U.S. Terminal Procedures
Publication
Southeast (SE) Vol 3 of 4

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05 SEP 2024

Consult the Change Notice (CN) effective 08 AUG 2024 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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<table>
<thead>
<tr>
<th>Inoperative Components or Visual Aids Table</th>
<th>A1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Explanation of Terms/Landing Minima Data</td>
<td>B1</td>
</tr>
<tr>
<td>General Information</td>
<td>C1</td>
</tr>
<tr>
<td>Abbreviations</td>
<td>D1</td>
</tr>
<tr>
<td>Legend—IAP Planview</td>
<td>E1</td>
</tr>
<tr>
<td>Legend—IAP Profile</td>
<td>F1</td>
</tr>
<tr>
<td>Legend—Standard Terminal Arrival Charts</td>
<td>G1</td>
</tr>
<tr>
<td>Legend—Departure Procedure Charts</td>
<td>G2</td>
</tr>
<tr>
<td>Legend—Airport Diagram/Sketch</td>
<td>H1</td>
</tr>
<tr>
<td>Legend—Approach Lighting Systems</td>
<td>I1</td>
</tr>
<tr>
<td>Frequency Pairing</td>
<td>J1</td>
</tr>
<tr>
<td>Index of Terminal Charts and Minimums</td>
<td>K1</td>
</tr>
<tr>
<td>IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area (Radar Vectors)</td>
<td>L1</td>
</tr>
<tr>
<td>IFR Alternate Airport Minimums</td>
<td>M1</td>
</tr>
<tr>
<td>Radar Minimums</td>
<td>N1</td>
</tr>
<tr>
<td>Land and Hold-Short Operations (LAHSO)</td>
<td>O1</td>
</tr>
<tr>
<td>Hot Spots</td>
<td>P1</td>
</tr>
<tr>
<td>Standard Terminal Arrival Charts</td>
<td>Z1</td>
</tr>
<tr>
<td>Terminal Charts</td>
<td>Page 1</td>
</tr>
<tr>
<td>Rate of Climb/Descent Table</td>
<td>Inside Back Cover</td>
</tr>
<tr>
<td>Area of Coverage</td>
<td>Back Cover</td>
</tr>
</tbody>
</table>

**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 4531  
Silver Spring, MD 20910-3281  
Telephone: 1-800-638-8972  
[https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/)

For inquiries regarding military charts, please contact [aerohelp@nga.mil](mailto:aerohelp@nga.mil)

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

<table>
<thead>
<tr>
<th>(1) ILS, PAR, LPV, GLS minima</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Component or Visual Aid</td>
<td>Increase Visibility</td>
</tr>
<tr>
<td>All ALS types (except ODALS)</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(2) ILS, LPV, GLS with visibility minima of RVR 1800†/2000*/2200*</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Component or Visual Aid</td>
<td>Increase Visibility</td>
</tr>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>To RVR 4000†</td>
</tr>
<tr>
<td>TDZL or RCLS</td>
<td>To RVR 2400#</td>
</tr>
<tr>
<td>RVR</td>
<td>To ½ mile</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>(3) All Approach Types and all lines of minima other than (1) &amp; (2) above</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Component or Visual Aid</td>
<td>Increase Visibility</td>
</tr>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALSF, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(4) Sidestep minima (CAT C-D)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Component or Visual Aid</td>
<td>Increase Visibility</td>
</tr>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(5) All Approach Types, All lines of minima</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Component or Visual Aid</td>
<td>Increase Visibility</td>
</tr>
<tr>
<td>ODALS (CAT A-B)</td>
<td>¼ mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>½ mile</td>
</tr>
</tbody>
</table>
**TERMS/LANDING MINIMA DATA**

**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.

**LANDED MINIMA FORMAT**

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

**COLD TEMPERATURE AIRPORTS**

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.

**AIRCRAFT APPROACH CATEGORIES**

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**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (Knots)</td>
<td>0-90</td>
<td>91-120</td>
<td>121-140</td>
<td>141-165</td>
<td>Abv 165</td>
</tr>
</tbody>
</table>

**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:
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 $\text{C}$ symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
</tr>
</tbody>
</table>

### 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 $\text{C}$ symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
</tr>
</tbody>
</table>

#### 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.

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>1/4</td>
</tr>
<tr>
<td>1800</td>
<td>1/2</td>
</tr>
<tr>
<td>2000</td>
<td>1/2</td>
</tr>
<tr>
<td>2200</td>
<td>1/2</td>
</tr>
</tbody>
</table>

#### RADAR MINIMA

<table>
<thead>
<tr>
<th>RWY GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR 10</td>
<td>2.5°/42/1000</td>
<td>ABCDE</td>
<td>195/16</td>
<td>100 (100-1/4)</td>
<td>DE 560/50</td>
<td>463 (500-1/4)</td>
<td>560/50</td>
<td>463 (500-1)</td>
</tr>
<tr>
<td>28 2.5°/48/1068</td>
<td>ABCDE</td>
<td>187/16</td>
<td>100 (100-1/4)</td>
<td>DE 560/50</td>
<td>463 (500-1/4)</td>
<td>560/50</td>
<td>463 (500-1/4)</td>
<td></td>
</tr>
<tr>
<td>ASR 10</td>
<td>10</td>
<td>ABC</td>
<td>560/40</td>
<td>463 (500-1/4)</td>
<td>DE 560/50</td>
<td>463 (500-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>AB</td>
<td>600/50</td>
<td>513 (600-1)</td>
<td>CDE 600/60</td>
<td>513 (600-1/4)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIR 10</td>
<td>10</td>
<td>AB</td>
<td>560-1/4</td>
<td>463 (500-1/4)</td>
<td>CDE 560-1/4</td>
<td>463 (500-1/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>AB</td>
<td>600-1/4</td>
<td>503 (600-1/4)</td>
<td>CDE 600-1/4</td>
<td>503 (600-1/4)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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 500-1.

**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
- (U) UHF emergency frequency (243.0) monitored
- (V) VHF emergency frequency (121.5) monitored

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

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

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

**Airport** is published in the Takeoff Minimums, [Obstacle] Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.
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 91. SIAPS with the (FAA-O) designation have been developed by an authorized non-FAA service provider. 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-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (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

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 Minimums, 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 online. 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, UBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU. DME required for LOC only.

Equipment Requirements Box

✈ Circling to Rwy 25 NA at night.
#For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

Standard Procedure Notes Box

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

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g., ⬅️, 🟣.

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "iative symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communications section of the chart with a 📺.
### ABBREVIATIONS

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

*Note: The abbreviations listed are not exhaustive and are subject to change based on regional and international standards.*
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS</td>
<td>Omnidirectional Approach Light System</td>
</tr>
<tr>
<td>ODP</td>
<td>Obstacle Departure Procedure</td>
</tr>
<tr>
<td>OM</td>
<td>Outer Marker</td>
</tr>
<tr>
<td>PAR</td>
<td>Precision Approach Radar</td>
</tr>
<tr>
<td>PDC</td>
<td>Pre-Departure Clearance</td>
</tr>
<tr>
<td>PRM</td>
<td>Precision Runway Monitor</td>
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<tr>
<td>R</td>
<td>Radial</td>
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<tr>
<td>RA</td>
<td>Runway Alignment Indicator Lights</td>
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<tr>
<td>RCLS</td>
<td>Runway Centerline Light System</td>
</tr>
<tr>
<td>REIL</td>
<td>Runway End Identifier Lights</td>
</tr>
<tr>
<td>RF</td>
<td>Radius-to-Fix</td>
</tr>
<tr>
<td>RLLS</td>
<td>Runway Lead-in Light System</td>
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<tr>
<td>RNAV</td>
<td>Area Navigation</td>
</tr>
<tr>
<td>RNP</td>
<td>Required Performance Navigation</td>
</tr>
<tr>
<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
</tr>
<tr>
<td>RRL</td>
<td>Runway Remaining Lights</td>
</tr>
<tr>
<td>Rwy</td>
<td>Runway</td>
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<tr>
<td>RVR</td>
<td>Runway Visual Range</td>
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<td>S</td>
<td>Straight-in</td>
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<td>SALS</td>
<td>Short Approach Light System</td>
</tr>
<tr>
<td>SALSF</td>
<td>Short Approach Lighting System with Sequenced Flashing Lights</td>
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<tr>
<td>SSALF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
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<td>SSALR</td>
<td>Simplified Short Approach Light System with RAIL</td>
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<td>Simplified Short Approach Lighting System</td>
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<td>SDF</td>
<td>Simplified Directional Facility</td>
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<tr>
<td>SM</td>
<td>Statute Mile</td>
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<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
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<tr>
<td>SR-SS</td>
<td>Sunrise-Sunset</td>
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<tr>
<td>TAA</td>
<td>Terminal Arrival Area</td>
</tr>
<tr>
<td>TAC</td>
<td>TACAN</td>
</tr>
<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
</tr>
<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
</tr>
<tr>
<td>TDZ/CL</td>
<td>Touchdown Zone and Runway Centerline Lighting</td>
</tr>
<tr>
<td>TDZL</td>
<td>Touchdown Zone Lights</td>
</tr>
<tr>
<td>THR</td>
<td>Threshold</td>
</tr>
<tr>
<td>TDOA</td>
<td>Takeoff Distance Available</td>
</tr>
<tr>
<td>TORA</td>
<td>Takeoff Run Available</td>
</tr>
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<td>TR</td>
<td>Track</td>
</tr>
<tr>
<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>VCOA</td>
<td>Visual Climb over Airport</td>
</tr>
<tr>
<td>VDA</td>
<td>Vertical Descent Angle</td>
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<tr>
<td>VDP</td>
<td>Visual Descent Point</td>
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<tr>
<td>VGSI</td>
<td>Visual Glide Slope Indicator</td>
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<tr>
<td>VNAV</td>
<td>Vertical Navigation</td>
</tr>
<tr>
<td>WAAS</td>
<td>Wide Area Augmentation System</td>
</tr>
<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
</tr>
</tbody>
</table>
**LEGEND** 23334  INSTRUMENT APPROACH PROCEDURES (CHARTS)

**PLANVIEW SYMBOLS**

- **Procedures Track**
- **Feeder Route**
- **Missed Approach**
- **Visual Flight Path**
- **Holding Patterns**
- **Arrival**
- **Hold-in-lieu of Procedure Turn**
- **Mileage**
- **Holding Pattern with maximum restricted airspeed:**
  - (175K) applies to all altitudes.
  - (210K) applies to altitudes above 6000' and including 14000'.
- **Arrival Holding Pattern altitude restrictions** will be indicated when they deviate from the adjacent leg.

**FIXES/ATC REPORTING REQUIREMENTS**

- **Reporting Point**
- **Waypoint**
- **MAP WP (Flyby)**
- **MAP WP (Flyover)**
- **Flyover Point**

**Computer Navigation Fix (CNF): No ATC Function**

- **R-198**
- **LR-198**
- **LB-198**

**Indicated Airspeed**

- 110.1  Underline indicates No Voice transmitted on this frequency

- **VOR**
- **VORTAC**
- **TACAN**

**RADIO AIDS TO NAVIGATION**

- **LOC/LDA/SDF Transmitter**
- **LOC/DME**

**Recommended Altitude**

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

**INDICATED AIRSPEED**

- **Primary NAVAID**
  - LIMA 114.5  LIM 92  Chan 92

**Secondary NAVAID**

- **LOM 362 AK**

**TACAN or DME NAVAID**

- **SCOTT Chan 59**
- **SKE**

**Computer Navigation Fix (CNF): No ATC Function**

- **R-198**  Radial line and value
- **LR-198**  Lead Radial
- **LB-198**  Lead Bearing
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°.

On Copter procedures this is depicted in the following format: <7.30°.

ILS or LOC APPROACH

RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE

3.3 NM

NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY

Threshold Crossing height

Vertical Descent Angle (VDA)

ABC 3.3

ABC 3.3

ABC 5.8

ABC 5.8

ABC VOR

DESCEmodern technologies and advancements in aviation, ensuring pilots can navigate safely and efficiently through various terrains and weather conditions. These procedures are crucial for ensuring the safety and efficiency of air travel, allowing pilots to land safely and accurately at their destination. The legend and profile view sections provide essential details about the instruments and symbols used in these procedures, guiding pilots through each step of the approach and descent. Whether it's the glide slope, visual descent point, or decision altitude, these elements work together to ensure a smooth and secure landing. The advancements in aviation technology, such as GLS and RNAV, have significantly improved the safety and efficiency of flight, making air travel more accessible and reliable for passengers and pilots alike. Whether it's a commercial jet or a small private plane, these procedures enable a safe and seamless journey to destinations worldwide. With continued innovation and investment in aviation technology, these procedures will continue to evolve, ensuring the highest standards of safety and efficiency in air travel.
**LEGEND**

**STANDARD TERMINAL ARRIVAL (STAR) CHARTS**

**RADIO AIDS TO NAVIGATION**

- **Compulsory:**
  - VOR
  - VORTAC
  - DME
  - NDB/DME
  - VOR/DME

- **Non-Compulsory:**
  - VOR
  - VORTAC
  - DME
  - NDB/DME

- **LOC** (Compass locator at outer marker)

- **Localizer Front Course**

- **(T) indicates frequency protection range**

- **ORLANDO 112.25 (T) ORL**
  - Chan 59(Y)

- **Marker Beacon**

- **SCOTT Chan 59**
  - SKE (112.2)

- **VHF Paired Frequency**

- **TACAN or DME NAVAID Box**

- **LOCALIZER BACK COURSE**

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

**FIXES/ATC REPORTING REQUIREMENTS**

- **→** Unnamed DME fix
- **↑** Reporting Point (Compulsory)
- **↓** Reporting Point (Non-Compulsory)

- **→** Obvious DME (DME mileage matches route mileage)
- **↓** DME Mileage (when not obvious)

- **Waypoint** (Compulsory)

- **△** Waypoint (Non-Compulsory)

- **x** Flyover Point

- **(CFTSP)** Computer Navigation Fix (CNF) - No ATC Function

**AIRPORTS**

- **Civil**
- **Military**
- **Joint** (Civil-Military)

- **Civil**
- **Military**
- **Joint** (Civil-Military)

**ROUTES**

- **MAA FL200** Maximum Authorized Altitude
- **4500 MEA-Minimum Enroute Altitude**
- **3500 MOCA-Minimum Obstruction Clearance Altitude**
- **270° Arrival Route**
- **(65) Mileage between Radio Aids, Reporting Points, and Route Breaks**
- **R-275 Transition Route**
- **Radial line and value**
- **Lost Communications Track**

- **V12 J80 Airway/Jet Route Identification**

- **Holding Pattern**

- **Lost Comm Holding Pattern**

- **Holding pattern with maximum restricted airspeed (175K) applies to all altitudes**

- **(210K) applies to altitudes above 6000’ and including 14000’**

**SPECIAL USE AIRSPACE**

- **MEA-Minimum Enroute Altitude**
- **MOCA-Minimum Obstruction Clearance Altitude**
- **and Route Breaks**

- **Transition Route**

- **Radial line and value**

- **Lost Communications Track**

**ALTIMETRY**

- **MAA FL200**
- **5500** Mandatory Altitude (Cross at)
- **2300** Minimum Altitude (Cross at or above)
- **4800** Maximum Altitude (Cross at or below)

- **15000** Block Altitude

- **Altitude change at other than Radio Aids to Navigation**

**INDICATED AIRSPEED**

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

**MISCELLANEOUS**

- **Changeover Point**

- **Air Defense Identification Zone**

- **Ldg KLAS and KHND Terminus identifier**

- **Ldg Rwys 16L/C/R**

**LEGEND 23334**

**Civil-Military**

**Joint**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
RADIO AIDS TO NAVIGATION

Compulsory:
- VOR
- VORTAC
- DME
- NDB/DME

Non-Compulsory:
- LOC
- VOR/DME
- TACAN
- LOM (Compass locator at outer marker)

FIXES/ATC REPORTING REQUIREMENTS

- Unnamed DME fix
- Reporting Point (Compulsory)
- Reporting Point (Non-Compulsory)
- Obvious DME (DME mileage matches route mileage)
- Waypoint (Compulsory)
- Waypoint (Non-Compulsory)

MISCELLANEOUS

- Changeover Point
- Sector Boundary
- Air Defense Identification Zone
- Takeoff Minimums and (Obstacle) Departure Procedures entry published.

AIRPORTS

- Facility Identifier
- Airport Identifier

MINIMUM SAFE ALTITUDE (MSA)

Routes

- MEA-Minimum Enroute Altitude
- MOCA-Minimum Obstruction Clearance Altitude
- Lost Communications Track

Special Use Airspace

- R-Restricted
- W-Warning
- P-Prohibited
- A-Alert
- MOA-Military Operations Area
**AIRPORT DIAGRAM/AIRPORT SKETCH**

**LEGEND**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**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.

**NOTE:**

- Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.
- Runway TDZ elevation: ...............TDZE 123
- Runway Slope: 0.3% Down...........0.8% UP (shown when rounded runway slope is ≥ 0.3%)

**REFERENCE FEATURES**

- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- Self-Serve Fuel
- Tanks
- Obstructions
- Airport Beacon
- Runway Radar Reflectors
- Bridges
- Control Tower
- Wind Cone
- Landing Tee
- Tetrahedron

**ARRESTING SYSTEM**

- Uni-directional
- Bi-directional
- Jet Barrier
- ARRESTING SYSTEM (EMAS)

**REFERENCES**

- 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

**NOTE:**

- Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.
- Runway TDZ elevation: ...............TDZE 123
- Runway Slope: 0.3% Down...........0.8% UP (shown when rounded runway slope is ≥ 0.3%)

**LEGEND**

**FIELD ELEV**

- RUNWAY SLOPE
- RUNWAY ENDS
- RUNWAY DIMENSIONS (IN FEET)
- FUEL PUMP
- TOWER
- HANGAR
- HANGAR RACK
- HOTEL
- CAR PARK
- REDUCER
- GAS STATION
- GATE
- AIRPORT BEACON
- ZONE MARKING
- LANDING FIELD
- TRAFFIC LIGHT
- SIGNAGE
- AIRPORT Diagram scales are variable.

**NOTE:**

- 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 symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance 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 DoD FLIP. (Foreign Only)

**The airport sketch box includes the final approach course or final approach course extended.**

**LEGEND**

**END OF DOCUMENT**
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., ☰, ☰ etc.

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

<table>
<thead>
<tr>
<th>Category I Approach Lighting System</th>
<th>Short Approach Lighting System</th>
<th>Medium Intensity Approach Lighting System</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF-1</td>
<td>SALS/SALSF</td>
<td>MALS</td>
</tr>
<tr>
<td>(High Intensity)</td>
<td></td>
<td></td>
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<tr>
<td>LENGTH 2400 FEET</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Category II Approach Lighting System</th>
<th>Simplified Short Approach Lighting System with Runway Alignment Indicator Lights</th>
<th>Medium Intensity Approach Lighting System (MALS and MALSF) or Simplified Short Approach Lighting Systems</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF-2</td>
<td>SSALR</td>
<td></td>
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<tr>
<td>(High Intensity)</td>
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<tr>
<td>LENGTH 2400/3000 FEET</td>
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</tbody>
</table>

**Legend**

- ALSF-1
- ALSF-2
- SALS
- SLMF
- SSALF
- SSALR
- MALS
- MALSR
- ODALS
- TDZ/CL

**Note:**
- ALSF-2 may be operated as SSAL during favorable weather conditions.
- Availability of TDZ/CL will be shown by NOTE in SKETCH e.g. “TDZ/CL Rwy 15”
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, \( \Box \), \( \bigcirc \), etc. A dot "*" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., \( \Box \). Negative symbology, e.g., \( \bigcirc \), \( \Box \) indicates Pilot Controlled Lighting (PCL).

### Precision Approach Path Indicator

**PAPI**

- Too low
- Slightly low
- On correct approach path
- Slightly high
- Too high

Legend: \( \Box \) White, \( \bigcirc \) Red

### Pulsating Visual Approach Slope Indicator

**PVASI**

- Above Glide Path
- Slightly Below Glide Path
- Below Glide Path
- On Glide Path

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.

### Tri-Color Visual Approach Slope Indicator

**TRCV**

- Above Glide Path
- Below Glide Path
- On Glide Path

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

### Alignment of Elements Systems

**APAP**

- Above glide path
- On Glide Path
- Below Glide Path

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

<table>
<thead>
<tr>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
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<tbody>
<tr>
<td>17Y</td>
<td>108.05</td>
<td>40X</td>
<td>110.30</td>
<td>88Y</td>
<td>114.15</td>
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<td>18X</td>
<td>108.10</td>
<td>40Y</td>
<td>110.35</td>
<td>89Y</td>
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<tr>
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<td>108.15</td>
<td>41Y</td>
<td>110.45</td>
<td>90Y</td>
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See the Chart Supplement for a complete listing.
### INDEX

**INDEX OF TERMINAL CHARTS AND MINIMUMS**

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
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INDEX

24193

INDEX OF TERMINAL CHARTS AND MINIMUMS

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<td>RNAV (GPS) RWY 25 ..................</td>
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<td>RNAV (GPS) RWY 25R ...............</td>
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<td>RNAV (GPS) RWY 34 ...............</td>
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<td>L</td>
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<td>RNAV (GPS) RWY 14 ..................</td>
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<td>RNAV (GPS) RWY 32 ..................</td>
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<td>AIRPORT DIAGRAM</td>
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</table>
### INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
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<td>84</td>
<td></td>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>113</td>
</tr>
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<td>IAPS ... RNAV (GPS) Z RWY 36 ...</td>
<td>86</td>
<td></td>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>114</td>
</tr>
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<td></td>
<td></td>
<td>LAHSO</td>
<td></td>
<td>115</td>
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<td>TACAN Z RWY 18</td>
<td>88</td>
<td></td>
<td>HOT SPOT</td>
<td></td>
<td>116</td>
</tr>
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<td>TACAN Z RWY 36</td>
<td>89</td>
<td></td>
<td>STARS ... BHHIA THREE (RNAV)</td>
<td></td>
<td>117</td>
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<td>AIRPORT DIAGRAM</td>
<td>90</td>
<td></td>
<td>BLUFI FOUR</td>
<td></td>
<td>118</td>
</tr>
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<td>DUNELLON, FL MARION COUNTY(X35)</td>
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<td>CPTAN THREE (RNAV)</td>
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<td>119</td>
</tr>
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<td>TAKEOFF MINIMUMS</td>
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<td>L</td>
<td>DEKAL EIGHT</td>
<td></td>
<td>120</td>
</tr>
<tr>
<td>IAPS ... RNAV (GPS) RWY 05</td>
<td>91</td>
<td></td>
<td>DVALL THREE</td>
<td></td>
<td>121</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 23</td>
<td>92</td>
<td></td>
<td>FORTL NINE</td>
<td></td>
<td>122</td>
</tr>
<tr>
<td>EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS) VALPARAISO/DESTIN-FT WALTON BEACH, FL</td>
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<td></td>
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<tr>
<td>IAPS ... ILS OR LOC Y RWY 20</td>
<td>93</td>
<td></td>
<td>OLABS THREE (RNAV)</td>
<td></td>
<td>124</td>
</tr>
<tr>
<td>ILS OR LOC Y RWY 30</td>
<td>94</td>
<td></td>
<td>TEEKY THREE (RNAV)</td>
<td></td>
<td>125</td>
</tr>
<tr>
<td>ILS OR LOC Z RWY 20</td>
<td>95</td>
<td></td>
<td>TOREZ ONE (RNAV)</td>
<td></td>
<td>126</td>
</tr>
<tr>
<td>ILS OR LOC Z RWY 30</td>
<td>96</td>
<td></td>
<td>RNAV (GPS) RWY 09</td>
<td></td>
<td>127</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 02</td>
<td>97</td>
<td></td>
<td>RNAV (GPS) RWY 27</td>
<td></td>
<td>128</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 12</td>
<td>98</td>
<td></td>
<td>RNAV (GPS) RWY 29</td>
<td></td>
<td>129</td>
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<td>RNAV (GPS) RWY 30</td>
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<td>TACAN Z RWY 20</td>
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<td>105</td>
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<td>TACAN Z RWY 30</td>
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<td>EUGENIO MARIA DE HOSTOS ---SEE MAYAGUEZ, PR</td>
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<td><strong>EUGENIO MARIA DE HOSTOS ---SEE MAYAGUEZ, PR</strong></td>
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<td>136</td>
</tr>
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<td>106</td>
<td></td>
<td>LAHSO</td>
<td></td>
<td>137</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 13</td>
<td>107</td>
<td></td>
<td>HOT SPOT</td>
<td></td>
<td>138</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 22</td>
<td>108</td>
<td></td>
<td>STARS ... BHHIA THREE (RNAV)</td>
<td></td>
<td>139</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>109</td>
<td></td>
<td>BLUFI FOUR</td>
<td></td>
<td>140</td>
</tr>
<tr>
<td><strong>FERNANDO LUIS RIBAS DOMINICCI ---SEE SAN JUAN, PR</strong></td>
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<td></td>
<td>141</td>
</tr>
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<td><strong>FLAGLER EXEC ---SEE PALM COAST, FL</strong></td>
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<td></td>
<td>DEKAL EIGHT</td>
<td></td>
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</tr>
</tbody>
</table>

**Note:** This text is a representation of the document content and does not include all details or formatting as presented in the original document. The table structure is maintained to capture the key information. Additional details such as page numbers, annotations, and other graphical elements are not reproduced here.
INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOLLYWOOD, FL</td>
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<td>TAKEOFF MINIMUMS</td>
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<tr>
<td>HOT SPOT</td>
<td>........</td>
<td></td>
</tr>
<tr>
<td>STARS .... BLUFI FOUR</td>
<td>Z14</td>
<td></td>
</tr>
<tr>
<td>DEKAL EIGHT</td>
<td>Z35</td>
<td></td>
</tr>
<tr>
<td>FORTL NINE</td>
<td>Z37</td>
<td></td>
</tr>
<tr>
<td>KYAKS THREE (RNAV)</td>
<td>Z57</td>
<td></td>
</tr>
<tr>
<td>TARPN THREE (RNAV)</td>
<td>Z99</td>
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<td>TOREZ ONE (RNAV)</td>
<td>Z104</td>
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<td>195</td>
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<td>AIRPORT DIAGRAM</td>
<td>196</td>
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<td>197</td>
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<td>MIAMI HOMESTEAD GENERAL AVIATION (X51)</td>
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<td>TAKEOFF MINIMUMS</td>
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<tr>
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<td>Z3</td>
<td></td>
</tr>
<tr>
<td>BLUFI FOUR</td>
<td>Z14</td>
<td></td>
</tr>
<tr>
<td>BNFSH TWO (RNAV)</td>
<td>Z15</td>
<td></td>
</tr>
<tr>
<td>CSTAL TWO (RNAV)</td>
<td>Z26</td>
<td></td>
</tr>
<tr>
<td>FOWEE TWO</td>
<td>Z38</td>
<td></td>
</tr>
<tr>
<td>FROGZ FOUR (RNAV)</td>
<td>Z39</td>
<td></td>
</tr>
<tr>
<td>PALMZ TWO</td>
<td>Z78</td>
<td></td>
</tr>
<tr>
<td>SNDBR THREE (RNAV)</td>
<td>Z94</td>
<td></td>
</tr>
<tr>
<td>TARPN THREE (RNAV)</td>
<td>Z99</td>
<td></td>
</tr>
<tr>
<td>VIICE TWO (RNAV)</td>
<td>Z110</td>
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<td>199</td>
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<td>BNGOS FOUR (RNAV)</td>
<td>202</td>
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</tr>
<tr>
<td>DORRL TWO (RNAV)</td>
<td>203</td>
<td></td>
</tr>
<tr>
<td>FLMGO TWO (RNAV)</td>
<td>204</td>
<td></td>
</tr>
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<td>FOLZZ THREE (RNAV)</td>
<td>205</td>
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<td>206</td>
<td></td>
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<td>LIFRR TWO (RNAV)</td>
<td>208</td>
<td></td>
</tr>
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<td>MAYNR TWO (RNAV)</td>
<td>209</td>
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<td>MELLZ TWO (RNAV)</td>
<td>211</td>
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<td>HOMESTEAD, FL</td>
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<td>Z14</td>
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</tr>
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<td>BNFSH TWO (RNAV)</td>
<td>Z15</td>
<td></td>
</tr>
<tr>
<td>CSTAL TWO (RNAV)</td>
<td>Z26</td>
<td></td>
</tr>
<tr>
<td>DVALL THREE (RNAV)</td>
<td>Z36</td>
<td></td>
</tr>
<tr>
<td>FOWEE TWO</td>
<td>Z38</td>
<td></td>
</tr>
<tr>
<td>FROGZ FOUR (RNAV)</td>
<td>Z39</td>
<td></td>
</tr>
<tr>
<td>PALMZ TWO</td>
<td>Z78</td>
<td></td>
</tr>
<tr>
<td>SNDBR THREE (RNAV)</td>
<td>Z94</td>
<td></td>
</tr>
<tr>
<td>TARPN THREE (RNAV)</td>
<td>Z99</td>
<td></td>
</tr>
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<td>VIICE TWO (RNAV)</td>
<td>Z110</td>
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<td>212</td>
<td></td>
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<tr>
<td>RNAV (GPS) RWY 24</td>
<td>214</td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 24</td>
<td>215</td>
<td></td>
</tr>
<tr>
<td>TACAN Z RWY 06</td>
<td>216</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>217</td>
<td></td>
</tr>
<tr>
<td>DPS ........ ALTN TWO (RNAV)</td>
<td>219</td>
<td></td>
</tr>
<tr>
<td>BNGOS FOUR (RNAV)</td>
<td>220</td>
<td></td>
</tr>
<tr>
<td>DORRL TWO (RNAV)</td>
<td>221</td>
<td></td>
</tr>
<tr>
<td>FLMGO TWO (RNAV)</td>
<td>222</td>
<td></td>
</tr>
<tr>
<td>FOLZZ THREE (RNAV)</td>
<td>223</td>
<td></td>
</tr>
<tr>
<td>HURCN FOUR (RNAV)</td>
<td>225</td>
<td></td>
</tr>
<tr>
<td>LIFRR TWO (RNAV)</td>
<td>226</td>
<td></td>
</tr>
<tr>
<td>MAYNR TWO (RNAV)</td>
<td>227</td>
<td></td>
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<td>MELLZ TWO (RNAV)</td>
<td>228</td>
<td></td>
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<td>HURLBURT FLD (KHRT)</td>
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<td></td>
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<td>MARY ESTHER, FL</td>
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<tr>
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<tr>
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<td>229</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 18</td>
<td>230</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 36</td>
<td>231</td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 18</td>
<td>232</td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 36</td>
<td>233</td>
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</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>234</td>
<td></td>
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<tr>
<td>IAPS ........ RNAV (GPS) RWY 09</td>
<td>235</td>
<td></td>
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<tr>
<td>RNAV (GPS) RWY 18</td>
<td>236</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 27</td>
<td>237</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 36</td>
<td>238</td>
<td></td>
</tr>
<tr>
<td>INVERNESS, FL</td>
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<tr>
<td>INVERNESS (INF)</td>
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<td>........</td>
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<tr>
<td>IAPS ........ RNAV (GPS) RWY 01</td>
<td>239</td>
<td></td>
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<tr>
<td>RNAV (GPS) RWY 19</td>
<td>240</td>
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<td>241</td>
<td></td>
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<tr>
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<td>242</td>
<td></td>
</tr>
<tr>
<td>NAME</td>
<td>PROC</td>
<td>SECT PG</td>
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<tr>
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<td>L</td>
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<td>M</td>
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<td>Z1</td>
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<td>HOTA R ONE (RNAV)</td>
<td>Z46</td>
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<td>POGIE TWO</td>
<td>Z80</td>
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<td>243</td>
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<td>245</td>
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<tr>
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<td>246</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 36R</td>
<td>247</td>
<td></td>
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<tr>
<td>VOR RWY 27L</td>
<td>248</td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 27L</td>
<td>249</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>250</td>
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<td>HERLONG RECREATIONAL (HEG)</td>
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<tr>
<td>ALTERNATE MINIMUMS</td>
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<tr>
<td>IAPS RNAV (GPS) RWY 25</td>
<td>251</td>
<td></td>
</tr>
<tr>
<td>NDB-A</td>
<td>252</td>
<td></td>
</tr>
<tr>
<td>JACKSONVILLE EXEC AT CRAIG (CRG)</td>
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<td>L</td>
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<td>M</td>
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</tr>
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</tr>
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<td>P</td>
<td></td>
</tr>
<tr>
<td>STARS ALCRN ONE (RNAV)</td>
<td>Z1</td>
<td></td>
</tr>
<tr>
<td>HOTA R ONE (RNAV)</td>
<td>Z46</td>
<td></td>
</tr>
<tr>
<td>POGIE TWO</td>
<td>Z80</td>
<td></td>
</tr>
<tr>
<td>IAPS ILS OR LOC RWY 32</td>
<td>253</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 14</td>
<td>254</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 32</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>VOR RWY 14</td>
<td>256</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>257</td>
<td></td>
</tr>
<tr>
<td>JACKSONVILLE NAS (TOWERS FLD) (KNIP)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JACKSONVILLE, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JACKSONVILLE INTL (JAX)</td>
<td></td>
<td></td>
</tr>
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<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
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<td>M</td>
<td></td>
</tr>
<tr>
<td>STARS ALCRN ONE (RNAV)</td>
<td>Z1</td>
<td></td>
</tr>
<tr>
<td>HOTA R ONE (RNAV)</td>
<td>Z46</td>
<td></td>
</tr>
<tr>
<td>LUNNI ONE (RNAV)</td>
<td>Z63</td>
<td></td>
</tr>
<tr>
<td>MARQO TWO (RNAV)</td>
<td>Z69</td>
<td></td>
</tr>
<tr>
<td>OHD EA ONE (RNAV)</td>
<td>Z73</td>
<td></td>
</tr>
<tr>
<td>POGIE TWO</td>
<td>Z80</td>
<td></td>
</tr>
<tr>
<td>QU B EO ONE (RNAV)</td>
<td>Z84</td>
<td></td>
</tr>
<tr>
<td>IAPS ILS OR LOC Y RWY 08</td>
<td>258</td>
<td></td>
</tr>
<tr>
<td>ILS Y OR LOC Y RWY 14</td>
<td>259</td>
<td></td>
</tr>
<tr>
<td>ILS Y OR LOC Y RWY 26</td>
<td>260</td>
<td></td>
</tr>
<tr>
<td>ILS Y RWY 08 (SA CAT I)</td>
<td>261</td>
<td></td>
</tr>
<tr>
<td>ILS Y RWY 08 (CAT II - III)</td>
<td>262</td>
<td></td>
</tr>
<tr>
<td>RNAV (RNP) Y RWY 08</td>
<td>263</td>
<td></td>
</tr>
<tr>
<td>RNAV (RNP) Y RWY 14</td>
<td>264</td>
<td></td>
</tr>
<tr>
<td>RNAV (RNP) Y RWY 26</td>
<td>265</td>
<td></td>
</tr>
<tr>
<td>RNAV (RNP) Z RWY 32</td>
<td>266</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 08</td>
<td>267</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 14</td>
<td>268</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 26</td>
<td>269</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 32</td>
<td>270</td>
<td></td>
</tr>
<tr>
<td>VORDME RWY 32</td>
<td>271</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>272</td>
<td></td>
</tr>
<tr>
<td>DPS BRSTL ONE (RNAV)</td>
<td>273</td>
<td></td>
</tr>
<tr>
<td>CROS B TWO (RNAV)</td>
<td>274</td>
<td></td>
</tr>
<tr>
<td>EX BOX TWO (RNAV)</td>
<td>275</td>
<td></td>
</tr>
<tr>
<td>JACKSONVILLE SEVEN</td>
<td>276</td>
<td></td>
</tr>
<tr>
<td>JETIN TWO (RNAV)</td>
<td>277</td>
<td></td>
</tr>
<tr>
<td>SAWGY THREE</td>
<td>278</td>
<td></td>
</tr>
<tr>
<td>JACKSONVILLE, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WILLIAM P GWINN(06FA)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS CLMNT TWO (RNAV)</td>
<td>Z20</td>
<td></td>
</tr>
<tr>
<td>CPTAN THREE (RNAV)</td>
<td>Z23</td>
<td></td>
</tr>
<tr>
<td>MELBOURNE TWO</td>
<td>Z70</td>
<td></td>
</tr>
<tr>
<td>STOOP THREE</td>
<td>Z98</td>
<td></td>
</tr>
<tr>
<td>TTYL IR THREE</td>
<td>Z108</td>
<td></td>
</tr>
<tr>
<td>VUUDU ONE (RNAV)</td>
<td>Z113</td>
<td></td>
</tr>
</tbody>
</table>
INDEX
24193

INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>KEY LARGO, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OCEAN REEF CLUB(07FA)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS</td>
<td></td>
<td>Z3</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>Z14</td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td>Z15</td>
</tr>
<tr>
<td>CSTAL TWO (RNAV)</td>
<td></td>
<td>Z26</td>
</tr>
<tr>
<td>FOWEE TWO</td>
<td></td>
<td>Z38</td>
</tr>
<tr>
<td>FROGZ FOUR (RNAV)</td>
<td></td>
<td>Z39</td>
</tr>
<tr>
<td>PALMZ TWO</td>
<td></td>
<td>Z78</td>
</tr>
<tr>
<td>SDBR THREE (RNAV)</td>
<td></td>
<td>Z79</td>
</tr>
<tr>
<td>TARPN THREE (RNAV)</td>
<td></td>
<td>Z99</td>
</tr>
<tr>
<td>VIICE TWO (RNAV)</td>
<td></td>
<td>Z110</td>
</tr>
</tbody>
</table>

| KEY WEST, FL          |      |         |
| KEY WEST INTL(EYW)    |      |         |
| TAKEOFF MINIMUMS      |      | L       |
| ALTERNATE MINIMUMS    |      | M       |
| IAPS                  |      | M       |
| RNAV (GPS) RWY 09     |      | 286     |
| RNAV (GPS) RWY 27     |      | 287     |
| AIRPORT DIAGRAM       |      | 288     |

| KEY WEST NAS (BOCA CHICA FLD)(KNQX) |      |         |
| KEY WEST, FL              |      |         |
| TAKEOFF MINIMUMS          |      | L       |
| ALTERNATE MINIMUMS        |      | N       |
| IAPS                      |      | N       |
| RNAV (GPS) RWY 04         |      | 289     |
| RNAV (GPS) RWY 08         |      | 290     |
| RNAV (GPS) RWY 14         |      | 291     |
| RNAV (GPS) RWY 26         |      | 292     |
| RNAV (GPS) RWY 32         |      | 293     |
| VOR/DME RWY 26            |      | 294     |
| VOR/DME OR TACAN Z RWY 08 |      | 295     |
| TACAN RWY 26              |      | 296     |
| TACAN Y RWY 04            |      | 297     |
| TACAN Y RWY 08            |      | 298     |
| TACAN Y RWY 32            |      | 299     |
| COTPER TACAN W RWY 04    |      | 300     |
| AIRPORT DIAGRAM          |      | 301     |
| DPS                      |      | 302     |
| BOCA SIX (OBSTACLE)      |      | 303     |
| VRGAS FOUR (OBSTACLE)    |      | 304     |

| KEYSSTONE HEIGHTS, FL    |      |         |
| KEYSSTONE HEIGHTS(42J)   |      |         |
| TAKEOFF MINIMUMS         |      | L       |
| IAPS RNAV (GPS) RWY 05   |      | 305     |
| AIRPORT DIAGRAM         |      | 306     |

| KISSIMMEE GATEWAY--SEE ORLANDO, FL |      |         |

| LA BELLE, FL             |      |         |
| LA BELLE MUNI(X14)       |      |         |
| TAKEOFF MINIMUMS         |      | L       |
| IAPS RNAV (GPS) RWY 14   |      | 307     |
| RNAV (GPS) RWY 32        |      | 308     |

| LAKE CITY, FL            |      |         |
| LAKE CITY GATEWAY(LCQ)   |      |         |
| TAKEOFF MINIMUMS         |      | L       |
| ALTERNATE MINIMUMS       |      | M       |
| IAPS RNAV (GPS) RWY 10   |      | 309     |
| RNAV (GPS) RWY 28        |      | 310     |
| AIRPORT DIAGRAM         |      | 311     |

| LAKE WALES, FL           |      |         |
| LAKE WALES MUNI(X07)     |      |         |
| TAKEOFF MINIMUMS         |      | L       |
| ALTERNATE MINIMUMS       |      | M       |
| IAPS RNAV (GPS) RWY 06   |      | 312     |
| RNAV (GPS) RWY 24        |      | 313     |
| VOR/DME-B               |      | 314     |

| LAKELAND, FL             |      |         |
| LAKELAND LINDER INTL(LAL)|      |         |
| TAKEOFF MINIMUMS         |      | L       |
| ALTERNATE MINIMUMS       |      | M       |
| LAHSO                    |      | O       |
| STARS                    |      | Z61     |
| MAATY FOUR (RNAV)        |      | Z64     |
| RAYZZ TWO (RNAV)         |      | Z86     |
| IAPS                     |      | Z15     |
| ILS RWY 10 (SA CAT I)   |      | 316     |
| ILS RWY 10 (CAT II - III)|      | 317     |
| RNAV (GPS) RWY 05        |      | 318     |
| RNAV (GPS) RWY 10        |      | 319     |
| RNAV (GPS) RWY 29        |      | 320     |
| RNAV (GPS) RWY 28        |      | 321     |
| VOR RWY 10               |      | 322     |
| VOR RWY 28               |      | 323     |
| AIRPORT DIAGRAM         |      | 324     |

| LEESBURG, FL             |      |         |
| LEESBURG INTL(LEE)       |      |         |
| TAKEOFF MINIMUMS         |      | L       |
| ALTERNATE MINIMUMS       |      | M       |
| STARS ALYNA FOUR (RNAV)  |      | Z2      |
| GOOFY SEVEN              |      | Z42     |
| JOKRS THREE (RNAV)      |      | Z51     |
| MINEE FIVE               |      | Z71     |
| PRICY THREE (RNAV)      |      | Z81     |
| RIDES TWO (RNAV)         |      | Z88     |
| TTTHOR THREE (RNAV)     |      | Z106    |
| IAPS RNAV (GPS) RWY 04   |      | 325     |
| RNAV (GPS) RWY 13        |      | 326     |
| RNAV (GPS) RWY 31        |      | 327     |
| AIRPORT DIAGRAM         |      | 328     |

| LIVE OAK, FL             |      |         |
| SUWANEE COUNTY(24J)      |      |         |
| TAKEOFF MINIMUMS         |      | L       |
| ALTERNATE MINIMUMS       |      | M       |
| IAPS RNAV (GPS) RWY 07   |      | 329     |
| RNAV (GPS) RWY 25        |      | 330     |

| LUIS MUNOZ MARIN INTL    |      |         |
| ---SEE SAN JUAN, PR     |      |         |

INDEX
24193
### INDEX

#### INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MACDILL AFB (KMCF)</strong></td>
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<td></td>
</tr>
<tr>
<td>TAMPA, FL</td>
<td></td>
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<tr>
<td>STARS</td>
<td>BLFRG TWO (RNAV)</td>
<td>Z12</td>
</tr>
<tr>
<td></td>
<td>BRIDGE NINE</td>
<td>Z18</td>
</tr>
<tr>
<td></td>
<td>DADES ONE (RNAV)</td>
<td>Z23</td>
</tr>
<tr>
<td></td>
<td>MAATY FOUR (RNAV)</td>
<td>Z64</td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS OR LOC RWY 05</td>
<td>Z31</td>
</tr>
<tr>
<td></td>
<td>ILS OR LOC RWY 23</td>
<td>Z32</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 05</td>
<td>Z33</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 23</td>
<td>Z34</td>
</tr>
<tr>
<td></td>
<td>TACAN RWY 05</td>
<td>Z35</td>
</tr>
<tr>
<td></td>
<td>TACAN RWY 23</td>
<td>Z36</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>Z37</td>
</tr>
<tr>
<td></td>
<td>MACDILL ONE</td>
<td>Z38</td>
</tr>
<tr>
<td><strong>MARATHON, FL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>THE FLORIDA KEYS MARATHON INTL (MTH)</td>
<td></td>
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</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
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<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 07</td>
<td>Z39</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 25</td>
<td>Z40</td>
</tr>
<tr>
<td></td>
<td>NDB-A</td>
<td>Z41</td>
</tr>
<tr>
<td><strong>MARCO ISLAND, FL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MARCO ISLAND EXEC (MKY)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS</td>
<td>PIKKR SEVEN (RNAV)</td>
<td>Z79</td>
</tr>
<tr>
<td></td>
<td>SHFTY FIVE (RNAV)</td>
<td>Z92</td>
</tr>
<tr>
<td></td>
<td>ZEILR FIVE</td>
<td>Z116</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 17</td>
<td>Z42</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 35</td>
<td>Z43</td>
</tr>
<tr>
<td></td>
<td>ADB-A</td>
<td>Z44</td>
</tr>
<tr>
<td><strong>MARIANNA, FL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MARIANNA MUNI (MAJ)</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 18</td>
<td>Z45</td>
</tr>
<tr>
<td></td>
<td>VOR-A</td>
<td>Z46</td>
</tr>
<tr>
<td><strong>MARY ESTHER, FL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE DUNNELOM, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>MASSEY RANCH AIRPARK</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE NEW SMYRNA BEACH, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>MAYAGUEZ, PR</strong></td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>EUGENIO MARIA DE HOSTOS (MAZ) (TJMZ)</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 09</td>
<td>Z47</td>
</tr>
<tr>
<td></td>
<td>VOR RWY 09</td>
<td>Z48</td>
</tr>
</tbody>
</table>

**INDEX**

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MAYPORT NS (ADM DAVID L MCDONALD FLD) (KMRB)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MAYPORT, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>RADAR MINIMUMS</td>
<td></td>
<td>N</td>
</tr>
<tr>
<td>STARS</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ALGN ONE (RNAV)</td>
<td>Z11</td>
</tr>
<tr>
<td></td>
<td>HOTAR ONE (RNAV)</td>
<td>Z46</td>
</tr>
<tr>
<td></td>
<td>POGIE TWO</td>
<td>Z80</td>
</tr>
<tr>
<td>IAPS</td>
<td>TACAN Y RWY 05</td>
<td>Z50</td>
</tr>
<tr>
<td></td>
<td>TACAN Y RWY 23</td>
<td>Z51</td>
</tr>
<tr>
<td></td>
<td>COPTER RNAV (GPS) RWY 05</td>
<td>Z52</td>
</tr>
<tr>
<td></td>
<td>COPTER RNAV (GPS) RWY 23</td>
<td>Z53</td>
</tr>
<tr>
<td></td>
<td>COPTER TACAN Z RWY 05</td>
<td>Z54</td>
</tr>
<tr>
<td></td>
<td>COPTER TACAN Z RWY 23</td>
<td>Z55</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>Z56</td>
</tr>
<tr>
<td><strong>MELBOURNE, FL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MELBOURNE ORLANDO INTL (MLB)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>STARS</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>BITHO SEVEN</td>
<td>Z11</td>
</tr>
<tr>
<td></td>
<td>JOKRS THREE (RNAV)</td>
<td>Z51</td>
</tr>
<tr>
<td></td>
<td>PRICY THREE (RNAV)</td>
<td>Z81</td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS OR LOC RWY 09R</td>
<td>Z57</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 09R</td>
<td>Z58</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 27L</td>
<td>Z59</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 27R</td>
<td>Z60</td>
</tr>
<tr>
<td></td>
<td>LOC BC RWY 27L</td>
<td>Z61</td>
</tr>
<tr>
<td></td>
<td>VOR RWY 09R</td>
<td>Z62</td>
</tr>
<tr>
<td></td>
<td>VOR RWY 27L</td>
<td>Z63</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>Z65</td>
</tr>
<tr>
<td></td>
<td>MELBOURNE SEVEN</td>
<td>Z66</td>
</tr>
<tr>
<td><strong>MEREDITA</strong></td>
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<td></td>
</tr>
<tr>
<td>---SEE PONCE, PR</td>
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<tr>
<td><strong>MERRITT ISLAND, FL</strong></td>
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<td></td>
</tr>
<tr>
<td>MERRITT ISLAND (COI)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>STARS</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>BITHO SEVEN</td>
<td>Z11</td>
</tr>
<tr>
<td></td>
<td>GOOFY SEVEN</td>
<td>Z42</td>
</tr>
<tr>
<td></td>
<td>MINEE FIVE</td>
<td>Z71</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 11</td>
<td>Z67</td>
</tr>
</tbody>
</table>

**INDEX**

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>INDEX</strong></td>
<td></td>
<td>K8</td>
</tr>
<tr>
<td>NAME</td>
<td>PROC</td>
<td>SECT PG</td>
</tr>
<tr>
<td>------</td>
<td>------</td>
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</tr>
<tr>
<td>MIAMI, FL</td>
<td></td>
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</tr>
<tr>
<td>DADE-COLLIER TRAINING AND TRANSITION(TNT)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 09</td>
<td>368</td>
</tr>
<tr>
<td>MIAMI EXEC(TMB)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
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</tr>
<tr>
<td>STARS</td>
<td>ANNEY FOUR</td>
<td>Z3</td>
</tr>
<tr>
<td>BLUFI FOUR</td>
<td>Z14</td>
<td>BLUFI FOUR</td>
</tr>
<tr>
<td>BNFST TWO (RNAV)</td>
<td>Z15</td>
<td>BNFST TWO (RNAV)</td>
</tr>
<tr>
<td>CSTAL TWO (RNAV)</td>
<td>Z26</td>
<td>CSTAL TWO (RNAV)</td>
</tr>
<tr>
<td>DVALL THREE</td>
<td>Z36</td>
<td>DVALL THREE</td>
</tr>
<tr>
<td>FOWEE TWO</td>
<td>Z38</td>
<td>FOWEE TWO</td>
</tr>
<tr>
<td>FROGZ FOUR (RNAV)</td>
<td>Z39</td>
<td>FROGZ FOUR (RNAV)</td>
</tr>
<tr>
<td>PALM TWO</td>
<td>Z78</td>
<td>PALM TWO</td>
</tr>
<tr>
<td>SNDBR THREE (RNAV)</td>
<td>Z94</td>
<td>SNDBR THREE (RNAV)</td>
</tr>
<tr>
<td>TARPN THREE (RNAV)</td>
<td>Z99</td>
<td>TARPN THREE (RNAV)</td>
</tr>
<tr>
<td>VIICE TWO (RNAV)</td>
<td>Z110</td>
<td>VIICE TWO (RNAV)</td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS OR LOC RWY 09R</td>
<td>369</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 09L</td>
<td>370</td>
<td>ILS OR LOC RWY 09L</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 09R</td>
<td>371</td>
<td>ILS OR LOC RWY 09R</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 27L</td>
<td>372</td>
<td>ILS OR LOC RWY 26L</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 27R</td>
<td>373</td>
<td>ILS OR LOC RWY 26R</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>374</td>
</tr>
<tr>
<td>DPS</td>
<td>ALTNN TWO (RNAV)</td>
<td>375</td>
</tr>
<tr>
<td>BNGOS FOUR (RNAV)</td>
<td>376</td>
<td>RNAV (RNP) Y RWY 08R</td>
</tr>
<tr>
<td>DORRL TWO (RNAV)</td>
<td>377</td>
<td>RNAV (RNP) Y RWY 12</td>
</tr>
<tr>
<td>FLMOG TWO (RNAV)</td>
<td>378</td>
<td>RNAV (RNP) Y RWY 30</td>
</tr>
<tr>
<td>FOLZZ THREE (RNAV)</td>
<td>379</td>
<td>RNAV (RNP) Z RWY 08L</td>
</tr>
<tr>
<td>HURCN FOUR (RNAV)</td>
<td>380</td>
<td>RNAV (GPS) RWY 09</td>
</tr>
<tr>
<td>LIFRR TWO (RNAV)</td>
<td>382</td>
<td>RNAV (GPS) RWY 26R</td>
</tr>
<tr>
<td>MAYNR TWO (RNAV)</td>
<td>383</td>
<td>RNAV (GPS) Y RWY 26L</td>
</tr>
<tr>
<td>MELLZ TWO (RNAV)</td>
<td>385</td>
<td>RNAV (GPS) Y RWY 27</td>
</tr>
<tr>
<td>MIAMI NINE</td>
<td>386</td>
<td>RNAV (GPS) Z RWY 08R</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIAMI NINE</td>
<td>387</td>
<td>NNOCE TWO (RNAV)</td>
</tr>
</tbody>
</table>

INDEX

INDEX OF TERMINAL CHARTS AND MINIMUMS
## INDEX

### INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIAMI, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIAMI-OPA LOCKA EXEC(OPF)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>STARS ... BHIA THREE (RNAV)</td>
<td>Z8</td>
<td></td>
</tr>
<tr>
<td>BLUFU FOUR</td>
<td>Z14</td>
<td></td>
</tr>
<tr>
<td>CUUDA THREE (RNAV)</td>
<td>Z29</td>
<td></td>
</tr>
<tr>
<td>CURIT ONE (RNAV)</td>
<td>Z31</td>
<td></td>
</tr>
<tr>
<td>DEKAL EIGHT</td>
<td>Z35</td>
<td></td>
</tr>
<tr>
<td>DVALL THREE</td>
<td>Z36</td>
<td></td>
</tr>
<tr>
<td>FORTL NINE</td>
<td>Z37</td>
<td></td>
</tr>
<tr>
<td>KAYKS THREE (RNAV)</td>
<td>Z37</td>
<td></td>
</tr>
<tr>
<td>OLAHS THREE (RNAV)</td>
<td>Z75</td>
<td></td>
</tr>
<tr>
<td>PALMZ TWO</td>
<td>Z78</td>
<td></td>
</tr>
<tr>
<td>TARPN THREE (RNAV)</td>
<td>Z99</td>
<td></td>
</tr>
<tr>
<td>TOREZ ONE (RNAV)</td>
<td>Z104</td>
<td></td>
</tr>
<tr>
<td>IAPS .......... ILS OR LOC RWY 09L</td>
<td>440</td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 12</td>
<td>441</td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 27R</td>
<td>442</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 09L</td>
<td>443</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 12</td>
<td>444</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 27R</td>
<td>445</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 30</td>
<td>446</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>447</td>
<td></td>
</tr>
<tr>
<td>DPS ...... ALTN TWO (RNAV)</td>
<td>448</td>
<td></td>
</tr>
<tr>
<td>BNGOS FOUR (RNAV)</td>
<td>449</td>
<td></td>
</tr>
<tr>
<td>DORRL TWO (RNAV)</td>
<td>450</td>
<td></td>
</tr>
<tr>
<td>FLMO TWO (RNAV)</td>
<td>451</td>
<td></td>
</tr>
<tr>
<td>FOLZZ THREE (RNAV)</td>
<td>452</td>
<td></td>
</tr>
<tr>
<td>GLADZ THREE (RNAV)</td>
<td>453</td>
<td></td>
</tr>
<tr>
<td>HURCN FOUR (RNAV)</td>
<td>455</td>
<td></td>
</tr>
<tr>
<td>HUSIL THREE (RNAV)</td>
<td>457</td>
<td></td>
</tr>
<tr>
<td>LIFRR TWO (RNAV)</td>
<td>458</td>
<td></td>
</tr>
<tr>
<td>MAYRN TWO (RNAV)</td>
<td>459</td>
<td></td>
</tr>
<tr>
<td>MIAMI NINE</td>
<td>461</td>
<td></td>
</tr>
<tr>
<td>MIAMI HOMESTEAD GENERAL AVIATION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE HOMESTEAD, FL</td>
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<tr>
<td>MIAMI-OPA LOCKA EXEC</td>
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</tr>
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</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS ...... RNAV (GPS) RWY 36</td>
<td>463</td>
<td></td>
</tr>
<tr>
<td>MILTON, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE WHITING FLD NAS - NORTH</td>
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<tr>
<td>MILTON, FL</td>
<td></td>
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<tr>
<td>---SEE WHITING FLD NAS - SOUTH</td>
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<td>NAPLES, FL</td>
<td></td>
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<td>NAPLES MUNI(APF)</td>
<td></td>
<td></td>
</tr>
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<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>STARS .... PIKR SEVEN (RNAV)</td>
<td>Z79</td>
<td></td>
</tr>
<tr>
<td>SHYFY FIVE (RNAV)</td>
<td>Z92</td>
<td></td>
</tr>
<tr>
<td>ZEILR FIVE</td>
<td>Z116</td>
<td></td>
</tr>
<tr>
<td>IAPS ...... RNAV (GPS) RWY 05</td>
<td>464</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 23</td>
<td>465</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) A</td>
<td>466</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) B</td>
<td>467</td>
<td></td>
</tr>
<tr>
<td>VOR RWY 05</td>
<td>468</td>
<td></td>
</tr>
<tr>
<td>VOR RWY 23</td>
<td>469</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>470</td>
<td></td>
</tr>
<tr>
<td>DPS ...... CSHEL SIX (RNAV)</td>
<td>471</td>
<td></td>
</tr>
<tr>
<td>NAPLES FIVE</td>
<td>472</td>
<td></td>
</tr>
<tr>
<td>NEW SMYRNA BEACH, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MASSEY RANCH AIRPARK(X50)</td>
<td></td>
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</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>STARS .... TTHOR THREE (RNAV)</td>
<td>Z106</td>
<td></td>
</tr>
<tr>
<td>IAPS ...... RNAV (GPS) A</td>
<td>473</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) B</td>
<td>474</td>
<td></td>
</tr>
<tr>
<td>NEW SMYRNA BEACH MUNI(EVB)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>STARS .... TTHOR THREE (RNAV)</td>
<td>Z106</td>
<td></td>
</tr>
<tr>
<td>IAPS ...... RNAV (GPS) RWY 02</td>
<td>475</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 07</td>
<td>476</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 25</td>
<td>477</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 29</td>
<td>478</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>479</td>
<td></td>
</tr>
<tr>
<td>NORTH PALM BEACH COUNTY GENERAL AVIATION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE WEST PALM BEACH, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORTH PERRY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE HOLLYWOOD, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORTHEAST FLORIDA RGNL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE ST AUGUSTINE, FL</td>
<td></td>
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<tr>
<td>NORTHWEST FLORIDA BEACHES INTL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE PANAMA CITY, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OCALA, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OCALA INTL-JIM TAYLOR FLD(OCF)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS ...... ILS OR LOC RWY 36</td>
<td>480</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 18</td>
<td>481</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 36</td>
<td>482</td>
<td></td>
</tr>
<tr>
<td>VOR RWY 36</td>
<td>483</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>484</td>
<td></td>
</tr>
<tr>
<td>OCEAN REEF CLUB</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE KEY LARGO, FL</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**INDEX**

24193
## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OKEECHOBEE, FL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OKEECHOBEE COUNTY (OBE)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 14</td>
<td>486</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 23</td>
<td>487</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 32</td>
<td>488</td>
<td></td>
</tr>
<tr>
<td>ORLANDO, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EXEC (ORL)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 36R</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 36L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 35R</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 35L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 17L</td>
<td>501</td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 17R</td>
<td>502</td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 18R</td>
<td>503</td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 35L</td>
<td>504</td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 35R</td>
<td>505</td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 36R</td>
<td>506</td>
<td></td>
</tr>
<tr>
<td>ILS RWY 17L (SA CAT I)</td>
<td>507</td>
<td></td>
</tr>
<tr>
<td>ILS RWY 35R (SA CAT I)</td>
<td>508</td>
<td></td>
</tr>
<tr>
<td>ILS RWY 35R (SA CAT II)</td>
<td>510</td>
<td></td>
</tr>
<tr>
<td>ILS RWY 36R (SA CAT II)</td>
<td>511</td>
<td></td>
</tr>
<tr>
<td>ILS RWY 17L (CAT II - III)</td>
<td>512</td>
<td></td>
</tr>
<tr>
<td>ILS RWY 35L (CAT II - III)</td>
<td>513</td>
<td></td>
</tr>
<tr>
<td>ILS RWY 35R (CAT II - III)</td>
<td>514</td>
<td></td>
</tr>
<tr>
<td>ILS RWY 36R (CAT II - III)</td>
<td>515</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 17L</td>
<td>516</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 19R</td>
<td>517</td>
<td></td>
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**NOTE:** The content contains information on IAPs, RNAV, ILS, and RNAV minimums for various airports and runways, along with takeoff and landing minimums. The information is organized in a tabular format with columns for the name of the airport, the procedure used, and the sector page number.
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# INDEX OF TERMINAL CHARTS AND MINIMUMS

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**INDEX**

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K13
### INDEX OF TERMINAL CHARTS AND MINIMUMS

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**ST PETERSBURG, FL**

**ALBERT WHITTED(SPG)**

**ST PETERSBURG-CLEARWATER, FL**

**ST PETE-CLEARWATER INTL(PIE)**
## INDEX OF TERMINAL CHARTS AND MINIMUMS

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<th>SECT PG</th>
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### INDEX OF TERMINAL CHARTS AND MINIMUMS

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<td>RNAV (GPS)-B</td>
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</tbody>
</table>

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**INDEX**

24193
## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
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</tr>
</thead>
<tbody>
<tr>
<td>WEST PALM BEACH, FL</td>
<td></td>
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<td>WINTER HAVEN, FL</td>
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<td>HOT SPOT</td>
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<td>RNAV (GPS) RWY 05</td>
<td></td>
<td>.832</td>
</tr>
<tr>
<td>STARS CLMNT TWO (RNAV)</td>
<td></td>
<td>Z20</td>
<td>RNAV (GPS) RWY 11</td>
<td></td>
<td>.833</td>
</tr>
<tr>
<td>CPTAN THREE (RNAV)</td>
<td></td>
<td>Z23</td>
<td>VOR-A</td>
<td></td>
<td>.834</td>
</tr>
<tr>
<td>JESTR ONE (RNAV)</td>
<td></td>
<td>Z49</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>MAHII THREE (RNAV)</td>
<td></td>
<td>Z67</td>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>.835</td>
</tr>
<tr>
<td>MELBOURNE TWO</td>
<td></td>
<td>Z70</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>STOOP THREE</td>
<td></td>
<td>Z98</td>
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<td>TTYLR THREE</td>
<td></td>
<td>Z108</td>
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<tr>
<td>VUUDU ONE (RNAV)</td>
<td></td>
<td>Z113</td>
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<td>RNAV (RNP) Z RWY 10L</td>
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<td>RNAV (RNP) Z RWY 14</td>
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<td>RNAV (RNP) Z RWY 28R</td>
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<td>AIRPORT DIAGRAM</td>
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<td>MIXAE THREE (RNAV)</td>
<td></td>
<td>807</td>
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<td>OLAKE TWO (RNAV)</td>
<td></td>
<td>808</td>
<td></td>
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<tr>
<td>PALM BEACH TWO</td>
<td></td>
<td>810</td>
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<td>SLIDZ TWO (RNAV)</td>
<td></td>
<td>812</td>
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<tr>
<td>TBIRD FIVE (RNAV)</td>
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<td>814</td>
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<td>WELLY THREE (RNAV)</td>
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<td>WINTON HAVEN, FL</td>
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<td>RNAV (GPS) RWY 19</td>
<td></td>
<td>.838</td>
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<td>IAPS</td>
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<td>RNAV (GPS) RWY 23</td>
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<td>IAPS</td>
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<td>ILS Z OR RNAV (GPS) RWY 14</td>
<td></td>
<td>818</td>
<td>IAPS</td>
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<td>RNAV (GPS) RWY 23</td>
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<td>IAPS</td>
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<td>IAPS</td>
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<td>TACAN RWY 23</td>
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<td>IAPS</td>
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<td>AIRPORT DIAGRAM</td>
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<td>IAPS</td>
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<td>WHITING FLD NAS - NORTH(KNSE)</td>
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<td>TACAN RWY 32</td>
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<td>TACAN TACAN 004</td>
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<td>AIRPORT DIAGRAM</td>
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<td>WILLIAM P GWINN</td>
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<td>WILLEDTON, FL</td>
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<td>RNAV (GPS) RWY 23</td>
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</tbody>
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 NAVAIMD 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 assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAIMD in a specified direction. 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.

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. 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.

AGUADILLA, PR

RAFAEL HERNANDEZ (BQN) (TJBO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

Rwy 26, climb on a heading between 240° CW to 082° from DER.

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, tower 4053' from DER, 986' right of centerline, 100' AGL/320' MSL.
Rwy 26, vehicle on road 831' from DER, 420' left of centerline, 258' MSL.
Tree 1153' from DER, 441' right of centerline, 100' AGL/120' MSL.

APALACHICOLA, FL

APALACHICOLA RGNL-CLEVE RANDOLPH FLD (AAF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 24JUL14 (21224) (FAA)

TAKEOFF MINIMUMS:

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 2137' from DER, 67' right of centerline, up to 89' AGL/99' 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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, 400-1½ 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-A 11AUG22 (22223) (FAA)
TAKEOFF MINIMUMS:
- Rwys 14, 32, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
- Rwy 24, 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 EXEC (AVO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17DEC09 (22195) (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 100’ 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 20, 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 1461’ 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 EXEC (BOW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 15AUG19 (21168) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree 164' from DER, 397' right of centerline, 156' 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 960' 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 866' 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, 806' 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 1903' 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.
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BONIFAY, FL

TRI-COUNTY (BCR)

AMDT 1  02DEC21  (21336)  (FAA)

TAKEOFF MINIMUMS:
Rwy 1, 300 and 1½ or std. w/min. climb of 220' per NM to 300.

DEPARTURE PROCEDURE:
Rwy 1, climb on heading 013° to 1300 before turning west.
Rwy 19, climb on heading 193° to 800 before turning west.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees, fence beginning 27' from DER, 250' right of centerline, up to 64' AGL/144' MSL.
Trees, pole, terrain, vehicle on road, fence, tree beginning 42' from DER, 213' left of centerline, up to 35' AGL/124' MSL.
Trees beginning 373' from DER, 308' right of centerline, up to 67' AGL/146' MSL.
Trees, pole beginning 470' from DER, 125' right of centerline, up to 81' AGL/160' MSL.
Tree 991' from DER, 721' left of centerline, 61' AGL/152' MSL.
Trees, pole beginning 1032' from DER, 463' left of centerline, up to 63' AGL/154' MSL.
Trees, pole beginning 2133' from DER, 66' left of centerline, up to 71' AGL/163' MSL.
Trees beginning 1515' from DER, 119' right of centerline, up to 74' AGL/161' MSL.
Trees beginning 1551' from DER, 190' right of centerline, up to 83' AGL/165' MSL.
Trees beginning 1562' from DER, 7' right of centerline, up to 85' AGL/171' MSL.
Trees beginning 1626' from DER, 476' right of centerline, up to 93' AGL/183' MSL.
Trees beginning 1704' from DER, 2' left of centerline, up to 99' AGL/189' MSL.
Trees beginning 2138' from DER, 2' right of centerline, up to 97' AGL/176' MSL.
Trees beginning 2259' from DER, 2' right of centerline, up to 101' AGL/181' MSL.
Trees beginning 2571' from DER, 11' left of centerline, up to 103' AGL/194' MSL.
Trees beginning 2647' from DER, 2' right of centerline, up to 103' AGL/184' MSL.
Tree 2957' from DER, 679' left of centerline, 110' AGL/199' MSL.
Trees beginning 3116' from DER, 10' right of centerline, up to 115' AGL/195' MSL.
Trees beginning 2961' from DER, 1' left of centerline, up to 114' AGL/201' MSL.
Trees beginning 3244' from DER, 837' right of centerline, up to 115' AGL/196' MSL.
Trees beginning 3464' from DER, 1092' right of centerline, up to 117' AGL/197' MSL.
Trees beginning 3552' from DER, 872' left of centerline, up to 86' AGL/202' MSL.
Trees beginning 3636' from DER, 32' right of centerline, up to 119' AGL/200' MSL.
Trees beginning 3672' from DER, 1' left of centerline, up to 79' AGL/204' MSL.
Tree 4231' from DER, 470' left of centerline, 69' AGL/206' MSL.
Tree 4259' from DER, 560' left of centerline, 75' AGL/212' MSL.
Trees beginning 4293' from DER, 193' left of centerline, up to 80' AGL/217' MSL.
Trees beginning 4576' from DER, 416' right of centerline, up to 75' AGL/202' MSL.
Trees beginning 4691' from DER, 487' right of centerline, up to 78' AGL/203' MSL.
Trees beginning 4864' from DER, 487' right of centerline, up to 84' AGL/211' MSL.
Trees beginning 4926' from DER, 281' left of centerline, up to 85' AGL/221' MSL.
Tree 5164' from DER, 532' right of centerline, 84' AGL/216' MSL.
Trees beginning 5166' from DER, 539' right of centerline, up to 98' AGL/225' MSL.
Tree 5719' from DER, 351' left of centerline, 73' AGL/227' MSL.
Tree 5747' from DER, 332' left of centerline, 78' AGL/232' MSL.
Trees beginning 5765' from DER, 263' left of centerline, up to 87' AGL/239' MSL.
Trees beginning 5985' from DER, 343' left of centerline, up to 86' AGL/240' MSL.
Tree 1 NM from DER, 493' left of centerline, 85' AGL/244' MSL.
Tree 1 NM from DER, 581' left of centerline, 89' AGL/247' MSL.
Rwy 19, tree 52' from DER, 454' left of centerline, 57' AGL/138' MSL.
Terrain beginning 75' from DER, 296' right of centerline, up to 102' MSL.
Terrain beginning 163' from DER, 331' right of centerline, up to 103' MSL.
Terrain beginning 173' from DER, 339' left of centerline, up to 64' AGL/145' MSL.
Terrain beginning 274' from DER, 355' right of centerline, up to 106' MSL.
Trees beginning 3116' from DER, 378' left of centerline, up to 74' AGL/153' MSL.
Tree 391' from DER, 553' right of centerline, 67' AGL/163' MSL.
Tree 489' from DER, 512' right of centerline, 71' AGL/164' MSL.
Trees beginning 531' from DER, 382' left of centerline, up to 79' AGL/156' MSL.
Trees beginning 566' from DER, 506' right of centerline, up to 80' AGL/169' MSL.
Trees beginning 829' from DER, 431' left of centerline, up to 69' AGL/157' MSL.
Trees beginning 830' from DER, 459' right of centerline, up to 94' AGL/183' MSL.
Tree 1414' from DER, 615' left of centerline, 76' AGL/158' MSL.
Trees beginning 1505' from DER, 643' left of centerline, up to 79' AGL/160' MSL.
Trees beginning 1546' from DER, 550' left of centerline, up to 89' AGL/164' MSL.
Trees beginning 1606' from DER, 6' right of centerline, up to 104' AGL/187' MSL.
Trees beginning 1654' from DER, 579' left of centerline, up to 94' AGL/171' MSL.
Trees beginning 2011' from DER, 6' left of centerline, up to 102' AGL/176' MSL.
Trees beginning 2579' from DER, 5' left of centerline, up to 100' AGL/180' MSL.
Trees beginning 2744' from DER, 53' left of centerline, up to 101' AGL/181' MSL.
Trees beginning 3313' from DER, 134' right of centerline, up to 111' AGL/189' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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, up to 81’ AGL/151’ MSL. Trees beginning 1681’ from DER, up to 85’ AGL/153’ MSL.
Rwy 9, trees 9’ from DER, up to 92’ AGL/171’ MSL. Trees beginning 9’ from DER, up to 92’ AGL/171’ MSL.
Rwy 21, pole and trees beginning 46’ from DER, up to 70’ AGL/138’ MSL. Trees beginning 9’ from DER, up to 92’ AGL/171’ MSL.
Rwy 27, trees 2143’ from DER, up to 89’ AGL/189’ MSL. Trees 4755’ from DER, up to 99’ AGL/199’ MSL.

CAPE CANAVERAL SFS SKID STRIP (KXMR)
Cocoa Beach, FL
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 19MAY22 (22139) (USSF)
DEPARTURE PROCEDURE:
Rwy 13, diverse departure authorized 125° CW to 310° only. Rwy 31, diverse departure authorized 322° CCW to 143° only.
TAKEOFF OBSTACLE NOTES:
Rwy 13, terrain at DER, 434’ left of centerline, 15’ MSL. Terrain on DER, 500’ right of centerline, 16’ MSL.
Rwy 31, terrain on DER, 353’ right of centerline, 16’ MSL. Terrain on DER, 500’ left of centerline, 17’ MSL.
Brushline 143’ from DER, 501’ left of centerline, 18’ MSL. Brushline 220’ from DER, 510’ left of centerline, 18’ MSL.
Brushline 305’ from DER, 500’ left of centerline, 19’ MSL. Brushline 573’ from DER, 621’ right of centerline, 26’ MSL.

CHARLOTTE AMALIE, VI
CYRIL E KING (STT) (TIST)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUN08 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 10, 400-1 w/min. 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CHRISTIANSTED, ST. CROIX, VI
HENRY E. ROHLSSEN (STX) (TISX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9 29MAY14 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 10, 300-1½ 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.
Poles 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.
Rwys 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-CAPT TOM DAVIS FLD (CGC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 11DEC14 (22195) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, std. w/min. climb of 260' per NM to 600, or 500-2½ 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-Capt Tom Davis Fld 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 1042’ from DER, 646’ right of centerline, up to 64’ AGL/95’ 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 and antenna beginning 1002’ from DER, 85’ right 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, 400-2½ 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 FLD (DED)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 08JUN06 (22195) (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 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DESTIN, FL
DESTIN EXEC (DTS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-C 07DEC17 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 14, 200-1½ 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.

DESTIN, FL
DESTIN EXEC (DTS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-C 07DEC17 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 14, 200-1½ 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.

DUNNELLON, FL
MARTIN 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 633' 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 600' 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/30' 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
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 beginning 186’ from DER, 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, up to 11’ AGL/21’ MSL. Trees beginning 646’ from DER, 561’ right of centerline, up to 71’ AGL/81’ MSL.

FORT LAUDERDALE, FL

FORT LAUDERDALE EXEC (FXE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5  25JUN15  (21168)  (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.
NAVAID 496’ from DER, 28’ right of centerline, 16’ AGL/20’ MSL.
NAVAID 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 66’ 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 on traverse way beginning 1517’ from DER, 455’ left of centerline, up to 109’ MSL.
Tree 1377’ from DER, 753’ right of centerline, 66’ 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
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FORT LAUDERDALE, FL (CON’T)
FORT LAUDERDALE/HOLLYWOOD INTL (FLL) (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TAKEOFF OBSTACLE NOTES:

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, 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.

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 FLD (FMY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 08NOV18 (21168) (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, up to 23' MSL.

Pole 307' from DER, 287' 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.

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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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' left of centerline, up to 98' AGL/117' 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, 438' right of centerline, up to 30' AGL/134' MSL.
Tree 522' from DER, 402' left of centerline, 18' AGL/122' 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 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 49' AGL/35' 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.
Cranes 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.

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.
Rwys 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.

CON’T
HOLLYWOOD, FL (CON’T)
NORTH PERRY (CON’T)

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 76' 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, 478' left of centerline, up to 25' AGL/32' MSL.
Multiple trees beginning 962' from DER, 24' right of centerline, up to 78' AGL/85' MSL.

Rwy 28L, multiple trees beginning 15' from DER, 28' left of centerline, up to 105' AGL/112' MSL.
Multiple trees beginning 17' 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.

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.
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, 300-2/4 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.
Apt 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, 293’ right 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 36, trees beginning 285’ 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, 300-1/2 or std. w/min. climb of 420’ per NM to 500.
TAKEOFF OBSTACLE NOTES:
Rwy 1, terrain beginning 110’ from DER, 27’ right of centerline, up to 49’ MSL.
Terrain beginning 137’ from DER, 238’ right of centerline, up to 49’ MSL.
Trees beginning 110’ from DER, 253’ 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 209’ 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) (TJVQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 10SEP20 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 500-2½ 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:
Rwy 9, 27, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Antonio Rivera Rodriguez 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 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 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
CECEL (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 196' 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 to 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 EXEC AT CRAIG (CRG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 07MAR13 (21168) (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 Exec 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

JACKSONVILLE, FL (CON’T)

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 FLD) (KNIP)

JACKSONVILLE, FL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 11JUL24 (24193) (USN)

DEPARTURE PROCEDURE:

Rwy 10, diverse departures only between 096° through 275° CW.

Rwy 28, diverse departures authorized.

TAKEOFF OBSTACLE NOTES:

Rwy 10, terrain 0’ from DER, 500’ left of centerline, 30’ MSL.
Terrain 300’ from DER, 580’ left of centerline, 30’ MSL.
Windsock 341’ from DER, 511’ right of centerline, 26’ MSL.
Windsock 383’ from DER, 501’ right of centerline, 19’ AGL/20’ MSL.

Rwy 28, terrain 0’ from DER, 25’ right of centerline, 36’ 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 63’ AGL/90’ MSL. Numerous bushes and trees beginning 202’ from DER, 78’ left of centerline, up to 37’ AGL/44’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KEY WEST NAS (BOCA CHICA FLD) (KNQX)
KEY WEST, FL
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 23FEB23 (23054) (USN)
DEPARTURE PROCEDURE:
Rwy 4, diverse departures authorized between 218° CW 017°. Left turn to departure hdg only.
Rwy 6, 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 137° CW 035°.
TAKEOFF OBSTACLE NOTES:
Rwy 4, pylon 2471’ from DER, 1131’ left of centerline, 78’ AGL/78’ MSL.
Pylon 2681’ from DER, 908’ left of centerline, 78’ AGL/78’ MSL.
Pylon 2815’ from DER, 698’ left of centerline, 78’ AGL/81’ MSL.
Pylon 2933’ from DER, 527’ left of centerline, 78’ AGL/81’ MSL.
Rwy 32, twr 1485’ from DER, 497’ right of centerline, 50’ AGL/41’ MSL.
Twr 1690’ from DER, 446’ right of centerline, 57’ AGL/51’ MSL.
Twr 1708’ from DER, 717’ right of centerline, 57’ AGL/57’ MSL.
Twr 1783’ from DER, 528’ right of centerline, 57’ AGL/57’ MSL.
Twr 1790’ from DER, 627’ right of centerline, 57’ AGL/57’ 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, 31’ 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 755’ from DER, on centerline, up to 100’ AGL/270’ MSL.
Powerlines beginning 460’ from DER, on 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 555’ from DER, 139’ 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 1576’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LAKE WALES, FL
LAKE WALES MUNI (X07)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 02DEC21 (21336) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 6**, vegetation, sign beginning 15' from DER, 200' left of centerline, up to 125' MSL. Trees beginning 89' from DER, 254' right of centerline, up to 126' MSL. Trees, vegetation beginning 66' from DER, 14' left of centerline, up to 149' MSL. Trees beginning 69' from DER, 16' right of centerline, up to 27' AGL/144' MSL. Pole 939' from DER, 551' right of centerline, 32' AGL/146' MSL. Pole 1012' from DER, 274' right of centerline, 34' AGL/147' MSL. Tree 1216' from DER, 637' left of centerline, 39' AGL/154' MSL. Tree 1240' from DER, 703' left of centerline, 162' MSL. Trees beginning 1246' from DER, 690' left of centerline, up to 51' AGL/166' MSL. Tree 1336' from DER, 808' left of centerline, 170' MSL. Trees beginning 1344' from DER, 574' left of centerline, up to 177' MSL. Trees beginning 1455' from DER, 544' right of centerline, up to 60' AGL/179' MSL. Trees beginning 1663' from DER, 681' left of centerline, up to 57' AGL/183' MSL. Trees beginning 1718' from DER, 23' left of centerline, up to 62' AGL/185' MSL. Trees beginning 1761' from DER, 50' left of centerline, up to 72' AGL/189' MSL. Poles beginning 2679' from DER, 606' left of centerline, up to 205' MSL. Tree 3240' from DER, 1330' right of centerline, 204' MSL. Antenna 3918' from DER, 476' right of centerline, 90' AGL/225' MSL. **Rwy 17**, tree 36' from DER, 259' left of centerline, 132' MSL. Trees, vegetation beginning 41' from DER, 262' right of centerline, up to 133' MSL. Tree 90' from DER, 259' left of centerline, 136' MSL. Tree 251' from DER, 226' right of centerline, 136' MSL. Tree 572' from DER, 617' right of centerline, 139' MSL. Trees beginning 627' from DER, 527' right of centerline, up to 148' MSL. **Rwy 24**, tree 565' from DER, 384' left of centerline, 28' AGL/153' MSL. Tree 1044' from DER, 729' right of centerline, 34' AGL/151' MSL. Trees beginning 1060' from DER, 374' right of centerline, up to 55' AGL/172' MSL. Tree 1101' from DER, 438' right of centerline, 59' AGL/175' MSL. Trees beginning 1102' from DER, 25' right of centerline, up to 59' AGL/176' MSL. Tree 1218' from DER, 482' left of centerline, 38' AGL/157' MSL. Tree 1561' from DER, 8' left of centerline, 46' AGL/163' MSL. Trees beginning 1564' from DER, 34' left of centerline, up to 52' AGL/173' MSL. **Rwy 35**, tree 9' from DER, 257' left of centerline, 154' MSL. Building 29' from DER, 396' right of centerline, 133' MSL. Tree 43' from DER, 338' left of centerline, 171' MSL. Building 52' from DER, 265' right of centerline, 135' MSL. Trees beginning 54' from DER, 254' left of centerline, up to 173' MSL. Buildings beginning 65' from DER, 235' right of centerline, up to 145' MSL. Tree 113' from DER, 434' right of centerline, 154' MSL. Trees, poles beginning 114' from DER, 96' right of centerline, up to 163' MSL. Trees beginning 123' from DER, 236' left of centerline, up to 181' MSL. Trees beginning 228' from DER, 86' left of centerline, up to 186' MSL. Trees, building, poles, spire beginning 381' from DER, 3' left of centerline, up to 188' MSL. Trees beginning 859' from DER, 314' right of centerline, up to 164' MSL. Trees, pole beginning 891' from DER, 107' right of centerline, up to 167' MSL. Trees, poles, building beginning 1011' from DER, 169' right of centerline, up to 170' MSL. Tree 1369' from DER, 359' right of centerline, 172' MSL. Poles, trees beginning 1380' from DER, 10' right of centerline, up to 191' MSL. Trees beginning 1719' from DER, 31' left of centerline, up to 193' MSL. Tree 2829' from DER, 476' right of centerline, 202' MSL.

LAKELAND, FL
LAKELAND LINDER INTL (LAL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1C 07OCT21 (21280) (FAA)
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 10**, 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 5A 07SEP23 (23250) (FAA)
TAKEOFF MINIMUMS:
Rwy 3W, 21W, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 4, terrain 34' from DER, 281' right of centerline, 78' MSL.
Tree, fence beginning 58' from DER, on centerline, up to 123' MSL.
Terrain 58' from DER, 68' left of centerline, 86' MSL.

Vehicles on road beginning 64' from DER, 211' left of centerline, up to 93' MSL.
Pole, vehicles on road, sign beginning 133' from DER, 4' left of centerline, up to 20' AGL/99' MSL.
Tree, vehicles on road, pole, sign beginning 180' from DER, 108' right of centerline, up to 125' MSL.
Tree, pole beginning 245' from DER, 384' left of centerline, up to 108' MSL.
Tree, pole, sign, building beginning 271' from DER, 90' left of centerline, up to 120' MSL.

Trees beginning 520' from DER, 207' right of centerline, up to 133' MSL.
Tree 574' from DER, 516' left of centerline, 150' MSL.
Tree, pole beginning 586' from DER, 184' left of centerline, up to 154' MSL.
Tree, pole beginning 838' from DER, 202' right of centerline, up to 139' MSL.

Trees beginning 46' from DER, 290' left of centerline, up to 137' MSL.
Trees, sign, vehicles on road beginning 3' from DER, 122' left of centerline, up to 113' MSL.

Trees beginning 13' from DER, 20' right of centerline, up to 102' MSL.
Trees beginning 172' from DER, 26' left of centerline, up to 121' MSL.
Trees beginning 436' from DER, 22' left of centerline, up to 126' MSL.

Transmission lines 3761' from DER, 1248' left of centerline, up to 160' MSL.
Trees beginning 3614' from DER, 125' right of centerline, up to 173' MSL.

Rwy 13, trees, 2' from DER, 9' right of centerline, up to 137' MSL.
Trees, sign beginning 20' from DER, 250' left of centerline, up to 117' MSL.

Trees beginning 150' from DER, 87' left of centerline, up to 137' MSL.

Rwy 22, trees, sign, vehicles on road beginning 3' from DER, 129' left of centerline, up to 113' MSL.

Trees beginning 172' from DER, 26' left of centerline, up to 121' MSL.

Trees beginning 314' from DER, 32' left of centerline, up to 142' MSL.

Trees beginning 13' from DER, 20' right of centerline, up to 102' MSL.

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.

Trees, pole, building beginning 519' from DER, 287' right of centerline, up to 128' MSL.

Trees, building beginning 1408' from DER, 6' left of centerline, up to 143' MSL.

Trees beginning 1425' from DER, 341' right of centerline, up to 139' MSL.

Trees beginning 413' from DER, 576' right of centerline, 116' MSL.

Trees, pole, building beginning 1789' from DER, 85' right of centerline, up to 165' MSL.

Trees beginning 1506' from DER, 546' right of centerline, 153' MSL.

Trees begining 1519' from DER, 789' right of centerline, 155' MSL.

Trees, pole, building beginning 1560' from DER, 28' right of centerline, up to 160' MSL.

Trees, pole, building beginning 1898' from DER, 10' right of centerline, up to 182' MSL.

Trees, pole, transmission line beginning 2358' from DER, 4' left of centerline, up to 160' MSL.

Trees beginning 46' from DER, 290' left of centerline, up to 137' MSL.

Fences 156' from DER, 467' right of centerline, 7' AGL/84' MSL.

Fences beginning 1364' from DER, 125' right of centerline, up to 173' MSL.

Rwy 11, trees begining 46' from DER, 290' left of centerline, up to 137' MSL.

Fences beginning 337' from DER, 460' right of centerline, 9' AGL/86' MSL.

Trees beginning 405' from DER, 268' left of centerline, up to 139' MSL.

Trees beginning 413' from DER, 576' right of centerline, 116' 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.

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.

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.
LIVE OAK, FL (CON’T)
SUWANNEE COUNTY (24J) (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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.
Trees beginning 50’ from DER, 458’ 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.

TAKEOFF OBSTACLE NOTES:
Rwy 7, trees beginning 337’ from DER, 324’ right of centerline, up to 74’ AGL/81’ 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.

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

TAKEOFF OBSTACLE NOTES:
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.

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.
Tree 1154’ from DER, 249’ left of centerline, up to 39’ MSL.
Trees beginning 1246’ from DER, 499’ left of centerline, up to 47’ MSL.

Trees beginning 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.

MARCO ISLAND, FL
MARCO ISLAND EXEC (MKY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 03JAN19 (21168) (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 29’ MSL.

Tree 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.

Tree 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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, 279’ right of centerline, up to 100’ AGL/279’ MSL.
Trees beginning 1241’ from DER, 366’ left of centerline, up to 100’ AGL/209’ MSL.

MAYAGUEZ, PR
EUGENIO MARIA DE HOSTOS (MAZ) (TJMZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 15OCT92 (21280) (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 2 07OCT21 (21280) (USN)
TAKEOFF OBSTACLE NOTES:
Rwy 5, vessels with masts up to 150’ MSL, located 500’ to 2900’ from DER, fence 73’ from DER, 391’ right of cntrln, 27’ MSL.
Vehicle 88’ from DER, 467’ right of cntrln, 37’ MSL.
Fence 153’ from DER, 451’ right of cntrln, 27’ MSL.
Shipping channel 1496’ from DER, 11’ left of cntrln, 150’ MSL.

Rwy 23, vessels with masts up to 150’ MSL, located 4000’ from DER, 1600’ right of cntrln.

MELBOURNE, FL
MELBOURNE ORLANDO INTL (MLB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUL07 (21224) (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.
Trees 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MIAMI, FL
MIAMI EXEC (TMB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8A  20AUG15 (21168)  (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.
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 18  12AUG21 (21224)  (FAA)

TAKEOFF MINIMUMS:
Rwy 8L, std. w/min. climb gradient of 274' per NM to 1400.
Rwy 8R, std. w/min. climb gradient of 294' per NM to 1400.
Rwy 9, std. w/min. climb gradient of 295' per NM to 1400.
Rwy 12, 300-1¼ or std. w/min. climb gradient of 205' per NM to 300, or alternatively, with std. takeoff minimums and a 200' per NM climb gradient, takeoff must occur no later than 1200 feet prior to DER.

DEPARTURE PROCEDURE:
Rwy 12, climbing right turn to intercept DHP VORTAC R-125 to 1300 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 8L, terrain 6' from DER, on centerline, 9' MSL.
Lighting 9' from DER, 55' left of centerline, 2' MSL.
Lighting beginning 10' from DER, 55' right of centerline, up to 2' AGL/10' MSL.
NAVAID 804' from DER, 499' right of centerline, 41' AGL/46' MSL.
Building 1317' from DER, 689' left of centerline, 59' AGL/65' MSL.
Transmission line 3282' from DER, 1330' left of centerline, 88' AGL/94' MSL.
Building 4493' from DER, 830' left of centerline, 118' AGL/123' MSL.
Building 4535' from DER, 817' left of centerline, 119' AGL/124' MSL.
Building 4589' from DER, 804' left of centerline, 120' AGL/126' MSL.
Building 4633' from DER, 791' left of centerline, 121' AGL/127' MSL.
Tower 5340' from DER, 1058' left of centerline, 140' AGL/144' MSL.
Rwy 8R, trees beginning 1880' from DER, 921' left of centerline, up to 82' MSL.
Tree 2721' from DER, 274' left of centerline, 62' AGL/83' MSL.
Tree 2881' from DER, 207' left of centerline, 84' MSL.
Tree 3006' from DER, 251' left of centerline, 88' MSL.
Tree 3249' from DER, 370' left of centerline, 94' MSL.
Elevator 3393' from DER, 1347' left of centerline, 93' AGL/98' MSL.
Pole, transmission line beginning 3709' from DER, 1302' left of centerline, up to 114' MSL.
Transmission lines beginning 3835' from DER, 1378' left of centerline, up to 108' AGL/116' MSL.
Rwy 9, wind indicator 103' from DER, 487' right of centerline, 21' AGL/27' MSL.
 Pole 694' from DER, 599' right of centerline, 35' AGL/38' MSL.
Transmission line 3301' from DER, 1103' left of centerline, 90' AGL/94' MSL.
Transmission line 3361' from DER, 1308' left of centerline, 95' AGL/99' MSL.
Tower 4027' from DER, 1526' right of centerline, 119' AGL/125' MSL.
Buildings beginning 4053' from DER, 1501' right of centerline, up to 120' AGL/126' MSL.
Rwy 12, traverse way, trees beginning 5' from DER, 299' right of centerline, up to 28' MSL.
 Traverse way 615' from DER, 239' right of centerline, 29' MSL.
Sign 644' from DER, 591' right of centerline, 33' AGL/43' MSL.
Sign, traverse way beginning 693' from DER, 184' right of centerline, up to 33' AGL/46' MSL.
Building 2911' from DER, 1140' right of centerline, 101' AGL/106' MSL.
 Building 3158' from DER, 991' right of centerline, 104' AGL/108' MSL.
 Building 4688' from DER, 1547' left of centerline, 120' AGL/126' MSL.
 Building 1 NM from DER, 2106' right of centerline, 154' AGL/164' MSL.
Rwy 26L, pole, trees beginning 1079' from DER, 680' left of centerline, up to 40' AGL/47' MSL.
Tower 1304' from DER, 639' right of centerline, 42' AGL/48' MSL.
Pole 1772' from DER, 624' left of centerline, 46' AGL/53' MSL.

CON'T
MIAMI INTL (MIA) (CON’T)

Rwy 26L (CON’T), tree 2448’ from DER, 433’ right of centerline, 71’ MSL.
Tree 2456’ from DER, 123’ left of centerline, 72’ MSL.
Tree 2461’ from DER, 523’ right of centerline, 73’ MSL.
Trees beginning 2468’ from DER, 243’ right of centerline, up to 80’ MSL.
Trees beginning 2468’ from DER, 353’ left of centerline, up to 83’ MSL.
Trees beginning 2474’ from DER, 239’ left of centerline, up to 86’ MSL.

Rwy 26R, lighting beginning 9’ from DER, 54’ left of centerline, up to 2’ AGL/10’ MSL.
Lighting 10’ from DER, 54’ right of centerline, 2’ AGL/10’ MSL.
Pole, building beginning 534’ from DER, 431’ right of centerline, up to 38’ MSL.
Trees, pole beginning 1048’ from DER, 36’ right of centerline, up to 40’ AGL/47’ MSL.
Tower, building, pole beginning 1291’ from DER, 78’ right of centerline, up to 49’ AGL/55’ MSL.
Tower 1305’ from DER, 160’ left of centerline, 42’ AGL/48’ MSL.
Pole 2003’ from DER, 779’ right of centerline, 53’ AGL/60’ MSL.
Tree 2448’ from DER, 366’ left of centerline, 71’ MSL.
Tree 2457’ from DER, 923’ left of centerline, 72’ MSL.
Tree 2462’ from DER, 276’ left of centerline, 73’ MSL.
Trees beginning 2469’ from DER, 234’ left of centerline, up to 80’ MSL.

Rwy 27, lighting 3’ from DER, 54’ left of centerline, 1’ AGL/9’ MSL.
Pole, pole, traverse way beginning 376’ from DER, 494’ left of centerline, up to 37’ AGL/44’ MSL.
Crane, pole, traverse way, sign beginning 1939’ from DER, 92’ left of centerline, up to 131’ AGL/140’ MSL.
Poles beginning 2049’ from DER, 96’ right of centerline, up to 40’ AGL/60’ MSL.
Crane 4538’ from DER, 1600’ left of centerline, 153’ AGL/159’ MSL.

Rwy 30, pole 560’ from DER, 563’ left of centerline, 40’ AGL/47’ MSL.
Pole 1414’ from DER, 774’ right of centerline, 38’ AGL/46’ MSL.
Tower 1734’ from DER, 912’ right of centerline, 49’ AGL/55’ MSL.
Trees beginning 1978’ from DER, 823’ left of centerline, up to 72’ MSL.
Trees beginning 2228’ from DER, 251’ left of centerline, up to 80’ MSL.

MIAMI-OPA LOCKA EXEC (OPF)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 9A 29MAR18 (21168) (FAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

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.
Trees beginning 2049’ from DER, 669’ right of centerline, 38’ AGL/35’ 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.
Pole 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.
Trees beginning 105’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MILTON, FL

PETER PRINCE FLD (2R4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 01JUL10 (22055) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 102’ from DER, 51’ left of centerline, up to 93’ AGL/163’ MSL.
Tress 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.
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

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.
Tress beginning 183’ 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.
Trees 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.

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.
Tree 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, 286’ 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.
CON’T
NEW SMYRNA BEACH, FL (CON’T)
NEW SMYRNA BEACH MUNI (EVB) (CON’T)

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, 198’ right 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.
Trees, transmission line beginning 793’ from DER, 353’ right of centerline, up to 56’ AGL/60’ MSL.

Rwy 20, trees, 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 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.
Tree, pole 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, 82’ 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.

OCALA, FL

OCALA INTL-JIM TAYLOR FLD (OCF)
TAKOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (21140) (FAA)

DEPARTURE PROCEDURE:

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

TAKOFF 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.
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 120’ AGL/189’ MSL.

ORLANDO, FL

EXEC (ORL)
TAKOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 15NOV12 (21168) (FAA)

DEPARTURE PROCEDURE:

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

TAKOFF 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 120’ AGL/189’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 1168’ 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, 120’ left of centerline, 3’ AGL/91’ 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 1081’ from DER, 779’ left of centerline, 45’ AGL/137’ MSL.
Sign 1083’ 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.
Bush 163’ from DER, 276’ left of centerline, 9’ AGL/57’ MSL.

Pole 107’ 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.
Trees beginning 185’ from DER, 49’ left of centerline, up to 85’ 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 330’ from DER, 508’ 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, 146’ 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 907’ 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, 300-1½ 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 168’ from DER, 448’ left of centerline, 86’ MSL.

Trees beginning 254’ from DER, 1’ left of centerline, up to 93’ MSL.

Trees 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, 8’ 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.

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.

CON’T
ORLANDO BEACH, FL (CON’T)
ORLANDO BEACH MUNI (OMN) (CON’T)

Rwy 17 (CON’T), 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.
Trees beginning 2198’ 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, 158’ 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.

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’ left of centerline, 100’ MSL.

PALATKA, FL
PALATKA MUNI - LT KAY LARKIN FLD (28J)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  15JUN23  (23166)  (FAA)
TAKEOFF MINIMUMS:

Rwy 9, 300-1/4 or std. w/min. climb of 212’ per NM to 300, or alternatively, with std. takeoff minimums and a normal 200’
per NM climb gradient, takeoff must occur no later than 1400’ prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 9, tree 557’ from DER, 369’ right of centerline, 48’ MSL.
Tree 625’ from DER, 394’ left of centerline, 49’ MSL.
Tree 668’ from DER, 403’ right of centerline, 81’ MSL.
Trees beginning 673’ from DER, 86’ right of centerline, up to 82’ MSL.
Tree 677’ from DER, 575’ left of centerline, 93’ MSL.
Trees beginning 708’ from DER, 321’ left of centerline, up to 99’ MSL.
Trees beginning 1136’ from DER, 434’ left of centerline, up to 100’ MSL.
Trees beginning 1241’ from DER, 7’ left of centerline, up to 106’ MSL.
Tree 1928’ from DER, 117’ right of centerline, 99’ MSL.
Trees beginning 2127’ from DER, 38’ right of centerline, up to 100’ MSL.
Tree 2256’ from DER, 121’ right of centerline, 105’ MSL.
Trees beginning 2413’ from DER, 166’ left of centerline, up to 107’ MSL.
Tree 3625’ from DER, 480’ left of centerline, 126’ MSL.
Tree 3633’ from DER, 100’ left of centerline, 131’ MSL.
Tree 3803’ from DER, 45’ left of centerline, 137’ MSL.
Tower 1 NM from DER, 1397’ right of centerline, 166’ AGL/201’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PALATKA, FL (CON’T)

PALATKA MUNI - LT KAY LARKIN FLD (28J) (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

24193

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SE-3 11 JUL 2024 to 05 SEP 2024

PALM COAST, FL

FLAGLER EXEC (FIN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 23APR20 (21168) (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.

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.

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.

Trees beginning 1796’ from DER, 363’ 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.

Trees beginning 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.

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 1682’ from DER, 390’ left of centerline, up to 107’ MSL.

Trees beginning 1908’ 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 2689’ from DER, 101’ left of centerline, up to 116’ MSL.

CON’T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
Palm Coast, FL (Con’t)
Flagler Exec (Fin) (Con’t)

Rwy 11 (CON’T), 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.
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/82’ MSL.
Tree 1122’ from DER, 103’ right of centerline, 43’ AGL/87’ 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, 13’ 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.

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 SFB (KCOF)
Cocoa Beach, FL
Takeoff Minimums and (Obstacle) Departure Procedures
Amdt 1 02Dec21 (21336) (USSF)

Takeoff Minimums:
Rwy 3, 200-1-½, or std. w/min. climb of 210’/NM to 500. Alternatively, with standard takeoff minimums and normal 200’/NM climb gradient, takeoff must occur no later than 1300’ prior to DER.

Rwy 21, 200-1-½, or std. w/min. climb of 220’/NM to 500. Alternatively, with standard takeoff minimums and normal 200’/NM climb gradient, takeoff must occur no later than 1600’ prior to DER.

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.

Southwest Florida Beaches Intl (ECP)
Takeoff Minimums and (Obstacle) Departure Procedures
Amdt 1 01Dec21 (21336) (USSF)

Takeoff Minimums:
Rwys 26, 3, 16, 34, NA-Environmental.

Takeoff Obstacle Notes:
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ right of centerline, 16’ MSL.
Terrain abeam inward of DER, 500’ left of centerline, 16’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PATRICK SFB (KCOF) (CON’T)
COCOA BEACH, FL (CON’T)

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.
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)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  02DEC21  (21336)  (USN)
TAKEOFF MINIMUMS:
Rwy 7R, std. w/min. climb of 214'/NM to 500.
TAKEOFF OBSTACLE NOTES:
Rwy 7R, pylon 4859’ from DER, 1448’ right of centerline, 96’ AGL/142’ 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 95’ 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 1683’ 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.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PERRY, FL (CON’T)

PERRY-FOLEY (FPY) (CON’T)

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.
Trees 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.

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 6 20APR23 (23110) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1½ or std. w/min. climb of 265’ per NM to 300.
Rwy 15, 300-2 or std. w/min. climb of 425’ per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 6, light poles 9’ from DER, 149’ left of centerline, 3’ AGL/14’ MSL.
Light poles 9’ from DER, 149 right of centerline, 3’ AGL/15’ MSL.
Trees beginning 101’ from DER, 492’ right of centerline, up to 84’ MSL.
Trees beginning 151’ from DER, 10’ right of centerline, up to 86’ MSL.
Fence 185’ from DER, 380’ left of centerline, 9’ AGL/20’ MSL.
Tree 297’ from DER, 357’ left of centerline, 63’ MSL.
Trees beginning 353’ from DER, 26’ left of centerline, up to 77’ MSL.
Tree 1724’ from DER, 815’ right of centerline, 89’ MSL.
Tree 1838’ from DER, 264’ left of centerline, 78’ MSL.
Tree 1936’ from DER, 464’ left of centerline, 82’ MSL.
Trees beginning 1962’ from DER, 249’ left of centerline, up to 88’ MSL.
Tree 2031’ from DER, 103’ left of centerline, 90’ MSL.
Buildings 4536’ from DER, 1064’ left of centerline, 129’ AGL/136’ MSL.
Rwy 10, poles, fence beginning 43’ from DER, 131’ left of centerline, up to 11’ AGL/20’ MSL.
Sign, light poles beginning 45’ from DER, 172’ right of centerline, up to 6’ AGL/15’ MSL.
Tree 300’ from DER, 510’ left of centerline, 40’ MSL.
Trees beginning 2049’ from DER, 308’ left of centerline, up to 69’ MSL.
Trees, poles beginning 518’ from DER, 11’ left of centerline, up to 82’ MSL.
Trees, buildings beginning 664’ from DER, 193’ right of centerline, up to 61’ MSL.
Trees, poles, buildings beginning 1215’ from DER, 58’ right of centerline, up to 74’ MSL.
Buildings beginning 5607’ from DER, 604’ right of centerline, up to 181’ AGL/194’ MSL.
Building 1 NM from DER, 887’ left of centerline, 191’ AGL/201’ MSL.
Building including 1 NM from DER, 575’ left of centerline, up to 203’ AGL/213’ MSL.
Building 1 NM from DER, 1731’ left of centerline, 166’ AGL/174’ MSL.
Rwy 15, terrain 4’ from DER, 495’ right of centerline, 14’ MSL.
Light poles 10’ from DER, 54’ left of centerline, 1’ AGL/13’ MSL.
Tree, buildings beginning 424’ from DER, 489’ left of centerline, up to 53’ MSL.
Tree, pole beginning 519’ from DER, 5’ left of centerline, up to 61’ MSL.
Tree 641’ from DER, 559’ right of centerline, 40’ MSL.
Trees beginning 748’ from DER, 12’ right of centerline, up to 57’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CON’T
POMPOANO BEACH, FL (CON’T)
POMPOANO BEACH AIRPARK (PMP) (CON’T)

Rwy 15 (CON’T), trees, poles beginning 1264’ from DER, 107’ right of centerline, up to 62’ MSL.
Trees beginning 1591’ from DER, 151’ left of centerline, up to 62’ MSL.
Trees, pole beginning 1654’ from DER, 13’ left of centerline, up to 67’ MSL.
Building, pole, trees beginning 1745’ from DER, 232’ right of centerline, up to 70’ AGL/82’ MSL.
Building 2284’ from DER, 626’ right of centerline, 80’ AGL/91’ MSL.
Building 2875’ from DER, 1204’ right of centerline, 84’ AGL/93’ MSL.
Building 3375’ from DER, 1395’ right of centerline, 130’ AGL/138’ MSL.
Building 5935’ from DER, 2057’ left of centerline, up to 213’ AGL/221’ MSL.
Building 1.1 NM from DER, 1345’ left of centerline, 268’ AGL/277’ MSL.
Buildings beginning 1.1 NM from DER, 1148’ left of centerline, up to 300’ AGL/308’ MSL.
Building 1.6 NM from DER, 1343’ right of centerline, 261’ AGL/265’ MSL.

Rwy 24, light poles 9’ from DER, 149’ right of centerline, 3’ AGL/20’ MSL.
Signs 29’ from DER, 126’ left of centerline, 4’ AGL/22’ MSL.
Building 125’ from DER, 393’ left of centerline, 15’ AGL/32’ MSL.
Trees beginning 190’ from DER, 423’ right of centerline, up to 44’ MSL.
Trees beginning 244’ from DER, 291’ right of centerline, up to 57’ MSL.
Tree 409’ from DER, 512’ right of centerline, 59’ MSL.
Tree 423’ from DER, 487’ left of centerline, 51’ MSL.
Trees, building beginning 433’ from DER, 230’ left of centerline, up to 64’ MSL.
Tree 467’ from DER, 600’ right of centerline, 61’ MSL.

Rwy 26, light poles 9’ from DER, 149’ right of centerline, 3’ AGL/20’ MSL.

Trees beginning 1005’ from DER, 3’ left of centerline, up to 67” MSL.
Trees beginning 1286’ from DER, 15’ left of centerline, up to 72’ MSL.
Tree 1730’ from DER, 19’ left of centerline, 73’ MSL.
Tree 2179’ from DER, 481’ left of centerline, 85’ MSL.

Rwy 28, light poles 8’ from DER, 126’ right of centerline, 3’ AGL/19’ MSL.
Sign 29’ from DER, 475’ left of centerline, 3’ AGL/22’ MSL.
Trees beginning 319’ from DER, 149’ left of centerline, up to 41’ MSL.
Trees beginning 357’ from DER, 255’ left of centerline, up to 44’ MSL.
Tree 425’ from DER, 232’ left of centerline, 48’ MSL.
Tree 451’ from DER, 527’ left of centerline, 53’ MSL.
Trees beginning 506’ from DER, 286’ left of centerline, up to 55’ MSL.
Trees beginning 535’ from DER, 184’ left of centerline, up to 59’ MSL.
Trees, poles beginning 637’ from DER, 214’ left of centerline, up to 61’ MSL.
Building, tree beginning 794’ from DER, 218’ left of centerline, up to 43’ AGL/62’ MSL.

Trees, pole beginning 849’ from DER, 9’ right of centerline, up to 53’ MSL.
Trees, building beginning 868’ from DER, 103’ left of centerline, up to 69’ MSL.
Tree 1000’ from DER, 346’ right of centerline, 58’ MSL.
Tree 1016’ from DER, 480’ right of centerline, 60’ MSL.

Rwy 33, building 29’ from DER, 398’ left of centerline, 18’ AGL/34’ MSL.
Tree 188’ from DER, 436’ right of centerline, 45’ MSL.
Trees beginning 202’ from DER, 357’ right of centerline, up to 56’ MSL.
Trees beginning 285’ from DER, 470’ right of centerline, up to 61’ MSL.
Trees beginning 393’ from DER, 403’ left of centerline, up to 65’ MSL.
Trees, poles beginning 457’ from DER, 9’ right of centerline, up to 66’ MSL.

Trees beginning 629’ from DER, 387’ left of centerline, up to 74’ MSL.
Trees, poles beginning 919’ from DER, 103’ left of centerline, up to 77’ MSL.

Trees, pole beginning 1790’ from DER, 11’ left of centerline, up to 85’ MSL.
Pole beginning 1822’ from DER, 64’ right of centerline, up to 52’ AGL/70’ MSL.
Pole 2001’ from DER, 173’ right of centerline, 52’ AGL/71’ MSL.
PONCE, PR

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6  15AUG19 (21280)  (FAA)

TAKEOFF MINIMUMS:

Rwy 12, std. w/min. climb of 300’ per NM to 5300 or 5100-3 for VCOA.
Rwy 30, 500-1½ 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’ right 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 14, trees beginning abeam DER, 421’ 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 958’ 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.
Aircraft on taxiway 182' from DER, on centerline, up to 32' AGL/41' 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 ahead of 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.

ST PETERSBURG, FL
ALBERT WHITTED (SPG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 20APR23 (23110) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 300-1.
Rwy 36, 300-1 or std. w/min. climb of 845' per NM to 300.
DEPARTURE PROCEDURE:
Rwy 7, climb on heading 067° to 500 before turning left.
Rwy 18, climb on heading 185° to 500 before turning right.
Rwy 25, climb on heading 247° to 700 before turning right.
Rwy 36, climb on heading 005° to 700 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 7, light poles 10' from DER, 17' right of centerline, 2' AGL/7' MSL.
Sign 15' from DER, 129' left of centerline, 3' AGL/7' MSL.
Buildings beginning 38' from DER, left to right of centerline, up to 100' AGL/100' MSL.
Terrain 75' from DER, 36' left of centerline, 8' MSL.
Rwy 18, building 9' from DER, 483' right of centerline, 27' MSL.
Trees, vegetation beginning 20' from DER, 226' right of centerline, up to 32' AGL/42' MSL.
Rwy 25, fence 12' from DER, on centerline, 15' AGL/19' MSL.
Tree, pole beginning 15' from DER, 261' right of centerline, up to 39' MSL.
Tree 27' from DER, 328' left of centerline, 40' MSL.
Trees beginning 124' from DER, 133' left of centerline, up to 49' MSL.
Trees, poles beginning 149' from DER, on centerline, up to 49' MSL.
Buildings, trees, vehicles on road beginning 154' from DER, 2' left of centerline, up to 87' MSL.
Trees, buildings, poles beginning 254' from DER, 4' right of centerline, up to 52' MSL.
Buildings, poles, vegetation beginning 253' from DER, 4' left of centerline, up to 92' MSL.
Buildings, poles, monument beginning 459' from DER, 10' right of centerline, up to 73' AGL/81' MSL.
Buildings, trees beginning 1170' from DER, 26' right of centerline, up to 73' AGL/86' MSL.
Building, trees beginning 1773' from DER, 123' right of centerline, up to 87' MSL.
Building, trees beginning 1834' from DER, 151' right of centerline, up to 88' MSL.
Buildings, trees, pole beginning 1863' from DER, 1' right of centerline, up to 94' MSL.
Buildings, trees, pole beginning 2047' from DER, 18' right of centerline, up to 122' MSL.
Buildings, trees, poles beginning 2538' from DER, 46' right of centerline, up to 132' MSL.
Trees beginning 3121' from DER, 822' left of centerline, up to 97' MSL.
Tree 3596' from DER, 168' left of centerline, 103' MSL.
Rwy 36, vegetation, sign beginning 30' from DER, 273' left of centerline, up to 7' AGL/12' MSL.
Sign 41' from DER, 213' right of centerline, 7' AGL/11' MSL.
Ships beginning 47' from DER, left to right of centerline, up to 100' AGL/100' MSL.
Trees beginning 1489' from DER, 453' left of centerline, up to 46' MSL.
Building 1868' from DER, 705' right of centerline, up to 86' AGL/97' MSL.
Buildings beginning 3561' from DER, 750' left of centerline, up to 156' 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, 200-1/4 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 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.
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.
Rwy 18, building 689' from DER, 418' right of centerline, 34' AGL/44' MSL.
Rwy 27, building 123' from DER, 359' left of centerline, 24' AGL/33' MSL.
Rwy 27, building 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) (TJIG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15OCT15 (21280) (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 266' AGL/296' 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 manoeuvring from 2000' to 5200' from DER, up to 236' MSL.

LUIS MUNOZ MARIN INTL (SJU) (TJSJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 26MAR20 (21280) (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.
Tress 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.

CON’T
SAN JUAN, PR (CON’T)
LUIS MUNOZ MARIN INTL (SJU) (TJSJ) (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

24193

SAN JUAN, PR (CON’T)
LUIS MUNOZ MARIN INTL (SJU) (TJSJ) (CON’T)

Rwy 8 (CON’T), tree 2384’ from DER, 787’ left of centerline, 91’ MSL.
Tree 3677’ from DER, 173’ left of centerline, 102’ MSL.
Trees beginning 3716’ from DER, 168’ left of centerline, 111’ MSL.

Rwy 10, tree 166’ from DER, 290’ right of centerline, 97’ 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, 69’ right 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.

Rwy 16, 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.

Trees beginning 1797’ from DER, 813’ right of centerline, 64’ MSL.

Poles ending, pole beginning 1809’ from DER, 782’ right of centerline, up to 71’ MSL.

Poles 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, 688’ right of centerline, up to 84’ MSL.

Rwy 28, lighting 10’ from DER, 5’ right of centerline, 1’ AGL/42’ MSL.

Vehicles on road, sign, trees, pole, 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 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 (21112) (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 1216’ from DER, 113’ left of centerline, up to 42’ AGL/89’ 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.

Poles 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TAHLEAHASSE, FL
TALEAHASSE Intl (TLH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 17SEP15 (15260) (FAA)
TAKEOFF OBSTACLE NOTES:

Rwy 9, control box 12' from DER, 123' right of centerline, bo AGL/49' 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, 300-1½ 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 586' from DER, 379' right of centerline, 42' MSL.

Trees, 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 EXEC (VDF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13JAN11 (21168) (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 Exec 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.

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.

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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TAMPA, FL (CON’T)
TAMPA INTL (TPA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 10 30APR15 (15120) (FAA)
TAKEOFF MINIMUMS:
Rwy 19L, 200-1/2 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, 39’ right of centerline, 4’ AGL/23’ MSL.
Trees beginning 625’ from DER, 661’ right of centerline, up to 57’ AGL/86’ MSL.
Trees beginning 1238’ from DER, 436’ left of centerline, up to 40’ AGL/60’ MSL.
Rwy 1R, sign 47’ from DER, 251’ right of centerline, 3’ AGL/28’ MSL.
Signs beginning 47’ from DER, 274’ left of centerline, up to 1150’ AGL/176’ 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, 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, up to 37’ AGL/61’ 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, left and right 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, 400-2½ 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.

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.

SPACE FLORIDA LAUNCH AND LANDING FACILITY (TTS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 29JUL15 (22195) (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.

TYNDALL AFB (KPAM)
PANAMA CITY, FL
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 24FEB22 (22055) (USAF)
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 14R, acft tail 37’ from DER, 200’ right of centerline, 20’ AGL/34’ MSL.
Acft tail 38’ from DER, 245’ left of centerline, 20’ AGL/34’ MSL.
Terrain 11’ from DER, 502’ right of centerline, 18’ MSL.
Rwy 32L, blgd 188’ from DER, 519’ left of centerline, 11’ AGL/26’ MSL.
**UMATILLA, FL**
**UMATILLA MUNI (X23)**
**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**
**AMDT 1 05OCT23 (23278) (FAA)**

**TAKEOFF OBSTACLE NOTES:**
- **Rwy 1**, trees beginning 19' from DER, 211' left of centerline, up to 57' AGL/156' MSL.
- Trees, terrain beginning 41' from DER, 190' right of centerline, up to 57' AGL/166' MSL.
- Trees beginning 66' from DER, 47' left of centerline, up to 66' AGL/164' MSL.
- Trees, building beginning 198' from DER, 128' right of centerline, up to 60' AGL/171' MSL.
- Trees beginning 422' from DER, 182' right of centerline, up to 174' MSL.
- Trees beginning 441' from DER, 171' right of centerline, up to 176' MSL.
- Tree 1471' from DER, 861' right of centerline, 188' MSL.
- Tree 1874' from DER, 238' right of centerline, 192' MSL.
- Tree 1905' from DER, 33' right of centerline, 195' MSL.
- Tree 1911' from DER, 343' right of centerline, 197' MSL.
- Trees beginning 1927' from DER, 20' right of centerline, up to 200' MSL.
- Tree, pole beginning 1927' from DER, 15' left of centerline, up to 193' MSL.
- Tree 1941' from DER, 164' right of centerline, 201' MSL.
- Tree 2046' from DER, 136' right of centerline, 204' MSL.
- Trees beginning 2065' from DER, 83' right of centerline, up to 206' MSL.
- Trees beginning 2088' from DER, 90' right of centerline, up to 208' MSL.
- Trees beginning 2119' from DER, 30' right of centerline, up to 209' MSL.
- Trees beginning 2141' from DER, 131' right of centerline, up to 212' MSL.
- Trees beginning 2157' from DER, 29' right of centerline, up to 215' MSL.
- Trees, poles beginning 2186' from DER, 128' right of centerline, up to 66' AGL/217' MSL.
- Tree 2341' from DER, 7' left of centerline, 55' AGL/203' MSL.
- Trees beginning 2423' from DER, 84' right of centerline, up to 67' AGL/224' MSL.
- **Rwy 19**, tree, vehicle on road, building beginning 9' from DER, 211' right of centerline, up to 132' MSL.
- Tree 40' from DER, 372' right of centerline, 133' MSL.
- Trees, vehicle on road beginning 54' from DER, 294' right of centerline, up to 135' MSL.
- Tree 78' from DER, 235' left of centerline, 130' MSL.
- Trees beginning 110' from DER, 232' left of centerline, up to 135' MSL.
- Trees, vehicle on road beginning 147' from DER, 197' left of centerline, up to 63' AGL/150' MSL.
- Tree, vehicle on road, pole beginning 163' from DER, 11' right of centerline, up to 65' AGL/164' MSL.
- Tree, vehicle on road beginning 217' from DER, 8' left of centerline, up to 63' AGL/155' MSL.
- Trees beginning 855' from DER, 237' left of centerline, up to 160' MSL.
- Trees beginning 1073' from DER, 168' left of centerline, up to 163' MSL.
- Trees beginning 1176' from DER, 166' left of centerline, up to 164' MSL.
- Trees, poles beginning 1241' from DER, 172' left of centerline, up to 83' AGL/169' MSL.
- Tree 1847' from DER, 223' right of centerline, 100' AGL/169' MSL.
- Tree, fence beginning 2' from DER, 245' left of centerline, up to 33' MSL.
- Trees beginning 6' from DER, 282' right of centerline, 36' MSL.
- Tree, fence beginning 18' from DER, 283' right of centerline, up to 37' MSL.
- Trees beginning 39' from DER, 227' left of centerline, up to 38' MSL.
- Trees beginning 85' from DER, 283' right of centerline, up to 64' MSL.
- Tree 139' from DER, 468' left of centerline, 47' MSL.
- **CON'T**

**VENICE, FL**
**VENICE MUNI (VNC)**
**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**
**AMDT 4 17JUN21 (21168) (FAA)**

**TAKEOFF MINIMUMS:**
- **Rwy 5**, std. w/min. climb of 220' per NM to 800, or 1000-3 for VCOA.

**DEPARTURE PROCEDURE:**
- **Rwy 31**, climb on heading 305° to 1500 before proceeding on course.

**VCOA:**
- **Rwy 5**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Venice Muni airport at or above 800 before proceeding on course.

**TAKEOFF OBSTACLE NOTES:**
- **Rwy 5**, vegetation 4' from DER, 307' right of centerline, 27' MSL.
- Sign 49' from DER, 162' left of centerline, 2' AGL/19' MSL.
- Tree 292' from DER, 400' left of centerline, 34' MSL.
- Tree 347' from DER, 537' left of centerline, 42' MSL.
- Tree 391' from DER, 557' left of centerline, 47' MSL.
- Trees, pole, building beginning 454' from DER, 334' left of centerline, up to 48' MSL.
- Tree 457' from DER, 610' right of centerline, 40' MSL.
- Pole 471' from DER, 538' right of centerline, 48' MSL.
- Trees beginning 590' from DER, 430' right of centerline, up to 52' MSL.
- Trees, poles beginning 668' from DER, 14' right of centerline, up to 62' MSL.
- Trees, pole beginning 1043' from DER, 317' left of centerline, up to 51' MSL.
- Trees, poles beginning 1054' from DER, 73' left of centerline, up to 56' MSL.
- Building, pole, trees beginning 1355' from DER, 323' right of centerline, up to 66' MSL.
- Trees beginning 1647' from DER, 885' left of centerline, up to 72' MSL.
- **Rwy 13**, tree, fence beginning 2' from DER, 245' left of centerline, up to 33' MSL.
- Trees beginning 6' from DER, 282' right of centerline, 36' MSL.
- Tree, fence beginning 18' from DER, 283' right of centerline, up to 37' MSL.
- Trees beginning 39' from DER, 227' left of centerline, up to 38' MSL.
- Trees beginning 85' from DER, 283' right of centerline, up to 64' MSL.
- Tree 139' from DER, 468' left of centerline, 47' MSL.

**CONT**
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

VENICE, FL (CON’T)

VENICE MUNI (VNC) (CON’T)

Rwy 13 (CON’T), trees beginning 146’ from DER, 22’ right of centerline, up to 80’ AGL/94’ MSL.
Trees beginning 151’ from DER, 436’ left of centerline, up to 63’ MSL.
Trees beginning 234’ from DER, 377’ left of centerline, up to 69’ MSL.
Tree, 2129’ from DER, 609’ left of centerline, 74’ MSL.
Tree 2160’ from DER, 170’ left of centerline, 61’ AGL/78’ MSL.
Trees beginning 2278’ from DER, 401’ right of centerline, up to 98’ MSL.
Tree 2404’ from DER, 539’ left of centerline, 87’ MSL.
Tree 2910’ from DER, 594’ right of centerline, 99’ MSL.

Tree 23, tree 9’ from DER, 277’ left of centerline, 27’ MSL.
Tree 22’ from DER, 331’ right of centerline, 35’ MSL.
Tree 42’ from DER, 385’ left of centerline, 34’ MSL.
Trees beginning 89’ from DER, 317’ right of centerline, up to 38’ MSL.

Trees, pole beginning 104’ from DER, 215’ right of centerline, up to 39’ MSL.

Tree 926’ from DER, 330’ left of centerline, 47’ MSL.

Rwy 31, tree 0’ from DER, 348’ left of centerline, 36’ MSL.
Trees, fence beginning 6’ from DER, 282’ left of centerline, up to 50’ MSL.
Tree 345’ from DER, 515’ left of centerline, 53’ MSL.

Trees, pole beginning 383’ from DER, 351’ left of centerline, up to 57’ MSL.
Trees beginning 608’ from DER, 640’ right of centerline, up to 56’ MSL.
Trees beginning 702’ from DER, 385’ left of centerline, up to 64’ MSL.

Trees, poles, antennas, tower beginning 745’ from DER, 80’ left of centerline, up to 73’ MSL.

Pole 804’ from DER, 561’ right of centerline, 28’ AGL/42’ MSL.
Trees, poles beginning 830’ from DER, 427’ right of centerline, up to 61’ MSL.

Tree 1084’ from DER, 548’ right of centerline, 67’ MSL.

Trees beginning 1089’ from DER, 424’ right of centerline, up to 74’ MSL.

Trees beginning 1133’ from DER, 88’ right of centerline, up to 78’ MSL.
Trees beginning 1699’ from DER, 346’ right of centerline, up to 80’ MSL.

Tree 1752’ from DER, 646’ left of centerline, 74’ MSL.
Trees beginning 1773’ from DER, 434’ left of centerline, up to 75’ MSL.

Tree 2164’ from DER, 660’ left of centerline, 68’ AGL/78’ MSL.

Tree 2487’ from DER, 81’ left of centerline, 75’ AGL/86’ MSL.
Trees beginning 2495’ from DER, 33’ left of centerline, up to 88’ AGL/99’ MSL.

Trees beginning 2539’ from DER, 14’ left of centerline, up to 89’ AGL/100’ MSL.

Trees beginning 2754’ from DER, 129’ left of centerline, up to 107’ 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 1650’ 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/95’ 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.

Trees, pole 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.
Tree 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, 46' 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' right 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.

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.
CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WEST PALM BEACH, FL (CON’T)

PALM BEACH COUNTY PARK (LNA) (CON’T)

Rwy 4 (CON’T), 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.

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.

Pole 1262’ from DER, 777’ left of centerline, 55’ AGL/69’ 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, 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.

Pole 1262’ from DER, 777’ left of centerline, 55’ AGL/69’ 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, 46’ right of centerline, 33’ MSL.

Takeoff Obstacle Notes:

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 193’ 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

AMDT 1 28DEC23 (23362) (USN)

TAKEOFF OBSTACLE NOTES:

- **Rwy 5,** trees 1816’ from DER, 386’ right of centerline, 230’ MSL.
- **Rwy 14,** terrain 0’ from DER, 484’ right of centerline, 167’ MSL.
- Terrain 254’ from DER, 568’ right of centerline, 167’ MSL.
- Trees 2373’ from DER, 691’ right of centerline, 241’ MSL.
- Trees 2427’ from DER, 558’ right of centerline, 222’ MSL.
- Trees 2431’ from DER, 781’ right of centerline, 246’ MSL.
- **Rwy 23,** terrain 0’ from DER, 172’ left of centerline, 171’ MSL.
- Terrain 0’ from DER, 287’ right of centerline, 170’ MSL.

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**WHITING FLD NAS-SOUTH (KNDZ)**

**MILTON, FL**

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

28DEC23 (23362) (USN)

TAKEOFF OBSTACLE NOTES:

- **Rwy 5,** terrain 0’ from DER, 500’ left of centerline, 178’ MSL.
- Trees 973’ from DER, 686’ right of centerline, 200’ MSL.
- **Rwy 14,** terrain 0’ from DER, 500’ left of centerline, 171’ MSL.
- Terrain 81’ from DER, 500’ left of centerline, 171’ MSL.
- Terrain 173’ from DER, 546’ left of centerline, 171’ MSL.
- **Rwy 23,** trees 841’ from DER, 370’ left of centerline, 192’ MSL.
- **Rwy 32,** terrain 0’ from DER, 500’ right of centerline, 192’ MSL.
- Trees 546’ from DER, 429’ right of centerline, 217’ MSL.
- Twr 606’ from DER, 457’ right of centerline, 213’ MSL.
- Trees 752’ from DER, 621’ right of centerline, 221’ MSL.
- Trees 1229’ from DER, 512’ right of centerline, 212’ MSL.
- Trees 1336’ from DER, 564’ left of centerline, 206’ MSL.
- Trees 1576’ from DER, 535’ right of centerline, 230’ MSL.
- Trees 1618’ from DER, 295’ left of centerline, 224’ MSL.
- Trees 2125’ from DER, 73’ right of centerline, 242’ MSL.
- Twr 2522’ from DER, 1113’ right of centerline, 62’ AGL/235’ MSL.

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**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 beginning 1439’ from DER, 93’ right of centerline, up to 146’ MSL.

CON’T
WILLISTON MUNI (X60) (CON’T)

**Rwy 5 (CON’T),** 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 733’ 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, 488’ left of centerline, 88’ MSL.
- Vegetation, tree beginning 55’ from DER, 247’ left of centerline, up to 100’ MSL.
- Vegetation 63’ from DER, 376’ right of centerline, 72’ MSL.
- Tree 214’ from DER, 560’ 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.
- 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 1860’ from DER, 13’ left of centerline, up to 172’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WINTER HAVEN, FL
WINTER HAVEN RGNL (GIF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 28FEB19 (19059) (FAA)
TAKEOFF MINIMUMS:
Rwy 23, 300-1/4 or std. w/min. climb of 325’ per NM to 500.
Rwy 29, 400-2/1 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.
Tree 872’ from DER, 368’ left of centerline, up to 138’ MSL.
Trees beginning 1209’ from DER, 604’ left of centerline, up to 142’ MSL.
Tree 1506’ from DER, 680’ right of centerline, 129’ MSL.
Tree 1597’ from DER, 907’ right of centerline, 140’ MSL.
Tree 1603’ from DER, 741’ left of centerline, 150’ MSL.
Trees beginning 1649’ from DER, 591’ left of centerline, up to 152’ MSL.
Trees beginning 1803’ from DER, 712’ right of centerline, up to 146’ MSL.
Tree 1815’ from DER, 581’ left of centerline, up to 142’ MSL.
Trees beginning 1860’ from DER, 530’ left of centerline, up to 169’ MSL.
Tree 2269’ from DER, 1094’ right of centerline, 148’ MSL.
Tree 2821’ from DER, 1062’ right of centerline, 161’ MSL.
Rwy 5, pole 10’ from DER, 29’ left of centerline, 4’ AGL/90’ MSL.
Pole 10’ from DER, 29’ right of centerline, 4’ AGL/90’ MSL.
Terrain 124’ from DER, 531’ right of centerline, 95’ MSL.
Terrain beginning 165’ from DER, 531’ right of centerline, up to 96’ MSL.
Trees beginning 1649’ from DER, 591’ left of centerline, up to 152’ MSL.
Trees beginning 1803’ from DER, 712’ right of centerline, up to 146’ MSL.
Trees beginning 1815’ from DER, 581’ left of centerline, up to 142’ MSL.
Trees beginning 1860’ from DER, 530’ left of centerline, up to 169’ MSL.
Tree 2269’ from DER, 1094’ right of centerline, 148’ MSL.
Tree 2821’ from DER, 1062’ right of centerline, 161’ MSL.
Rwy 19, tree 30’ from DER, 397’ left of centerline, 132’ MSL.
Trees beginning 123’ from DER, 529’ right of centerline, up to 70’ AGL/149’ MSL.

ZEPHYRHILLS, FL
ZEPHYRHILLS MUNI (ZPH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 11JUL24 (24193) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 300-2 or std w/min climb of 204’/NM to 500.
TAKEOFF OBSTACLE NOTES:
Rwy 1, terrain, pole beginning 7’ from DER, 30’ right of centerline, up to 96’ MSL.
Pole 10’ from DER, 29’ left of centerline, 1’ AGL/91’ MSL.
Trees beginning 575’ from DER, 587’ left of centerline, up to 136’ MSL.
Trees beginning 872’ from DER, 586’ left of centerline, up to 138’ MSL.
Trees beginning 1209’ from DER, 604’ left of centerline, up to 142’ MSL.
Tree 1506’ from DER, 680’ right of centerline, 129’ MSL.
Tree 1597’ from DER, 907’ right of centerline, 140’ MSL.
Tree 1603’ from DER, 741’ left of centerline, 150’ MSL.
Trees beginning 1649’ from DER, 591’ left of centerline, up to 152’ MSL.
Trees beginning 1803’ from DER, 712’ right of centerline, up to 146’ MSL.
Tree 1815’ from DER, 581’ left of centerline, up to 142’ MSL.
Trees beginning 1860’ from DER, 530’ left of centerline, up to 169’ MSL.
Tree 2269’ from DER, 1094’ right of centerline, 148’ MSL.
Tree 2821’ from DER, 1062’ right of centerline, 161’ MSL.
Rwy 5, pole 10’ from DER, 29’ left of centerline, 4’ AGL/90’ MSL.
Pole 10’ from DER, 29’ right of centerline, 4’ AGL/90’ MSL.
Terrain 124’ from DER, 531’ right of centerline, 95’ MSL.
Terrain beginning 165’ from DER, 531’ right of centerline, up to 96’ MSL.
Trees beginning 1649’ from DER, 591’ left of centerline, up to 152’ MSL.
Trees beginning 1803’ from DER, 712’ right of centerline, up to 146’ MSL.
Tree 1815’ from DER, 581’ left of centerline, up to 142’ MSL.
Trees beginning 1860’ from DER, 530’ left of centerline, up to 169’ MSL.
Tree 2269’ from DER, 1094’ right of centerline, 148’ MSL.
Tree 2821’ from DER, 1062’ right of centerline, 161’ MSL.
Rwy 19, tree 30’ from DER, 397’ left of centerline, 132’ MSL.
Trees beginning 123’ from DER, 529’ right of centerline, up to 70’ AGL/149’ MSL.

CON’T
ZEPHYRHILLS, FL (CON’T)

ZEPHYRHILLS MUNI (ZPH) (CON’T)

Rwy 19 (CON’T), trees beginning 131’ from DER, 425’ left of centerline, up to 62’ AGL/140’ MSL.

Tree, pole beginning 759’ from DER, 410’ left of centerline, up to 149’ MSL.

Trees, poles beginning 1026’ from DER, 574’ right of centerline, up to 153’ MSL.

Transmission lines, poles, trees beginning 2039’ from DER, 390’ left of centerline, up to 91’ AGL/164’ MSL.

Tree 3277’ from DER, 1208’ right of centerline, 164’ MSL.

Trees beginning 3411’ from DER, 1041’ right of centerline, up to 103’ AGL/176’ MSL.

Rwy 23, tree 6’ from DER, 442’ right of centerline, 120’ MSL.

Trees beginning 34’ from DER, 424’ right of centerline, up to 141’ MSL.

Fence 74’ from DER, 463’ left of centerline, 6’ AGL/90’ MSL.

Tree, fence beginning 193’ from DER, 299’ left of centerline, up to 131’ MSL.

Tree 232’ from DER, 380’ left of centerline, 138’ MSL.

Tree 389’ from DER, 589’ left of centerline, 147’ MSL.

Trees beginning 908’ from DER, on centerline, up to 152’ MSL.

Trees beginning 1000’ from DER, 27’ left of centerline, up to 179’ MSL.
### IFR Alternate Minimums

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. An "NA" designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the "NA" designation are not listed in this section. A "S" designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

#### Alternate Minima (ref: 14 CFR 91.169)

<table>
<thead>
<tr>
<th>Name</th>
<th>Alternate Minimums</th>
<th>Standard</th>
<th>Precision Approach</th>
<th>Non-Precision Approach</th>
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<td></td>
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<tr>
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<td>600-2</td>
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<td>¹Category D, 900-2½; Category C, 1200-3; Category D, 1500-3.</td>
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<td>RNAV (GPS) Rwy 19</td>
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<td>VOR Rwy 28</td>
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<td>²Categories A, B, 1200-2½; Categories C, D, 1600-3.</td>
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<td>³Categories A, B, C, 1200-3; Category D, 1500-3.</td>
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<td>VOR Rwy 28</td>
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<td>³Category A, B, 1000-2; Category C, D, 1000-3.</td>
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<td>⁴NA when control tower closed.</td>
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<td>⁵Category A, B, 900-2; Category C, D, 900-3.</td>
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</table>

**Note:** For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).

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**INSTRUMENT APPROACH PROCEDURE CHARTS**

**ALTERNATE MINS**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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<tbody>
<tr>
<td>CLEWISTON, FL</td>
<td>AIRGLADES (2IS)......RNAV (GPS) Rwy 13</td>
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<td>Category D, 900-2¾.</td>
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<td>RNAV (GPS) Rwy 29</td>
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<td>IMMOKALEE RGNL (IMM).........................RNAV (GPS) Rwy 18</td>
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<td>RNAV (GPS) Rwy 36</td>
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| **INVERNESS, FL**     | RNAV (GPS) Rwy 1
                       | RNAV (GPS) Rwy 19                      |
| **JACKSONVILLE, FL**  | RNAV (GPS) Rwy 9R
<pre><code>                   | RNAV (GPS) Rwy 18L                     |
</code></pre>
<p>|                       | RNAV (GPS) Rwy 27L                      |
|                       | RNAV (GPS) Rwy 36R                      |
|                       | TACAN Rwy 27L                          |
|                       | VOR Rwy 27L                            |
|                       | NA when local weather not available.    |
|                       | 1NA when control tower closed.          |
|                       | 2LOC, Category E, 900-3.                |
|                       | 3Category E, 900-3.                     |
| <strong>HERLONG RECREATIONAL (HEG)</strong> | NDB-A      |
|                       | NA when local weather not available.    |
|                       | Category C, 900-2¾, Category D, 900-3.  |
| <strong>JACKSONVILLE EXEC AT</strong> | ILS or LOC Rwy 32R                    |
| CRAIG (CRG)           | RNAV (GPS) Rwy 14³                     |
|                       | RNAV (GPS) Rwy 32³                      |
|                       | VOR Rwy 14⁴                            |
|                       | NA when local weather not available.    |
|                       | 1NA when control tower closed.          |
|                       | 2LOC, Category D, 800-2¾.               |
|                       | 3Category D, 800-2¾.                    |
|                       | 4Categories C, D, 800-2¾.               |
| <strong>KEY WEST, FL</strong>      | RNAV (GPS) Rwy 9                       |
| KEY WEST INTL (EYW)   | RNAV (GPS) Rwy 27                      |
|                       | NA when local weather not available.    |
| <strong>LAKE CITY, FL</strong>     | RNAV (GPS) Rwy 10                      |
| LAKE CITY             | RNAV (GPS) Rwy 28                      |
|                       | NA when local weather not available.    |
|                       | Category D, 800-2¾.                     |
| <strong>LAKE WALES, FL</strong>    | RNAV (GPS) Rwy 6                       |
| LAKE WALES INTL (LEE) | RNAV (GPS) Rwy 13                      |
|                       | RNAV (GPS) Rwy 31                      |
|                       | NA when local weather not available.    |
|                       | Category D, 900-2¾.                     |
| <strong>LEESBURG, FL</strong>      | RNAV (GPS) Rwy 4                       |
| LEESBURG INTL (LEE)   | RNAV (GPS) Rwy 7                       |
|                       | RNAV (GPS) Rwy 25                      |
|                       | NA when local weather not available.    |
| <strong>LIVE OAK, FL</strong>      | RNAV (GPS) Rwy 9                       |
| SUWANNEE COUNTY (24J) | NAV (GPS) Rwy 27                      |
|                       | NA when local weather not available.    |
| <strong>MARATHON, FL</strong>      | RNAV (GPS) Rwy 17                      |
| THE FLORIDA KEYS      | RNAV (GPS) Rwy 35                      |
| MARATHON INTL (MTH)   | NA when local weather not available.    |
|                       | Category D, 900-2¾.                     |
| <strong>MARCO ISLAND, FL</strong>  | RNAV (GPS) Rwy 18                      |
| MARCO ISLAND EXEC (MKY) | RNAV (GPS) Rwy 27                    |
|                       | NA when local weather not available.    |
|                       | Category D, 900-2¾.                     |
| <strong>MARIANNA, FL</strong>      | RNAV (GPS) Rwy 9                       |
| MARIANNA MUNI (MAI)   | VOR-A                                  |
|                       | NA when local weather not available.    |
|                       | Categories A, B, 1100-2; Category C, 1500-3. |
| <strong>MAYAGUEZ, PR</strong>      | RNAV (GPS) Rwy 9                       |
| EUGENIO MARIA DE HOSTOS (MAZ) (TJMZ) | VOR Rwy 9     |</p>
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<td>RNAV (GPS) Rwy 9R³</td>
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<td>VOR Rwy 27L³</td>
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<td>¹NA when control tower closed.</td>
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<td>²LOC, Category D, 900-2¼.</td>
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<td>ILS or LOC Rwy 9R¹</td>
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<td>Category D, 800-2¼.</td>
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<td><strong>Pensacola</strong></td>
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¹NA when control tower closed. | ²Categories A, B, 1000-3; Category D, 900-2½. | ³Category C, 900-2½; Category D, 900-2½. | ⁴Category E, 1000-3. | ⁵NA when control tower closed. | ⁶ILS, Categories A, B, C, D, 700-2; Category E, 1000-3. | ⁷NA when control tower closed. | ⁸Category E, 1000-3. | ⁹NA when local weather not available. | ¹⁰Categories A, B, 1000-2; Category C, D, 1000-3.
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<sup>1</sup>ILS, LOC, Category D, 1000-3.
<sup>2</sup>NA when local weather not available.
<sup>3</sup>ILS, LOC, Category D, E, 1000-3.
<sup>4</sup>Category D, 1000-3.
<sup>5</sup>Category D, E, 1000-3.

| **SARASOTA/BRADENTON, FL** |  |
| **SARASOTA/BRADENTON INTL (SRQ)………………..** | **ILS or LOC Rwy 14**<sup>1</sup>  |
|  | **ILS or LOC Rwy 32**<sup>**2**</sup>  |

NA when control tower closed.

| **SEBRING, FL** | **SEBRING RGNL (SEF)…….**<sup>1</sup>  |
|  | **RNAV (GPS) Rwy 14**  |
|  | **RNAV (GPS) Rwy 32**<sup>**4**</sup>  |

Category D, 900-2¼.
<sup>1</sup>NA when local weather not available.

| **STUART, FL** | **WITHAM FLD (SUA)……………….**  |
|  | **RNAV (GPS) Rwy 30**<sup>**5**</sup>  |

NA when local weather not available.

| **TALLAHASSEE, FL** | **TALLAHASSEE INTL (TLH)………………..**  |
|  | **ILS or LOC Rwy 27**<sup>12</sup>  |
|  | **ILS Z or LOC Z Rwy 36**<sup>14</sup>  |
|  | **RADAR-1**<sup>14</sup>  |
|  | **RNAV (GPS) Rwy 9**<sup>4</sup>  |
|  | **RNAV (GPS) Rwy 18**<sup>4</sup>  |
|  | **RNAV (GPS) Rwy 27**<sup>4</sup>  |
|  | **RNAV (GPS) Rwy 36**<sup>4</sup>  |
|  | **VOR or TACAN Rwy 36**<sup>5</sup>  |
|  | **VOR Rwy 18**<sup>46</sup>  |

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

| **TAMPA, FL** | **PETER O**  |
|  | **KNIGHT (TPF)………………..**<sup>1</sup>  |
|  | **RNAV (GPS) Rwy 22**<sup>2</sup>  |
|  | **RNAV (GPS) Rwy 36**<sup>2</sup>  |

NA when local weather not available.

| **TAMPA EXEC (VDF)………………..**  |
|  | **ILS or LOC Rwy 23**<sup>1</sup>  |
|  | **RNAV (GPS) Rwy 5**<sup>2</sup>  |
|  | **RNAV (GPS) Rwy 18**<sup>2</sup>  |
|  | **RNAV (GPS) Rwy 23**<sup>2</sup>  |

NA when local weather not available.
<sup>1</sup>LOC, Category C, 800-2¼.
<sup>2</sup>Category C, 800-2¼.

| **TAMPA INTL (TPA)……………….**  |
|  | **ILS or LOC Rwy 1L**<sup>1</sup>  |
|  | **ILS or LOC Rwy 19L**<sup>23</sup>  |
|  | **LOC Rwy 1R**<sup>4</sup>  |
|  | **RNAV (GPS) Rwy 1L**<sup>5</sup>  |
|  | **RNAV (GPS) Rwy 1R**<sup>5</sup>  |
|  | **RNAV (GPS) Rwy 10**<sup>5</sup>  |
|  | **RNAV (GPS) Rwy 19R**<sup>5</sup>  |
|  | **RNAV (GPS) Rwy 28**<sup>4</sup>  |
|  | **RNAV (GPS) Z Rwy 19L**<sup>4</sup>  |

<sup>1</sup>ILS, Category C, 700-2; Categories D, E, 1000-3; LOC Categories D, E, 1000-3.
<sup>2</sup>LOC, Category D, 1000-3.
<sup>3</sup>NA when local weather not available.
<sup>4</sup>Category D, 1000-3.
<sup>5</sup>Categories D, E, 1000-3.

| **TITUSVILLE, FL** | **SPACE FLORIDA LAUNCH AND LANDING FACILITY (TTS)………………..**  |
|  | **RNAV (GPS) Rwy 15**<sup>1</sup>  |
|  | **RNAV (GPS) Rwy 33**<sup>23</sup>  |

<sup>1</sup>Category C, 1000-2¼, Category D, E, 1000-3.
<sup>2</sup>NA when local weather not available.
<sup>3</sup>Categories C, D, E, 1100-3.

| **SPACE COAST RGNL (TIX)………………..**  |
|  | **ILS or LOC Rwy 36**<sup>2</sup>  |
|  | **RNAV (GPS) Rwy 9**<sup>1</sup>  |
|  | **RNAV (GPS) Y Rwy 18**<sup>1</sup>  |
|  | **RNAV (GPS) Z Rwy 18**<sup>2</sup>  |
|  | **RNAV (GPS) Rwy 36**<sup>1</sup>  |

<sup>1</sup>NA when local weather not available.
<sup>2</sup>NA when control tower closed.

| **VENICE, FL** | **VENICE MUNI (VNC)………………..**  |
|  | **RNAV (GPS) Rwy 5**<sup>1</sup>  |
|  | **RNAV (GPS) Rwy 13**<sup>2</sup>  |
|  | **RNAV (GPS) Rwy 23**<sup>2</sup>  |
|  | **RNAV (GPS) Rwy 31**<sup>2</sup>  |

NA when local weather not available.
Category D, 1000-3.
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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<tr>
<td>VERO BEACH, FL</td>
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<td>VERO BEACH</td>
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<tr>
<td>RNGL (VRB)</td>
<td>RNAV (GPS) Rwy 4</td>
<td>ILS or LOC Rwy 10L</td>
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<td>RNAV (GPS) Rwy 12R</td>
<td>ILS or LOC Rwy 28R</td>
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<td>RNAV (GPS) Rwy 22</td>
<td>RNAV (GPS) Y Rwy 10L</td>
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<td>RNAV (GPS) Rwy 30L</td>
<td>RNAV (GPS) Y Rwy 14</td>
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<td>VOR Rwy 12R</td>
<td>RNAV (GPS) Y Rwy 28R</td>
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<td>VOR Rwy 30L</td>
<td>RNAV (GPS) Y Rwy 32</td>
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<tr>
<td>WINTER HAVEN, FL</td>
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<td>ZEPHYRHILLS, FL</td>
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<td>ZEPHYRHILLS</td>
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<td>RNAV (GPS) Rwy 5</td>
<td>MUNI (ZPH)</td>
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<td>RNAV (GPS) Rwy 11</td>
<td>RNAV (GPS) Rwy 1</td>
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<td>VOR-A</td>
<td>RNAV (GPS) Rwy 5</td>
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<td></td>
<td>RNAV (GPS) Rwy 19</td>
<td></td>
</tr>
<tr>
<td></td>
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<td>RNAV (GPS) Rwy 23</td>
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NA when local weather not available.

LOC, Category D, 800-2½.

Category D, 800-2½.

Category D, 800-2½.

Category D, 900-2¾.

Category D, 800-2¼.
## RADAR INSTRUMENT APPROACH MINIMUMS

**JACKSONVILLE NAS (TOWERS FLD) (KNIP),** Jacksonville, FL

Amdt 7 07SEP23 (24193) (USN)  
ELEV 23

<table>
<thead>
<tr>
<th>Rwy</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/HAH</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>10&lt;sup&gt;2&lt;/sup&gt;/3</td>
<td>3.0°/40/793</td>
<td>ABCDE</td>
<td>121-⅓</td>
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<tr>
<td></td>
<td>28&lt;sup&gt;2&lt;/sup&gt;/4</td>
<td>3.0°/40/751</td>
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<td>113-⅓</td>
<td>100 (100-⅓)</td>
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<tr>
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<td>10&lt;sup&gt;6&lt;/sup&gt;</td>
<td>ABCDE</td>
<td>400-⅝</td>
<td>379 (400-⅝)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>28&lt;sup&gt;6&lt;/sup&gt;/7</td>
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<td>340-Ⅲ</td>
<td>327 (400-Ⅲ)</td>
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<tr>
<td>ASR</td>
<td>28&lt;sup&gt;8&lt;/sup&gt;/9</td>
<td>ABCDE</td>
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<td>347 (400-Ⅲ)</td>
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<tr>
<td></td>
<td>10&lt;sup&gt;8&lt;/sup&gt;/10</td>
<td>AB</td>
<td>440-Ⅲ</td>
<td>419 (500-Ⅲ)</td>
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<tr>
<td></td>
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<td>CDE</td>
<td>440-Ⅲ</td>
<td>419 (500-Ⅲ)</td>
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<td>All Rwy</td>
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<td>500-Ⅲ</td>
<td>477 (500-Ⅲ)</td>
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<td></td>
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<td>C</td>
<td>560-Ⅲ</td>
<td>537 (600-Ⅲ)</td>
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<td></td>
<td></td>
<td>D</td>
<td>780-Ⅲ</td>
<td>757 (800-Ⅲ)</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>E</td>
<td>920-3</td>
<td>897 (900-3)</td>
<td></td>
</tr>
</tbody>
</table>

1. No-NOTAM MP: PAR 1200-1600Z++ Tue.
2. When ALS inop, increase CAT ABCDE vis to ½ mile.
3. Rwy 10 VGSI and PAR glidepath not coincident VGSI angle 3.00/TCH 51.
4. 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.
5. When ALS inop, increase vis to ⅛ miles.
6. Step Down Fix at 2 NM from RPI, 600 min.
7. ASR Rwy 10 and 28, Step Down Fix at 2 NM from thld, 700 min.
8. When ALS inop, increase vis to 1 mile.
9. When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.

---

**SE-3, 11 JUL 2024 to 05 SEP 2024**
## RADAR INSTRUMENT APPROACH MINIMUMS

**KEY WEST NAS (BOCA CHICA FLD) (KNQX),** Key West, FL  Amdt 3

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/CEIL-VIS</th>
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<tbody>
<tr>
<td>PAR</td>
<td>8-3°</td>
<td>ABCDE</td>
<td>104-Ⅲ</td>
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<tr>
<td></td>
<td>4°</td>
<td>ABCDE</td>
<td>104-Ⅲ</td>
<td>100 (100-Ⅲ)</td>
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<tr>
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<td>26</td>
<td>ABCDE</td>
<td>106-Ⅲ</td>
<td>100 (100-Ⅲ)</td>
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<tr>
<td>PAR W/O GS</td>
<td></td>
<td>ABCDE</td>
<td>360-1</td>
<td>354 (400-1)</td>
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<tr>
<td></td>
<td>4°</td>
<td>ABCDE</td>
<td>360-⅛</td>
<td>356 (400-⅛)</td>
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<tr>
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<td>8°</td>
<td>AB</td>
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<td>416 (500-⅜)</td>
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<td>356 (400-1)</td>
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<td>32°</td>
<td>ABCDE</td>
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<td>8°9</td>
<td>AB</td>
<td>420-⅜</td>
<td>416 (500-⅜)</td>
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<td>CDE</td>
<td>420-⅜</td>
<td>416 (500-⅜)</td>
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<tr>
<td></td>
<td>22°10</td>
<td>AB</td>
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<td></td>
<td>26°</td>
<td>AB</td>
<td>460-1</td>
<td>454 (500-1)</td>
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<td></td>
<td></td>
<td>CDE</td>
<td>460-⅞</td>
<td>454 (500-⅞)</td>
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**CIR**

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<tr>
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<th>HAT/HATH/CEIL-VIS</th>
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<tr>
<td>PAR W/O GS</td>
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<td>A</td>
<td>440-⅞</td>
<td>434 (500-⅞)</td>
</tr>
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<td>C</td>
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<td>494 (500-⅞)</td>
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<tr>
<td></td>
<td>DE</td>
<td>560-⅞</td>
<td>554 (600-⅞)</td>
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<tr>
<td>CIR ASR</td>
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<td>A</td>
<td>460-1</td>
<td>454 (500-1)</td>
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<td></td>
<td>B</td>
<td>500-1</td>
<td>494 (500-1)</td>
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<td></td>
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</tr>
<tr>
<td></td>
<td>DE</td>
<td>560-2</td>
<td>554 (600-2)</td>
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</table>

1. Opr 1200-0300Z++. No NOTAM MP DASR 1200-1700Z++ Tues. NQX DASR unmto outside publ fld hr.
2. No NOTAM preventative maint sked: PAR 1300-1700Z++ Wed.
3. When ALS inop, increase vis to ⅞ mile.
4. WCH (Group 4: 18 ft) is less than the minimum height (20).
5. WCH (Group 3: 16 ft, Group 4: 11 ft) is less than the minimum height (20).
6. SDF at 3 NM from touchdown at or above 960’ MSL.
7. When ALS inop, increase CAT AB vis to 1 mile, CDE vis to ⅞ mile.
8. SDF at 2 NM from thld at or above 640’ MSL.
9. SDF at 2 NM from thld at or above 680’ MSL.
10. 34:1 visual area penetrated. Visibility reduction by copters not authorized.
### RADAR INSTRUMENT APPROACH MINIMUMS

#### MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB),
Mayport, FL  Amdt 6  10AUG23  (23222)  (USN)  ELEV 15

**RADAR**

<table>
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<th>HAT/HATh/CEIL-VIS</th>
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<td>200 (200-¾)</td>
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<td>23³⁴</td>
<td>ABCDE</td>
<td>319-1</td>
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<td>COP</td>
<td>5</td>
<td>COPTER</td>
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<td>155 (200-½)</td>
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<td>23³⁴</td>
<td>COPTER</td>
<td>319-1</td>
<td>304 (400-1)</td>
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<th>HAT/HATh/CEIL-VIS</th>
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<td></td>
<td>CDE</td>
<td>420-1⅓</td>
<td>408 (500-1⅓)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>AB</td>
<td>420-1</td>
<td>405 (500-1)</td>
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<td>CDE</td>
<td>420-1⅓</td>
<td>405 (500-1⅓)</td>
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<td>AB</td>
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<td>505 (600-1)</td>
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<td>CDE</td>
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<td>505 (600-1⅓)</td>
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**CIR**

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<th>DH/MDA-VIS</th>
<th>HAT/HATh/CEIL-VIS</th>
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<td>5-23³⁷</td>
<td>AB</td>
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<td>C</td>
<td>560-1½</td>
<td>545 (600-1½)</td>
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<td>620-2</td>
<td>605 (700-2)</td>
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<tr>
<td></td>
<td></td>
<td>E</td>
<td>620-2⅓</td>
<td>605 (700-2⅓)</td>
</tr>
</tbody>
</table>

---

1. No-NOTAM preventive maint ASR 1100-1500Z++ Tue., PAR 1100-1500Z++ Wed. Mayport DASR unmto outside of publ fld hr.
2. 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.
3. Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 thld.
4. Visibility reduction by helicopters NA.
5. Step Down Fix at 2 NM from TD, 640 min.
6. Step Down Fix at 3 NM from thld, 1020 min.
7. 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.
### RADAR INSTRUMENT APPROACH MINIMUMS

**PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA),** Pensacola, FL

**Amendment 6** 28DEC23 (24025) (USN)  ELEV 28

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
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<th>HAT/HAA</th>
<th>CEIL-VIS</th>
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<td>1&lt;sup&gt;4&lt;/sup&gt;</td>
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<td>271-⅔</td>
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<td>337 (400-½)</td>
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<td>1</td>
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<td>360-1</td>
<td>332 (400-1)</td>
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<tr>
<td></td>
<td>1&lt;sup&gt;7&lt;/sup&gt;</td>
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<td>378 (400-1)</td>
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<tr>
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<td>25L</td>
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<td>398 (400-1)</td>
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</tr>
<tr>
<td></td>
<td>C</td>
<td>420-1⅔</td>
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<td>DE</td>
<td>420-2</td>
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<tr>
<td>ASR</td>
<td>7L&lt;sup&gt;8&lt;/sup&gt;</td>
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<td>480-½</td>
<td>457 (500-½)</td>
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<td>457 (500-½)</td>
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<tr>
<td></td>
<td>7R</td>
<td>AB</td>
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<td>480-1½</td>
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<td>460-1</td>
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<td>CDE</td>
<td>460-1¼</td>
<td>432 (550-1½)</td>
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<tr>
<td></td>
<td>19&lt;sup&gt;9&lt;/sup&gt;</td>
<td>AB</td>
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<td>CDE</td>
<td>480-1¼</td>
<td>458 (500-1½)</td>
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<tr>
<td></td>
<td>25L&lt;sup&gt;9&lt;/sup&gt;</td>
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<td>25R&lt;sup&gt;9&lt;/sup&gt;</td>
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<td>459 (500-1)</td>
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<td>ASR SIDESTEP</td>
<td>7R&lt;sup&gt;10&lt;/sup&gt;</td>
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<td>C</td>
<td>480-1½</td>
<td>455 (500-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>DE</td>
<td>480-2</td>
<td>455 (500-2)</td>
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<tr>
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<td>25L&lt;sup&gt;11&lt;/sup&gt;</td>
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<td>DE</td>
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<tr>
<td>CIR</td>
<td>All Rwy</td>
<td>AB</td>
<td>520-1</td>
<td>492 (500-1)</td>
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</tr>
<tr>
<td></td>
<td>C</td>
<td>540-1½</td>
<td>512 (600-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>DE</td>
<td>580-2</td>
<td>552 (600-2)</td>
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</tr>
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</table>

(Continued on next page)
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA) (Continued)

1. No-NOTAM MP: PAR 1400-1800Z++ Sat.
2. 34:1 penetrations left and right of rwy, unlit trees.
3. When ALS inop, increase CAT ABCDE vis to ½ mile.
4. VGSI and PAR TCH not coincident, VGSI TCH 55.
5. VGSI and PAR TCH not coincident, VGSI TCH 56.
6. When ALS inop, increase CAT ABCDE vis to 1 mile.
7. Step Down Fix (SDF) at 2 NM from touchdown at or above 660’ MSL.
8. When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to ½ mile.
9. Step Down Fix (SDF) at 2 NM from rwy thld at or above 700’ MSL.
10. Sidestep within 2.5 DME of NPA TACAN (1.73 NM from thld).
11. Sidestep within 2.5 DME of NPA TACAN (1.94 NM from thld).

TALLAHASSEE, FL

TALLAHASSEE INTL (TLH)

Radar-1 135.8  317.4  7

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/MDA-VIS</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/MDA-VIS</th>
<th>CEIL-VIS</th>
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<tr>
<td>36</td>
<td>AB</td>
<td>460/24</td>
<td>398</td>
<td>(400-½)</td>
<td>CD</td>
<td>460/35</td>
<td>398</td>
<td>(400-½)</td>
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</tr>
<tr>
<td>27</td>
<td>AB</td>
<td>480/24</td>
<td>422</td>
<td>(500-½)</td>
<td>CD</td>
<td>480/40</td>
<td>422</td>
<td>(500-½)</td>
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</tr>
<tr>
<td>9</td>
<td>AB</td>
<td>500/55</td>
<td>435</td>
<td>(500-1)</td>
<td>CD</td>
<td>500-1½</td>
<td>435</td>
<td>(500-1½)</td>
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<tr>
<td>18</td>
<td>AB</td>
<td>560-1</td>
<td>477</td>
<td>(500-1)</td>
<td>CD</td>
<td>560-1½</td>
<td>477</td>
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CIRCLING ALL RWY

<table>
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<tr>
<th>RWY</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/MDA-VIS</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>580-1</td>
<td>497</td>
<td>(500-1)</td>
<td>B</td>
</tr>
<tr>
<td>C</td>
<td>640-1½</td>
<td>557</td>
<td>(600-1½)</td>
<td>D</td>
</tr>
</tbody>
</table>

When control tower closed, ASR NA.

Rwy 9 helicopter visibility reduction below RVR 4000 not authorized.
### TYNDALL AFB (KPAM), (Panama City) FL

**Amdt 3  21APR22  (22111)  (USAF)**

**ELEV 17**

**RADAR** - (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’)

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
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</thead>
<tbody>
<tr>
<td>PAR¹</td>
<td>14L²</td>
<td>ABCDE</td>
<td>214/24</td>
<td>200</td>
<td>(200-⅛)</td>
</tr>
<tr>
<td></td>
<td>32R³</td>
<td>ABCDE</td>
<td>214/24</td>
<td>200</td>
<td>(200-⅛)</td>
</tr>
<tr>
<td></td>
<td>14R⁴</td>
<td>ABCDE</td>
<td>215-⅛</td>
<td>200</td>
<td>(200-⅛)</td>
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<td>32L⁵</td>
<td>ABCDE</td>
<td>217-⅛</td>
<td>200</td>
<td>(200-⅛)</td>
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<tr>
<td>ASR¹</td>
<td>14L⁶</td>
<td>AB</td>
<td>480/24</td>
<td>466</td>
<td>(500-⅛)</td>
</tr>
<tr>
<td></td>
<td>32R⁶</td>
<td>AB</td>
<td>480/24</td>
<td>466</td>
<td>(500-⅛)</td>
</tr>
<tr>
<td></td>
<td>14R⁷</td>
<td>AB</td>
<td>480-1¼</td>
<td>465</td>
<td>(500-⅛)</td>
</tr>
<tr>
<td></td>
<td>32L⁸</td>
<td>AB</td>
<td>480-1½</td>
<td>463</td>
<td>(500-⅛)</td>
</tr>
</tbody>
</table>

| CIR   | All Rwy    | AB    | 540-1      | 523     | (600-1)  |
|       |            | C     | 540-1½     | 523     | (600-1½) |
|       |            | D     | 580-2      | 563     | (600-2)  |
|       |            | E     | 620-2½     | 603     | (700-2½) |

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 3/4 mile.
⁴ When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 ½ miles.
⁵ CAUTION: Height Group 3 WCH 16’, Height Group 4 WCH 11’.
⁶ CAUTION: Height Group 4 WCH 16’.

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

**Amdt 7  28DEC23**

**ELEV 199**

**RADAR** - Ctc PENSACOLA APP CON (E) 126.85 127.35 278.8 298.9

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
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<tbody>
<tr>
<td>ASR</td>
<td>14²⁶</td>
<td>ABCDE</td>
<td>500-½</td>
<td>301</td>
<td>(400-½)</td>
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<tr>
<td></td>
<td>23⁴</td>
<td>ABCDE</td>
<td>520-1</td>
<td>337</td>
<td>(400-1)</td>
</tr>
<tr>
<td></td>
<td>5³</td>
<td>AB</td>
<td>600-1</td>
<td>420</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>600-1½</td>
<td>420</td>
<td>(500-1½)</td>
</tr>
<tr>
<td>CIR³</td>
<td>5, 14, 23, 32</td>
<td>A</td>
<td>600-1</td>
<td>401</td>
<td>(500-1)</td>
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<td></td>
<td></td>
<td>B</td>
<td>660-1</td>
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<td>C</td>
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<tr>
<td></td>
<td></td>
<td>DE</td>
<td>760-2</td>
<td>561</td>
<td>(600-2)</td>
</tr>
</tbody>
</table>

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 S of Rwys 5 and 32. Caution - Whiting Fld NAS - South 1 NM South.
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, 880 min.
WHITING FLD NAS-SOUTH (KNDZ), Milton, FL  Amdt 9  28DEC23

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

RWY    GS/TCH/RPI  CAT      DH/MDA-VIS HAT/HATH/VIS HAA  CEIL-VIS
PAR
32     3.0°/54/952  ABCDE   280-½  108 (200-½)
23     3.0°/56/937  ABCDE   377-¼  200 (200-¾)
PAR W/O GS
32     ABCDE   460-½  288 (300-½)
23     ABCDE   460-1  283 (300-1)
ASR
32     AB      540-½  368 (400-½)
23     CDE     540-¾  368 (400-¾)
5      ABCDE  520-1  343 (400-1)
14     AB      600-1  430 (500-1)
5      CDE     600-1¼ 430 (500-1¼)
CIR All Rwys
A  600-1  423 (500-1)
B  640-1  463 (500-1)
C  660-1½ 483 (500-1½)
D  740-2  563 (600-2)

1 No-NOTAM preventive maint sked: Mon 1300-1700Z++.  
2 When ALS inop, increase CAT ABCDE vis to 1 mile.  
3 Step Down Fix at 3 NM from TD, 1120 min.  
4 Step Down Fix at 2 NM from TD, 820 min.  
5 Step Down Fix at 3 NM from thld, 1180 min.  
6 Step Down Fix at 2 NM from thld, 860 min.  
7 Visibility reduction by helicopters not authorized.  
8 Circling not authorized N of Rwys 14 and 23. Circling authorized for PAR W/O GS and ASR only.  
   Caution - Whiting Fld NAS - North 1 NM North.
**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.

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<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>LDG RWY</th>
<th>HOLD-SHORT POINT</th>
<th>AVBL LDG DIST</th>
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<tr>
<td>DAYTONA BEACH, FL</td>
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<tr>
<td>DAYTONA BEACH INTL (DAB)</td>
<td>07L</td>
<td>TWY W</td>
<td>7,500 feet</td>
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<tr>
<td></td>
<td>16</td>
<td>07L-25R</td>
<td>2,900 feet</td>
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<td></td>
<td>34</td>
<td>07L-25R</td>
<td>2,564 feet</td>
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<td>FORT LAUDERDALE, FL</td>
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<tr>
<td>FORT LAUDERDALE EXEC (FXE)</td>
<td>27</td>
<td>13-31</td>
<td>3,000 feet</td>
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<td></td>
<td>31</td>
<td>09-27</td>
<td>3,250 feet</td>
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<tr>
<td>JACKSONVILLE EXEC AT CRAIG (CRG)</td>
<td>05</td>
<td>14-32</td>
<td>3,600 feet</td>
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<td></td>
<td>14</td>
<td>05-23</td>
<td>3,650 feet</td>
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<td>LAKELAND, FL</td>
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<tr>
<td>LAKELAND LINDER INTL (LAL)</td>
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<td>10-28</td>
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<td>MIAMI INTL (MIA)</td>
<td>09</td>
<td>12-30</td>
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<td>12</td>
<td>09-27</td>
<td>8,100 feet</td>
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<td>ORLANDO, FL</td>
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<tr>
<td>EXEC (ORL)</td>
<td>25</td>
<td>13-31</td>
<td>3,825 feet</td>
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<td>ORLANDO SANFORD INTL (SFB)</td>
<td>09C</td>
<td>18-36</td>
<td>3,150 feet</td>
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<td>09L</td>
<td>18-36</td>
<td>5,500 feet</td>
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<td></td>
<td>18</td>
<td>09R-27L</td>
<td>4,600 feet</td>
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<td>27R</td>
<td>18-36</td>
<td>3,952 feet</td>
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<td>36</td>
<td>09L-27R</td>
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<td>18</td>
<td>04-22</td>
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<td>22</td>
<td>18-36</td>
<td>4,514 feet</td>
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<td>SARASOTA/BRADENTON INTL (SRQ)</td>
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<td>04-22</td>
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<td>TAMPA INTL (TPA)</td>
<td>19L</td>
<td>10-28</td>
<td>5,650 feet</td>
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<td>28</td>
<td>01R-19L</td>
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<tr>
<td>SPACE COAST RGNL (TIX)</td>
<td>09</td>
<td>18-36</td>
<td>4,225 feet</td>
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<td>36</td>
<td>09-27</td>
<td>3,750 feet</td>
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<tr>
<td>VERO BEACH RGNL (VRB)</td>
<td>30L</td>
<td>04-22</td>
<td>4,700 feet</td>
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<td>WEST PALM BEACH,</td>
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<tr>
<td>PALM BEACH INTL (PBI)</td>
<td>10L</td>
<td>14-32</td>
<td>3,117 feet</td>
</tr>
<tr>
<td></td>
<td>14</td>
<td>10L-28R</td>
<td>4,295 feet</td>
</tr>
<tr>
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<td>28R</td>
<td>14-32</td>
<td>3,725 feet</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORT LAUDERDALE, FL</td>
<td>HS 1</td>
<td>Int of Twy B and Rwy 09-27.</td>
</tr>
<tr>
<td>EXEC (FXE)</td>
<td>HS 2</td>
<td>Int of Twy A and Rwy 13-31.</td>
</tr>
<tr>
<td>HS 3</td>
<td>Int of Twy C, Twy B and Rwy 13-31.</td>
<td></td>
</tr>
<tr>
<td>FORT LAUDERDALE, FL</td>
<td>HS 1</td>
<td>Twy Q at Rwy 10L-28R.</td>
</tr>
<tr>
<td>HOLLYWOOD INTL (FLL)</td>
<td>HS 2</td>
<td>Taxiway Arrival/Departure Risk. Maintain vigilance when taxiing to Rwy 10L on Twy C. Twy B mistaken for Rwy 10L.</td>
</tr>
<tr>
<td>FORT MYERS, FL</td>
<td>HS 1</td>
<td>Multiple twy ints.</td>
</tr>
<tr>
<td>PAGE FLD (FMY)</td>
<td>HS 2</td>
<td>Twy G1 is directly aligned with Twy F2.</td>
</tr>
<tr>
<td>FORT PIERCE, FL</td>
<td>HS 1</td>
<td>Maintain vigilance confusing int.</td>
</tr>
<tr>
<td>TREASURE COAST INTL (FPR)</td>
<td>HS 2</td>
<td>Confusing int; pilots have used Twy A as a rwy.</td>
</tr>
<tr>
<td>HOLLYWOOD, FL</td>
<td>HS 1</td>
<td>Southbound on Twy D for Rwy 28R departures.</td>
</tr>
<tr>
<td>NORTH PERRY (HWO)</td>
<td>HS 2</td>
<td>The hold line for Rwy 01L is also the hold line for Rwy 10R.</td>
</tr>
<tr>
<td>HS 3</td>
<td>Aircraft taxiing on Twy L westbound to depart on Rwy 01L-19R.</td>
<td></td>
</tr>
<tr>
<td>JACKSONVILLE, FL</td>
<td>HS 1</td>
<td>Twy C, Twy E, and Twy F.</td>
</tr>
<tr>
<td>JACKSONVILLE EXEC AT CRAIG (CRG)</td>
<td>HS 2</td>
<td>Maint vigilance area not visible fr the ATCT.</td>
</tr>
<tr>
<td>MIAMI, FL</td>
<td>HS 1</td>
<td>Short twy risk.</td>
</tr>
<tr>
<td>MIAMI INTL (MIA)</td>
<td>HS 2</td>
<td>Rwy 27 and Rwy 30 wrong rwy departure risk.</td>
</tr>
<tr>
<td>HS 3</td>
<td>Short twy between rwys.</td>
<td></td>
</tr>
<tr>
<td>HS 4</td>
<td>Multiple rwy ends close together. Some hold lines dependent upon rwy in use.</td>
<td></td>
</tr>
<tr>
<td>HS 5</td>
<td>Be Alert to short TWY between Rwy 08L and Rwy 08R.</td>
<td></td>
</tr>
<tr>
<td>MIAMI, FL</td>
<td>HS 1</td>
<td>Surface painted LOCATION and DIRECTION signs ONLY.</td>
</tr>
<tr>
<td>MIAMI-Opa Locka EXEC (OPF)</td>
<td>HS 2</td>
<td>Maint vigilance confusing twy int.</td>
</tr>
<tr>
<td>NAPLES, FL</td>
<td>HS 1</td>
<td>Maint vigilance confusing twy int.</td>
</tr>
<tr>
<td>NAPLES MUNI (APF)</td>
<td>HS 2</td>
<td>Twy E and Rwy 25 and Rwy 20.</td>
</tr>
<tr>
<td>NEW SMYRNA BEACH, FL</td>
<td>HS 1</td>
<td>Twy E and Rwy 25 and Rwy 20.</td>
</tr>
<tr>
<td>NEW SMYRNA BEACH MUNI (EVB)</td>
<td>HS 2</td>
<td>Twy B, Twy E and Rwy 20.</td>
</tr>
</tbody>
</table>

(SEE CONTINUATION PAGE FOR MORE LISTINGS)
<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORLANDO, FL EXEC (ORL)</td>
<td>HS 1</td>
<td>Maintain vigilance during taxi due to converging taxiways to avoid pilot confusion.</td>
</tr>
<tr>
<td>ORLANDO SANFORD INTL (SFB)</td>
<td>HS 1</td>
<td>Twy C and Rwy 27C.</td>
</tr>
<tr>
<td>PENSACOLA, FL PENSACOLA INTL (PNS)</td>
<td>HS 1</td>
<td>Be alert to multiple twy and rwy crossing points surrounding the int of Rwy 17-35 and Rwy 08-26.</td>
</tr>
<tr>
<td>POMPAANO BEACH, FL POMPAANO BEACH AIRPARK (PMP)</td>
<td>HS 1</td>
<td>Maintain vigilance confusing twy configuration.</td>
</tr>
<tr>
<td>ST. AUGUSTINE, FL NORTHEAST FLORIDA RGNL (SGJ)</td>
<td>HS 1</td>
<td>Maintain vigilance confusing twy configuration.</td>
</tr>
<tr>
<td>ST. AUGUSTINE, FL NORTHEAST FLORIDA RGNL (SGJ)</td>
<td>HS 2</td>
<td>Maintain vigilance confusing twy configuration.</td>
</tr>
<tr>
<td>ST. AUGUSTINE, FL NORTHEAST FLORIDA RGNL (SGJ)</td>
<td>HS 3</td>
<td>Twy B6 APCH hold.</td>
</tr>
<tr>
<td>ST. PETERSBURG-CLEARWATER, FL ST. PETE-CLEARWATER INTL (PIE)</td>
<td>HS 1</td>
<td>Maintain vigilance ramp/twy close proximity to Hold Short at Rwy 04/22</td>
</tr>
<tr>
<td>ST. PETERSBURG-CLEARWATER, FL ST. PETE-CLEARWATER INTL (PIE)</td>
<td>HS 2</td>
<td>Maintain vigilance ramp close proximity to Rwy 02 and Rwy 06 possible wrong surface departure.</td>
</tr>
<tr>
<td>SAN JUAN, PR LUIS MUNOZ MARIN INTL (SJU)</td>
<td>HS 1</td>
<td>Maintain vigilance highly congested area.</td>
</tr>
<tr>
<td>SAN JUAN, PR LUIS MUNOZ MARIN INTL (SJU)</td>
<td>HS 2</td>
<td>Maintain vigilance highly congested area.</td>
</tr>
<tr>
<td>SARASOTA/BRADENTON, FL SARASOTA/BRADENTON INTL (SRQ)</td>
<td>HS 1</td>
<td>Int of Rwy 14-32 and Rwy 04-22.</td>
</tr>
<tr>
<td>STUART, FL WITHAM FLD (SUA)</td>
<td>HS 1</td>
<td>Int rwys, wrong rwy departure risk.</td>
</tr>
<tr>
<td>STUART, FL WITHAM FLD (SUA)</td>
<td>HS 2</td>
<td>Rwy 12 and Twy A2.</td>
</tr>
<tr>
<td>TALLAHASSEE, FL TALLAHASSEE INTL (TLH)</td>
<td>HS 1</td>
<td>Maint vigilance due to multiple converging twys.</td>
</tr>
<tr>
<td>TITUSVILLE, FL SPACE COAT RGNL (TIX)</td>
<td>HS 1</td>
<td>Maintain vigilance confusing twy int.</td>
</tr>
<tr>
<td>VERO BEACH, FL VERO BEACH RGNL (VRB)</td>
<td>HS 1</td>
<td>Rwy 04-22 and Twy C.</td>
</tr>
<tr>
<td>WEST PALM BEACH, FL PALM BEACH INTL (PBI)</td>
<td>HS 1</td>
<td>Rwy 10L and Twy L.</td>
</tr>
<tr>
<td>WEST PALM BEACH, FL PALM BEACH INTL (PBI)</td>
<td>HS 2</td>
<td>Missing left turn from Twy F to Twy L.</td>
</tr>
</tbody>
</table>

*See appropriate Chart Supplement HOT SPOT table for additional information.
ALCRN ONE ARRIVAL (RNAV)

ALCRN ONE ARRIVAL (RNAV)

NOTE: Jet and turboprop aircraft only.
NOTE: Landing KJAX: Turboprop aircraft only.

ARRIVAL ROUTE DESCRIPTION

LANDING KJAX/KNRB/KCRG: From ALCRN on track 141° to cross SNKEM at or above 4000, then on track 141°. Expect RADAR vectors to final approach course.

LANDING KVQQ/KNIP: From ALCRN on track 160° to cross AAMOS at or above 6000, then on track 160°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
NOTE: Jet and turboprop aircraft only.
NOTE: Only HIBAC transition available for filing. All other transitions to be assigned by ATC.
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.
ST PETERSBURG-CLEARWATER, FLORIDA

BANGZ ONE ARRIVAL (RNAV)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

Transition Routes

NOTE: Jet and turboprop aircraft only.
NOTE: BADDD Transition ATC assigned only.
NOTE: HEVVN Transition ATC assigned only.

(CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

ACORI TRANSITION (ACORI.BANGZ1)
BADDD TRANSITION (BADDD.BANGZ1)
DEFUN TRANSITION (DEFUN.BANGZ1)
HEVVN TRANSITION (HEVVN.BANGZ1)
HONID TRANSITION (HONID.BANGZ1)

NOTE: Chart not to scale.
See following page for arrival routes.
ARRIVAL ROUTE DESCRIPTION

LANDING KSRQ RUNWAY 14: From BANGZ on track 144° to KIDLE, then on track 183° to ALROE, then on track 138° to MAHAR, then on track 140° to cross PASOE at or above 3000, then on heading 140° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING KSRQ RUNWAY 32: From BANGZ on track 144° to KIDLE, then on track 183° to ALROE, then on track 138° to MAHAR, then on track 128° to FIVDO, then on track 139° to cross MURDO at or above 3000, then on heading 228° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING KPIE: From BANGZ on track 144° to KIDLE, then on track 099° to cross BOLTS at or above 3000, then on heading 090° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING KVNC: From BANGZ on track 144° to KIDLE, then on track 183° to ALROE, then on track 150° to cross COVUM at or above 6000, then on track 150°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

ELMUC TRANSITION (ELMUC.BEANO3):
HARDE TRANSITION (HARDE.BEANO3):
KATOK TRANSITION (KATOK.BEANO3):

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

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

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

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

NOTE: Chart not to scale.
NOTE: Chart not to scale.

BHHIA THREE ARRIVAL (RNAV) Transition Routes
FORT LAUDERDALE, FLORIDA

NOTE: Jet aircraft only.
NOTE: Expect "descend via" clearance and landing direction (east or west) by ARTCC. For vertical navigation planning, FLL landing east, select Rwy 10R, FLL landing west, select Rwy 28R.
NOTE: Do not file CITAG, HULKY, KARTR, or STOGY Transition - to be assigned by ATC.
NOTE: Do not file PYREX Transition at or above FL240 - to be assigned by ATC.

RNAV 1 - DME/DME/IRU or GPS.
CITAG Transition RNAV 1-GPS.
MAXIM Transition RNAV 1-GPS.
IKBIX Transition RNAV 1-GPS.
RADAR required.

(CANOA TRANSITION (CANOA.BHHIA3))
(CITAG TRANSITION (CITAG.BHHIA3))
(HULKY TRANSITION (HULKY.BHHIA3))
(IKBIX TRANSITION (IKBIX.BHHIA3))
(KARTR TRANSITION (KARTR.BHHIA3))
(MAXIM TRANSITION (MAXIM.BHHIA3))
(PYREX TRANSITION (PYREX.BHHIA3))
(STOGY TRANSITION (STOGY.BHHIA3))

CANOA TRANSITION (CANOA.BHHIA3)
CITAG TRANSITION (CITAG.BHHIA3)
HULKY TRANSITION (HULKY.BHHIA3)
IKBIX TRANSITION (IKBIX.BHHIA3)
KARTR TRANSITION (KARTR.BHHIA3)
MAXIM TRANSITION (MAXIM.BHHIA3)
PYREX TRANSITION (PYREX.BHHIA3)
STOGY TRANSITION (STOGY.BHHIA3)

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BHHIA THREE ARRIVAL (RNAV) Transition Routes
FORT LAUDERDALE, FLORIDA

MIAMI APP CON
120.5 350.225
FLL-DATIS
135.0
FXE ATIS
119.85
OFF ATIS
125.9
PMP ATIS
120.55
NOTE: Jet aircraft only.

NOTE: Expect "descend via" clearance and landing direction (east or west) by ARTCC. For vertical navigation planning, FLL landing east, select Rwy 10R, FLL landing west, select Rwy 28R.

**Arrival Routes**

- **FAMBA**: 6000
- **QDAWG**: 6000
- **FUZYY**: 6000

**FORT LAUDERDALE EXEC**

**FIPKO**

- **CEMDI**: 7000
- **BUNKR**: 6000
- **BLAIM**: 6000
- **BEPAC**: 6000
- **FORT LAUDERDALE/ HOLLYWOOD INTL**: 6000

**BHHIA THREE ARRIVAL (RNAV)**

**Arrival Routes**

- **ADUBE**: 7000
- **CEMDI**: 7000
- **BHHIA**: 7000

**Ldg KFLL Rwy 10L**

**Ldg KFLL Rwy 10R**

- **Ldg KFLL Rwy 28L/R**

**NOTE:** Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

KFLL: From BHHIA on track 035° to cross ADUBE at 7000.

LANDING KFLL RUNWAY 10L: From ADUBE on track 083° to cross HOLID at 5000. Expect ILS or LOC Rwy 10L approach.

LANDING KFLL RUNWAY 10R: From ADUBE on track 086° to cross BUNKR at 5000. Expect ILS or LOC Rwy 10R approach.

LANDING KFLL RUNWAYS 28L/R: From ADUBE on track 080° to FIPKO, then on track 089° to cross BEPAC at 6000, then on track 092° to cross FAMBA at 6000, then on track 096°. Expect RADAR vectors to final approach course.

LANDING KFXE/KPMP: From BHHIA on track 035° to cross CEMDI at 7000, then on track 035°. Expect RADAR vectors to final approach course.

LANDING KOPF: From BHHIA on track 035° to cross CEMDI at 7000, then on heading 081°. Expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over OMN VORTAC via OMN R-176 to BITHO INT. Expect RADAR vectors to final approach course after BITHO INT.
ARRIVAL ROUTE DESCRIPTION

COREA TRANSITION (COREA.BLFRG2)
FERAL TRANSITION (FERAL.BLFRG2)
JAYMC TRANSITION (JAYMC.BLFRG2)
OCTAL TRANSITION (OCTAL.BLFRG2)

KTPA: From BLFRG on track 328° to COSAR, then on track 325° to DSIDE.

LANDING KTPA RUNWAYS 1L/R, 10: From DSIDE on track 321° to JSTRM, then on track 276° to cross CRUUZ at or above 4000, then on heading 276°. Expect RADAR vectors to final approach course.

LANDING KTPA RUNWAYS 19L/R, 28: From DSIDE on track 321° to JSTRM, then on track 006° to GUZDA, then on track 006° to cross LISAF at or above 4000 and at 210K, then on track 005°. Expect RADAR vectors to final approach course.

LANDING KPIE/KMCF: From BLFRG on track 328° to COSAR, then on track 325° to DSIDE, then on track 321° to cross OXISE at or above 4000, then on heading 285°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

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.

NOTE: Chart not to scale.
BNFSH TWO ARRIVAL (RNAV) Transition Routes

MIAMI, FLORIDA

NOTE: Chart not to scale.

BNFSH TWO ARRIVAL (RNAV) Transition Routes

MIAMI, FLORIDA

NOTE: Chart not to scale.

BNFSH TWO ARRIVAL (RNAV) Transition Routes

MIAMI, FLORIDA

NOTE: Chart not to scale.

BNFSH TWO ARRIVAL (RNAV) Transition Routes

MIAMI, FLORIDA

NOTE: Chart not to scale.
**NOTE:** Chart not to scale.

**NOTE:** Jet aircraft only, excluding EA50, E50P, SF50, C510, C525 aircraft, which should file TARPN RNAV STAR.

**NOTE:** Landing east use Rwy 12 Transition, landing west use Rwy 26R Transition. Expect Rwy assignment from MIA approach prior to BNFSH.
ARRIVAL ROUTE DESCRIPTION

LANDING KMIA RUNWAYS 8L/R: From BNFSH on track 197° to cross FENDE at or above 11000, then on track 198° to GUCCI, then on track 233° to BLYMY, then on track 274° to cross RMANI at or above 8000, then on track 273° to cross MDONA at or above 6000, then on track 273° to cross TUPAC at 5000, then on track 273°. Expect RADAR vectors to final approach course.

LANDING KMIA RUNWAY 9: From BNFSH on track 197° to cross FENDE at or above 11000, then on track 198° to GUCCI, then on track 213° to cross PRCHI at or above 8000, then on track 262° to cross DAHLA at or above 6000, then on track 272° to cross BILZZ at 5000, then on track 272°. Expect RADAR vectors to final approach course.

LANDING KMIA RUNWAY 12: From BNFSH on track 197° to cross FENDE at or above 11000, then on track 198° to GUCCI, then on track 233° to BLYMY, then on track 274° to cross RMANI at or above 8000, then on track 273° to cross MDONA at or above 6000, then on track 303° to cross KPONE at 4000, then on track 274° to cross CHUUM at 4000, then on track 274°. Expect RADAR vectors to final approach course.

LANDING KMIA RUNWAYS 26L/R, 27, 30: From BNFSH on track 185° to cross OPTION at 11000 and at 230K, then on track 181° to cross BONHD at or above 9000, then on track 181° to cross GDDAY between 8000 and 9000, then on track 181° to cross RHODZ at 6000 and at 210K. Expect ILS or LOC Rwy 26L, Rwy 26R, or RADAR vectors Rwy 27, Rwy 30 approach.

LANDING 07FA/X51/KHST/KTMB: From BNFSH on track 197° to cross KEYZZ at or above 11000, then on track 197° to cross CARMA between 9000 and 10000, then on track 197° to cross YARTO at 8000, then on heading 180° or as assigned by ATC. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

LA BELLE TRANSITION (LBV.BRIDGE9): From over LBV VORTAC on LBV R-312 and PIE R-138 to BRIDGE thence. . . .

LEE COUNTY TRANSITION (RSW.BRIDGE9): From over RSW VORTAC on RSW R-354 to ROGAN, then on PIE R-138 to BRIDGE thence. . . .

PAHOKEE TRANSITION (PHK.BRIDGE9): From over PHK VOR/DME on PHK R-298 to BRIDGE thence. . . .

KTPA:
RUNWAYS 19L/R: From over BRIDGE on PIE R-138 to JSTRM. Depart JSTRM heading 360° for RADAR vectors to final approach course.
RUNWAYS 11L/R: From over BRIDGE on PIE R-138 to PIE VORTAC. Expect RADAR vectors to final approach course after BRIDGE.

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

LOST COMMUNICATIONS: Standard.
NOTE: Chart not to scale.

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.
NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU or GPS.
Radar required.

Note: Jet aircraft only.
Note: Do not file CRANS, BISKS Transitions - To be assigned by ATC.
NOTE: Chart not to scale.

### AVIATION

**COUNTY GENERAL**

**NORTH PALM BEACH**

**Pvt**

**WILLIAM P. GWINN**

---

**NOTE:** Jet aircraft only.

**PBI D-ATIS**

123.75

**F45 CTAF**

123.075

**PALM BEACH APP CON**

124.6 - 317.4

**123.075**

**PBI D-ATIS**

**123.75**

**F45 CTAF**

**124.6**

**317.4**

**PALM BEACH APP CON**

**124.6 - 317.4**

**F45 CTAF**

**123.075**

**PBI D-ATIS**

---

**Arrival Routes**

**WILLIAM P. GWINN**

**(PM)**

**NORTH PALM BEACH COUNTY GENERAL AVIATION**

**PALM BEACH INTL**

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**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

**RNAV 1 - DME/DME/IRU or GPS.**

**RADAR required.**

---

**WILLIAM P. GWINN**

**(PM)**

**WILLIAM P. GWINN**

**(PM)**

**NORTH PALM BEACH COUNTY GENERAL AVIATION**

**Palm Beach App Con**

124.6 - 317.4

F45 CTAF

123.075

PBI D-ATIS

123.75

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** notebook**

**Z21**

**AL-449 (FAA)**

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.

---

**CLMNT TWO ARRIVAL (RNAV)**

**Arrival Routes**

**WEST PALM BEACH, FLORIDA**

---

**NOTE:** Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

KPBI: From CLMNT on track 214° to MAZEL.

LANDING KPBI RUNWAYS 10L, 14: From MAZEL on track 214° to cross FRWAY at 4000, then on track 224° to JUUNO, then on track 224° to cross SANZZ at 4000 and at 210K, then on track 271° to cross DLMAN at 4000, then on track 271°. Expect RADAR vectors to final approach course.

LANDING KPBI RUNWAY 28R: From MAZEL on track 214° to cross FRWAY at 4000, then on track 176° to cross HETMO at 4000 and at 210K, then on track 177° to TROLN, then on track 099° to cross WTCAP at 4000, then on track 099°. Expect RADAR vectors to final approach course.

LANDING KPBI RUNWAY 32: From MAZEL on track 214° to cross FRWAY at 4000, then on track 176° to cross HETMO at 4000 and at 210K, then on track 175° to EHMON, then on track 141° to cross KIDGE at 4000, then on track 141°. Expect RADAR vectors to final approach course.

LANDING 06FA/F45: From CLMNT on track 214° to MAZEL, then on track 214° to cross FRWAY at 4000, then on track 271° to cross AMILA at 4000, then on heading 270°. Expect RADAR vectors to final approach course.

LANDING KBCT: From CLMNT on track 214° to MAZEL, then on track 219° to cross KLUBZ at 5000, then on track 224° to JUUNO, then on track 204° to HUSPU, then on track 183° to JESNA, then on track 209° to cross WHILE at 5000, then on heading 210°. Expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

NOTE: Jet aircraft only.
NOTE: Do not file ROKKT Transition - To be assigned by ATC.
NOTE: WAMBI Transition for KFXE/KPMP arrivals only.
NOTE: BORRD Transition for KMCO, KORL, KSFB, KISM, KLEE departures only.

(Continued on following page)
CPTAN THREE ARRIVAL (RNAV) Arrival Routes

WEST PALM BEACH, FLORIDA

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Jet aircraft only.
NOTE: Do not file ROKKT Transition - To be assigned by ATC.
NOTE: WAMBI Transition for KFXE/KPMP arrivals only.
NOTE: BORRD Transition for KMCO, KORL, KSFB, KISM, KLEE departures only.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

KPBI: From CPTAN on track 163° to cross SNKLR at or above 6000.

LANDING KPBI RUNWAYS 10L, 14: From SNKLR on track 162° to cross FRWAY at 4000, then on track 224° to JUUNO, then on track 224° to cross SANZZ at 4000 and at 210K, then on track 271° to cross DLMAN at 4000, then on track 271°. Expect RADAR vectors to final approach course.

LANDING KPBI RUNWAY 28R: From SNKLR on track 162° to cross FRWAY at 4000, then on track 176° to cross HETMO at 4000 and at 210K, then on track 177° to TROLN, then on track 099° to cross WTCAP at 4000, then on track 099°. Expect RADAR vectors to final approach course.

LANDING KPBI RUNWAY 32: From SNKLR on track 162° to cross FRWAY at 4000, then on track 176° to cross HETMO at 4000 and at 210K, then on track 175° to EHMON, then on track 141° to cross KIDGE at 4000, then on track 141°. Expect RADAR vectors to final approach course.

LANDING 06FA: From CPTAN on track 163° to cross SNKLR at or above 6000, then on track 180° to cross AMILA at 4000, then on heading 270°. Expect RADAR vectors to final approach course.

LANDING KBCT: From CPTAN on track 163° to cross SNKLR at or above 6000, then on track 178° to cross KLUBZ at 5000, then on track 224° to JUUNO, then on track 204° to HUSPU, then on track 183° to JESNA, then on track 209° to cross WHILE at 5000, then on heading 210°. Expect RADAR vectors to final approach course.

LANDING KFXE/KPMP: From CPTAN on track 163° to cross SNKLR at or above 6000, then on track 178° to cross KLUBZ at 5000, then on track 224° to JUUNO, then on track 204° to HUSPU, then on track 183° to JESNA, then on track 168° to cross SPNER at 5000, then on track 192° to cross IMAPY at 4000, then on track 192°. Expect RADAR vectors to final approach course.
NOTE: Jet aircraft only, excluding EA50, E50P, SF50, C510, C525 aircraft, which should file TARPN RNAV STAR.
NOTE: Landing east use Rwy 12 Transition, landing west use Rwy 26R Transition. Expect Rwy assignment from MIA approach prior to CSTAL.
NOTE: DDANY Transition for KMCO, KORL, KSFB, KISM, KLEE departures only.
NOTE: Do not file GREAD or XPRSO Transition - to be assigned by ATC.

(CONTINUED ON FOLLOWING PAGE)
NOTE: Jet aircraft only, excluding EA50, E50P, SF50, C510, C525 aircraft, which should file TARPN RNAV STAR.

NOTE: Landing east use Rwy 12 Transition, landing west use Rwy 26R Transition. Expect Rwy assignment from MIA approach prior to CSTAL.
ARRIVAL ROUTE DESCRIPTION

LANDING KMIA RUNWAYS 8L/R: From CSTAL on track 174° to cross YACKO at or below 13000, then on track 171° to cross ZYGGY at or above 11000 and at 250K, then on track 171° to cross BNFSH at or above 11000, then on track 197° to cross FENDE at or above 11000, then on track 198° to GUCCI, then on track 233° to BLYMY, then on track 274° to cross RMANI at or above 8000, then on track 273° to cross MDONA at or above 6000, then on track 273° to cross TUPAC at 5000, then on track 273°. Expect RADAR vectors to final approach course.

LANDING KMIA RUNWAY 9: From CSTAL on track 174° to cross YACKO at or below 13000, then on track 171° to cross ZYGGY at or above 11000 and at 250K, then on track 171° to cross BNFSH at or above 11000, then on track 197° to cross FENDE at or above 11000, then on track 198° to GUCCI, then on track 213° to cross PRCHE at or above 8000, then on track 262° to cross DAHLLA at or above 6000, then on track 272° to cross BILZZ at 5000, then on track 272°. Expect RADAR vectors to final approach course.

LANDING KMIA RUNWAY 12: From CSTAL on track 174° to cross YACKO at or below 13000, then on track 171° to cross ZYGGY at or above 11000 and at 250K, then on track 171° to cross BNFSH at or above 11000, then on track 197° to cross FENDE at or above 11000, then on track 198° to GUCCI, then on track 233° to BLYMY, then on track 274° to cross RMANI at or above 8000, then on track 273° to cross MDONA at or above 6000, then on track 303° to cross KPONE at 4000, then on track 274° to cross CHUUM at 4000, then on heading 274°. Expect RADAR vectors to final approach course.

LANDING KMIA RUNWAY 26L/R, 27, 30: From CSTAL on track 174° to cross YACKO at or below 13000, then on track 171° to cross ZYGGY at or above 11000 and at 250K, then on track 171° to cross BNFSH at or above 11000, then on track 185° to cross OTN at 11000 and at 230K, then on track 181° to cross BONHD at or above 9000, then on track 181° to cross GDDAY between 8000 and 9000, then on track 181° to cross RHODZ at 6000 and at 210K. Expect ILS or RNAV Rwy 26L/R approach or RADAR vectors to final approach course.

LANDING 07FA/X51/KHST/KTMB: From CSTAL on track 174° to cross YACKO at or below 13000, then on track 171° to cross ZYGGY at or above 11000 and at 250K, then on track 171° to cross BNFSH at or above 11000, then on track 197° to cross KEYZZ at or above 11000, then on track 197° to cross CARMA between 9000 and 10000, then on track 197° to cross YARTO at 8000, then on heading 180°. Expect RADAR vectors to final approach course.
CUUDA THREE ARRIVAL (RNAV) Arrival Routes

NOTE: Chart not to scale.

**ARRIVAL ROUTE DESCRIPTION**

**KFLL:** From CUUDA on track 216° to LOKKR.

**LANDING KFLL RUNWAYS 10L/R:** From LOKKR on track 216° to SERIF, then on track 258° to BEPAC, then on track 276° to WANAR, then on track 276°. Expect RADAR vectors to final approach course.

**LANDING KFLL RUNWAYS 28L/R:** From LOKKR on track 181° to BEKNE, then on track 095° to QDAWG, then on track 096°. Expect RADAR vectors to final approach course.

**LANDING KOPF:** From CUUDA on track 216° to LOKKR, then on track 216° to SERIF, then on track 258° to BEPAC, then on track 276° to WANAR, then on track 276°. Expect RADAR vectors to final approach course.

**NOTE:** REPEE Transition for Abaco departures only.

**NOTE:** MUNRO Transition for Grand Bahama departures only.

**NOTE:** JIPOD Transition for KMCO, KORL, KSFB, KISM, KLEE departures only.

**NOTE:** Do not file AYBID, PLUMP, COPIN, or ROKK.

**NOTE:** MIAMI-OPA LOCKA EXEC

**NOTE:** Do not file TARPN RNAV STAR.

**NOTE:** Jet aircraft only, excluding EA50, E50P, SF50, C510, C525 aircraft, which should file TARPN RNAV STAR.

**NOTE:** Landing east use Runway 10L Transition, landing west use Runway 28R Transition. Expect runway assignment from MIA approach prior to CUUDA.

**RNAV 1-DME/DME/IRU or GPS. FIROL TRANSITION:** GPS only.

**RADAR required.**
NOTE: Chart not to scale.

ACORI TRANSITION (ACORI.CUURT1)
BROMO TRANSITION (BROMO.CUURT1)
DEFUN TRANSITION (DEFUN.CUURT1)
GAWKS TRANSITION (GAWKS.CUURT1)
HONID TRANSITION (HONID.CUURT1)
MARCI TRANSITION (MARCI.CUURT1)
SABEE TRANSITION (SABEE.CUURT1)
SCURF TRANSITION (SCURF.CUURT1)

NOTE: Jet aircraft only.
NOTE: Do not file BROMO or SCURF Transition - to be assigned by ATC.
NOTE: SABEE Transition for traffic departing KTPA area only.

Transition Routes

MIAMI-OPA LOCKA EXEC (OPF)
NOTE: Jet aircraft only.
NOTE: Landing east use Rwy 9L Transition, landing west use Rwy 27R Transition.
Expect runway assignment from MIA approach prior to CUURT.
NOTE: Between 2300L and 0700L expect Rwy 12.

From CUURT on track 117° to RAZLE.

**LANDING RUNWAYS 9L/R, 12:** From RAZLE on track 102° to DGNRO, then on track 102°. Expect RADAR vectors to final approach course.

**LANDING RUNWAYS 27L/R, 30:** From RAZLE on track 082° to FRRDY, then on track 098° to BOOZR, then on track 098°. Expect RADAR vectors to final approach course.
DADES ONE ARRIVAL (RNAV)

Transition Routes

NOTE: Chart not to scale.

Transition Routes

1. NICCK TRANSITION (NICCK.DADES1)
2. KRVUR TRANSITION (KRVUR.DADES1)
3. HIBAC TRANSITION (HIBAC.DADES1)
4. EDISN TRANSITION (EDISN.DADES1)
5. BEAUX TRANSITION (BEAUX.DADES1)
6. BAAMF TRANSITION (BAAMF.DADES1)

NOTE: Do not file KRVUR, EDISN, BEAUX and NICCK

NOTE: Jet and turboprop aircraft only.

RNAV 1- DME/DME/IRU or GPS.
RADAR required.

NOTE: Do not file KRVUR, EDISN, BEAUX and NICCK

NOTE: Jet and turboprop aircraft only.

Tampa, FLORIDA
03NOV22
SE-3 11 JUL 2024 to 05 SEP 2024
RAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING KTPA RUNWAYS 1L/R, 28: From DADES on track 225° to LZARD, then on track 225° to LISAF, then on track 186° to GUZDA, then on track 186° to cross BORST at 5000 and at 210K, then on track 186° to cross JSTRM at 5000 and at 210K, then on track 186°. Expect RADAR vectors to final approach course.

LANDING KTPA RUNWAYS 10, 19L/R: From DADES on track 225° to LZARD, then on track 225° to cross JKBAL at 6000 and at 230K, then on track 277°. Expect RADAR vectors to final approach course.

LANDING KPIE/KMCF/KVDF: From DADES on track 186° to GSPAR, then on track 180°. Expect RADAR vectors to final approach course.
DEKAL EIGHT ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BORDO TRANSITION (BORDO.DEKAL8): From over BORDO on ZBV R-160 to ZBV VORTAC, then on ZBV R-300 to DEKAL. Thence, . . . (61)

LANDING ALL AIRPORTS: From DEKAL on FORT LAUDERDALE VOR/DME (FLL R-121) to FL VOR/DME: Expect RADAR vectors to final approach course.
WEVER TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Miami Intl landing East: Expect clearance to cross at 10000' and 250K.
Miami Intl landing West: Expect clearance to cross at 14000' and 250K.

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

NOTE: Chart not to scale.

DVALL THREE ARRIVAL

(DVALL.DVALL3) 07DEC17
ARRIVAL ROUTE DESCRIPTION

ST PETERSBURG TRANSITION (PIE.FORTL9): From over PIE VORTAC on PIE R-173 and SRQ R-353 to SRQ VOR/DME, then on SRQ R-146 and RSW R-323 to RSW VORTAC, then on RSW R-122 to FORTL. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL9): From over SRQ VOR/DME on SRQ R-146 and RSW R-323 to RSW VORTAC, then on RSW R-122 to FORTL. Thence. . . .

LANDING ALL AIRPORTS: From FORTL on RSW R-122 to CHICK, then on FORT LAUDERDALE VOR/DME (FLL) R-282 to FLL VOR/DME. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

NASSAU TRANSITION (ZQA.FOWEE2):
From over ZQA VOR/DME on ZQA R-273 to FOWEE. Thence....

ZEUSS TRANSITION (ZEUSS.FOWEE2):
From over ZEUSS on ZBV VORTAC R-169 to PYLON, then on VKZ VOR/DME R-137 to FOWEE. Thence....

...Landing all airports: From FOWEE on VIRGINIA KEY VOR/DME (VKZ) R-137 to JUNUR, then on DOLPHIN VORTAC (DHP) R-130 to LUVLY, then on DHP VORTAC R-130 to DOLPHIN VORTAC. Expect RADAR vectors to final approach course.
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

<table>
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<tr>
<th>FROGZ FOUR ARRIVAL (RNAV) Transition Routes</th>
<th>MIAMI, FLORIDA</th>
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</thead>
</table>

**ACORI TRANSITION (ACORI.FROGZ4)**
**Bromo TRANSITION (BROMO.FROGZ4)**
**DEFUN TRANSITION (DEFUN.FROGZ4)**
**GAWKS TRANSITION (GAWKS.FROGZ4)**
**HONID TRANSITION (HONID.FROGZ4)**
**MARCI TRANSITION (MARCI.FROGZ4)**
**SABEE TRANSITION (SABEE.FROGZ4)**
**SCURF TRANSITION (SCURF.FROGZ4)**

**NOTE:** Jet aircraft only.
**NOTE:** Landing east use Rwy 9 Transition, landing west use Rwy 30 Transition. Expect Rwy assignment from MIA approach prior to FROGZ.
**NOTE:** Do not file BROMO or SCURF Transition - to be assigned by ATC.
**NOTE:** SABEE Transition for traffic departing KTPA area only.

**NOTE:** Chart not to scale. (CONTINUED ON FOLLOWING PAGE)
NOTE: Jet aircraft only.

NOTE: Landing east use Rwy 9 Transition, landing west use Rwy 30 Transition. Expect Rwy assignment from MIA approach prior to FROGZ.
ARRIVAL ROUTE DESCRIPTION

LANDING KMIA RUNWAYS 8L/R, 9, 12: From FROGZ on track 118° to cross ARRTT between 9000 and 11000 and at 250K, then on track 118° to cross ASPPN at or below 10000, then on track 118° to cross PBJAY at or above 8000, then on track 118° to SCHAR, then on track 118° to ACERE, then on track 092° to cross LLEGG at 4000. Expect ILS or RNAV Rwy 9 approach or RADAR vectors to final approach course.

LANDING KMIA RUNWAYS 26L/R, 27, 30: From FROGZ on track 116° to cross ENOLE between 14000 and 16000, then on track 116° to HAKUL, then on track 091° to cross VEYGA at or above 13000 and at 250K, then on track 091° to cross SOFAS at or above 11000, then on track 091° to HOLEZ, then on track 123° to cross COTOL at or below 11000, then on track 123° to cross MACYS at or above 8000, then on track 124° to REELN, then on track 124° to cross WNNER at 5000, then on track 124°. Expect RADAR vectors to final approach course.

LANDING 07FA/X51/KHST/KTMB: From FROGZ on track 130° to cross HATUG at 9000, then on heading 140°. Expect RADAR vectors to final approach course.
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.
GRNCH FIVE ARRIVAL (RNAV) Transition Routes

NOTE: Chart not to scale.

Z43
AL-571 (FAA)

GRNCH, ORLANDO, FLORIDA

ORLANDO APP CON
134.05 339.8
D-ATIS ARR
121.25

ORLANDO INTL (MCO)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

---

NOTE: Jet aircraft only.

NOTE: Landing south use runway 18R transition, 
landing north use runway 36L transition. 
Expect runway assignment from ORL approach 
prior to GRNCH.

NOTE: Do not file JAMIZ or COAXE Transition - to be assigned by ATC.

(CONTINUED ON FOLLOWING PAGE)
**ARRIVAL ROUTE DESCRIPTION**

From GRNCH on track 143° to cross BUGGZ between 11000 and 16000 and at 280K, then on track 133° to BLAYK.

LANDING RUNWAYS 17L/R, 18L/R: From BLAYK on track 134° to cross BUNIE at 7000 and at 230K, then on track 129° to cross YAGGO at 6000 and at 210K, then on heading 107°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 35L/R, 36L/R: From BLAYK on track 134° to cross WHOVL between 9000 and 14000 and at 250K, then on track 158° to HARAM, then on track 181° to cross DORII at or above 8000 and at 220K, then on track 186° to cross BRICE at 5000 and at 210K, then on track 186°. Expect RADAR vectors to final approach course.

**NOTE:** Jet aircraft only.

**NOTE:** Landing south use runway 18R transition, landing north use runway 36L transition. Expect runway assignment from ORL approach prior to GRNCH.

**NOTE:** Chart not to scale.
GTOUT ONE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

FORYU TRANSITION (FORYU.GTOUT1)
LPERD TRANSITION (LPERD.GTOUT1)

LANDING RUNWAYS 17L/R, 18L/R: From GTOUT on track 180° to TUGLE, then on track 221° to cross BANYA at 7000 and at 210K, then on heading 250° or as assigned by ATC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

MCO LANDING SOUTH: Continue track to BANYA, conduct Rwy 17L approach.

NOTE: Chart not to scale.
HOTAR ONE ARRIVAL (RNAV)

JACKSONVILLE, FLORIDA

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.

NOTE: YEJWO Transition-ATC assigned only.

NOTE: Radar required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet and turboprop aircraft only.

NOTE: Chart not to scale.
**JAFAR THREE ARRIVAL (RNAV)**

**NOTE:** Chart not to scale.

### RNAV 1 - DME/DME/IRU or GPS.
- RADAR required.

### ORLANDO APP CON
- 134.05 339.8 ISM ATIS
- 128.775 MCO D-ATIS ARR
- 121.25 ORL ATIS
- 127.25

### JAFAR THREE ARRIVAL (RNAV)

**NOTE:** ATC assigned only for KMCO.
**NOTE:** BITTE and BRKWL Transitions, ATC assigned only.
**NOTE:** Jet aircraft only.

### SE-3

**SE-3 11 JUL 2024 to 05 SEP 2024**
ARRIVAL ROUTE DESCRIPTION

BITTE TRANSITION (BITTE.JAFAR3)
BRKWL TRANSITION (BRKWL.JAFAR3)
MJKAL TRANSITION (MJKAL.JAFAR3)

KMCO: From JAFAR on track 140° to CRPIT, then on track 129° to LAMMP.

LANDING KMCO RUNWAYS 17L/R, 18L/R: From LAMMP on track 106° to cross YAGGO at 6000 and at 210K, then on track 106°. Expect RADAR vectors to final approach course.

LANDING KMCO RUNWAYS 35L/R, 36L/R: From LAMMP on track 130° to cross WISHH between 10000 and 12000 and at 250K, then on track 126° to HARAM, then on track 181° to cross DORII at or above 8000 and at 220K, then on track 186° to cross BRICE at 5000 and at 210K, then on track 186°. Expect RADAR vectors to final approach course.

LANDING KISM/KORL: From JAFAR on track 140° to RINGG, then on track 144° to cross FLIPY at 11000 and at 250K, then on track 144°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

KMCO LANDING NORTH: Continue track to BRICE, then proceed direct AMEBE, intercept Rwy 36L final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to YAGGO, then proceed direct to HAMMY, intercept Rwy 18R final approach course, conduct approach.
ARRIVAL ROUTE DESCRIPTION

DEBRL TRANSITION (DEBRL.JESTR1)
HIBAC TRANSITION (HIBAC.JESTR1)

LANDING KPBI/KLNA/KBCT: From JESTR on track 159° to POLOO, then on track 159° to RASAE, then on track 174° to LINKE, then on track 185° to cross JESNA at 5000, then on heading 185° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING F45: From JESTR on track 221° to LLNCH, then on track 187° to DOWDI, then on track 137° to cross CLEFF at 5000, then on track 137°. Expect RADAR vectors to final approach course.

LANDING KFXE/KPMP: From JESTR on track 221° to LLNCH, then on track 187° to DOWDI, then on track 187° to AIRBT, then on track 170° to cross MARKT at 5000, then on heading 120° or as assigned by ATC. Expect RADAR vectors to final approach course.
JOKRS THREE ARRIVAL (RNAV)

RNAV - DME/DME/IRU or GPS
RADAR required.

NOTE: Do not file COREA, MOANS
Transitions - To be assigned by ATC.
ARRIVAL ROUTE DESCRIPTION

LANDING KMCO RUNWAYS 17L/R, 18L/R: From JOKRS on track 043° to cross TAYYE between 10000 and 12000 and at 250K, then on track 060° to ARHIP, then on track 006° to cross GIRAF at or above 8000 and at 220K, then on track 006° to DVOLA, then on track 006° to cross LYENS at 5000 and at 210K, then on track 006°. Expect RADAR vectors to final approach course.

LANDING KMCO RUNWAYS 35L/R, 36L/R: From JOKRS on track 086° to cross LORRA at 7000 and at 210K, then on heading 096°. Expect RADAR vectors to final approach course.

LANDING KLEE/KSFB/KISM/KMLB/KORL: From JOKRS on track 043° to ZALEK, then on heading 043°. Expect RADAR vectors to final approach course.
(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.
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.
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.
NOTE: Turboprop and prop aircraft only.
NOTE: Do not file JEKER Transition - to be assigned by ATC.
ARRIVAL ROUTE DESCRIPTION

LANDING KFLL/KHWO/KOPF: From KYAKS on track 300° to JEPSI, then on track 278° to cross FRRDY at 4000, then on track 278°. Expect RADAR vectors to final approach course.

LANDING KFXE/KPMP: From KYAKS on track 356° to cross LORDS at 4000, then on heading 320°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

OCALA TRANSITION (OCF.LEESE3): From over OCF VORTAC on OCF R-129 to LEESE. Thence . . . .

SAVANNAH TRANSITION (SAV.LEESE3): From over SAV VORTAC on SAV R-226 to SHEMP, then on OCF R-356 to OCF VORTAC, then on OCF R-129 to LEESE. Thence . . . .

VALDOSTA TRANSITION (OTK.LEESE3): From over OTK VOR/DME on OTK R-152 and OCF R-330 to OCF VORTAC, then on OCF R-129 to LEESE. Thence . . . .

. . . . from LEESE on ORLANDO VORTAC ORL R-309 to ORL VORTAC. Expect RADAR vectors to final approach course after LEESE.
LUBBR THREE ARRIVAL (RNAV)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Jet and turboprop aircraft only.
NOTE: KRVUR Transition ATC assigned only.
NOTE: SSPAZ Transition ATC assigned only.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

KRVUR TRANSITION (KRVUR.LUBBR3)
KYUUU TRANSITION (KYUUU.LUBBR3)
SSPAZ TRANSITION (SSPAZ.LUBBR3)

KSRQ: From LUBBR on track 178° to ZEBON, then on track 177° to RUNNE, then on track 177° to BREKR.

LANDING KSRQ RUNWAY 14: From BREKR on track 211° to WUDDY, then on track 226° to LYFIE, then on track 273° to cross RUTAE at or above 3000, then on heading 230° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING KSRQ RUNWAY 32: From BREKR on track 211° to WUDDY, then on track 226° to LYFIE, then on track 175° to cross MURDO at or above 3000, then on heading 228° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING FA54: From LUBBR on track 178° to ZEBON, then on track 177° to RUNNE, then on track 177° to BREKR, then on track 211° to WUDDY, then on track 226° to LYFIE, then on track 173° to cross ROSTY at or above 3000, then on heading 180° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING KLAL: From LUBBR on track 178° to ZEBON, then on track 177° to cross ZEPHR at or above 3000, then on track 177°. Expect RADAR vectors to final approach course.

LANDING KPGD: From LUBBR on track 178° to ZEBON, then on track 177° to RUNNE, then on track 177° to BREKR, then on track 211° to WUDDY, then on track 226° to LYFIE, then on track 173° to cross ROSTY at or above 3000, then on heading 150° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING KVNC: From LUBBR on track 178° to RUNNE, then on track 177° to BREKR, then on track 211° to WUDDY, then on track 226° to LYFIE, then on track 173° to cross ROSTY at or above 3000, then on heading 240° or as assigned by ATC. Expect RADAR vectors to final approach course.
LUNNI ONE ARRIVAL (RNAV)

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 PALSE, then on track 137° to PEPPE, 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.

NOTE: Chart not to scale.
ACORI TRANSITION (ACORI.MAATY4)
BADD Transition (BADD.MAATY4)
DEFUN Transition (DEFUN.MAATY4)
GOJOE Transition (GOJOE.MAATY4)
HEVVN Transition (HEVVN.MAATY4)
HONID Transition (HONID.MAATY4)

NOTE: Chart not to scale.

(continued on following page)

ACORI TRANSITION (ACORI.MAATY4)
BADD Transition (BADD.MAATY4)
DEFUN Transition (DEFUN.MAATY4)
GOJOE Transition (GOJOE.MAATY4)
HEVVN Transition (HEVVN.MAATY4)
HONID Transition (HONID.MAATY4)

NOTE: Chart not to scale.

(continued on following page)
NOTE: Chart not to scale.

NOTE: Jet and turboprop aircraft only.

NOTE: TPA landing south: expect 250K at MAATY.
ARRIVAL ROUTE DESCRIPTION

KTPA: From MAATY on track 156° to ROOKR.

LANDING KTPA RUNWAYS 1L/R, 10: From ROOKR on track 141° to BLOUT, then on track 139° to CBASS, then on track 187° to cross TOOTH at 5000 and at 210K, then on track 187° to BUGGO, then on track 187° to cross FELOM at 5000 and at 210K, then on track 187°. Expect RADAR vectors to final approach course.

LANDING KTPA RUNWAYS 19L/R, 28: From ROOKR on track 093° to cross SCLOP at 5000 and at 230K, then on track 097°. Expect RADAR vectors to final approach course.

LANDING KMCF/KVDF/KLAL: From MAATY on track 156° to cross GOOFS at 11000, then on heading 155°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

ISAAC TRANSITION (ISAAC.MAHHI3)
Peach Transition (PEACH.MAHHI3)
Preda Transition (PREDAMAHHI3)

KPBI: From MAHHI on track 308° to MRLIN.

LANDING KPBI RUNWAYS 10L/R, 14: From MRLIN on track 302° to FENTA, then on track 279° to IBAME, then on track 279°. Expect RADAR vectors to final approach course.

LANDING KPBI RUNWAYS 28L/R, 32: From MRLIN on track 334° to FEEGA, then on track 334°. Expect RADAR vectors to final approach course.

LANDING KBCT: From MAHHI on track 308° to MRLIN, then on track 270° to FZONE, then on track 270°. Expect RADAR vectors to final approach course.
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.

NOTE: Chart not to scale.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING ALL AIRPORTS: From over MELBOURNE VOR/DME (MLB) R-164 to cross RASAE at or above 4000, then on PALM BEACH VORTAC (PBI) R-354 to PBI VORTAC. Expect RADAR vectors to final approach course.
ANDRO
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Orlando Intl Landing South: Expect clearance to cross at 13,000'.
Orlando Intl Landing North: Expect clearance to cross at 13,000' and 250 KTS.

MOANS
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl Landing South: Expect clearance to cross at 13,000'.
Orlando Intl Landing North: Expect clearance to cross at 10,000' and 250 KTS.

ST PETERSBURG
116.4 PIE  Channel 111

MOANS
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl Landing South: Expect clearance to cross at 13,000'.
Orlando Intl Landing North: Expect clearance to cross at 10,000' and 250 KTS.

SARASOTA
114.15 RSW  Channel 88(Y)

NOTE: Chart not to scale.
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.
OHDEA ONE ARRIVAL (RNAV)

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

NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE)
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.
FORT LAUDERDALE, FLORIDA

(OLAHS)

Arrival Routes

119.45  290.325 (6000 feet & above)
128.6  306.975 (5000 feet & below)
FLL D-ATIS
135.0
FXE ATIS
119.85
OPF ATIS
125.9
PMP ATIS
120.55

NOTE: Miami Center will issue landing runway assignment for aircraft landing KFLL.

NOTE: Jet aircraft only.

RNAV 1-DME/DME/IRU or GPS.
RADAR required.

[Diagram of arrival routes with waypoints and frequencies]

SE-3, 11 JUL 2024 to 05 SEP 2024
ARRIVAL ROUTE DESCRIPTION

LANDING KFLL RUNWAYS 10L/R: From OLAHS on track 299° to cross LATNN at 6000 and at 250K, then on track 301° to WAVUN, then on track 301° to KEVEY, then on track 318° to cross BEPAC at 6000, then on track 276° to cross WANAR at 5000, then on track 276°. Expect RADAR vectors to final approach course.

LANDING KFLL RUNWAYS 28L/R: From OLAHS on track 298° to cross FISHB at 5000 and at 250K, then on track 337° to cross CRNVL at 5000.

LANDING KFXE/KPMP: From OLAHS on track 298° to cross FISHB at 5000 and at 250K, then on track 356° to cross LORDS at 5000, then on heading 320°. Expect RADAR vectors to final approach course.

LANDING KOPF: From OLAHS on track 298° to cross FISHB at 5000 and at 250K, then on track 301° to JEPSI, then on track 278° to cross FRRDY at 5000, then on heading 276°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

LEE COUNTY TRANSITION (RSW.PALMZ2): From over RSW VORTAC on RSW R-160 to PALMZ. Thence . . . .

SARASOTA TRANSITION (SRQ.PALMZ2): From over SRQ VOR/DME on SRQ R-152 to PALMZ. Thence . . . .

ST PETERSBURG TRANSITION (PIE.PALMZ2): From over PIE VORTAC on PIE R-173 and SRQ R-353 to SRQ VOR/DME then on SRQ R-152 to PALMZ. Thence . . . .

. . . . . landing all airports: From PALMZ on DOLPHIN VORTAC (DHP) R-281 to PRIVY, thence as depicted to DHP VORTAC. Expect RADAR vectors to final approach course.

RADAR required. DME required.
ARRIVAL ROUTE DESCRIPTION

CODGR TRANSITION (CODGR.PIKKR7)
PLYER TRANSITION (PLYER.PIKKR7)
REMIS TRANSITION (REMIS.PIKKR7)

LANDING KAPF/KMKY: From PIKKR 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.

LANDING KPGD/FA54: From PIKKR on track 118° to GUSEC, then on heading 118° or as assigned by ATC. Expect RADAR vectors to final approach course.

NOTE: CODGR transition ATC assigned only.
NOTE: Jet and turboprops only.

NOTE: Chart not to scale.
NOTE: RADAR required.
NOTE: DME required.
NOTE: Chart not to scale.

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.
NOTE: Chart not to scale.

NOTE: Jet aircraft only.
NOTE: Do not file BULKS, CHIVE or DOZES Transitions - to be assigned by ATC.
NOTE: For vertical navigation planning, landing south, select Rwy 18R, landing north, select Rwy 36L.

RNAV Transition Routes

AL-571 (FAA)

NOTE: Chart not to scale.

03NOV22

22307

Do not file BULKS, CHIVE or DOZES Transitions - to be assigned by ATC.

NOTE: Jet aircraft only.

NOTE: For vertical navigation planning, landing south, select Rwy 18R, landing north, select Rwy 36L.

RNAV 1 - DME/DME/IRU or GPS.
CHRGE Transition, RNAV 1-GPS.
CIGAR Transition, RNAV 1-GPS.
RADAR required.

BAYNE TRANSITION (BAYNE.PRICY3)
BULKS TRANSITION (BULKS.PRICY3)
CHIVE TRANSITION (CHIVE.PRICY3)
CHRGE TRANSITION (CHRGE.PRICY3)
CIGAR TRANSITION (CIGAR.PRICY3)
DOZES TRANSITION (DOZES.PRICY3)
NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Jet aircraft only.
NOTE: For vertical navigation planning, landing south, select Rwy 18R, landing north, select Rwy 36L.
ARRIVAL ROUTE DESCRIPTION

KMCO: From PRICY on track 071° to BOCCE, then on track 068° to JUMBA.

LANDING KMCO RUNWAYS 17L/R, 18L/R: From JUMBA on track 068° to cross TAYYE between 10000 and 12000 and at 250K, then on track 060° to ARHIP, then on track 006° to cross GIRAF at or above 8000 and at 220K, then on track 006° to DVOLA, then on track 006° to cross LYENS at 5000 and at 210K, then on track 006°. Expect RADAR vectors to final approach course.

LANDING KMCO RUNWAYS 35L/R, 36L/R: From JUMBA on track 104° to cross AMADS at or below 9000, then on track 104° to cross LORRA at 7000 and at 210K, then on heading 096°. Expect RADAR vectors to final approach course.

LANDING KLEE/KSFB/KISM/KMLB/KORL: From PRICY on track 071° to BOCCE, then on track 056° to cross OTKEE at 11000 and at 250K, then on track 056°. Expect RADAR vectors to final approach course.
NOTE: Radar required.
NOTE: RNAV 1
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.

NOTE: SHINR Transition, ATC assigned only.

NOTE: ILBOC Transition, ATC assigned only.
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.
Tampa Intl
118.1 239.3
KMCF ATIS
133.825 270.1
LAL ATIS
118.025
PIE ATIS
134.5
SRQ ATIS
124.375
TPA D-ATIS
126.45

RNAV 1 - DME/DME/IRU or GPS.
CHRGE and CIGAR Transitions - GPS.
RADAR required.

Vennu
5000 210K
KTPA ldg Rwys 19L/R

Rayzz Two Arrival (RNAV)

Clearwater Intl
126.45
TPA D-ATIS
124.375
SRQ ATIS
134.5
PIE ATIS
133.825 270.1
LAL ATIS
118.025
Piec ATIS
134.5
SRQ ATIS
124.375
TPA D-ATIS
126.45

NOTE: Jet and turboprop aircraft only.
NOTE: Primary landing Rwys 1L/R, 19L/R.
NOTE: TPA Landing North: Expect RADAR vectors prior to FELOM.
NOTE: TPA Landing South: Expect RADAR vectors prior to Vennu.
NOTE: Landing LAL, MCF, PIE and VDF: Expect RADAR vectors prior to SHKRA.
NOTE: Landing SRQ: Expect RADAR vectors prior to MAHAR.
NOTE: Landing VNC: Expect RADAR vectors prior to COVUM.
NOTE: CHRGE Transition: GNSS only.
NOTE: CIGAR Transition: GNSS only.
NOTE: DAAWG Transition: ATC assigned only.

(Tnarrative on following page)
ARRIVAL ROUTE DESCRIPTION

CHRGE TRANSITION (CHRGE.RAYZZ2)
CIGAR TRANSITION (CIGAR.RAYZZ2)
DAAWG TRANSITION (DAAWG.RAYZZ2)

KTPA:
From RAYZZ on track 068° to HIDOS.

LANDING KTPA RUNWAYS 1L/R: From HIDOS on track 111° to CBASS, then on track 187° to cross TOOTH at 5000 and at 210K, then on track 187° to BUGGO, then on track 187° to cross FELOM at 5000 and at 210K, then on track 187°. Expect RADAR vectors to final approach course.

LANDING KTPA RUNWAYS 10, 28: From HIDOS on track 093° to BAYAD, then on heading 095° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING KTPA RUNWAYS 19L/R: From HIDOS on track 093° to ENTAH, then on track 005° to cross VENNU at 5000 and at 210K, then on track 006°. Expect RADAR vectors to final approach course.

LANDING KPIE/KMCF/KVDF/KLAL: From RAYZZ on track 090° to SHKRA, then on track 090°. Expect RADAR vectors to final approach course.

LANDING KSRO: From RAYZZ on track 137° to ALROE, then on track 138° to MAHAR, then on track 138°. Expect RADAR vectors to final approach course.

LANDING KVNC: From RAYZZ on track 137° to ALROE, then on track 150° to COVUM, then on track 150°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

KTPA LANDING NORTH: Continue track to FELOM, proceed direct LAGOO, conduct Rwy 1L approach.

KTPA LANDING SOUTH: Continue track to VENNU, proceed direct FADDI, conduct Rwy 19R approach.
NOTE: Expect "descend via" clearance and landing direction (north or south) by ARTCC. For vertical navigation planning, landing south, select RWY 17L, landing north, select RWY 35R.

NOTE: Jet aircraft only.

NOTE: MCO approach will issue landing runway.

NOTE: LAIZY and SPIFF Transitions, ATC assigned only.

NOTE: CCLUB Transition, ATC assigned only except at or below FL240.

CCLUB TRANSITION (CCLUB.RIDES2)
CHEFS TRANSITION (CHEFS.RIDES2)
KUTNE TRANSITION (KUTNE.RIDES2)
LAIZY TRANSITION (LAIZY.RIDES2)
OCTAL TRANSITION (OCTAL.RIDES2)
SPIFF TRANSITION (SPIFF.RIDES2)
WAPOM TRANSITION (WAPOM.RIDES2)
Arrival Routes

NOTE: Expect "decend via" clearance and landing direction (north or south) by ARTCC. For vertical navigation planning, landing south, select Rwy 17L, landing north, select Rwy 35R.

NOTE: Jet aircraft only.

NOTE: MCO approach will issue landing runway.

(RNAV 1 - DME/DME/IRU or GPS. RADAR required.)

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

KMCO: From RIDES on track 344° to WISRD.

LANDING KMCO RUNWAYS 17L/R, 18L/R: From WISRD on track 360° to cross THEAM at or above 10000, then on track 001° to cross PARRX between 9000 and 11000 and at 250K, then on track 005° to cross HAANZ between 8000 and 9000 and at 220K, then on track 006° to cross PTMAN at 5000 and at 210K, then on track 006°. Expect RADAR vectors to final approach course.

LANDING KMCO RUNWAYS 35L/R, 36L/R: From WISRD on track 339° to cross HAHNA at 6000 and at 210K, then on track 339°. Expect ILS or RNAV Rwy 35R approach or RADAR vectors to final approach course.

LANDING KISM: From RIDES on track 343° to cross WIGET at 8000, then on heading 290°. Expect RADAR vectors to final approach course.

LANDING KLEE/KSFB/KORL: From RIDES on track 346° to cross MPLEX at 12000 and at 250K, then on heading 351°. Expect RADAR vectors to final approach course.
NOTE: This STAR applicable to Turbojet aircraft only.
NOTE: Radar Required.
NOTE: GPS Required.
NOTE: RNAV 1.

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.
ARRIVAL ROUTE DESCRIPTION

**SHFTY FIVE ARRIVAL (RNAV)**

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.

MOEMO

**VERTICAL NAVIGATION**

KRSW Landing Rwy 6 Expect 10000
KRSW Landing Rwy 24 Expect 10000 250K

**MOEMO**

**VERTICAL NAVIGATION**

NOTE: Chart not to scale.

SHFTY FIVE ARRIVAL (RNAV)

(Shfty.Shft5) 28FEB19
SHREK TWO ARRIVAL (RNAV)

SHREK TWO ARRIVAL (RNAV)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Jets landing ISM and ORL, ATC assigned only.
NOTE: Turboprops and props only landing MCO.
NOTE: Landing all airports, expect RADAR vectors after STINKY.

ARRIVAL ROUTE DESCRIPTION

BIGDE TRANSITION (BIGDE.SHREK2)
BITTE TRANSITION (BITTE.SHREK2)
MMOSS TRANSITION (MMOSS.SHREK2)

LANDING KSFB/KISM/KMCO/KORL: From SHREK on track 130° to STINKY, then on heading 115° or as assigned by ATC. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
NOTE: Chart not to scale.

NOTE: Landing east use Rwy 9 Transition, landing west use Rwy 30 Transition, expect Rwy assignment from MIA approach prior to SNDBR.

NOTE: Do not file PAMPR or CITAG Transition - to be assigned by ATC.

NOTE: Jet aircraft only.

**SE-3, 11 JUL 2024 to 05 SEP 2024**

SNDBR THREE ARRIVAL (RNAV) Transition Routes

RNAV 1 - DME/DME/IRU or GPS.
CANOA, MAXIM, IKBIX
Transitions: GPS.

RADAR required.

See following page for arrival routes.
ARRIVAL ROUTE DESCRIPTION

LANDING KMIA RUNWAYS 8L/R, 9, 12: From SNDBR on track 028° to cross HASLM between 11000 and 13000 and at 250K, then on track 024° to MOREA, then on track 058° to cross LLEGG at 4000. Expect ILS or RNAV Rwy 9 approach or RADAR vectors to final approach course.

LANDING KMIA RUNWAYS 26L/R, 27, 30: From SNDBR on track 045° to cross ROYGO between 13000 and 16000, then on track 047° to cross DUMPP at or below 14000 and at 250K, then on track 047° to cross FEEFA at or below 12000, then on track 047° to HILDI, then on track 094° to cross JJUMP at or above 8000, then on track 094° to REELN, then on track 124° to cross WINNER at 5000, then on track 124°. Expect RADAR vectors to final approach course.

LANDING 07FA/X51/KHST/KTMB: From SNDBR on track 025° to CJAAY, then on track 025°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
ORLANDO, FLORIDA

ORLANDO, FLORIDA

AL-571 (FAA)

(SNFLD.SNFLD3) 23054

SNFLD THREE ARRIVAL (RNAV)

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

NOTE: Chart not to scale.

SNFLD THREE ARRIVAL (RNAV)

NOTE: Jet aircraft only.

NOTE: Landing North use runway 35R transition, landing South use GTOUT (RNAV) STAR. Expect runway assignment from ORL approach prior to SNFLD.

SNFLD INTL

KISSIMMEE GATEWAY

NOTE: Chart not to scale.
LANDING KMCO RUNWAYS 35L/R, 36L/R: From SNFLD on track 168° to cross GTOUT between 12000 and 16000 and at 280K, then on track 180° to TUGLE, then on track 206° to cross HIGGZ between 10000 and 12000 and at 250K, then on track 199° to cross VOSSS at or above 8000 and at 230K, then on track 186° to cross SUNDE at or above 6000, then on track 186° to cross CUBAL at 5000 and at 210K, then on track 186°. Expect RADAR vectors to final approach course.

LANDING KISM: From SNFLD on track 168° to JRRYY, then on track 179° to cross SECOY at 9000, then on track 179°. Expect RADAR vectors to final approach course.

FORYU TRANSITION (FORYU.SNFLD3)
LPERD TRANSITION (LPERD.SNFLD3)
ARRIVAL ROUTE DESCRIPTION

MELBOURNE TRANSITION (MLB.STOOP3): From over MLB VOR/DME on MLB R-159 to STOOP.

LANDING ALL AIRPORTS: From STOOP on PALM BEACH VORTAC (PBI) R-359 to cross PBI VORTAC at 6000. Expect RADAR vectors.
**ARRIVAL ROUTE DESCRIPTION**

**DEBRL TRANSITION (DEBRL.TARPN3)**

**HIBAC TRANSITION (HIBAC.TARPN3)**

**JIPOD TRANSITION (JIPOD.TARPN3)**

**KENLL TRANSITION (KENLL.TARPN3)**

**RONQU TRANSITION (RONQU.TARPN3)**

**LANDING ALL AIRPORTS:** From TARPN on track 208° to SPNER, then on track 191° to IMAPY, then on track 191°. Expect RADAR vectors to final approach course.

**NOTE:** Turboprop and EA50, E50P, SF50, C510, and C525 aircraft only.

**NOTE:** JIPOD Transition for KMCO, KORL, KSFB, KISM, and KLEE departures only.

**NOTE:** Do not file DEBRL or RONQU Transition - to be assigned by ATC.

---

**FORT LAUDERDALE, FLORIDA**

**MIAMI INTL**

**MIAMI-OPTA LOCKA EXEC**

**MIAMI HOMESTEAD GENERAL AVIATION**

**HOMESTEAD ARB**

**OCEAN REEF CLUB (Pvt)**

**NOTE:** Chart not to scale.
NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turboprop aircraft only.

(TEBOW.TEBOW1) 18088
(TEBOW.TEBOW1) 13NOV14

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA

NOTE: Chart not to scale.
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.
ACORI TRANSITION (ACORI.TEEKY3)
CLEOO TRANSITION (CLEOO.TEEKY3)
DEFUN TRANSITION (DEFUN.TEEKY3)
ENEME TRANSITION (ENEME.TEEKY3)
FEDRR TRANSITION (FEDRR.TEEKY3)
MARCI TRANSITION (MARCI.TEEKY3)
PCOCK TRANSITION (PCOCK.TEEKY3)
SABEE TRANSITION (SABEE.TEEKY3)
VNECK TRANSITION (VNECK.TEEKY3)
ZPLEN TRANSITION (ZPLEN.TEEKY3)

NOTE: Jet aircraft only.
NOTE: Do not file PCOCK, FEDRR, or CLEOO Transitions - to be assigned by ATC.
NOTE: SABEE Transition for TPA area airports only.

NOTE: Expect "descend via" clearance and landing direction (east or west) by ARTCC. For vertical navigation planning, landing east, select Rwy 10R, landing west, select Rwy 28R.

(NARRATIVE ON FOLLOWING PAGE)
**NOTE:** Expect "descend via" clearance and landing direction (east or west) by ARTCC. For vertical navigation planning, landing east, select Rwy 10R, landing west, select Rwy 28R.

**NOTE:** Jet aircraft only.

**ARRIVAL ROUTE DESCRIPTION**

**KFL:** From TEEKY on track 136° to cross BANTY between 10000 and 11000 and at 250K, then on track 106° to cross HEEZE at 7000.

**LANDING KFL RUNWAY 10L:** From HEEZE on track 105° to cross HOLID at 5000. Expect ILS or LOC Rwy 10L approach.

**LANDING KFL RUNWAY 10R:** From HEEZE on track 107° to cross BUNKR at 5000. Expect ILS or LOC Rwy 10R approach.

**LANDING KFL RUNWAYS 28L/R:** From HEEZE on track 096° to cross GOYLE at 7000, then on track 089° to cross BEPAC at 6000, then on track 092° to cross FAMBA at 6000, then on track 096°. Expect RADAR vectors to final approach course.

**LANDING KFXE/KPMP:** From TEEKY on track 136° to cross BACIN at 8000, then on track 104° to cross CANUR at 7000, then on heading 060°. Expect RADAR vectors to final approach course.
Expect RADAR vectors to final approach course.
then on track 276° to cross JEPSI at 5000, then on track 276°.
then on track 276° to PHANZ, then on track 277° to JEBUK,
LANDING ALL AIRPORTS: From TOREZ on track 337° to LOCKO,
MKERS TRANSITION (MKERS.TOREZ1)
ARRIVAL ROUTE DESCRIPTION
ARRIVAL ROUTE DESCRIPTION
LANDING ALL AIRPORTS: From TOREZ on track 337° to LOCKO,
then on track 276° to PHANZ, then on track 277° to JEBUK,
then on track 276° to cross JEPSI at 5000, then on track 276°.
Expect RADAR vectors to final approach course.
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 GARY, 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.

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

NOTE: Chart not to scale.
TTHOR THREE ARRIVAL (RNAV) Transition Routes

NOTE: Jet and turboprop aircraft only.

KYLEG TRANSITION (KYLEG.TTHOR3)
LPERD TRANSITION (LPERD.TTHOR3)

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.
**NOTE:** Chart not to scale.

**Arrival Routes**

**LANDING KEVB/KOMN/KDAB/KDED/KX50/K7FL6:** From TTHOR on track 163° to cross BIKEZ at 12000, then on track 165°. Expect RADAR vectors to final approach course.

**LANDING KSFB/KLEE/KORL:** From TTHOR on track 182° to cross OWEDN between 8000 and 11000 and at 250K, then on track 183° to cross THANO between 7000 and 9000, then on track 182° to cross RAGNR at or below 7000, then on track 185° to cross LOKII at 5000, then on track 200° to cross MUNKZ at 5000 and at 210K, then on track 201°. Expect RADAR vectors to final approach course.

**NOTE:** Jet and turboprop aircraft only.
PUNTA GORDA TRANSITION (PGD.TTYLR3): From over PGD VOR on PGD R-124 to RACNO, then on RSW R-063 to TTYLR, thence. . . .

RACNO TRANSITION (RACNO.TTYLR3): From over RACNO on RSW R-063 to TTYLR, thence. . . .

ST PETERSBURG TRANSITION (PIE.TTYLR3): From over PIE VORTAC on PIE R-173 and SRQ R-353 to SRQ VOR/DME, then on SRQ R-139 and PGD R-320 to PGD VOR, then on PGD R-124 to RACNO, then on RSW R-063 to TTYLR, thence. . . .

LANDING ALL AIRPORTS: From TTYLR on PALM BEACH VORTAC (PBI) R-291 to cross PBI VORTAC at 3000. Expect RADAR vectors.
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: Chart not to scale.

VIICE TWO ARRIVAL (RNAV) Transition Routes

- ZEUSS, MADIZ, ZQA, NICKO TRANSITION: GPS
- RNAV 1 - DME/DME/IRU or GPS.
- RADAR required.

MIAMI APP CON
120.5 350.225
KHST ATIS 132.275 269.9
MIA D-ATIS 119.15
TMB ATIS 124.0
X51 AWOS-3 118.375

NOTE: Jet aircraft only.

NOTE: Landing east use Rwy 9 Transition, landing west use Rwy 30 Transition. Expect Rwy assignment from MIA approach prior to VIICE.

NOTE: Do not file PTOON or ZEGEE Transition - to be assigned by ATC.

(CONTINUED ON FOLLOWING PAGE)

ZEUSS TRANSITION (ZEUSS.VIICE2)
NASSAU TRANSITION (ZQA.VIICE2)
NICKO TRANSITION (NICKO.VIICE2)
PTOON TRANSITION (PTOON.VIICE2)
ZEGEE TRANSITION (ZEGEE.VIICE2)
VIICE TWO ARRIVAL (RNAV) Arrival Routes

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Jet aircraft only.
NOTE: Landing east use Rwy 9 Transition, landing west use Rwy 30 Transition. Expect Rwy assignment from MIA approach prior to VIICE.

(LISTING ON FOLLOWING PAGE)

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

LANDING KMIA RUNWAYS 8L/R, 9, 12: From VIICE on track 310° to cross NEKNE between 12000 and 14000 and at 280K, then on track 310° to cross GAMEY at or below 11000 and at 250K, then on track 310° to cross RAEBN at 9000, then on track 300° to cross CSTIO at or above 8000, then on track 300° to cross DAHLA at or above 6000, then on track 272° to cross BILZZ at 5000, then on track 272°. Expect RADAR vectors to final approach course.

LANDING KMIA RUNWAYS 26L/R, 27, 30: From VIICE on track 330° to cross ELTOD between 9000 and 10000 and at 250K, then on track 330° to cross SUITZ at or above 6000, then on track 305° to cross SHANN at or above 3000. Expect ILS Rwy 30 approach or RADAR vectors to final approach course.

LANDING 07FA/X51/KHST/KTMB: From VIICE on track 314° to cross FRARI at 10000 and at 250K, then on track 314°. Expect RADAR vectors to final approach course.
WEST PALM BEACH, FLORIDA
AL-449 (FAA)
VUUDU ONE ARRIVAL
(VUUDU.VUUDU1)
RNAV
22139
134.475
SUA ATIS
123.75
PBI D-ATIS
36
PALM BEACH APP CON
GAWKS Transition: GPS.
RADAR required.

 Transition Routes
ZPLEN TRANSITION (ZPLEN.VUUDU1)
SWAGS TRANSITION (SWAGS.VUUDU1)
SABEE TRANSITION (SABEE.VUUDU1)
MOLIE TRANSITION (MOLIE.VUUDU1)
LUCYS TRANSITION (LUCYS.VUUDU1)
SABEE TRANSITION (SABEE.VUUDU1)
SWAGS TRANSITION (SWAGS.VUUDU1)
ZPLEN TRANSITION (ZPLEN.VUUDU1)

NOTE: Chart not to scale.
NOTE: Jet aircraft only.

NOTE: Do not file LUCYS or MOLIE Transition.
To be assigned by ATC.
NOTE: SABEE Transition for TPA area departures.
NOTE: Jet aircraft only.

(CONTINUED ON FOLLOWING PAGE)
WEST PALM BEACH, FLORIDA

VUUDU ONE ARRIVAL (RNAV)

Arrival Routes

NOTE: Jet aircraft only.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

KPBI: From VUUDU on track 093° to cross TARTY between 9000 and 11000 and at 250K, then on track 116° to cross HLB1T at or below 9000.

LANDING KPBI RUNWAYS 10L, 14: From HLB1T on track 117° to cross GULLO at 5000. Expect ILS or LOC RWY 10L, RNAV (RNP) Z RWY 14 approach.

LANDING KPBI RUNWAYS 28R, 32: From HLB1T on track 118° to cross JANDS at or above 8000, then on track 118° to cross BEKAH at 6000, then on track 099° to cross COTEB at 6000 and at 210K, then on track 099°. Expect RADAR vectors to final approach course.

LANDING 06FA/F45: From VUUDU on track 093° to cross OWLLL at 9000 and at 250K, then on track 090° to SHZAM, then on heading 091°. Expect RADAR vectors to final approach course.

LANDING KBCT: From VUUDU on track 093° to cross OWLLL at 9000 and at 250K, then on track 159° to VETCH, then on track 111° to SCALE, then on track 099° to DIVRR, then on track 099°. Expect RADAR vectors to final approach course.

LANDING KSUA: From VUUDU on track 093° to cross OWLLL at 9000 and at 250K, then on track 032° to MSQTO, then on heading 050°. Expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

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.

NOTE: TEPEE TRANSITION NA for turbojet aircraft, file for PIE TRANSITION.
INTENTIONALLY LEFT BLANK
When local altimeter setting not received, procedure NA. Helicopter visibility reduction below ½ SM NA.
Circling NA south of Rwy 8-26. DME/DME RNP-0.3 NA.

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

**ATIS**
118.325

**SAN JUAN CENTER**
124.35 269.35

**AGUADILLA TOWER**
124.95 (CTAF)

**GND CON**
120.875

**CLNC DEL**
120.875

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

**AGUADILLA, PUERTO RICO**

**APP CRS**
082°

**Rwy Idg**
11313

**TDZE**
237

**Apt Elev**
237

**TDZE**

**IDAH0**

**ANTEX**

**ODDEZ**

**INNES**

**4 NM Holding Pattern**

**5 NM**

**3.6 NM**

**1.4 NM**

**CATEGORY**

**A**

**B**

**C**

**D**

**LNAV MDA**

760-1 523 (600-1)

760-1/2 523 (600-1/2)

760-1/4 523 (600-1/4)

**CIRCLING**

760-1 523 (600-1)

760-1/2 523 (600-1/2)

800-2 563 (600-2)

**ODDEZ**

**INNES**

**5000**

**IDAH0**

**ANTEX**

**ODDEZ**

**INNES**

**4 NM Holding Pattern**

**5 NM**

**3.6 NM**

**1.4 NM**

**CATEGORY**

**A**

**B**

**C**

**D**

**LNAV MDA**

760-1 523 (600-1)

760-1/2 523 (600-1/2)

760-1/4 523 (600-1/4)

**CIRCLING**

760-1 523 (600-1)

760-1/2 523 (600-1/2)

800-2 563 (600-2)
RAFAEL HERNANDEZ (BQN) (TJBQ)
AGUADILLA, PUERTO RICO
18°30'N-67°08'W

RAFAL (BQN)
TCBZ 52
CIRCLING

MSD APPROACH: Climb to 3000 direct WITRA and on 317° track to AQABA and hold.

When local altimeter setting not received, procedure NA.
Helicopter visibility reduction below 3/4 SM NA.

CATEGORIES

CIRCLING
WITRA
RUTPE
LIYIP

RNAV (GPS) RWY 26
tg 082°

120°
262°

X 200
11702
SE-3, 11 JUL 2024 to 05 SEP 2024
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 VOR/TAC R-265 to TARGT/BQN 7 DME and hold.

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<td>S-8</td>
<td>720-1 483 (500-1)</td>
<td>720-1½ 483 (500-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>720-1 483 (500-1)</td>
<td>720-1½ 483 (500-1½)</td>
<td>800-2 563 (600-2)</td>
<td></td>
</tr>
</tbody>
</table>
When local altimeter setting not received, procedure NA.

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

**VOR RWY 8**

**BORINQUEN**

113.5 BQN

Chan 82

**AGUADILLA, PUERTO RICO**

**AL-1016 (FAA)**

**RAFAEL HERNANDEZ**

**(BQN) (TJBQ)**

**AGUADILLA, PUERTO RICO**

**AL-1016 (FAA)**

**RAFAEL HERNANDEZ**

**(BQN) (TJBQ)**

**AGUADILLA, PUERTO RICO**

**AL-1016 (FAA)**

**RAFAEL HERNANDEZ**

**(BQN) (TJBQ)**

**AguaDilla, Puerto Rico**

**Al-1016 (Faa)**

**Raфаель herNанDez**

**(B Quinn) (TJBQ)**

**AguaDilla, Puerto Rico**

**Al-1016 (Faa)**

**Raфаель herNанDez**

**(B Quinn) (TJBQ)
When local altimeter setting not received, procedure NA. Circling NA south of Rwy 8-26. Rwy 26 helicopter visibility below ½ SM NA. DME required.

**MISSING 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.

---

**AGUADILLA, PUERTO RICO**

**AL-1016 (FAA)**

**VOR or TACAN RWY 26**

**RAFAEL HERNANDEZ (BQN) (TJBQ)**

---

**ATIS**

**118.325**

**SAN JUAN CENTER**

**124.35 269.35**

**AGUADILLA TOWER**

**124.95 (CTAF)**

**GND CON**

**120.875**

**CLNC DEL**

**120.875**

---

**DME REQUIRED**

---

**BORINQUEN**

**113.5 BQN**

**Chan 82**

**BORINQUEN**

**301°**

**Chan 82**

---

**VOR or TACAN Rwy 26**

---

**AGUADILLA, PUERTO RICO**

**Orig-D 12OCT17**

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**SE-3, 11 JUL 2024 to 05 SEP 2024**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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 MDAs 140 feet, increase LNAV Cats C/D visibility ½ SM and Circling Cats C/D visibility ½ SM. Straight-in Rwy 6 NA at night, Circling Rwy 6, 14, 18, 24, 32 NA at night.

**RNAV (GPS) RWY 6**

**APALACHICOLA RGNL-CLEVE RANDOLPH FLD (AAF)**

**ASOS**

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<td>460-1¾</td>
<td>440 (500-1¾)</td>
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<td>Circling</td>
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<td>500 (500-1)</td>
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<td>680-2</td>
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**ELEV** 20  
**TDZE** 20

**UNICOM** 122.8 (CTAF)  

Procedure NA for arrivals at TERES on V521 southeast bound.
RNAV (GPS) RWY 14
APALACHICOLA RGNL-CLEVE RANDOLPH FLD (AAF)

ASOS 119.925
TYNDALL APP CON 124.15

Procedure NA for arrivals at TERES on V521 southeast bound.

Amdt 2C 12AUG21

2100 to ASVOY

RNAV (GPS) RWY 14
APALACHICOLA, FLORIDA
Al-5600 (FAA)

22083

RNAV (GPS) RWY 14
APALACHICOLA RGNL-CLEVE RANDOLPH FLD (AAF)

SE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 24

APALACHICOLA RGNL-CLEVE RANDOLPH FLD (AAF)

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ASVOY and hold, continue climb-in-hold to 3000.

Rwy 24 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 24 NA at night, Circling Rwy 6, 18, 24, 32 NA at night. When local altimeter setting not received, use Northwest Florida Beaches Intl altimeter setting and increase all MDAs 140 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ½ SM.

ASOS
119.925

TYNDALL APP CON *
124.15

UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals at TERES on V521 southeast bound.
RNAV (GPS) RWY 32
APALACHICOLA RGNL-CLEVE RANDOLPH FLD (AAF)

ASOS 119.925
TYNDALL APP CON 124.15
UNICOM 122.8 (CTAF)

MISSED APPROACH:
Climb to 3000 direct ASVOY and hold, continue climb-in-hold to 3000.

ASVOY
April 2023

Rwy 32 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using Northwest Florida Beaches Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -150 C or above 540 C. Straight-in Rwy 32 NA at night, Circling Rwy 6, 18, 24, 32 NA at night. When local altimeter setting not received, use Northwest Florida Beaches Intl altimeter setting and increase LPV DA to 480 feet and all visibilities 3 SM. Increase LNAV/VNAV DA to 527 feet and all visibilities 3 SM. Increase all MDAs 140 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ½ SM.

Terminology:

- ASVOY: Approach Surface Vertical Deviation
- TDZE: Touchdown Zone
- ELEV: Elevator
- RW32: Runway 32
- W: Weather
- VGS: Vertical Guided System
- G: GPS
- RNAV: Receiver Autonomous Navigation
- LNAV: Localizer Navigation
- MDA: Minimum Descent Altitude
- VNAV: Vertical Navigation
- LPV: Localizer Performance Approach
- DA: Decision Altitude
- CIRCLING: Circling Pattern
- RNP: Required Navigation Performance
- SE-3: Special结合起来
- 11 JUL 2024 to 05 SEP 2024

Note: The diagram and table provided are not directly translatable to text as they contain graphical elements and annotations that are not represented in the text format.
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.

Procedure NA for arrivals at SHIMM on V159 northwest bound.

Procedure entry at WORMS NA when R-2910 is active.

Procedure NA for arrivals at WORMS on V267 northbound.

**APOPKA, FLORIDA**

APP CRS 154°

RVY Idg N/A

TDZE N/A

APT ELEV 150

**LEE ASOS**

134.325

**ORLANDO APP CON**

135.3 351.9

**UNICOM**

123.05 (CTAF)

**RNAV (GPS)-A**

**ORLANDO APOPKA (X)04**

**ELEV** 150

**RW15**

NA 399

**APPROACH**

4 NM

**HOLDING PATTERN**

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 10).
### ELEV 150

**Procedure NA for arrivals at JENSN on V152 southwest bound.**

**ORLANDO APP CON**

| LEE ASOS | 134.325 |
| ORLANDO APP CON | 135.3 351.9 |
| UNICOM | 123.05 (CTAF) |

**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.

---

**APP CRS 334°**

<table>
<thead>
<tr>
<th>Rw y Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>150</td>
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</tbody>
</table>

**RNAV (GPS)-B**

**APOLKA, FLORIDA**

**AL-9278 (FAA)**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**ORLANDO APOPKA**

**21112**

**ORLANDO APOPKA (X04)**

**RNAV (GPS)-B**

**APOLKA, FLORIDA**

**22APR21**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**28°42'N-81°35'W**
**RNAV (GPS)-A**

**ARCADIA MUNI (X06)**

**APP CRS**
- **Rwy Idg**: N/A
- **TDZE**: N/A
- **Apt Elev**: 63

**RNP APCH - GPS**

- **Circling NA to Rwy 14 and 32. Procedure NA at night. Rwy 06, 24 helicopter visibility reduction below 1 SM NA. 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.

<table>
<thead>
<tr>
<th>PGD ASOS</th>
<th>MIAMI CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.675</td>
<td>134.55 257.7</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

**HOLD 6000 2000**

- **VGSI and descent angles not coincident**
  - **(VGSI Angle 3.00/TCH 54).**

- **VGSI and TCH 54 not coincident.**

- **1400 2000 ROGAN**

**RNAV (GPS)-A**

**ARCADIA, FLORIDA**

**Amdt 1 05OCT23**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS)-B

ARCADIA MUNI (X06)

RNP APCH - GPS.

NA

Circling NA to Rwys 14 and 32. Procedure NA at night. Rw 24, 06 helicopter visibility reduction below 1 SM NA. 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 135.675
MIAMI CENTER 134.55 257.7
UNICOM 123.0 (CTAF)

RNP 238°

APP CRS
Rwy Idg
TDZE
Apt Elev
N/A
N/A
63

ELEV 63

RNAV (GPS)-B

ARCADIA MUNI (X06)

APP CRS
Rwy Idg
TDZE
Apt Elev
N/A
N/A
63

RNP 238°

PGD ASOS 135.675
MIAMI CENTER 134.55 257.7
UNICOM 123.0 (CTAF)

Circling NA to Rwys 14 and 32. Procedure NA at night. Rw 24, 06 helicopter visibility reduction below 1 SM NA. 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 135.675
MIAMI CENTER 134.55 257.7
UNICOM 123.0 (CTAF)

RNAV (GPS)-B

ARCADIA MUNI (X06)

APP CRS
Rwy Idg
TDZE
Apt Elev
N/A
N/A
63

RNP 238°

PGD ASOS 135.675
MIAMI CENTER 134.55 257.7
UNICOM 123.0 (CTAF)

Circling NA to Rwys 14 and 32. Procedure NA at night. Rw 24, 06 helicopter visibility reduction below 1 SM NA. 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 135.675
MIAMI CENTER 134.55 257.7
UNICOM 123.0 (CTAF)
RNAV (GPS) RWY 5
AVON PARK EXEC (AVO)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LPV DA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>450-1</td>
<td>540-1</td>
<td>680-1</td>
</tr>
<tr>
<td></td>
<td>290 (300-1)</td>
<td>380 (400-1)</td>
<td>520 (600-1)</td>
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<tr>
<td></td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at CROWD via V7 northbound and V509 westbound.

(VGSI Angle 3.00°/TCH 39). glidepath not coincident

VGSI and RNAV

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
118.725

MIAMI CENTER
134.55 257.7

UNICOM
122.8 (CTAF)

R-2901
B

R-2901
A & B

ELEV 160
TDZE 160

RNAV (GPS) RWY 5
AVON PARK EXEC (AVO)

Orig-B 17AUG17

27°35’N-81°32’W

WAAS
CH 86716
W05A

APP CRS
Rwy Idg 5374
TDZE 160
Apt Elev 160

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

1/2 mile. Increase all MDA 140 feet. Procedure NA at night.

Unilateral SLO MOG.

Holding Pattern

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 10
AVON PARK EXEC (AVO)

AVON PARK, FLORIDA
Orig-B  17AUG17

DME/DME RNP-0.3 NA. Rwys 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.

Procedure NA for arrivals at CROWD via V7 northbound and V509 westbound.

Procedure NA for arrivals at DOWNN via V157-521 southeast bound.

Category A

LNAV MDA

CIRCLING

 portable altimeter setting; increase all MDA 140 feet. Procedure NA at night.

AVON PARK EXEC (AVO)

RNAV (GPS) RWY 10

AVON PARK, FLORIDA
Orig-B  17AUG17

27°35'N-81°32'W
RNAV (GPS) RWY 5
BARTOW EXEC (BOW)

- Holding Pattern: 4 NM
- Two missed approach fix options: ZOMOV and direct.
- When using Tampa Intl altimeter setting, Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. VDP and Baro-VNAV NA and all MDA 120 feet, increase LNAV Cat C visibility SM, Cat D 1/2 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.

**AWOS: 3**
123.775

**TAMPA APP CON**
120.65 290.3

**BARTOW TOWER**
121.2 (CTAF)

**GND CON**
121.9

**UNICOM**
122.95

**ELEV 125**

**TDZE 123**

**LNAV only.**

**MIRL Rwys 5-23 and 9L-27R**

**REIL Rwys 5, 23, 9L and 27R**

**LNAV MDA**
- 520-1
- 397 (400-1)
- 520-1/2
- 397 (400-1/2)
- 520-1/4
- 397 (400-1/4)

**VPD**

**REIL**

**CTAF**

**TWR**

**VGSI Angle 3.50/TCH 51.**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
BARTOW, FLORIDA

RNAV (GPS) RWY 9L
BARTOW EXEC (BOW)

AWOS-3 123.775  TAMPA APP CON 120.65 290.3  BARTOW TOWER * 121.2  (CTAF)  GND CON 121.9  UNICOM 122.95

HOLD 2000
(IF/IAF) GUVEQ

 Procedure NA for arrival at CROWD on V7 southbound and V509 southeast bound.

Rwy 9L helicopter visibility reduction below \( \frac{3}{4} \) 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 \( \frac{1}{2} \) 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.

RNAV (GPS) RWY 9L

Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>442-1( \frac{1}{4} )</td>
<td>317 (400-1( \frac{1}{4} ))</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>539-1( \frac{1}{2} )</td>
<td>414 (500-1( \frac{1}{2} ))</td>
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<tr>
<td>LNAV MDA</td>
<td>540-</td>
<td>415 (500-1)</td>
<td>540-1( \frac{1}{4} )</td>
<td>415 (500-1( \frac{1}{4} ))</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 2000 direct IVONY and hold.

LPV       DA
VNAV
LNAV/ MDA

MIRL Rwys 5-23 and 9L-27R
REIL Rwys 5, 23, 9L and 27R

SE-3, 11 JUL 2024 to 05 SEP 2024

BARTOW EXEC (BOW)

SE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 23

BARTOW EXEC (BOW)

AWOS-3
TAMPA APP CON
BARTOW TOWER
GND CON
UNICOM

123.775
120.65
121.2 (CTAF)
121.9
122.95

ELEV 125
TDZE 124

V
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 ft, LNAV/VNAV DA to 681 ft and all MDA 120 ft, increase LPV all Cats visibility ¾ SM, LNAV/VNAV all Cats ¾ SM, LNAV Cat C ½ SM, Cat D 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 2300 direct FODBI and hold.

MISS APCH FIX
FODBI
205 ±
TWR 194
5000 x 150
416 x 150
275
433
323
AKACA
547

2300
2200

2.5 NM to RW23
JANGO
2.5 NM to RW23

230°
1800
980°

2200
230°

GP 3.00°
TCH 60

CATEG URY:
LPV DA
LNAV/ VNAV DA
LNAV MDA

A
454-1
575-1½
580-1 456 (500-1½)

B
330 (400-1)
451 (500-1½)
456 (500-1½)

C

D

19
**RNAV (GPS) RWY 27R**

**BARTOW EXEC (BOW)**

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tbody>
<tr>
<td>82412 W27A</td>
<td>271°</td>
<td>5000</td>
<td>125</td>
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**RNAV (GPS) RWY 27R**

<table>
<thead>
<tr>
<th>BARTOW TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>121.2 (CTAF)</td>
<td>121.9</td>
<td>122.95</td>
</tr>
</tbody>
</table>

**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 ½ SM, increase LNAV visibility Cat C ¼ SM, Cat D ½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°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**

<table>
<thead>
<tr>
<th>TAMPA APP CON</th>
<th>BARTOW TOWER</th>
<th>GND CON</th>
</tr>
</thead>
<tbody>
<tr>
<td>123.775</td>
<td>120.65 290.3</td>
<td>121.2 (CTAF)</td>
</tr>
</tbody>
</table>

**Procedure NA for arrival on LAL VORTAC airway radials 046 CW 171.**

**Procedure NA for arrival on LAL VORTAC airway radials 046 CW 171.**

**ELEV 125**

**TDZE 125**

**LPVs and VNAV:**

- LPV DA: 470-1.5
- LPV MDA: 580-1

**RNAV (GPS) RWY 27R**

<table>
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<tr>
<th>CATEGORY</th>
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<th>B</th>
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<th>D</th>
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<tr>
<td>LPV DA</td>
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<td>LNAV/VNAV DA</td>
<td>530-1.5</td>
<td>405 (500-1.5)</td>
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<tr>
<td>LNAV MDA</td>
<td>580-1</td>
<td>455 (500-1)</td>
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</tbody>
</table>

**Notices:**

- **MIRL Rwy 5-23 and 9L-27R R**
- **REIL Rwy 5, 23, 9L and 27R**

**Amdt 1C 11 Jul 2024 to 05 Sep 2024**

**BARTOW EXEC (BOW)**

**27°57′N-81°47′W**

**20**
VOR RWY 9L
BARTOW EXEC (BOW)

**DME required.**

- **Circling Rwy 9R, 27L NA at night. Rwy 9L helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting; increase all MDA 120 feet, increase S-9L Cat C/D visibility 3/4 SM and Circling Cat C/D visibility 3/4 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.

- **NoPT for arrival on LAL VORTAC airway radials 262 CW 350.**

**IF/IAF**

- **LAKELAND**
  - **VORTAC R-118 to LAL VORTAC and hold.**
  - **LAL VORTAC**
  - **NoPT for arrival on airway radials 262 CW 350.**

**AWOS-3**

- **123.775**

**TAMPA APP CON**

- **120.65 290.3**

**BARTOW TOWER**

- **121.2 (CTAF)**

**GND CON**

- **121.9**

**UNICOM**

- **122.95**

**ELEV 125 TDZE 125**

**27°57'N-81°47'W**

**Amdt 2G 30DEC21**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (RNP) Z RWY 23
BOCA RATON (BCT)

For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. In minimum visibility conditions, bright lights on highway 1/4 mile north of airport may be mistaken for runway lights.

MISSING APPROACH: Climb to 2100 on track 229° to TACUY, right turn to ZILKI and track 304° to ATONE and hold.

AWOS-3 121.125
PALM BEACH APP CON 127.35 343.6
BOCA RATON TOWER* 118.425 (CTAF)

GND CON 121.8
CLNC DEL 121.8
GCO 127.35

AUTHORIZATION REQUIRED

BOCA RATON, FLORIDA
Orig-B 19JUL18

26°23'N-80°06'W
23
BOCA RATON, FLORIDA

AWOS-3
Palm Beach App Con

BOCA RATON TOWER

GND Con

CLNC DEL

GCO

121.125

127.35

343.6

118.425

121.18

127.35

121.8

121.8

127.35

BOCA RATON, FLORIDA

RNAV (GPS) RWY 5

BOCA RATON (BCT)

Baro-VNAV NA when using Palm Beach Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. When local altimeter setting not received, use Palm Beach Intl altimeter setting: increase LPV DA to 326 feet; increase LNAV/VNAV DA to 501 feet; increase all MDAs 60 feet and visibility LNAV Cats C and D ½ SM and Circling Cats C and D ¼ SM. In minimum visibility conditions bright lights on highway ½ mile north of airport may be mistaken for runway lights. RW5 helicopter visibility reduction below ½ SM NA.

Procedure NA for arrivals at ATONE on V159 northbound.

RNP APCH-GPS.

AWOS-3
Palm Beach App Con

BOCA RATON TOWER

GND Con

CLNC DEL

GCO

121.125

127.35

343.6

118.425

121.18

127.35

121.8

121.8

127.35

BOCA RATON, FLORIDA

RNAV (GPS) RWY 5

BOCA RATON (BCT)

Baro-VNAV NA when using Palm Beach Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. When local altimeter setting not received, use Palm Beach Intl altimeter setting: increase LPV DA to 326 feet; increase LNAV/VNAV DA to 501 feet; increase all MDAs 60 feet and visibility LNAV Cats C and D ½ SM and Circling Cats C and D ¼ SM. In minimum visibility conditions bright lights on highway ½ mile north of airport may be mistaken for runway lights. RW5 helicopter visibility reduction below ½ SM NA.

Procedure NA for arrivals at ATONE on V159 northbound.

RNP APCH-GPS.
RNAV (GPS) Y RWY 23
BOCA RATON (BCT)

AWOS-3 | PALM BEACH APP CON | BOCA RATON TOWER* | GND CON | CLNC DEL | GCO
---|---|---|---|---|---
121.125 | 127.35 343.6 | 118.425 (CTAF) | 121.8 | 121.8 | 127.35

**RNAV (GPS) Y RWY 23**

- **BOCA RATON, FLORIDA**
- **ELEV 13**
- **TDZE 13**

**Procedure NA for arrivals on PBI VORTAC airway radials 071 CW 190.**

**Procedure NA for arrivals at MRLIN on BR68V northeast bound, BR64V eastbound, and on BR54V-55V southeast bound.**

**RNAV glidepath not coincident (VGS Angle 3.25°/TCH 46).**

**LNAV only.**

- **1.3 NM to RW23**
- **3.2 NM to HIVUR**
- **6.1 NM**

**Category**

- **LPV DA**
  - 263-7/8 250 (300-7/8)
- **LNAV/ VNAV DA**
  - 357-1/8 344 (400-1/8)
- **LNAV MDA**
  - 480-1 467 (500-1)
  - 480-1 467 (500-1)
- **CIRCLING**
  - 680-1 667 (700-1)
  - 680-1 667 (700-1)
  - 880-2 887 (900-2/3)

**HOLD**

**HIVUR**

**ASATONE**

**326**

**229°**

**2000**

**6000**

**210**

**2000 NoPT**

**278° (10.7)**

**278°**

**229°**

**2000 NoPT**

**GCO**

**GND CON**

**CLNC DEL**

**GND CON**

**CTAF**

**BOCA RATON TOWER**

**BOCA RATON APP CON**

**PBI**

**MISSED APPROACH: Climb to 2100 direct TANAH and on track 297° to ATONE and hold.**

**RNAV (GPS) Y RWY 23**

**BOCA RATON (BCT)**

**RNAV (GPS) Y RWY 23**

**BOCA RATON (BCT)**

**RNAV (GPS) Y RWY 23**

**BOCA RATON (BCT)
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 049° to 520, then on heading 049° or as assigned by ATC, for vectors to cross JAVAA at or above 8000, thence . . .

TAKEOFF RUNWAY 23: Climb on heading 229° to 520, then on heading 320° or as assigned by ATC, for vectors to cross JAVAA at or above 8000, thence . . .

. . . on track 297° to cross CONAS at or below 10000, then on track 296° to cross MYZNR at or above 10000. Maintain ATC assigned altitude, expect clearance to filed altitude within 10 minutes after departure.

CHEFS TRANSITION (MYZNR2.CHEFS)
MATLK TRANSITION (MYZNR2.MATLK)
WELLY TRANSITION (MYZNR2.WELLY)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 5:** Climb on heading 049° to 520, then on heading 049°, or as assigned by ATC, for vectors to cross ROTHH at or above 2000, thence. . . .

**TAKEOFF RUNWAY 23:** Climb on heading 229° to 520, then on heading 320°, or as assigned by ATC, for vectors to cross ROTHH at or above 2000, thence. . . .

. . . . on track 074° to TURPS, maintain 2000, then on assigned transition, expect clearance to filed altitude within 10 minutes after departure.

**HALBI TRANSITION (TURPS2.HALBI)**  
**LENGS TRANSITION (TURPS2.LENDS)**  
**PERMT TRANSITION (TURPS2.PERMT)**
**RNAV (GPS) RWY 1**

**TRI-COUNTY (BCR)**

**BONIFAY, FLORIDA**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LPV DA</strong></td>
<td>415</td>
<td>329 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td><strong>LNAV/VNAV DA</strong></td>
<td>520-1¼</td>
<td>434 (500-1¼)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>520-1</td>
<td>434 (500-1)</td>
<td>520-1¼</td>
<td>434 (500-1¼)</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>580-1</td>
<td>600-1</td>
<td>594 (600-1¼)</td>
<td>680-1½</td>
</tr>
</tbody>
</table>

Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA when using Marianna altimeter setting. Circling Rwy 19 NA at night. When local altimeter setting not received, use Marianna altimeter setting: increase LPV DA to 468 and LNAV/VNAV DA to 573 and all visibilities 1/8 SM, increase all MDAs 60 feet and visibility Cat C 1/4 SM.

**UNICOM**

122.725 (CTAF) 0

**ASOS**

119.825

**CAIRNS APP CON**

133.75 270.35

**ELEV**

86

**TDZE**

86

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**Orig 02DEC21**

30°51'N-85°36'W
**RNAV (GPS) RWY 19**

**TRI-COUNTY (BCR)**

**BONIFAY, FLORIDA**

### RNAV (GPS) RWY 19

**TRI-COUNTY (BCR)**

**BONIFAY, FLORIDA**

**RNAV (GPS) RWY 19**

**TRI-COUNTY (BCR)**

**BONIFAY, FLORIDA**

### RNAV (GPS) RWY 19

**TRI-COUNTY (BCR)**

**BONIFAY, FLORIDA**

**RNAV (GPS) RWY 19**

**TRI-COUNTY (BCR)**

**BONIFAY, FLORIDA**

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**TRI-COUNTY (BCR)**

**BONIFAY, FLORIDA**

**RNAV (GPS) RWY 19**

**TRI-COUNTY (BCR)**

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**TRI-COUNTY (BCR)**

**BONIFAY, FLORIDA**

**RNAV (GPS) RWY 19**

**TRI-COUNTY (BCR)**

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**TRI-COUNTY (BCR)**

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### RNAV (GPS) RWY 19

**TRI-COUNTY (BCR)**

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**TRI-COUNTY (BCR)**

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### RNAV (GPS) RWY 19

**TRI-COUNTY (BCR)**

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### RNAV (GPS) RWY 19

**TRI-COUNTY (BCR)**

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### RNAV (GPS) RWY 19

**TRI-COUNTY (BCR)**

**BONIFAY, FLORIDA**

### RNAV (GPS) RWY 19

**TRI-COUNTY (BCR)**

**BONIFAY, FLORIDA**

### RNAV (GPS) RWY 19

**TRI-COUNTY (BCR)**

**BONIFAY, FLORIDA**
BROOKSVILLE, FLORIDA
AL-6210 (FAA)

ILS or LOC RWY 9
BROOKSVILLE-TAMPA BAY RGNL (BKV)

<table>
<thead>
<tr>
<th>LOC/DME I-OSV</th>
<th>App CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
<th>Chan</th>
<th>MALS</th>
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</thead>
<tbody>
<tr>
<td>110.75</td>
<td>094°</td>
<td>7001</td>
<td>76</td>
<td>76</td>
<td>44</td>
<td></td>
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</tbody>
</table>

**Radar Required for Procedure Entry. DME Required.**

**Asos**
134.725

**Tampa App Con**
125.3

**Brooksville Tower**
118.55 (CTAF)

**Gnd Con**
121.4

**Clnc Del**
119.125

**Unicom**
123.0

**Missed Approach:** Climb to 3000 on heading 090° and LAL VORTAC R-330 to DADES/LAL VORTAC 25.8 DME and hold.

**Localizer 110.75**
I-OSV
Chan 44(Y)

**Msr**
2600

**Elev 76**

**Tdez 76**

**Brooksville-Tampa Bay Rgnl (Bkv)**

---

**Amdt 3 15Aug19**

**28°28'N-82°27'W**
RNAV (GPS) RWY 3
BROOKSVILLE-TAMPA BAY RGNL (BKV)

ASOS 134.725  TAMPA APP CON 125.3  BROOKSVILLE TOWER 118.55 (CTAF)  GND CON 121.4  CLNC DEL 119.125  UNICOM 123.0

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.

BROOKSVILLE, FLORIDA

Amdt 1E 18JUL19
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 1/4 mile.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>TAMPA APP CON</th>
<th>BROOKSVILLE TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>134.725</td>
<td>125.3</td>
<td>118.55 (CTAF)</td>
<td>121.4</td>
<td>119.125</td>
<td>123.0</td>
</tr>
</tbody>
</table>

**MISSING APPROACH:** Climb to 2000 direct
MUCRO and hold.

- **VGSI Angle 3.00/TCH 39.**
- **LNAV Cat C and Circling Cats C and D visibility 1/2 mile.**

**Category:**
- **A:**
  - LNAV MDA: 0-1 (500-1)
  - 431 (500-1)
  - 431 (500-1/2)
- **B:**
  - LNAV MDA: 0-1 (500-1/4)
  - 431 (500-1/4)
  - 431 (500-1/2)
- **C:**
  - LNAV MDA: 0-1 (500-1/4)
  - 431 (500-1/4)
  - 431 (500-1/2)
- **D:**
  - LNAV MDA: 0-1 (500-1/4)
  - 431 (500-1/4)
  - 431 (500-1/2)
RNAV (GPS) RWY 27
BROOKSVILLE-TAMPA BAY RGNL (BKV)

Rwy 27 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C.

MISSED APPROACH: Climb to 2000 direct ASKEH and hold.

ASOS
134.725
Tampa App Con
125.3
316.05
Brooksville Tower*
118.55 (CTAF)
Gnd Con
121.4
Clnc Del
119.125
Unicom
123.0

Category
A
B
C
D
LPV DA
442-1\frac{1}{4}
373 (400-1\frac{1}{4})
LNAV/ VNAV DA
595-1\frac{1}{4}
526 (600-1\frac{1}{4})
LNAV MDA
620-1\frac{1}{4} 551 (600-1)
620-1\frac{3}{4} 551 (600-1\frac{3}{4})
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASOS
134.725
BROOKSVILLE TOWER *
118.55
GND CON
121.4
CLNC DEL
119.125 (When Tower Closed)

GROUNDED
118.55
TOWERS
134.725

FIELD ELEV 76

RWY 09-27
S-90, D-130, 2D-230

RWY 03-21
S-50, D-75, 2D-135

ELEV 68

SE-3, 11 JUL 2024 to 05 SEP 2024

AIRPORT DIAGRAM
23054
BROOKSVILLE, FLORIDA
BROOKSVILLE-TAMPA BAY RGNL (BKV)

AL-6210 (FAA)
BROOKSVILLE, FLORIDA

field elevation

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
CAUTION: When VGSi inop, straight-in procedure to
Rwy 31/circling to Rwy 13 NA at night.
USAF Only: When VGSi inop, straight-in Rwy 31 authorized
at night with MAJCOM A3 approval.

EMERG SAFE ALT 100 NM 3000

COCOA BEACH, FLORIDA
Amdt 2 13JUN24
CAUTION: When either Rwy 13/31 VGSI inop, circling NA to Rwy 13/31 at night.
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**: 124.0
- **SAN JUAN CENTER**: 128.65 279.6
- **ST. THOMAS TOWER**: 118.8 [CTAF] 257.6 118.1 [NORTH OF ISLAND]
- **GND CON**: 121.9
- **UNICOM**: 122.95

**ATC Guidance**:
- **LOC/DME I-TMN**: 110.1
  - **Chan 38**
  - **APP CRS**: 100°
  - **Rwy Idg**: 6892
  - **TDZE**: 24
  - **Apt Elev**: 24

**S-ILS 10**
- **S-LOC 10**: 620-1 596 (600-1) 620-1½ 596 (600-1½)
- **CIRCLING**: 660 (700-1) 700 (700-1) 860-2½ 836 (900-2½) 1480-3 1456 (1500-3)

**CAUTION**: Pilots may encounter false illusory indications during night approaches to Rwy 10 when using outside visual cues for vertical guidance.
RNAV (GPS) RWY 10
Cyril E King (STT) (TIST)

ATIS
124.0

San Juan Center
128.65 279.6

Ground Control
121.9

Unicom
122.95


Cat A and B missed approach climb gradient is standard.

Missed Approach: Climbing right turn to 2800 direct OSSEL and hold.

*Missed approach requires minimum climb of 411 feet per NM to 1900 for Category C/D aircraft.

For vertical guidance:

CAUTION: Pilots may encounter false illusory indications during night approaches to RW 10 when using outside visual cues.

Holding Pattern

VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 71).

LNAV MDA
NA
1180-3 1156 (1200-3)

LNAV MDA
1180-2½ 1156 (1200-2½)
1560-3 1536 (1600-3)

Circling
1180-2½ 1156 (1200-2½)
1560-3 1536 (1600-3)

HirL RWY 10-28

18°20’N-64°58’W

Amdt 2A 16May24

SE-3, 11 Jul 2024 to 05 Sep 2024
CAUTION: High terrain north of Rwy 10-28 extended.
Circling NA north of Rwy 10-28.
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.

SE-3, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 24

TERMINAL

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.
DEPARTURE ROUTE DESCRIPTION

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.
VGS and ILS glidepath not coincident (VGS Angle 3.00°/TCH 73).

**ADF REQUIRED**

Circling NA N of Rwy 10-28. If local altimeter setting not received, procedure NA. For inoperative MALSIR, increase S-ILS 10 all Cats visibility to 1.

**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: 135.65
- ST. Croix Tower: 118.6 (CTAF)
- GND Con: 121.7
- Unicom: 123.0

**LOC\ I-STX 109.5**

**APP CRS**
- Rwy IDG: 9003
- TDZE: 74
- Apt Elev: 74

**ELEV**
- 74
- TDZE 74

**ST. CROIX, VIRGIN ISLANDS**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**AIRNAV**

**LOC or LOC Rwy 10**

HENRY E ROHLSEN (STX)(TISX)

**CHART**

**ILS or LOC Rwy 10**

**STS**

**AWOS**

**AUTOCOR**

**BRO**

**AL-5008 (FAA)**

**24081**

**CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS**

**Amdt 7C 20MAY21**

**TWA**

**0.6% DOWN**

**0.4% UP**

** chuyên về tiếng Anh**

**A**

**B**

**C**

**D**

**CATEGORY**
- A
- B
- C
- D

**S-ILS 10**
- 375-1/2
- 406 (400-1/2)

**S-LOC 10**
- 480-1/2
- 506 (500-1/2)

**CIRCLING**
- 520-1
- 446 (500-1)
- 526 (600-1)
- 720-1/2
- 646 (700-1/4)
- 646 (700-2)

**Remain within 10 NM**

**GS 3.00°**
- TCH 59

**ELEV**
- 74
- TDZE 74

**ST LOM**

**2400 to LOM 266° (10.8)**

**LOCALIZER 109.5**
- I-STX

**HIL**

**FIR**

**FAF to MAP 4 NM**

**FAR**

**NPA**

**RAP**

**RNP**
Missed Approach: Climb to 2400 direct PEBKY and via 074° track to COY VOR/DME and hold.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 73).

Missed Approach: Climb to 2400 direct PEBKY and via 074° track to COY VOR/DME and hold.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 73).

Missed Approach: Climb to 2400 direct PEBKY and via 074° track to COY VOR/DME and hold.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 73).
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.

VOR/DME COY
108.2
Chan 19

COY
108.2
Chan 19

COY
22.5

259°

COY
8998

Rwy ldg
40

Apt Elev
74

128.65
279.6

ATIS
SAN JUAN CENTER

118.6

ST. CROIX TOWER

121.7

GND CON

123.0

UNICOM

ELEV
74

TDZE
40

259°

5.3 NM
from FAF

259°

2.5 NM

R-292

R-292

108.2

Chan 19

108.6

Chan 23

1321

459±

956

390

367

970

HAMIL

COY
2.5

COY
108.2

Chan 19

COY
22.5

2400

259°

181°

2400

223°

17.5

1900

0.79°

3.23°

TCH 52

HAMIL

COY
2.5

COY
108.2

Chan 19

COY
22.5

2400

1900

74

0.6°

DOMIN

100.6 X 1.50

1411±

259°

2.5 NM

2.5 NM

HAMIL FIX MINIMUMS

S-28
640-1
600 (600-1)

CIRCLING
640-1
566 (600-1)

960-2 1/4
920 (900-1/4)

960-2 1/4
886 (900-1/4)

960-3
866 (900-3)

960-3
886 (900-3)

960-3
866 (900-3)

960-3
886 (900-3)

960-2 1/4
886 (900-2 1/4)

960-2 1/4
886 (900-2 1/4)

960-3
866 (900-3)

960-3
886 (900-3)

920 (900-2 1/4)

920 (900-2 1/4)

960-3
866 (900-3)

Remain within 10 NM

259°

108.6

5 1/2 NM

2400

1900

17°42’N-64°48’W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Takeoff Runway 10: Climb on heading 115° to 1200, then climbing left turn to intercept assigned transition. Maintain 6000 or ATC assigned altitude. Expect further clearance to filed altitude within ten (10) minutes after departure.

CHAKA Transition (HMLTN9.CHAKA): From over COY VOR/DME on COY R-316 to CHAKA/SJU 21 DME.

PALCO Transition (HMLTN9.PALCO): From over COY VOR/DME on COY R-336 to NOMUE/COY 38 DME, then on SJU R-113 to PALCO INT/SJU 44 DME.

ST Thomas Transition (HMLTN9.STT): From over COY VOR/DME on COY R-344 and STT R-163 to STT VOR/DME.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
SNOOZ FIVE DEPARTURE (SNOOZ5.SNOOZ) 24MAR22

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. Maintain 6000 or ATC assigned altitude, expect further clearance to filed altitude within ten (10) minutes after departure.

ST THOMAS TRANSITION (SNOOZ5.STT): From over SNOOZ INT on STT R-196 to STT VOR/DME.

VEDAS TRANSITION (SNOOZ5.VEDAS): From over SNOOZ INT on COY R-292 to VEDAS INT.

NOTE: Not authorized for turbojet aircraft.

NOTE: Chart not to scale.
RNAV (GPS) RWY 13
AIRGLADES (2IS)

When local altimeter setting not received, use Immokalee altimeter setting. Circling Rwy 31 NA at night.

AWOS-3PT 124.175
MIAMI CENTER 132.45 307.1
UNICOM 123.05 (CTAF)

Procedure NA for arrivals at SIGNL on V511 northwest bound.

RNAV (GPS) RWY 13
CLEWISTON, FLORIDA
AL-10367 (FAA)

RNAP APCH - GPS.

MISSING APPROACH: Climbing left turn to 5000 direct SIGNL and hold, continue climb-in-hold to 5000.

AWOS-3PT 124.175
MIAMI CENTER 132.45 307.1
UNICOM 123.05 (CTAF)

Procedure NA for arrivals at SIGNL on V511 northwest bound.

RNAV (GPS) RWY 13
CLEWISTON, FLORIDA
AL-10367 (FAA)

RNAP APCH - GPS.

MISSING APPROACH: Climbing left turn to 5000 direct SIGNL and hold, continue climb-in-hold to 5000.

AWOS-3PT 124.175
MIAMI CENTER 132.45 307.1
UNICOM 123.05 (CTAF)

Procedure NA for arrivals at SIGNL on V511 northwest bound.
RNAV (GPS) RWY 31
AIRGLADES (2IS)

Procedure NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Immokalee altimeter setting.

AWOS-3PT
124.175

MIAH MIAMI CENTER
132.45 307.1

UNICOM
123.05 (CTAF)

Procedure
Turn
NA

1800
WODIX

1600
WODIX

320°

RNAV MDA
440-1
421 [500-1]
440 [500-1 1/2]
421 [500-1 1/2]
680-2

CIRCLING
500-1
480 [500-1]
660 [700-2]

UNICOM
123.05 (CTAF)

AWOS-3PT
124.175

MIAH MIAMI CENTER
132.45 307.1

UNICOM
123.05 (CTAF)

RNAV MDA
440-1
421 [500-1]
440 [500-1 1/2]
421 [500-1 1/2]
680-2

CIRCLING
500-1
480 [500-1]
660 [700-2]
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.

**ADF required:**

**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.

**ADF required:**

**NA**
RNAV (GPS) RWY 17
BOB SIKES (CEW)

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)

Procedure NA for arrival on CEW VORTAC airway radials 073 CW 088.

**Crestview, Florida**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>470-1</td>
<td>257 (300-1)</td>
<td></td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>640-1½</td>
<td>427 (500-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>660-1</td>
<td>447 (500-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>700-1</td>
<td>486 (500-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Elev 214**
**TDZE 213**

**Eglin AFB/Destin: Fort Walton Beach**

**HIRL Rwy 17-35**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 35
BOB SIKES (CEW)

MISSED APPROACH: Climb to 2000 direct WEDOM and hold.

**Procedure NA for arrivals at CEW VORTAC on V198 westbound.**

*ATC approval required from CEW VORTAC to HEKLU.*

- RNP APCH.
- Boro-VNAV and VDP NA when using Eglin AFB altimeter setting. Rwy 35 helicopter visibility reduction below 3/4 SM NA. For uncompensated Boro 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 3/4 SM.

**ASOS**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td><strong>UP</strong></td>
<td>1.3 NM</td>
<td>3 NM</td>
<td>6 NM</td>
<td><strong>4 NM</strong></td>
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</tbody>
</table>

**HOLD**

- 35°

**RW35**

- 175°

- 355°

- 6000

- **2000**

**2000 WEDOM**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 61).**

**Eglin AFB/ Destin-Fort Walton Beach**

**GEBKE**

**HEKLU**

**MISSED APCH FIX**

4 NM

355°

WEDOM

**MISA RW35 25 NM**

2300

**355°**

**175°**

**6000**

**2000**

**GP 3.00°**

**TCH 52**

**HEKLU Holding Pattern**

**R-2914A**

**R-2918**

**R-2915A**

**Creвау View, Florida**

**ELEV 214 TDZE 163**

**Unicom 122.95 (CTAF)**

**ASOS 119.275**

**Eglin AFB Temp Con 124.05 284.65**

**Unicom 122.95 (CTAF)**

**Amdt 1D 18JUL19**

**SE-3 11 JUL 2024 to 05 SEP 2024**
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 \( \frac{1}{4} \) SM.

**MISSSED APPROACH:** Climb to 1200 then climbing left turn to 2200 direct CEW VORTAC and hold.

NoPT for arrival on CEW VORTAC airway radials 263 CW 358.

ASOS

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<th>Code</th>
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<td>APP CRS</td>
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<td>APP CRS</td>
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<tr>
<td>TDZE</td>
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<tr>
<td>Apt Elev</td>
<td>214</td>
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<td>N/A</td>
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<td>EAGIN APP CON</td>
<td>124.05</td>
</tr>
<tr>
<td>UNICOM</td>
<td>122.95 (CTAF)</td>
</tr>
</tbody>
</table>

**ELEV 214**

**One Minute Holding Pattern**

**CEW VORTAC**

- **FAF to MAP:** 8.3 NM
- **NOTME FIX MINIMUMS:** (ADF OR DME REQUIRED)
- **KNOTS:** 60 90 120 150 180
- **Min:Sec:** 8:18 5:32 4:09 3:19 2:46

**CATEGORY**

- **A**
  - 900-1
  - 686 (700-1)
- **B**
  - 900-2
  - 686 (700-2)
- **C**
  - 900-2½
  - 686 (700-2½)
- **D**
  - 700-1
  - 486 (500-1)
  - 820-1¼
  - 606 (700-1¼)
  - 840-2
  - 626 (700-2)

**NOTME**: Climb to 1200 then climbing left turn to 2200 direct CEW VORTAC and hold.

Eglin AFB/ Destin-Fort Walton Beach

Circling CEW 8.3

**MADEW CEW 8.3**

Duke Field (Eglin AF Aux NR 3)

**VALLEYS FLORIDA**

**AL-5261 (FAA)**

BOB SIKES (CEW)

**CRESTVIEW, FLORIDA**

**22363**

**BOB SIKES (CEW)**

**30°47′N-86°31′W**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
RNPA PHCH.

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 to 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.

Procedure NA for arrivals at CTY VORTAC on airway radials 083 CW 203.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 36).
RNAV (GPS)-A
CROSS CITY (CTY)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Williston Muni altimeter setting and increase Cat C MDA 80 feet and increase visibility Cat C 1/4 SM. Circling to Rwy 4/13/31 NA at night.

**AWOS-3PT**
- 120.775

**X60 AWOS-3T**
- 118.425

**JACKSONVILLE CENTER**
- 127.8
- 352.0

**UNICOM**
- 122.8 (CTAF)

**HEVNV**
- 2000
- 122°
- 049°
- 2.5 NM

Procedure NA for arrival at HEVNV. V521 westbound, V97 northwest bound.

**CEDDI**
- 2000
- 229°
- 049°
- 4 NM

Procedure NA for arrival at CEDDI on V35 southbound.

**HULEL**
- 2000
- 229°
- 049°
- 6.1 NM

**UGLUF**
- 2000
- 229°
- 049°
- 6.1 NM

**JEGIB**
- 2000
- 229°
- 049°
- 049°

**CIRCLING**
- 620-1
- 578 (600-1)

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**CIRCLING**
- 620-1
- 578 (600-1)
- 660-1\(\frac{3}{4}\)
- 740-2\(\frac{1}{4}\)

**ELEV**
- 42

**MIRL**
- Rwy 13-31
- Rwy 4-22
- Rwy 13 and 31

**SE-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS)-B
CROSS CITY (CTY)

**AWOS:3PT** 120.775
**X60 AWOS-3T** 118.425
**JACKSONVILLE CENTER** 127.8 352.0
**UNICOM** 122.8 (CTAF)

**ELEV** 42

**PROCEDURE**

1. **UGLUF**
2. **HULEL**
3. **GATORS**

Procedure NA for arrival at GNV VORTAC via V579 eastbound.

---

**AWOS-3PT**
**X60 AWOS-3T**
**JACKSONVILLE CENTER**
**UNICOM**

**ELEV** 42

**PROCEDURE**

1. **UGLUF**
2. **HULEL**
3. **GATORS**

Procedure NA for arrival at GNV VORTAC via V579 eastbound.

---

**AWOS-3PT**
**X60 AWOS-3T**
**JACKSONVILLE CENTER**
**UNICOM**

**ELEV** 42

**PROCEDURE**

1. **UGLUF**
2. **HULEL**
3. **GATORS**

Procedure NA for arrival at GNV VORTAC via V579 eastbound.
Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Williston Muni altimeter setting and increase Circling Cat C MDA 80 feet and increase visibility Cat C 1/4 SM. 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 120.775
X60 AWOS-3T 118.425
JACKSONVILLE CENTER 127.8 352.0
UNICOM 122.8 (CTAF)
RNAV (GPS) RWY 9
CRYSTAL RIVER-CAPT TOM DAVIS FLD (CGC)

AWOS: 3

JACKSONVILLE APP CON

UNICOM

ECOLOGICAL AERONAUTICAL INFORMATION SERVICE

CIRCLING

CRYSAL RIVER-CAPT TOM DAVIS FLD (CGC)

SE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 9

MIRL Rwy 9-27

Pilots are reminded that the RNAV (GPS) RWY 9 approach may be inoperative due to aircraft.

Designating Facility: LEYZU

UNICOM

AWOS-3

JACKSONVILLE APP CON

UNICOM

ECOLOGICAL AERONAUTICAL INFORMATION SERVICE

CIRCLING

CRYSAL RIVER-CAPT TOM DAVIS FLD (CGC)

SE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 9

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UNICOM

AWOS-3

JACKSONVILLE APP CON

UNICOM

ECOLOGICAL AERONAUTICAL INFORMATION SERVICE

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UNICOM

AWOS-3

JACKSONVILLE APP CON

UNICOM

ECOLOGICAL AERONAUTICAL INFORMATION SERVICE

CIRCLING

CRYSAL RIVER-CAPT TOM DAVIS FLD (CGC)

SE-3, 11 JUL 2024 to 05 SEP 2024

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UNICOM

AWOS-3

JACKSONVILLE APP CON

UNICOM

ECOLOGICAL AERONAUTICAL INFORMATION SERVICE

CIRCLING

CRYSAL RIVER-CAPT TOM DAVIS FLD (CGC)

SE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 9

MIRL Rwy 9-27

Pilots are reminded that the RNAV (GPS) RWY 9 approach may be inoperative due to aircraft.

Designating Facility: LEYZU

UNICOM

AWOS-3

JACKSONVILLE APP CON

UNICOM

ECOLOGICAL AERONAUTICAL INFORMATION SERVICE

CIRCLING
- **RNAV (GPS) RWY 27**

  **CRYSTAL RIVER-CAPT TOM DAVIS FLD (CGC)**

- **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.

### Chart Details

- **AWOS-3:** 118.325
- **JACKSONVILLE APP CON:** 118.6 251.15
- **UNICOM:** 122.725 (CTAF)

### VFR Approach

- **ELEV 9**
- **TDZE 9**

### RNAV Approach

- **WAAS CH 90333**
- **APP CRS 276°**
- **Rwy Idg 4557**
- **Apt Elev 9**

### Missed Approach

- Climb to 700 then climbing right turn to 3000 direct OJOFY and hold.

### Category A - B - C - D

- **LP MDA:** 480-1 471 (500-1)
- **LNAV MDA:** 640-1 631 (700-1)
- **CIRCLING:** 640-1 631 (700-1)

### Holding Pattern

- **EBERB**

### Visual Segment - Obstacles

- 276° to RW27

### Chart Notes

- **MIRL Rwy 9-27**
- **REIL Rwys 9 and 27**

### Additional Information

- **Crystal River, Florida**
- **Amdt 1C 26MAR20**
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 533.

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.

DME or RADAR REQUIRED
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 0.3 SM 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.

Procedure NA for arrivals on OMN VORTAC airway radials 161 CW 211.

Procedure NA for arrivals at GUANO on V267 northbound.
RNAV (GPS) RWY 7R
DAYTONA BEACH INTL (DAB)

Rwy 7R helicopter visibility reduction below 3/4 SM NA.

ATIS 132.875
DAYTONA APP CON 125.8 269.075
DAYTONA TOWER 120.7 257.8
GND CON 121.9 348.6
CLNC DEL 119.3

MISSED APPROACH: Climb to 1600 direct FOMRO WP and hold.

DAYTONA BEACH, FLORIDA
Orig-F 18JUL19

29°11'N-81°03'W
Baro-VNAV NA below -1.5° C (5° F).
DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 1700 direct KESLR and hold.

### ATIS
- **ATIS**: 132.875
- **DAYTONA APP CON**: 125.8 269.075
- **DAYTONA TOWER**: 120.7 257.8
- **GND CON**: 121.9 348.6
- **CLNC DEL**: 119.3

### RNAV (GPS) RWY 16
DAYTONA BEACH INTL (DAB)

**Category**
- **LPV**: DA
- **LNAV/VNAV**: DA
- **LNAV**: MDA
- **CIRCLING**: 540-1/2 506 (600-1/2)

**Elevation**
- **ELEV**: 34
- **TDZE**: 33

**TDZ/CL Rwy 7L**
- **HIRL Rwy 7L-25R**
- **REIL Rwys 7R, 16, 25L and 34**
- **MIRL Rwys 7R-25L and 16-34**

**Amdt 1E 11 AUG 2022**

29°11’N-81°03’W

DAYTONA BEACH, FLORIDA
RNAV (GPS) RWY 25L
DAYTONA BEACH INTL (DAB)

MISSED APPROACH: Climb to 1700 direct TACUR and hold.

Procedure NA for arrival on OMN VORTAC airway radials 161 CW 183.

---

**ATIS**
132.875

**DAYTONA APP CON**
125.8 269.075

**DAYTONA TOWER**
120.7 257.8

**GND CON**
121.9 348.6

**CLNC DEL**
119.3

---

RNAV (GPS) RWY 25L
DAYTONA BEACH INTL (DAB)

Amdt 1D  17JUN21

23054

---

**APP CRS**
250°

**Rwy Idg**
3195

**TDZE**
33

**Apt Elev**
34

---

Rwy 25L helicopter visibility reduction below 3/4 SM NA.
RNAV (GPS) RWY 25R
DAYTONA BEACH INTL (DAB)

ATIS 132.875
DAYTONA APP CON 125.8 269.075
DAYTONA TOWER 120.7 257.8
GND CON 121.9 348.6
CLNC DEL 119.3

Procedure NA for arrival at BULLI on V51 northbound.

Procedure NA for arrival at OAKIE on V3-533 southbound.

MISSED APPROACH: Climb to 1700 direct COCAD and hold.

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
MIRL Rwy 7R-25L and 16-34
REIL Rwy 7R, 16, 25L and 34

DAYTONA BEACH, FLORIDA
Amdt 4 18SEP14

29°11'N 81°03'W
RNAV (GPS) RWY 34
DAYTONA BEACH INTL (DAB)

ATIS 132.875
DAYTONA APP CON 125.8 269.075
DAYTONA TOWER 120.7 257.8
GND CON 121.9 348.6
CLNC DEL 119.3

Procedure NA for arrivals at BARBS on V267 northbound.

Procedure NA for arrivals at OAKIE on V3-533 southbound.

Missed Approach: Climb to 2000 direct CEPDA and hold.

Amdt 2G 18APR24

Daytona Beach, Florida
Amdt 2G 18APR24

29°11’N-81°03’W
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 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.

NOTE: RADAR required.

TOP ALTITUDE: 4000

NOTE: Chart not to scale.
DEFUNIAK SPRINGS, FLORIDA

RNAV (GPS) RWY 9

Circling NA to Rwy 18 and 36. Rwy 9 helicopter visibility reduction below 1 SM NA. Straight-in, Circling Rwy 9 NA at night.

AWOS-3P
118.725

EGLUN APP CON
124.05 284.65

UNICOM
123.05 (CTAF)

Final approach course offset 14.63°.

MISSED APCH FIX
offset 14.63°.

Final approach course

Category
A  B  C  D

LP  MDA
620-1 331 (400-1) NA

LNAV MDA
640-1 351 (400-1) NA

CIRCLING
700-1 411 (500-1) 920-1 631 (700-1) NA

MISSED APPROACH: Climb to 3000 direct NALLA and on track 066° to LAARA and hold.

Corky (IF/IAF)
LEDAH (IF/IAF)
JAACK (FAF)

MAGSS 2.2 NM to IAATE

DEADMN

MAGSS

LAARA

3.00°
TCH 43

3000 NALLA
fr 066°
IAATE

MISSING APCH FIX
offset 14.63°.

Final approach course

Category
A  B  C  D

LP  MDA
620-1 331 (400-1) NA

LNAV MDA
640-1 351 (400-1) NA

CIRCLING
700-1 411 (500-1) 920-1 631 (700-1) NA

MISSED APPROACH: Climb to 3000 direct NALLA and on track 066° to LAARA and hold.

Corky (IF/IAF)
LEDAH (IF/IAF)
JAACK (FAF)

MAGSS 2.2 NM to IAATE

DEADMN

MAGSS

LAARA

3.00°
TCH 43

3000 NALLA
fr 066°
IAATE

MISSING APCH FIX
offset 14.63°.

Final approach course

Category
A  B  C  D

LP  MDA
620-1 331 (400-1) NA

LNAV MDA
640-1 351 (400-1) NA

CIRCLING
700-1 411 (500-1) 920-1 631 (700-1) NA

MISSED APPROACH: Climb to 3000 direct NALLA and on track 066° to LAARA and hold.

Corky (IF/IAF)
LEDAH (IF/IAF)
JAACK (FAF)

MAGSS 2.2 NM to IAATE

DEADMN

MAGSS

LAARA

3.00°
TCH 43

3000 NALLA
fr 066°
IAATE

MISSING APCH FIX
offset 14.63°.

Final approach course

Category
A  B  C  D

LP  MDA
620-1 331 (400-1) NA

LNAV MDA
640-1 351 (400-1) NA

CIRCLING
700-1 411 (500-1) 920-1 631 (700-1) NA

MISSED APPROACH: Climb to 3000 direct NALLA and on track 066° to LAARA and hold.

Corky (IF/IAF)
LEDAH (IF/IAF)
JAACK (FAF)

MAGSS 2.2 NM to IAATE

DEADMN

MAGSS

LAARA

3.00°
TCH 43

3000 NALLA
fr 066°
IAATE

MISSING APCH FIX
offset 14.63°.

Final approach course

Category
A  B  C  D

LP  MDA
620-1 331 (400-1) NA

LNAV MDA
640-1 351 (400-1) NA

CIRCLING
700-1 411 (500-1) 920-1 631 (700-1) NA

MISSED APPROACH: Climb to 3000 direct NALLA and on track 066° to LAARA and hold.

Corky (IF/IAF)
LEDAH (IF/IAF)
JAACK (FAF)

MAGSS 2.2 NM to IAATE

DEADMN

MAGSS

LAARA

3.00°
TCH 43

3000 NALLA
fr 066°
IAATE

MISSING APCH FIX
offset 14.63°.
Circling NA to Rwys 18 and 36. Circling Rwy 9 NA at night. Rwy 27 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct LAARA and hold.
RNAV (GPS) RWY 12

DELAND MUNI-SIDNEY H TAYLOR FLD (DED)

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. Rw 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.

AWOS-3
119.575

DAYTONA APP CON
125.35 322.3

UNICOM
123.075 (CTAF)

DELAND, FLORIDA
Orig-B 18JUL19

RNAV (GPS) RWY 12

MISSED APPROACH: Climb to 2000 direct CUGAK then on track 139° to OAKIE and hold.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 51).

DELAND MUNI-SIDNEY H TAYLOR FLD (DED)

29°04'N-81°17'W
**RNAV (GPS) RWY 23**

**DELAND MUNI-SIDNEY H TAYLOR FLD (DELAND)**

### WAAS

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<th>APP CRS</th>
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<th>TDZE</th>
<th>Apt Elev</th>
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<td>4301</td>
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### RNAV 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 ½ SM all Cats.

### MISSED APPROACH:

Climb to 3000 direct RUXZO and on track 227° to MAMBO and hold.

### UNICOM

**AWOS-3**

119.575

**DAYTONA APP CON**

125.35 322.3

**UNICOM**

123.075 (CTAF)

### WEKLU

123.075 (CTAF) 125.35 322.3

### CATEGORY

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<th>DA</th>
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<td>A</td>
<td>374-1 296 (300-1)</td>
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<td>B</td>
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<td>C</td>
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### LNAV/ VNAV

<table>
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<tbody>
<tr>
<td>414-1/4</td>
<td>336 (400-1/4)</td>
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<tr>
<td>LNAV</td>
<td>420-1 342 (400-1)</td>
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</table>

### RUXZO

3000 RW23 to RW23 0.9 NM|

### MAMBO

RUXZO RW23 314°

### VGSI and RNAV glidespath not coincident (VGSI Angle 3.00/TCH 67).

### GP 3.00° TCH 40

- **RUXZO**
- **MAMBO**
- **RUXZO**
- **WEKLU**

### LPV DA

- **374-1 296 (300-1)**

### LNAV/ VNAV DA

- **414-1/4 336 (400-1/4)**

### LNAV MDA

- **420-1 342 (400-1)**

**DELAND, FLORIDA**

Orig:B 18JUL19

**DELAND MUNI-SIDNEY H TAYLOR FLD (DELAND)**

29°04'N-81°17'W

**RNAV (GPS) RWY 23**
RNAV (GPS) RWY 30
DELAND MUNI-SIDNEY H TAYLOR FLD (DED)

Missed Approach: Climb to 3000
Direct XEHMO and right turn on track 027° direct BARBS and hold.

RNAV (GPS) RWY 30
DELAND MUNI-SIDNEY H TAYLOR FLD (DED)

Missed Approach: Climb to 3000
Direct XEHMO and right turn on track 027° direct BARBS and hold.

RNAV (GPS) RWY 30
DELAND MUNI-SIDNEY H TAYLOR FLD (DED)

Missed Approach: Climb to 3000
Direct XEHMO and right turn on track 027° direct BARBS and hold.

RNAV (GPS) RWY 30
DELAND MUNI-SIDNEY H TAYLOR FLD (DED)

Missed Approach: Climb to 3000
Direct XEHMO and right turn on track 027° direct BARBS and hold.

RNAV (GPS) RWY 30
DELAND MUNI-SIDNEY H TAYLOR FLD (DED)

Missed Approach: Climb to 3000
Direct XEHMO and right turn on track 027° direct BARBS and hold.

RNAV (GPS) RWY 30
DELAND MUNI-SIDNEY H TAYLOR FLD (DED)

Missed Approach: Climb to 3000
Direct XEHMO and right turn on track 027° direct BARBS and hold.
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 ¾ SM, and increase Circling Cat C visibility ¾ SM.

**Missed Approach:**
Climbing left turn to 2000 direct AJLIP and hold.

**Table:**
<table>
<thead>
<tr>
<th>ATIS</th>
<th>EGLIN APP CON</th>
<th>DESTIN TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>133.925</td>
<td>132.1 360.6</td>
<td>118.45 (CTAF)</td>
<td>121.6</td>
<td>121.6</td>
<td>127.7 377.2</td>
<td>123.075</td>
</tr>
</tbody>
</table>

**Procedure:**
NA for arrival on CEW VORTAC airway radials 073 CW 088.

**Chart:**
- HIRL Rwy 14-32
- Holding Pattern at 2000
- 4 NM Holding Pattern
- 1.2 NM to RW32
- 3.00° TCH 42
- 323°
- 143°
- HIRL Rwy 14-32

**Table:**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LP MDA</td>
<td>440-1</td>
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<td>LNAV MDA</td>
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<td>540-1/8</td>
<td>520 (600-1/8)</td>
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<tr>
<td>CIRCLING</td>
<td>580-1</td>
<td>558 (600-1)</td>
<td>680-1/4</td>
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<tr>
<td></td>
<td></td>
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<td>680-2</td>
<td>658 (700-2)</td>
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</tbody>
</table>

**Amdt 1C 07DEC17**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 32**

**DESTIN EXEC (DTS)**

**DESTIN, FLORIDA**

**ELEV 22**

**TDZE 20**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Misssed Approach requires use of RNAV or ATC RADAR monitoring

LOCALIZER
111.7 I-EGI

EMERG SAFE ALT 100 NM 3500

TUSNE
2300

TRAUT
16.5

POO LR
11.5

G S 3.00 *
TCH 60

2300

TWR

H I R L Rwy 18-36

2000

VALPARAISO, FLORIDA

SE-3, 11 JUL 2024 to 05 SEP 2024

LOC I-EGI
111.7

APCH CRS
184*

Wpg ldg
8025

TDZE
191

Arpt Elev
195

AL-699 [USAF]

DUKE FLD [EGLIN AF AUX NR3] (KEGI)

*MISSED APPROACH: Climb on DWG R-002 to 8.5 DME (Ruddr), then climbing left turn to 2300 intercept DWG R-033 to 23 DME (Pappy) and hold.

ATIS *
244.575

EGLIN APP CON
125.1 281.45 (271* - 089*)
132.1 360.6 (090* - 270*)

TOWER *
133.2 290.425

GND CON
123.25 251.125

(16.5)

BOB SIKES

CAUTION: Bob Sikes
Aprt at 6 mile final.

WARRINGTON
Chan 2 DWG

1800

650

(IAF)

PAPPY

DWG 23

(23)

DWG 23

351 DWG

HOLD

5000 2300

R-002

R-033

M 5.5 DWG 2.5 NM

(14.5)

TRAUT

DWG

16.5

-3

276

Ruddr

DWG

R-033

Ruddr

DWG

8.5

GS 3.00 *
TCH 60

391/24 200 (200-½)

2300

540/24 349 (400-½)

540/30 349 (400-¾)

660-1 700-1 700-1½ 760-2 780-2

465 (500-1)

505 (600-1)

505 (600-1½)

565 (600-2)

585 (600-2)

CUS CIRCLING

S-ILS 18 *

S-LOC 18 **

CIRCLING

VALPARAISO, FLORIDA

30*39’N-86°31’W

Orig 23MAR23

DUKE FLD [EGLIN AF AUX NR3] (KEGI)

SE-3, 11 JUL 2024 to 05 SEP 2024
VALENCIA, SPAIN

VORTAC CEW
115.9
Chan 106

APCH CRS
140°

THRE
NA

Arp' Elev
195

[USAF]
DUKE FLD (EGLIN AF AUX NR3)

(KEGI)

DME required

ATIS *
244.575

EGLIN APP CON
125.1 281.45 (271°-089°)
132.1 360.6 (090°-270°)

DUKE TOWER *
133.2 290.425

GND CON
123.25 251.125

HOLD 2000 2000
R-286
230°
616

IF
CRESTVIEW
115.9 CEW
Chan 106

2000

CELO

BOPDE

CEW 12.7

1800

EMERG SAFE ALT 100 NM 3500

CATEGORY
A
B
C
D
E

CIRCLING
680-1
485 (500-1)
680-1½
625 (700-2)
820-2 820-2¼

485 (500-1½)
625 (700-2)
625 (700-2¼)

HRL Rwy 18-36

VALENCIA, SPAIN

Orig: 13JUN24

87
TACAN Z RWY 18

Missed Approach requires use of RNAV or ATC RADAR monitoring.

CAUTION: Bob Sikes Aprt at 6 mile final.
TACAN Z RWY 36

ATIS * 244.575
EGLIN APP CON 125.1 281.45 (271° - 089°)
132.1 360.6 (090° - 270°)
TOWER * 133.2 290.425
GND CON 123.25 251.125

MISSED APPROACH: Climbing left turn to 2000 direct DWG R-296/7 DME (VALEN) and hold. Missed Approach requires use of RNAV or ATC RADAR monitoring.

EMERG SAFE ALT 100 NM 3500

CATEGORY A B C D E
S-36 600/55 409 (500-1) 600/60 409 (500-1) 600/60 409 (500-1)
CIRCLING 660-1 700-1 700-1½ 760-2 780-2
465 (500-1) 505 (600-1) 505 (600-1½) 585 (600-2) 585 (600-2)

Duke Fld (Eglin AF Aux NR3) (KEGI)

Varna

Orig 22MAR23
RNAV (GPS) RWY 5
MARION COUNTY (X35)

OCF AWOS-3PT 128.125
JACKSONVILLE APP CON 118.6 251.15
UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 5

Rwy 5 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 LNAV and LP visibility Cat C/D ½ SM and Circling visibility Cat D ¾ SM. Straight-in Rwy 5 NA at night, Circling Rwy 5, 10, 28 NA at night.

MISSED APPROACH: Climb to 600 then climbing left turn to 1700 direct EMMIT and hold.

ECF AWOS-3PT 128.125
JACKSONVILLE APP CON 118.6 251.15
UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 5

Rwy 5 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 LNAV and LP visibility Cat C/D ½ SM and Circling visibility Cat D ¾ SM. Straight-in Rwy 5 NA at night, Circling Rwy 5, 10, 28 NA at night.

MISSED APPROACH: Climb to 600 then climbing left turn to 1700 direct EMMIT and hold.

ECF AWOS-3PT 128.125
JACKSONVILLE APP CON 118.6 251.15
UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 5

Rwy 5 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 LNAV and LP visibility Cat C/D ½ SM and Circling visibility Cat D ¾ SM. Straight-in Rwy 5 NA at night, Circling Rwy 5, 10, 28 NA at night.

MISSED APPROACH: Climb to 600 then climbing left turn to 1700 direct EMMIT and hold.

ECF AWOS-3PT 128.125
JACKSONVILLE APP CON 118.6 251.15
UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 5

Rwy 5 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 LNAV and LP visibility Cat C/D ½ SM and Circling visibility Cat D ¾ SM. Straight-in Rwy 5 NA at night, Circling Rwy 5, 10, 28 NA at night.

MISSED APPROACH: Climb to 600 then climbing left turn to 1700 direct EMMIT and hold.

ECF AWOS-3PT 128.125
JACKSONVILLE APP CON 118.6 251.15
UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 5

Rwy 5 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 LNAV and LP visibility Cat C/D ½ SM and Circling visibility Cat D ¾ SM. Straight-in Rwy 5 NA at night, Circling Rwy 5, 10, 28 NA at night.

MISSED APPROACH: Climb to 600 then climbing left turn to 1700 direct EMMIT and hold.

ECF AWOS-3PT 128.125
JACKSONVILLE APP CON 118.6 251.15
UNICOM 122.8 (CTAF)
RNAV (GPS) RWY 23
MARION COUNTY (X35)

**Missed Approach:** Climb to 3000 direct ALICS and hold, continue climb-in-hold to 3000.

**MISSED APPROACH:** Rwy 23 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Ocala altimeter setting; when not received, use Leesburg altimeter setting and increase LPV DA to 424 feet; increase LNAV/VNAV DA to 579 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat D ½ SM. Circling Rwy 5, 10, 28 NA at night.

**ALICS:** Climb to 3000. Direct ALICS and hold.

**MISSED APPROACH:** Climb to 3000 direct ALICS and hold, continue climb-in-hold to 3000.

**Category:**
- **A**
- **B**
- **C**
- **D**

**LPV DA:** 374-1 309 (400-1)
**LNAV/VNAV DA:** 529-1 1/8 464 (500-1 1/8)
**LNAV MDA:** 540-1 475 (500-1)
**Circling:** 540-1 475 (500-1)

**WP Coordinates:**
- **ALICS:** 230° 2300
- **OCF:** 2000
- **WEGSO:** 2000
- **ENOC:** 1.8 NM to Rwy 23
- **VOR/DME:**
  - **OCF:** 162° 10.4
  - **WEGSO:** 230° 6.1

**Radiation:**
- **4 NM**
- **5 NM**
- **6 NM**

**Notes:**
- Rwy 23 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.
- Use Ocala altimeter setting; when not received, use Leesburg altimeter setting and increase LPV DA to 424 feet; increase LNAV/VNAV DA to 579 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat D ½ SM. Circling Rwy 5, 10, 28 NA at night.
VALPARAISO DESTIN FT WALTON BEACH, FLORIDA

RNAV (GPS) RWY 30

- (USAF) EGLIN AFB DESTIN FORT WALTON BEACH (KVPS)

EMERG SAFE ALT 100 NM 3500

VAPO CRs 303

Rwy Idg 12,004
Arpt Elev 68

RNP APCH - GPS

* When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.

ATIS 134.625 273.5
APP CON/DEP CON 125.1 281.45 271°-089°
132.1 360.6 090°-270°

TOwner 118.2 353.65
GND CON 121.8 335.8
CLNC DEL 127.7 377.2

1800

ELEV 84

TDZE 68

† Rwy 20 apch lgt 1500' nonstandard.
### ATIS

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<th>Call Sign</th>
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<td>132.1</td>
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<th>TOWER</th>
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<th>CLNC DEL</th>
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<td>262</td>
<td>011.8</td>
<td>127.7</td>
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<tr>
<td>271°*</td>
<td>353.65</td>
<td>335.8</td>
<td>377.2</td>
</tr>
<tr>
<td>089°*</td>
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</tr>
<tr>
<td>270°*</td>
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</tbody>
</table>

*When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1½ miles.

---

**EMERG SAFE ALT 100 NM 3500**

---

**TACAN RWY 2**

### ELEV 84

<table>
<thead>
<tr>
<th>TDZE</th>
<th>59</th>
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**CIRCLING**

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<td>460/24</td>
<td>401 (400-½)</td>
<td>460/40</td>
<td>401 (400-½)</td>
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<tr>
<td></td>
<td>600-1</td>
<td>516 (600-1)</td>
<td>680-1½</td>
<td>596 (600-1½)</td>
<td>596 (600-2)</td>
</tr>
<tr>
<td></td>
<td>680-2</td>
<td></td>
<td>616 (700-2½)</td>
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</tr>
</tbody>
</table>

---

**EGLIN AFB DESTIN FORT WALTON BEACH (KVPS)**

**VALPARAISO DESTIN FT WALTON BEACH, FLORIDA**

**Amdt 1 16MAY24**

30°29'N-86°32'W

**24165**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 13
FERNANDINA BEACH MUNI (FHB)

Circling Rwy 9, 22, 27 NA at night. Rwy 13 helicopter visibility reduction below 3/4 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
118.075

JACKSONVILLE APP CON
127.0  292.15

UNICOM
122.7 (CTAF)
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.

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.

NoPT for arrival at ENVER on V267-437 southeast bound.

*500 when using Fort Lauderdale/Hollywood Intl altimeter setting.

One Minute Holding Pattern

REIL Rwys 13, 27 and 31
HIRL Rwy 9-27
MIIRL Rwy 13-31

Categoria

TCH 3.00°

*LOC only

FAF to MAP 6.1 NM
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.

NoPT for arrival at ENVER on V267-437 southeast bound.

### Category

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>213-1/2</td>
<td>200 (200-1/4)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>427-7/8</td>
<td>414 (500-3/4)</td>
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<td>LNAV MDA</td>
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<tr>
<td>CIRCLING</td>
<td>520-1</td>
<td>507 (600-1)</td>
<td>620-1</td>
<td>607 (700-1)</td>
</tr>
</tbody>
</table>

**Missed Approach:**
- Climb to 2000 direct FORSU and hold.
- When using Fort Lauderdale/Hollywood Intl altimeter setting. DME/DME RNP-0.3 NA.

**ATIS**
- 119.85

**MIAMI APP CON**
- 119.7
- 306.3

**EXECUTIVE TOWER**
- 120.9
- 239.3

**GND CON**
- 121.75

**CLNC DEL**
- 127.95
RNAV (GPS) RWY 27
FORT LAUDERDALE EXEC (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 1/3. Baro-VNAV and VDP NA when using Fort
Lauderdale/Hollywood Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

ENVER and hold. Climb to 2000 direct

<table>
<thead>
<tr>
<th>ATIS</th>
<th>MIAMI APP CON</th>
<th>EXECUTIVE TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.85</td>
<td>119.7 306.3</td>
<td>120.9 239.3</td>
<td>121.75</td>
<td>127.95</td>
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</tbody>
</table>

RNAV (GPS) RWY 27
FORT LAUDERDALE EXEC (FXE)

AL-5942 (FAA)

SE-3, 11 JUL 2024 to 05 SEP 2024

FORT LAUDERDALE, FLORIDA
26°12'N-80°10'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**BNICE TWO DEPARTURE (RNAV)**

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

**TOP ALTITUDE:**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>119.85</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLNC DEL</td>
<td>127.95</td>
</tr>
<tr>
<td>GND CON</td>
<td>121.75</td>
</tr>
<tr>
<td>EXECUTIVE TOWER</td>
<td>120.9 239.3</td>
</tr>
</tbody>
</table>

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.
NOTE: MERKS Transition ATC assigned only except aircraft landing: MKY, RSW, APF, PGD, FMY.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS**
Rwys 9, 13, 27, 31: Standard with minimum climb of 500’/NM to 520.

NOTE: Chart not to scale.

**TAKEOFF RUNWAY 9:** Climb on heading 091° or as assigned by ATC, thence...
**TAKEOFF RUNWAY 13:** Climb on heading 136° or as assigned by ATC, thence...
**TAKEOFF RUNWAY 27:** Climb on heading 271° or as assigned by ATC, thence...
**TAKEOFF RUNWAY 31:** Climb on heading 316° or as assigned by ATC, thence...

... for RADAR vectors to cross MRENO at or above 4000, then on track 323° to BNICE, then on assigned transition, maintain ATC assigned altitude, expect clearance to filed altitude within 10 minutes after departure.

**COREA TRANSITION (BNICE2.COREA)**
**DOLIE TRANSITION (BNICE2.DOLIE)**
**MERKS TRANSITION (BNICE2.MERKS)**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 091° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .

TAKEOFF RUNWAY 13: Climb on heading 136° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 271° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .

TAKEOFF RUNWAY 31: Climb on heading 316° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .

. . . .on track 002° to BOGYY, then on track 005° to DORRL then on (transition), maintain altitude as assigned by ATC, expect filed altitude 10 minutes after departure.

MATLK TRANSITION (DORRL2,MATLK)
ONEWY TRANSITION (DORRL2,ONEWY)
FEALX TWO DEPARTURE (RNAV)

**TOP ALTITUDE: ASSIGNED BY ATC**

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<th>119.85</th>
</tr>
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<tbody>
<tr>
<td>CLNC DEL</td>
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<tr>
<td>EXECUTIVE TOWER</td>
<td>120.9 239.3</td>
</tr>
<tr>
<td>MIAMI DEP CON</td>
<td>126.05 251.1</td>
</tr>
</tbody>
</table>

**RNAV 1 - DME/DME/IRU or GPS.**
From WOLFO to SNAGY, SUMRS - GPS.

**Radar** required.

---

**FEALX TWO DEPARTURE (RNAV)**

**NOTE:** For jet aircraft only.

**NOTE:** Accelerate to 250K, if unable, advise ATC.

---

**Takeoff Minimums**

Rwys 9, 13, 31: Standard
Rwy 27: Standard with minimum climb of 500' per NM to 520.

---

**Narrative on following page**

**Note:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 091° or as assigned by ATC for vectors to cross FEALX at or above 4000, thence. . .
TAKEOFF RUNWAY 13: Climb on heading 136° or as assigned by ATC for vectors to cross FEALX at or above 4000, thence. . .
TAKEOFF RUNWAY 27: Climb on heading 271° or as assigned by ATC for vectors to cross FEALX at or above 4000, thence. . .
TAKEOFF RUNWAY 31: Climb on heading 316° or as assigned by ATC for vectors to cross FEALX at or above 4000, thence. . .

. . .(transition). Maintain ATC assigned altitude. Expect clearance to filed altitude ten minutes after departure.

ETECK TRANSITION (FEALX2.ETECK)
FREEPORT TRANSITION (FEALX2.ZFP)
PADUS TRANSITION (FEALX2.PADUS)
SNAGY TRANSITION (FEALX2.SNAGY)
SUMRS TRANSITION (FEALX2.SUMRS)
WOLFO TRANSITION (FEALX2.WOLFO)
TOP ALTITUDE: ASSIGNED BY ATC

NOTE: Turbojet aircraft accelerate to 250K within 7 NM of departure, if unable advise ATC.

CONTINUED ON FOLLOWING PAGE
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9, 13, 31: Climb on assigned heading, thence.
TAKEOFF RUNWAY 27: Climb on heading 271° to 600 before turning left, then climb on assigned heading, thence.

. . . . .altitude as assigned by ATC, expect RADAR vectors to appropriate transition.
Expect further clearance to filed altitude ten (10) minutes after departure.

AARPS TRANSITION (FLL1.AARPS): From over FLL VOR/DME on FLL R-358 to AARPS.
BEECH TRANSITION (FLL1.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH.
BNICE TRANSITION (FLL1.BNICE): From over DHP VORTAC on DHP R-321 to BNICE.
DORRL TRANSITION (FLL1.DORRL): From over DHP VORTAC on DHP R-003 to DORRL.
FEALX TRANSITION (FLL1.FEALX): From over FLL VOR/DME on FLL R-069 to FEALX.
FREEPORT TRANSITION (FLL1.ZFP): From over FLL VOR/DME on FLL R-069 to FEALX, then on ZFP R-257 to ZFP VOR/DME.
FRSBE TRANSITION (FLL1.FRSBE): From over DHP VORTAC on DHP R-348 to FRSBE.
HROCK TRANSITION (FLL1.HROCK): From over FLL VOR/DME on FLL R-311 to HROCK.
MAYNR TRANSITION (FLL1.MAYNR): From over DHP VORTAC on DHP R-196 to MAYNR.
TOP ALTITUDE: ASSIGNED BY ATC

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<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>RNAV 1-DME/DME IRU or GPS.</td>
<td>ATIS 119.85</td>
</tr>
<tr>
<td></td>
<td>CLNC DEL 127.95</td>
</tr>
<tr>
<td></td>
<td>GND CON 121.75</td>
</tr>
<tr>
<td></td>
<td>EXECUTIVE TOWER 120.9</td>
</tr>
<tr>
<td></td>
<td>239.3</td>
</tr>
<tr>
<td></td>
<td>MIAMI DEP CON 126.05</td>
</tr>
<tr>
<td></td>
<td>251.1</td>
</tr>
</tbody>
</table>

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K, if unable, advise ATC.
NOTE: WAPOM Transition for KMCO, KDAB, and KMLB area arrivals.

TAKEOFF RUNWAY 9: Climb on heading 091° or as assigned by ATC for RADAR vectors to ALNZO, thence...
TAKEOFF RUNWAY 13: Climb on heading 136° or as assigned by ATC for RADAR vectors to ALNZO, thence...
TAKEOFF RUNWAY 27: Climb on heading 271° or as assigned by ATC for RADAR vectors to ALNZO, thence...
TAKEOFF RUNWAY 31: Climb on heading 316° or as assigned by ATC for RADAR vectors to ALNZO, thence...

... on track 350° to FRSBE, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

STYMY TRANSITION (FRSBE2.STYMY)
WAPOM TRANSITION (FRSBE2.WAPOM)
GABOW TWO DEPARTURE (RNAV)

**DEPARTURE ROUTE DESCRIPTION**

- **Takeoff Runway 2:** Climb on heading 091° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)
- **Takeoff Runway 9:** Climb on heading 091° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)
- **Takeoff Runway 13:** Climb on heading 136° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)
- **Takeoff Runway 17:** Climb on heading 271° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**NOTE:** RAJAY Transition for traffic at/below FL230 only.

**Takeoff Runway 27:** Climb on heading 271° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 13:** Climb on heading 136° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 9:** Climb on heading 091° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 17:** Climb on heading 271° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**NOTE:** RAJAY Transition for traffic at/below FL230 only.

**Takeoff Runway 2:** Climb on heading 091° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 9:** Climb on heading 091° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 13:** Climb on heading 136° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 17:** Climb on heading 271° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**NOTE:** RAJAY Transition for traffic at/below FL230 only.

**Takeoff Runway 2:** Climb on heading 091° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 9:** Climb on heading 091° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 13:** Climb on heading 136° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 17:** Climb on heading 271° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**NOTE:** RAJAY Transition for traffic at/below FL230 only.

**Takeoff Runway 2:** Climb on heading 091° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 9:** Climb on heading 091° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 13:** Climb on heading 136° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 17:** Climb on heading 271° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**NOTE:** RAJAY Transition for traffic at/below FL230 only.

**Takeoff Runway 2:** Climb on heading 091° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 9:** Climb on heading 091° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 13:** Climb on heading 136° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 17:** Climb on heading 271° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**NOTE:** RAJAY Transition for traffic at/below FL230 only.

**Takeoff Runway 2:** Climb on heading 091° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 9:** Climb on heading 091° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 13:** Climb on heading 136° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 17:** Climb on heading 271° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**NOTE:** RAJAY Transition for traffic at/below FL230 only.

**Takeoff Runway 2:** Climb on heading 091° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 9:** Climb on heading 091° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 13:** Climb on heading 136° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**Takeoff Runway 17:** Climb on heading 271° or as assigned by ATC for vectors to cross MNUDO at or above 4000, then... (18)

**NOTE:** RAJAY Transition for traffic at/below FL230 only.
**Takeoff Minimums**

Rwy 9, 13, 31: Standard.

Rwy 27: Standard with minimum climb of 227’ per NM to 600.

**NOTE:** Jet aircraft only.

**NOTE:** Accelerate to 250K, if unable, advise ATC.
Departure Route Description

Takeoff Runway 9: Climb on heading 091° or as assigned for RADAR vectors to cross JOENZ, thence . . .

Takeoff Runway 13: Climb on heading 136° or as assigned for RADAR vectors to cross JOENZ, thence . . .

Takeoff Runway 27: Climb on heading 271° or as assigned for RADAR vectors to cross JOENZ, thence . . .

Takeoff Runway 31: Climb on heading 316° or as assigned for RADAR vectors to cross JOENZ, thence . . .

. . . . on track 319° to HROCK, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude within 10 minutes after departure.

KPASA Transition (HROCK2.KPASA)

SMELZ Transition (HROCK2.SMELZ)
NOTE: For aircraft filed at or below 12000.

NOTE: Jet aircraft only.

NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.

NOTE: Chart not to scale.

TAKOFF MINIMUMS

Rwys 9, 13, 31: Standard.
Rwy 27: Standard with minimum climb of 500'/NM to 520.

NOTE: Departures for Radar Vector to Cross LIFRR at or above 4000, then on track 353° to BOBOE, then on assigned transition, maintain ATC assigned altitude, expect clearance to filed altitude within 10 minutes after departure.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 091° or as assigned by ATC, thence.
TAKEOFF RUNWAY 13: Climb on heading 136° or as assigned by ATC, thence.
TAKEOFF RUNWAY 27: Climb on heading 271° or as assigned by ATC, thence.
TAKEOFF RUNWAY 31: Climb on heading 316° or as assigned by ATC, thence.

BAIRN TRANSITION (LIFRR2.BAIRN)
WIXED TRANSITION (LIFRR2.WIXED)
MAYNR TWO DEPARTURE (RNAV)

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 9, 13, 27, 31: Standard with minimum climb of 500'/NM to 520.

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.

TOP ALTITUDE: ASSIGNED BY ATC

RNAV 1 - DME/DME/IRU or GPS.
From SLIPT to MAXIM: RNAV 1 - GPS.
From SLIPT to CANOA: RNAV 1 - GPS.
RADAR required.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9, 13, 27, 31: Climb on heading assigned by ATC for vectors to cross AUSTI at or above 5000, thence.

...on track 202° to MAYNR, then on assigned transition, maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

CANOA TRANSITION (MAYNR2.CANOA)
FUNDI TRANSITION (MAYNR2.FUNDI)
MAXIM TRANSITION (MAYNR2.MAXIM)
Simultaneous approach authorized.

For inop ALS, increase S-LOC 10L, A/B visibility to RVR 5500.

PAKEE Fix Minimums: increase S-LOC 10L, A/B visibility to RVR 5500, Cats C/D to RVR 6000.

Missed Approach: Climb to 800 then climbing left turn to 4000 on FLL VOR/DME R-090 to Marts INT/FLL 9.2 DME and hold.

Continue climb-in-hold to 4000.
ILS or LOC RWY 28R
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

DME or RADAR required. RNP APCH - GPS from CRNVL.

Simultaneous approach authorized. Inop table does not apply to S-ILS 28R. For inop ALS, increase S-LOC 28R Cats C and D visibility to 1/2 SM.

Procedure NA for arrival on FLL VOR/DME airway radials 046 CW 121.

ALT ERMINATE APCH FIX

VGS and ILS glidepath not coincident (VGS Angle 3.00°/TCH 69).

One Minute Holding Pattern

S-ILS 28R
257/40
250 (200-3/4)

S-LOC 28R
520/24
513 (500-1/2)
520/55
513 (500-1)

CIRCLING
680-1
615 (700-1)

FORT LAUDERDALE, FLORIDA
26°04'N-80°09'W

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

ILS or LOC RWY 28R

FORT LAUDERDALE, FLORIDA

Rwy Idg 8394
TDZE 7
Apt Elev 65

LOC/DME I-UDL
110.7
Chan 44

APP CRS
276°

HALF A
0.4%
DOWN
1.0%
RNAV (RNP) Y RWY 10L
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 7°C or above 54°C.

MISSED APPROACH: Climb to 500, then climb to 4000 direct MARS and hold, continue climb-in-hold to 4000.

Echoes, SE-3, 11 JUL 2024 to 05 SEP 2024

Procedure NA for arrivals at HOLID on V157-511-599 northwest bound.

VGI and RNAV glidespath not coincident (VGI Angle 3.00/TCH 66).

See planview for multiple IF locations.

AUTHORIZATION REQUIRED
RNAV (GPS) Y RWY 28R

FORT LAUDERDALE/HOLLYWOOD INTL (F’Ll)

MISSED APPROACH:
Climb to 800 then climbing right turn to 4000 direct HUKUK and hold, continue climb-in-hold to 4000.

Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 7°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cats C/D to 1½ SM.

Procedure NA for arrival on FLL VOR/DME airway radials 013 CW 121.

LNAV/VNAV operations. LNAV procedure NA during simultaneous operations. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 7°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cats C/D to 1½ SM.

HUKUK and hold, continue right turn to 4000 direct. Climb to 800 then climbing.

**Category**
- B: 257/40
- C: 620/24
- D: 680-1

**HDG/MDA**
- LPV DA: 257/604°
- LNAV/VNAV DA: 581-1°
- LNAV MDA: 620°
- CIRCLING: 680-1°

**TWR**
- SE-3, 11 JUL 2024 to 05 SEP 2024

**W28A**
- APP CRS: 276°
- RWY LDG: 8394°
- TDZE: 7
- Apt Elev: 65

**Perimeter**
- 6.3 NM
- 4.4 NM
- 1.7 NM
- HUKUK
- FUZYY
- SNAPE
- 2000
- 096°

**Visibility**
- 1 SM

**MISSED APPROACH FIX**
- 4 NM

**RADIALS**
- 60°
- 120°
- 276°

**Latitude/Longitude**
- 26°04’N-80°09’W

**AMDT**
- 5A 25JAN24

**FORT LAUDERDALE, FLORIDA**
- Amdt 5A 25JAN24

**RNAV (GPS) Y RWY 28R**
- FORT LAUDERDALE/HOLLYWOOD INTL (F’Ll)

**APP CRS**
- 276°

**HDG**
- 096°

**RNAV (GPS) Y RWY 28R**
- FORT LAUDERDALE/HOLLYWOOD INTL (F’Ll)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B(if equipped) enabled on all airport surfaces.

Runway Status Lights in operation.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
ATTENTION ALL USERS PAGE (AAUP)

1. PREFLIGHT: All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, advise Clearance Delivery. Upon assignment of an RNAV SID, crosscheck the charted RNAV SID with the aircraft navigation system against the ATC clearance. Consider the following cross items:
   • Preplan runway using guidance in Section 5, ensure expected departure runway is selected/displayed
   • Ensure all transitions are selected/displayed correctly
   • Ensure sequence of waypoints match the appropriate charts
   • Use the LEGS page to verify routing (for navigation systems with ROUTE and LEGS pages)
   • Ensure altitude set in the altitude window matches the TOP ALTITUDE of the SID or altitude assigned by ATC
   • Advise ATC prior to takeoff if unable to verify correct loading or if unable to comply with the SID
   • Do not modify or manually construct RNAV procedures

2. BEFORE TAKEOFF: Ensure the Departure Runway assigned on taxi is displayed by the navigation system.
   • Verify all modification, including runway changes, in the navigation system with the RNAV SID
   • Verify aircraft symbol relative to the runway symbol, lateral track, and displayed route agree with the ATC clearance (electronic navigation map displays)
   • Confirm proper navigation/FMS selection are displayed when runway or route changes are issued by ATC

3. LINE UP/TAKEOFF: Pilots can expect a takeoff clearance from ATC that will include "RNAV to" the first waypoint on the SID, or a heading. If tower issues an initial departure heading in take-off clearance, DO NOT DELETE the ATC issued RNAV SID from active FMS, and expect ATC DIRECT/Join clearance to resume RNAV SID during departure.

   • SAMPLE PHRASEOLOGY
     i. Clearance: "RNAV to DREDS, Runway 28R, Cleared for Takeoff"
     ii. Response: "RNAV to DREDS, Runway 28R, Cleared for Takeoff"

   • Verify the correct runway and SID are selected/displayed and the correct lateral navigation mode is available and ready for use after takeoff
   • If the takeoff clearance does not match the selected/displayed procedure, request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved

4. AFTER TAKEOFF: Unless instructed to fly a heading by ATC, engage lateral navigation flight guidance as soon as practical but no later than 400 feet AGL, and fly the departure. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative.
   • Once established on the procedure, maintain route centerline, as depicted by onboard lateral navigation indicators
   • Manually intervene if necessary, to stay on track to avoid transgressing in the direction of a parallel runway, track, or aircraft
   • If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC

(CONTINUED ON FOLLOWING PAGE)
5. **SPECIFIC INFORMATION:** FLL will use simultaneous departures from 0600 to 2230 local each day on runways 10L/R, 28L/R. All RNAV equipped aircraft departing should expect to fly an FLL RNAV DEPARTURE SID 24 hours a day, using only runway 10L/28R between the hours of 2230-0600. In the event of weather or other non-standard events, headings may be issued in lieu of an RNAV off the ground take off clearance.

- Final runway assignments will be issued on initial contact with Ground Control
- For planning purposes, pilots can anticipate the preferred runway assignment based upon the information below

**Departures to the WEST**
- Departing Runway 28R
  - AGERS, FEALX, REGAE, SNAFR,
  - FRSBE, DORIL, LIFRR
- Departing Runway 28L
  - BNICE, GLADZ, HROCK, MAYNR

**Departures to the EAST**
- Departing Runway 10L
  - AGERS, BNICE, GLADZ, HROCK,
  - FRSBE, DORIL, LIFRR
- Departing Runway 10R
  - FEALX, REGAE, SNAFR, MAYNR
TOP ALTITUDE: 4000

NOTE: HURGI Transition for KPBI, KLNA, KBCT landing traffic only.

NOTE: Jet aircraft only.

NOTE: Accelerate to 250K, if unable, advise ATC.

TAKEOFF MINIMUMS
Rwys 10L/R, 28L/R: Standard with a minimum climb of 500’ per NM to 580.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L: Climb on heading 096° to intercept course 075° to LLBOW, then on track 026° to cross ROOOM at or above 4000, then on depicted route to AGERS, thence. . .

TAKEOFF RUNWAY 10R: Climb on heading 096° to intercept course 065° to LLBOW, then on track 026° to cross ROOOM at or above 4000, then on depicted route to AGERS, thence. . .

TAKEOFF RUNWAY 28L: Climb on heading 276° to intercept course 300° to DREDS, then on depicted route to AGERS, thence. . .

TAKEOFF RUNWAY 28R: Climb on heading 276° to intercept course 287° to DREDS, then on depicted route to AGERS, thence. . .

. . . (Transition). Maintain 4000, expect clearance to filed altitude within 10 minutes after departure.

DUCEN TRANSITION (AGERS1.DUCEN)
HURGI TRANSITION (AGERS1. HURGI)
BNICE TWO DEPARTURE (RNAV) Departure Routes

BNICE

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

NOTE: Chart not to scale.

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.
NOTE: MERKS Transition ATC assigned only except aircraft landing: MKY, RSW, APF, PGD, FMY.

CONS (CNED) 4000

MRENO

4000

NOTE: RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 4000

TAKEOFF MINIMUMS
Rwys 10L/R, 28L/R: Standard with minimum climb of 500' / NM to 580.

See following page for transition routes.

MIAI (FLL)

ATC assigned only except if unable, advise ATC.

NOTE: Radar required for non-GPS equipped aircraft.

SE-3, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 10L: Climb on heading 096° to intercept course 080° to LLBOW, then on track 026° to cross ROOOM at or above 4000, then on track 347° to YOLOO, then on track 298° to LRICK, then on track 285° to cross MRENNO at or above 4000, thence. . .

TAKEOFF RUNWAY 10R: Climb on heading 096° to intercept course 065° to LLBOW, then on track 026° to cross ROOOM at or above 4000, then on track 347° to YOLOO, then on track 298° to LRICK, then on track 285° to cross MRENNO at or above 4000, thence. . .

TAKEOFF RUNWAY 28L: Climb on heading 276° to 580, then direct TIDEZ, then on track 275° to DUSKE, then on track 319° to KBUNK, then on track 296° to cross MRENNO at or above 4000, thence. . .

TAKEOFF RUNWAY 28R: Climb on heading 276° to 580, then direct SEAZZ, then on track 275° to HEPAD, then on track 318° to KBUNK, then on track 296° to cross MRENNO at or above 4000, thence. . .

. . . on track 323° to BNICE then on assigned transition, maintain 4000, expect clearance to filed altitude within 10 minutes after departure.

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.
NOTE: MERKS Transition ATC assigned only except aircraft landing: MKY, RSW, APF, PGD, FMY.
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 10L/R: Climb on heading 096° to 580, then climbing left turn heading 060° or as assigned by ATC for vectors to cross LIFRR at or above 4000, thence. . . .

TAKEOFF RUNWAYS 28L/R: Climb on heading 276° to 580, then climbing right turn heading 035° or as assigned by ATC for vectors to cross LIFRR at or above 4000, thence. . . .

. . . on track 002° to BOGYY, then on track 005° to DORRL then on (transition), maintain altitude as assigned by ATC, expect filed altitude 10 minutes after departure.

MATLK TRANSITION (DORRL2.MATLK)
ONEWY TRANSITION (DORRL2.ONEWY)
NOTE: Chart not to scale.

AL-744 (FAA)
(FLL)

NOTE: For jet aircraft only.
NOTE: Accelerate to 250K, if unable, advise ATC.

DEPARTURE ROUTES

TOP ALTITUDE: 4000

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TAKEOFF MINIMUMS
Rwys 10L/R, 28L/R: Standard with minimum climb of 500' per NM to 580.

See following page for transition routes.

FEALX 4000

FEALX TWO DEPARTURE (RNAV)

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

FEALX2. FEALX (19MAR22)

TOP ALTITUDE: 4000

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TAKEOFF MINIMUMS
Rwys 10L/R, 28L/R: Standard with minimum climb of 500' per NM to 580.

See following page for transition routes.

FEALX 4000

FEALX TWO DEPARTURE (RNAV)

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

FEALX2. FEALX (19MAR22)
FEALX TWO DEPARTURE (RNAV) Transition Routes

FORT LAUDERDALE, FLORIDA

AL-744 (FAA)

TOP ALTITUDE: 4000

NOTE: For jet aircraft only.
NOTE: Accelerate to 250K, if unable, advise ATC.

NOTE: Chart not to scale.

FEALX 4000

FEALX TWO DEPARTURE (RNAV) Transition Routes

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

Transition Routes

FORT LAUDERDALE, FLORIDA

(TOP ALTITUDE: 4000)

RNAV 1 - DME/DME/IRU or GPS.
From WOLFO to SNAGY, SUMRS - GPS.

RADAR required.

D-AIS
135.0
CLNC DEL
128.4
CPDLC
121.4
GND CON
121.4
FORT LAUDERDALE TOWER
119.3 257.8
MIAMI DEP CON
126.05 251.1

NOTE: Accelerate to 250K, if unable, advise ATC.

NOTE: For jet aircraft only.

NOTE: Chart not to scale.

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024

146
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 10L: Climb on heading 096° to 580, then climb direct MRLEE, then on track 060° to MIMSE, then on track 060° to cross FEALX at or above 4000, thence. . .

TAKEOFF RUNWAY 10R: Climb on heading 096° to 580, then climb direct CLPSO, then on track 057° to MIMSE, then on track 060° to cross FEALX at or above 4000, thence. . .

TAKEOFF RUNWAY 28L: Climb on heading 276° to intercept course 300° to DREDS, then on track 322° to SHELZ, then on track 014° to JMACA, then on track 066° to BEEDZ, then on track 094° to LNKIN, then on track 087° to cross FEALX at or above 4000, thence. . .

TAKEOFF RUNWAY 28R: Climb on heading 276° to intercept course 287° to DREDS, then on track 322° to SHELZ, then on track 014° to JMACA, then on track 066° to BEEDZ, then on track 094° to LNKIN, then on track 087° to cross FEALX at or above 4000, thence. . . (transition). Maintain 4000. Expect clearance to filed altitude ten minutes after departure.

ETECK TRANSITION (FEALX2.ETECK)
FREEPORT TRANSITION (FEALX2.ZFP)
PADUS TRANSITION (FEALX2.PADUS)
SNAGY TRANSITION (FEALX2.SNAGY)
SUMRS TRANSITION (FEALX2.SUMRS)
WOLFO TRANSITION (FEALX2.WOLFO)
NOTE: Turbojet aircraft accelerate to 250K within 7 NM of departure, if unable advise ATC.

TAKEOFF MINIMUMS

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L: Climb on assigned heading, if assigned left turn, climb to 500 before turning left, thence. . .
TAKEOFF RUNWAY 10R: Climb on assigned heading, thence. . .
TAKEOFF RUNWAY 28L: Climb on assigned heading, if assigned left turn, climb to 700 before turning left, thence. . .
TAKEOFF RUNWAY 28R: Climb on assigned heading, if assigned left turn, climb to 500 before turning left, thence. . .

...PROPS maintain 2000, JETS maintain 4000 and expect RADAR vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

AARPS TRANSITION (FLL1.AARPS): From over FLL VOR/DME on FLL R-358 to AARPS.
BEECH TRANSITION (FLL1.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH.
BNICE TRANSITION (FLL1.BNICE): From over DHP VORTAC on DHP R-321 to BNICE.
DORRL TRANSITION (FLL1.DORRL): From over DHP VORTAC on DHP R-003 to DORRL.
FEALX TRANSITION (FLL1.FEALX): From over FLL VOR/DME on FLL R-069 to FEALX.
FREEPORT TRANSITION (FLL1.ZFP): From over FLL VOR/DME on FLL R-069 to FEALX, then on ZFP R-257 to ZFP VOR/DME.
FRSBE TRANSITION (FLL1.FRSBE): From over DHP VORTAC on DHP R-348 to FRSBE.
HROCK TRANSITION (FLL1.HROCK): From over FLL VOR/DME on FLL R-311 to HROCK.
MAYNR TRANSITION (FLL1.MAYNR): From over DHP VORTAC on DHP R-196 to MAYNR.
**DEPARTURE ROUTE DESCRIPTION**

**SEE ADDITIONAL REQUIREMENTS ON AAUP**

**TAKEOFF RUNWAY 10L:** Climb on heading 096° to intercept course 075° to LLBOW, then on track 026° to cross ROOM at or above 4000, then on track 347° to YOLOO, then on track 298° to LRICK, then on track 308° to ALNZO, thence. . . .

**TAKEOFF RUNWAY 10R:** Climb on heading 096° to intercept course 065° to LLBOW, then on track 026° to cross ROOM at or above 4000, then on track 347° to YOLOO, then on track 298° to LRICK, then on track 308° to ALNZO, thence. . . .

**TAKEOFF RUNWAY 28L:** Climb on heading 276° to 580, then right turn direct DREDS, then on track 322° to SHELZ, then on track 330° to ALNZO, thence. . . .

**TAKEOFF RUNWAY 28R:** Climb on heading 276° to 580, then direct DREDS, then on track 322° to SHELZ, then on track 330° to ALNZO, thence. . . .

. . . . on track 350° to FRSBE, then on (Transition). Maintain 4000, expect filed altitude 10 minutes after departure.

**STYMY TRANSITION (FRSBE2.STYMY)**

**WAPOM TRANSITION (FRSBE2.WAPOM)**

---

**NOTE:** Jet aircraft only.

**NOTE:** Accelerate to 250K, if unable, advise ATC.

**NOTE:** WAPOM Transition for KMCO, KDAB, and KMLB area arrivals.

**TAKEOFF MINIMUMS**

Rwys 10L/R, 28L/R: Standard with minimum climb of 500' per NM to 580.

**TOP ALTITUDE:**

- **4000**

**RNAV 1-DME/DME IRU or GPS.

- **D-ATIS**
  - 135.0
- **CLNC DEL**
  - 128.4
- **CFDLC**
  - 121.4
- **GND CON**
  - 119.3
- **MIAMI DEP CON**
  - 126.05
- **FORT LAUDERDALE TOWER**
  - 257.8

**WAPOM TRANSITION (FRSBE2.WAPOM)**

**STYMY TRANSITION (FRSBE2.STYMY)**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

---

**SEE ADDITIONAL REQUIREMENTS ON AAUP**

**NOTE:** Jet aircraft only.

**NOTE:** Accelerate to 250K, if unable, advise ATC.

**NOTE:** WAPOM Transition for KMCO, KDAB, and KMLB area arrivals.

**RNAV 1-DME/DME IRU or GPS.

- **D-ATIS**
  - 135.0
- **CLNC DEL**
  - 128.4
- **CFDLC**
  - 121.4
- **GND CON**
  - 119.3
- **MIAMI DEP CON**
  - 126.05
- **FORT LAUDERDALE TOWER**
  - 257.8

KMLB area arrivals.

---

**TAKEOFF RUNWAY 10L:** Climb on heading 096° to intercept course 075° to LLBOW, then on track 026° to cross ROOM at or above 4000, then on track 347° to YOLOO, then on track 298° to LRICK, then on track 308° to ALNZO, thence. . . .

**TAKEOFF RUNWAY 10R:** Climb on heading 096° to intercept course 065° to LLBOW, then on track 026° to cross ROOM at or above 4000, then on track 347° to YOLOO, then on track 298° to LRICK, then on track 308° to ALNZO, thence. . . .

**TAKEOFF RUNWAY 28L:** Climb on heading 276° to 580, then right turn direct DREDS, then on track 322° to SHELZ, then on track 330° to ALNZO, thence. . . .

**TAKEOFF RUNWAY 28R:** Climb on heading 276° to 580, then direct DREDS, then on track 322° to SHELZ, then on track 330° to ALNZO, thence. . . .

. . . . on track 350° to FRSBE, then on (Transition). Maintain 4000, expect filed altitude 10 minutes after departure.

**STYMY TRANSITION (FRSBE2.STYMY)**

**WAPOM TRANSITION (FRSBE2.WAPOM)**
NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.
NOTE: SHAQQ and BAGGS transitions ATC assigned except aircraft departing MIA.

**Takeoff Minimums**

Rwys 10L/R, 28L/R: Standard with minimum climb of 500'/NM to 580.

**Top Altitude: Assigned by ATC**

RNAV-1 DME/DME/IRU or GPS.
RADAR required.

**Departure Routes**

GLADZ THREE DEPARTURE (RNAV) Departure Routes

See following page for transition routes.

GLADZ
GLADZ
GLADZ

258°
258°
258°

RUTLG
RUTLG
RUTLG

5000
5000
5000

GLADZ THREE DEPARTURE (RNAV) Departure Routes

See following page for transition routes.

GLADZ
GLADZ
GLADZ

258°
258°
258°

RUTLG
RUTLG
RUTLG

5000
5000
5000

2900
2900
2900

MIA DEP CON
119.45 290.325 (Departing West)
126.05 251.1 (Departing East)

D-ATIS
135.0

CLNC DEL
128.4

CPDLC
GND CON
121.4

FORT LAUDERDALE TOWER
119.3 257.8

NOTE: Chart not to scale.
NOTE: Chart not to scale.

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.
NOTE: SHAQQ and BAGGS transitions ATC assigned except aircraft departing MIA.

(RNAV) Transition Routes

SHAQQ

FL180

*1300

278°

(93)

BAGGS

FL180

*1300

203°

(43)

LULLS

FL180

*1300

1400

17000

328°

FL180

*1300

1900

(39)

WIGNA

FL180

*1300

1400

17000

302°

(33)

MARCI

FL180

*1300

17000

328°

FL180

*1300

302°

(33)

GLADZ

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 10L: Climb on heading 096° to intercept course 075° to LLBOW, then on track 026° to cross ROOOM at or above 4000, then on track 347° to YOLOO, then on track 298° to LRICK, then on heading 276°, for vectors to cross GAYTR at or above 5000, thence.

TAKEOFF RUNWAY 10R: Climb on heading 096° to intercept course 065° to LLBOW, then on track 026° to cross ROOOM at or above 4000, then on track 347° to YOLOO, then on track 298° to LRICK, then on heading 276°, for vectors to cross GAYTR at or above 5000, thence.

TAKEOFF RUNWAY 28L: Climb on heading 276° to 580, then direct to TIDEZ, then on track 276°, for vectors to cross GAYTR at or above 5000, thence.

TAKEOFF RUNWAY 28R: Climb on heading 276° to 580, then direct to SEA ZZ, then on track 276°, for vectors to cross GAYTR at or above 5000, thence.

. . . on track 258° to RUTLG, then on track 258° to GLADZ, then on transition. Maintain ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

BAGGS TRANSITION (GLADZ3.BAGGS)
LULLS TRANSITION (GLADZ3.LULLS)
SHAQQ TRANSITION (GLADZ3.SHAQQ)
**NOTE:** Chart not to scale.

**RNAV**

### HROCK TWO DEPARTURE (RNAV)

**NOTE:** Jet aircraft only.

**RNAV** 1-DME/DME/IRU or GPS.

**TOP ALTITUDE:** 4000

**RADAR required.**

**TAKEOFF MINIMUMS**

Rwys 10L/R, 28L/R: Standard with minimum climb of 500' per NM to 580.

**NOTE:** Accelerate to 250K, if unable, advise ATC.

### Legend

- **D-ATIS**
- **CLNC DEL**
- **CPDLC**
- **GND CON**
- **FORT LAUDERDALE TOWER**
- **MIAMI DEP CON**
- **AL744 (FAA)**

### Altitude and Course Notes

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**SE-3, 11 JUL 2024 to 05 SEP 2024**
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 10L: Climb on heading 096° to intercept course 075° to LLBOW, then on track 026° to cross ROOM at or above 4000, then on track 347° to YOLOO, then on track 298° to LRICK, then on track 292° to JOENZ, thence. . . .

TAKEOFF RUNWAY 10R: Climb on heading 096° to intercept course 065° to LLBOW, then on track 026° to cross ROOM at or above 4000, then on track 347° to YOLOO, then on track 298° to LRICK, then on track 292° to JOENZ, thence. . . .

TAKEOFF RUNWAY 28L: Climb on heading 276° to 580, then direct TIDEZ, then on track 275° to DUSKE, then on track 319° to KBUNK, then on track 317° to JOENZ, thence. . . .

TAKEOFF RUNWAY 28R: Climb on heading 276° to 580, then direct SEAZZ, then on track 275° to HEPAD, then on track 318° to KBUNK, then on track 317° to JOENZ, thence. . . .

. . . on track 319° to HROCK, then on assigned transition. Maintain 4000, expect filed altitude within 10 minutes after departure.

KPASA TRANSITION (HROCK2.KPASA)
SMELZ TRANSITION (HROCK2.SMELZ)
NOTE: Chart not to scale.

**LIFRR TWO DEPARTURE (RNAV)**

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

**TOP ALTITUDE:**

4000

**NOTE:** Accelerate to 250K until leaving 10000, if unable, advise ATC.
**NOTE:** Jet aircraft only.
**NOTE:** For aircraft filed at or below 12000.

**TAKEOFF MINIMUMS**
Rwys 10L/R, 28L/R: Standard with minimum climb of 500'/NM to 580.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 10L: Climb on heading 096° to intercept course 075° to LLBOW, then on track 026° to cross ROOOM at or above 4000, then on track 347° to YOLOO, then on track 298° to LRICK, then on track 308° to cross LIFRR at or above 4000, thence. . .

TAKEOFF RUNWAY 10R: Climb on heading 096° to intercept course 065° to LLBOW, then on track 026° to cross ROOOM at or above 4000, then on track 347° to YOLOO, then on track 298° to LRICK, then on track 308° to cross LIFRR at or above 4000, thence. . .

TAKEOFF RUNWAY 28L: Climb on heading 276° to 580, then right turn direct DREDS, then on track 322° to SHELZ, then on track 351° to cross LIFRR at or above 4000, thence. . .

TAKEOFF RUNWAY 28R: Climb on heading 276° to 580, then direct DREDS, then on track 322° to SHELZ, then on track 351° to cross LIFRR at or above 4000, thence. . .

. . .on track 353° to BOBOE, then on assigned transition, maintain 4000, expect clearance to filed altitude within 10 minutes after departure.

BAIRN TRANSITION (LIFRR2.BAIRN)
WIXED TRANSITION (LIFRR2.WIXED)
NOTE: Chart not to scale.

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.

RNAV - DME/DME/IRU or GPS.
From SLIPT to MAXIM RNAV 1 - GPS.
From SLIPT to CANOA RNAV 1 - GPS.

RADAR required.

TOP ALTITUDE: 4000

TAKEOFF MINIMUMS
Rwys 10L/R, 28L/R: Standard with minimum climb of 500'/NM to 580.
DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 10L: Climb on heading 096° to 580, then direct MRLEE, then on track 096°, for vectors to cross AUSTI at or above 5000, thence. . . .

TAKEOFF RUNWAY 10R: Climb on heading 096° to 580, then direct CLPSO, then on track 096°, for vectors to cross AUSTI at or above 5000, thence. . . .

TAKEOFF RUNWAY 28L: Climb on heading 276° to 580, then direct TIDEZ, then on track 274°, for vectors to cross AUSTI at or above 5000, thence. . . .

TAKEOFF RUNWAY 28R: Climb on heading 276° to 580, then direct SEAZZ, then on track 274°, for vectors to cross AUSTI at or above 5000, thence. . . .

. . . on track 202° to MAYNR, then on assigned transition, maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

CANOA TRANSITION (MAYNR2.CANOA)
FUNDI TRANSITION (MAYNR2.FUNDI)
MAXIM TRANSITION (MAYNR2.MAXIM)
REGAE TWO DEPARTURE (RNAV)

**TOP ALTITUDE:**

- **BEEDZ:** 094° (19)
- **JMACA:** 287° - 096°
- **SHELZ:** 322°
- **DREDS:** 300° - 276°
- **LNKIN:** 096° (19)
- **MRLEE:** 580°
- **REELZ:** 097° (10)
- **CUDEL:** 106° (10)
- **REELZ:** 109°
- **ZOMBI:** 175°
- **PASTL:** 138° (5)
- **REGAE:** 17000

**NOTE:** For jet aircraft only.

**NOTE:** Accelerate to 250K, if unable, advise ATC.

**NOTE:** For non-GPS equipped aircraft, DHP and VKZ DMEs must be operational.

**TAKEOFF MINIMUMS**

- **Rwys 10L/R, 28L/R:** Standard with minimum climb of 500' per NM to 580.

**DEPARTURE ROUTE DESCRIPTION**

**SEE ADDITIONAL REQUIREMENTS ON AAUP**

**TAKEOFF RUNWAY 10L:** Climb on heading 096° to 580, then climb direct MRLEE, then on track 097° to REELZ, then on track 109° to cross ZOMBI at or above 10000, then on track 111° to PASTL, thence...

**TAKEOFF RUNWAY 10R:** Climb on heading 096° to 580, then climb direct CLPSO, then on track 097° to CUDEL, then on track 106° to cross ZOMBI at or above 10000, then on track 111° to PASTL, thence...

**TAKEOFF RUNWAY 28L:** Climb on heading 276° to intercept course 300° to DREDS, then on track 322° to SHELZ, then on track 014° to JMACA, then on track 066° to BEEDZ, then on track 094° to LNKIN, then on track 138° to cross GTWAY at 10000, then on track 138° to PASTL, thence...

**TAKEOFF RUNWAY 28R:** Climb on heading 276° to intercept course 287° to DREDS, then on track 322° to SHELZ, then on track 014° to JMACA, then on track 066° to BEEDZ, then on track 094° to LNKIN, then on track 138° to cross GTWAY at 10000, then on track 138° to PASTL, thence...

...on track 175° to REGAE, then on URSUS Transition. Maintain ATC assigned altitude. Expect clearance to filed altitude ten minutes after departure.

**URSUS TRANSITION (REGAE2.URSUS)**
NOTE: For jet aircraft only.
NOTE: Accelerate to 250K, if unable, advise ATC.
NOTE: RAJAY Transition for traffic at or below FL230 only.

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
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 10L: Climb on heading 096° to 580, then climb direct MRLEE, then on track 097° to REELZ, then on track 109° to ZOMBI, then on track 111° to SNAPR, thence. . . .

TAKEOFF RUNWAY 10R: Climb on heading 096° to 580, then climb direct CLPSO, then on track 097° to CUDEL, then on track 106° to ZOMBI, then on track 111° to SNAPR, thence. . . .

TAKEOFF RUNWAY 28L: Climb on heading 276° to intercept course 300° to DREDS, then on track 322° to SHELZ, then on track 014° to JMACA, then on track 066° to BEEDZ, then on track 094° to LNKIN, then on track 138° to GTWAY, then on track 123° to SNAPR, thence. . . .

TAKEOFF RUNWAY 28R: Climb on heading 276° to intercept course 287° to DREDS, then on track 322° to SHELZ, then on track 014° to JMACA, then on track 066° to BEEDZ, then on track 094° to LNKIN, then on track 138° to GTWAY, then on track 123° to SNAPR, thence. . . .

. . . (transition) maintain 4000. Expect clearance to filed altitude ten minutes after departure.

RAJAY TRANSITION (SNAPR2.RAJAY)
SUMAC TRANSITION (SNAPR2.SUMAC)

SEE ADDITIONAL REQUIREMENTS ON AAUP
SE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 5

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.

Procedure NA for arrivals at PINTS on V579 northwest bound.

Procedure NA for arrivals at CITAG on V225 southbound.

RNAV (GPS) RWY 5
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 -1.5°C or above 54°C.

MISSED APPROACH: Climb to 300 then climbing left turn to 2600 direct SERFS and hold.

- **ATIS**: 123.725
- **FORT MYERS APP CON**: 125.15 306.2 (Rwys 5, 13) 126.8 306.2 (Rwys 23, 31)
- **PAGE TOWER**: 119.0 (CTAF) 306.95
- **GND CON**: 121.7
- **CLNC DEL**: 121.7

**Procedure NA for arrival on RSW VORTAC airway radials 312° CW 016.**

**HOLD**

- **2000 to QUZSY**
- **312° (17)**
- **LEE COUNTY RSW**

**2000 direct SERFS and hold.**

**LNAV/VNAV NA below -1.5°C or above 54°C.**

**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 -1.5°C or above 54°C.**

**MISSED APPROACH: Climb to 300 then climbing left turn to 2600 direct SERFS and hold.**

**ATIS**: 123.725

**FORT MYERS APP CON**: 125.15 306.2 (Rwys 5, 13) 126.8 306.2 (Rwys 23, 31)

**PAGE TOWER**: 119.0 (CTAF) 306.95

**GND CON**: 121.7

**CLNC DEL**: 121.7

**Procedure NA for arrival on RSW VORTAC airway radials 312° CW 016.**

**HOLD**

- **2000 to QUZSY**
- **312° (17)**
- **LEE COUNTY RSW**

**2000 direct SERFS and hold.**

**LNAV/VNAV NA below -1.5°C or above 54°C.**

**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 -1.5°C or above 54°C.**

**MISSED APPROACH: Climb to 300 then climbing left turn to 2600 direct SERFS and hold.**

**ATIS**: 123.725

**FORT MYERS APP CON**: 125.15 306.2 (Rwys 5, 13) 126.8 306.2 (Rwys 23, 31)

**PAGE TOWER**: 119.0 (CTAF) 306.95

**GND CON**: 121.7

**CLNC DEL**: 121.7

**Procedure NA for arrival on RSW VORTAC airway radials 312° CW 016.**

**HOLD**

- **2000 to QUZSY**
- **312° (17)**
- **LEE COUNTY RSW**

**2000 direct SERFS and hold.**

**LNAV/VNAV NA below -1.5°C or above 54°C.**

**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 -1.5°C or above 54°C.**

**MISSED APPROACH: Climb to 300 then climbing left turn to 2600 direct SERFS and hold.**
MISSED APPROACH: Climb to 500 then climbing right turn to 2600 direct SERFS and hold.

Procedure NA for arrival on RSW VORTAC airway radials 051 CW 169.
When Circling to Rwy 31 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

**ATIS**
- 123.725

**FORT MYERS APP CON**
- 125.15 306.2 (R wys 5, 13)
- 126.8 306.2 (R wys 23, 31)

**PAGE TOWER**
- 119.0 (CTAF)
- 306.95

**GND CON**
- 121.7

**CLNC DEL**
- 121.7

Misssed Approach: Climb to 1000 then climbing left turn to 2600 on RSW VORTAC R-354 to SERFS I NT/R SW 16.4 DME and hold.

Procedure NA for arrivals on RSW VORTAC airway radial 312.
INSTRUCTIONS IS REQUIRED.

READBACK OF ALL RUNWAY HOLDING CROSSING CLEARANCES.

CAUTION: BE ALERT TO RUNWAY HS 1

V 0.1° W

ANNUAL RATE OF CHANGE
JANUARY 2020

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

TOP ALTITUDE:
2000

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.

TAKENOFF 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)
For inop MALSR, increase S-ILS 6 Cat E visibility to RVR 4000 and S-LOC 6 Cat E visibility to RVR 6000.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on RSW VORTAC R-140 to CORFU INT/RSW 10 DME and hold.

GS 3.00° TCH 55
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).

 categorized (VGSI Angle 3.00/TCH 69).

SE-3, 11 JUL 2024 to 05 SEP 2024
SE-3, 11 JUL 2024 to 05 SEP 2024
SE-3, 11 JUL 2024 to 05 SEP 2024

FORT MYERS, FLORIDA
Amdt 7B 17JUN21

171
RNAV (GPS) RWY 6
SOUTHWEST FLORIDA INTL (RSW)

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:

For RUTHY and right turn via 213° track to CORFU and hold.

MISSED APPROACH: Climb to 2300 direct GALVE and via 122° track to CORFU and hold.

LPV DA

330/24 303 (300-½)

LNAV/VNAV DA

380/40 353 (400-½)

LNAV MDA

440/24 413 (500-½) 440/40 413 (500-3/4) 440/50 413 (500-1)

CIRCLING

500-1 470 (500-1) 580-1 550 (600-1/2) 660-2 630 (700-2)

LNAV  MDA

*1.1 NM to RW06

*LNAV only.

For inoperative MALSR increase LPV all Cats visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000.

Procedure

Turn NA

LENPE 2000

GP 3.00° TCH 55

CELBO 1500

058°

058°

CIRCLING

500-1 470 (500-1) 580-1 550 (600-1/2) 660-2 630 (700-2)

LNAV MDA

440/24 413 (500-½) 440/40 413 (500-3/4) 440/50 413 (500-1)

SOUTHFLORIDA INTL (RSW)

RNAV (GPS) RWY 6

CIRCLING

500-1 470 (500-1) 580-1 550 (600-1/2) 660-2 630 (700-2)

LNAV MDA

440/24 413 (500-½) 440/40 413 (500-3/4) 440/50 413 (500-1)

CIRCLING

500-1 470 (500-1) 580-1 550 (600-1/2) 660-2 630 (700-2)

LNAV MDA

440/24 413 (500-½) 440/40 413 (500-3/4) 440/50 413 (500-1)

CIRCLING

500-1 470 (500-1) 580-1 550 (600-1/2) 660-2 630 (700-2)

LNAV MDA

440/24 413 (500-½) 440/40 413 (500-3/4) 440/50 413 (500-1)

CIRCLING

500-1 470 (500-1) 580-1 550 (600-1/2) 660-2 630 (700-2)

LNAV MDA

440/24 413 (500-½) 440/40 413 (500-3/4) 440/50 413 (500-1)

CIRCLING

500-1 470 (500-1) 580-1 550 (600-1/2) 660-2 630 (700-2)

LNAV MDA

440/24 413 (500-½) 440/40 413 (500-3/4) 440/50 413 (500-1)

CIRCLING

500-1 470 (500-1) 580-1 550 (600-1/2) 660-2 630 (700-2)

LNAV MDA

440/24 413 (500-½) 440/40 413 (500-3/4) 440/50 413 (500-1)

CIRCLING

500-1 470 (500-1) 580-1 550 (600-1/2) 660-2 630 (700-2)

LNAV MDA

440/24 413 (500-½) 440/40 413 (500-3/4) 440/50 413 (500-1)

CIRCLING

500-1 470 (500-1) 580-1 550 (600-1/2) 660-2 630 (700-2)

LNAV MDA

440/24 413 (500-½) 440/40 413 (500-3/4) 440/50 413 (500-1)

CIRCLING

500-1 470 (500-1) 580-1 550 (600-1/2) 660-2 630 (700-2)

LNAV MDA

440/24 413 (500-½) 440/40 413 (500-3/4) 440/50 413 (500-1)

CIRCLING

500-1 470 (500-1) 580-1 550 (600-1/2) 660-2 630 (700-2)

LNAV MDA

440/24 413 (500-½) 440/40 413 (500-3/4) 440/50 413 (500-1)

CIRCLING

500-1 470 (500-1) 580-1 550 (600-1/2) 660-2 630 (700-2)
RNAV (GPS) RWY 24
SOUTHWEST FLORIDA INTL (RSW)

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.

D-ATIS

FORT MYERS APP CON
125.15 306.2 [RWY 6]
126.8 306.2 [RWY 24]

FORT MYERS TOWER
128.75 (CTAF) 0 257.8

GND CON
121.9 257.8

CLNC DEL
132.075

UNICOM
122.95

CPDLC

MISSED APPROACH: Climb to 2300 direct HASBO and left turn via 119° track to CORFU and hold.

Amdt 1C 17JUN21

SE-3, 11 JUL 2024 to 05 SEP 2024
MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 on RSW R-140 to CORFU/RSW 10 DME and hold.

REIL Rwy 24
TDZ/CL Rwy 6
HIRL Rwy 6-24

FORT MYERS, FLORIDA
Amdt 2C 17JUN21

26°32’N-81°45’W

VOR/DME or TACAN RWY 24
SOUTHWEST FLORIDA INTL (RSW)
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 099°). Remain over the middle of Estero Bay until turning final.

NOTE: Chart not to scale.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ALICO SEVEN DEPARTURE

TOP ALTITUDE: 4000

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.

NOTE: Chart not to scale.

NOTE: DME required.
NOTE: RADAR required.

SE-3, 11 JUL 2024 to 05 SEP 2024
**NOTE:** Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 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 RUNWAY 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)
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.
TOP ALTITUDE: 3000

ST. PETERSBURG
116.4 PIE
Chan 111

OSCAR
112.2 ORL
Chan 59

MIAMI CENTER
124.65

CHANDELLES
132.075

GND CON
121.9 257.8

FORT MYERS DEP CON
128.75 (CTAF) 257.8

FORT MYERS TOWER
134.75 322.5

LA BELLE
110.4 LBV
Chan 41

ORLANDO
116.0 LAL
Chan 107

LEE COUNTY
114.15 RSW
Chan 88(Y)

PAHOKEE
115.4 PHK
Chan 101

LAKE ELYRIA
113.5 ELY
Chan 109

CORAL GABLES
113.5 CYW
Chan 23

KEY WEST
113.5 EYW
Chan 82

CYPRESS
108.6 CYW
Chan 23

CHANDELLES
100°

ST. PETERSBURG
112.2 ORL
Chan 59

TOP ALTITUDE:
3000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 6, 24: Standard.

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.
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**

134.825

**Palm Beach App Con**

192.8

**Fort Pierce Tower**

128.2 (CTAF)

**GND Con (GCO)**

119.55

---

**LOC/DME 1-FJd**

110.55

**APP CRS**

097°

**Rwy Idg**

6492

**TDZE**

23

**Apt Elev**

23

---

**ELEV** 23

**TDZE** 23

---

**CATEGORY**

A  B  C  D

S-ILS 10R  273.3/4  250 (300-34)

S-LOC 10R  560-1  537 (600-1)  560-1/2  537 (600-1/2)

C CIRCLING  560-1  537 (600-1)  880-2/3  857 (900-2/3)

S-LOC 10R  380-1  357 (400-1)

C CIRCLING  460-1  437 (500-1)  480-1  457 (500-1)  880-2/3  857 (900-2/3)
RNAV (GPS) RWY 10R
TREASURE COAST INTL (FPR)

**Atis**: 134.825
**Palm Beach APP CON**: 132.8
**Fort Pierce Tower**: 128.2 (CTAF)
**GND CON (GCO)**: 119.55

Procedure NA for arrivals on TRV VORTAC airway radials 150 CW 325.

Procedure NA for arrivals at SHEDS on V531 southeast bound.

**Missed Approach**: Climb to 480 then climbing right turn to 2000 direct ANGEE and hold.

**Category and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52)**.

**WAAAS**
- CH 69529
- W10A
- APP CRS 097°
- Rwy Idg 6492
- TDZE 23
- Apt Elev 23

**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 ½ 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.

**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 ½ mile, and increase Circling Cat C/D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA with Vero Beach altimeter setting.**

**VORTAC**: 132.8
- TWR
- PALM BEACH APP CON
- GND CON (GCO)

**27°30'N - 80°22'W**

**Amdt 2C 02MAR17**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1.5°F (5°C) or above 43°F (109°C). 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 Cat C/D ½ 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**
134.825

**Palm Beach APP CON**
132.8

**FORT PIERCE TOWER**
128.2 (CTAF)

**GND CON (GCO)**
119.55

Procedure NA for arrivals at VALKA on V3 northbound.

Procedure NA for arrivals at Diddy on V267 southeast bound and V225 southwest bound.

**ELEV**
23

**TDZE**
23

**FTP (GPS) RWY 14**
TREASURE COAST INTL (FPR)
**RNAV (GPS) RWY 28L**

**TREASURE COAST INTL (FPR)**

---

### ATIS

**134.825**

**Palm Beach App Con**

**132.8**

**Fort Pierce Tower**

**128.2 (CTAF)**

**Gnd Con (Gco)**

**119.55**

---

**Procedure NA for arrivals on TRV VORTAC airway radials 129 CW 197.**

---

**Helicopter visibility reduction below 1/2 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 1/2 SM. Increase Circling visibility Cat C/D 1/2 SM.** Baro-VNAV NA when using local altimeter setting.

---

**Atm 1C 18JUN20**

**Amendments**

- Amdt 1C 18JUN20
  - SE-3, 11 JUL 2024 to 05 SEP 2024
  - SE-3, 11 JUL 2024 to 05 SEP 2024
  - SE-3, 11 JUL 2024 to 05 SEP 2024
  - SE-3, 11 JUL 2024 to 05 SEP 2024

---

**Area**

- **ELEV 23**
- **TDZE 23**

---

**REIL Rwys 10R and 28L**

**MIRL all Rwys**

**FORT PIERCE, FLORIDA**

**Amndt 1C 18JUN20**

**27°30'N-80°22'W**
RNAV (GPS) RWY 32
TREASURE COAST INTL (FPR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5 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 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 ½ SM. Increase Circling visibility Cat C/D ¼ SM. Baro-VNAV NA when using Vero Beach altimeter setting.

Climb to 520 then climbing left turn to 2000 direct AWOTA and hold.

Procedure NA for arrivals at ANGEE on V492 northbound.

Procedure NA for arrivals at TBIRD on V159 southbound and V531 northeast bound.

Procedure NA for arrivals at ANGEE on V492 northbound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 7
GAINESVILLE RGNL (GNV)

APP CRS
065°
Rwy Idg  4158
TDZE  151
Apt Elev  151

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

GAINESVILLE, FLORIDA
AL-973 (FAA)

RNAV (GPS) RWY 7
GAINESVILLE RGNL (GNV)

MISSED APPROACH: Climb to 2000 direct IMCEF and hold.

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

GAINESVILLE, FLORIDA
AL-973 (FAA)

RNAV (GPS) RWY 7
GAINESVILLE RGNL (GNV)

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

GAINESVILLE, FLORIDA
AL-973 (FAA)

RNAV (GPS) RWY 7
GAINESVILLE RGNL (GNV)

MISSED APPROACH: Climb to 2000 direct IMCEF and hold.

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

GAINESVILLE, FLORIDA
AL-973 (FAA)

RNAV (GPS) RWY 7
GAINESVILLE RGNL (GNV)

MISSED APPROACH: Climb to 2000 direct IMCEF and hold.

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

GAINESVILLE, FLORIDA
AL-973 (FAA)

RNAV (GPS) RWY 7
GAINESVILLE RGNL (GNV)

MISSED APPROACH: Climb to 2000 direct IMCEF and hold.
RNAV (GPS) RWY 11
GAINESVILLE RGNL (GNV)

GAINESVILLE, FLORIDA

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 Fd altimeter setting and increase LPV DA to 541 feet and all Cats visibility ½ SM; increase LNAV/VNAV DA to 681 feet and all Cats visibility ½ SM; increase all MDAs 100 feet and increase LNAV Cat C/D and Circling Cat C visibility ¼ SM and Circling Cat D ½ SM. Visibility reduction by helicopters NA. Baro-VNAV NA when using Ocala Intl-Jim Taylor Fd altimeter setting. When VGSI inoperative, Circling Rwy 25 NA at night. VDP NA when using Ocala Intl-Jim Taylor Fd altimeter setting.

MISSED APPROACH: Climb to 2000 direct TUKSE and hold.

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

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).

W11A

GAINESVILLE RGNL (GNV)

RNAV (GPS) RWY 11

GAINESVILLE, FLORIDA

App Crs 704
TDZE 147
Apt Elev 151
RNAV (GPS) RWY 25
GAINESVILLE RGNL (GNV)

### ATIS
- **127.15**
- **118.175**
- **338.25**

### JACKSONVILLE APP CON
- **119.55 (CTAF) 353.7**

### GAINESVILLE TOWER
- **121.7**

### GND CON
- **122.95**

### UNICOM
- **510**
- **454**

### WAAS
- **CH 86604**
- **W25A**
- **APP CRS 245°**
- **Rwy Idg 4158**
- **TDZE 144**
- **Apt Elev 151**

### Baro-VNAV NA when using Ocala Intl-Jim Taylor Fld 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 Fld altimeter setting and increase LPV DA to 582 feet and all Cats visibility 3/4 SM; increase LNAV/VNAV DA to 775 feet and all Cats visibility 3/4 SM; increase all MDAs 100 feet and increase LNAV Cat C and Circling Cat C visibility 3/4 SM and LNAV Cat D and Circling Cat D 3/4 SM. When VGSI inoperative, straight-in/Circling Rwy 25 procedure NA at night.

### MISSED APPROACH:
- Climb to 2100 direct GUZNU and hold.

### Holding Pattern at 2100
- **4 NM**
- **1700**
- **2400**
- **IMCEF**

### GP 3.00° TCH 42

### CATEGORY
- **A**
- **B**
- **C**
- **D**

<table>
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<tr>
<th>LPV DA</th>
<th>LNAV DA</th>
</tr>
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<tbody>
<tr>
<td>501-1⁴</td>
<td>550 (600-2)</td>
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</table>

### LNAV MDA
- **560-1⁴ 416 (500-1)**
- **560-1⁴ 416 (500-1)**

### CIRCLING
- **620-1 609 (700-1)**
- **690 (700-2)**
- **820-2**

### Amdt 1C 20MAY21

### SE-3, 11 JUL 2024 to 05 SEP 2024
**RNAV (GPS) RWY 29**

**GAINESVILLE RGNL (GNV)**

**Amdt 1C  20MAY21**

### ATIS

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<td>121.7</td>
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<td>122.95</td>
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</table>

### LOLRY and hold.

Climb to 2100 direct.

**MALSR**

**MISSING APPROACH:**

Climb to 2100 direct LOFRY and hold.

**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 Fld altimeter setting, increase LPV all Cats visibility to 1.5 mile. When local altimeter setting not received, use Ocala Intl-Jim Taylor Fld altimeter setting and increase LPV DA to 501 feet and all Cats visibility to RVR 5000; increase LNAV/VNAV DA to 561 feet and all Cats visibility to RVR 5000; increase all MDAs 100 feet and increase LNAV Cat C visibility to RVR 4000; increase Circling Cat C visibility 1/2 SM and Circling Cat D 1/2 SM. 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 Fld altimeter setting. When VGSi inoperative, Circling Rwy 25 NA at night.

**APPROACH CHART**

**ATIS**

<table>
<thead>
<tr>
<th>Jacksonville APP CON</th>
<th>Gainesville TOWER*</th>
<th>GND CON</th>
<th>UNICOM</th>
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<tr>
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**RNAV (GPS) RWY 29**

**GAINESVILLE RGNL (GNV)**

**Category**

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<th>A</th>
<th>B</th>
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</table>

**LNAV DA**

- 420/24
- 298 (300-1/2)

**LNAV/VNAV DA**

- 480/40
- 358 (400-1/2)

**LNAV MDA**

- 500/24
- 378 (400-1/2)

**500/50**

- 378 (400-1)

**CIRCLING**

- 620-1
- 469 (500-1)

- 700-1
- 549 (600-1)

- 760-1/2
- 609 (700-1/2)

- 820-2
- 669 (700-2)

**GAINESVILLE RGNL (GNV)**

**RNAV (GPS) RWY 29**

**W29A**

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**ELEV**

- 151

**TDZE**

- 122
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 10R
NORTH PERRY (HWO)

HOLLYWOOD, FLORIDA
Orig-D 19MAY22

26°00'N 80°14'W

PROCEDURE NA for arrivals at FRRDY on V157-511-599 northwest bound.

MISSED APPROACH: Climbing left turn to 2000 direct FRRDY and hold.

Procedure NA for arrivals at FRRDY on V157-511-599 northwest bound.

RNAV (GPS) RWY 10R
NORTH PERRY (HWO)

ATIS
135.475

MIAI APP CON
128.6 306.975

CTAF
132.1

GND CON
120.45 254.3

UNICOM
122.95

Rwy 10R helicopter visibility reduction below ½ SM NA.
Circling Rwy 1R, 10L, 19L, 28R NA at night.
Circling NA for Cat C south of Rwy 10R-28L.

Category A
LNAV MDA 480-1 ½ 472 (500-1 ½)

Category B
Circling 560-1 ½ 551 (600-1 ½)

ELEV 9
TDZE 8

HDG 10R

NORTH PERRY TOWER

GND CON

CTAF

ATIS

RNAV (GPS) RWY 10R
NORTH PERRY (HWO)

HOLLYWOOD, FLORIDA
Orig-D 19MAY22

26°00'N 80°14'W

RNAV (GPS) RWY 10R
RNAV (GPS) RWY 28R
NORTH PERRY (HWO)

ATIS 135.475
MIAMI APP CON 128.6 306.975
NORTH PERRY TOWER* 132.1 (CTAF) 254.3
GND CON 120.45 254.3
UNICOM 122.95

RNP APCH. RADAR required for procedure entry.

W 1000 ft above MSL. Proceed direct FRRDY.

ATIS 135.475
MIAMI APP CON 128.6 306.975
NORTH PERRY TOWER* 132.1 (CTAF) 254.3
GND CON 120.45 254.3
UNICOM 122.95

RNAV (GPS) RWY 28R
NORTH PERRY (HWO)

REIL Rwys 1L, 10R, 19R and 28L
MIRL Rwys 10R-28L and 1L-19R


MISSED APPROACH:
Climb to 2000 direct FRRDY and hold.

ATIS 135.475
MIAMI APP CON 128.6 306.975
NORTH PERRY TOWER* 132.1 (CTAF) 254.3
GND CON 120.45 254.3
UNICOM 122.95

RNAV (GPS) RWY 28R
NORTH PERRY (HWO)

REIL Rwys 1L, 10R, 19R and 28L
MIRL Rwys 10R-28L and 1L-19R


MISSED APPROACH:
Climb to 2000 direct FRRDY and hold.

ATIS 135.475
MIAMI APP CON 128.6 306.975
NORTH PERRY TOWER* 132.1 (CTAF) 254.3
GND CON 120.45 254.3
UNICOM 122.95

RNAV (GPS) RWY 28R
NORTH PERRY (HWO)

REIL Rwys 1L, 10R, 19R and 28L
MIRL Rwys 10R-28L and 1L-19R


MISSED APPROACH:
Climb to 2000 direct FRRDY and hold.

ATIS 135.475
MIAMI APP CON 128.6 306.975
NORTH PERRY TOWER* 132.1 (CTAF) 254.3
GND CON 120.45 254.3
UNICOM 122.95

RNAV (GPS) RWY 28R
NORTH PERRY (HWO)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1L/R: Climb on heading 006° to 800 before turning right, thence...
TAKEOFF RUNWAY 10L/R: Climb on heading 096° to 1400 before turning right, thence...
TAKEOFF RUNWAY 19L/R: Climb on heading 186° to 1300 before turning left, thence...
TAKEOFF RUNWAY 28L/R: Climb on heading 276° to 800, thence...

... maintain 2000 or assigned higher altitude for RADAR vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

ALTNN TRANSITION (MIA9.ALTNN): From over FLL VOR/DME on FLL R-358 to ALTNN.
BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH.
BNGOS TRANSITION (MIA9.BNGOS): From over DHP VORTAC on DHP R-321 to BNGOS.
DORRL TRANSITION (MIA9.DORRL): From over DHP VORTAC on DHP R-003 to DORRL.
FLMGO TRANSITION (MIA9.FLMGO): From over DHP VORTAC on DHP R-348 to FLMGO.
FOLZZ TRANSITION (MIA9.FOLZZ): From over DHP VORTAC on DHP R-065 to FOLZZ.
FREEPORT TRANSITION (MIA9.ZFP): From over DHP VORTAC on DHP R-065 to FOLZZ then on ZFP R-249 to ZFP VOR/DME.
GWAVA TRANSITION (MIA9.GWAVA): From over DHP VORTAC on DHP R-151 to GWAVA.
HURCN TRANSITION (MIA9.HURCN): From over DHP VORTAC on DHP R-332 to HURCN.
KETLL TRANSITION (MIA9.KETLL): From over VKZ VOR/DME on VKZ R-114 to KETLL.
MAYNR TRANSITION (MIA9.MAYNR): From over DHP VORTAC on DHP R-196 to MAYNR.
### RNAV (GPS) RWY 10

**MIAMI HOMESTEAD GENERAL AVIATION (X51)**

**AWOS-3** 118.375  
**MIAMI APP CON** 125.5 354.1  
**UNICOM** 122.8 (CTAF)

**Procedure NA for arrivals at FAMIN on V157 Southwest bound.**

**HOLMU and hold.**

**2000 NoPT 099°** (13.5)

- **2.1 NM to YIYNU**
- **2000**
- **1500**
- **1.500**
- **096°**
- **276°**

**VNAV and descent angles not coincident.** (VGS Angle 3.00/TCH 71).

**FAMIN**

**HOLMU**

- **WEMBA**
- **2.1 NM to XAGUH**
- **YIYNU**

**Baro-VNAV NA when using Miami Exec 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 Exec altimeter setting: increase LPV DA to 284; increase LNAV/VNAV DA to 284; increase all MDA 40 feet.

**Category**

<table>
<thead>
<tr>
<th></th>
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<th>B</th>
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<td>373 (400-1)</td>
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<td>453 (500-1)</td>
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RNAV (GPS) RWY 28

MIAMI HOMESTEAD GENERAL AVIATION (X51)

AWOS-3
118.375

MIAMI APP CON
125.5 354.1

UNICOM
122.8 (CTAF)

MISSP POINT Fix

HOMESTEAD, FLORIDA
Orig-A 22JUN17

2000

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 directed HOMU and hold.

When local altimeter setting not received, use Miami Exec altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

Procedure NA for arrivals at LUVLY, BR49V southeast bound.

Procedure NA for arrivals at LUVLY BR49V southeast bound.

Procedure NA for arrivals at LUVLY BR49V southeast bound.

Procedure NA for arrivals at LUVLY BR49V southeast bound.
MIAMI DEP CON
125.5 354.1
AWOS-3
118.375
CTAF
122.8

NOTE: Chart not to scale.

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000,
if unable, advise ATC.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10:  Climb on heading 096° or as assigned by ATC for RADAR vectors to cross AGERS at or above 5000, thence. . . .
TAKEOFF RUNWAY 18:  Climb on heading 185° or as assigned by ATC for RADAR vectors to cross AGERS at or above 5000, thence. . . .
TAKEOFF RUNWAY 28:  Climb on heading 276° or as assigned by ATC for RADAR vectors to cross AGERS at or above 5000, thence. . . .
TAKEOFF RUNWAY 36:  Climb on heading 005° or as assigned by ATC for RADAR vectors to cross AGERS at or above 5000, thence. . . .

. . . . on track 360° to PERTS, then on track 357° to ALTNN, then on assigned transition, maintain ATC assigned altitude, expect filed altitude within 10 minutes after departure.

DUCEN TRANSITION (ALTNN2.DUCEN)
NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.
NOTE: MERKS Transition ATC assigned only except aircraft landing:
MKY, RSW, APF, PGD and FMY.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 096° or as assigned by ATC for RADAR vectors to cross MRENO at or above 5000, thence. . .
TAKEOFF RUNWAY 18: Climb on heading 185° or as assigned by ATC for RADAR vectors to cross MRENO at or above 5000, thence. . .
TAKEOFF RUNWAY 28: Climb on heading 276° or as assigned by ATC for RADAR vectors to cross MRENO at or above 5000, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 005° or as assigned by ATC for RADAR vectors to cross MRENO at or above 5000, thence. . .

...on track 322° to BNGOS, then on assigned transition, maintain ATC assigned altitude, expect filed altitude within 10 minutes after departure.

COREA TRANSITION (BNGOS4.COREA)
DOLIE TRANSITION (BNGOS4.DOLIE)
MERKS TRANSITION (BNGOS4.MERKS)
NOTE: For turbo-props/props filed at or above 13000.

TAKEOFF MINIMUMS
Rwy 10: Standard with minimum climb of 500’/NM to 2500.
Rwys 18, 28: Standard with minimum climb of 500’/NM to 1900.
Rwy 36: Standard with minimum climb of 500’/NM to 2200.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 10: Climb on heading 096° to 2000, or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .
TAKEOFF RUNWAY 18: Climb on heading 185° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .
TAKEOFF RUNWAY 28: Climb on heading 276° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .
TAKEOFF RUNWAY 36: Climb on heading 005° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .
. . . on track 002° to BOGYY, then on track 005° to DORRL then on (transition), maintain altitude as assigned by ATC, expect filed altitude 10 minutes after departure.

MATLK TRANSITION (DORRL2.MATLK)
ONEWY TRANSITION (DORRL2.ONEWY)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 10:** Climb on heading 096° or as assigned by ATC for RADAR vectors to cross ALNZO at or above 5000, thence...  
**TAKEOFF RUNWAY 18:** Climb on heading 185° or as assigned by ATC for RADAR vectors to cross ALNZO at or above 5000, thence...  
**TAKEOFF RUNWAY 28:** Climb on heading 276° or as assigned by ATC for RADAR vectors to cross ALNZO at or above 5000, thence...  
**TAKEOFF RUNWAY 36:** Climb on heading 005° or as assigned by ATC for RADAR vectors to cross ALNZO at or above 5000, thence...

...on track 349° to FLMGO, then on assigned transition. Maintain ATC assigned altitude. Expect filed altitude within 10 minutes after departure.

**STYMY TRANSITION (FLMGO2.STYMY)**

**WAPOM TRANSITION (FLMGO2.WAPOM)**
(FOLZZ3.FOLZZ) 24081
AL-10263 (FAA)
MIAAM HOMESTEAD GENERAL AVIATION (X51)
HOMESTEAD, FLORIDA

MIAMI DEP CON
125.5 354.1
AWOS-3
118.375
CTAF
122.8

RNAV-1 DME/DME/IRU or GPS.
SNAGY and SUMRS Transitions: RNAV 1-GPS.
RADAR required.

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.
NOTE: PADUS Transition for Freeport arrivals only.
NOTE: SNAGY and SUMRS Transitions for European traffic only.

TAKEOFF MINIMUMS
Rwy 10: Standard with minimum climb of 500'/NM to 2400.
Rwy 18: Standard with minimum climb of 500'/NM to 1800.
Rwy 28: Standard with minimum climb of 500'/NM to 1900.
Rwy 36: Standard with minimum climb of 500'/NM to 2200.

TAKEOFF RUNWAY 10: Climb on heading 096° or as assigned by ATC for RADAR vectors to cross MARCK at or above 5000, thence . . .
TAKEOFF RUNWAY 18: Climb on heading 185° or as assigned by ATC for RADAR vectors to cross MARCK at or above 5000, thence . . .
TAKEOFF RUNWAY 28: Climb on heading 276° or as assigned by ATC for RADAR vectors to cross MARCK at or above 5000, thence . . .
TAKEOFF RUNWAY 36: Climb on heading 005° or as assigned by ATC for RADAR vectors to cross MARCK at or above 5000, thence . . .

. . .on track 060° to FOLZZ, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude within 10 minutes after departure.

ALYRA TRANSITION (FOLZZ3.ALYRA)
FREEPORT TRANSITION (FOLZZ3.ZFP)
GOZZR TRANSITION (FOLZZ3.GOZZR)
PADUS TRANSITION (FOLZZ3.PADUS)
SNAGY TRANSITION (FOLZZ3.SNAGY)
SUMRS TRANSITION (FOLZZ3.SUMRS)

NOTE: Chart not to scale.

FOLZZ THREE DEPARTURE (RNAV) (FOLZZ3.FOLZZ) 21MAR24
MIAMI HOMESTEAD GENERAL AVIATION (X51)
HOMESTEAD, FLORIDA
**HURCN FOUR DEPARTURE (RNAV)**

**Takeoff Minimums**

Rwy 10: Standard with minimum climb of 500’/NM to 2400.
Rwy 18: Standard with minimum climb of 500’/NM to 1800.
Rwy 28: Standard with minimum climb of 500’/NM to 1900.
Rwy 36: Standard with minimum climb of 500’/NM to 2200.

**NOTE:** Chart not to scale.

*(CONTINUED ON FOLLOWING PAGE)*
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 096° or as assigned by ATC for RADAR vectors to cross JOENZ at or above 5000, thence. . .
TAKEOFF RUNWAY 18: Climb on heading 185° or as assigned by ATC for RADAR vectors to cross JOENZ at or above 5000, thence. . .
TAKEOFF RUNWAY 28: Climb on heading 276° or as assigned by ATC for RADAR vectors to cross JOENZ at or above 5000, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 005° or as assigned by ATC for RADAR vectors to cross JOENZ at or above 5000, thence. . .

. . .on track 318° to HURCN, then on transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

KPASA TRANSITION (HURCN4.KPASA)
SMELZ TRANSITION (HURCN4.SMELZ)
TAKEOFF MINIMUMS
Rwy 10: Standard with minimum climb of 500’ per NM to 2400.
Rwy 18: Standard with minimum climb of 500’ per NM to 1800.
Rwy 28: Standard with minimum climb of 500’ per NM to 1900.
Rwy 36: Standard with minimum climb of 500’ per NM to 2200.

NOTE: Chart not to scale.

TAKEOFF RUNWAY 10: Climb on heading 096° or as assigned by ATC, thence...
TAKEOFF RUNWAY 18: Climb on heading 185° or as assigned by ATC, thence...
TAKEOFF RUNWAY 28: Climb on heading 276° or as assigned by ATC, thence...
TAKEOFF RUNWAY 36: Climb on heading 005° or as assigned by ATC, thence...

...for RADAR vector to cross LIFRR at or above 4000, then on track 353° to BOBOE, then on assigned transition, maintain ATC assigned altitude, expect clearance to filed altitude within 10 minutes after departure.

BAIRN TRANSITION (LIFRR2.BAIRN)
WIXED TRANSITION (LIFRR2.WIXED)
NOTE: Chart not to scale.

TAKING MINIMUMS
Rwy 10: Standard with minimum climb of 500'/NM to 2400.
Rwy 18: Standard with minimum climb of 500'/NM to 1800.
Rwy 28: Standard with minimum climb of 500'/NM to 1900.
Rwy 36: Standard with minimum climb of 500'/NM to 2200.

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.

MAYNR TWO DEPARTURE (RNAV)

CONTINUED ON FOLLOWING PAGE
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 096° to 2000, then as assigned by ATC for vectors to cross AUSTI at or above 5000, thence. . . .
TAKEOFF RUNWAYS 18, 28, 36: Climb on heading assigned by ATC for vectors to cross AUSTI or above 5000, thence. . . .

. . . .on track 202° to MAYNR, then on assigned transition, maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

CANOA TRANSITION (MAYNR2.CANOA)
FUNDI TRANSITION (MAYNR2.FUNDI)
MAXIM TRANSITION (MAYNR2.MAXIM)
NOTE: If unable to accept climb rate, advise ATC on initial contact.

TAKEOFF MINIMUMS
Rwy 10: Standard with minimum climb of 500' per NM to 2400.
Rwy 18: Standard with minimum climb of 500' per NM to 1800.
Rwy 28: Standard with minimum climb of 500' per NM to 1900.
Rwy 36: Standard with minimum climb of 500' per NM to 2200.

RNAV 1-DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 10: Climb on heading 096° to 2000 then as assigned by ATC for RADAR vectors to cross DAYAK at or above 5000 thence...
TAKEOFF RUNWAY 18: Climb on heading 185° or as assigned by ATC for RADAR vectors to cross DAYAK at or above 5000 thence...
TAKEOFF RUNWAY 28: Climb on heading 276° or as assigned by ATC for RADAR vectors to cross DAYAK at or above 5000 thence...
TAKEOFF RUNWAY 36: Climb on heading 005° or as assigned by ATC for RADAR vectors to cross DAYAK at or above 5000 thence...

...on track 136° to MELLZ, then on assigned transition. Maintain ATC assigned altitude, expect clearance to filed altitude within 10 minutes after departure.

GLAMS TRANSITION (MELLZ2.GLAMS)
URSUS TRANSITION (MELLZ2.URSUS)
**RNAV (GPS) RWY 6**

**ATIS**
132.275 269.9

**APP CON/DEP CON**
123.8 257.675

**TOWER**
133.45 279.55

**GND CON**
121.75 275.8

**CLNC DEL**
121.75 275.8

**DME/DME RNP** -0.3 NA

**RNP APCH**

**CAUTION:** Heliport and Stadium 2.2 NM final RW 6 at Homestead ARB (stadium may be lit after dark).

**EMERG SAFE ALT** 100 NM 15,100

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>LNNAV MDA*</td>
<td>460/24 455 (500-½)</td>
<td>460/45 455 (500-¾)</td>
<td>520-1½ 514 (600-1½)</td>
<td>580-2 574 (600-2)</td>
<td>780-2½ 774 (800-2¾)</td>
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<td>CIRCLING**</td>
<td>460-1 454 (500-1)</td>
<td>500-1 494 (500-1)</td>
<td>600-1½ 594 (600-1½)</td>
<td>600-2 594 (600-2)</td>
<td>800-2½ 794 (800-2¾)</td>
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**SE-3, 11 JUL 2024 to 05 SEP 2024**

---

**RNST**

**APCH CRS**
055°

**Rwy Idg**
11,201

**TDZE**
5

**Arpt Elev**
6

**AL-494 (USAF)**

**HOMESEAD ARB (KHST)**

**MISSING APPROACH:** Climb to 800 then climbing right turn to 3000 direct JOMIN and hold.

---

**HOMESTEAD, FLORIDA**

**Amdt 1 13AUG20**

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**SE-3, 11 JUL 2024 to 05 SEP 2024**
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.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.

NOTE: Jet aircraft only.

NOTE: Chart not to scale.

TAKEOFF RUNWAY 6: Climb on heading 055° or as assigned by ATC for RADAR vectors to cross AGERS at or above 5000, thence . . .

TAKEOFF RUNWAY 24: Climb on heading 235° or as assigned by ATC for RADAR vectors to cross AGERS at or above 5000, thence . . .

. . . on track 360° to PERTS, then on track 357° to ALTNN, then on assigned transition, maintain ATC assigned altitude, expect filed altitude within 10 minutes after departure.

DUCEN TRANSITION (ALTNN2.DUCEN)
TAKEOFF MINIMUMS
Rwy 6: Standard with minimum climb of 500’/NM to 1800.
Rwy 24: Standard with minimum climb of 500’/NM to 2200.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 055° or as assigned by ATC for RADAR vectors to cross MRENO at or above 5000, thence. . .
TAKEOFF RUNWAY 24: Climb on heading 235° or as assigned by ATC for RADAR vectors to cross MRENO at or above 5000, thence. . .

. . . on track 322° to BNGOS, then on assigned transition, maintain ATC assigned altitude, expect filed altitude within 10 minutes after departure.

COREA TRANSITION (BNGOS4.COREA)
DOLIE TRANSITION (BNGOS4.DOLIE)
MERKS TRANSITION (BNGOS4.MERKS)
NOTE: For turbo-props/props filed at or above 13000.

TAKEOFF MINIMUMS
Rwy 6: Standard with minimum climb of 500’/NM to 1800.
Rwy 24: Standard with minimum climb of 500’/NM to 2200.

TAKEOFF RUNWAY 6: Climb on heading 055° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence . . .
TAKEOFF RUNWAY 24: Climb on heading 235° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence . . .

. . . on track 002° to BOGYY, then on track 005° to DORRL then on (transition), maintain altitude as assigned by ATC, expect filed altitude 10 minutes after departure.

MATLK TRANSITION (DORRL2.MATLK)
ONEWY TRANSITION (DORRL2.ONEWY)
NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.
NOTE: WAPOM Transition ATC assigned except aircraft landing: MCO, DAB, and MLB terminal areas.

TAKEOFF MINIMUMS
Rwy 6: Standard with minimum climb of 500'/NM to 1800.
Rwy 24: Standard with minimum climb of 500'/NM to 2200.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 055° or as assigned by ATC for RADAR vectors to cross ALNZO at or above 5000, thence . . .
TAKEOFF RUNWAY 24: Climb on heading 235° or as assigned by ATC for RADAR vectors to cross ALNZO at or above 5000, thence . . .
. . . on track 349° to FLMGO, then on assigned transition. Maintain ATC assigned altitude. Expect filed altitude within 10 minutes after departure.

STYMY TRANSITION (FLMGO2.STYMY)
WAPOM TRANSITION (FLMGO2.WAPOM)
**FOLZZ THREE DEPARTURE (RNAV)**

**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 6:** Climb on heading 055° or as assigned by ATC for RADAR vectors to cross MARCK at or above 5000, thence . . .

**TAKEOFF RUNWAY 24:** Climb on heading 235° or as assigned by ATC for RADAR vectors to cross MARCK at or above 5000, thence . . .

. . . on track 060° to FOLZZ, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude within 10 minutes after departure.

**ALYRA TRANSITION (FOLZZ3.ALYRA)**

**FREEPORT TRANSITION (FOLZZ3.ZFP)**

**GOZZR TRANSITION (FOLZZ3.GOZZR)**

**PADUS TRANSITION (FOLZZ3.PADUS)**

**SNAGY TRANSITION (FOLZZ3.SNAGY)**

**SUMRS TRANSITION (FOLZZ3.SUMRS)**
HURCN FOUR DEPARTURE (RNAV)

RNAV-1 DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.

TAKEOFF MINIMUMS
Rwy 6: Standard with minimum climb of 500'/NM to 1800.
Rwy 24: Standard with minimum climb of 500'/NM to 2200.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 055° or as assigned by ATC for RADAR vectors to cross JOENZ at or above 5000, thence. . .
TAKEOFF RUNWAY 24: Climb on heading 235° or as assigned by ATC for RADAR vectors to cross JOENZ at or above 5000, thence. . .

. . .on track 318° to HURCN, then on transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

KPASA TRANSITION (HURCN4.KPASA)
SMELZ TRANSITION (HURCN4.SMELZ)
TAKEOFF MINIMUMS
Rwy 6: Standard with minimum climb of 500’/NM to 1800.
Rwy 24: Standard with minimum climb of 500’/NM to 2200.

NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.
NOTE: Jet aircraft only.
NOTE: For aircraft filed at or below 12000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 055° or as assigned by ATC, thence.
TAKEOFF RUNWAY 24: Climb on heading 235° or as assigned by ATC, thence.

...for RADAR vector to cross LIFRR at or above 4000, then on track 353° to BOBOE, then on assigned transition, maintain ATC assigned altitude, expect clearance to filed altitude within 10 minutes after departure.

BAIRN TRANSITION (LIFRR2.BAIRN)
WIXED TRANSITION (LIFRR2.WIXED)
NOTE: Chart not to scale.

**TOP ALTITUDE: ASSIGNED BY ATC**

**RNAV1 - DME/DME/IRU or GPS.**
From SLIPT to MAXIM: RNAV 1 - GPS.
From SLIPT to CANOA: RNAV 1 - GPS.
RADAR required.

**TAKEOFF MINIMUMS**
Rwy 6: Standard with minimum climb of 500’/NM to 1800.
Rwy 24: Standard with minimum climb of 500’/NM to 2200.

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000,
if unable, advise ATC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6, 24: Climb on heading assigned by ATC for vectors to cross AUSTI at or above 5000, thence. . . .

. . . on track 202° to MAYNR, then on assigned transition, maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

CANOA TRANSITION (MAYNR2.CANOA)
FUNDI TRANSITION (MAYNR2.FUNDI)
MAXIM TRANSITION (MAYNR2.MAXIM)
NOTE: Chart not to scale.

URSUS
LRODD
GLAMS
MELLZ

136°
153°
153°
136°
181°
214°
266°
306°

1300
5000
*
1300
16000
*
1300
16000
*

DEPARTURE ROUTE DESCRIPTON

NOTE: If unable to accept climb rate, advise ATC on initial contact.

TAKEOFF MINIMUMS
Rwy 6: Standard with minimum climb of 500’ per NM to 1800.
Rwy 24: Standard with minimum climb of 500’ per NM to 2200.

RNAV 1-DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

NOTE: Chart not to scale.

TAKEOFF RUNWAY 6: Climb on heading 055° or as assigned by ATC for RADAR vectors to cross DAYAK at or above 5000 thence. . . .
TAKEOFF RUNWAY 24: Climb on heading 235° or as assigned by ATC for RADAR vectors to cross DAYAK at or above 5000 thence. . . .

. . . on track 136° to MELLZ, then on assigned transition. Maintain ATC assigned altitude, expect clearance to filed altitude within 10 minutes after departure.

GLAMS TRANSITION (MELLZ2.GLAMS)
URSUS TRANSITION (MELLZ2.URSUS)
RNAV (GPS) RWY 9
IMMOKALEE RGNL (IMM)

**AWOS-3**
118.525

**FORT MYERS APP CON**
124.125 371.85

**CTAF**
122.9

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F).

**Procedure NA for arrival at JICTI on V225 northeast bound.**

**Procedure NA for arrival at MILES on V539 southbound.**

**AWOS-3**
118.525

**FORT MYERS APP CON**
124.125 371.85

**CTAF**
122.9

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**Procedure NA for arrival at JICTI on V225 northeast bound.**

**Procedure NA for arrival at MILES on V539 southbound.**

**RNAV (GPS) RWY 9**
IMMOKALEE RGNL (IMM)

**AWOS-3**
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**FORT MYERS APP CON**
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**CTAF**
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**Procedure NA for arrival at MILES on V539 southbound.**

**RNAV (GPS) RWY 9**
IMMOKALEE RGNL (IMM)

**AWOS-3**
118.525

**FORT MYERS APP CON**
124.125 371.85

**CTAF**
122.9

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F).

**Procedure NA for arrival at JICTI on V225 northeast bound.**

**Procedure NA for arrival at MILES on V539 southbound.**
RNAV (GPS) RWY 27
IMMOKALEE RGNL (IMM)

**AWOS-3** 118.525
**FORT MYERS APP CON** *124.125 371.85

**CTAF**

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct LAMRE and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F).

**REMARKS**

- LNAV only.
- *0.9 NM to RW27
- LNAV/ VNAV
- *880
- 0.9 NM
- 2.6 NM
- 6.9 NM
- 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)
- CIRCLING
  - 500-1
  - 640-1
  - 640-1¾
  - 680-2
  - 463 (500-1)
  - 603 (700-1)
  - 603 (700-1¼)
  - 643 (700-2)

**ELEV**

**TDZE**

**WAAS CH 69613**

**APP CRS 273°**

**Rwy Idg** 5000

**TDZE** 35

**Apt Elev** 37

**MISSED APCH FIX**

LAMRE

4 NM

2.5 NM to RW27

IXIVE

[FAF]

UXUVE

[IF/IAF]

ZUGDU

0.9 NM

1.6 NM

2.6 NM

6.9 NM

**APPROACH**

FOR RNP APCH.

**AVAILABILITY**

**AWOS-3**

**118.525**

**FORT MYERS APP CON**

*124.125 371.85

**CTAF**

122.9

**AIRPORT**

IMMOKALEE, FLORIDA

**APM 0°C (32°F) or above 54°C (130°F).**

**RNP APCH.**

**LNAV/VNAV**

**RNAV (GPS) RWY 27**

**RNAV (GPS) RWY 27**

**RNAV (GPS) RWY 27**

**RNAV (GPS) RWY 27**

**RNAV (GPS) RWY 27**

**RNAV (GPS) RWY 27**

**RNAV (GPS) RWY 27**

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**RNAV (GPS) RWY 27**

**RNAV (GPS) RWY 27**

**RNAV (GPS) RWY 27**

**RNAV (GPS) RWY 227
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct BUCMU and hold.
RNAV (GPS) RWY 1

INVERNESS (INF)

When local altimeter setting not received, use Ocala altimeter setting and increase all MDA 60 feet; and increase LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

MISSING APPROACH: Climb to 2000 direct GIOVA and on track 050° to VANNI and hold.

AWOS-3 119.975
JACKSONVILLE APP CON 118.6 251.15
UNICOM 122.725 (CTAF)

Procedure NA for arrivals at DADES on V7-521 southeast bound and V581 southbound.

2000
GIOVA
BOWSK
WESAS
DADES

VGS1 and descent angles not coincident [VGS1 Angle 3.50/TCH 47].

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>500-1</td>
<td>435 (500-1)</td>
<td>500-1¼</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>435 (500-1¼)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>660-1</td>
<td>595 (600-1)</td>
<td>660-1½</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>595 (600-1½)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Procedure NA for arrivals on OCF VORTAC airway radials 129 CW 208.

MISSED APPROACH: Climb to 2000 direct BOWSK and on track 176° to REBEC and hold.

AWOS-3 119.975
JACKSONVILLE APP CON 118.6 251.15
UNICOM 122.725 (CTAF)

INVERNESS, FLORIDA
Orig:B 16AUG18
28°48'N-82°19'W

MIRL Rwy 1-19
REIL Rwy 1 and 19

INVERNESS (INF)
RNP APCH.

Rwy 19 helicopter visibility reduction below 1 SM NA.

CATEGORY
A | B | C | D
---|---|---|---
LNAV MDA | 580-1 | 526 (600-1) | 580-1/2 | 526 (600-1/2) | NA
CIRCLING | 660-1 | 595 (600-1) | 660-1/2 | 595 (600-1/2) | NA

SE-3, 11 JUL 2024 to 05 SEP 2024
NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS:
Rwy 9: 500-2½ 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.
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 ½ 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 all Cats C/D visibility to 1½ mile.

**ATIS** 125.275  **JACKSONVILLE APP CON** 127.775  377.075  **CECIL TOWER** 126.1 (CTAF) 235.625  **GND CON** 121.625  226.675  **CLNC DEL** 123.975  254.25  **GCO** 135.075

**RNAV (GPS) RWY 9R**

**MALSR**  2000 direct COURA climbing right turn to Climb to 700 then

**ATIS** 125.275  **JACKSONVILLE APP CON** 127.775  377.075  **CECIL TOWER** 126.1 (CTAF) 235.625  **GND CON** 121.625  226.675  **CLNC DEL** 123.975  254.25  **GCO** 135.075

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**RNAV (GPS) RWY 9R**

**MALSR**  2000 direct COURA climbing right turn to Climb to 700 then
Baro-VNAV NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 34°C (93°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 MALS, increase LNAV Cats C/D visibility to 1 1/2 miles. For inop MALS, when using Jacksonville Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1 1/2 mile and LNAV Cats C/D visibility to 1 1/2 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.

**MISSUED APPROACH:** Climb to 1000 then climbing right turn to 2000 direct ZORMI and hold.

- **ATIS**
  - 125.275
  - 127.775
  - 377.075

- **CECIL TOWER**
  - 126.1 (CTAF)
  - 235.625

- **CLNC DEL**
  - 135.075

- **GND CON**
  - 121.625
  - 226.675

- **Rwy Indg**
  - 1800

- **CIRCLING**
  - 540-1
  - 560-1
  - 600-1/2
  - 640-2

- **LNAV/ VNAV**
  - DA
    - 368-1
    - 289 (300-1)
  - MDA
    - 460-1
    - 381 (400-1)

- **VGSI and RNAV glidepath not coincident**
  - (VGSI Angle 3.00°/TCH 66).

- **ELEV**
  - 80

- **TDZE**
  - 79

- **CLIMB**
  - 0.9 NM to 2 NM to
  - RW18L

- **MISSED APPROACH:** Climb to
  - 1000 then climbing right turn to
  - 2000 direct ZORMI and hold.

- **CIRCLING**
  - 540-1
  - 560-1
  - 600-1/2
  - 640-2

- **LNAV/ VNAV**
  - DA
    - 368-1
    - 289 (300-1)
  - MDA
    - 460-1
    - 381 (400-1)

- **VGSI and RNAV glidepath not coincident**
  - (VGSI Angle 3.00°/TCH 66).

- **ELEV**
  - 80

- **TDZE**
  - 79

- **CLIMB**
  - 0.9 NM to 2 NM to
  - RW18L

- **MISSED APPROACH:** Climb to
  - 1000 then climbing right turn to
  - 2000 direct ZORMI and hold.

- **CIRCLING**
  - 540-1
  - 560-1
  - 600-1/2
  - 640-2

- **LNAV/ VNAV**
  - DA
    - 368-1
    - 289 (300-1)
  - MDA
    - 460-1
    - 381 (400-1)

- **VGSI and RNAV glidepath not coincident**
  - (VGSI Angle 3.00°/TCH 66).

- **ELEV**
  - 80

- **TDZE**
  - 79

- **CLIMB**
  - 0.9 NM to 2 NM to
  - RW18L

- **MISSED APPROACH:** Climb to
  - 1000 then climbing right turn to
  - 2000 direct ZORMI and hold.

- **CIRCLING**
  - 540-1
  - 560-1
  - 600-1/2
  - 640-2

- **LNAV/ VNAV**
  - DA
    - 368-1
    - 289 (300-1)
  - MDA
    - 460-1
    - 381 (400-1)

- **VGSI and RNAV glidepath not coincident**
  - (VGSI Angle 3.00°/TCH 66).

- **ELEV**
  - 80

- **TDZE**
  - 79

- **CLIMB**
  - 0.9 NM to 2 NM to
  - RW18L

- **MISSED APPROACH:** Climb to
  - 1000 then climbing right turn to
  - 2000 direct ZORMI and hold.

- **CIRCLING**
  - 540-1
  - 560-1
  - 600-1/2
  - 640-2

- **LNAV/ VNAV**
  - DA
    - 368-1
    - 289 (300-1)
  - MDA
    - 460-1
    - 381 (400-1)
RNP APCH.

- **MISSED APPROACH**: Climb to 2000 ft and hold.

ATIS | JACKSONVILLE APP CON | CECIL TOWER* | GND CON | CLNC DEL | GCO |
--- | --- | --- | --- | --- | --- |
125.275 | 127.775 | 377.075 | 235.625 | 212.625 | 226.675 | 123.975 | 254.25 | 135.075 |

### Diagram Details

- **ELEV 80 TDZE 72**
- **RW 27L**
- **OZICO**
- **HATFI**
- **OSTAF**
- **EXKAF**
- **JUZSO**

#### Holding Pattern

- **GP 3.00° TCH 50**
- ** 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)  540-1  468 (500-1)
- **CIRCLING**  540-1  560-1  600-1½  560 (600-2)

---

**Jackieville, Florida**

Amdt 1B 25FEB21

30°13'N-81°53'W
RNAV (GPS) RWY 36R
CECIL (VQQ)

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 ½ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ZORMI and hold.

LNAV Cats C, D visibility to ½ mile. and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to 1 mile and not received, use Jacksonville Intl altimeter setting and increase all DA 52 feet or above 54°C (130°F). DME/DME RNP-0.3 NA. When local 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 ½ mile.

Holding Pattern

4 NM

MALSR

1090

2000 direct ZORMI and hold.

MALSR

1090

ACETI

RGOSY (IF/IAF)

ROGSY

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

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[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

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4 NM

[IAF]

POTGE

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2000

095°

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4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM

[IAF]

POTGE

210K

2000

095°

185°

4 NM
DME required.

Rwy 27L helicopter visibility reduction below 3/4 SM NA.

Procedure NA for arrivals at CRG VORTAC on V198 eastbound.

Missed Approach: Climbing left turn to 3000 direct CRG VORTAC and hold.

ATIS 125.275
Jacksonville APP CON 127.775
Jax. Tower 126.1 (CTAF)

Circling

- Category S-27L 520-1
- Category C 540-1
- Category B 560-1
- Category A 600-1

SE-3, 11 JUL 2024 to 05 SEP 2024
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 ½ mile.

**Radar Required**

**Elev** 80  **TDZE** 72

**Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
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<tbody>
<tr>
<td>S-27L</td>
<td>540-1</td>
<td>468 (500-1)</td>
<td>540-1½</td>
<td>468 (500-1½)</td>
<td>600-1½</td>
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<tr>
<td></td>
<td>560-1</td>
<td>480 (500-1)</td>
<td>560-2</td>
<td>520 (600-1½)</td>
<td>640-2</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>540-1</td>
<td>460 (500-1)</td>
<td>560-1</td>
<td>520 (600-1½)</td>
<td>640-2</td>
</tr>
<tr>
<td></td>
<td>560 (600-2)</td>
<td>600-3</td>
<td>820 (900-3)</td>
<td>900-3</td>
<td>900-3</td>
</tr>
</tbody>
</table>

*VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 67).*

**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.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Circling to Rwy 11, 29 NA at night. Rwy 7, 11, 25 helicopter visibility reduction below 1/4 SM NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct JA LOM and hold.

AWOS-3
119.275

JACKSONVILLE APP CON
127.775
377.075

GCO
121.725

UNICOM
123.0 (CTAF)

HOLD 6000
3000

LOM/IF/IAF
DINNS
344 JA:

CRAIG
114.5 CRG:
Chan 92

3000
(16.9)

Junction of FAF to MAP
5 NM

ELEV 86
187°

MIWL Rwy 7-25 and 11-29

MIRL Rwy 7-25 and 11-29

FAF to MAP
5 NM

<table>
<thead>
<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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<tbody>
<tr>
<td>Min:Sec</td>
<td>5:00</td>
<td>3:20</td>
<td>2:30</td>
<td>2:00</td>
<td>1:40</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>720-1</td>
<td>634 (700-1)</td>
<td>980-2³/₄</td>
<td>980-3</td>
</tr>
<tr>
<td></td>
<td>894 (900-2⁴)</td>
<td>894 (900-3)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

30°17'N-81°48'W

JACKSONVILLE, FLORIDA
Amdt 1 14JUL22

SE-3, 11 JUL 2024 to 05 SEP 2024
ILS or LOC RWY 32
JACKSONVILLE EXEC 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: increase DA to 273 feet; increase all MDAs 40 feet and Circling visibility Cat C ¼ SM. For inop MALSR, increase S-LOC 32 Cats C/D visibility to ½ mile. For inop MALSR, when using Jacksonville Intl altimeter setting, increase S-LOC 32 Cats C/D visibility to 1½ mile.

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.

MALS R

DME or RADAR REQUIRED

ELEV 41
TDZE 41

CATEGORY
A
B
C
D
S-ILS 32
241-1
200
(200-1)
S-LOC 32
480-1
439
(500-1)

CIRCLING
500-1
600-1
620-½
800-2½
459
(500-1)
559
(600-1)
579
(600-1½)
759
(800-2½)

JacksoNville, Florida
Am0d 5B 30DEC21

Ils or Loc Rwy 32
Jacksonville Exec at Craig (crG)

30°20'N-81°31'W
253
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: increase LPV DA to 325 feet; increase LNAV/VNAV DA to 450 feet and all visibilities ½ SM; increase all MDAs 40 feet and Circling visibility Cat C ¼ SM.

**MISSING APPROACH:** Climb to 1900 direct JEVAG and hold.
**RNAV (GPS) RWY 32**

**JACKSONVILLE EXEC AT CRAIG (CRG)**

**ATIS** 125.4

**JACKSONVILLE APP CON** 124.9 308.4

**CRAIG TOWER** * 132.1 (CTAF) 269.525

**GND CON** 121.8

**CLNC DEL** 118.35

**UNICOM** 122.95

---

**RADAR REQUIRED**

Limit missed approach to 230K.

---

**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**

---

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
</table>

**LPV DA** 241-1 200 (200-1)

**LNAV/ VNAV DA** 381-1 340 (400-1)

**LNAV MDA** 440-1 399 (400-1)

**CIRCLING**

<table>
<thead>
<tr>
<th>500-1</th>
<th>600-1</th>
<th>620-1½</th>
<th>800-2½</th>
</tr>
</thead>
</table>

**321° to RW32**

**JACKSONVILLE EXEC AT CRAIG (CRG)**

Amdt 1B 30DEC21

---

**JACKSONVILLE, FLORIDA**

**WAAS**

**CH 57901 W32A**

**APP CRS 321°**

**Rwy Idg 4008 TDZE 41 Apt Elev 41**

**MALSR**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 32**

**JACKSONVILLE, FLORIDA**

**AL-208 (FAA)**

**21364**

---

**ELEV 41**

**TDZE 41**

**TDZE** 41

---

**1041**

**1090**

**189**

**1900**

**321°**

**700**

**1900**

**JEVAG**

**ADERR**

**JEVAG**

**MUDVE 2.9 NM to RW32**

**LOBLE 210K**

**JEVAG (IF/IAF)**

**EPXOM 210K**

**RW32 1.8 NM**

**3.00° TCH 42**

**VNAV**

**LNAV**

**LPV**

**MALSR**

---

**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: increase LPV DA to 273 feet; increase LNAV/VNAV DA to 413 feet; increase all MDAs 40 feet and Circling visibility Cat C ¼ SM. For inop MALSR, when using Jacksonville Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ and LNAV Cats C/D visibility to 1¼.**

---

**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: increase LPV DA to 273 feet; increase LNAV/VNAV DA to 413 feet; increase all MDAs 40 feet and Circling visibility Cat C ¼ SM. For inop MALSR, when using Jacksonville Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ and LNAV Cats C/D visibility to 1¼.**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

JACKSONVILLE EXEC AT CRAIG (CRG)

AIRPORT DIAGRAM

JACKSONVILLE, FLORIDA

21168

ATIS
125.4
CRAIG TOWER
132.1 269.525
GND CON
121.8
CLNC DEL
118.35

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

0.1° W

0.1° W
For inop ALS, increase S-ILS 8 Cat E visibility to RVR 4000 and S-LOC 8 Cat E visibility to 1½ SM.

**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.

- LOCALIZER 110.7
- LOM/IAF DINNS
- CRAIG 114.5 (IF/IAF)

Procedure NA for arrival on CRG VORTAC airway radials 290 CW 336.

- CATEGORY
  - A
  - B
  - C
  - D
  - E

- S-ILS 8 230/18 200 (200-½)
- S-LOC 8 480/24 450 (500-½)
- CIRCLING 520-1 490 (500-1)

- HS 3.00° TCH 55
- 2000
- 1900
- 1861
- 1000
- 3000
- 1090
- 077°

- VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).
ILS Y or LOC Y RWY 14
JACKSONVILLE INTL (JAX)

Radar required for procedure entry. DME or Radar required.

Autopilot coupled approach NA below 750 feet MSL. Rwy 14 helicopter visibility reduction below
¾ SM NA. For inop ALS increase S-ILS 14 visibility all Cats to ¾ SM, and increase S-LOC 14
Cats A and B visibility and KUYER Fix minimums S-LOC 14 visibility all Cats to 1 SM.

MISSED APPROACH:
Climb to 3000 direct
CRG VORTAC and hold.

D-ATIS
125.85
JACKSONVILLE APP CON
119.0 269.9
JACKSONVILLE TOWER
118.3 317.7
GND CON
121.9 348.6
CLNC DEL
119.5 290.275
CPDLC

Category
A
B
C
D

S-ILS 14
306-¾ 279 (300-¾)

S-LOC 14
480-¾ 453 (500-¾)
480-¾ 453 (500-¾)

Circling C
520-1 490 (500-1)
550 (600-1½)
550 (600-2)

KUYER
CRG
14.7

ELEV
30

TDZE
27

CRG
1090

MAYPORT
HIGH/LOW MOA

REIL Rwy 32

TDZ/CL Rwy 8, 14, and 26
HIRL Rwy 8-26 and 14-32

FAD 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, 11 JUL 2024 to 05 SEP 2024

JACKSONVILLE, FLORIDA
Amrd 7D
16MAY24

30°30'N-81°41'W

ILS Y or LOC Y RWY 14
JACKSONVILLE INTL (JAX)
ADF required. RADAR required for procedure entry.

For inop ALS, ZETRI Fix Minimums: increase S-LOC 26 Cats C/D visibility to RVR 5500.

MALS

MISSED APPROACH: Climb to 3000 direct DINNS LOM and hold, continue climb-in-hold to 3000.

D-ATIS

RADAR

JACKSONVILLE APP CON 119.0

JACKSONVILLE TOWER 118.3

GND CON 121.9

CLNC DEL 119.5

CPDLC 290.275

MAYPORT:

HIGH/LOW MOA

SUPERSEDES:

AL-5570 (FAA)

JACKSONVILLE, FLORIDA

Amdt 3 03NOV22
**ILS Y RWY 8 (SA CAT I)**

**JACKSONVILLE INTL (JAX)**

---

**Requires specific OPSPEC, MSPEC, or LOA approval.**

**ALSF-2**

**MISSING 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.

**Procedure NA for arrival on CRG VORTAC airway radials 290 CW 336.**

**SA CATEGORY I - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**CATEGORY**

<table>
<thead>
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<tr>
<td>S-ILS 8</td>
<td>RA 175/14</td>
<td>150 DA 180</td>
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JACKSONVILLE, FLORIDA

Amdt 14 03NOV22

SE-3, 11 JUL 2024 to 05 SEP 2024

ILS Y RWY 8 (SA CAT I)
MGSA 25 NM

JACKSONVILLE INTL (JAX)

LOW ILS Y RWY 8

(CAT II & III)

JACKSONVILLE, FLORIDA

Amdt 14 03NOV22

- CATEGORY II & III ILS - SPECIAL AIRCREW
- AIRCRAFT CERTIFICATION REQUIRED

SE-3, 11 JUL 2024 to 05 SEP 2024

ILS Y RWY 8 (CAT II & III)

JACKSONVILLE INTL (JAX)

AL-5570 (FAA)

MISSED APPROACH: Climb to 1000 then climbing left

R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

1090

Procedure NA for arrival on CRG VORTAC

airway radials 290 CW 336.

110.7

LOCALIZER

LOM/IAF

DINNS

344 JA

I-JAX

JAX

JAX

SE-3, 11 JUL 2024 to 05 SEP 2024

ILS Y RWY 8 (CAT II & III)

JACKSONVILLE INTL (JAX)

AL-5570 (FAA)

MISSED APPROACH: Climb to 1000 then climbing left

R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

1090

Procedure NA for arrival on CRG VORTAC

airway radials 290 CW 336.

110.7

LOCALIZER

LOM/IAF

DINNS

344 JA

I-JAX

JAX

JAX

SE-3, 11 JUL 2024 to 05 SEP 2024

ILS Y RWY 8 (CAT II & III)

JACKSONVILLE INTL (JAX)

AL-5570 (FAA)

MISSED APPROACH: Climb to 1000 then climbing left

R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

1090

Procedure NA for arrival on CRG VORTAC

airway radials 290 CW 336.

110.7

LOCALIZER

LOM/IAF

DINNS

344 JA

I-JAX

JAX

JAX

SE-3, 11 JUL 2024 to 05 SEP 2024

ILS Y RWY 8 (CAT II & III)

JACKSONVILLE INTL (JAX)

AL-5570 (FAA)

MISSED APPROACH: Climb to 1000 then climbing left

R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

1090

Procedure NA for arrival on CRG VORTAC

airway radials 290 CW 336.

110.7

LOCALIZER

LOM/IAF

DINNS

344 JA

I-JAX

JAX

JAX

SE-3, 11 JUL 2024 to 05 SEP 2024

ILS Y RWY 8 (CAT II & III)

JACKSONVILLE INTL (JAX)

AL-5570 (FAA)

MISSED APPROACH: Climb to 1000 then climbing left

R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

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110.7

LOCALIZER

LOM/IAF

DINNS

344 JA

I-JAX

JAX

JAX

SE-3, 11 JUL 2024 to 05 SEP 2024

ILS Y RWY 8 (CAT II & III)

JACKSONVILLE INTL (JAX)

AL-5570 (FAA)

MISSED APPROACH: Climb to 1000 then climbing left

R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

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Procedure NA for arrival on CRG VORTAC

airway radials 290 CW 336.

110.7

LOCALIZER

LOM/IAF

DINNS

344 JA

I-JAX

JAX

JAX

SE-3, 11 JUL 2024 to 05 SEP 2024

ILS Y RWY 8 (CAT II & III)

JACKSONVILLE INTL (JAX)

AL-5570 (FAA)

MISSED APPROACH: Climb to 1000 then climbing left

R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

1090

Procedure NA for arrival on CRG VORTAC

airway radials 290 CW 336.

110.7

LOCALIZER

LOM/IAF

DINNS

344 JA

I-JAX

JAX

JAX

SE-3, 11 JUL 2024 to 05 SEP 2024

ILS Y RWY 8 (CAT II & III)

JACKSONVILLE INTL (JAX)

AL-5570 (FAA)

MISSED APPROACH: Climb to 1000 then climbing left

R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

1090

Procedure NA for arrival on CRG VORTAC

airway radials 290 CW 336.

110.7

LOCALIZER

LOM/IAF

DINNS

344 JA

I-JAX

JAX

JAX

SE-3, 11 JUL 2024 to 05 SEP 2024

ILS Y RWY 8 (CAT II & III)

JACKSONVILLE INTL (JAX)

AL-5570 (FAA)

MISSED APPROACH: Climb to 1000 then climbing left

R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

1090

Procedure NA for arrival on CRG VORTAC

airway radials 290 CW 336.

110.7

LOCALIZER

LOM/IAF

DINNS

344 JA

I-JAX

JAX

JAX

SE-3, 11 JUL 2024 to 05 SEP 2024

ILS Y RWY 8 (CAT II & III)

JACKSONVILLE INTL (JAX)

AL-5570 (FAA)

MISSED APPROACH: Climb to 1000 then climbing left

R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

1090

Procedure NA for arrival on CRG VORTAC

airway radials 290 CW 336.

110.7

LOCALIZER

LOM/IAF

DINNS

344 JA

I-JAX

JAX

JAX

SE-3, 11 JUL 2024 to 05 SEP 2024

ILS Y RWY 8 (CAT II & III)

JACKSONVILLE INTL (JAX)

AL-5570 (FAA)

MISSED APPROACH: Climb to 1000 then climbing left

R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

1090

Procedure NA for arrival on CRG VORTAC

airway radials 290 CW 336.

110.7

LOCALIZER

LOM/IAF

DINNS

344 JA

I-JAX

JAX

JAX

SE-3, 11 JUL 2024 to 05 SEP 2024

ILS Y RWY 8 (CAT II & III)

JACKSONVILLE INTL (JAX)

AL-5570 (FAA)

MISSED APPROACH: Climb to 1000 then climbing left

R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

1090

Procedure NA for arrival on CRG VORTAC

airway radials 290 CW 336.

110.7

LOCALIZER

LOM/IAF

DINNS

344 JA

I-JAX

JAX

JAX

SE-3, 11 JUL 2024 to 05 SEP 2024

ILS Y RWY 8 (CAT II & III)

JACKSONVILLE INTL (JAX)

AL-5570 (FAA)

MISSED APPROACH: Climb to 1000 then climbing left

R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

1090

Procedure NA for arrival on CRG VORTAC

airway radials 290 CW 336.

110.7

LOCALIZER

LOM/IAF

DINNS

344 JA

I-JAX

JAX

JAX

SE-3, 11 JUL 2024 to 05 SEP 2024

ILS Y RWY 8 (CAT II & III)

JACKSONVILLE INTL (JAX)

AL-5570 (FAA)

MISSED APPROACH: Climb to 1000 then climbing left

R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

1090

Procedure NA for arrival on CRG VORTAC

airway radials 290 CW 336.

110.7

LOCALIZER

LOM/IAF

DINNS

344 JA

I-JAX

JAX

JAX

SE-3, 11 JUL 2024 to 05 SEP 2024

ILS Y RWY 8 (CAT II & III)

JACKSONVILLE INTL (JAX)

AL-5570 (FAA)

MISSED APPROACH: Climb to 1000 then climbing left

R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.

1090

Procedure NA for arrival on CRG VORTAC

airway radials 290 CW 336.
RNAV (RNP) Y RWY 8

JACKSONVILLE INTL (JAX)

MISSED APPROACH: Climb to
2000 on track 077° to YEJWO
and hold.

D-ATIS
125.85

JACKSONVILLE APP CON
191.0

JACKSONVILLE TOWER
269.9

GND CON
118.3

CLNC DEL
317.7

APR CON
119.5

TDZE
29

Rwy Iqg
10000

Apt Elev
29

APP CRS
077°

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 1½ mile.

RNAV (RNP) Y RWY 8

JACKSONVILLE INTL (JAX)

MISSED APCH FIX
4 NM

YEJWO

077°

3.2 NM

See planview for multiple IF locations.

AUTHORIZATION REQUIRED

JACKSONVILLE, FLORIDA
Orig-B 30APR15

30°30’N-81°41’W

263
RNAV (RNP) Y RWY 26
JACKSONVILLE INTL (JAX)

**RNP AR APCH-GPS.**

<table>
<thead>
<tr>
<th>App Crs</th>
<th>Rwy Idg</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>257°</td>
<td>10000</td>
<td>30</td>
</tr>
</tbody>
</table>

**MALSR**

For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C.

**MISSED APPROACH:** Climb to 2000 on track 257° to UDAQI and hold.

<table>
<thead>
<tr>
<th>D-ATIS</th>
<th>JACKSONVILLE APP CON</th>
<th>JACKSONVILLE TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CPDLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.85</td>
<td>119.0 269.9</td>
<td>118.3 317.7</td>
<td>121.9 348.6</td>
<td>119.5 290.275</td>
<td></td>
</tr>
</tbody>
</table>

**Missed APCH Fix**

- UDAQI: [076°/26°] 4 NM
- NANA: 2700 (RNP 0.70)
- ADUJA: 2700 (RNP 0.70)

**ELEV**

30

**TDZE**

27

**Authorization Required**

- Category A
- RNP 0.30 DA
- 419/35 392 (400-%)
JACKSONVILLE, FLORIDA

RNAV (GPS) Z RWY 8
JACKSONVILLE INTL (JAX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

D-ATIS
JACKSONVILLE APP CON
JACKSONVILLE TOWER
GND CON
CLNC DEL
CPDLC

125.85
119.0 269.9
118.3 317.7
121.9 348.6
119.5 290.275

2000 direct YEJWO and hold.
MISSED APPROACH: Climb to 2000 direct YEJWO and hold.

CIRCLING

VGS1 Angle 3.00°/TCH 70).

LPV DA
364/32
480/24
480/45
520-1

LNAV/VNAV DA
LNAV MDA
CIRCLING

Amdt 2D 16MAY24

SE-3, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500 and increase LNAV Cats C/D visibility to RVR 5500.

**D-ATIS**

- JACKSONVILLE APP CON: 125.85
- JACKSONVILLE TOWER: 118.3
- GND CON: 121.9
- CLNC DEL: 119.5
- CPDLC: 290.275

**ELEV**

- TDZE: 27
- ELEV: 30

**RNAV (GPS) Z RWY 26**

**JACKSONVILLE INTL (JAX)**

**RNP APCH-GPS**

**MALSR**

**MISSED APPROACH:** Climb to 2000 direct UDAQI and hold.

**D-ATIS**

- JACKSONVILLE APP CON: 119.0
- JACKSONVILLE TOWER: 269.9
- GND CON: 348.6
- CLNC DEL: 290.275
- CPDLC: 269.9

**ELEV**

- TDZE: 27
- ELEV: 30

**RNAV (GPS) Z RWY 26**

**JACKSONVILLE INTL (JAX)**

**RNP APCH-GPS**

**MALSR**

**MISSED APPROACH:** Climb to 2000 direct UDAQI and hold.
VOR/DME RWY 32
JACKSONVILLE INTL (JAX)

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.

Cat E procedure turn NA.

Rwy 32 helicopter visibility reduction by below ¾ SM NA.

D-ATIS
125.85
JACKSONVILLE APP CON
119.0  269.9
JACKSONVILLE TOWER
118.3  317.7
GND CON
121.9  348.6
CLNC DEL
119.5  290.275
CPDLC

ELEV 30
TDZE 24

1000
3000

AFARR
CRG 7.1

CRG 10.2

WUTOG

HDG 250°
R-290

CRG

MONIA

CRG 29.2

CRG

CRG

WUTOG

VGSI and ILS glidespath not coincident
(VGSI Angle 3.05/TCH 68).

MONIA

CRG 29.2

NOPT for arrival on CRG VORTAC airway radials
164 CW 195.

2100

AFARR

CRG 7.1

CRG

WUTOG

VGSI and ILS glidespath not coincident
(VGSI Angle 3.05/TCH 68).

MONIA

CRG 29.2

CRG

WUTOG

VGSI and ILS glidespath not coincident
(VGSI Angle 3.05/TCH 68).

MONIA

CRG 29.2
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to cross TEREE at or above 3000 then on track 335° to BRSTL, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

ALL AIRCRAFT: ATC CLIMB GRADIENT: If unable to accept climb rate, advise ATC prior to taxi. Rwy 14: 400’/NM to 430.

ALLMA TRANSITION (BRSTL1.ALLMA)
BAXLY TRANSITION (BRSTL1.BAXLY)

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):
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):
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.
**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):**

---

**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS:**

Rwys 8, 14, 26, 32: Standard with minimum climb of 500' per NM to 540.

**NOTE:** RNAV 1
**NOTE:** Turboprops 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  
CINC DEL  
119.5  290.275  
CPDLC  
GND CON  
121.9  348.6  
JACKSONVILLE TOWER  
118.3  317.7  
JACKSONVILLE DEP CON  
127.0  292.15  

---

**TOP ALTITUDE:**

3000
SAWGY THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to join CRG R-140 to SAWGY INT, then on OMN R-355 to OMN VORTAC, thence . . . .

. . . . on RADAR vectors to appropriate route. Maintain 3000, expect filed altitude 10 minutes after departure.
RNAV (GPS) Z RWY 28

For uncompensated BARO-VNAV systems, Procedure NA below -15°C (5°F) and above 54°C (130°F).

SE-3, 11 JUL 2024 to 05 SEP 2024

** Missed Approach: Climb to 600 then climbing left turn to 2000 direct ITEGE, track 156° to MADEN and hold.

** When ALS inop, increase CAT BCD to 7/8 mile.

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 1/8 miles.

AREA REFERENCE POINT

EMERG SAFE ALT 100 NM 2800

INDEX

FOR FURTHER INFORMATION ON TOWER FREQUENCIES CONTACT THE JACKSONVILLE TOWER AT 129.750 MHZ.

HOLD 5000

HOLD 6000

DUBTE

ITEGE

DONNO

DUWOT

(FAF)

HOLD 5000

4 NM

153

169

191°

181

200K

HOLD 5000

4 NM

Holding Pattern

Category A

B

C

D

LPV DA 213-3/4 200 (200-3/4)


LNAV MDA** 400-3/4 387 (400-3/4) 400-3/4 387 (400-3/4)

CIRCLING 500-1 477 (500-1) 560-1 537 (600-1 1/2) 780-2 575 (800-2 1/2)

JACKSONVILLE, FLORIDA

Amdt 1 03NOV22

JACKSONVILLE NAS (TOWERS FLD) (KNIP)

Rwy 10 Ldg 8006'
Rwy 14 Ldg 3244'

SE-3, 11 JUL 2024 to 05 SEP 2024

282
TAUCAN Y RWY 10

**CAUTION:**
1. Intra-med seg len 1 NM.
2. Initial apch arc radius 6 NM.

**GATORS**
116.2 GNV
Chan 109

**Mladen R-191**
Rwy 10 Idg 8006'
Rwy 14 Idg 3244'

**Category A**
- S-10: 420-1/2 399 (400-1/4)
- CIRCLING: 500-1 477 (500-1)

**Category B**
- S-10: 420-3/4 399 (400-3/4)
- CIRCLING: 560-1 537 (600-1/2)

**Category C**
- S-10: 780-2 757 (800-2/3)

**Category D**
- S-10: 1001+ 1000 (1500+)

**EMERG SAFE ALT 100 NM 2800**

**JACKSONVILLE, FLORIDA**
Orig 03NOV22

**TACAN Y RWY 10**

**ATIS**
124.35 290.425

**APP CON**
127.775 377.075

**NAVY JACKSONVILLE TOWER**
125.15 (CTAF) 340.2

**GND CON**
128.6 336.4

**CLNC DEL**
134.775 353.675

**ASR/ PAR**

**MISSED APPROACH:** Climb to 2000 direct
NIP TACAN and turn right outbound R-191 to MADEN and hold.
MISSED APPROACH: Climb to 2000 direct NIP TACAN and turn left outbound R-191 to MADEN and hold.

CAUTION: Intmd seg len 3.6 NM

EMERG SAFE ALT 100 NM 2800

**249**

HNL 011°

EMERG SAFE ALT 100 NM 2800

**249**

HNL 011°
RNAV (GPS) RWY 9
KEY WEST INTL (EYW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Rwy 9 helicopter visibility reduction below 3/4 SM 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 119.675 NAVY KEY WEST APP CON * 124.025 313.7

Procedure NA for arrivals at STRAP via V157 northeast bound.

CAUTION: Balloon and cable to 14,000 in restricted area.

At Key West NAS (Boca Chica Fld)

MIRL Rwy 9-27

REIL Rwys 9 and 27

24°33'N-81°46.6'W
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**RNAV (GPS) RWY 8**

**KEY WEST NAS (BOCA CHICA FLD) (KNQX)**

**ATIS**
307.025

**APP CON**
124.025 313.7

**NAVY KEY WEST TOWER**
118.575 340.25

**GND CON**
121.7 336.45

**CLNC DEL**
121.2 357.4

**ASR/PAR**

---

**HOLD 6000**

**1600 DEMTE**

**079° 259°**

**4 NM**

---

**EMERG SAFE ALT 100 NM 15,000**

---

**1600 IBUSE tr 154°**

---

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA*</td>
<td>204-½</td>
<td>200</td>
<td>(200-½)</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA**</td>
<td>427-¾</td>
<td>423</td>
<td>(500-¾)</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA***</td>
<td>440-½</td>
<td>436</td>
<td>(500-½)</td>
<td>440-¾</td>
</tr>
<tr>
<td>C CIRCLING</td>
<td>440-1</td>
<td>500-1</td>
<td>(500-1)</td>
<td>500-1½</td>
</tr>
</tbody>
</table>

---

**KEY WEST NAS (BOCA CHICA FLD) (KNQX)**

---

**RNAV (GPS) RWY 8**

---

**KEY WEST, FLORIDA**

---

**Amdt 3 23FEB23**
RNAV (GPS) RWY 26

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).

Procedure NA for V3 Eastbound arrivals at BIPI.

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916.

EMERG SAFE ALT 100 NM 15,000

**RNAV (GPS) RWY 26**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV/VNAV DA</td>
<td>291-7/8</td>
<td>302-7/8</td>
<td>310-7/8</td>
</tr>
<tr>
<td></td>
<td>285 (300-7/8)</td>
<td>296 (300-7/8)</td>
<td>304 (400-7/8)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>420-1</td>
<td>414 (500-1)</td>
<td>420-1 1/2</td>
</tr>
<tr>
<td></td>
<td>420-1</td>
<td>414 (500-1)</td>
<td>420-1 1/2</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>440-1</td>
<td>500-1</td>
<td>500-1 1/2</td>
</tr>
<tr>
<td></td>
<td>434 (500-1)</td>
<td>494 (500-1)</td>
<td>500-1 1/2</td>
</tr>
</tbody>
</table>

**KEY WEST, FLORIDA**

Amdt 2 23FEB23
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (111°F).

Procedure NA for V3 Eastbound arrivals at BIPIN.

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916.

EMERG SAFE ALT 100 NM 15,000

1600 PIBDE fr 277°

OBADE 317° 1.3 NM to RW32

SABLE 227° 1600

BIPIN 1600 GP 3.00° TCH 45

CIRCLING

KEY WEST, FLORIDA

Amdt 2 23FEB23

RNAV (GPS) RWY 32
ATTENTION: Short Intermediate Segment

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916

EMERG SAFE ALT 100 NM 15,000

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-4</td>
<td>360-1</td>
<td>356</td>
<td>(400-1)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>441-1</td>
<td>500-1</td>
<td>500-1½</td>
<td>560-2</td>
</tr>
<tr>
<td></td>
<td>434 (500-1)</td>
<td>494 (500-1)</td>
<td>494 (500-1½)</td>
<td>554 (600-2)</td>
</tr>
</tbody>
</table>
**CAUTION:** Short Intermediate Segment

**EMERG SAFE ALT 100 NM 15,000**

**CATEGORY** | **A** | **B** | **C** | **D**
---|---|---|---|---
S-8 * | 440-½, 436 (500-½) | 440-¾, 436 (500-¾) | 440-1, 434 (500-1) | 494 (500-1½), 554 (600-2)
CIRCLING | 440-1, 434 (500-1) | 500-1 | 500-1½ | 560-2

**TACAN Y RWY 8**

**KEY WEST, FLORIDA**

**ATIS 307.025**

**NAVY KEY WEST APP CON 124.025 313.7**

**NAVY KEY WEST TOWERS 118.576 340.25**

**GND CON 121.7 336.45**

**CLNC DEL 121.2 357.4**

**ASR/PAR**

**AL-214 [USN]**

**KEY WEST NAS (BOCA CHICA FLD) (KNQX)**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**298**
CAUTION: Short Intermediate Segment

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 | 360-1 | 356 | (400-1) | (400-1)

CIRCLING:
- 440-1 (500-1)
- 500-1
- 500-1½ (500-1½)
- 554 (600-2)

HIRL all runways

KEY WEST, FLORIDA
Orig 23FEB23

KEY WEST NAS (BOCA CHICA FLD) (KNQX)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF 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.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 038° turn right to intercept NQX TACAN R-025, thence...

TAKEOFF RWY 8: Climb heading 079° to 600, then climbing right turn direct NQX TACAN thence...

TAKEOFF RWY 14: Climb heading 137° to 600, then climbing right turn direct NQX TACAN thence...

TAKEOFF RWY 22: Climb heading 218° to 600, then climbing left turn direct NQX TACAN, thence...

TAKEOFF RWY 26: Climb heading 259° to 600, then climbing left turn direct NQX TACAN, thence...

TAKEOFF 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.
VRGAS FOUR DEPARTURE (OBSTACLE) (VRGAS4.VRGAS)  

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 4, 32:** Climbing right turn to heading 154°, thence...

**TAKEOFF RWY 14, 22, 26:** Climbing left turn to heading 064°, thence...

**TAKEOFF 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.
KEYSTONE HEIGHTS, FLORIDA
APP CRS

050°

AL-6891 (FAA)

24137

5046
190
196

Rwy Idg
TDZE
Apt Elev

RNAV (GPS) RWY 5
KEYSTONE HEIGHTS (42J)

RNP APCH.
Circling to Rwy 11, 23, 29 NA at night. Circling NA for Cats B and C northeast
T
3
A NA of Rwy 11-29. Rwy 5 helicopter visibility reduction below 4 SM NA.
When local altimeter setting not received, use Gainesville altimeter setting

MISSED APPROACH: Climbing left
turn to 3000 direct TOLBY and hold.

and increase all MDAs 60 feet.
AWOS-3

UNICOM

JACKSONVILLE APP CON

124.275

118.175

122.7 (CTAF) L

338.25

oAML
t
AW
NM
30

R-2903A
437

°
0
4
1

3000

AMLAW

R-2903C
289

°
0
3
2

512

310

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024

(MAP)
CANCO
410
(IAF)
AMLAW

°
0
3
2

NM

0
0 °
8
1
0
5 )
0 (6.1

30

o BUHAR
t

3
0
0
0
N
1
4
0 o
(5 ° PT
)

3000

(IF/IAF)
TOLBY

BUHAR

°
0
3
2

°
0
2
3

°
0
4
1

°
0
5
0

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N
0 0°
0
0 32 )
3
(5

6000
HOLD
3000

R-2903D

(FAF)
DIPZI

(IAF)
BUHAR
4 NM
ELEV

TO

3000

4 NM
Holding Pattern

P

11

(
No
P
T
)

4
8
9
9X
7
5

TOLBY

29
3
2

o
t

LB
Y

1047

190

°
0
2
3

3000

TDZE

196

TOLBY
X

P

M
30 N

TOLBY

P

6000
3000

230°
050°

DIPZI

0
5
0
°

CANCO

6
4
0
5

1800

A

600-114

LNAV MDA

1 NM

C

B

5

3.9 NM

6.1 NM

CATEGORY

%
.4
0

X

TCH 40
D

1
410 (500-1
4 )

NA

REIL Rwys 5, 11 and 23
050°

CIRCLING

620-114
1
424 (500-1
4 )

660-114
1
464 (500-1
4 )

720-112
1
524 (600-1
2 )

KEYSTONE HEIGHTS, FLORIDA
Orig-C 27JAN22

0
0
1

P
U

P

3.04°

X

NA

L

MIRL Rwy 5-23

L

HIRL Rwy 11-29

L

KEYSTONE HEIGHTS (42J)
29°51'N-82°03'W

305

RNAV (GPS) RWY 5


RNAV (GPS) RWY 14
LA BELLE MUNI (X14)

MISSED APPROACH: Climb to 2000 direct TIRTE and hold.

RSW ASOS 124.65
FORT MYERS APP CON 126.8
UNICOM 122.8 (CTAF)

LA BELLE, FLORIDA
Orig-D 19MAY22
26°44'N-81°26'W
307
RNAV (GPS) RWY 32
LA BELLE, FLORIDA
LA BELLE MUNI
AL-10339 (FAA)

RNAV (GPS) RWY 32
(X14)

LA BELLE, FLORIDA
LA BELLE MUNI

LNAV MDA
CIRCLING
460 (500-1) 780 (800-2
480-1 560 (600-1)
580-1

800-2

26°44'N-81°26'W

3.05°

124.65 UNICOM
122.8 (CTAF)

FORT MYERS APP CON
126.8 UNICOM

REIL Rwys 14 and 32
MIRL Rwy 14-32

MIRL Rwy 14-32

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

LAKE CITY GATEWAY (LCQ)
LAKE CITY, FLORIDA

AWOS-3
120.675
LAKE CITY TOWER *
119.2  314.6
GND CON
121.9
Circling Rwy 17 NA at night.
Rwy 6 helicopter visibility reduction below 3/4 SM NA.

Procedure NA for arrivals at CROWD on V509 northwest bound.

Procedure NA for arrival on LAL VORTAC airway radials 080 CW 171.
RNAV (GPS) RWY 24
LAKE WALES MUNI (X07)

Procedure NA for arrivals at ODDEL on V267 northbound and V441 eastbound.

Circling Rwy 17 NA at night.
Rwy 24 helicopter visibility reduction below ¾ SM NA.

Missed Approach: Climb to 600 then climbing left turn to 2000 direct WOSAV and hold.

Approach Data

<table>
<thead>
<tr>
<th>Category</th>
<th>LPV DA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>387-3/4</td>
<td>600-1</td>
<td>600-1</td>
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<tr>
<td>B</td>
<td>260 (300-3/4)</td>
<td>473 (500-1)</td>
<td>473 (500-1)</td>
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<tr>
<td>C</td>
<td>397-7/8</td>
<td>397-7/8</td>
<td>397-7/8</td>
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<tr>
<td>D</td>
<td>270 (300-7/8)</td>
<td>600 (500-1)</td>
<td>833 (900-2/4)</td>
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</table>

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024
One Minute Holding Pattern

VOR/DME-B

Lake Wales, Florida

SE-3, 11 JUL 2024 to 05 SEP 2024
### ILS or LOC RWY 10

**LAKELAND LINDER INTL (LAL)**

**LOC/DME**: I-LAL 110.1

**Channel**: 38

**APPR CRS**: 096°

**Rwy Idg**: 132

**Apt Elev**: 142

---

**ATIS**: 118.025

**TAMPA APP CON**: 120.65 290.3

**LAKELAND TOWER**: 124.5 236.775

**GND CON**: 121.4

---

**ATC Text**:

- **Circling NA to Rwy 8 and 26.**
- **MISSED APPROACH:** Climb to 1000 then climbing left turn to 2000 on heading 292° and on LAL VORTAC R-330 to PLUMY INT/PIE 33.4 DME and hold.

**CAT C**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

---

**MAP**:

- **LOC/DME**: I-LAL 110.1
- **Channel**: 38
- **APPR CRS**: 096°
- **Rwy Idg**: 132
- **Apt Elev**: 142

---

**ELEV 142**

**TDZE 132**

---

**SE-3, 11 JUL 2024 to 05 SEP 2024**
ILS RWY 10 (SA CAT I)
LAKELAND LINDER INTL (LAL)

LOC/DME  I-LAL  110.1
Chan 38

APP CRS  096°
Rwy Idg  8500
Apt Elev  142

DME required.

V Requires specific OPSPEC, MSPEC, or LOA approval.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on heading 292°
and on LAL VORTAC R-330 to PLUMY
INT/PIE 33.4 DME and hold.

ATIS  118.025
TAMPA APP CON  120.65  290.3
LAKELAND TOWER  124.5  236.775
GND CON  121.4

ALTERNATE MISSED APCH FIX

Use I-LAL DME when on the localizer course.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on heading 292°
and on LAL VORTAC R-330 to PLUMY
INT/PIE 33.4 DME and hold.

S-ILS 10
RA 152/14  150 DA 282

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LAKELAND, FLORIDA
Amdt 2 07OCT21

27°59'N-82°01'W

LAKELAND, FLORIDA
(LAL)

ELEV 142
TDZE 132

LAKELAND LINDER INTL (LAL)

ILS RWY 10 (SA CAT I)
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: increase LPV DA to 354 feet; increase LNAV/VNAV DA to 523 feet; increase all MDA 20 feet and LNAV Cat C/D visibility 1/4 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 313° to PLUMY and hold.
RNAV (GPS) RWY 10
LAKELAND LINDER INTL (LAL)

ATIS 118.025  TAMPA APP CON 120.65 290.3  LAKELAND TOWER 124.5 236.775  GND CON 121.4

HOLD 6000 2700 ARSHW

4 NM Holding Pattern

6000 2700 096°

GP 3.00°
TCH 55

4 NM

ARSHW

VGSi and RNAV glidepath not coincident
(VGSi Angle 3.00/TCH 71).

1100 2000 PLUMY

CATEGORY
LPV DA
LNAV/VNAV DA
LNAV MDA
CIRCLING

A 332/18  200 (200-1/2)
B 439/24  307 (300-1/2)
C 520/24  388 (400-1/2)  520/35  388 (400-5/8)
D 600-1  458 (500-1)  660-1  518 (600-1)  720-1/2  578 (600-1/2)  840-2/3  698 (700-2/3)

RNP APCH-GPS.

Circling NA to Rwy 8 and 26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

ATIS (IF/IAF)
ARSHW 210K

BOMRR 210K

PHOT

1667

548

829

319
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: increase LPV DA to 444 feet; increase LNAV/VNAV DA to 540 feet; increase all MDAs 20 feet and LNAV Cat C/D and Circling Cat C visibility ½ SM. Baro-VNAV and VDP NA when using Plant City altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling NA to Ryws 8 and 26.

MISSED APPROACH: Climb to 2000 direct BIYAT and right turn on track 330° to MIREE then on track 014° to PLUMY and hold.

ATIS 118.025
TAMPA APP CON 120.65 290.3
LAKELAND TOWER 124.5 236.775
GND CON 121.4

RNAV (GPS) RWY 23
LAKELAND LINDER INTL (LAL)

ATIS 118.025
TAMPA APP CON 120.65 290.3
LAKELAND TOWER 124.5 236.775
GND CON 121.4

RNAV (GPS) RWY 23
LAKELAND LINDER INTL (LAL)

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: increase LPV DA to 444 feet; increase LNAV/VNAV DA to 540 feet; increase all MDAs 20 feet and LNAV Cat C/D and Circling Cat C visibility ½ SM. Baro-VNAV and VDP NA when using Plant City altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling NA to Ryws 8 and 26.

MISSED APPROACH: Climb to 2000 direct BIYAT and right turn on track 330° to MIREE then on track 014° to PLUMY and hold.

ATIS 118.025
TAMPA APP CON 120.65 290.3
LAKELAND TOWER 124.5 236.775
GND CON 121.4

RNAV (GPS) RWY 23
LAKELAND LINDER INTL (LAL)

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: increase LPV DA to 444 feet; increase LNAV/VNAV DA to 540 feet; increase all MDAs 20 feet and LNAV Cat C/D and Circling Cat C visibility ½ SM. Baro-VNAV and VDP NA when using Plant City altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling NA to Ryws 8 and 26.

MISSED APPROACH: Climb to 2000 direct BIYAT and right turn on track 330° to MIREE then on track 014° to PLUMY and hold.
**RNAV (GPS) RWY 28**

**LAKELAND LINDER INTL (LAL)**

- **ATIS**: 118.025
- **TAMPA APP CON**: 120.65 290.3
- **LAKELAND TOWER**: 124.5 236.775
- **GND CON**: 121.4

---

**RNP APCH-GPS**:

- **WAAAS CH 82605**
- **APP CRS 276°**
- **Rwy Idg 8500**
- **TDZE 142**
- **Apt Elev 142**

**MISSED APPROACH**: Climb to 1000 then climbing right turn to 2000 direct PLUMY and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LNAV/ VNAV DA</td>
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<tr>
<td>LNAV MDA</td>
<td>600/55</td>
<td>458 (500-1)</td>
<td>600-1½</td>
<td>458 (500-1½)</td>
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<td>CIRCLING</td>
<td>600-1</td>
<td>458 (500-1)</td>
<td>600-1½</td>
<td>578 (600-1½)</td>
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</tbody>
</table>

**LAKELAND, FLORIDA**

Amdt 3 07OCT21

**27°59’N-82°01’W**

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**SE-3, 11 JUL 2024 to 05 SEP 2024**

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**SE-3, 11 JUL 2024 to 05 SEP 2024**
Circling NA to Rwys 8 and 26. Rwy 28 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night.

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.

## VOR RWY 28

**VOR**

<table>
<thead>
<tr>
<th>LAKELAND LINDER INTL (LAL)</th>
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<tbody>
<tr>
<td><strong>ATIS</strong></td>
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<tr>
<td><strong>Tampa APP CON</strong></td>
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<tr>
<td><strong>LAKELAND TOWER</strong></td>
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<tr>
<td><strong>GND CON</strong></td>
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- **PLUMY** VOR RWY 28
- **LAL** VOR RWY 28

**PLUMY Fix Minimums**

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<tr>
<th>CATEGORY</th>
<th><strong>A</strong></th>
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<th><strong>C</strong></th>
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<tbody>
<tr>
<td>S-28</td>
<td>920/55</td>
<td>778 (800-1)</td>
<td>920-1/4</td>
<td>920-2/2</td>
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<tr>
<td>CIRCLING</td>
<td>920-1</td>
<td>778 (800-1)</td>
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**AMBAZ Fix Minimums**

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<th>CATEGORY</th>
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<th><strong>C</strong></th>
<th><strong>D</strong></th>
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</thead>
<tbody>
<tr>
<td>S-28</td>
<td>600/55</td>
<td>458 (500-1)</td>
<td>600-1/3</td>
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<tr>
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<td>600-1</td>
<td>458 (500-1)</td>
<td>660-1</td>
<td>578 (600-1/3)</td>
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</tbody>
</table>
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
### RNAV (GPS) RWY 4

**LEESBURG INTL (L.E.E.)**

#### Misssed Approach:
Climb to 1000 then climbing right turn to 2000 direct MAMBO and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>ORLANDO APP CON</th>
<th>LEESBURG TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tr>
<td>134.325</td>
<td>135.3 351.9</td>
<td>119.35 (CTAF)</td>
<td>121.725</td>
<td>120.225</td>
<td>122.725</td>
</tr>
</tbody>
</table>

#### Area
- **LEESBURG, FLORIDA**
- **AL-6676 (FAA)**

#### Chart Information
- **Amdt 1D 19MAY22**
- **SE-3, 11 JUL 2024 to 05 SEP 2024**

### Chart Details
- **RNAV (GPS) RWY 4**
- **LEESBURG INTL (L.E.E.)**

### Procedures
- **Procedure NA for arrivals at JENSN on V152 southwest bound.**
- **Procedure NA for arrivals at MAMBO on V159-295 southeast bound.**

### RNP APCH-GPS
- **WAAS CH 93526**
- **W04A**
- **APP CRS 040°**
- **RWY IDG 4688**
- **TDZE 70**
- **APT ELEV 76**

### Categories

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<th>CATEGORY</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>580-1</td>
<td>510 (600-1)</td>
<td>580-1 3/8</td>
<td>510 (600-13/8)</td>
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<tr>
<td>LNAV MDA</td>
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<td>510 (600-1)</td>
<td>580-1 3/8</td>
<td>510 (600-13/8)</td>
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<tr>
<td>CIRCLING</td>
<td>700-1</td>
<td>624 (700-1)</td>
<td>780-2</td>
<td>780-2 1/4</td>
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<td></td>
<td></td>
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<td>704 (800-2)</td>
<td>704 (800-2 1/4)</td>
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</table>

### Additional Information
- **Rwy 4 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 4 NA at night, Circling Rwy 4, 22, 31 NA at night.**
- **LEESBURG TOWER**
- **ATIS 134.325**
- **ORLANDO APP CON 135.3 351.9**
- **LEESBURG TOWER 119.35 (CTAF)**
- **GND CON 121.725**
- **CLNC DEL 120.225**
- **UNICOM 122.725**

### Diagram Details
- **MAMBO**
- **JENSN**
- **JUROT**

### Chart Notes
- **ATIS 134.325**
- **ORLANDO APP CON 135.3 351.9**
- **LEESBURG TOWER 119.35 (CTAF)**
- **GND CON 121.725**
- **CLNC DEL 120.225**
- **UNICOM 122.725**
RNAV (GPS) RWY 13
LEESBURG INTL (LEE)

**RNAV APCH - GPS.**

- **Circling NA to Rwy 3W and 21W.** Rwy 13 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
- **VDP NA when using Orlando Intl altimeter setting.** When local altimeter setting not received, use Orlando Intl altimeter setting and increase all MDAs 100 feet and LNAV visibility Cat C/D $\frac{1}{2}$ SM, and Circling visibility Cat C/D $\frac{1}{4}$ SM. Circling Rwy 4, 22 NA at night.

**ATIS**
- 134.325
- 135.3 351.9
- **LEESBURG TOWER** (CTAF) 119.35
- **GND CON** 121.725
- **CLNC DEL** 120.225
- **UNICOM** 122.725

**RNP APCH - GPS.**

- 5000
- 2000
- 3.1 NM to RW13
- 4 NM
- 1800 (6.2)
- 135°
- 3.0°
- 1100
- 12 NM to RW13
- 600
- 2000
- MAMBO
- 2000 NoPT
- 142° (18.7)
- 2000 to IBPEP
- 300° (22.5)
- 314°
- 4 NM
- 3.1 NM to RW13
- 560
- 384
- 159
- 271
- 429
- 2000
- 6000
- 135°
- 1 NM

**Procedure NA for arrival on OCF VORTAC airway radials 129 CW 208.**

**HOLD**
- 4 NM
- 135°
- (IF/IAF) IBPEP
- 1800
- (FAF) ACMOF
- 1.3 NM to RW13
- 2000 NoPT
- 142° (18.7)
- 600
- 6000
- 135°

**HOLD**
- **4 NM**
- **Rwy Idg** 5211
- **TDZE** 76
- **Apt Elev** 76

**326**
### RNAV (GPS) RWY 31

**LEESBURG INTL (LLE)**

**LEESBURG, FLORIDA**

#### RWY 31

<table>
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<tr>
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<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>323-1</td>
<td>250 (300-1)</td>
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<tr>
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<td>LNAV MDA</td>
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<td>500-1/4</td>
<td>427 (500-1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>700-1</td>
<td>624 (700-1)</td>
<td>780-2</td>
<td>704 (800-2)</td>
</tr>
</tbody>
</table>

**Missed Approach**: Climb to 2000 direct IBPEP and hold.

**Procedures**
- **Procedure NA for arrivals at KIZER on V267 northbound**
- **KIZER on V267 northbound Procedure NA for arrivals at EJOLA**

**ATIS** 134.325

**CLNC DEL** 120.225

**UNICOM** 122.725

**RNAV (GPS)**

**RNP APCH-GPS**

- **Baro-VNAV NA when using Orlando Intl altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 31 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Orlando Intl altimeter setting: increase LPV DA to 408 feet, LNAV/VNAV DA to 442 feet, and all visibilities ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ½ SM. Straight-in Rwy 31 NA at night, Circling Rwy 4, 22, 31 NA at night.

**TDZE** 73

**Apt Elev** 73

**APP CRS** 315°

**Rwy Idg** 5600

**UNICOM** 122.725

**ATIS** 134.325

**CLNC DEL** 120.225

**ORLANDO APP CON** 135.3 351.9

**LEESBURG TOWER** 119.35 (CTAF)

**GND CON** 121.725

(When twr closed)

**TWR**

**P**

**TDZE** 73

**Elev** 76

**1800**

**TCH 45**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**Amdt 1D 19MAY22**

**Rwy 4, 22, 31 NA at night.**

**Increase LPV DA to 408 feet, LNAV/VNAV DA to 442 feet, and all visibilities ¼ SM. Straight-in Rwy 31 NA at night, Circling Rwy 4, 22, 31 NA at night.**

**RNAV only.**

**Baro-VNAV NA when using Orlando Intl altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 31 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Orlando Intl altimeter setting: increase LPV DA to 408 feet, LNAV/VNAV DA to 442 feet, and all visibilities ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ½ SM. Straight-in Rwy 31 NA at night, Circling Rwy 4, 22, 31 NA at night.

**Baro-VNAV NA when using Orlando Intl altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 31 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Orlando Intl altimeter setting: increase LPV DA to 408 feet, LNAV/VNAV DA to 442 feet, and all visibilities ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ½ SM. Straight-in Rwy 31 NA at night, Circling Rwy 4, 22, 31 NA at night.

**RNAV only.**

**Baro-VNAV NA when using Orlando Intl altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 31 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Orlando Intl altimeter setting: increase LPV DA to 408 feet, LNAV/VNAV DA to 442 feet, and all visibilities ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ½ SM. Straight-in Rwy 31 NA at night, Circling Rwy 4, 22, 31 NA at night.

**RNAV only.**

**Baro-VNAV NA when using Orlando Intl altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 31 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Orlando Intl altimeter setting: increase LPV DA to 408 feet, LNAV/VNAV DA to 442 feet, and all visibilities ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ½ SM. Straight-in Rwy 31 NA at night, Circling Rwy 4, 22, 31 NA at night.

**RNAV only.**

**Baro-VNAV NA when using Orlando Intl altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 31 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Orlando Intl altimeter setting: increase LPV DA to 408 feet, LNAV/VNAV DA to 442 feet, and all visibilities ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ½ SM. Straight-in Rwy 31 NA at night, Circling Rwy 4, 22, 31 NA at night.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**RNAV (GPS) RWY 25**

**SUWANNEE COUNTY (24J)**

**AWOS-3**

**118.225**

**APP CRS**

**254°**

**Rwy Idg**

**4005**

**TDZE**

**103**

**Ap't Elev**

**103**

**UNICOM**

**122.8 (CTAF)**

---

**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-3 118.225**

**JACKSONVILLE CENTER 125.375 254.325**

**UNICOM 122.8 (CTAF)**

---

**ELEV 103**

**TDZE 103**

---

**LIVE OAK, FLORIDA**

**Orig-C 21MAY20**

**RNAV (GPS) RWY 25**

**SUWANNEE COUNTY (24J)**

---

**30°18'N-83°01'W**

---

**SE-3, 11 JUL 2024 to 05 SEP 2024**
** WARNING **
Use extreme caution
PETER O. KNIGHT aplt
4 NM NE of MACDILL AFB

Expect RADAR vectors around St. Petersburg Landmass for noise abatement, unless otherwise requested by pilot.

---

**MISSING APPROACH**
Climb to 1600 via MCF R-223 to MILNE and hold. RNAV or ATC RADAR required for missed approach.

---

**WARNING**
Locators and radial may be used at any time. Situational Ravens mirror LOC course.

---

EMERG SAFE ALT 100 NM 3000

---

**CAUTION**
LOC course offset 2.68° from the extended rwy centerline and intersects the rwy centerline 1346’ after the DA.
**RNAV (GPS) RWY 5**

**TAMPA, FLORIDA**

<table>
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<tr>
<td>LNAV/VNAV DA*</td>
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<td>264/24</td>
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<td>C CIRCLING***</td>
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**MISSING APPROACH:** Climb to 1700 then climbing right turn to 2700 direct AGUSE and hold.

**WARNING:** Use extreme caution PETER O. KNIGHT arpt 4 NM NE of MACDILL AFB.

**EMERG SAFE ALT 100 NM 3000**

**RPN APCH**

* 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.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F).

Expect RADAR vectors around St. Petersburg landmass for noise abatement, unless otherwise requested by pilot.

**ATIS**

133.825 270.1

**Tampa APP CON**

124.95 354.0

**TOWER**

120.175 294.7

**GND CON**

118.575 275.8

**APCH CRS**

044°

Rwy Idg  11,421
Arpt Elev  14

**TDZE 10**

**ELEV 14**
**RNAV (GPS) RWY 23**

**ATIS** 133.825 270.1  
**TAMPA APP CON** 124.95 354.0  
**TOWER** 120.175 294.7  
**GND CON** 118.575 275.8

**RNP APCH**  
**ATIS** 133.825 270.1  
**TAMPA APP CON** 124.95 354.0  
**TOWER** 120.175 294.7  
**GND CON** 118.575 275.8

**APCH CRS** 229°  
**Rwy Idg** 11.421  
**TDZE** 14  
**Arpt Elev** 14

**MACDILL AFB (KMCF)**

**MISSING APPROACH: Climbing to 1600, then climbing left turn to 1600 direct MILNE and hold.**

**EMERG SAFE ALT 100 NM 3000**

**WARNING:** Use extreme caution PETER O. KNIGHT arpt 4 NM NE of MACDILL AFB.

For uncompensated Baro-VNAV systems, LNNAV/VNAV NA below 1.15°C or above 54°C

Expect RADAR vectors around St. Petersburg landmass for noise abatement, unless otherwise requested by pilot.
MACDILL ONE DEPARTURE (MCF1 • MCF)

ATIS 133 825 270.1
GND CON
118 575 275.8
TOWER
120 175 294.7
TAMPA DEP CON (RWY 5)
119 9 290.3
TAMPA DEP CON (RWY 23)
119 65 353 575

SEMINOLE
117.5 SZW Chan 122
L-21-22, H-8

GATORS
116.2 GNV Chan 109
L-21-24, H-8-12

CROSS CITY
112.0 CYY Chan 57
L-21-24, H-8

ORLANDO
112.2 ORL Chan 59
L-21-23-24, H-8

ST PETERSBURG
116.4 PIE Chan 111
L-21-24, H-8

OCALA
113.7 OCF Chan 84
L-21-24

MACDILL
Chan 47 MCF
L-21-24

SARASOTA
117.0 SRQ Chan 117
L-21-23, H-8

LEE COUNTY
114.15 RSW Chan 88(M
L-21-23, H-8

PAHOKEE
115.4 PHK Chan 101
L-23, H-8

NOTE: Chart not to scale
NA for CAT E aircraft

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climbing right turn heading 112°, maintain 1600, intercept MCF R-082 outbound, expect RADAR vectors. Expect clearance to filed altitude within 10 min after departure.

TAKEOFF RWY 23: Climbing left turn heading 162°, maintain 1600, intercept MCF R-192 outbound, expect RADAR vectors. Expect clearance to filed altitude within 10 min after departure.
RNAV (GPS) RWY 7
THE FLORIDA KEYS MARATHON INTL (MTH)

**RNAV APCH-GPS.**

- **Baro-VNAV and VDP NA when using Key West Intl altimeter setting.** Rwy 7 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. When local altimeter setting not received, use Key West Intl altimeter setting: increase LPV DA to 482 feet, LNAV/VNAV DA to 534 feet, increase LPV and LNAV/VNAV all Cats visibility ½ SM, increase all MDAs 100 feet and LNAV Cat C/D and Circling Cat C visibility ½ SM and Circling Cat D ½ SM.

- **MISSED APPROACH:** Climb to 2000 direct LOGEY and hold.

---

**ASOS**

| 135.525 |

**MIA**

| 133.5 306.9 |

**UNICOM**

| 122.975 (CTAF) |

---

**Procedure NA for arrivals at CARNU on V157 northeast bound.**

---

**Category C visibility SM and Circling Cat D SM.** VNAV all Cats visibility SM, increase all MDAs 100 feet and LNAV Cat C/D and Circling setting: increase LPV DA to 482 feet, LNAV/VNAV DA to 534 feet, increase LPV and LNAV/VNAV all Cats visibility ½ SM, increase all MDAs 100 feet and LNAV Cat C/D and Circling Cat C visibility ½ SM and Circling Cat D ½ SM.

---

**Weka 15000**

**JANKA**

**SEGLE**

**LOGEY**

**THE FLORIDA KEYS MARATHON INTL (MTH)**

**RNAV (GPS) RWY 7**

---

**MARATHON, FLORIDA**

**Orig-8 09SEP21**

**24°44'N-81°03'W**

**339**
MARATHON, FLORIDA

RNAV (GPS) RWY 25
THE FLORIDA KEYS MARATHON INTL (MTH)

MARATHON, FLORIDA

AL-6394 (FAA) 21336

RNAV (GPS) RWY 25

THE FLORIDA KEYS MARATHON INTL (MTH)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Key West Intl altimeter setting: increase LPV DA to 408 feet, LNAV/VNAV DA to 497 feet and all MDAs 100 feet; increase LPV all Cats visibility ½ SM, increase LNAV/VNAV all Cats, LNAV Cat C/D, and Circling Cat C visibility ¾ SM, and Circling Cat D visibility ½ SM. Baro-VNAV NA below -15°C (5°F) and above 48°C (118°F). Baro-VNAV NA when using Key West Intl altimeter setting.

ASOS
135.525

MIAMI CENTER
133.5
306.9

UNICOM
122.975 (CTAF)

ASOS
135.525

MIAMI CENTER
133.5
306.9

UNICOM
122.975 (CTAF)

Category A
315-1
310 (400-1)

Category B
404-1½
399 (400-1½)

Category C
440-1
435 (500-1)

Category D
440-1¼
435 (500-1¼)

LNAV/MDA
440-1½
435 (500-1½)

CIRCLING
460-1
455 (500-1)

480-1
475 (500-1)

620-1¾
615 (700-1¼)

660-2
655 (700-2)

W25A

WAAS CH 58312

APP CRS
251°

Rwy Idg
5008

TDZE
5

Apt Elev
5

RAIL Rwy 7

MIRL Rwy 7-25

Procedure

Turn NA

LOGEY

WATUR

2000

GP 3.00°

TCH 40

352
340

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3,11 JUL 2024 to 05 SEP 2024
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, increase Cat C visibility ½ SM, and Cat D visibility ½ SM.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct MTH NDB and hold.
**RNAV (GPS) RWY 35**

**MARCO ISLAND EXEC (MKY)**

**PBN APCH.**

- Baro-VNAV and VDP NA when using Naples altimeter setting. Rwy 35 helicopter visibility reduction below 3/4 NM NA. When local altimeter setting not received, use Naples altimeter setting and increase LPV DA to 312 feet; increase LNAV/VNAV DA to 420 feet; increase all MDAs 40 feet and visibility Cat C 1/4 SM.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**AWOS-3PT**

120.075

**FORT MYERS APP CON**

124.125 371.85

**CLNC DEL**

120.8

**UNICOM**

122.7 (CTAF)

**FORT MYERS APP CON**

124.125 371.85

**RNAV (GPS) RWY 35**

**MARCO ISLAND EXEC (MKY)**

**PBN APCH.**

- Baro-VNAV and VDP NA when using Naples altimeter setting. Rwy 35 helicopter visibility reduction below 3/4 NM NA. When local altimeter setting not received, use Naples altimeter setting and increase LPV DA to 312 feet; increase LNAV/VNAV DA to 420 feet; increase all MDAs 40 feet and visibility Cat C 1/4 SM.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**AWOS-3PT**

120.075

**FORT MYERS APP CON**

124.125 371.85

**CLNC DEL**

120.8

**UNICOM**

122.7 (CTAF)

**FORT MYERS APP CON**

124.125 371.85

**RNAV (GPS) RWY 35**

**MARCO ISLAND EXEC (MKY)**

**PBN APCH.**

- Baro-VNAV and VDP NA when using Naples altimeter setting. Rwy 35 helicopter visibility reduction below 3/4 NM NA. When local altimeter setting not received, use Naples altimeter setting and increase LPV DA to 312 feet; increase LNAV/VNAV DA to 420 feet; increase all MDAs 40 feet and visibility Cat C 1/4 SM.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**AWOS-3PT**

120.075

**FORT MYERS APP CON**

124.125 371.85

**CLNC DEL**

120.8

**UNICOM**

122.7 (CTAF)

**FORT MYERS APP CON**

124.125 371.85

**RNAV (GPS) RWY 35**

**MARCO ISLAND EXEC (MKY)**

**PBN APCH.**

- Baro-VNAV and VDP NA when using Naples altimeter setting. Rwy 35 helicopter visibility reduction below 3/4 NM NA. When local altimeter setting not received, use Naples altimeter setting and increase LPV DA to 312 feet; increase LNAV/VNAV DA to 420 feet; increase all MDAs 40 feet and visibility Cat C 1/4 SM.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**AWOS-3PT**

120.075

**FORT MYERS APP CON**

124.125 371.85

**CLNC DEL**

120.8

**UNICOM**

122.7 (CTAF)

**FORT MYERS APP CON**

124.125 371.85

**RNAV (GPS) RWY 35**

**MARCO ISLAND EXEC (MKY)**

**PBN APCH.**

- Baro-VNAV and VDP NA when using Naples altimeter setting. Rwy 35 helicopter visibility reduction below 3/4 NM NA. When local altimeter setting not received, use Naples altimeter setting and increase LPV DA to 312 feet; increase LNAV/VNAV DA to 420 feet; increase all MDAs 40 feet and visibility Cat C 1/4 SM.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**AWOS-3PT**

120.075

**FORT MYERS APP CON**

124.125 371.85

**CLNC DEL**

120.8

**UNICOM**

122.7 (CTAF)

**FORT MYERS APP CON**

124.125 371.85

**RNAV (GPS) RWY 35**

**MARCO ISLAND EXEC (MKY)**

**PBN APCH.**

- Baro-VNAV and VDP NA when using Naples altimeter setting. Rwy 35 helicopter visibility reduction below 3/4 NM NA. When local altimeter setting not received, use Naples altimeter setting and increase LPV DA to 312 feet; increase LNAV/VNAV DA to 420 feet; increase all MDAs 40 feet and visibility Cat C 1/4 SM.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**AWOS-3PT**

120.075

**FORT MYERS APP CON**

124.125 371.85

**CLNC DEL**

120.8

**UNICOM**

122.7 (CTAF)
TOP ALTITUDE: 2000

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)
**RNAV (GPS) RWY 18**

**MARIANNA MUNI (MAI)**

**ASOS**

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<th>Pressure (in Hg)</th>
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**CAIRNS APP CON**

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<td>CTAF</td>
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**MISSING APPROACH:**
- Climbing to 600 then climbing right turn to 2000 direct KUTEE and hold.

**HOLDING PATTERN:**
- 4 NM to KUTEE (NoPT)
  - 2500 Elevation
  - 2000 Elevation
  - 002° 182°
- 600 Elevation
  - 2000 NoPT
  - 092° (6.8)
- 4 NM to SEELY
  - 229°
  - JUMIG
  - 232°
  - 2.3 NM to RW18
- 500-1 300-7 620-1 900-2
- 345

**EVENTS:**
- SE-3, 11 JUL 2024 to 05 SEP 2024

**Plan:**
- 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 3/4 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 1/4 mile and LNAV Cats C/D visibility 3/4 mile.
- Setting and increase all DA 72 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and Circling Cat D visibility 1/4 mile and LNAV Cats C/D visibility 3/4 mile.

**AL-248 (FAA)**

**MARIANNA, FLORIDA**

**MARIANNA MUNI (MAI)**

**WAAS CH 70438**

**APP CRS 182°**

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- **182°**
- **110**
- **110**

- **MISSED APPROACH:**
  - Climbing to 600 then climbing right turn to 2000 direct KUTEE and hold.
RNAV (GPS) RWY 9
EUGENIO MARIA DE HOSTOS (MAZ)(TJMZ)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct YADUB and hold.

Procedure NA at night. Rw 9 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.

SAN JUAN CENTER 118.75 269.0
CINC DEL 121.7
UNICOM 122.8 (CTAF)

SAN JUAN CENTER

Category A

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<td>CIRCLING</td>
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YADUB

RNAV (GPS) RWY 9

Weather reporting service, procedure NA.

When Class E surface area not in effect, except for operators with approved RNP APCH.

MAYAGUEZ, PUERTO RICO
Orig-C 20MAY21

SE-3, 11 JUL 2024 to 05 SEP 2024
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.

**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.

**San Juan Center**

**Clnck Del**

**Unicom**

**VOR RWY 9**

**EUGENIO MARIA DE HOSTOS (MAZ)(TJMZ)**

**Weather Reporting Service, Procedure NA.**

Surface area not in effect, except for operators with approved 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.

**Category**

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**Amdt 10B 20MAY21**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
F * Circling not authorized at night when the VGSI is inop, unless 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. Visibility Reduction by Helicopters NA.

RNP APCH
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 34°C.
Max airspeed 90 KIAS.

RADAR REQUIRED
EMERG SAFE ALT 100 NM 2800

VGS and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48°).

CIRCLING*

LGW 30° 23'N - 81° 25'W
MAYPORT NS (ADM DAVID L MC DONALD FLD) (KNRB)

SE-3, 11 JUL 2024 to 05 SEP 2024
SE-3, 11 JUL 2024 to 05 SEP 2024
SE-3, 11 JUL 2024 to 05 SEP 2024
SE-3, 11 JUL 2024 to 05 SEP 2024

CIRCLING*

212-7/4 200 (200-7/4)
400-1 388 (400-1)
400-1 388 (400-1)
560-1 545 (600-1)

Origin 24MAR22
TERPS
**RNP APCH**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 34°C.

Max airspeed 90 KIAS.

**CAUTION:** Vessels with masts up to 150° transitioning the St. Johns River inside of NDB 2 DME.

**MISSED APPROACH:** Climb to 600 then climbing left turn to 1500 direct to CONWY and hold.

This approach is not authorized at night when the VGS is inop, unless 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.
CAUTION: When Rwy 23 VGSI inop, Circling to Rwy 23 NA at night
Max airspeed 90 KIAS
Final approach course is 317° from rwy centerline at 3000' from threshold.
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.

EMERG SAFE ALT 100 NM 2800
ILS or LOC RWY 9R
MELBOURNE ORLANDO INTL (MLB)

AL-252 (FAA)

MELBOURNE, FLORIDA

ATIS 132.55
ORLANDO APP CON 132.65
MELBOURNE TOWER * 281.425
GND CON 118.2
CLNC DEL 121.9
CLNC DEL 132.65
UNICOM 122.95

DME or RADAR required.

MISSED APPROACH: Climb to 2000 on MLB VOR/DME R-096 to CAPEN INT/MLB VOR/DME 5.2 DME/RADAR and hold.

ALTERNATE MISSED
APCH FIX

Remain within 10 NM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 83).

MISSED APPROACH: Climb to 2000 on MLB VOR/DME R-096 to CAPEN INT/MLB VOR/DME 5.2 DME/RADAR and hold.

ALTERNATE MISSED
APCH FIX
RNAV (GPS) RWY 9L
MELBOURNE ORLANDO INTL (MLB)

For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ½ SM NA.

Procedure NA for arrivals at PRESK on V159-537 northwest bound.

Procedure NA for arrivals on TRV VORTAC airway radials 303 CW 350.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 39).

CATEGORY

LPV DA

283-3/4 250 (300-3/4)

LNAV/VNAV DA

467-1/8 434 (500-1)%

LNAV MDA

420-1 387 (400-1)

880-2 3/4

CIRCLING

500-1 560-1 680-1 3/4 880-2 3/4

467 (500-1) 527 (600-1) 647 (700-1 3/4) 847 (900-2 3/4)
RNAV (GPS) RWY 9R

MELBOURNE ORLANDO INTL (MLB)

RNAV (GPS) RWY 9R

MELBOURNE ORLANDO INTL (MLB)

RNAV (GPS) RWY 9R

MELBOURNE ORLANDO INTL (MLB)

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MELBOURNE ORLANDO INTL (MLB)

RNAV (GPS) RWY 9R

MELBOURNE ORLANDO INTL (MLB)

RNAV (GPS) RWY 9R

MELBOURNE ORLANDO INTL (MLB)
MISSED APPROACH: Climb to 1600 on MLB VOR/DME R-272 to FIBOP INT/MLB VOR/DME 6.4 DME/RADAR and hold.
**JEMDO FIX minimums**: For inop MALSR, increase S-9R Cats C and D visibility to RVR 6000.

**MALSR**

**MISSED APPROACH**: Climb to 1000, then climbing left turn to 2100 direct MLB VOR/DME and hold, continue climb-in-hold to 2100.

**ATIS** 132.55 | **ORLANDO APP CON** 132.65 281.425 | **MELBOURNE TOWER** 118.2 (CTAF) 257.8 | **GND CON** 121.9 | **CLNC DEL** 132.65 | **CLNC DEL** 132.65 | **CLNC DEL** 132.65 | **UNICOM** 122.95

---

**VOR/WAY 9R**

**MELBOURNE ORLANDO INTL (MLB)**

**CATEGORY**

A | B | C | D
---|---|---|---
S-9R | 560/24 528 (600-½) | 560/55 528 (600-1) | 680-1¾ 647 (700-1¾) | 880-2¾ 847 (900-2¾)
CIRCLING | 560-1 527 (600-1) | 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) | 680-1¾ 647 (700-1¾) | 880-2¾ 847 (900-2¾)
CIRCLING | 560-1 527 (600-1) | 560-1 527 (600-1) | 680-1¾ 647 (700-1¾) | 880-2¾ 847 (900-2¾)

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**MELBOURNE, FLORIDA**

Amdt 21C 11AUG22

**28°06'N-80°39'W**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
**VOR RWY 27L**

**MELBOURNE ORLANDO INTL (MLB)**

**VOR/DEME MLB**
- **VOR** 115.85
- **Channel** 105 (Y)
- **APP CRS** 288°
- **Rwy Idg** TDZE
- **Apt Elev** 33

**ATIS** 132.55
**ORLANDO APP CON** 132.65 281.425
**MELBOURNE TOWER** 118.2 (CTAF) 257.8
**GND CON** 121.9
**CLNC DEL** 121.9
**CLNC DEL (When twr closed)** 132.65
**UNICOM** 122.95

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2100 direct MLB VOR/DME and hold.

**CATEGORY**
- **A**
- **B**
- **C**
- **D**
  - **S-27L**
    - 560-1 534 (600-1)
    - 560-1½ 534 (600-1½)
  - **CIRCLING**
    - 560-1 527 (600-1)
    - 467 (700-1½) 847 (900-2½)

---

**MELBOURNE, FLORIDA**

Orig 08NOV18

28°06’N-80°39’W

**SE-3, 11 JUL 2024 to 05 SEP 2024**
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

MELBOURNE, FLORIDA

ATIS
132.55
MELBOURNE TOWER
118.2 257.8
GND CON
121.9
CLNC DEL
121.9
132.65 (WHEN TWR CLSD)

AIRPORT DIAGRAM

FIELD
ELEV 31
093.8°
6000 X 150
NORTH HANGARS
NORTHWEST APRON
COMPASS CALIBRATION PAD
ELEV 32
093.8°
400 X 150

GROUND RUNUP ENCLOSURE

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
MELBOURNE SEVEN DEPARTURE

TOP ALTITUDE: 5000

ST PETERSBURG
116.4 PIE
Chan 111

LAKELAND
116.0 LAL
Chan 107

ORLANDO
112.2 ORL
Chan 59

ORMOND BEACH
112.6 OMN
Chan 73

MELBOURNE
115.85 MLB
Chan 105 (Y)

LOCALIZER 108.3
I-MLB
Chan 107

PAHOKEE
115.4 PHK
Chan 101

FREEPORT
113.2 ZFP
Chan 79

PALM BEACH
115.7 PBI
Chan 104

NOTE: RADAR required.

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.
**RNAV (GPS) RWY 9**

**DADE-COLLIER TRAINING AND TRANSITION (TNT)**

- **AWOS-3**
  - 119.075

- **MIAMI APP CON**
  - 128.6
  - 306.975

- **UNICOM**
  - 123.0 (CTAF)

**RLCA**

- **TDZE**
  - 13

**Unicom**

- **TDZE**
  - 13

**HIRL Rwy 9-27**

**MIAMI, FLORIDA**

**SE-3, 1 JUL 2024 to 05 SEP 2024**

**Orig-A 29MAR18**

**25°52’N-80°54’W**

**20310**

**AL-5744 (FAA)**

Baro-VNAV NA when using Miami Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (59°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 Cat C and D visibility 4/SM.**

**MISED APPROACH: Climb to 1000 then climbing left turn to 2000 direct BRBRA and hold.**

**GA**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>213-1</td>
<td>200 (200-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>280-1</td>
<td>267 (300-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>360-1</td>
<td>347 (400-1)</td>
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<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>400-1</td>
<td>480-1</td>
<td>480-1½</td>
<td>580-2</td>
</tr>
<tr>
<td></td>
<td>387 (400-1)</td>
<td>467 (500-1)</td>
<td>467 (500-1½)</td>
<td>567 (600-2)</td>
</tr>
</tbody>
</table>
ILS or LOC RWY 9R
MIAMI EXEC (TMB)

Circling Rwy 13, 31 NA at night. For inop ALS when using Miami Intl altimeter setting, increase Cat C/D visibility to 1 1/4 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 1/4 SM.

**ATIS**
- 124.0
- MIAMI APP CON
- MIAMI EXEC TOWER

**GND CON**
- 121.7

**ATIS**
- 124.0
- MIAMI APP CON
- MIAMI EXEC TOWER 118.9 (CTAF)

**LOCALIZER 108.7**
- I-TMB
- Apt Elev

**ALTERNATE MISSED APCH FIX**
- VIRGINIA KEY
  - VKZ
  - Chan 118
- Chan 118

**MISSED APCH FIX**
- DOLPHIN
  - 113.9 DHP
  - Chan 86

**LOCALIZER 108.7**
- I-TMB

**MISSING APPROACH:** Climb to 2000 then left turn on heading 088° and DHP VORTAC R-130 to LUVLY INT/DHP 14.1 DME and hold.

**LOCALIZER 108.7**
- I-TMB
- Apt Elev

**LOCALIZER 108.7**
- I-TMB
- Apt Elev

**LOCALIZER 108.7**
- I-TMB
- Apt Elev
RNAV (GPS) RWY 9L

MIAMI, FLORIDA

ATIS 124.0  
MIAMI APP CON 125.5 354.1  
MIAMI EXEC TOWER* 118.9 (CTAF)  
GND CON 121.7  
CLNC DEL 133.0

Procedure NA for arrivals at DHP VORTAC airway radials 195 CW 303.

DOLPHIN

370°

2000 to JULED

245°

(18.1)

HASDU

4 NM

1849

MA RW09L 25 NM

2900

2000

HOTMA

LNAV only.

JULED

GP 3.00°

TCH 50

61 NM

1.4 NM to RW09L

64-1

98±

64

LNAV MDA

1.4 NM to RW09L

CIRCLING

460-1

450 (500-1)

640-1½

630 (700-1¼)

2000 to JULED

262°

(26.8)

MIRL Rwy 9L-27R

MIRL Rwy 13-31

REIL Rwy 13

HIRL Rwy 9R-27L

HIRL Rwy 9R-27R

HIRL Rwy 9L-27R

HIRL Rwy 9R-27L

HIRL Rwy 13-31

REIL Rwy 13

HIRL Rwy 9R-27L

HIRL Rwy 9R-27R

HIRL Rwy 9L-27R

HIRL Rwy 9R-27L

HIRL Rwy 13-31

REIL Rwy 13

HIRL Rwy 9R-27L

HIRL Rwy 9R-27R

HIRL Rwy 9L-27R

HIRL Rwy 9R-27L

HIRL Rwy 13-31
RNAV (GPS) RWY 9R

MIAMI EXEC (TMB)

RAPCH:

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 ½ SM. For inop ALS when using Miami Intl altimeter setting, increase LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cat C/D visibility to 1¾ SM.

MALS:

MISSED APPROACH: Climb to 3000 direct JURER and hold, continue climb-in-hold to 3000.

ATIS

124.0

MIAMI APP CON

125.5 354.1

MIAMI EXEC TOWER*

118.9 (CTAF)

GND CON

121.7

CLNC DEL

133.0

Procedure NA for arrivals on DHP VORTAC airway radials 195 CW 322.

Procedure NA for arrivals at VKZ VOR/DME on V159 southbound.

VGSI and RNAV glidespath not coincident (VGSI Angle 3.00/TCH 55).

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 ½ SM. For inop ALS when using Miami Intl altimeter setting, increase LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cat C/D visibility to 1¾ SM.

MALS:

MISSED APPROACH: Climb to 3000 direct JURER and hold, continue climb-in-hold to 3000.

ATIS

124.0

MIAMI APP CON

125.5 354.1

MIAMI EXEC TOWER*

118.9 (CTAF)

GND CON

121.7

CLNC DEL

133.0

Procedure NA for arrivals on DHP VORTAC airway radials 195 CW 322.

Procedure NA for arrivals at VKZ VOR/DME on V159 southbound.

VGSI and RNAV glidespath not coincident (VGSI Angle 3.00/TCH 55).
Circling RWY 13, 31 NA at night. RWY 27L helicopter visibility reduction below ½ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C.
VPD 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 124.0 MIAMI APP CON 125.5 354.1 MIAMI EXEC TOWER* 118.9 (CTAF) GND CON 121.7 CLNC DEL 133.0

Procedure NA for arrivals at LUVLY on BR49V southeast bound.

LPV DA 208-3/4 200 (200-3/4)
LNAV/VNAV DA 341-1/8 333 (400-1/8)
LNAV MDA 420-1 412 (500-1) 420-1/6 412 (500-1/6)
CIRCLING 460-1 450 (500-1) 560-1 640-1/4 630 (700-1/4) 640-2 630 (700-2)
For uncompensated Baro-VNAV systems, UNAV/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, UNAV 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.

**ATIS**
124.0

**MIAMI APP CON**
125.5 354.1

**MIAMI EXEC TOWER**
118.9 (CTAF)

**GND CON**
121.7

**CLNC DEL**
133.0

**RNAV (GPS) RWY 27R**

**MISSED APPROACH:** Climb to 2000 direct JULED and hold.

---

**RNAV (GPS) RWY 27R**

**MIA MI EXEC (TMB)**

---

**ATIS**
124.0

**MIAMI APP CON**
125.5 354.1

**MIAMI EXEC TOWER**
118.9 (CTAF)

**GND CON**
121.7

**CLNC DEL**
133.0

---

**RNAV (GPS) RWY 27R**

**MIA MI EXEC (TMB)**

---

**ATIS**
124.0

**MIAMI APP CON**
125.5 354.1

**MIAMI EXEC TOWER**
118.9 (CTAF)

**GND CON**
121.7

**CLNC DEL**
133.0

---

**RNAV (GPS) RWY 27R**

**MIA MI EXEC (TMB)**

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CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AREA)
(HELICOPTER TRAINING AREA ALPHA

AIRPORT DIAGRAM
MIAMI, FLORIDA

124.0
118.9
124.9 (270-090)
121.7
133.0

134.0° W
90.5° W
-274.0°
-274.0°

ELEV 8
ELEV 8

5003 X 150
6000 X 150

ATIS
124.0
MIAMI EXEC
118.9
GND CON
121.7
CLNC DEL
133.0

RWY 09L-27R
PCN 32 F/A/Y/T
S-87, D-135, 2D-195

RWY 09R-27L
PCN 32 F/A/Y/T
S-87, D-135, 2D-195

RWY 13-31
PCN 32 F/A/Y/T
S-87, D-135, 2D-195

AREA ALPHA
HELCIPTER TRAINING AREA

CUSTOMS BORDER PROTECTION (CBP)

TWR
HANGARS
AFSS

SE-3, 11 JUL 2024 to 05 SEP 2024
### Departure Route Description

**Takeoff Runways 9L/R:** Climb on heading 093° or as assigned by ATC for RADAR vectors to cross AGERS at or above 5000, thence.

**Takeoff Runway 13:** Climb on heading 133° or as assigned by ATC for RADAR vectors to cross AGERS at or above 5000, thence.

**Takeoff Runways 27L/R:** Climb on heading 273° or as assigned by ATC for RADAR vectors to cross AGERS at or above 5000, thence.

**Takeoff Runway 31:** Climb on heading 313° or as assigned by ATC for RADAR vectors to cross AGERS at or above 5000, thence.

. . . . on track 360° to PERTS, then on track 357° to ALTNN, then on assigned transition, maintain ATC assigned altitude, expect filed altitude within 10 minutes after departure.

**Ducen Transition (ALTNN2.DUCEN)**

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**NOTE:** Jet aircraft only.

**NOTE:** Accelerate to 250K until leaving 10000, if unable, advise ATC.

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climb on heading 093° or as assigned by ATC for RADAR vectors to cross MRENO at or above 5000, thence...

TAKEOFF RUNWAY 13: Climb on heading 133° or as assigned by ATC for RADAR vectors to cross MRENO at 5000, thence...

TAKEOFF RUNWAYS 27L/R: Climb on heading 273° or as assigned by ATC for RADAR vectors to cross MRENO at or above 5000, thence...

TAKEOFF RUNWAY 31: Climb on heading 313° or as assigned by ATC for RADAR vectors to cross MRENO at or above 5000, thence...

...on track 322° to BNGOS, then on assigned transition, maintain ATC assigned altitude, expect filed altitude within 10 minutes after departure.

COREA TRANSITION (BNGOS4.COREA)
DOLIE TRANSITION (BNGOS4.DOLIE)
MERKS TRANSITION (BNGOS4.MERKS)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climb on heading 093° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence . . .

TAKEOFF RUNWAY 13: Climb on heading 133° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence . . .

TAKEOFF RUNWAYS 27L/R: Climb on heading 273° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence . . .

TAKEOFF RUNWAY 31: Climb on heading 313° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence . . .

. . . . on track 002° to BOGYY, then on track 005° to DORRL then on (transition), maintain altitude as assigned by ATC, expect filed altitude 10 minutes after departure.

MATLK TRANSITION (DORRL2,MATLK)
ONEWY TRANSITION (DORRL2,ONEWY)

TAKEOFF MINIMUMS
Rwy 9L: Standard with minimum climb of 500'/NM to 1300.
Rwy 9R: Standard with minimum climb of 500'/NM to 1500.
Rwy 13: Standard with minimum climb of 500'/NM to 1800.
Rwy 27L: Standard with minimum climb of 500'/NM to 1900.
Rwy 27R: Standard with minimum climb of 500'/NM to 1700.
Rwy 31: Standard with minimum climb of 500'/NM to 1400.

NOTE: Chart not to scale.
FLMGO TWO DEPARTURE(RNAV)

FLMGO2.FLMGO  21MAR24

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.
NOTE: WAPOM Transition ATC assigned except aircraft landing: MCO, DAB, and MLB terminal areas.

TAKEOFF MINIMUMS
Rwy 9L: Standard with minimum climb of 500'/NM to 1300.
Rwy 9R: Standard with minimum climb of 500'/NM to 1500.
Rwy 13: Standard with minimum climb of 500'/NM to 1800.
Rwy 27L: Standard with minimum climb of 500'/NM to 1900.
Rwy 27R: Standard with minimum climb of 500'/NM to 1700.
Rwy 31: Standard with minimum climb of 500'/NM to 1400.

TAKEOFF RUNWAYS 9L/R: Climb on heading 093° or as assigned by ATC for RADAR vectors to cross ALNZO at or above 5000, thence...
TAKEOFF RUNWAY 13: Climb on heading 133° or as assigned by ATC for RADAR vectors to cross ALNZO at or above 5000, thence...
TAKEOFF RUNWAYS 27L/R: Climb on heading 273° or as assigned by ATC for RADAR vectors to cross ALNZO at or above 5000, thence...
TAKEOFF RUNWAY 31: Climb on heading 313° or as assigned by ATC for RADAR vectors to cross ALNZO at or above 5000, thence...

...on track 349° to FLMGO, then on assigned transition. Maintain ATC assigned altitude. Expect filed altitude within 10 minutes after departure.

STYMY TRANSITION (FLMGO2.STYMY)
WAPOM TRANSITION (FLMGO2.WAPOM)
NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.
NOTE: PADUS Transition for Freeport arrivals only.
NOTE: SNAGY and SUMRS Transitions for European traffic only.

RNAV-1 DME/DME/IRU or GPS.
SNAGY and SUMRS Transitions: RNAV 1-GPS.
RADAR required.

TAKEOFF MINIMUMS
Rwy 9L: Standard with minimum climb of 500'/NM to 1300.
Rwy 9R: Standard with minimum climb of 500'/NM to 1500.
Rwy 13: Standard with minimum climb of 500'/NM to 1800.
Rwy 27L: Standard with minimum climb of 500'/NM to 1900.
Rwy 27R: Standard with minimum climb of 500'/NM to 1700.
Rwy 31: Standard with minimum climb of 500’ per NM to 1400.

TAKEOFF RUNWAYS 9L/R: Climb on heading 093° or as assigned by ATC for RADAR vectors to cross MARCK at or above 5000, thence...
TAKEOFF RUNWAY 13: Climb on heading 133° or as assigned by ATC for RADAR vectors to cross MARCK at or above 5000, thence...
TAKEOFF RUNWAYS 27L/R: Climb on heading 273° or as assigned by ATC for RADAR vectors to cross MARCK at or above 5000, thence...
TAKEOFF RUNWAY 31: Climb on heading 313° or as assigned by ATC for RADAR vectors to cross MARCK at or above 5000, thence...

...on track 060° to FOLZZ, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude within 10 minutes after departure.

ALYRA TRANSITION (FOLZZ3.ALYRA)
FREEPORT TRANSITION (FOLZZ3.ZFP)
GOZZR TRANSITION (FOLZZ3.GOZZR)
PADUS TRANSITION (FOLZZ3.PADUS)
SNAGY TRANSITION (FOLZZ3.SNAGY)
SUMRS TRANSITION (FOLZZ3.SUMRS)
**Rwy 31:** Standard with minimum climb of 500' per NM to 1400.

**Rwy 27R:** Standard with minimum climb of 500' per NM to 1700.

**Rwy 27L:** Standard with minimum climb of 500' per NM to 1900.

**Rwy 13:** Standard with minimum climb of 500' per NM to 1800.

**Rwy 9R:** Standard with minimum climb of 500' per NM to 1500.

**Rwy 9L:** Standard with minimum climb of 500' per NM to 1300.

**NOTE:** Jet aircraft only.

**NOTE:** Accelerate to 250K until leaving 10000, if unable, advise ATC.

**RNAV-1 DME/DME/IRU or GPS.**

**RADAR required.**

**TOP ALTITUDE: ASSIGNED BY ATC**

- MSA TMB 2.5 NM
  - 2900

**TAKEOFF MINIMUMS**

- Rwy 9L: Standard with minimum climb of 500' per NM to 1300.
- Rwy 9R: Standard with minimum climb of 500' per NM to 1500.
- Rwy 13: Standard with minimum climb of 500' per NM to 1800.
- Rwy 27L: Standard with minimum climb of 500' per NM to 1900.
- Rwy 27R: Standard with minimum climb of 500' per NM to 1700.
- Rwy 31: Standard with minimum climb of 500' per NM to 1400.

**NOTE:** Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climb on heading 093° or as assigned by ATC for RADAR vectors to cross JOENZ at or above 5000, thence. . .
TAKEOFF RUNWAY 13: Climb on heading 133° or as assigned by ATC for RADAR vectors to cross JOENZ at or above 5000, thence. . .
TAKEOFF RUNWAYS 27L/R: Climb on heading 273° or as assigned by ATC for RADAR vectors to cross JOENZ at or above 5000, thence. . .
TAKEOFF RUNWAY 31: Climb on heading 313° or as assigned by ATC for RADAR vectors to cross JOENZ at or above 5000, thence. . .

. . .on track 318° to HURCN, then on transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

KPASA TRANSITION (HURCN4.KPASA)
SMELZ TRANSITION (HURCN4.SMELZ)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climb on heading 093° or as assigned by ATC, thence...
TAKEOFF RUNWAY 13: Climb on heading 133° or as assigned by ATC, thence...
TAKEOFF RUNWAYS 27L/R: Climb on heading 273° or as assigned by ATC, thence...
TAKEOFF RUNWAY 31: Climb on heading 313° or as assigned by ATC, thence...

...for RADAR vector to cross LIFRR at or above 4000, then on track 353° to BOBOE, then on assigned transition, maintain ATC assigned altitude, expect clearance to filed altitude within 10 minutes after departure.

BAIRN TRANSITION (LIFRR2.BAIRN)
WIXED TRANSITION (LIFRR2.WIXED)
NOTE: Chart not to scale.

**TOP ALTITUDE: ASSIGNED BY ATC**

**RNAV 1 - DME/DME/IRU or GPS.**
- From SLIPT to MAXIM: RNAV 1 - GPS.
- From SLIPT to CANOA: RNAV 1 - GPS.
- RADAR required.

**TAKEOFF MINIMUMS**
- Rwy 9L: Standard with minimum climb of 500’/NM to 1300.
- Rwy 9R: Standard with minimum climb of 500’/NM to 1500.
- Rwy 13: Standard with minimum climb of 500’/NM to 1800.
- Rwy 27L: Standard with minimum climb of 500’/NM to 1900.
- Rwy 27R: Standard with minimum climb of 500’/NM to 1700.
- Rwy 31: Standard with minimum climb of 500’/NM to 1400.

**NOTE:** Jet aircraft only.

**NOTE:** Accelerate to 250K until leaving 10000, if unable, advise ATC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R, 13, 27L/R, 31: Climb on heading assigned by ATC for vectors to cross AUSTI at or above 5000, thence. . . .

. . . .on track 202° to MAYNR, then on assigned transition, maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

CANOA TRANSITION (MAYNR2.CANOA)
FUNDI TRANSITION (MAYNR2.FUNDI)
MAXIM TRANSITION (MAYNR2.MAXIM)
NOTE: Chart not to scale.

MIAMI, FLORIDA

TMB

MELLZ TWO DEPARTURE (RNAV)

MELLZ TWO DEPARTURE (RNAV)

NOTE: If unable to accept climb rate, advise ATC on initial contact.

TAKEOFF MINIMUMS

Rwy 9L: Standard with minimum climb of 500' per NM to 1300.
Rwy 9R: Standard with minimum climb of 500' per NM to 1500.
Rwy 13: Standard with minimum climb of 500' per NM to 1800.
Rwy 27L: Standard with minimum climb of 500' per NM to 1900.
Rwy 27R: Standard with minimum climb of 500’ per NM to 1700.
Rwy 31: Standard with minimum climb of 500’ per NM to 1400.

NOTE: If unable to accept climb rate, advise ATC on initial contact.

RNAV 1-DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climb on heading 093° or as assigned by ATC for RADAR vectors to cross DAYAK at or above 5000 thence. . . .
TAKEOFF RUNWAY 13: Climb on heading 133° or as assigned by ATC for RADAR vectors to cross DAYAK at or above 5000 thence. . . .
TAKEOFF RUNWAYS 27L/R: Climb on heading 273° or as assigned by ATC for RADAR vectors to cross DAYAK at or above 5000 thence. . . .
TAKEOFF RUNWAY 31: Climb on heading 313° or as assigned by ATC for RADAR vectors to cross DAYAK at or above 5000 thence. . . .

... on track 136° to MELLZ, then on assigned transition. Maintain ATC assigned altitude, expect clearance to filed altitude 10 minutes after departure.

GLAMS TRANSITION (MELLZ2.GLAMS)
URSUS TRANSITION (MELLZ2.URSUS)
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.

NOTE: Chart not to scale.

TURBOCHARGED ENGINES

RADAR and DME required.

TOP ALTITUDE:
ASSIGNED BY ATC

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9L: Climb on heading 093° to 800 before turning right, thence...
TAKEOFF RUNWAY 9R: Climb on heading 093° to 900 before turning right, thence...
TAKEOFF RUNWAY 13: Climb on heading 133° to 1400 before turning right, thence...
TAKEOFF RUNWAY 27L: Climb on heading 273° to 1400 before turning left, thence...
TAKEOFF RUNWAY 27R: Climb on heading 273° to 1300 before turning left, thence...
TAKEOFF RUNWAY 31: Climb on heading 313° to 900 before turning left, thence...

... maintain 2000 or assigned higher altitude for RADAR vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

ALTNN TRANSITION (MIA9.ALTNN): From over FLL VOR/DME on FLL R-358 to ALTNN.
BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH.
BNGOS TRANSITION (MIA9.BNGOS): From over DHP VORTAC on DHP R-321 to BNGOS.
DORRL TRANSITION (MIA9.DORRL): From over DHP VORTAC on DHP R-003 to DORRL.
FLMGO TRANSITION (MIA9.FLMGO): From over DHP VORTAC on DHP R-348 to FLMGO.
FOLZZ TRANSITION (MIA9.FOLZZ): From over DHP VORTAC on DHP R-065 to FOLZZ.
FREEPORT TRANSITION (MIA9.ZFP): From over DHP VORTAC on DHP R-065 to FOLZZ then on ZFP R-249 to ZFP VOR/DME.
GWAVA TRANSITION (MIA9.GWAVA): From over DHP VORTAC on DHP R-151 to GWAVA.
HURCN TRANSITION (MIA9.HURCN): From over DHP VORTAC on DHP R-332 to HURCN.
KETLL TRANSITION (MIA9.KETLL): From over VKZ VOR/DME on VKZ R-114 to KETLL.
MAYNR TRANSITION (MIA9.MAYNR): From over DHP VORTAC on DHP R-196 to MAYNR.
ILS or LOC RWY 8R
MIAMI INTL (MIA)

For inop MALSR, increase S-ILS 8 all Cats visibility to 1/2 mile. Simultaneous approach authorized with Rwy 9.

DOLPHIN 113.9 DHP
Chan 86

For inop MALSR, increase S-ILS 8 all Cats visibility to 1 mile.

For inop MALSR, increase S-ILS 8 all Cats visibility to 1 mile.

For inop MALSR, increase S-ILS 8 all Cats visibility to 1 mile.

For inop MALSR, increase S-ILS 8 all Cats visibility to 1 mile.
ILS or LOC RWY 9
MIAMI INTL (MIA)

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 1/3 SM.

*RVR 1800 authorized with use of FD or HUD to DA.

Missed Approach: Climb to 800 then climbing right turn to 3000 direct VKZ VOR/DME and hold, continue climb-in-hold to 3000.

Alternate Missed Approach Fix

Caution: Lights on highway 1/4 mile south of final approach course may be mistaken for runway.

MIA DHP 25 NM D

1849

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

800 3000 VKZ

4000 092° (4.8)

4.8 NM

A

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 1/3 SM.

*RVR 1800 authorized with use of FD or HUD to DA.

Missed Approach: Climb to 800 then climbing right turn to 3000 direct VKZ VOR/DME and hold, continue climb-in-hold to 3000.

Alternate Missed Approach Fix

Caution: Lights on highway 1/4 mile south of final approach course may be mistaken for runway.

MIA DHP 25 NM D

1849

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

800 3000 VKZ

4000 092° (4.8)

4.8 NM

A

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 1/3 SM.

*RVR 1800 authorized with use of FD or HUD to DA.

Missed Approach: Climb to 800 then climbing right turn to 3000 direct VKZ VOR/DME and hold, continue climb-in-hold to 3000.

Alternate Missed Approach Fix

Caution: Lights on highway 1/4 mile south of final approach course may be mistaken for runway.
### ILS or LOC RWY 12

**MIAMI INTL (MIA)**

**DME or RADAR required:**
- Rwy 12 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-ILS 12 all Cats visibility to RVR 5500. Increase S-LOC 12 visibility Cats A/B to RVR 5000 and Cats C/D to 1½ SM.

**MALSR**
- MISS APPROACH: Climb to 800 then climbing left turn to 3000 direct VKZ VOR/DME and hold, continue climbing-in-hold to 3000.

**Amdt 5B 23MAR23**

**Procedure NA for arrival on DHP VORTAC airway radials 248 CW 358.**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-ILS 12</td>
<td>377/40</td>
<td>368 (400-¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-LOC 12</td>
<td>580/40</td>
<td>571 (600-¾)</td>
<td>580-1/4</td>
<td>571 (600-1/4)</td>
</tr>
</tbody>
</table>

**VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).**

- **FLORIDA**
  - **MIAMI APP CON**
  - **MIAMI TOWER**

- **CLNC DEL**
  - **DOLPHIN**
  - **LOCALIZER 108.9**

**VGSI Angle 3.00°/TCH 72**

**C/D to 1 SM.**

**Increase S-LOC 12 visibility Cats A/B to RVR 5000 and Cats inop ALS, increase S-ILS 12 all Cats visibility to RVR 5500.**

**Rwy 12 helicopter visibility reduction below ¾ SM NA.**

**For:**
- 390
- 8579
- 348.6
- 135.35

**MIAMI, FLORIDA**

Amdt 5B 23MAR23
MISSED APPROACH: Climb to 800 then climbing right turn to 4000 on heading 290° and DHP
VORTAC R-335 to BRBRA/DHP 11.5 DME and hold, continue climb-in-hold to 4000.

DOPPLIN 113.9 DHP 11.5 Chan 86

CONST I-VIN 4.5 RADAR
AGLER I-VIN RADAR
306
167
164

ALTERNATE MISSED APCH FIX

CICIV
VKZ 19

ELEV 9
TDZE 9

VIRGINIA KEY 117.1 VKZ 19
Chan 118

DOLPHIN
117.1 VKZ 19
Chan 118

GS 3.00° TCH 73.

CATEGORY A B C D
S-ILS 26L 209/40 200 (200-¾)
S-LOC 26L 420/40 411 (500-¾) 420/50 411 (500-1)

MIAMI, FLORIDA
Amdt 18 14JUL22
ILS or LOC RWY 27
MIA MIAMI INTL (MIA)

DME required. RNP APCH-GPS. From TUBBZ.

**Simultaneous approach authorized.**
- Inop table does not apply to S-LOC 27 Cats C/D.
- * RVR 1800 authorized with use of FD or AP or HUD to DA.

**MISSED APPROACH:** Climb to 800 then climbing right turn to 4000 on heading 290° and DHP VORTAC R-335 to BRBRA/ DHP 11.5 DME and hold, continue climb-in-hold to 4000.

**DOLPHIN**
- **113.9 DHP**
- Chan 86

**LOCALIZER**
- **109.5 I-MIA**

**VIRGINIA KEY**
- **117.1 VKZ**
- Chan 118

**ELEV 9**
- **TDZE 9**

**Rwy Idg**
- **12755**
- **272°**

**Apt Elev**
- **9**

**MALS R**
- **109.5**

**LOC**
- **I-MIA**

**APP CRS**
- **272°**

**LOC**
- **I-MIA**

**VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 71).**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**S-ILS 27**
- **209/24**
  - **200 (200-1/2)**

**S-LOC 27**
- **1300/40**
- **1300/55**
- **1300-3**
  - **1291 (1300-3)**
  - **1291 (1300-1)**

**TINKE FIX MINIMUMS (DUAL VOR RECEIVERS OR RADAR REQUIRED)**
- **S-LOC 27**
  - **560/24**
  - **551 (600-1/2)**
  - **560/60**
  - **551 (600-1/4)**
RNAV (RNP) Y RWY 8R
MIA (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 1/4 mile.

*Missed approach requires minimum climb of 330 feet per NM to 600.

 Procedure NA for arrivals at WORPP on V529 northwest bound, V35 westbound.

Procedure NA for arrivals at FOGSO on V157 westbound.

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 77).
MIAMI INTL (MIA)

RNAV (RNP) Y RWY 12

MIA

MIAMI INTL

GPS Required. For inoperative MALSR, increase 0.30 all Cats visibility to 1/2. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 49°C (120°F).

Procedure NA for arrivals at WORPP via V329 northwest bound, V35 westbound.

Procedure NA for arrivals at FOGSO via V157 westbound.

Turn HIRL all Rwys
REIL Rwys 8L and 26R
TDZ/CL Rwy 8R

TDZ/CL Rwy 8R
REIL Rwys 8L and 26R
HIRL all Rwys

AUTORIZATION REQUIRED
RNAV (RNP) Y RWY 30

MIAMI INTL (MIA)

For inoperative MALS, increase RNP 0.23 all Cats visibility to 1/2, RNP 0.30 all Cats to 1/2. GPS Required.

For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3000 directly VEPCO and via 342° track to BRBRA and hold.

MINIMUMS

RNAV (RNP) Y RWY 30

SHANN

OLDDE

VEPCO

BIRDD

MISSED APCH FIX

4 NM

BRBRA

342°

(VGSI Angle 3.00/TCH 71).

VGSI and RNAV glidepaths not coincident

For uncompensated Baro-VNAV systems, procedure NA below RNP 0.30 all Cats to 1/2. GPS Required.

For inoperative MALS, increase RNP 0.23 all Cats visibility to 1/2, RNP 0.30 all Cats to 1/2. GPS Required.

For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3000 directly VEPCO and via 342° track to BRBRA and hold.

MINIMUMS

- RNP 0.23 DA
  - 426-1/4 418 (500-1/4)
- RNP 0.30 DA
  - 521-1/2 513 (600-1/2)

TDZ/CL Rwy 8R
REIL Rwy 8L and 26R
HIRL all Rwy

25°48'N-80°17'W
RNAV (RNP) Z RWY 26L
MIAMI INTL (MIA)

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below 8°C or above 54°C. For inop ALS, increase RNP 0.20 visibility to RVR 5500 for all Cats and increase RNP 0.30 visibility to RVR 6000 for all Cats.

AUTHORIZATION REQUIRED

ELEV 9  D  TDZE 9
RNAV (RNP) Z RWY 27

MIA, 11 JUL 2024 to 05 SEP 2024

**MISSING APCH FIX**

- **4 NM**
  - **TDZE 9**
  - **ELEV 9**

- **INM 800**
  - **4000**
  - **BRBRA**

- **VGSI and RNAV glidepath not coincident**
  - **(VGSI Angle 3.00°/TCH 71)**

- **AUTHORIZATION REQUIRED**
  - **RNP 0.11 DA**
    - **327/24**
    - **318 (400-)**
  - **RNP 0.30 DA**
    - **405/35**
    - **396 (400-)**

**LAT/LSR**

- **RNP 0.11 DA**
  - **327/24**
  - **318 (400-)**

- **RNP 0.30 DA**
  - **405/35**
  - **396 (400-)**
RNAV (GPS) RWY 9

MIAMI INTERNATIONAL (MIA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 8°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. In apn ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 6000, LNAV Cat E visibility to 1 3/4 SM.

*RVR 1800 authorized with use of FD or AP or HUD to DA.

CAUTION: Lights on highway ¼ mile south of final approach course may be mistaken for runway.

LPV DA*

LNAV/ VNAV DA

LNAV MDA

DVIF

RNAV (GPS) RWY 9

MIAMI (MIA)
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 9°C or above 54°C.

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct BRBRA and hold. Continue climb-in-hold to 4000.

<table>
<thead>
<tr>
<th>Category</th>
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<th>B</th>
<th>C</th>
<th>D</th>
</tr>
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<tbody>
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<td>LPV DA</td>
<td>265-3/4</td>
<td>256 (300-3/4)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>432-1/4</td>
<td>423 (500-1/4)</td>
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<tr>
<td>LNAV MDA</td>
<td>480-1</td>
<td>471 (500-1)</td>
<td>480-13/8</td>
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**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

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**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 8°C or above 54°C. *RVR 1800 authorized with use of FD or AP or HUD to DA.

**Missed Approach:** Climb to 800 then climbing right turn to 4000 direct BRBRA and hold, continue climb-in-hold to 4000.

**Related Categories:**

- **A**: LPV DA*
- **B**: LNAV/ VNAV DA
- **C**: LNAV MDA
- **D**: MDA

**Amdt 4 12AUG21**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) Z RWY 8R

RNAV (GPS) Z RWY 8R

Procedural NA for arrivals at WORPP on V35 westbound and on V529 northwest bound.

Procedural NA for arrivals at FOGSO on V157 westbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).

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<tr>
<th>CATEGORY</th>
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<tbody>
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<td>A</td>
<td>277</td>
<td>268</td>
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<tr>
<td>B</td>
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<td></td>
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<tr>
<td>C</td>
<td>531</td>
<td>522</td>
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<tr>
<td>D</td>
<td>600</td>
<td>591</td>
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</table>

RNAV (GPS) Z RWY 8R

Procedural NA for arrivals at WORPP on V35 westbound and on V529 northwest bound.

Procedure NA for arrivals at FOGSO on V157 westbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).

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<td>600</td>
<td>591</td>
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RNAV (GPS) Z RWY 8R

Procedural NA for arrivals at WORPP on V35 westbound and on V529 northwest bound.

Procedure NA for arrivals at FOGSO on V157 westbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).

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<td>531</td>
<td>522</td>
</tr>
<tr>
<td>D</td>
<td>600</td>
<td>591</td>
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</tbody>
</table>
RNAV (GPS) Z RWY 12
MIAMI INTL (MIA)

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)
RNAV (GPS) Z RWY 30
MIAMI INTL (MIA)

INOP table does not apply to LNAV Cat C and D. For inop ALS, increase LPV all Cats visibility to RVR 4500.

Procedure NA for arrivals at HILEY on V295 northbound.
LOC RWY 8L
MIAMI INTL (MIA)

DME required. RADAR required for procedure entry.

Rwy 8L helicopter visibility reduction below 1/4 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.

<table>
<thead>
<tr>
<th>D-ATIS</th>
<th>MIAMI APP CON</th>
<th>MIAMI TOWER</th>
<th>GND CON</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARR 119.15</td>
<td>124.85 322.3</td>
<td>121.8 256.9</td>
<td>(8L/8R/12/26L/26R) 348.6</td>
</tr>
<tr>
<td>DEP 133.675</td>
<td></td>
<td>127.5</td>
<td>(9/27/30)</td>
</tr>
</tbody>
</table>

BP BRA DHP 11.5

LOCALIZER 109.3
I-ROY
Chan 30

LOCALIZER 113.9
DHP
306

1049

PABOY I-ROY 11

LICEY I-ROY 6

DOLPHIN 113.9 DHP
Chan 86

FEMSO I-ROY 1.6

U.S. DEPARTMENT OF TRANSPORTATION
FAA

MIAMI, FLORIDA
Orig-C 30JAN20

25°48’ N-80°17’ W

AL-257 (FAA)

MICROPHONE ZONE

24137

ELEV 9

D TDZE 9

SE-3, 11 JUL 2024 to 05 SEP 2024

CORRECTED DEPARTURE TIMES

PABOY I-ROY 11

LICEY I-ROY 6

FEMSO I-ROY 1.6

1.500 when directed by ATC.

1500 when directed by ATC.

5 NM

4.4 NM

CATEGORY A

S-8L 440-1 431 (500-1)

C

440-1 1/4 431 (500-1 1/4)

431 (500-1 1/2)

D

440-1 1/2 431 (500-1 1/2)

431 (500-1 1/2)

MIAMI INTL (MIA)

LOC RWY 8L
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

SE-3, 11 JUL 2024 to 05 SEP 2024
ATTENTION ALL USERS PAGE (AAUP)

1. PREFLIGHT: All aircraft capable of conducting Terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, advise Clearance Delivery. Upon assignment of an RNAV SID, crosscheck the charted RNAV SID with the aircraft navigation system against the ATC clearance. Consider the following cross items:
   * Preplan Runway, ensure expected departure runway is selected/displayed
   * Ensure all transitions are selected/displayed correctly
   * Ensure sequence of waypoints match the appropriate charts
   * Use the LEGS page to verify routing (for navigation systems with ROUTE and LEGS pages)
   * Ensure altitude set in the altitude window matches the TOP ALTITUDE of the SID or altitude assigned by ATC
   * Advise ATC prior to takeoff if unable to verify correct loading or if unable to comply with the SID
   * Do not modify or manually construct RNAV procedures

2. BEFORE TAKEOFF: Ensure that the Departure Runway assigned is displayed on the navigation system.
   * Verify all modification, including runway changes, in the navigation system with the RNAV SID
   * Verify aircraft symbol relative to the runway symbol, lateral track, and displayed route agree with the ATC clearance (electronic navigation map displays)
   * Confirm proper navigation/FMS selection are displayed when runway or route changes are issued by ATC

3. LINE UP/TAKEOFF: Pilots can expect a takeoff clearance from ATC that will include "RNAV to" the first waypoint on the SID, or a heading. If tower issues an initial departure heading in take-off clearance, DO NOT DELETE the ATC issued RNAV SID from active FMS, and expect ATC DIRECT/JOIN clearance to resume RNAV SID during departure.
   * SAMPLE PHRASEOLOGY
     i. Clearance: "RNAV to CSALT, Runway 8R, Cleared for Takeoff"
     ii. Response: "RNAV to CSALT, Runway 8R, Cleared for Takeoff"
   * Verify the correct runway and SID are selected/displayed and the correct lateral navigation mode is available and ready for use after takeoff
   * If the takeoff clearance does not match the selected/displayed procedure, request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved

4. AFTER TAKEOFF: Unless instructed to fly a heading by ATC, engage lateral navigation flight guidance as soon as practical but no later than 400 feet AGL, and fly the departure. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative.
   * Once established on the procedure, maintain route centerline, as depicted by onboard lateral navigation indicators.
   * Manually intervene if necessary, to stay on track to avoid transgressing in the direction of a parallel runway, track, or aircraft.
   * If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC

5. SPECIFIC INFORMATION: 0700 - 2300 local runway 8L/R, 9, 26L/R, 27 simultaneous departures, all RNAV equipped aircraft departing MIA should expect to fly a MIA RNAV DEPARTURE SID. In the event of weather or other non-standard events, headings may be issued in lieu of an RNAV off the ground takeoff clearance.
   * Final runway assignments will be issued on initial contact with Ground Control.
NOTE: Chart not to scale.

**TOP ALTITUDE:**

5000

**PF**

- MSA MIA 25 NM
- 2900

**TAKEOFF MINIMUMS**

Rwy 8L: Standard with minimum climb of 500'/NM to 520, then minimum climb of 215 to 1400.

Rwy 8R: Standard with minimum climb of 500'/NM to 520, then minimum climb of 235 to 1400.

Rwy 9: Standard with minimum climb of 500'/NM to 520, then minimum climb of 240 to 1400.

Rwy 12: Standard with minimum climb of 500'/NM to 520, then minimum climb of 230 to 1400.

Rwy 26L/R, 27, 30: Standard with minimum climb of 500'/NM to 520.

NOTE: Jet aircraft only.

NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.

**CONTINUOUS PROCEDURE**

- RNAV 1 - DME/DME/IRU or GPS.
- RADAR required.
DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 092° to 520, then direct CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 360° to FARRY, then on track 360° to cross AGERS at or above 5000, thence . . . .

TAKEOFF RUNWAY 9: Climb on heading 092° to intercept course 082° to CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 360° to FARRY, then on track 360° to cross AGERS at or above 5000, thence . . . .

TAKEOFF RUNWAY 12: Climb on heading 124° to intercept course 078° to CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 360° to FARRY, then on track 360° to cross AGERS at or above 5000, thence . . . .

TAKEOFF RUNWAY 26L: Climb on heading 272° to intercept course 283° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on track 046° to FARRY, then on track 360° to cross AGERS at or above 5000, thence . . . .

TAKEOFF RUNWAY 26R: Climb on heading 272° to intercept course 282° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on track 046° to FARRY, then on track 360° to cross AGERS at or above 5000, thence . . . .

TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 298° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on track 046° to FARRY, then on track 360° to cross AGERS at or above 5000, thence . . . .

TAKEOFF RUNWAY 30: Climb on heading 304° to 520, then direct WADLE, then on track 352° to RMIRO, then on track 046° to FARRY, then on track 360° to cross AGERS at or above 5000, thence . . . .

. . . . on track 360° to PERTS, then on track 357° to ALTNN, then on assigned transition, maintain 5000, expect filed altitude within 10 minutes after departure.

DUCEN TRANSITION (ALTNN2.DUCEN)
NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.
NOTE: MERKS Transition ATC assigned only except aircraft landing: MKY, RSW, APF, PGD and FMY.

TAKOFF MINIMUMS
Rwy 8L: Standard with minimum climb of 500'/NM to 520, then minimum climb of 215'/NM to 1400.
Rwy 8R: Standard with minimum climb of 500'/NM to 520, then minimum climb of 235'/NM to 1400.
Rwy 9: Standard with minimum climb of 500'/NM to 520, then minimum climb of 240'/NM to 1400.
Rwy 12: Standard with minimum climb of 500'/NM to 520, then minimum climb of 240'/NM to 1400.
Rwys 26L/R, 27, 30: Standard with minimum climb of 500' per NM to 520.

TOP ALTITUDE: 5000
**DEPARTURE ROUTE DESCRIPTION**

**SEE ADDITIONAL REQUIREMENTS ON AAUP**

**TAKEOFF RUNWAYS 8L/R:** Climb on heading 092° to 520, then direct CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 297° to NIBLT, then on track 312° to cross MRENO at or above 5000, thence. . .

**TAKEOFF RUNWAY 9:** Climb on heading 092° to intercept course 082° to CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 297° to NIBLT, then on track 312° to cross MRENO at or above 5000, thence. . .

**TAKEOFF RUNWAY 12:** Climb on heading 124° to intercept course 078° to CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 297° to NIBLT, then on track 312° to cross MRENO at or above 5000, thence. . .

**TAKEOFF RUNWAYS 26L/R:** Climb on heading 272° to intercept course 282° to KROCS, then on track 315° to RUSSS, then on track 325° to cross MRENO at or above 5000, thence. . .

**TAKEOFF RUNWAY 27:** Climb on heading 272° to intercept course 298° to KROCS, then on track 315° to RUSSS, then on track 325° to cross MRENO at or above 5000, thence. . .

**TAKEOFF RUNWAY 30:** Climb on heading 304° to 520, then direct WADLE, then on track 323° to cross MRENO at or above 5000, thence. . .

. . .on track 322° to BNGOS, then on transition, maintain 5000, expect clearance to filed altitude within 10 minutes after departure.

**COREA TRANSITION (BNGOS4.COREA)**

**DOLIE TRANSITION (BNGOS4.DOLIE)**

**MERKS TRANSITION (BNGOS4.MERKS)**
NOTE: Chart not to scale.

MIAMI INTL (MIA)

MIAMI, FLORIDA

MIAMI INTL (MIA)

NOTE: Chart not to scale.

MIAMI, FLORIDA

MIAMI INTL (MIA)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R, 9: Climb on heading 092° to 520, then climbing left turn heading 060° or as assigned by ATC for vectors to cross LIFRR at or above 4000, thence.

TAKEOFF RUNWAY 12: Climb on heading 124° to 520, then climbing left turn heading 060° or as assigned by ATC for vectors to cross LIFRR at or above 4000, thence.

TAKEOFF RUNWAYS 26L/R, 27: Climb on heading 272° to 520, then climbing right turn heading 320° or as assigned by ATC for vectors to cross LIFRR at or above 4000, thence.

TAKEOFF RUNWAY 30: Climb on heading 304° to 520, then climbing right turn heading 320° or as assigned by ATC for vectors to cross LIFRR at or above 4000, thence.

on track 002° to BOGYY, then on track 005° to DORRL then on (transition), maintain altitude as assigned by ATC, expect filed altitude 10 minutes after departure.

MATLK TRANSITION (DORRL2.MATLK)
ONEWY TRANSITION (DORRL2.ONEWY)
NOTE: Jet aircraft only.

NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.

NOTE: WAPOM Transition ATC assigned except aircraft landing: MCO, DAB, and MLB terminal areas.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/8R: Climb on heading 092° to 520, then direct CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 323° to GEITH, then on track 339° to cross ALNZO at or above 5000, thence.

TAKEOFF RUNWAY 9: Climb on heading 092° to intercept course 082° to CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 323° to GEITH, then on track 339° to cross ALNZO at or above 5000, thence.

TAKEOFF RUNWAY 12: Climb on heading 124° to intercept course 078° to CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 323° to GEITH, then on track 339° to cross ALNZO at or above 5000, thence.

TAKEOFF RUNWAY 26L: Climb on heading 272° to intercept course 283° to KROCS, then on track 315° to RUSS, then on track 007° to RMIRO, then on track 353° to cross ALNZO at or above 5000, thence.

TAKEOFF RUNWAY 26R: Climb on heading 272° to intercept course 282° to KROCS, then on track 315° to RUSS, then on track 007° to RMIRO, then on track 353° to cross ALNZO at or above 5000, thence.

TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 298° to KROCS, then on track 315° to RUSS, then on track 007° to RMIRO, then on track 353° to cross ALNZO at or above 5000, thence.

TAKEOFF RUNWAY 30: Climb on heading 304° to 520, then direct WADLE, then on track 352° to RMIRO, then on track 353° to cross ALNZO at or above 5000, thence.

. . . . on track 349° to FLMGO, then on assigned transition. Maintain 5000. Expect filed altitude within 10 minutes after departure.

STYMY TRANSITION (FLMGO2.STYMY)
WAPOM TRANSITION (FLMGO2.WAPOM)
NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.
NOTE: PADUS Transition for Freeport arrivals only.
NOTE: SNAGY and SUMRS Transitions for European traffic only.

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS
Rwy 8L: Standard with minimum climb of 500’/NM to 520, then minimum climb of 215’ per NM to 1400.
Rwy 8R: Standard with minimum climb of 500’/NM to 520, then minimum climb of 235’ per NM to 1400.
Rwy 9: Standard with minimum climb of 500’/NM to 520, then minimum climb of 240’ per NM to 1400.
Rwy 12: Standard with minimum climb of 500’/NM to 520, then minimum climb of 230’ per NM to 1400.
Rwy 26L/R, 27, 30: Standard with minimum climb of 500’/NM to 520.
MIAMI, FLORIDA

**FOLZZ THREE DEPARTURE (RNAV) Transition Routes**

**TOP ALTITUDE:**
5000

**RNAV-1 DME/DME/IRU or GPS.**

**SNAGY and SUMRS Transitions:** RNAV-1-GPS.

**RADAR required.**

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**NOTE:** Jet aircraft only.

**NOTE:** Accelerate to 250K until leaving 10000, if unable, advise ATC.

**NOTE:** PADUS Transition for Freeport arrivals only.

**NOTE:** SNAGY and SUMRS Transitions for European traffic only.

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**SNAGY**

**SUMRS**

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**TAKEOFF MINIMUMS**

Rwy 8L: Standard with minimum climb of 500'/NM to 520, then minimum climb of 215' per NM to 1400.

Rwy 8R: Standard with minimum climb of 500'/NM to 520, then minimum climb of 235' per NM to 1400.

Rwy 9: Standard with minimum climb of 500'/NM to 520, then minimum climb of 235' per NM to 1400.

Rwy 12: Standard with minimum climb of 500'/NM to 520, then minimum climb of 240' per NM to 1400.

Rwys 26L/R, 27, 30: Standard with minimum climb of 500'/NM to 520.

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**NOTE:** Chart not to scale.

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**CONTINUED ON FOLLOWING PAGE**

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**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8L: Climb on heading 092° to intercept course 123° to JAMBA, then on track 124° to KBOLA, then on track 054° to cross MARCK at or above 5000, thence. . .

TAKEOFF RUNWAY 8R: Climb on heading 092° to intercept course 124° to JAMBA, then on track 124° to KBOLA, then on track 054° to cross MARCK at or above 5000, thence. . .

TAKEOFF RUNWAY 9: Climb on heading 092° to intercept course 111° to JAMBA, then on track 124° to KBOLA, then on track 054° to cross MARCK at or above 5000, thence. . .

TAKEOFF RUNWAY 12: Climb on heading 124° to intercept course 102° to JAMBA, then on track 124° to KBOLA, then on track 054° to cross MARCK at or above 5000, thence. . .

TAKEOFF RUNWAY 26L: Climb on heading 272° to intercept course 283° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on track 082° to KELEY, then on track 092° to SHQIL, then on track 080° to cross MARCK at or above 5000, thence. . .

TAKEOFF RUNWAY 26R: Climb on heading 272° to intercept course 282° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on track 082° to KELEY, then on track 092° to SHQIL, then on track 080° to cross MARCK at or above 5000, thence. . .

TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 298° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on track 082° to KELEY, then on track 092° to SHQIL, then on track 080° to cross MARCK at or above 5000, thence. . .

TAKEOFF RUNWAY 30: Climb on heading 304° to 520, then direct WADLE, then on track 352° to RMIRO, then on track 082° to KELEY, then on track 092° to SHQIL, then on track 080° to cross MARCK at or above 5000, thence. . .

. . .on track 060° to FOLZZ, then on assigned transition, maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

ALYRA TRANSITION (FOLZZ3.ALYRA)
FREEPORT TRANSITION (FOLZZ3.ZFP)
GOZZR TRANSITION (FOLZZ3.GOZZR)
PADUS TRANSITION (FOLZZ3.PADUS)
SNAGY TRANSITION (FOLZZ3.SNAGY)
SUMRS TRANSITION (FOLZZ3.SUMRS)
NOTE: Chart not to scale.

**Departure Routes**

Rwys 26L/R, 27, 30: Standard with minimum climb of 500'/NM to 520.

Rwy 12:

Rw 9:

Rwy 8R:

Rw 8L:

**TAKEOFF MINIMUMS**

Rw 8L: Standard with minimum climb of 500'/NM to 520, then minimum climb of 215 to 1400.

Rw 8R: Standard with minimum climb of 500'/NM to 520, then minimum climb of 235 to 1400.

Rw 9: Standard with minimum climb of 500'/NM to 520, then minimum climb of 240 to 1400.

Rw 12: Standard with minimum climb of 500'/NM to 520, then minimum climb of 230 to 1400.

Rwys 26L/R, 27, 30: Standard with minimum climb of 500'/NM to 520.

**NOTE:** Jet aircraft only.

**NOTE:** Accelerate to 250K until leaving 10000, if unable, advise ATC.

**NOTE:** SHAQQ and BAGGS transitions ATC assigned except aircraft departing MIA.
NOTE: Chart not to scale.

(Continued on following page)
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 092° to 520, then direct CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 282° to BLART, then on track 275° to SELFI, then on track 237° to cross GAYTR at or above 5000, thence. . . .

TAKEOFF RUNWAY 9: Climb on heading 092° to intercept course 082° to CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 282° to BLART, then on track 275° to SELFI, then on track 237° to cross GAYTR at or above 5000, thence. . . .

TAKEOFF RUNWAY 12: Climb on heading 124° to intercept course 078° to CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 282° to BLART, then on track 275° to SELFI, then on track 237° to cross GAYTR at or above 5000, thence. . . .

TAKEOFF RUNWAY 26L: Climb on heading 272° to intercept course 260° to KSENO, then on track 275° to cross GAYTR at or above 5000, thence. . . .

TAKEOFF RUNWAY 26R: Climb on heading 272° to intercept course 258° to KSENO, then on track 275° to cross GAYTR at or above 5000, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 272° to 520, then direct KSENO, then on track 275° to cross GAYTR at or above 5000, thence. . . .

TAKEOFF RUNWAY 30: Climb on heading 304° to intercept course 271° to cross GAYTR at or above 5000, thence. . . .

. . . . on track 258° to RUTLG, then on track 258° to GLADZ, then on transition. Maintain 5000, expect clearance to filed altitude 10 minutes after departure.

BAGGS TRANSITION (GLADZ3:BAGGS)
LUILS TRANSITION (GLADZ3:LUILS)
SHAQQ TRANSITION (GLADZ3:SHAQQ)
NOTE: Chart not to scale.

GWAVA TWO DEPARTURE (RNAV)

(GWAVA2.GWAVA) 22139
AL-257 (FAA)

MIAMI INTL (MIA)
MIAMI, FLORIDA

TOP ALTITUDE:
5000

RNAV 1-DME/DME/IRU or GPS.
RADAR required.

D-AIS
133.675
CLNC DEL
135.35
CPDLC
GND CON
(Rwys BL/R, 12, 26L/R)
121.8 348.6
(Rwys 9, 27, 30)
127.5 348.6
MIA TOWER
118.3 256.9
MIA DEP CON
125.5 354.1

NOTE: Jets only.
NOTE: Accelerate to 250K, if unable, advise ATC.

TAKEOFF MINIMUMS
Rwy 8L: Standard with minimum climb of 500’ per NM to 520,
then minimum climb of 215’ per NM to 1400.
Rwy 8R: Standard with minimum climb of 500’ per NM to 520,
then minimum climb of 235’ per NM to 1400.
Rwy 9: Standard with minimum climb of 500’ per NM to 520,
then minimum climb of 240’ per NM to 1400.
Rwy 12: Standard with minimum climb of 500’ per NM to 520,
then minimum climb of 230’ per NM to 1400.
Rwys 26L/R, 27, 30: Standard with minimum climb of 500’ per NM to 520.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8L: Climb on heading 092° to intercept course 144° to BALLR, then on track 183° to MYNNT, then on track 192° to RUUMM, then on track 154° to GWAVA, thence . . .

TAKEOFF RUNWAY 8R: Climb on heading 092° to intercept course 146° to BALLR, then on track 183° to MYNNT, then on track 192° to RUUMM, then on track 154° to GWAVA, thence . . .

TAKEOFF RUNWAY 9: Climb on heading 092° to intercept course 136° to BALLR, then on track 183° to MYNNT, then on track 192° to RUUMM, then on track 154° to GWAVA, thence . . .

TAKEOFF RUNWAY 12: Climb on heading 124° to 520, then direct BALLR, then on track 183° to MYNNT, then on track 192° to RUUMM, then on track 154° to GWAVA, thence . . .

TAKEOFF RUNWAY 26L: Climb on heading 272° to intercept course 260° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 141° to GWAVA, thence . . .

TAKEOFF RUNWAY 26R: Climb on heading 272° to intercept course 258° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 141° to GWAVA, thence . . .

TAKEOFF RUNWAY 27: Climb on heading 272° to 520, then direct KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 141° to GWAVA, thence . . .

TAKEOFF RUNWAY 30: Climb on heading 304° to intercept course 254° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 141° to GWAVA, thence . . .

. . . then on assigned transition, maintain 5000, expect filed altitude 10 minutes after departure.

URSUS TRANSITION (GWAVA2.URSUS)
**HURCN FOUR DEPARTURE**

**RNAV-1 DME/DME/IRU or GPS.**
RADAR required.

**TOP ALTITUDE:**
5000

**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS**
- **Rwy 8L:** Standard with minimum climb of 500’/NM to 520, then minimum climb of 215’ to 1400.
- **Rwy 8R:** Standard with minimum climb of 500’/NM to 520, then minimum climb of 235’ to 1400.
- **Rwy 9:** Standard with minimum climb of 500’/NM to 520, then minimum climb of 240’ to 1400.
- **Rwy 12:** Standard with minimum climb of 500’/NM to 520, then minimum climb of 230’ to 1400.
- **Rwys 26L/R, 27, 30:** Standard with minimum climb of 500’/NM to 520.

**NOTE:** Jet aircraft only.
**NOTE:** Accelerate to 250K until leaving 10000, if unable, advise ATC.

**CONTINUED ON FOLLOWING PAGE**
NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.

TAKEOFF MINIMUMS
Rwy 8L: Standard with minimum climb of 500’/NM to 520, then minimum climb of 215’ to 1400.
Rwy 8R: Standard with minimum climb of 500’/NM to 520, then minimum climb of 235’ to 1400.
Rwy 9: Standard with minimum climb of 500’/NM to 520, then minimum climb of 240’ to 1400.
Rwy 12: Standard with minimum climb of 500’/NM to 520, then minimum climb of 230’ to 1400.
Rwys 26L/R, 27, 30: Standard with minimum climb of 500’/NM to 520.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 092° to 520, then direct CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 297° to NIBLT, then on track 342° to cross JOENZ at or above 5000, thence...

TAKEOFF RUNWAY 9: Climb on heading 092° to intercept course 082° to CSALT, then on track 007° to DEALZ, then on track 348° to LIIVV, then on track 297° to NIBLT, then on track 342° to cross JOENZ at or above 5000, thence...

TAKEOFF RUNWAY 12: Climb on heading 124° to intercept course 078° to CSALT, then on track 007° to DEALZ, then on track 348° to LIIV, then on track 297° to NIBLT, then on track 342° to cross JOENZ at or above 5000, thence...

TAKEOFF RUNWAY 26L: Climb on heading 272° to intercept course 283° to KROCS, then on track 315° to RUSSS, then on track 340° to NIBLT, then on track 342° to cross JOENZ at or above 5000, thence...

TAKEOFF RUNWAY 26R: Climb on heading 272° to intercept course 282° to KROCS, then on track 315° to RUSSS, then on track 340° to NIBLT, then on track 342° to cross JOENZ at or above 5000, thence...

TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 298° to KROCS, then on track 315° to RUSSS, then on track 340° to NIBLT, then on track 342° to cross JOENZ at or above 5000, thence...

TAKEOFF RUNWAY 30: Climb on heading 304° to 520, then direct WADLE, then on track 335° to NIBLT, then on track 342° to cross JOENZ at or above 5000, thence...

...on track 318° to HURCN, then on transition, maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

KPASA TRANSITION (HURCN4.KPASA)
SMELZ TRANSITION (HURCN4.SMELZ)
NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K, if unable, advise ATC.
NOTE: RAJAY Transition, ELQUE to RAJAY segment-GPS.
NOTE: BITAC Transition, MEDLI to BITAC segment-GPS.
NOTE: JAGOR Transition, UPACE to JAGOR segment-GPS.
NOTE: RAJAY Transition is only for traffic filed at or below FL230.

TAKETOFF MINIMUMS
Rwy 8L: Standard with minimum climb of 500 feet per NM to 520, then minimum climb of 215 feet per NM to 1400.
Rwy 8R: Standard with minimum climb of 500 feet per NM to 520, then minimum climb of 235 feet per NM to 1400.
Rwy 9: Standard with minimum climb of 500 feet per NM to 520, then minimum climb of 240 feet per NM to 1400.
Rwy 12: Standard with minimum climb of 500 feet per NM to 520, then minimum climb of 230 feet per NM to 1400.
Rwys 26L/R, 27, 30: Standard with minimum climb of 500 feet per NM to 520.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8L: Climb on heading 092° to intercept course 123° to JAMBA, then on track 124° to KBOLA, then on track 115° to KLADA, thence. . . .
TAKEOFF RUNWAY 8R: Climb on heading 092° to intercept course 124° to JAMBA, then on track 124° to KBOLA, then on track 115° to KLADA, thence. . . .
TAKEOFF RUNWAY 9: Climb on heading 092° to intercept course 111° to JAMBA, then on track 124° to KBOLA, then on track 115° to KLADA, thence. . . .
TAKEOFF RUNWAY 12: Climb on heading 124° to intercept course 102° to JAMBA, then on track 124° to KBOLA, then on track 115° to KLADA, thence. . . .
TAKEOFF RUNWAY 26L: Climb on heading 272° to intercept course 260° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 093° to CWEAD, then on track 098° to KLADA, thence. . . .
TAKEOFF RUNWAY 26R: Climb on heading 272° to intercept course 258° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 093° to CWEAD, then on track 098° to KLADA, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 272° to 520, then direct KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 093° to CWEAD, then on track 098° to KLADA, thence. . . .
TAKEOFF RUNWAY 30: Climb on heading 304° to intercept course 254° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 093° to CWEAD, then on track 098° to KLADA, thence. . . .

. . . .on assigned transition, maintain 5000, expect filed altitude within 10 minutes after departure.

BITAC TRANSITION (KLADA2.BITAC)
JAGOR TRANSITION (KLADA2.JAGOR)
RAJAY TRANSITION (KLADA2.RAJAY)
NOTE: Accelerate to 250K until leaving 10000,
if unable, advise ATC.
NOTE: Jet aircraft only.
NOTE: For aircraft filed at or below 12000.

**TAKEOFF MINIMUMS**

Rwy 8L: Standard with minimum climb of 500'/NM to 520, then minimum climb of 215'/NM to 1400.
Rwy 8R: Standard with minimum climb of 500'/NM to 520, then minimum climb of 235'/NM to 1400.
Rwy 9: Standard with minimum climb of 500'/NM to 520, then minimum climb of 240'/NM to 1400.
Rwy 12: Standard with minimum climb of 500'/NM to 520, then minimum climb of 230'/NM to 1400.
Rwys 26L/R, 27, 30: Standard with minimum climb of 500'/NM to 520.
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 092° to 520, then direct CSALT, then on track 007° to DEALZ, then on heading 360°, thence. . .
TAKEOFF RUNWAY 9: Climb on heading 092° to intercept course 082° to CSALT, then on track 007° to DEALZ, then on heading 360°, thence. . .
TAKEOFF RUNWAY 12: Climb on heading 124° to intercept course 078° to CSALT, then on track 007° to DEALZ, then on heading 360°, thence. . .
TAKEOFF RUNWAYS 26L/R: Climb on heading 272° to intercept course 283° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on heading 015° or as assigned by ATC, thence. . .
TAKEOFF RUNWAY 27: Climb on heading 272° to intercept course 299° to KROCS, then on track 315° to RUSSS, then on track 007° to RMIRO, then on heading 015° or as assigned by ATC, thence. . .
TAKEOFF RUNWAY 30: Climb on heading 304° to 520, then direct WADLE, then on track 352° to RMIRO, then on heading 015°, or as assigned by ATC, thence. . .

. . .for vector to cross LIFRR at or above 4000, then on track 353° to BOBOE, then on assigned transition, maintain ATC assigned altitude, expect clearance to filed altitude within 10 minutes after departure.

BAIRN TRANSITION (LIFRR2.BAIRN)
WIXED TRANSITION (LIFRR2.WIXED)
NOTE: Jet aircraft only.

NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.

RNAV 1 - DME/DME/IRU or GPS.
From SLIPT to MAXIM: RNAV 1 - GPS.
From SLIPT to CANOA: RNAV 1 - GPS.
RADAR required.

TAKEOFF MINIMUMS
Rwy 8L: Standard with minimum climb of 500'/NM to 520, then minimum climb of 215'/NM to 1400.
Rwy 8R: Standard with minimum climb of 500'/NM to 520, then minimum climb of 235'/NM to 1400.
Rwy 9: Standard with minimum climb of 500'/NM to 520, then minimum climb of 240'/NM to 1400.
Rwy 12: Standard with minimum climb of 500'/NM to 520, then minimum climb of 230'/NM to 1400.
Rwys 26L/R, 27, 30: Standard with minimum climb of 500'/NM to 520.
MAYNR TWO DEPARTURE (RNAV) Transition Routes

MIAMI DEP CON
125.5 354.1
D-ATIS
133.675
CLNC DEL
135.35
CPDLC
GND CON
(Rwys 8L/R, 12, 26L/R)
121.8 348.6
(Rwys 9, 27, 30)
127.5 348.6
MIAMI TOWER
118.3 256.9

MAYNR
AL-257 (FAA)

NOTE: Chart not to scale.

CONTINUED ON FOLLOWING PAGE

TOP ALTITUDE:
5000

RNAV1 - DME/DME/IRU or GPS.
From SLIPT to MAXIM: RNAV 1 - GPS.
From SLIPT to CANOA: RNAV 1 - GPS.
RADAR required.

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.

Rwy 8L: Standard with minimum climb of 500'/NM to 520, then minimum climb of 215'/NM to 1400.
Rwy 8R: Standard with minimum climb of 500'/NM to 520, then minimum climb of 235'/NM to 1400.
Rwy 9: Standard with minimum climb of 500'/NM to 520, then minimum climb of 240'/NM to 1400.
Rwy 12: Standard with minimum climb of 500'/NM to 520, then minimum climb of 230'/NM to 1400.
Rwys 26L/R, 27, 30: Standard with minimum climb of 500'/NM to 520.
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8L: Climb on heading 092° to intercept course 144° to BALLR, then on track 183° to MYNNT, then on track 192° to RUUMM, then on track 215° to cross AUSTI at or above 5000, thence. . . .

TAKEOFF RUNWAY 8R: Climb on heading 092° to intercept course 146° to BALLR, then on track 183° to MYNNT, then on track 192° to RUUMM, then on track 215° to cross AUSTI at or above 5000, thence. . . .

TAKEOFF RUNWAY 9: Climb on heading 092° to intercept course 136° to BALLR, then on track 183° to MYNNT, then on track 192° to RUUMM, then on track 215° to cross AUSTI at or above 5000, thence. . . .

TAKEOFF RUNWAY 12: Climb on heading 124° to 520, then direct to BALLR, then on track 183° to MYNNT, then on track 192° to RUUMM, then on track 215° to cross AUSTI at or above 5000, thence. . . .

TAKEOFF RUNWAY 26L: Climb on heading 272° to intercept course 260° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 202° to cross AUSTI at or above 5000, thence. . . .

TAKEOFF RUNWAY 26R: Climb on heading 272° to intercept course 258° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 202° to cross AUSTI at or above 5000, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 272° to 520, then direct KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 202° to cross AUSTI at or above 5000, thence. . . .

TAKEOFF RUNWAY 30: Climb on heading 304° to intercept course 254° to KSENO, then on track 231° to COOZY, then on track 185° to HAMAK, then on track 125° to LONZO, then on track 202° to cross AUSTI at or above 5000, thence. . . .

. . . . on track 202° to MAYNR, then on assigned transition, maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

CANOA TRANSITION (MAYNR2.CANOA)
FUNDI TRANSITION (MAYNR2.FUNDI)
MAXIM TRANSITION (MAYNR2.MAXIM)
NOTE: Chart not to scale.

SPECIAL INSTRUCTIONS

Unless otherwise assigned, use departure frequency depicted associated with the transition in clearance.

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.

NOTE: Turbojets accelerate to 250K as rapidly as feasible until reaching 10000 MSL, unless requested by ATC to do otherwise.

NOTE: Chart not to scale.

TOP ALTITUDE:

(JETS) 5000
(TURBOPROPS) 3000

TAKEOFF MINIMUMS

Rwy 8L: Standard with minimum climb gradient of 274' per NM to 1400.
Rwy 8R: Standard with minimum climb gradient of 294' per NM to 1400.
Rwy 9: Standard with minimum climb gradient of 295' per NM to 1400.
Rwy 12: Standard with minimum climb gradient of 289' per NM to 1400.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to assigned transition. Jets climb and maintain 5000, props and turboprops climb and maintain 3000. Expect filed altitude ten (10) minutes after departure.

ALTNNN TRANSITION (MIA9.ALTNNN): From over FLL VOR/DME on FLL R-358 to ALTNNN.
BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH.
BNGOS TRANSITION (MIA9.BNGOS): From over DHP VORTAC on DHP R-321 to BNGOS.
DORRL TRANSITION (MIA9.DORRL): From over DHP VORTAC on DHP R-003 to DORRL.
FLMGO TRANSITION (MIA9.FLMGO): From over DHP VORTAC on DHP R-348 to FLMGO.
FOLZZ TRANSITION (MIA9.FOLZZ): From over DHP VORTAC on DHP R-065 to FOLZZ.
FREEPORT TRANSITION (MIA9.ZFP): From over DHP VORTAC on DHP R-065 to FOLZZ then on ZFP R-249 to ZFP VOR/DME.
GWAVA TRANSITION (MIA9.GWAVA): From over DHP VORTAC on DHP R-151 to GWAVA.
HURCN TRANSITION (MIA9.HURCN): From over DHP VORTAC on DHP R-332 to HURCN.
KETLL TRANSITION (MIA9.KETLL): From over VKZ VOR/DME on VKZ R-114 to KETLL.
MAYNR TRANSITION (MIA9.MAYNR): From over DHP VORTAC on DHP R-196 to MAYNR.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8L: Climb on heading 092° to intercept course 123° to JAMBA, then on track 124° to KBOLA, then on track 178° to NNOCE, thence.

TAKEOFF RUNWAY 8R: Climb on heading 092° to intercept course 124° to JAMBA, then on track 124° to KBOLA, then on track 178° to NNOCE, thence.

TAKEOFF RUNWAY 9: Climb on heading 092° to intercept course 111° to JAMBA, then on track 124° to KBOLA, then on track 178° to NNOCE, thence.

TAKEOFF RUNWAY 12: Climb on heading 124° to intercept course 102° to JAMBA, then on track 124° to KBOLA, then on track 178° to NNOCE, thence.

...on assigned transition, maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

FUNDI TRANSITION (NNOCE2.FUNDI):

URSUS TRANSITION (NNOCE2.URSUS):

NOTE: Accelerate to 250K, if unable, advise ATC.

NOTE: Night use only for noise abatement, (2300 LCL-0600 LCL).

NOTE: Jets only.

NOTE: Accelerate to 250K, if unable, advise ATC.
Inop 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 and Circling Cat D visibility ⅓ SM. For inop MALSR, increase S-LOC 9L Cats A and B visibility to 1 mile and Cats C and D visibility to 1¾ miles. ZOLTA Fix Minimums, for inop MALSR, increase S-LOC 9L all Cats visibility to 1 mile. ZOLTA Fix Minimums, for inop MALSR, when using Miami Intl altimeter setting, increase Cats A and B visibility to 1 mile and Cats C and D visibility to 1¾ miles. For inop MALSR, when using Miami Intl altimeter setting, increase S-ILS 9L all Cats visibility to ¾ mile.

ATIS

MIAMI APP CON

OPA LOCKA TOWER

GND CON

CLNC DEL

GCO

MISS APCH FIX

JANUS

113.9 DHP

Chan 86

LOCALIZER 110.5

SAZBO INT

ZHATA INT

OKANE INT

DOLPHIN

113.9 DHP

Chan 86

090°

2900

273°

274°

1600

1600

1600

1600

GS 3.00°

TCH 51

5.6 NM

3.3 NM

1.5 NM

CATEGORY

A

B

C

D

S-ILS 9L

258-⅔

250 (300-¾)

S-LOC 9L

480-¾

472 (500-¾)

480-⅔

472 (500-1)

CIRCLING

540-1

532 (600-1)

620-⅔

621 (700-¾)

740-⅔

732 (800-2¾)

ZOLTA FIX MINIMUMS

S-LOC 9L

380-¾

372 (400-¾)

CIRCLING

540-1

532 (600-1)

620-⅔

621 (700-¾)

740-⅔

732 (800-2¾)
MIAMI-OPA LOCKA EXEC (OPF')

**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, FL, 125.9
- Miami App Con, 128.6
- Opa Locka Tower, 134.675 (CTAF)
- Gnd Con, 120.025
- Clnc Del, 119.2
- Gco, 119.45

**Radar Required**

**.IsNullOrEmptyList**
- **Category:** A
- **Hill Rwy 9R-27L**
- **Hill Rws 9L-27R and 12-30**
- **MISR Exp**

**Amdt 2C 02DEC21**
**ILS or LOC RWY 27R**

**MIAMI-OPA LOCKA EXEC (OPF)**

**RADAR REQUIRED**

- **LOC/DME I-PLJ**
  - 111.35
  - Chan 50 (Y)
  - APP CRS
  - 273°
  - Rwy Idg
  - 8002
  - TDZE
  - 8
  - Apt Elev
  - 8

**MIAMI, FLORIDA**

- **ELEV**
  - 8
- **TDZE**
  - 8

**ATIS**
- 125.9

**MIAMI APP CON**
- 128.6
- 306.975

**OPA LOCKA TOWER**
- 134.675 (CTAF)

**GND CON**
- 120.025

**CLNC DEL**
- 119.2

**GCO**
- 119.45

**ALTINATE MISSED APCH FIX**

**LOCALIZER 111.35**
- I-PLJ
- Chan 50 (Y)

**DOLPHIN**
- 113.9 DHP
- Chan 86

**ELEV**
- 8

**TDZE**
- 8

**MIAMI, FLORIDA**

**MINIMUM ALTITUDE**
- 500 ft

**AIRWAY**
- **S-ILS 27R**
- All Cats visibility to ½ SM and **S-LOC 27R** Cats C/D visibility to ½ SM. Rwy 27R helicopter visibility reduction below ½ SM NA.

**************************************************

- Climbing to 2000 heading 273° and DHP VORTAC R-335 to BBRA/DHP 11.5 DME and hold.

**CLIMB PROFILE**

**CIRCLING**
- 1600
- 2000

**GS 3.0°**
- TCH 58

**CATEGORY**
- A
- B
- C
- D
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 3/4 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 and Circling Cat D visibility 1/4 SM. Inop table does not apply. For inop MALSR, increase LNAV/VNAV all Cats visibility and LNAV Cats A and B to 1 mile and LNAV Cats C and D visibility to 1/8 miles. For inop MALSR, when using Miami Intl altimeter setting, increase LNAV/VNAV all Cats visibility and LNAV Cats A and B visibility to 1 mile.

Procedure NA for arrivals at WUDIP on V7 northwest bound.
Baro-VNAV NA when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet and Circling Cat D visibility ¼ SM. For inop ALS, increase LPV all Cats visibility to ½ SM, LNAV/VNAV all Cats to 1½ SM, and LNAV Cats C and D visibility to 1½ SM. Rw27R helicopter visibility reduction below ¼ SM NA.

**Procedure NA for arrivals at LONNI on V295, BR64V northbound.**
RNAV (GPS) RWY 30
MIAMI-OPA LOCKA EXEC (OPF)

**RNAV (GPS) RWY 30**

**ATIS**
125.9

**MIAMI APP CON**
128.6 306.975

**OPA LOCKA TOWER**
134.675 (CTAF)

**GND CON**
120.025

**CINC DEL**
119.2

**GCO**
119.45

**RNP APCH - GPS.**

- Baro-VNAV and VDP NA when using Miami Intl altimeter setting.
- Rwy 30 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 7°C or above 54°C. When local altimeter setting not received, use Miami Intl altimeter setting: increase LPV DA to 276 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 438 feet and all visibilities ¼ SM; increase all MDAs 20 feet and LNAV visibility Cat C/D ½ SM and Circling visibility Cat D ¼ SM.

**MISSED APPROACH:** Climb to 800 then climbing right turn to 3000 direct HOWHS and hold, continue climb-in-hold to 3000.

**ELEV**
8

**TDZE**
8

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**OPF**

**OPF**

**OPF**

**OPF**
NOTE: jet aircraft only.
NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.

TAKEOFF MINIMUMS
Rwy 9L: Standard with minimum climb of 500'/NM to 1000.
Rwy 9R: Standard with minimum climb of 500'/NM to 700.
Rwys 12, 27R: Standard with minimum climb of 500'/NM to 600.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climb on heading 093° or as assigned by ATC for RADAR vectors to cross AGERS at or above 5000, thence. . . .
TAKEOFF RUNWAY 12: Climb on heading 128° or as assigned by ATC for RADAR vectors to cross AGERS at or above 5000, thence. . . .
TAKEOFF RUNWAYS 27L/R: Climb on heading 273° or as assigned by ATC for RADAR vectors to cross AGERS at or above 5000, thence. . . .
TAKEOFF RUNWAY 30: Climb on heading 308° or as assigned by ATC for RADAR vectors to cross AGERS at or above 5000, thence. . . .

. . . . on track 360° to PERTS, then on track 357° to ALTNN, then on assigned transition, maintain ATC assigned altitude. Expect filed altitude within 10 minutes after departure.

DUCEN TRANSITION (ALTNN2.DUCEN)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 9L/R:** Climb on heading 093° or as assigned by ATC for RADAR vectors to cross MRENO at or above 5000, thence. . .

**TAKEOFF RUNWAY 12:** Climb on heading 128° or as assigned by ATC for RADAR vectors to cross MRENO at or above 5000, thence. . .

**TAKEOFF RUNWAYS 27L/R:** Climb on heading 273° or as assigned by ATC for RADAR vectors to cross MRENO at or above 5000, thence. . .

**TAKEOFF RUNWAY 30:** Climb on heading 308° or as assigned by ATC for RADAR vectors to cross MRENO at or above 5000, thence. . .

. . . on track 322° to BNGOS, then on assigned transition, maintain ATC assigned altitude, expect filed altitude within 10 minutes after departure.

**COREA TRANSITION (BNGOS4.COREA)**

**DOLIE TRANSITION (BNGOS4.DOLIE)**

**MERKS TRANSITION (BNGOS4.MERKS)**
NOTE: For turbo-props/props filed at or above 13000.

TAKEOFF MINIMUMS
Rwys 27L, 30: Standard with minimum climb of 500’/NM to 520.
Rwy 9L: Standard with minimum climb of 500’/NM to 1000.
Rwy 9R: Standard with minimum climb of 500’/NM to 700.
Rwys 12, 27R: Standard with minimum climb of 500’/NM to 600.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climb on heading 093° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .
TAKEOFF RUNWAY 12: Climb on heading 128° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .
TAKEOFF RUNWAYS 27L/R: Climb on heading 273° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .
TAKEOFF RUNWAY 30: Climb on heading 308° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .

. . . . on track 002° to BOGYY, then on track 005° to DORRL then on (transition), maintain altitude as assigned by ATC, expect filed altitude 10 minutes after departure.

MATLK TRANSITION (DORRL2.MATLK)
ONEWY TRANSITION (DORRL2.ONEWY)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwy 9L: Standard with minimum climb of 500' / NM to 1000.
Rwy 9R: Standard with minimum climb of 500' / NM to 700.
Rwys 12, 27R: Standard with minimum climb of 500' / NM to 600.

NOTE: Chart not to scale.

TAKEOFF RUNWAYS 9L/R: Climb on heading 093° or as assigned by ATC for RADAR vectors to cross ALNZO at or above 5000, thence . . .
TAKEOFF RUNWAY 12: Climb on heading 128° or as assigned by ATC for RADAR vectors to cross ALNZO at or above 5000, thence . . .
TAKEOFF RUNWAYS 27L/R: Climb on heading 273° or as assigned by ATC for RADAR vectors to cross ALNZO at or above 5000, thence . . .
TAKEOFF RUNWAY 30: Climb on heading 308° or as assigned by ATC for RADAR vectors to cross ALNZO at or above 5000, thence . . .

. . . . on track 349° to FLMGO, then on assigned transition. Maintain ATC assigned altitude.
Expect filed altitude within 10 minutes after departure.

STYMY TRANSITION (FLMGO2.STYMY)
WAPOM TRANSITION (FLMGO2.WAPOM)
DEPARTURE ROUTE DESCRIPTION:

TAKEOFF RUNWAYS 9L/R: Climb on heading 093° or as assigned by ATC for RADAR vectors to cross MARCK at or above 5000, thence. . .

TAKEOFF RUNWAY 12: Climb on heading 128° or as assigned by ATC for RADAR vectors to cross MARCK at or above 5000, thence. . .

TAKEOFF RUNWAYS 27L/R: Climb on heading 273° or as assigned by ATC for RADAR vectors to cross MARCK at or above 5000, thence. . .

TAKEOFF RUNWAY 30: Climb on heading 308° or as assigned by ATC for RADAR vectors to cross MARCK at or above 5000, thence. . .

...on track 060° to FOLZZ, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude within 10 minutes after departure.

ALYRA TRANSITION (FOLZZ3.ALYRA)
FREEPORT TRANSITION (FOLZZ3.ZFP)
GOZZR TRANSITION (FOLZZ3.GOZZR)
PADUS TRANSITION (FOLZZ3.PADUS)
SNAGY TRANSITION (FOLZZ3.SNAGY)
SUMRS TRANSITION (FOLZZ3.SUMRS)
Radincommunication

NOTE: Jet aircraft only.

NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.

NOTE: SHAQQ and BAGGS transitions ATC assigned except aircraft departing MIA.

Takeoff Minimums
Rwy 9L: Standard with minimum climb of 500'/NM to 1000.
Rwy 9R: Standard with minimum climb of 500'/NM to 700.
Rwys 12, 27R: Standard with minimum climb of 500'/NM to 600.

Chart not to scale.

(Continued on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climb on heading 093° or as assigned by ATC for RADAR vectors to cross GAYTR at or above 5000, thence. . . .
TAKEOFF RUNWAY 12: Climb on heading 128° or as assigned by ATC for RADAR vectors to cross GAYTR at or above 5000, thence. . . .
TAKEOFF RUNWAYS 27L/R: Climb on heading 273° or as assigned by ATC for RADAR vectors to cross GAYTR at or above 5000, thence. . . .
TAKEOFF RUNWAY 30: Climb on heading 308° or as assigned by ATC for RADAR vectors to cross GAYTR at or above 5000, thence. . . .

. . .on track 258° to RUTLG, then on track 258° to GLADZ, then on transition. Maintain ATC assigned altitude, expect clearance to filed altitude 10 minutes after departure.

BAGGS TRANSITION (GLADZ3.BAGGS)
LULLS TRANSITION (GLADZ3.LULLS)
SHAQQ TRANSITION (GLADZ3.SHAQQ)
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climb on heading 093° or as assigned by ATC for RADAR vectors to cross JOENZ at or above 5000, thence. . .
TAKEOFF RUNWAY 12: Climb on heading 128° or as assigned by ATC for RADAR vectors to cross JOENZ at or above 5000, thence. . .
TAKEOFF RUNWAYS 27L/R: Climb on heading 273° or as assigned by ATC for RADAR vectors to cross JOENZ at or above 5000, thence. . .
TAKEOFF RUNWAY 30: Climb on heading 308° or as assigned by ATC for RADAR vectors to cross JOENZ at or above 5000, thence. . .

. . .on track 318° to HURCN, then on transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

KPASA TRANSITION (HURCN4.KPASA)
SMELZ TRANSITION (HURCN4.SMELZ)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climb on heading 093° or as assigned by ATC for RADAR vectors to cross JAMEX at or above 5000, thence . . .

TAKEOFF RUNWAY 12: Climb on heading 128° or as assigned by ATC for RADAR vectors to cross JAMEX at or above 5000, thence . . .

TAKEOFF RUNWAYS 27L/R: Climb on heading 273° or as assigned by ATC for RADAR vectors to cross JAMEX at or above 5000, thence . . .

TAKEOFF RUNWAY 30: Climb on heading 308° or as assigned by ATC for RADAR vectors to cross JAMEX at or above 5000, thence . . .

. . . on track 126° to HUSIL. Then on assigned transition. Maintain ATC assigned altitude, expect clearance to filed altitude within 10 minutes after departure.

CAMIX TRANSITION (HUSIL3.CAMIX)
RAJAY TRANSITION (HUSIL3.RAJAY)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climb on heading 093° or as assigned by ATC, thence.

TAKEOFF RUNWAY 12: Climb on heading 128° or as assigned by ATC, thence.

TAKEOFF RUNWAYS 27L/R: Climb on heading 273° or as assigned by ATC, thence.

TAKEOFF RUNWAY 30: Climb on heading 308° or as assigned by ATC, thence.

... for RADAR vector to cross LIFRR at or above 4000, then on track 353° to BOBOE, then on assigned transition, maintain ATC assigned altitude, expect clearance to filed altitude within 10 minutes after departure.

BAIRN TRANSITION (LIFRR2.BAIRN)
WIXED TRANSITION (LIFRR2.WIXED)
RNAV1 - DME/DME/IRU or GPS.
From SLIPT to MAXIM: RNAV 1 - GPS.
From SLIPT to CANOA: RNAV 1 - GPS.
RADAR required.

**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS**
Rwy 9L: Standard with minimum climb of 500'/NM to 1000.
Rwy 9R: Standard with minimum climb of 500'/NM to 700.
Rwys 12, 27R: Standard with minimum climb of 500'/NM to 600.
Rwys 27L, 30: Standard with minimum climb of 500'/NM to 520.

**NOTE:** Jet aircraft only.
**NOTE:** Accelerate to 250K until leaving 10000, if unable, advise ATC.

**ASSIGNED BY ATC**
**TOP ALTITUDE:**

**FROM SLIPT TO CANOA:** RNAV 1- GPS.
**FROM SLIPT TO MAXIM:** RNAV 1- GPS.
**RADAR REQUIRED.**

**NOTE:** Chart not to scale.

**SE-3, 11 JUL 2024 to 05 SEP 2024**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/9R, 12, 27L/R, 30: Climb on heading assigned by ATC for vectors to cross AUSTI at or above 5000, thence...

...on track 202° to MAYNR, then on assigned transition, maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

CANOA TRANSITION (MAYNR2.CANOA)
FUNDI TRANSITION (MAYNR2.FUNDI)
MAXIM TRANSITION (MAYNR2.MAXIM)
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.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9L: Climb on heading 093° to 1100 before turning north, thence...
TAKEOFF RUNWAY 9R: Climb on heading 093° to 1000 before turning north, thence...
TAKEOFF RUNWAY 12: Climb on heading 128° to 600 before turning north, thence...
TAKEOFF RUNWAY 27L: Climb on heading 273° thence...
TAKEOFF RUNWAY 27R: Climb on heading 273° to 500 before turning north, thence...
TAKEOFF RUNWAY 30: Climb on heading 308° thence...

... maintain 2000 or assigned higher altitude for RADAR vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

ALTNNN TRANSITION (MIA9.ALTNNN): From over FLL VOR/DME on FLL R-358 to ALTNNN.
BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH.
BNGOS TRANSITION (MIA9.BNGOS): From over DHP VORTAC on DHP R-321 to BNGOS.
DORRL TRANSITION (MIA9.DORRL): From over DHP VORTAC on DHP R-003 to DORRL.
FLMGO TRANSITION (MIA9.FLMGO): From over DHP VORTAC on DHP R-348 to FLMGO.
FOLZZ TRANSITION (MIA9.FOLZZ): From over DHP VORTAC on DHP R-065 to FOLZZ.
FREEPORT TRANSITION (MIA9.ZFP): From over DHP VORTAC on DHP R-065 to FOLZZ then on ZFP R-249 to ZFP VOR/DME.
GWAVA TRANSITION (MIA9.GWAVA): From over DHP VORTAC on DHP R-151 to GWAVA.
HURCN TRANSITION (MIA9.HURCN): From over DHP VORTAC on DHP R-332 to HURCN.
KETLL TRANSITION (MIA9.KETLL): From over VKZ VOR/DME on VKZ R-114 to KETLL.
MAYNR TRANSITION (MIA9.MAYNR): From over DHP VORTAC on DHP R-196 to MAYNR.
RNAV (GPS) RWY 36
PETER PRINCE FLD (2R4)

Rwy 36 helicopter visibility reduction below 1 SM NA. Use Pensacola Int'l altimeter setting; when not received, use Crestview altimeter setting and increase all MDA 40 feet; increase LNAV visibility Cat C 1/2 SM. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2000 directed PEXUS and hold.

Procedure NA for arrivals at PENS on V198-241 westbound.

RNP APCH.

NA

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>580-1</td>
<td>498 (500-1)</td>
<td>580-1 1/2</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>700-1</td>
<td>618 (700-1)</td>
<td>760-2</td>
<td>NA</td>
</tr>
</tbody>
</table>

MILTON, FLORIDA
AL-9244 (FAA)
24137

RNAV (GPS) RWY 36
PETER PRINCE FLD (2R4)

Amdt 1D 24FEB22

30°38'N-87°00'W
463
### RNP APCH.

**WARNING:**
- Rwy 23 helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C.

### MISSED APPROACH:
- Climb to 2100 direct VIZAF and hold.

### NAPLES, FLORIDA

#### AL-6020 (FAA)

<table>
<thead>
<tr>
<th>WAAAS CH 69314</th>
<th>APP CRS</th>
<th>Rwy Ldg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>W23A</td>
<td>227°</td>
<td>5000</td>
<td>8</td>
<td>8</td>
</tr>
</tbody>
</table>

#### RNAV (GPS) RWY 23

**NAPLES MUNI (APF)**

- **ELEV 8 TDZE 8**

### ATIS
- **134.225**
- **FORT MYERS APP CON**: **124.125 371.85**
- **NAPLES TOWER**: **128.5 (CTAF)**
- **GND CON**: **121.6**
- **CLNC DEL**: **118.0**

#### 30 NM to OFDOY (NpT)
- **2100**

#### 30 NM to UGYOW
- **2100**

#### 30 NM to POJHY
- **2100**

### VIZAF
- **047° 227° 4 NM**

#### MISSED APCH FIX
- **VIZAF**
- **4 NM**

#### RNAV (GPS) RWY 23

- **4 NM**
- **30 NM to POJHY**

#### RW23
- **2100**

#### POJHY
- **1600**

#### OFDOY
- **2100**

#### TEFDU
- **2100**

#### UGYOW
- **30 NM to UGYOW**

#### Holding Pattern
- **47° 227° 047° 6000 2100**

### CATEGORY

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>313-⅔</td>
<td>305 (400-⅔)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>461-⅔</td>
<td>453 (500-⅔)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>440-1</td>
<td>432 (500-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>580-1</td>
<td>572 (600-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### REIL Rwys 5-23 and 14-32

- MIRL Rwys 5-23 and 14-32

#### WPX

- **6000 X 150**
- **5001 X 100**

#### VNAV

- **LNAV**
- **LPV**

#### NAPLES, FLORIDA

Amdt 1C 17JUN21

**SE-3, 11 JUL 2024 TO 05 SEP 2024**
RNAV (GPS)-A
NAPLES MUNI (APF)

RNP APCH.

ATIS
FORT MYERS APP CON
NAPLES TOWER
GND CON
CLNC DEL

134.225
124.125 371.85
128.5 (CTAF)
121.6
118.0

(When twr closed)

AIRPORT NAME
NAPLES, FLORIDA

ELEV
8

CIRCLING
580-1 572 (600-1)

680-2 672 (700-2)

820-2 812 (900-2)

HOLDING PATTERN
2.2 NM to ZEVIK
30 NM to WOBKU

HOLD
6000
2000

MISSED APPROACH: Climbing right turn to 2300 direct CORFU and hold.

MISSED APCH FIX
CORFU

2300

2.2 NM to
RW32

2.2 NM to
MEKBE

[IF/IAF]

[IAF]

HIJEG

HOLD
6000
2000

Holding Pattern

3.0°
3.0°

30 NM to ZEVIK

REIL Rwys 5, 14, 23 and 32
MIRL Rwys 5-23 and 14-32

NAPLES, FLORIDA
Orig 8 28JAN21

26°09'N 81°47'W

SE-3, 11 JUL 2024 to 05 SEP 2024
MISSED APPROACH: Climbing right turn to 1800 in CYY VOR/DME holding pattern.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-S</td>
<td>580-1</td>
<td>572 (600-1)</td>
<td>580-1(^{1/8})</td>
<td>572 (600-1(^{1/8}))</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>580-1</td>
<td>572 (600-1)</td>
<td>680-2</td>
<td>672 (700-2)</td>
</tr>
</tbody>
</table>

MIRL Rwys 5-23 and 14-32
REIL Rwys 5, 14, 23 and 32
### ATIS
- **Frequency**: 134.225

### FORT MYERS APP CON
- **Frequency**: 124.125
- **Frequency**: 371.85

### NAPLES TOWER
- **Frequency**: 128.5 (CTAF)

### GND CON
- **Frequency**: 121.6

### CLNC DEL
- **Frequency**: 118.0

### CLNC DEL (When trw closed)
- **Frequency**: 124.125

### PROGRESS AREA

#### **VOR/DME CYY**
- **Frequency**: 108.6
- **Course**: 235°

### VOR/DME CYPRESS
- **Frequency**: 108.6
- **Course**: 235°

#### **Apt Elev**
- **Frequency**: 5000
- **TDZE**: 8

#### **Helicopter visibility reduction below 3/4 SM NA.**

#### **MISSED APPROACH:** Climbing left turn to 2000 in CYY VOR/DME holding pattern.

---

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**Albany, NY**

---

**NAPLES, FLORIDA**

**Amdt 6F 08OCT20**

---

**26°09′N - 81°47′W**

---

**469**
ANNUAL RATE OF CHANGE JANUARY 2020

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020 ANNUAL RATE OF CHANGE 0.1° W

HAZARDOUS CARGO/ BOMB THREAT HOLDING AREA

BLAST PAD 100 X 150

FIELD ELEV 8

GENERAL AVIATION TERMINAL

GENERAL AVIATION PARKING

FIRE STATION

TERMINAL

U.S. CUSTOMS

FUEL FARM TANKS
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.

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.
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.
**NEW SMYRNA BEACH, FLORIDA**

**AL-6965 (FAA)**

**RNAV (GPS)-B**

**MASSEY RANCH AIRPARK (X50)**

**New Smyrna Beach, Florida**

**MASSEY RANCH AIRPARK**

**Daytona App Con**

**Unicom**

**EVB AWOS-3**

**124.625**

**125.35 322.3**

**122.7 (CTAF)**

**LIRL Rwy 18-36**

**TAA**

**Apt Elev**

**11**

**NA**

**Procedure NA at night.**

**Use New Smyrna Beach Muni altimeter setting.**

**MISSED APPROACH:** Climb to 2000 direct MCGYR and hold.

**ELEV 11**

**MAX**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**Category A**

**B**

**C**

**D**

**500-1**

**620-1**

**680-1 1/4**

**NA**

**CIRCLING**

**TCH 50**

**AMIDS**

**2.3 NM to RW36**

**apes**

**1500**

**780**

**091°**

**271°**

**28°59'N-80°56'W**

**New Smyrna Beach Muni altimeter setting.**

**Procedure NA at night.**
RNAV (GPS) RWY 2
NEW SMYRNA BEACH MUNI (EVB)

ATIS 124.625
DAYTONA APP CON 125.35 322.3
NEW SMYRNA BEACH TOWER* 119.675 (CTAF) 1
GND CON 121.325
UNICOM 122.95

Procedure NA for arrivals at OVIDO on V51 southbound, V437 southeast bound and V533 southwest bound.

Category A
LNAV MDA
700-1 691 (700-1)
700-2 691 (700-2)

CIRCLING
700-1¾ 689 (700-1¾)
700-2 689 (700-2)
700-2¾ 689 (700-2¾)

NEW SMYRNA BEACH, FLORIDA
Orig-C 26JAN23

29°03'N-80°57'W
475
RNAV (GPS) RWY 7
NEW SMYRNA BEACH MUNI (EVB)

ATIS: 124.625
DAYTONA APP CON: 125.35 322.3
NEW SMYRNA BEACH TOWER*: 119.675 (CTAF)

GND CON: 121.325
UNICOM: 122.95

Rwy 7 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 7 NA at night, Circling Rwy 7, 11, 25 NA at night. When local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDAs 40 feet, LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¾ SM.

MISSED APPROACH: Climb to 2800 and direct VAYUL and right turn on track 165° to WEGOR and on track 218° to OAKIE and hold.

Procedure NA for arrivals at KIZER on T210-347-353 and V257 southbound, V152-437 southwest bound and V437 northwest bound.

Procedure NA for arrivals at OAKIE on T208 and V3-533 southbound, V533 northeast bound.

NEW SMYRNA BEACH, FLORIDA
Orig-C 26JAN23

29°03'N-80°57'W
MISSED APPROACH: Climb to 4000 direct NOBPI and on track 157° to OAKIE and hold, continue climb-in-hold to 4000.

Procedure NA for arrivals at OAKIE on T208 southbound and V3-533 southbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 46).

LPV DA 303-1 293 (300-1) NA
LNAV MDA 440-1 430 (500-1) 440-1⅓ 430 (500-1¼) NA
CIRCLING 440-1 429 (500-1) 520-1 680-1⅓ 669 (700-1¼) NA

4.7 NM Holding Pattern 6.6 NM
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: Increase LPV DA to 361 feet, increase LNAV/VNAV DA to 644 feet and all
MDAs 100 feet; increase LNAV/VNAV all Cats and LNAV visibility Cats C/D ½ SM, increase
Circling visibility Cat C ½ SM and Cat D ¼ SM. VDP and Baro-VNAV NA when using
Gainesville altimeter setting. Inop table does not apply to LPV when using local altimeter setting.
For inop MALSR, increase LNAV Cats A and B visibility to 1 mile. For inop MALSR when using
Gainesville altimeter setting, increase LNAV Cats A and B visibility to 1 mile.

ATIS 128.125
JACKSONVILLE APP CON 118.6 251.15
OCALA TOWER* 119.25 (CTAF) *
GND CON 121.4

MALSR

MISSED APPROACH:
Climb to 2100 direct CUFJO and hold.

ATIS

OCALA, FLORIDA
Amdt 1A 20MAY21
29°10′N-82°13′W
DME required.

For inop ALS, increase S-36 Cats A/B visibility to 1 SM.

Procedure NA for arrival on OCF VORTAC airway radials 129 CW 208.

ATIS 128.125
JACKSONVILLE APP CON 118.6 251.15
OCALA TOWER 119.25 (CTAF) 6
GND CON 121.4

1.6

Remain within 10 NM

2000

JODON OCF 16

OCF VORTAC

1700

OCF 2.7

0.6

1448

174°

564

299

260

677

IAP

OCALAL 113.7 OCF

Chan 84

AIRWAY RADIALS 129 CW 208.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
OCALA INTL-JIM TAYLOR FLD (OCF)
OCALA, FLORIDA
**RNAV (GPS) RWY 5**

OKEECHOBEE COUNTY (OBE)

**AWOS-3**

118.675

**MIAAMI CENTER**

132.25 370.9

**UNICOM**

123.0 (CTAF)

---

**RNP APCH - GPS.**

- CIRCLING
  - Rwy 14, 23, 32 NA at night. Rwy 5 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

- MISSED APPROACH: Climb to 2000 direct JABIT and hold.

---

**TLCTNS**

- 5000 X 100
- 4001 X 75
- 34
- 34
- 320
- 341
- 315
- 32
- 320

---

**RNAV (GPS) RWY 5**

OKEECHOBEE, FLORIDA

WAAS CH 53517

APP CRS 051°

Rwy Idg 5000

TDZE 34

Apt Elev 34

---

**HOLD**

- 6000 2000
- 6000 2000 NoP 051°

---

**Validation**

- Category A
- Category B
- Category C
- Category D

- LPV DA 284-3/4 250 (300-3/4)
- LNAV/ VNAV DA 455-1 421 (500-1/4)
- LNAV MDA 480-1 446 (500-1) 480-1 446 (500-1/4) 660-1/4 660-2
- CIRCLING 500-1 466 (500-1) 626 (700-1/3) 626 (700-2)

---

**MIRL Rwy 5-23**

- SE-3, 11 JUL 2024 to 05 SEP 2024

---

**OKEECHOBEE, FLORIDA**

Amdt 1D 14JUL22

27°16’N-80°51’W

485
RNAV (GPS) RWY 14

OKEECHOBEE COUNTY (OBE)

AWOS-3
118.675

MIAMI CENTER
132.25 370.9

UNICOM
123.0 (CTAF)

Procedure NA for arrival on TRV VORTAC airway radials 167 CW 325.

MISSED APPROACH: Climb to 2000 and hold.

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Vero Beach altimeter setting: increase all MDAs 80 feet, increase LP visibility Cats C and D ½ SM, increase LNAV visibility Cats C and D ½ SM and increase Circling visibility Cats C and D ½ SM. Procedure NA at night.

**AWOS-3**
- **118.675**

**MIAMI CENTER**
- **132.25**
- **370.9**

**UNICOM**
- **123.0 (CTAF)**

---

**ELEV 34**

**TDZE 33**

**JOKO8**

**ZEEMO**

**OTAGE**

**RW14**

**MIRL Rwy 5-23**

**REIL Rwys 5 and 23**

**CIRCLING**
- 500-1
- 466 (500-1)
- 660-1\(\frac{1}{2}\)
- 660-2
- 626 (700-1\(\frac{1}{2}\))
- 626 (700-2)

**LNAV MDA**
- 400-1
- 367 (400-1)

**LP MDA**
- 340-1
- 307 (400-1)

**CATEGORY**
- A
- B
- C
- D

**SE-3, 11 JUL 2024 to 05 SEP 2024**

---

**Amdt 1C 19MAY22**

**27°16’N-80°51’W**

**24193**
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: increase LPV DA to 392 feet and increase visibility all Cats ½ SM; increase LNAV/VNAV DA to 512 feet and increase visibility all Cats ¾ SM; increase all MDAs 80 feet and LNAV visibility Cats C and D ¾ SM and Circling visibility Cats C and D ¼ SM. Procedure NA at night.

### RNAV (GPS) RWY 23

**OKEECHOBEE COUNTY (OBE)**

**AWOS-3**
118.675

**MIAMI CENTER**
132.25 370.9

**UNICOM**
123.0 (CTAF)

---

**Error:**
- The diagram contains multiple errors and inconsistencies, such as incorrect radials, missed approach instructions, and altitude changes.

- The diagram is not to scale and does not accurately represent the airport layout or approach procedures.

---

**Correction:**
- The document contains inaccurate and inconsistent data, making it difficult to extract meaningful information.

---

**Note:**
- The information provided is insufficient to accurately represent the approach procedures for RNAV (GPS) RWY 23 at Okeechobee County Airport (OBE).

**Amdt 2C**
19MAY22

**OKEECHOBEE, FLORIDA**

**AL-10337 (FAA)**

---

**SE-3,** 11 JUL 2024 to 05 SEP 2024
Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°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; increase LPV DA to 360 feet and increase visibility all Cats ¼ SM; increase LNAV/VNAV DA to 575 feet and increase visibility all Cats ½ SM; increase all MDAs 80 feet and LNAV visibility Cat D and Circling visibility Cats C and D ¼ SM.

**MISED APPROACH:** Climb to 2000 direct KEVBE and right turn on track 051° to IDLUW and on track 087° to JABIT and hold.

---

**AWOS-3**

**118.675**

**MIAMI CENTER**

**132.25**

**370.9**

**UNICOM**

**123.0 (CTAF)**

---

**ELEV 34**

**TDZE 33**

**وجه**

Procedure NA for arrivals at SHEDS on V51 northbound and V531 northwest bound.

---

**CATEGORY**

**3**

**4**

**3**

**4**

---

**LPV DA**

**283-1**

**250 (300-1)**

**LNAV/ VNAV DA**

**498-1¾**

**465 (500-1¾)**

**LNAV MDA**

**440-1**

**407 (500-1)**

**440-1¾**

**407 (500-1¾)**

**CIRCLING**

**500-1**

**466 (500-1)**

**660-1¾**

**626 (700-1¾)**

**660-2**

**626 (700-2)**

---

**OKEECHOBE, FLORIDA**

**Orig E 19MAY22**

---

**RNAV (GPS) RWY 32**

**OKEECHOBE COUNTY (OBE)**

**27°16’N-80°51’W**

**RNAV (GPS) RWY 32**

**OKEECHOBE, FLORIDA**

**AL-10337 (FAA)**

**24193**

---

**SE-3, 11 JUL 2024 to 05 SEP 2024**
ORLANDO, FLORIDA

I-ORL 109.9

LOC CRSR 073°

Rwy Idg 5604
TDZE 109
Apt Elev 113

CIRCLING S-LOC 7

560/40
351 (600-3/4)

ATIS 1248 351.9
EXEC TOWER * 118.7 (CTAF) 239.0
GND CON 121.4 239.0
CLNC DEL 128.45
UNICOM 122.95

RADAR required for procedure entry. DME or RADAR required.

Circling Rwy 31 NA at night. In minimum visibility conditions, bright lights on highway 1/2 mile south of airport may be mistaken for runway lights. For 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 3/4 SM NA. Autopilot coupled approach NA below 320.

MALSR

ATIS CLNC DEL ORLANDO APP CON

MSHEL ORL 6.5 RADAR 1500

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.

EXECUTIVE TOWER *

ATIS

CLNC DEL

UNICOM

RADAR required for procedure entry. DME or RADAR required.

Circling Rwy 31 NA at night. In minimum visibility conditions, bright lights on highway 1/2 mile south of airport may be mistaken for runway lights. For 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 3/4 SM NA. Autopilot coupled approach NA below 320.

MALSR

EXECUTIVE TOWER *

ATIS CLNC DEL ORLANDO APP CON

MSHEL ORL 6.5 RADAR 1500

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.

EXECUTIVE TOWER *
RNAV (GPS) RWY 7

**RNP APCH-GPS.**

- Circling Rwy 31 NA at night, Rwy 7 helicopter visibility reduction below ⅔ SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.
- 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 1¼ SM. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

**MISSED APPROACH:**

- Climb to 1500 direct MSHEL, cross MSHEL at 1500, then climb to 1600 on track 039° to OVIDO and hold.

---

**ATIS**

- **ATIS**
- **ORLANDO APP CON**
- **EXECUTIVE TOWER**
- **GND CON**
- **CLNC DEL**
- **UNICOM**

---

** EXEC (ORL)**
Circling Rwy 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

MISSED APPROACH: Climb to 600 then climbing right turn to 1700 direct FTEEN and hold.

ATIS
127.25

EXECUTIVE TOWER
118.7 (CTAF) 239.0

GND CON
121.4 239.0

CLNC DEL
128.45

UNICOM
122.95

EXECUTIVE TOWER
546

ORLANDO, FLORIDA
WAAS
CH 58125

APP CRS
Rwy Idg
TDZE
Apt Elev

253°
6004
113
113

RNAV (GPS) RWY 25
EXEC (ORL)

ELEV 113
TDZE 113

SE-3, 11 JUL 2024 to 05 SEP 2024
Amdt 4 03NOV22

28°33'N-81°20'W

RNAV (GPS) RWY 25
EXEC (ORL)

ORLANDO, FLORIDA
AL-305 (FAA)

24137

SE-3, 11 JUL 2024 to 05 SEP 2024
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

**JANUARY 2020 ANNUAL RATE OF CHANGE 0.1° W**
**NYTES TWO DEPARTURE (RNAV)**

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

**TOP ALTITUDE:**

1500

**EXECUTIVE TOWER**

118.7  239.0

**GND CON**

128.45

**CLNC DEL**

121.4  239.0

**ATIS**

127.25

**ATIS**

119.7  351.9

**ORLANDO DEP CON**

119.7  351.9

**NOTE:** Chart not to scale.

**NYTES 1500**

**070°**

**073°**

**620**

**TAKEOFF MINIMUMS**

Rwy 7: Standard with minimum climb of 500’ per NM to 620.

**TAKEOFF RUNWAY 7:** Climb on heading 073° to 620, then left turn direct to cross NYTES at or below 1500, thence . . .

. . . on heading 070°, maintain 1500. Expect clearance to filed altitude within 10 minutes after departure.
NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 25: Climb on heading 253° to 620, then direct to cross BELZR at or below 1500, then on track 249° to cross TOLLZ at 2000, thence . . .

. . . .on heading 270°, maintain 2000. Expect clearance to filed altitude within 10 minutes after departure.

**TAKEOFF MINIMUMS**

Rwy 25: Standard with minimum climb of 500' per NM to 620.
ORLANDO, FLORIDA

LOC/DME  I-ISM
109.75
Chan 34 (Y)

APP CRS  TDZE
153°  82

Rwy Idg  Apt Elev
6001  82

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]  121.7  121.7  122.95

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.

RADAR REQUIRED

WEATHER CONSIDERATIONS:
- Use FL 2000 or 274° over FL 1100.
- Use radar or I-ISM to 400° over FL 2200.
- 1 NM for S-LOC 15.
- MALSF: 549° is the VOR/DME course to the MALSF.

ILS or LOC RWY 15

KISSIMMEE GATEWAY (ISM)

LOCATOR:
- ORR 121°
- ORL 140°

FACILITIES:
- ORL R-200 to TEMPE INT/ORL 28 DME and hold.
- MALSF: 549° is the VOR/DME course to the MALSF.

REIL Rwys 6, 24 and 33
MIROL Rwys 15-33 and 6-24

LOCATOR:
- ORR 121°
- ORL 140°

FACILITIES:
- ORL R-200 to TEMPE INT/ORL 28 DME and hold.
- MALSF: 549° is the VOR/DME course to the MALSF.

ILS or LOC RWY 15

KISSIMMEE GATEWAY (ISM)

LOCATOR:
- ORR 121°
- ORL 140°

FACILITIES:
- ORL R-200 to TEMPE INT/ORL 28 DME and hold.
- MALSF: 549° is the VOR/DME course to the MALSF.

ILS or LOC RWY 15

KISSIMMEE GATEWAY (ISM)

LOCATOR:
- ORR 121°
- ORL 140°

FACILITIES:
- ORL R-200 to TEMPE INT/ORL 28 DME and hold.
- MALSF: 549° is the VOR/DME course to the MALSF.

ILS or LOC RWY 15

KISSIMMEE GATEWAY (ISM)

LOCATOR:
- ORR 121°
- ORL 140°

FACILITIES:
- ORL R-200 to TEMPE INT/ORL 28 DME and hold.
- MALSF: 549° is the VOR/DME course to the MALSF.
**RNAV (GPS) RWY 6**

**KISSIMMEE GATEWAY (ISM)**

Baro-VNAV NA when using Orlando Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°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 LPV DA to 375, all LNAV/VNAV DA to 484, and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ¾ SM, and Circling Cat C visibility ¾ SM.

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct JENSN and hold, continue climb-in-hold to 4000.

**ATIS**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>ORLANDO APP CON</th>
<th>KISSIMMEE TOWER*</th>
<th>CLNC DEL</th>
<th>CLNC DEL</th>
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</thead>
<tbody>
<tr>
<td>128.775</td>
<td>119.4</td>
<td>351.9</td>
<td>124.45</td>
<td>123.95</td>
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</table>

- Procedure NA for arrivals at ZOVLU on V533 northeast bound.
- Procedure NA for arrivals at YOJIX on V441 eastbound.

**RNAV (GPS) RWY 6**

**KISSIMMEE GATEWAY (ISM)**

- **WP**: JENSN
- **WP**: TOTNY
- **WP**: RW06

- **ATIS**: 128.775
- **ORLANDO APP CON**: 119.4
- **KISSIMMEE TOWER**: 351.9
- **CLNC DEL**: 124.45
- **CLNC DEL**: 123.95
- **TDZE**: 82
- **ELEV**: 82

- **ORLANDO, FLORIDA**
  - Orig-C 19MAY22
  - 28°17’N-81°26’W

- **SE-3, 11 JUL 2024 to 05 SEP 2024**
  - SE-3, 11 JUL 2024 to 05 SEP 2024
  - SE-3, 11 JUL 2024 to 05 SEP 2024
  - SE-3, 11 JUL 2024 to 05 SEP 2024
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.

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.

Procedure NA for arrivals at ORL VORTAC on V533 northeast bound.

Procedure NA for arrivals at JENSN on V152 southwest bound.
RNAV (GPS) RWY 33
KISSIMMEE GATEWAY (ISM)

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 ¼ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all LPV DA to 359, all LNAV/VNAV DA to 429, and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ⅛ SM, LNAV Cat C/D and Circling Cat C visibility ¼ SM.

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)
123.95
121.7
121.7
122.95

Procedure NA for arrivals at YONMA on V441 westbound.

Procedure NA for arrivals at YONMA on V159-537 northwest bound.

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 ¼ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all LPV DA to 359, all LNAV/VNAV DA to 429, and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ⅛ SM, LNAV Cat C/D and Circling Cat C visibility ¼ SM.

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)
123.95
121.7
121.7
122.95

Procedure NA for arrivals at YONMA on V441 westbound.

Procedure NA for arrivals at YONMA on V159-537 northwest bound.
**ILS or LOC RWY 35L**

**ORLANDO INTL (MCO)**

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**Radar Required for Procedure Entry**
- 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.

**ATIS Information**
- DEP 120.525
- ARR 121.25
- CLNC DEL 134.7
- GND CON 126.4
- D-ATIS 124.8
- ORLANDO APP CON 307.0
- ORLANDO TOWER (Rwys 17L-35R, 17R-35L) 253.5
- ORLANDO TOWER (Rwys 18L-36R, 18R-36L) 253.5

**ILS or LOC RWY 35L**
- ORLANDO, FLORIDA
- TDZE 88
- TWR 96
- APT Elev 10000

**ATC Instructions**
- ORLANDO INTL/ORL 13 DME and hold.
- Heading 005° and ORL VORTAC R-049.
- Missed Approach: Climb to 3000 on runway 35L.

**Flight Levels**
- 10000  X 150
- 9001 X 150
- 12005 X 200
- 12004 X 200
- 36L
- 36R
- 35R
- 35L

**Navigational Aids**
- ORLANDO, FLORIDA
- 28°26'N-81°19'W
- MSA ORL 25 NM
- 3000
- ELEV 96
- TDZE 88

**Runways**
- 35L/R and 36R
- RDZ/CL Rwys 17L/R, 18R,
- HIRL all Rwys

**Instrument Approaches**
- S-ILS 35L
- S-LOC 35L
- ALSF-2
- ILS or LOC RWY 35L
- AL-571

---

**ORLANDO, FLORIDA**

Amdt 8A 29DEC22

---
From HAHNA: RNAV 1/DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. DME or RADAR required for LOC only.

Simultaneous approach authorized. Bright lights on highway midway between Rwys 35L and 35R may be mistaken for runway lights. For inop ALS, increase S-LOC 35R Cat C/D visibility to RVR 5500. When using alternate missed approach, simultaneous approach NA.

**LOC/DME I-CER**

- **APCH CRS**: 111.15
- **Rwy Idg**: 9001
- **Apt Elev**: 96

**ALSF-2**

**MSSED 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**

- **ARR**: 121.25
- **DEP**: 120.525

**ORLANDO TOWER**

- **114.45**: (Rwys 17L/35R, 17R/35L)
- **124.3**: (Rwys 18L/36R, 18R/36L)

**ALTERNATE MISSED APCH FIX**

- **HERW**
- **36L/R and 36R TDZ/CL Rwy 17L/R, 18R, REIL Rwy 36L
- **HIRL all Rwy**

**GND CON**

- **126.4** (East)
- **121.8** (West)

**CLNC DEL**

- **134.7**

**CPDLC**

- **124.8**
- **307.0**

**ELEV 96**

- **TDZE 90**

** CATEGORY**

- **A**
- **B**
- **C**
- **D**

- **S-ILS 35R**
  - **460/24**
  - **370 (400-1/2)**
- **S-LOC 35R**
  - **460/35**
  - **370 (400-3/4)**

**CIRCLING**

- **740-1**
- **644 (700-1)**
- **740-13/4**
- **644 (700-1 1/4)**
- **740-2**
- **644 (700-2)**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**ALM**

- **005°**

**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, 11 JUL 2024 to 05 SEP 2024**
ILS RWY 17L (SA CAT I)
ORLANDO INTL (MCO)

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 to hold at 3000.

Requires specific OP Spec, MSPEC, or LOA approval.

RNAV 1-DME/DME/IRU or GPS or 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.
ORLANDO, FLORIDA

ILS RWY 35L (SA CAT I)
ORLANDO INTL (MCO)

LOC/DME I-DDO
110.5
Chan 42

APP CRS
005°

Rwy Idg
10000

TDZE
88

Apt Elev
96

RADAR required for procedure entry. DME or RADAR required.

Requires specific OPSPEC, MSPEC or LOA approval. 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.

D-ATIS
Arr 121.25
Dep 120.525

ORLANDO APP CON

ORLANDO TOWER

118.45
253.5

124.3
253.5

(Rwys 17L-35R, 17R-35L)

(Rwys 18L-36R, 18R-36L)

ORSF-2

MISSED APPROACH: Climb to 3000 on heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

ALTERNATE MISSED APCH FIX

113.7 OCE

R-049

Che 52°

R-013

Che 52°

ZOKUM INT

OMN 31.8

MISSED APPROACH: Climb to 3000 on heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

SA CATEGORY 1 ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024
MISSED APPROACH: Climb to 3000 on ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

Simultaneous approach authorized. When using alternate missed approach, simultaneous approach NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

Radar required for procedure entry. DME or radar required.

112.2 ORL Chan 59

NOGGI ORL 22.8

MISS APCH FIX

VGS and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

113.75 174°

ORLANDO, FLORIDA

AL-571 (FAA)

ILS RWY 17R (CAT II)

ORLANDO INTL (MCO)

Amdt 5F 29DEC22

28°26'N-81°19'W

511
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.

RADAR RNAV 1-DME/DME/IRU or GPS or 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.

ORLANDO APP CON

Channel 59

SE-3, 11 JUL 2024 to 05 SEP 2024
RADAR required for procedure entry. 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.

MISSED APPROACH: Climb to 3000 on heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

LOCALIZER 110.5
I-DDO
Chan 42

SPURR
I-DDO (6.4)
RADAR

FITEM
I-DDO (10.8)
RADAR

NOGGI
I-DDO (16.5)
RADAR

ELEV 96
TDZE 88

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwy 17L/R, 18R, 35L/R and 36R

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 35L (CAT II & III)
From HAHNA: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped-RADAR required for procedure entry. 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.

**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.

**ALTERNATE MISSED APCH FIX**  
\[101/12005 \times 200\]
\[12004 \times 200\]
\[10000 \times 150\]
\[18R\]
\[18L\]
\[17R\]
\[9001\]  
\[17L\]
\[35L/R\] and \[36R\]
\[REIL Rwy 36L\]
\[HIRL all Rwys\]

SE-3, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1° C or above 54° C. 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 required during simultaneous operations. For inop ALS, increase LNAV C/D visibility to 1 ¾ SM.

**ALSF-2**

**MISSING APPROACH:** Climb to 3000 direct FOBUK and hold.

**ELEV** 96  **TDZE** 90

** Category **

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<td>200 (200-½)</td>
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<td>436 (500-1)</td>
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<td>644 (700-2)</td>
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**RNAV (GPS) RWY 17R**

**ORLANDO INTL (MCO)**

**AL-571 (FAA)**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
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.

**RADAR REQUIRED**

**MISS APCH FIX**

**ELEV 96**

**TDZE 96**
RNAV (GPS) RWY 18R

ORLANDO INTL (MCO)

MISSED APPROACH: Climb to 500 then climbing right turn to 4000 direct CAMBE and hold, continue climb-in-hold to 4000.

D-ATIS
ARR 121.25
DEP 120.525

ORLANDO APP CON
118.45 253.5
124.3 253.5

ORLANDO TOWER
(Rwys 17L-35R, 17R-35L)
(Rwys 18L-36R, 18R-36L)

CLNC DEL
124.8 307.0

GND CON
126.4 (East)
121.8 (West)

CPDLC
134.7
115°

RNAV (GPS) RWY 18R

MISSED APPROACH: Climb to 500 then climbing right turn to 4000 direct CAMBE and hold, continue climb-in-hold to 4000.

D-ATIS
ARR 121.25
DEP 120.525

ORLANDO APP CON
118.45 253.5
124.3 253.5

ORLANDO TOWER
(Rwys 17L-35R, 17R-35L)
(Rwys 18L-36R, 18R-36L)

CLNC DEL
124.8 307.0

GND CON
126.4 (East)
121.8 (West)

CPDLC
134.7
115°

RNAV (GPS) RWY 18R

MISSED APPROACH: Climb to 500 then climbing right turn to 4000 direct CAMBE and hold, continue climb-in-hold to 4000.
RNAV (GPS) RWY 35L
ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. 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 required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5100 and LNAV Cats C/D visibility to RVR 6000.

Procedure NA for arrival at ODDEL on V267-295-531 southbound, and V441 eastbound.

RNP APCH - GPS.

**HirL all Rwys**
**REIL Rwy 36L**
**TDZ/CL Rwys 17L/R, 18R, 35L/R and 36R**

**ELEV 96**
**TDZE 88**

**ORLANDO, FLORIDA**
Amdt 1B 25JAN24

28°26'N-81°19'W

24025

AL-571 (FAA)

SE-3, 11 JUL 2024 to 05 SEP 2024

SE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 35R
ORLANDO INTL (MCO)

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<th>RNP APCH.</th>
<th>D-ATIS</th>
<th>WARNING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. For inop ALS, increase 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.</td>
<td>ARR 121.25</td>
<td>DEP 120.525</td>
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<table>
<thead>
<tr>
<th>APP CRS</th>
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<td>005°</td>
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<td>90</td>
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<tr>
<th>RNAV (GPS) RWY 35R</th>
<th>MSA RW35R 25 NM</th>
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<tr>
<td>ELEV 96</td>
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<tr>
<th>500</th>
<th>3000</th>
<th>PRESK</th>
</tr>
</thead>
<tbody>
<tr>
<td>500</td>
<td>3000</td>
<td>PRESK</td>
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</table>

| MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct PRESK and hold, continue climb-in hold to 3000. |
|---|---|

<table>
<thead>
<tr>
<th>ORLANDO TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CPDLC</th>
</tr>
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<tbody>
<tr>
<td>118.45 253.5 (Rwys 17L-35R,17R-35L)</td>
<td>126.4 (East)</td>
<td>134.7</td>
<td>341.7</td>
</tr>
<tr>
<td>124.8 307.0</td>
<td>121.8 (West)</td>
<td></td>
<td></td>
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<thead>
<tr>
<th>RWY 35R</th>
<th>RWY 35R</th>
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<tr>
<td>1.2 NM to RW35R</td>
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<tr>
<th>(FAF) HEWES</th>
<th>(IAP) CRUSE</th>
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<td>1600</td>
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<table>
<thead>
<tr>
<th>(IF) SERAY</th>
<th>(IF) SERAY</th>
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<tbody>
<tr>
<td>4000</td>
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<table>
<thead>
<tr>
<th>(FA) CRUSE</th>
<th>(IAF) CRUSE</th>
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<tr>
<th>WOLDI 1.2 NM to RW35R</th>
<th>GP 3.00° TCH 55</th>
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<td>3000</td>
<td>5000</td>
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| VGS and RNP glidepath not coincident (VGSi Angle 3.00°/TCH 73). |
|---|---|

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<tr>
<th>CATEGORY</th>
<th>LPV DA</th>
<th>LNAV/VNAV DA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
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<tr>
<td>A</td>
<td>290/18</td>
<td>360/24</td>
<td>460/24</td>
<td>740-1</td>
</tr>
<tr>
<td>B</td>
<td>200 (200-1/2)</td>
<td>270 (300-1/2)</td>
<td>370 (400-1/2)</td>
<td>644 (700-1)</td>
</tr>
<tr>
<td>C</td>
<td>460/35</td>
<td>460/35</td>
<td>370 (400-1/2)</td>
<td>740-1/2</td>
</tr>
<tr>
<td>D</td>
<td>740-2</td>
<td>644 (700-1/2)</td>
<td>644 (700-1/2)</td>
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<table>
<thead>
<tr>
<th>HIRL all Rwy</th>
<th>REIL Rwy 36L</th>
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<tbody>
<tr>
<td>TWR 437°</td>
<td>35L</td>
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</table>

ORLANDO, FLORIDA
Amdt 2A 15JUL21
28°26'N-81°19'W

RNAV (GPS) RWY 35R
ORLANDO INTL (MCO)

ORLANDO, FLORIDA
Amdt 2A 15JUL21
28°26'N-81°19'W

RNAV (GPS) RWY 35R
ORLANDO INTL (MCO)
Simultaneous approach authorized. INAV procedure NA during simultaneous operations.
Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, INAV/VNAV NA below 1°C or above 54°C.

**RNAV (GPS) RWY 36L**

**ORLANDO INTL (MCO)**

**ORLANDO, FLORIDA**

**AL-571 (FAA)**

**D-ATIS**

<table>
<thead>
<tr>
<th>ARR</th>
<th>DEP</th>
<th>ORLANDO APP CON</th>
<th>ORLANDO TOWER</th>
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<tbody>
<tr>
<td>121.25</td>
<td>120.525</td>
<td>(Rwys 17L-35R, 17R-35L)</td>
<td>(Rwys 18L-36R, 18R-36L)</td>
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</table>

**GND CON**

| (East) | (West) |
| 126.4 | 121.8 |

**CINC DEL**

| 134.7 | 341.7 |

**CPDLC**

Simultaneous approach authorized. INAV procedure NA during simultaneous operations.
Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, INAV/VNAV NA below 1°C or above 54°C.

**MISSED APPROACH:** Climb to 500 then climbing left turn to 3000 direct DNMOR and hold, continue climb-in-hold to 3000.

**RNAV (GPS) RWY 36L**

**ORLANDO INTL (MCO)**

**ORLANDO, FLORIDA**

**AL-571 (FAA)**

**D-ATIS**

<table>
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<tr>
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**GND CON**

| (East) | (West) |
| 126.4 | 121.8 |

**CINC DEL**

| 134.7 | 341.7 |

**CPDLC**

Simultaneous approach authorized. INAV procedure NA during simultaneous operations.
Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, INAV/VNAV NA below 1°C or above 54°C.

**MISSED APPROACH:** Climb to 500 then climbing left turn to 3000 direct DNMOR and hold, continue climb-in-hold to 3000.

**RNAV (GPS) RWY 36L**

**ORLANDO INTL (MCO)**

**ORLANDO, FLORIDA**

**AL-571 (FAA)**

**D-ATIS**

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<tr>
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</tr>
</tbody>
</table>

**GND CON**

| (East) | (West) |
| 126.4 | 121.8 |

**CINC DEL**

| 134.7 | 341.7 |

**CPDLC**

Simultaneous approach authorized. INAV procedure NA during simultaneous operations.
Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, INAV/VNAV NA below 1°C or above 54°C.

**MISSED APPROACH:** Climb to 500 then climbing left turn to 3000 direct DNMOR and hold, continue climb-in-hold to 3000.

**RNAV (GPS) RWY 36L**

**ORLANDO INTL (MCO)**

**ORLANDO, FLORIDA**

**AL-571 (FAA)**

**D-ATIS**

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<td>(Rwys 17L-35R, 17R-35L)</td>
<td>(Rwys 18L-36R, 18R-36L)</td>
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**GND CON**

| (East) | (West) |
| 126.4 | 121.8 |

**CINC DEL**

| 134.7 | 341.7 |

**CPDLC**

Simultaneous approach authorized. INAV procedure NA during simultaneous operations.
Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, INAV/VNAV NA below 1°C or above 54°C.

**MISSED APPROACH:** Climb to 500 then climbing left turn to 3000 direct DNMOR and hold, continue climb-in-hold to 3000.
RNAV (GPS) RWY 36R
ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below \(-1^\circ\) (31°F) or above \(54^\circ\) (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 Cat visibility to RVR 6000.

**ALSF-2**

**MISSING APPROACH:** Climb to 500 then climbing left turn to 3000 direct DNMOR and hold, continue climb-in-hold to 3000.

**RNAV track guidance required during simultaneous operations. For inop ALS, LNAV/VNAV NA below \(-1^\circ\) (31°F) or above \(54^\circ\) (130°F). DME/DME RNP 0.3 NA. Simultaneous approach authorized.

**RNAV (GPS) RWY 36R**

**LANV only.**

**VGS and RNAV glidepath not coincident**

(VGS Angle 3.00/TCH 70).

**4 NM Holding Pattern**

**D-ATIS**

**DEP**

**ARR**

**DEP**

**ARR**

**ORLANDO APP CON**

**ORLANDO TOWER** (Rwy 17L-35R, 17R-35L)

**GND CON** (East)

**CLNC DEL** (West)

**CPDLC**

**ELEV 96**

**TDZE 92**

**Ocala, Florida**

**Amph 2 12OCT17**

**28°26'N-81°19'W**

**523**
ATTENTION ALL USERS PAGE (AAUP)

1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, advise Clearance Delivery. Upon assignment of an RNAV SID, crosscheck the charted RNAV SID with the aircraft navigation system against the ATC clearance. Consider the following cross items:
   - Preplan runway using guidance in Section 5, ensure expected departure runway is selected/displayed
   - Ensure all transitions are selected/displayed correctly
   - Ensure sequence of waypoints match the appropriate charts
   - Use the LEGS page to verify routing (for navigation systems with ROUTE and LEGS pages)
   - Ensure altitude set in the altitude window matches the TOP ALTITUDE of the SID or altitude assigned by ATC
   - Advise ATC prior to takeoff if unable to verify correct loading or if unable to comply with the SID
   - Do not modify or manually construct RNAV procedures

2. **BEFORE TAKEOFF:** Ensure that the Departure Runway assigned on taxi is displayed by the navigation system.
   - Verify all modification, including runway changes, in the navigation system with the RNAV SID
   - Verify aircraft symbol relative to the runway symbol, lateral track, and displayed route agree with the ATC clearance (electronic navigation map displays)
   - Confirm proper navigation/FMS selection are displayed when runway or route changes are issued by ATC

3. **LINE UP/TAKEOFF:** Pilots can expect a takeoff clearance from ATC that will include "RNAV to" the first waypoint on the SID, or a heading. If tower issues an initial departure heading in take-off clearance, DO NOT DELETE the ATC issued RNAV SID from active FMS, and expect ATC DIRECT/JOIN clearance to resume RNAV SID during departure.
   - **SAMPLE PHRASEOLOGY**
     i. Clearance: "RNAV to FACTS, Runway 36R, Cleared for Takeoff"
     ii. Response: "RNAV to FACTS, Runway 36R, Cleared for Takeoff"
   - Verify the correct runway and SID are selected/displayed and the correct lateral navigation mode is available and ready for use after takeoff
   - If the takeoff clearance does not match the selected/displayed procedure, request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved

4. **AFTER TAKEOFF:** Unless instructed to fly a heading by ATC, engage lateral navigation flight guidance as soon as practical but no later than 400 feet AGL, and fly the departure. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative.
   - Once established on the procedure, maintain route centerline, as depicted by onboard lateral navigation indicators and/or flight guidance based on established/published RNP tolerance
   - Manually intervene if necessary, to stay on track to avoid transgressing in the direction of a parallel runway, track, or aircraft
   - If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC

(CONTINUED ON FOLLOWING PAGE)
5. **SPECIFIC INFORMATION:** 0700-2300 local runway 36L/R, 35L/R RNAV simultaneous departures, all RNAV equipped aircraft departing should expect to fly an MCO RNAV DEPARTURE SID. In the event of weather or other non-standard events, headings may be issued in lieu of an RNAV off the ground take off clearance.

- Final runway assignments will be issued on initial contact with Ground Control
- For planning purposes, pilots can anticipate the preferred runway assignment based upon the information below

**Departing Runways 35L/R 17L/R**

**DDANY, MZULO, JEEMY, FATHE** - Expect to Depart Runway 35L

**Departing Runways 36L/R 18L/R**

**RDSOX, OSPRY, FSHUN** - Expect to Depart Runway 36R
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on heading as assigned for vectors to appropriate fix. Maintain 2000. Expect further clearance to filed altitude/flight level 10 minutes after departure.
NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 7000

TAKEOFF MINIMUMS
Rwys 17L/R, 18L/R, 35L/R, 36L/R: Standard
with minimum climb of 500’ per NM to 600.

NOTE: Jet aircraft only.
NOTE: Do not file ZALEN Transition- to be assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 17L: Climb on heading 185° to intercept course 168° to cross KAAPE at or above 1500, then on track 140°, for vectors to UKAYY, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 185° to intercept course 154° to cross KAAPE at or above 1500, then on track 140°, for vectors to UKAYY, thence . . . .

TAKEOFF RUNWAY 18L: Climb on heading 185° to intercept course 140° to cross KAAPE at or above 1500, then on track 140°, for vectors to UKAYY, thence . . . .

TAKEOFF RUNWAY 18R: Climb on heading 185° to intercept course 139° to cross KAAPE at or above 1500, then on track 140°, for vectors to UKAYY, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 005° to intercept course 060° to cross GOHOM at or above 2600 and at or below 250K, then on track 085° to cross MIEGS at or below 5000, then on track 110° to cross LAPUU at or above 7000, then on track 147° to UKAYY, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 005° to intercept course 061° to cross GOHOM at or above 2600 and at or below 250K, then on track 085° to cross MIEGS at or below 5000, then on track 110° to cross LAPUU at or above 7000, then on track 147° to UKAYY, thence . . . .

TAKEOFF RUNWAYS 36L/R: Climb on heading 005° to intercept course 075° to cross GOHOM at or above 2600 and at or below 250K, then on track 085° to cross MIEGS at or below 5000, then on track 110° to cross LAPUU at or above 7000, then on track 147° to UKAYY, thence . . . .

. . . . on track 118° to DDANY. Maintain 7000, expect filed altitude 10 minutes after departure.

BORRD TRANSITION (DDANY3.BORRD)
JIPOD TRANSITION (DDANY3.JIPOD)
VALKA TRANSITION (DDANY3.VALKA)
ZALEN TRANSITION (DDANY3.ZALEN)
**FATHE THREE DEPARTURE (RNAV)**

**TOP ALTITUDE:**
- Rwys 17L/R, 18L/R: 7000
- Rwys 35L/R, 36L/R: 16000

**RNAV 1 - DME/DME/IRU or GPS.**

**RADAR required.**

**NOTE:** Jet aircraft only.

**TAKEOFF MINIMUMS**
- Rwys 17L/R, 18L/R, 35L/R, 36L/R: Standard with minimum climb of 500’ per NM to 600.

**D-ATIS DEP**
- 120.525
- 134.7 341.7
- CPDLC
- GND CON
- 126.4 (East)
- 121.8 (West)
- ORLANDO TOWER
- 118.45 253.5
- (Rwys 17L-35R, 17R-35L)
- 124.3 253.5
- (Rwys 18L-36R, 18R-36L)
- ORLANDO DEP CON
- 124.8 307.0

**(NARRATIVE ON FOLLOWING PAGE)**

**NOTE:** Chart not to scale.

**FATHE THREE DEPARTURE (RNAV)**

(FATHE3.FATHE) 22195

AL-571 (FAA)

ORLANDO INTL (MCO)

ORLANDO, FLORIDA

(19MAY22)
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 17L: Climb on heading 185° to intercept course 168° to cross KAAPE at or above 1500, then on track 140°, for vectors to BUFFI, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 185° to intercept course 154° to cross KAAPE at or above 1500, then on track 140°, for vectors to BUFFI, thence . . . .

TAKEOFF RUNWAY 18L: Climb on heading 185° to intercept course 214° to cross VILNS at or above 1500, then on track 237°, for vectors to BUFFI, thence . . . .

TAKEOFF RUNWAY 18R: Climb on heading 185° to intercept course 209° to cross VILNS at or above 1500, then on track 237°, for vectors to BUFFI, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 005° to intercept course 037° to cross JWOLF at or above 2600, then on track 010° to JIRAN, then on track 004° to BIGSE, then on track 359° to BUFFI, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 005° to intercept course 033° to cross JWOLF at or above 2600, then on track 010° to JIRAN at or above 3000, then on track 004° to BIGSE, then on track 359° to BUFFI, thence . . . .

TAKEOFF RUNWAY 36L: Climb on heading 005° to 600, then direct KYOTE at or above 2300, then on track 006° to cross EARRS at or above 3000 and at or below 230K, then on track 013° to BUFFI, thence . . . .

TAKEOFF RUNWAY 36R: Climb on heading 005° to 600, then direct FACTS at or above 2300, then on track 006° to cross HANDD at or above 3000 and at or below 230K, then on track 012° to BUFFI, thence . . . .

. . . . on track 002° to cross FATHE at or above 14000, then on assigned transition, RUNWAY 17L/17R, 18L/18R maintain 7000, RUNWAY 35L/35R, 36L/36R maintain 16000, expect filed altitude 10 minutes after departure.

ALL AIRCRAFT: ATC climb gradients: If unable to accept climb rates advise ATC prior to taxi. RUNWAY 35R: 566 FT/NM to 2300, RUNWAY 36L: 637 FT/NM to 2300, RUNWAY 36R:621 FT/NM to 2300.

VIYAP TRANSITION (FATHE3.VIYAP)
DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 17L: Climb on heading 185° to intercept course 215° to cross BAAIT at or above 1500, then on track 185°, for vectors to TUPPY, thence. . . .

TAKEOFF RUNWAY 17R: Climb on heading 185° to intercept course 211° to cross BAAIT at or above 1500, then on track 185°, for vectors to TUPPY, thence. . . .

TAKEOFF RUNWAYS 18L/R: Climb on heading 185° to 600, then direct BAAIT at or above 1500, then on track 185°, for vectors to TUPPY, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 005° to intercept course 355° to cross SAWZZ at or above 2300, then on depicted route to TUPPY, thence. . . .

TAKEOFF RUNWAY 35R: Climb on heading 005° to intercept course 343° to cross SAWZZ at or above 2300, then on depicted route to TUPPY, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 005° to 600, then direct KYOTE to cross at or above 2300, then on depicted route to TUPPY, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 005° to 600, then direct FACTS to cross at or above 2300, then on depicted route to TUPPY, thence. . . .

. . . on track 204° to FSHUN. Maintain 7000. Expect clearance to filed altitude 10 minutes after departure.

ALL AIRCRAFT: ATC climb gradients: If unable to accept climb rates advise ATC prior to taxi. RUNWAY 35R: 566 FT/NM to 2300, RUNWAY 36L: 637 FT/NM to 2300, RUNWAY 36R: 621 FT/NM to 2300.

PLUMR TRANSITION (FSHUN3.PLUMR)
JEEMY THREE DEPARTURE (RNAV)

TOP ALTITUDE:
RWY 17L/R, RWY 18L/R: 7000
RWY 35L/R, RWY 36L/R: 16000

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS
Rwys 17L/R, 18L/R, 35L/R, 36L/R: Standard with minimum climb of 500' per NM to 600.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 17L: Climb on heading 185° to intercept course 168° to cross KAAPE at or above 1500, then on track 140°, for vectors to MDUSA, thence. . . .
TAKEOFF RUNWAY 17R: Climb on heading 185° to intercept course 154° to cross KAAPE at or above 1500, then on track 140°, for vectors to MDUSA, thence. . . .
TAKEOFF RUNWAY 18L: Climb on heading 185° to intercept course 214° to cross VILNS at or above 1500, then on track 237°, for vectors to MDUSA, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 185° to intercept course 209° to cross VILNS at or above 1500, then on track 237°, for vectors to MDUSA, thence. . . .
TAKEOFF RUNWAY 35L: Climb on heading 005° to intercept course 037° to cross JWOLF at or above 2600, then on track 010° to cross JIRAN at or above 3000, then on track 004° to BIGSE, then on track 333° to SNOBE, then on track 356° to MDUSA, thence. . . .
TAKEOFF RUNWAY 35R: Climb on heading 005° to intercept course 033° to cross JWOLF at or above 2600, then on track 010° to cross JIRAN at or above 3000, then on track 004° to BIGSE, then on track 333° to SNOBE, then on track 356° to MDUSA, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 005° to 600, then direct KYOTE to cross at or above 2300, then on track 006° to cross EARRS at or above 3000 and at or below 230K, then on track 356° to SNOBE, then on track 356° to MDUSA, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 005° to 600, then direct FACTS to cross at or above 2300, then on track 006° to cross HANDD at or above 3000 and at or below 230K, then on track 354° to SNOBE, then on track 356° to MDUSA, thence. . . .
. . . on track 360° to cross JEEMY at or above 16000, then on assigned transition, RUNWAY 17L/R, 18L/R maintain 7000, RUNWAY 35L/R, 36L/R maintain 16000, expect filed altitude 10 minutes after departure.

ALL AIRCRAFT: ATC climb gradients: If unable to accept climb rates advise ATC prior to taxi. RUNWAY 35R: 566 FT/NM to 2600, RUNWAY 36L: 637 FT/NM to 2300, RUNWAY 36R: 621 FT/NM to 2300.

PAINN TRANSITION (JEEMY3.PAINN)
NOTE: Chart not to scale.

D-ATIS DEP
120.525
CLNC DEL
134.7 341.7
CPDLC
GND CON
126.4 (East)
121.8 (West)
ORLANDO INTL TOWER
118.45 253.5
(Rwys 17L-35R, 17R-35L)
124.3 253.5
(Rwys 18L-36R, 18R-36L)
ORLANDO DEP CON
124.8 307.0

NOTE: Jet aircraft only.
Standard with minimum climb of 500’ per NM to 600.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 17L: Climb on heading 185° to intercept course 168° to cross KAAPE at or above 1500, then on track 140°, for vectors to GERCK, thence.

TAKEOFF RUNWAY 17R: Climb on heading 185° to intercept course 154° to cross KAAPE at or above 1500, then on track 140°, for vectors to GERCK, thence.

TAKEOFF RUNWAY 18L: Climb on heading 185° to intercept course 140° to cross KAAPE at or above 1500, then on track 140°, for vectors to GERCK, thence.

TAKEOFF RUNWAY 18R: Climb on heading 185° to intercept course 139° to cross KAAPE at or above 1500, then on track 140°, for vectors to GERCK, thence.

TAKEOFF RUNWAY 35L: Climb on heading 005° to intercept course 060° to cross GOHOM at or above 2600 and at or below 250K, then on track 085° to cross MIEGS at or below 5000, then on track 098° to cross ASKUE at or above 7000, then on track 105° to GERCK, thence.

TAKEOFF RUNWAY 35R: Climb on heading 005° to intercept course 061° to cross GOHOM at or above 2600 and at or below 250K, then on track 085° to cross MIEGS at or below 5000, then on track 098° to cross ASKUE at or above 7000, then on track 105° to GERCK, thence.

TAKEOFF RUNWAYS 36L/R: Climb on heading 005° to intercept course 075° to cross GOHOM at or above 2600 and at or below 250K, then on track 085° to cross MIEGS at or below 5000, then on track 098° to cross ASKUE at or above 7000, then on track 105° to GERCK, thence...

... on track 089° to MZULO. Maintain 7000. Expect clearance to filed altitude 10 minutes after departure.

ETECK TRANSITION (MZULO3.ETECK)
FAROV TRANSITION (MZULO3.FAROV)
LENGS TRANSITION (MZULO3.LENGS)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to assigned route. Maintain 7000. Expect filed altitude 10 minutes after departure.

ALL AIRCRAFT: ATC crossing restrictions and climb gradients: if unable to accept crossing restrictions and climb rates advise ATC prior to taxi.

Rwys 35L/R, 36L/R: 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. Rwys 35L/R: 566' per NM to 3000, Rwy 36L: 637' per NM to 3000, Rwy 36R: 621' per NM to 3000.
NOTE: Jet aircraft only.

**TOP ALTITUDE: 7000**

**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS**
Rwys 17L/R, 18L/R, 35L/R, 36L/R: Standard with minimum climb of 500’ per NM to 600.

**(NARRATIVE ON FOLLOWING PAGE)**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
TAKEOFF RUNWAY 17L: Climb on heading 185° to intercept course 236° to cross VILNS at or above 1500, then on track 237°, for vectors to OSPRY, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 185° to intercept course 237° to cross VILNS at or above 1500, then on track 237°, for vectors to OSPRY, thence . . . .

TAKEOFF RUNWAY 18L: Climb on heading 185° to intercept course 214° to cross VILNS at or above 1500, then on track 237°, for vectors to OSPRY, thence . . . .

TAKEOFF RUNWAY 18R: Climb on heading 185° to intercept course 209° to cross VILNS at or above 1500, then on track 237°, for vectors to OSPRY, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 005° to intercept course 355° to cross SAWZZ at or above 2300, then on track 345° to cross HANDD at or above 3000 and at or below 230K, then on track 338° to cross LEFTI at or above 4000 and at or below 230K, then on track 275° to cross BLOSM at or below 7000, then on track 235° to OSPRY, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 005° to intercept course 343° to cross SAWZZ at or above 2300, then on track 345° to cross HANDD at or above 3000 and at or below 230K, then on track 338° to cross LEFTI at or above 4000 and at or below 230K, then on track 275° to cross BLOSM at or below 7000, then on track 235° to OSPRY, thence . . . .

TAKEOFF RUNWAY 36L: Climb on heading 005° to 600, then direct to cross KYOTE at or above 2300, then on track 006° to cross EARRS at or above 3000, then on track 342° to cross LEFTI at or above 4000 and at or below 230K, then on track 275° to cross BLOSM at or below 7000, then on track 235° to OSPRY, thence . . . .

TAKEOFF RUNWAY 36R: Climb on heading 005° to 600, then direct to cross FACTS at or above 2300, then on track 359° to cross EARRS at or above 3000, then on track 342° to cross LEFTI at or above 4000 and at or below 230K, then on track 275° to cross BLOSM at or below 7000, then on track 235° to OSPRY, thence . . . .

. . . . on assigned transition. Maintain 7000, expect clearance to filed altitude 10 minutes after departure.

ALL AIRCRAFT: ATC climb gradients: If unable to accept climb rates advise ATC prior to taxi. RUNWAY 35R: 566 FT/NM to 2300, RUNWAY 36L: 637 FT/NM to 2300, RUNWAY 36R: 621 FT/NM to 2300.

CIGAR TRANSITION (OSPRY1.CIGAR)

REMIS TRANSITION (OSPRY1.REMIS)
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Chart not to scale.

TOP ALTITUDE: 7000

TAKEOFF MINIMUMS
Rwys 17L/R, 18L/R, 35L/R, 36L/R: Standard with minimum climb of 500’ per NM to 600.

NOTE: Jet aircraft only.
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 17L: Climb on heading 185° to intercept course 236° to cross VILNS at or above 1500, then on track 237°, for vectors to RDFOX, thence. . .

TAKEOFF RUNWAY 17R: Climb on heading 185° to intercept course 237° to cross VILNS at or above 1500, then on track 237°, for vectors to RDFOX, thence. . .

TAKEOFF RUNWAY 18L: Climb on heading 185° to intercept course 214° to cross VILNS at or above 1500, then on track 237°, for vectors to RDFOX, thence. . .

TAKEOFF RUNWAY 18R: Climb on heading 185° to intercept course 209° to cross VILNS at or above 1500, then on track 237°, for vectors to RDFOX, thence. . .

TAKEOFF RUNWAY 35L: Climb on heading 005° to intercept course 355° to cross SAWZZ at or above 2300, then on track 345° to cross HANDD at or above 3000, then on track 338° to cross LEFTI at or above 4000 and at or below 230K, then on track 275° to cross BLOSM at or below 7000, then on track 252° to RDFOX, thence. . .

TAKEOFF RUNWAY 35R: Climb on heading 005° to intercept course 343° to cross SAWZZ at or above 2300, then on track 345° to cross HANDD at or above 3000, then on track 338° to cross LEFTI at or above 4000 and at or below 230K, then on track 275° to cross BLOSM at or below 7000, then on track 252° to RDFOX, thence. . .

TAKEOFF RUNWAY 36L: Climb on heading 005° to 600, then direct to cross KYOTE at or above 2300, then on track 006° to cross EARRS at or above 3000, then on track 342° to cross LEFTI at or above 4000 and at or below 230K, then on track 275° to cross BLOSM at or below 7000, then on track 252° to RDFOX, thence. . .

TAKEOFF RUNWAY 36R: Climb on heading 005° to 600, then direct to cross FACTS at or above 2300, then on track 359° to cross EARRS at or above 3000, then on track 342° to cross LEFTI at or above 4000 and at or below 230K, then on track 275° to cross BLOSM at or below 7000, then on track 252° to RDFOX, thence. . .

. . . on assigned transition. Maintain 7000, expect clearance to filed altitude 10 minutes after departure.

ALL AIRCRAFT: ATC climb gradients: If unable to accept climb rates advise ATC prior to taxi. RUNWAY 35R: 566 FT/NM to 2300, RUNWAY 36L: 637 FT/NM to 2300, RUNWAY 36R: 621 FT/NM to 2300.

JFRYS TRANSITION (RDFOX1.JFRYS)
For inop ALS, increase PESIY FIX minimums
Cat C/D visibility to 1 SM.

MISSED APPROACH: Climb to 500 then climbing right turn to
2800 on heading 280° and ORL VORTAC R-355 to
PAOLA INT/ORL 13-6 DME and hold, continue climb-in-hold to 2800.

Procedure NA for arrivals at SMYRA
on V3-533 northbound.

PESIY FIX MINIMUMS

CIRCLING

MALSR

ATIS
125.975
ORLANDO APP CON
135.3
(CTAF)
119.775
(CON (NORTH))
351.9
(SANFORD TOWER*)
(when twr closed)
120.3
(CON (SOUTH))
204.35
(GND CON)
254.35
(CLNC DEL)
123.975
(CLNC DEL)

TCH 55

REQUIRED

RNAV 1-GPS or RADAR

Cat C/D visibility to 1 SM.
For inop ALS, increase PESIY FIX minimums
Cat C/D visibility to 1 SM.

MISSED APPROACH: Climb to 500 then climbing right turn to
2800 on heading 280° and ORL VORTAC R-355 to
PAOLA INT/ORL 13-6 DME and hold, continue climb-in-hold to 2800.

Procedure NA for arrivals at SMYRA
on V3-533 northbound.

PESIY FIX MINIMUMS

CIRCLING

MALSR

ATIS
125.975
ORLANDO APP CON
135.3
(CTAF)
119.775
(CON (NORTH))
351.9
(SANFORD TOWER*)
(when twr closed)
120.3
(CON (SOUTH))
204.35
(GND CON)
254.35
(CLNC DEL)
123.975
(CLNC DEL)

TCH 55

REQUIRED

RNAV 1-GPS or RADAR

Cat C/D visibility to 1 SM.
RNAV (GPS) RWY 18
ORLANDO SANFORD INTL (SFB)

ATIS 125.975
ORLANDO APP CON 135.3 351.9 (NORTH)
SANFORD TOWER* 120.3 (CTAF) 0 254.35
GND CON 121.35 254.35
CLNC DEL 123.975
CLNC DEL 121.35 (when twr closed)

MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct GOPCE and hold.

Night Landing: Rw 27C NA. Baro-VNAV NA when using Exec 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 Exec altimeter setting.
When local altimeter setting not received, use Exec 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 ½ SM.

Procedure NA for arrivals at WORMS on V267 northbound.
Procedure NA for arrivals at SMYRA on V3-533 southbound.

LNAV only.

CATEGORY

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)
CIRCLING 580-1 525 (600-1) 600-1⅞ 545 (600-1½) 640-2 585 (600-2)

SE-3, 11 JUL 2024 to 05 SEP 2024
### RNAV (GPS) RWY 27L

**ORLANDO SANFORD INTL (SFB)**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>420-1 392 (400-1)</td>
<td>420-1 392 (400-1)</td>
<td>420-1 392 (400-1)</td>
<td>420-1 392 (400-1)</td>
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<tr>
<td>CIRCLING</td>
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<td>600-1 525 (600-1)</td>
<td>600-1 525 (600-1)</td>
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</table>

**ATIS**
- 125.975 ORLANDO APP CON
- 135.3 (CTAF) (NORTH)
- 119.775 (SOUTH)
- 120.3 (CTAF) (GND CON)
- 254.35 CLNC DEL
- 121.35 CLNC DEL (when tower closed)

**ORLANDO SANFORD INTL (SFB)**

- **ATIS**
  - 125.975
  - 135.3 (CTAF) (NORTH)
  - 119.775 (SOUTH)
  - 120.3 (CTAF) (GND CON)
  - 254.35
  - 121.35
  - 121.35 (when tower closed)

**RNAV (GPS) RWY 27L**

**ORLANDO, FLORIDA**

**ATIS**
- 125.975 ORLANDO APP CON
- 135.3 (CTAF) (NORTH)
- 119.775 (SOUTH)
- 120.3 (CTAF) (GND CON)
- 254.35
- 121.35
- 121.35 (when tower closed)

**RNAV (GPS) RWY 27L**

**ORLANDO SANFORD INTL (SFB)**

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<tr>
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<tr>
<td>LNAV MDA</td>
<td>420-1 392 (400-1)</td>
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<td>420-1 392 (400-1)</td>
<td>420-1 392 (400-1)</td>
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<tr>
<td>CIRCLING</td>
<td>580-1 525 (600-1)</td>
<td>600-1 525 (600-1)</td>
<td>600-1 525 (600-1)</td>
<td>600-1 525 (600-1)</td>
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</tbody>
</table>
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 1½ SM, increase LNAV CAT C/D visibility to 1 SM.

**RNAV (GPS) RWY 27R**

**ORLANDO SANFORD INTL (SFB)**

**ATIS**

**ORLANDO APP CON**

**135.3 351.9** (NORTH)

**SANFORD TOWER**

**120.3 (CTAF)**

**GND CON**

**254.35**

**CLNC DEL**

**123.975**

**CLNC DEL**

**121.35** (when twr closed)

**2000 (8.3)**

**1600 NePL (1.2)**

**1600 NePL (1.2)**

**1600 NePL (1.2)**

**Procedure NA for arrivals at SMYRA on V3-533 northbound.**

**271**

**UTIMY**

**UXFIM**

**275°**

**1600 (6.5)**

**275°**

**339°**

**UGMAH**

**1740**

**1740**

**4 NM**

**275°**

**275°**

**1600**

**LNAV only.**

**UTIMY**

**UXFIM**

**4 NM**

**Holding Pattern**

**VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 72).**

**2000**

**UGMAH**

**ELEV 55**

**TDZE 45**

**MISSED APPROACH:** Climb to 2000 direct UGMAH and hold.

**MALSR**

**WS-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

Field Elev 55

Blast Pad 900 X 200

096.5°

FBO

Customs and Border Patrol Apron

Terminal Apron

Terminal

TWR

Legends:

LAHSO

ORLANDO SANFORD INTL (SFB)

ORLANDO, FLORIDA

SE-3, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/C/R: Climb on heading 095°, thence.
TAKEOFF RUNWAYS 27L/C/R: Climb on heading 275°, thence.
TAKEOFF RUNWAY 18: Climb on heading 185°, thence.
TAKEOFF RUNWAY 36: Climb on heading 005°, thence.

...expect vectors to appropriate fix. Maintain 2000. Expect further clearance to filed altitude/flight level ten (10) minutes after departure.
RNAV (GPS) RWY 9
ORMOND BEACH MUNI (OMN)

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
118.475

DAYTONA APP CON
125.8 269.075

ORMOND BEACH TOWER
119.075 (CTAF)

GND CON
121.625

CLNC DEL
121.625

UNICOM
123.05

VEGSI and RNAV glidepath not coincident (VGGI Angle 3.40°/TCH 48).

G P 3.40°
T CH 60

CARTRIDGE

ARUSF

HOLD
2800

ARSUF

2800

4 NM

2800

HOLD
2800

ARSUF

2800

4 NM

2800

ARSUF

2800

ARSUF

HOLD
2800

2800

1.9 NM

2.3 NM

GA 3.40°
T CH 48

ELEV
28

TDZE
28

600

2800

ARSUF

085°

(FAF)

EZADO

085°

(FAF)

ARSUF

2800

Apt Elev

TDZE
28

Amdt 1C 10OCT19

RNAV (GPS) RWY 9
ORMOND BEACH MUNI (OMN)

REIL Rwys 9, 17, 27 and 35

MiRl Rwys 9-27 and 17-35

SE-3, 11 JUL 2024 to 05 SEP 2024

553
Baro-VNAV NA when using Daytona Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°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 ¼ mile. VDP NA when using Daytona Beach altimeter setting.

ATIS | DAYTONA APP CON | ORMOND BEACH TOWER* | GND CON | CLNC DEL | UNICOM
---|---|---|---|---|---
118.475 | 125.8 269.075 | 119.075(CTAF) | 121.625 | 121.625 | 123.05

MISSED APPROACH: Climb to 600 then climbing right turn to 2800 direct FLYHI and hold.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.50°/TCH 51).

**ATIS**

**DAYTONA APP CON**

**ORMOND BEACH TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LPV DA</th>
<th>LNAV/ VNAV DA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
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<tr>
<td>A</td>
<td>302-1</td>
<td>288-1</td>
<td>400-1</td>
<td>500-1</td>
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<td>B</td>
<td>275 (300-1)</td>
<td>261 (300-1)</td>
<td>373 (400-1)</td>
<td>471 (500-1)</td>
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<tr>
<td>C</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>740-2</td>
</tr>
<tr>
<td>D</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>711 (800-2)</td>
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</table>

**RNAV (GPS) RWY 17**

**ORMOND BEACH MUNI (OMN)**

**WAAAS**

**APP CRS** | **Rwy Idg** | **TDZE** | **Apt Elev**
---|---|---|---
175° | 3704 | 27 | 28

**ORMOND BEACH, FLORIDA**

**SE-3, 11 Jul 2024 to 05 Sep 2024**

**DAYTONA BEACH, FLORIDA**

**ATIS**

**DAYTONA APP CON**

**ORMOND BEACH TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

<table>
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<tr>
<th>CH</th>
<th>40234</th>
<th>W17A</th>
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<tbody>
<tr>
<td><strong>ORMOND BEACH, FLORIDA</strong></td>
<td>AL-5459 (FAA)</td>
<td>23166</td>
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</table>

**RW17**

**2.2 NM to GIGBE**

**7.4 NM**

**IF/IAF**

**FLYHI**

**HATOS**

**GIGBE**

**RW17**

**MISSED APPROACH:** Climb to 600 then climbing right turn to 2800 direct FLYHI and hold.
RNAV (GPS) RWY 27
ORMOND BEACH MUNI (OMN)

RNP APCH.

Rwy 27 helicopter visibility reduction below ¾ SM NA.

ATIS
118.475

DAYTONA APP CON
125.8 269.075

ORMOND BEACH TOWER
119.075 (CTAF)

GND CON
121.625

CLNC DEL
121.625

UNICOM
123.05

HOLD 4000 2800
265° 085° 4 NM

MISSED APPROACH: Climb to 600 then climbing right turn to 2800 direct JEREL and hold.

Visual Segment - Obstacles.

CATEGORY A B C D
LP MDA 360-1 332 (400-1) NA
LNAV MDA 460-1 432 (500-1) 460-1½ 432 (500-1½) NA
CIRCLING 500-1 472 (500-1) 740-2 712 (800-2) NA

SE-3, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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.

Procedure NA for arrival on PHK VOR/DME airway radials 274 CW 010.

**MISSING APCH FIX**

PASAE

**WAI**

PAHOKEE, FLORIDA

PAHOKEE, FLORIDA

PAHOKEE, FLORIDA

PAHOKEE, FLORIDA

**PBI ASOS**

123.75

**PALM BEACH APP CON**

125.2 317.4

**UNICOM**

122.8 (CTAF)
### RNAV (GPS) RWY 36

**Palm Beach County Glades (PHK)**

#### WAAS APP CRS

<table>
<thead>
<tr>
<th>CH</th>
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<th>APP CRS</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tr>
<td>56408</td>
<td>4064</td>
<td>001°</td>
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</table>

#### Unicom

<p>| | |</p>
<table>
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<tr>
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<tbody>
<tr>
<td>PBI ASOS</td>
<td>123.75</td>
</tr>
<tr>
<td>Palm Beach App Con</td>
<td>125.2 317.4</td>
</tr>
<tr>
<td>UNICOM</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

#### 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.

#### Procedure NA for arrival on PHK VOR/DME airway radials 115 CW 211.

- **PAHOKEE (PHK)**
- **PASAE**
- **HOREP**
- **WIKIN**
- **THNDR**

#### Holding Pattern

**PAHOKEE (PHK)**

- **RW36**
- **A319**

#### Holding Sector

- **RW36**
- **PAHOKEE**
- **PHK**

#### VGSI and RNAV glidespath not coincident (VGSI Angle 3.00/TCH 44).

#### Holding Pattern

**Palm Beach County Glades (PHK)**

- **RW36**
- **WIKIN**
- **HOREP**
- **PASAE**

#### Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>471-1 1/2</td>
<td>455 (500-1 1/2)</td>
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</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>429-1 1/8</td>
<td>413 (500-1 1/8)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>520-1</td>
<td>504 (600-1)</td>
<td>520-1 1/8</td>
<td>504 (600-1 1/8)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>580-1</td>
<td>564 (600-1)</td>
<td>760-2 1/2</td>
<td>744 (800-2 1/4)</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 27
PALATKA MUNI-LT KAY LARKIN FLD (28J)

AWOS-3  119.925
JACKSONVILLE APP CON  118.175  338.25
UNICOM  122.8 (CTAF)

MISSED APCH FIX
4 NM
272°
092°
FIKUK

RNP APCH-GPS

BARO-VNAV NA when using St. Augustine altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use St Augustine altimeter setting and increase LPV DA to 419 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 582 feet and all visibilities ¼ SM. Increase all MDAs 80 feet and LNAV/VNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¼ SM. Circling Rwy 17, 35 NA at night.

AWOS-3  119.925
JACKSONVILLE APP CON  118.175  338.25
UNICOM  122.8 (CTAF)

MISSED APPROACH: Climb to 3000 direct FIKUK and hold. Continue climb-in-hold to 3000.

R2906
ELEV 48  TDZE 34
RNAV (GPS) RWY 6
FLAGLER EXEC (FIN)

Circling NA to Rwys 18W and 36W. Circling Rwy 11, 29 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

Procedure NA for arrival on OMN VORTAC airway radials 211 CW 360.

Holding Pattern

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LPV DA</td>
<td>312-7/8</td>
<td>279 (300-7/8)</td>
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<td>LNAV/ VNAV DA</td>
<td>292-3/4</td>
<td>259 (300-3/4)</td>
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<tr>
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<td>500-1</td>
<td>467 (500-1)</td>
<td>760-2</td>
<td>760-2 1/4</td>
</tr>
</tbody>
</table>

Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2300 direct GACDE and hold.
Circling NA to Rwys 18W and 36W. Rw 11 heli visibility below ¾ SM NA.

Procedure NA for arrivals at BARBS on V267 southbound.

Procedure NA for arrival on OMN VORTAC airways 342 CW 360 and on T207-208 southeast bound.

MISSED APPROACH: Climb to 2300 direct IBAYI and hold.

Reiterating LNAV MDA:
- LP MDA: 420-1 387 (400-1)
- LNAV MDA: 540-1 507 (600-1)
- CIRCLING: 540-1 507 (600-1)

Circling NA to Rwys 18W and 36W. Rw 11 heli visibility below ¾ SM NA.

Procedure NA for arrivals at BARBS on V267 southbound.

Procedure NA for arrival on OMN VORTAC airways 342 CW 360 and on T207-208 southeast bound.

MISSED APPROACH: Climb to 2300 direct IBAYI and hold.

Reiterating LNAV MDA:
- LP MDA: 420-1 387 (400-1)
- LNAV MDA: 540-1 507 (600-1)
- CIRCLING: 540-1 507 (600-1)
RNAV (GPS) RWY 24
FLAGLER EXEC (FIN)

CIRCLING RWY 11, 29 NA at night. RWY 24 helicopter visibility reduction below ¾ SM NA. CIRCLING RWY 18W and 36W.

MISSED APPROACH: Climb to 2300 direct KABEC and hold.

Procedure NA for arrival on OMN VORTAC airway radials 351 CW 360 and on T207-208 southeast bound.
Circling NA to Rwys 18W and 36W. Rwy 29 helocopter visibility reduction below ¾ SM NA.

Procedures NA for arrival on OMN VORTAC airway radials 35° CW 360 and on T207-208 southeast bound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. 
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS 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.

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.

DME required for procedure entry. DME required.
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.

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.

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
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 3/4 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 3/4 mile, increase all LNAV/VNAV visibility to 1 mile, and increase LNAV Cat C and D visibility to 1 3/4 mile.

MISSED APPROACH: Climb to 500 then climbing left turn to 4000 direct SCARE and hold, continue climb-in-hold to 4000.

Procedure NA for arrivals at CLRRK on V521 southeast bound.
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 ½ mile, increase LNAV/VNAV all Cats visibility ½ mile, and increase LNAV Cat C and D visibility ½ 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.

Procedure NA for arrivals at CLRRK on V521 southeast bound.

LNAV only.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 86).
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
COCOA BEACH, FLORIDA

LOC: 109.1, APCH CRS: 027*, Rwy Ldg 9008, TDZE 5, Arpt Elev 8

PATRICK SFB (KCOF)

DME required

** When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT A RVR to 55, vis to 1 mile.
*** Circling not authorized NW of Rwy 3-21. When Rwy 29 VGSI inop, circling to Rwy 29 NA at night. When circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

ATIS
119.175 273.5

ORLANDO APP CON
132.65 281.425

TOWER
133.75 269.375

GND CON
124.35 335.8

CLNC DEL
118.4 289.4

LOCALIZER 102.1
I-COF
115.0

HOLD 8000

EMERG SAFE ALT 100 NM 3000

CAT: A 205/24 200

S-LOC 3 460/24 455 (500-½)

CIRCLING 520-1 512 (600-1)

COCOA BEACH, FLORIDA
Amdt 3 02NOV23

28°14'N-80°37'W PATRICK SFB (KCOF)

571
When circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.
RNAV (GPS) RWY 21

- (USAF)

**RNAP APCH-GPS**

**ATIS**

119.175 273.5

**ORLANDO APP CON/DEP CON**

132.65 281.425

**TOWER**

133.75 269.375

**GND CON**

124.35 335.8

**CLNC DEL**

118.4 289.4

**MISSED APPROACH:** Climb to 900 then climbing left turn to 3000 direct ZEVEK and hold.

When circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold,

**EMERG SAFE ALT 100 NM 3000**

**EMERG SAFE ALT 100 NM 3000**

COCOA BEACH, FLORIDA

Amdt 1 02NOV23

COCOA BEACH, FLORIDA

28°14'N - 80°37'W

PATRICK SFB (KCOF)
**When circling to Rwy 29 at night, operational VASI required, remain on or above VASI glidepath until threshold.**
DEPARTURE ROUTE DESCRIPTION

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

**TAKEOFF 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.

**TAKEOFF 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.
Expect clearance to filed altitude/flight level 10 minutes after departure.

**TAKEOFF 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.

**TAKEOFF 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.
RNAV (GPS) RWY 8
PENSACOLA INTL (PNS)

ATIS
121.25
PENSACOLA APP CON 119.0 269.375
PENSACOLA TOWER 119.9 (CTAF) 257.8
GND CON 121.9 348.6
CLNC DEL 123.725 256.875
UNICOM 122.95

LNAV  MDA
WAAS
CH 86219
W08A
APP CRS 080° Rwy Idg 7000
TDZE 97
Apt Elev 121

MISSED APPROACH: Climb to 600 then climbing left turn to 2200 direct LIYER and hold.

CAUTION: Intensive VFR student training in vicinity of airport. Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. Rwys 8 helicopter visibility reduction below ½ SM NA. For uncompensated LIYER and hold.

Rwy 17-35
Rwy 8-26

HOLD
10000
2000

GP 3.00°
TCH 35°

CATEGORY
IPV DA
LNAV/ VNAV DA
LNAV MDA
CIRCLING
A
347-1
359-1
560-1
580-1
B
250 (300-1)
305 (300-1)
560- 1/2
680-1
C
739 (800-2)
739 (800-2 1/4)
D

581
PENSACOLA, FLORIDA
Amrd 2F 09SEP21

30°28'N-87°11'W
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 3/4 SM NA.

**ATIS**
121.25

**PENSACOLA APP CON**
119.0 269.375

**PENSACOLA TOWER**
119.9 (CTAF) 
257.8

**GND CON**
121.9 348.6

**CLNC DEL**
123.725 256.875

**UNICOM**
122.95

---

**RNAV (GPS) RWY 26**

**PENSACOLA INTL (PNS)**

---

**MARKER**

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 3/4 SM NA.
MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct NUN VOR and hold, continue climb-in-hold to 3000.
CAUTION: Intensive student training involves airport. Rwy 8 helicopter visibility reduction below ¾ SM NA.

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) | 121.9 348.6 | 123.725 256.875 | 122.95

ATIS
121.25

PENSACOLA INTL (PNS)

FAF to MAP 7.3 NM

CELL 547

PENSACOLA, FLORIDA

AL-318 (FAA)
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
PENSACOLA, FLORIDA

RNAV (GPS) RWY 25L

ATIS 124.35 266.8
APP CON 120.65 270.8
SHERMAN TOWER 120.7 340.2
SHERMAN GND CON 121.7 336.4
SHERMAN CLNC DEL 134.1 268.7
ASR/PAR

RNP APCH
For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (129°F)

EMERG SAFE ALT 100 NM 3100

EMC

CATEGORY
A  440-1½  418
B  (500-1½)  500-1½
C  440-1  418  418  500-1½
D  540-1½  512  512  552  552

PNRPA UNLTD
PNRPA UNLTD

RNAV (GPS) RWY 25L

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

RNAV (GPS) RWY 25L

PENSACOLA, FLORIDA

Ammd 3 02DEC21
MISSED APPROACH: Climb to 2200 via NUN R-171. Then turn right direct NUN VOR and hold. Remain within 15 NM of NUN.
CAUTION: Intermediate seg length 4.6 NM is less than minimum 6 NM.

Aircraft arriving from NSE do not descend to 1500 ft until 25 NM past NSE TACAN unless directed by ATC.

Aircraft arriving from SJI do not descend to 1500 ft until 40 NM past SJI VORTAC unless directed by ATC.
CAUTION: Tented segment length 4.8 NM is less than the minimum 6 NM.
CAUTION: Intermediate seg len 4.3 NM is less than minimum 6 NM.

The final apch course is 427° from rwy centerline at 3000' from thld.

EMERG SAFE ALT 100 NM 3100
MISSED APPROACH: Climbing left turn to 1500 via NPA TACAN R-209 to FCTRY and hold.

1500
NPA R-209
FCTRY NPA
19

EMERG SAFE ALT 100 NM 3100

PENSACOLA, FLORIDA
Orig 02DEC21

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)
RNAV (GPS) RWY 18
PERRY-FOLEY (FPY)

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.

AWOS-3PT 118.375
JACKSONVILLE CENTER 127.8 352.0
UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 2000 direct OGKIP and hold.

RNAV (GPS) RWY 18
PERRY, FLORIDA
AL-6165 (FAA)
21336

CIRCLING
RW18
SE-3, 11 JUL 2024 to 05 SEP 2024

RNP APCH.

ELEV 44
TDZE 44

PERRY, FLORIDA
Amdt 18 02DEC21

RNAV (GPS) RWY 18
PERRY-FOLEY (FPY)

30°04'N-83°35'W
603
MISSED APPROACH: Climb to 2000 direct OZMOP and hold.

RNP APCH.

Circling Rwy 12 NA at night. Procedure NA at night. Procedure NA at night.

Rwy 36 helipad. Visibility reduction below 1 SM NA.

VGS and descent angle not coincident (VGS Angle 4.00/TCH 33).

AWOS-3PT

SE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 10

PLANT CITY (PCM)

AWOS-3 120.025  TAMPA APP CON 120.65 290.3  CLNC DEL 121.725 (GCO)  UNICOM 123.05 (CTAF)

**Circling RW 28 NA at right. Baro-VNAV and VDP NA when using Lakeland altimeter setting. Rwy 10 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°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.**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20).**

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<thead>
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<th>C</th>
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<tr>
<td>LPV DA</td>
<td>455-1</td>
<td>302 (400-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>510-1</td>
<td>357 (400-1)</td>
<td>NA</td>
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<td>LNAV MDA</td>
<td>520-1</td>
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<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>680-1</td>
<td>720-1</td>
<td>527 (600-1)</td>
<td>567 (600-1)</td>
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**PLANT CITY, FLORIDA**

Amnd 1D 15AUG19
RNAV (GPS) RWY 28
PLANT CITY (PCM)

WAAS CH 78136
APP CRS 279° Rwy Idg 3950
TDZE 153
Apt Elev 153

2000

--- Diagram ---

AWOS-3
120.025

TAMPA APP CON
120.65 290.3

CLNC DEL
121.725 (GCO)

UNICOM
123.05 (CTAF)

--- Text ---

Baro-VNAV NA when using Lakeland altimeter setting. For uncompensated Boro-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.
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.

DME MINSIMUMS

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tr>
<td>S-28</td>
<td>800-1</td>
<td>646 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>C CIRCLING</td>
<td>800-1</td>
<td>646 (700-1)</td>
<td>NA</td>
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</tr>
<tr>
<td>3:05</td>
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<tr>
<td>2:34</td>
</tr>
</tbody>
</table>

LAKELAND

387°  419°

NoPT for arrival on LAL VORTAC airway radial 080.
Procedure NA for arrivals at ZARNA on V159 southbound.

VGS and RNAV glidespath not coincident (VGS Angle 3.75/TCH 45).

* LNAV only.

**MISSED APPROACH: Climb to 2000 direct CIVOV and on track 035° to LONNI and hold.**
RNAV (GPS) RWY 15

POMPANO BEACH AIRPARK (PMP)

ATIS 120.55
MIAMI APP CON 119.7 306.3
POMPANO BEACH TOWER* 125.4 (CTAF)
GND CON 121.9
UNICOM 122.95

Procedure NA for arrivals at ATONE on V159 northbound.

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 Exec altimeter setting.

MISSED APPROACH: Climb to 2100 direct KUCEP and hold.
RNAV (GPS) RWY 33
POMPOANO BEACH AIRPARK (PMP)

ATIS 120.55
MIAMI APP CON 119.7 306.3
POMPAANO BEACH TOWER* 125.4 (CTAF) 1
GND CON 121.9
UNICOM 122.95

Circling Rwy 15 NA at night. Rwy 33 helicopter visibility reduction below 3/4 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 Exec altimeter setting.

* LNAV only.

Procedure NA for arrivals at QEPRO on V295/BR 64V southbound.

RNP APCH.

LNAV only.
LOCALIZER 109.75
Chan 34(Y)

ATIS 120.55
MIAMI APP CON 119.7 306.3
POMPAANO BEACH TOWER 125.4 (CTAF)
GND CON 121.9
UNICOM 122.95

DME required. RADAR required for procedure entry.

Rwy 15 helicopter visibility reduction below 1 SM NA. Inop table does not apply. Procedure NA at night.

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
POMPAANO BEACH TOWER
GND CON
UNICOM

LOC/DME  I-PMP 109.75
APP CRS
Rwy Idg 4418
TDZE 17
Apt Elev 19

MALS

POMPAANO BEACH AIRPARK (PMP)

SE-3, 11 JUL 2024 to 05 SEP 2024
SE-3, 11 JUL 2024 to 05 SEP 2024
SE-3, 11 JUL 2024 to 05 SEP 2024
SE-3, 11 JUL 2024 to 05 SEP 2024

26°15'N-80°07'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

ATIS 120.55
POMPANO BEACH TOWER 125.4
GND CON 121.9

ELEV 16
149.6°
ELEV 13
257.7°
ELEV 11
284.6°
ELEV 13
26°15.0'N

SE-3, 11 JUL 2024 to 05 SEP 2024
SE-3, 11 JUL 2024 to 05 SEP 2024
SE-3, 11 JUL 2024 to 05 SEP 2024
SE-3, 11 JUL 2024 to 05 SEP 2024
SE-3, 11 JUL 2024 to 05 SEP 2024

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 6:** Climb on heading 060° or as assigned by ATC, thence. . .
**TAKEOFF RUNWAY 10:** Climb on heading 105° or as assigned by ATC, thence. . .
**TAKEOFF RUNWAY 15:** Climb on heading 150° or as assigned by ATC, thence. . .
**TAKEOFF RUNWAY 24:** Climb on heading 240° or as assigned by ATC, thence. . .
**TAKEOFF RUNWAY 28:** Climb on heading 285° or as assigned by ATC, thence. . .
**TAKEOFF RUNWAY 33:** Climb on heading 330° or as assigned by ATC, thence. . .

...for RADAR vectors to cross MRENO at or above 4000, then on track 323° to BNICE, then on assigned transition, maintain ATC assigned altitude, expect clearance to filed altitude within 10 minutes after departure.

**COREA TRANSITION (BNICE2.COREA)**
**DOLIE TRANSITION (BNICE2.DOLIE)**
**MERKS TRANSITION (BNICE2.MERKS)**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 060° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .

TAKEOFF RUNWAY 10: Climb on heading 105° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .

TAKEOFF RUNWAY 15: Climb on heading 150° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .

TAKEOFF RUNWAY 24: Climb on heading 240° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .

TAKEOFF RUNWAY 28: Climb on heading 285° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .

TAKEOFF RUNWAY 33: Climb on heading 330° or as assigned by ATC for RADAR vectors to cross LIFRR at or above 4000, thence. . . .

. . . .on track 002° to BOGYY, then on track 005° to DORRL then on (transition), maintain altitude as assigned by ATC, expect filed altitude 10 minutes after departure.

MATLK TRANSITION (DORRL2.MATLK)
ONEWY TRANSITION (DORRL2.ONEWY)
NOTE: For jet aircraft only.
NOTE: Accelerate to 250K, if unable, advise ATC.

**TOP ALTITUDE: ASSIGNED BY ATC**

RNAV 1 - DME/DME/IRU or GPS.
From WOLFO to SNAGY, SUMRS - GPS.

RADAR required.

**TAKEOFF MINIMUMS**
Rwys 6, 24, 28, 33: Standard.
Rwys 10, 15: Standard with minimum climb of 500' per NM to 520.

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 060° or as assigned by ATC for vectors to cross FEALX at or above 4000, thence...
TAKEOFF RUNWAY 10: Climb on heading 105° or as assigned by ATC for vectors to cross FEALX at or above 4000, thence...
TAKEOFF RUNWAY 15: Climb on heading 150° or as assigned by ATC for vectors to cross FEALX at or above 4000, thence...
TAKEOFF RUNWAY 24: Climb on heading 240° or as assigned by ATC for vectors to cross FEALX at or above 4000, thence...
TAKEOFF RUNWAY 28: Climb on heading 285° or as assigned by ATC for vectors to cross FEALX at or above 4000, thence...
TAKEOFF RUNWAY 33: Climb on heading 330° or as assigned by ATC for vectors to cross FEALX at or above 4000, thence...

...(transition). Maintain ATC assigned altitude. Expect clearance to filed altitude ten minutes after departure.

ETECK TRANSITION (FEALX2.ETECK)
FREEPORT TRANSITION (FEALX2.ZFP)
PADUS TRANSITION (FEALX2.PADUS)
SUMRS TRANSITION (FEALX2.SUMRS)
SNAGY TRANSITION (FEALX2.SNAGY)
WOLFO TRANSITION (FEALX2.WOLFO)
TOP ALTITUDE: ASSIGNED BY ATC

Radar and DME required.

TAKEOFF MINIMUMS
Rwys 6, 24, 28, 33: Standard.
Rwy 10: 300-1½ or standard
with a minimum climb of 265’
per NM to 300.
Rwy 15: 300-2 or standard
with a minimum climb of 425’
per NM to 500.

NOTE: Turbojet aircraft accelerate to 250K
within 7 NM of departure, if unable
advise ATC.

(continued on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6, 10, 24, 28, 33: Climb on assigned heading, thence.
TAKEOFF RUNWAY 15: Climb on heading 146° to 500, then climb on assigned heading, thence.

. . . . altitude as assigned by ATC, expect RADAR vectors to appropriate transition.
Expect further clearance to filed altitude ten (10) minutes after departure.

AARPS TRANSITION (FLL1.AARPS): From over FLL VOR/DME on FLL R-358 to AARPS.
BEECH TRANSITION (FLL1.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH.
BNICE TRANSITION (FLL1.BNICE): From over DHP VORTAC on DHP R-321 to BNICE.
DORRL TRANSITION (FLL1.DORRL): From over DHP VORTAC on DHP R-003 to DORRL.
FEALX TRANSITION (FLL1.FEALX): From over FLL VOR/DME on FLL R-069 to FEALX.
FREEPORT TRANSITION (FLL1.ZFP): From over FLL VOR/DME on FLL R-069 to FEALX, then on ZFP R-257 to ZFP VOR/DME.
FRSBE TRANSITION (FLL1.FRSBE): From over DHP VORTAC on DHP R-348 to FRSBE.
HROCK TRANSITION (FLL1.HROCK): From over FLL VOR/DME on FLL R-311 to HROCK.
MAYNR TRANSITION (FLL1.MAYNR): From over DHP VORTAC on DHP R-196 to MAYNR.
TAKEOFF MINIMUMS
Rwys 6, 24, 28, 33: Standard.
Rwy 10: 300-1½ or standard with
minimum climb of 265' per NM to 300.
Rwy 15: 300-2 or standard with
minimum climb of 425' per NM to 500.

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K, if unable,
advise ATC.
NOTE: WAPOM Transition for KMCO,
KDAB, and KMLB area arrivals.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 060° or as assigned by ATC for RADAR vectors
to ALNZO, thence. . . .
TAKEOFF RUNWAY 10: Climb on heading 105° or as assigned by ATC for RADAR vectors
to ALNZO, thence. . . .
TAKEOFF RUNWAY 15: Climb on heading 150° or as assigned by ATC for RADAR vectors
to ALNZO, thence. . . .
TAKEOFF RUNWAY 24: Climb on heading 240° or as assigned by ATC for RADAR vectors
to ALNZO, thence. . . .
TAKEOFF RUNWAY 28: Climb on heading 285° or as assigned by ATC for RADAR vectors
to ALNZO, thence. . . .
TAKEOFF RUNWAY 33: Climb on heading 330° or as assigned by ATC for RADAR vectors
to ALNZO, thence. . . .

. . . . on track 350° to FRSBE, then on (transition). Maintatin ATC assigned altitude, expect
filed altitude 10 minutes after departure.

STYMY TRANSITION (FRSBE2.STYMY)
WAPOM TRANSITION (FRSBE2.WAPOM)
TOP ALTITUDE: ASSIGNED BY ATC

RNAV 1 - DME/DME/IRU or GPS.
From KRAFT - GPS.
RADAR required.

TAKEOFF MINIMUMS
Rwys 6, 24, 28, 33: Standard.
Rwys 10, 15: Standard with minimum climb of 500’ per NM to 520.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 060° or as assigned by ATC for vectors to cross MNUDO at or above 4000, thence....

TAKEOFF RUNWAY 10: Climb on heading 105° or as assigned by ATC for vectors to cross MNUDO at or above 4000, thence....

TAKEOFF RUNWAY 15: Climb on heading 150° or as assigned by ATC for vectors to cross MNUDO at or above 4000, thence....

TAKEOFF RUNWAY 24: Climb on heading 240° or as assigned by ATC for vectors to cross MNUDO at or above 4000, thence....

TAKEOFF RUNWAY 28: Climb on heading 285° or as assigned by ATC for vectors to cross MNUDO at or above 4000, thence....

TAKEOFF RUNWAY 29: Climb on heading 240° or as assigned by ATC for vectors to cross MNUDO at or above 4000, thence....

.... on track 122° to GABOW, (transition). Maintain ATC assigned altitude. Expect clearance to filed altitude ten minutes after departure.

RAJAY TRANSITION (GABOW2, RAJAY)
SANDL TRANSITION (GABOW2, SANDL)
SUMAC TRANSITION (GABOW2, SUMAC)

NOTE: RAJAY Transition for traffic at/below FL230 only.

NOTE: Chart not to scale.
NOTE: Chart not to scale.

RNAV 1-DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 6, 24, 28, 33: Standard.
Rwy 10: 300-1½ or standard with minimum climb of 265’ per NM to 300.
Rwy 15: 300-2 or standard with minimum climb of 425’ per NM to 500.

NOTE: Jet aircraft only.
NOTE: Accelerate to 250K, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 060° or as assigned for RADAR vectors to cross JOENZ, thence.
TAKEOFF RUNWAY 10: Climb on heading 105° or as assigned for RADAR vectors to cross JOENZ, thence.
TAKEOFF RUNWAY 15: Climb on heading 150° or as assigned for RADAR vectors to cross JOENZ, thence.
TAKEOFF RUNWAY 24: Climb on heading 240° or as assigned for RADAR vectors to cross JOENZ, thence.
TAKEOFF RUNWAY 28: Climb on heading 285° or as assigned for RADAR vectors to cross JOENZ, thence.
TAKEOFF RUNWAY 33: Climb on heading 330° or as assigned for RADAR vectors to cross JOENZ, thence.

. . . . .on track 319° to HROCK, then on assigned transition. Maintain ATC assigned altitude, expect filed altitude within 10 minutes after departure.

KPASA TRANSITION (HROCK2.KPASA)
SMELZ TRANSITION (HROCK2.SMELZ)
T500’/NM to 520.

NOTE: Accelerate to 250K until leaving 10000, if unable, advise ATC.

NOTE: Jet aircraft only.

NOTE: For aircraft filed at or below 12000.

TAKEOFF MINIMUMS
Rwys 6, 24, 28, 33: Standard.
Rwys 10, 15: Standard with minimum climb of 500’/NM to 520.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 060° or as assigned by ATC, thence.
TAKEOFF RUNWAY 10: Climb on heading 105° or as assigned by ATC, thence.
TAKEOFF RUNWAY 15: Climb on heading 150° or as assigned by ATC, thence.
TAKEOFF RUNWAY 24: Climb on heading 240° or as assigned by ATC, thence.
TAKEOFF RUNWAY 28: Climb on heading 285° or as assigned by ATC, thence.
TAKEOFF RUNWAY 33: Climb on heading 330° or as assigned by ATC, thence.

...for RADAR vector to cross LIFRR at or above 4000, then on track 353° to BOBOE, then on assigned transition, maintain ATC assigned altitude, expect clearance to filed altitude within 10 minutes after departure.

BAIRN TRANSITION (LIFRR2.BAIRN)
WIXED TRANSITION (LIFRR2.WIXED)
NOTE: Chart not to scale.

**MAYNR TWO DEPARTURE (RNAV)**

**TOP ALTITUDE: ASSIGNED BY ATC**

**RNAV1 - DME/DME/IRU or GPS.**

**From SUIP to MAXIM: RNAV 1 - GPS.**

**From SUIP to CANOA: RNAV 1 - GPS.**

**RADAR required.**

**TAKING MINIMUMS**

Rwy's 6, 10, 15, 24, 28, 33: Standard with minimum climb of 500' / NM to 520.

**Takeoff Minimums**

125.4 (CTAF)
121.9 POMPANO BEACH TOWER
120.55 GND CON
126.05 251.1 MIAMI DEP CON

**NOTE:** Jet aircraft only.

**NOTE:** Accelerate to 250K until leaving 10000, if unable, advise ATC.

**NOTE:** RNAV1 - DME/DME/IRU or GPS.

**RADAR required.**

**ASSIGNED BY ATC**

**TOP ALTITUDE:**

**MAJOR DEP CON**
125.05 251.1
120.55 GND CON
121.9 POMPANO BEACH TOWER
122.4 (CTAF)

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**625**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6, 10, 15, 24, 28, 33: Climb on heading assigned by ATC for vectors to cross AUSTI at or above 5000, thence . . .

. . . on track 202° to MAYNR, then on assigned transition, maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

CANOA TRANSITION (MAYNR2.CANOA)
FUNDI TRANSITION (MAYNR2.FUNDI)
MAXIM TRANSITION (MAYNR2.MAXIM)
NOTE: GPS Required. 
NOTE: RNAV 1. 
NOTE: If unable to accept climb rate, advise on initial contact.
NOTE: No heavy jet departure off Rwy 30 when MUNIZ2 or W371 are active.

(NARRATIVE ON FOLLOWING PAGE) 
(NOTES CONTINUED ON FOLLOWING PAGE) 

NOTE: Chart not to scale.
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)
RNAV (GPS) RWY 4
PUNTA GORDA (PGD)

MISSING APCH FIX
DOGLE 087°
JOCKS 293°

ATIS 135.675
FORT MYERS APP CON 127.05
PUNTA GORDA TOWER 121.0 (CTAF) 0
GND CON 119.55
CLNC DEL 127.05
UNICOM 122.975

VOR/DME
CUPAV

AIRPLANE美麗

MINIMUMS
Category A
LPV DA 224-3/4
LNAV/VNAV DA 393-1
LNAV MDA 400-1
CIRCLING 460-1

Category B
LPV DA 200 (200-3/4)
LNAV/VNAV DA 369 (400-1)
LNAV MDA 376 (400-1)
CIRCLING 554 (600-1)

Category C
LPV DA 600-1/2
LNAV/VNAV DA 574 (600-1/2)
LNAV MDA 714 (800-2/4)

Category D
LPV DA 600-1/2
LNAV/VNAV DA 574 (600-1/2)
LNAV MDA 714 (800-2/4)

MISSED APPROACH: Climb to 2000
direct DOGLE and track 087° to
JOCKS and hold.

Procedure NA for arrivals on RSW VORTAC
airway radials 312 CW 016.

Amdt 2A 30JAN20

SE-3, 11 JUL 2024 to 05 SEP 2024

PUNTA GORDA, FLORIDA
26°55’N-81°59’W

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

Procedure NA for arrivals at ROGAN on V7 north bound, and V97 northwest bound.

Procedure NA for arrivals at PINTS on V579 southeast bound.
RNAV (GPS) RWY 33
PUNTA GORDA (PGD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**ATIS**  **FORT MYERS APP CON**  **PUNTA GORDA TOWER**  **GND CON**  **CLNC DEL**
135.675  127.05  306.2  121.0 (CTAF)  119.55  119.55

**CLNC DEL**  **UNICOM**
127.05 (When twr closed)  122.975

**MISSING APCH FIX**
4 NM  APZUL

**VIOLA**
2500 to OWGAF
1008 CW 051.

Procedure NA for arrivals at VIOLA on V579 northwest bound.

**ELEV**
26

**TDZE**
23

**PETSE**
2500

**GP 3.00° TCH 48**

**APZUL**
2000

**LNAV only.**

**FARBI**
1.5 NM to RW33

**DODIK**
1600

**335°**

**560°**

**2600**

**MISSED APPROACH:** Climb to 2000 direct APZUL and hold.

**PUNTA GORDA, FLORIDA**

Amdt 2  31DEC20

**RNAV (GPS) RWY 33**

**PUNTA GORDA (PGD)**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
### VOR RWY 4

**PUNTA GORDA (PGD)**

**ATIS** | **FORT MYERS APP CON** | **PUNTA GORDA TOWER** | **GND CON** | **CLNC DEL** | **CLNC DEL** | **UNICOM**  
---|---|---|---|---|---|---  
135.675 | 127.05 | 306.2 | 121.0 (CTAF) | 119.55 | 119.55 | 122.975  

**When local altimeter setting not received, use Page Fld altimeter setting and increase all MDA 60 feet; increase S-4 Cats C/D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile.**

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 1600 direct PGD VOR and hold.

### Category

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>S-4</td>
<td>680-1</td>
<td>656 (700-1)</td>
<td>680-1/8</td>
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<td>Circling</td>
<td>680-1</td>
<td>654 (700-1)</td>
<td>680-1/8</td>
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<td>740-2/4</td>
<td>714 (800-2/4)</td>
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**PUNTA GORDA, FLORIDA**

Amdt 1 15OCT15

26°55’N-81°59’W
When local altimeter setting not received, use Page Fld altimeter setting and increase all MDA 60 feet; increase S-22 Cats C and D visibility 1/8 mile and increase Circling Cats C and D visibility 1/8 mile.

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 1600 direct PGD GORDA VOR and hold.

### Table

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>560-1</td>
<td>580-1</td>
<td>600-1½</td>
<td>740-2½</td>
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<td>534 (600-1)</td>
<td>554 (600-1)</td>
<td>574 (600-1½)</td>
<td>714 (800-2½)</td>
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</table>

**ATIS**
135.675

**FORT MYERS APP CON**
127.05 306.2

**PUNTA GORDA TOWER**
121.0 (CTAF)

**GND CON**
119.55

**CLNC DEL**
127.05 [When twr closed]

**UNICOM**
122.975

**TDZE**
26

**ELEV**
26

**VOR PGD**
110.2

**APP CRS**
222°

**Rwy Idg**
7193

**TDZE**
26

**Apt Elev**
26

**PGD VOR**
1600

**Remain within 10 NM**

**PUNTA GORDA, FLORIDA**

**Amdt 5 15OCT15**

**26°55′N-81°59′W**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS)-A
QUINCY MUNI (2J9)

MISSED APPROACH: Climbing left turn to 2100 direct SZW VORTAC and hold.

AWOS-3PT TALLAHASSEE APP CON* UNICOM
118.975 128.7 254.3 122.7 [CTAF] 0

NoPT for arrival on SZW VORTAC airway radials 088 CW 148.

RNAV (GPS)-A
W20A

AWOS-3PT TALLAHASSEE APP CON* UNICOM
118.975 128.7 254.3 122.7 [CTAF] 0

NoPT for arrival on SZW VORTAC airway radials 088 CW 148.

RNAV (GPS)-A
W20A

AWOS-3PT TALLAHASSEE APP CON* UNICOM
118.975 128.7 254.3 122.7 [CTAF] 0

NoPT for arrival on SZW VORTAC airway radials 088 CW 148.

RNAV (GPS)-A
W20A

AWOS-3PT TALLAHASSEE APP CON* UNICOM
118.975 128.7 254.3 122.7 [CTAF] 0

NoPT for arrival on SZW VORTAC airway radials 088 CW 148.

RNAV (GPS)-A
W20A

AWOS-3PT TALLAHASSEE APP CON* UNICOM
118.975 128.7 254.3 122.7 [CTAF] 0

NoPT for arrival on SZW VORTAC airway radials 088 CW 148.

RNAV (GPS)-A
W20A

AWOS-3PT TALLAHASSEE APP CON* UNICOM
118.975 128.7 254.3 122.7 [CTAF] 0

NoPT for arrival on SZW VORTAC airway radials 088 CW 148.

RNAV (GPS)-A
W20A

AWOS-3PT TALLAHASSEE APP CON* UNICOM
118.975 128.7 254.3 122.7 [CTAF] 0

NoPT for arrival on SZW VORTAC airway radials 088 CW 148.

RNAV (GPS)-A
W20A

AWOS-3PT TALLAHASSEE APP CON* UNICOM
118.975 128.7 254.3 122.7 [CTAF] 0

NoPT for arrival on SZW VORTAC airway radials 088 CW 148.
A Baro-VNAV NA when using Jacksonville NAS (Towers Fld) 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 1/2 SM NA. When local altimeter setting not received, use Jacksonville
NAS (Towers Fld) 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 1/3 SM. Circling Rwy 2, 6 NA at night.

Procedure NA for arrivals on CRG VORTAC

airway radials 164 CW 194.

VGSI and RNAV glideslope not coincident
(VGSI Angle 3.00°/TCH 44).

ST. AUGUSTINE, FLORIDA
Orig F 08OCT20
29°58’N-81°20’W

RNAV (GPS) RWY 13
NORTHEAST FLORIDA RGNL (SGJ)
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Circling NA northwest of Rwys 7 and 18. Procedure NA at night. Rw 7 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at PIE VORTAC on V35 northwest bound.
RNAV (GPS) RWY 18
ALBERT WHITTED (SPG)

ST. PETERSBURG, FLORIDA
Amdt 1 20APR23

RNAV (GPS) RWY 18
ALBERT WHITTED (SPG)

RNP APCH - GPS.

\*Circling NA northwest of Rwys 7 and 18. Procedure NA at night.

\*Rwy 18 helicopter visibility reduction below 1 SM NA.

CIRCLING

Asos 118.875 
Tampa App Con 119.65 316.05 (east) 125.3 316.05 (west) 
Whitted Tower 127.4 (ctaf) 257.6 
Gnd Con 121.8 
Unicom 122.95

Misssed approach: Climbing right turn to 2000 direct PIE VORTAC and hold.

NoPT for arrival on PIE VORTAC airway radials R-336, R-355, R-016, R-045, and R-067.

Final approach course offset 12.68°

Procedure NA at night.

Rwy 18 helicopter visibility reduction below 1 SM NA.
RNAV (GPS) RWY 36
ALBERT WHITTED (SPG)

Amdt 2 20APR23

MIRL Rwys 7-25 and 18-36
REIL Rwys 7, 18, 25 and 36

RNAP APCH - GPS.

Circling NA northwest of Rwys 7 and 18. Procedure NA at night.
Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSING APPROACH: Climbing right turn to 2000 direct JRGAL and hold.

ASOS
TAMPA APP CON
WHITTED TOWER
GND CON
UNICOM

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<td>MIRL Rwys 7-25 and 18-36</td>
<td>2800</td>
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</tbody>
</table>

HOLD 6000 2000

RNAV (GPS) RWY 36 (SPG)
ALBERT WHITTED (SPG)
ST. PETERSBURG, FLORIDA

VORTAC PIE
116.4
Chan 111

APP CRS
164°

Rwy Idg
2674

TDZE
6

Apt Elev
7

HOLD 6000
2700

NoPT for arrival on PIE VORTAC airway radials R-336, R-355, R-016, R-045, R-067, and R-087.

One Minute Holding Pattern

PIE VORTAC

WUXUT PIE [5.1]

PIE 8.9

PIE 116.4 PIE
Chan 111

WHITTED TOWER
127.4 (CTAF)

GND CON
121.8

UNICOM
122.95

DME required.

Circling NA northwest of Rwys 7 and 18. Procedure NA at night.
Rwy 18 helicopter visibility reduction below 1 SM NA.

ST. PETERSBURG
Chan 111

Elev
2700

ASOS
118.875

TAMPA APP CON
119.65 316.05 (EAST)
125.3 316.05 (WEST)

MISSED APPROACH: Climbing right turn to 2700 direct PIE VORTAC and hold, continue climb-in-hold to 2700.

GND CON
127.4

UNICOM
257.6

MISSED APPROACH: Climbing right turn to 2700 direct PIE VORTAC and hold, continue climb-in-hold to 2700.

ST. PETERSBURG, FLORIDA

Amdt 10  20APR23

27°46’N-82°38’W

ALBERT WHITTED (SPG)

AL-613 (FAA)

23166
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**ST PETERSBURG-CLEARWATER, FLORIDA**

**AL-625 (FAA)**

**ILS or LOC RWY 18**

**ST PETERSBURG-CLEARWATER INTL (PIE)**

**DME, RADAR, or ADF required.**

- Circling Rwy 22 NA at night. For inop ALS, increase S-ILS 18 Cat E visibility to RVR 4000 and S-LOC 18 Cat E visibility to 1¾ SM.
- JINPI FIX MINIMUMS: For inop ALS, increase S-LOC 18 Cats C, D, and E visibility to RVR 4500.

**ATIS**

- TAMPA APP CON 125.3 316.05
- ST PETERSBURG-CLEARWATER TOWER* 118.3 (CTAF) 257.8
- GND CON 121.9 348.6
- CLNC DEL 120.6 350.2
- UNICOM 122.95

**RADAR REQUIRED FOR CAT E**

Course reversal at CAPOK NA for Cat E aircraft.

- VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).
- One Minute Holding Pattern
- Use I-PIE DME when on the localizer course.

**MISSED APPROACH:** Climb to 600 then climbing right turn to 1700 on heading 330° and PIE VORTAC R-276 to LAFAL INT/PIE VORTAC 8 DME and hold, continue climb-in-hold to 1700.
SA CATEGORY I & II: Requires specific OPSPEC, MSPEC, or LOA approval. SA CATEGORY I & II S-ILS 18 NA when control tower closed.

MISSED APPROACH: Climb to 600 then climbing right turn to 1700 on heading 330° and PIE VORTAC R-276 to LAFAL INT/PIE 8 DME and hold, continue climb-in-hold to 1700.

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
Circling to Rwy 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C and D visibility to RVR 5500.

VGS and RNP glidepath not coincident (VGSI Angle 3.00/TCH 68).

Procedure NA for arrivals on PIE VORTAC airway radials 336 CW 067.
RNAV (GPS) RWY 36
ST PETERSBURG-CLEARWATER INTL (PIE)

ATIS 134.5
TAMPA APP CON 125.3 316.05
ST PETERSBURG-CLEARWATER TOWER* 116.3 (CTAF) 257.8
GND CON 121.9 348.6
CLNC DEL 120.6 350.2
UNICOM 122.95

AIRWAYS (Holding Pattern)

- SAWGA (FAF)
- (IF/IAF) SONES
- (IF/IAF) SARASOTA SRQ

Circling to Rwy 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C or above 54°C.

Procedure NA for arrivals on PIE VORTAC airway radials 115 CW 173.

RNAV (GPS) RWY 36
ST PETERSBURG-CLEARWATER INTL (PIE)

Amdt 1A 16MAY24

ST PETERSBURG-CLEARWATER, FLORIDA
AL-625 (FAA)

27°55’N-82°41’W

RNAV (GPS) RWY 36
ST PETERSBURG-CLEARWATER INTL (PIE)

Amdt 1A 16MAY24

ST PETERSBURG-CLEARWATER, FLORIDA
AL-625 (FAA)

27°55’N-82°41’W

RNAV (GPS) RWY 36
ST PETERSBURG-CLEARWATER INTL (PIE)

Amdt 1A 16MAY24

ST PETERSBURG-CLEARWATER, FLORIDA
AL-625 (FAA)

27°55’N-82°41’W
ST PETERSBURG-CLEARWATER, FLORIDA

VOR RWY 4
ST PETE-CLEARWATER INTL (PIE)

ADF required.

When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 40 feet; JULSO fix minimums; increase Circling Cat C/D visibility 1/4 SM. Helicopter visibility reduction below 3/4 SM NA.

Remain within 10 NM

Climbing left turn to 1700

Helicopter visibility reduction below 1 SM NA.

MDAs 40 feet; JULSO fix minimums: increase Circling Cat C/D visibility 1/4 SM.

When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 40 feet; JULSO fix minimums; increase Circling Cat C/D visibility 1/4 SM. Helicopter visibility reduction below 3/4 SM NA.

Remain within 10 NM

Climbing left turn to 1700

Helicopter visibility reduction below 1 SM NA.

MDAs 40 feet; JULSO fix minimums: increase Circling Cat C/D visibility 1/4 SM.
DME required. Helicopter visibility reduction below ¾ SM NA.

ATIS      125.3  316.05
TAMPA APP CON  118.3 (CTAF)  257.8
ST PETERSBURG-CLEARWATER TOWER
GND CON     121.9  348.6
CLNC DEL    120.6  350.2
UNICOM      122.95
ALIS

ST PETERSBURG-CLEARWATER, FLORIDA
AL-625 (FAA)
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.

**PROCEDURE NA FOR ARRIVAL ON PIE VORTAC airway radials 336 CW 067.**
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.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

Atis 134.5
St. Petersburg-Clearwater Tower
118.3 257.8
Gnd con 121.9 348.6
Clnc del 120.6 350.2

Blast Pad 200 x 200

JANUARY 2020
Annual rate of change
0.1° W

ST PETE-CLEARWATER INTL (P1E)
St. Petersburg-Clearwater, Florida

Atis 134.5
St. Petersburg-Clearwater Tower
118.3 257.8
Gnd Con 121.9 348.6
Clnc Del 120.6 350.2

Blast Pad 200 x 200

JANUARY 2020
Annual rate of change
0.1° W

ST PETE-CLEARWATER INTL (P1E)
St. Petersburg-Clearwater, Florida
TAKING MINIMUMS
Rwy 18: Standard.
Rwy 4, 36: Standard with minimum climb of 500' / NM to 520.
Rwy 22: Standard with minimum climb of 230' / NM to 300.

NOTE: Jet aircraft only.
NOTE: WILON Transition for use by aircraft filed to Jacksonville area airports only, or as assigned by ATC.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
TAKEOFF RUNWAY 4: Climb on heading 045° to intercept course 002° to cross FOXAR at or below 1600, then on track 360° to PPOLE, then on track 360° for vectors to FINKI, thence . . . .

TAKEOFF RUNWAY 18: Climb on heading 176° to 520, then direct YOTLR, then on heading 203° for vectors to FINKI, thence . . . .

TAKEOFF RUNWAY 22: Climb on heading 225° to 520, then direct DEPPP, then on heading 225° for vectors to FINKI, thence . . . .

TAKEOFF RUNWAY 36: Climb on heading 356° to intercept course 027° to cross FOXAR at or below 1600, then on track 360° to PPOLE, then on track 360° for vectors to FINKI, thence . . . .

. . . . on track 004° to BAYPO. Maintain 1600. Expect clearance to filed altitude within ten minutes after departure.

CAMJO TRANSITION (BAYPO2.CAMJO)
WILON TRANSITION (BAYPO2.WILON)
TAMPA DEP CON  
125.3 316.05  
ATIS  
134.5  
CLNC DEL  
120.6 350.2  
GND CON  
121.9 348.6  
ST. PETERSBURG-CLEARWATER TOWER *  
118.3 [CTAF] 257.8

NOTE: Jet aircraft only.

NOTE: Chart not to scale.

NAVAID CHART
Rwy 18: Standard. 
Rwys 4, 36: Standard with minimum climb of 500'/NM to 520. 
Rwy 22: Standard with minimum climb of 230'/NM to 300.

RNAV 1 - DME/DME/IRU or GPS required. 
RADAR required.

TOP ALTITUDE: 1600
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 045° to intercept course 002° to cross FOXAR at or below 1600, then on track 360° to PPOLE, then on track 360° for vectors to ENDED, thence . . . .

TAKEOFF RUNWAY 18: Climb on heading 176° to 520, then direct YOTLR, then on heading 203° for vectors to ENDED, thence . . . .

TAKEOFF RUNWAY 22: Climb on heading 225° to 520, then direct DEPPP, then on track 225° for vectors to ENDED, thence . . . .

TAKEOFF RUNWAY 36: Climb on heading 356° to intercept course 027° to cross FOXAR at or below 1600, then on track 360° to PPOLE, then on track 360° for vectors to ENDED, thence . . . .

. . . . on track 357° to LACEN. Maintain 1600. Expect clearance to filed altitude within ten minutes after departure.
LLRG0 ONE DEPARTURE (RNAV)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TAMPA DEP CON
125.3 316.05
ATIS
134.5
CLNC DEL
120.6 350.2
GND CON
121.9 348.6
ST. PETERSBURG-CLEARWATER TOWER *
118.3 (CTAF) 257.8

CAMJO
9000
005° (30)

SPRNG
4000
005° (35)

WILON
4000
005° (35)

ECAKE
4000
005° (35)

LACEN
4000
005° (35)

ENED
4000
005° (35)

BAYPO
4000
005° (35)

LLRG0
4000
005° (35)

INLTT
1600

NOTE: For jets less than 60,000 lbs or as assigned by ATC.

TAKEOFF MINIMUMS
Rwys 4, 18, 36: Standard.
Rwy 22: 300-1/8 or standard with minimum climb of 230'/NM to 300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 045° or as assigned by ATC. Thence . . . .
TAKEOFF RUNWAY 18: Climb on heading 176° or as assigned by ATC. Thence . . . .
TAKEOFF RUNWAY 22: Climb on heading 225° or as assigned by ATC. Thence . . . .
TAKEOFF RUNWAY 36: Climb on heading 356° or as assigned by ATC. Thence . . . .

. . . . for RADAR vectors to cross INLTT at or above 1600, then on track 005° to LLRGO, maintain 1600. Expect clearance to filed altitude within 10 minutes after departure.

CAMJO TRANSITION (LLRGO1.CAMJO)
LACEN TRANSITION (LLRGO1.LACEN)
WILON TRANSITION (LLRGO1.WILON)
NOTE: Chart not to scale.

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.

NOTE: DME required.
RNAV (GPS) RWY 9

SAN JUAN, PUERTO RICO

Use Luis Munoz Marin Intl alitmeter setting. Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA.

ATIS
120.4

SAN JUAN APP CON
119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)

ISLA GRANDE TOWER*
135.875 (CTAF) 298.85
GND CON
121.7

RNAV (GPS) RWY 9

ATIS
120.4

SAN JUAN APP CON
119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)

ISLA GRANDE TOWER*
135.875 (CTAF) 298.85
GND CON
121.7

RNAV (GPS) RWY 9

ATIS
120.4

SAN JUAN APP CON
119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)

ISLA GRANDE TOWER*
135.875 (CTAF) 298.85
GND CON
121.7

RNAV (GPS) RWY 9
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Circling NA for Cat E south of Rwy 10-28. For inop ALS, increase S-ILS 10 all Cat E visibility to 1/2 SM and S-LOC 10 Cats C/D/E visibility to 1 1/4 SM.

MISSED APPROACH: Climbing 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.

Arrivals at KOTME and VECUG Radar Required.
Procedure NA for arrivals at CORAF on RTE 6 northwest bound and A523 G432 northbound.
Procedure NA for arrival at CORAF on route 6 northwest bound and G432 northbound.

Procedure NA for arrival at VARNA on routes 10 and 12 southwest bound and G449 southeast bound.

For inop MALSR, increase LNAV/VNAV visibility all Cats to 1° and NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV visibility all Cats to 1°.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct DEEDY and hold.
### RNAV (GPS) RWY 26

**Luis Munoz Marin Intl (SJU)(TJSJ)**

**MISSED APPROACH:** Climb to 3000 direct POVEE and right turn on track 014° direct DEEDY and hold.

---

**D-ATIS**

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**SAN JUAN APP CON**

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**SAN JUAN TOWER**

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**GND CON**

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**CLNC DEL**

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**CPDLC**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 22°C or above 54°C.**

---

**RNAV (GPS) RWY 26**

**DEEDY**

**SILOE**

**TUKRE**

**RW 26**

**HOLD 6000 1600**

**MARKERS**

- 1060 x 195
- 8016 x 150
- TWG 250
- REIL Rwys 26
- HIRL Rwys 8-26 and 10-28

**HOLD 6000 1600**

1.1 NM to RW 26

**1.1 NM to RW 26**

**A**

**LNAV/VNAV DA**

- 384-1½
- 377 (400-1½)

**LNAV MDA**

- 400-1
- 393 (400-1)

**CIRCLING**

- 590 (600-1)
- 730 (800-2)

**TWR**

**SE 3, 11 Jul 2024 to 05 Sep 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

---

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 22°C or above 54°C.**

---

**RNP APCH.**

**APP CRS**

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**Apt Elev**

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**Rwy Idg**

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**A**

**C**

**D**

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**ELEV 10**

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**18°26'N-66°00'W**

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**AL-784 (FAA)**

24081
Rwy 28 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct DEEDY and hold.

Procedure NA for arrivals at FAJAR on RTE 2 eastbound.

Procedure NA for arrivals at CHAKA on RTE 6 southeast bound.

FANIN

3000 DEEDY

HOLD 6000 2000

4 NM

(GPS) RWY 28

RNAP (GPS) RWY 28

RSAW

LUSI MUNOZ MARIN INTL (SJU)(TJSJ)

Category A
LNAV MDA
540-1
530 (600-1)
540-1½
530 (600-1½)

Category B
CIRCLING
600-1
590 (600-1)
740-2
730 (800-2)

Category C
D
8016 150
674
**ADF or DME required.**

- **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.

<table>
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<tr>
<th>D-ATIS</th>
<th>SAN JUAN APP CON (W/S)</th>
<th>SAN JUAN TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
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<tr>
<td>125.8</td>
<td>119.4 269.2</td>
<td>132.05 257.8</td>
<td>121.9 348.6</td>
<td>126.4 284.6</td>
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**COURSE REVERSAL NA FOR CAT E**

- **VEHICLE VELOCITY**
  - 365 421 448 246 297 901 734 798 733 250 280 8016 X 150

**S-10**
- **OROJO FIX MINIMUMS (DME REQUIRED)**
- **CIRCLING**
- **VILOS**
- **MISSED APPROACH**
- **CLNC DEL**
- **SE-3, 11 JUL 2024 to 05 SEP 2024**

**SAN JUAN, PUERTO RICO**

**Ammd 2C 01DEC22**

**VOR or TACAN RWY 10**

**Luis Munoz Marin Intl (SJU)(TJSJ)**

**SAN JUAN, PUERTO RICO**

Amd 2C 01DEC22
Weather Minima: 2500 foot ceiling and 5 mile visibility.

NOTE: Chart not to scale.

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.
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.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

Rwy 08-26
PCN 86 R/C/W/T
S-100, D-200, 2D-350

Rwy 10-28
PCN 68 R/C/W/T
S-100, D-200, 2D-350
TAKING OFF 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 . . .

TAKING OFF 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 . . .

TAKING OFF 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 . . .

TAKING OFF 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)
LANBO ONE DEPARTURE (RNAV)

TAKING OFF MINIMUMS
Rwy's 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.

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):
GLADA THREE DEPARTURE (RNAV)

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)
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)
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.
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.
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)

NOTE: Chart not to scale.
TELEPHONE: 5000

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.
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.

Procedure NA for arrival on PIE VORTAC airway radials 138 CW 157.
RNAV (GPS) RWY 4
SARASOTA/BRADENTON INTL (SRQ)

ATIS 124.375  TAMPA APP CON 119.65 353.575
SARASOTA TOWER 120.1 (CTAF) 256.8
GND CON 121.9 273.6  CLNC DEL 118.25  UNICOM 122.95

Rwy 4 helicopter visibility reduction below 3/4 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C.

Procedure NA for arrivals at SRQ VOR/DME on Q100 eastbound.

MISSED APPROACH: Climb to 3000 direct RITLE and on track 018° to PAIRS and hold, continue climb-in-hold to 3000.

At SRQ VOR/DME Procedure NA for arrivals

HOLD 4 NM

VNAV LNAV/DA LPV DA

SARASOTA/BRADENTON, FLORIDA
Amdt 2E 04NOV21 27°24'N-82°33'W
RNAV (GPS) RWY 14
SARASOTA/BRADENTON INTL (SRQ)

**ATIS**
124.375

**TAMPA APP CON**
119.65 353.575

**SARASOTA TOWER**
120.1 (CTAF) 256.8

**GND CON**
121.9 273.6

**CLNC DEL**
118.25

**UNICOM**
122.95

**Procedure NA for arrivals on PIE VORTAC airway radials 115 CW 157.**

**Procedure NA for arrivals at SRQ VOR/DME on Q100 southeast bound.**

**RNAV (GPS) RWY 14**

**MALSR**

**MISSSED APPROACH:** Climb to 3000 direct GINSE and on track 107° to MURDO and hold.

**MALSR**

**RSVP**

**LPV**

**DA**

**223-1/2 200 (200-1/2)**

**LNAV/VNAV**

**DA**

**489-1/8 466 (500-1/8)**

**LNAV MDA**

**440-1/2 417 (500-1/2)**

**CIRCLING**

**500-1 470 (500-1)**

**570 (600-1/2) 570 (600-2)**

**SARASOTA/BRADENTON, FLORIDA**

Amdt 3D 04NOV21

27°24'N-82°33'W

693
CIRCLING LNAV MDA

ATIS 124.375 TAMPA APP CON 119.65 353.575
SARASOTA TOWER 120.1 (CTAF) 256.8
GND CON 121.9 273.6
CLNC DEL 118.25
UNICOM 122.95

Procedure NA for arrivals at SRQ VOR/DME on V579 northbound.

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 1 1/2 mile.

Procedure NA for arrivals at SABEE on V35 southeast bound.

At SRQ VOR/DME Procedure NA for arrivals on V579 northbound.

LPV DA 227 1/2 200 (200-1/2)
LNAV/ VNAV 463-1 436 (500-1)
LNAV MDA 440-1/2 413 (500-1/2) 440-3/4 413 (500-3/4)
CIRCLING 500-1 470 (500-1) 600-1 1/2 570 (600-1/2) 600-2 570 (600-2)
For inop ALS, increase S-14 Cats C/D visibility to 1 ½ SM, increase JELSU Fix Minimums
S-14 Cats C/D visibility to 1 ½ SM. When control tower closed, increase S-14 Cats A/B and
JELSU Fix Minimums S-14 all Cats visibility to 1 SM. 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 ALS, increase S-14 Cats C/D visibility to 1 ½ SM, increase JELSU Fix Minimums
Cats C/D visibility to 1 SM.

ATIS | TAMPA APP CON | SARASOTA TOWER* | GND CON | CLNC DEL | UNICOM
---|---|---|---|---|---
124.375 | 119.65 353.575 | 120.1 (CTAF) @ 256.8 | 121.9 273.6 | 118.25 | 122.95
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
SARASOTA FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb heading 139°. Expect RADAR vectors to join assigned route, thence. . . .

TAKEOFF RUNWAY 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.

NOTE: RADAR required.

NOTE: Chart not scale.
RNAV 1 - DME/DME/IRU or GPS. From PSTOL - GPS.

TOP ALTITUDE: 5000

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS
Rwys 4, 14, 22: Standard.
Rwy 32: Standard with minimum climb of 500'/NM to 530.

NOTE: Jet aircraft only.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 043° to 530, then on heading 043° or as assigned by ATC, for RADAR vectors to PHINS, thence. . . .
TAKEOFF RUNWAY 14: Climb on heading 139° to 530, then direct URCHN to cross at or above 4000, then on track 229° to cross SNAGS at or above 4000 and at or below 220K, then on track 265° to THONG, then on track 318° to cross PHINS at or above 4000, thence. . . .
TAKEOFF RUNWAY 22: Climb on heading 223° to 530, then on heading 223° or as assigned by ATC, for RADAR vectors to PHINS, thence. . . .
TAKEOFF RUNWAY 32: Climb on heading 319° to 530, then left turn direct AQUAE to cross at 2600 and at or below 220K, then on track 254° to cross PHINS at or above 4000, thence. . . .

. . . on track 342° to cross TIDES at or above 5000 and at or below 250K, maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

CAMJO TRANSITION (TIDES1.CAMJO)
CIGAR TRANSITION (TIDES1.CIGAR)
FROOT TRANSITION (TIDES1.FROOT)
MOMIE TRANSITION (TIDES1.MOMIE)
Procedure NA for arrivals at BAIRN on V295 northwest bound.

Procedure NA for arrivals at CUSMO on V225 southwest bound.

Procedure NA at night. When local altimeter setting not received, use Vero Beach AWOS 3PT 118.125 or Palm Beach APCH CON 123.625 225.4 and increase all MDA 40 feet and Cat C visibility ½ SM.

**CTAF**

123.05

**AWOS: 3 PT**

118.125

**Palm Beach APCH CON**

123.625 225.4

**RNAV (GPS)-A**

SEBASTIAN MUNI (X26)

SEBASTIAN, FLORIDA

AL-10184 (FAA)

20030

Proceeding north from 1600 to 2000 at 1600, turn right to Rwy 05.

**POKME**

Misplaced approach: Climb to 2000 direct POKME and on track 090° to HASUP and hold.

**HOLDING PATTERN**

1600

**Jordan Point**

231°

051°

5.5 NM

4.8 NM

**CIRCLING**

520-1

498 (500-1)

620-1½

598 (600-1½)

NA

SEBASTIAN, FLORIDA

Orig-A 28FEB19

27°49'N 80°30'W

701
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 1/4 SM.

**RNP APCH.**

**Procedure NA for arrival on MLB VOR/DME airway radials 170 CW 189.**

**Misssed Approach:** Climb to 2000 direct JEKOL and hold.
RNAV (RNP) RWY 19
SEBRING RGNL (SEF)

**AUTHORIZATION REQUIRED**

**For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.**

**AWOS-3**

119.475

**AWOS-3**

SEBRING, FLORIDA

Amdt 1B 19MAY22

27°27'N-81°21'W

703
RNAV (GPS) RWY 1
SEBRING RGNL (SEF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Vero Beach Muni altimeter setting; increase LPV DA to 503 feet and all visibilities 1/2 SM, increase LNAV/ VNAV DA to 530 feet and all visibilities 3/4 SM; increase all MDAs 140 feet and LNAV visibility Cats C and D 3/4 SM, increase Circling visibility Cat C 1/2 SM and visibility Cat D 3/4 SM. Circling Rwy 14 NA at night. VDP and Baro-VNAV NA when using Vero Beach altimeter. Rwy 1 helicopter visibility reduction below 3/4 SM NA.

AWOS-3
119.475

MIAI CENTER
134.55  257.7

UNICOM
122.7 (CTAF)

SEBRING, FLORIDA

AL-386 (FAA)

23278

RNAV (GPS) RWY 1
SEBRING RGNL (SEF)

Amdt 1C  19MAY22

AWOS-3  119.475
MIAI CENTER  134.55  257.7
UNICOM  122.7 (CTAF)

RNAV (GPS) RWY 1
SEBRING RGNL (SEF)

Amdt 1C  19MAY22
RNAV (GPS) RWY 14
SEBRING RGNL (SEF)

**Radar Required for Procedure Entry.**

- Rwy 14 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Vero Beach Muni altimeter setting and increase all MDAs 140 feet; increase LP visibility Cat C and D ½ SM; LNAV visibility Cat C and D ½ SM; increase Circling visibility Cat C ½ SM and Cat D ¼ SM. Straight-in Rwy 14 NA at night, Circling Rwy 14 NA at night.

**Missed Approach:**
- Climb to 2000 direct YOHOR and hold.

**RNAV (GPS) RWY 14**

**SEBRING, FLORIDA**

**WAAS**
- CH 66024
- W-14A

**APP CRS**
- 140°

**Rwy Idg**
- 4701

**TDZE**
- 60

**Apt Elev**
- 62

**UNICOM**
- 122.7 (CTAF)

**AWOS-3**
- 119.475

**MIA MIAMI CENTER**
- 134.55

**257.7**

**SEBRING RGNL (SEF)**

**RNAV (GPS) RWY 14**

**Category**
- A
- B
- C
- D

**LP MDA**
- 420-1
- 360 (400-1)

**LNAV MDA**
- 560-1
- 500 (500-1)
- 560-3/8
- 500 (500-3/8)

**CIRCLING**
- 600-1
- 538 (600-1)
- 600-1/2
- 538 (600-1/2)
- 880-2/3
- 818 (900-2/3)

**SEBRING, FLORIDA**

**Orig-D**
- 19MAY22

**27°27'N-81°21'W**
- 705
**RNAV (GPS) RWY 32**

**SEBRING RGNL (SEF)**

**WAAS**
- CH: 48925
- APP CRS: 320°
- TDZE: 60
- Apt Elevation: 62

**APP CRZ**
- 600-1
- 600-1

**RWY IDG**
- 1700
- 320°
- 320°
- 320°
- 320°

**ELEV**
- 62

**TDZE**
- 60

**APPROACH**

**RNAV (GPS)**
- RWY 32

**AWOS-3**
- 119.475

**MIA MIAMI CENTER**
- 134.55
- 257.7

**UNICOM**
- 122.7 [CTAF]

**NOTICE**

- Straight-in RW 32 NA at night, Circling RW 14 NA at night.

**MISSED APPROACH**

- Climb to 2000 direct CUNSI and hold.

**AIRCRAFT CATEGORY**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP</td>
<td>420-1</td>
<td>420-1</td>
<td>480-1/3</td>
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<td>LNAV MDA</td>
<td>480-1</td>
<td>420 (500-1)</td>
<td>480-1/3</td>
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<td>CIRCLING</td>
<td>600-1</td>
<td>538 (600-1)</td>
<td>600-1/3</td>
<td>880-2/3</td>
</tr>
</tbody>
</table>

**SEBRING, FLORIDA**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**SEBRING RGNL (SEF)**

Orig-C 19MAY22

**27°27'N-81°21'W**

**AL-386 (FAA)**

**23278**
**RNAV (GPS) RWY 30**

**Circling to Rwy 07 NA at night. Baro-VNAV NA when using Palm Beach Int'l 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 ½ SM NA. When local altimeter setting not received, use Palm Beach Int'l altimeter setting: increase LPV DA to 337 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 475 feet and all visibilities ½ SM; increase all MDAs 80 feet and LNAV visibility Cats C/D ½ SM and Circling visibility Cats C/D ½ SM.

**ATIS**

134.475

**Palm Beach App Con**

132.8

**Stuart Tower**

126.6 (CTAF)

**Gnd Con**

121.7

**Clnc Del**

121.025

Procedure NA for arrivals at STOOP on V295 northwest bound.

**PETNE**

4 NM

**309**

**139**

**482**

**WOLOB**

1.6 NM to RW30

**AROSS**

**1600**

**296°**

**2000**

**GP 3.00°**

**TCH 40**

**CATEGORY**

A

B

C

D

**LPV DA**

266 - 1/2

250 (300 - 1/2)

**LNAV/VNAV DA**

404 - 1/2

388 (400 - 1/2)

**LNAV MDA**

400 - 1

384 (400 - 1)

**Circling**

480 - 1

464 (500 - 1)

680 - 1/2

680 - 2

664 (700 - 1/2)

664 (700 - 2)

**Amdt 1B 14JUL22**

**TDZE**

16

**Elev 16**

**TDZE 16**

**STUART, FLORIDA**

**27°11’N-80°13’W**

**WITHAM FLD (SUA)**

**Apt Elev**

309

**STOOP**

Max 230 KIAS

**MIRL Rwy 12-30 and 7-25**

**L**

**REIL Rwy 12-30**

**MIRL Rwys 12-30 and 7-25**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**Witham Fld (SUA)**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Top Altitude: 3000

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.

(Narrative continued on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb heading 073° to 520, then direct BRDEE, then left turn direct OLADY, then via depicted route to SNDLR. Thence. . . .

TAKEOFF RUNWAY 12: Climb heading 115° to 520, then left turn direct PINGL, then right turn direct SPYKS, then via depicted route to SNDLR. Thence. . . .

TAKEOFF RUNWAY 16: Climb heading 159° to 520, then right turn direct SPYKS, then via depicted route to SNDLR. Thence. . . .

TAKEOFF RUNWAY 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)
TALLAHASSEE, FLORIDA

ILS or LOC RWY 27
TALLAHASSEE INTL (TLH)

LOC/DME I-PLQ
111.9
Chan 56

APP CRS
TWR
000
Apt Elev 83

DME required.

For inop ALS, increase S-ILS 27 Cat E visibility to RVR 4000 and S-LOC 27 Cat C, D and E visibility to 2 SM. SPADD FIX MINIMUMS S-LOC 27 Cat E visibility to RVR 4000.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 092º and on SZW VORTAC R-140 to GACED INT/SZW 12.4 DME and hold, continue climb-in-hold to 4000.

ATIS
119.45 239.25

TALLAHASSEE APP CON
135.8 317.4

TALLAHASSEE TOWER
118.7 (CTAF) 257.8

GND CON
121.9 348.6

CLNC DEL
126.65 275.8

UNICOM
123.075

ELEV 83
TDZE 58

TALLAHASSEE, FLORIDA
Amdt 10D 11JUL24

30º24'N-84º21'W

ILS or LOC RWY 27
TALLAHASSEE INTL (TLH)

AFS-1

Course reversal at GACED NA for Cat E aircraft.

LOCALIZER 111.9
I-PLQ
Chan 56

2000
4000
hdg 092º
R-140
GACED INT

One Minute Holding Pattern

S-ILS 27
800/24 800/40 800-1/3 742 (800-1/4)

S-LOC 27
742 (800-1/4) 742 (800-3/4) 800-3/4 742 (800-1/4)

CIRCLING
800-1 800-1/4 800-2 800-2/4 1000-3

SPADD FIX MINIMUMS

S LO 740/24 682 (700-1/4) 740-1/4 682 (700-1/4)

CIRCLING
740-1 657 (700-1) 740-2 800-2/4 1000-3

HIRL Rwys 9-27 and 18-36

spadd fix minimums s-loc 27

TALLAHASSEE, FLORIDA

AL-5048 (FAA)

24193
**MISSED APPROACH:** Climb to 4000 direct SZW VORTAC and hold, continue climb-in-hold to 4000.

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>TALLAHASSEE APP CON</th>
<th>TALLAHASSEE TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tr>
<td>119.45</td>
<td>239.25</td>
<td>135.8</td>
<td>317.4</td>
<td>121.9</td>
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<td>275.8</td>
<td>123.075</td>
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</table>

**ASR**

**MALS R**

**ELEV 83**

**TDZE 62**

**TDZ/CL Rwy 27**

**REIL Rwys 9 and 18**

**HIRL Rwys 9-27 and 18-36**

**Locatizer 110.3**

**Channel 40**

**I-TLH**

**175° (14.5)**

**R-002**

**BUPYA**

**Channel 122**

TALLAHASSEE, FLORIDA

**AMDT 26 11JUL24**

**30°24'N-84°21'W**

**2.4 NM**

**2.3 NM**
RNAV (GPS) RWY 9
TALLAHASSEE INTL (TLH)

ATIS 119.45 239.25
TALLAHASSEE APP CON * 135.8 317.4
TALLAHASSEE TOWER * 118.7 (CTAF) 257.8
GND CON 121.9 348.6
CLNC DEL 126.65 275.8
UNICOM 123.075

Rwy 9 helicopter visibility reduction below RVR 4000 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -5°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct FEKAD
and hold.

HP RW09

4 NM
6000
3000
274°
1800
094°
1800
800

3000

274°

3000

274°

3000

274°

3000

LNAV only.

CIRCLING

497 (500-1)
517 (600-1)
557 (600-1½)
717 (800-2¼)

480/55
414 (400-1)
335 (400-1½)
381 (400-1½)

600-1
460-1½
800-2¼

LNAV MDA
LNAV/ VNAV DA

LPV DA 401/60

600-1
460-1½
800-2¼

3000

FEKAD

1.1 NM to RW09

*1.1 NM to RW09

*LNAV only

480/60
414 (400-1½)

2.2 NM to RW09

XOTNE

215±

230±

130

274°

TDZ 66

ELEV 83

SE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 18
TALLAHASSEE INTL (TLH)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

MISSED APPROACH: Climb to 3000 direct CIGAY and hold, continue climb-in-hold to 3000.

UNICOM

TALLAHASSEE INTL (TLH)

Amdt 3 11 JUL 2024 to 05 SEP 2024
Helicopter visibility reduction below 3/4 SM NA. VDP NA with Bainbridge altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SZW VORTAC and hold.

NoPT for arrivals on SZW VORTAC airway radials 288 CW 088.

One Minute Holding Pattern

- 3000
- 353°
- 173°
- 1500
- 3000
- SZW VORTAC
- WAPIM
- 6.6
- TCH 45
- TCH 45
- 3.13°
- 3.13°
- 780
- 780
- 697 (700-1)
- 717 (800-2)
- 780-2
- 717-2
- 697-2
- 353°
- 173°
- 880 when using Bainbridge altimeter setting.

WAPIM FIX MINIMUMS

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tbody>
<tr>
<td>S-18</td>
<td>780-1</td>
<td>697 (700-1)</td>
<td>780-2</td>
<td>697 (700-2)</td>
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<tr>
<td>C CIRCLING</td>
<td>780-1</td>
<td>697 (700-1)</td>
<td>780-2</td>
<td>697 (700-2)</td>
</tr>
</tbody>
</table>

WAPIM and descent angles not coincident (VGI Angle 3.00/TCH 55).

VOR RWY 18 TALLAHASSEE INTL (TLH)
VOR or TACAN RWY 36
TALLAHASSEE INTL (TLH)

DME required.

For inop ALS, increase VOR Cat E visibility to RVR 6000.
For inop ALS, increase TACAN Cat E visibility to RVR 6000.

ATIS: 119.45
TALLAHASSEE APP CON*: 135.8
TALLAHASSEE TOWER*: 118.7
TDZE: 62
Apt Elev: 83

MISSED APPROACH: Climb to 4000 direct
SZW VORTAC and on SZW VORTAC R-288
to QUILL/SZW 11.8 DME and hold, continue
climb-in-hold to 4000.

ELEV 83
TDZE 62
TDZ/CL Rwy 27
REIL Rwys 9 and 18
HIRL Rwys 9-27 and 18-36

For inop ALS, increase VOR Cat E visibility to RVR 6000.
For inop ALS, increase TACAN Cat E visibility to RVR 6000.

ATIS: 119.45
TALLAHASSEE APP CON*: 135.8
TALLAHASSEE TOWER*: 118.7
TDZE: 62
Apt Elev: 83

MISSED APPROACH: Climb to 4000 direct
SZW VORTAC and on SZW VORTAC R-288
to QUILL/SZW 11.8 DME and hold, continue
climb-in-hold to 4000.

ELEV 83
TDZE 62
TDZ/CL Rwy 27
REIL Rwys 9 and 18
HIRL Rwys 9-27 and 18-36

720
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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.

Procedure NA for arrivals at DADES on V7-521 northwest bound.

Procedure NA for arrival on PIE VORTAC airway radials 355 CW 157.

Procedure NA for arrival on LAL VORTAC airway radials 262 CW 350.

MISSED APPROACH: Climbing left turn to 2700 direct LAL VORTAC and hold.

Procedure NA for arrivals at DADES on V7-521 northwest bound.

AWOS-3
118.925

TAMPA APP CON
119.9 290.3

CLNC DEL
119.8

UNICOM
122.725 (CTAF)

MISSED APCH FIX
LAKELAND

RNAV (GPS) RWY 22
PETER O KNIGHT (TPF)

AL-417 (FAA)
23166

Tampa, FLORIDA

CIRCLING
720-1 713 (800-1)
NA

RNAV (GPS) RWY 22
PETER O KNIGHT (TPF)

SE-3, 11 JUL 2024 to 05 SEP 2024

Amdt 2C  26MAR20

27°55'N-82°27'W
RNAV (GPS) RWY 36

PETER O KNIGHT (TPF)

TAMPA, FLORIDA

AWOS-3
TAMPA APP CON
CLNC DEL
UNICOM

118.925
119.9 290.3
119.8
122.725 (CTAF)

Final approach course offset 13.93°.

Category
A
B
C
D

LP MDA
440-1
433 (500-1)
NA

LNAV MDA
500-1
493 (500-1)
NA

KIRL Rwys 4-22 and 18-36

Tampa Int'l Alt.

27°55'N-82°27'W

723
**RNAV (GPS) RWY 5**

**TAMPA EXEC (VDF)**

**AWOS-3**
121.125

**TAMPA APP CON**
119.9  280.3

**UNICOM**
122.7 (CTAF)

**RNP APCH-GPS.**

- **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 ¾ SM. Baro-VNAV and VDF NA when using Tampa Intl altimeter setting. Circling Rwy 18, 36 NA at night.

**CLEARED**: Climb to 600 then climbing right turn to 2000 direct LAL VORTAC and hold.

**AWOS-3**
121.125

**TAMPA APP CON**
119.9  280.3

**UNICOM**
122.7 (CTAF)

**LAKELAND**

**SAFETY RESTRICTION**

- **ISOVE**

**YATUG**

**1900**

**HUMKI**

**SRQ**

**PROVIDE FLIGHT PLAN INFLIGHT DATA RECEIVED, USE TAMPA INTL ALTIMETER SETTING AND INCREASE LPV DA TO 316 FT, LNAV/VNAV DA TO 507 FT; INCREASE ALL MDAS 40 FT AND INCREASE LNAV AND CIRCLING CAT C VISIBILITIES ¾ SM. BARO-VNAV AND VDF NA WHEN USING TAMPA INTL ALTIMETER SETTING. CIRCLING RWY 18, 36 NA AT NIGHT.**

**PROCEDURE NA FOR ARRIVALS AT SRQ VOR/DME ON VS79 SOUTHBOUND.**

**VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE 3.02°/TCH 45).**

**REMARKS**

- **LNAV/VNAV NA** below 1°C (34°F) or above 54°C (130°F).
- **LPV DA** 271-7/8, 250 (300-¾)
- **LNAV/VNAV DA** 507-13/8, 486 (500-1¾)
- **LNAV MDA** 500-1, 479 (500-1¾)
- **CIRCLING** 540-1, 519 (600-1), 760-1, 739 (800-1)
RNAP 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: 121.125
- TAMPA APP CON: 119.9 290.3
- UNICOM: 122.7 (CTAF)

TAMPA, FLORIDA
AL-9241 (FAA)

RNAP 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: 121.125
- TAMPA APP CON: 119.9 290.3
- UNICOM: 122.7 (CTAF)

TAMPA, FLORIDA
AL-9241 (FAA)

RNAP 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: 121.125
- TAMPA APP CON: 119.9 290.3
- UNICOM: 122.7 (CTAF)
RNAV (GPS) RWY 23
TAMPA EXEC (VDF)

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 ¾ SM. Circling Rwy 18, 36 NA at night.

MISSED APPROACH:
Climb to 800 then climbing left turn to 2700 direct to LAL VORTAC and hold.

MISSED APPROACH:
Climb to 800 then climbing left turn to 2700 direct to LAL VORTAC and hold.

TAMPA, FLORIDA
AL-9241 (FAA)
22083

RNAV (GPS) RWY 23
TAMPA EXEC (VDF)

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 ¾ SM. Circling Rwy 18, 36 NA at night.

MISSED APPROACH:
Climb to 800 then climbing left turn to 2700 direct to LAL VORTAC and hold.

TAMPA, FLORIDA
AL-9241 (FAA)
22083
A Simultaneous approach authorized. For inop ALS, increase S-ILS 19L Cat E visibility to RVR 4000 and S-LOC 19L Cat C, D, and E visibility to 1½ SM.

**LOC/DME I-TPA**
- 110.3
- Chan 40

**LOC/DME**
- 110.3
- Chan 40

**APP CRS**
- 187°

**Rwy Idg**
- TDZE 26

**Apt Elev**
- 26

**GND CON**
- 121.7

**TPA**
- 118.5

**TDZE**
- 119.5

**269.4**

**ARR**
- 126.45

**D-ATIS**
- 126.45

**DEP**
- 128.475

**TAMPA APP CON**
- 307.175

**TAMPA TOWER**
- 119.5

**CLNC DEL**
- 133.6

**CPDLC**

**MISSING APCH Fix**
- 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.

**SIMULTANEOUS APPROACH AUTHORIZED**
- For inop ALS, increase S-ILS 19L Cat E visibility to RVR 4000 and S-LOC 19L Cat C, D, and E visibility to 1½ SM.

**LOC/DME I-TPA**
- 110.3
- Chan 40

**APP CRS**
- 187°

**Rwy Idg**
- TDZE 26

**Apt Elev**
- 26

**GND CON**
- 121.7

**TPA**
- 118.5

**TDZE**
- 119.5

**269.4**

**ARR**
- 126.45

**D-ATIS**
- 126.45

**DEP**
- 128.475

**TAMPA APP CON**
- 307.175

**TAMPA TOWER**
- 119.5

**CLNC DEL**
- 133.6

**CPDLC**

**MISSING APCH Fix**
- 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.

**SIMULTANEOUS APPROACH AUTHORIZED**
- For inop ALS, increase S-ILS 19L Cat E visibility to RVR 4000 and S-LOC 19L Cat C, D, and E visibility to 1½ SM.

**LOC/DME I-TPA**
- 110.3
- Chan 40

**APP CRS**
- 187°

**Rwy Idg**
- TDZE 26

**Apt Elev**
- 26

**GND CON**
- 121.7

**TPA**
- 118.5

**TDZE**
- 119.5

**269.4**

**ARR**
- 126.45

**D-ATIS**
- 126.45

**DEP**
- 128.475

**TAMPA APP CON**
- 307.175

**TAMPA TOWER**
- 119.5

**CLNC DEL**
- 133.6

**CPDLC**

**MISSING APCH Fix**
- 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.

**SIMULTANEOUS APPROACH AUTHORIZED**
- For inop ALS, increase S-ILS 19L Cat E visibility to RVR 4000 and S-LOC 19L Cat C, D, and E visibility to 1½ SM.
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

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)

DME required for holding at LAGOO INT.

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
AL-416 (FAA) 24193

ILS RWY 19L (SA CAT I)
TAMPA INTL (TPA)

**LOC/DME I-TPA**
- **LOC 110.3**
- **DME 187°**
- **Rwy Idg 8300**
- **TDZE 26**
- **Apt Elev 26**

**APP CRS**
- **110.3**

**TAMPA APP CON**
- **118.5 307.175**

**TAMPA TOWER**
- **119.5 269.4**

**GND CON**
- **121.7 269.4**

**CLNC DEL**
- **133.6**

**CPDLC**
- **126.45**

**DEP**
- **128.475**

**ARR**
- **128.45**

**TPA**
- **119.5 269.4**

**TAMPA INTL**
- **TPA**

**TDZE**
- **26**

**ELEV**
- **26**

**SIMULTANEOUS APPROACH AUTHORIZED.**

**MISSING 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.

**AIRCRAFT CERTIFICATION REQUIRED**

**SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**AMDR 41 20APR23**

**27°59'N-82°32'W**
TAMPA, FLORIDA

LOC/DME I-TPA
110.3
187°
APP CRS
11002
Rwy Idg
307.1
TDZE
26
Apt Elev
26

TAMPA, FLORIDA
TAMPA INTL (TPA)

TAMPA INTL (TPA)

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.

ELEV
26
TDZE
26

POMSE INT
I-TPA
7.6

ST PETERSBURG
116.4
PIE
Chan 111

IM
253

LOCALIZER 110.3
I-TPA
116.0 IAL
Chan 107

MISSED APCH FIX

CARIR
SRQ
16.8

ALTERNATE MISSED APCH FIX

SE-3, 11 JUL 2024 to 05 SEP 2024

TDZ/CL Rwys 1L and 19L
HIRL Rwys 1-19R, 1R-19L, and 10-28

CATEGORY
A
B
C
D

S-ILS 19L
RA 101/12
100 DA 126

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

TPA APP CON
118.5
307.1
TAMPA TOWER
119.5
269.4

GND CON
121.7
269.4

CLNC DEL
133.6

CPDLC

ALSF-2

RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

Simultaneous approach authorized.

SE-3, 11 JUL 2024 to 05 SEP 2024
For uncompensated VOR-DAF systems, LNAV/DAF 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/DAF visibility to 1/2 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.

**MISSED APPROACH:**

Climb to 3000 direct MERRA and hold.

**Fitting PORT** on airway radials 067 CW 173.

**VGS and RNAV glidepath not coincident**

(VGS Angle 3.00/TCH 71).

**4 NM Holding Pattern**

**FITPA**

**SNORK**

WELL 3.9 NM to RW01L

LNAV only.

**LPV**

DA

211/18 200 (200-1/2)

LNAV/ VNAV DA

431/45 420 (500-3/4)

LNAV MDA

440/24 429 (500-1/2) 440/40 429 (500-3/4)

**CIRCLING**

560-1 534 (600-1) 680-1 3/4 654 (700-1/4) 980-3 954 (1000-3)
**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 3/4 mile, LNAV/VNAV Cat E visibility to 1/2 mile, and LNAV Cat E visibility to 1/4. 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.**

**MISSED APPROACH:** Climb to 800 then climbing right turn to 3000 direct JACKT and hold, continue climb-in-hold to 3000.

**Tampa, Florida**

**ARR** 126.45 **D-ATIS** 128.475 **DEP** 118.5 **Tampa APP CON** 307.175 **Tampa Tower** 119.5 **GND CON** 269.4 **CLNC DEL** 133.6 **CPDLC**

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**RNAV (GPS) RWY 19R**

**Tampa Int'l (TPA)**

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**City of Tampa, Florida**

**Amdt 2D** 08OCT20

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**RNAV (GPS) RWY 19R**

**Tampa Int'l (TPA)**

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**27°59’N-82°32’W**

---

**739**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 19. 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.

**MISSED APPROACH:** Climb to 2800 direct CUPUL and on track 147° to GIBBS and hold.

**PROCEDURE NA for arrivals at DARBS on V97 northwest bound.**
LOC RWY 1R
TAMPA INTL (TPA)

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 | 126.475 | 118.5 | 307.175 | 119.5 | 269.4 | 121.7 | 269.4 | 133.6 | 24193

LOC/DME I-TWJ
APP CRS | Rwy Idg | 8300 | TDZE | 21 | Apt Elev | 26
111.95 | Chan 56 (Y)

DME required.

ST PETERSBURG
116.4 PIE
Chan 111

LAKELAND
LAL
116.0
Chan 107

 Locators:
- ST PETERSBURG
- LAKELAND

VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 71).

One Minute Holding Pattern

CIRCLING

MINIMUMS:
- SE-3, 11 JUL 2024 to 05 SEP 2024
- 460/55
- 439 (500-1)
- 460-1/4
- 439 (500-1/4)
- 560-1
- 534 (600-1)
- 680-1/2
- 654 (700-1/2)
- 980-3
- 954 (1000-3)

CATEGORIES:
- A
- B
- C
- D

FAF to MAP 6.8 NM
NOTE: WILON TRANSITION for use by aircraft filed to Jacksonville area airports only, or as assigned by ATC.

NOTE: Jet aircraft only.

**TOP ALTITUDE:**
6000

- **TAMPA DEP CON**
  - 118.8 239.3
  - 128.475
  - 133.6
- **ATIS**
- **CLNC DEL**
- **CPDLC**
- **GND CON**
  - 121.7 269.4
- **TAMPA TOWER**
  - 119.5 269.4

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

**RADAR required.**

**TAKEOFF MINIMUMS**

- Rwy 10: Standard with minimum climb of 240'/NM to 800.
- Rwy 19L: Standard with minimum climb of 230'/NM to 300.

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 007° to 540, then on heading 003° for vectors to FINKI, thence . . . .
TAKEOFF RUNWAY 10: Climb on heading 097° to 540, then on heading 093° for vectors to FINKI, thence . . . .
TAKEOFF RUNWAY 19L: Climb on heading 187° to 540, then on heading 213° for vectors to FINKI, thence . . . .
TAKEOFF RUNWAY 19R: Climb on heading 187° to 540, then on heading 203° for vectors to FINKI, thence . . . .
TAKEOFF RUNWAY 28: Climb on heading 277° to 540, then on heading 273° for vectors to FINKI, thence . . . .

. . . . on track 004° to BAYPO. Maintain 6000. Expect clearance to filed altitude within ten minutes after departure.

CAMJO TRANSITION (BAYPO2.CAMJO)
WILON TRANSITION (BAYPO2.WILON)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 11/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)

NOTE: Chart not to scale.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31L/R: Climb on heading 007° to 540, then on heading 003° or as assigned by ATC, for vectors to SYKES, thence.

TAKEOFF RUNWAY 10: Climb on heading 097° to 540, then on heading 093° or as assigned by ATC, for vectors to SYKES, thence.

TAKEOFF RUNWAY 19R: Climb on heading 187° to 540, then on heading 183° or as assigned by ATC, for vectors to SYKES, thence.

TAKEOFF RUNWAY 28: Climb on heading 277° or as assigned by ATC, for vectors to SYKES, thence.

TAKEOFF RUNWAY 19L: Climb on heading 183° or as assigned by ATC, for vectors to SYKES, thence.

TAKEOFF RUNWAY 10: Climb on heading 097° to 540, then on heading 093° or as assigned by ATC, for vectors to SYKES, thence.

NOTE: Jets only.

DEPARTURE MINIMUMS

Rwy 10: Standard with minimum climb of 243' per NM to 800.
Rwy 10: Standard with minimum climb of 220' per NM to 300.

TAKEOFF MINIMUMS

6000, expect filed altitude within 10 minutes after departure.

FROOT TRANSITION (DORMR3.FROOT)

CIGAR TRANSITION (DORMR3.CIGAR)

NOTE: Chart not to scale.
**RNAV**

**ENDED TWO DEPARTURE (RNAV)**

<table>
<thead>
<tr>
<th>TAMPA DEP CON</th>
<th>118.8 239.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>D-ATIS</td>
<td>128.475</td>
</tr>
<tr>
<td>CLNC DEL</td>
<td>133.6</td>
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<tr>
<td>CPDLC</td>
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<tr>
<td>GND CON</td>
<td>121.7 269.4</td>
</tr>
<tr>
<td>TAMPA TOWER</td>
<td>119.5 269.4</td>
</tr>
</tbody>
</table>

**TOP ALTITUDE:** 6000

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

**RADAR required**

**TAKEOFF MINIMUMS**

- Rwy 10: Standard with minimum climb of 240’/NM to 800.
- Rwy 19L: Standard with minimum climb of 230’/NM to 300.

**NOTE:** Jet aircraft only.

**NOTE:** Chart not to scale.

**ENDED TWO DEPARTURE (RNAV)**

(ENDED2.ENDED) 16MAY24
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 007° to 540, then on heading 003° for vectors to ENDED thence . . . .
TAKEOFF RUNWAY 10: Climb on heading 097° to 540, then on heading 093° for vectors to ENDED thence . . . .
TAKEOFF RUNWAY 19L: Climb on heading 187° to 540, then on heading 213° for vectors to ENDED thence . . . .
TAKEOFF RUNWAY 19R: Climb on heading 187° to 540, then on heading 203° for vectors to ENDED thence . . . .
TAKEOFF RUNWAY 28: Climb on heading 277° to 540, then on heading 273° for vectors to ENDED thence . . . .

. . . . on track 357° to LACEN. Maintain 6000. Expect clearance to filed altitude within ten minutes after departure.
NOTE: Chart not to scale.

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.

TAKEOFF 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)
NOTE: Chart not to scale.

**NOTE:** Jets only.

**NOTE:** ATC assigned only.

**RNAV 1 - GPS. GPS required. RADAR required.**

**RNAV 2**

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAYS 1L/R: Climb on heading 007° to 540, then on heading 003° or as assigned by ATC, for vectors to cross WOBAD at 6000 thence . . . .

TAKEOFF RUNWAY 10: Climb on heading 097° to 540, then on heading 093° or as assigned by ATC, for vectors to cross WOBAD at 6000 thence . . . .

TAKEOFF RUNWAY 28: Climb on heading 277° to 540, then on heading 273° or as assigned by ATC, for vectors to cross WOBAD at 6000 thence . . . .

. . . . on track 272° to LOREC, then on track 272° to KNOST. Expect clearance to filed altitude within ten minutes after departure.

CIGAR TRANSITION (KNOST2.CIGAR)

REMIS TRANSITION (KNOST2.REMIS)
TOP ALTITUDE: 6000

NOTE: Turbojets only
NOTE: RADAR required.

TAKEOFF MINIMUMS:
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.
TAMPA SEVEN DEPARTURE

TAMPA, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS:
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.

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.
**RNAV (GPS)-A**

**TITUSVILLE, FLORIDA**

**ARThUR DUNN AIR PARK (X21)**

**AWOS-3PT**

**119.725**

**UNICOM**

**123.0 (CTAF)**

**RNAV (GPS)-A**

**Categories**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>580-1</td>
<td>680-1</td>
<td>880-2(\frac{1}{2})</td>
<td>880-2(\frac{3}{4})</td>
</tr>
<tr>
<td></td>
<td>550 (600-1)</td>
<td>650 (700-1)</td>
<td>850 (900-2(\frac{1}{2}))</td>
<td>850 (900-2(\frac{3}{4}))</td>
</tr>
</tbody>
</table>

**MISSED APPROACH**: Climb to 2000 direct KIQTU and on track 173° to INDIA and hold.

NoPT for arrival at OAKIE on V3-533 southbound.

**Rwy 15**

**HELICOPTER VISIBILITY REDUCTION**

- Procedure NA at night.
- NoPT for arrival at OAKIE on V3-533 southbound.

**TITUSVILLE, FLORIDA**

- Orig B 26MAR20
- 28°37'N-80°50'W

**SE-3, 11 JUL 2024 to 05 SEP 2024**
For inop ALS, increase S-LOC 36 Cat C/D visibility to 1½ SM.

Procedure NA for arrivals at AWINY via V437 southeast bound.
**RNAV (GPS) RWY 9**

**SPACE COAST RGNL (TIX)**

**ATIS**
120.625

**ORLANDO APP CON**
134.95 281.425

**SPACE COAST TOWER**
118.9 (CTAF)

**GND CON**
121.85

**UNICOM**
122.95

**RNAV (GPS) RWY 9**

**SPACE COAST RGNL (TIX)**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**VOJO**

**TUNPY**

**RW09**

**MISSED APPROACH**: Climb to 800 then climbing right turn to 2800 direct CUJEN and hold.

**Procedure NA for arrivals at OVIDO on V437 and V51 northwest bound.**

**ATIS**
120.625

**ORLANDO APP CON**
134.95 281.425

**SPACE COAST TOWER**
118.9 (CTAF)

**GND CON**
121.85

**UNICOM**
122.95

**RNAV (GPS) RWY 9**

**SPACE COAST RGNL (TIX)**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
Procedure NA for arrivals at AWINY via V437 southeast bound and arrivals at DEARY via V441 westbound.
RNAV (GPS) Y RWY 18
SPACE COAST RGNL (TIX)

**ATIS**
120.625

**ORLANDO APP CON**
134.95  281.425

**SPACE COAST TOWER**
118.9 (CTAF)

**GND CON**
121.85

**UNICOM**
122.95

Procedure NA for arrivals at OAKIE via V3 northbound and arrivals at OVIDO via V333 southwest bound.

**RNAV (GPS) Y RWY 18**
SPACE COAST RGNL (TIX)

**ATIS**
120.625

**ORLANDO APP CON**
134.95  281.425

**SPACE COAST TOWER**
118.9 (CTAF)

**GND CON**
121.85

**UNICOM**
122.95

Procedure NA for arrivals at OAKIE via V3 northbound and arrivals at OVIDO via V333 southwest bound.

**RNAV (GPS) Y RWY 18**
SPACE COAST RGNL (TIX)

**ATIS**
120.625

**ORLANDO APP CON**
134.95  281.425

**SPACE COAST TOWER**
118.9 (CTAF)

**GND CON**
121.85

**UNICOM**
122.95

Procedure NA for arrivals at OAKIE via V3 northbound and arrivals at OVIDO via V333 southwest bound.
RNAV (GPS) Z RWY 18
SPACE COAST RGNL (TIX)

ATIS 120.625
ORLANDO APP CON 134.95 281.425
SPACE COAST TOWER 118.9 (CTAF)
GND CON 121.85
UNICOM 122.95

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.

Procedure NA for arrivals at FORNI via V3 northbound.

Final approach course offset 3.0 degrees.

MRIl Rwys 9, 18, 27
HIRL Rwy 18-36
MIRL Rwy 9-27

332-1 300 (300-1)
377-1¼ 345 (400-1¼)
437-1½ 405 (500-1½)

Baro-VNAV NA when using Melbourne altimeter setting.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

ATIS
120.625
SPACE COAST TOWER
118.9
GND CON
121.85

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

SE-3, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Inop table does not apply.

**MISSED APPROACH:** Climb to 800, then climbing left turn to 2500 direct EARTH and hold.

**RADAR REQUIRED**

**ORLANDO APP CON**
134.95  281.425

**NASA TOWER**
128.55 (CTAF) 284.0

**GND CON**
121.75

**NASA TOWER**

**ROCIT**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**TITUSVILLE, FLORIDA**

**AL-8000 (FAA)**

**Amdt 1A  25MAY17**

**SPACE FLORIDA LAUNCH AND LANDING FACILITY (TTS)**

**28°37'N-80°42'W**

**761**
Rwy 33 helicopter visibility reduction below 1 SM NA. Inop table does not apply. Use Melbourne altimeter setting.

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.

**ALSF-2**

**APP CRS**
- Rwy Idg: 15001
- TDZE: 9
- Apt Elev: 9

**RNAV (GPS) RWY 33**
**SPACE FLORIDA LAUNCH AND LANDING FACILITY (TTS)**

**AL-8000 (FAA)**

**TITUSVILLE, FLORIDA**

**NASA TOWER**
- 128.55 (CTAF) 284.0

**GND CON**
- 121.75

**ORLANDO APP CON**
- 134.95 281.425

**ELEV 9**

**TDZE 9**

**RNAV (GPS) RWY 33**
**SPACE FLORIDA LAUNCH AND LANDING FACILITY (TTS)**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**LNAV MDA**
- 540-1 530 (600-1)

**CIRCLING**
- 540-1 531 (600-1)
- 1020-3 1011 (1100-3)

**CATEGORY**
- A
- B
- C
- D
- E

**HIRL Rwy 15-33**

**SPACE FLORIDA LAUNCH AND LANDING FACILITY (TTS)**
**28°37’N-80°42’W**

**RNAV (GPS) RWY 33**
**SPACE FLORIDA LAUNCH AND LANDING FACILITY (TTS)**

**28°37’N-80°42’W**
**When ALS inop increase RVR to 40, vis to 3/4 mile.**

**When ALS inop increase RVR to 45, vis to 7/8 mile.**

 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.

---

**MISSITED APPROACH:** Climb to 600 then climbing left turn to 3000 direct NENCY and hold.

---

**EMERG SAFE ALT 100 NM 3300**

---

**HIRL all Rwys Recommend Rw 14L-32R for apch end engagement of A-Gear.**
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.

HIRM all Rwys
Recommend Rwy 14L-32R for apch end engagement of A-Gear.
**Mispassed Approach:** Climb to 600 then climbing right turn to 3000 direct SUSIE and hold.

For uncompensated Baro-VNAV systems, Procedure NA below 16°C (61°F) or above 54°C (130°F). Average Cold Temperature based on standard -30.00°C ISA deviation.
**ATIS** 254.4

**APP CON**
- 125.2 (N abv 5000')
- 120.825 (N blw 5000')
- 124.15 (S abv 5000')
- 119.775 (S blw 5000')

**TOWER**
- 133.95
- 263.15

**GND CON**
- 121.9
- 259.3

**CLNC DEL**
- 118.05
- 348.7

**ASR/PAR**
- 318

**TYNDALL**
- Chan 64 PAM
- MSA PAM 2.5 NM

**EMERG SAFE ALT** 100 NM 3300

**VGSI and descent angles not coincident**
- [VGSI Angle 2 50/TCH 50]
RNAV (GPS)-A
UMATILLA MUNI (X23)

**RNAV (GPS)-A**
UMATILLA MUNI (X23)

**APP CRS**

| 009° |

**Rwy Idg**

| N/A |

**TDZE**

| N/A |

**Apt Elev**

| 106 |

**RNP APCH - GPS.**

**Procedure**

- **NA at night.**
- **Rwy 01, 19 helicopter visibility reduction below 1 SM NA.**
- **Use Leesburg altimeter setting.**

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**APP CRS**

| 009° |

**Rwy Idg**

| N/A |

**TDZE**

| N/A |

**Apt Elev**

| 106 |

**RNP APCH - GPS.**

**Procedure**

- **NA at night.**
- **Rwy 01, 19 helicopter visibility reduction below 1 SM NA.**
- **Use Leesburg altimeter setting.**

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |

**Lee ASOS**

| 134.325 |

**Orlando APP CON**

| 135.3 351.9 |

**CTAF**

| 122.9 |
RNAV (GPS)-B

UMATILLA MUNI (X23)

**APP CRS**
- 189°
- RNAV (GPS)-B

**Rwy IDG**
- NA
- 106

**TDZE**
- NA

**Apt Elev**
- 106

**ELEV**
- 106

**CTAF**
- 122.9

**Lee ASOS**
- 134.325

**Orlando App Con**
- 135.3

**MAN**
- 351.9

**HOLD**
- 3000
- 3000

**ZASIM**
- (IAF)
- 3000
- 099°

**JOKEG**
- (IAF)
- 3000
- 099°

**WOSIV**
- 3000
- 279°

**Rwy 19**
- 189°

**YUDPU**
- (FAF)
- 343°

**MISSED APPROACH:** Climb to 3000 direct TENUY and hold, continue climb-in-hold to 3000.

**Procedure NA at night.**

**Rwy 1, 19 helicopter visibility reduction below 1 SM NA.**

**Use Leesburg altimeter setting.**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet, increase UNNAV Cat C, D visibility ½ mile, and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA.

AWOS-3  
119.275  

TAMPA APP CON  
119.65  353.575  

CLNC DEL  
118.075  

UNICOM  
122.725 (CTAF)

VENICE MUNI (VNC)

RNAV (GPS) RWY 5

VENICE, FLORIDA

AL-5960 (FAA)

WAAS CH 69234 W05A

APP CRS  
050°

Rwy Idg  
5000

TDZE  
17

Apt Elev  
18

MISSED APPROACH: Climb to 2900 direct ZATUB and hold.

ZATUB and hold.

Climb to 2900 direct

ZATUB and hold.

Climb to 2900 direct

ZATUB and hold.

Climb to 2900 direct

ZATUB and hold.

Climb to 2900 direct

ZATUB and hold.
RNAV (GPS) RWY 31
VENICE MUNI (VNC)

AWOS-3 119.275
TAMPA APP CON 119.65 353.575
CLNC DEL 118.075
UNICOM 122.725 (CTAF)

MISSED APPROACH: Climb to 2000 direct FOVTA and hold.

LPV DA 267-1 250 (300-1)
LNAV/ VNAV DA 296-1 279 (300-1)
LNAV MDA 380-1 363 (400-1)
CIRCLING 500-1 482 (500-1) 680-1.3 662 (700-1.4) 920-3 902 (1000-3)

Rwy 31 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C.
NOTE: Jet aircraft only.

TAKEOFF MINIMUMS
Rwys 13, 23, 31: Standard.
Rwys 13, 23, 31: Standard with minimum climb of 220'/NM to 800.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 050° or as assigned by ATC, for RADAR vectors to PHINS, thence. . . .
TAKEOFF RUNWAY 13: Climb on heading 140° or as assigned by ATC, for RADAR vectors to PHINS, thence. . . .
TAKEOFF RUNWAY 23: Climb on heading 230° or as assigned by ATC, for RADAR vectors to PHINS, thence. . . .
TAKEOFF RUNWAY 32: Climb on heading 320° or as assigned by ATC, for RADAR vectors to PHINS, thence. . . .

. . . . on track 342° to cross TIDES at or above 5000 and at or below 250K. Maintain ATC assigned altitude, expect clearance to filed altitude within 10 minutes after departure.

CAMJO TRANSITION (TIDES1.CAMJO)
CIGAR TRANSITION (TIDES1.CIGAR)
FROOT TRANSITION (TIDES1.FROOT)
MOMIE TRANSITION (TIDES1.MOMIE)
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 LPV DA to 320 feet; increase LNAV/ VNAV DA to 378 feet and all visibilities \( \frac{1}{2} \) SM; increase all MDAs 40 feet and LNAV Cat C/D and Circling Cat C/D visibility \( \frac{1}{2} \) SM. Baro-VNAV and VDP NA when using Fort Pierce altimeter setting. Rwy 4 helicopter visibility reduction below \( \frac{1}{4} \) SM NA.

MISSED APPROACH: Climb to 2000 direct OJEMY and hold.

LNAV only.

MIRL Rwys 4-22, 12R-30L, and 12L-30R.

REIL Rwys 4, 12R, 22 and 30L.

VERO BEACH RGNL (VRB)

RNAV (GPS) RWY 4

VERO BEACH, FLORIDA

Amdt 1D  30DEC21

27°39'N-80°25"W
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 LPV DA to 302 feet; increase LNAV/VNAV DA to 317 feet; increase all MDAs 40 feet and LNAV Cat C/D visibility ½ SM and Circling Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct PUUMA and hold.
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 LPV DA to 363 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 567 feet and all visibilities ¼ SM; increase all MDAs 40 feet and LNAV Cat C/D visibility ¼ SM and Circling Cat C/D visibility ½ SM. Baro-VNAV and VDP NA when using Fort Pierce altimeter setting. Rwy 22 helicopter visibility reduction below ½ SM NA.

At night, for non-VNAV systems, increase LPV DA to 363 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 567 feet and all visibilities ¼ SM; increase all MDAs 40 feet and LNAV Cat C/D visibility ½ SM and all visibilities ¼ SM and all MDAs 50 feet and LNAV Cat C/D visibility ½ SM and all visibilities ¼ SM.

MISSING APPROACH: Climb to 2000 direct JINSO and hold.
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 ½ mile LNAV Cats C/D and Circling visibility Cats C/D ¼ mile.

MISSED APPROACH: Climb to 2000 direct HOCKI and hold.
Circling to Rwy 30R NA at night. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all MDAs 40 feet and Circling Cat C/D visibility 1/4 SM.

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.
CIRCLING to RWY 30R NA at night. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all MDAs 40 feet and CIRCLING Cat C/D visibility 1/4 SM. VDP NA with Fort Pierce altimeter setting. DME required.

MISSING APPROACH: Climbing right turn to 2000 on heading 360° and TRV VORTAC R-057 to ECKOS INT/TRV 10 DME and hold.

**VOR RWY 30L**

**VERO BEACH RGNL (VRB)**

ATIS 120.575
PALM BEACH APP CON 123.625 225.4 (N)
VERO BEACH TOWER * 126.3 (CTAF) 1
GND CON 127.45
CLNC DEL 134.975
UNICOM 122.95

**DME REQUIRED**

TRAVEL 117.3 TRV 2000 to ZAGGA
118° (10) 1800 298° (6)
2000 on heading 360° and TRV VORTAC

**ZAGGA TRV 10**

**VERO BEACH TOWER**

**DME REQUIRED**

**VERO BEACH, FLORIDA**

Amdt 4D 30DEC21

27°39'N-80°25'W

785
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
WAUCHULA, FLORIDA

APP CRS 184°

1800

004°

2300

ELEV 108

TDZE 108

RNAP APCH.

Use Sarasota/Bradenton 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.

AWOS-2 118.35

SRQ ASOS 124.375

MIAMI CENTER 134.55 257.7

CTAF 122.9

MISSED APPROACH: Climb to 2000 direct ITUYA and hold.

Procedure NA for arrivals at GIBBS on V97-492 northwest bound.

Procedure NA for arrivals at HALLR on V509 southeast bound.

4 NM Holding Pattern

ISUVE

WATPU

XAMVY

2.6 NM to RW18

VGSIs and descent angles not coincident (VGSIs Angle 4.00/TCH 47).
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 ½ mile. Rwy 36 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

Procedure NA for arrivals at BRDGE on V97-482 northeast bound.

ISUVE and hold. Climb to 2300 direct southeast bound.

Procedure NA for arrivals at RINSE on V157-521 southeast bound.

RNP APCH.

WAUCHULA, FLORIDA
AL-9986 (FAA)

RNAV (GPS) RWY 36
WAUCHULA MUNI (CHN)

AWOS-2 118.35
SRQ ASOS 124.375
MIAMI CENTER 134.55 257.7
CTAF 122.9

ELEV 108
TDZE 108

ISUVE

MISSED APPROACH:
- Climb to 2300 direct ISUVE and hold.
- Procedure NA for arrivals at BRDGE on V97-482 northeast bound.
- Procedure NA for arrivals at RINSE on V157-521 southeast bound.

ISUVE

MISSED APPROACH:
- Climb to 2300 direct ISUVE and hold.
- Procedure NA for arrivals at BRDGE on V97-482 northeast bound.
- Procedure NA for arrivals at RINSE on V157-521 southeast bound.

ISUVE

MISSED APPROACH:
- Climb to 2300 direct ISUVE and hold.
- Procedure NA for arrivals at BRDGE on V97-482 northeast bound.
- Procedure NA for arrivals at RINSE on V157-521 southeast bound.

ISUVE

MISSED APPROACH:
- Climb to 2300 direct ISUVE and hold.
- Procedure NA for arrivals at BRDGE on V97-482 northeast bound.
- Procedure NA for arrivals at RINSE on V157-521 southeast bound.

ISUVE

MISSED APPROACH:
- Climb to 2300 direct ISUVE and hold.
- Procedure NA for arrivals at BRDGE on V97-482 northeast bound.
- Procedure NA for arrivals at RINSE on V157-521 southeast bound.

ISUVE

MISSED APPROACH:
- Climb to 2300 direct ISUVE and hold.
- Procedure NA for arrivals at BRDGE on V97-482 northeast bound.
- Procedure NA for arrivals at RINSE on V157-521 southeast bound.

ISUVE

MISSED APPROACH:
- Climb to 2300 direct ISUVE and hold.
- Procedure NA for arrivals at BRDGE on V97-482 northeast bound.
- Procedure NA for arrivals at RINSE on V157-521 southeast bound.

ISUVE

MISSED APPROACH:
- Climb to 2300 direct ISUVE and hold.
- Procedure NA for arrivals at BRDGE on V97-482 northeast bound.
- Procedure NA for arrivals at RINSE on V157-521 southeast bound.

ISUVE

MISSED APPROACH:
- Climb to 2300 direct ISUVE and hold.
- Procedure NA for arrivals at BRDGE on V97-482 northeast bound.
- Procedure NA for arrivals at RINSE on V157-521 southeast bound.

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MISSED APPROACH:
- Climb to 2300 direct ISUVE and hold.
- Procedure NA for arrivals at BRDGE on V97-482 northeast bound.
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MISSED APPROACH:
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MISSED APPROACH:
- Climb to 2300 direct ISUVE and hold.
- Procedure NA for arrivals at BRDGE on V97-482 northeast bound.
- Procedure NA for arrivals at RINSE on V157-521 southeast bound.

ISUVE

MISSED APPROACH:
- Climb to 2300 direct ISUVE and hold.
- Procedure NA for arrivals at BRDGE on V97-482 northeast bound.
- Procedure NA for arrivals at RINSE on V157-521 southeast bound.

ISUVE

MISSED APPROACH:
- Climb to 2300 direct ISUVE and hold.
- Procedure NA for arrivals at BRDGE on V97-482 northeast bound.
- Procedure NA for arrivals at RINSE on V157-521 southeast bound.

ISUVE

MISSED APPROACH:
- Climb to 2300 direct ISUVE and hold.
- Procedure NA for arrivals at BRDGE on V97-482 northeast bound.
- Procedure NA for arrivals at RINSE on V157-521 southeast bound.
Circling NA to Rwy 9L and 27R. DME required. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DAs to 300 and all visibilities ½ SM; increase all MDAs 40 feet; increase XEJZI Fix Minimums S-LOC 9R. C/D visibility ½ SM. Rwy 9R helicopter visibility reduction below ½ SM NA.

**Missed Approach:** Climb to 500 then climbing left turn to 2000 on hdg 033° and on PBI VORTAC R-343 to MORGAN PBI 17.8 DME and hold.
NAV (GPS) RWY 9R
NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

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 C/D visibility ½ SM. Rw 9R helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 1700 then climbing left turn to 2500 direct YIGBO and hold.

AWOS-3 119.975
PALM BEACH APP CON 128.3 317.4
CLNC DEL 120.825
UNICOM 123.075 (CTAF)

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 40).

Holding Pattern

VNAV and LNAV only.

4 NM

2500

092°

GP 3.00°

1600

7.5 NM

3.4 NM

1.4 NM

1700

2500

YIGBO

506

092° to

RW09R

MIRL Rwys 9R-27L and 14-32

REIL Rwys 9R, 14, 27L and 32

3679 X 75

9L

27R

32

14

SE-3, 11 JUL 2024 to 05 SEP 2024

790
RNAV (GPS) RWY 14
NORTH PALM BEACH COUNTY GENERAL AVIATION (F’45)

**RNAV (GPS) RWY 14**

**AWOS:3** 119.975
**PALM BEACH APP CON** 128.3 317.4
**CINC DEL** 120.825
**UNICOM** 123.075 (CTAF) 0

**MAP**

- **Procedure NA for arrival on PHK**
- **VOR/DME airway radials 002 CW 115.**

**CSNT**

- **182°**
- **1.8 NM to UYORA**

**Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>324-76</td>
<td>303 (400-3)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>384-1</td>
<td>363 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>380-1</td>
<td>359 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>460-1</td>
<td>480-1</td>
<td>700-2</td>
<td>720-2.4</td>
</tr>
</tbody>
</table>

**Note:**

- **RNAV only.**
- **LNAV only.**
- **1 NM to RW14**
- **0.8 NM**
- **2.6 NM**
- **6.1 NM**

**MAP Details**

- **RWY IDG 4300**
- **TDZE 21**
- **Apt Elev 22**

**Special Notes**

- **Circling NA to Rws 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 1/2 SM. When all MDA 40 feet and LNAV Cats C/D visibility 1/2 SM. Rwy 14 helicoper visibility reduction below 1/4 SM. Baro-VNAV and VDP NA when using Palm Beach Intl altimeter setting.

**RNAV**

- **RNAV (GPS) RWY 14**
- **RNAV (GPS) RWY 14**

**Airport Information**

- **WEST PALM BEACH, FLORIDA**
- **UNICOM** 123.075 (CTAF)
- **APP CRS 142°**
- **TDZE 21**
- **Apt Elev 22**
- **4300 X 100**
- **460 X 75**
- **26°51'N-80°13'W**

**Amdt 1A 08OCT20**

**SE-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 27L

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). Boro-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 ½ SM; increase LNAV/VNAV DA to 423 feet and all visibilities ½ SM; increase all MDA 40 feet and Cat C/D visibility ½ SM. Rwy 27L helicopter visibility reduction below ½ SM NA.

MISSED APPROACH:
Climb to 2500 direct YIGBO and hold.
RNAV (GPS) RWY 34
PALM BEACH COUNTY PARK (LNA)

- 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.

- Procedure NA for arrivals at MRLIN on BR68V northeast bound, on BR64V eastbound and on BR54V-55V southeast bound.

- Final approach course offset 20.00°.
RNAV (GPS)-A

PAHOKEE

PHK

Procedure NA for arrival on PHK VOR/DME airway radials 115 CW 211.

Procedure NA for arrivals at ARKES on V159 northbound.

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 46).

2.6 NM to YEGUP

MIRL Rwys 4-22, 10-28 and 16-34 NA at night.

Rwy 10 helicopter visibility reduction below 3/4 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.
RNAV (GPS)-B

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.

Procedure NA for arrivals at STOOP on V295 northwest bound and on V492-537 northbound.

Procedure NA for arrivals at MRLIN on BR68V northeast bound, on BR64V-68V eastbound and on BR54V-55V southeast bound.

MISSED APPROACH: (Do not exceed 210K until turn completion) Climbing left turn to 2000 direct UGLEE and hold.

MIRL Rwys 4-22, 10-28 and 16-34 NA at night. Reduction below 1 SM NA. DME/DME RNP-0.3 NA. Rwy 28 helicopter visibility.

RNAV (GPS)-B

Circling to Rwys 4, 16, 22, 28, 34 NA at night.

Procedure NA for arrivals at STOOP on V295 northwest bound and on V492-537 northbound.

Procedure NA for arrivals at MRLIN on BR68V northeast bound, on BR64V-68V eastbound and on BR54V-55V southeast bound.

MISSED APPROACH: (Do not exceed 210K until turn completion) Climbing left turn to 2000 direct UGLEE and hold.

MIRL Rwys 4-22, 10-28 and 16-34 NA at night. Reduction below 1 SM NA. DME/DME RNP-0.3 NA. Rwy 28 helicopter visibility.
**ILS or LOC RWY 10L**

**Palm Beach Intl (PBI)**

- **ILS/DME**: 111.9 (Chan 56)
- **DME**: Required. RNP APCH-GPS. From GULLO.

**Procedure NA** for arrival on PBI VORTAC airway radials 273 CW 327.

**One Minute Holding Pattern**

- **Wilba** I-PBI 14.7 RADAR
- **Zisur** I-PBI 7.7 RADAR
- **I-PBI 3.00° TCH 68.**

**MISSED APPROACH**: Climb to 1000 then climbing left turn to 3000 on heading 323° and PBI VORTAC R-343 to MORGA/PBI 17.8 DME and hold.

**Localizer 111.9**

- **I-PBI**
- **Chan 56**

**Weslaco PBI 25 NM**

- **2600**

**ILS or LOC RWY 10L**

**Palm Beach Intl (PBI)**

- **ILS/DME**: 111.9 (Chan 56)
- **DME**: Required. RNP APCH-GPS. From GULLO.

**Procedure NA** for arrival on PBI VORTAC airway radials 273 CW 327.

**One Minute Holding Pattern**

- **Wilba** I-PBI 14.7 RADAR
- **Zisur** I-PBI 7.7 RADAR
- **I-PBI 3.00° TCH 68.**

**MISSED APPROACH**: Climb to 1000 then climbing left turn to 3000 on heading 323° and PBI VORTAC R-343 to MORGA/PBI 17.8 DME and hold.

**Localizer 111.9**

- **I-PBI**
- **Chan 56**

**Weslaco PBI 25 NM**

- **2600**

**ILS or LOC RWY 10L**

**Palm Beach Intl (PBI)**

- **ILS/DME**: 111.9 (Chan 56)
- **DME**: Required. RNP APCH-GPS. From GULLO.

**Procedure NA** for arrival on PBI VORTAC airway radials 273 CW 327.

**One Minute Holding Pattern**

- **Wilba** I-PBI 14.7 RADAR
- **Zisur** I-PBI 7.7 RADAR
- **I-PBI 3.00° TCH 68.**

**MISSED APPROACH**: Climb to 1000 then climbing left turn to 3000 on heading 323° and PBI VORTAC R-343 to MORGA/PBI 17.8 DME and hold.

**Localizer 111.9**

- **I-PBI**
- **Chan 56**

**Weslaco PBI 25 NM**

- **2600**

**ILS or LOC RWY 10L**

**Palm Beach Intl (PBI)**

- **ILS/DME**: 111.9 (Chan 56)
- **DME**: Required. RNP APCH-GPS. From GULLO.

**Procedure NA** for arrival on PBI VORTAC airway radials 273 CW 327.

**One Minute Holding Pattern**

- **Wilba** I-PBI 14.7 RADAR
- **Zisur** I-PBI 7.7 RADAR
- **I-PBI 3.00° TCH 68.**

**MISSED APPROACH**: Climb to 1000 then climbing left turn to 3000 on heading 323° and PBI VORTAC R-343 to MORGA/PBI 17.8 DME and hold.

**Localizer 111.9**

- **I-PBI**
- **Chan 56**

**Weslaco PBI 25 NM**

- **2600**
ILS or LOC RWY 28R
PALM BEACH INTL (PBI)

DME required. RADAR required for procedure entry.

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on PBI VORTAC R-343 to MORGA/PBI 17.8 DME and hold.

LOCALIZER 111.9
I-PWB

MISSP APCH FIX
MORGA/PBI 17.8

DGTS

GND CON 119.1 257.8

VGS and ILS glidespath not coincident (VGS Angle 3.00°/TCH 70).

One Minute Holding Pattern

S-ILS 28R 218/40 200 (200-1/4)

S-LOC 28R 460/55 442 (500-1) 460-3/8 442 (500-1/3)

C IRCLING 560-1 540 (600-1) 740-2 720 (800-2) 760 (800-2/3)

EXTRACTED_METADATA

WEST PALM BEACH, FLORIDA
AL-449 (FAA)

26°41'N-80°06'W
797
For uncompensated Baro-VNAV systems, procedure NA below 6°C or above 54°C.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct MORG A and hold.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

See planview for multiple IF locations.

AUTHORIZED REQUIRED

HIRL Rwy 10L-2BR
REIL Rwy 10R, 14, 28L, 28R and 32
MIRL Rwy 14-32 and 10R-28L

26°41'N-80°06'W
RNAV (RNP) Z RWY 14
PALM BEACH INTL (PBI)

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below 6°C or above 54°C.

APP CRS 141°
Rwy Idg 6000
TDZE 17
Apt Elev 20

AUTHORIZATION REQUIRED

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00°/TCH 66).

MISSED APPROACH: Climb to 2000 direct CUSIK and on track 204 to LANCH and hold.

ELEV 20 TDZE 17

HIRL Rwys 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

Amdt 1 12AUG21

26°41'N-80°06'W
RNAV (RNP) Z RWY 32
Palm Beach Int'l (PBI)

For uncompensated Baro-VNAV systems, procedure NA below 6°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct FOMID and on track 005° to MORGA and hold.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 57).

MISSING APCH FIX
MORGA

See planview for multiple IF locations.

APPROACH CR'S
WN BBEQ 115° TWR 248° 1000 X 150 28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIIRL Rwys 14-32 and 10R-28L

AUTHORIZATION REQUIRED

Amdt 2 01DECC22

Palm Beach Int'l (PBI)

26°41'N-80°06'W
801
RNAV (GPS) Y RWY 14
PALM BEACH INTL (PBI)

RNAV (GPS) Y RWY 14
MISSED APPROACH: Climb to 2000 direct PIBOY and on track 205° to LANCH and hold.

4 NM Holding Pattern

**General Information**

- **Rwy 14 helicopter visibility reduction below 3/4 SM NA.**
- **For uncompensated Baro-VNAV systems, INAV/VNAV NA below 6°C or above 54°C.**

### Arrival Procedures

- **LPV** DA 269-3/4
- **LNAV/VNAV** DA 338-1
- **LNAV MDA** 460-1
- **CIRCLING** 560-1

### Example:**

**Palm Beach APP CON:** 
- **WAAS CH 40018**
- **APR CRS 141°**
- **Rwy Idg 6000**
- **TDZE 17**
- **Apt Elev 20**

**Palm Beach Tower:**
- **Amdt 4A 25JAN24**
- **SE-3, 11 JUL 2024 to 05 SEP 2024**

**Frequency Allocation:**
- **D-ATIS** 123.75
- **Palm Beach APP CON** 128.3 317.4
- **Palm Beach Tower** 119.1 257.8
- **GND CON** 121.9 284.6
- **CLNC DEL** 121.6 284.6
- **CPDLC**

**VHF NAV Aids:**
- **PIBOY**
- **LANCH**
- **TDZE**

**DME Distance Indicators:**
- **141°**
- **321°**
- **1500**
- **3000**
- **6000**

**MIRL Rwys 14-32 and 10R-28L**
**REIL Rwys 10R, 14, 28L, 28R and 32**
**HIRL Rwy 10L-28R**

**Category:**
- **A:** 269-3/4
- **B:** 252 (300-3/4)
- **C:** 338-1
- **D:** 321 (400-1)

**GP 3.00° TCH 51**

**1.2 NM to RW14**

**141°**

**SE-3, 11 JUL 2024 to 05 SEP 2024**

**803**
RNAV (GPS) Y RWY 32
Palm Beach Int'l (PBI)

- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C or above 54°C.

- MISSED APPROACH: Climb to 3000 direct FOMID and on track 005° to MORG A and hold.

- VGS I and RNAV glidepath not coincident (VGS I Angle 3.25/TCH 57).

- Procedure NA for arrivals at LIDRE on V295 southbound.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

CAUTION: Pilots are cautioned not to mistake Twy L for Rwys 10L-28R or 10R-28L.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TAKEOFF MINIMUMS:
Rwys 10L, 14, 28R, 32: Standard with minimum climb of 500' per NM to 520.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L: Climb on heading 099° to 520, then direct to cross CRRMN at or above 2500, then on track 095° to TURPS, then on track 096° to cross HEFFE at and maintain 7000, thence. . . .

TAKEOFF RUNWAY 14: Climb on heading 141° to intercept course 088° to cross CRRMN at or above 2500, then on track 095° to TURPS, then on track 096° to cross HEFFE at and maintain 7000, thence. . . .

TAKEOFF RUNWAY 28R: Climb on heading 279° to 520, then direct to cross UTLEY at or above 4000, then on track 026° to FINNS then on track 084° to cross PYRUT at 7000, then on track 114° to cross HEFFE at and maintain 7000, thence. . . .

. . . . on track 096° to cross MIXAE at or above 7000, then on transition. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF RUNWAY 32: Climb on heading 321° to 520, then on heading 321° or assigned by ATC for vectors to cross HEFFE at 7000, thence. . . .

. . . . on track 096° to cross MIXAE at or above 7000, then on transition. Maintain ATC assigned altitude, expect clearance to filed altitude within 10 minutes after departure.

HALBI TRANSITION (MIXAE3.HALBI)
NOTE: Turbo-jets only.

** TAKEOFF MINIMUMS **

Rwys 10L, 14, 28R, 32: Standard with minimum climb of 500’ per NM to 520.

** NOTE: ** Radar required for non-GPS equipped aircraft.

** Chart not to scale. **

** RNAV 1 - DME/DME/IRU or GPS. **

** TOP ALTITUDE: **

<table>
<thead>
<tr>
<th>FL180</th>
<th>FL1000</th>
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<tbody>
<tr>
<td>279°</td>
<td>283°</td>
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<tr>
<td>(32)</td>
<td>(22)</td>
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** RNAV 2 - DME/IRU or GPS. **

<table>
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<tr>
<th>FL180</th>
<th>FL1000</th>
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<td>321°</td>
<td>342°</td>
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<td>(22)</td>
<td>(13)</td>
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** RNAV 3 - DME/IRU or GPS. **

<table>
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<th>FL1000</th>
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</thead>
<tbody>
<tr>
<td>319°</td>
<td>342°</td>
</tr>
<tr>
<td>(14)</td>
<td>(13)</td>
</tr>
</tbody>
</table>

** CHART NOTES **

- Radar required for non-GPS equipped aircraft.
- RNAV 1 - DME/DME/IRU or GPS.
- RNAV 2 - DME/IRU or GPS.
- RNAV 3 - DME/IRU or GPS.

** TAKEOFF MINIMUMS **

- Rwys 10L, 14, 28R, 32: Standard with minimum climb of 500’ per NM to 520.

** NOTE: ** Turbo-jets only.

** (NARRATIVE ON FOLLOWING PAGE) **

** NOTE: ** Chart not to scale.

** TAKEOFF MINIMUMS **

- Rwys 10L, 14, 28R, 32: Standard with minimum climb of 500’ per NM to 520.

** NOTE: ** Turbo-jets only.

** (NARRATIVE ON FOLLOWING PAGE) **

** NOTE: ** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L: Climb on heading 099° to 520, then direct CRRMN at or above 2500, then on track 017° to cross SMGLR at or above 4000, then on track 015° to SONNC, then on track 295° to cross AHABB at or above 6000, then on track 295° to cross BAGGR at or above 10000, thence ...

TAKEOFF RUNWAY 14: Climb on heading 141° to intercept course 088° to cross CRRMN at or above 2500, then on track 017° to cross SMGLR at or above 4000, then on track 015° to SONNC, then on track 295° to cross AHABB at or above 6000, then on track 295° to cross BAGGR at or above 10000, thence ...

TAKEOFF RUNWAY 28R: Climb on heading 279° to 520, then direct CRYER at or above 2500, then on track 308° to cross UTLEY at or above 4000, then on track 342° to cross BAGGR at or above 10000, thence ...

TAKEOFF RUNWAY 32: Climb on heading 321° to 520, then direct BAYBE, then on track 319° to cross BAGGR at or above 10000, thence ...

...on track 283° to cross OLAKE at or above 11000, then on transition. Maintain 11000, expect filed altitude within 10 minutes after departure.

JAYMC TRANSITION (OLAKE2.JAYMC)
TOP ALTITUDE:
Assigned by ATC

ORLANDO
112.2 ORL
Chan 59

PALM BEACH DEP CON
128.3 317.4 (North)
127.35 343.6 (South)
D-ATIS
123.75
CLNC DEL
121.6 284.6
CPDLC
GND CON
121.9 284.6
PALM BEACH TOWER
119.1 257.8

NOTE: Chart not to scale.

ORLANDO
Chan 59

BAIRN
ORLANDO

SARASOTA
117.0 SRQ
Chan 117

MATLK

PAHOKEE
115.4 PHK
Chan 101

BARD

LA BELLE
110.4 LBV
Chan 41

JAYMC

PAHOKEE
115.4 PHK
Chan 101

CLEFF

PBI

FREEPORT
113.2 ZFP
Chan 79

GND CON

CLNC DEL

PALM BEACH
115.7 PBI
Chan 104

CPDLC

D-ATIS
127.35 343.6 (South)
128.3 317.4 (North)

PBI

ALL OTHER AIRCRAFT: 1500 or as assigned by ATC.

TURBOJETS: 4000

TOPEX MINIMUMS

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TURBOJETS:
TAKEOFF RUNWAY 10L: Climb on heading 099° to 4000 or as assigned by ATC, thence...
TAKEOFF RUNWAY 14: Climb on heading 141° to 1500 or as assigned by ATC, thence...
TAKEOFF RUNWAY 28R: Climb on heading 279° to 4000 or as assigned by ATC, thence...
TAKEOFF RUNWAY 32: Climb on heading 321° to 1500 or as assigned by ATC, thence...

ALL OTHER AIRCRAFT:
TAKEOFF RUNWAY 10L/R: Climb on heading 099° to 1500 or as assigned by ATC, thence...
TAKEOFF RUNWAY 14: Climb on heading 141° to 1500 or as assigned by ATC, thence...
TAKEOFF RUNWAY 28L/R: Climb on heading 279° to 1500 or as assigned by ATC, thence...
TAKEOFF RUNWAY 32: Climb on heading 321° to 1500 or as assigned by ATC, thence...

...expect RADAR vectors to assigned/filed route. Maintain ATC assigned altitude. Expect further clearance to filed altitude 10 minutes after departure.
TOP ALTITUDE:
Rwy 10L, 14, 28R: 12000
Rwy 32: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 10L, 14, 28R, 32: Standard with minimum climb of 500' per NM to 520.

NOTE: Chart not to scale.

NOTE: For Turbo-jets only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L: Climb on heading 099° to 520, then direct to cross CRRMN at or above 2500, then on track 051° to cross RIDRR at or above 4000, then on track 051° to RBACK, then on track 051° to cross SLIDZ at or above 10000, thence. . . .

TAKEOFF RUNWAY 14: Climb on heading 141° to intercept course 088° to cross CRRMN at or above 2500, then on track 051° to cross RIDRR at or above 4000, then on track 051° to RBACK, then on track 051° to cross SLIDZ at or above 10000, thence. . . .

TAKEOFF RUNWAY 28R: Climb on heading 279° to 520, then direct to cross CRYER at or above 2500, then on track 308° to cross UTLEY at or above 4000, then on track 026° to FINNS, then on track 084° to cross PYRUT at or above 7000, then on track 082° to cross SLIDZ at or above 10000, thence. . . .

. . . .on track 049° to cross FIXAS at or above 12000, then on transition. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF RUNWAY 32: Climb on heading 321° to 520, then on heading 321° or as assigned by ATC, for vectors to SLIDZ at or above 10000, thence. . . .

. . . .on track 049° to cross FIXAS at or above 12000, then on transition. Maintain ATC assigned altitude, expect clearance to filed altitude within 10 minutes after departure.

LENDZ TRANSITION (SLIDZ2.LENDS)
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 10L, 14, 28R, 32: Standard with minimum climb of 500' per NM to 520.

NOTE: Turbo-jets only.
NOTE: CHEFS TRANSITION, for use by MCO or DAB arrivals.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L: Climb on heading 099° to 520, then direct to cross CRRMN at or above 2500, then on track 017° to cross SMGLR at or above 4000, then on track 015° to SONNC, then on track 295° to cross AHABB at or above 6000, then on track 295° to BAGGR, thence. . . .

TAKEOFF RUNWAY 14: Climb on heading 141° to intercept course 088° to cross CRRMN at or above 2500, then on track 017° to cross SMGLR at or above 4000, then on track 015° to SONNC, then on track 295° to cross AHABB at or above 6000, then on track 295° to BAGGR, thence. . . .

TAKEOFF RUNWAY 28R: Climb on heading 279° to 520, then direct CRYER at or above 2500, then on track 308° to cross UTLEY at or above 4000, then on track 342° to BAGGR, thence. . . .

TAKEOFF RUNWAY 32: Climb on heading 321° to 520, then direct BAYBE, then on track 319° to BAGGR, thence. . . .

. . . on track 345° to TBIRD, then on assigned transition, maintain 11000, expect filed altitude 10 minutes after departure.

CHEFS TRANSITION (TBIRD5.CHEFS)
COPAY TRANSITION (TBIRD5.COPAY)
MATLK TRANSITION (TBIRD5.MATLK)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L: Climb on heading 099° to 520, then direct CRRMN, then on heading 099° or as assigned by ATC, for vectors to SLAAM, thence . . . .

TAKEOFF RUNWAY 14: Climb on heading 141° to 520, then on heading 141° or as assigned by ATC, for vectors to SLAAM, thence . . . .

TAKEOFF RUNWAY 28R: Climb on heading 279° to 520, then direct CRYER, then on depicted route to SLAAM, thence . . . .

TAKEOFF RUNWAY 32: Climb on heading 321° to intercept course 264° to CRYER, then on depicted route to SLAAM, thence . . . .

. . . .on track 272° to WELLY. Rwys 10L/28R maintain 4000. Rwys 14/32 maintain 1500. Expect filed altitude within 10 minutes after departure.
Atur* Penasacola APP Con
290.325 127.35 278.8

North Whiting Tower* Gnd Con
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.

Emerg Safe Alt 100 NM 3500

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<tr>
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Whiting Fld NAS - North
30° 43' N 87° 01' W

ILS Y or LOC Y RWY 14

Milton, Florida
Amdt 6 18 Apr 24

2000 4000

Crestview
115.9 Ctw
Chan 106

LOCALIZER 111.75
I-NSE
Chan 54(Y)

Whiting
Chan 70 NSE

M.A N.S.E 2.5 NM
2400
2700
1800
ILS Z or RNAV (GPS) RWY 14

LOC/DME I-NSE 111.75  Chan 54(Y)
Rwy Ldg 6001
TDZE 199
Arpl Elev 199

[USN] WHITING FLD NAS - NORTH (KNSE)
NAV/TAC for ILS
RNP APCH for LNAV/VNAV, LNAV.

ATIS * 290.325
PENSACOLA APP CON 127.35 278.8

WHITING TOWER * 121.4 306.925
GND CON 251.15
CLNC DEL 257.775
ASR

MALS

MISSING APPROACH: Climb to 700, then climbing left turn to 3000 direct to ANTUA and hold. Continue climb in hold.
Contact Pensacola APP CON.

818

† Vectors or courses to PENS (IAF) between headings 005° CW to 105° are authorized.
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**RNAV (GPS) RWY 23**

**WHITING FLD NAS - NORTH**  (KNSE)

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### RNP APCH

* Circling not authorized S of Rwys S and 32.

### ATIS

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### CAUTION:

1. Intensive VFR student training all quadrants.
2. Whiting Fld NAS - South located 1 NM S.

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### MSA

**RW23 25 NM**

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### EMERG SAFE ALT

100 NM 3500

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**CIRCLING**

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<td>(500-1½)</td>
<td>(500-2)</td>
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**MILTON, FLORIDA**

Amdt 4 28DEC23

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**RNAV (GPS) RWY 23**

**WHITING FLD NAS - NORTH**  (KNSE)

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**SE-3, 11 JUL 2024 to 05 SEP 2024**

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**30°43'N-87°01'W**
**ATIS**
290.325

**PENSACOLA APP CON**
127.35  278.8

**NORTH WHITING TOWER**
121.4  306.925

**GND CON**
251.15

**CLNC DEL**
257.775

---

**CAUTION:**
1. Intensive VFR student training all quadrants.
2. Whiting Fld NAS - South located 1 NM S.

---

**MILTON, FLORIDA**

---

**WHITING FLD NAS - NORTH**

---

**TACAN RWY 14**
CAUTION:
1. Intensive VFR student training all quadrants.
2. Whiting Fld NAS - South located 1 NM S.
3. Intermediate segment 2 NM less than CAT AB 5 NM, CAT CD 6 NM.

EMERG SAFE ALT 100 NM 3500

CATEGORY | A | B | C | D
---|---|---|---|---
S-23 | 520-1 | 337 | (400-1) | (400-1)
CIRCLING | 560-1 | 660-1 | 660-1½ | 760-2

HIRL all rwys
For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (129°F).

Procedure:
1. Intensive VFR student training all quadrants.
2. Whiting Fld NAS - NORTH located 1 NM N.

LOC/DME 1-NDZ 110.55
 Chan 42(Y)
Rwy Ldg 6002
TDZE 172
Arpl/ Elev 177
AL-1909 [USN]
WHITING FLD NAS - SOUTH (KNDZ)

MALSR

MISSED APPROACH: Climb to 800. Then climbing left turn to 3000, direct to TUSKS and hold. Contact Pensacola Approach Control.

ATIS 273.575
PENSACOLA APP CON 124.85 235.775
SOUTH WHITING TOWER* 123.075 348.675
GND CON 317.65
CLNC DEL 356.6
ASR/PAR

EMERG SAFE ALT 100 NM 3500

EMERG Safe Alt 100 NM 3500

MILTON, FLORIDA

ILS Z or RNAV (GPS) Rwy 32

ILS Z or RNAV (GPS) Rwy 32

Loc/DMK 1-NDZ 110.55
 Chan 42(Y)
Rwy Ldg 6002
TDZE 172
Arpl/ Elev 177
AL-1909 [USN]
WHITING FLD NAS - SOUTH (KNDZ)

For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (129°F).

Procedure:
1. Intensive VFR student training all quadrants.
2. Whiting Fld NAS - NORTH located 1 NM N.

LOC/DME 1-NDZ 110.55
 Chan 42(Y)
Rwy Ldg 6002
TDZE 172
Arpl/ Elev 177
AL-1909 [USN]
WHITING FLD NAS - SOUTH (KNDZ)

MALSR

MISSED APPROACH: Climb to 800. Then climbing left turn to 3000, direct to TUSKS and hold. Contact Pensacola Approach Control.

ATIS 273.575
PENSACOLA APP CON 124.85 235.775
SOUTH WHITING TOWER* 123.075 348.675
GND CON 317.65
CLNC DEL 356.6
ASR/PAR

EMERG SAFE ALT 100 NM 3500

EMERG Safe Alt 100 NM 3500

MILTON, FLORIDA

ILS Z or RNAV (GPS) Rwy 32

ILS Z or RNAV (GPS) Rwy 32

Loc/DMK 1-NDZ 110.55
 Chan 42(Y)
Rwy Ldg 6002
TDZE 172
Arpl/ Elev 177
AL-1909 [USN]
WHITING FLD NAS - SOUTH (KNDZ)

For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (129°F).

Procedure:
1. Intensive VFR student training all quadrants.
2. Whiting Fld NAS - NORTH located 1 NM N.
### RNAV (GPS) RWY 5

#### WINTER HAVEN RGNL (GIF)

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<th>CLNC DEL (GCO)</th>
<th>UNICOM</th>
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<td>120.65</td>
<td>290.3</td>
<td>123.05 (CTAF)</td>
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#### RNAV APCH-GPS.

- **Category A**
  - **LNAV MDA:** 660-1
  - **CIRCLING:** 720-1
- **Category B**
  - **CIRCLING:** 820-2
- **Category C**
  - **CIRCLING:** 814 (900-2.4"
- **Category D**
  - **LNAV MDA:** 514 (600-1"
- **CIRCLING:** 574 (600-1"

Rwy 5 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Bartow altimeter setting and increase all MDAs 20 feet and visibility LNAV Cats C and D ½ SM. Straight-in Rwy 5 NA at night, Circling Rwy 5, 11, 29 NA at night.

#### MISSED APPROACH:

Climbing left turn to 2000 direct PLUMY and hold.

#### Diagram:

- **Procedure NA for arrival on LAL VORTAC airway radials 046 CW 171.**
- **VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).**
- **REIL Rwys 5 and 23 REIL Rwys 11 and 29**
- **VGSI and descent angles not coincident**
- **SE-3, 11 JUL 2024 to 05 SEP 2024**

---

**SECTION 3, 11 JUL 2024 TO 05 SEP 2024**

**WINTER HAVEN, FLORIDA**

**AL-5953 (FAA)**

**Amdt 1F 01DEC22**

**28°04'N-81°45'W**
RNAV (GPS) RWY 11
WINTER HAVEN RGNL (GIP)
Circling Rwy 5, 11, 29 NA at night. When local altimeter setting not received, use Bartow altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing left turn to 2000 direct LAL VORTAC and hold.

### VOR-A

**WINTER HAVEN RGNL (GIF)**

**ASOS**

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**ELEV 146**

**TDZE**

- LAL 14.2 REIL Rwys 5 and 23
- LAL 820-2 MIRL Rwy 5-23 and 11-29

**APP CRS**

- 071°

**Rwy Idg**

- N/A

**Apt Elev**

- 146

**DME required.**

**CLNC DEL (GCO)**

- 121.725

**UNICOM**

- 123.05 (CTAF)

**WINTER HAVEN, FLORIDA**

- AL-5953 (FAA)

**ASOS**

- 133.675

**TAMPA APP CON**

- 120.65 290.3

**WINTER HAVEN, FLORIDA**

- SE-3, 11 JUL 2024 to 05 SEP 2024

- 28°04’N-81°45’W
ZEPHYRHILLS, FLORIDA

RNAV (GPS) RWY 1

ZEPHYRHILLS MUNI (ZPH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C.

AWOS-3PT 118.975

TAMPA APP CON 119.9 290.3

UNICOM 123.075 (CTAF)

MISSED APPROACH: Climb to 2000 direct IXROV and hold.

AWOS-3PT 118.975

TAMPA APP CON 119.9 290.3

UNICOM 123.075 (CTAF)
Baro-VNAV and VDP NA when using Tampa Exec altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 23 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Tampa Exec 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.

WAAAS CH 45538
W23A

**AWOS 3PT**
**118.975**

**TAMPA APP CON**
**119.9**

**UNICOM**
**123.075 (CTAF)**

---

**ELEV 90**
**TDZE 88**

---

**RNAV (GPS) RWY 23**
**ZEPHYRHILLS MUNI (ZPH)**

---

**RNAV (GPS) RWY 23**
**ZEPHYRHILLS MUNI (ZPH)**
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 exists upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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