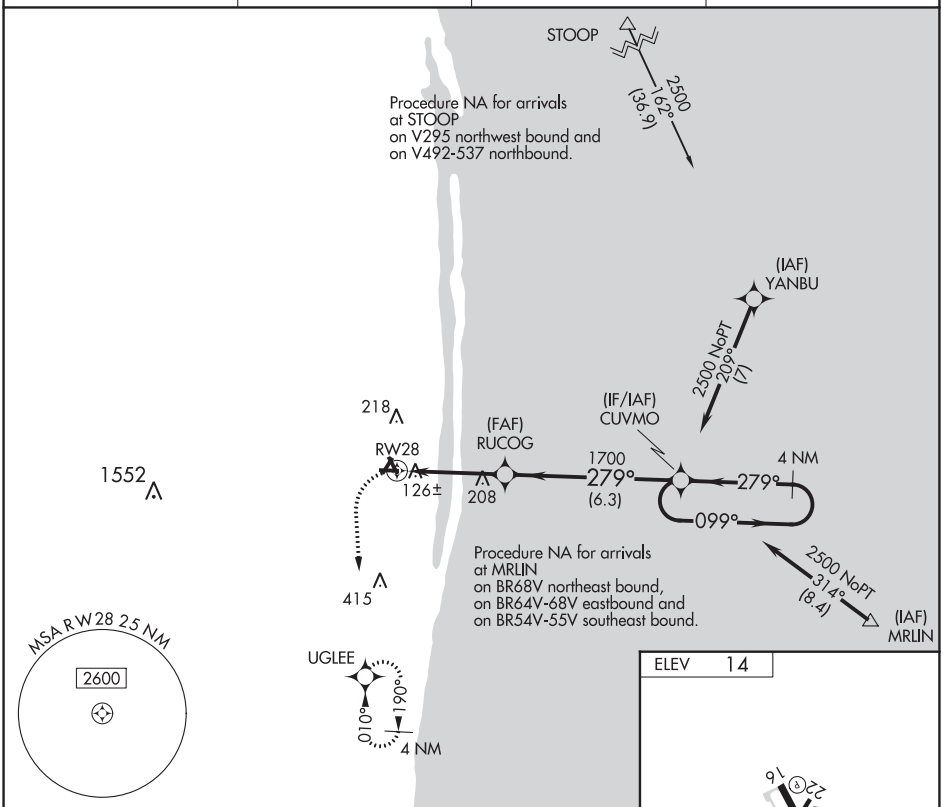
PALM BEACH COUNTY PARK (LNA)

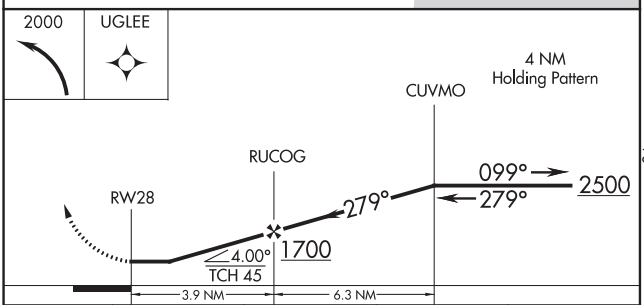
APP CRS	Rwy ldg	NA
279°	TDZE	NA
	Apt Elev	14

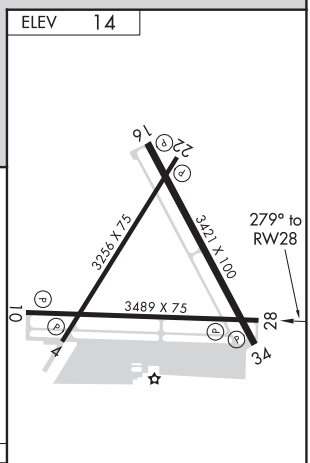
DME/DME RNP-0.3 NA. Rwy 28 helicopter visibility reduction below 1 SM NA.
Circling to Rwys 4, 16, 22, 28, 34 NA at night.

MISSED APPROACH: (Do not exceed 210K until turn completion)
Climbing left turn to 2000 direct UGLEE and hold.

AWOS-3PT	PALM BEACH APP CON	CLNC DEL	UNICOM
119.925	125.2 343.6	127.35	122.7 (CTAF)







CATEGORY	A	B	C	D
C CIRCLING	460-1 446 (500-1)	520-1 506 (600-1)	580-1½ 566 (600-1½)	NA

MIRL Rwys 4-22, 10-28 and 16-34

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 10L
PALM BEACH INTL (PBI)

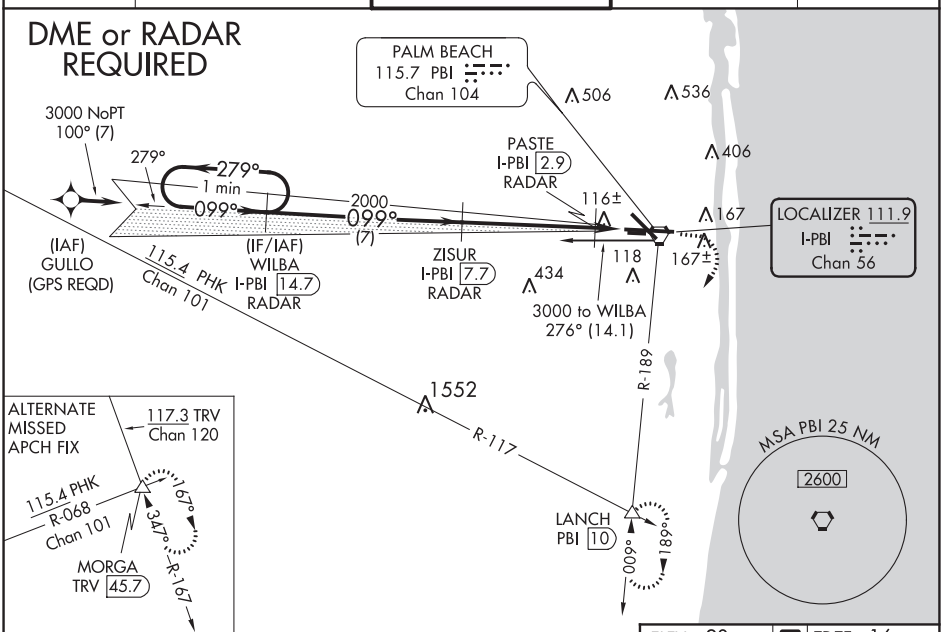
ILS/DME I-PBI	APP CRS	Rwy ldg	8800
111.9	099°	TDZE	16
Chan 56		Apt Elev	20

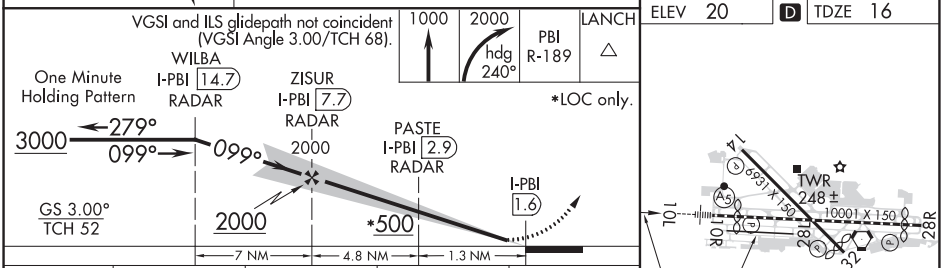
T A DME or RADAR required. For inop ALS, increase S-LOC 10L Cat C/D visibility to 1⅜ SM and PASTE Fix Minimums S-LOC 10L Cat C/D visibility to RVR 5500.
#RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

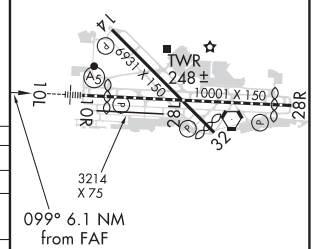
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on heading 240° and PBI VORTAC R-189 to LANCH INT/PBI 10 DME and hold.

D-ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	128.3 317.4	119.1 257.8	121.9 284.6	121.6 284.6





ELEV 20 D TDZE 16



HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

CATEGORY	A	B	C	D
S-ILS 10L #	216/24 200 (200-½)			
S-LOC 10L	500/24 484 (500-½)		500/50 484 (500-1)	
C CIRCLING	560-1 540 (600-1)		680-1¾ 660 (700-1¾)	780-2½ 760 (800-2½)
PASTE FIX MINIMUMS				
S-LOC 10L	380/24 364 (400-½)		380/35 364 (400-⅝)	
C CIRCLING	560-1 540 (600-1)		680-1¾ 660 (700-1¾)	780-2½ 760 (800-2½)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

WEST PALM BEACH, FLORIDA

AL-449 (FAA)

21056

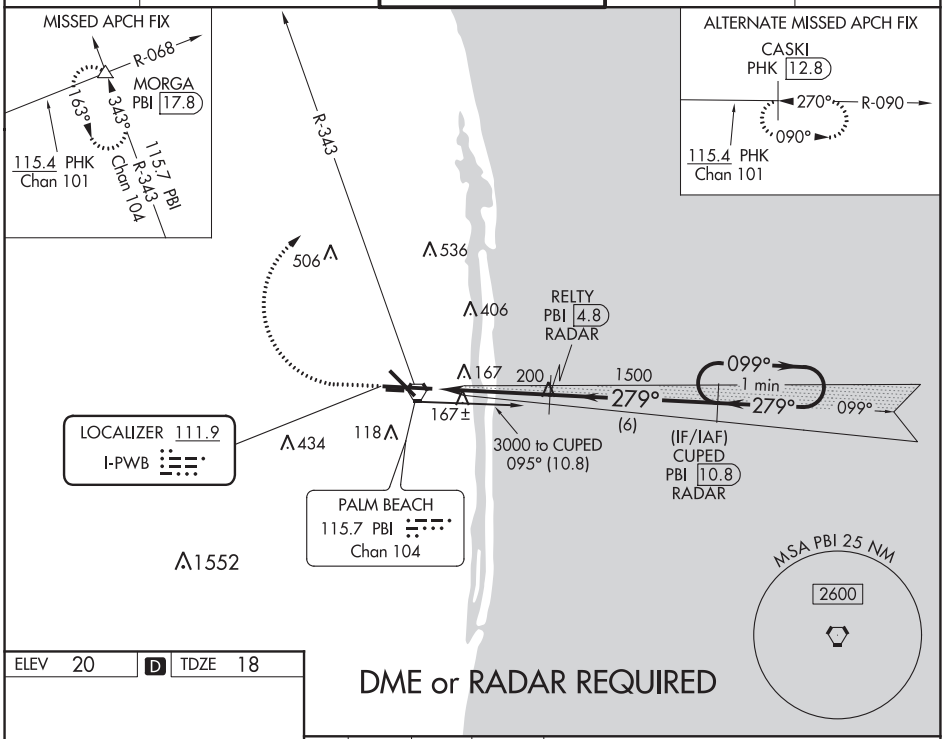
ILS or LOC RWY 28R
PALM BEACH INTL (PBI)

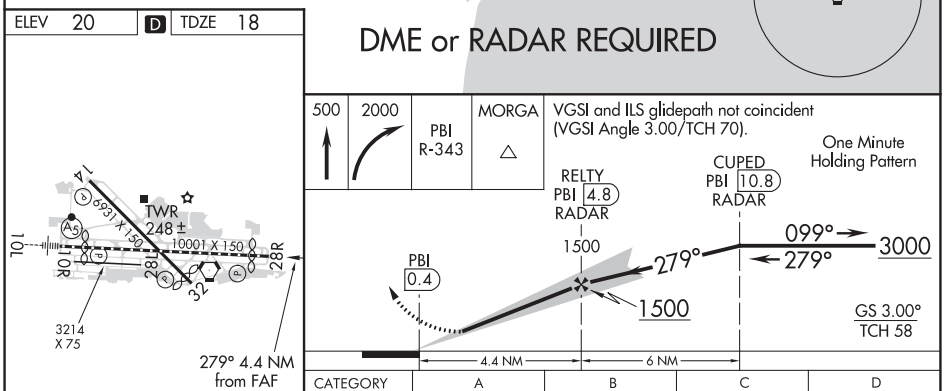
LOC I-PWB	APP CRS	Rwy ldg	9189
111.9	279°	TDZE	18
		Apt Elev	20

DME or RADAR required.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on PBI VORTAC R-343 to MORGA INT/PBI 17.8 DME and hold.

D-ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	128.3 317.4	119.1 257.8	121.9 284.6	121.6 284.6





HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-ILS 28R	218/40 200 (200-¾)			
S-LOC 28R	460/50 442 (500-1)		460/60 442 (500-1¼)	460-1½ 442 (500-1½)
C CIRCLING	560-1 540 (600-1)		680-1¾ 660 (700-1¾)	780-2½ 760 (800-2½)

WEST PALM BEACH, FLORIDA
Amdt 3C 21MAY20

26°41′N-80°06′W

PALM BEACH INTL (PBI)
ILS or LOC RWY 28R

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	9189
279°	TDZE	18
	Apt Elev	20

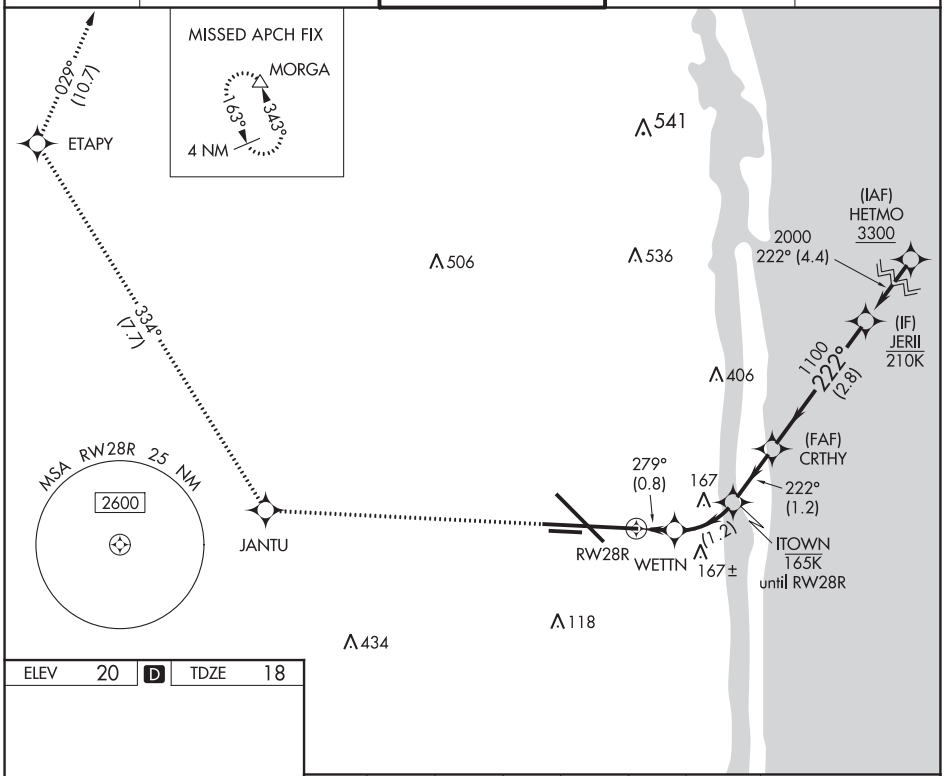
RNAV (RNP) W RWY 28R

PALM BEACH INTL (PBI)

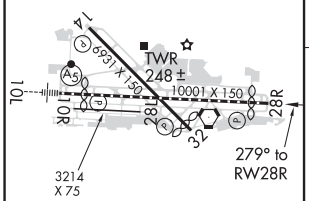
For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 54°C (130°F). RF required. GPS required.

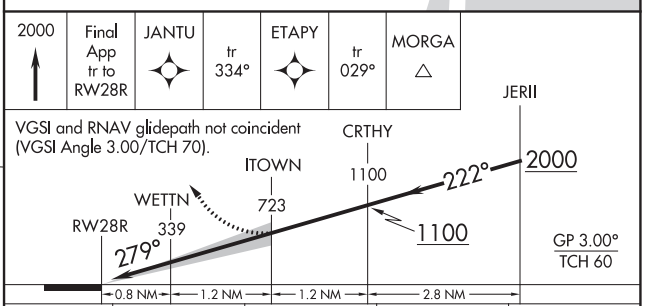
MISSED APPROACH: Climb to 2000 on the final approach track to Rwy 28R and direct JANTU then track 334° to ETAPY then track 029° to MORGA and hold.

D-ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	128.3 317.4	119.1 257.8	121.9 284.6	121.6 284.6



ELEV	20	D	TDZE	18





VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

CATEGORY	A	B	C	D
RNP 0.30 DA	725-2½ 707 (800-2½)			

HIRL Rwy 10L-28R
MIRL Rwys 14-32 and 10R-28L
REIL Rwys 10R, 14, 28L, 28R, and 32

AUTHORIZATION REQUIRED

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

WEST PALM BEACH, FLORIDA

AL-449 (FAA)

21056

RNAV (RNP) Z RWY 10L

PALM BEACH INTL (PBI)

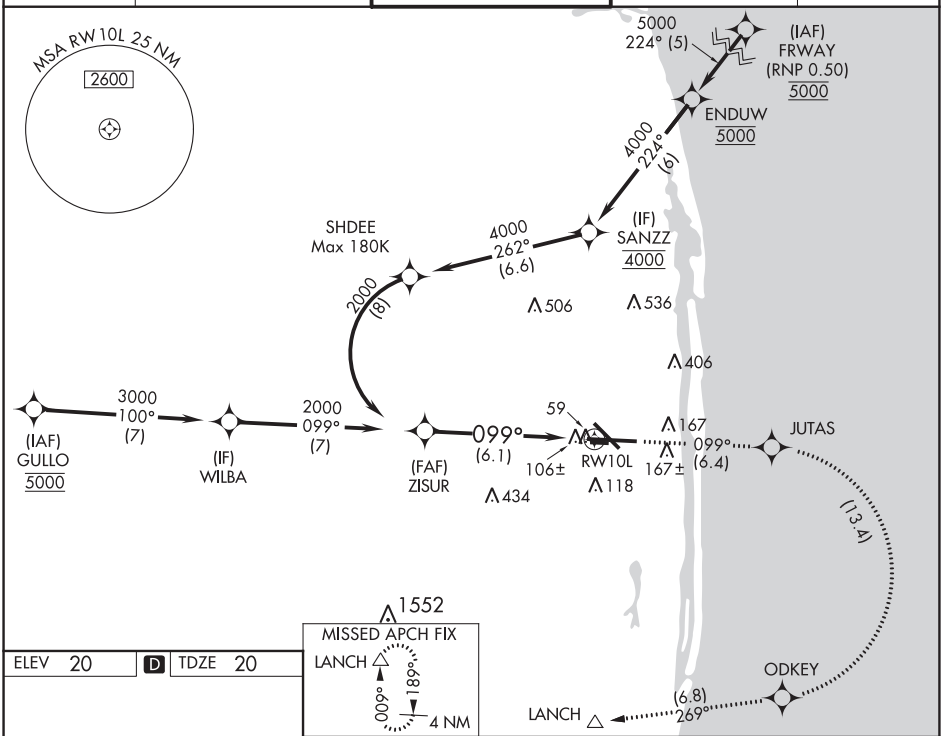
APP CRS	Rwy ldg	8800
099°	TDZE	20
	Apt Elev	20

For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 49°C (120°F). RF required. GPS required.
For inop MALSR, increase RNP 0.11 all Cats visibility to RVR 5000 and 0.30 all Cats visibility to RVR 6000.

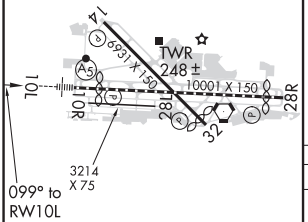
MALSR

MISSED APPROACH: Climb to 2000 on track 099° to JUTAS and right turn to ODKEY and on track 269° to LANCH and hold.

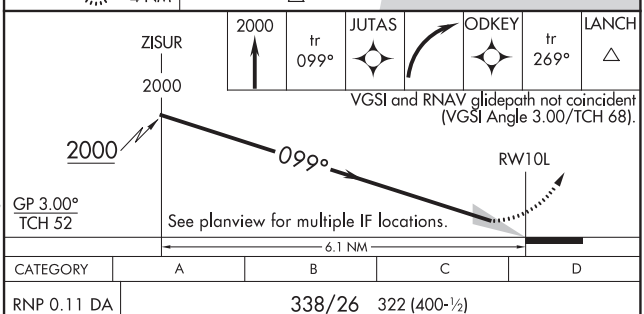
D-ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	128.3 317.4	119.1 257.8	121.9 284.6	121.6



ELEV	20	D	TDZE	20



HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L



CATEGORY	A	B	C	D
RNP 0.11 DA	338/26	322 (400-½)		
RNP 0.30 DA	448/40	432 (500-¾)		

AUTHORIZATION REQUIRED

SE-3, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	6000
141°	TDZE	17
	Apt Elev	19

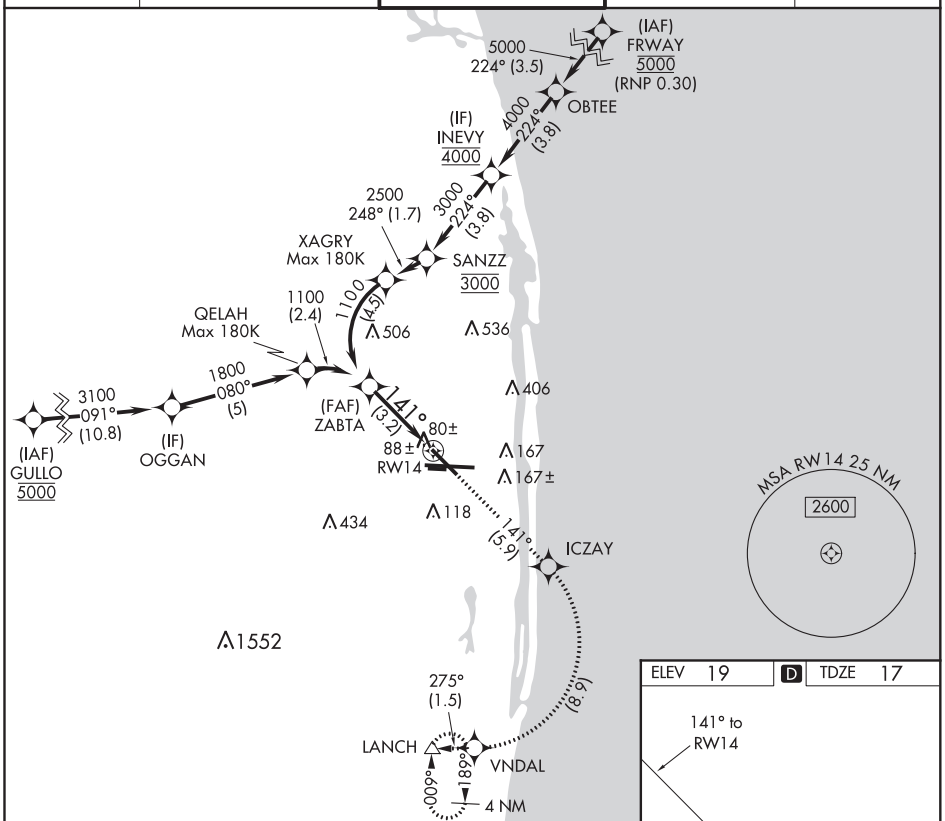
RNAV (RNP) Z RWY 14

PALM BEACH INTL (PBI)

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 47°C (118°F). When VGSI inop, procedure NA at night.

MISSED APPROACH: (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.

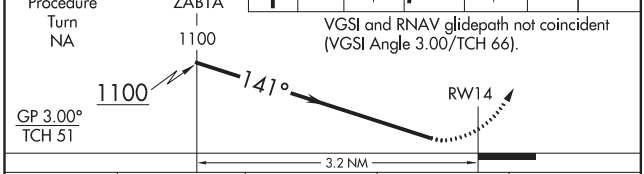
D-ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	128.3 317.4	119.1 257.8	121.9 284.6	121.6 284.6



See planview for multiple IF locations.

2000	tr 141°	ICZAY		VNDAL	tr 275°	LANCH

Procedure Turn NA

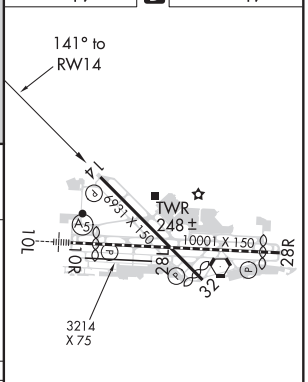


VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

CATEGORY	A	B	C	D
RNP 0.11 DA	320-1 303 (400-1)			
RNP 0.30 DA	364-1¼ 347 (400-1¼)			

AUTHORIZATION REQUIRED

ELEV 19 D TDZE 17



HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

WEST PALM BEACH, FLORIDA | AL-449 (FAA) | 21056

APP CRS	Rwy ldg	9189
279°	TDZE	18
	Apt Elev	19

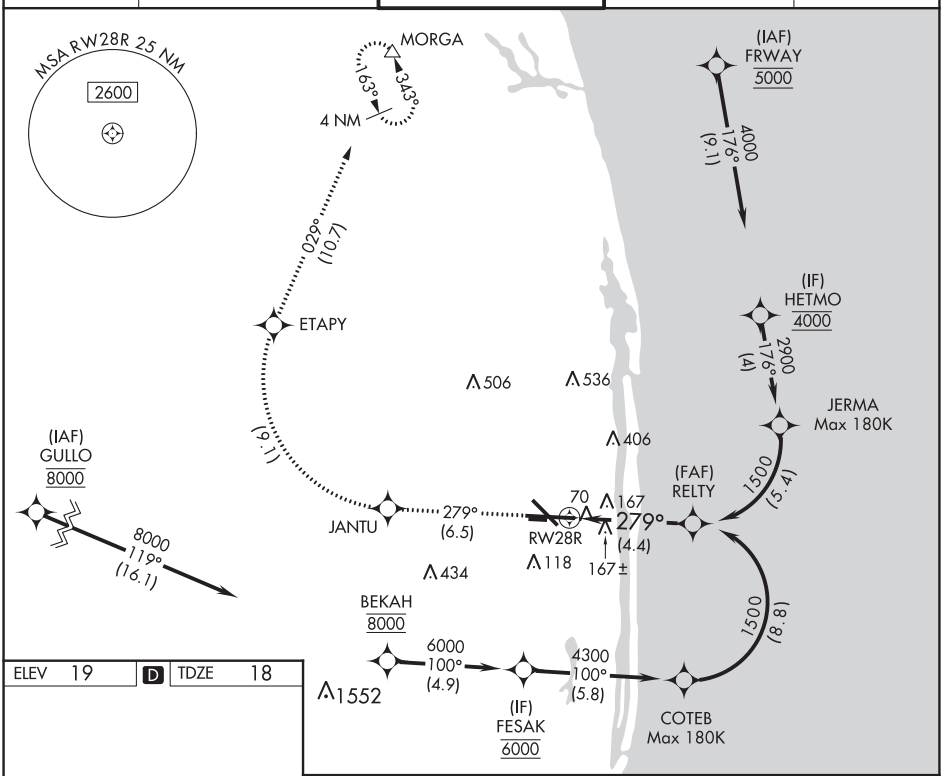
RNAV (RNP) Z RWY 28R

PALM BEACH INTL (PBI)

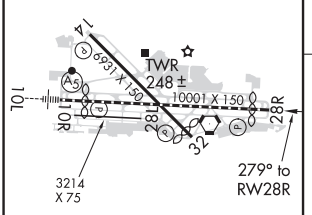
RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2000 on track 279° to JANTU and right turn to ETAPY and on track 029° to MORGA and hold.

D-ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	128.3 317.4	119.1 257.8	121.9 284.6	121.6 284.6



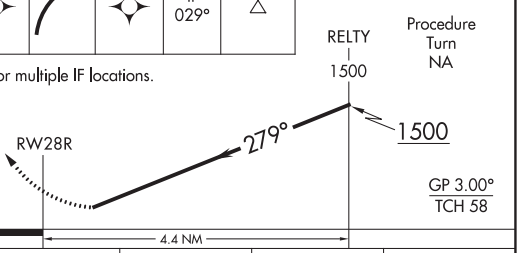
ELEV 19 | D | TDZE 18



HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

2000	JANTU		ETAPY	tr 029°	MORGA
tr 279°					

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.30 DA	404/60 386 (400-1¼)			

AUTHORIZATION REQUIRED

WEST PALM BEACH, FLORIDA
Orig-C 04APR13

26°41′N-80°06′W

PALM BEACH INTL (PBI)
RNAV (RNP) Z RWY 28R

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	6513
321°	TDZE	16
	Apt Elev	19

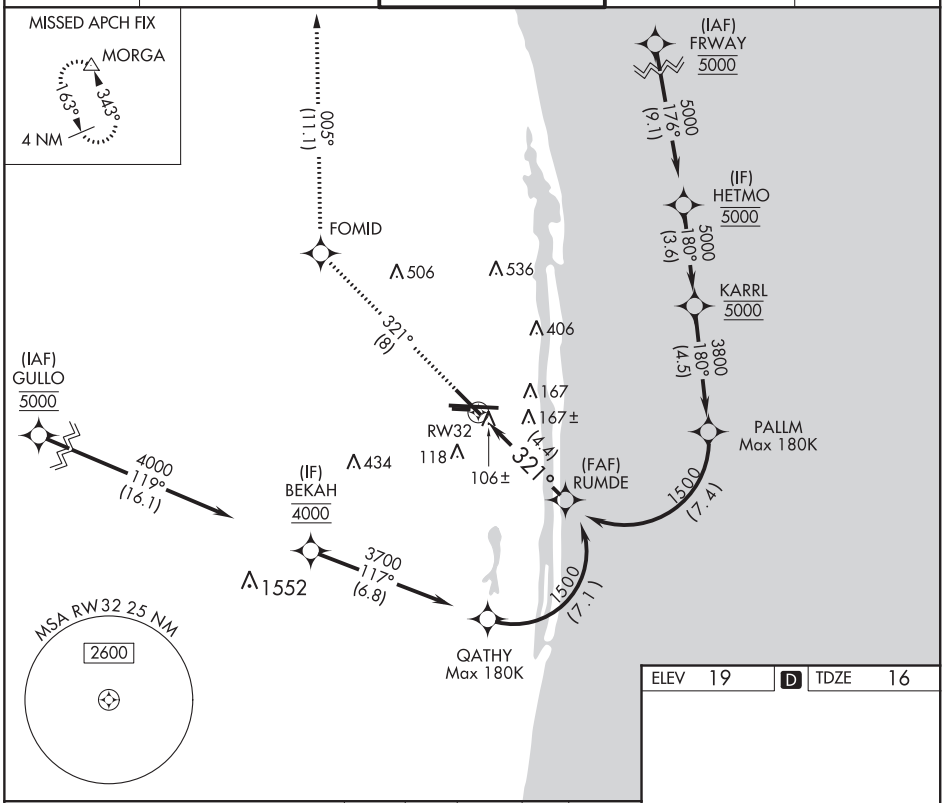
RNAV (RNP) Z RWY 32

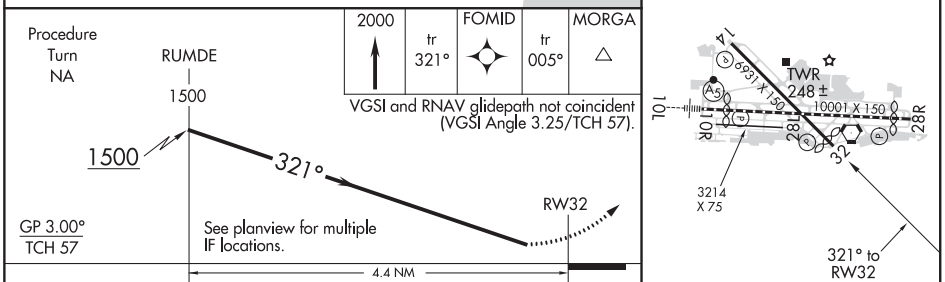
PALM BEACH INTL (PBI)

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2000 on track 321° to FOMID and on track 005° to MORGA and hold.

D-ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	128.3 317.4	119.1 257.8	121.9 284.6	121.6 284.6





CATEGORY	A	B	C	D
RNP 0.12 DA	345-1		329 (400-1)	
RNP 0.30 DA	438-1¼		422 (500-1¼)	

AUTHORIZATION REQUIRED

ELEV 19 | D | TDZE 16

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

WEST PALM BEACH, FLORIDA | AL-449 (FAA) | 21056

RNAV (GPS) X RWY 28R

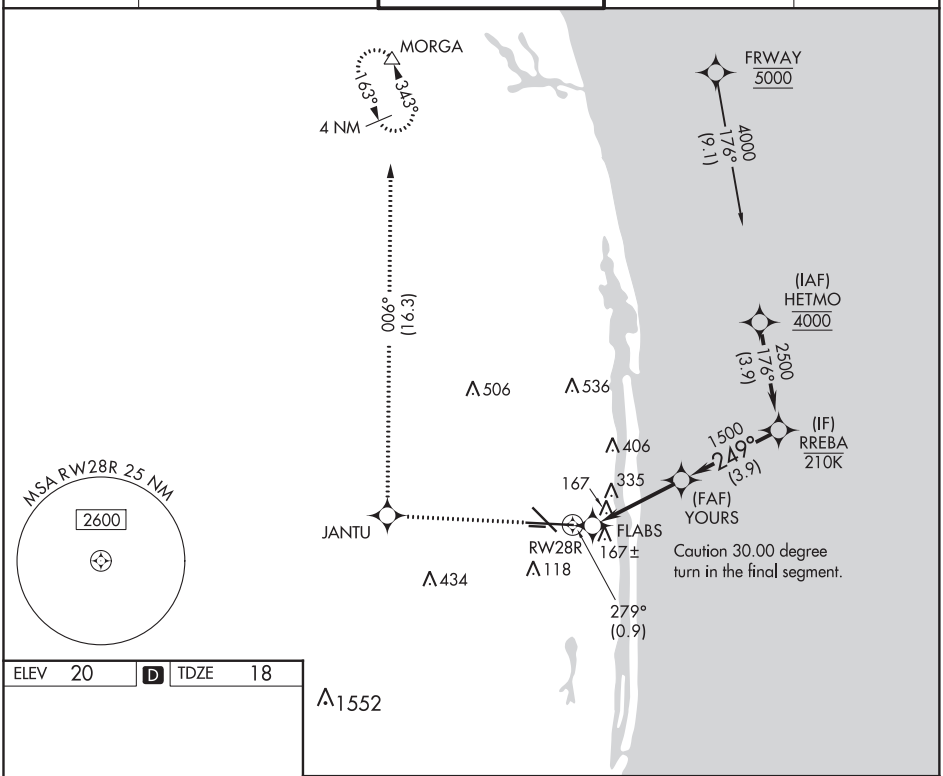
PALM BEACH INTL (PBI)

APP CRS	Rwy ldg	9189
279°	TDZE	18
	Apt Elev	20

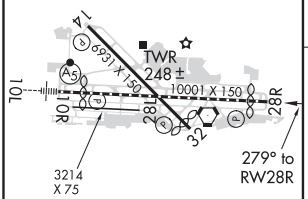
DME/DME RNP-0.3 NA.

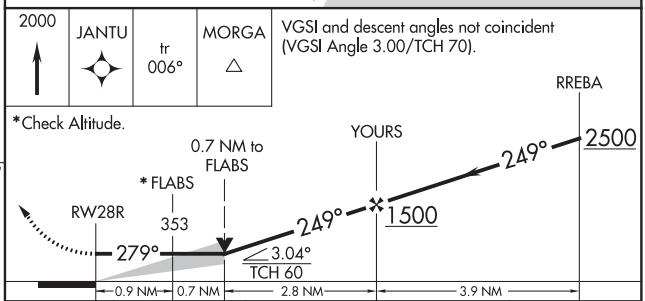
MISSED APPROACH: (Do not exceed 230 KIAS until JANTU) Climb to 2000 direct JANTU and track 006° to MORGA and hold.

D-ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	128.3 317.4	119.1 257.8	121.9 284.6	121.6 284.6



ELEV	20	D	TDZE	18





CATEGORY	A	B	C	D
LNAV MDA	560/55 542 (600-1)		560-1¾ 542 (600-1¾)	
C CIRCLING	560-1 540 (600-1)		680-1¾ 660 (700-1¾)	780-2½ 760 (800-2½)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) Y RWY 10L
PALM BEACH INTL (PBI)

WAAS CH 97317 W10A	APP CRS 099°	Rwy ldg 8800 TDZE 16 Apt Elev 20

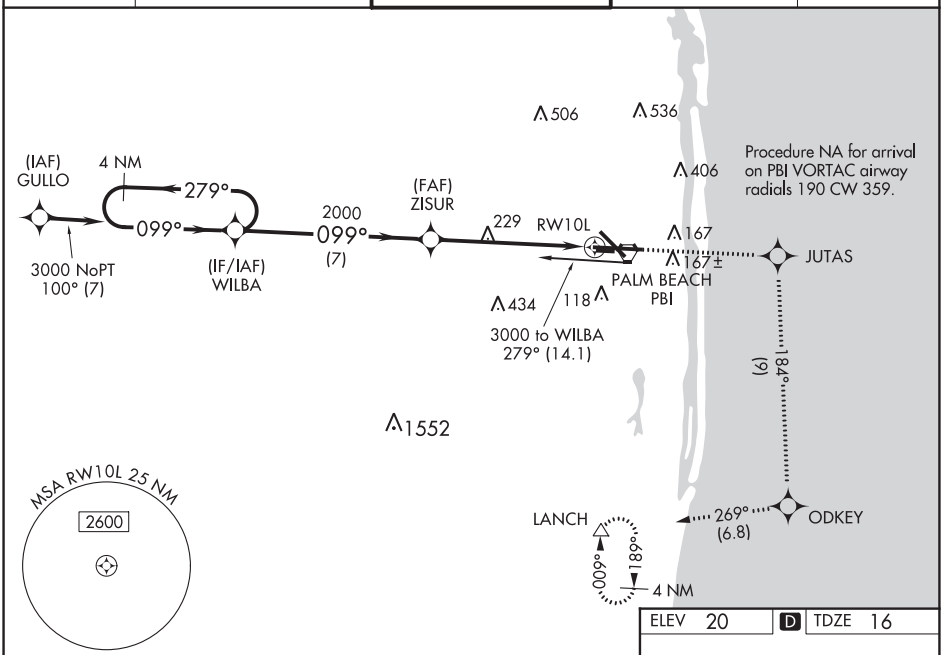
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). For inop ALS, increase LNAV Cats C/D visibility to 1⅜ SM.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2000 direct JUTAS and on track 184° to ODKEY and on track 269° to LANCH and hold.

D-ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	128.3 317.4	119.1 257.8	121.9 284.6	121.6 284.6

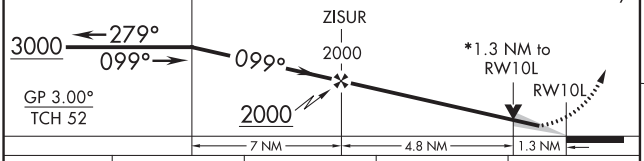


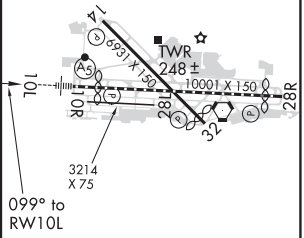
ELEV 20 | D | TDZE 16

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

2000	JUTAS	tr 184°	ODKEY	tr 269°	LANCH

*LNAV only.





CATEGORY	A	B	C	D
LPV DA #	216/24 200 (200-½)			
LNAV/VNAV DA	404/40 388 (400-¾)			
LNAV MDA	500/24 484 (500-½)		500/50 484 (500-1)	
C CIRCLING	560-1 540 (600-1)		680-1¾ 660 (700-1¾)	780-2½ 760 (800-2½)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

WEST PALM BEACH, FLORIDA — AL-449 (FAA) — 21056

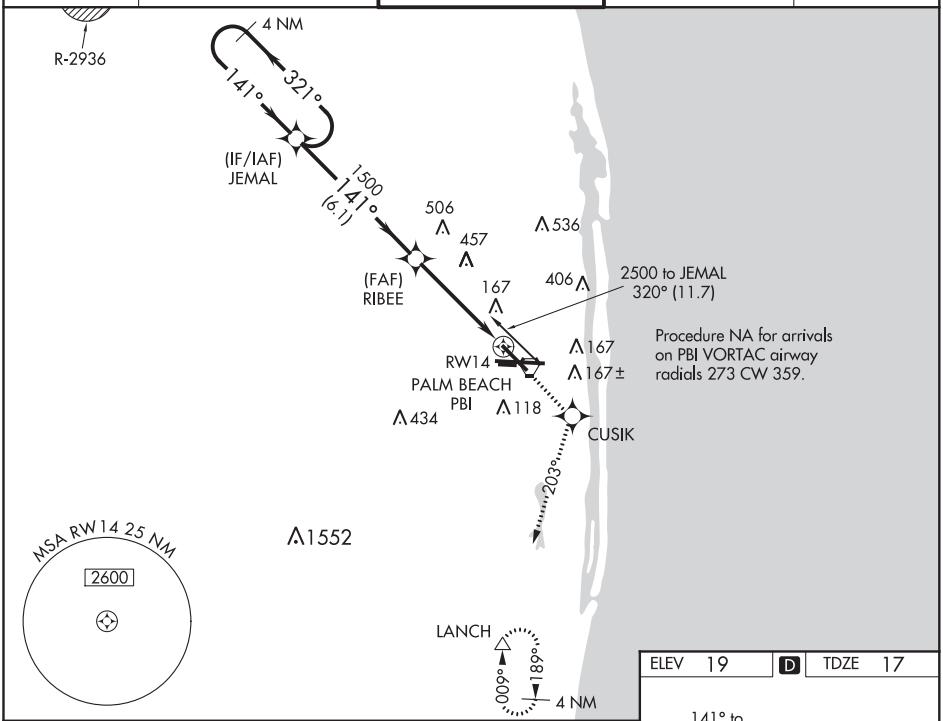
WAAS CH 40018 W14A	APP CRS 141°	Rwy ldg 6000 TDZE 17 Apt Elev 19

RNAV (GPS) Y RWY 14
PALM BEACH INTL (PBI)

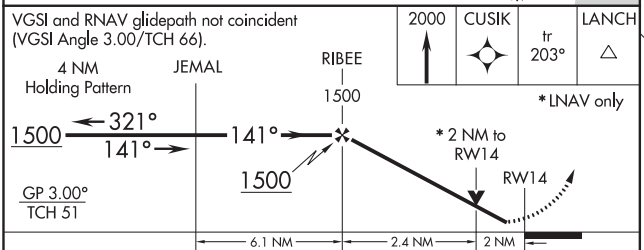
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct CUSIK and on track 203° to LANCH and hold.

D-ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	128.3 317.4	119.1 257.8	121.9 284.6	121.6 284.6

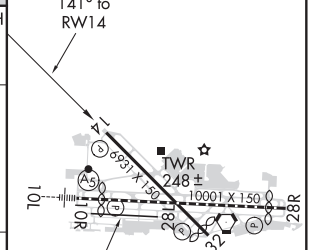


VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).



* LNAV only

ELEV 19 | D | TDZE 17



CATEGORY	A	B	C	D
LPV DA	293-1 276 (300-1)			
LNAV/VNAV DA	475-1½ 458 (500-1½)			
LNAV MDA	720-1 703 (800-1)		720-2 703 (800-2)	720-2¼ 703 (800-2¼)
C CIRCLING	720-1 701 (800-1)		720-2 701 (800-2)	780-2½ 760 (800-2½)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

WAAS CH 45518 W28A	APP CRS 279°	Rwy ldg 9189 TDZE 18 Apt Elev 20

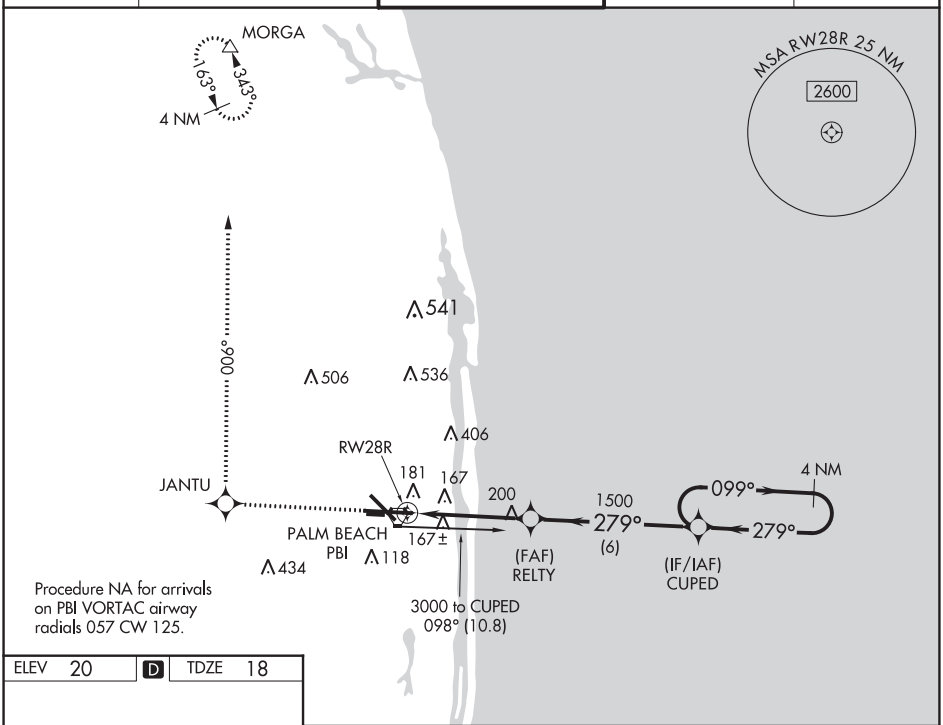
RNAV (GPS) Y RWY 28R

PALM BEACH INTL (PBI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

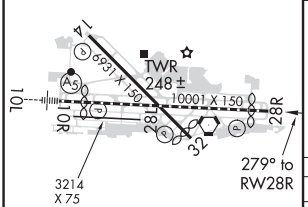
MISSED APPROACH: Climb to 2000 direct JANTU and via track 006° to MORGA and hold.

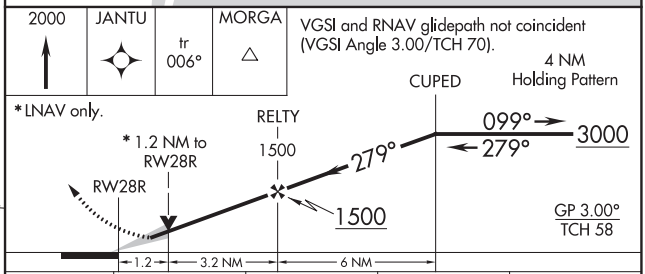
D-ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	128.3 317.4	119.1 257.8	121.9 284.6	121.6 284.6



Procedure NA for arrivals on PBI VORTAC airway radials 057 CW 125.

ELEV 20	D	TDZE 18





CATEGORY	A	B	C	D
LPV DA	356/60 338 (400-1¼)			
LNAV/VNAV DA	484-1½ 466 (500-1½)			
LNAV MDA	460/50 442 (500-1)		460/60 442 (500-1¼)	460-1½ 442 (500-1½)
C CIRCLING	560-1 540 (600-1)		680-1¾ 660 (700-1¾)	780-2½ 760 (800-2½)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 25 FEB 2021 to 22 APR 2021

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WEST PALM BEACH, FLORIDA

AL-449 (FAA)

21056

RNAV (GPS) Y RWY 32

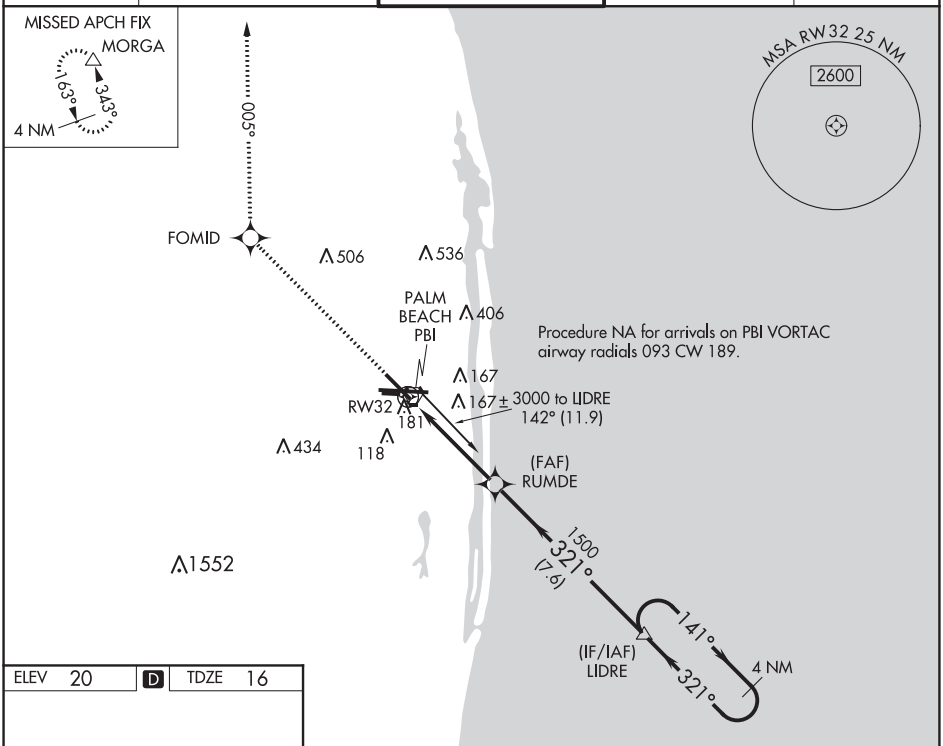
PALM BEACH INTL (PBI)

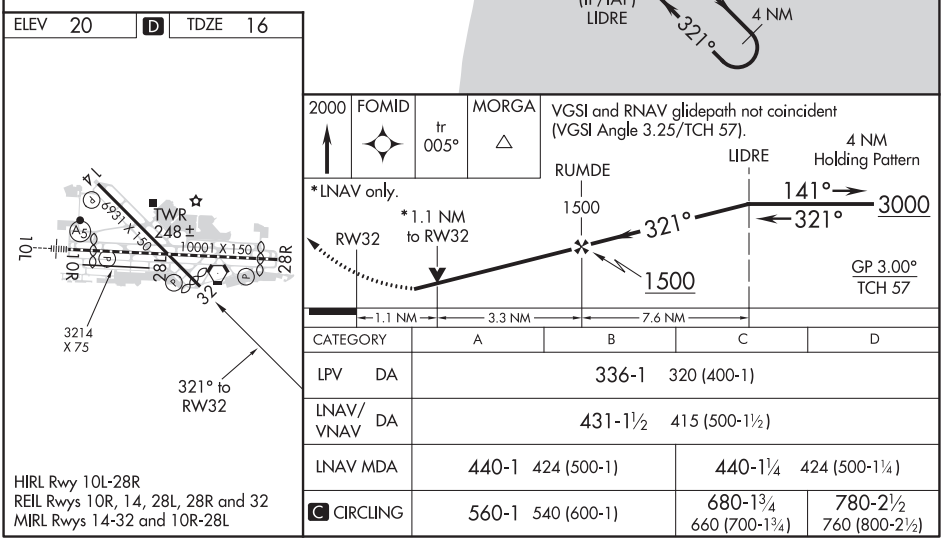
WAAS CH 62903 W32A	APP CRS 321°	Rwy ldg 6513 TDZE 16 Apt Elev 20

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct FOMID and via track 005° to MORGA and hold.

D-ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	128.3 317.4	119.1 257.8	121.9 284.6	121.6 284.6



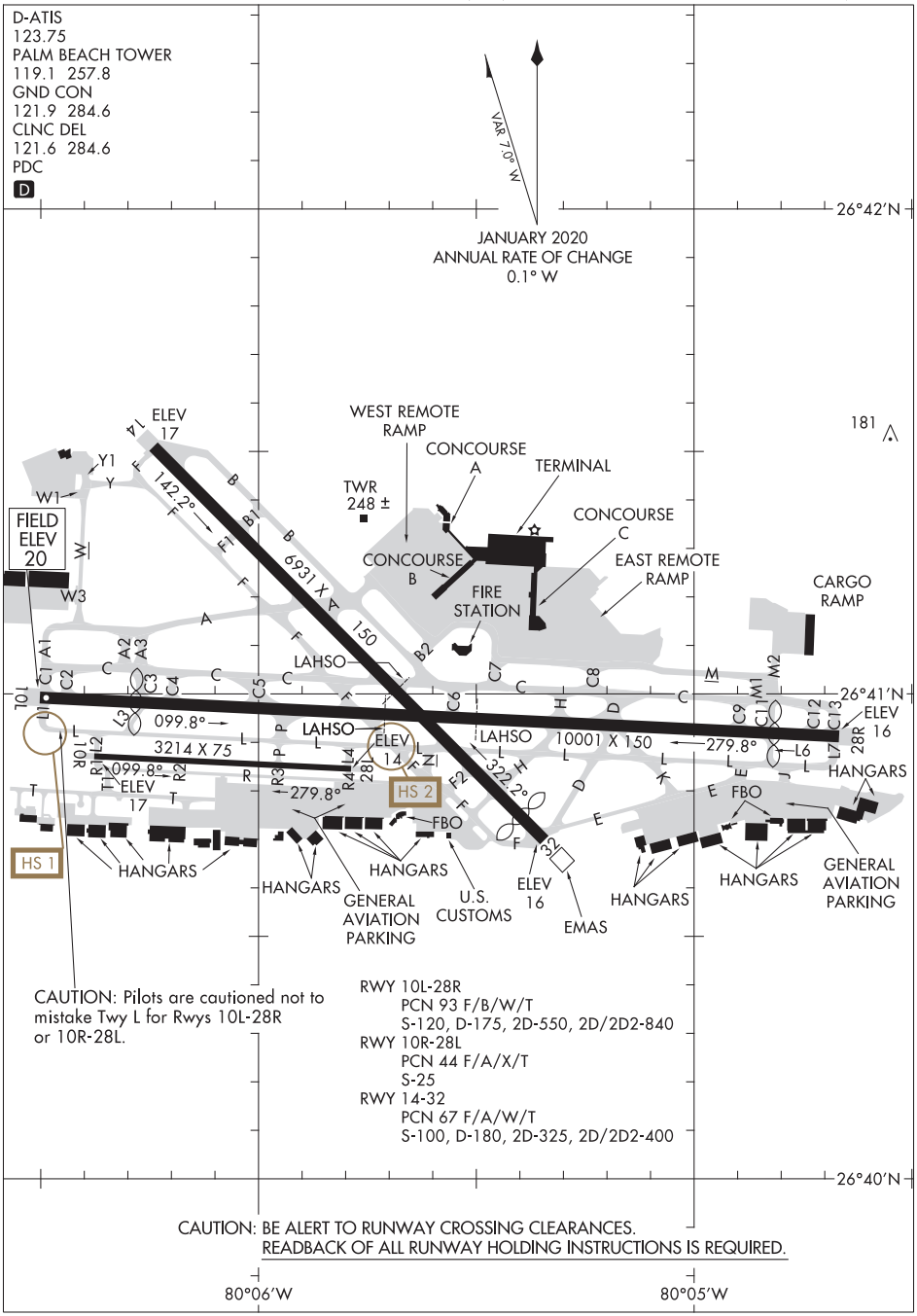


CATEGORY	A	B	C	D
LPV DA	336-1 320 (400-1)			
LNAV/VNAV DA	431-1½ 415 (500-1½)			
LNAV MDA	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
C CIRCLING	560-1 540 (600-1)		680-1¾ 660 (700-1¾)	780-2½ 760 (800-2½)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 25 FEB 2021 to 22 APR 2021

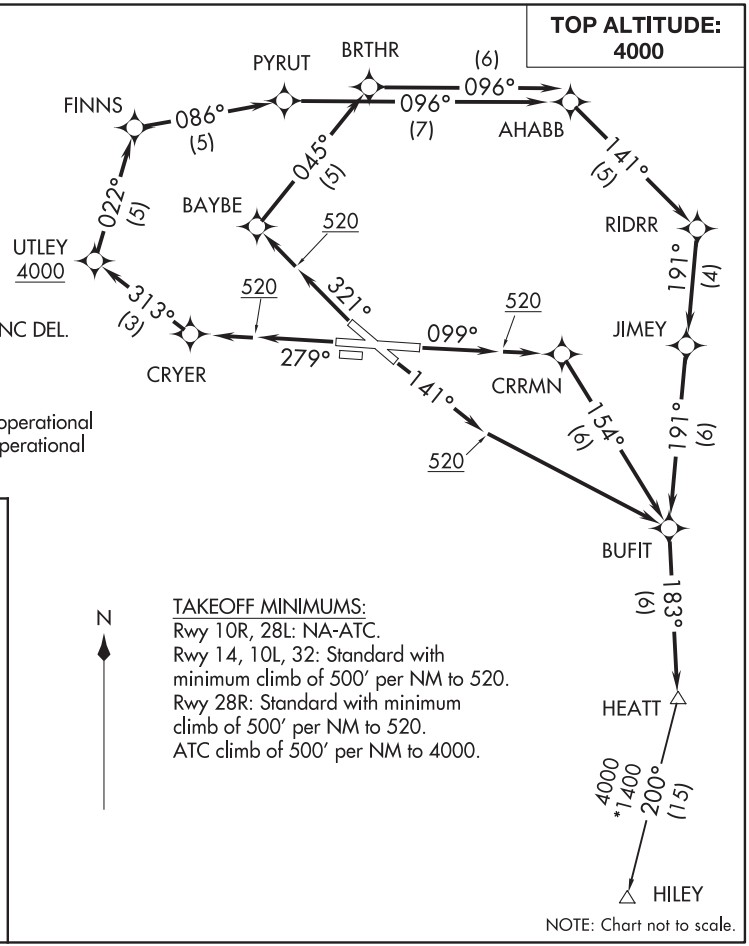
SE-3, 25 FEB 2021 to 22 APR 2021



SE-3, 25 FEB 2021 to 22 APR 2021
SE-3, 25 FEB 2021 to 22 APR 2021

D-ATIS
123.75
CLNC DEL
121.6 284.6
GND CON
121.9 284.6
PALM BEACH TOWER
119.1 257.8
PALM BEACH DEP CON
128.3 317.4 (North)
125.2 343.6 (South)

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: FLL and PBI DMEs must be operational for takeoff Rwy 10L, 14. FLL, PBI, and PHK DMEs must be operational for takeoff Rwy 28R, 32.



TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.
Rwy 28R: Standard with minimum climb of 500′ per NM to 520.
ATC climb of 500′ per NM to 4000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct CRRMN, then via depicted route to BUFIT. Thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct BUFIT. Thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to BUFIT. Thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to BUFIT. Thence. . . .

. . . .via depicted route to HEATT. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

HILEY TRANSITION (BUFIT2.HILEY)

TOP ALTITUDE: 4000

D-ATIS 123.75
CLNC DEL 121.6 284.6
GND CON 121.9 284.6
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 317.4 (North) 125.2 343.6 (South)

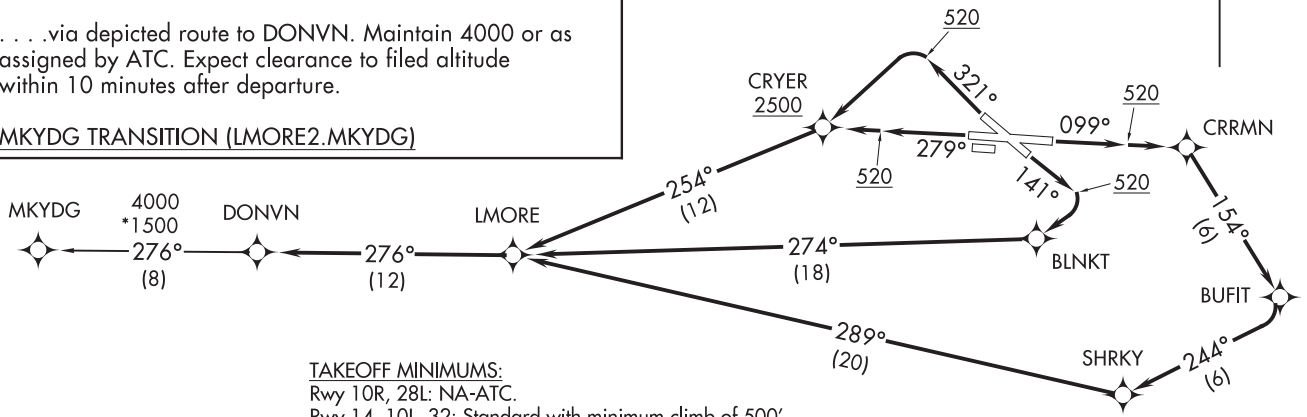
NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: PHK and PBI DMEs must be operational for takeoff Rwy 10L. FLL DME must be operational for takeoff Rwy 14.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct CRRMN, then via track 154° to BUFIT, then right turn via track 244° to SHRKY, then via depicted route to LMORE. Thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 520, then right turn direct BLNKT, then via depicted route to LMORE. Thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to LMORE. Thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 520, then left turn direct CRYER, then via depicted route to LMORE. Thence. . . .

. . . .via depicted route to DONVN. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

MKYDG TRANSITION (LMORE2.MKYDG)



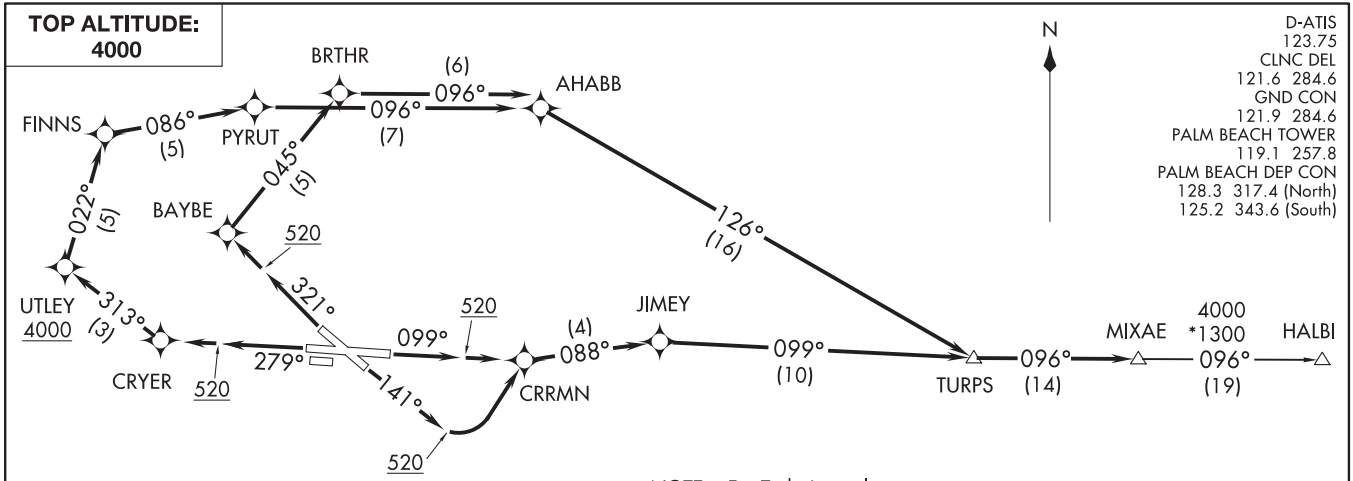
TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.
Rwy 28R: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 2500.

NOTE: Chart not to scale.

MIXAE TWO DEPARTURE (RNAV)

(MIXAE2.MIXAE) 15OCT15

MIXAE TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct CRRMN, then via depicted route to TURPS, thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 520, then turn left direct CRRMN, then via depicted route to TURPS, thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to TURPS, thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to TURPS, thence. . . .

. . . .via depicted route to MIXAE. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

HALBI TRANSITION (MIXAE2.HALBI)

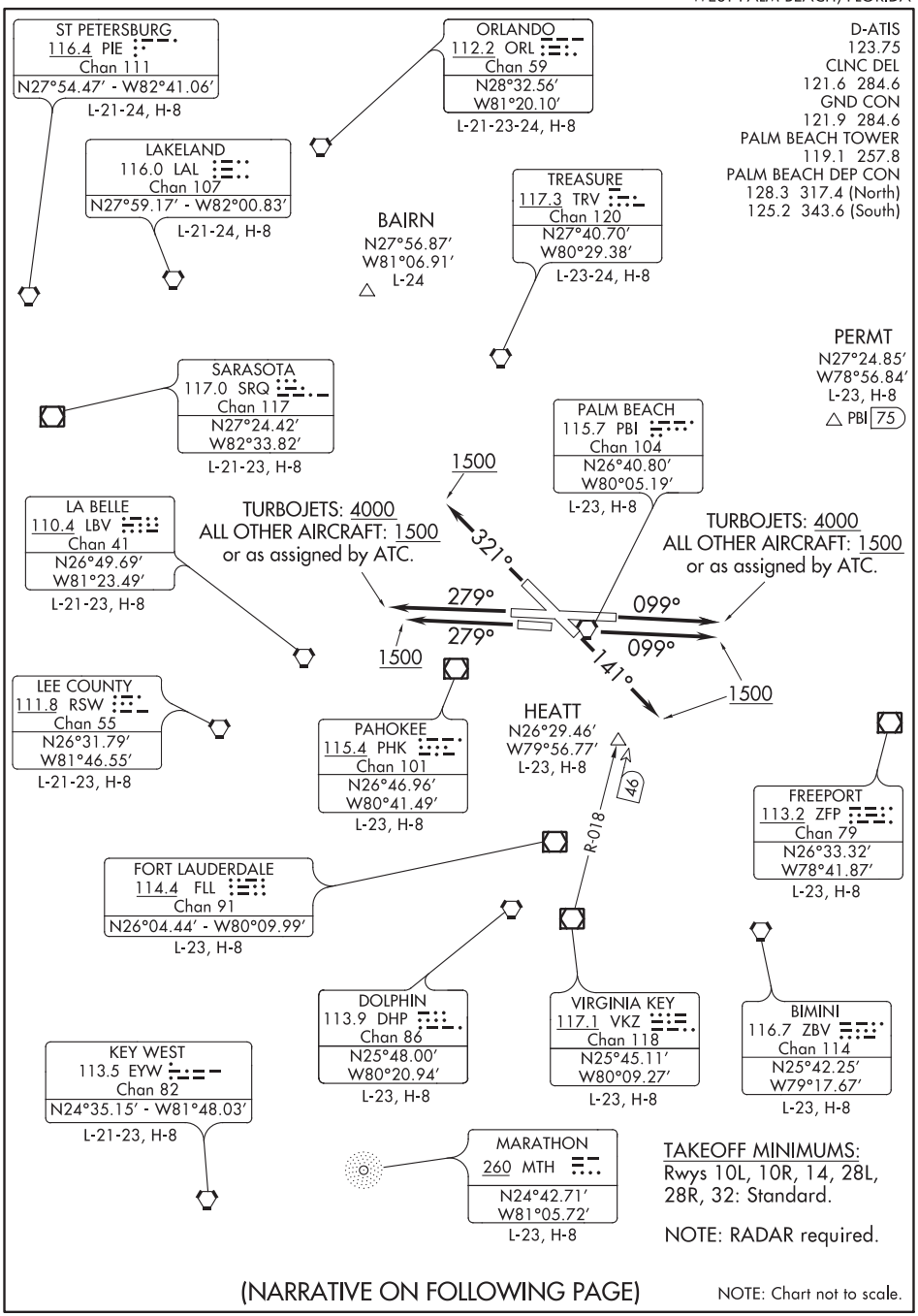
NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: FLL and PBI DMEs must be operational for takeoff Rwy 10L, 14. FLL, PBI, and PHK DMEs must be operational for takeoff Rwy 28R, 32.

TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.
Rwy 28R: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 4000.

NOTE: Chart not to scale.

PALM BEACH ONE DEPARTURE

PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TURBOJETS
TAKEOFF RWY 10L: Climb heading 099° to 4000 or as assigned by ATC, thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 1500, thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 4000 or as assigned by ATC, thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 1500, thence. . . .

ALL OTHER AIRCRAFT
TAKEOFF RWY 10L: Climb heading 099° to 1500 or as assigned by ATC, thence. . . .
TAKEOFF RWY 10R: Climb heading 099° to 1500, thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 1500, thence. . . .
TAKEOFF RWY 28L: Climb heading 279° to 1500, thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 1500 or as assigned by ATC, thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 1500, thence. . . .

. . . .expect RADAR vectors to assigned/filed route. Expect further clearance to filed altitude 10 minutes after departure.

SLIDZ ONE DEPARTURE (RNAV)

TOP ALTITUDE: 4000

D-ATIS 123.75
CLNC DEL 121.6 284.6
GND CON 121.9 284.6
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 317.4 (North) 125.2 343.6 (South)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct CRRMN, then via depicted route to RBACK, thence. . . .

TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct CRRMN, then via depicted route to RBACK, thence. . . .

TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to RBACK, thence. . . .

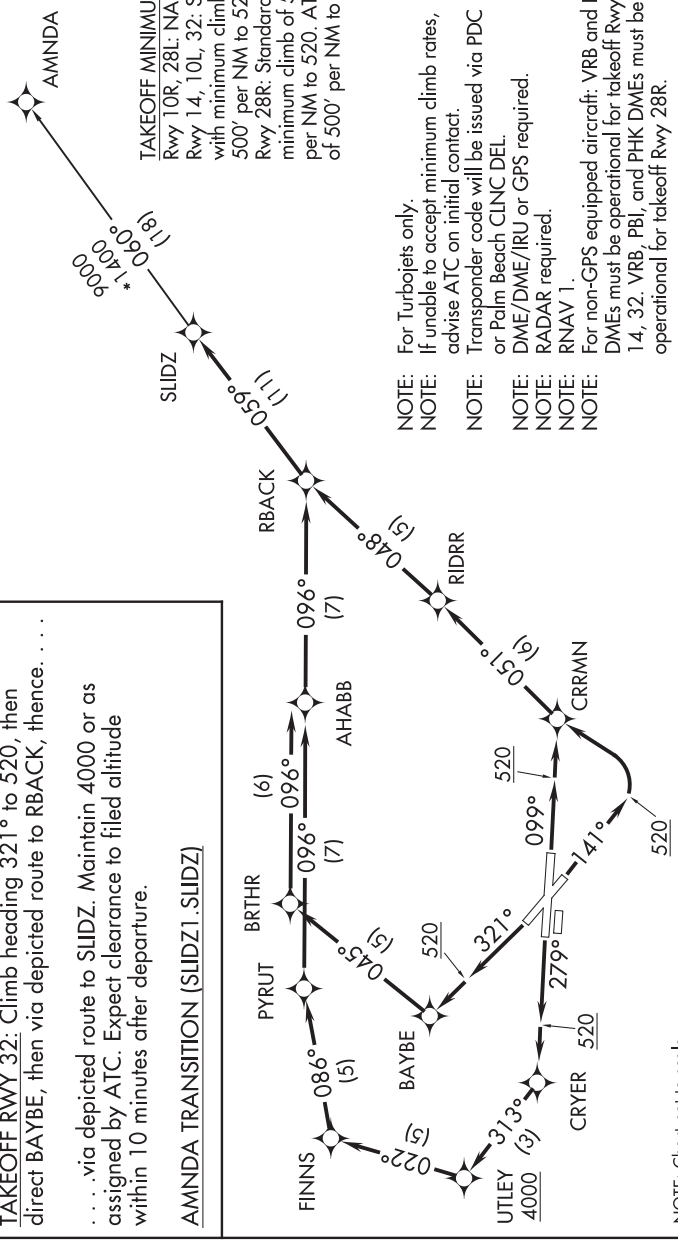
TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to RBACK, thence. . . .

. . . .via depicted route to SLIDZ. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

AMNDA TRANSITION (SLIDZ1.SLIDZ)

TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.
Rwy 28R: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 4000.

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB and PBI DMEs must be operational for takeoff Rwy 10L, 14, 32. VRB, PBI, and PHK DMEs must be operational for takeoff Rwy 28R.



NOTE: Chart not to scale.

SE-3, 25 FEB 2021 to 22 APR 2021

TBIRD THREE DEPARTURE (RNAV)

(TBIRD3.TBIRD) 10SEP20

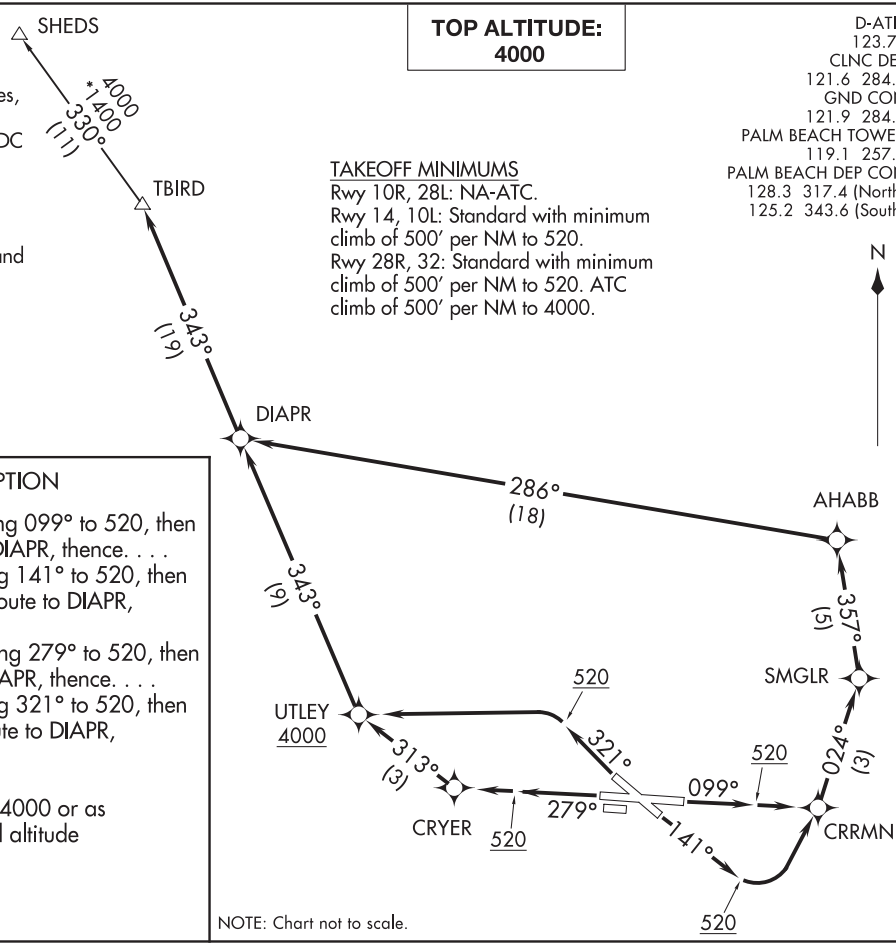
WEST PALM BEACH, FLORIDA
PALM BEACH INTL (PBI)

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: PHK and PBI DMEs must be operational.
NOTE: For aircraft 11,000 or above.

TOP ALTITUDE: 4000

D-ATIS
123.75
CLNC DEL
121.6 284.6
GND CON
121.9 284.6
PALM BEACH TOWER
119.1 257.8
PALM BEACH DEP CON
128.3 317.4 (North)
125.2 343.6 (South)

TAKEOFF MINIMUMS
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L: Standard with minimum climb of 500′ per NM to 520.
Rwy 28R, 32: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 4000.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L: Climb on heading 099° to 520, then direct CRRMN, then on depicted route to DIAPR, thence. . . .
TAKEOFF RUNWAY 14: Climb on heading 141° to 520, then left turn direct CRRMN, then on depicted route to DIAPR, thence. . . .
TAKEOFF RUNWAY 28R: Climb on heading 279° to 520, then direct CRYER, then on depicted route to DIAPR, thence. . . .
TAKEOFF RUNWAY 32: Climb on heading 321° to 520, then left turn direct UTLEY, then on depicted route to DIAPR, thence. . . .

. . . .on depicted route to TBIRD. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

SHEDS TRANSITION (TBIRD3.SHEDS)

(TBIRD3.TBIRD) 20254
TBIRD THREE DEPARTURE (RNAV)

PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA

MILTON, FLORIDA

ILS Y or LOC/DME RWY 14

LOC/DME I-NSE	APCH CRS	Rwy ldg	6001
111.75	139°	TDZE	199
Chan 54(Y)		Arpt Elev	199

AL-602 [USN] WHITING FLD NAS - NORTH (KNSE)

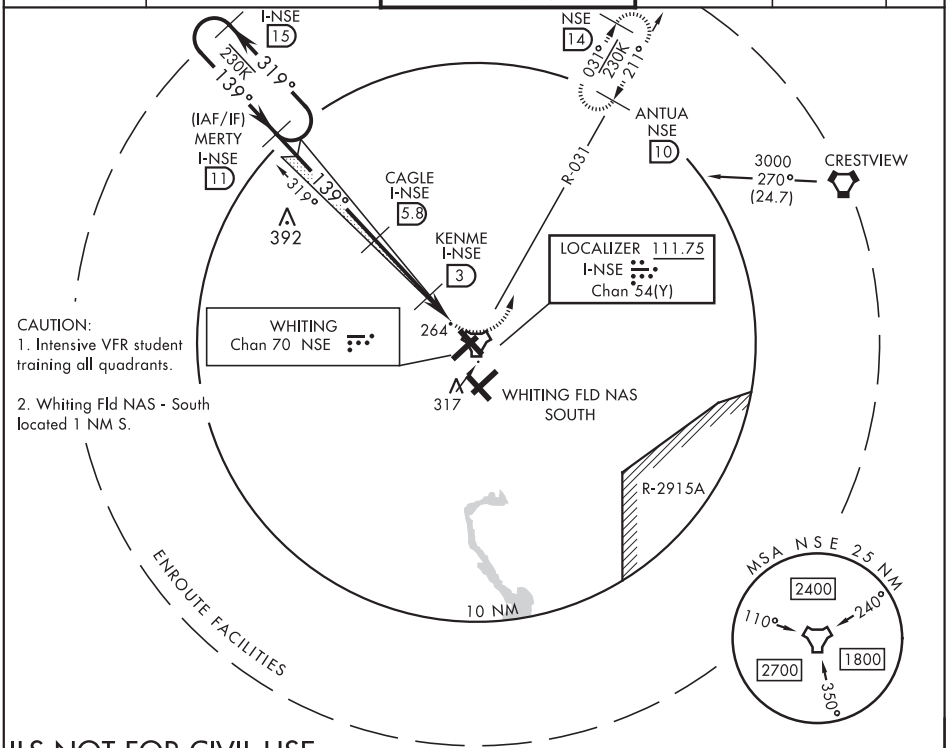
TACAN required.

T * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.
*** Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

MALSR A5

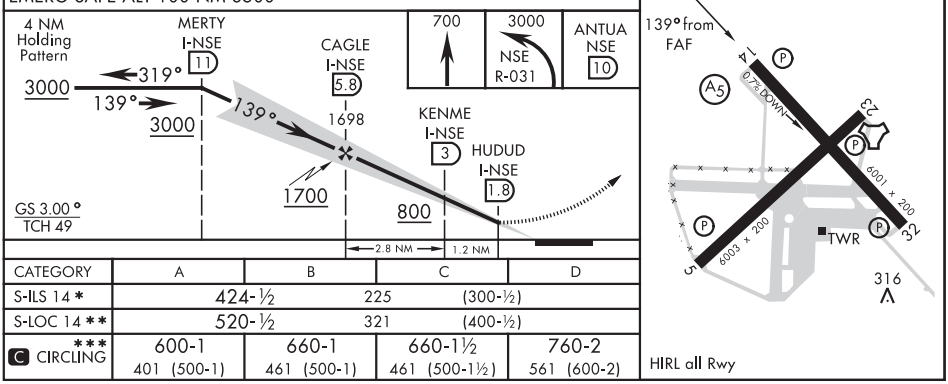
MISSED APPROACH: Climb to 700. Then climbing left turn to 3000. Intercept NSE TACAN R-031 to ANTUA and hold. Continue climb in hold. Contact Pensacola APP CON.

ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	



ILS NOT FOR CIVIL USE

EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D
S-ILS 14 *	424-½	225	(300-½)	
S-LOC 14 **	520-½	321	(400-½)	
*** C CIRCLING	600-1 401 (500-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

HIRL all Rwy

MILTON, FLORIDA 30° 43′N-87° 01′W WHITING FLD NAS - NORTH (KNSE)

Amdt 3 10SEP20

ILS Y or LOC/DME RWY 14

SE-3, 25 FEB 2021 to 22 APR 2021

MILTON, FLORIDA

ILS Z or RNAV (GPS) RWY 14

AL-602 [USN] WHITING FLD NAS - NORTH (KNSE)

LOC I-NSE	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.75	139°	6001 / 199 / 199

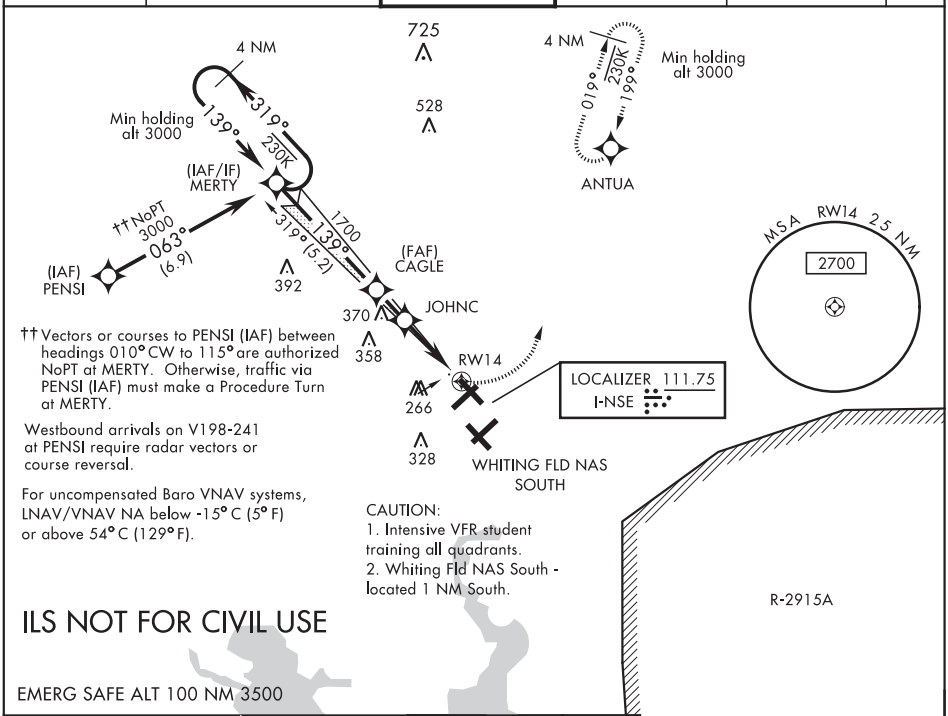
RNAV1 - GPS for ILS.
RNP APCH for LNAV/VNAV, LNAV.

▼ * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.
*** Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

MALSR (A5)

MISSED APPROACH: Climb to 700, then climbing left turn to 3000 direct to ANTUA and hold. Continue climb in hold. Contact Pensacola APP CON.

ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	



†† Vectors or courses to PENSI (IAF) between headings 010° CW to 115° are authorized NoPT at MERTY. Otherwise, traffic via PENSI (IAF) must make a Procedure Turn at MERTY.

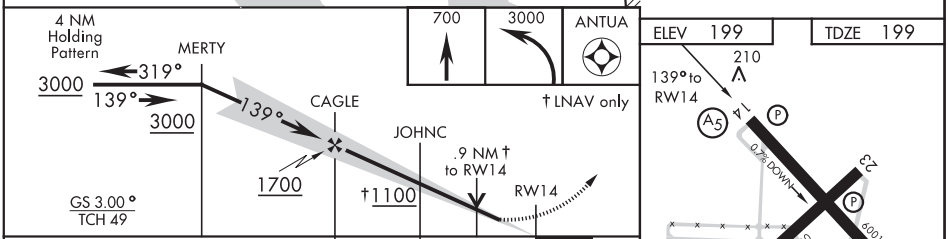
Westbound arrivals on V198-241 at PENSI require radar vectors or course reversal.

For uncompensated Baro VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (129° F).

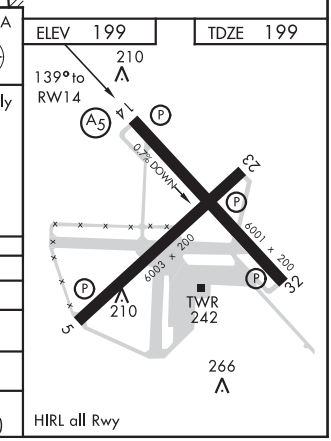
CAUTION:
1. Intensive VFR student training all quadrants.
2. Whiting Fld NAS South - located 1 NM South.

ILS NOT FOR CIVIL USE

EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D
S-ILS 14 *	424-½	225	(300-½)	
LNAV/VNAV DA *	449-½	250	(300-½)	
LNAV MDA **	520- ½	321	(400-½)	
*** C CIRCLING	600-1 401 (500-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)



30°43′N-87°01W

ILS Z or RNAV (GPS) RWY 14

SE-3, 25 FEB 2021 to 22 APR 2021

MILTON, FLORIDA

RNAV (GPS) RWY 23

APCH CRS	Rwy ldg	6003
229°	TDZE	183
	Arpt Elev	199

AL-602 [USN]

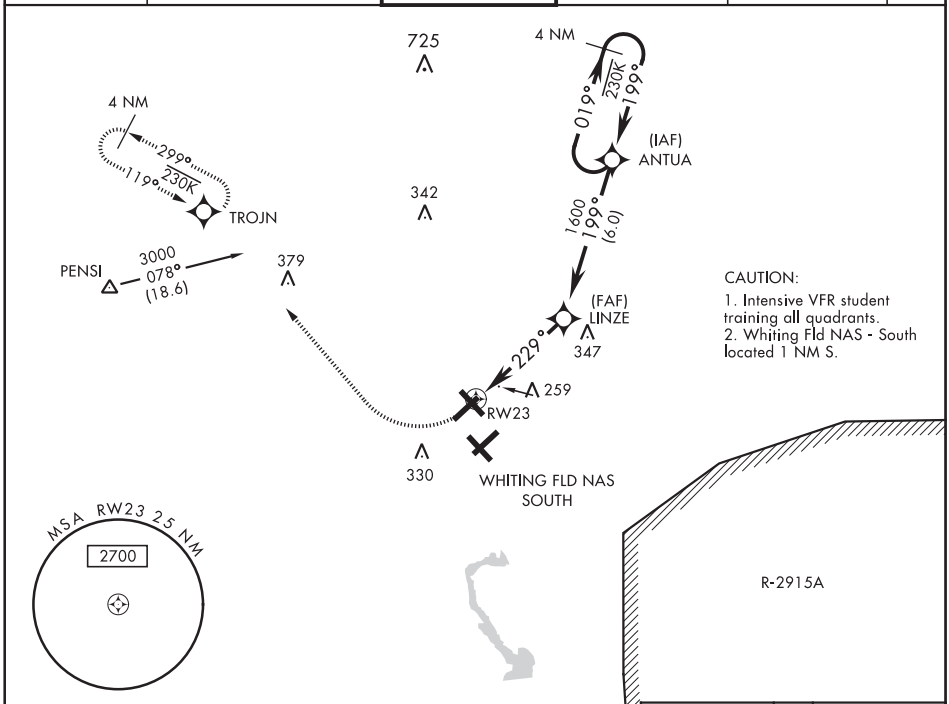
WHITING FLD NAS - NORTH (KNSE)

RNP APCH

T * Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

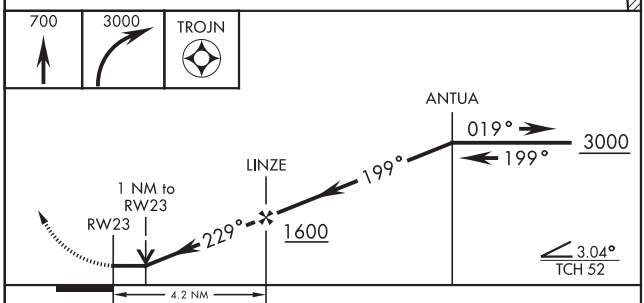
MISSED APPROACH: Climb to 700, then climbing right turn to 3000 direct TROJN and hold. Continue climb in hold. Contact Pensacola APP CON.

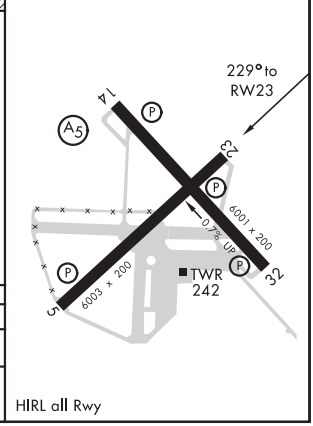
ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	



EMERG SAFE ALT 100 NM 3500

ELEV 199	TDZE 183





CATEGORY	A	B	C	D
LNAV MDA	540-1 357 (400-1)			
C CIRCLING*	600-1 401 (500-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

HIRL all Rwy

MILTON, FLORIDA

30°43′N-87°01W

WHITING FLD NAS - NORTH (KNSE)

Amdt 3 10SEP20

RNAV (GPS) RWY 23

SE-3, 25 FEB 2021 to 22 APR 2021

20254

MILTON, FLORIDA

TACAN RWY 5

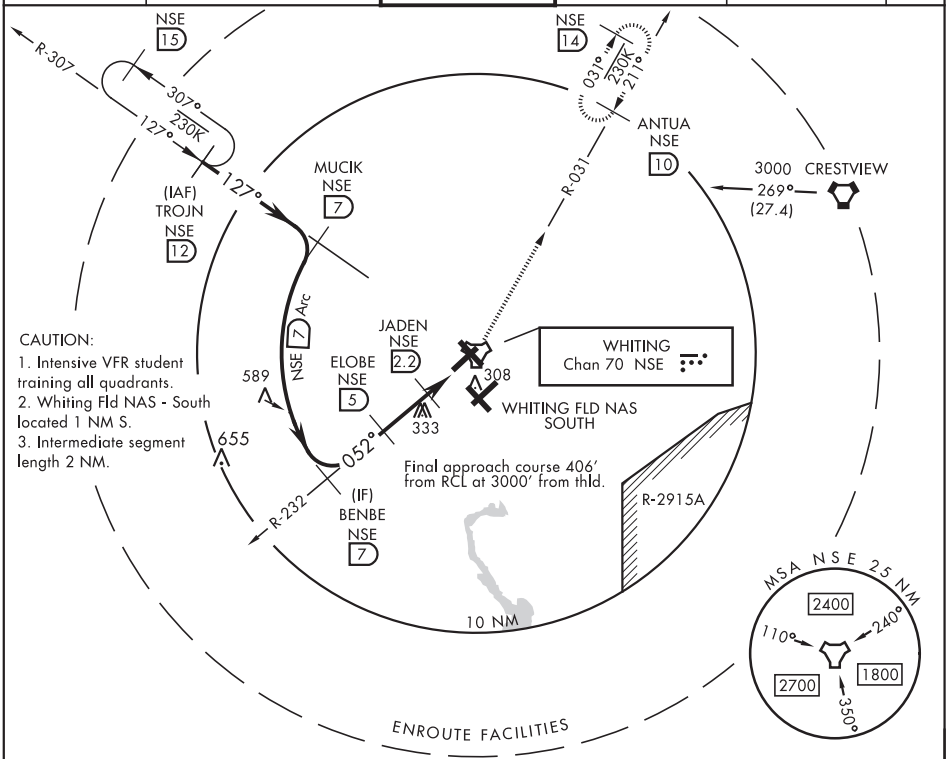
TACAN NSE Chan 70	APCH CRS 052°	Rwy ldg 6003 TDZE 180 Arpt Elev 199

AL-602 [USN] WHITING FLD NAS - NORTH (KNSE)

* Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

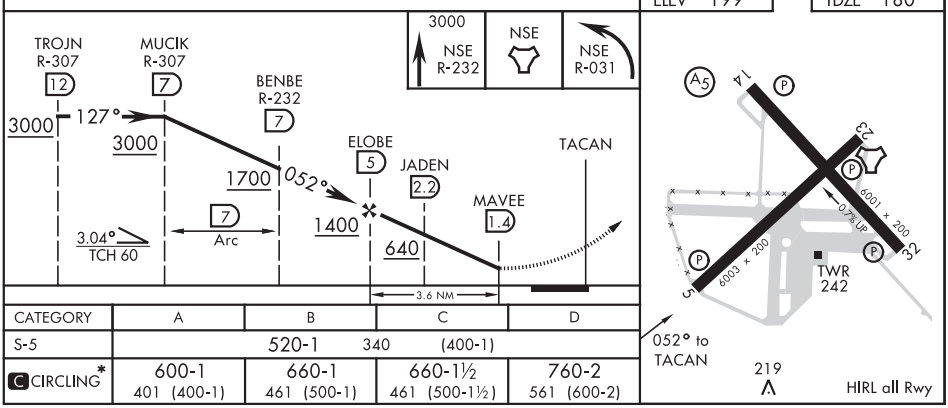
MISSED APPROACH: Climb to 3000 via R-232 to NSE TACAN. Then via NSE TACAN R-031 to ANTUA and hold. Continue climb in hold. Contact Pensacola APP CON.

ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	



EMERG SAFE ALT 100 NM 3500

ELEV 199	TDZE 180



CATEGORY	A	B	C	D
S-5	520-1 340 (400-1)			
C CIRCLING*	600-1 401 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

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MILTON, FLORIDA

TACAN RWY 14

TACAN NSE Chan 70	APCH CRS 127°	Rwy ldg 6001 TDZE 199 Arpt Elev 199

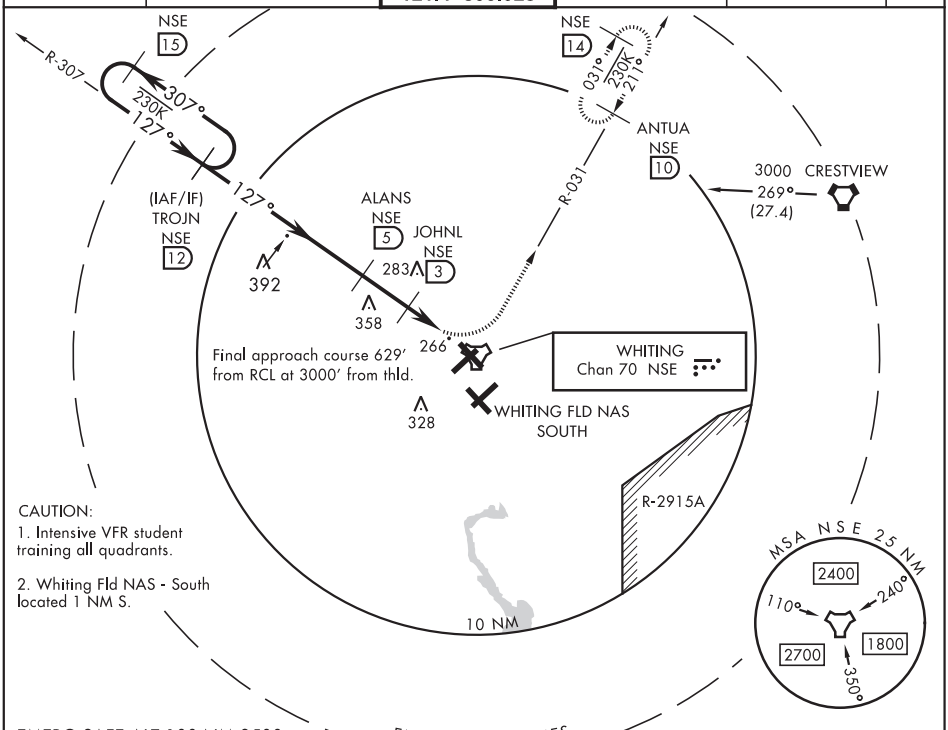
AL-602 [USN] WHITING FLD NAS - NORTH (KNSE)

* Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

MALSR A5

MISSED APPROACH: Climb to 600, then climbing left turn to 3000, intercept NSE TACAN R-031 to ANTUA and hold. Continue climb in hold. Contact Pensacola APP CON.

ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	

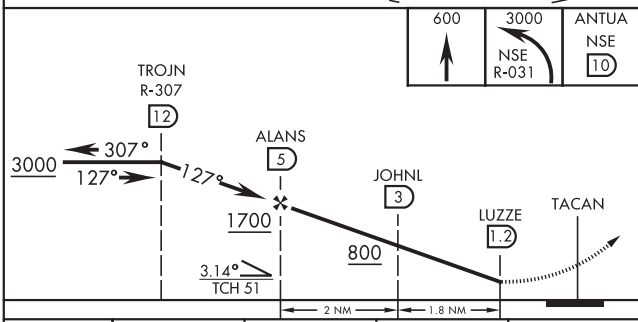


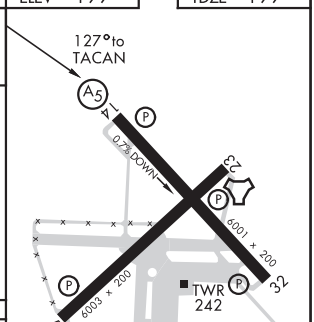
EMERG SAFE ALT 100 NM 3500

ENROUTE FACILITIES

600	3000	ANTUA NSE 10
	NSE R-031	

ELEV 199 TDZE 199





CATEGORY	A	B	C	D
S-14	520 - 1 321 (400 - 1)			
C CIRCLING*	600-1 401 (500-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

HIRL all Rwy

MILTON, FLORIDA 30° 43′N-87° 01′W WHITING FLD NAS - NORTH (KNSE)

Amdt 4 10SEP20

TACAN RWY 14

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MILTON, FLORIDA

TACAN RWY 23

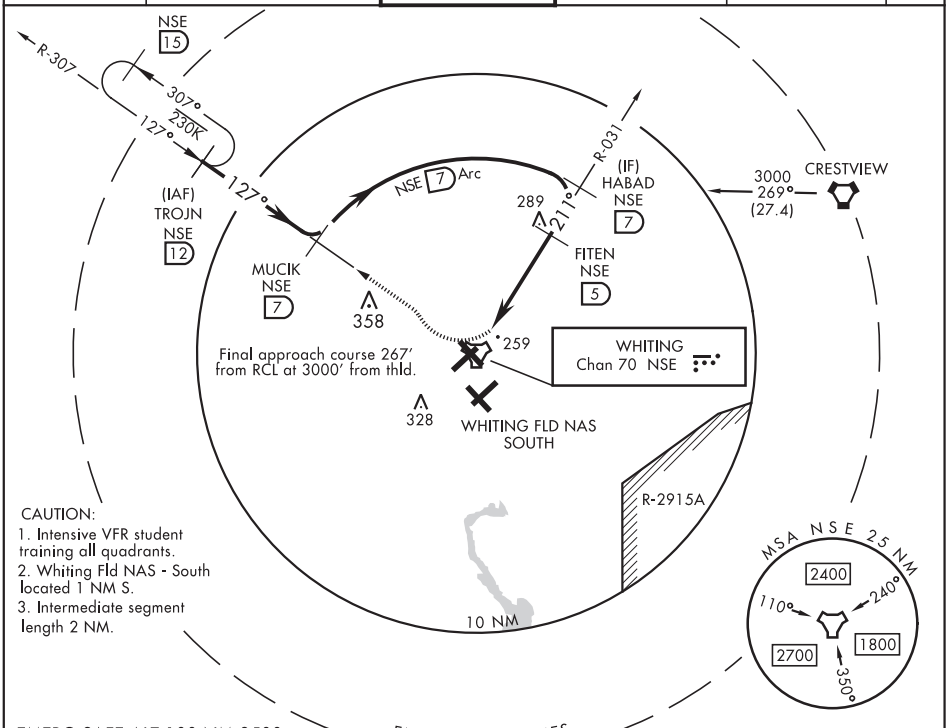
TACAN NSE Chan 70	APCH CRS 211°	Rwy ldg 6003 TDZE 183 Arpt Elev 199

AL-602 [USN] WHITING FLD NAS - NORTH (KNSE)

* Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

MISSED APPROACH: Climb to 600. Then climbing right turn to 3000. Intercept NSE TACAN R-307 to TROJN and hold. Continue climb in hold. Contact Pensacola APP CON.

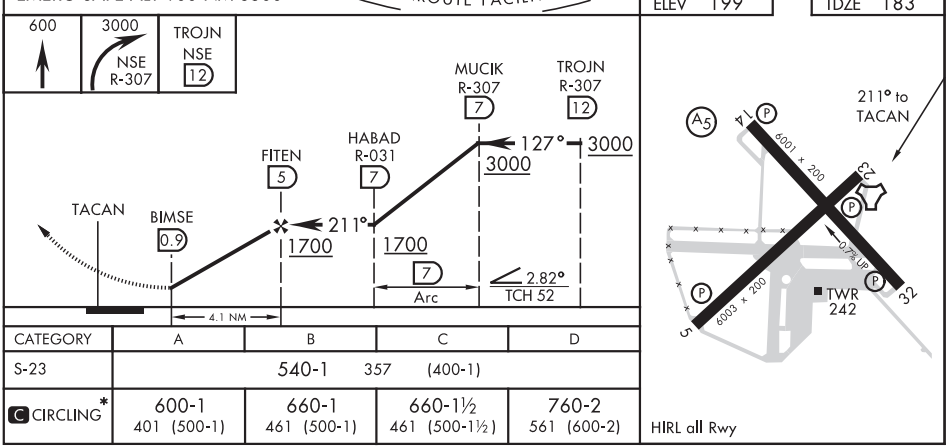
ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	



CAUTION:
1. Intensive VFR student training all quadrants.
2. Whiting Fld NAS - South located 1 NM S.
3. Intermediate segment length 2 NM.

EMERG SAFE ALT 100 NM 3500

ELEV 199 TDZE 183



CATEGORY	A	B	C	D
S-23	540-1 357 (400-1)			
C CIRCLING*	600-1 401 (500-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

MILTON, FLORIDA 30° 43′N-87° 01′W WHITING FLD NAS - NORTH (KNSE)

Amdt 4 10SEP20

TACAN RWY 23

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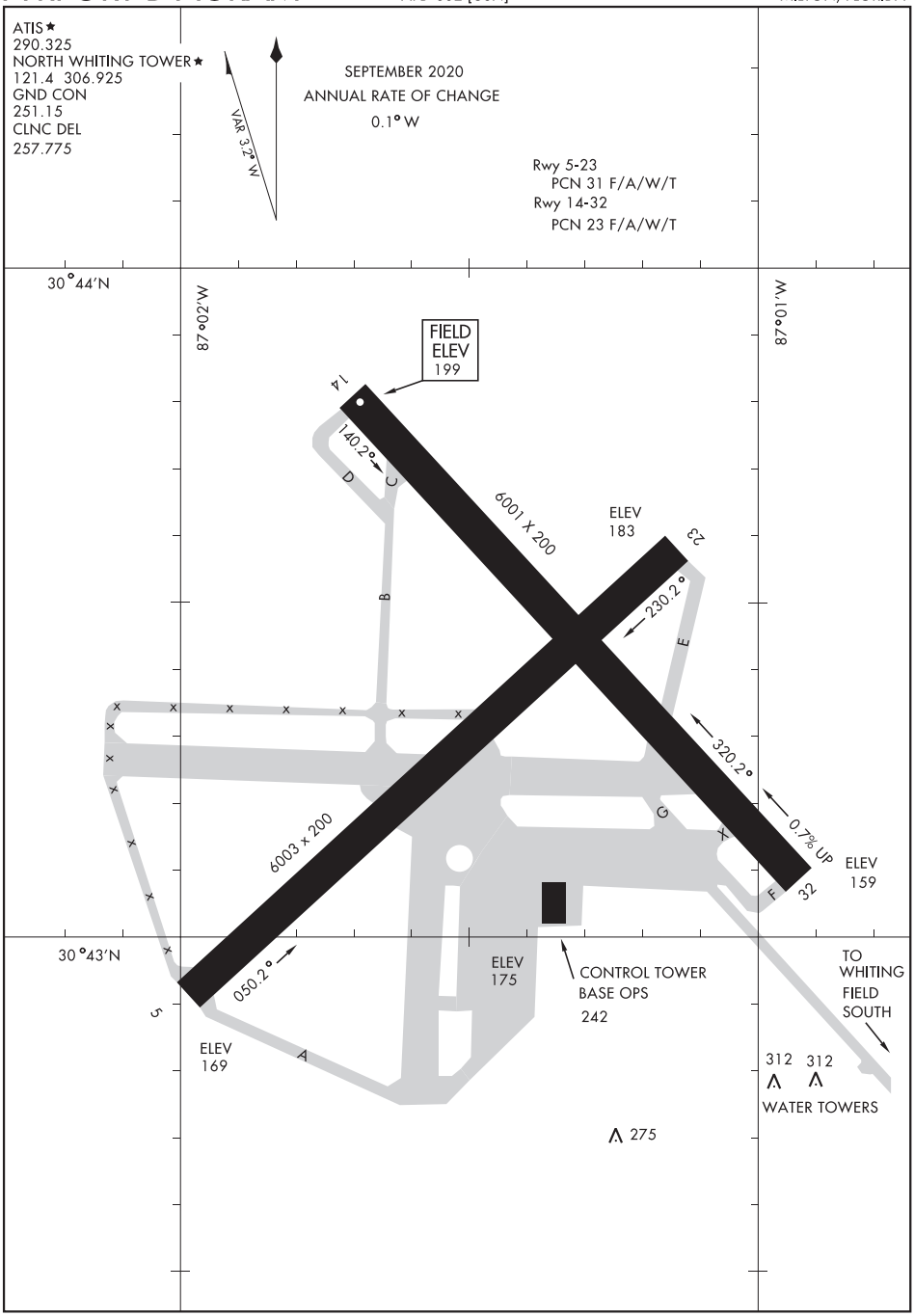
SE-3, 25 FEB 2021 to 22 APR 2021



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MILTON, FLORIDA

ILS Y or LOC/DME RWY 32

LOC/DME I-NDZ 110.55 Chan 42(Y)	APCH CRS 319°	Rwy ldg 6002 TDZE 172 Arpt Elev 177

AL-1909 [USN] WHITING FLD NAS - SOUTH (KNDZ)

TACAN Required.

T *When ALS inop, increase vis to ¾ mile.
**When ALS inop, increase vis to 1 mile.
*** Circling not authorized NE of Rwy 14-32 and NW of Rwy 5-23.

MALSR A5

MISSED APPROACH: Climb to 700, then climbing left turn to 3000 direct NGS TACAN. Then via R-172 to RANLE and hold continue climb in hold. Contact Pensacola Approach Control.

ATIS	PENSACOLA APP CON	SOUTH WHITING TOWER	GND CON	CLNC DEL	ASR/PAR
273.575	124.85 385.4	121.4 348.675	317.65	317.65	

CAUTION: 1. Intensive VFR student training all quadrants.
2. Whiting FLD NAS - NORTH located 1 NM N.
3. Intmed seg len 1.7 NM.

LOCALIZER 110.55 I-NDZ Chan 42(Y)

WHITING FLD NAS NORTH

To ESAKE 3000 242° (16.9)

CRESTVIEW

PENSI

To NGS 3000 123° (20.4)

R-342

ESAKE NGS 5.7

To NGS 3000 162° (5.7)

250

NOT FOR CIVIL USE

421

SMURF I-NDZ 4.9

319°

CAPOL I-NDZ 6.6

SANTA ROSA Chan 63 NGS

To RANLE 3000 172° (2)

377

139°

R-2915A

RANLE NGS 2

352°

172°

(IAF) IVORY NGS 5

NGS 7

10 NM

ENROUTE FACILITIES

R-172

MSA NGS 25 NM

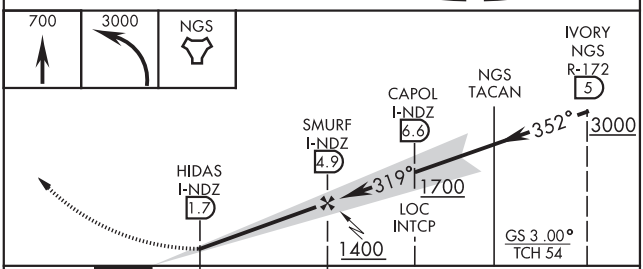
2600

220°

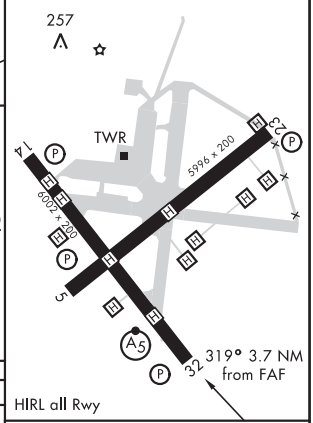
060°

1800

EMERG SAFE ALT 100 NM 3500



ELEV 177 TDZE 172



HIRL all Rwy

CATEGORY	A	B	C	D
S-ILS 32*	422-½ 250 (300-½)			
S-LOC 32**	520-½ 348 (400-½)		520-⅝ 348 (400-⅝)	
C CIRCLING***	620-1 443 (500-1)	640-1 463 (500-1)	680-1½ 503 (600-1½)	740-2 563 (600-2)

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

MILTON, FLORIDA 30°42'N-87°01'W WHITING FLD NAS - SOUTH (KNDZ)

Amdt 5 10SEP20

ILS Y or LOC/DME RWY 32

SE-3, 25 FEB 2021 to 22 APR 2021

MILTON, FLORIDA

ILS Z or RNAV (GPS) RWY 32

AL-1909 [USN] WHITING FLD NAS - SOUTH (KNDZ)

LOC/DME I-NDZ	APCH CRS	Rwy ldg	6002
110.55	319°	TDZE	172
Chan 42(Y)		Arpt Elev	177

GPS Required for ILS procedure.

T * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to ¾ mile; CAT D vis to 7/8.
*** When ALS inop, increase vis to 1 mile.

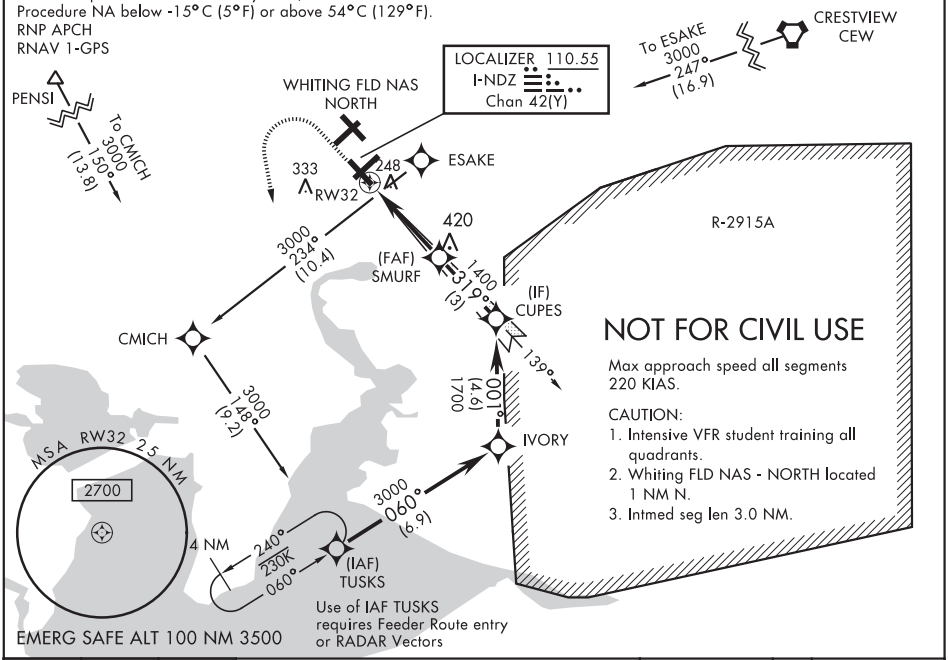
MALSR A5

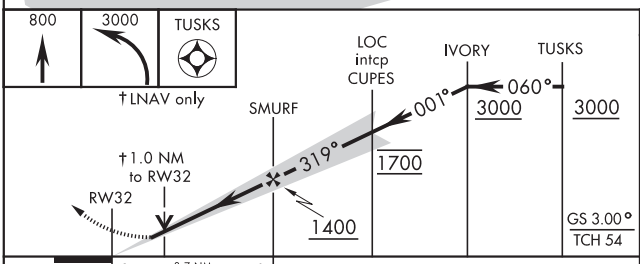
MISSED APPROACH: Climb to 800. Then climbing left turn to 3000, direct to TUSKS and hold. Contact Pensacola Approach Control.

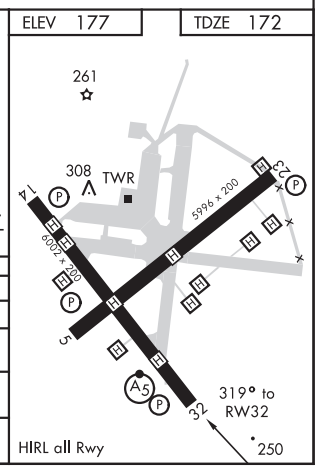
ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/PAR
273.575	124.85 385.4	121.4 348.675	317.65	355.6	

****Circling not authorized in sector NE of Rwy 14-32 and NW of Rwy 5-23.

For uncompensated Baro-VNAV systems,
Procedure NA below -15°C (5°F) or above 54°C (129°F).
RNP APCH
RNAV 1-GPS







CATEGORY	A	B	C	D
S-ILS 32 *	422-½ 250 (300-½)			
LNAV/ VNAV DA **	422-½ 250 (300-½)	424-½ 252 (300-½)	432-½ 260 (300-½)	433-½ 271 (300-½)
LNAV MDA ***	540-½ 368 (400-½)		540-⅝ 368 (400-⅝)	
C CIRCLING ****	620-1 443 (500-1)	640-1 463 (500-1)	680-1½ 503 (600-1½)	740-2 563 (600-2)

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SE-3, 25 FEB 2021 to 22 APR 2021

20254

MILTON, FLORIDA

TACAN RWY 32

TACAN NGS Chan 63	APCH CRS 322°	Rwy ldg 6002 TDZE 172 Arpt Elev 177

AL-1909 [USN]

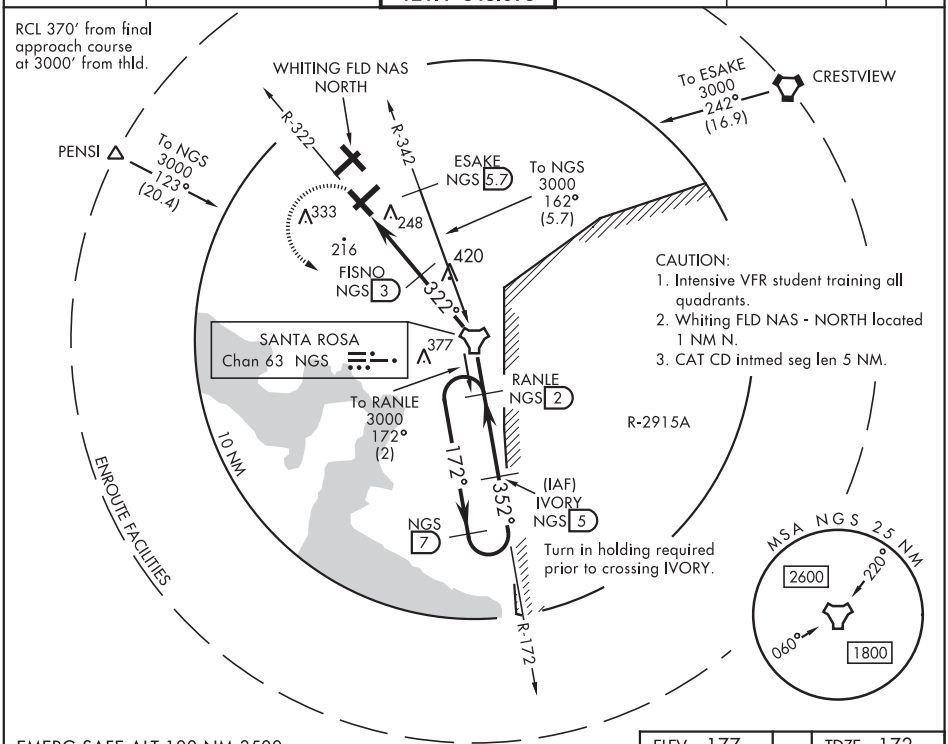
WHITING FLD NAS - SOUTH (KNDZ)

* When ALS inop, increase vis to 1 mile.
** Circling not authorized NE of Rwy 14-32 and NW of Rwy 5-23.

MALSR A5

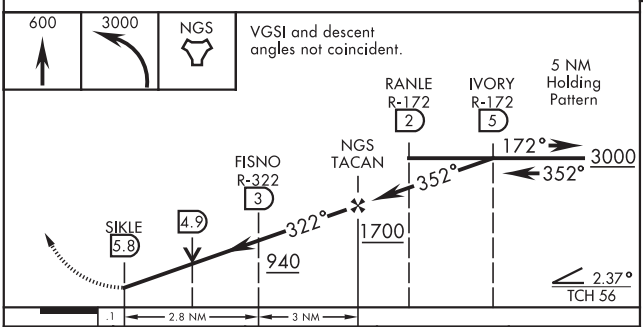
MISSED APPROACH: Climb to 600. Then climbing left turn to 3000 direct NGS TACAN. Then via R-172 to RANLE and hold. Contact Pensacola Approach Control.

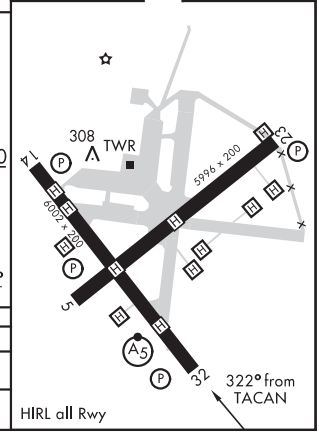
ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/PAR
273.575	124.85 385.4	121.4 348.675	317.65	355.6	



EMERG SAFE ALT 100 NM 3500

ELEV 177	TDZE 172





CATEGORY	A	B	C	D
S-32 *	540-½ 368 (400-½)		540-⅝ 368 (400-⅝)	
C CIRCLING **	620-1 443 (500-1)	640-1 463 (500-1)	680-1½ 503 (600-1½)	740-2 563 (600-2)

MILTON, FLORIDA

30° 42′N-87° 01′W

WHITING FLD NAS - SOUTH (KNDZ)

Amdt 5 10SEP20

TACAN RWY 32

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

MILTON, FLORIDA

COPTER RNAV (GPS) 004

AL-1909 [USN] WHITING FLD NAS - SOUTH (KNDZ)

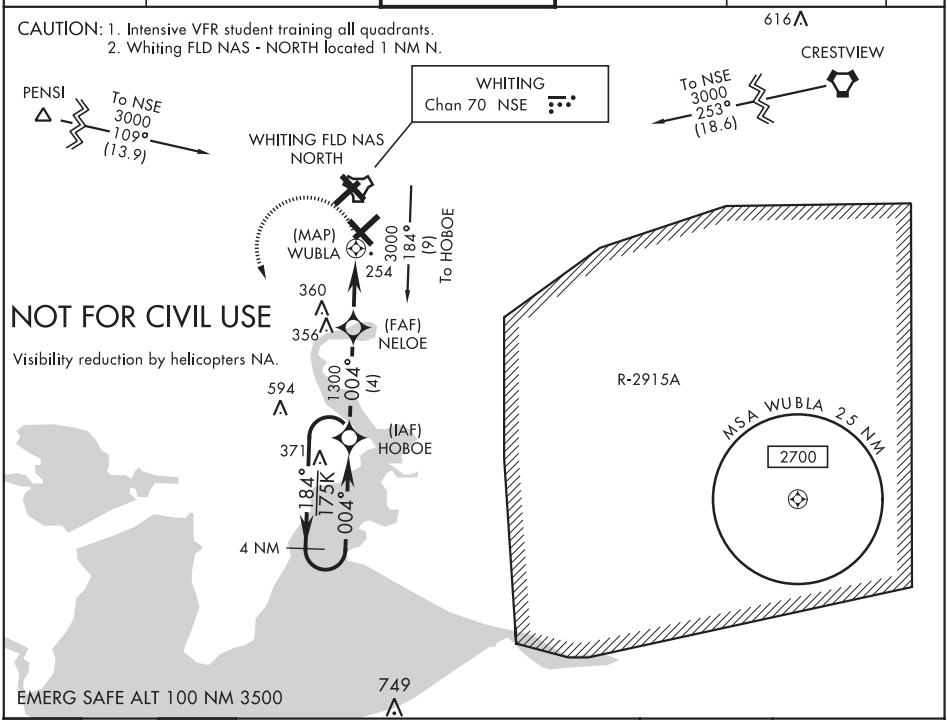
APCH CRS	Rwy ldg	5996
004°	THRE	N/A
	Arpt Elev	177

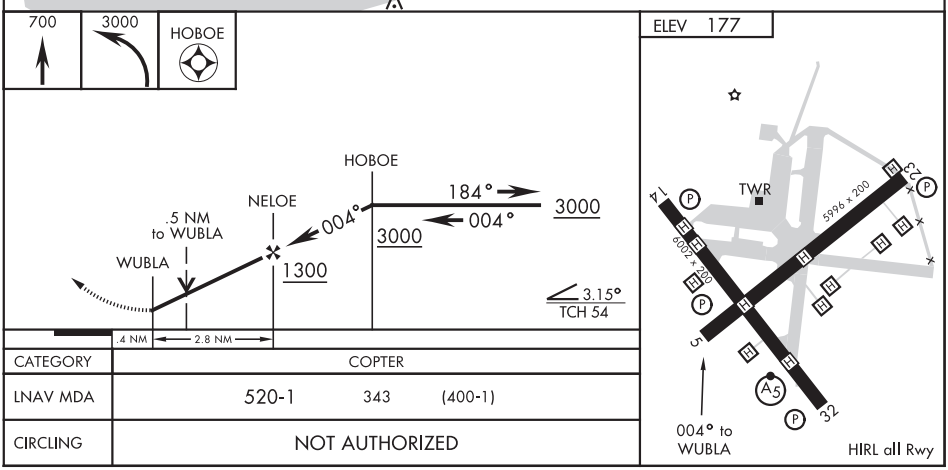
RNP APCH
Max procedure airspeed 90 KIAS.
Arm approach mode 30 NM from airport.

MISSED APPROACH: Climb to 700, then climbing left turn to 3000 direct HOBOE and hold. Continue climb-in-hold to 3000. Contact Pensacola Approach Control.

ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/PAR
273.575	124.85 385.4	121.4 348.675	317.65	355.6	

CAUTION: 1. Intensive VFR student training all quadrants.
2. Whiting FLD NAS - NORTH located 1 NM N.





CATEGORY	COPTER		
LNAV MDA	520-1	343	(400-1)
CIRCLING	NOT AUTHORIZED		

MILTON, FLORIDA 30°42′N-87°01′W WHITING FLD NAS - SOUTH (KNDZ)

Amdt 3 10SEP20

COPTER RNAV (GPS) 004

SE-3, 25 FEB 2021 to 22 APR 2021

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MILTON, FLORIDA

20254

COPTER TACAN 004

TACAN NSE Chan 70	APCH CRS 004°	Rwy ldg 5996 TDZE N/A Arpt Elev 177

AL-1909 [USN]

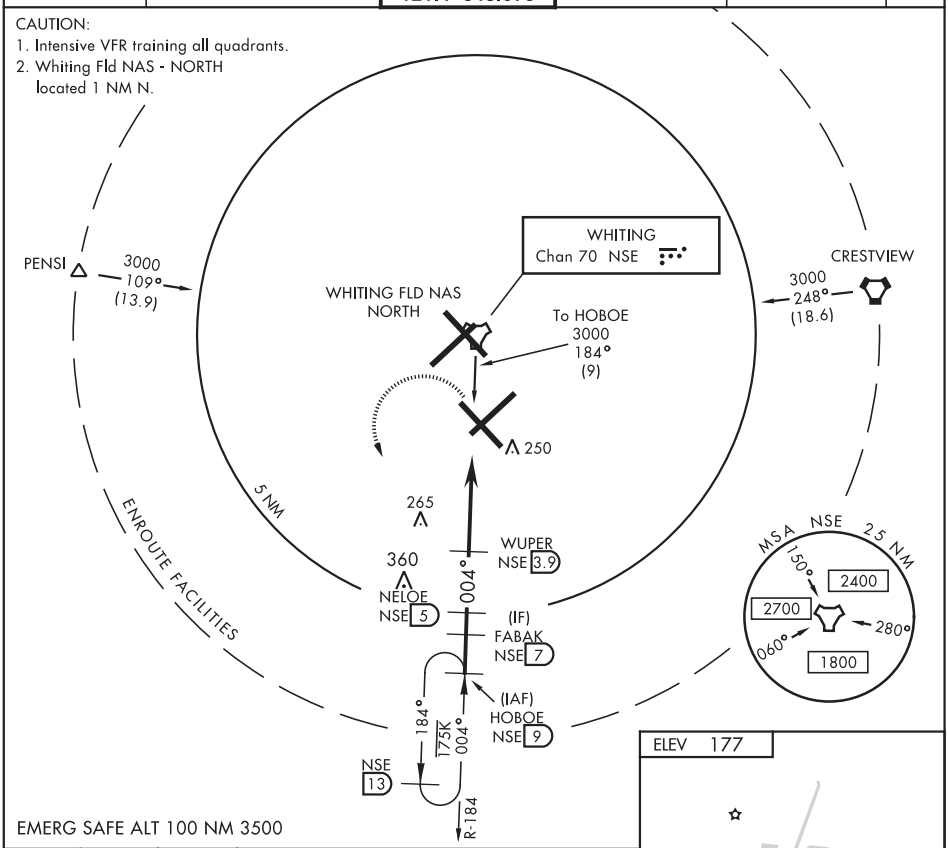
WHITING FLD NAS - SOUTH (KNDZ)

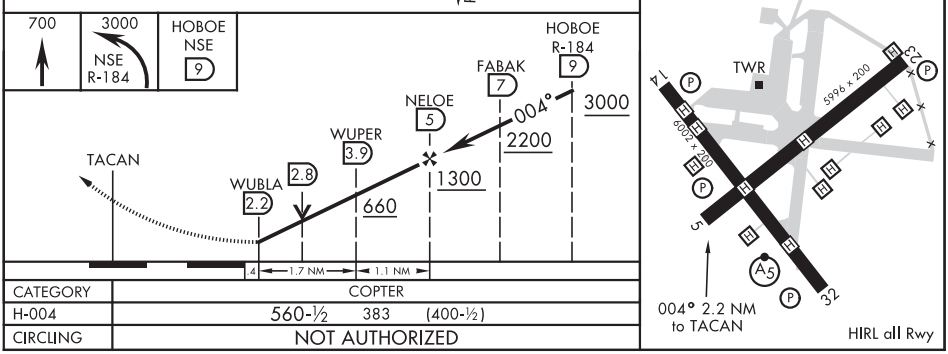
Maximum airspeed 90 KIAS.

MISSED APPROACH: Climb to 700. Then climbing left turn to 3000. Intercept NSE TACAN R-184 to HOBOE and hold. Contact Pensacola Approach Control.

ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/PAR
273.575	124.85 385.4	121.4 348.675	317.65	355.6	

CAUTION:
1. Intensive VFR training all quadrants.
2. Whiting Fld NAS - NORTH located 1 NM N.





CATEGORY	COPTER
H-004	560-½ 383 (400-½)
CIRCLING	NOT AUTHORIZED

MILTON, FLORIDA

30°42′N-87°01′W

WHITING FLD NAS - SOUTH (KNDZ)

Amdt 6 10SEP20

COPTER TACAN 004

SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

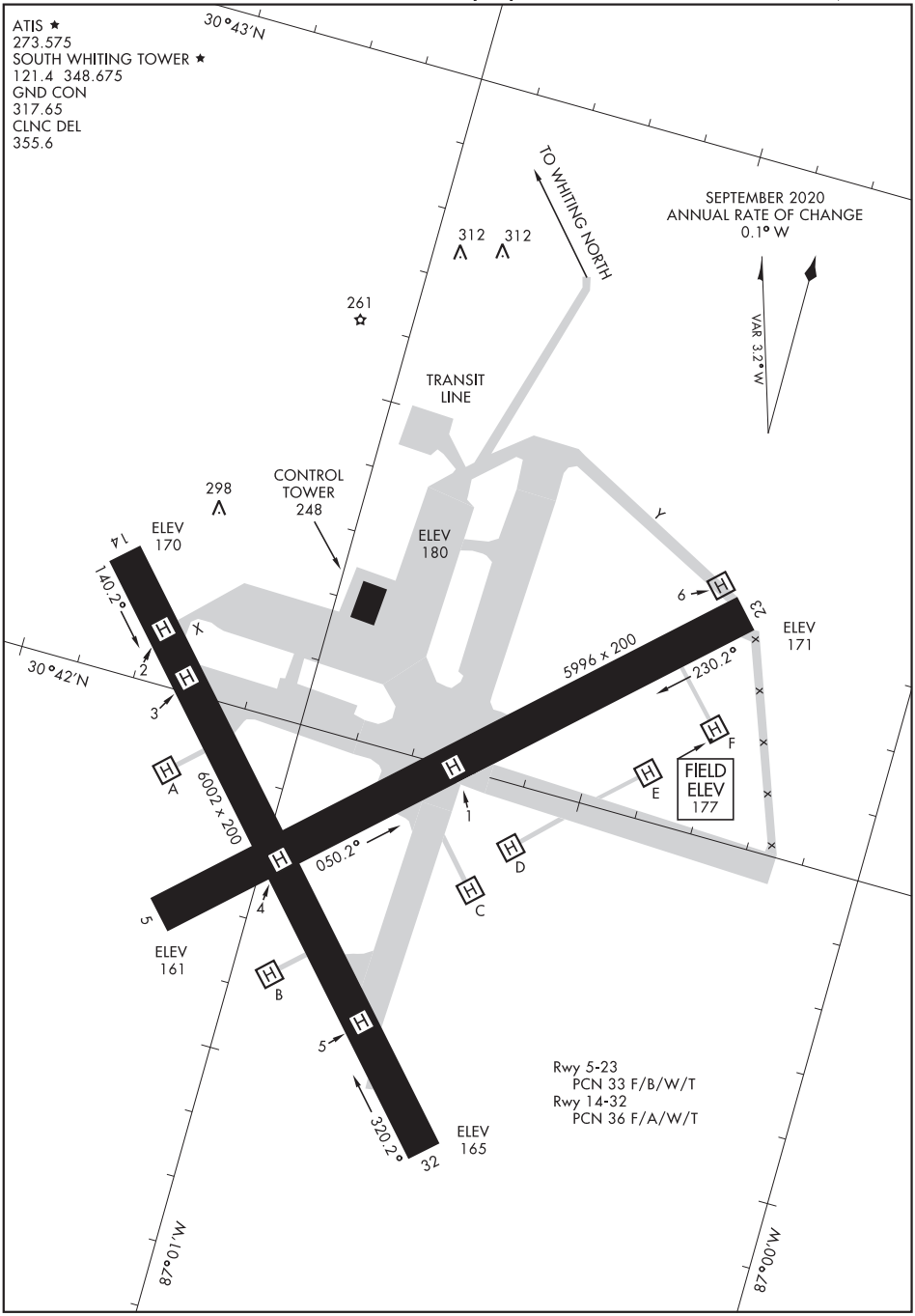
20254

AIRPORT DIAGRAM

AFD-1909 [USN]

WHITING FLD NAS (SOUTH) (KNDZ)

MILTON, FLORIDA



SE-3, 25 FEB 2021 to 22 APR 2021

SE-3, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

MILTON, FLORIDA

WHITING FLD NAS (SOUTH) (KNDZ)

WILLISTON, FLORIDA

AL-6898 (FAA)

20310

RNAV (GPS) RWY 5
WILLISTON MUNI (X6Ø)

APP CRS	Rwy ldg	6669
049°	TDZE	74
	Apt Elev	76

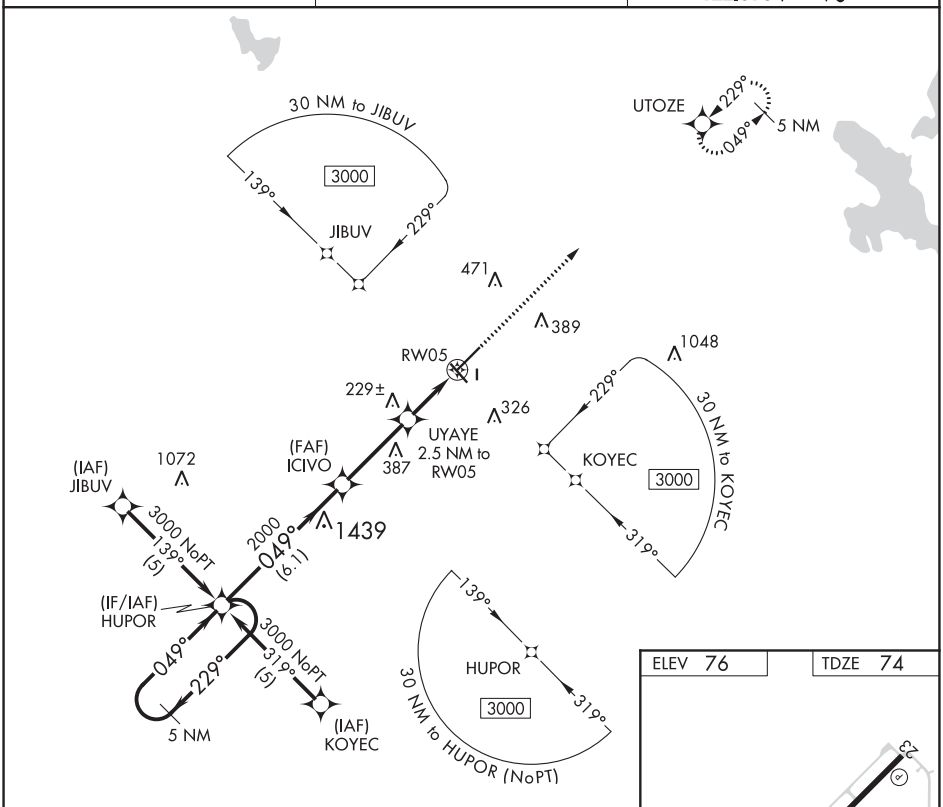
RNP APCH.

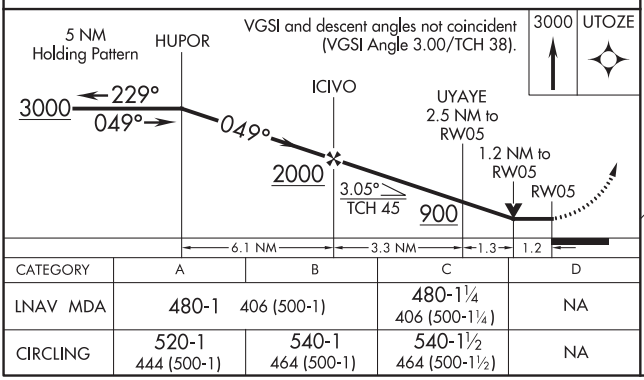
When local altimeter setting not received, use Ocala altimeter setting and increase all MDAs 60 feet and visibility LNAV Cat C ⅛ SM. Circling Rwy 14, 32 NA at night. Rwy 5 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 18 and 36.

NA

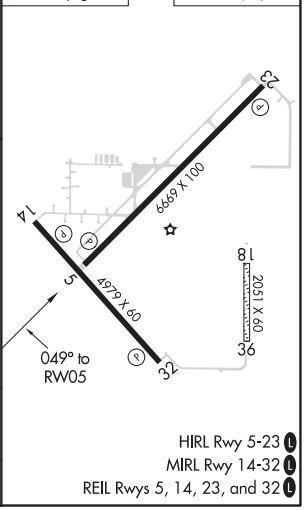
MISSED APPROACH: Climb to 3000 direct UTOZE and hold.

AWOS-3T	JACKSONVILLE APP CON	UNICOM
118.425	118.6 251.15	122.975 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-1 406 (500-1)		480-1¼ 406 (500-1¼)	NA
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	NA



HIRL Rwy 5-23 L
MIRL Rwy 14-32 L
REIL Rwys 5, 14, 23, and 32 L

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APP CRS	Rwy ldg	6669
229°	TDZE	76
	Apt Elev	76

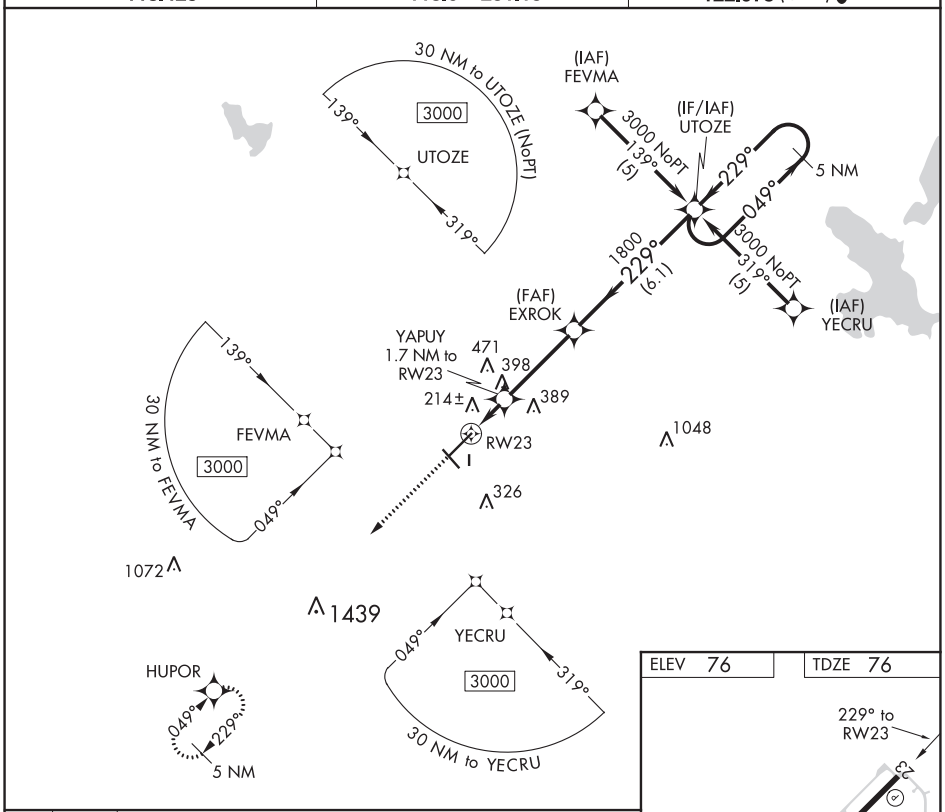
RNAV (GPS) RWY 23
WILLISTON MUNI (X60)

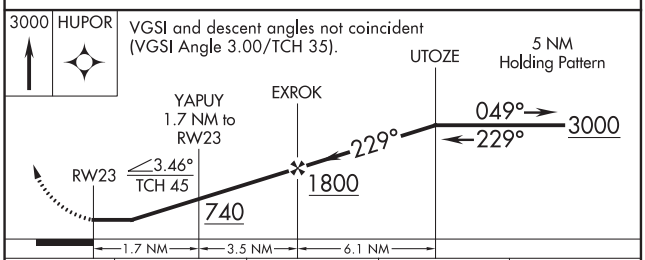
RNP APCH.

When local altimeter setting not received, use Ocala altimeter setting and increase all MDAs 60 feet and visibility LNAV Cat C ⅛ SM. Circling Rwy 14, 32 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 18 and 36.

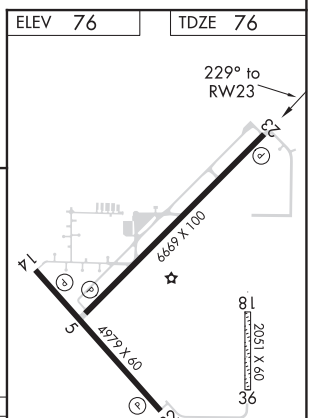
MISSED APPROACH: Climb to 3000 direct HUPOR and hold.

AWOS-3T	JACKSONVILLE APP CON	UNICOM
118.425	118.6 251.15	122.975 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-1 404 (500-1)		480-1¼ 404 (500-1¼)	NA
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	NA



HIRL Rwy 5-23 L
MIRL Rwy 14-32 L
REIL Rwys 5, 14, 23, and 32 L

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WINTER HAVEN, FLORIDA

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20254

RNAV (GPS) RWY 5
WINTER HAVEN RGNL (GIF)

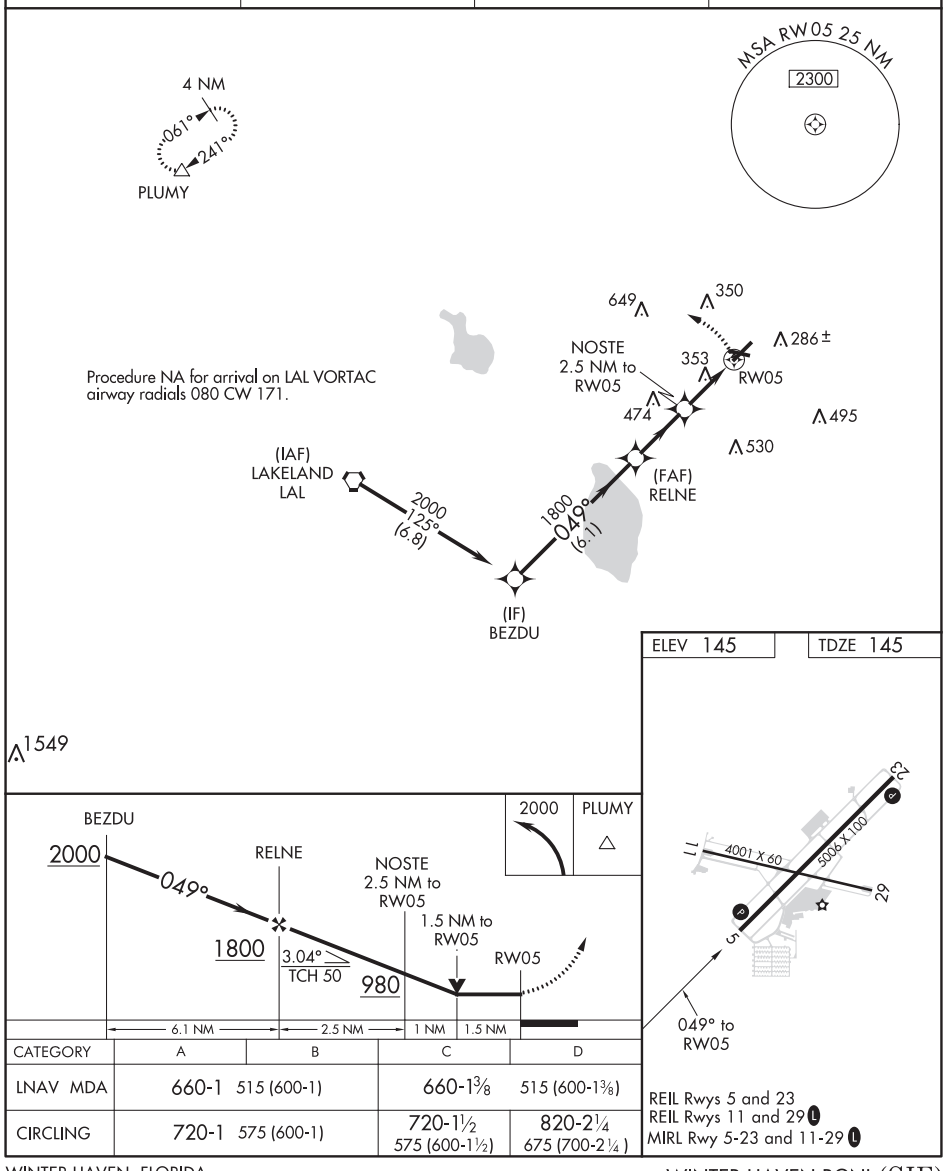
APP CRS	Rwy ldg	5006
049°	TDZE	145
	Apt Elev	145

RNP APCH.

Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Bartow altimeter setting and increase all MDA 20 feet, increase LNAV Cat C/D visibility ⅛ SM. VDP NA when using Bartow altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct PLUMY and hold.

ASOS	TAMPA APP CON	CLNC DEL (GCO)	UNICOM
133.675	120.65 290.3	121.725	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	660-1 515 (600-1)		660-1⅜	515 (600-1⅜)
CIRCLING	720-1 575 (600-1)		720-1½ 575 (600-1½)	820-2¼ 675 (700-2¼)

REIL Rwys 5 and 23
REIL Rwys 11 and 29 L
MIRL Rwy 5-23 and 11-29 L

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WAAS CH 86502 W11A	APP CRS 107°	Rwy ldg 4001 TDZE 145 Apt Elev 145

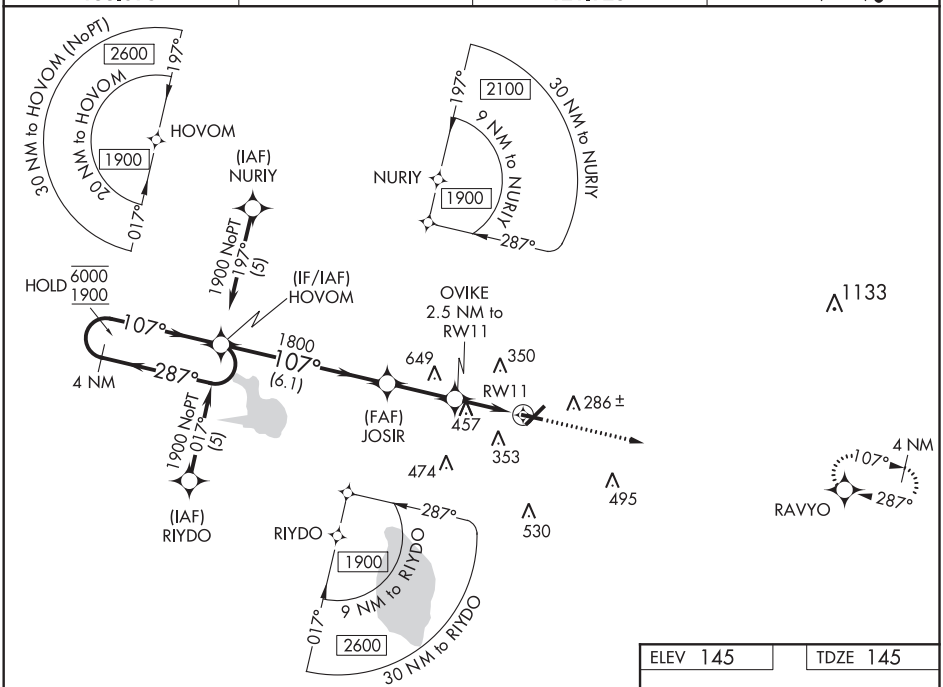
RNAV (GPS) RWY 11
WINTER HAVEN RGNL (GIF)

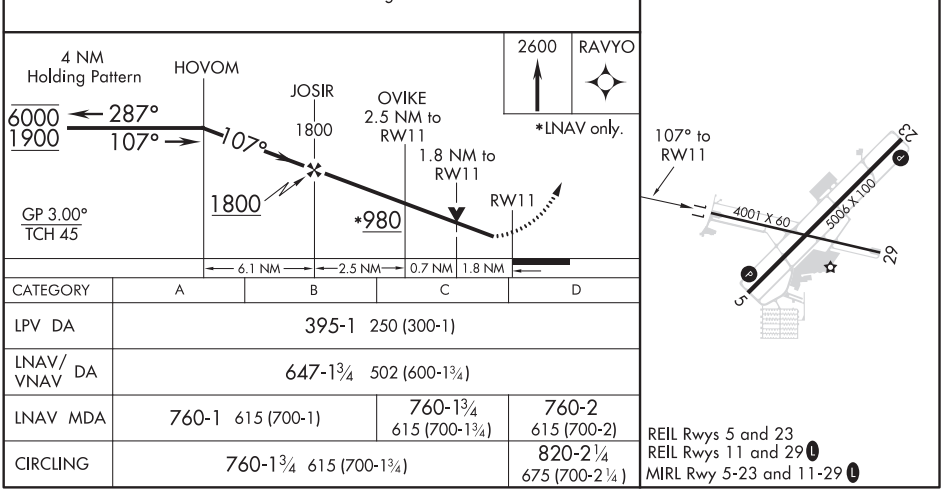
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Straight-In minimums NA at night. When local altimeter setting not received, use Bartow altimeter setting and increase all DA/MDAs 20 feet. Baro-VNAV NA when using Bartow altimeter setting.

MISSED APPROACH: Climb to 2600 direct RAVYO and hold.

ASOS	TAMPA APP CON	CLNC DEL (GCO)	UNICOM
133.675	120.65 290.3	121.725	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	395-1 250 (300-1)			
LNAV/VNAV DA	647-1¾ 502 (600-1¾)			
LNAV MDA	760-1 615 (700-1)		760-1¾ 615 (700-1¾)	760-2 615 (700-2)
CIRCLING	760-1¾ 615 (700-1¾)			820-2¼ 675 (700-2¼)

REIL Rwys 5 and 23
REIL Rwys 11 and 29 L
MIRL Rwy 5-23 and 11-29 L

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WINTER HAVEN, FLORIDA

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VOR-A

WINTER HAVEN RGNL (GIF)

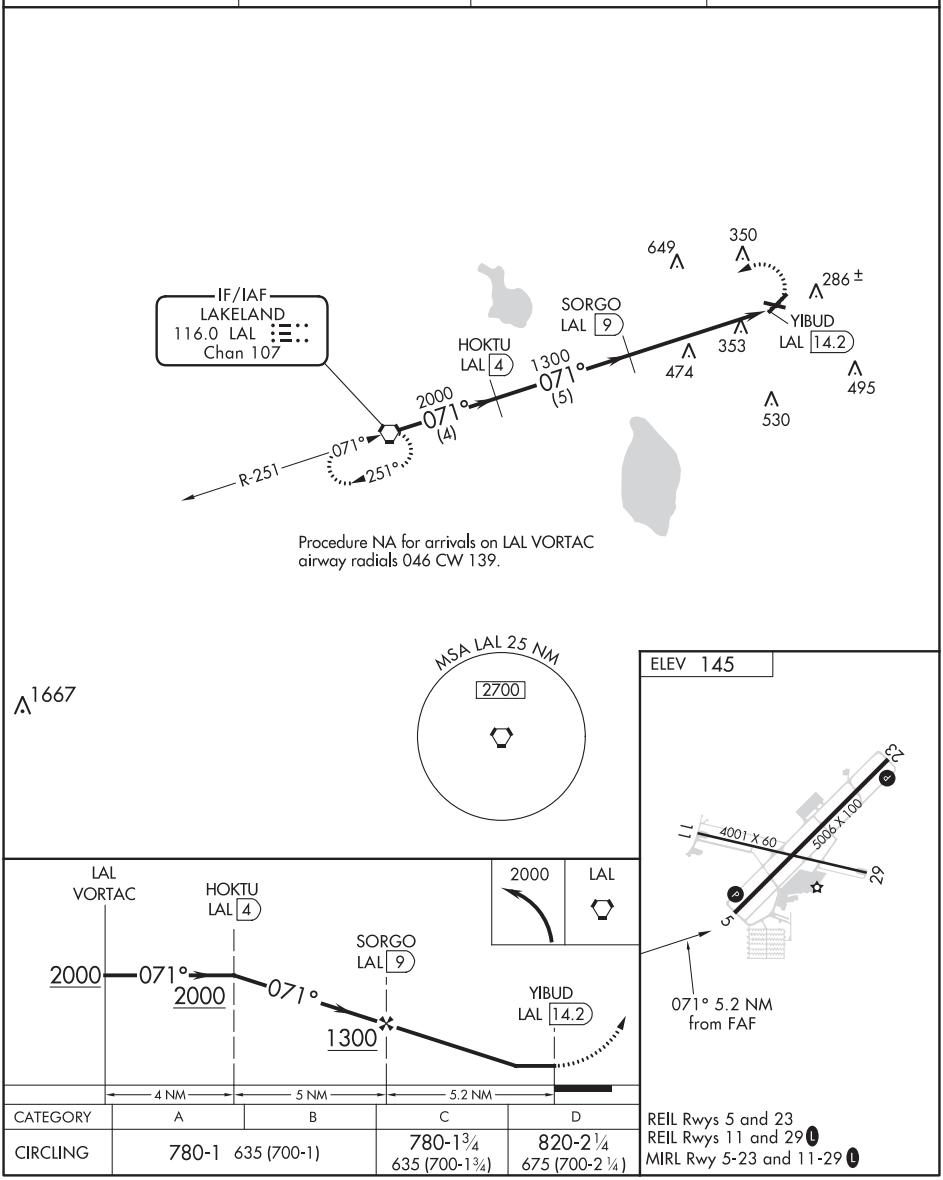
VORTAC LAL	APP CRS	Rwy ldg	N/A
116.0	071°	TDZE	N/A
Chan 107		Apt Elev	145

DME required.

When local altimeter setting not received, use Bartow altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2000 direct LAL VORTAC and hold.

ASOS	TAMPA APP CON	CLNC DEL (GCO)	UNICOM
133.675	120.65 290.3	121.725	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	780-1 635 (700-1)		780-1¾ 635 (700-1¾)	820-2¼ 675 (700-2¼)

REIL Rwys 5 and 23
REIL Rwys 11 and 29 L
MIRL Rwy 5-23 and 11-29 L

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WAAS CH 69636 W01A	APP CRS 006°	Rwy ldg 4387 TDZE 87 Apt Elev 90

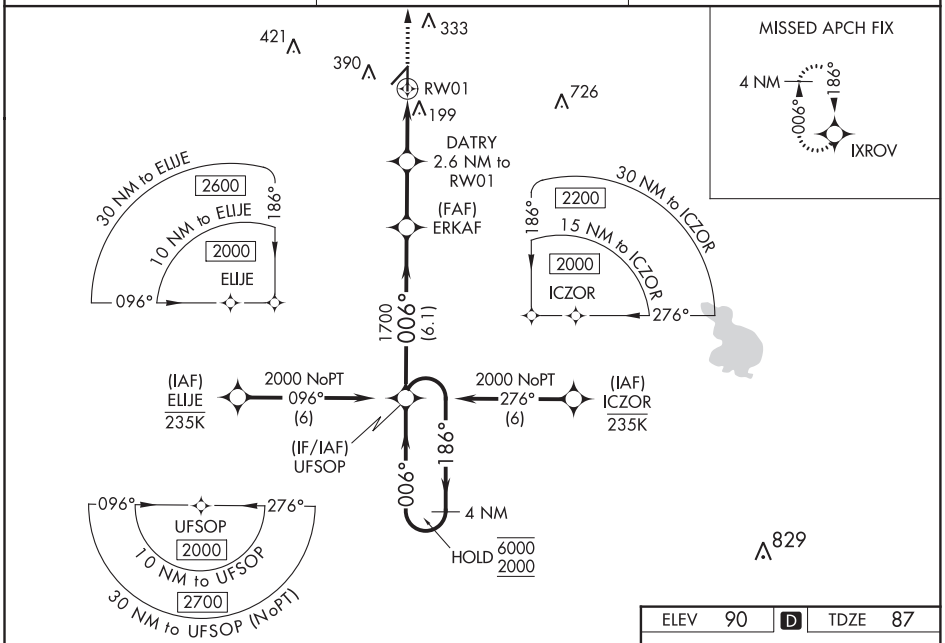
RNAV (GPS) RWY 1
ZEPHYRHILLS MUNI (ZPH)

RNP APCH.

Rwy 1 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct IXROV and hold.

AWOS-3PT	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L

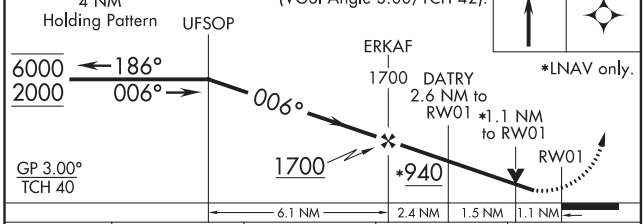


ELEV 90 D TDZE 87

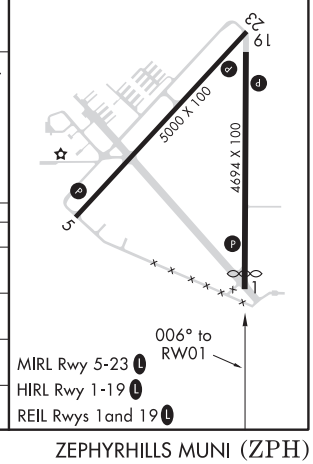
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).

2000 IXROV

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	337-⅞	250 (300-⅞)		
LNAV/VNAV DA	366-⅞	279 (300-⅞)		
LNAV MDA	460-1	373 (400-1)		
C CIRCLING	740-1	650 (700-1)	740-1¾ 650 (700-1¾)	740-2 650 (700-2)



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ZEPHYRHILLS, FLORIDA

AL-6963 (FAA)

20366

RNAV (GPS) RWY 5
ZEPHYRHILLS MUNI (ZPH)

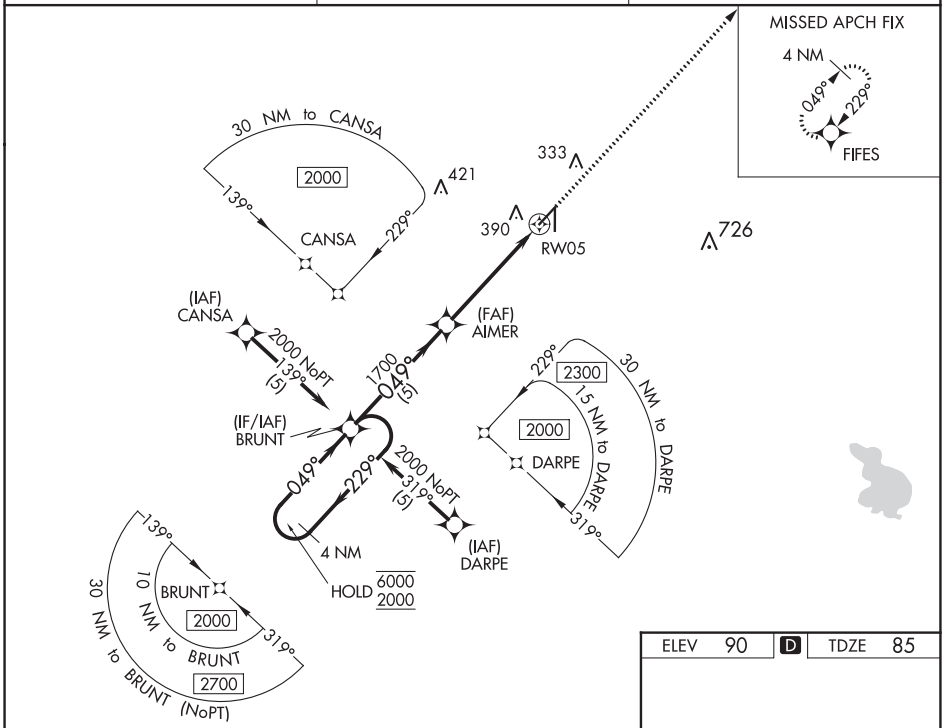
WAAS CH 86238 W05A	APP CRS 049°	Rwy ldg 5000 TDZE 85 Apt Elev 90

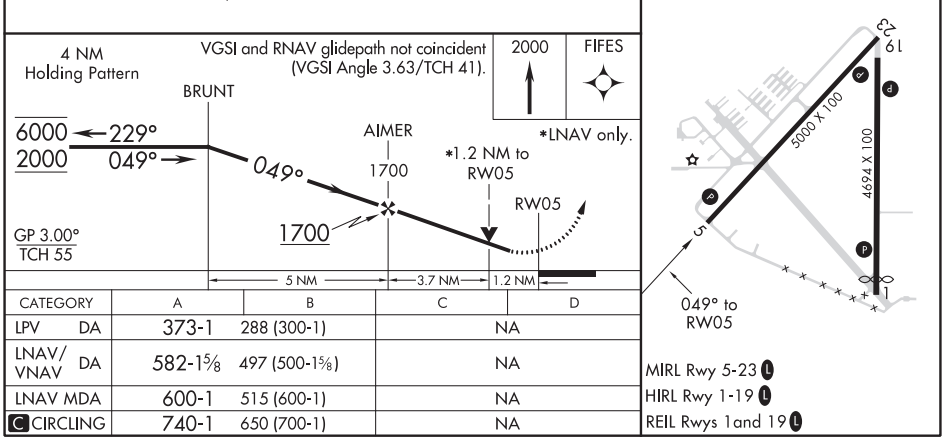
RNP APCH.

Rwy 5 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct FIFES and hold.

AWOS-3PT	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	373-1	288 (300-1)	NA	
LNAV/VNAV DA	582-1⅝	497 (500-1⅝)	NA	
LNAV MDA	600-1	515 (600-1)	NA	
C CIRCLING	740-1	650 (700-1)	NA	

ELEV 90 D TDZE 85

MIRL Rwy 5-23 L
HIRL Rwy 1-19 L
REIL Rwys 1and 19 L

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WAAS CH 78436 W19A	APP CRS 186°	Rwy ldg 4694 TDZE 90 Apt Elev 90

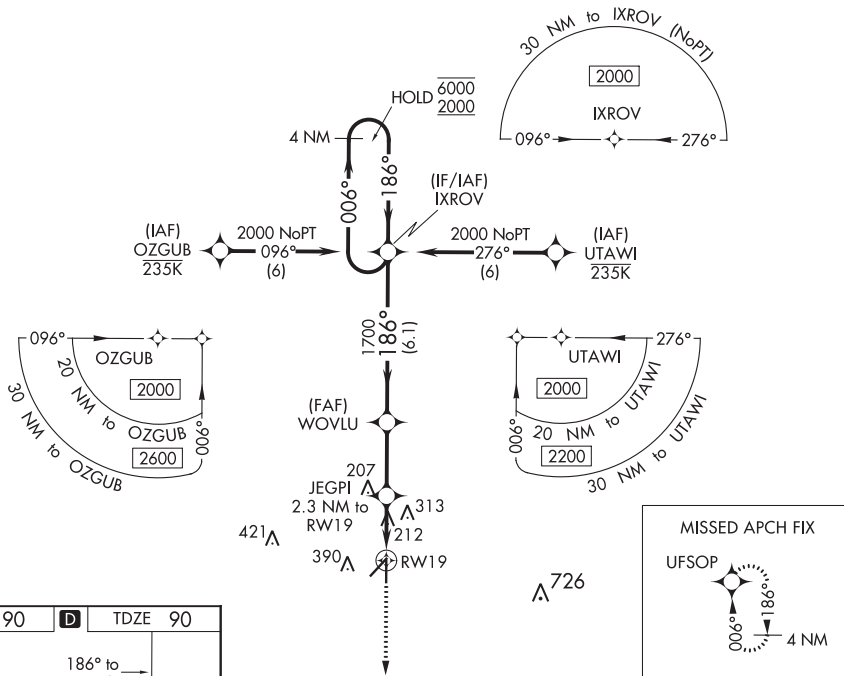
RNAV (GPS) RWY 19
ZEPHYRHILLS MUNI (ZPH)

RNP APCH.

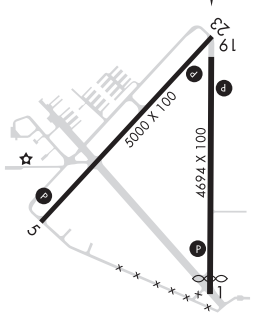
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct UFSOP and hold.

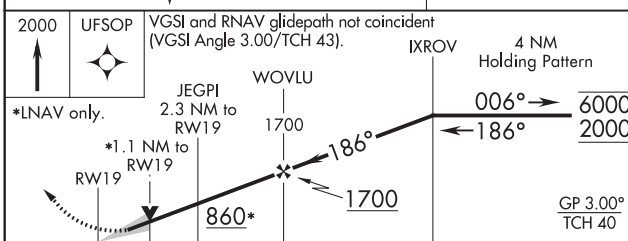
AWOS-3PT	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



ELEV 90	D	TDZE 90



MIRL Rwy 5-23 L
HIRL Rwy 1-19 L
REIL Rwys 1and 19 L



CATEGORY		A	B	C	D
LPV	DA	340-⅞ 250 (300-⅞)			
LNAV/VNAV	DA	380-1 290 (300-1)			
LNAV MDA		480-1 390 (400-1)		480-1⅛ 390 (400-1⅛)	
C CIRCLING		740-1 650 (700-1)		740-1¾ 650 (700-1¾)	740-2 650 (700-2)

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ZEPHYRHILLS, FLORIDA

AL-6963 (FAA)

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WAAS CH 45538 W23A	APP CRS 229°	Rwy ldg 5000 TDZE 88 Apt Elev 90

RNAV (GPS) RWY 23

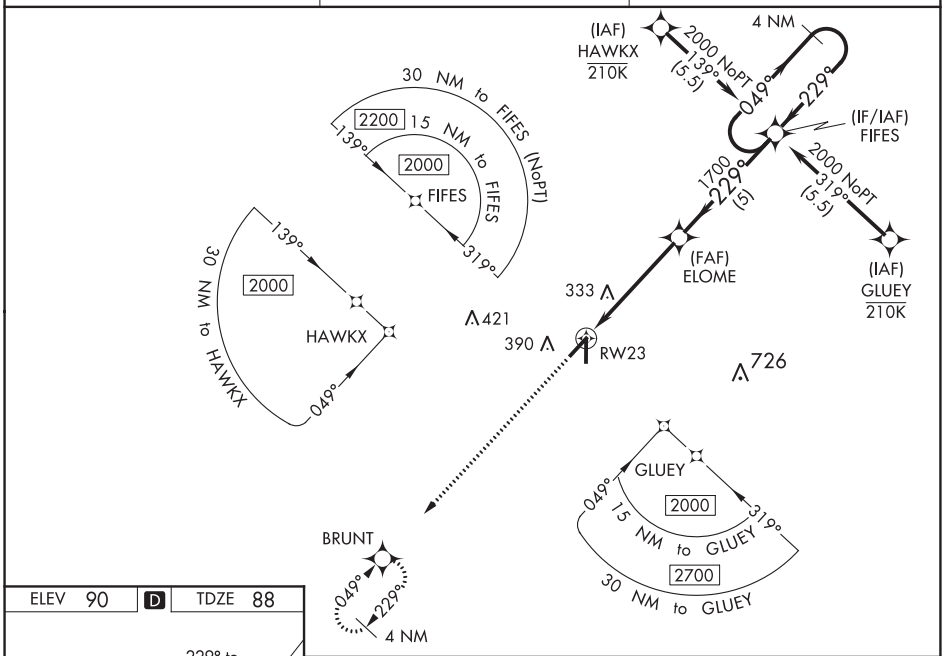
ZEPHYRHILLS MUNI (ZPH)

RNP APCH.

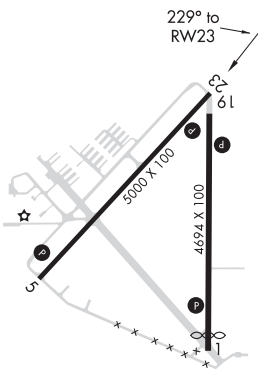
Baro-VNAV and VDP NA when using Tampa Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 23 helicopter visiblity reduction below ¾ SM NA. When local altimeter setting not received, use Tampa Executive altimeter setting and increase all DA 48 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV all Cats, LNAV and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct BRUNT and hold.

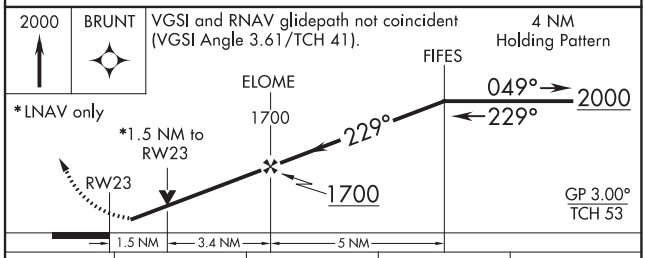
AWOS-3PT	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



ELEV 90 | D | TDZE 88



MIRL Rwy 5-23 L
HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
LPV DA	377-1 289 (300-1)			
LNAV/VNAV DA	409-1 321 (400-1)			
LNAV MDA	600-1 512 (600-1)		600-1⅜ 512 (600-1⅜)	
C CIRCLING	740-1 650 (700-1)		740-1¾ 650 (700-1¾)	740-2 650 (700-2)

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CLIMB/DESCENT TABLE 10042

INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS
RATE OF CLIMB/DESCENT TABLE

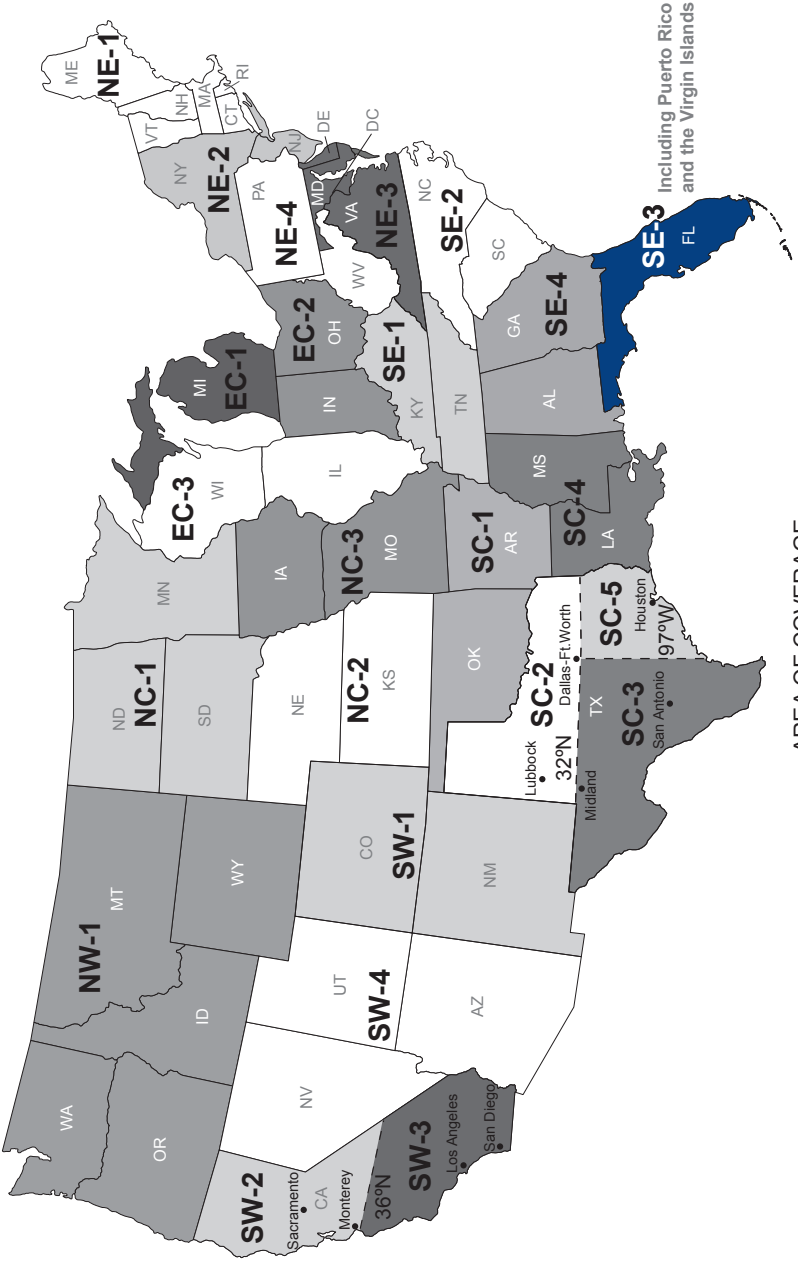
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

CLIMB/ DESCENT ANGLE (degrees and tenths)	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	210	210	320	425	530	635	743	850	955	1060	1165	1275
2.5	265	265	400	530	665	795	930	1060	1195	1325	1460	1590
VERTICAL PATH ANGLE 2.7	287	287	430	574	717	860	1003	1147	1290	1433	1576	1720
2.8	297	297	446	595	743	892	1041	1189	1338	1486	1635	1783
2.9	308	308	462	616	770	924	1078	1232	1386	1539	1693	1847
3.0	318	318	478	637	797	956	1115	1274	1433	1593	1752	1911
3.1	329	329	494	659	823	988	1152	1317	1481	1646	1810	1975
3.2	340	340	510	680	850	1020	1189	1359	1529	1699	1869	2039
3.3	350	350	526	701	876	1052	1227	1402	1577	1752	1927	2103
3.4	361	361	542	722	903	1083	1264	1444	1625	1805	1986	2166
3.5	370	370	555	745	930	1115	1300	1485	1670	1860	2045	2230
4.0	425	425	640	850	1065	1275	1490	1700	1915	2125	2340	2550
4.5	480	480	715	955	1195	1435	1675	1915	2150	2390	2630	2870
5.0	530	530	795	1065	1330	1595	1860	2125	2390	2660	2925	3190
5.5	585	585	880	1170	1465	1755	2050	2340	2635	2925	3220	3510
6.0	640	640	960	1275	1595	1915	2235	2555	2875	3195	3510	3830
6.5	690	690	1040	1385	1730	2075	2425	2770	3115	3460	3805	4155
7.0	745	745	1120	1490	1865	2240	2610	2985	3355	3730	4105	4475
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	855	855	1280	1710	2135	2560	2990	3415	3845	4270	4695	5125
8.5	910	910	1360	1815	2270	2725	3180	3630	4085	4540	4995	5450
9.0	960	960	1445	1925	2405	2885	3370	3850	4330	4810	5295	5775
9.5	1015	1015	1525	2035	2540	3050	3560	4065	4575	5085	5590	6100
10.0	1070	1070	1605	2145	2680	3215	3750	4285	4820	5355	5890	6430

CLIMB/DESCENT TABLE 10042

U.S. TERMINAL PUBLICATION VOLUMES



FAA Product ID: BTPPSE3

NSN 7641015059595

NGA REF. NO. OK-10-2859 TERMXFAABTPPSE3

EFF. DATE 21056