

SE-3

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10 NOV 16 to 05 JAN 17



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

Southeast (SE) Vol 3 of 4

Effective: 0901Z

10 NOV 2016

to: 0901Z

05 JAN 2017

Consult the Change Notice
(CN) effective 08 DEC 2016 for
revised Instrument Procedure
Charts for this volume



Including Puerto
Rico and the
Virgin Islands

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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

**FOR CHARTING ERRORS,
OR FOR CHANGES, ADDITIONS,
RECOMMENDATIONS ON
PROCEDURAL ASPECTS CONTACT:**

FAA, Aeronautical Information Services
Customer Operations Team
1305 East-West Highway
SSMC 4, Suite 4400
Silver Spring, MD 20910-3281
Telephone 1-800-638-8972
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Frequently asked questions (FAQ) are answered on our website at <http://www.faa.gov/go/ais>.
See the FAQs prior to contact via toll free number or email.

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

INOP COMPONENTS

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE

Landing minimums published on instrument approach procedure charts are based upon full operation of all components and visual aids associated with the particular instrument 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 glide slope inoperative minimums are published on the instrument approach charts as localizer minimums. This table may be amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. See legend page for description of components indicated below.

(1) ILS, PAR, RNAV (LPV line of minima) and GLS

Inoperative Component or Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	¼ mile

(2) ILS with visibility minimum of 1,800 RVR

ALSF 1 & 2, MALSR, & SSALR	ABCD	To 4000 RVR
TDZL RCLS	ABCD	To 2400 RVR*
RVR	ABCD	To ½ mile

*1800 RVR authorized with the use of FD or AP or HUD to DA.

(3) VOR, VOR/DME, TACAN, LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME, GPS, ASR, RNAV (LNAV/VNAV, LP, LNAV lines of minima) and RNP

Inoperative Visual Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	½ mile
SSALS, MALS, & ODALS	ABC	¼ mile

(4) NDB

ALSF 1 & 2, MALSR, & SSALR	C	½ mile
MALS, SSALS, ODALS	ABD	¼ mile
	ABC	¼ mile

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.

LANDING MINIMA FORMAT

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

CATEGORY	A		B	C	D
	DA	Visibility (RVR 100's of feet)	Aircraft Approach Category	HAT/HATH	D
S-ILS 27		1352/24		200	(200-½)
S-LOC 27		1440/24	288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	MDA	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)

Labels: DA, Visibility (RVR 100's of feet), Aircraft Approach Category, HAT/HATH, D, MDA, HAA, Visibility in Statute Miles.

Annotations: Straight-in ILS to Runway 27, Straight-in with Glide Slope Inoperative or not used to Runway 27, All weather minimums in parentheses not applicable to Civil Pilots, Military Pilots refer to appropriate regulations.

COPTER MINIMA ONLY

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

Labels: Copter Approach Direction, Height of MDA/DA Above Landing Area (HAL), No circling minimums are provided.

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

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

COLD TEMPERATURE RESTRICTED AIRPORTS

NOTE: A **⊗** -12°C/10°F symbol and associated temperature indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published restricted temperature. Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required. See following Cold Temperature Error Table to make manual corrections. See Notices to Airman Publication (NTAP) Graphic Notices General for complete list of published airports, temperature/s, segments and procedure information. www.faa.gov/air_traffic/publications/notices

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. However, if it is necessary to operate at a speed in excess of the upper limit of the speed range for an aircraft's category, the minimums for the category for that speed shall be used. For example, an airplane which fits into Category B, but is circling to land at a speed of 145 knots, shall use the approach Category D minimums. As an additional example, a Category A airplane (or helicopter) which is operating at 130 knots on a straight-in approach shall use the approach Category C minimums. See following category limits:

MANEUVERING TABLE

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

TERMS/LANDING MINIMA DATA

TERMS/LANDING MINIMA DATA

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

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

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

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 1800 RVR, use 2400 RVR with the resultant visibility of 1/2 mile.

RVR (feet)	Visibility (statute miles)	RVR (feet)	Visibility (statute miles)
1600	1/4	4500	3/8
2400	1/2	5000	1
3200	5/8	6000	1 1/4
4000	3/4		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	195/16	100	(100-1/4)				
	28	2.5°/48/1068	ABCDE	187/16	100	(100-1/4)				
ASR	10		ABC	560/40	463	(500-3/4)	DE	560/50	463	(500-1)
	28		AB	600/50	513	(600-1)	CDE	600/60	513	(600-1 1/4)
CIR	10		AB	560-1/4	463	(500-1 1/4)	CDE	560-1/2	463	(500-1 1/2)
	28		AB	600-1/4	503	(600-1 1/4)	CDE	600-1/2	503	(600-1 1/2)

Visibility in Statute Miles ↙

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

Radars 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 1/2.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows:

(E) VHF and UHF emergency frequencies monitored

(V) VHF emergency frequency (121.5) monitored

(U) UHF emergency frequency (243.0) monitored

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

⚠ 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 unmonitored facility or absence of weather reporting service.

⚠ Takeoff Minimums not standard and/or Departure Procedures are published. Refer to tabulation.

TERMS/LANDING MINIMA DATA

GENERAL INFO

GENERAL INFORMATION

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

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans via teletype and are required for users filing flight plans via computer interface. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREQ3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREQ3.EWC).

RNAV DP and STAR. Effective March 15, 2007, these procedures, formerly identified as Type-A and Type-B, will be designated as RNAV 1 in accordance with amended Advisory Circular (AC) and ICAO terminology.

Refer to AC 90-100A U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS and the Aeronautical Information Manual for additional guidance regarding these procedures.

Standard RNAV 1 Procedure Chart Notes

NOTE: RNAV 1

NOTE: DME/DME/IRU or GPS required

Some procedures may require use of GPS and will be identified by a "GPS required" note.

RNAV 1 Procedure Characteristics and Operations

1. Require use of an RNAV system with DME/DME/IRU, and/or GPS inputs.
2. Require use of a CDI, flight director, and/or autopilot, in lateral navigation mode, for flight guidance while operating on RNAV paths (track, course, or direct leg). Other methods providing an equivalent level of performance may be acceptable.
3. RNAV paths may start as low as 500 feet above airport elevation.

GENERAL INFO

GENERAL INFO

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "L" beside the name. A star (*) indicates non-standard PCL, consult Chart Supplement, e.g., .

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

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

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.



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.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

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 in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings 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.

GENERAL INFO

GENERAL INFO

ABBREVIATIONS

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

GENERAL INFO

GENERAL INFO

ABBREVIATIONS

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

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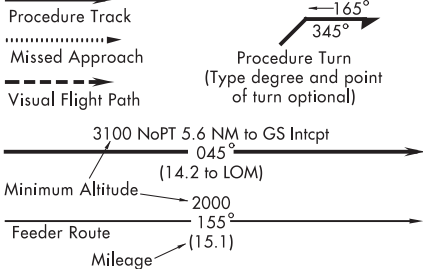
GENERAL INFO

LEGEND

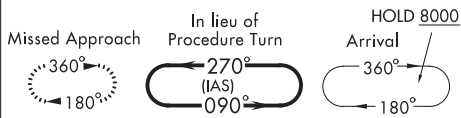
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES



HOLDING PATTERNS

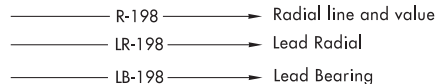


Holding pattern with max. restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg. Limits will only be specified when they deviate from the standard. DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS



Computer Navigation Fix (CNF)
x (NAME) ("x" omitted when it conflicts with runway pattern)



ALTITUDES

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

INDICATED AIRSPEED

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

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:



Non-Compulsory:



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

Marker Beacon

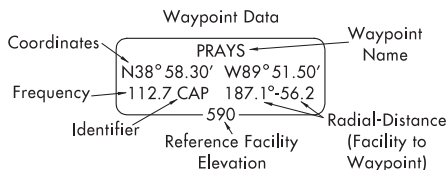
Marker beacons that are not specifically part of the procedure but underlie the final approach course are shown in screened color.

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

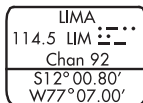
SDF Course

LOC/DME

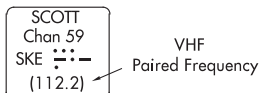
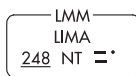
LOC/LDA/SDF Transmitter
(shown when installation is offset from its normal position off the end of the runway.)



Primary Navaid with Coordinate Values



Secondary Navaid



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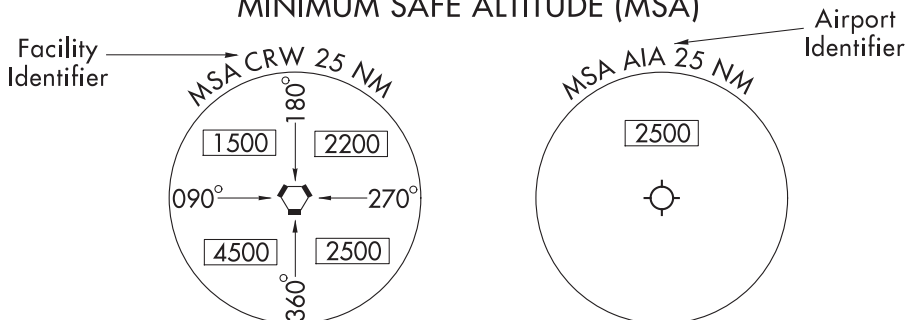
LEGEND

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

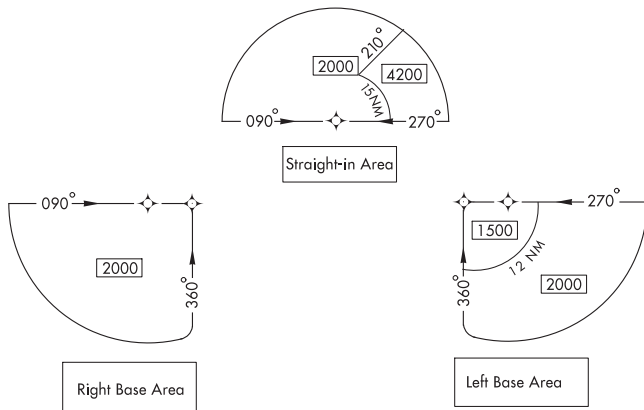
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

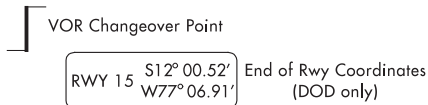


(arrows on distance circle identify sectors)

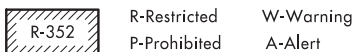
TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS



SPECIAL USE AIRSPACE



- Distance not to scale
- International Boundary
- Air Defense Identification Zone

AIRPORTS



OBSTACLES



LEGEND

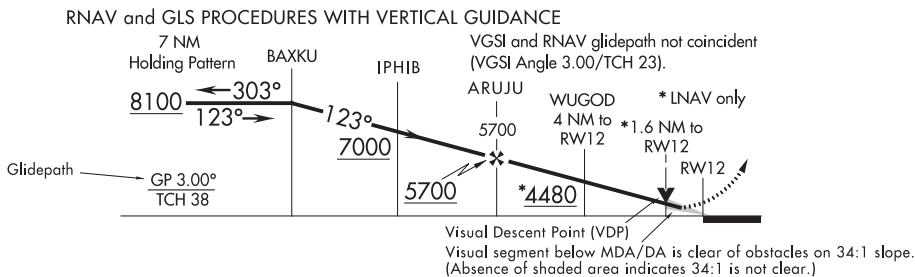
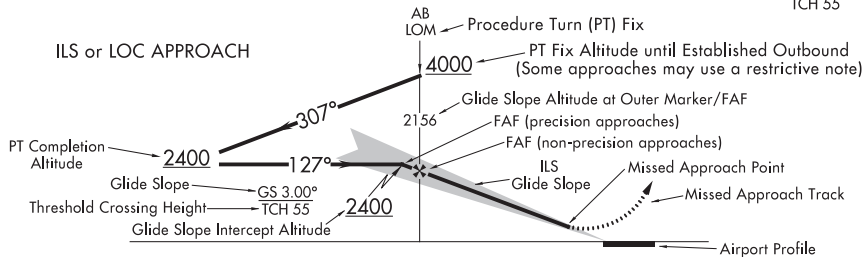
PROFILE VIEW

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

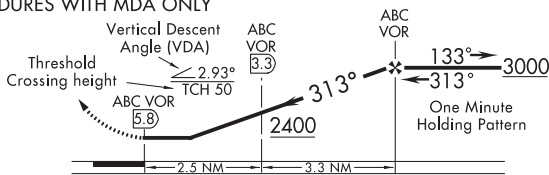
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: $GS\ 3.00^\circ$.
TCH 55

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: $GP\ 3.00^\circ$.
TCH 50

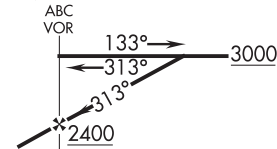
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure 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: $\leq 3.00^\circ$.
TCH 55



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



DESCENT FROM HOLDING PATTERN



ALTITUDES	
<u>5500</u> Mandatory Altitude	<u>3000</u> Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block Altitude
<u>4300</u> Maximum Altitude	<u>3000</u> Altitude

PROFILE SYMBOLS	
	Visual Flight Path
	Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

LEGEND

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

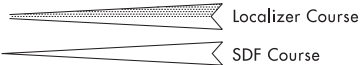
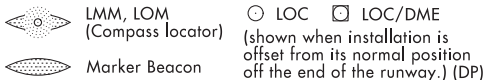
Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

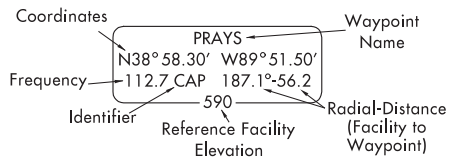
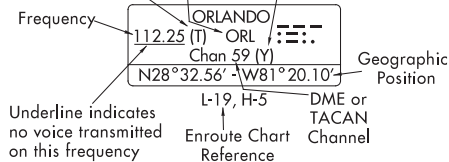
Compulsory:



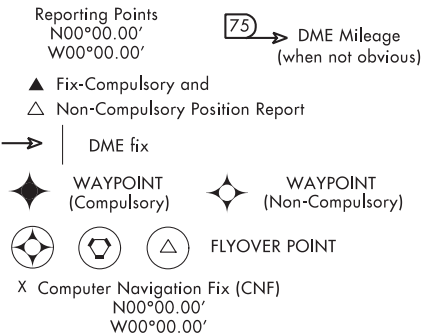
Non-Compulsory:



(T) indicates frequency protection range (STAR) Identifier (Y) TACAN must be placed in "Y" mode to receive distance information

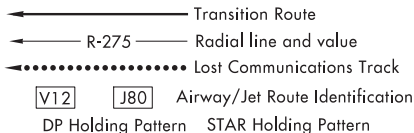


FIXES/ATC REPORTING REQUIREMENTS



ROUTES

4500 MEA-Minimum Enroute Altitude
*3500 MOCA-Minimum Obstruction Clearance Altitude
270° Departure Route - Arrival Route
(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

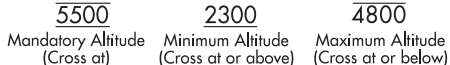


Holding pattern with max. restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE



ALTITUDES



Block Altitude

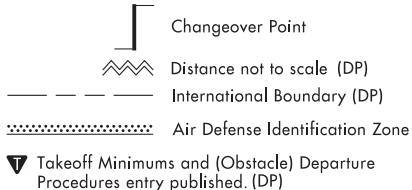
INDICATED AIRSPEED



AIRPORTS



MISCELLANEOUS



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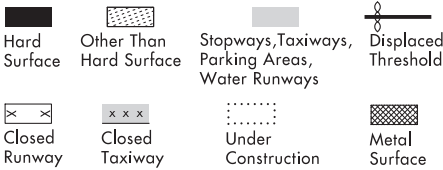
LEGEND

LEGEND

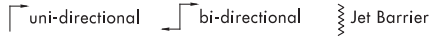
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

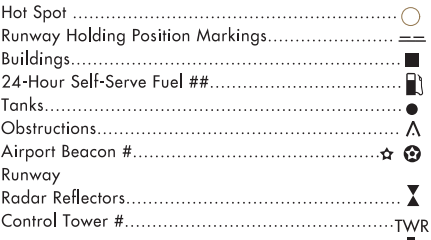


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM  (EMAS)


REFERENCE FEATURES



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

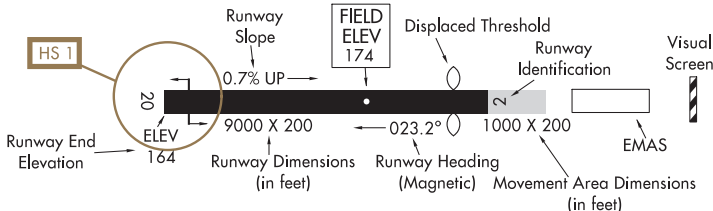
A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

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.











Runway Weight Bearing Capacity/ or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325




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.

Helicopter Alighting Areas     
 Negative Symbols used to identify Copter Procedures landing point.....     

Runway Threshold elevation.....THRE 123
 Runway TDZ elevation.....TDZE 123
 ← 0.3% DOWN
 Runway Slope.....0.8% UP →
 (shown when runway slope is greater than or equal to 0.3%)

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 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.

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

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LEGEND

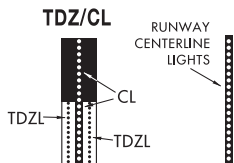
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS



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

SHORT APPROACH LIGHTING SYSTEM

(A2)

SALS/SALSF

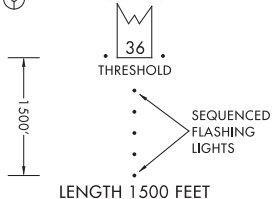
(High Intensity)

SAME AS INNER 1500' OF ALSF-1

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

(V)

ODALS

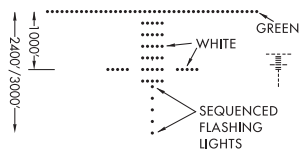


SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A3)

SSALR



(High Intensity)
 LENGTH 2400/3000 FEET

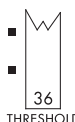
VISUAL APPROACH SLOPE INDICATOR

VASI

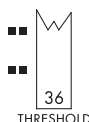
VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

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

VASI 2



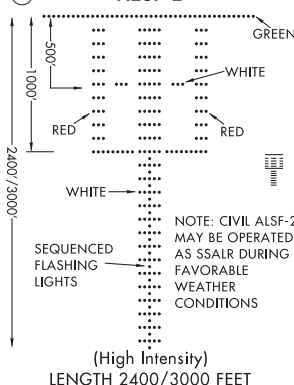
VASI 4



APPROACH LIGHTING SYSTEM

(A)

ALSF-2

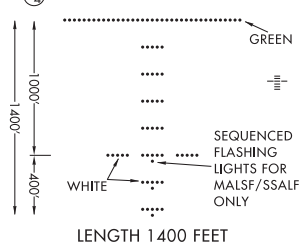


(High Intensity)
 LENGTH 2400/3000 FEET

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

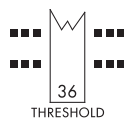
MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS

(A4)



LENGTH 1400 FEET

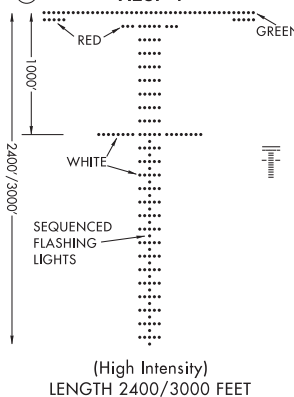
VASI 12



APPROACH LIGHTING SYSTEM

(A1)

ALSF-1



(High Intensity)
 LENGTH 2400/3000 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A5)

MALSR

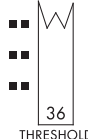
SAME LIGHT CONFIGURATION AS SSALR.

VISUAL APPROACH SLOPE INDICATOR

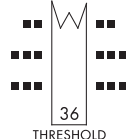
VASI

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

VASI 6



VASI 16



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LEGEND

04330
LEGEND

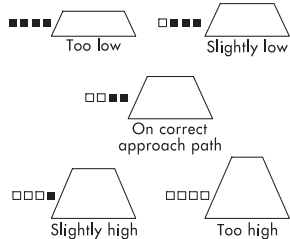
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

(P) **PRECISION APPROACH PATH INDICATOR**

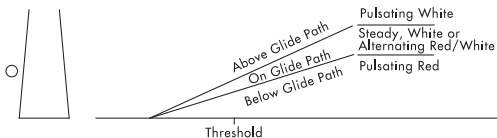
PAPI



Legend: □ White ■ Red

(V₂) **PULSATING VISUAL APPROACH SLOPE INDICATOR**

PVASI



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

(V₁) **"T"-VISUAL APPROACH SLOPE INDICATOR**

"T"-VASI

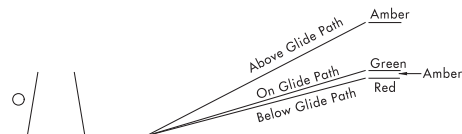


"T" ON BOTH SIDES OF RWY
ALL LIGHTS VARIABLE WHITE.
CORRECT APPROACH SLOPE-
ONLY CROSS BAR VISIBLE.
UPRIGHT "T"- FLY UP.
INVERTED "T"- FLY DOWN.
RED "T"- GROSS
UNDERSHOOT.



(V₄) **TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

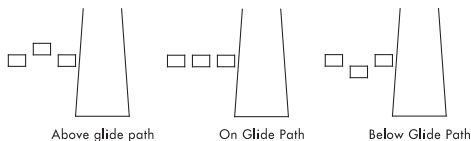
TRCV



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

(V₅) **ALIGNMENT OF ELEMENTS SYSTEMS**

APAP



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

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LEGEND

FREQ PAIRING

FREQUENCY PAIRING TABLE

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

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
AGUADILLA, PR			BARTOW, FL		
RAFAEL HERNANDEZ(BQN)			BARTOW MUNI(BOW)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 08	1	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 26	2	IAPS	RNAV (GPS) RWY 05	20
	VOR/DME OR TACAN RWY 08	3		RNAV (GPS) RWY 09L	21
	VOR/DME OR TACAN RWY 26	4		RNAV (GPS) RWY 23	22
	VOR RWY 08	5		RNAV (GPS) RWY 27R	23
AIRPORT DIAGRAM		6		VOR/DME RWY 09L	24
			AIRPORT DIAGRAM		25
AIRGLADES			BOB SIKES		
---SEE CLEWISTON, FL			---SEE CRESTVIEW, FL		
ALBERT WHITTED			BOCA RATON, FL		
---SEE ST PETERSBURG, FL			BOCA RATON(BCT)		
ANTONIO RIVERA RODRIGUEZ			TAKEOFF MINIMUMS		L
---SEE ISLA DE VIEQUES, PR			ALTERNATE MINIMUMS		M
APALACHICOLA, FL			STARS	CAYSL FOUR (RNAV)	Z11
APALACHICOLA RGNL-CLEVE RANDOLPH FIELD				PRRIE THREE (RNAV)	Z59
(AAF)				TUXXI TWO	Z71
TAKEOFF MINIMUMS		L	IAPS	RNAV (RNP) Z RWY 23	26
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 05	27
IAPS	RNAV (GPS) RWY 06	7		RNAV (GPS) Y RWY 23	28
	RNAV (GPS) RWY 14	8		VOR/DME-A	29
	RNAV (GPS) RWY 18	9	AIRPORT DIAGRAM		30
	RNAV (GPS) RWY 24	10	BONIFAY, FL		
	RNAV (GPS) RWY 32	11	TRI COUNTY(1J0)		
	RNAV (GPS) RWY 36	12	TAKEOFF MINIMUMS		L
	NDB RWY 14	13	IAPS	RNAV (GPS) RWY 19	31
APOPKA, FL			BROOKSVILLE, FL		
ORLANDO APOPKA(X04)			BROOKSVILLE-TAMPA BAY RGNL(BKV)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
STARS	COSTR THREE (RNAV)	Z16	ALTERNATE MINIMUMS		M
	GOOFY SIX	Z38	IAPS	ILS OR LOC RWY 09	32
IAPS	RNAV (GPS)-A	14		RNAV (GPS) RWY 03	33
	RNAV (GPS)-B	15		RNAV (GPS) RWY 09	34
				RNAV (GPS) RWY 21	35
				RNAV (GPS) RWY 27	36
ARCADIA, FL			AIRPORT DIAGRAM		37
ARCADIA MUNI(X06)			BROOKSVILLE-TAMPA BAY RGNL		
TAKEOFF MINIMUMS		L	---SEE BROOKSVILLE, FL		
IAPS	RNAV (GPS)-A	16	CAPE CANAVERAL AFS SKID STRIP		
	RNAV (GPS)-B	17	---SEE COCOA BEACH, FL		
ARTHUR DUNN AIR PARK			CECIL		
---SEE TITUSVILLE, FL			---SEE JACKSONVILLE, FL		
AVON PARK, FL			AVON PARK EXECUTIVE(AVO)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 05	18	IAPS	RNAV (GPS) RWY 10	19
	RNAV (GPS) RWY 10	19			

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
CHARLOTTE AMALIE, ST THOMAS, VI			CRYSTAL RIVER, FL		
CYRIL E. KING(STT)			CRYSTAL RIVER-CAPTAIN TOM DAVIS FIELD (CGC)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 10	38	IAPS	RNAV (GPS) RWY 09	64
	RNAV (GPS) RWY 10	39		RNAV (GPS) RWY 27	65
	VOR-A	40			
AIRPORT DIAGRAM		41			
DPS	PALCO SEVEN	42			
CHRISTIANSTED, ST. CROIX, VI			CYRIL E. KING		
HENRY E ROHLSSEN(STX)			---SEE CHARLOTTE AMALIE, ST THOMAS, VI		
TAKEOFF MINIMUMS		L	DADE-COLLIER TRAINING AND TRANSITION		
ALTERNATE MINIMUMS		M	---SEE MIAMI, FL		
IAPS	ILS OR LOC RWY 10	43	DAYTONA BEACH, FL		
	RNAV (GPS) RWY 10	44	DAYTONA BEACH INTL(DAB)		
	RNAV (GPS) RWY 28	45	TAKEOFF MINIMUMS		L
	VOR RWY 28	46	ALTERNATE MINIMUMS		M
AIRPORT DIAGRAM		47	LAHSO		O
DPS	HAMILTON EIGHT	48	HOT SPOT		P
	SNOOZ FOUR	49	IAPS	ILS OR LOC RWY 07L	66
				ILS OR LOC RWY 25R	67
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				RNAV (GPS) RWY 07R	69
				RNAV (GPS) RWY 16	70
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				RNAV (GPS) RWY 34	73
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			DPS	LAMMA SEVEN	76
				ROYES SEVEN	78
CLEARWATER, FL			DEFUNIAK SPRINGS, FL		
CLEARWATER AIR PARK(CLW)			DEFUNIAK SPRINGS(54J)		
STARS	BRDGE SEVEN	Z9	TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 09	80
				RNAV (GPS) RWY 27	81
CLEWISTON, FL			DELAND, FL		
AIRGLADES(2IS)			DELAND MUNI/SIDNEY H. TAYLOR FIELD(DED)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 13	50	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 31	51	IAPS	RNAV (GPS) RWY 05	82
				RNAV (GPS) RWY 12	83
				RNAV (GPS) RWY 23	84
				RNAV (GPS) RWY 30	85
				VOR/DME RWY 23	86
COCOA BEACH, FL			DESTIN, FL		
CAPE CANAVERAL AFS SKID STRIP(KXMR)			DESTIN EXECUTIVE(DTS)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
STARS	BITHO SEVEN	Z6	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 13	52	IAPS	RNAV (GPS) RWY 14	87
	RNAV (GPS) RWY 31	53		RNAV (GPS) RWY 32	88
	TACAN-A	54			
AIRPORT DIAGRAM		55			
COCOA BEACH, FL			CROSS CITY, FL		
---SEE PATRICK AFB			CROSS CITY(CTY)		
CRESTVIEW, FL			TAKEOFF MINIMUMS		
BOB SIKES(CEW)					
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 31	60
ALTERNATE MINIMUMS		M		RNAV (GPS)-A	61
IAPS	ILS OR LOC RWY 17	56		RNAV (GPS)-B	62
	RNAV (GPS) RWY 17	57		VOR RWY 31	63
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VALPARAISO, FL			FORT LAUDERDALE EXECUTIVE(FXE)		
IAPS	ILS RWY 18 OR LOC RWY 18	89	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 18	90	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 36	91	LAHSO		O
	VOR-B	92	HOT SPOT		P
	TACAN RWY 18	93	STARS	BLUFI THREE	Z28
	TACAN RWY 36	94		CURSO FOUR (RNAV)	Z18
AIRPORT DIAGRAM		95		DEKAL FOUR	Z27
				DVALL TWO	Z28
				FISEL SIX (RNAV)	Z29
				FORTL SIX	Z32
				GISSH FOUR	Z36
				JINGL FOUR (RNAV)	Z42
				WAVUN TWO (RNAV)	Z73
			IAPS	ILS OR LOC RWY 09	113
				RNAV (GPS) RWY 09	114
				RNAV (GPS) RWY 27	115
			AIRPORT DIAGRAM		116
			DPS	FORT LAUDERDALE SIX	117
			FORT LAUDERDALE-HOLLYWOOD INTL(FLL)		
			TAKEOFF MINIMUMS		L
			ALTERNATE MINIMUMS		M
			HOT SPOT		P
			STARS	BLUFI THREE	Z28
				CURSO FOUR (RNAV)	Z18
				DEKAL FOUR	Z27
				DVALL TWO	Z28
				FISEL SIX (RNAV)	Z29
				FORTL SIX	Z32
				GISSH FOUR	Z36
				JINGL FOUR (RNAV)	Z42
				WAVUN TWO (RNAV)	Z73
			IAPS	ILS OR LOC RWY 10L	119
				ILS OR LOC RWY 10R	120
				ILS OR LOC RWY 28L	121
				ILS OR LOC RWY 28R	122
				RNAV (RNP) Y RWY 10L	123
				RNAV (RNP) Z RWY 28R	124
				RNAV (GPS) RWY 10R	125
				RNAV (GPS) RWY 28L	126
				RNAV (GPS) Y RWY 28R	127
				RNAV (GPS) Z RWY 10L	128
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VALPARAISO, FL					
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	ILS X OR LOC X RWY 19	98			
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	ILS Z OR LOC Z RWY 30	100			
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	RNAV (GPS) RWY 12	102			
	RNAV (GPS) RWY 19	103			
	RNAV (GPS) RWY 30	104			
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ALTERNATE MINIMUMS		M			
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IAPS	RNAV (GPS) RWY 13	110			
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HOT SPOT		P	---SEE JACKSONVILLE, FL		
STARS	JOSFF FIVE	Z43	HOLLYWOOD, FL		
	SHFTY TWO (RNAV)	Z63	NORTH PERRY(HWO)		
	TYNEE ONE (RNAV)	Z72	TAKEOFF MINIMUMS		L
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	RNAV (GPS) RWY 13	144	STARS	BLUFI THREE	Z28
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SOUTHWEST FLORIDA INTL(RSW)				JINGL FOUR (RNAV)	Z42
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	CSHEL FIVE (RNAV)	157		FOWEE EIGHT	Z33
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TREASURE COAST INTL(FPR)				RNAV (GPS) RWY 28	185
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	RNAV (GPS) RWY 32	164		DVALL TWO	Z28
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WILLIAM P. GWINN(06FA)			LAKE CITY GATEWAY(LCQ)		
STARS	FRWAY FIVE (RNAV)	Z35	TAKEOFF MINIMUMS		L
	TUXXI TWO	Z71	ALTERNATE MINIMUMS		M
	WLACE THREE (RNAV)	Z74	IAPS	RNAV (GPS) RWY 10	271
				RNAV (GPS) RWY 28	272
				NDB RWY 28	273
			AIRPORT DIAGRAM		274
KEY LARGO, FL			LAKE WALES, FL		
OCEAN REEF CLUB(07FA)			LAKE WALES MUNI(X07)		
STARS	ANNEY THREE	Z22	TAKEOFF MINIMUMS		L
	BLUFI THREE	Z8	IAPS	RNAV (GPS) RWY 06	275
	CURSO FOUR (RNAV)	Z18		RNAV (GPS) RWY 24	276
	CYPRESS EIGHT	Z22		VOR/DME-B	277
	FLIPR FOUR (RNAV)	Z30			
	FOWEE EIGHT	Z33			
	HILEY SIX (RNAV)	Z39			
	SSCOT THREE (RNAV)	Z64			
KEY WEST, FL			LAKELAND, FL		
KEY WEST INTL(EYW)			LAKELAND LINDER RGNL(LAL)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
RADAR MINIMUMS		N	LAHSO		O
IAPS	RNAV (GPS) RWY 09	249	STARS	BLOND FOUR (RNAV)	Z7
	RNAV (GPS) RWY 27	250	IAPS	ILS OR LOC/DME RWY 09	278
	NDB-A	251		RNAV (GPS) RWY 05	279
AIRPORT DIAGRAM		252		RNAV (GPS) RWY 09	280
				RNAV (GPS) RWY 23	281
				RNAV (GPS) RWY 27	282
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				RNAV RWY 27	284
			AIRPORT DIAGRAM		285
KEY WEST NAS (BOCA CHICA FLD)(KNQX)			LEESBURG, FL		
KEY WEST, FL			LEESBURG INTL(LEE)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
RADAR MINIMUMS		N	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 04	253	STARS	BAIRN THREE (RNAV)	Z4
	RNAV (GPS) RWY 08	254		COSTR THREE (RNAV)	Z16
	RNAV (GPS) RWY 14	255		CWRLD FOUR (RNAV)	Z21
	RNAV (GPS) RWY 26	256		GOOFY SIX	Z38
	RNAV (GPS) RWY 32	257		MINEE FIVE	Z52
	VOR/DME RWY 26	258	IAPS	RNAV (GPS) RWY 03	286
	VOR/DME OR TACAN Z RWY 08	259		RNAV (GPS) RWY 13	287
	TACAN RWY 04	260		RNAV (GPS) RWY 31	288
	TACAN RWY 26	261		NDB RWY 31	289
	TACAN RWY 32	262	AIRPORT DIAGRAM		290
	TACAN Y RWY 08	263			
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TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 05	267	IAPS	RNAV (GPS) RWY 07	291
	VOR/DME RWY 05	268		RNAV (GPS) RWY 25	292
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---SEE ORLANDO, FL			---SEE SAN JUAN, PR		
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IAPS	RNAV (GPS) RWY 14	269			
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STARS	BLOND FOUR (RNAV)	Z7	TAKEOFF MINIMUMS		L
	BRDGE SEVEN	Z9	ALTERNATE MINIMUMS		M
	DADES FOUR (RNAV)	Z23	IAPS	RNAV (GPS) RWY 09	312
	DARBS THREE	Z25		VOR RWY 09	313
	DEAKK FOUR (RNAV)	Z26	AIRPORT DIAGRAM		314
	FOOXX FOUR (RNAV)	Z31	MAYPORT NS (ADM DAVID L. MCDONALD FIELD)(KNRB)		
	LZARD SIX	Z50	MAYPORT, FL		
IAPS	ILS OR LOC RWY 04	293	TAKEOFF MINIMUMS		L
	ILS OR LOC RWY 22	294	RADAR MINIMUMS		N
	RNAV (GPS) RWY 04	295	STARS	ALMA TWO	Z1
	RNAV (GPS) RWY 22	296		HOTAR ONE (RNAV)	Z41
	TACAN RWY 04	297		POGIE ONE	Z58
	TACAN RWY 22	298	IAPS	TAYLOR TWO	Z65
AIRPORT DIAGRAM		299		TACAN RWY 05	315
DPS	MACDILL ONE	300		TACAN RWY 23	316
				COPTER TACAN RWY 05	317
				COPTER TACAN RWY 23	318
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THE FLORIDA KEYS MARATHON INTL(MTH)			MELBOURNE INTL(MLB)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	STARS	BITHO SEVEN	Z6
IAPS	RNAV (GPS) RWY 07	301		COSTR THREE (RNAV)	Z16
	RNAV (GPS) RWY 25	302	IAPS	ILS OR LOC RWY 09R	320
	NDB-A	303		RNAV (GPS) RWY 09L	321
				RNAV (GPS) RWY 09R	322
				RNAV (GPS) RWY 27L	323
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			DPS	MELBOURNE FIVE	328
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MARCO ISLAND(MKY)			---SEE PONCE, PR		
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STARS	PIKKR THREE (RNAV)	Z57	MERRITT ISLAND(COI)		
	SHFTY TWO (RNAV)	Z63	TAKEOFF MINIMUMS		L
	ZEILR FOUR	Z75	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 17	304	STARS	BITHO SEVEN	Z16
	RNAV (GPS) RWY 35	305		COSTR THREE (RNAV)	Z26
	VOR/DME RWY 17	306		GOOFY SIX	Z38
DPS	CSELH FIVE (RNAV)	307		MINEE FIVE	Z52
			IAPS	RNAV (GPS) RWY 11	329
MARIANNA, FL					
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IAPS	RNAV (GPS) RWY 18	308			
	VOR-A	309			
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	NDB-C	311			
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IAPS	ILS OR LOC RWY 09	330
	RNAV (GPS) RWY 09	331
	NDB RWY 09	332

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	BLUFI THREE Z8
	CURSO FOUR (RNAV) Z18
	CYPRESS EIGHT Z22
	DVALL TWO Z28
	FLIPR FOUR (RNAV) Z30
	FOWEE EIGHT Z33
	HILEY SIX (RNAV) Z39
	SSCOT THREE (RNAV) Z64
IAPS	ILS OR LOC RWY 09R 333
	RNAV (GPS) RWY 09L 334
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	BLUFI THREE Z8
	CURSO FOUR (RNAV) Z18
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	DVALL TWO Z28
	FLIPR FOUR (RNAV) Z30
	FOWEE EIGHT Z33
	HILEY SIX (RNAV) Z39
	SSCOT THREE (RNAV) Z64
IAPS	ILS OR LOC RWY 08R 341
	ILS OR LOC RWY 09 342
	ILS OR LOC RWY 12 343
	ILS OR LOC RWY 26L 344
	ILS OR LOC RWY 27 345
	ILS OR LOC RWY 30 346
	RNAV (RNP) Y RWY 08R 347
	RNAV (RNP) Y RWY 12 348
	RNAV (RNP) Y RWY 26L 349
	RNAV (RNP) Y RWY 27 350
	RNAV (RNP) Y RWY 30 351
	RNAV (GPS) RWY 08L 352
	RNAV (GPS) RWY 09 353
	RNAV (GPS) RWY 26R 354
	RNAV (GPS) Z RWY 08R 355
	RNAV (GPS) Z RWY 12 356
	RNAV (GPS) Z RWY 26L 357
	RNAV (GPS) Z RWY 27 358
	RNAV (GPS) Z RWY 30 359
	LOC/DME RWY 08L 360
	LOC/DME RWY 26R 361
AIRPORT DIAGRAM	362
DPS	BSTER TWO (RNAV) 363
	DEEEP TWO (RNAV) 365
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MIAMI, FL			NEW SMYRNA BEACH, FL		
OPA-LOCKA EXECUTIVE(OPF)			MASSEY RANCH AIRPARK(X50)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 18	409
HOT SPOT		P		RNAV (GPS) RWY 36	410
STARS	BLUFI THREE	Z8	NEW SMYRNA BEACH MUNI(EVB)		
	CURSO FOUR (RNAV)	Z18	TAKEOFF MINIMUMS		L
	CYPRESS EIGHT	Z22	HOT SPOT		P
	DEKAL FOUR	Z27	IAPS	RNAV (GPS) RWY 02	411
	DVALL TWO	Z28		RNAV (GPS) RWY 07	412
	FISEL SIX (RNAV)	Z29		RNAV (GPS) RWY 25	413
	FORTL SIX	Z32		RNAV (GPS) RWY 29	414
	GISSH FOUR	Z36	AIRPORT DIAGRAM		415
	JINGL FOUR (RNAV)	Z42	NORTH PALM BEACH COUNTY GENERAL AVIA- TION		
	SSCOT THREE (RNAV)	Z64	---SEE WEST PALM BEACH, FL		
	WAVUN TWO (RNAV)	Z73	NORTH PERRY		
IAPS	ILS OR LOC RWY 09L	389	---SEE HOLLYWOOD, FL		
	ILS OR LOC RWY 12	390	NORTHEAST FLORIDA RGNL		
	ILS OR LOC RWY 27R	391	---SEE ST AUGUSTINE, FL		
	RNAV (GPS) RWY 09L	392	NORTHWEST FLORIDA BEACHES INTL		
	RNAV (GPS) RWY 12	393	---SEE PANAMA CITY, FL		
	RNAV (GPS) RWY 27R	394	OCALA, FL		
AIRPORT DIAGRAM		395	OCALA INTL/JIM TAYLOR FIELD(OCF)		
DPS	MIAMI FIVE	396	TAKEOFF MINIMUMS		L
MILTON, FL			IAPS	ILS OR LOC/DME RWY 36	416
PETER PRINCE FIELD(2R4)				RNAV (GPS) RWY 18	417
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 36	418
IAPS	RNAV (GPS) RWY 36	399		VOR RWY 36	419
MILTON, FL			AIRPORT DIAGRAM		420
---SEE WHITING FLD NAS-NORTH			ALTERNATE MINIMUMS		M
MILTON, FL			OCEAN REEF CLUB		
---SEE WHITING FLD NAS-SOUTH			---SEE KEY LARGO, FL		
NAPLES, FL			OKEECHOBEE, FL		
NAPLES MUNI(APF)			OKEECHOBEE COUNTY(OBE)		
TAKEOFF MINIMUMS		L	ALTERNATE MINIMUMS		M
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 05	421
STARS	PIKKR THREE (RNAV)	Z57		RNAV (GPS) RWY 14	422
	SHFTY TWO (RNAV)	Z63		RNAV (GPS) RWY 23	423
	ZEILR FOUR	Z75		RNAV (GPS) RWY 32	424
IAPS	RNAV (GPS) RWY 05	400	OPA-LOCKA EXECUTIVE		
	RNAV (GPS) RWY 23	401	---SEE MIAMI, FL		
	RNAV (GPS)-A	402	NASA SHUTTLE LANDING FACILITY		
	RNAV (GPS)-B	403	---SEE TITUSVILLE, FL		
	VOR RWY 05	404			
	VOR RWY 23	405			
AIRPORT DIAGRAM		406			
DPS	CSHEL FIVE (RNAV)	407			
	NAPLES FOUR	408			

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ORLANDO, FL			ORLANDO, FL		
EXECUTIVE(ORL)			ORLANDO INTL(MCO)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
LAHSO		O	STARS	BAIRN THREE (RNAV)	Z4
HOT SPOT		P		BITHO SEVEN	Z6
STARS	BAIRN THREE (RNAV)	Z4		BUGGZ TWO (RNAV)	Z10
	BUGGZ TWO (RNAV)	Z10		COSTR THREE (RNAV)	Z16
	CORLL ONE	Z15		CWRLD FOUR (RNAV)	Z21
	COSTR THREE (RNAV)	Z16		GOOFY SIX	Z38
	CWRLD FOUR (RNAV)	Z21		LEESE TWO	Z47
	GOOFY SIX	Z38		MINEE FIVE	Z52
	LEESE TWO	Z47		PIGLT FOUR (RNAV)	Z56
	MINEE FIVE	Z52	IAPS	ILS OR LOC RWY 17L	436
	PIGLT FOUR (RNAV)	Z56		ILS OR LOC RWY 17R	437
IAPS	ILS OR LOC RWY 07	425		ILS OR LOC RWY 18R	438
	ILS OR LOC RWY 25	426		ILS OR LOC RWY 35L	439
	RNAV (GPS) RWY 07	427		ILS OR LOC RWY 35R	440
	RNAV (GPS) RWY 25	428		ILS OR LOC RWY 36R	441
AIRPORT DIAGRAM		429		ILS RWY 17L (SA CAT I)	442
				ILS RWY 35L (SA CAT I)	443
KISSIMEE GATEWAY(ISM)				ILS RWY 35R (SA CAT I)	444
TAKEOFF MINIMUMS		L		ILS RWY 36R (SA CAT I)	445
ALTERNATE MINIMUMS		M		ILS RWY 17L (CAT II)	446
STARS	BAIRN THREE (RNAV)	Z4		ILS RWY 17R (CAT II)	447
	BITHO SEVEN	Z6		ILS RWY 35R (CAT II)	448
	BUGGZ TWO (RNAV)	Z10		ILS RWY 35L (CAT II - III)	449
	COSTR THREE (RNAV)	Z16		ILS RWY 36R (CAT II - III)	450
	CWRLD FOUR (RNAV)	Z21		RNAV (GPS) RWY 17L	451
	GOOFY SIX	Z38		RNAV (GPS) RWY 17R	452
	LEESE TWO	Z47		RNAV (GPS) RWY 18L	453
	MINEE FIVE	Z52		RNAV (GPS) RWY 18R	454
	PIGLT FOUR (RNAV)	Z56		RNAV (GPS) RWY 35L	455
IAPS	ILS OR LOC RWY 15	430		RNAV (GPS) RWY 35R	456
	RNAV (GPS) RWY 06	431		RNAV (GPS) RWY 36L	457
	RNAV (GPS) RWY 15	432		RNAV (GPS) RWY 36R	458
	RNAV (GPS) RWY 33	433		VOR/DME RWY 18L	459
	VOR/DME-A	434		VOR/DME RWY 18R	460
AIRPORT DIAGRAM		435	AIRPORT DIAGRAM		461
			DPS	CITRUS EIGHT	462
				JAGUAR FIVE	463
				MCCOY ONE	465
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ORLANDO SANFORD INTL(SFB)			---SEE WEST PALM BEACH, FL		
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
LAHSO		O			
HOT SPOT		P			
STARS	BAIRN THREE (RNAV)	Z4			
	CORLL ONE	Z15			
	COSTR THREE (RNAV)	Z16			
	CWRLD FOUR (RNAV)	Z21			
	GOOFY SIX	Z38			
	MINEE FIVE	Z52			
IAPS	ILS OR LOC RWY 09L	468			
	ILS OR LOC RWY 09R	469			
	ILS OR LOC RWY 27R	470			
	RNAV (GPS) RWY 09L	471			
	RNAV (GPS) RWY 09R	472			
	RNAV (GPS) RWY 18	473			
	RNAV (GPS) RWY 27L	474			
	RNAV (GPS) RWY 27R	475			
	NDB-B	476			
	NDB-C	477			
AIRPORT DIAGRAM		478			
DPS	SANFORD SEVEN	479			
ORLANDO APOPKA			PANAMA CITY, FL		
---SEE APOPKA, FL			---SEE TYNDALL AFB		
ORMOND BEACH, FL			PATRICK AFB(KCOF)		
ORMOND BEACH MUNI(OMN)			COCOA BEACH, FL		
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 08	481			
	RNAV (GPS) RWY 17	482			
	RNAV (GPS) RWY 26	483			
	VOR RWY 17	484			
AIRPORT DIAGRAM		485			
PAGE FIELD			PENSACOLA, FL		
---SEE FORT MYERS, FL			PENSACOLA INTL(PNS)		
PAHOKEE, FL					
PALM BEACH COUNTY GLADES(PHK)					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 17	486			
	RNAV (GPS) RWY 35	487			
	VOR/DME-A	488			
PALATKA, FL					
PALATKA MUNI - LT KAY LARKIN FIELD(28J)					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 09	489			
	RNAV (GPS) RWY 27	490			
PALM BEACH COUNTY GLADES					
---SEE PAHOKEE, FL					
PALM BEACH COUNTY PARK					
---SEE WEST PALM BEACH, FL					

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PENSACOLA NAS (FORREST SHERMAN FLD)(KNPA)

PENSACOLA, FL		
RADAR MINIMUMS	N	
IAPS	ILS Z OR LOC/DME RWY 07L	519
	ILS Y OR RNAV (GPS) RWY 07L	520
	RNAV (GPS) RWY 01	521
	RNAV (GPS) RWY 07R	522
	RNAV (GPS) RWY 19	523
	RNAV (GPS) RWY 25L	524
	RNAV (GPS) RWY 25R	525
	VOR RWY 19	526
	TACAN RWY 01	527
	TACAN RWY 07L	528
	TACAN RWY 07R	529
	TACAN RWY 19	530
	TACAN RWY 25L	531
	TACAN RWY 25R	532
AIRPORT DIAGRAM		533

PERRY, FL

PERRY-FOLEY(40J)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS	RNAV (GPS) RWY 18	534
	RNAV (GPS) RWY 36	535

PETER O KNIGHT

---SEE TAMPA, FL

PETER PRINCE FIELD

---SEE MILTON, FL

PLANT CITY, FL

PLANT CITY(PCM)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS	RNAV (GPS) RWY 10	536
	RNAV (GPS) RWY 28	537
	VOR RWY 28	538

POMPANO BEACH, FL

POMPANO BEACH AIRPARK(PMP)

TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
STARS	BLUFI THREE	Z8
	CURSO FOUR (RNAV)	Z18
	DEKAL FOUR	Z27
	DVALL TWO	Z28
	FISEL SIX (RNAV)	Z29
	FORTL SIX	Z32
	GISSH FOUR	Z36
	JINGL FOUR (RNAV)	Z42
	WAVUN TWO (RNAV)	Z73
IAPS	RNAV (GPS) RWY 06	539
	RNAV (GPS) RWY 15	540
	RNAV (GPS) RWY 24	541
	RNAV (GPS) RWY 33	542
	LOC RWY 15	543
AIRPORT DIAGRAM		544
DPS	FORT LAUDERDALE SIX	545

PONCE, PR

MERCEDITA(PSE)

TAKEOFF MINIMUMS	L	
IAPS	RNAV (GPS) RWY 12	547
	RNAV (GPS) RWY 30	548
DPS	WLFRD TWO (RNAV)	549

PUNTA GORDA, FL

PUNTA GORDA(PGD)

TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS	ILS OR LOC RWY 04	551
	RNAV (GPS) RWY 04	552
	RNAV (GPS) RWY 15	553
	RNAV (GPS) RWY 22	554
	RNAV (GPS) RWY 33	555
	VOR RWY 04	556
	VOR RWY 22	557
AIRPORT DIAGRAM		558

QUINCY, FL

QUINCY MUNI(2J9)

TAKEOFF MINIMUMS	L	
IAPS	VOR/DME-A	559

RAFAEL HERNANDEZ

---SEE AGUADILLA, PR

ST AUGUSTINE, FL

NORTHEAST FLORIDA RGNL(SGJ)

TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
HOT SPOT	P	
STARS	HOTAR ONE (RNAV)	Z41
IAPS	ILS OR LOC/DME RWY 31	560
	RNAV (GPS) RWY 13	561
	RNAV (GPS) RWY 31	562
	VOR RWY 13	563
AIRPORT DIAGRAM		564

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ST PETERSBURG, FL

ALBERT WHITTED(SPG)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
STARS		
BRDGE SEVEN	Z9	
DARBS THREE	Z25	
LZARD SIX	Z50	
IAPS		
RNAV (GPS) RWY 07	565	
RNAV (GPS) RWY 18	566	
RNAV (GPS) RWY 36	567	
VOR RWY 18	568	
AIRPORT DIAGRAM	569	

ST PETERSBURG-CLEARWATER, FL

ST PETERSBURG-CLEARWATER INTL(PIE)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
LAHSO	O	
STARS		
BLOND FOUR (RNAV)	Z7	
BRDGE SEVEN	Z9	
DADES FOUR (RNAV)	Z23	
DARBS THREE	Z25	
DEAKK FOUR (RNAV)	Z26	
FOOXX FOUR (RNAV)	Z31	
LZARD SIX	Z50	
IAPS		
ILS OR LOC RWY 18	570	
ILS OR LOC RWY 36	571	
ILS RWY 18 (SA CAT I)	572	
ILS RWY 18(CAT II)	573	
RNAV (GPS) RWY 18	574	
RNAV (GPS) RWY 36	575	
RNAV (GPS)-A	576	
VOR RWY 04	577	
VOR RWY 36	578	
NORTH BAY VISUAL RWY 18L	579	
AIRPORT DIAGRAM	580	
DPS		
ST. PETE SEVEN	581	

SAN JUAN, PR

FERNANDO LUIS RIBAS DOMINICCI(SIG)		
TAKEOFF MINIMUMS	L	
IAPS		
RNAV (GPS) RWY 09	582	
AIRPORT DIAGRAM	583	
LUIS MUNOZ MARIN INTL(SJU)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
STARS		
BEANO THREE (RNAV)	Z5	
CHAKA FOUR (RNAV)	Z13	
JOSHE THREE (RNAV)	Z45	
SAALR TWO (RNAV)	Z62	
TROCO THREE (RNAV)	Z70	
IAPS		
ILS OR LOC RWY 08	584	
ILS OR LOC RWY 10	585	
RNAV (GPS) RWY 08	586	
RNAV (GPS) RWY 10	587	
RNAV (GPS) RWY 26	588	
VOR OR TACAN RWY 08	589	
VOR OR TACAN RWY 10	590	
VOR OR TACAN RWY 26	591	
NDB RWY 08	592	
BRIDGE VISUAL RWY 10	593	
LAGOON VISUAL RWY 08	594	
AIRPORT DIAGRAM	595	
DPS		
ACONY TWO (RNAV)	596	
CRSTL ONE	597	
GANBO ONE (RNAV)	598	
GLADA THREE (RNAV)	599	
HAMAR TWO (RNAV)	600	
JAAWS ONE	601	
JETSS ONE	602	
SNGRA TWO (RNAV)	603	
VERMO FIVE	604	

SARASOTA (BRADENTON), FL

SARASOTA/BRADENTON INTL(SRQ)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
LAHSO	O	
HOT SPOT	P	
STARS		
BLOND FOUR (RNAV)	Z7	
CLAMP SEVEN	Z14	
TEEGN ONE (RNAV)	Z68	
TRAPR TWO (RNAV)	Z69	
IAPS		
ILS OR LOC RWY 14	605	
ILS OR LOC RWY 32	606	
RNAV (GPS) RWY 04	607	
RNAV (GPS) RWY 14	608	
RNAV (GPS) RWY 22	609	
RNAV (GPS) RWY 32	610	
VOR RWY 14	611	
AIRPORT DIAGRAM	612	
DPS		
SARASOTA FIVE	613	
SRKUS TWO (RNAV)	614	

SEBASTIAN, FL

SEBASTIAN MUNI(X26)		
TAKEOFF MINIMUMS	L	
IAPS		
RNAV (GPS) RWY 05	616	
RNAV (GPS) RWY 23	617	

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SEBRING, FL			TAMPA, FL		
SEBRING RGNL(SEF)			PETER O KNIGHT(TPF)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (RNP) RWY 19	618	STARS	BRDGE SEVEN	29
	RNAV (GPS) RWY 01	619		DARBS THREE	225
	RNAV (GPS) RWY 14	620		LZARD SIX	250
	RNAV (GPS) RWY 32	621	IAPS	RNAV (GPS) RWY 22	639
				RNAV (GPS) RWY 36	640
SOUTHWEST FLORIDA INTL			TAMPA EXECUTIVE(VDF)		
---SEE FORT MYERS, FL			TAKEOFF MINIMUMS		
			ALTERNATE MINIMUMS		
			STARS		
			BLOND FOUR (RNAV)		
			BRDGE SEVEN		
			DADES FOUR (RNAV)		
			DEAKK FOUR (RNAV)		
			FOOXX FOUR (RNAV)		
			LZARD SIX		
			IAPS		
			ILS OR LOC RWY 23		
			RNAV (GPS) RWY 05		
			RNAV (GPS) RWY 18		
			RNAV (GPS) RWY 23		
			AIRPORT DIAGRAM		
			TAMPA INTL(TPA)		
			TAKEOFF MINIMUMS		
			ALTERNATE MINIMUMS		
			LAHSO		
			STARS		
			BLOND FOUR (RNAV)		
			BRDGE SEVEN		
			DADES FOUR (RNAV)		
			DARBS THREE		
			DEAKK FOUR (RNAV)		
			FOOXX FOUR (RNAV)		
			LZARD SIX		
			IAPS		
			ILS OR LOC RWY 01L		
			ILS OR LOC RWY 19L		
			ILS OR LOC RWY 19R		
			ILS RWY 01L (SA CAT I)		
			ILS RWY 19L (SA CAT I)		
			ILS RWY 19L (CAT II)		
			ILS RWY 01L (CAT II - III)		
			RNAV (RNP) Y RWY 19L		
			RNAV (GPS) RWY 01L		
			RNAV (GPS) RWY 01R		
			RNAV (GPS) RWY 10		
			RNAV (GPS) RWY 19R		
			RNAV (GPS) RWY 28		
			RNAV (GPS) Z RWY 19L		
			LOC RWY 01R		
			AIRPORT DIAGRAM		
			DPS		
			BAYPO SEVEN (RNAV)		
			CROWD SEVEN (RNAV)		
			ENDED SEVEN (RNAV)		
			GANDY SEVEN (RNAV)		
			LGTING ONE		
			SYKES SEVEN (RNAV)		
			TAMPA SIX		
			TAMPA, FL		
			---SEE MACDILL AFB		
			THE FLORIDA KEYS MARATHON INTL		
			---SEE MARATHON, FL		

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TITUSVILLE, FL			VENICE, FL		
ARTHUR DUNN AIR PARK(X21)			VENICE MUNI(VNC)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 15	674	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 33	675	STARS	CLAMP SEVEN	Z14
NASA SHUTTLE LANDING FACILITY(TTS)				TEEGN ONE (RNAV)	Z68
TAKEOFF MINIMUMS		L		TRAPR TWO (RNAV)	Z69
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 05	695
STARS	BITHO SEVEN	Z6		RNAV (GPS) RWY 13	696
IAPS	RNAV (GPS) RWY 15	676		RNAV (GPS) RWY 23	697
	RNAV (GPS) RWY 33	677	DPS	RNAV (GPS) RWY 31	698
SPACE COAST RGNL(TIX)				SRKUS TWO (RNAV)	699
TAKEOFF MINIMUMS		L	VERO BEACH, FL		
ALTERNATE MINIMUMS		M	VERO BEACH MUNI(VRB)		
LAHSO		O	TAKEOFF MINIMUMS		L
STARS	BITHO SEVEN	Z6	ALTERNATE MINIMUMS		M
	COSTR THREE (RNAV)	Z16	LAHSO		O
	GOOFY SIX	Z38	IAPS	RNAV (GPS) RWY 04	701
	MINEE FIVE	Z52		RNAV (GPS) RWY 12R	702
IAPS	ILS OR LOC RWY 36	678		RNAV (GPS) RWY 22	703
	RNAV (GPS) RWY 09	679		RNAV (GPS) RWY 30L	704
	RNAV (GPS) RWY 36	680		VOR/DME RWY 30L	705
	RNAV (GPS) Y RWY 18	681		VOR RWY 12R	706
	RNAV (GPS) Z RWY 18	682	AIRPORT DIAGRAM		707
AIRPORT DIAGRAM		683	WAUCHULA, FL		
TREASURE COAST INTL			WAUCHULA MUNI(CHN)		
---SEE FORT PIERCE, FL			TAKEOFF MINIMUMS		L
TRI COUNTY			IAPS	RNAV (GPS) RWY 18	708
---SEE BONIFAY, FL				RNAV (GPS) RWY 36	709
TYNDALL AFB(KPAM)			WEST PALM BEACH, FL		
PANAMA CITY, FL			NORTH PALM BEACH COUNTY GENERAL AVIA-TION(F45)		
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	ILS OR LOC Z RWY 32R	685	IAPS	ILS OR LOC RWY 08R	710
	VOR/DME Z RWY 14L	686		RNAV (GPS) RWY 08R	711
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VALPARAISO, FL			---SEE EGLIN AFB/DESTIN-FT WALTON BEACH		

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

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INSTRUMENT APPROACH PROCEDURE CHARTS

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. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

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

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

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

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

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

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

NAME	TAKEOFF MINIMUMS
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NAME	TAKEOFF MINIMUMS
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AGUADILLA, PR

RAFAEL HERNANDEZ (BQN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb on a heading between 262° CW to 158° from DER. **Rwy 26**, climb on a heading between 230° CW to 082° from DER.

NOTE: **Rwy 8**, vehicles on roadway beginning 1489' from DER, left and right of centerline, up to 15' AGL/242' MSL. **Rwy 26**, vehicles on roadway beginning 751' from DER, left and right of centerline, up to 17' AGL/275' MSL. Trees beginning 939' from DER, 447' right of centerline, up to 100' AGL/343' MSL.

APALACHICOLA, FL

APALACHICOLA RGNL-CLEVE

RANDOLPH FIELD (AAF)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1A 14205 (FAA)

NOTE: **Rwy 6**, trees beginning 1152' from DER, 97' left of centerline, up to 83' AGL/101' MSL. Trees beginning 22' from DER, 14' right of centerline, up to 89' AGL/108' MSL. **Rwy 14**, trees beginning 32' from DER, 63' left of centerline, up to 78' AGL/97' MSL. Trees beginning 2137' from DER, 67' right of centerline, up to 89' AGL/99' MSL. **Rwy 18**, tree beginning 513' from DER, 193' right of centerline, 100' AGL/120' MSL. **Rwy 24**, trees beginning 71' from DER, 77' left of centerline, up to 76' AGL/88' MSL. Poles beginning 583' from DER, 268' left of centerline, up to 28' AGL/47' MSL. Bush 1018' from DER, 394' left of centerline, 30' AGL/47' MSL. **Rwy 32**, trees beginning 52' from DER, 88' left of centerline, up to 69' AGL/82' MSL. Trees beginning 137' from DER, 75' right of centerline, up to 71' AGL/87' MSL. **Rwy 36**, trees beginning 3408' from DER, 327' left of centerline, 100' AGL/113' MSL. Tree 1397' from DER, 441' right of centerline, 100' AGL/109' MSL.

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

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

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APOPKA, FL

ORLANDO APOPKA (X04)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 12264 (FAA)

TAKEOFF MINIMUMS: **Rwy 15**, 300-2 or std. w/min. climb of 263' per NM to 400. **Rwy 33**, 400-1¼ or std. w/min. climb of 325' per NM to 600.

NOTE: **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 14149 (FAA)

NOTE: **Rwy 5**, trees beginning 6' from DER, 107' left of centerline, up to 20' AGL/81' MSL. **Rwy 23**, vehicle on road 234' from DER, 538' right of centerline 15' AGL/74' MSL. Trees beginning 315' from DER, 120' left of centerline, up to 50' AGL/109' MSL. Trees beginning 340' from DER, 435' right of centerline, up to 40' AGL/95' MSL. Building 449' from DER, 409' left of centerline, 25' AGL/84' MSL.

AVON PARK, FL

AVON PARK EXECUTIVE (AVO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 09351 (FAA)

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

NOTE: **Rwy 5**, trees beginning 219' from DER, 84' left of centerline, up to 100' AGL/284' MSL. Trees beginning 1007' from DER, 298' right of centerline, up to 100' AGL/289' MSL. Building 327' from DER, 431' right of centerline, 21' AGL/182' MSL. **Rwy 10**, buildings beginning 293' from DER, 251' left of centerline, up to 30' AGL/285' MSL. Line of trees beginning 298' from DER, 149' right to 229' left of centerline, up to 100' AGL/269' MSL. **Rwy 23**, trees beginning 52' from DER, 118' right of centerline, up to 26' AGL/186' MSL. Trees beginning 23' from DER, 93' left of centerline, up to 38' AGL/198' MSL. Power lines beginning 2691' from DER, 1019' left to 2034' right of centerline, up to 79' AGL/235' MSL. **Rwy 28**, numerous trees beginning 371' from DER, 218' right of centerline, up to 100' AGL/259' MSL. Buildings and light poles beginning 1491' from DER, 187' left of centerline, up to 40' AGL/194' MSL. Power pylons beginning 2082' from DER, 935' left to 252' right of centerline, up to 79' AGL/233' MSL.

BARTOW, FL

BARTOW MUNI (BOW)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 08157 (FAA)

NOTE: **Rwy 5**, trees beginning 816' from DER, 7' left of centerline, up to 79' AGL/198' MSL. Trees beginning 164' from DER, 9' right of centerline, up to 65' AGL/184' MSL. **Rwy 9L**, vehicles on roadway and trees beginning 16' from DER, 19' left of centerline, up to 55' AGL/174' MSL. Trees beginning 49' from DER, 54' right of centerline, up to 54' AGL/173' MSL. **Rwy 9R**, trees beginning 637' from DER, 113' left of centerline, up to 64' AGL/173' MSL. Trees beginning 1311' from DER, 253' right of centerline, up to 69' AGL/178' MSL. **Rwy 23**, trees beginning 143' from DER, 87' left of centerline, up to 72' AGL/191' MSL. Trees beginning 419' from DER, 33' right of centerline, up to 100' AGL/239' MSL. **Rwy 27L**, trees beginning 939' from DER, 644' left of centerline, up to 100' AGL/249' MSL. Trees beginning 2007' from DER, 517' right of centerline, up to 36' AGL/175' MSL. Tower 2880' from DER, 1015' left of centerline, 50' AGL/188' MSL. **Rwy 27R**, trees beginning 2433' from DER, 1069' left of centerline, up to 100' AGL/249' MSL. Vehicles on roadway, poles and multiple trees beginning 1179' from DER, 260' right of centerline, up to 100' AGL/249' MSL.

BOCA RATON, FL

BOCA RATON (BCT)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 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.

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

BONIFAY, FL

TRI COUNTY (1J0)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 88098 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 2000 before turning west.

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BROOKSVILLE, FL

BROOKSVILLE-TAMPA BAY RGNL
(BKV)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 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.

NOTE: **Rwy 3**, obstruction light and trees beginning 297' from DER, 34' right of centerline, up to 81' AGL/151' MSL. Trees beginning 1681' from DER, 29' left of centerline, up to 83' AGL/153' MSL. **Rwy 9**, trees 9' from DER, 287' right of centerline, up to 69' AGL/73' MSL. Trees beginning 2021' left and right of centerline, up to 92' AGL/171' MSL. **Rwy 21**, pole and trees beginning 46' from DER, 27' right of centerline, up to 70' AGL/138' MSL. Building and trees beginning 108' from DER, 39' left of centerline, up to 85' AGL/155' MSL. **Rwy 27**, trees 2143' from DER, 891' left of centerline, up to 89' AGL/189' MSL. Trees 4755' from DER, 1684' right of centerline, up to 99' AGL/199' MSL.

CAPE CANAVERAL AFS SKID STRIP (CXMR)

COCOA BEACH, FL

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2, 16203

DEPARTURE PROCEDURES: **Rwy 13**, diverse departure authorized. **Rwy 31**, diverse departure authorized 322° CCW to 143° only.

TAKE-OFF OBSTACLES: **Rwy 13**, terrain at DER, 419' right of cntrln, 14' MSL. Terrain 12' from DER, 372' right of cntrln, 13' MSL. Terrain at DER, 500' left of cntrln, 13' MSL. **Rwy 31**, light pole 1795' from DER, 498' left of cntrln, 8' MSL. Bushes 144' from DER, 500' left of cntrln, 18' MSL. Pylon 4172' from DER, 380' right of cntrln, 56' AGL/79' MSL. Pylon 3795' from DER, 363' left of cntrln, 56' AGL/77' MSL. Bushes 221' from DER, 509' left of cntrln, 18' MSL. Pylon 3974' from DER, 8' right of cntrln, 56' AGL/83' MSL. Terrain at DER, 500' left of cntrln, 17' MSL. Terrain at DER, 434' left of cntrln, 16' MSL. Terrain 25' from DER, 101' left of cntrln, 13' MSL. Bushes 305' from DER, 508' left of cntrln, 19' MSL. Pylon 3426' from DER, 1073' left of cntrln, 56' AGL/66' MSL. Bushes 573' from DER, 622' right of cntrln, 26' MSL. Pylon 3627' from DER, 688' left of cntrln, 56' AGL/71' MSL.

CHARLOTTE AMALIE, ST. THOMAS, VI

CYRIL E. KING (STT)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 08157 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 400-1 with minimum climb of 462' per NM to 1400 or 2100-2¼ 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.

NOTE: **Rwy 10**, antenna on building 258' from DER, 485' left of centerline, 25' AGL/41' MSL. Multiple trees beginning 729' from DER, 244' right of centerline up to 100' AGL/259' MSL. Pole 300' from DER, 430' right of centerline, 23' AGL/39' MSL. **Rwy 28**, antenna 33' from DER, 412' left of centerline, 16' AGL/29' MSL. Bush 175' from DER, 178' right of centerline, 2' AGL/29' MSL. Bush 206' from DER, 121' left of centerline, 2' AGL/29' MSL. Trees beginning 2.39 NM from DER, 4351' right of centerline, 100' AGL/710' MSL.

CHRISTIANSTED, ST. CROIX, VI

HENRY E. ROHLSSEN (STX)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 9 14149 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 300-1¼ 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.

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

CLEWISTON, FL

AIRGLADES (2IS)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 09071 (FAA)

NOTE: **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 08213 (FAA)

NOTE: **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.

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

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

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CROSS CITY, FL

CROSS CITY (CTY)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08157 (FAA)

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

CRYSTAL RIVER, FL

CRYSTAL RIVER-CAPTAIN TOM DAVIS

FIELD (CGC)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG-A 14345 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, std. w/ min. climb of 260' per NM to 600, or 500-2¾ with min. climb of 210' per NM to 900, or 900-2½ for climb in visual conditions. **Rwys 18, 36**, NA-Environmental.

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

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

DAYTONA BEACH, FL

DAYTONA BEACH INTL (DAB)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 4 09239 (FAA)

NOTE: **Rwy 7L**, multiple trees beginning 1834' from DER, 646' right of centerline, up to 64' AGL/95' MSL. **Rwy 7R**, tower, trees beginning 1042' from DER, 413' right of centerline, up to 100' AGL/135' MSL. Hanger, multiple trees beginning 901' from DER, 55' left of centerline, up to 67' AGL/101' MSL. **Rwy 16**, multiple trees beginning 57' from DER, 19' left of centerline, up to 75' AGL/104' MSL. Multiple trees beginning 871' from DER, 3' right of centerline, up to 83' AGL/112' MSL. **Rwy 25L**, multiple trees beginning 123' from DER, 75' left of centerline, up to 80' AGL/109' MSL. Multiple trees and antenna beginning 1002' from DER, 85' right of centerline, up to 72' AGL/101' MSL. **Rwy 25R**, multiple trees, signs, and poles beginning 428' from DER, 38' right of centerline, up to 88' AGL/115' MSL. Multiple trees beginning 1254' from DER, 41' left of centerline, up to 84' AGL/108' MSL. **Rwy 34**, multiple trees, building and obstruction light beginning 1013' from DER, 90' left of centerline, up to 82' AGL/111' MSL. Multiple trees, beginning 1108' from DER, 6' right of centerline, up to 78' AGL/107' MSL.

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DEFUNIAK SPRINGS, FL

DEFUNIAK SPRINGS (54J)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 09127 (FAA)

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

NOTE: **Rwy 9**, multiple roads, railroad, building, fence, light on pole, poles, signs, towers and trees beginning 25' from DER, 1' left of centerline, up to 431' AGL/617' MSL. Multiple trees and roads beginning 71' from DER, 118' right of centerline, up to 74' AGL/343' MSL.

Rwy 27, multiple trees, poles, fences, roads and building beginning 8' from DER, 39' left of centerline, up to 64' AGL/353' MSL. Multiple trees, poles, roads, buildings and light on pole beginning 82' from DER, 15' right of centerline, up to 53' AGL/342' MSL.

DELAND, FL

DELAND MUNI/SIDNEY H. TAYLOR

FIELD (DED)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 06159 (FAA)

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

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

DESTIN, FL

DESTIN EXECUTIVE (DTS)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG-B 15148 (FAA)

TAKEOFF MINIMUMS: **Rwy 14**, 200-1 or std. w/ min. climb of 252' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 14**, climb runway heading to 400 before making turn.

NOTE: **Rwy 14**, trees beginning 175' from DER, 351' left of centerline, up to 50' AGL/71' MSL. Buildings/rods beginning 3753' from DER, 76' left of centerline, up to 150' AGL/176' MSL. Buildings/rods 261' from DER, 76' right of centerline, up to 129' AGL/139' MSL. **Rwy 32**, trees beginning 65' from DER, 14' left of centerline, up to 50' AGL/83' MSL. Buildings/poles beginning 240' from DER, 457' left of centerline, up to 30' AGL/54' MSL. Trees beginning 78' from DER, 17' right of centerline, up to 50' AGL/84' MSL.

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

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DUNNELLON, FL

MARION COUNTY (X35)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 12152 (FAA)

NOTE: **Rwy 5**, trees beginning 308' from DER, 265' right of centerline, 100' AGL/179' MSL. Trees beginning 114' from DER, 170' left of centerline, 100' AGL/199' MSL. **Rwy 9**, trees beginning 85' from DER, 276' right of centerline, 100' AGL/164' MSL. Trees beginning 82' from DER, 311' left of centerline, 100' AGL/164' MSL. **Rwy 23**, trees beginning 1100' from DER, 431' right of centerline, 100' AGL/179' MSL. Trees beginning 601' from DER, 610' left of centerline, 100' AGL/169' MSL. **Rwy 27**, trees beginning 268' from DER, 404' right of centerline, 100' AGL/169' MSL. Trees beginning 363' from DER, 273' left of centerline, 100' AGL/179' MSL.

FERNANDINA BEACH, FL

FERNANDINA BEACH MUNI (FHB)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13262 (FAA)

NOTE: **Rwy 4**, trees beginning 317' from DER, 11' left of centerline, up to 100' AGL/110' MSL. Wall 77' from DER, 301' left of centerline, 6' AGL/20' MSL. Vehicle on road 552' from DER, 437' left of centerline, 15' AGL/29' MSL. Poles beginning 178' from DER, 441' left of centerline, 39' AGL/52' MSL. Fence 71' from DER, 311' left of centerline, 10' AGL/23' MSL. Trees beginning 660' from DER, 4' right of centerline, up to 105' AGL/115' MSL. Signs beginning 112' from DER, 292' right of centerline, up to 78' AGL/92' MSL. **Rwy 9**, trees beginning 210' from DER, 15' left of centerline, up to 92' AGL/107' MSL. Vehicle on road 463' from DER, 252' left of centerline, 15' AGL/30' MSL. Trees beginning 39' from DER, 17' right of centerline, up to 82' AGL/97' MSL. Vehicle on road beginning 422' from DER, 129' right of centerline, 15' AGL/30' MSL. **Rwy 13**, trees beginning 503' from DER, 7' left of centerline, up to 84' AGL/99' MSL. Vehicle on road beginning 426' from DER, 309' left of centerline 15' AGL/up to 35' MSL. Trees beginning 19' from DER, 12' right of centerline, up to 85' AGL/100' MSL. Vehicle on road beginning 355' from DER, 70' right of centerline, up to 15' AGL/31' MSL. Multiple buildings beginning 4513' from DER, 286' right of centerline, up to 119' AGL/141' MSL. **Rwy 22**, trees beginning 55' from DER, 118' left of centerline, up to 78' AGL/83' MSL. Fence beginning 64' from DER, 267' left of centerline, 10' AGL/22' MSL. Trees beginning 42' from DER, 210' right of centerline, up to 95' AGL/100' MSL. Navaid 10' from DER, 85' right of centerline, 2' AGL/14' MSL. Boat mast 2903' from DER, 336' right of centerline, up to 86' MSL. **Rwy 27**, trees beginning 195' from DER, 30' left of centerline, up to 99' AGL/104' MSL. Trees beginning 836' from DER, 42' right of centerline, up to 96' AGL/101' MSL. Bush 338' from DER, 186' right of centerline, 11' AGL/21' MSL. **Rwy 31**, trees beginning 29' from DER, 216' left of centerline, up to 96' AGL/101' MSL. Bush 24' from DER, 379' left of centerline, 11' AGL/21' MSL. Trees beginning 646' from DER, 561' right of centerline, up to 71' AGL/81' MSL.

FORT LAUDERDALE, FL

FORT LAUDERDALE EXECUTIVE (FXE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE
PROCEDURES
AMDT 5 15176 (FAA)

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

NOTE: **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 6A 15232 (FAA)

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

NOTE: **Rwy 10L**, approach light 296' from DER, on centerline, 11' AGL/15' MSL. Building 469' from DER, 378' left of centerline, 13' AGL/18' MSL. Lights beginning 496' from DER, from 28' left to 27' right of centerline, up to 16' AGL/20' MSL. Train on railroad beginning 510' from DER, from 632' left to on centerline, 23' AGL/30' MSL. Light poles beginning 666' from DER, on centerline, up to 32' AGL/36' MSL. Poles and trees beginning 1290' from DER, 548' left and 633' right of centerline, up to 49' AGL/53' MSL. Trees and pole beginning 1975' from DER, 827' left and 271' right of centerline, up to 79' AGL/83' MSL. Bridge 2429' from DER, 1123' left of centerline, 65' AGL/70' MSL. **Rwy 10R**, trees beginning 199' from DER, 259' left of centerline, up to 21' AGL/86' MSL. Trees beginning 273' from DER, 181' right of centerline, up to 31' AGL/96' MSL. Trees beginning 495' from DER, 144' left of centerline, up to 44' AGL/109' MSL. **Rwy 28L**, tree 491' from DER, 444' left of centerline, 24' AGL/34' MSL. Trees beginning 773' from DER, 399' left of centerline, up to 80' AGL/90' MSL. Poles and trees beginning 865' from DER, 534' right of centerline, up to 81' AGL/91' MSL. Buildings, trees, and signs beginning 1317' from DER, 455' left of centerline, up to 100' AGL/109' MSL. Trees and pole beginning 1636' from DER, 290' right of centerline, up to 90' AGL/100' MSL. Towers beginning 3190' from DER, 666' right of centerline, up to 108' AGL/114' MSL. **Rwy 28R**, building and light pole beginning 260' from DER, 253' left of centerline and on centerline, up to 14' AGL/18' MSL. Vehicles on road beginning 323' from DER, from 28' left to 281' right of centerline, 15' AGL/21' MSL. Approach lights beginning 441' from DER, from 28' left to 27' right of centerline, up to 16' AGL/25' MSL. Vehicles on road beginning 455' from DER, from 647' left to 685' right of centerline, up to 17' AGL/33' MSL. Approach lights beginning 652' from DER, on centerline, up to 24' AGL/33' MSL. Train on railroad beginning 849' from DER, from 683' left to 379' right of centerline, up to 23' AGL/34' MSL. Trees and sign beginning 1017' from DER, 122' left of centerline, up to 63' AGL/72' MSL. Trees beginning 2231' from DER, 354' left of centerline, up to 88' AGL/97' MSL. Trees beginning 2286' from DER, 530' right of centerline, up to 108' AGL/112' MSL.

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



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FORT MYERS, FL**PAGE FIELD (FMY)****TAKEOFF MINIMUMS AND (OBSTACLE)****DEPARTURE PROCEDURES**

AMDT 5 09239 (FAA)

NOTE: **Rwy 5**, bush, train, and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL.

Rwy 13, bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52' AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. Obstruction light on building 829' from DER, 447' left of centerline, 34' AGL/48' MSL. **Rwy 23**, sign, concrete pole, obstruction light on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up to 36' AGL/49' MSL. Vehicles, concrete pole, obstruction light on pole, and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL. **Rwy 31**, concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of centerline, up to 74' AGL/88' MSL.

SOUTHWEST FLORIDA INTL (RSW)**TAKEOFF MINIMUMS AND (OBSTACLE)****DEPARTURE PROCEDURES**

AMDT 1 07074 (FAA)

NOTE: **Rwy 6**, trees beginning 1398' from DER, 582' left of centerline, up to 84' AGL/104' MSL. Trees beginning 1763' from DER, 860' right of centerline, up to 95' AGL/115' MSL. **Rwy 24**, tree 1692' from DER, 916' right of centerline, 78' AGL/98' MSL.

FORT PIERCE, FL**TREASURE COAST INTL (FPR)****TAKEOFF MINIMUMS AND (OBSTACLE)****DEPARTURE PROCEDURES**

AMDT 4A 16175 (FAA)

TAKEOFF MINIMUMS: **Rwys 10L, 28R**, NA-Environmental.

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

GAINESVILLE, FL**GAINESVILLE RGNL (GNV)****TAKEOFF MINIMUMS AND (OBSTACLE)****DEPARTURE PROCEDURES**

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

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

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HOLLYWOOD, FL

NORTH PERRY (HWO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 13234 (FAA)

TAKEOFF MINIMUMS: **Rwys 10L, 10R**, std. w/min.
climb of 500' per NM to 1400 or 1400-2½ for climb in
visual conditions.

DEPARTURE PROCEDURE: **Rwy 1R**, climb heading
006° to 900 before turning right. **Rwy 1L**, climb
heading 006° to 900 before turning right. **Rwys
10R, 10L**, for climb in visual conditions cross North
Perry airport at or above 1400 before proceeding on
course, when executing VCOA, notify ATC prior to
departure. **Rwys 19R, 19L**, climb heading 186° to
1300 before turning left. **Rwys 28R, 28L**, climb heading
276° to 1000 before proceeding on course.

NOTE: **Rwy 1R**, multiple trees beginning 54' from DER,
215' right of centerline, up to 60' AGL/68' MSL.

Multiple trees beginning 1312' from DER, 85' left of
centerline, up to 68' AGL/74' MSL. Multiple poles
beginning 50' from DER, 341' right of centerline up to
62' AGL/68' MSL. Multiple poles beginning 979' from
DER, 646' left of centerline, up to 49' AGL/55' MSL.
Sign 106' from DER, 342' right of centerline, 7'

AGL/13' MSL. **Rwy 1L**, vehicles on roadway beginning
45' from DER, 322' left of centerline, up to 15' AGL/22'

MSL. Multiple trees beginning 169' from DER, 284' left
of centerline up to 31' AGL/39' MSL. Multiple poles

beginning 740' from DER, 376' left of centerline, up to
48' AGL/56' MSL. Multiple buildings beginning 163'

from DER, 375' right of centerline up to 36' AGL/43'
MSL. Multiple poles beginning 765' from DER, 386'

right of centerline, up to 48' AGL/55' MSL. Multiple
trees beginning 860' from DER, 2' left of centerline, up

to 58' AGL/66' MSL. Multiple trees beginning 886' from
DER, 46' right of centerline, up to 68' AGL/74' MSL.

Crane 3214' from DER, 762' left of centerline, 111'
AGL/117' MSL. Tower 3233' from DER, 1264' left of

centerline, up to 150' AGL/158' MSL. **Rwy 10R**, pole
168' from DER, 543' right of centerline, 31' AGL/38'

MSL. Buildings beginning 541' from DER, 377' right of
centerline, up to 25' AGL/33' MSL. Multiple trees

beginning 649' from DER, 20' right of centerline, up to
77' AGL/85' MSL. Multiple poles beginning 168' from

DER, 543' left of centerline, up to 62' AGL/70' MSL.
Multiple trees beginning 847' from DER, 152' left of

centerline, up to 76' AGL/84' MSL. **Rwy 10L**, fence
113' from DER, 325' left of centerline, 8' AGL/14' MSL.

Multiple trees beginning 272' from DER, 359' left of
centerline, up to 39' AGL/46' MSL. Multiple poles

beginning 660' from DER, 515' right of centerline, up to
61' AGL/69' MSL. Multiple trees beginning 1124' from

DER, 67' right of centerline, up to 77' AGL/84' MSL.
Pole 1085' from DER, 450' left of centerline, 40'

AGL/47' MSL. Multiple trees beginning 1100' from
DER, 44' left of centerline, up to 72' AGL/80' MSL.

Tower 1.2 NM from DER, 2371' left of centerline, 194'
AGL/204' MSL. **Rwy 19L**, vehicles on roadway 174'

from DER, 222' right of centerline, up to 15' AGL/22'
MSL. Multiple trees beginning 217' from DER, 35' right

of centerline, up to 78' AGL/85' MSL. Multiple trees
beginning 369' from DER, 20' left of centerline, up to

75' AGL/82' MSL. Building 288' from DER, 448' right of
centerline, 15' AGL/23' MSL. Multiple buildings

beginning 459' from DER, 478' left of centerline, up to
25' AGL/32' MSL. Multiple poles beginning 521' from

DER, 29' left of centerline, up to 39' AGL/46' MSL.
Multiple poles beginning 848' from DER, 99' right of

centerline, up to 35' AGL/41' MSL.

HOLLYWOOD, FL (CON'T)

NORTH PERRY (CON'T)

Rwy 19R, multiple poles beginning 843' from DER, 35'
right of centerline, up to 36' AGL/43' MSL. Multiple poles
beginning 1070' from DER, 49' left of centerline, up to 36'
AGL/43' MSL. Multiple trees beginning 962' from DER,
24' right of centerline, up to 68' AGL/76' MSL. Multiple
trees beginning 1169' from DER, 165' left of centerline,
up to 78' AGL/85' MSL. Tower 1335' from DER, 211' left
of centerline, 68' AGL/74' MSL.

Rwy 28L, tower 911' from DER, 605' right of centerline,
55' AGL/61' MSL. Multiple poles beginning 978' from
DER, 39' right of centerline, up to 72' AGL/80' MSL.

Multiple poles beginning 1115' from DER, 49' left of
centerline, up to 39' AGL/48' MSL. Multiple trees

beginning 1259' from DER, 309' left of centerline, up to
82' AGL/90' MSL. Multiple trees beginning 1309' from

DER, 391' right of centerline, up to 104' AGL/112' MSL.
Building 1626' from DER, 29' left of centerline, 60'

AGL/69' MSL. Multiple buildings beginning 1996' from
DER, 22' right of centerline, up to 60' AGL/67' MSL. **Rwy**

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

beginning 17' from DER, 116' right of centerline, up to 82'
AGL/90' MSL. Multiple poles beginning 687' from DER,

38' left of centerline, up to 59' AGL/65' MSL. Multiple
poles beginning 965' from DER, 65' right of centerline, up

to 39' AGL/47' MSL. Building 1804' from DER, 981' left of
centerline, 50' AGL/59' MSL.

HOMESTEAD, FL

HOMESTEAD GENERAL AVIATION (X51)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 13346 (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.

NOTE: **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.

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

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

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HOMESTEAD ARB (KHST)

HOMESTEAD, FL

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 14317

DEPARTURE PROCEDURE: **Rwy 6**, Climb on a heading between 351° CW to 232° from DER. **Rwy 24**, Climb on a heading between 259° CCW to 053° from DER.

TAKE-OFF OBSTACLES: **Rwy 6**, Aircraft 37' inward of DER, 273' left of centerline, 65' AGL/70' MSL. Aircraft 37' inward of DER, 521' left of centerline, 65' AGL/70' MSL. Sign 54' from DER, 310' right of centerline, 5' AGL/8' MSL. Multiple trees 1697' from DER, 211' right of centerline, 25' AGL/28' MSL. Multiple trees 2005' from DER, 984' right of centerline, 89' AGL/94' MSL. Multiple trees 3468' from DER, 1335' right of centerline, 89' AGL/94' MSL. Multiple trees 3558' from DER, 355' left of centerline, 89' AGL/94' MSL. Multiple trees 3562' from DER, 394' right of centerline, 89' AGL/94' MSL. **Rwy 24**, Aircraft 37' inward of DER, 273' right of centerline, 65' AGL/70' MSL. Aircraft 37' inward of DER, 521' right of centerline, 65' AGL/70' MSL. Multiple trees 2401' from DER, 1143' right of centerline, up to 52' AGL/62' MSL. Multiple trees 2481' from DER, 790' right of centerline, up to 62' AGL/67' MSL.

HURLBURT FLD (KHRT)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

MARY ESTHER, FL. AMDT 1, 16231

TAKE-OFF OBSTACLES: **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 1 09239 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 300-2¼ or std. with a min. climb of 221' per NM to 500, or alternatively, with standard TAKEOFF minimums and a normal 200' per NM climb gradient, TAKEOFF must occur no later than 1900' prior to DER.

NOTE: **Rwy 9**, tree 45' from DER, 438' right of centerline, 4' AGL/38' MSL. Trees beginning 1144' from DER, 312' left of centerline, up to 100' AGL/134' MSL. **Rwy 18**, buildings beginning 255' from DER, 475' left of centerline, up to 16' AGL/50' MSL. Tree 2844' from DER, 1235' right of centerline, 100' AGL/134' MSL. Tower 1.7 NM from DER, 2984' right of centerline, 297' AGL/322' MSL. **Rwy 27**, fence 4' from DER, 473' right of centerline, 6' AGL/41' MSL. Trees beginning 187' from DER, 150' right of centerline, up to 40' AGL/79' MSL. Vehicle on road beginning 669' from DER, 508' right of centerline, 15' AGL/54' MSL. Trees beginning 732' from DER, 231' left of centerline, up to 53' AGL/87' MSL. Pole 1223' from DER, 50' right of centerline, 35' AGL/70' MSL. Pole 1320' from DER, 258' left of centerline, 35' AGL/69' MSL. **Rwy 36**, trees beginning 192' from DER, 262' left of centerline, up to 22' AGL/61' MSL. Trees beginning 411' from DER, 173' right of centerline, up to 23' AGL/57' MSL.

INVERNESS, FL

INVERNESS (INF)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 12096 (FAA)

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

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

ISLA DE VIEQUES, PR

ANTONIO RIVERA RODRIGUEZ (VQS)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 10042 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 500-2¼ w/ min. climb of 260' per NM to 900 or 1600-2½ for climb in visual conditions. **Rwy 27**, 500-2½ w/ min. climb of 280' per NM to 2700 or std. w/ min. climb of 570' per NM to 1300 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 090° to 900 before proceeding on course or for climb in visual conditions, cross Antonio Rivera Rodriguez airport at or above 1500 before proceeding on course. **Rwy 27**, climb heading to 270° to 2700 before proceeding on course or for climb in visual conditions, cross Antonio Rivera Rodriguez airport at or above 1500 before proceeding on course.

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

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

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

16315

JACKSONVILLE, FL

CECIL (VQQ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07186 (FAA)

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

HERLING RECREATIONAL (HEG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 12096 (FAA)

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

NOTE: **Rwy 7**, trees beginning 236' from DER, 53' right of centerline, up to 100' AGL/184' MSL. Trees beginning 376' from DER, 237' left of centerline, up to 100' AGL/179' MSL. **Rwy 11**, trees beginning 18' from DER, 70' left of centerline, up to 100' AGL/184' MSL. Trees beginning 163' from DER, 77' right of centerline, up to 100' AGL/184' MSL. **Rwy 25**, trees beginning 436' from DER, 433' right of centerline, up to 100' AGL/174' MSL. Trees beginning 1363' from DER, 355' left of centerline, up 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 EXECUTIVE AT CRAIG (CRG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 13066 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 23**, for climb in visual conditions: cross Jacksonville Executive at Craig airport at or above 1200 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 5**, climb heading 051° to 500 before proceeding on course. **Rwy 14**, climb heading 141° to 700 before turning right.

NOTE: **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.

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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 1 11349 (FAA)

NOTE: **Rwy 8**, bush 82' from DER, 261' right of centerline, 6' AGL/ 30' MSL. Trees beginning 2736' from DER, 428' right of centerline, up to 89' AGL/ 118' MSL. **Rwy 14**, electric equipment 79' from DER, 292' left of centerline, 3' AGL/27' MSL. Pole 754' from DER, 699' left of centerline, 33' AGL/ 52' MSL. Trees beginning 1761' from DER, 562' left of centerline, up to 100' AGL/ 121' MSL. Trees beginning 899' from DER, 151' right of centerline, up to 102' AGL/ 121' MSL. Trees beginning 2340' from DER, 792' right of centerline, up to 80' AGL/ 102' MSL. **Rwy 32**, tree 2815' from DER, 690' left of centerline, 83' AGL/ 102' MSL. Trees beginning 2227' from DER, 575' right of centerline, up to 89' AGL/ 108' MSL.

JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

JACKSONVILLE, FL

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 16203

DEPARTURE PROCEDURE: **Rwy 10**, Diverse departures only between 116° through 276° CW. **Rwy 14**, Diverse departures only between 095° through 320° CW. **Rwy 32**, Diverse departures only between 351° through 141° CCW.

TAKE-OFF OBSTACLES: **Rwy 10**, windsock 341' from DER, 511' right of centerline, 26' MSL. Terrain 0' from DER, 500' left of centerline, 30' MSL. Terrain 350' from DER, 580' left of centerline, 30' MSL. Terrain 300' from DER, 580' left of centerline, 30' MSL. Windsock 383' from DER, 501' right of centerline, 15' AGL/20' MSL. **Rwy 14**, windsock 629' from DER, 276' left of centerline, 0' AGL/26' MSL. Terrain 367' from DER, 579' right of centerline, 33' MSL. Terrain 0' from DER, 500' right of centerline, 37' MSL. **Rwy 28**, terrain 0' from DER, 500' left of centerline, 32' MSL. Terrain 125' from DER, 29' right of centerline, 36' MSL. **Rwy 32**, tel pole 872' from DER, 286' left of centerline, 59' MSL. Trees 431' from DER, 226' right of centerline, 46' MSL. Trees 222' from DER, 241' right of centerline, 56' MSL. Power pole 751' from DER, 559' left of centerline, 67' MSL. Tower 1998' from DER, 874' left of centerline, 786' MSL. Trees 1082' from DER, 185' right of centerline, 48' MSL. Tower 481' from DER, 398' left of centerline, 13' AGL/37' MSL. Trees 2378' from DER, 532' left of centerline, 128' MSL. Trees 2498' from DER, 563' left of centerline, 133' MSL. Trees 2038' from DER, 322' left of centerline, 130' MSL. Tower 2745' from DER, 617' left of centerline, 787' MSL. Trees 946' from DER, 138' left of centerline, 77' MSL. Trees 1049' from DER, 98' right of centerline, 72' MSL. Trees 1318' from DER, 367' left of centerline, 94' MSL. Trees 1548' from DER, 422' left of centerline, 104' MSL. Trees 1738' from DER, 133' left of centerline, 108' MSL. Terrain 0' from DER, 500' left of centerline, 26' MSL. Terrain 81' from DER, 500' left of centerline, 27' MSL. Trees 819' from DER, 642' left of centerline, 84' MSL. Road and vehicle 770' from DER, 0' right of centerline, 35' MSL.

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

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KEY WEST, FL

KEY WEST INTL (EYW)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 06159

DEPARTURE PROCEDURE: **Rwy 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.

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

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

KEY WEST, FL

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 15344

DEPARTURE PROCEDURE: **Rwy 4**, Diverse departures authorized between 017° CCW 218°. Left turn to departure heading only. **Rwy 8**, Diverse departures authorized 100° CW 259°. Crossing DER climb on heading 079° until reaching 3 DME from NQX TACAN, then turn right to departure heading. Other headings and left turns on departure expect radar vectors. Do not exceed 310 KIAS until established on heading or receiving radar vectors. If no vectors are received within 6 DME of NQX TACAN or 12 DME of EYW VORTAC, make climbing right turn direct EYW VORTAC for enroute aircraft and NQX TACAN for military aircraft intending use of local special use airspace. Turboprop cross VORTAC or TACAN at or above 3000, Turbojet cross VORTAC or TACAN at or above 5000. Do not exceed 310 KIAS until crossing VORTAC or TACAN. **Rwy 14**, Diverse departures authorized 084° CW 315°. **Rwy 22**, Diverse departures authorized 084° CW 315°. **Rwy 26**, Diverse departures authorized 084° CW 315°. **Rwy 32**, Diverse departures authorized 035° CCW 137°.

TAKEOFF OBSTACLES: **Rwy 4**, numerous power poles along US HWY 1 reported as high as 121' MSL from 2470' to 4258' of DER. Mast 58' AGL/63' MSL, 1374' from DER, 323' left of centerline. **Rwy 32**, bldg 39' AGL/43' MSL, 1059' from DER, 559' right of centerline. Pole 54' AGL/58' MSL, 1551' from DER, 474' right of centerline. Numerous power poles along US HWY 1 reported as high as 120' MSL from 2942' to 3604' of DER.

KEYSTONE HEIGHTS, FL

KEYSTONE AIRPARK (42J)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09015 (FAA)

NOTE: **Rwy 5**, trees beginning 363' from DER, 503' left of centerline, up to 100' AGL/309' MSL. Trees beginning 1165' from DER, 331' right of centerline, up to 100' AGL/309' MSL. **Rwy 11**, trees beginning 995' from DER, on centerline, up to 100' AGL/309' MSL.

Rwy 23, trees beginning 375' from DER, on centerline, up to 87' AGL/257' MSL. Power lines beginning 2436' from DER, 24' right of centerline, up to 100' AGL/279' MSL. **Rwy 29**, trees beginning 0' from DER, 263' right of centerline, up to 100' AGL/289' MSL. Trees beginning 563' from DER, on centerline, up to 100' AGL/289' MSL. Power lines beginning 3048' from DER, 122' left of centerline, up to 100' AGL/279' MSL.

LA BELLE, FL

LA BELLE MUNI (X14)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08045 (FAA)

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

LAKE CITY, FL

LAKE CITY GATEWAY (LCQ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 14149 (FAA)

NOTE: **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.

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

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LAKE WALES, FL

LAKE WALES MUNI (X07)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08325 (FAA)

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

LAKELAND, FL

LAKELAND LINDER RGNL (LAL)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13262 (FAA)

NOTE: **Rwy 5**, poles beginning 1099' from DER, 475' left of centerline, up to 33' AGL/175' MSL. Pole 1144' from DER, 746' right of centerline, 42' AGL/185' MSL. Trees beginning 1261' from DER, 427' left of centerline, up to 36' AGL/180' MSL. Trees beginning 720' from DER, 49' right of centerline, up to 47' AGL/191' MSL. **Rwy 9**, tree 2551' from DER, 582' left of centerline, 66' AGL/210' MSL. Trees beginning 2520' from DER, 259' right of centerline, up to 68' AGL/212' MSL.

LEESBURG, FL

LEESBURG INTL (LEE)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 11349 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 400-2 1/4 or std. w/ min. climb of 223' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

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

LIVE OAK, FL

SUWANNEE COUNTY (24J)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 13346 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, Climb heading 074° to 600 before turning right.

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

MARATHON, FL

THE FLORIDA KEYS MARATHON INTL

AIRPORT (MTH)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1C 16091 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course. **Rwy 25**, climb direct MTH NDB then via 307° bearing from MTH NDB to TIGAR INT before proceeding on course.

NOTE: **Rwy 7**, trees beginning 337' from DER, 324' right of centerline, up to 74' AGL/81' MSL, bush 166' from DER, 323' right of centerline, 9' AGL/16' MSL, pole 726' from DER, 589' right of centerline, 39' AGL/46' MSL, rod on obstruction light 1404' from DER, 655' right of centerline, 55' AGL/62' MSL, transmission pole 2360' from DER, 1029' right of centerline, 89' AGL/96' MSL, rod on obstruction light antenna 3366' from DER, 1010' right of centerline, 136' AGL/143' MSL, antenna 3270' from DER, 1253' right of centerline, 121' AGL/128' MSL, tower 3427' from DER, 1033' right of centerline, 115' AGL/121' MSL, trees beginning 242' from DER, 99' left of centerline, up to 75' AGL/82' MSL, antennas 1660' from DER, 371' left of centerline, up to 86' AGL/93' MSL, pole 876' from DER, 468' left of centerline, 39' AGL/46' MSL, concrete pole 1391' from DER, 534' left of centerline, 51' AGL/58' MSL. Pole 1441' from DER, 586' right of centerline, 55' AGL/62' MSL. **Rwy 25**, trees beginning 122' from DER, 224' right of centerline, up to 65' AGL/72' MSL, poles beginning 702' from DER, 470' right of centerline, up to 37' AGL/44' MSL, antenna 1752' from DER, 135' right of centerline, 49' AGL/56' MSL, trees beginning 223' from DER, 324' left of centerline, up to 66' AGL/73' MSL, rod on obstruction light antenna beginning 2353' from DER, 22' right of centerline, up to 138' AGL/145' MSL, antenna 2953' from DER, 745' left of centerline, 75' AGL/82' MSL, transmission pole 1545' from DER, 693' left of centerline, 60' AGL/67' MSL. Monopole 3997' from DER, 660' left of centerline, 136' AGL/140 MSL.

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

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

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MARCO ISLAND, FL

MARCO ISLAND (MKY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 005° to 700 before turning west. **CAUTION:** Strobe light and unmarked balloon on cable to 14000' in R-2916, 78 NM south of Marco Island. **All aircraft** should establish positive course guidance to ensure avoidance of this obstacle.

NOTE: **Rwy 17**, trees beginning 79' from DER, left and right of centerline, up to 48' AGL/52' MSL. Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL. **Rwy 35**, antenna 11' from DER, 384' left of centerline, 53' AGL/57' MSL. Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL. Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL.

MARIANNA, FL

MARIANNA MUNI (MAI)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 09071 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 300-1½ or std. w/ min. climb of 222' per NM to 400.

NOTE: **Rwy 8**, trees beginning 2518' from DER, 1016' right of centerline, up to 100' AGL/219' MSL. **Rwy 18**, trees beginning 57' from DER, 275' right of centerline, up to 100' AGL/279' MSL. Trees beginning 1241' from DER, 366' left of centerline, up to 100' AGL/209' MSL. **Rwy 26**, trees beginning 3180' from DER, 1278' right of centerline, up to 100' AGL/209' MSL. **Rwy 36**, trees beginning 2230' from DER, 1003' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2352' from DER, 1007' right of centerline, up to 100' AGL/209' MSL.

MAYAGUEZ, PR

EUGENIO MARIA DE HOSTOS (MAZ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 3 92289 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 1400-3 or std. with a min. climb of 500' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 9**, climb via MAZ R-083 to 2500, aircraft northeast bound on G633 continue climb on course. All others turn left direct MAZ VOR/DME before proceeding on course. **Rwy 27**, climb via MAZ R-277 to 1500. Aircraft westbound on G633 continue climb on course. All others climbing right turn direct MAZ VOR/DME so as to cross at or above MEA for direction of flight.

MAYPORT NS (ADM DAVID L. MC DONALD FLD)(KNRB)

MAYPORT, FL

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

08073

TAKEOFF OBSTACLES: **Rwy 5**, Vessels with masts to 150' MSL, 500' to 2900' from DER. **Rwy 23**, Vessels with masts to 150' MSL, 1600' right of Rwy centerline to 4000' from DER.

MELBOURNE, FL

MELBOURNE INTL (MLB)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

NOTE: **Rwy 5**, multiple trees 1584' from DER, 222' left of centerline, up to 43' AGL/64' MSL. **Rwy 9L**, tree 108' from DER, 479' left of centerline, 25' AGL/62' MSL. **Rwy 9R**, multiple trees 1855' from DER, 434' left of centerline, up to 43' AGL/73' MSL. Tree 1332' from DER, 434' right of centerline, 36' AGL/56' MSL. **Rwy 23**, bush 20' from DER, 217' right of centerline, 8' AGL/33' MSL, tower 6034' from DER, 750' right of centerline, 152' AGL/177' MSL. Multiple trees beginning 284' from DER, 121' left of centerline, up to 47' AGL/72' MSL. **Rwy 27R**, multiple trees beginning 543' from DER, 169' left of centerline, up to 51' AGL/81' MSL. Multiple trees beginning 1202' from DER, 114' right of centerline, up to 58' AGL/88' MSL.

MERRITT ISLAND, FL

MERRITT ISLAND (COI)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 06103 (FAA)

NOTE: **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.

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

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

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MIAMI, FL**MIAMI EXECUTIVE (TMB)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 8A 15232 (FAA)

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

NOTE: **Rwy 9L**, trees beginning 1731' from DER, 717' left of centerline, up to 100' AGL/119' MSL. Tree 3013' from DER, 687' right of centerline, 100' AGL/119' MSL. **Rwy 9R**, signs beginning 35' from DER, 182' left of centerline, up to 3' AGL/11' MSL. Trees beginning 1296' from DER, 516' left of centerline, up to 100' AGL/119' MSL. Tree 2712' from DER, 1185' right of centerline, 100' AGL/119' MSL. **Rwy 13**, tree 1100' from DER, 764' right of centerline, 100' AGL/119' MSL. Pole 1249' from DER, 588' right of centerline, 56' AGL/70' MSL. **Rwy 27L**, transmission towers beginning 1858' from DER, 910' left of centerline, up to 72' AGL/82' MSL. Tree 2106' from DER, 998' right of centerline, 100' AGL/119' MSL. **Rwy 27R**, trees beginning 149' from DER, 352' right of centerline, up to 100' AGL/119' MSL. Obstruction light on tower 372' from DER, 458' right of centerline, 54' AGL/64' MSL. Obstruction light antenna 385' from DER, 450' right of centerline, 49' AGL/59' MSL. **Rwy 31**, trees beginning 163' from DER, 410' left of centerline, up to 100' AGL/119' MSL. Tree 3583' from DER, 360' right of centerline, 100' AGL/119' MSL.

MIAMI, FL (CON'T)**MIAMI INTL (MIA)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 17A 12124 (FAA)

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

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

NOTE: **Rwy 8L**, multiple buildings with antennas and towers beginning 1350' from DER, 690' left of centerline, up to 160' AGL/172' MSL. **Rwy 8R**, tree 4064' from DER, 958' right of centerline, 93' AGL/112' MSL. Multiple power lines, antennas and trees beginning 1856' from DER, 238' left of centerline, up to 150' AGL/153' MSL. Navaid and rod on obstruction light GS 804' from DER, 500' right of centerline, 46' MSL. **Rwy 9**, light windsock 21' from DER, 437' right of centerline, 21' AGL/30' MSL. Pole 702' from DER, 600' right of centerline, 21' AGL/38' MSL. Antenna 4035' from DER, 1528' right of centerline, 108' AGL/125' MSL. Electrical system 1231' from DER, 785' left of centerline 32' AGL/48' MSL. **Rwy 12**, train 3' from DER, 436' right of runway, 23' AGL/51' MSL. Antenna 2917' from DER, 1140' right of centerline, 89' AGL/106' MSL. Antenna on building 3164' from DER, 992' right of centerline, 91' AGL/108' MSL. Trees beginning 114' from DER, 117' right of centerline, up to 20' AGL/37' MSL. Sign 1191' from DER, 438' right of centerline, 32' AGL/49' MSL. Windsock 680' from DER, 345' left of centerline, 16' AGL/30' MSL. **Rwy 26L**, pole 1080' from DER, 680' left of centerline, 33' AGL/47' MSL. Light pole 1773' from DER, 825' left of centerline, 34' AGL/53' MSL. Tree 1405' from DER, 848' left of centerline 30' AGL/44' MSL. Rod on tower 1305' from DER, 638' right of centerline, 34' AGL/48' MSL. Tree 2459' from DER, 1070' right of centerline, 63' AGL/71' MSL. **Rwy 26R**, numerous poles beginning 1090' from DER, 36' right of centerline, up to 44' AGL/59' MSL. Building 740' from DER, 511' right of centerline, 14' AGL/28' MSL. Trees beginning 1047' from DER, 272' right of centerline, up to 66' AGL/80' MSL. Tree 888' from DER, on centerline, 21' AGL/35' MSL. Rod on tower 1304' from DER, 160' left of centerline, 34' AGL/48' MSL. **Rwy 27**, train on tracks 750' from DER, 576' left of centerline 23' AGL/53' MSL. Tree 1067' from DER, 680' left of centerline 23' AGL/37' MSL. Roadway beginning 1874' from DER, 502' left of centerline up to 71' AGL/85' MSL. Numerous poles and signs beginning 1876' from DER, 93' left of centerline up to 63' AGL/77' MSL. Poles beginning 2056' from DER, 95' right of centerline up to 46' AGL/60' MSL. **Rwy 30**, pole 560' from DER, 563' left of centerline, 33' AGL/47' MSL. Rod on tower 2451' from DER, 434' right of centerline, 34' AGL/48' MSL. Antenna on tower 1733' from DER, 911' right of centerline, 41' AGL/55' MSL. Antenna on tower 4427' from DER, 1451' right of centerline, 109' AGL/123' MSL. Trees beginning 2658' from DER, 188' right of centerline, up to 63' AGL/77' MSL.

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

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

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MIAMI, FL (CON'T)

OPA-LOCKA EXECUTIVE (OPF) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 11349 (FAA)

DEPARTURE PROCEDURE: **Rwy 9L**, climb heading 093° to 1100 before turning north. **Rwy 9R**, climb heading 093° to 1000 before turning north. **Rwy 12**, climb heading 128° to 600 before turning north.

Rwy 27R, climb heading 273° to 500 before turning north.

NOTE: **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' left of centerline, 2' AGL/9' MSL. Tree 103' from DER, 481' left of centerline, 9' AGL/16' MSL. Trees beginning 1632' from DER, 657' left of centerline, up to 43' AGL/57' MSL. Trees beginning 3215' from DER, 885' right of centerline, up to 81' AGL/95' MSL. **Rwy 9R**, airfield light 6' from DER, 59' right of centerline, 1' AGL/7' MSL. Light pole 1439' from DER, 739' right of centerline, 38' AGL/45' MSL. Pole 1436' from DER, 735' right of centerline, 40' AGL/47' MSL. Pole 1581' from DER, 892' left of centerline, 40' AGL/47' MSL. Tree 11' from DER, 502' right of centerline, 8' AGL/15' MSL. Trees beginning 1590' from DER, 511' left of centerline, up to 109' AGL/116' MSL. Trees beginning 1577' from DER, 243' right of centerline, up to 57' AGL/64' MSL.

Rwy 12, REIL 3' from DER, 118' left of centerline 1' AGL/9' MSL. REIL 3' from DER, 118' right of centerline, 1' AGL/9' MSL. Poles 1560' from DER, 266' right of centerline, 40' AGL/48' MSL. Pole 461' from DER, 609' right of centerline, 31' AGL/39' MSL. Trees beginning 1080' from DER, 118' right of centerline, up to 62' AGL/70' MSL.

Trees beginning 1051' from DER, 93' left of centerline, up to 56' AGL/64' MSL. **Rwy 27L**, fence 194' from DER, 483' right of centerline, 10' AGL/16' MSL. Poles beginning 336' from DER, 94' left and 530' right of centerline, up to 67' AGL/73' MSL. Trees beginning 1056' from DER, 756' left of centerline, up to 37' AGL/43' MSL. Building 1106' from DER, 739' right of centerline, 36' AGL/42' MSL. **Rwy 27R**, airport sign 38' from DER, 310' left of centerline, 1' AGL/8' MSL. Antenna on building 1568' from DER, 756' left of centerline, 44' AGL/51' MSL. Trees beginning 165' from DER, 45' left of centerline, up to 115' AGL/122' MSL. Trees beginning 1059' from DER, 229' right of centerline, up to 107' AGL/114' MSL. **Rwy 30**, airport sign 40' from DER, 233' right of centerline, 1' AGL/9' MSL. Tower 2543' from DER, 565' right of centerline, 76' AGL/84' MSL. Antenna on building 2526' from DER, 572' right of centerline, 74' AGL/82' MSL. Tower 3760' from DER, 969' right of centerline, 100' AGL/105' MSL. Trees beginning 1312' from DER, 590' left of centerline, up to 43' AGL/51' MSL. Trees beginning 1711' from DER, 614' right of centerline, up to 78' AGL/86' MSL.

MILTON, FL

PETER PRINCE FIELD (2R4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 10182 (FAA)

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

NAPLES, FL

NAPLES MUNI (APF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 137° to 600 before turning left.

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

NEW SMYRNA BEACH, FL

NEW SMYRNA BEACH MUNI (EVB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 11013 (FAA)

NOTE: **Rwy 2**, tree 1816' from DER, 584' right of centerline, 48' AGL/56' MSL. Numerous trees beginning 455' from DER, 232' left of centerline, up to 84' AGL/93' MSL. Pole 1470' from DER, 22' left of centerline, 41' AGL/49' MSL. **Rwy 7**, trees beginning 345' from DER, 214' right of centerline, up to 40' AGL/48' MSL. Transmission tower 347' from DER, 553' right of centerline, 43' AGL/51' MSL. Transmission tower 890' from DER, 151' right of centerline, 50' AGL/58' MSL. Vehicle on road 209' from DER, 20' right of centerline, 17' AGL/43' MSL. Trees beginning 311' from DER, 214' left of centerline, up to 41' AGL/49' MSL. Numerous transmission towers beginning 915' from DER, 149' left of centerline up to 53' AGL/61' MSL. Pole 1972' from DER, 144' left of centerline, 42' AGL/60' MSL. **Rwy 11**, trees beginning 1273' from DER, 350' right of centerline, up to 55' AGL/62' MSL. Trees beginning 508' from DER, 395' left of centerline, up to 55' AGL/62' MSL. Pole 556' from DER, 401' left of centerline, 42' AGL/50' MSL. Vehicle on road 408' from DER, 400' left of centerline, 17' AGL/44' MSL. **Rwy 20**, trees beginning 542' from DER, 187' right of centerline, up to 66' AGL/80' MSL. Train 410' from DER, 71' right of centerline, 23' AGL/61' MSL. Vehicle on road 316' from DER, 89' right of centerline, 17' AGL/44' MSL. Pole 479' from DER, 307' right of centerline, 18' AGL/32' MSL. Trees beginning 359' from DER, 27' left of centerline, up to 64' AGL/81' MSL. **Rwy 25**, trees beginning 300' from DER, 120' right of centerline, up to 73' AGL/96' MSL. Pole 265' from DER, 388' right of centerline, 24' AGL/44' MSL. Trees beginning 432' from DER, 104' left of centerline, up to 76' AGL/100' MSL. Flag pole 200' from DER, 250' left of centerline, 17' AGL/37' MSL. **Rwy 29**, trees beginning 1289' from DER, 317' right of centerline, up to 73' AGL/86' MSL. Trees beginning 4' from DER, 172' left of centerline, up to 87' AGL/100' MSL.

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

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NEW SMYRNA BEACH, FL (CON'T)

MASSEY RANCH AIRPARK (X50)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 16175 (FAA)

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

OCALA, FL

OCALA INTL-JIM TAYLOR FLD (OCF)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 069° to 500 before proceeding on course.

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

ORLANDO, FL

EXECUTIVE (ORL)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 12320 (FAA)

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

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

KISSIMMEE GATEWAY (ISM)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
TAKEOFF MINIMUMS: **Rwy 6**, 3,000-1.

ORLANDO INTL (MCO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 15120 (FAA)

NOTE: **Rwy 17L**, NAVAIID 10' from DER, on centerline, 1' AGL/90' MSL. Pole 10' from DER, 120' left of centerline, 3' AGL/91' MSL. Tree 1534' from DER, 902' left of centerline, 74' AGL/152' MSL. **Rwy 17R**, trees beginning 1373' from DER, 855' right of centerline, up to 60' AGL/136' MSL. **Rwy 18L**, light pole 13' from DER, 283' right of centerline, 3' AGL/94' MSL. Trees beginning 2863' from DER, 1079' 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, 284' right of centerline, 5' AGL/92' MSL. Poles 1250' from DER, 683' left of centerline, 45' AGL/131' MSL. **Rwy 35R**, NAVAIID 9' from DER, on centerline, 1' AGL/90' MSL. NAVAIID 1190' from DER, 767' 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 78' AGL/167' MSL. **Rwy 36L**, sign 3' from DER, 373' left of centerline, 3' AGL/93' MSL. Sign 1063' from DER, 775' right of centerline, 38' AGL/123' MSL. **Rwy 36R**, tree 963' from DER, 582' right of centerline, 30' AGL/121' MSL. Building 1001' from DER, 692' right of centerline, 26' AGL/119' MSL. Sign 1063' from DER, 725' left of centerline, 38' AGL/123' MSL.

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

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

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ORLANDO, FL (CON'T)

ORLANDO SANFORD INTL (SFB)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 10 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.

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

ORMOND BEACH, FL

ORMOND BEACH MUNI (OMN)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09211 (FAA)

NOTE: **Rwy 8**, trees beginning 8' from DER, left and right of centerline, up to 100' AGL/124' MSL. **Rwy 26**, trees beginning 20' from DER, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 17**, trees beginning 23' from DER, left and right of centerline, up to 100' AGL/129' MSL. Power poles beginning 540' from DER, 589' right of centerline, up to 36' AGL/60' MSL. Building 640' from DER, 660' right of centerline, 21' AGL/45' MSL. **Rwy 35**, trees beginning 208' from DER, left and right of centerline, up to 100' AGL/129' MSL. Light poles beginning 1231' from DER, 571' left of centerline, up to 70' AGL/99' MSL.

PALATKA, FL

PALATKA MUNI-LT KAY LARKIN FIELD
(28J)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 13262 (FAA)

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

NOTE: **Rwy 9**, trees beginning 558' from DER, 39' right of centerline, up to 100' AGL/105' MSL. Trees beginning 625' from DER, 7' left of centerline, up to 100' AGL/137' MSL. Tower 1.1 NM from DER, 1398' right of centerline, 164' AGL/199' MSL. **Rwy 17**, trees beginning 237' from DER, 100' right of centerline, up to 100' AGL/164' MSL. Trees beginning 796' from DER, 478' left of centerline, up to 100' AGL/169' MSL.

Rwy 27, trees beginning 15' from DER, 56' left of centerline, up to 78' AGL/112' MSL. Trees beginning 49' from DER, 269' right of centerline, up to 72' AGL/101' MSL. **Rwy 35**, buildings beginning 504' from DER, 403' right of centerline, up to 75' AGL/104' MSL. Trees beginning 788' from DER, 222' left of centerline, up to 100' AGL/129' MSL. Trees beginning 1387' from DER, 81' right of centerline, up to 100' AGL/119' MSL. Buildings beginning 1454' from DER, 850' left of centerline, up to 75' AGL/104' MSL.

PALM COAST, FL

FLAGLER EXECUTIVE (FIN)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 15316 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, climb heading 241° to 700 before turning right. **Rwy 29**, climb heading 280° to 1600 before turning.
NOTE: **Rwy 6**, trees beginning 705' from DER, 80' right of centerline, up to 36' AGL/61' MSL. Tree 767' from DER, 43' left of centerline, 34' AGL/159' MSL. Tree 1258' from DER, 99' left of centerline, 56' AGL/81' MSL. Tree 1537' from DER, 31' right of centerline, 59' AGL/84' MSL. Trees beginning 1796' from DER, 363' left of centerline, up to 82' AGL/107' MSL. Tree 1905' from DER, 192' right of centerline, 63' AGL/88' MSL. Trees beginning 2578' from DER, 442' right of centerline, up to 83' AGL/108' MSL. Tree 3253' from DER, 564' left of centerline, 83' AGL/115' MSL. **Rwy 11**, tree 59' from DER, 274' right of centerline, 42' AGL/67' MSL. Tree 736' from DER, 281' right of centerline, 54' AGL/29' MSL. Tree 1596' from DER, 392' right of centerline, 82' AGL/57' MSL. Tree 1958' from DER, 47' right of centerline, 69' AGL/94' MSL. Trees beginning 1977' from DER, 63' left of centerline, up to 76' AGL/101' MSL. Trees beginning 2550' from DER, 441' right of centerline, up to 90' AGL/110' MSL. **Rwy 24**, tree 142' from DER, 441' right of centerline, 63' AGL/88' MSL. Tree 1314' from DER, 839' left of centerline, 86' AGL/111' MSL. **Rwy 29**, tree 31' from DER, 275' left of centerline, 59' AGL/84' MSL. Tree 415' from DER, 585' right of centerline, 57' AGL/82' MSL. Trees beginning 1195' from DER, 774' left of centerline, up to 90' AGL/110' MSL. Trees beginning 1289' from DER, 308' right of centerline, up to 86' AGL/111' MSL. Trees beginning 1538' from DER, 523' left of centerline, up to 89' AGL/109' MSL. Tree 1831' from DER, 48' right of centerline, 61' AGL/86' MSL.

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

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

16315

PAHOKEE, FL

**PALM BEACH COUNTY GLADES (PHK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 02220 (FAA)**

NOTE: **Rwy 17**, tower 1600' from DER, 690' left of centerline, 127' AGL/143' MSL.

PANAMA CITY, FL

**NORTHWEST FLORIDA BEACHES INTL
(ECP)**

**TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10322 (FAA)**

TAKEOFF MINIMUMS: **Rwys 3, 21**, NA-
Environmental.

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

PATRICK AFB (KCOF)

**COCOA BEACH, FL
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 1 16147

DEPARTURE PROCEDURE: **Rwy 3**, 200-1¼, or standard with minimum climb of 210 ft/NM to 500 ft. Alternatively, with std take-off minimums and normal 200 ft/NM climb gradient, take-off must occur no later than 1,300 ft prior to departure end of runway. **Rwy 11**, Diverse departure authorized. **Rwy 21**, 200-1¼, or standard with minimum climb of 220 ft/NM to 500 ft. Alternatively, with std take-off minimums and normal 200 ft/NM climb gradient, take-off must occur no later than 1,600 ft prior to departure end of runway. **Rwy 29**, Diverse departure authorized. TAKEOFF OBSTACLES: **Rwy 3**, antenna 3074' from DER, 1290' left of centerline, 84' MSL. Tree 2816' from DER, 1136' left of centerline, 75' AGL/79' MSL. Tree 1901' from DER, 994' left of centerline, 50' AGL/56' MSL. Tree 2749' from DER, 731' left of centerline, 70' AGL/76' MSL. Terrain 16' from DER, 500' left of centerline, 16' MSL. Terrain 38' from DER, 510' left of centerline, 16' MSL. Terrain 46' from DER, 512' left of centerline, 16' MSL. Vehicles on road 756' from DER, 574' right of centerline, 28' MSL. Vehicles on road 735' from DER, 620' right of centerline, 25' MSL. Terrain 5877' from DER, 2075' left of centerline, 167' MSL. **Rwy 11**, vehicles on road 621' from DER, 212' left of centerline, 29' MSL. Vehicles on road 512' from DER, 437' left of centerline, 29' MSL. Vehicles on road 1031' from DER, 664' right of centerline, 29' MSL. Vehicles on road 832' from DER, 240' right of centerline, 29' MSL. Vehicles on road 666' from DER, 91' right of centerline, 37' MSL. Vehicles on road 934' from DER, 472' right of centerline, 29' MSL. Terrain 26' from DER, 13' right of centerline, 16' MSL. Terrain abeam inward of DER, 500' left of centerline, 16' MSL. Vehicles on road 640' from DER, 90' right of centerline, 26' MSL. **Rwy 21**, sailboat 1787' from DER, 984' right of centerline, 43' MSL. Terrain 584' from DER, 509' left of centerline, 20' MSL. Terrain 46' from DER, 512' left of centerline, 20' MSL. Terrain 19' from DER, 505' left of centerline, 20' MSL. Terrain 16' from DER, 500' left of centerline, 20' MSL. Terrain 228' from DER, 500' right of centerline, 18' MSL. Terrain 127' from DER, 534' right of centerline, 17' MSL. Terrain 5878' from DER, 2075' left of centerline, 172' MSL. **Rwy 29**, cable 299' from DER, 107' right of centerline, 9' MSL. Vehicles on road 352' from DER, 11' right of centerline, 20' MSL. Vehicles on road 418' from DER, 162' right of centerline, 18' MSL. Vehicles on road 444' from DER, 310' right of centerline, 20' MSL. Cable 149' from DER, 460' right of centerline, 9' MSL. 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.

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

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

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PENSACOLA, FL**PENSACOLA INTL (PNS)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 1 12208 (FAA)

DEPARTURE PROCEDURE: **Rwy 26**, climb heading 260° to 600 before turning south.NOTE: **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.**PERRY, FL****PERRY-FOLEY (40J)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 1 14317 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 063° to 500 before turning left. **Rwy 36**, climb heading 350° to 600 before turning right.NOTE: **Rwy 6**, trees beginning 850' from DER, 386' left of centerline, up to 100' AGL/144' MSL. Trees beginning 1575' from DER, 636' right of centerline, up to 100' AGL/144' MSL. Trees beginning 2109' from DER, left and right of centerline, up to 100' AGL/159' MSL. **Rwy 12**, trees beginning 1227' from DER, left and right of centerline, up to 100' AGL/144' MSL. **Rwy 18**, trees and road beginning 5' from DER, 122' right of centerline, up to 15' AGL/55' MSL. Trees beginning 800' from DER, 6' right of centerline, up to 78' AGL/113' MSL. Trees beginning 833' from DER, 84' left of centerline, up to 75' AGL/114' MSL. Trees beginning 2718' from DER, 478' right of centerline, up to 100' AGL/155' MSL. **Rwy 24**, trees and road beginning 24' from DER, 63' left of centerline, up to 15' AGL/55' MSL. Trees beginning 1070' from DER, 330' left of centerline, up to 75' AGL/114' MSL. Trees beginning 1201' from DER, 219' right of centerline, up to 73' AGL/106' MSL. Trees beginning 1915' from DER, left and right of centerline, up to 100' AGL/139' MSL. **Rwy 30**, trees beginning 857' from DER, 384' left of centerline, up to 72' AGL/132' MSL. Trees and pole beginning 1093' from DER, 292' right of centerline, up to 77' AGL/123' MSL. Trees beginning 1660' from DER, left and right of centerline, up to 100' AGL/139' MSL. **Rwy 36**, trees beginning 335' from DER, 506' right of centerline, up to 69' AGL/113' MSL. Trees beginning 875' from DER, 644' left of centerline, up to 72' AGL/116' MSL. Trees beginning 1009' from DER, 76' left of centerline, up to 79' AGL/123' MSL. Trees and poles beginning 1517' from DER, 22' right of centerline, up to 100' AGL/149' MSL. Trees beginning 2075' from DER, 205' left of centerline, up to 100' AGL/146' MSL. Tower 2.4 NM from DER, 4367' right of centerline, 415' AGL/454' MSL**PLANT CITY, FL****PLANT CITY (PCM)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

ORIG 09127 (FAA)

NOTE: **Rwy 10**, trees beginning 264' from DER, 561' left of centerline, up to 100' AGL/229' MSL. Trees beginning 490' from DER, 13' right of centerline, up to 100' AGL/239' MSL. **Rwy 28**, trees beginning 50' from DER, 278' right of centerline, up to 100' AGL/254' MSL. Trees beginning 515' from DER, 15' left of centerline, up to 100' AGL/249' MSL. Train on railroad tracks, 380' from DER, 547' left of centerline, up to 23' AGL/172' MSL. Vehicles on roadway, 266' from DER, 137' left of centerline, up to 15' AGL/169' MSL.**POMPANO BEACH, FL****POMPANO BEACH AIRPARK (PMP)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 5 14261 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 300-1¼ or std. w/ min. climb of 261' per NM to 300. **Rwy 15**, 400-1½ or std. w/ min. climb of 441' per NM to 500.NOTE: **Rwy 6**, trees beginning 101' from DER, 26' left and 232' right of centerline, up to 70' AGL/88' MSL. **Rwy 10**, pole 154' from DER, 131' left of centerline, 9' AGL/18' MSL. Trees, pole, and building beginning 427' from DER, 12' left and 343' right of centerline, up to 49' AGL/63' MSL. Poles and buildings beginning 1264' from DER, 166' left and 286' right of centerline, up to 64' AGL/72' MSL. Building 5670' from DER, 604' right of centerline, 186' AGL/190' MSL. Buildings 1 NM from DER, 887' left of centerline, up to 201' AGL/210' MSL. **Rwy 15**, building, trees, and poles beginning 502' from DER, 306' left and 434' right of centerline, 44' AGL/54' MSL. Trees beginning 1229' from DER, 152' left and 190' right of centerline, up to 71' AGL/162' MSL. Building 5994' from DER, 1491' left of centerline, 213' AGL/221' MSL. Building 1.1 NM from DER, 1259' left of centerline, 300' AGL/310' MSL. Building 1.7 NM from DER, 1385' right of centerline, 255' AGL/265' MSL. **Rwy 24**, trees beginning 190' from DER, 304' right of centerline, up to 30' AGL/49' MSL. Trees beginning 423' from DER, 3' left of centerline, up to 47' AGL/66' MSL. Tanks, building, tree, and pole beginning 630' from DER, 23' right of centerline, 60' AGL/80' MSL. Trees beginning 2179' from DER, 253' left of centerline, up to 91' AGL/110' MSL. **Rwy 28**, trees beginning 358' from DER, 255' left of centerline, up to 25' AGL/44' MSL. Poles, buildings, trees, and tank beginning 722' from DER, 33' left and 238' right of centerline, up to 45' AGL/64' MSL. **Rwy 33**, buildings beginning 29' from DER, 398' left of centerline, 18' AGL/34' MSL. Trees beginning 629' from DER, 518' left of centerline, up to 59' AGL/77' MSL. Trees beginning 202' from DER, 548' right of centerline, up to 38' AGL/56' MSL.

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

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

16315

PONCE, PR

MERCEDITA (PSE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 16259 (FAA)

TAKEOFF MINIMUMS: **Rwy 12**, std. w/min. climb of 300'/NM to 5400 or 5100-3 for climb in visual conditions. **Rwy 30**, std. w/min. climb of 605'/NM to 1000 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, Climb heading 119° to 2500 then proceed on a course between 248 CCW to 304 from DER to avoid R-7105 and unmarked tethered balloon up to 15000 MSL. **Rwy 30**, Climbing left turn on a heading between 200° CCW to 120°. Do not proceed northbound (headings 119° CCW 316°) until leaving 5000; do not proceed westbound (headings 200° CW 315°) until leaving 12000.

VCOA: **All runways** - obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Mercedita airport at or above 5100 then climb heading 090° to SJU VORTAC R-239.20 to CLAYO INT/SJU 35 DME.

NOTE: **Rwy 12**, terrain and tree beginning 25' from DER, 178' left of centerline, up to 50' MSL. Terrain 118' from DER, 109' right of centerline, 43' MSL. Pole 125' from DER, 432' right of centerline, 47' AGL/82' MSL. Pole and terrain beginning 126' from DER, 396' right of centerline, up to 68' AGL/87' MSL. Terrain and tree beginning 207' from DER, 267' left of centerline, up to 56' MSL. Terrain and tree beginning 306' from DER, 69' left of centerline, up to 33' AGL/64' MSL. Terrain, trees, and poles beginning 322' from DER, 19' right of centerline, up to 88' MSL. Trees beginning 1003' from DER, 369' left of centerline, up to 33' AGL/71' MSL. Tree 2559' from DER, 448' right of centerline, 93' MSL. Stack 5535' from DER, 1749' right of centerline, 184' AGL/210' MSL. **Rwy 30**, pole 95' from DER, 478' left of centerline, 40' AGL/63' MSL. Pole 96' from DER, 453' right of centerline, 77' MSL. Obstruction light and pole, beginning 99' from DER, 491' left of centerline, 64' MSL. Pole 239' from DER, 443' left of centerline, 39' AGL/65' MSL. Pole 538' from DER, 425' left of centerline, up to 68' MSL. Pole and obstruction light on pole beginning 1013' from DER, 358' left of centerline, up to 41' AGL/74' MSL. Obstruction light on pole 1021' from DER, 281' right of centerline, up to 87' MSL. Pole and obstruction light on pole beginning 1247' from DER, 238' left of centerline, up to 43' AGL/76' MSL. Pole, tree, and obstruction light on pole beginning 4321' from DER, 705' right of centerline, up to 353' MSL. Tree and obstruction light on pole beginning 4387' from DER, 341' right of centerline, up to 41' AGL/355' MSL. Tree 4597' from DER, 326' left of centerline, 164' MSL. Building and antenna on building beginning 4663' from DER, 1576' right of centerline, up to 39' AGL/440' MSL. Towers and pole beginning 5092' from DER, 136' right of centerline, up to 154' AGL/522' MSL. Tree 5510' from DER, 193' left of centerline, 55' AGL/172' MSL. Tree 5869' from DER, 109' left of centerline, 34' AGL/176' MSL. Poles beginning 1 NM from DER, 513' left of centerline, up to 106' AGL/197' MSL. Pole 1 NM from DER, 504' left of centerline, 73' AGL/216' MSL. Pole 1.1 NM from DER, 777' right of centerline, 50' AGL/330' MSL.

PUNTA GORDA, FL

PUNTA GORDA (PGD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15288 (FAA)

TAKEOFF MINIMUMS: **Rwys 9, 27**, NA-airport authority request.

NOTE: **Rwy 4**, trees beginning 34' from DER, 291' right of centerline, up to 18' AGL/38' MSL. Tree 537' from DER, 633' right of centerline, 55' AGL/70' MSL. Tree 1034' from DER, 683' right of centerline, 69' AGL/84' MSL.

Rwy 15, trees beginning 43' from DER, 305' left of centerline, up to 47' AGL/67' MSL. Tree 132' from DER, 449' right of centerline, 9' AGL/29' MSL. Trees beginning 1028' from DER, 190' left of centerline, up to 44' AGL/64' MSL. Tree 2444' from DER, 619' right of centerline, 84' AGL/104' MSL. **Rwy 22**, tree 138' from DER, 425' left of centerline, 15' AGL/29' MSL. **Rwy 33**, tree 638' from DER, 618' left of centerline, 38' AGL/53' MSL.

QUINCY, FL

QUINCY MUNI (2J9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 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.

NOTE: **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.

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

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

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ST. AUGUSTINE, FL

NORTHEAST FLORIDA RGNL (SGJ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07298 (FAA)

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

ST. PETERSBURG, FL

ALBERT WHITTED (SPG)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 01163 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-1 or std. with a min. climb of 320' per NM until 500.
DEPARTURE PROCEDURE: **Rwys 18,25**, climb runway heading to 500 before turning right. **Rwys 7,36**, climb runway heading to 500 before turning left.
NOTE: **Rwy 25**, 70' MSL/63' AGL building 350' from DER, 375' left of runway centerline.

ST. PETERSBURG-CLEARWATER, FL

ST PETE-CLEARWATER INTL (PIE)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3A 14093 (FAA)

TAKEOFF MINIMUMS: **Rwys 18R, 36L**, NA - VFR runway. **Rwy 22**, 200-1½ or std. w/min. climb of 230' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.
DEPARTURE PROCEDURE: **Rwy 9**, climb heading 093° to 500 before proceeding southbound.
NOTE: **Rwy 4**, trees beginning 174' from DER, 279' right of centerline, up to 61' AGL/65' MSL. Bush 495' from DER, 258' right of centerline, 27' AGL/31' MSL. Bush 511' from DER, 326' left of centerline, 17' AGL/21' MSL. Trees beginning 523' from DER, 225' left of centerline, up to 17' AGL/21' MSL. Boats beginning 775' from DER, on centerline, up to 25' AGL/25' MSL. **Rwy 9**, trees beginning 805' from DER, 470' right of centerline, up to 47' AGL/51' MSL. Tree 1617' from DER, 816' left of centerline, 60' AGL/64' MSL. **Rwy 18L**, 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. Tree 1629' from DER, 88' right of centerline, 61' AGL/70' MSL. Tower 5591' from DER, 266' right of centerline, 153' AGL/168' MSL. **Rwy 27**, poles beginning 188' from DER, 138' right of centerline, up to 69' AGL/75' MSL. Vehicles on road 200' from DER, 418' right of centerline, 10' AGL/24' MSL. Building 552' from DER, 450' right of centerline, 26' AGL/34' MSL. Poles beginning 605' from DER, 179' left of centerline, up to 40' AGL/49' MSL. Trees beginning 1540' from DER, 224' left of centerline, up to 57' AGL/66' MSL. Antenna on tank 2188' from DER, 712' left of centerline, 70' AGL/80' MSL. **Rwy 36R**, boats beginning 646' from DER, 655' left of centerline, up to 25' AGL/25' MSL.

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

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

16315

SAN JUAN, PR

FERNANDO LUIS RIBAS DOMINICCI
(SIG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 15288 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 300-1 $\frac{3}{4}$ 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.

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

LUIS MUNOZ MARIN INTL (SJU)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb on a heading between 109° CCW to 258° from DER, or minimum climb of 381' per NM to 5000 for all other courses. **Rwy 10**, climb on a heading between 91° CCW to 281° from DER, or minimum climb of 390' per NM to 4900 for all other courses. **Rwy 26**, climb on a heading between 255° CW to 078° from DER, or minimum climb of 311' per NM to 4800 for all other courses. **Rwy 28**, climb on a heading between 260° CW to 101° from DER, or minimum climb of 323' per NM to 4800 for all other courses.

NOTE: **Rwy 8**, trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL. **Rwy 10**, trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL. **Rwy 26**, building and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL. **Rwy 28**, bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

SARASOTA (BRADENTON), FL

SARASOTA/BRADENTON INTL (SRQ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2A 11349 (FAA)

NOTE: **Rwy 4**, vehicles on road 79' from DER, 500' right of centerline, up to 17' AGL/42' MSL. Buildings beginning 142' from DER, 462' left of centerline, up to 23' AGL/48' MSL. Trees beginning 357' from DER, 356' right of centerline, up to 78' AGL/101' MSL. Trees beginning 925' from DER, 55' right of centerline, up to 79' AGL/102' MSL. Poles beginning 317' from DER, 461' right of centerline, up to 57' AGL/80' MSL. Poles beginning 1215' from DER, 113' left of centerline, up to 42' AGL/65' MSL. Camera 1012' from DER, 251' left of centerline, 29' AGL/52' MSL. **Rwy 14**, trees beginning 119' from DER, 430' left of centerline, up to 32' AGL/55' MSL. Trees beginning 345' from DER, 362' left of centerline, up to 74' AGL/94' MSL. Railroad 431' from DER, 533' left of centerline, 24' AGL/44' MSL. **Rwy 22**, vehicles on road 125' from DER, through centerline, up to 17' AGL/38' MSL. Trees beginning 235' from DER, 518' right of centerline, up to 103' AGL/113' MSL. Trees beginning 819' from DER, 18' left of centerline, up to 95' AGL/102' MSL. Poles/signs beginning 346' from DER, 528' right of centerline, up to 39' AGL/53' MSL. Poles/signs beginning 882' from DER, 38' left of centerline, up to 46' AGL/63' MSL. Buildings beginning 1689' from DER, 61' left of centerline, up to 65' AGL/75' MSL. Pole 222' from DER, 751' left of centerline, 65' AGL/85' MSL. **Rwy 32**, wall 199' from DER, 465' left of centerline, up to 39' AGL/49' MSL. Antenna 732' from DER, 168' left of centerline, 44' AGL/54' MSL. Trees beginning 775' from DER, 274' left of centerline, up to 78' AGL/88' MSL. Trees beginning 606' from DER, 645' right of centerline, 61' AGL/71' MSL.

SEBASTIAN, FL

SEBASTIAN MUNI (X26)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG-A 13010 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 300-1 or std. w/min. climb of 270' per NM to 300.

NOTE: **Rwy 5**, trees beginning 1700' from DER, 494' right of centerline, up to 100' AGL/124' MSL. Trees beginning 4060' from DER, 391' right of centerline, up to 100' AGL/125' MSL. Trees beginning 3702' from DER, 1281' left of centerline, up to 100' AGL/125' MSL. **Rwy 10**, vehicles on roadway 388' from DER, across centerline, up to 15' AGL/40' MSL. Trees beginning 2970' from DER, 534' left of centerline, up to 100' AGL/125' MSL. Trees beginning 3047' from DER, 405' right of centerline, up to 100' AGL/125' MSL. Tower 5190' from DER, 1671' left of centerline, 173' AGL/198' MSL. **Rwy 23**, trees beginning 570' from DER, 225' right of centerline, up to 100' AGL/119' MSL. Trees beginning 647' from DER, 354' left of centerline, up to 100' AGL/124' MSL. **Rwy 28**, trees beginning 1035' from DER, 391' left of centerline, up to 100' AGL/119' MSL. Trees beginning 1057' from DER, 515' right of centerline, up to 100' AGL/119' MSL.

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

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SEBRING, FL

SEBRING RGNL (SEF)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13122 (FAA)

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

STUART, FL

WITHAM FIELD (SUA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2B 13122 (FAA)

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

NOTE: **Rwy 7**, trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL. Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL. **Rwy 12**, pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL. Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL. **Rwy 16**, trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL. Trees beginning 70' from DER, 202' right of centerline, up to 32' AGL/106' MSL. **Rwy 25**, storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL. Antenna tower 4948' from DER, 1539' left of centerline, 151' AGL/167' MSL. Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL. **Rwy 30**, trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL. Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL. **Rwy 34**, trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL. Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

TALLAHASSEE, FL

TALLAHASSEE INTL (TLH)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 15260 (FAA)

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

TAMPA, FL

PETER O. KNIGHT (TPF)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 7 12152 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 36**, NA - Environmental. **Rwy 18**, 300-1 or std. w/ min. climb of 260' per NM to 300.

NOTE: **Rwy 18**, small boats beginning 250' from DER, left and right of centerline, up to 30' MSL. **Rwy 22**, trees/buildings beginning at DER, 180' right of centerline, up to 75' AGL/82' MSL. Small boats beginning 450' from DER, 380' left of centerline, up to 30' MSL.

TAMPA EXECUTIVE (VDF)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 11013 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 230' per NM to 900, or 900-2½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 5**, climb heading 046° to 500 before turning left. **Rwy 18**, for climb in visual conditions cross Tampa Executive Airport at or above 800 before proceeding on course.

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

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

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TAMPA, FL (CON'T)

TAMPA INTL (TPA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10 15120 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 097° to 800 before turning right.

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

TITUSVILLE, FL

ARTHUR DUNN AIR PARK (X21)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 15**, 400-2¼ or std. w/min. climb of 350' per NM to 700.

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

NASA SHUTTLE LANDING FACILITY (TTS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 155° to 700 before turning Eastbound.

NOTE: **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.

TITUSVILLE, FL (CON'T)

SPACE COAST RGNL (TIX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG (FAA) 99028

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

TYNDALL AFB (KPAM)

PANAMA CITY, FL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG, 15232

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

UMATILLA, FL

UMATILLA MUNI (X23)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13346 (FAA)

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

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VENICE, FL

VENICE MUNI (VNC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3 13262 (FAA)

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

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

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

VERO BEACH, FL

VERO BEACH MUNI (VRB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG-A 14093 (FAA)

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

WAUCHULA, FL

WAUCHULA MUNI (CHN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1 07018

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

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

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

16315

**WEST PALM BEACH, FL
NORTH PALM BEACH COUNTY
GENERAL AVIATION (F45)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

ORIG 09015 (FAA)

TAKEOFF MINIMUMS: **Rwys 8L, 26R**, NA-turf runway.
NOTE: **Rwy 8R**, trees beginning 582' from DER, 47' right of centerline, up to 100' AGL/124' MSL. Trees beginning 950' from DER, 56' left of centerline, up to 100' AGL/124' MSL. **Rwy 13**, trees beginning at DER, 14' right of centerline, up to 100' AGL/124' MSL. Trees beginning 144' from DER, 29' left of centerline, up to 100' AGL/124' MSL. **Rwy 26L**, trees 43' from DER, 418' left of centerline, up to 8' AGL/23' MSL. **Rwy 31**, trees beginning 87' from DER, 26' right of centerline, up to 68' AGL/83' MSL. Craft 114' from DER, 425' left of centerline, up to 20' AGL/44' MSL. Trees beginning 458' from DER, 91' left of centerline, up to 100' AGL/124' MSL.

**PALM BEACH COUNTY PARK (LNA)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

TAKEOFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 330' per NM to 400. **Rwy 33**, 300-1 or std. with a min. climb of 460' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 21, 33**, climb runway heading to 1000 before turning west. **Rwy 27**, climbing left turn to 1000 via heading 180° before proceeding on course.

NOTE: **Rwy 3**, crane 1.25 NM from DER, 1660' right of centerline, 260' AGL/285' MSL. **Rwy 33**, crane 4700' from DER, on centerline, 220' AGL/234' MSL.

**PALM BEACH INTL (PBI)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 09351 (FAA)**

DEPARTURE PROCEDURE: **Rwy 28L**, climb heading 279° to 1200 before turning left. **Rwy 28R**, climb heading 279° to 1200 before turning left.

NOTE: **Rwy 10R**, antenna on hanger 177' from DER, 450' right of centerline, 38' AGL/57' MSL. **Rwy 10L**, light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL. **Rwy 14**, transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL. **Rwy 28R**, light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL. **Rwy 32**, trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

**WHITING FLD NAS-SOUTH (KNDZ)
MILTON, FL
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE
PROCEDURES**

12264

TAKEOFF OBSTACLES: **Rwy 5**, trees 809' from DER, 646' left of centerline, 82' AGL/233' MSL. **Rwy 32**, trees 540' from DER, 435' right of centerline, 64' AGL/262' MSL.

**WILLISTON, FL
WILLISTON MUNI (X60)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 07074 (FAA)**

TAKEOFF MINIMUMS: **Rwy 5**, 400-2½ or std. w/ min. climb of 257' per NM to 600.

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° clockwise 048° from DER, or minimum climb of 248' per NM to 1900 for all other courses.

NOTE: **Rwy 5**, brush and multiple trees beginning 38' from DER, 54' left of centerline, up to 100' AGL/179' MSL. Tower 2 NM from DER, 2343' left of centerline, 324' AGL/399' MSL. Brush and multiple trees beginning 49' from DER, 234' right of centerline, up to 100' AGL/179' MSL. **Rwy 14**, multiple trees 799' from DER, on centerline, up to 30' AGL/99' MSL. Multiple trees beginning 1143' from DER, 381' left of centerline, up to 100' AGL/174' MSL. Road and multiple trees beginning 13' from DER, 208' right of centerline, up to 100' AGL/179' MSL. **Rwy 23**, multiple trees beginning 445' from DER, 8' left of centerline, up to 100' AGL/184' MSL. Multiple trees beginning 430' from DER, 403' right of centerline, up to 100' AGL/189' MSL. **Rwy 32**, multiple trees 799' from DER, on centerline, up to 50' AGL/124' MSL. Multiple trees beginning 719' from DER, 288' left of centerline, up to 100' AGL/194' MSL. Multiple trees beginning 497' from DER, 442' right of centerline, up to 100' AGL/194' MSL.

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

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

16315

WINTER HAVEN, FL

WINTER HAVEN'S GILBERT (GIF)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 23**, 300-1¼ or std. w/
min. climb of 325' per NM to 500. **Rwy 29**, std. w/
min. climb of 250' per NM to 700, or 900-2½ for climb
in visual conditions.

DEPARTURE PROCEDURE: **Rwy 29**, for climb in
visual conditions, cross Winter Haven's Gilbert Field at
or above 900 before proceeding on course.

NOTE: **Rwy 5**, trees beginning 55' from DER, 340' left
of centerline, up to 62' AGL/196' MSL. Trees 207' from
DER, 465' right of centerline, up to 40' AGL/155' MSL.
Vehicles on roadway, 227' from DER, 346' left of
centerline, up to 17' AGL/151' MSL. Trees beginning
1712' from DER, 75' left of centerline, up to 81'
AGL/200' MSL. **Rwy 11**, trees beginning 72' from
DER, 330' left of centerline, up to 67' AGL/187' MSL.
Vehicles on roadway 214' from DER, 277' right of
centerline, up to 17' AGL/155' MSL. Trees beginning
445' from DER, 363' right of centerline, up to 82'
AGL/203' MSL. **Rwy 23**, trees beginning 176' from
DER, 345' left of centerline, up to 99' AGL/221' MSL.
Tank 1.0 NM from DER, 972' left of centerline, 176'
AGL/328' MSL. **Rwy 29**, trees beginning 75' from
DER, 283' left of centerline, up to 59' AGL/187' MSL.
Trees beginning 182' from DER, 284' right of
centerline, up to 59' AGL/184' MSL. Tower 2.0 NM
from DER, 2511' left of centerline, 310' AGL/457' MSL.

ZEPHYRHILLS, FL

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

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

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



INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

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

NAME ALTERNATE MINIMUMS
APALACHICOLA, FL

APALACHICOLA
RGNL (AAF)..... RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 32
RNAV (GPS) Rwy 36

NA when local weather not available.

BARTOW, FL

BARTOW MUNI (BOW)..... RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 9L
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27R

NA when local weather not available.

BOCA RATON, FL

BOCA RATON (BCT)..... RNAV (GPS) Rwy 5
RNAV (GPS) Y Rwy 23¹
VOR/DME-A

NA when local weather not available.

¹Category D, 900-2¼.

BROOKSVILLE, FL

BROOKSVILLE-TAMPA BAY
RGNL (BKV)..... RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 27

NA when local weather not available.

CHARLOTTE AMALIE, ST. THOMAS, VI

CYRIL E. KING (STT)..... ILS or LOC Rwy 10¹³
RNAV (GPS) Rwy 10¹²
VOR-A, 1200-3

¹NA when control tower closed.

²Categories A, B, 1000-2¼, Category C, 1000-

2¾, Category D, 1000-3

³ILS, 700-2.

NAME ALTERNATE MINIMUMS
CHRISTIANSTED, ST. CROIX, VI

HENRY E
ROHLSSEN (STX) ILS or LOC Rwy 10¹
NDB Rwy 10¹²
RNAV (GPS) Rwy 10³
VOR Rwy 28¹⁴

¹NA when control tower closed.

²Category A, B, 1200-2; Category C, D, 1200-3.

³Category A, B, 1000-2; Category C, D, 1000-3.

⁴Category A, B, 900-2; Category C, D, 900-3.

CRESTVIEW, FL

BOB SIKES (CEW) ILS Rwy 17¹²
RNAV (GPS) Rwy 17¹
RNAV (GPS) Rwy 35¹
VOR-A³

¹NA when local weather not available.

²Category D, 700-2.

³Category D, 800-2¼.

CRYSTAL RIVER, FL

CRYSTAL RIVER (CGC) RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

Category C, 800-2¼; Category D, 900-2¾.

DAYTONA BEACH, FL

DAYTONA BEACH
INTL (DAB)..... ILS or LOC Rwy 7L¹⁴
ILS or LOC Rwy 25R²⁴
VOR Rwy 16³

¹ILS, Categories A, B, C, D, 700-2.

²Categories A, B, 1100-2; Category C, D, 1100-3.

³Category D, 800-2¼.

⁴NA when control tower closed.

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ALTERNATE MINS

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M2



NAME ALTERNATE MINIMUMS

DELAND, FL

DELAND MUNI- SIDNEY H.
TAYLOR FIELD (DED) RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 30

NA when local weather not available.

DESTIN, FL

DESTIN
EXECUTIVE (DTS) RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

FERNANDINA BEACH, FL

FERNANDINA BEACH
MUNI (FHB) RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22

NA when local weather not available.

FORT LAUDERDALE, FL

FORT LAUDERDALE
EXECUTIVE (FXE) ILS or LOC Rwy 9¹
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 27²

NA when local weather not available.

¹ILS, Category B, 700-2; Category C, 800-2½;
Category D, 800-2½; LOC, Category C,
800-2 ¼; Category D, 800-2 ½.

²Category C, 800-2¼; Category D, 800-2½.

FORT LAUDERDALE-HOLLYWOOD

INTL (FLL) ILS or LOC Rwy 10L²
ILS or LOC Rwy 10R²
ILS or LOC Rwy 28L²
ILS or LOC Rwy 28R²
RNAV (GPS) Rwy 10R¹
RNAV (GPS) Rwy 28L¹
RNAV (GPS) Z Rwy 10L¹
RNAV (GPS) Y Rwy 28R¹

¹Category D, 800-2¼.

²ILS, Category C, 700-2¼, Category D, 700-2½.
LOC, Category C, 800-2¼, Category D,
800-2½.

FORT MYERS, FL

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

NAME ALTERNATE MINIMUMS

FORT PIERCE, FL

TREASURE COAST
INTL (FPR) ILS or LOC Rwy 10R¹
NDB Rwy 28L
RNAV (GPS) Rwy 10R²
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 28L
RNAV (GPS) Rwy 32
VOR/DME Rwy 14

NA when local weather not available.

¹ILS, LOC, Category C, 900-2½; Category D,
900-2¼.

²Category C, 900-2½; Category D, 900-2¼.

GAINESVILLE, FL

GAINESVILLE
RGNL (GNV) RNAV (GPS) Rwy 7¹
RNAV (GPS) Rwy 11¹
RNAV (GPS) Rwy 25¹
RNAV (GPS) Rwy 29¹
VOR Rwy 25²

¹NA when local weather not available.

²Categories A, B, 900-2; Category C 900-2½.

HOLLYWOOD, FL

NORTH PERRY (HWO) RNAV (GPS) Rwy 10R
RNAV (GPS) Rwy 28R

NA when local weather not available.

INVERNESS, FL

INVERNESS (INF) RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19

NA when local weather not available.

JACKSONVILLE, FL

CECIL (VQQ) ILS or LOC RWY 36R¹²
RNAV (GPS) Rwy 9R
RNAV (GPS) Rwy 18L
RNAV (GPS) Rwy 27L
RNAV (GPS) Rwy 36R
TACAN Rwy 9R²
TACAN Rwy 27L²
VOR Rwy 9R

NA when local weather not available.

¹NA when control tower closed.

²Category E, 900-3.

JACKSONVILLE EXECUTIVE AT CRAIG

(CRG) ILS or LOC Rwy 32
RNAV (GPS) Rwy 32
VOR Rwy 14¹

NA when local weather not available.

¹Categories C, D, 800-2½.

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ALTERNATE MINS

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M2

SE-3




RADAR MINS

16315

RADAR INSTRUMENT APPROACH MINIMUMS

JACKSONVILLE NAS (KNIP), (TOWERS FIELD) FL (Amdt 3, 16203 USN) ELEV 23

RADAR¹ - (E) 127.7x 133.25 266.8x 276.4x 282.375 328.4 348.0x 363.0x 379.225x 

	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HAA	
PAR ¹	10 ²⁶	3.0°/40/793	ABCDE	121-¼	100	(100-¼)
	28 ^{2 3}	3.0°/40/751	ABCDE	113-¼	100	(100-¼)
PAR W/O GS ¹	28 ^{4 6}		ABCDE	340-¾	327	(400-¾)
	10 ^{4 6}		ABCDE	360-5/8	339	(400-5/8)
ASR	10 ^{6 7}		ABCDE	420-5/8	399	(400-5/8)
			AB	400-¾	387	(400-¾)
	32		CDE	400-7/8	387	(400-7/8)
			AB	460-1	450	(500-1)
CIR ⁵	ALL RWY		CDE	460-1¾	450	(500-1¾)
			AB	500-1	477	(500-1)
			C	500-1½	477	(500-1½)
			D	580-2	557	(600-2)
			E	800-2¾	777	(800-2¾)


¹No-NOTAM MP: PAR 1200-1600Z++ Tue.²When ALS inop, increase vis CAT ABCDE to ½ mile.³CAUTION: 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.⁴When ALS inop, increase vis CAT ABCDE to 1½ miles.⁵Increase vis CAT AB to 1½ miles when circling from PAR W/O GS.⁶The TCH and the VGSI TCH are not coincident.⁷When ALS inop, increase vis CAT AB to 1 mile and CAT CDE to 1½ miles.

KEY WEST, FL

Amdt 5, 19SEP13 (14149) (FAA)

ELEV 3

KEY WEST INTL (EYW)

RADAR-1 124.025 313.7 

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

ASR S-9: Circling to Rwy 27 NA at night.

ASR S-9: Helicopter visibility reduction below ¾ SM NA.

ASR S-27: Helicopter visibility reduction below 1 SM NA.

ASR S-27: Straight-in and circling minimums NA at night.

SE-3

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16315

RADAR MINS

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RADAR INSTRUMENT APPROACH MINIMUMS

KEY WEST NAS (KNQX), (BOCA CHICA FLD), FL (Amdt 1, 16035 USN)

ELEV 6

RADAR¹ - (E) 134.925x 284.67x 348.25x 317.575x ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HAT_h</u>	<u>CEIL-VIS</u>
PAR ²	8 ^{3/8}	3.0°/43/823	ABCDE	104-¼	100	(100-¼)
	4 ⁹	3.0°/36/673	ABCDE	103-½	100	(100-½)
	26	3.0°/45/846	ABCDE	104-½	100	(100-½)
PAR W/O GS	4		ABCDE	300-1½	297	(300-1½)
	8 ⁴		ABCDE	360-¾	356	(400-¾)
	26		ABCDE	340-1	336	(400-1)
ASR	8 ⁵		AB	420-¾	416	(500-¾)
			CDE	420-¾	416	(500-¾)
	32		ABCDE	340-1	337	(400-1)
	4		ABCDE	360-1	357	(400-1)
	14 ¹⁰		AB	420-1	417	(500-1)
			CDE	420-1½	417	(500-1½)
	22 ¹⁰		AB	460-1	454	(500-1)
			CDE	460-1½	454	(500-1½)
	26		AB	460-1	456	(500-1)
		CDE	460-1½	456	(500-1½)	
CIR ^{6,7}	4, 8, 14, 22, 26, 32		A	460-1	454	(500-1)
			B	500-1	494	(500-1)
			C	500-1½	494	(500-1½)
			DE	560-2	554	(600-2)

¹Opr 1200-0300Z++.²No NOTAM preventative maint sked: PAR 1300-1700Z++ Mon.³When ALS inop, increase vis CAT ABCDE to ½ mile.⁴When ALS inop, increase vis CAT ABCDE to 1 mile.⁵When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1½ miles.⁶When circling from PAR W/O GS Rwy 4, increase CAT AB vis to 1½ miles.⁷When VGSI inop, circling not authorized to Rwy 14 and 22 at night.⁸WCH (Group 4: 18 ft) is less than the minimum height (20).⁹WCH (Group 3: 16 ft, Group 4: 11 ft) is less than the minimum height (20).¹⁰When VGSI inop, procedure not authorized at night.

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MAYPORT NS (KNRB), (ADM DAVID L. MC DONALD FLD), FL (Amdt 2, 14345 USN)
 RADAR^{1 2} - (E) 119.7x 125.525x 235.675x 253.95x 278.1 323.25x 355.6x 379.025x  ELEV 15

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATh/</u>	<u>CEIL-VIS</u>
PAR	5	3.0°/49/911	ABCDE	212-¾	200	(200-¾)
	23 ^{3 4 8}	3.0°/49/912	ABCDE	320-1	307	(400-1)
	COP 5 ⁵	3.0°/49/911	COPTER	112-½	100	(100-½)
	COP 23 ^{4 5 8}	3.0°/49/912	COPTER	320-1	307	(400-1)
PAR W/O GS	5 ⁹		AB	400-1	388	(400-1)
			CDE	400-1½	388	(400-1½)
	23 ^{4 8}		AB	420-1	407	(500-1)
			CDE	420-1½	407	(500-1½)
ASR	5		AB	440-1	428	(500-1)
			CDE	440-1½	428	(500-1½)
	23 ^{4 8 9}		AB	500-1	487	(500-1)
			CDE	500-1½	487	(500-1½)
CIR	5-23 ^{4 6 7}		AB	560-1	545	(600-1)
PAR W/O GS			C	560-1½	545	(600-1½)
ASR			D	580-2	565	(600-2)
			E	660-2½	645	(700-2½)

¹SFA not avbl.

²No-NOTAM preventive maint ASR 1100-1500Z++ Tue., PAR 1100-1500Z++ Wed.

³Act wheel crossing height groups 1 and 2 authorized. Act wheel crossing height groups 3 and 4 authorized only when the St. Johns River is clear of vessels from the mouth of Haulover Creek to St. Johns Point.

⁴Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 threshold.

⁵NOT FOR CIVIL USE.

⁶CAUTION: 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.

⁷Circling authorized from ASR and PAR W/O GS only.

⁸When Rwy 23 VGSI inop, procedure not authorized at night, unless station has an approved observer monitoring marine traffic in the St. Johns River channel.

⁹VGSI and Descent Angle are not coincident.

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RADAR INSTRUMENT APPROACH MINIMUMS

PENSACOLA NAS (KNPA), (FORREST SHERMAN FLD), FL (Amdt 2, 16315 USN)

RADAR¹ - (E) 128.25 239.05 285.625 288.325 305.2 314.0 318.8 348.725 383.8 ELEV 28

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
PAR	7L ²	3.0°/55/1078	ABCDE	124-¾	100	(100-¾)
	1 ⁵	3.0°/39/744	ABCDE	128-½	100	(100-½)
	7R	3.0°/55/1040	ABCDE	124-½	100	(100-½)
	19 ⁴	3.0°/40/737	ABCDE	116-½	100	(100-½)
	25L ⁵	3.0°/39/744	ABCDE	115-½	100	(100-½)
	25R ⁵	3.0°/38/745	ABCDE	116-½	100	(100-½)
PAR W/O GS	7L ⁶		AB	380-½	356	(400-½)
			CDE	380-¾	356	(400-¾)
	1		ABCDE	360-1	332	(400-1)
	7R		ABCDE	380-1	356	(400-1)
	19		ABCDE	380-1	364	(400-1)
	25R		AB	420-1	404	(400-1)
			CDE	420-1½	404	(400-1½)
	25L		AB	440-1	425	(500-1)
		CDE	440-1¼	425	(500-1¼)	
PAR W/O GS SIDESTEP	7R ³		ABCDE	380-1	356	(400-1)
	25L ³		AB	440-1	424	(500-1)
			CDE	440-1¼	424	(500-1¼)
ASR	7L ⁷		AB	500-½	476	(500-½)
			CDE	500-1	476	(500-1)
	1		AB	460-1	432	(500-1)
			CDE	460-1¼	432	(500-1¼)
	7R		AB	500-1	476	(500-1)
			CDE	500-1¾	476	(500-1¾)
	19		AB	500-1	484	(500-1)
			CDE	500-1¾	484	(500-1¾)
	25L		AB	500-1	485	(500-1)
			CDE	500-1¾	485	(500-1¾)
	25R		AB	500-1	484	(500-1)
			CDE	500-1¾	484	(500-1¾)
ASR SIDESTEP	7R ⁸		AB	500-1	476	(500-1)
			CDE	500-1¾	476	(500-1¾)
	25L ⁹		AB	500-1	484	(500-1)
			CDE	500-1¾	484	(500-1¾)

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RADAR INSTRUMENT APPROACH MINIMUMS


PENSACOLA NAS (KNPA) (CONT'D)


CIR ^{10 11}	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HAA	
			AB	520-1	492	(500-1)
			C	520-1½	492	(500-1½)
			D	580-2	552	(600-2)
			E	600-2	572	(600-2)

¹No-NOTAM preventive maint PAR 1400-1800Z++ Sat.²When ALS inop, increase vis CAT ABCDE to ½ mile.³Sidestep only authorized from PAR W/O GS and ASR.⁴Procedure not authorized for WCH Group 4.⁵Procedure not authorized for WCH Groups 3 & 4.⁶When ALS inop, increase vis CAT ABCDE to 1 mile.⁷When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¾ miles.⁸Sidestep not authorized until within 2.5 DME of NPA TACAN (1.73 NM from THLD).⁹Sidestep not authorized until within 2.5 DME of NPA TACAN (1.94 NM from THLD).¹⁰Circling authorized from PAR WO GS and ASR only. Circling not authorized from Sidestep procedure.¹¹CIRC CAT B from ASR RWY 1, 7L, or 7R vis 1¼.TALLAHASSEE, FL
TALLAHASSEE INTL (TLH)

Amdt 6, 10DEC15 (15344) (FAA)

ELEV 83

RADAR-1 135.8 317.4 

ASR	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
	36		A	460/24	398	(400-½)	B	460/24	397	(400-½)
			CD	460/35	397	(400-¾)				
	27		AB	480/24	422	(500-½)	CD	480/40	422	(500-¾)
	9		AB	500/55	435	(500-1¼)	CD	500-1¼	435	(500-1¼)
	18		AB	560-1	477	(500-1)	CD	560-1%	477	(500-1%)
	CIRCLING	ALL RWY	AB	580-1	497	(500-1)	C	640-1½	557	(600-1½)
			D	780-2¼	697	(700-2¼)				

When control tower closed, ASR NA.

Rwy 9, 18, helicopter visibility reduction below ¾ SM not authorized.

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RADAR INSTRUMENT APPROACH MINIMUMS

TYNDALL AFB (KPAM), FL (Panama City) (Orig, 16259 USAF) ELEV 17
RADAR² - (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') 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u>	<u>HAT/</u>	<u>CEIL-VIS</u>
				<u>MDA-VIS</u>	<u>HAA</u>	
PAR ¹	14L ³	2.5°/50/1182	ABCDE	214/24	200	(200-½)
	32R ³	2.5°/50/1145	ABCDE	214/24	200	(200-½)
	14R ⁵	2.5°/36/815	ABCDE	214-¾	200	(200-¾)
	32L ⁶	2.5°/41/940	ABCDE	217-¾	200	(200-¾)
ASR ¹	32R ⁴		AB	460/24	446	(500-½)
			CDE	460/45	446	(500-¾)
	32L		AB	460-1	443	(500-1)
			CDE	460-1½	443	(500-1½)
	14L ⁴		AB	480/24	466	(500-½)
			CDE	480/50	466	(500-1)
14R		AB	480-1	466	(500-1)	
		CDE	480-1½	466	(500-1½)	
 CIR	ALL RWY		AB	540-1	523	(600-1)
			C	560-1½	543	(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 ¾ mile.

⁴ When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ 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), FL (Milton) (Amdt 2, 14149 USN) ELEV 199
RADAR¹ - Ctc PENSACOLA APP CON (E) 126.85 127.35 278.8 298.9

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u>	<u>HAT/</u>	<u>CEIL-VIS</u>
				<u>MDA-VIS</u>	<u>HAA</u>	
ASR	14 ²		ABCDE	540-¾	341	(400-¾)
	23		ABCDE	520-1¼	337	(400-1¼)
	5		AB	620-1¼	450	(500-1¼)
			CDE	620-1½	450	(500-1½)
CIRCLING ³	5, 14, 23, 32		A	620-1¼	421	(500-1¼)
			B	660-1¼	461	(500-1¼)
			C	660-1½	461	(500-1½)
			DE	760-2	561	(600-2)

¹No-NOTAM preventive maint sked: Mon 1300-1800Z++; Apch only avbl dur NDZ opr hr.

²When ALS inop, increase vis CAT ABCDE to 1¼ miles.

³Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

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RADAR INSTRUMENT APPROACH MINIMUMS

WHITING FIELD NAS-SOUTH (KNDZ), FL (Milton) (Amdt 3, 15036 USN) ELEV 177
RADAR¹ - Ctc PENSACOLA APP CON (E) 124.85 385.4 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAT_h</u>	<u>CEIL-VIS</u>
PAR	32 23 ²	3.0°/54/969 3.0°/39/646	ABCDE ABCDE	265-½ 421-1	100 250	(100-½) (300-1)
PAR W/O GS	32 ³ 23		ABCDE ABCDE	420-½ 460-1¼	255 290	(300-½) (300-1¼)
ASR	32 ³ 23		ABCDE ABCDE	500-¾ 520-1¼	335 349	(400-¾) (400-1¼)
	14 ⁴		AB CDE	620-1¼ 620-1½	450 450	(500-1¼) (500-1½)
	5		AB CDE	640-1¼ 640-1½	479 479	(500-1¼) (500-1½)
CIR ⁵	5, 14		AB C DE	640-1¼ 640-1½ 740-2	463 463 563	(500-1¼) (500-1½) (600-2)
	23, 32 ⁶		A B C DE	560-1¼ 640-1¼ 640-1½ 740-2	383 463 463 563	(400-1¼) (500-1¼) (500-1½) (600-2)

¹No-NOTAM preventive maint sked: Mon 1300-1700Z++.

²CAUTION: PAR TCH and RPI not coincident with PAPI.

³When ALS inop, increase vis CAT ABCDE to 1¼ miles.

⁴20:1 visual area penetrated by unlit obstacles. Night straight-in and circling procedures are not authorized to this runway.

⁵Circling not authorized in sector NE of Rwy 14-32 and NW of Rwy 5-23. Circling authorized from PAR W/O GS and ASR only. Caution - Whiting Fld NAS - North 1 NM North.

⁶When circling to land Rwy 23 from ASR approach, increase CAT AB vis to 1¼ miles.

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LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
DAYTONA BEACH, FL			
DAYTONA BEACH INTL (DAB)	07L	TWY W	7,500 feet
	16	07L-25R	2,900 feet
FORT LAUDERDALE, FL			
FORT LAUDERDALE EXECUTIVE (FXE)	26	13-31	3,000 feet
	31	09-27	3,250 feet
JACKSONVILLE, FL			
JACKSONVILLE EXECUTIVE	05	14-32	3,600 feet
AT CRAIG (CRG)	14	05-23	3,650 feet
LAKELAND, FL			
LAKELAND LINDER RGNL (LAL)	05	09-27	2,500 feet
	09	05-23	6,000 feet
MIAMI, FL			
MIAMI INTL (MIA)	09	12-30	9,749 feet
	12	09-27	8,100 feet
ORLANDO, FL			
EXECUTIVE (ORL)	25	13-31	4,150 feet
ORLANDO SANFORD (SFB)	09L	18-36	5,500 feet
	09C	18-36	3,150 feet
	18	09R-27L	4,600 feet
	36	09L-27R	5,300 feet
ST. PETERSBURG-CLEARWATER, FL			
ST. PETERSBURG-CLEARWATER			
INTL (PIE)	18	04-22	7,557 feet
	22	18-36	4,514 feet
SARASOTA (BRADENTON), FL			
SARASOTA/BRADENTON INTL (SRQ)	14	04-22	3,800 feet
TAMPA, FL			
TAMPA INTL (TPA)	19L	10-28	5,650 feet
	28	01R-19L	4,350 feet
TITUSVILLE, FL			
SPACE COAST RGNL (TIX)	09	18-36	4,225 feet
	36	09-27	3,750 feet
VERO BEACH, FL			
VERO BEACH MUNI (VRB)	30L	04-22	4,700 feet
WEST PALM BEACH,			
PALM BEACH INTL (PBI)	10L	14-32	3,140 feet
	14	10L-28R	4,360 feet
	28R	14-32	3,710 feet

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HOT SPOTS

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

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

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DAYTONA BEACH, FL DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
FORT LAUDERDALE, FL FORT LAUDERDALE EXECUTIVE (FXE)	HS 1 HS 2 HS 3 HS 4 HS 5	Int of Twy E and Rwy 09 at the apch end. Int of Twy B and Rwy 09-27. Int of Twy A and Rwy 13-31. Int of Twy C, Twy B and Rwy 13-31. Int of Twy B and Rwy 13-31.
FORT LAUDERDALE, FL FORT LAUDERDALE- HOLLYWOOD INTL (FLL)	HS 1 HS 2 HS 3 HS 4	Twy E at Rwy 10L-28R. Twy D at Rwy 10L-28R. Twy Q at Rwy 10L-28R. Twy departure risk. Twy B instead of Rwy 10L.
FORT MYERS, FL PAGE FIELD (FMY)	HS 1 HS 2	Twy A intTwy A2 and Twy D. Do not use Twy A2 to the rwy unless instructed. Multiple twy ints.
FORT MYERS, FL SOUTHWEST FLORIDA INTL (RSW)	HS 1 HS 2	Twy G1 is directly aligned with Twy F2. When ldg Rwy 06, Twy F6 high speed exit sign is immediately before the Twy F5 reverse high speed.
FORT PIERCE, FL TREASURE COAST INTL (FPR)	HS 1 HS 2 HS 3	Maintain vigilance confusing int. Maintain vigilance pilots confuse Rwy 14 as Twy B. Confusing int; pilots have used Twy A as a rwy.
GAINESVILLE, FL GAINESVILLE RGNL (GNV)	HS 1 HS 2 HS 3	Rwy 11 Apch Hold Position. Rwy 07 and Rwy 11 apch ends. Twy D and Twy B lead to Rwy 25 and Rwy 29.
HOLLYWOOD, FL NORTH PERRY (HWO)	HS 1 HS 2 HS 3	Southbound on Twy D for Rwy 28R departures. The hold line for Rwy 01L is also the hold line for Rwy 10R. Aircraft taxiing on Twy L westbound to depart on Rwy 01L-19R.
MIAMI, FL KENDALL-TAMIAMI EXECUTIVE (TMB)	HS 1	Twy H and Twy E hold lines are in close proximity to Rwy 13-31.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

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HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MIAMI, FL MIAMI INTL (MIA)	HS 1 HS 2 HS 3 HS 4 HS 5	Maint vigilance due to wide expanse of pavement. Short twy risk. Rwy 27 and Rwy 30 wrong rwy departure risk. Short twy between rwys. Multiple rwy ends close together. Some hold lines dependent upon rwy in use.
MIAMI, FL OPA-LOCKA EXECUTIVE (OPF)	HS 1	Surface painted LOCATION and DIRECTION signs ONLY.
NEW SMYRNA BEACH, FL NEW SMYRNA BEACH MUNI (EVB)	HS 1	Twy E and Rwy 25 and Rwy 20.
ORLANDO, FL EXECUTIVE (ORL)	HS 1 HS 2 HS 3	Twy K and Twy A. Rwy 25 and Twy E. Rwy 07 and Twy A3.
ORLANDO SANFORD INTL (SFB)	HS 1 HS 2	Twy C is beyond the Rwy 09C APCH hold sign and marking. Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.
ST. AUGUSTINE, FL NORTHEAST FLORIDA RGNL (SGJ)	HS 1	Maint vigilance ramp/twy close proximity to rwy.
SARASOTA/BRADENTON SARASOTA/BRADENTON INTL (SRQ)	HS1	Int of Rwy 14-32 and Rwy 4-22.
STUART, FL WITHAM FIELD (SUA)	HS 1 HS 2	Int rwys, wrong rwy departure risk. Rwy 12 and Twy A1.
WEST PALM BEACH, FL PALM BEACH INTL (PBI)	HS 1 HS 2 HS 3	Rwy 10L and Twy L. Missing left turn from Twy F to Twy L. Missing turn onto Twy G results in mid-field incursion.

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

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(AMG.AMG2) 16259

ALMA TWO ARRIVAL

ST-5570 (FAA)

JACKSONVILLE, FLORIDA

- JACKSONVILLE APP CON 127.0 322.4
- CECIL ATIS 125.275
- CRAIG MUNI ATIS 125.4
- JACKSONVILLE INTL ATIS 125.85
- JACKSONVILLE NAS ATIS 281.0
- MAYPORT NS ATIS★ 236.775


ALMA
115.1 AMG 
Chan 98
N31°32.19'-W82°30.49'
L-24, H-9-12

OHDEA
N30°59.22'-W82°14.14'
**TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION**

Expect 12000.

10000
157°
(136)

8000
139°
(54)

CRAIG
114.5 CRG 
Chan 92
N30°20.33'-W81°30.60'

JACKSONVILLE INTL

MAYPORT NS
(ADM DAVID L MCDONALD FIELD)

JACKSONVILLE EXECUTIVE AT CRAIG

CECIL

JACKSONVILLE NAS (TOWERS FIELD)

NOTE: DME required.

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

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

ALMA TWO ARRIVAL

(AMG.AMG2) 25NOV04

JACKSONVILLE, FLORIDA

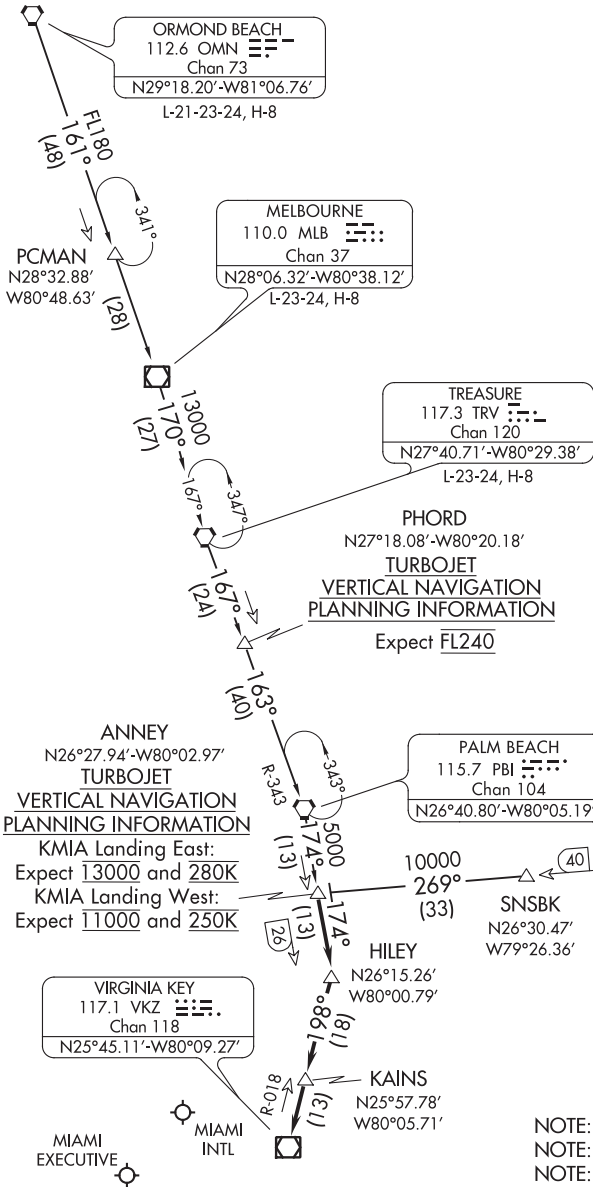
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ANNEY THREE ARRIVAL

MIAMI, FLORIDA

MIAMI APP CON
124.85 322.3
MIAMI EXECUTIVE ATIS
124.0
MIAMI INTL ATIS
119.15
HOMESTEAD ARB ATIS *
132.275 269.9



ANNEY
N26°27.94'-W80°02.97'
TURBOJET
VERTICAL NAVIGATION
PLANNING INFORMATION
KMIA Landing East:
Expect 13000 and 280K
KMIA Landing West:
Expect 11000 and 250K

PHORD
N27°18.08'-W80°20.18'
TURBOJET
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect FL240

NOTE: DME required.
NOTE: RADAR required
NOTE: Turbojets and Turboprops only.

VIRGINIA KEY
117.1 VKZ
Chan 118
N25°45.11'-W80°09.27'

(NARRATIVE ON FOLLOWING PAGE)

MIAMI EXECUTIVE
MIAMI INTL
HOMESTEAD GENERAL AVIATION
HOMESTEAD ARB
OCEAN REEF CLUB (Private)

NOTE: Chart not to scale.

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ANNEY THREE ARRIVAL

(ANNEY.ANNEY3) 15176

MIAMI, FLORIDA

ANNEY THREE ARRIVAL

MIAMI, FLORIDA

ARRIVAL ROUTE DESCRIPTION

MELBOURNE TRANSITION (MLB.ANNEY3): 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.ANNEY3): 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.ANNEY3): From over SNSBK on ZFP R-269 to ANNEY. Thence

TREASURE TRANSITION (TRV.ANNEY3): From over TRV VORTAC on TRV R-167 to PHORD, then on PBI R-343 to PBI VORTAC, then on PBI R-174 to ANNEY. Thence

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

SE-3, 10 NOV 2016 to 05 JAN 2017

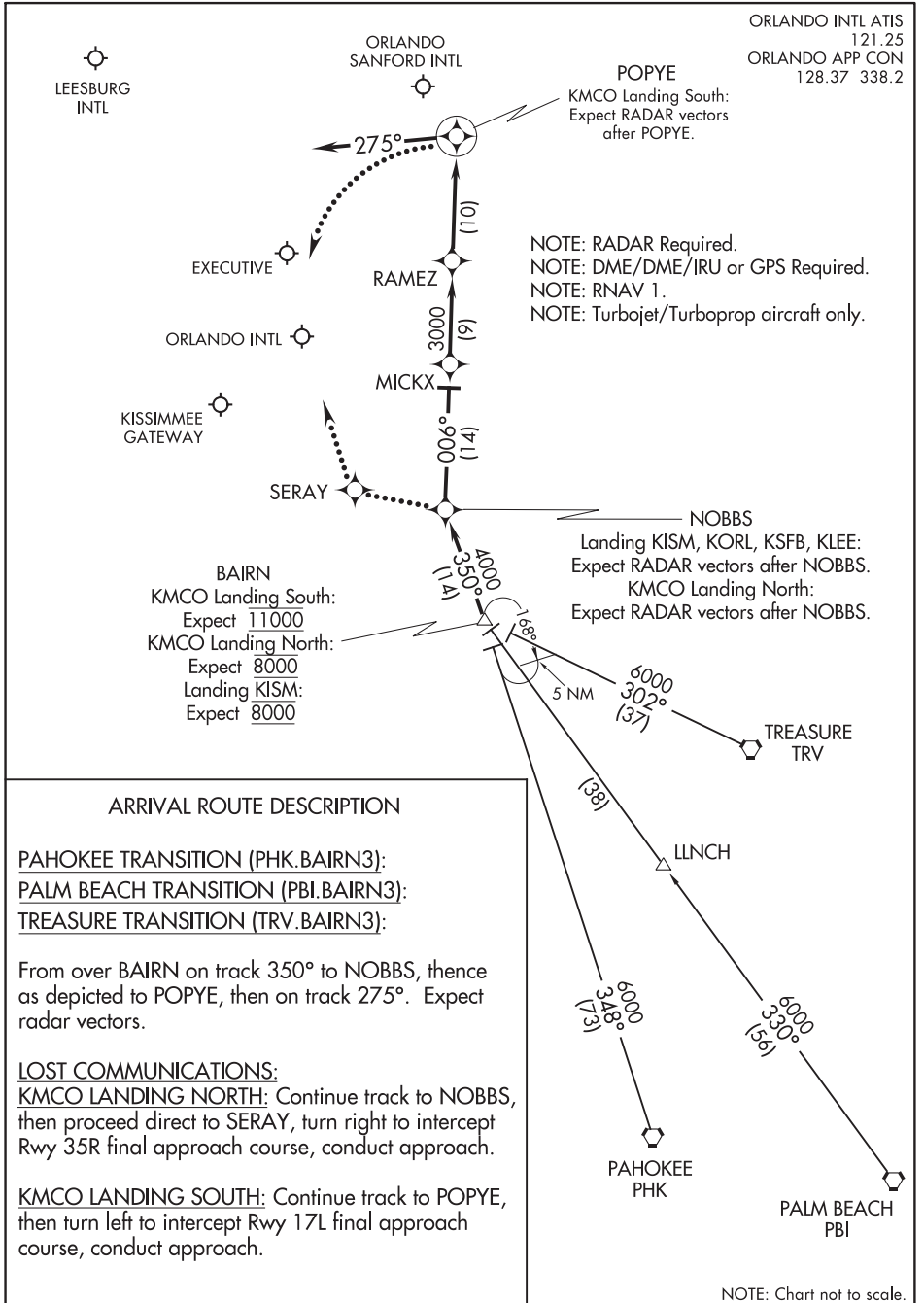
SE-3, 10 NOV 2016 to 05 JAN 2017

(BAIRN.BAIRN3) 16259

BAIRN THREE ARRIVAL (RNAV)

ST-571 (FAA)

ORLANDO, FLORIDA



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

BAIRN THREE ARRIVAL (RNAV)

(BAIRN.BAIRN3) 20SEP12

ORLANDO, FLORIDA

BEANO THREE ARRIVAL (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017

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

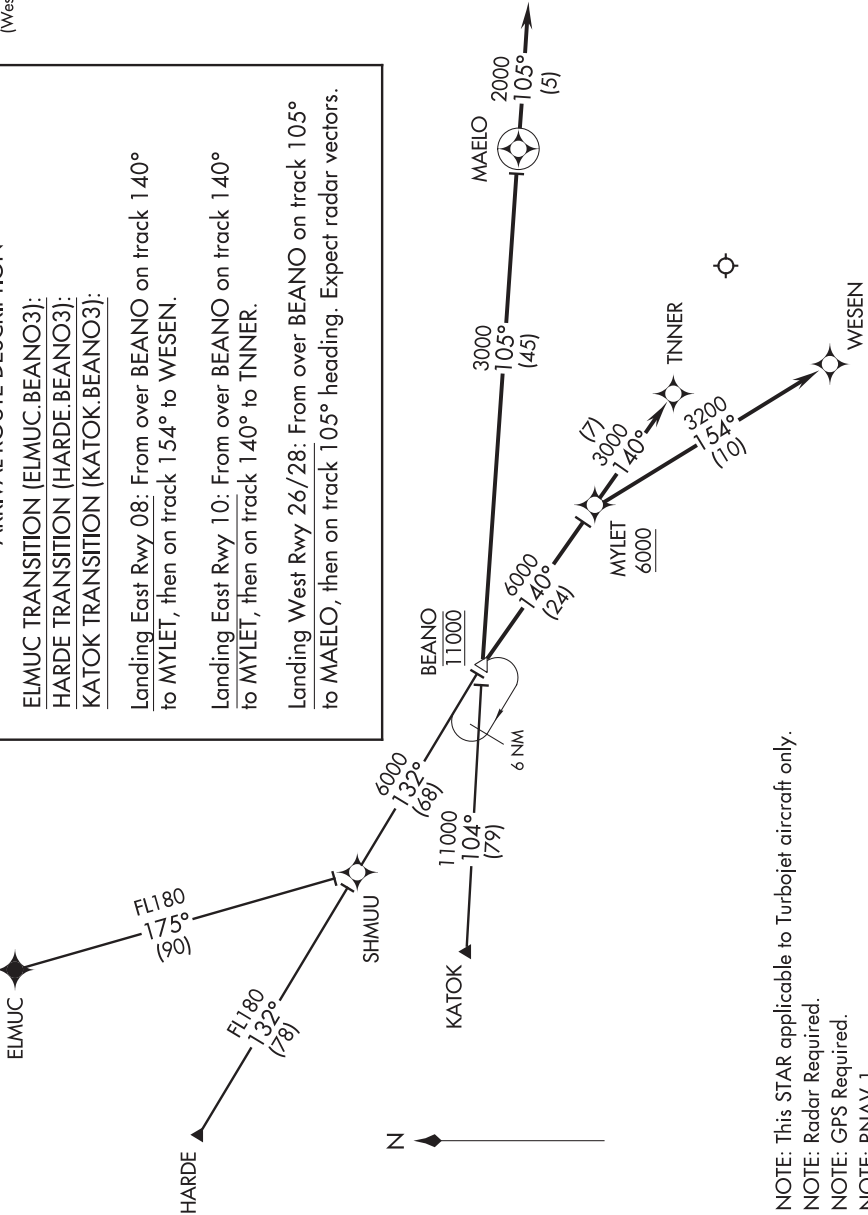
ARRIVAL ROUTE DESCRIPTION

- 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: Chart not to scale.

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

SE-3, 10 NOV 2016 to 05 JAN 2017

BEANO THREE ARRIVAL (RNAV)

ORLANDO APP CON
128.37 338.2
ORLANDO INTL ATIS ARR
121.25

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20' - W81°06.76'
L-21-23-24, H-8

OCALA
113.7 OCF
Chan 84

ORLANDO
112.2 ORL
Chan 59

LAMMA
N29°00.87' - W81°05.38'
**TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION**

Expect clearance to cross at 15000' landing Patrick AFB, Melbourne Intl, and Merritt Island.
Expect clearance to cross at 12000' landing Orlando Intl, Kissimmee Gateway, Space Coast Rgnl, Cape Canaveral AFS Skid Strip, and NASA Shuttle Landing Facility.
NOTE: Orlando Intl landing south: Expect clearance to cross at 250K IAS.

COZMO
N28°47.95' - W81°04.36'
**TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION**

Expect clearance to cross at 10000' landing Orlando Intl Runway 18.

BITHO
N28°37.86' - W81°03.56'
**TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION**

Expect clearance to cross at 8000' landing NASA Shuttle Landing Facility, Cape Canaveral AFS Skid Strip, Merritt Island, Patrick AFB, and Melbourne Intl.

ORLANDO INTL

KISSIMMEE GATEWAY

SPACE COAST RGNL

NASA SHUTTLE LANDING FACILITY

CAPE CANAVERAL AFS SKID STRIP

MERRITT ISLAND

PATRICK AFB

MELBOURNE INTL

NOTE: Chart not to scale.

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

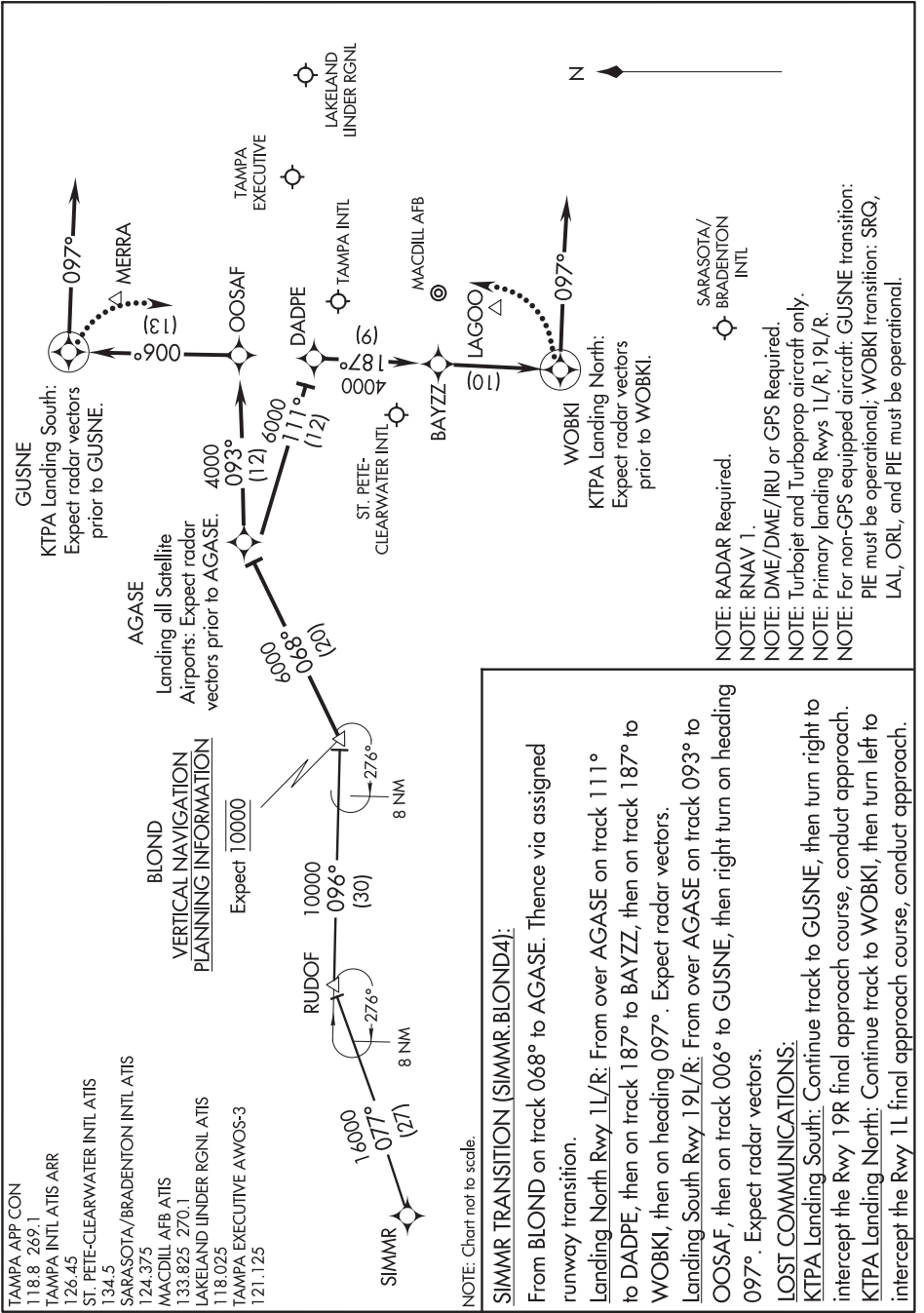
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

BLOND FOUR ARRIVAL (RNAV)

TAMPA, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017

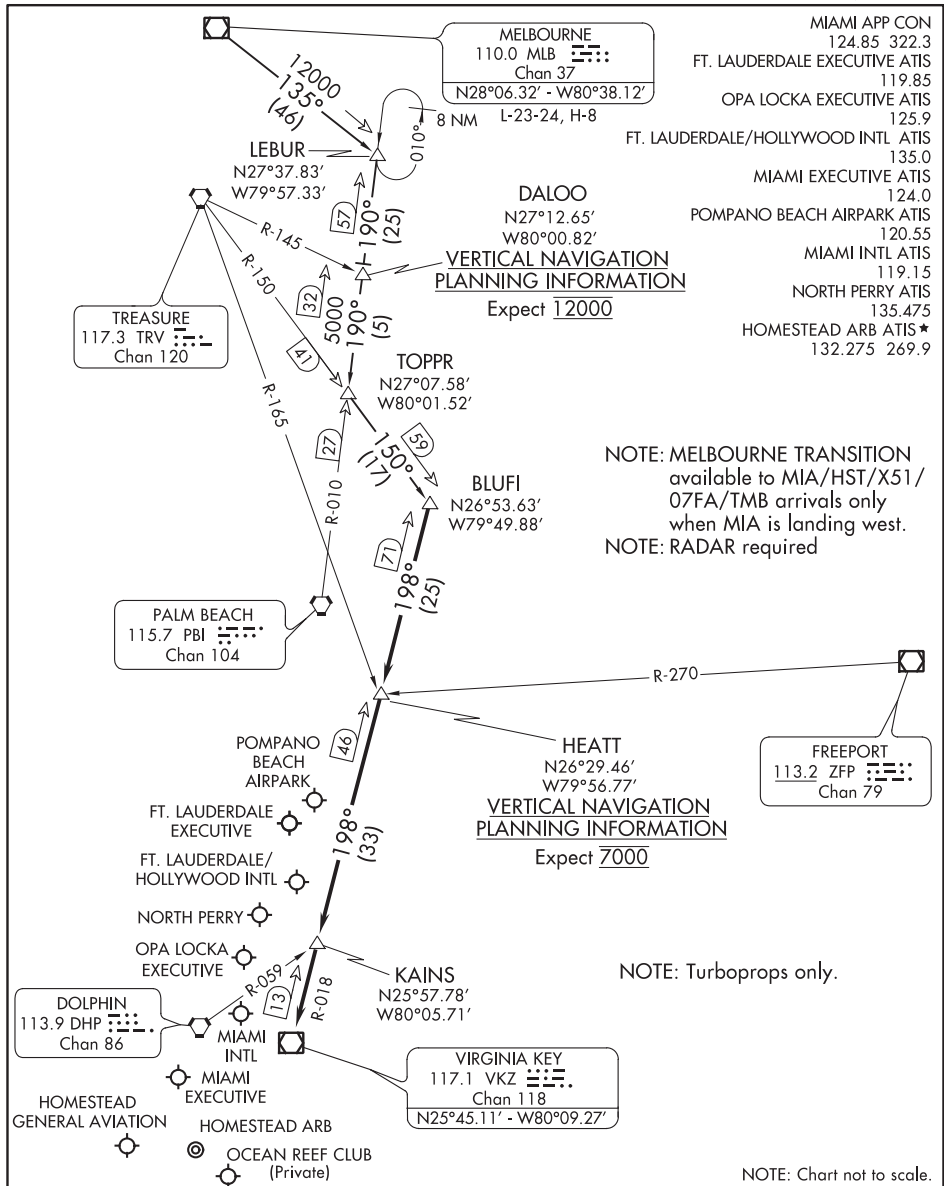


SE-3, 10 NOV 2016 to 05 JAN 2017

TAMPA, FLORIDA

BLUFI THREE ARRIVAL

FORT LAUDERDALE, FLORIDA



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MELBOURNE TRANSITION (MLB.BLUF13): From over MLB VOR/DME on MLB R-135 to LEBUR INT/MLB 46 DME, then on PBI R-010 to TOPPR INT/PBI 30 DME, then on TRV R-150 to BLUFI INT. Thence . . .
 . . . from over BLUFI INT/VKZ 71 DME on VKZ R-018 to HEATT INT/VKZ 46 DME, then on VKZ R-018 to KAINS INT, then on VKZ R-018 to VKZ VOR/DME. Expect RADAR vectors to final approach course after KAINS INT.

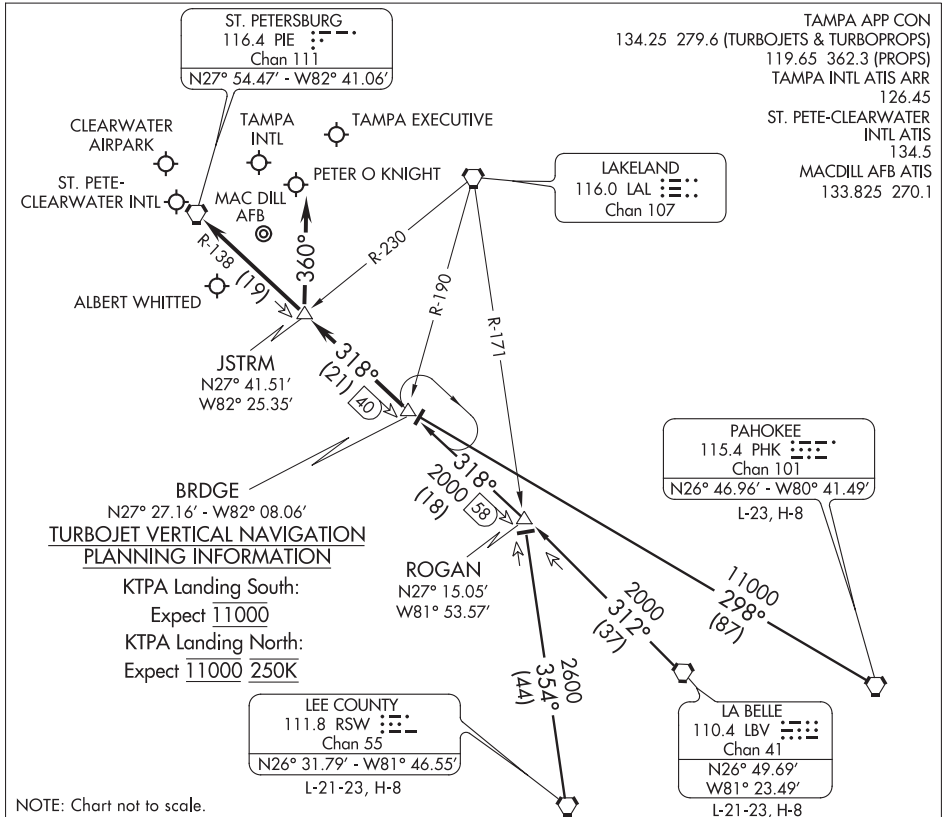
BLUFI THREE ARRIVAL

FORT LAUDERDALE, FLORIDA

BRDGE SEVEN ARRIVAL

ST-416 (FAA)

TAMPA, FLORIDA



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

LA BELLE TRANSITION (LBV.BRDGE7): From over LBV VORTAC on LBV R-312 & PIE R-138 to BRDGE INT. Thence. . .

LEE COUNTY TRANSITION (RSW.BRDGE7): From over RSW VORTAC on RSW R-354 to ROGAN INT, then via PIE R-138 to BRDGE INT. Thence. . .

PAHOKEE TRANSITION (PHK.BRDGE7): From over PHK VORTAC on PHK R-298 to BRDGE INT. Thence. . .

KTPA:

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

. . . RWY 01L/R: From over BRDGE INT on PIE R-138 to PIE VORTAC. Expect RADAR vector to final approach course after BRDGE INT.

KPIE, KCLW, KTPF, KSPG, KMCF, KVDF:

. . . From over BRDGE INT on PIE R-138 to PIE VORTAC. Expect RADAR vector to final approach course/airport after BRDGE INT.

LOST COMMUNICATIONS: STANDARD.

BRDGE SEVEN ARRIVAL

TAMPA, FLORIDA

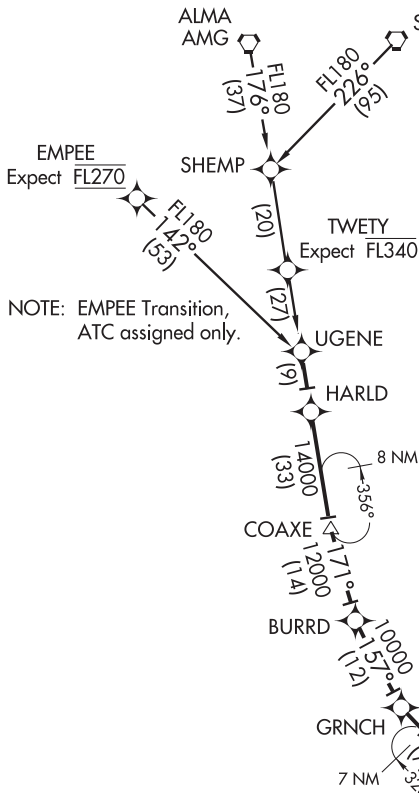
(BUGGZ.BUGGZ2) 14149

BUGGZ TWO ARRIVAL (RNAV)

ST-571 (FAA)

ORLANDO, FLORIDA

ORLANDO INTL ATIS 121.25
ORLANDO APP CON 128.37 338.2



NOTE: EMPEE Transition, ATC assigned only.

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

BUGGZ
Expect 12000
Landing South:
Expect 250K

BUNIE
KMCO Landing South:
Expect radar vectors
prior to BUNIE.

ARRIVAL ROUTE DESCRIPTION

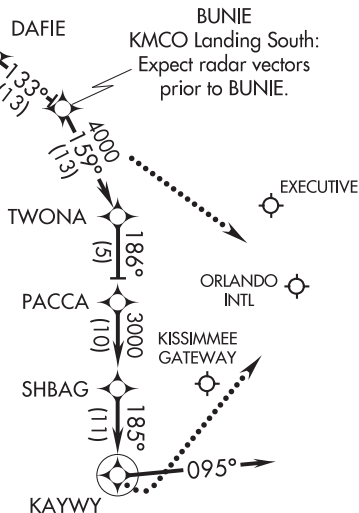
ALMA TRANSITON (AMG.BUGGZ2):
EMPEE TRANSITION (EMPEE.BUGGZ2):
SAVANNAH TRANSITION (SAV.BUGGZ2):

From over UGENE on track 176° to HARLD, thence as depicted to KAYWY, then on track 095°. Expect radar vectors.

LOST COMMUNICATIONS:

KMCO LANDING NORTH: Continue track to KAYWY, then turn left to intercept the Rwy 36R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to BUNIE, then turn left to intercept the Rwy 18R final approach course, conduct approach.



NOTE: Chart not to scale.

BUGGZ TWO ARRIVAL (RNAV)

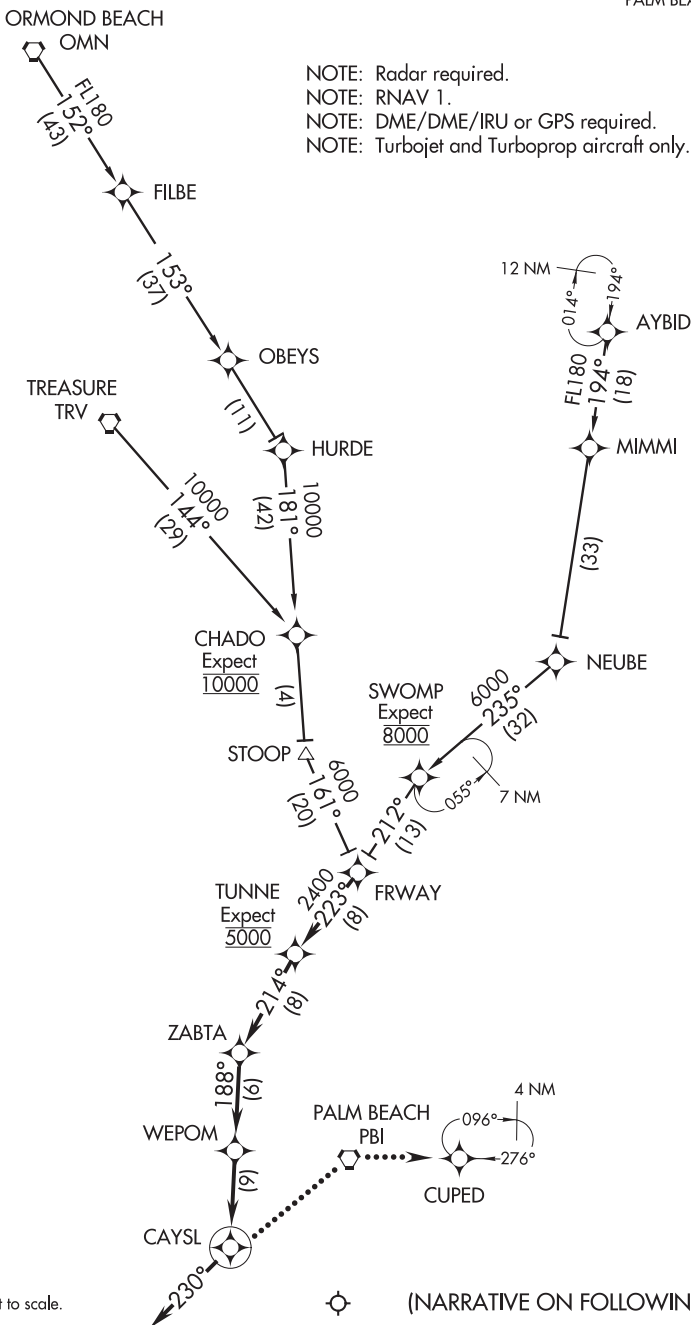
(BUGGZ.BUGGZ2) 14149

ORLANDO, FLORIDA

CAYSL FOUR ARRIVAL (RNAV)

PALM BEACH APP CON
125.2 343.6

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



NOTE: Chart not to scale.



(NARRATIVE ON FOLLOWING PAGE)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

CAYSL FOUR ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

AYBID TRANSITION (AYBID.CAYSL4)

ORMOND BEACH TRANSITION (OMN.CAYSL4)

TREASURE TRANSITION (TRV.CAYSL4)

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

Landing Rwy 5: From ZABTA on track 188° to WEPOM, then on track 188° to CAYSL, then on 230° heading or as assigned by ATC.

Expect radar vectors to final approach course.

Landing Rwy 23: From ZABTA on track 188° to WEPOM.

Expect RNAV (RNP) Z Rwy 23 approach, or radar vectors to final approach course.

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

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

CHAKA FOUR ARRIVAL (RNAV)

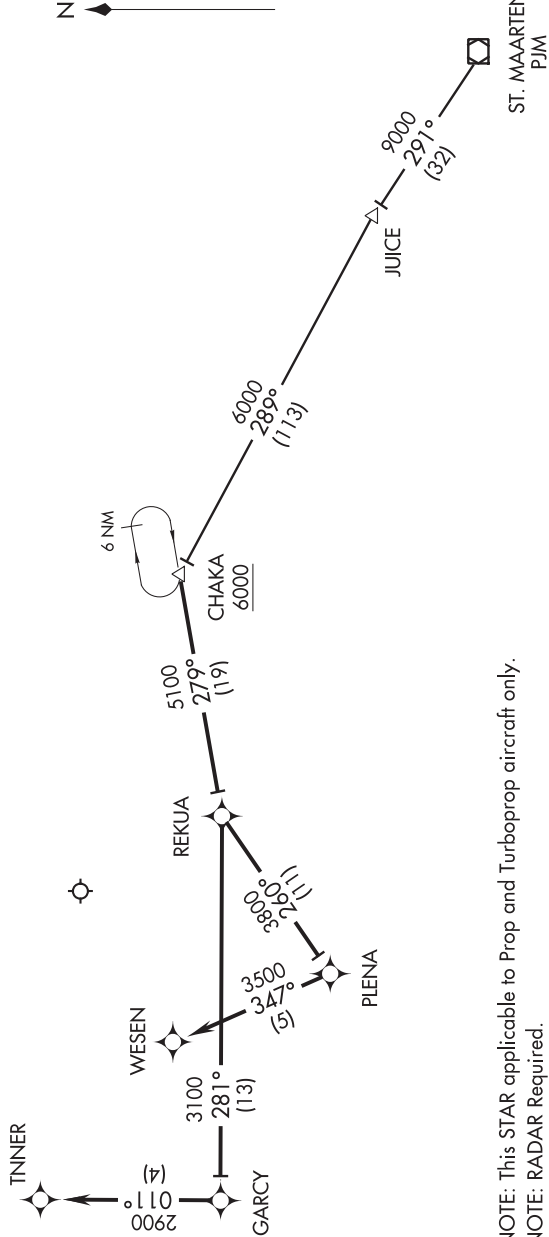
ARRIVAL ROUTE DESCRIPTION

ST MAARTEN TRANSITION (PJM.CHAKA4):

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

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

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



NOTE: Chart not to scale.

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

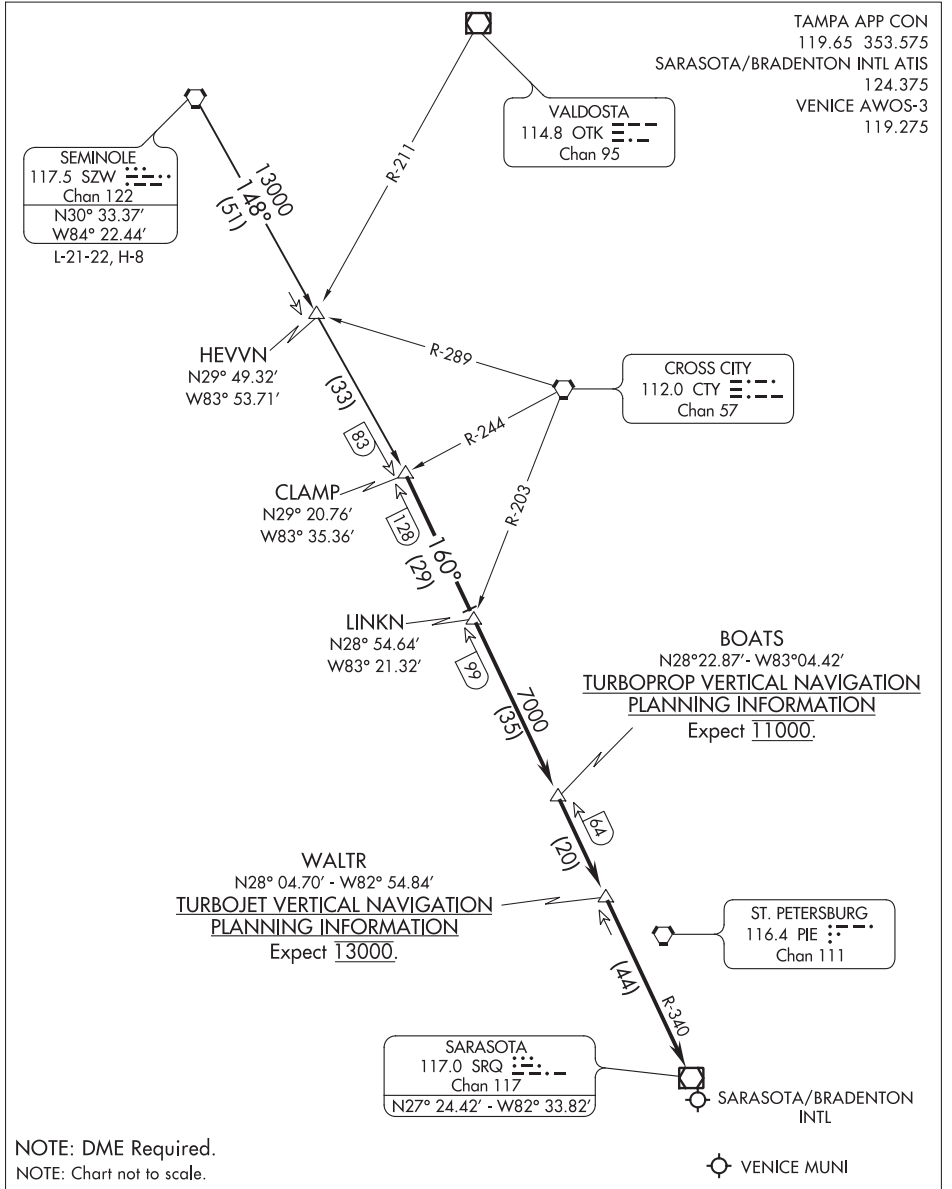
CHAKA FOUR ARRIVAL (RNAV)

(CHAKA.CHAKA4) 14093

(CLAMP.CLAMP7) 16259
CLAMP SEVEN ARRIVAL

ST-640 (FAA)

SARASOTA/BRADENTON, FLORIDA



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

SEMINOLE TRANSITION (SZW.CLAMP7): From over SZW VORTAC via SZW R-148 to CLAMP INT. Thence . . .
 . . . From over CLAMP INT via SRQ R-340 to SRQ VOR/DME. Expect RADAR vectors to final approach course after WALTR.

CLAMP SEVEN ARRIVAL
 (CLAMP.CLAMP7) 15SEP16


SARASOTA/BRADENTON, FLORIDA

CORLL ONE ARRIVAL (OMN.CORLL1)

ST-917 (FAA)

ORLANDO, FLORIDA

JACKSONVILLE CENTER 126.35
 DAYTONA BEACH APP CON 118.85
 ORLANDO APP CON 121.1
 EXECUTIVE ATIS 127.25
 ORLANDO SANFORD INTL ATIS 125.975

ORMOND BEACH
 112.6 OMN 
 Chan 73
 N29°18.20' - W81°06.76'
 L-21-23-24, H-8

VERTICAL NAVIGATION
 PLANNING INFORMATION
 Expect clearance to cross at 10000'

DIGGR
 N29°03.43'
 W81°10.03'
VERTICAL NAVIGATION
 PLANNING INFORMATION
 Expect clearance to cross at 5000'

CORLL
 N28°55.56'
 W81°11.76'

 ORLANDO SANFORD
 INTL

EXECUTIVE


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

NOTE: Chart not to scale.

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

CORLL ONE ARRIVAL (OMN.CORLL1)

ORLANDO, FLORIDA

(COSTR.COSTR3) 14149

COSTR THREE ARRIVAL (RNAV)

ST-571 (FAA)

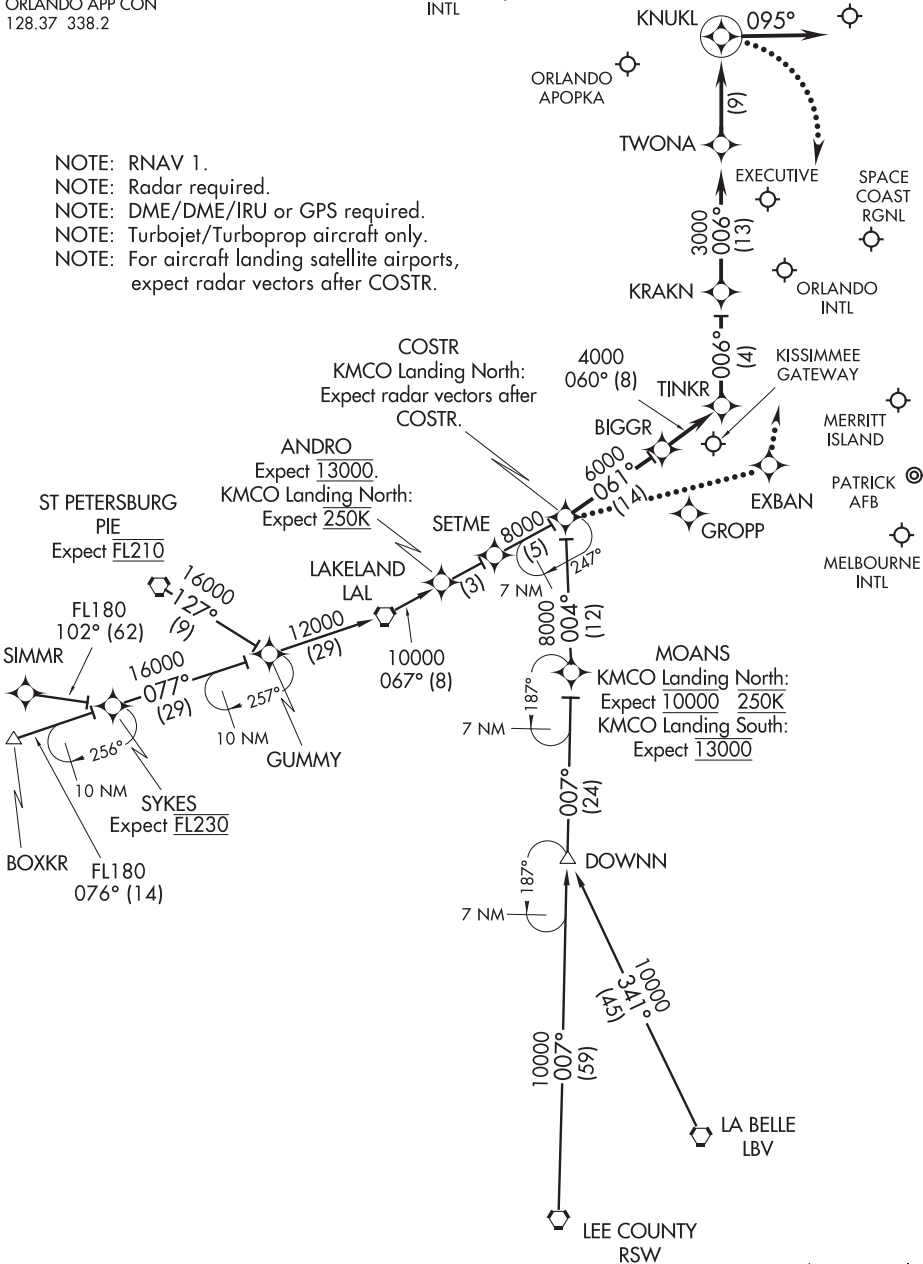
ORLANDO, FLORIDA

ORLANDO INTL ATIS
121.25
ORLANDO APP CON
128.37 338.2

LEESBURG INTL

ORLANDO SANFORD INTL

- NOTE: RNAV 1.
- NOTE: Radar required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet/Turboprop aircraft only.
- NOTE: For aircraft landing satellite airports, expect radar vectors after COSTR.



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

COSTR THREE ARRIVAL (RNAV)

(COSTR.COSTR3) 14149

ORLANDO, FLORIDA

(COSTR.COSTR3) 12264

COSTR THREE ARRIVAL (RNAV) ST-571 (FAA)

ORLANDO, FLORIDA

ARRIVAL ROUTE DESCRIPTION

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

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

LOST COMMUNICATIONS:

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

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

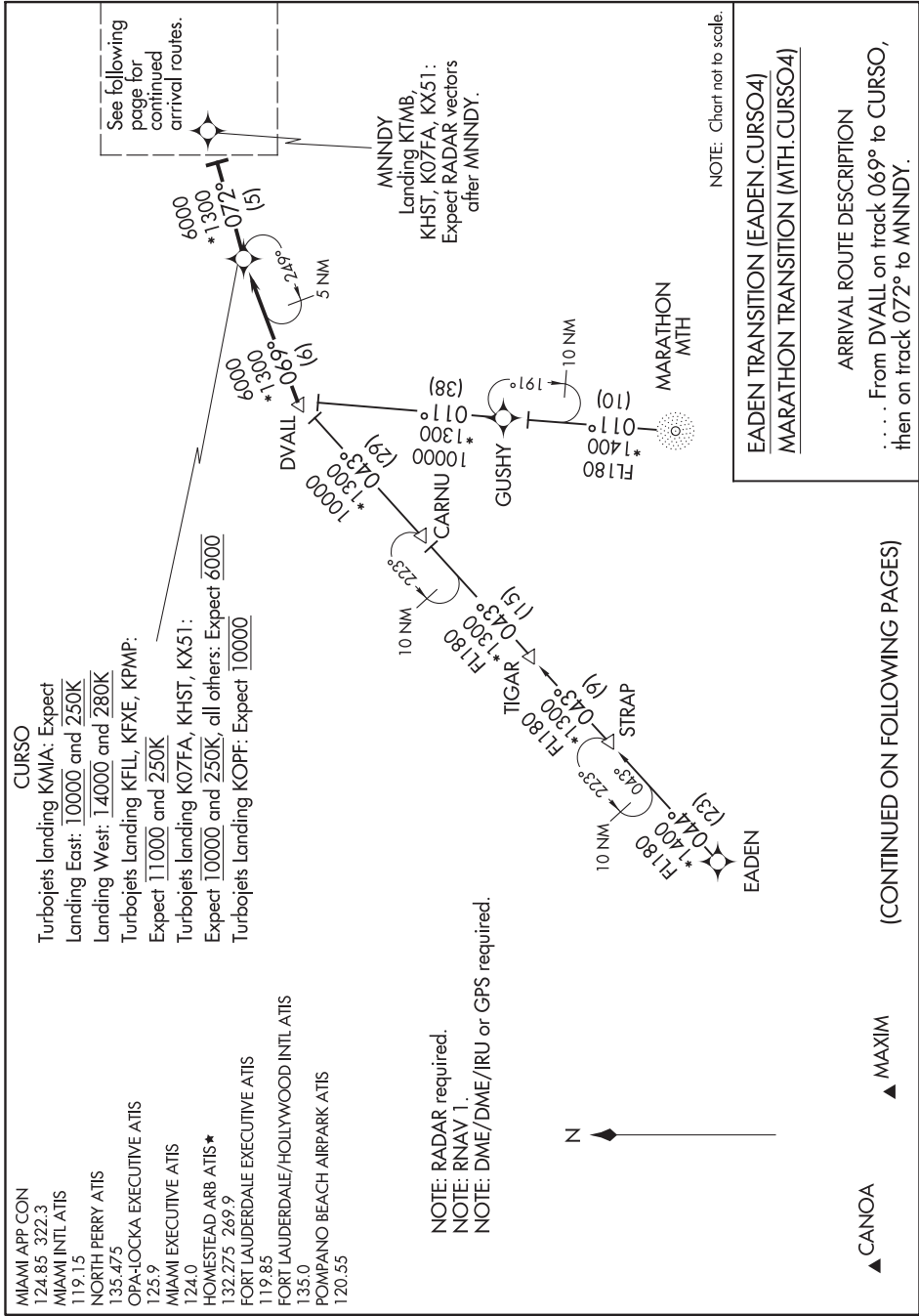
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

COSTR THREE ARRIVAL (RNAV)
(COSTR.COSTR3) 12264

ORLANDO, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017



(CONTINUED ON FOLLOWING PAGES)

SE-3, 10 NOV 2016 to 05 JAN 2017

CURSO FOUR ARRIVAL (RNAV) Arrival Routes

MIAMI, FLORIDA

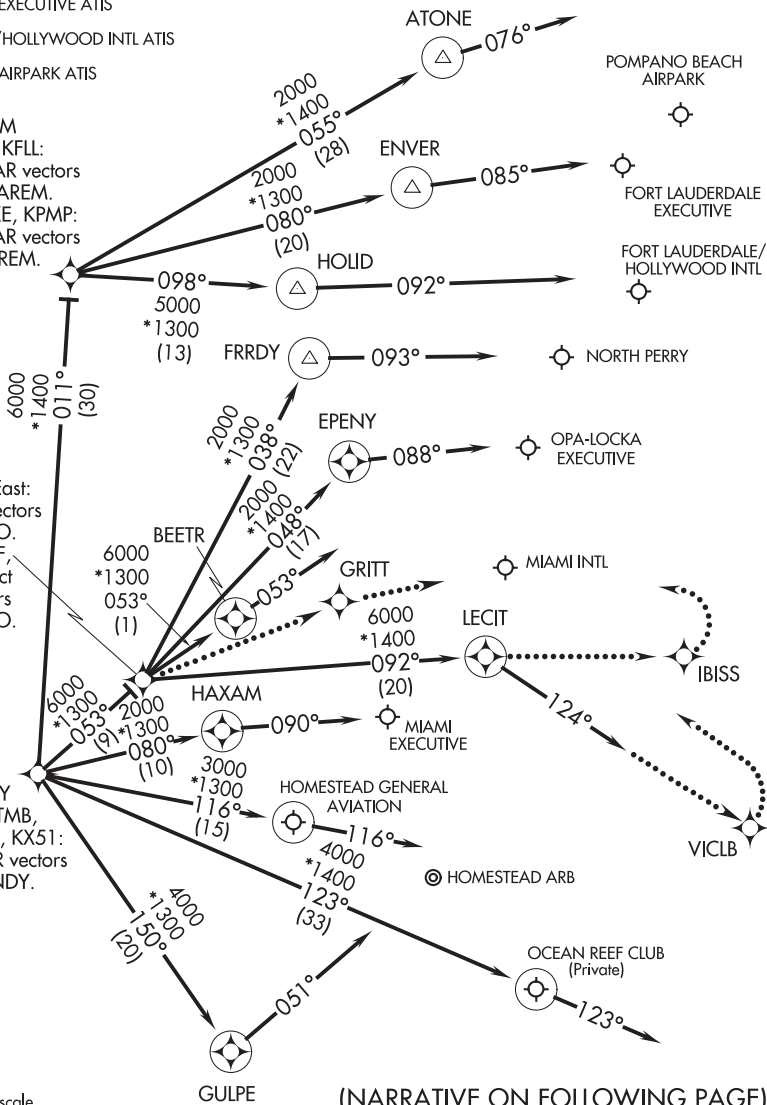
MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
NORTH PERRY ATIS
135.475
OPA-LOCKA EXECUTIVE ATIS
125.9
MIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS*
132.275 269.9
FORT LAUDERDALE EXECUTIVE ATIS
119.85
FORT LAUDERDALE/HOLLYWOOD INTL ATIS
135.0
POMPANO BEACH AIRPARK ATIS
120.55

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

JAREM
Landing KFLL:
Expect RADAR vectors
prior to JAREM.
Landing KFXE, KPMP:
Expect RADAR vectors
after JAREM.

JODPO
KMIA Landing East:
Expect RADAR vectors
prior to JODPO.
Landing KOPF,
KHWO: Expect
RADAR vectors
prior to JODPO.

MNNDY
Landing KTMB,
KHST, K07FA, KX51:
Expect RADAR vectors
after MNNDY.



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

CURSO FOUR ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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

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

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

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

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

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

LOST COMMUNICATIONS

KMIA Landing East: Track to JODPO, then proceed direct to GRITT, intercept Rwy 09 final approach course, conduct approach.

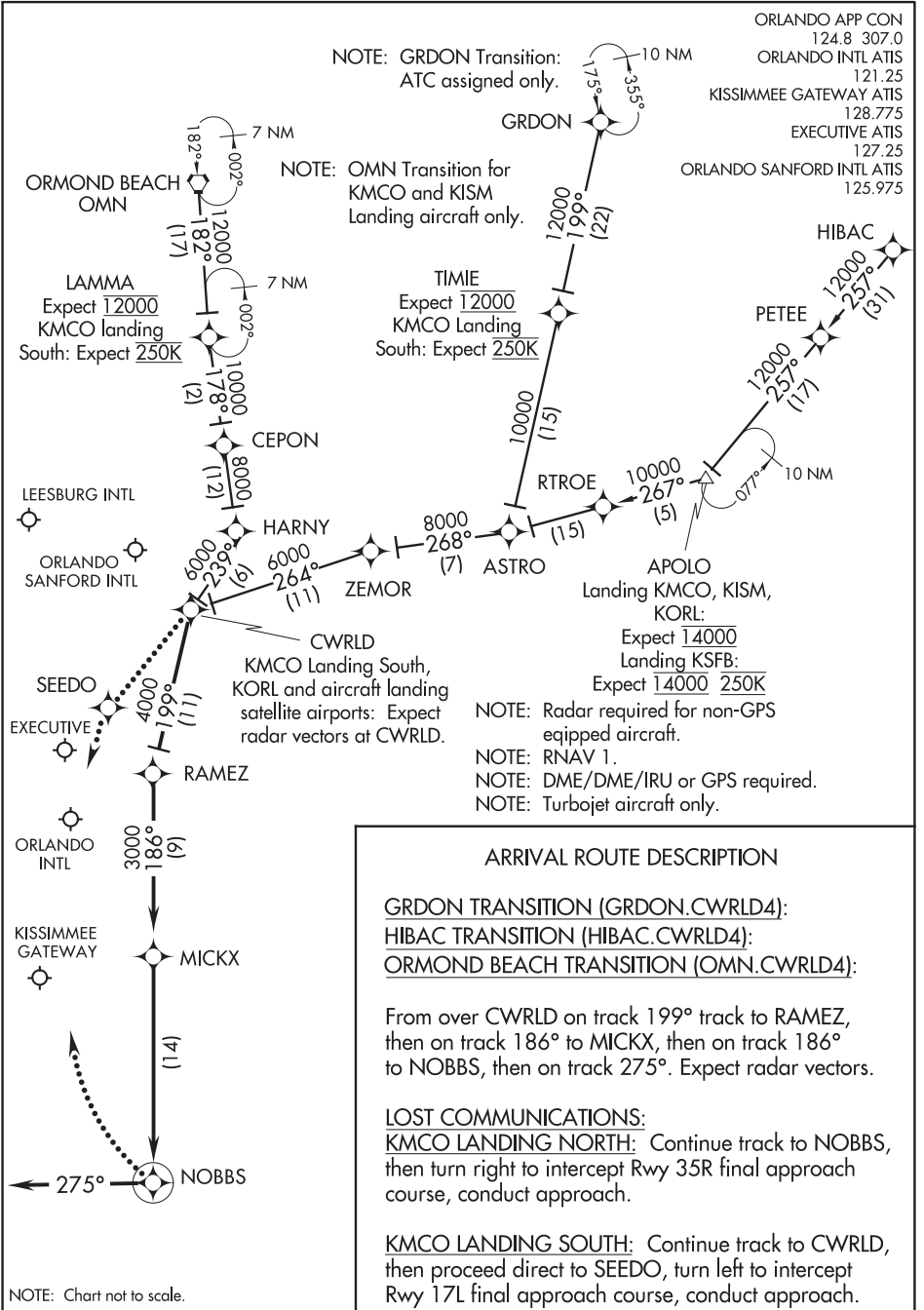
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

Group 6 aircraft, track to LECIT, then proceed direct IBISS, turn left to intercept Rwy 27 final approach course, conduct approach.

CURSO FOUR ARRIVAL (RNAV)

(DVALL.CURSO4) 04FEB16

MIAMI, FLORIDA



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

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

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

- LOST COMMUNICATIONS:
 - KMCO LANDING NORTH: Continue track to NOBBS, then turn right to intercept Rwy 35R final approach course, conduct approach.
 - KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept Rwy 17L final approach course, conduct approach.

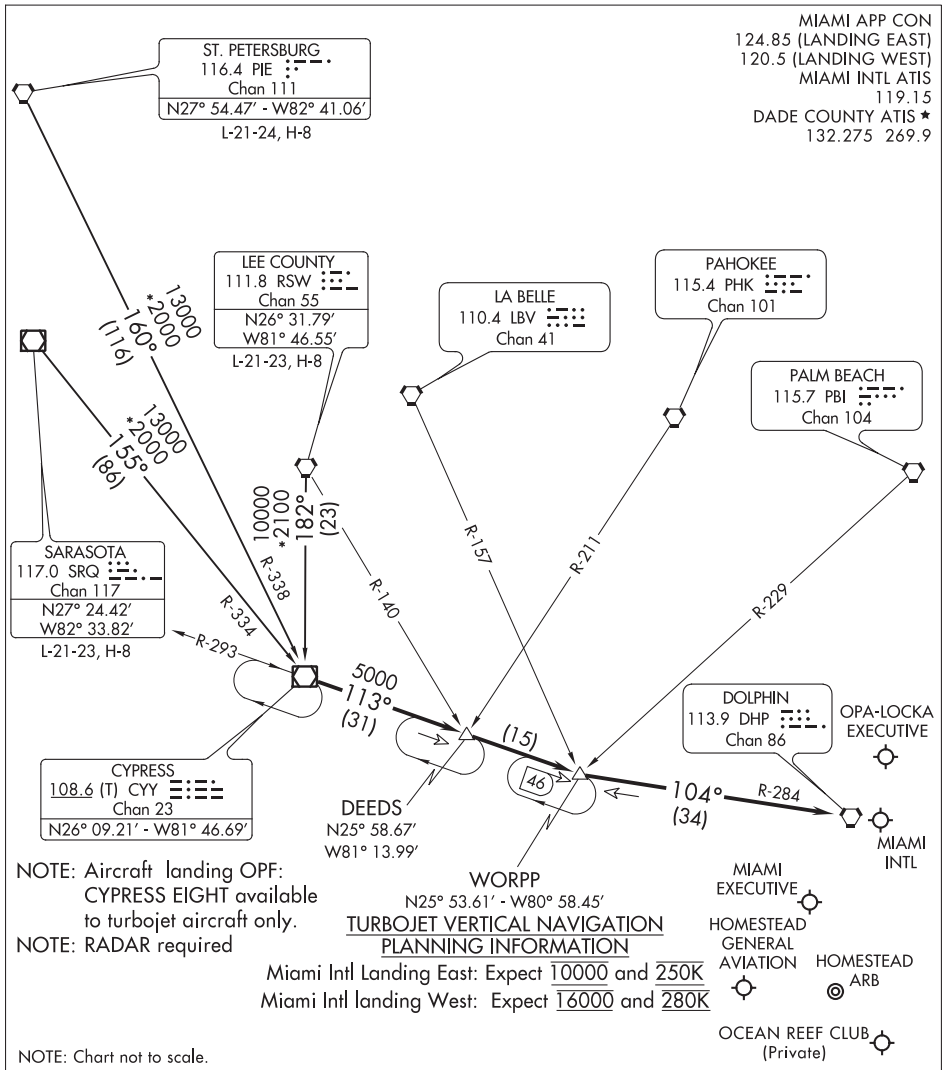
NOTE: Chart not to scale.

(CYY.CYY8) 16259

CYPRESS EIGHT ARRIVAL

ST-257 (FAA)

MIAMI, FLORIDA



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

LEE COUNTY TRANSITION (RSW.CYY8): From over RSW VORTAC on RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY8): From over PIE VORTAC on PIE R-160 and CYY R-338 to CYY VOR/DME. Thence. . . .

SARASOTA TRANSITION (SRQ.CYY8): From over SRQ VOR/DME on SRQ R-155 and CYY R-334 to CYY VOR/DME. Thence. . . .

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

CYPRESS EIGHT ARRIVAL

MIAMI, FLORIDA

(CYY.CYY8) 15SEP16

DADES FOUR ARRIVAL (RNAV)

TAMPA, FLORIDA

- NOTE: RADAR Required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: Turbojet and Turboprop aircraft only.
- NOTE: Primary landing Rwy's 1L/R, 19L/R.
- NOTE: For non-GPS equipped aircraft:
TAY transition: ORL and OCF
must be operational; ORL transition:
ORL and LAL must be operational.

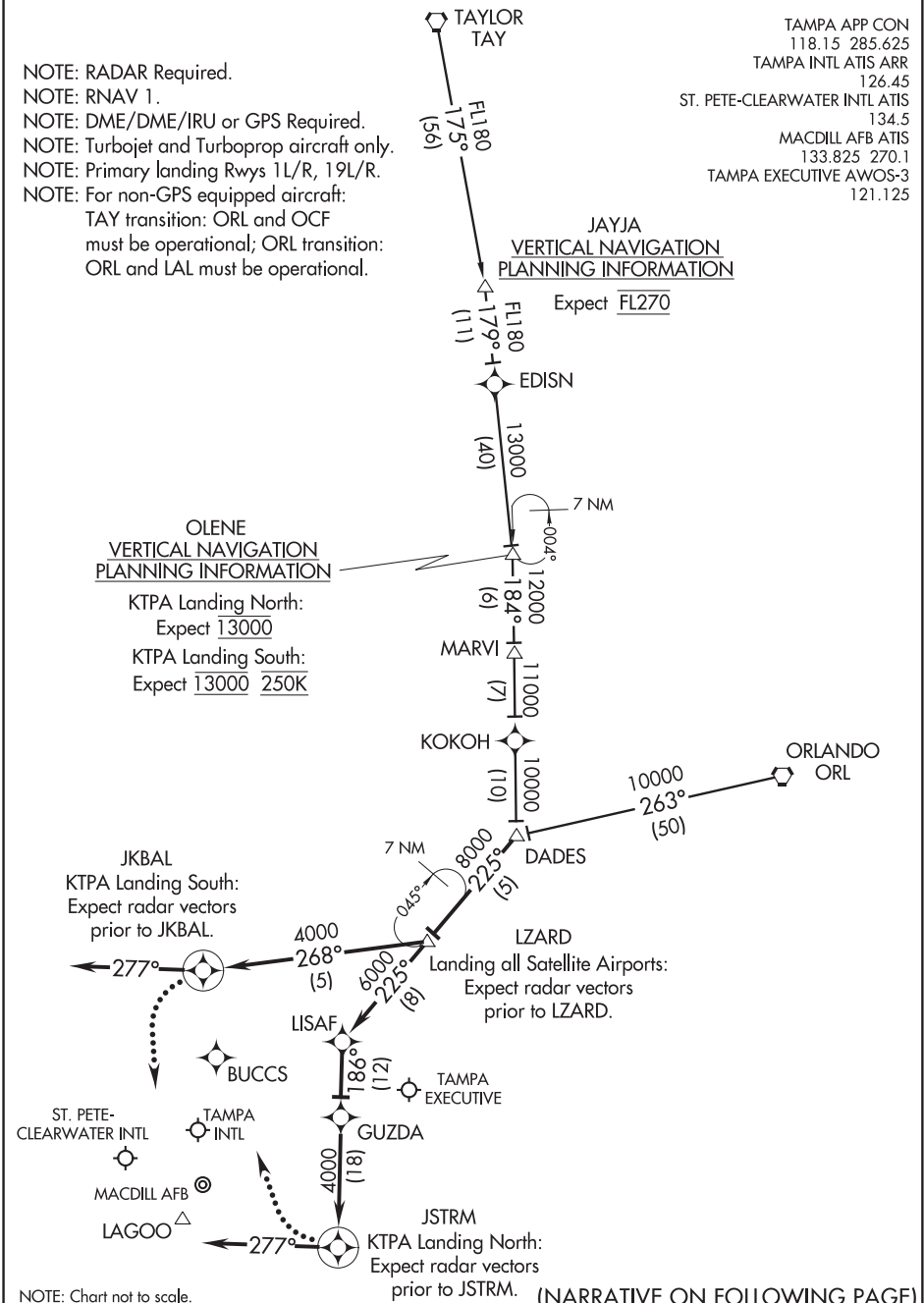
- TAMPA APP CON 118.15 285.625
- TAMPA INTL ATIS ARR 126.45
- ST. PETE-CLEARWATER INTL ATIS 134.5
- MACDILL AFB ATIS 133.825 270.1
- TAMPA EXECUTIVE AWOS-3 121.125

JAYJA
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect FL270

OLENE
VERTICAL NAVIGATION
PLANNING INFORMATION

KTPA Landing North:
Expect 13000

KTPA Landing South:
Expect 13000 250K



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DADES FOUR ARRIVAL (RNAV)

TAMPA, FLORIDA

ARRIVAL DESCRIPTION

ORLANDO TRANSITION (ORL.DADES4):

TAYLOR TRANSITION (TAY.DADES4):

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

KTPA Landing North Rwy 1L/R: From over LZARD on track 225° to LISAF, then on track 186° to GUZDA, then on track 186° to JSTRM, then right turn on heading 277°. Expect radar vectors.

KTPA Landing South 19 L/R: From over LZARD on track 268° to JKBAL, then on heading 277°. Expect radar vectors.

KTPA Landing North: From over LZARD on track 225° to LISAF, then on track 186° to GUZDA, then on track 186° to JSTRM, then right turn on heading 277°. Expect radar vectors.

LOST COMMUNICATIONS:

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

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

SE-3, 10 NOV 2016 to 05 JAN 2017

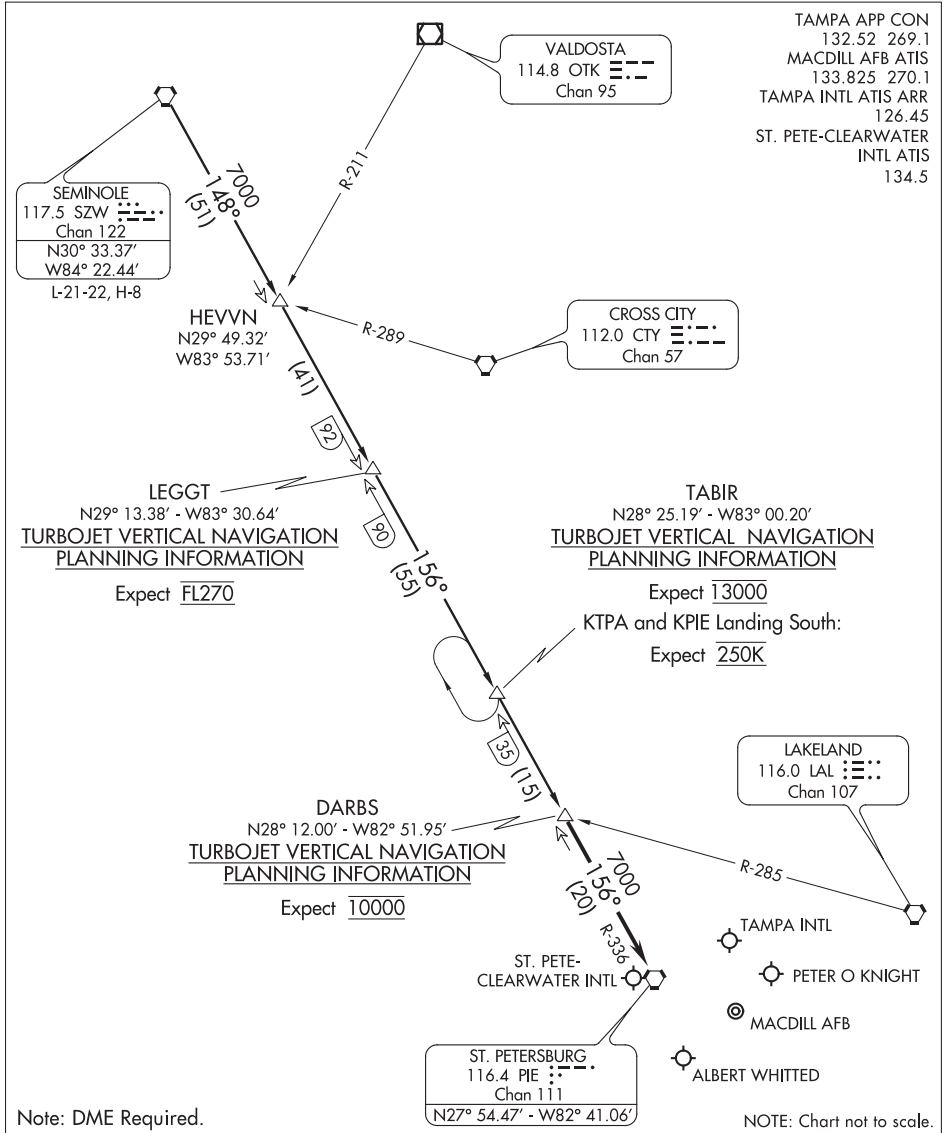
SE-3, 10 NOV 2016 to 05 JAN 2017

(DARBS.DARBS3) 14093

DARBS THREE ARRIVAL

ST-416 (FAA)

TAMPA, FLORIDA



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

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

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

LOST COMMUNICATIONS: STANDARD.

DARBS THREE ARRIVAL

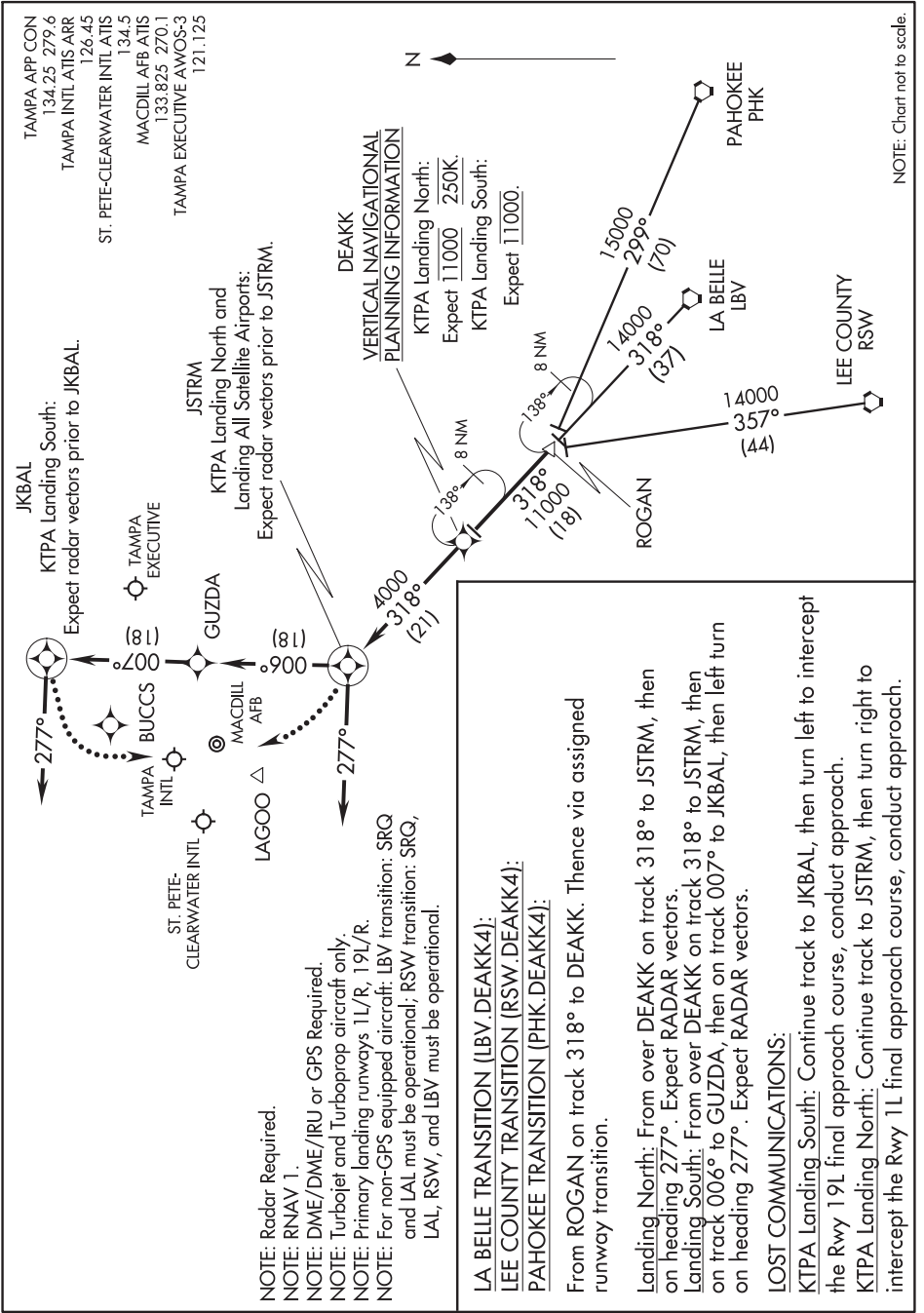
TAMPA, FLORIDA

(DARBS.DARBS3) 14093

DEAKK FOUR ARRIVAL (RNAV)

TAMPA, FLORIDA

SE-3, 10 NOV 2016 TO 05 JAN 2017



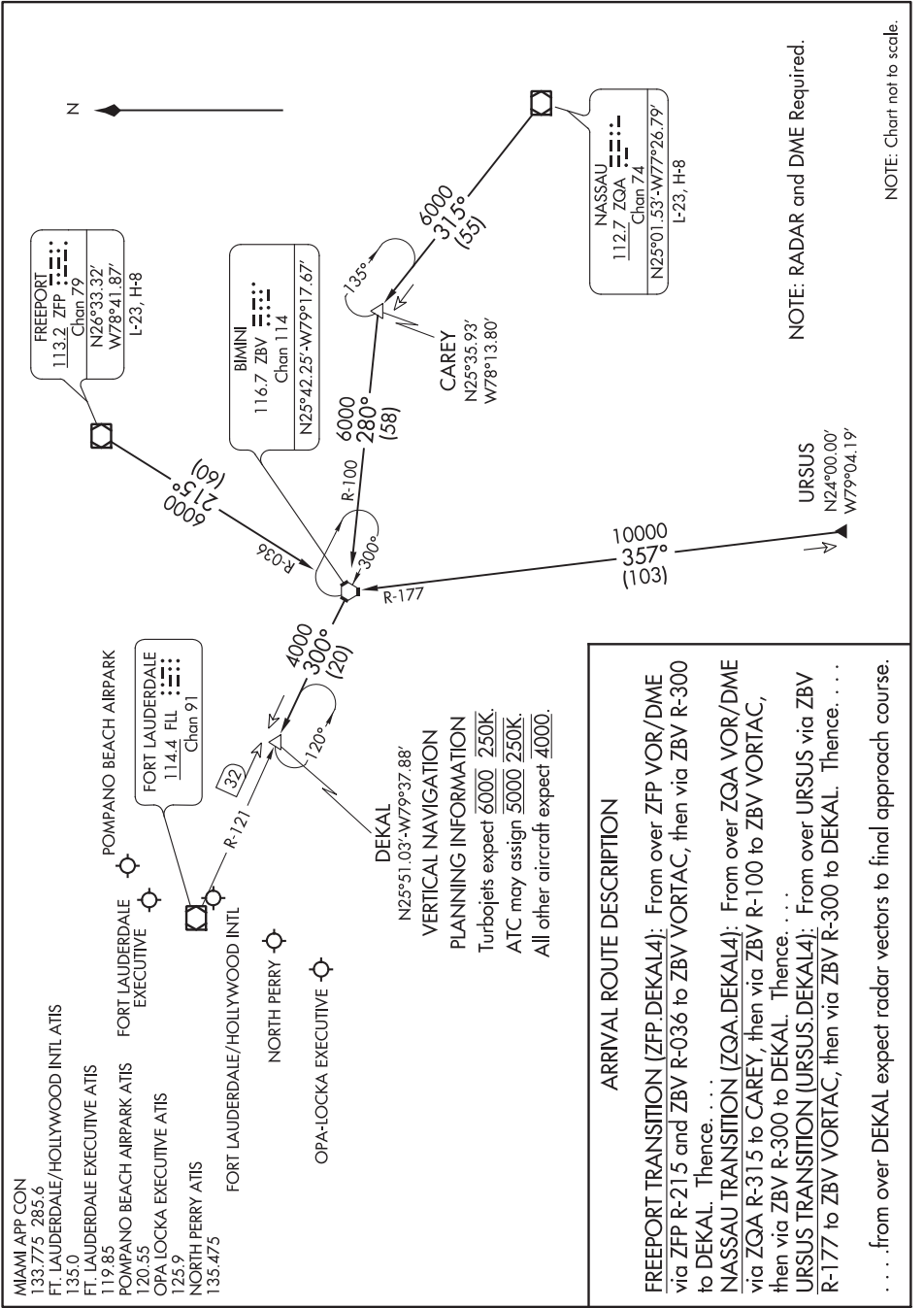
DEAKK FOUR ARRIVAL (RNAV)

(DEAKK.DEAKK4) 06FEB14

TAMPA, FLORIDA

SE-3, 10 NOV 2016 TO 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



SE-3, 10 NOV 2016 to 05 JAN 2017

DVALL TWO ARRIVAL (DVALL.DVALL2)

ST-257 (FAA)

MIAMI, FLORIDA

MIAMI APP CON
120.5
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD
ATIS 135.0

LA BELLE
110.4 LBV 
Chan 41

POMPANO BEACH
AIR PARK


FORT LAUDERDALE EXECUTIVE

FORT LAUDERDALE-
HOLLYWOOD INTL

OPA-LOCKA
EXECUTIVE

WEVER
N25°33.14' - W80°54.82'
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.

DOLPHIN
113.9 DHP 
Chan 86
N25°48.00' - W80°20.94'

MIAMI INTL


MIAMI
EXECUTIVE


HOMESTEAD ARB

DVALL
N25°30.88'
W80°59.94'

FAMIN
N25°35.14'
W80°50.30'

CARNU
N25°08.30'
W81°19.54'

MARATHON
260 MTH 
N24°42.71' - W81°05.72'
L-23, H-8

KEY WEST
113.5 EYW 
Chan 82
N24°35.15' - W81°48.03'
L-21-23, H-8

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

KEY WEST TRANSITION (EYW.DVALL2): From over EYW VORTAC on EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL2): From over MTH NDB on bearing 009° to DVALL INT. Thence. . . .

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

DVALL TWO ARRIVAL (DVALL.DVALL2)

MIAMI, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

(FISEL.FISEL6) 15008

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

FISEL SIX ARRIVAL (RNAV)

ST-744 (FAA)

FORT LAUDERDALE, FLORIDA

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

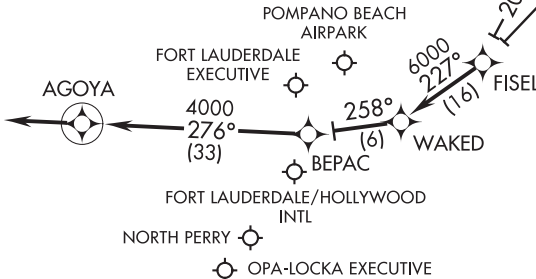
MIAMI APP CON 133.775 285.6
 FORT LAUDERDALE/HOLLYWOOD INTL ATIS 135.0
 OPA-LOCKA EXECUTIVE ATIS 125.9
 FORT LAUDERDALE EXECUTIVE ATIS 119.85
 POMPANO BEACH AIRPARK ATIS 120.55
 NORTH PERRY ATIS 135.475

NOTE: Treasure transition: ATC assigned only.

ARRIVAL ROUTE DESCRIPTION

- CRANS TRANSITION (CRANS.FISEL6):
- FREEPORT TRANSITION (ZFP.FISEL6):
- MELBOURNE TRANSITION (MLB.FISEL6):
- ORMOND BEACH TRANSITION (OMN.FISEL6):
- TREASURE TRANSITION (TRV.FISEL6):

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



NOTE: Landing FXE, HWO, OPF, PMP: Expect radar vectors prior to WAKED.

NOTE: FLL Landing West: Expect radar vectors to final approach course after FISEL.

NOTE: FLL Landing East: Expect radar vectors to final approach course prior to AGOYA.

NOTE: Chart not to scale.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

FISEL SIX ARRIVAL (RNAV)

(FISEL.FISEL6) 15008

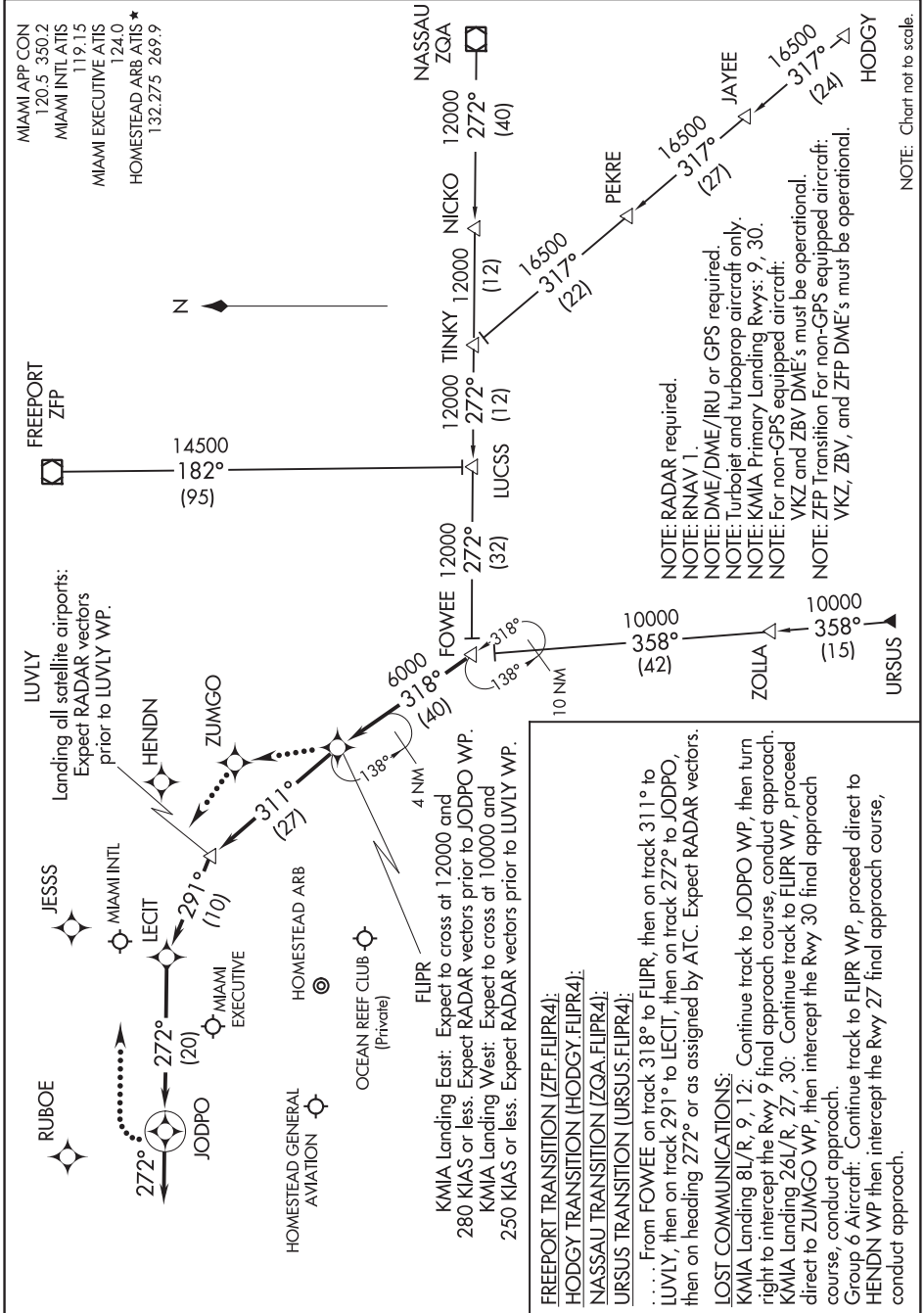
FORT LAUDERDALE, FLORIDA

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

FLIPR FOUR ARRIVAL (RNAV)

MIAMI, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

SE-3, 10 NOV 2016 to 05 JAN 2017

FLIPR FOUR ARRIVAL (RNAV)

MIAMI, FLORIDA

FOOXX FOUR ARRIVAL (RNAV)

TAMPA, FLORIDA

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETE-CLEARWATER INTL ATIS
134.5
MACDILL AFB ATIS
133.825 270.1
TAMPA EXECUTIVE AWOS-3
121.125

ARRIVAL DESCRIPTION

SEMINOLE TRANSITION (SZW.FOOXX4):

From TABIR on track 156° to DIPAY.

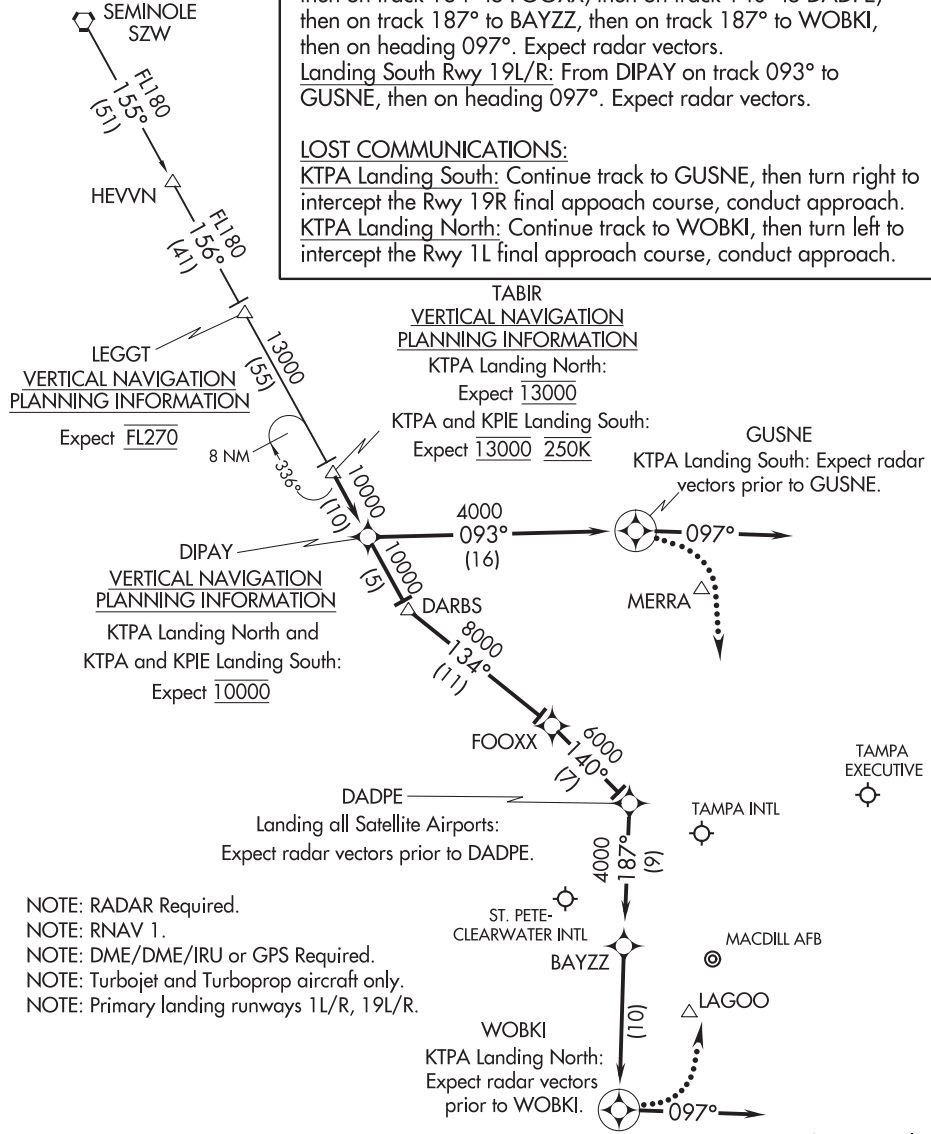
Landing North Rwy 1L/R: From DIPAY on track 156° to DARBS, then on track 134° to FOOXX, then on track 140° to DADPE, then on track 187° to BAYZZ, then on track 187° to WOBKI, then on heading 097°. Expect radar vectors.

Landing South Rwy 19L/R: From DIPAY on track 093° to GUSNE, then on heading 097°. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 19R final approach course, conduct approach.

KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 1L final approach course, conduct approach.



SE-3, 10 NOV 2016 to 05 JAN 2017

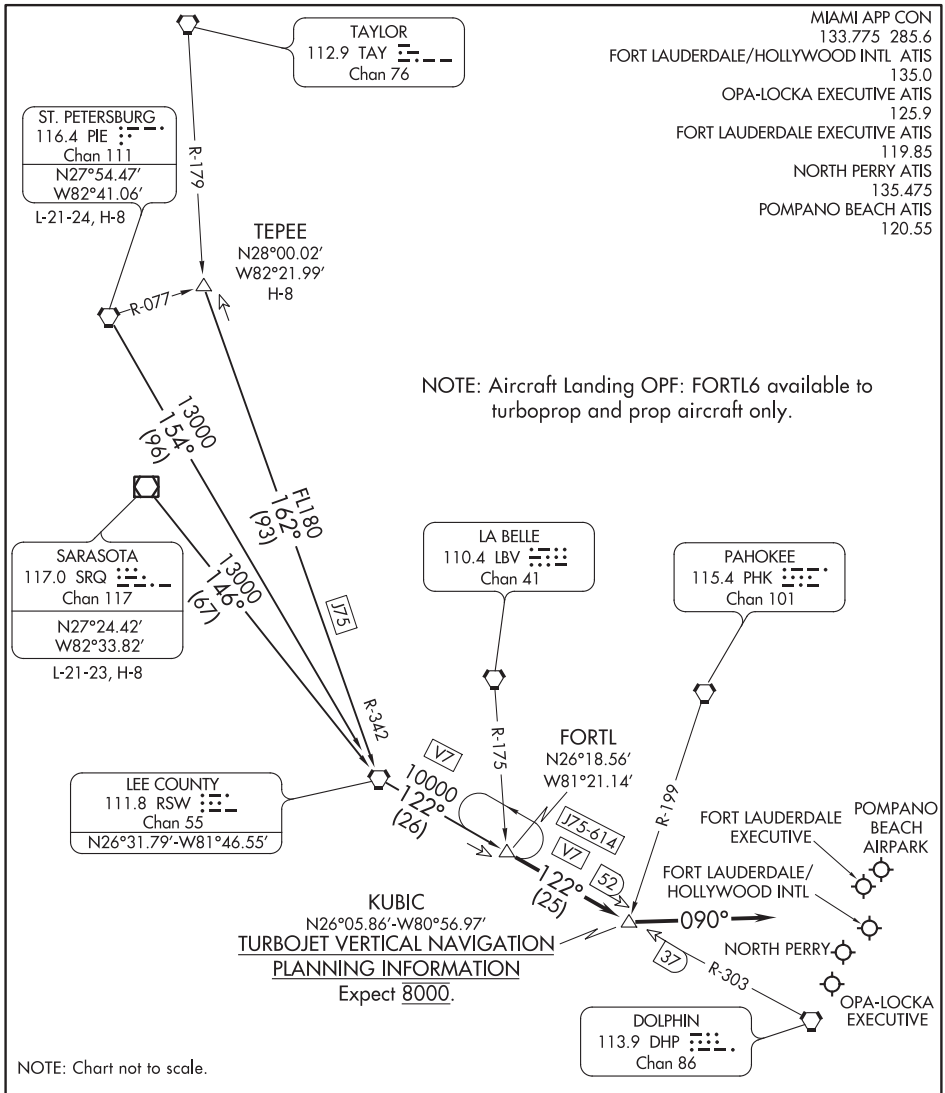
SE-3, 10 NOV 2016 to 05 JAN 2017

- NOTE: RADAR Required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: Turbojet and Turboprop aircraft only.
- NOTE: Primary landing runways 1L/R, 19L/R.

NOTE: Chart not to scale.

FOOXX FOUR ARRIVAL (RNAV)

TAMPA, FLORIDA



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ST. PETERSBURG TRANSITION (PIE.FORTL6): From over PIE VORTAC via PIE R-154 to RSW VORTAC, then via RSW R-122 to FORTL INT. Thence. . .

SARASOTA TRANSITION (SRQ.FORTL6): From over SRQ VOR/DME via SRQ R-146 to RSW VORTAC, then via RSW R-122 to FORTL INT. Thence. . .

TEPEE TRANSITION (TEPEE.FORTL6): From over TEPEE INT via J75 and RSW R-342 to RSW VORTAC, then via RSW R-122 to FORTL INT. Thence. . .

. . . From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°.

Expect RADAR vectors to final approach course.

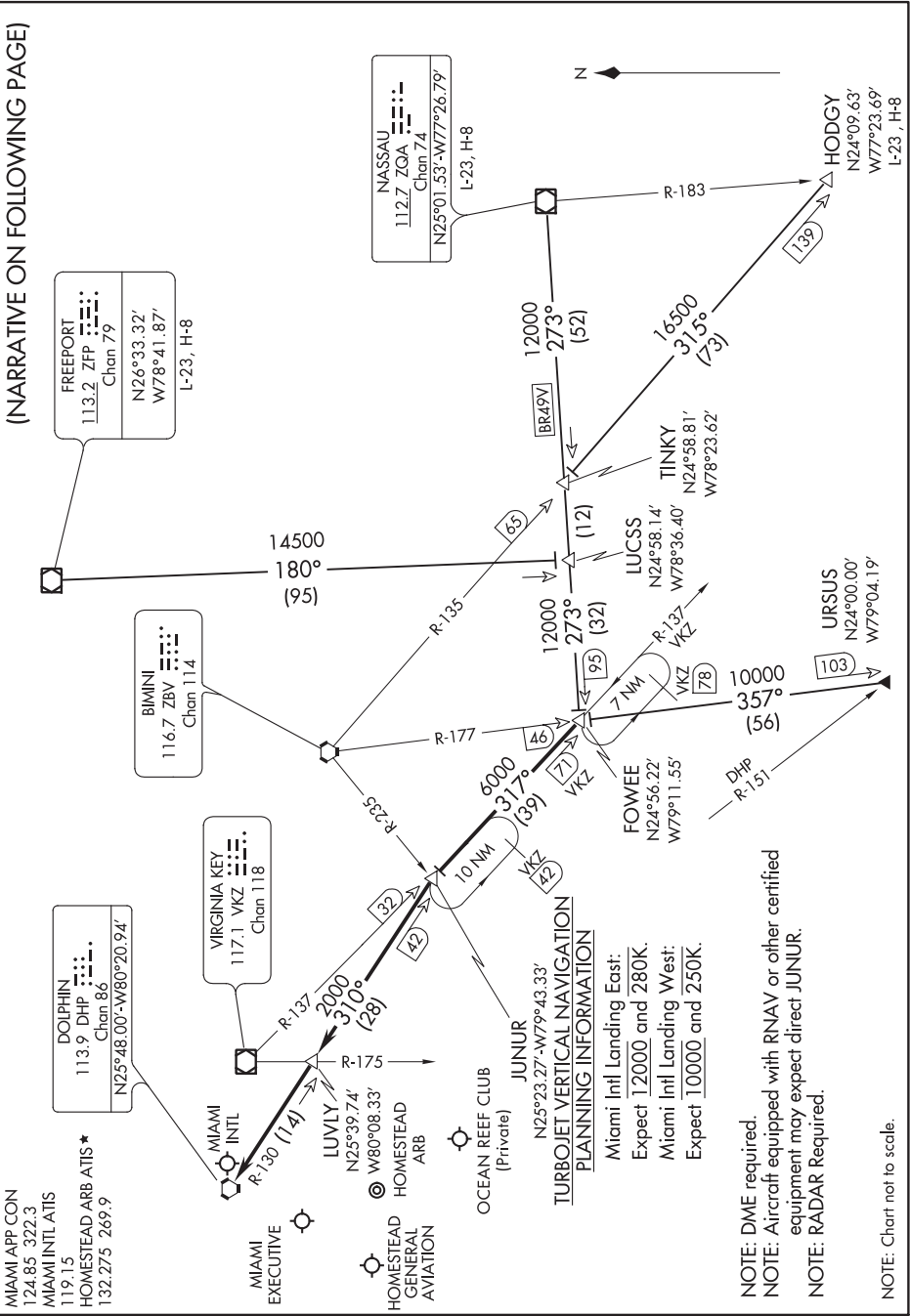
FOWEE EIGHT ARRIVAL

ST-257 (FAA)

MIAMI, FLORIDA

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 10 NOV 2016 to 05 JAN 2017



SE-3, 10 NOV 2016 to 05 JAN 2017

FOWEE EIGHT ARRIVAL

MIAMI, FLORIDA

- NOTE: DME required.
- NOTE: Aircraft equipped with RNAV or other certified equipment may expect direct JUNIOR.
- NOTE: RADAR Required.
- NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE8): From over ZFP VOR/DME on ZFP R-180 to LUCSS, then on ZQA R-273 to FOWEE. Thence

HODGY TRANSITION (HODGY.FOWEE8): From over HODGY on ZBV R-135 to TINKY, then on ZQA R-273 to FOWEE. Thence

NASSAU TRANSITION (ZQA.FOWEE8): From over ZQA VOR/DME on ZQA R-273 to FOWEE. Thence

URSUS TRANSITION (URSUS.FOWEE8): From over URSUS on ZBV R-177 to FOWEE. Thence

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

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

FRWAY FIVE ARRIVAL (RNAV)

WEST PALM BEACH, FLORIDA

PALM BEACH APP CON
128.3 317.4

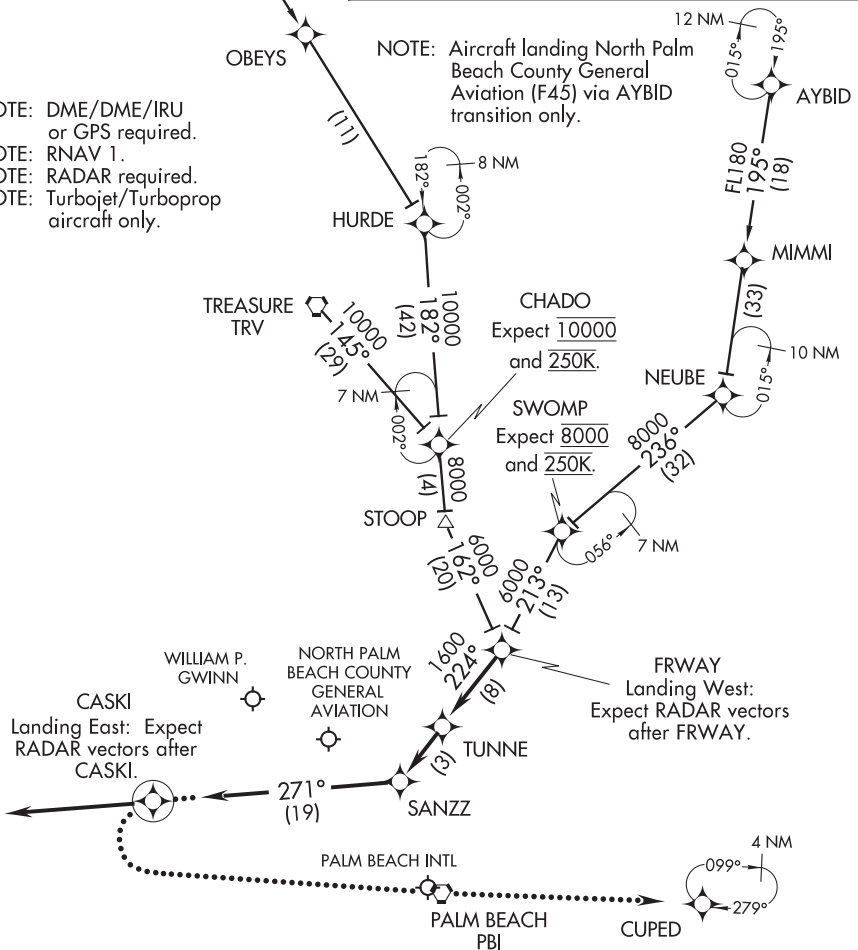
AYBID TRANSITION (AYBID.FRWAY5):
ORMOND BEACH TRANSITION (OMN.FRWAY5):
TREASURE TRANSITION (TRV.FRWAY5):

... From FRWAY track 224° to TUNNE, then on track 224° to SANZZ, then on track 271° to CASKI, then on 271° heading. Expect RADAR vectors.

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

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

NOTE: Aircraft landing North Palm Beach County General Aviation (F45) via AYBID transition only.



NOTE: Chart not to scale.

FRWAY FIVE ARRIVAL (RNAV)

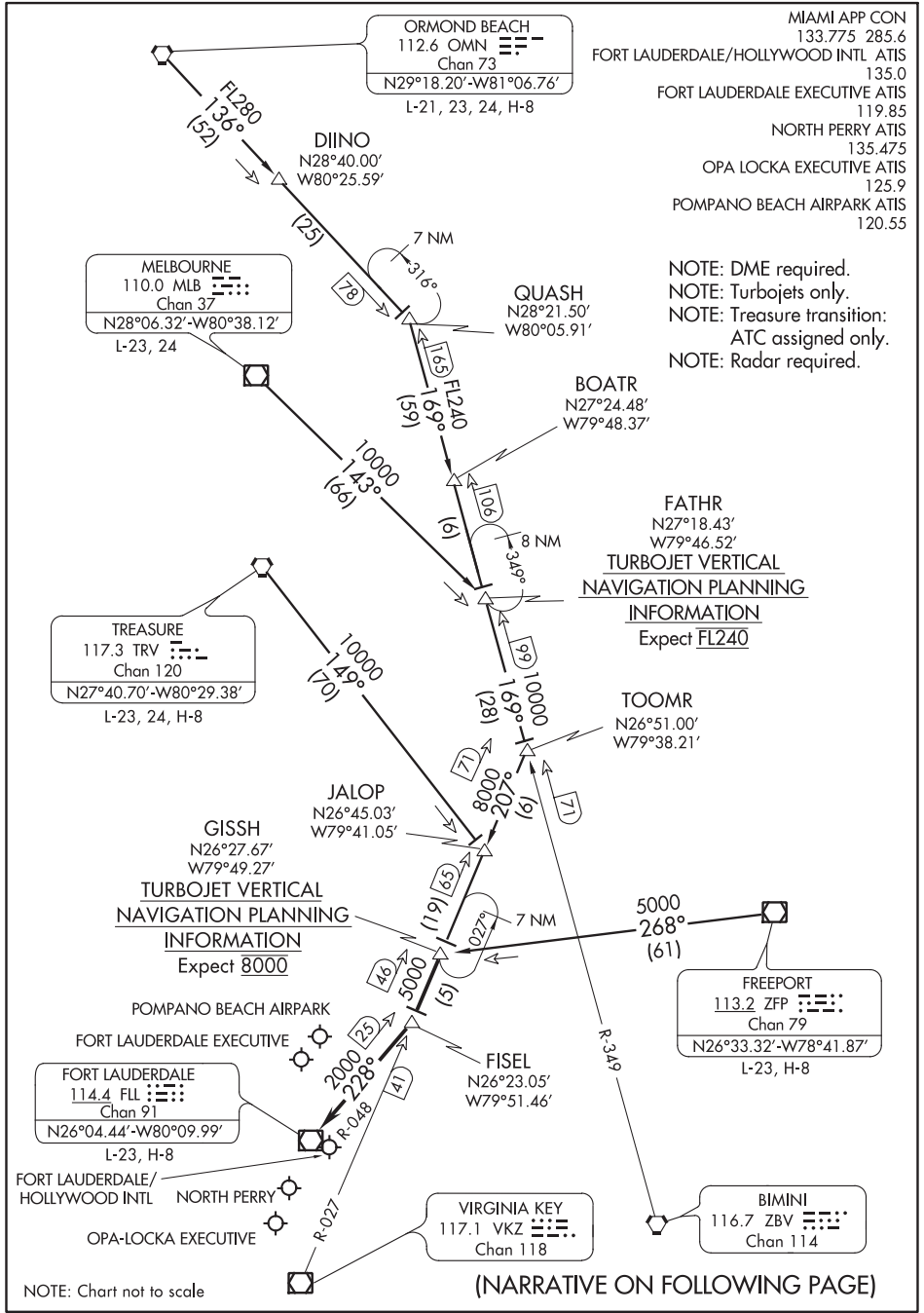
WEST PALM BEACH, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

GISSH FOUR ARRIVAL

FORT LAUDERDALE, FLORIDA



MIAMI APP CON 133.775 285.6
 FORT LAUDERDALE/HOLLYWOOD INTL ATIS 135.0
 FORT LAUDERDALE EXECUTIVE ATIS 119.85
 NORTH PERRY ATIS 135.475
 OPA LOCKA EXECUTIVE ATIS 125.9
 POMPANO BEACH AIRPARK ATIS 120.55

NOTE: DME required.
 NOTE: Turbojets only.
 NOTE: Treasure transition:
 ATC assigned only.
 NOTE: Radar required.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
 Expect FL240

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
 Expect 8000

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

GISSH FOUR ARRIVAL

FORT LAUDERDALE, FLORIDA

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH4): From over ZFP VOR/DME via ZFP R-268 to GISSH INT/ZFP 61 DME. Thence

MELBOURNE TRANSITION (MLB.GISSH4): From over MLB VOR/DME via MLB R-143 to FATHR INT/MLB 66 DME, then via ZBV R-349 to TOOMR INT/ZBV 71 DME, then via VKZ R-027 to GISSH INT/VKZ 46 DME. Thence

ORMOND BEACH TRANSITION (OMN.GISSH4): From over OMN VORTAC via OMN R-136 to QUASH INT/OMN 78 DME, then via ZBV R-349 to TOOMR INT/ZBV 71 DME, then via VKZ R-027 to GISSH INT/VKZ 46 DME. Thence

TREASURE TRANSITION (TRV.GISSH4): From over TRV VORTAC via TRV R-149 to JALOP INT/TRV 70 DME, then via VKZ R-027 to GISSH INT/VKZ 46 DME. Thence

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

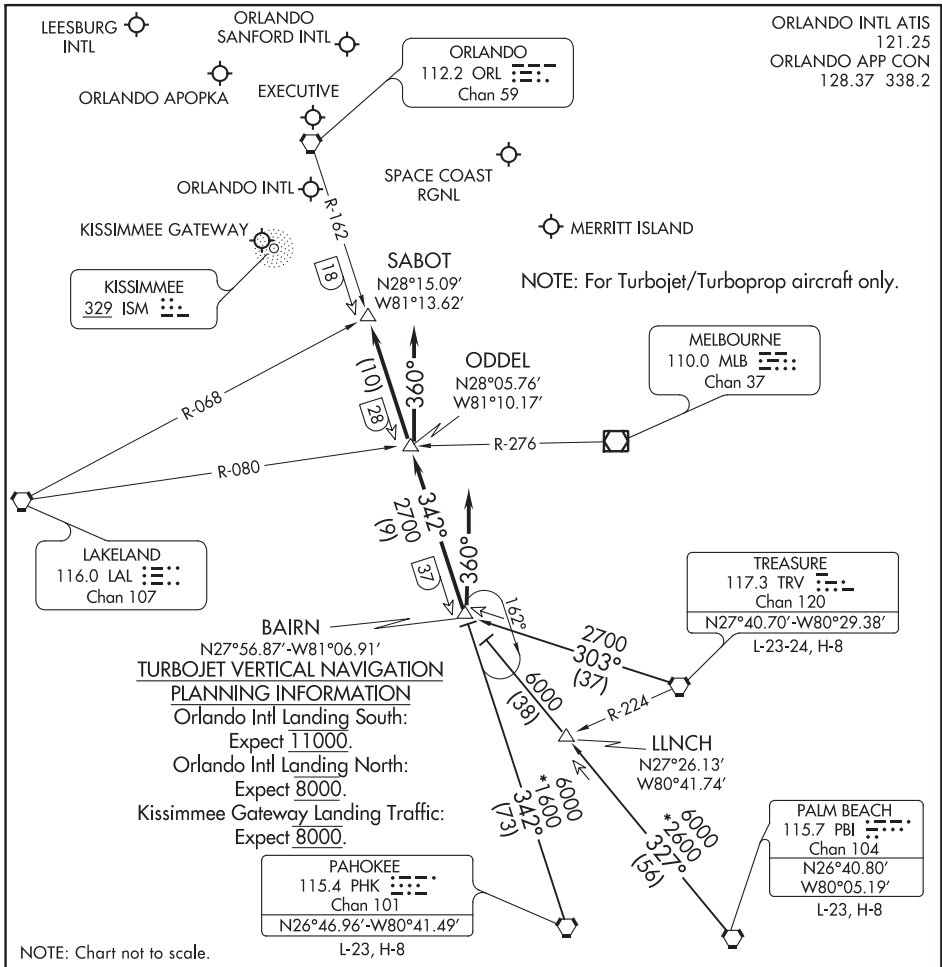
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

GOOFY SIX ARRIVAL

ST-571 (FAA)

ORLANDO, FLORIDA



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

PAHOKEE TRANSITION (PHK.GOOFY6): From over PHK VORTAC via PHK R-342 to BAIRN INT.

Thence. . .

PALM BEACH TRANSITION (PBI.GOOFY6): From over PBI VORTAC via PBI R-327 to BAIRN INT.

Thence. . .

TREASURE TRANSITION (TRV.GOOFY6): From over TRV VORTAC via TRV R-303 to BAIRN INT.

Thence. . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT on ORL 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 R-162 to SABOT INT. Expect RADAR vectors to the airport.

ALL OTHER AIRPORTS:From over BAIRN INT on ORL R-162 to SABOT INT.

Expect RADAR vectors to final approach course.

GOOFY SIX ARRIVAL

ORLANDO, FLORIDA

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.HILEY6):

JORAY TRANSITION (JORAY.HILEY6):

ORMOND BEACH TRANSITION (OMN.HILEY6):

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

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP, then turn left to intercept Rwy 8L final approach course, conduct approach.

Group 6 aircraft, continue track to RUBOE WP, then turn left to intercept Rwy 8R final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

Group 6 aircraft, continue track to HILEY WP, proceed direct to HOXIL WP, then turn right to intercept Rwy 26L final approach course, conduct approach.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

(HOTAR.HOTAR1) 15064

HOTAR ONE ARRIVAL (RNAV)

JACKSONVILLE, FLORIDA

JACKSONVILLE APP CON
 119.0 127.0 322.4 335.6 (270°-090°)
 123.8 377.05 (181°-269°)
 124.9 308.4 (091°-180°)
 CECIL ATIS 125.275
 JACKSONVILLE EXECUTIVE AT CRAIG ATIS 125.4
 JACKSONVILLE INTL ATIS 125.85
 JACKSONVILLE NAS (TOWERS FIELD) ATIS 281.0
 MAYPORT NS (ADM DAVID L MCDONALD FIELD) ATIS * 236.775
 NORTHEAST FLORIDA RGNL ATIS 119.625

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.

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.

JACKSONVILLE INTL

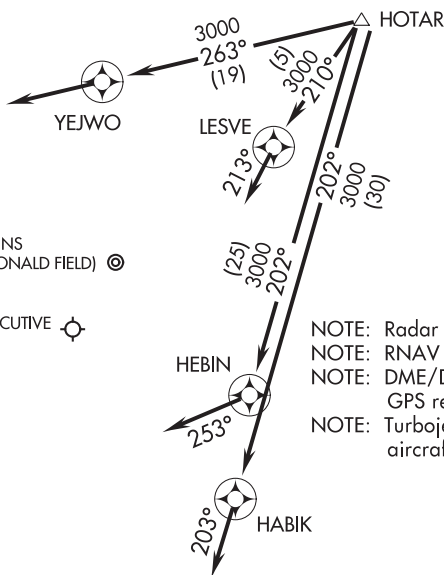
MAYPORT NS
(ADM DAVID L MCDONALD FIELD)

JACKSONVILLE EXECUTIVE
AT CRAIG

JACKSONVILLE NAS
(TOWERS FIELD)

CECIL

NORTHEAST FLORIDA
RGNL



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

NOTE: Chart not to scale.

HOTAR ONE ARRIVAL (RNAV)

(HOTAR.HOTAR1) 15064

JACKSONVILLE, FLORIDA

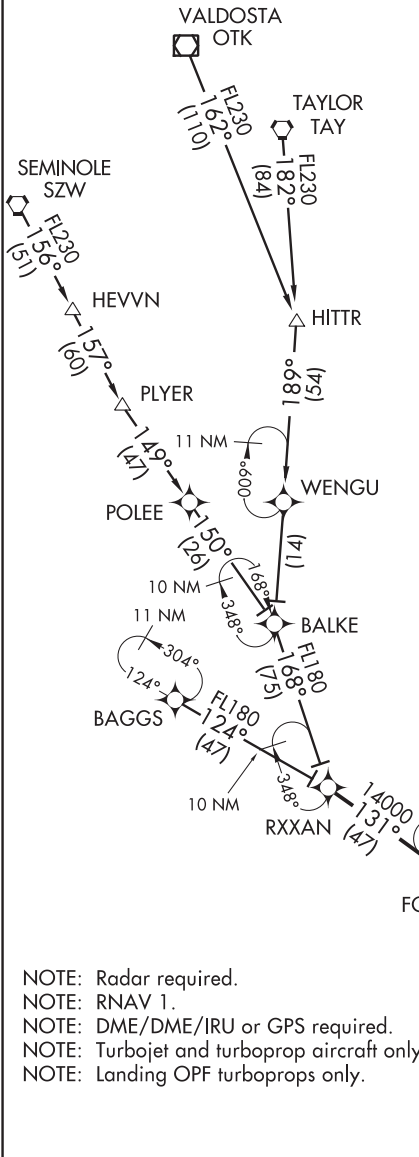
(JINGL.JINGL4) 15008

JINGL FOUR ARRIVAL (RNAV) ST-744 (FAA)

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

FORT LAUDERDALE, FLORIDA

MIAMI APP CON
133.775 285.6
FT. LAUDERDALE/HOLLYWOOD INTL ATIS
135.0
FT. LAUDERDALE EXECUTIVE ATIS
119.85
POMPANO BEACH AIRPARK ATIS
120.55
OPA-LOCKA EXECUTIVE ATIS
125.9
NORTH PERRY ATIS
135.475



BAGGS TRANSITION (BAGGS.JINGL4):
SEMINOLE TRANSITION (SZW.JINGL4):
TAYLOR TRANSITION (TAY.JINGL4):
VALDOSTA TRANSITION (OTK.JINGL4):

From RXXAN on track 131° to FORTL, then on track 126° to SWAGS, then on track 127° to JINGL, then on track 100° to JAREM, then on track 090° to BEPAC, then on heading 093°, or as assigned by ATC. Expect radar vectors.

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

- NOTE: Radar required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet and turboprop aircraft only.
- NOTE: Landing OPF turboprops only.

NOTE: Chart not to scale.

JINGL FOUR ARRIVAL (RNAV)

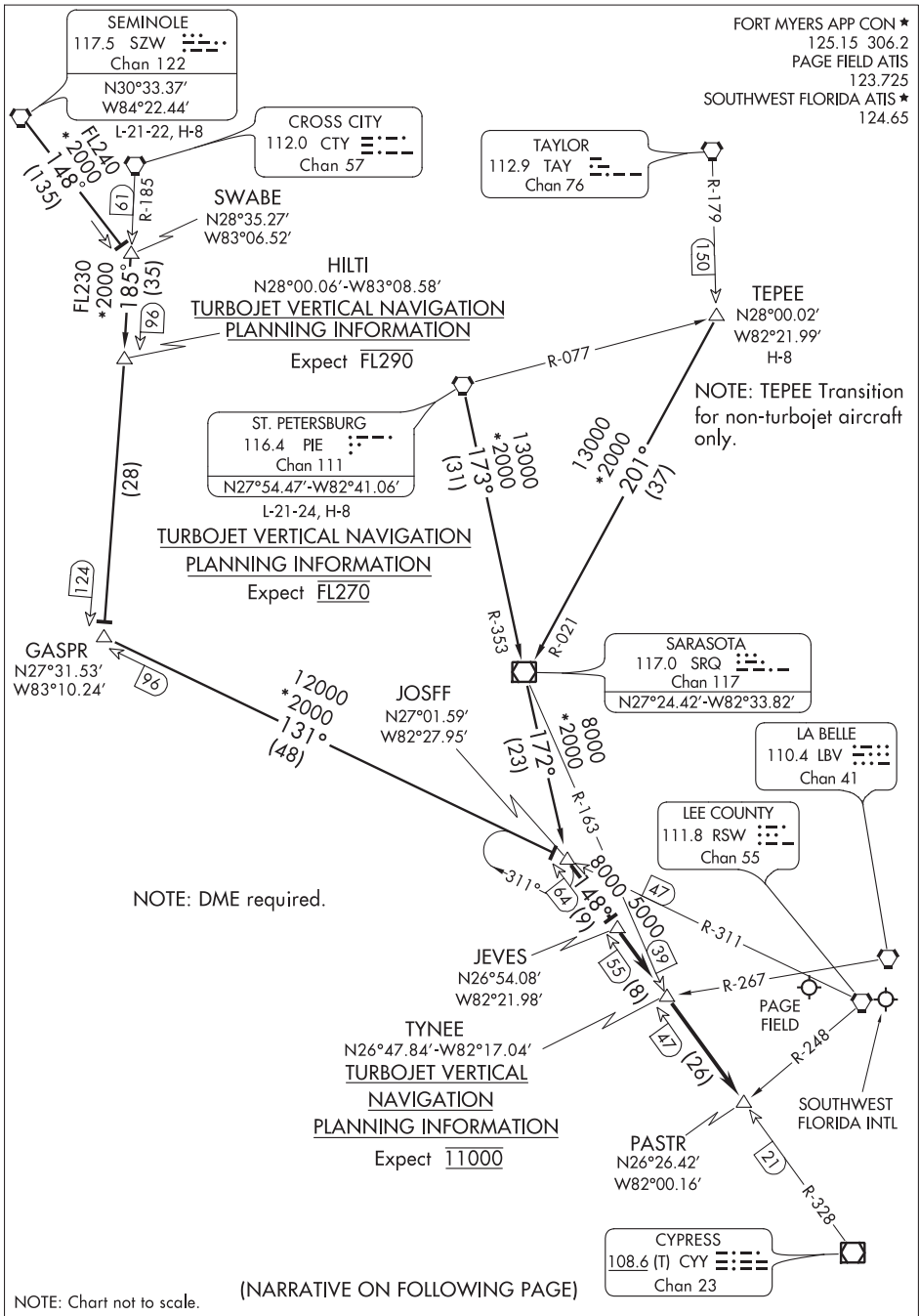
(JINGL.JINGL4) 15008

FORT LAUDERDALE, FLORIDA

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

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. . . .

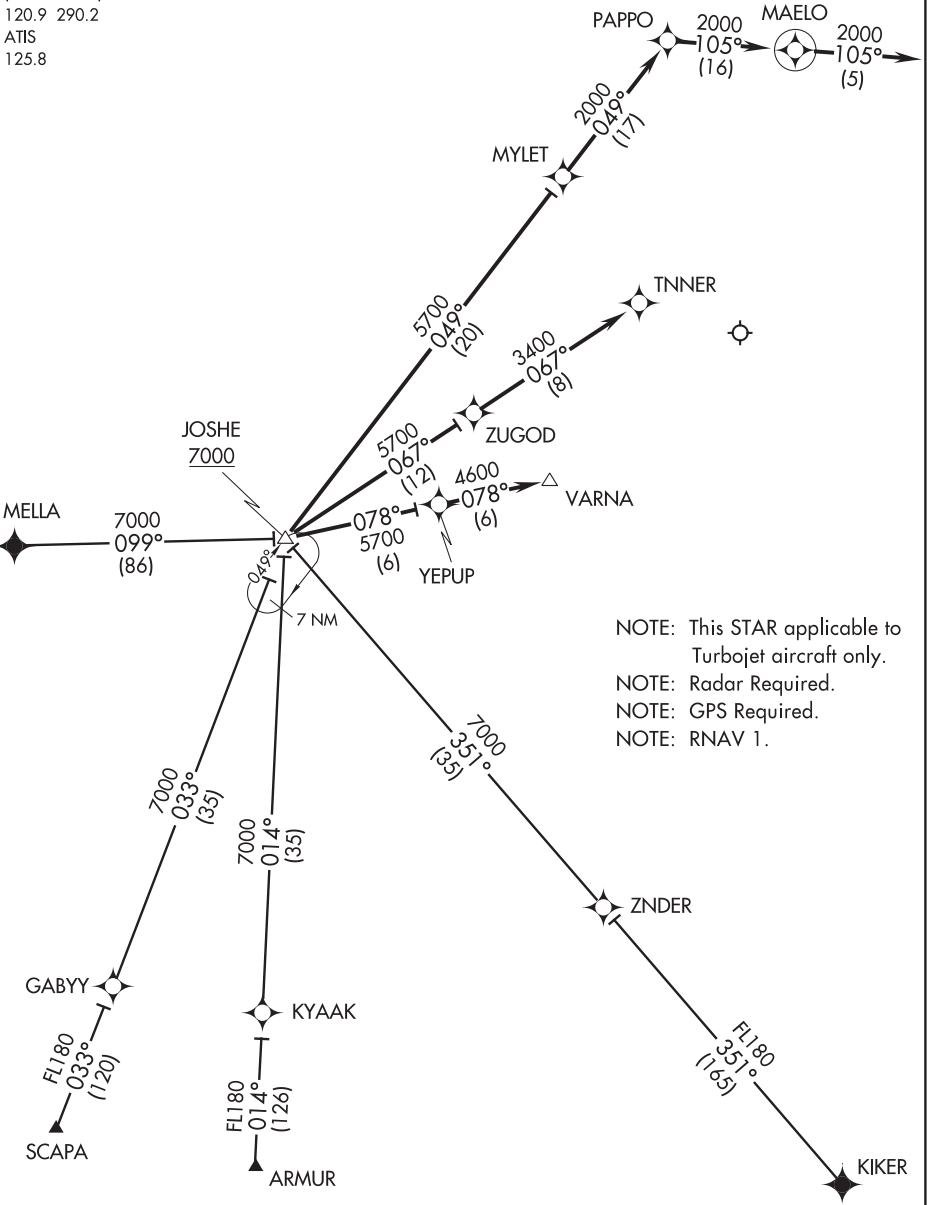
....From over JOSFF INT via CYY R-328 to JEVES and via CYY R-328 to PASTR INT. Expect RADAR vectors to final approach course.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

JOSHE THREE ARRIVAL (RNAV)

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



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

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

JOSHE THREE ARRIVAL (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

JOSHE THREE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

ARMUR TRANSITION (ARMUR.JOSHE3):

KIKER TRANSITION (KIKER.JOSHE3):

MELLA TRANSITION (MELLA.JOSHE3):

SCAPA TRANSITION (SCAPA.JOSHE3):

Landing East Rwy 08: 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.

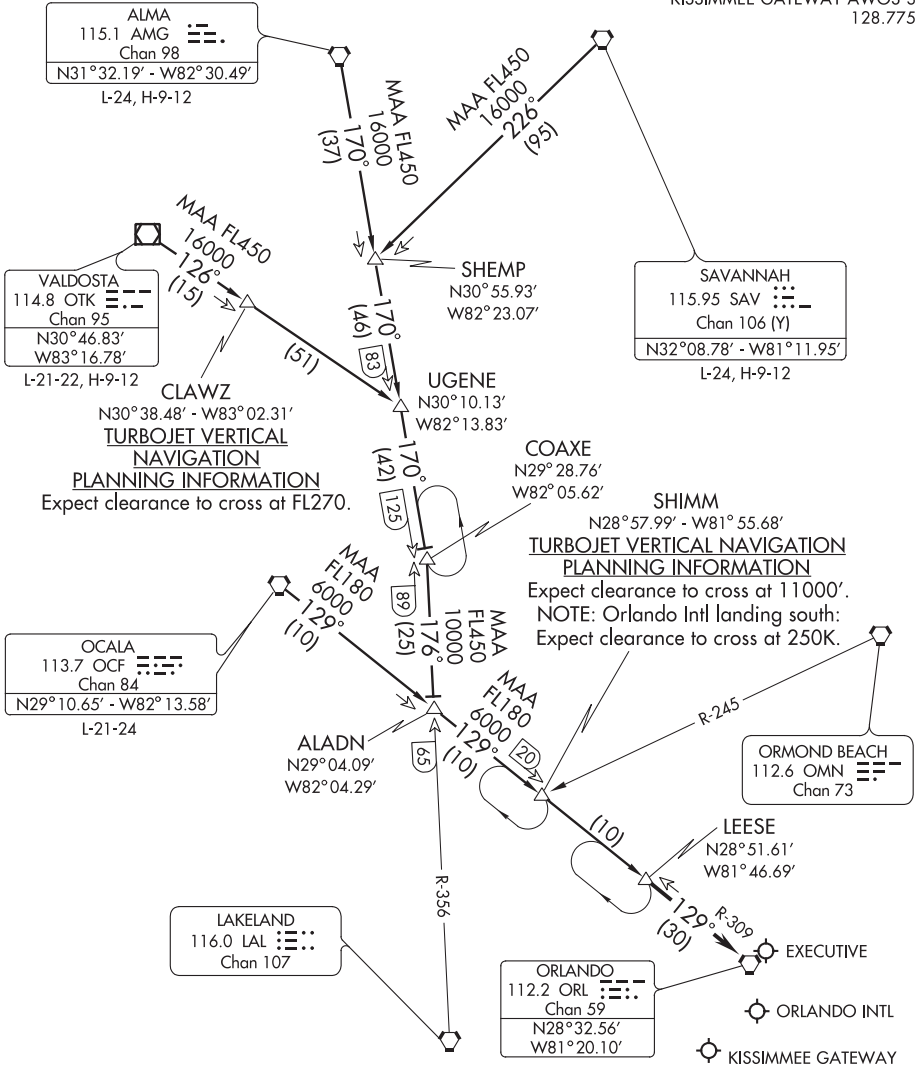
Landing West Rwy 26/28: From over JOSHE on track 049° to MYLET, then on track 049° to PAPPO, then on track 105° to MAELO, then on heading 105°. Expect radar vectors to final approach course.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

12096
LEESE TWO ARRIVAL (LEESE.LEESE2) ST-571 (FAA) ORLANDO, FLORIDA

ORLANDO APP CON 134.05 339.8
ORLANDO INTL ATIS ARR 121.25
EXECUTIVE ATIS 127.25
KISSIMMEE GATEWAY AWOS-3 128.775



TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL270.

TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11000'.
NOTE: Orlando Intl landing south:
Expect clearance to cross at 250K.

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

LEESE TWO ARRIVAL (LEESE.LEESE2) ORLANDO, FLORIDA

ARRIVAL DESCRIPTION

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

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

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

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

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

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

LUNNI ONE ARRIVAL (RNAV)

JACKSONVILLE APP CON
119.0 127.0 322.4 335.6 (270°-090°)
123.8 377.05 (181°-269°)
124.9 308.4 (091°-180°)
ATIS 125.85

ARRIVAL ROUTE DESCRIPTION

ESENT TRANSITION (ESENT.LUNNI1)

From GOTBE on track 201° to cross LUNNI between 8000 and 12000 and at 250K.

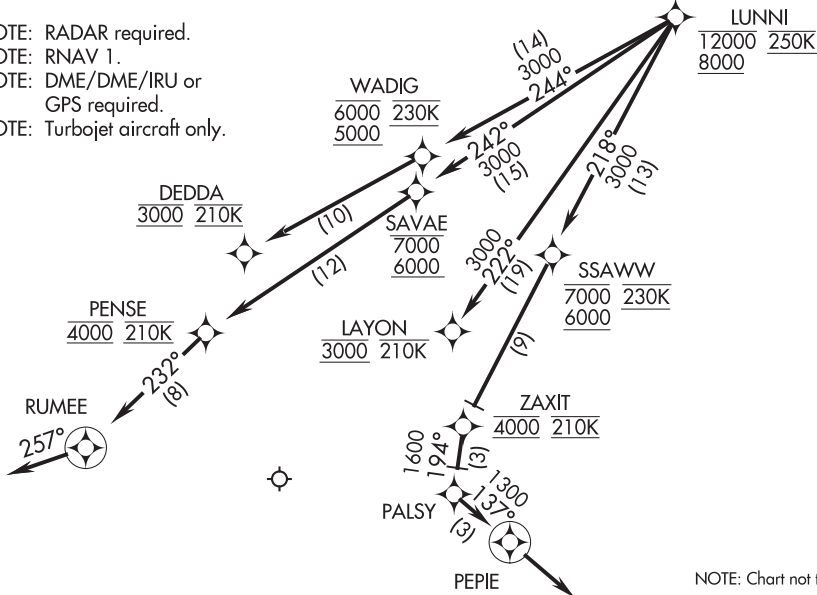
LANDING RWY 8: From LUNNI on track 242° to cross SAVAE between 6000 and 7000, then on track 242° to cross PENSE at 4000 and at 210K, then on track 232° to RUMEE, then on 257° heading or as assigned by ATC. Expect radar vectors to final approach course.

LANDING RWY 14: From LUNNI on track 244° to cross WADIG between 5000 and 6000 and at 230K, then on track 244° to cross DEDDA at 3000 and at 210K. Expect radar vectors to RNAV (RNP)/Visual approach as assigned by ATC.

LANDING RWY 26: From LUNNI on track 222° to cross LAYON at 3000 and at or below 210K. Expect radar vectors to RNAV (RNP)/Visual approach as assigned by ATC.

LANDING RWY 32: From LUNNI on track 218° to cross SSAWW between 6000 and 7000 and at 230K, then on track 218° to cross ZAXIT at 4000 and at 210K, then on track 194° to PALSY, then on track 137° to PEPIE, then on 137° track. Expect radar vectors to final approach course.

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



NOTE: Chart not to scale.

SE-3, 10 NOV 2016 to 05 JAN 2017

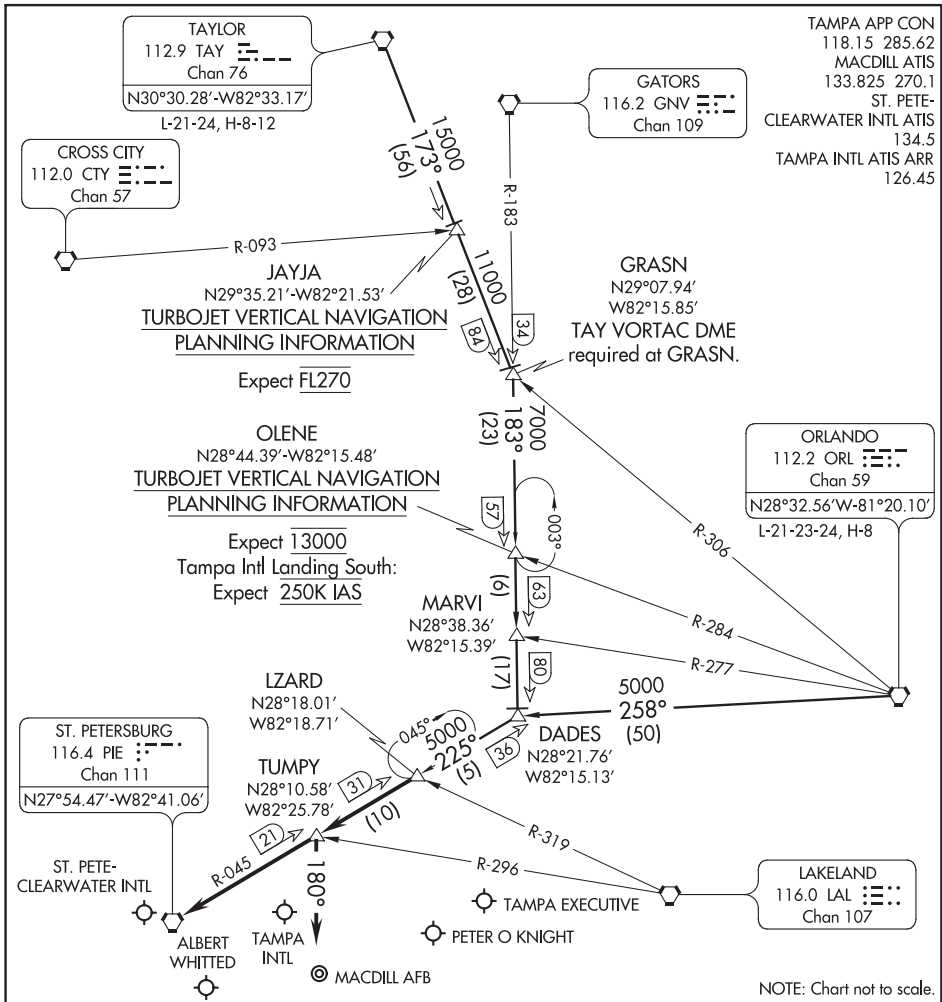
SE-3, 10 NOV 2016 to 05 JAN 2017

LUNNI ONE ARRIVAL (RNAV)

LZARD SIX ARRIVAL

ST-416 (FAA)

TAMPA, FLORIDA



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

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

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

TAMPA INTL:
RWY 1L/R: From over LZARD INT on PIE R-045 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.
RWY 19L/R: From over LZARD INT on PIE R-045 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

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

LZARD SIX ARRIVAL

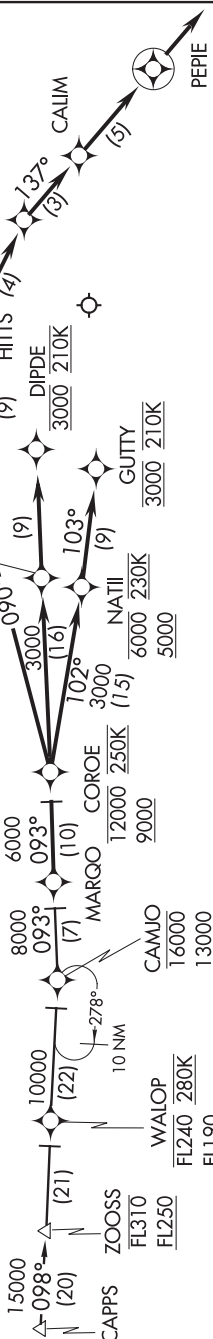
TAMPA, FLORIDA

MARQO ONE ARRIVAL (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017

JACKSONVILLE APP CON (270°-090°)
119.0 127.0 322.4 335.6
123.8 377.05 (181°-269°)
124.9 308.4 (091°-180°)
ATIS 125.85

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



ARRIVAL ROUTE DESCRIPTION

CAPPS TRANSITION (CAPPS.MARQO1)

From MARGO 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)/Visual approach as assigned by ATC.

LANDING RWY 14: From COROE on track 093° to cross TASCH between 5000 and 6000, then on track 093° to cross DIPPE at 3000 and at 210K. Expect RNAV (RNP)/Visual approach as assigned by ATC.

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.

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.

SE-3, 10 NOV 2016 to 05 JAN 2017

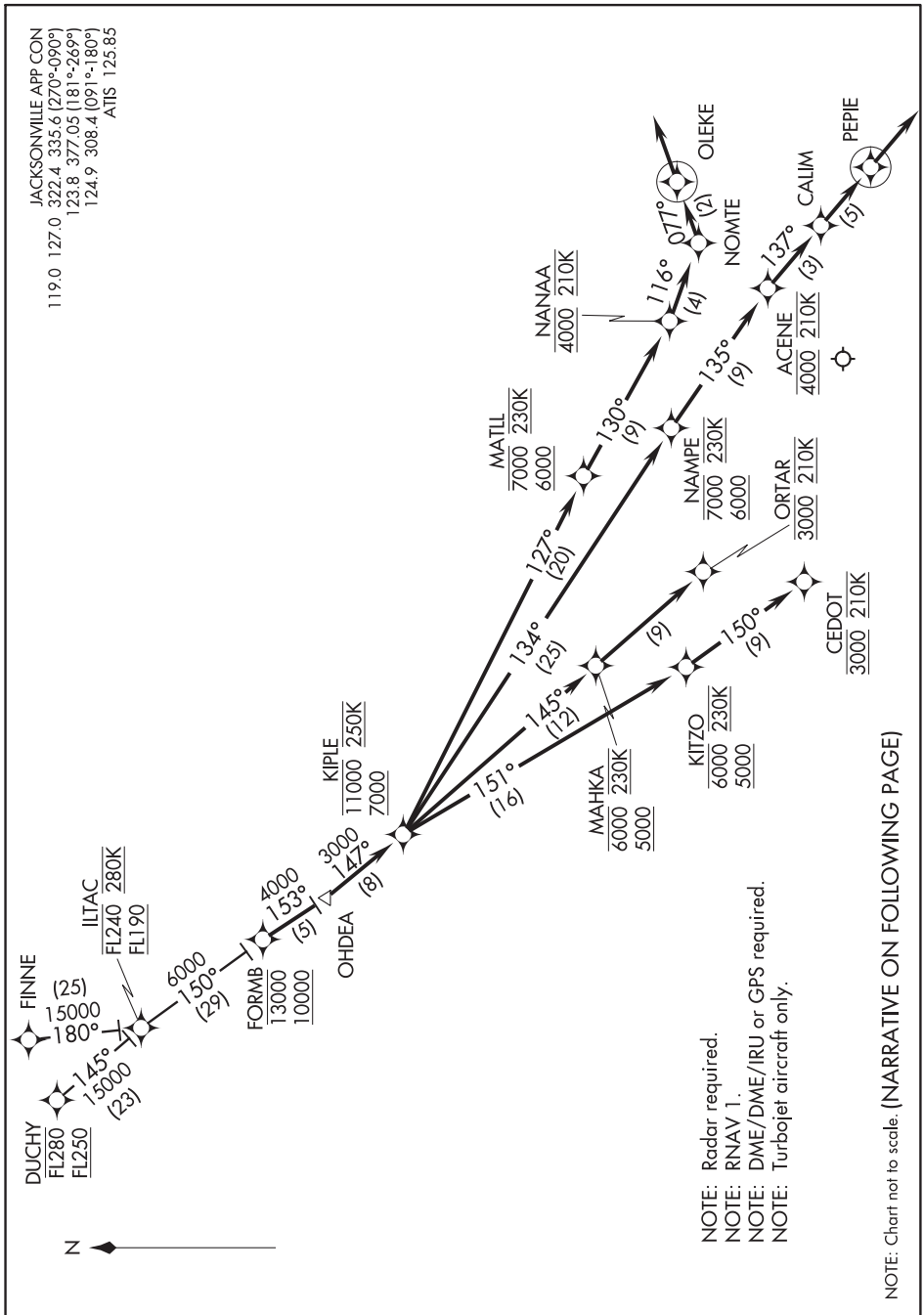
SE-3, 10 NOV 2016 to 05 JAN 2017

(OHDEA.OHDEA1) 13290

OHDEA ONE ARRIVAL (RNAV) ST-5570 (FAA)

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA

JACKSONVILLE APP CON
119.0 127.0 322.4 335.6 (270°-090°)
123.8 377.05 (181°-269°)
124.9 308.4 (091°-180°)
ATIS 125.85



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

OHDEA ONE ARRIVAL (RNAV) (OHDEA.OHDEA1) 13290

JACKSONVILLE, FLORIDA
JACKSONVILLE INTL (JAX)

ARRIVAL ROUTE DESCRIPTION

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

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

LANDING RWY 8: From KIPL 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 KIPL 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.

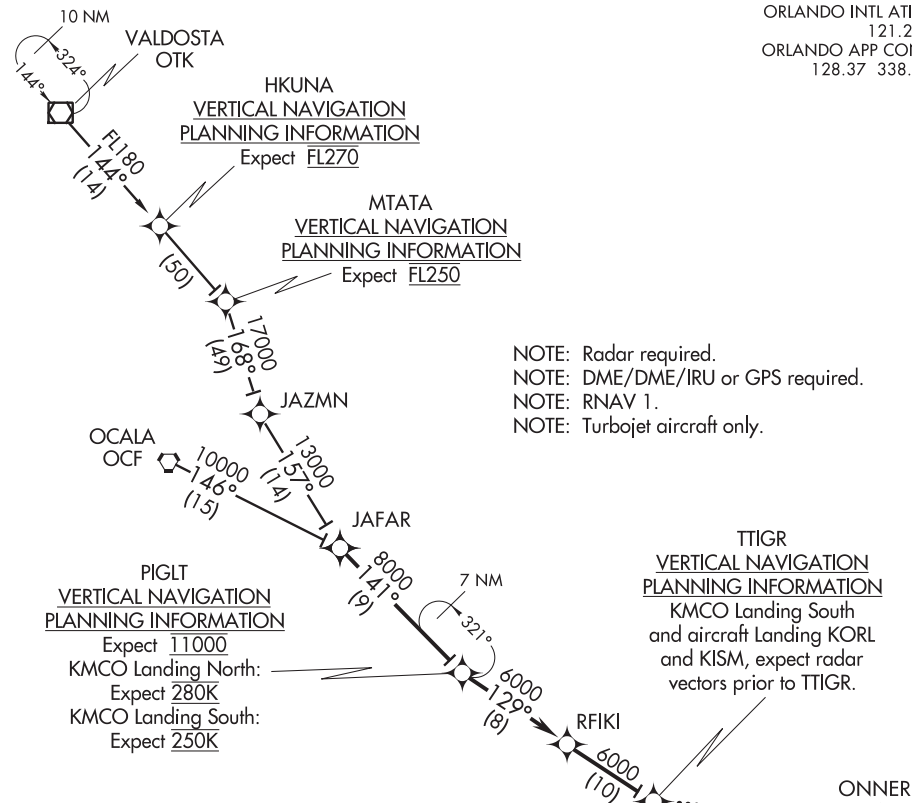
LANDING RWY 26: From KIPL on track 127° to cross MATLL between 6000 and 7000 and at 230K, then on track 130° to cross NANAA at 4000 and at 210K, then on track 116° to NOMTE, then on track 077° to OLEKE, then on 077° track. Expect radar vectors to final approach course.

LANDING RWY 32: From KIPL 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.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ORLANDO INTL ATIS 121.25
ORLANDO APP CON 128.37 338.2



ARRIVAL ROUTE DESCRIPTION

OCALA TRANSITION (OCF.PIGLT4):
VALDOSTA TRANSITION (OTK.PIGLT4):

From over JAFAR on track 141° to PIGLT, thence as depicted to KAYWY, then on track 095°. Expect radar vectors.

LOST COMMUNICATIONS:

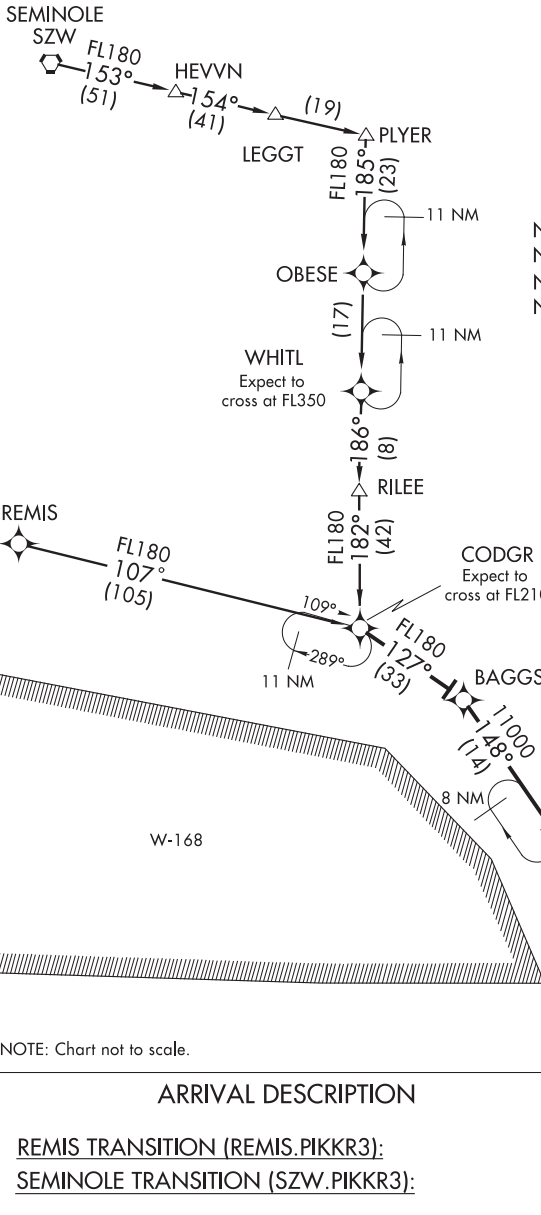
NORTH OPERATION: Continue track to JAFAR, track to KAYWY, then turn left to intercept Rwy 36L final approach course, conduct approach.

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

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

★ FORT MYERS APP CON
125.15 306.2
NAPLES MUNI ATIS
134.225



NOTE: Radar Required.
NOTE: GPS Required.
NOTE: RNAV 1
NOTE: Turbojet/Turboprop aircraft only.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

REMIS TRANSITION (REMIS.PIKKR3):
SEMINOLE TRANSITION (SZW.PIKKR3):

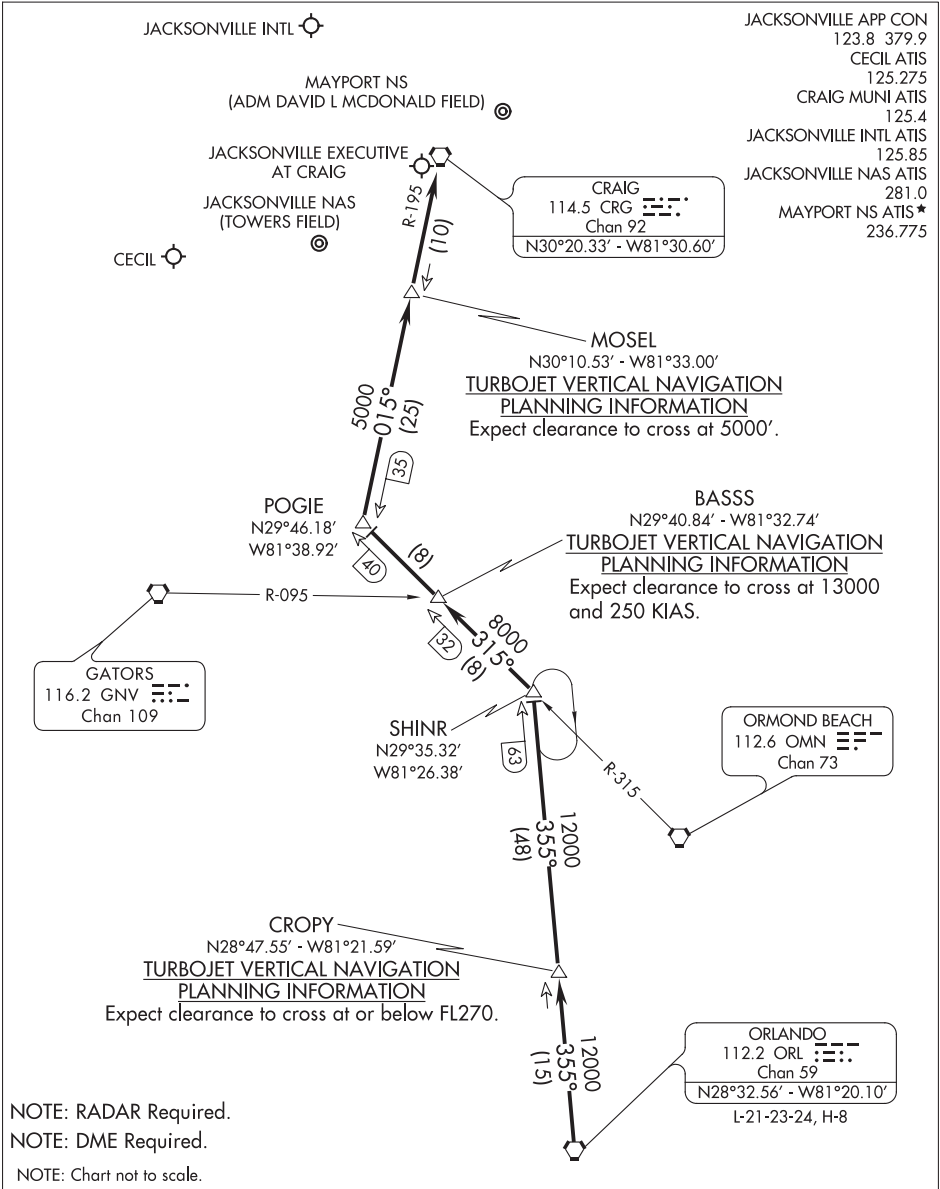
From over CODGR via 127° track to BAGGS, thence as depicted to ISAJY, then via 150° heading. Expect radar vectors.

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA)

JACKSONVILLE, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



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

From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

POGIE ONE ARRIVAL (POGIE.POGIE1)

JACKSONVILLE, FLORIDA

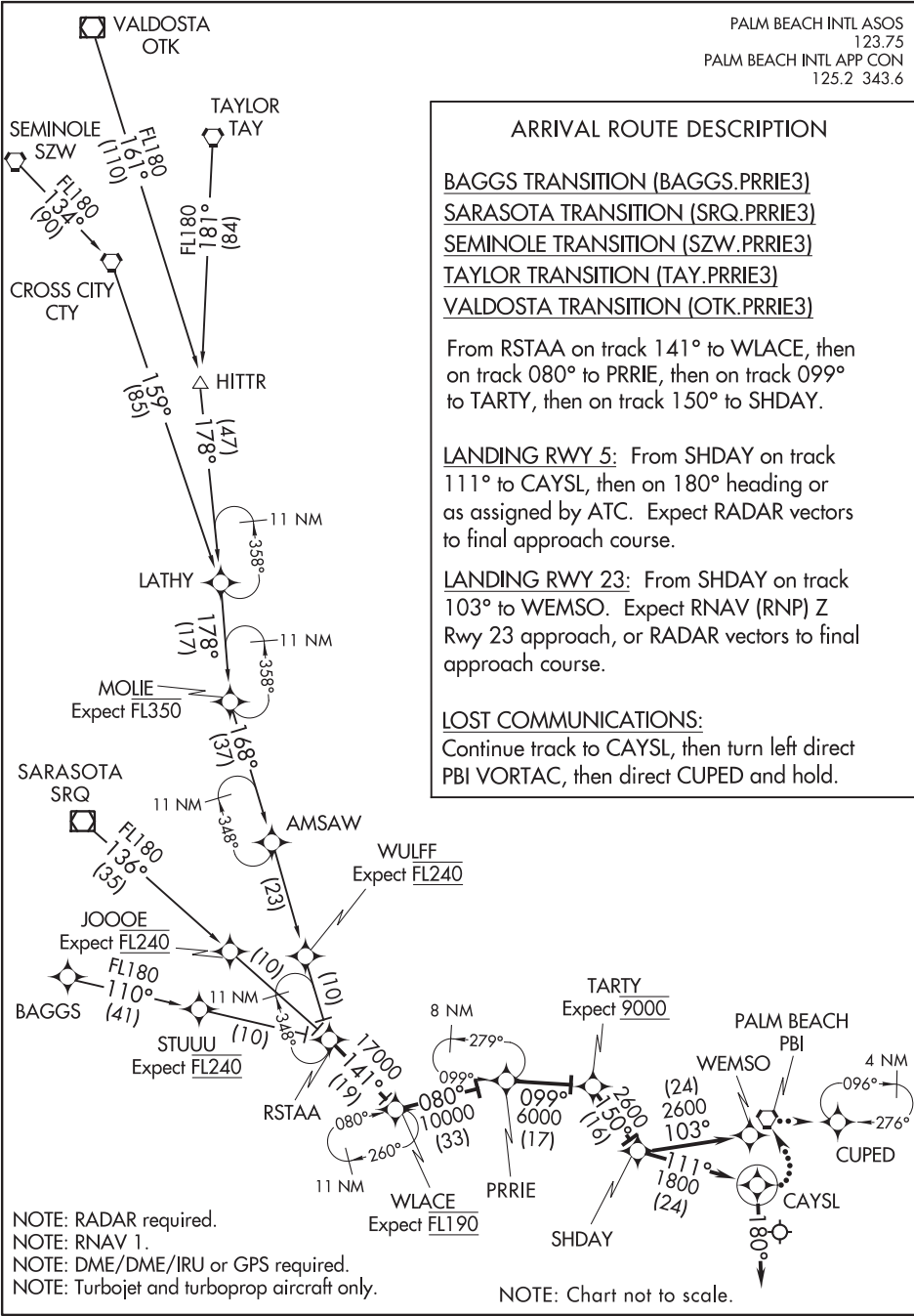
(RSTAA.PRRIE3) 16259

PRRIE THREE ARRIVAL (RNAV)

ST-560 (FAA)

BOCA RATON (BCT)
BOCA RATON, FLORIDA

PALM BEACH INTL ASOS
123.75
PALM BEACH INTL APP CON
125.2 343.6



ARRIVAL ROUTE DESCRIPTION

- BAGGS TRANSITION (BAGGS.PRRIE3)
- SARASOTA TRANSITION (SRQ.PRRIE3)
- SEMINOLE TRANSITION (SZW.PRRIE3)
- TAYLOR TRANSITION (TAY.PRRIE3)
- VALDOSTA TRANSITION (OTK.PRRIE3)

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

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

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

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

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

NOTE: Chart not to scale.

PRRIE THREE ARRIVAL (RNAV)
(RSTAA.PRRIE3) 15SEP16

BOCA RATON, FLORIDA
BOCA RATON (BCT)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

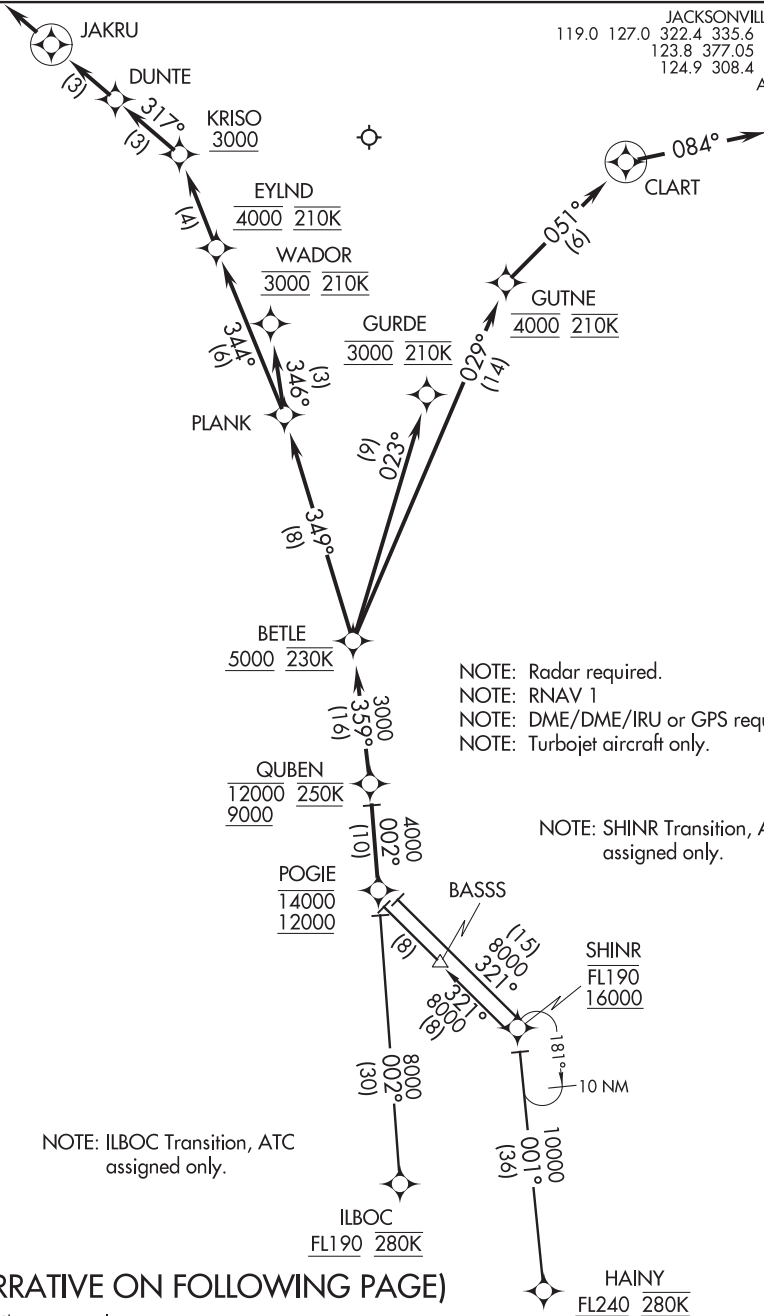
(QUBEN.QUBEN1) 13346

ST-5570 (FAA)

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA

QUBEN ONE ARRIVAL (RNAV)

JACKSONVILLE APP CON
 119.0 127.0 322.4 335.6 (270°-090°)
 123.8 377.05 (181°-269°)
 124.9 308.4 (091°-180°)
 ATIS 125.85



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.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

QUBEN ONE ARRIVAL (RNAV)
(QUBEN.QUBEN1) 13346

JACKSONVILLE, FLORIDA
JACKSONVILLE INTL (JAX)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

QUBEN ONE ARRIVAL (RNAV)

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.

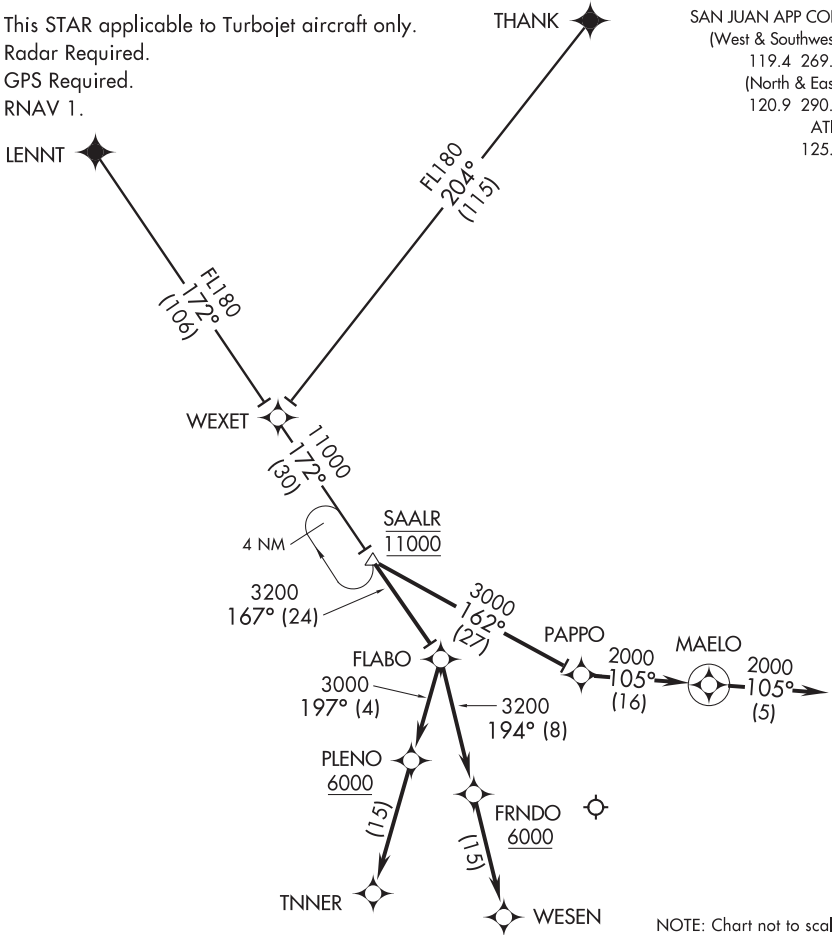
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

SAALR TWO ARRIVAL (RNAV)

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

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



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 Rwy 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.

SAALR TWO ARRIVAL (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI APP CON
120.5 350.20
MIAMI INTL ATIS
119.15
MIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9

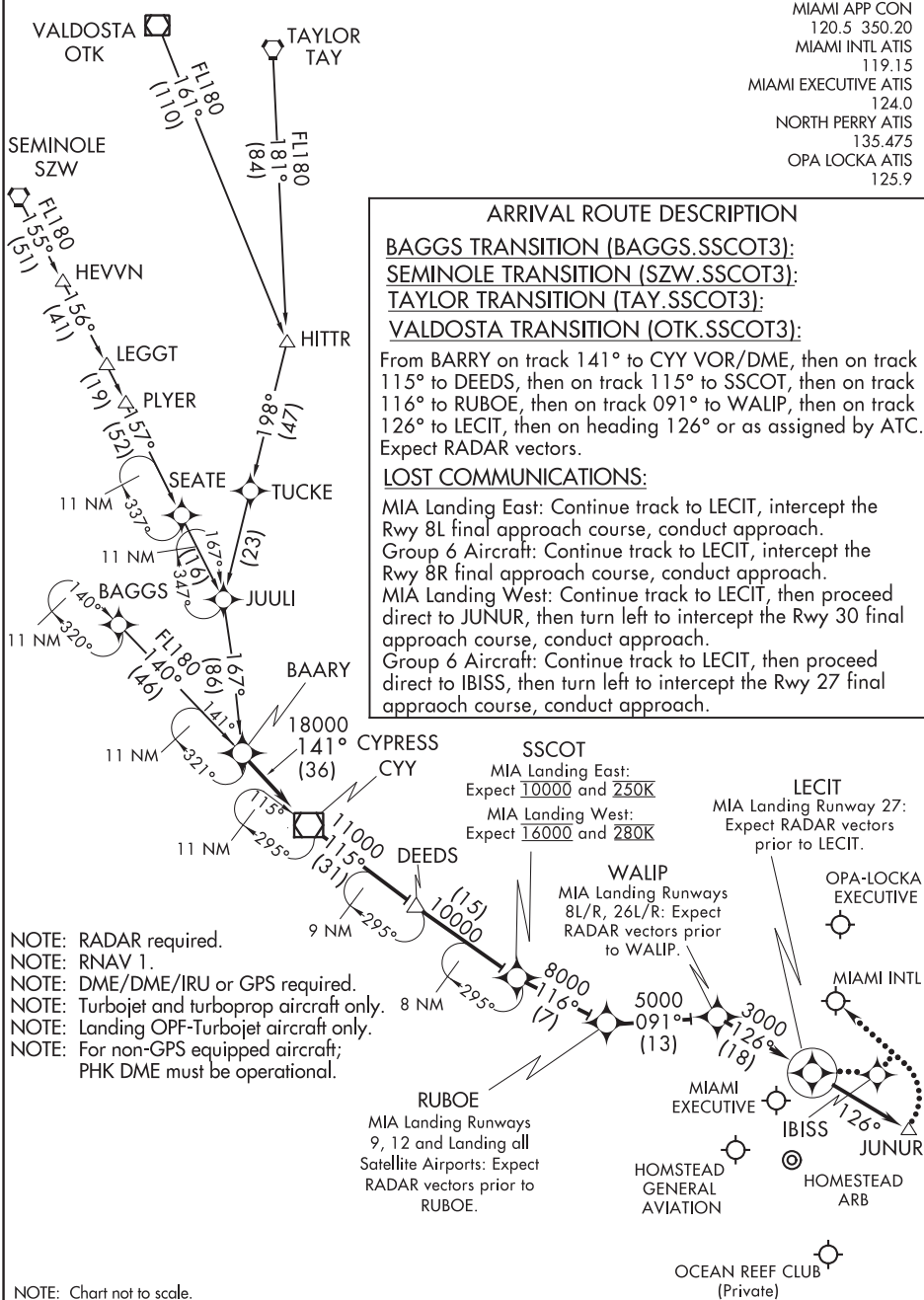
ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT3):
SEMINOLE TRANSITION (SZW.SSCOT3):
TAYLOR TRANSITION (TAY.SSCOT3):
VALDOSTA TRANSITION (OTK.SSCOT3):

From BARRY on track 141° to CYY VOR/DME, then on track 115° to DEEDS, then on track 115° to SSCOT, then on track 116° to RUBOE, then on track 091° to WALIP, then on track 126° to LECIT, then on heading 126° or as assigned by ATC. Expect RADAR vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Rwy 8L final approach course, conduct approach.
 Group 6 Aircraft: Continue track to LECIT, intercept the Rwy 8R final approach course, conduct approach.
 MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Rwy 30 final approach course, conduct approach.
 Group 6 Aircraft: Continue track to LECIT, then proceed direct to IBISS, then turn left to intercept the Rwy 27 final approach course, conduct approach.



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet and turboprop aircraft only.
- NOTE: Landing OPF-Turbojet aircraft only.
- NOTE: For non-GPS equipped aircraft; PHK DME must be operational.

NOTE: Chart not to scale.

TAYLOR TWO ARRIVAL (TAY.TAY2)

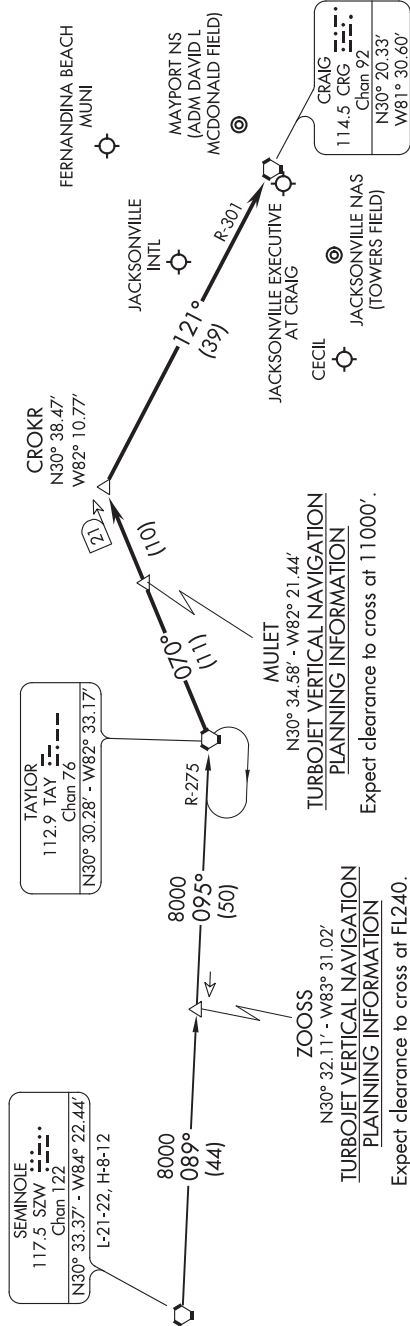
ST-5570 (FAA)

JACKSONVILLE, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . . From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.



- JACKSONVILLE APP CON
127.0 322.4
- CECIL ATIS
125.275
- CRAIG MUNI ATIS
125.4
- JACKSONVILLE INTL ATIS
125.85
- JACKSONVILLE NAS ATIS
281.0
- MAYPORT NS ATIS ★
236.775
- FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.
NOTE: Chart not to scale.

TAYLOR TWO ARRIVAL (TAY.TAY2)

JACKSONVILLE, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017

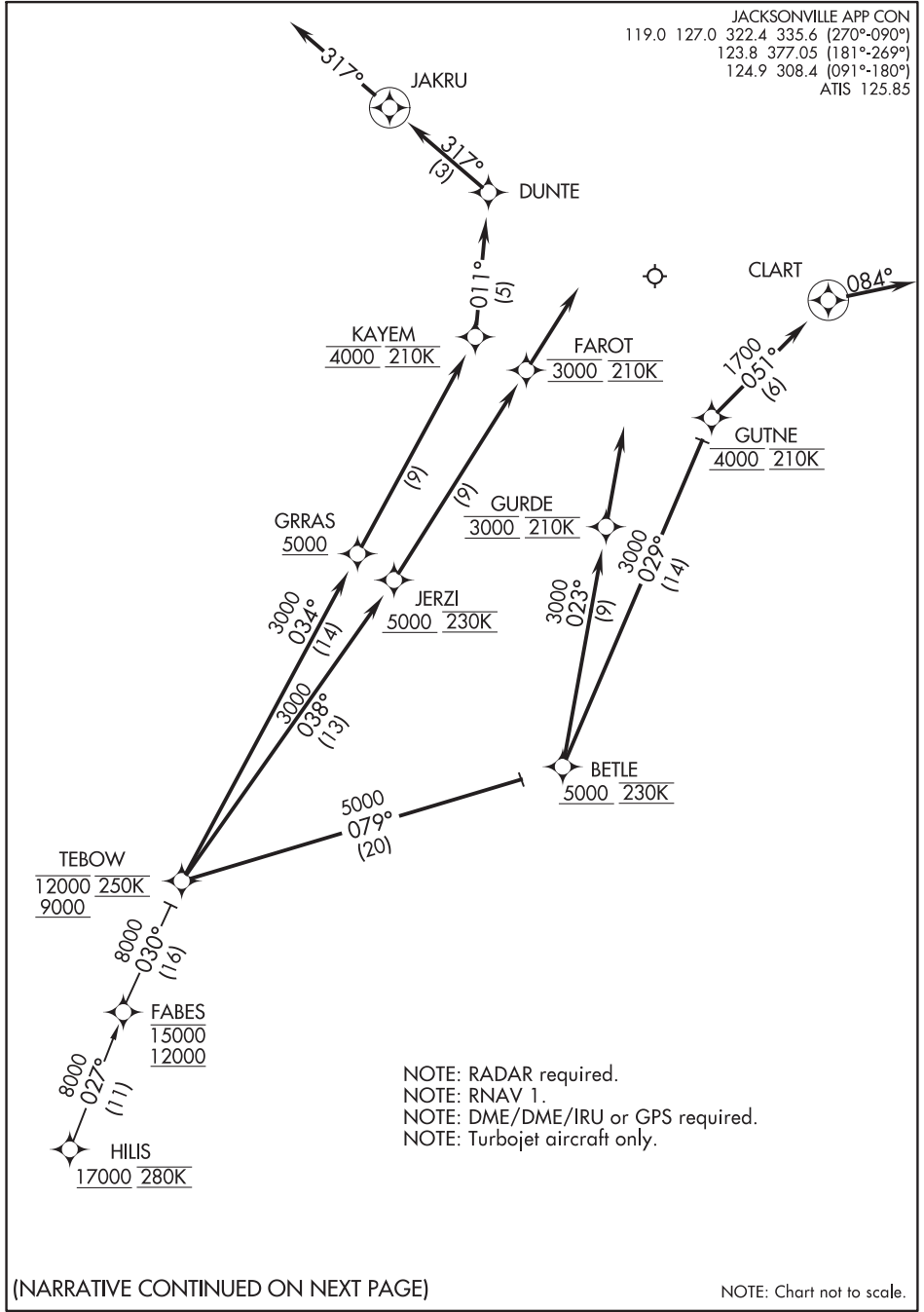
(TEBOW.TEBOW1) 14317

ST-5570 (FAA)

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA

TEBOW ONE ARRIVAL (RNAV)

JACKSONVILLE APP CON
119.0 127.0 322.4 335.6 (270°-090°)
123.8 377.05 (181°-269°)
124.9 308.4 (091°-180°)
ATIS 125.85



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

(NARRATIVE CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

TEBOW ONE ARRIVAL (RNAV)
(TEBOW.TEBOW1) 14317

JACKSONVILLE, FLORIDA
JACKSONVILLE INTL (JAX)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

(TEBOW.TEBOW1) 14317

TEBOW ONE ARRIVAL (RNAV)

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA

ARRIVAL ROUTE DESCRIPTION

HILIS TRANSITION (HILIS.TEBOW1)

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

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

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

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

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

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

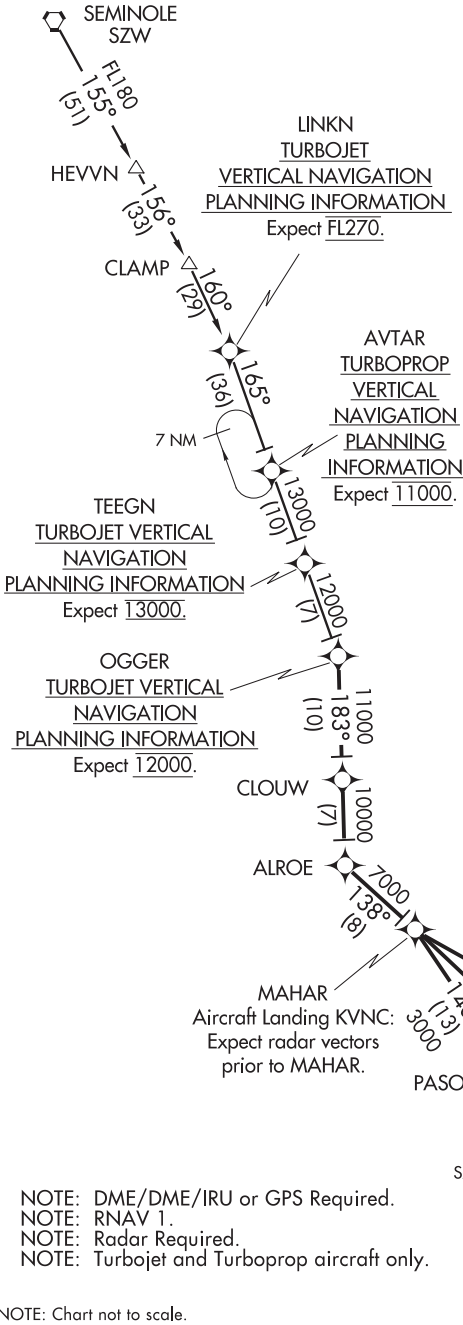
TEBOW ONE ARRIVAL (RNAV)
(TEBOW.TEBOW1) 14317JACKSONVILLE, FLORIDA
JACKSONVILLE INTL (JAX)

(TEEGN.TEEN1) 13178
TEEGN ONE ARRIVAL (RNAV)

ST-640 (FAA)

SARASOTA/BRADENTON, FLORIDA

TAMPA APP CON
 119.65 353.575
 SARASOTA/BRADENTON INTL ATIS
 124.375
 VENICE AWOS-3
 119.275



ARRIVAL ROUTE DESCRIPTION

SEMINOLE TRANSITION (SZW.TEEN1):

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

. . . . KSRQ Landing Rwy 14: From over CLOWW on track 183° to ALROE, then on track 138° to MAHAR, then on track 140° to PASOE. Expect radar vectors.

. . . . KSRQ Landing Rwy 32: From over CLOWW on track 183° to ALROE, then on track 128° to FIVDO, then on track 139° to MURDO. Then on heading 230°, Expect radar vectors.

. . . . KVNC: From over CLOWW on track 183° to ALROE, then on track 138° to MAHAR, then heading 138°, Expect radar vectors.

LOST COMMUNICATIONS:

KSRQ Landing Rwy 14: Continue track to PASOE, intercept Rwy 14 final approach course, conduct approach.

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

KVNC: Standard.

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

NOTE: Chart not to scale.

TEEGN ONE ARRIVAL (RNAV)
 (TEEGN.TEEN1) 13178

SARASOTA/BRADENTON, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TRAPR TWO ARRIVAL (RNAV)

SARASOTA/BRADENTON, FLORIDA

TAMPA APP CON
 119.65 353.575
 SARASOTA/BRADENTON INTL ATIS
 124.375
 VENICE AWOS-3
 119.275

ARRIVAL ROUTE DESCRIPTION

TAYLOR TRANSITION (TAY.TRAPR2):

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

. . . . KSRQ Landing Rwy 14: From over
 LAL VORTAC on track 226° to WUDDY,
 then on track 226° to LYFIE, then on track
 273° to RUTAE, then on 230° heading.
 Expect radar vectors.

. . . . KSRQ Landing Rwy 32: From over
 LAL VORTAC on track 226° to WUDDY,
 then on track 226° to LYFIE, then on track
 175° to MURDO, then on 230° heading.
 Expect radar vectors.

. . . . KVNC: From over LAL VORTAC on
 track 226° to WUDDY, then on track 226°
 to LYFIE, then on heading 226°. Expect
 radar vectors.

LOST COMMUNICATIONS:

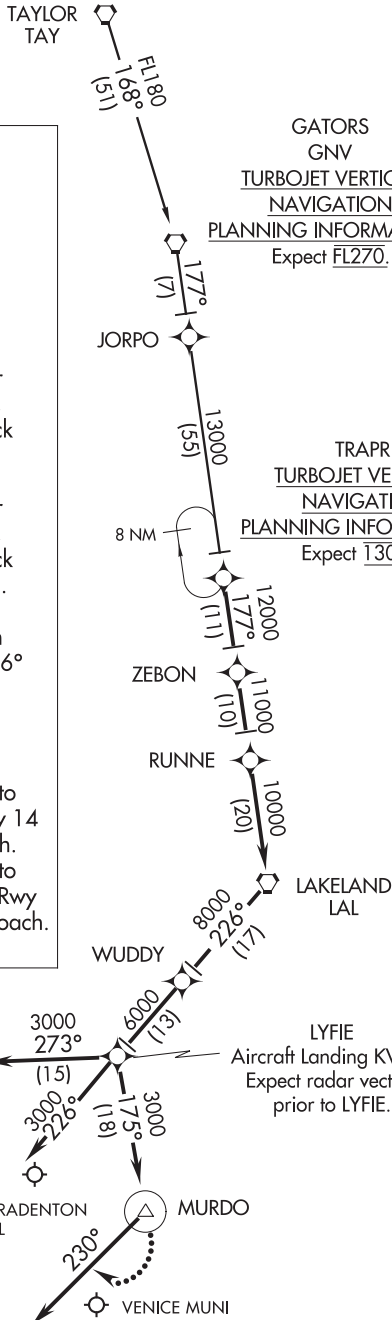
KSRQ Landing Rwy 14: Continue track to
 RUTAE, then turn left to intercept the Rwy 14
 final approach course, conduct approach.

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

KVNC: Standard.

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

NOTE: Chart not to scale.



GATORS
 GNV
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION:
 Expect FL270.

TRAPR
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION:
 Expect 13000.

LYFIE
 Aircraft Landing KVNC:
 Expect radar vectors
 prior to LYFIE.

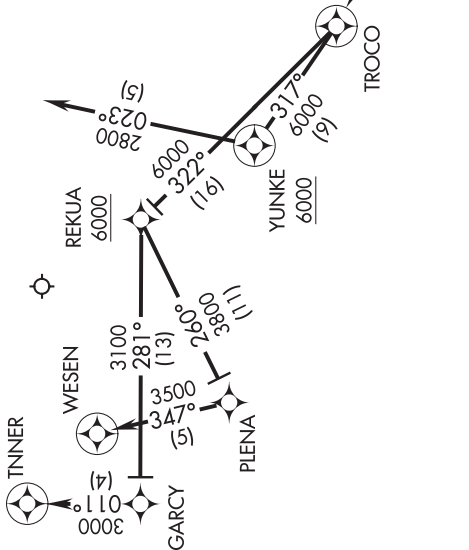
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TROCO THREE ARRIVAL (RNAV)

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

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



ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

NOTE: Chart not to scale.

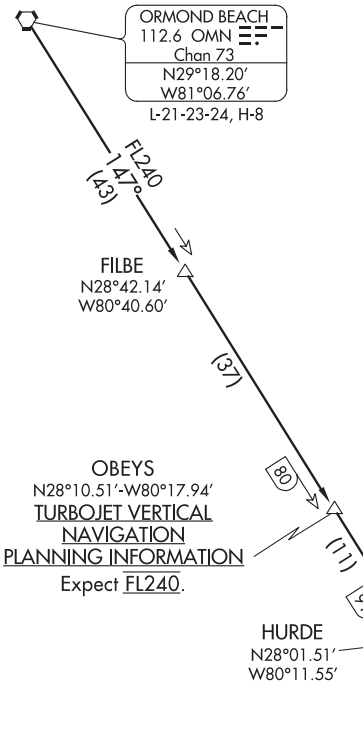
PALM BEACH APP CON
128.3 317.4
PALM BEACH INTL ATIS
123.75

ARRIVAL ROUTE DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI2):
From over OMN VORTAC via OMN R-147 to HURDE INT, then via PBI R-359 to STOOP INT, thence. . . .

TREASURE TRANSITION (TRV.TUXXI2): From over TRV VORTAC via TRV R-146 to TUXXI INT, then via PBI R-359 to STOOP INT, thence. . . .

. . . .from over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.



NOTE: DME required.
NOTE: Turbojets and Turboprops only.

NOTE: Chart not to scale.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

(TYNEE.TYNEE1) 11013

TYNEE ONE ARRIVAL (RNAV) ST-154 (FAA)

FORT MYERS, FLORIDA

FORT MYERS APP CON *
125.15 306.2
PAGE FIELD ATIS
123.725
SOUTHWEST FLORIDA ATIS *
124.65

BAGGS TRANSITION (BAGGS.TYNEE1):
CODGR TRANSITION (CODGR.TYNEE1):
FRZBE TRANSITION (FRZBE.TYNEE1):
SEMINOLE TRANSITION (SZW.TYNEE1):

From over TYNEE via 149° track to PASTR, thence...

Landing RSW Rwy 6: From over PASTR via 107° track to LENPE, then via 107° heading. Expect radar vectors.

Landing RSW Rwy 24: From over PASTR via 129° track to LLMER, then via 086° track to SPNKE, then via 058° track to COOPR, then via 058° heading. Expect radar vectors.

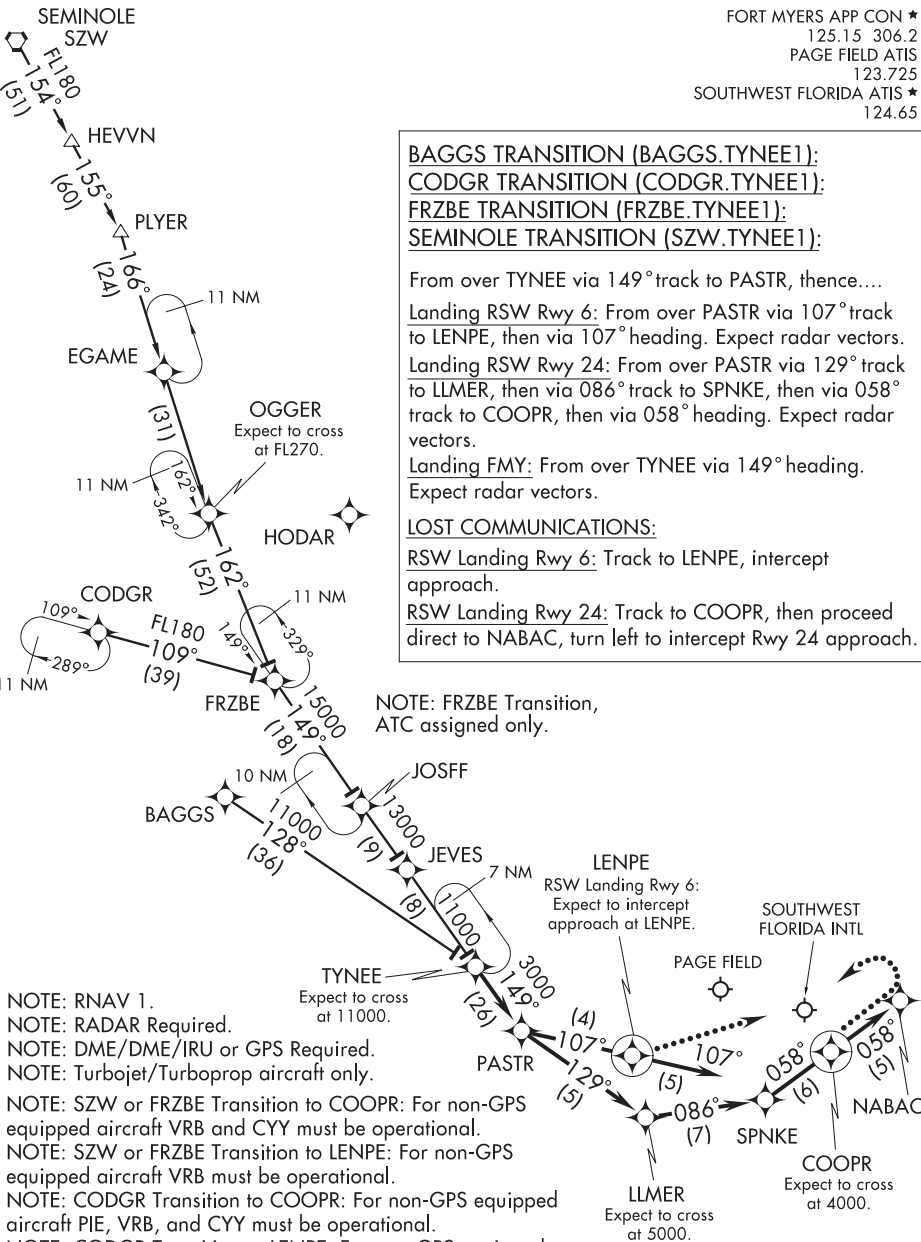
Landing FMY: From over TYNEE via 149° heading. Expect radar vectors.

LOST COMMUNICATIONS:

RSW Landing Rwy 6: Track to LENPE, intercept approach.

RSW Landing Rwy 24: Track to COOPR, then proceed direct to NABAC, turn left to intercept Rwy 24 approach.

NOTE: FRZBE Transition, ATC assigned only.



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

NOTE: SZW or FRZBE Transition to COOPR: For non-GPS equipped aircraft VRB and CYY must be operational.
NOTE: SZW or FRZBE Transition to LENPE: For non-GPS equipped aircraft VRB must be operational.

NOTE: CODGR Transition to COOPR: For non-GPS equipped aircraft PIE, VRB, and CYY must be operational.

NOTE: CODGR Transition to LENPE: For non-GPS equipped aircraft PIE and VRB must be operational.

NOTE: BAGGS Transition to COOPR: For non-GPS equipped aircraft CYY and RSW must be operational.

NOTE: Chart not to scale.

TYNEE ONE ARRIVAL (RNAV)

(TYNEE.TYNEE1) 11013

FORT MYERS, FLORIDA

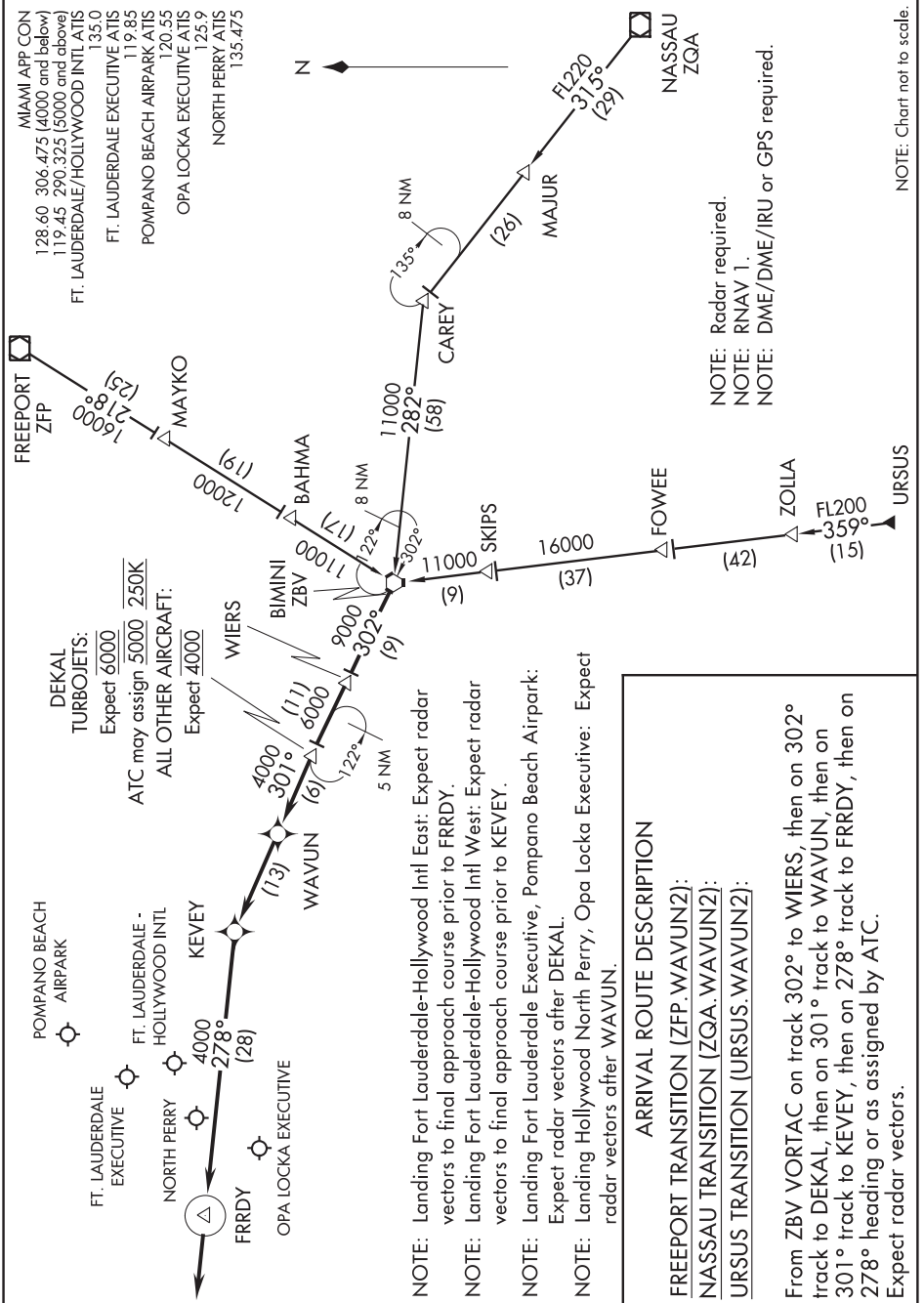
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAVUN TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017



WLACE THREE ARRIVAL (RNAV)

WEST PALM BEACH, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017

PALM BEACH APP CON
127.35 343.6
PALM BEACH INTL ATIS
123.75

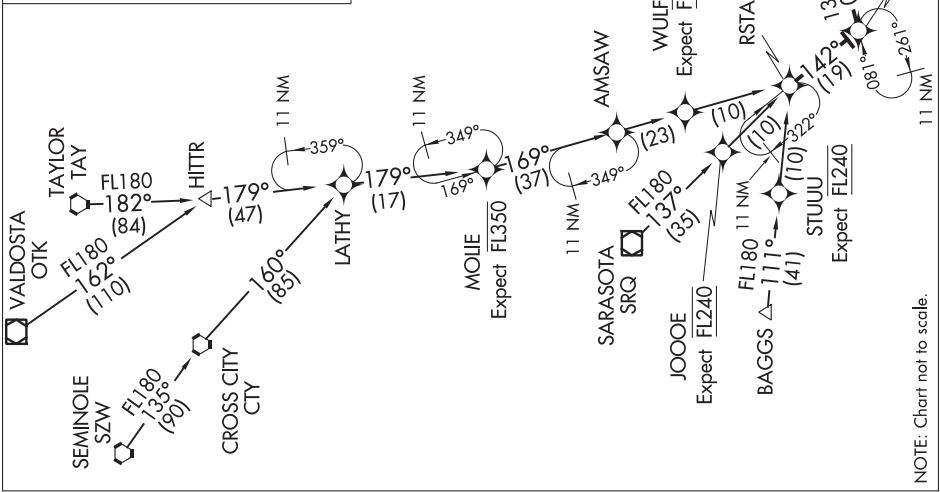
N

BAGGS TRANSITION (BAGGS.WLACE3):
SARASOTA TRANSITION (SRQ.WLACE3):
SEMINOLE TRANSITION (SZW.WLACE3):
TAYLOR TRANSITION (TAY.WLACE3):
VALDOSTA TRANSITION (OTK.WLACE3):

.... From over RSTAA via 142° track to WLACE, thence as depicted to BEKAH, then via 096° heading. Expect RADAR vectors.

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

NOTE: DME/DME/IRU or GPS required.
 NOTE: RADAR required.
 NOTE: RNAV 1.
 NOTE: Turbojet/Turboprop aircraft only.
 NOTE: For Non-GPS equipped aircraft, DHP must be operational.



SE-3, 10 NOV 2016 to 05 JAN 2017

WLACE THREE ARRIVAL (RNAV)

WEST PALM BEACH, FLORIDA

(ZEILR.ZEILR4) 16259

ZEILR FOUR ARRIVAL

ST-6020 (FAA)

NAPLES, FLORIDA

FORT MYERS APP CON*
 125.15 306.2
 NAPLES MUNI ATIS
 134.225

TAYLOR
 112.9 TAY
 Chan 76

ST. PETERSBURG
 116.4 PIE
 Chan 111
 N27°54.47' - W82°41.06'
 L-21-24, H-8

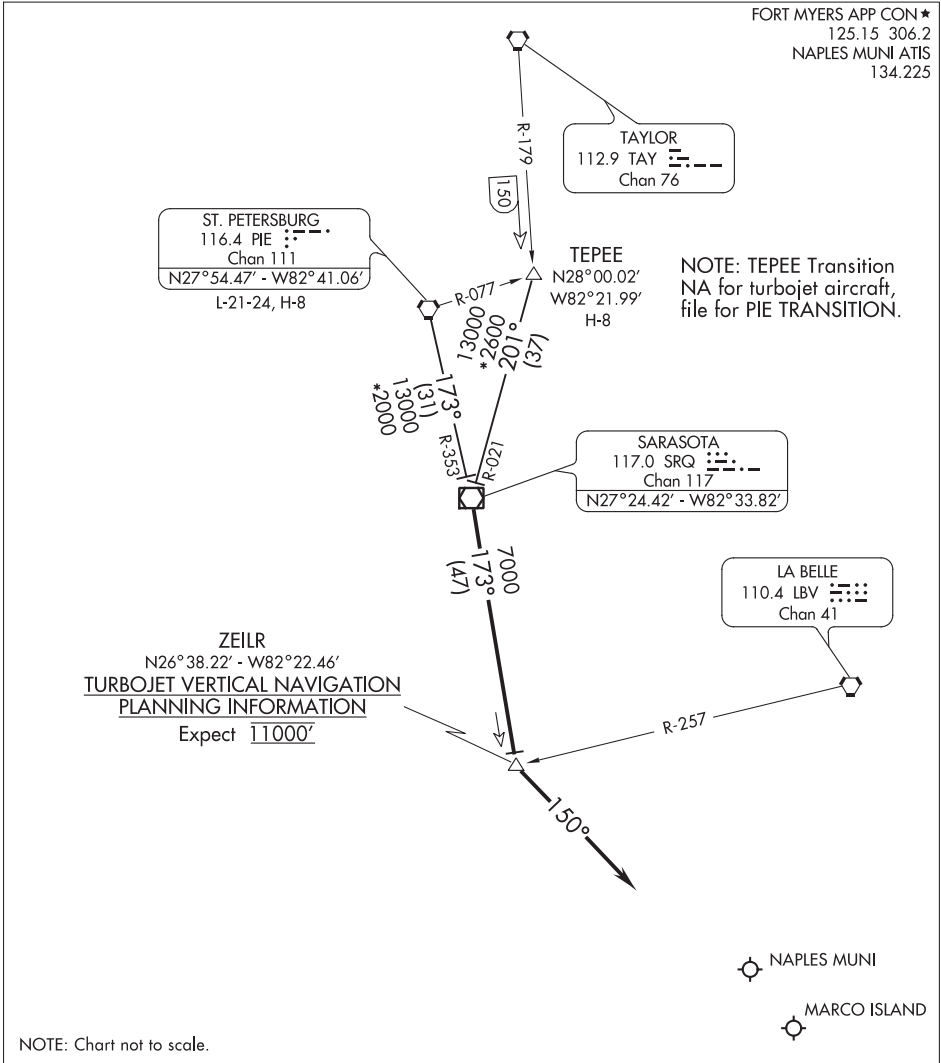
TEPEE
 N28°00.02'
 W82°21.99'
 H-8

NOTE: TEPEE Transition
 NA for turbojet aircraft,
 file for PIE TRANSITION.

SARASOTA
 117.0 SRQ
 Chan 117
 N27°24.42' - W82°33.82'

LA BELLE
 110.4 LBV
 Chan 41

ZEILR
 N26°38.22' - W82°22.46'
 TURBOJET VERTICAL NAVIGATION
 PLANNING INFORMATION
 Expect 11000'



NOTE: Chart not to scale.

ST. PETERSBURG TRANSITION (PIE.ZEILR4): From over PIE VORTAC via SRQ R-353 to SRQ VOR/DME. Thence. . . .
TEPEE TRANSITION (TEPEE.ZEILR4): From over TEPEE INT via SRQ R-021 to SRQ VOR/DME. Thence. . . .
From over SRQ VOR/DME via SRQ R-173 to ZEILR INT, then heading 150°. Expect radar vectors to final approach course.

ZEILR FOUR ARRIVAL

(ZEILR.ZEILR4) 15SEP16

NAPLES, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

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

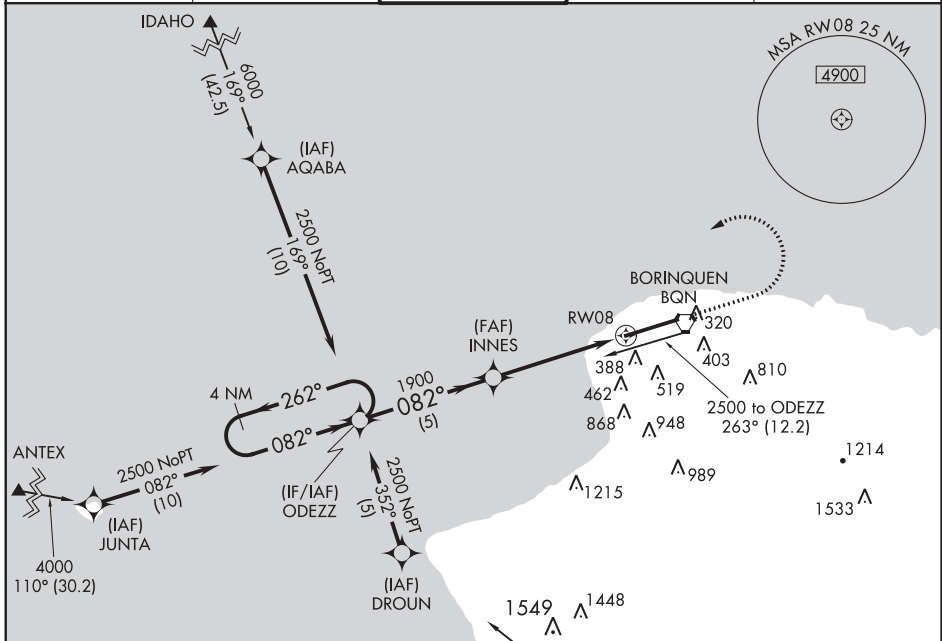
RNAV (GPS) RWY 8

RAFAEL HERNANDEZ (BQN) (TJBQ)

When local alimeter setting not received, procedure NA.
 Helicopter visibility reduction below 3/4 SM NA.
 Circling NA south of Rwy 8-26. DME/DME RNP-0.3 NA.

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

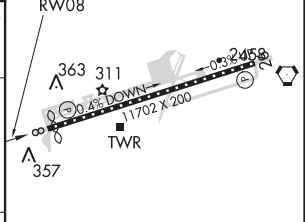
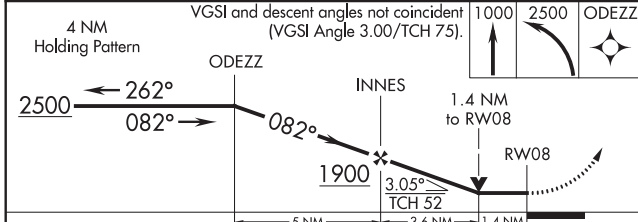
ATIS 118.325	SAN JUAN CENTER 124.35 269.35	AGUADILLA TOWER ★ 124.95 (CTAF)	GND CON 120.875	CLNC DEL 120.875
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 237	D	TDZE 237
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CATEGORY	A	B	C	D
LNVA MDA	760-1 523 (600-1)	760-1 523 (600-1)	760-1 1/2 523 (600-1 1/2)	760-1 3/4 523 (600-1 3/4)
CIRCLING	760-1 523 (600-1)	760-1 523 (600-1)	760-1 1/2 523 (600-1 1/2)	800-2 563 (600-2)

REIL Rwy 8
 HIRL Rwy 8-26

AGUADILLA, PUERTO RICO

AL-1016 (FAA)

16147

APP CRS	Rwy Idg	11313
262°	TDZE	210
	Apt Elev	237

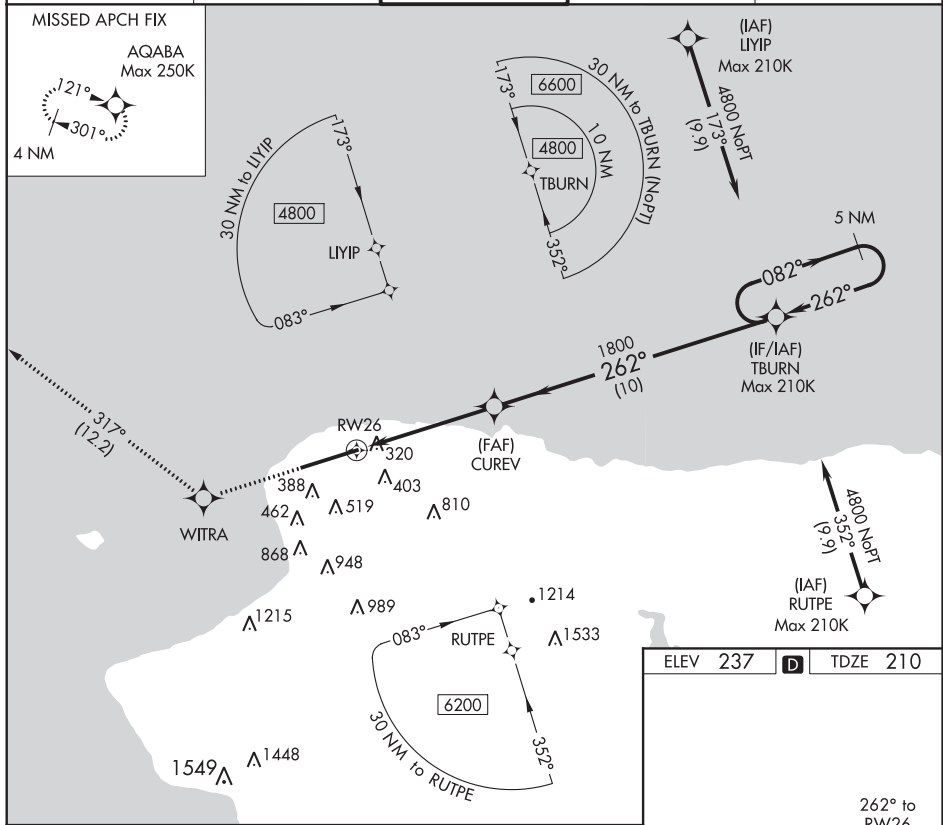
RNAV (GPS) RWY 26

RAFAEL HERNANDEZ (BQN) (TJBQ)

NA When local altimeter setting not received, procedure NA.
 Circling NA south of Rwy 8-26. DME/DME RNP-0.3 NA.
 Helicopter visibility reduction below 3/4 SM NA.

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

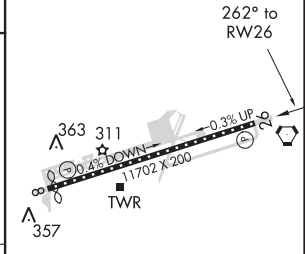
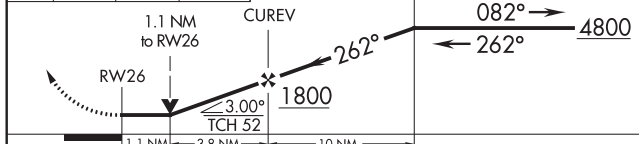
ATIS 118.325	SAN JUAN CENTER 124.35 269.35	AGUADILLA TOWER ★ 124.95 (CTAF)	GND CON 120.875	CLNC DEL 120.875
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 237	D	TDZE 210
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CATEGORY	A	B	C	D
LNNAV MDA	620-1	410 (400-1)	620-1 1/8	410 (400-1 1/8)
CIRCLING	680-1 443 (500-1)	700-1 463 (500-1)	700-1 1/2 463 (500-1 1/2)	800-2 563 (600-2)

REIL Rwy 8
 HIRL Rwy 8-26

AGUADILLA, PUERTO RICO
 Orig-B 08JAN15

18°30'N-67°08'W

RAFAEL HERNANDEZ (BQN) (TJBQ)
RNAV (GPS) RWY 26

VORTAC BQN 113.5 Chan 82	APP CRS 085°	Rwy Idg 11313 TDZE 237 Apt Elev 237
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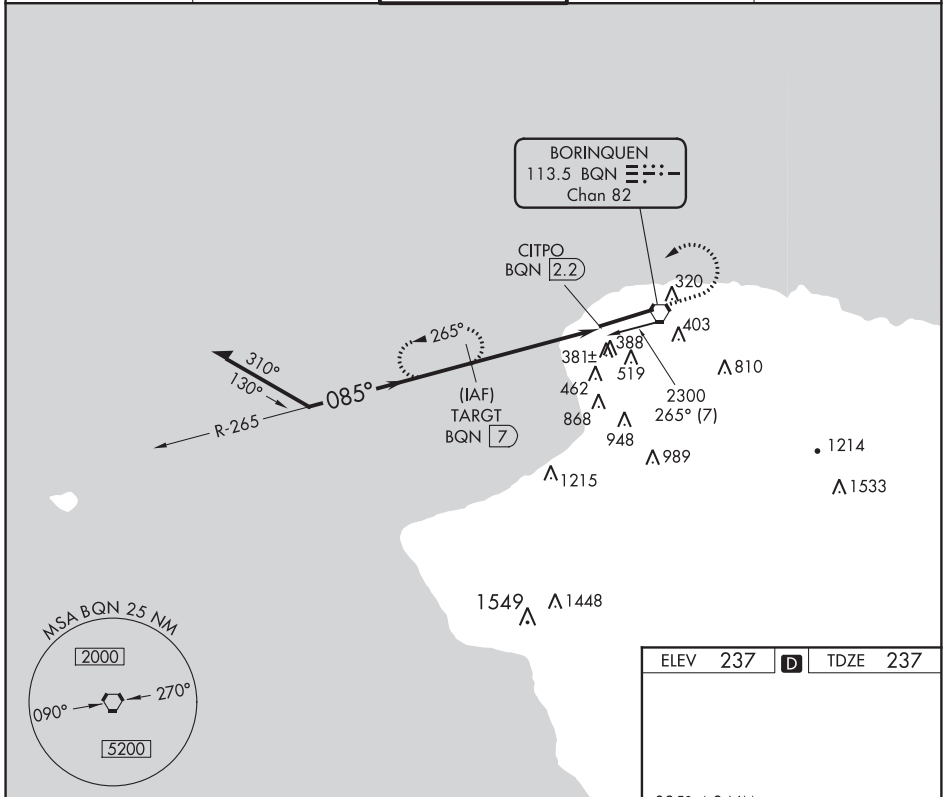
VOR/DME or TACAN RWY 8

RAFAEL HERNANDEZ (BQN) (TJBQ)

⚠ Circling NA south of Rwy 8-26.
When local altimeter setting not received, procedure NA.
Helicopter visibility reduction below ¼ SM NA.

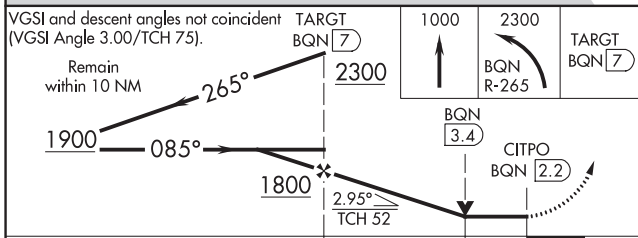
MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 and BQN VORTAC R-265 to TARGT/BQN 7 DME and hold.

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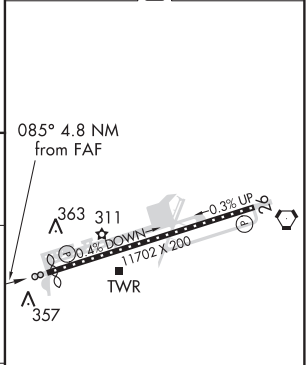


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 237	D	TDZE 237
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CATEGORY	A	B	C	D
S-8	720-1	483 (500-1)	720-1½	483 (500-1½)
CIRCLING	720-1	483 (500-1)	720-1½ 483 (500-1½)	800-2 563 (600-2)

REIL Rwy 8
HIRL Rwy 8-26

AGUADILLA, PUERTO RICO

AL-1016 (FAA)

16259

VORTAC BQN 113.5 Chan 82	APP CRS 232°	Rwy Idg 11313 THRE 194 Apt Elev 237
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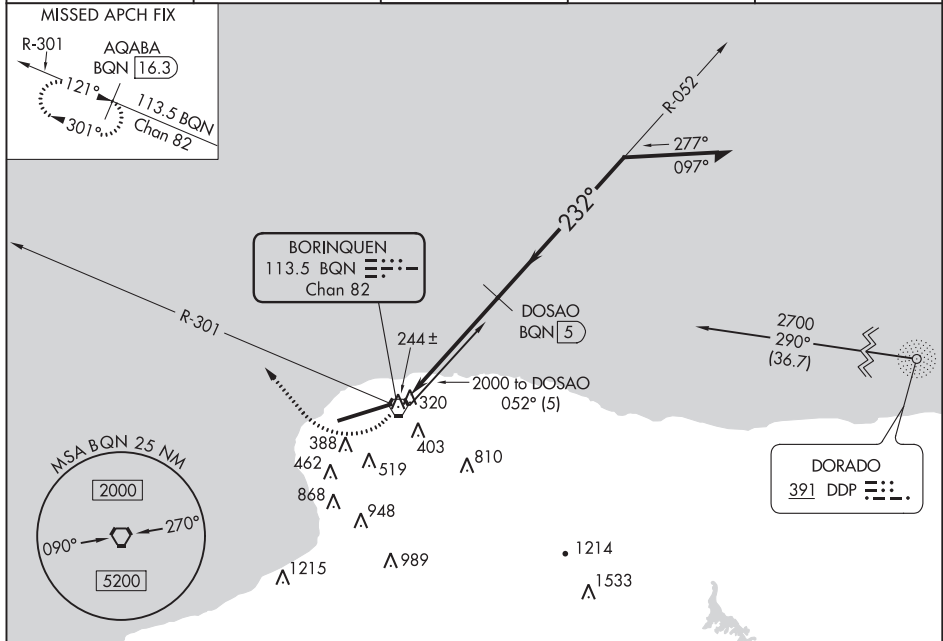
VOR/DME or TACAN RWY 26

RAFAEL HERNANDEZ (BQN) (TJBQ)

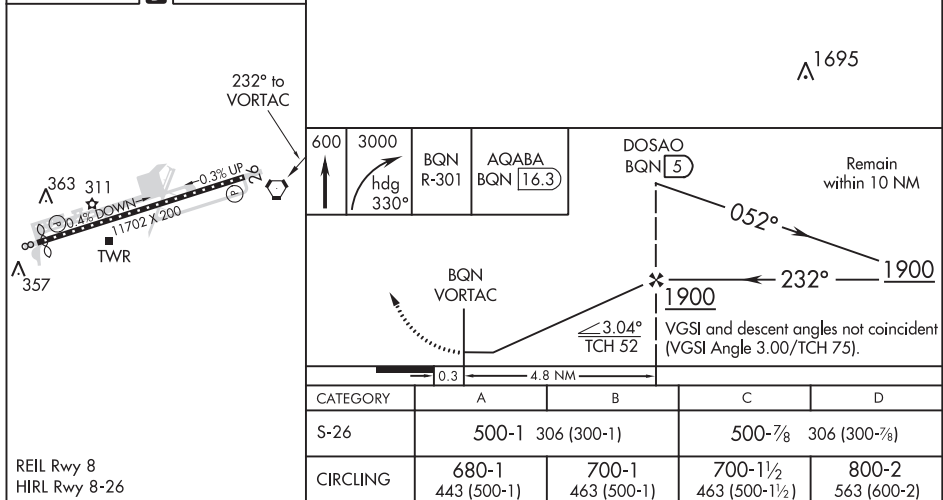
▼ When local altimeter setting not received, procedure NA.
▲ NA Circling NA south of Rwy 8-26.
▲ NA Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 heading 330° and on BQN VORTAC R-301 to AQABA/BQN 16.3 DME and hold.

ATIS 118.325	SAN JUAN CENTER 124.35 269.35	AGUADILLA TOWER ★ 124.95 (CTAF)	GND CON 120.875	CLNC DEL 120.875
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ELEV 237	D	THRE 194
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CATEGORY	A	B	C	D
S-26	500-1	306 (300-1)	500-7/8	306 (300-7/8)
CIRCLING	680-1 443 (500-1)	700-1 463 (500-1)	700-1½ 463 (500-1½)	800-2 563 (600-2)

AGUADILLA, PUERTO RICO
 Orig-C 15SEP16

18°30'N-67°08'W

RAFAEL HERNANDEZ (BQN) (TJBQ)

VOR/DME or TACAN RWY 26

SE-3, 10 NOV 2016 to 05 JAN 2017

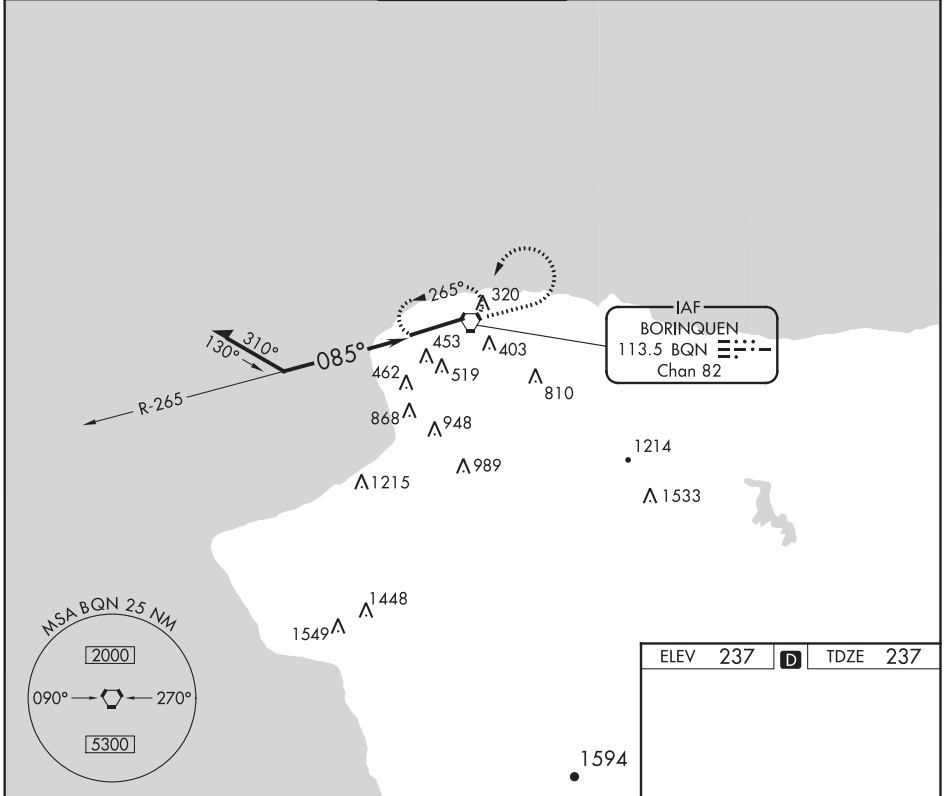
SE-3, 10 NOV 2016 to 05 JAN 2017

VORTAC BQN 113.5 Chan 82	APP CRS 085°	Rwy Idg 11313 TDZE 237 Apt Elev 237
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VOR RWY 8
RAFAEL HERNANDEZ (BQN) (TJBQ)

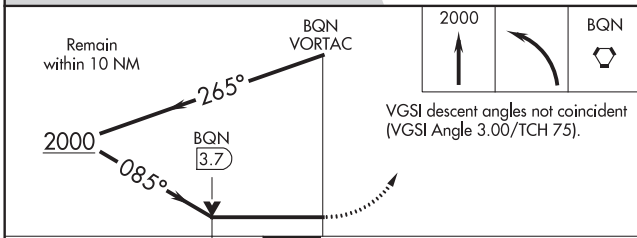
<p>When local altimeter setting not received, procedure NA. Circling NA south of Rwy 8-26. Helicopter visibility reduction below 3/4 SM NA.</p>	<p>MISSED APPROACH: Climb to 2000 then left turn direct BQN VORTAC and hold.</p>
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ATIS 118.325	SAN JUAN CENTER 124.35 269.35	AGUADILLA TOWER ★ 124.95 (CTAF)	GND CON 120.875	CLNC DEL 120.875
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SE-3, 10 NOV 2016 to 05 JAN 2017

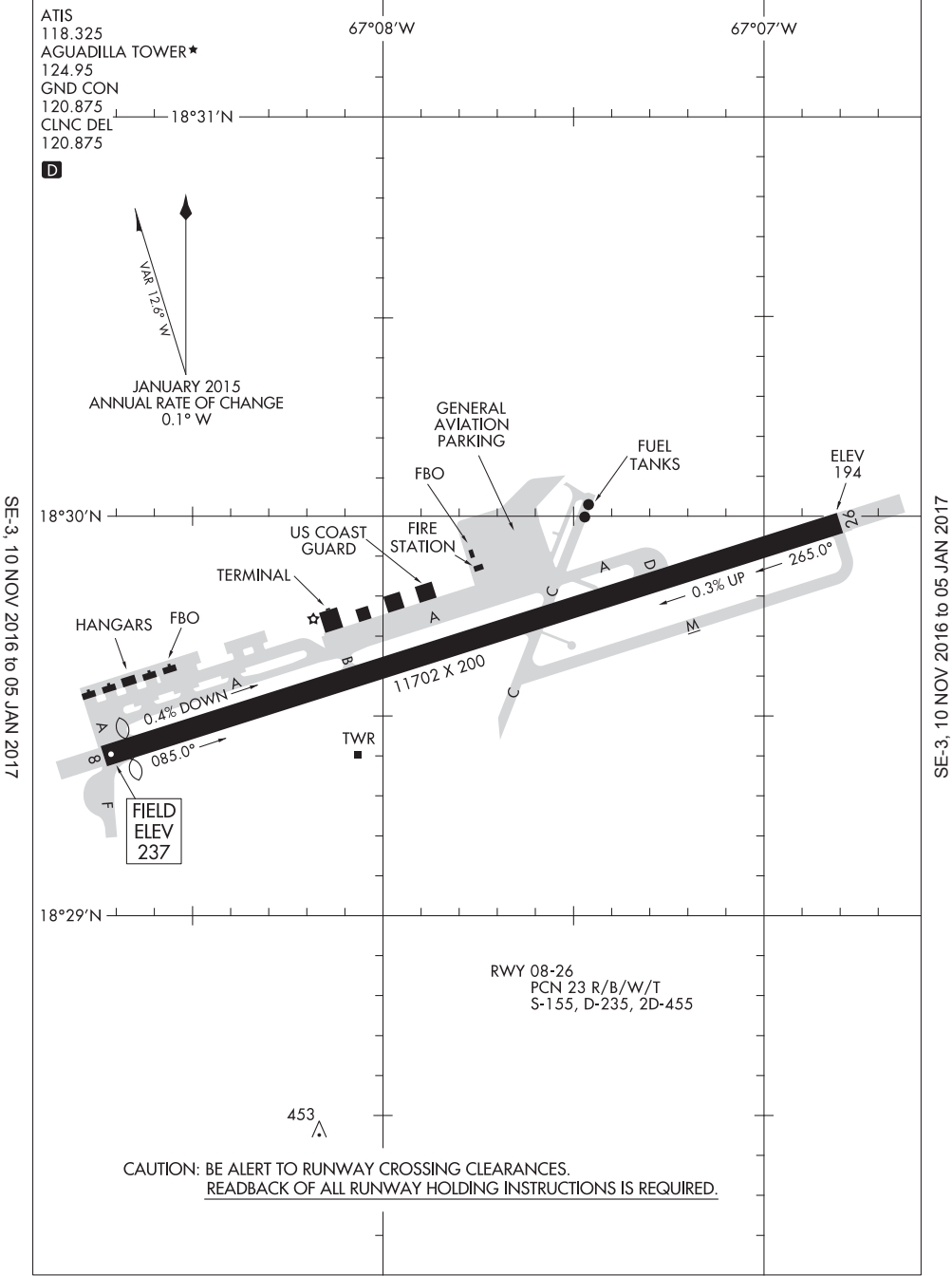
SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV	237	D	TDZE	237
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CATEGORY	A	B	C	D	REIL Rwy 8 HIRL Rwy 8-26
S-8	820-1	583 (600-1)	820-1½ 583 (600-1½)	820-1¾ 583 (600-1¾)	
CIRCLING	820-1	583 (600-1)	820-1½ 583 (600-1½)	820-2 583 (600-2)	

16091 **AIRPORT DIAGRAM** AL-1016 (FAA) **RAFAEL HERNANDEZ (BQN) (TJBQ)**
 AGUADILLA, PUERTO RICO



APP CRS	Rwy Idg	5271
063°	TDZE	20
	Apt Elev	20

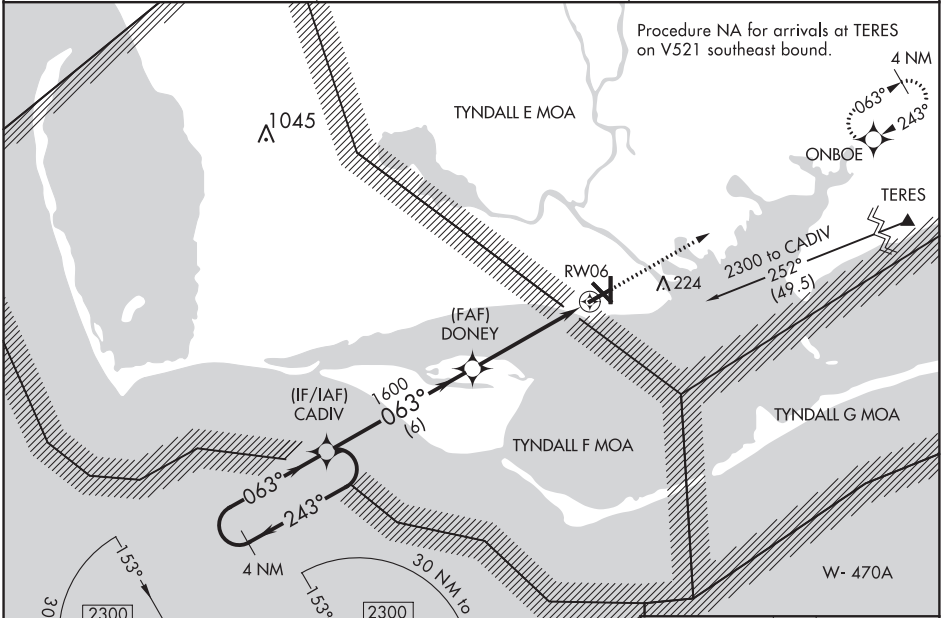
RNAV (GPS) RWY 6

APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)

▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Northwest Florida Beaches Intl altimeter setting and increase all MDA 140 feet, increase Cat C/D visibility 3/8 mile and Circling Cat C and D visibility 1/4 mile. Night Landing: Rwy 6, 14, 18, 36 NA.

MISSED APPROACH: Climb to 3000 direct ONBOE and hold.

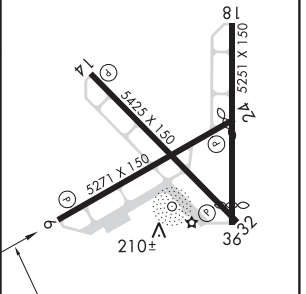
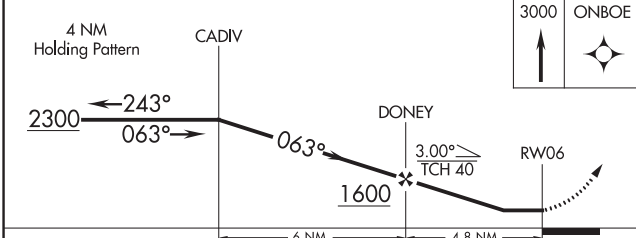
ASOS 119.925	TYNDALL APP CON * 124.15	UNICOM 122.8 (CTAF)
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV	20	TDZE	20
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CATEGORY	A	B	C	D
LNVA MDA	460-1	440 (500-1)	460-1 3/8	440 (500-1 3/8)
CIRCLING	520-1	500 (500-1)	520-1 1/2	580-2
			500 (500-1 1/2)	560 (600-2)

MIRL Rwys 6-24 and 14-32

APALACHICOLA, FLORIDA

AL-5600 (FAA)

16035

APP CRS	Rwy ldg	5425
138°	TDZE	20
	Apt Elev	20

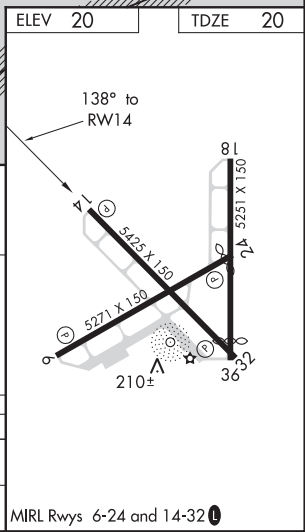
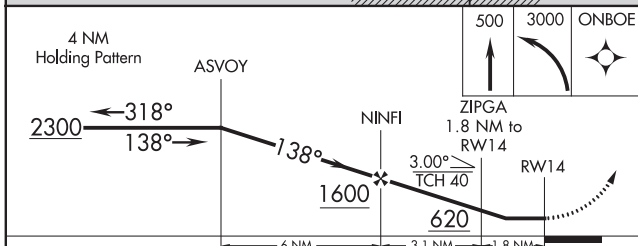
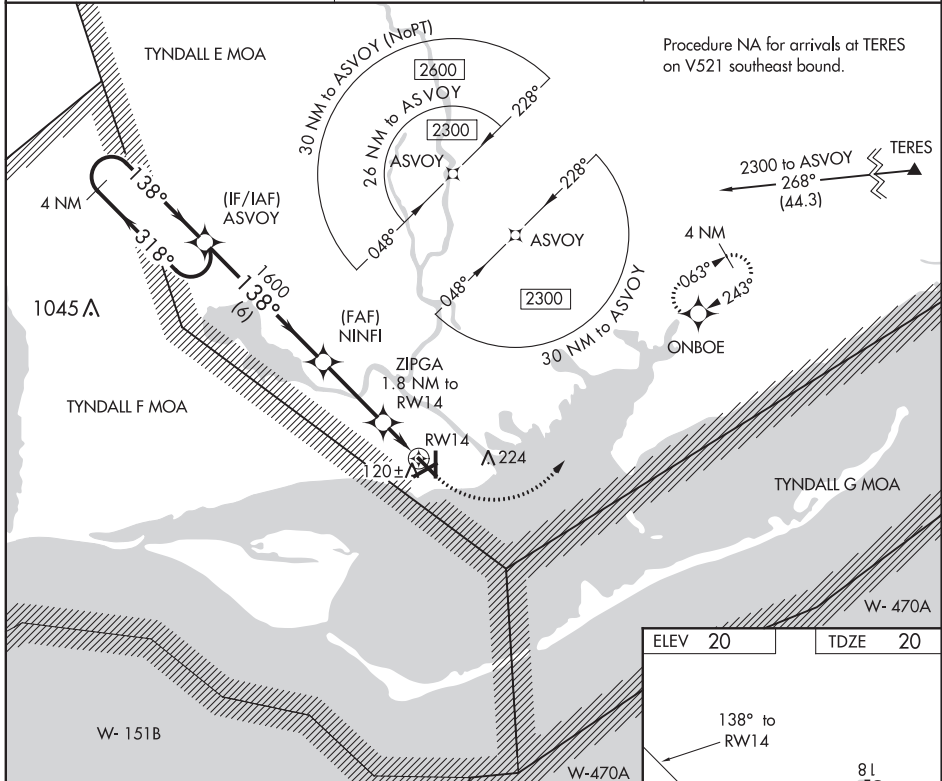
RNAV (GPS) RWY 14

APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Northwest Florida Beaches Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat C/D visibility 3/8 mile and Circling Cat C and D visibility 1/4 mile. Night Landing: Rwy 6, 14, 18, 36 NA.

⚠ MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct ONBOE and hold, continue climb-in-hold to 3000.

ASOS 119,925	TYNDALL APP CON ★ 124,15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	400-1 380 (400-1)		400-1 1/8 380 (400-1 1/8)	
CIRCLING	520-1 500 (500-1)		520-1 1/2 500 (500-1 1/2)	580-2 560 (600-2)

APALACHICOLA, FLORIDA
Amdt 2B 20AUG15

APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)
29°44'N-85°02'W

RNAV (GPS) RWY 14

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SE-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5251
183°	TDZE	20
	Apt Elev	20

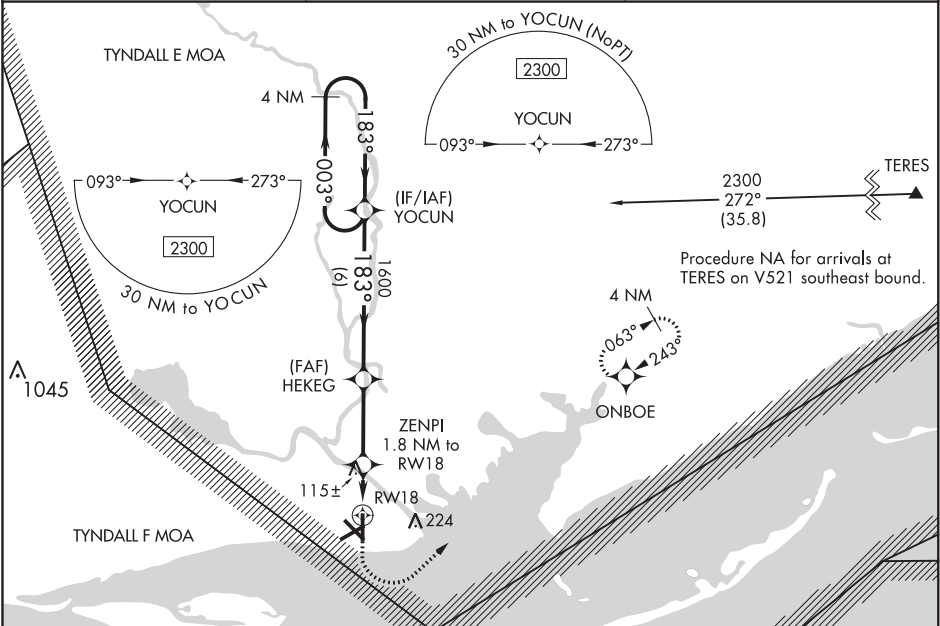
RNAV (GPS) RWY 18

APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (A.A.F.)

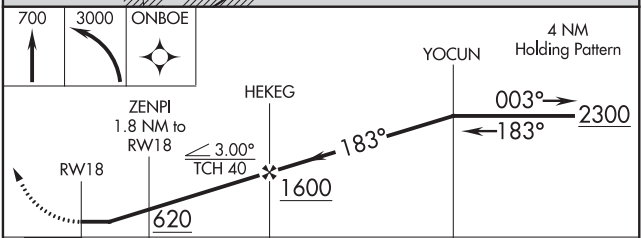
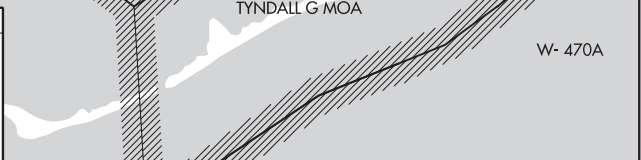
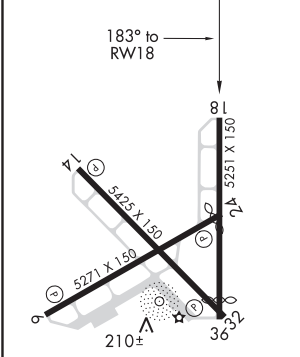
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
⚠ When local altimeter setting not received; use Northwest Florida Beaches
 Init altimeter setting and increase all MDA 140 feet, increase LNAV Cat
 C/D and Circling Cat C/D visibility ¼ mile. Night Landing: Rwy 6, 14,
 18, 36 NA.

MISSED APPROACH: Climb to 700 then
 climbing left turn to 3000 direct ONBOE
 and hold, continue climb-in-hold to 3000.

ASOS 119.925	TYNDALL APP CON ★ 124.15	UNICOM 122.8 (CTAF) 0
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ELEV 20	TDZE 20
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CATEGORY	A	B	C	D
LNAV MDA	380-1 360 (400-1)			
CIRCLING	520-1	500 (500-1)	520-1½ 500 (500-1½)	580-2 560 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

APALACHICOLA, FLORIDA

AL-5600 (FAA)

16203

WAAS CH 93505 W24A	APP CRS 242°	Rwy Idg TDZE Apt Elev	5054 20 20
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RNAV (GPS) RWY 24

APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)

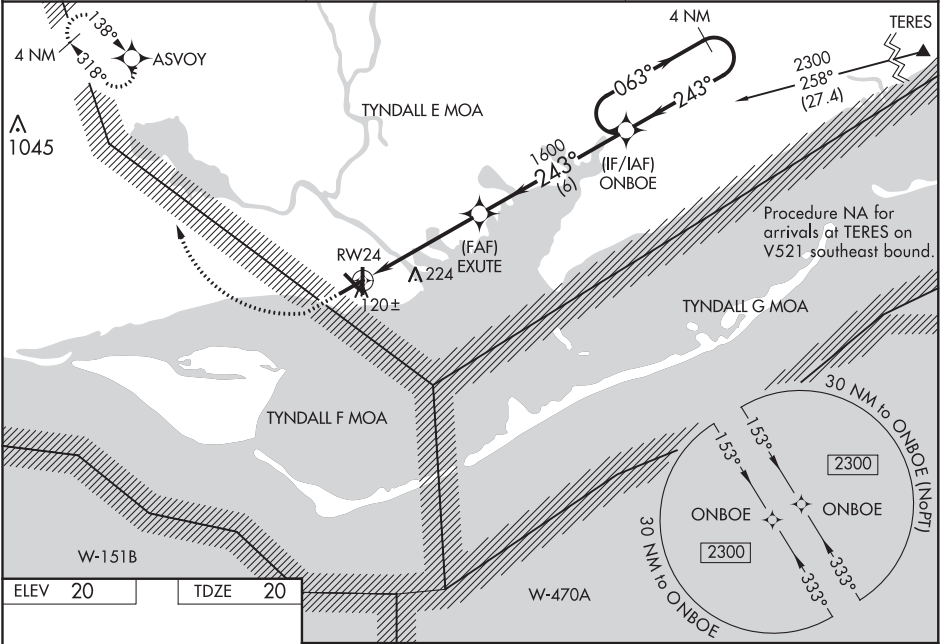
▼ Baro-VNAV and VDP NA when using Northwest Florida Beaches Intl altimeter setting.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received; use Northwest Florida Beaches Intl altimeter setting and increase all DA 134 feet and all MDA 140 feet; increase LPV and LNAV/VNAV all Cats visibility 1/2 mile, increase LNAV Cat C/D visibility 3/8 mile, increase Circling Cat C/D visibility 1/4 mile. Night Landing: Rwy 6, 14, 18, 36 NA.

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

ASOS
119.925

TYNDALL APP CON ★
124.15

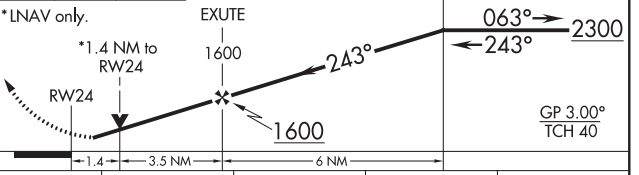
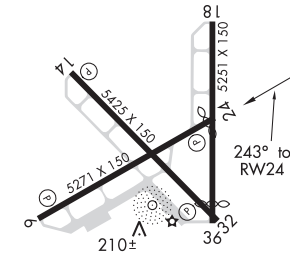
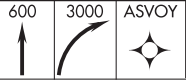
UNICOM
122.8 (CTAF)



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 20	TDZE 20
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CATEGORY	A	B	C	D
LPV DA		359-1 1/8	339 (400-1 1/8)	
LNAV/VNAV DA		378-1 1/4	358 (400-1 1/4)	
LNAV MDA	500-1	480 (500-1)	500-1 3/8	480 (500-1 1/8)
CIRCLING	520-1	500 (500-1)	520-1 1/2 500 (500-1 1/2)	580-2 560 (600-2)

APALACHICOLA, FLORIDA
Amdt 1C 21JUL16

APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)
29°44'N-85°02'W

RNAV (GPS) RWY 24

WAAS CH 70704 W32A	APP CRS 318°	Rwy Idg TDZE Apt Elev	5425 20 20
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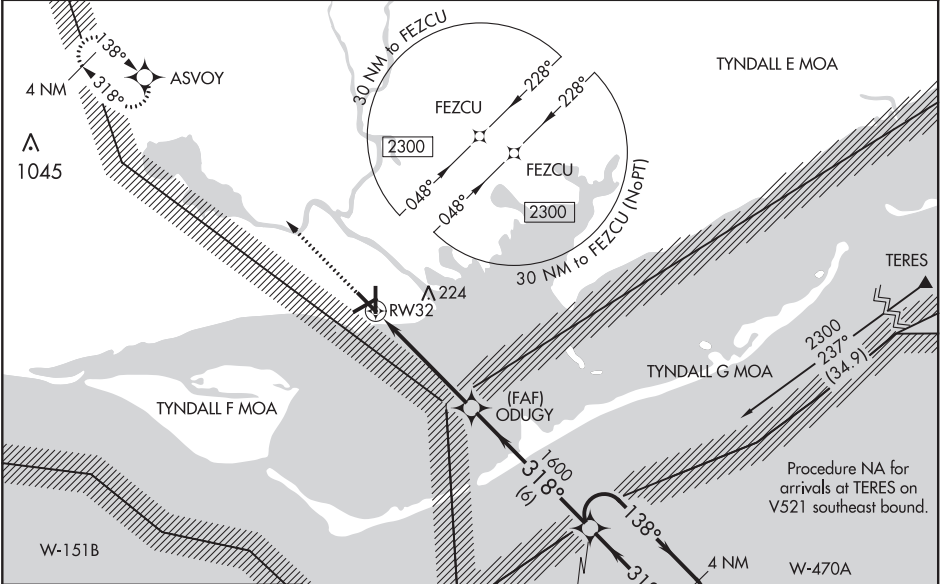
RNAV (GPS) RWY 32

APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)

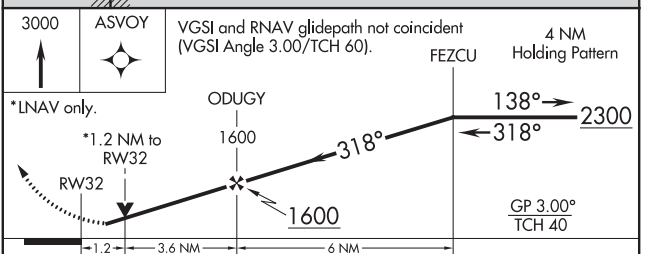
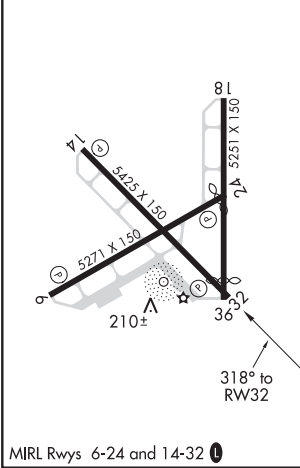
⚠ Baro-VNAV and VDP NA when using Northwest Florida Beaches Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received; use Northwest Florida Beaches Intl altimeter setting and increase all DA 134 feet and all MDA 140 feet; increase LPV and LNAV/VNAV all Cats visibility 1/2 mile, increase LNAV Cat C/D visibility 3/8 mile and Circling Cat C/D visibility 1/4 mile. Night Landing: Rwy 6, 14, 18, 36 NA.

⚠ MISSED APPROACH: Climb to 3000 direct ASVOY and hold.

ASOS 119.925	TYNDALL APP CON * 124.15	UNICOM 122.8 (CTAF)
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ELEV 20	TDZE 20
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CATEGORY	A	B	C	D
LPV DA		349-1 1/8	329 (400-1 1/8)	
LNAV/VNAV DA		396-1 1/4	376 (400-1 1/4)	
LNAV MDA	460-1	440 (500-1)	460-1 3/8	440 (500-1 1/8)
CIRCLING	520-1	500 (500-1)	520-1 1/2 500 (500-1 1/2)	580-2 560 (600-2)

RNAV (GPS) RWY 32

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

APALACHICOLA, FLORIDA

AL-5600 (FAA)

16035

APP CRS	Rwy ldg	4749
003°	TDZE	20
	Apt Elev	20

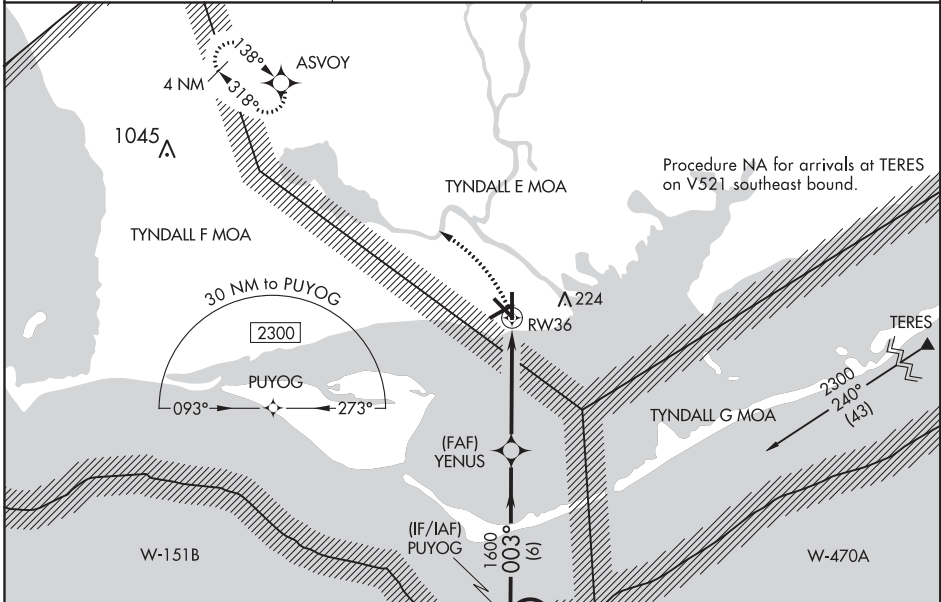
RNAV (GPS) RWY 36

APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received; use Northwest Florida Beaches Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat C/D visibility 3/8, and Circling Cat C/D visibility 1/4 mile. Night Landing: Rwy 6, 14, 18, 36 NA.

MISSED APPROACH: Climbing left turn to 3000 direct ASVOY and hold, continue climb-in-hold to 3000.

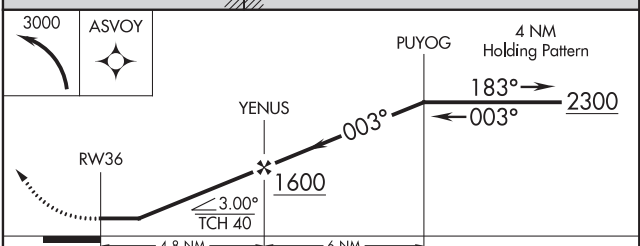
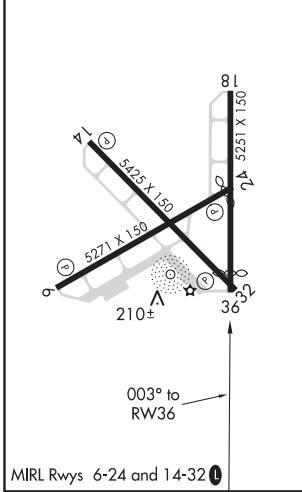
ASOS 119.925	TYNDALL APP CON * 124.15	UNICOM 122.8 (CTAF)
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV	20	TDZE	20
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CATEGORY	A	B	C	D
LNAV MDA	460-1	440 (500-1)	460-1 1/4	440 (500-1 1/4)
CIRCLING	520-1	500 (500-1)	520-1 1/2 500 (500-1 1/2)	580-2 560 (600-2)

APALACHICOLA, FLORIDA
Orig-B 20AUG15

APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)
29°44'N-85°02'W

RNAV (GPS) RWY 36

NDB AAF 349	APP CRS 146°	Rwy Idg TDZE Apt Elev	5425 20 20
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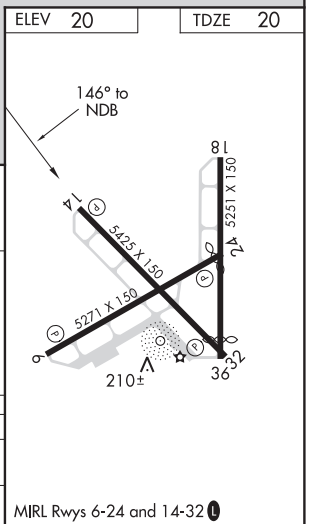
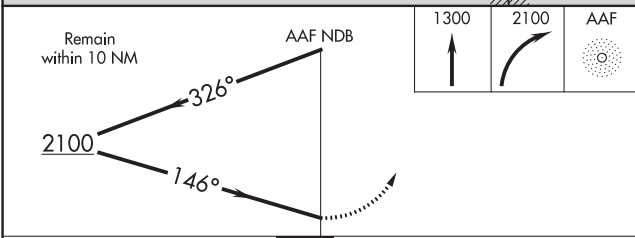
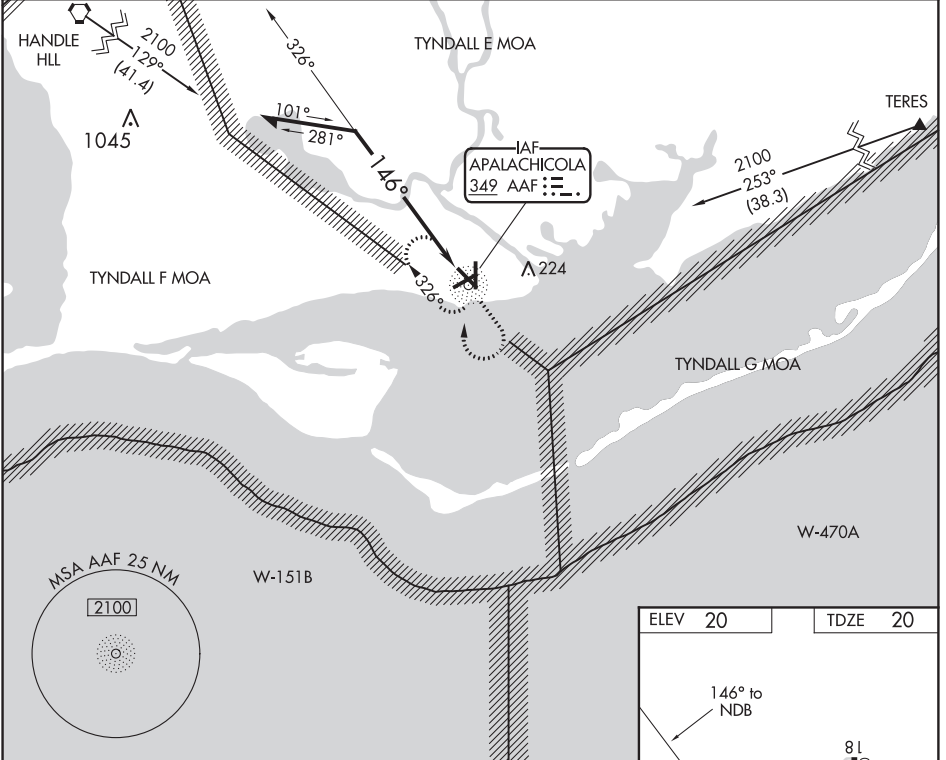
NDB RWY 14

APALACHICOLA RGNL-CLEVE RANDOLPH FIELD (AAF)

NA Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received; use Northwest Florida Beaches Intl altimeter setting and increase all MDA 140 feet, increase S-14 and Circling Cat C/D visibility 1/4 mile. Night Landing: Rwy 6, 14, 18, 36 NA.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2100 direct AAF NDB and hold, continue climb-in-hold to 2100.

ASOS 119.925	TYNDALL APP CON * 124.15	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-14	600-1	580 (600-1)	600-1 3/4	580 (600-1 3/4)
CIRCLING	600-1	580 (600-1)	600-1 3/4 580 (600-1 3/4)	600-2 580 (600-2)

MIRL Rwy 6-24 and 14-32

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

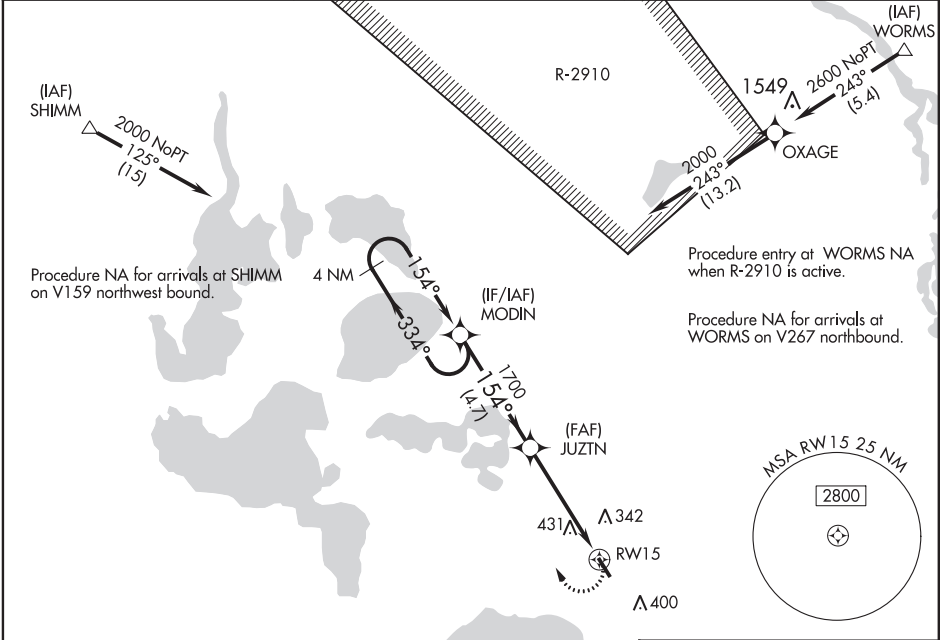
APP CRS 154°	Rwy Idg TDZE Apt Elev	N/A N/A 142
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RNAV (GPS)-A
ORLANDO APOPKA (X04)

NA DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Leesburg Intl altimeter setting; when not received, use Executive altimeter setting.

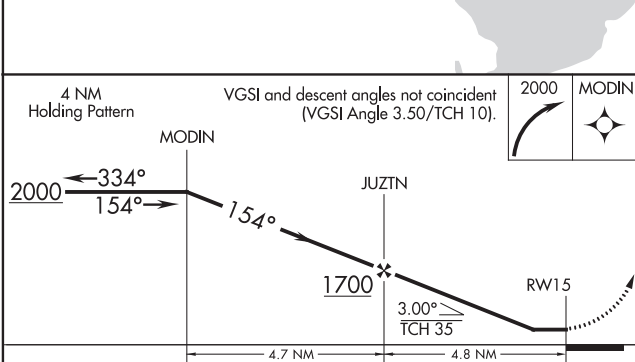
MISSED APPROACH: Climbing right turn to 2000 direct MODIN and hold.

LEESBURG INTL ASOS 134.325	ORLANDO APP CON 119.4 351.9	UNICOM 123.05 (CTAF)
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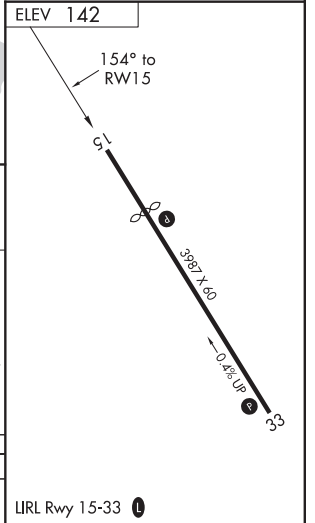


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	780-1 638 (700-1)	840-1 698 (700-1)	NA	



APP CRS 334°	Rwy Idg TDZE Apt Elev	N/A N/A 142
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RNAV (GPS)-B
ORLANDO APOPKA (X04)

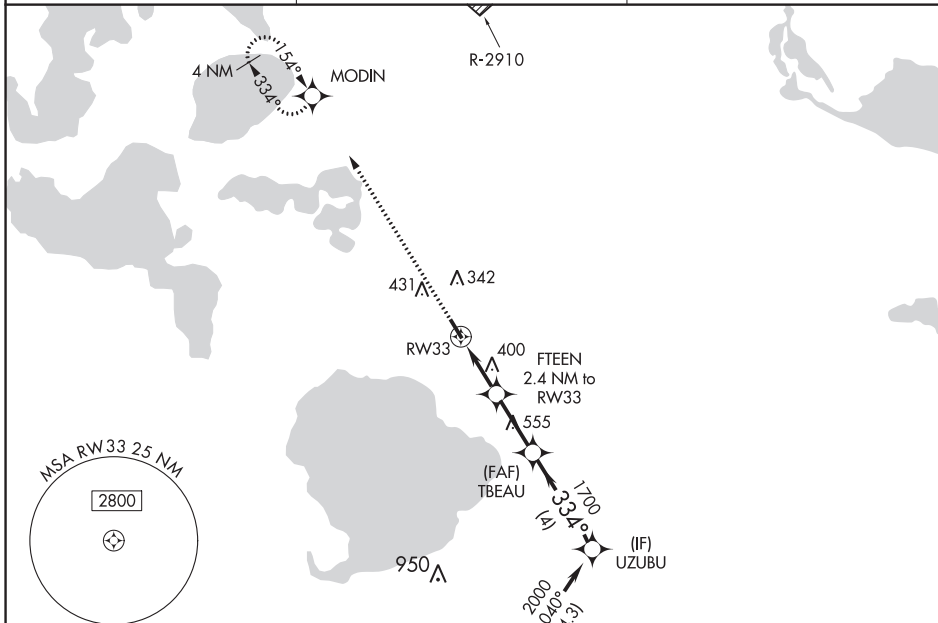
NA DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Leesburg Intl altimeter setting; when not received, use Executive altimeter setting.

MISSED APPROACH: Climb to 2000 direct MODIN and hold.

LEESBURG INTL ASOS
134.325

ORLANDO APP CON
119.4 351.9

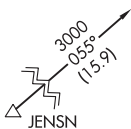
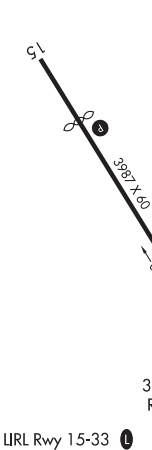
UNICOM
123.05 (CTAF)



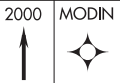
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

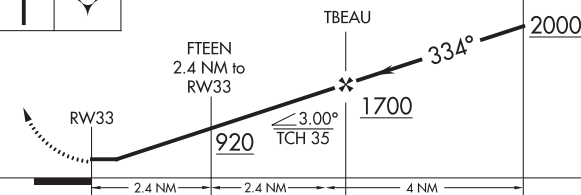
ELEV 142



Procedure NA for arrivals at JENSEN on V152 southwest bound.



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).



CATEGORY	A	B	C	D
CIRCLING	700-1 558 (600-1)	840-1 698 (700-1)	NA	

ARCADIA, FLORIDA

AL-10773 (FAA)

14317

APP CRS	Rwy Idg	N/A
058°	TDZE	N/A
	Apt Elev	63

RNAV (GPS)-A

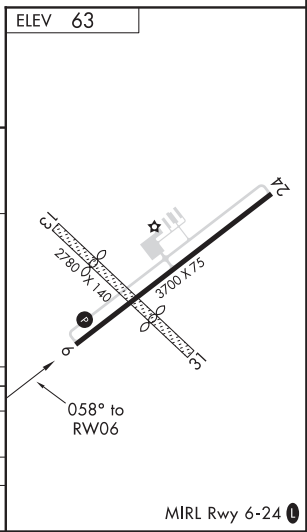
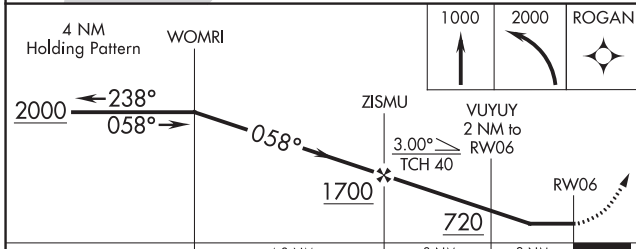
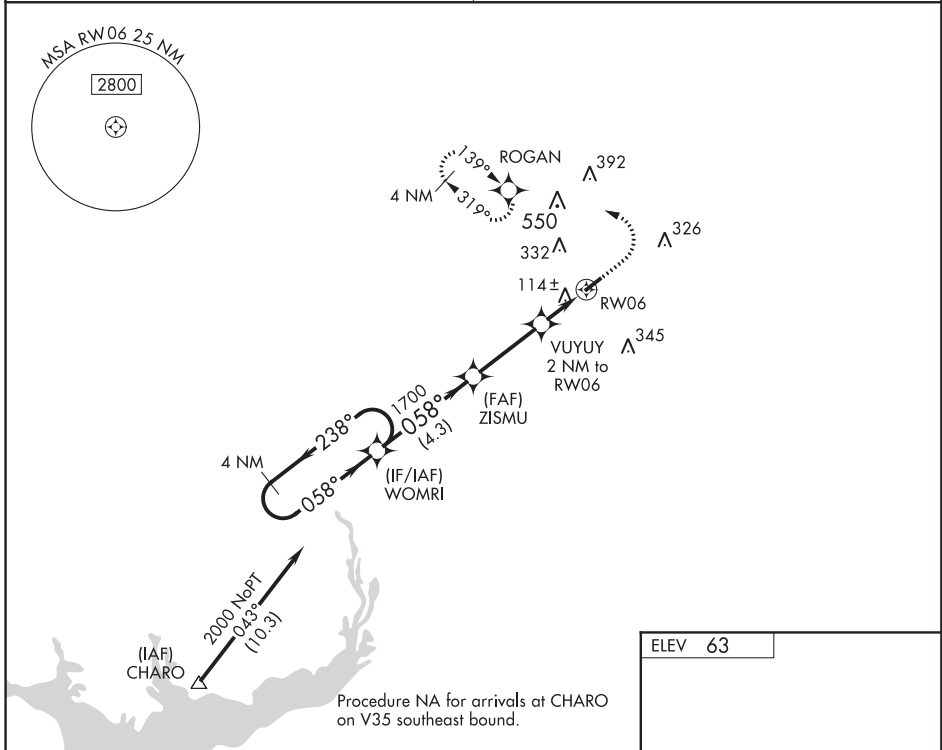
ARCADIA MUNI (X06)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF, when not received, use Punta Gordo altimeter setting. Procedure NA at night.

⚠ NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ROGAN and hold.

MIAMI CENTER 134.55 257.7	UNICOM 123.0 (CTAF) 📻
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CATEGORY	A	B	C	D
CIRCLING	420-1 357 (400-1)	520-1 457 (500-1)	NA	
PUNTA GORDO ALTIMETER SETTING MINIMUMS				
CIRCLING	480-1 417 (500-1)	580-1 517 (600-1)	NA	

ARCADIA, FLORIDA
Orig 29MAY14

27°12'N-81°50'W

ARCADIA MUNI (X06)

RNAV (GPS)-A

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 238°	Rwy Idg TDZE Apt Elev	N/A N/A 63
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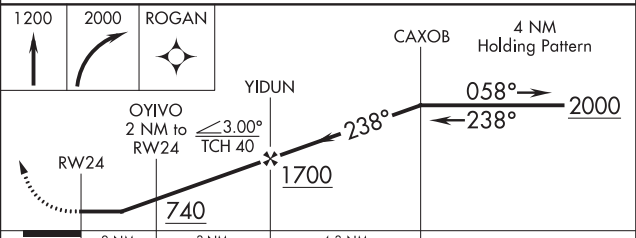
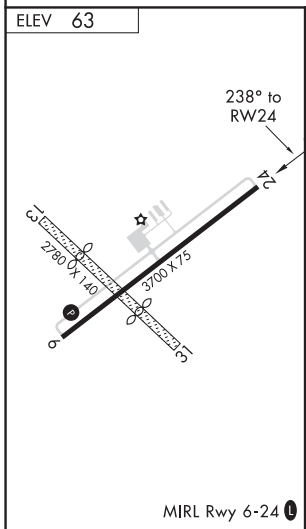
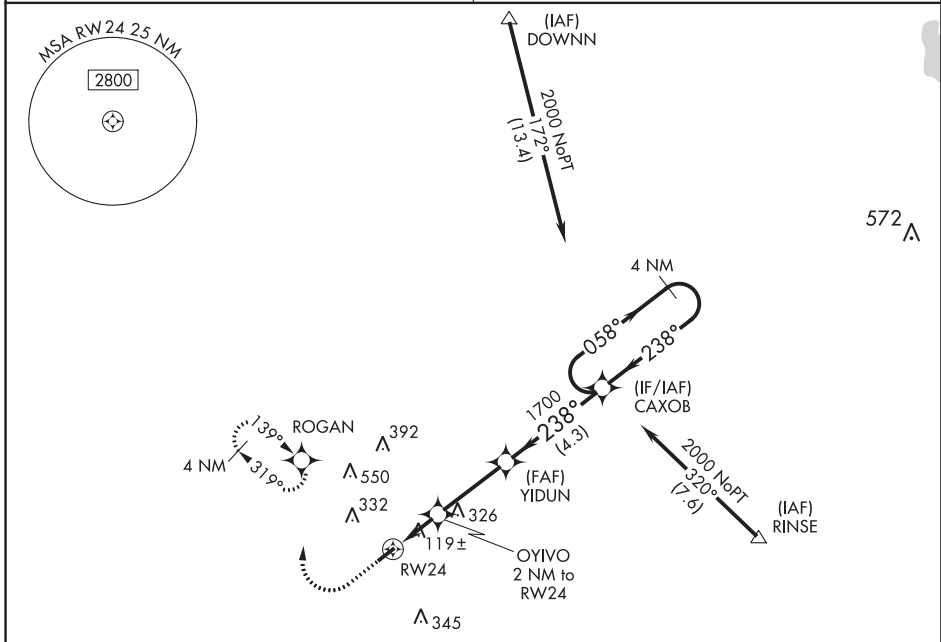
RNAV (GPS)-B

ARCADIA MUNI (X06)

⚠ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night. Obtain local altimeter setting on CTAF, when not received, use Punta Gordo altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct ROGAN and hold.

MIAMI CENTER 134.55 257.7	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	420-1 357 (400-1)	520-1 457 (500-1)	NA	
PUNTA GORDO ALTIMETER SETTING MINIMUMS				
CIRCLING	480-1 417 (500-1)	580-1 517 (600-1)	NA	

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86716 W05A	APP CRS 050°	Rwy Idg 5374 TDZE 160 Apt Elev 160
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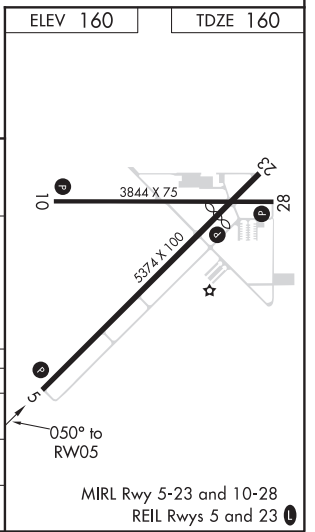
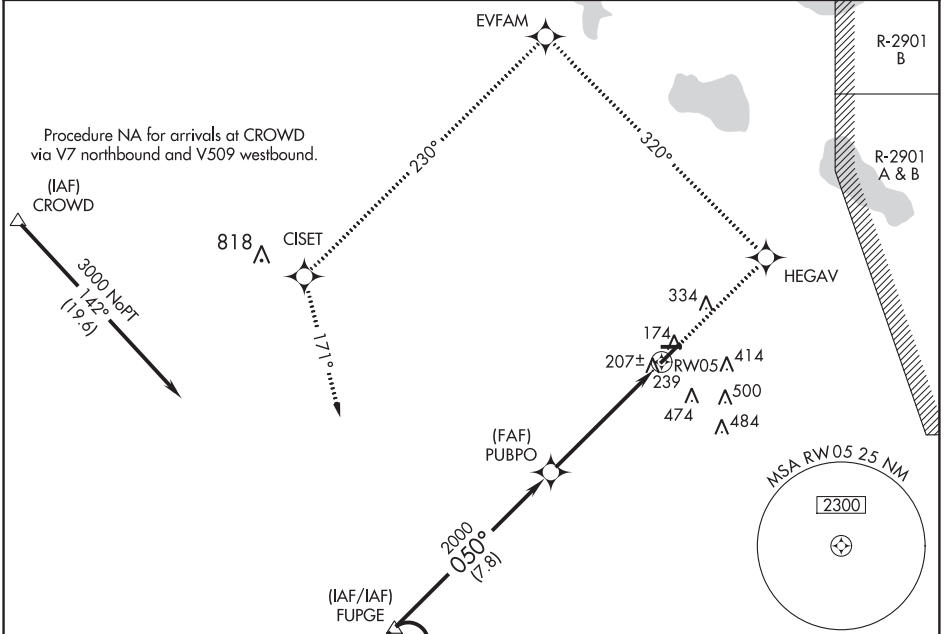
RNAV (GPS) RWY 5

AVON PARK EXECUTIVE (AVO)

NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Orlando Init altimeter setting; increase DA to 578 feet and visibility Cat A/B ½ mile. Increase all MDA 140 feet. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct HEGAV and via track 320° to EVFAM and left turn via track 230° to CISET and via track 171° to FUPGE and hold.

AWOS-3 118.725	MIAMI CENTER ★ 134.55 257.7	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern	3000	HEGAV	tr 320°	EVFAM	tr 230°	CISET	tr 171°	FUPGE
3000 ← 230° / 050° →		PUBPO 2000		RW05				
7.8 NM		5.5 NM						

CATEGORY	A	B	C	D
LPV DA	450-1 290 (300-1)			NA
LNAV MDA	540-1 380 (400-1)			NA
C CIRCLING	680-1 520 (600-1)	780-1 620 (700-1)		NA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3844
095°	TDZE	154
	Apt Elev	160

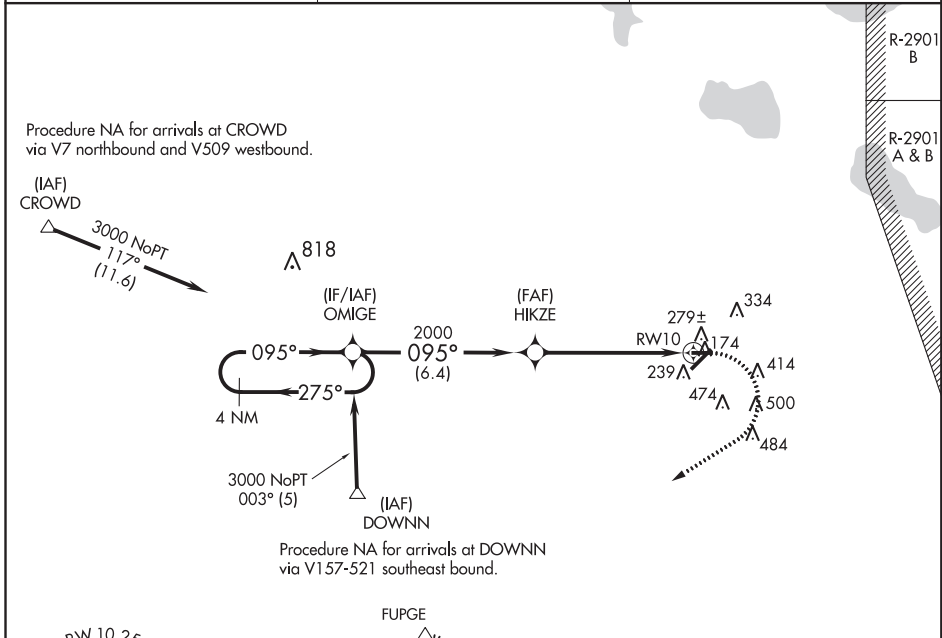
RNAV (GPS) RWY 10

AVON PARK EXECUTIVE (AVO)

NA DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Orlando Intl altimeter setting; increase all MDA 140 feet.

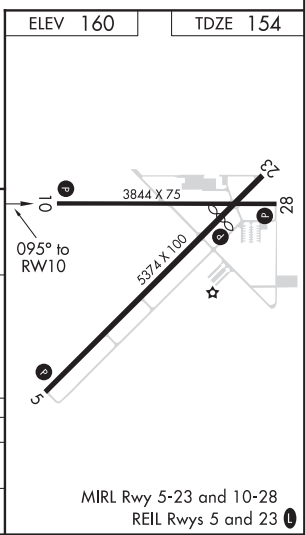
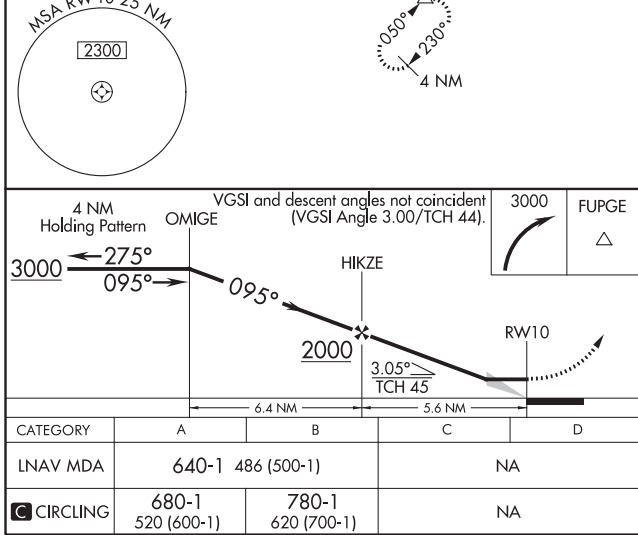
MISSED APPROACH: Climbing right turn 3000 direct FUPGE and hold.

AWOS-3 118.725	MIAMI CENTER ★ 134.55 257.7	UNICOM 122.8 (CTAF) 0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



WAAS CH 90511 W09A	APP CRS 091°	Rwy Idg 5000 TDZE 125 Apt Elev 125
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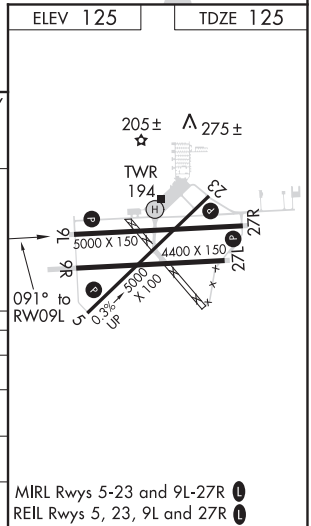
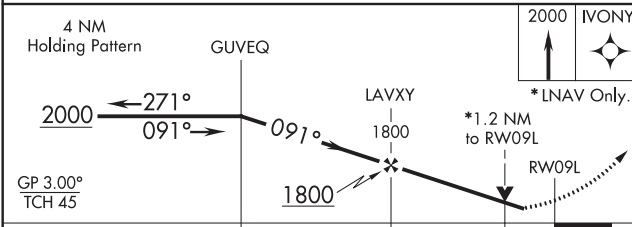
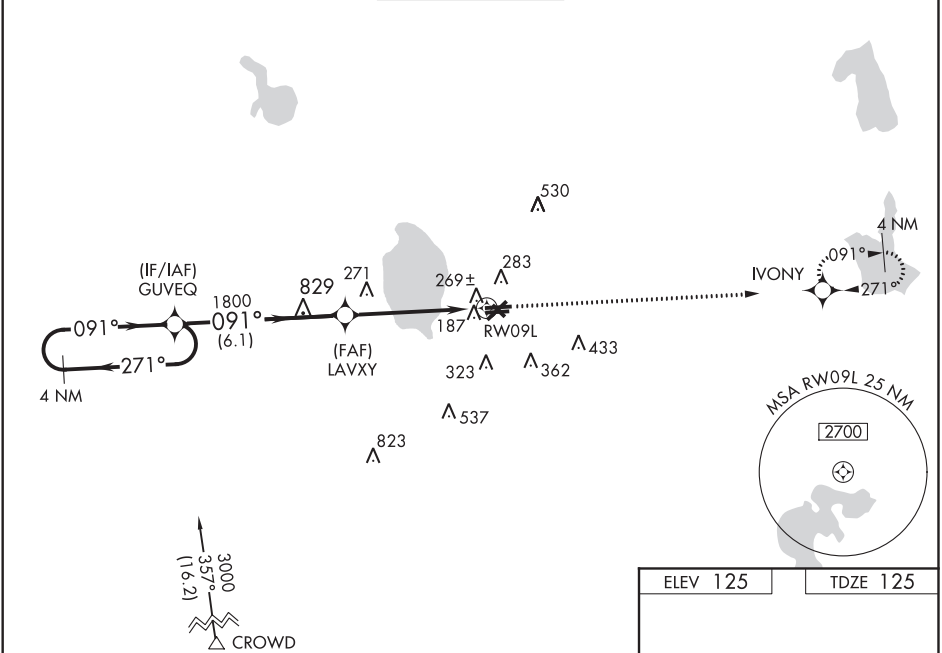
RNAV (GPS) RWY 9L

BARTOW MUNI (BOW)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°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 Tampa Intl altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C visibility and Circling Cat D visibility ¼ mile, and LNAV Cat D ½ mile. VDP NA when using Tampa Intl altimeter setting. Baro-VNAV NA when using Tampa Intl altimeter setting.

MISSED APPROACH:
Climb to 2000 direct IVONY and hold.

AWOS-3 123.775	TAMPA APP CON 120.65 290.3	BARTOW TOWER ★ 121.20 (CTAF)	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		442-1¼	317 (400-1¼)	
LNAV/VNAV DA		539-1½	414 (500-1½)	
LNAV MDA	540-1 415 (500-1)		540-1¼ 415 (500-1¼)	
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)

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

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

BARTOW, FLORIDA

AL-5838 (FAA)

16259

WAAS CH 63112 W23A	APP CRS 230°	Rwy Idg TDZE Apt Elev	5000 124 125
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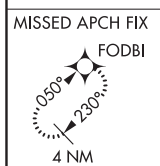
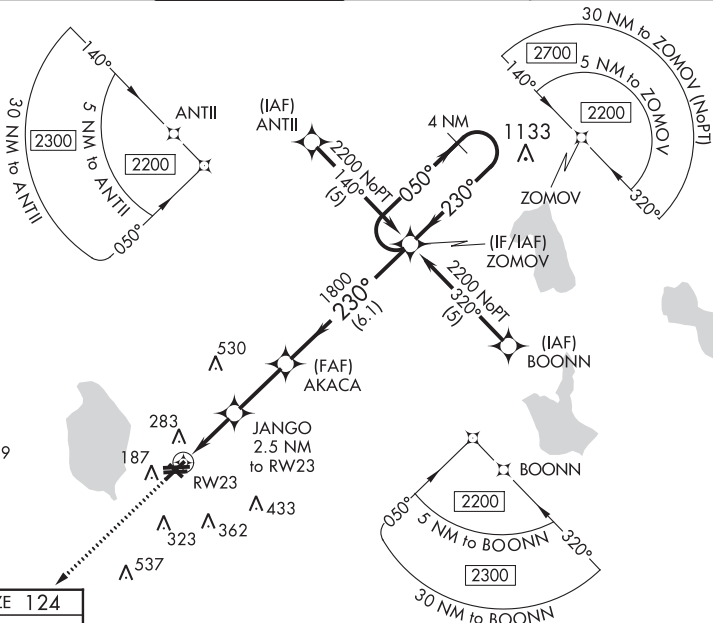
RNAV (GPS) RWY 23

BARTOW MUNI (BOW)

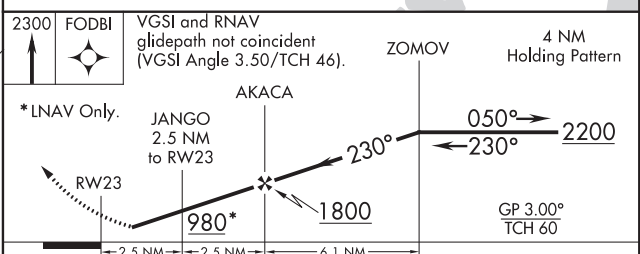
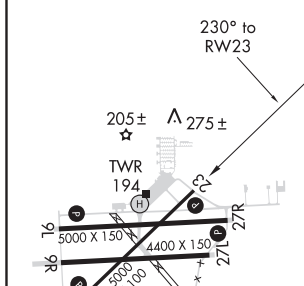
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA.
⚠ When local altimeter setting not received; use Tampa Intl altimeter setting and increase all DA 106 feet and MDA 120 feet; increase LPV and LNAV/VNAV visibility all Cats. ½ mile, LNAV visibility Cat. C and D and Circling Cat. D ¼ mile. Baro-VNAV NA when using Tampa Intl altimeter setting.

MISSED APPROACH:
Climb to 2300 direct FODBI and hold.

AWOS-3 123.775	TAMPA APP CON 120.65 290.3	BARTOW TOWER ★ 121.20 (CTAF)	GND CON 121.9	UNICOM 122.95
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ELEV 125	TDZE 124
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CATEGORY	A	B	C	D
LPV DA	454-1		330 (400-1)	
LNAV/VNAV DA	575-1½		451 (500-1½)	
LNAV MDA	580-1	456 (500-1)	580-1¼ 456 (500-1¼)	580-1½ 456 (500-1½)
CIRCLING	600-1	475 (500-1)	600-1½ 475 (500-1½)	680-2 555 (600-2)

MIRL Rwy 5-23 and 9L-27R
 REL Rwy 5, 23, 9L and 27R

BARTOW, FLORIDA
 Orig-B 14JAN10

27°57'N-81°47'W

RNAV (GPS) RWY 23

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82412 W27A	APP CRS 271°	Rwy Idg TDZE Apt Elev	5000 125 125
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RNAV (GPS) RWY 27R

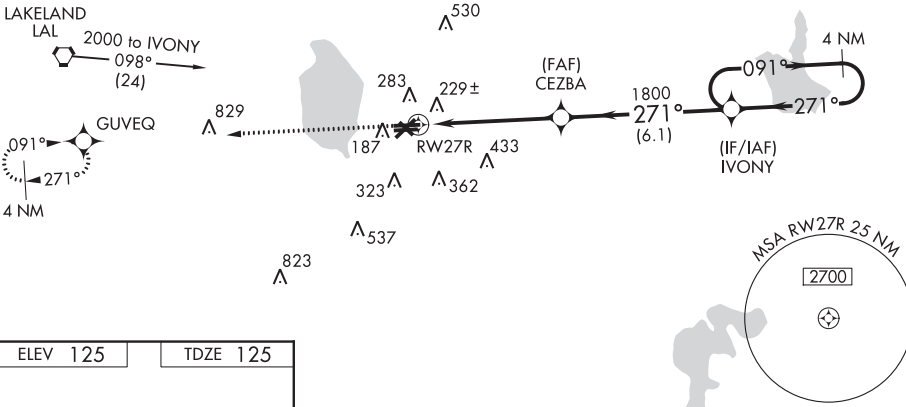
BARTOW MUNI (BOW)

⚠ DME/DME RNP-3.0 NA. Visibility reduction by helicopters NA. VDP NA when using Tampa Intl altimeter setting. When local altimeter setting not received, use Tampa Intl setting and increase all DA 106 feet and all MDA 120 feet, increase LPV and LNAV/VNAV visibility all Cats. ½ mile, increase LNAV visibility Cat. C and D ¼ mile, and Circling visibility Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Tampa Intl altimeter setting.

MISSED APPROACH:
Climb to 2000 direct GUYEQ and hold.

AWOS-3 123.775	TAMPA APP CON 120.65 290.3	BARTOW TOWER ★ 121.2 (CTAF)	GND CON 121.9	UNICOM 122.95
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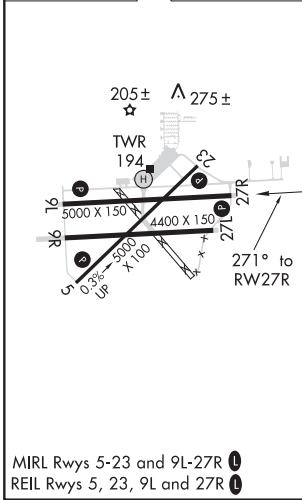
Procedure NA for arrival on LAL VORTAC via airway radials 046 CW 153.



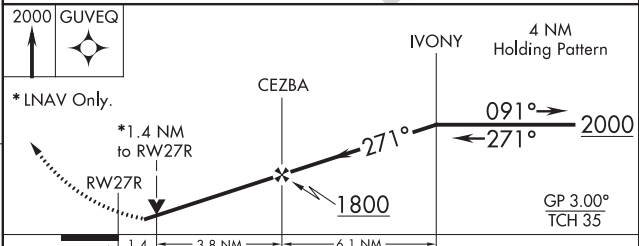
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 125	TDZE 125
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MIRL Rwy 5-23 and 9L-27R
REIL Rwy 5, 23, 9L and 27R



CATEGORY	A	B	C	D
LPV DA	470-1¼ 345 (400-1¼)			
LNAV/VNAV DA	530-1½ 405 (500-1½)			
LNAV MDA	580-1	455 (500-1)	580-1¼ 455 (500-1¼)	580-1½ 455 (500-1½)
CIRCLING	600-1	475 (500-1)	600-1½ 475 (500-1½)	680-2 555 (600-2)

BARTOW, FLORIDA

AL-5838 (FAA)

16259

VORTAC LAL 116.0 Chan 107	APP CRS 101°	Rwy Idg 5000 TDZE 125 Apt Elev 125
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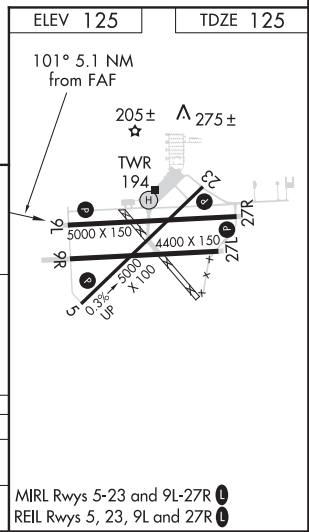
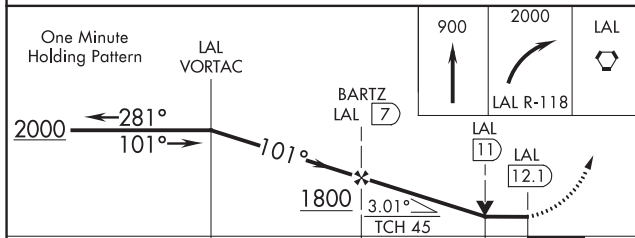
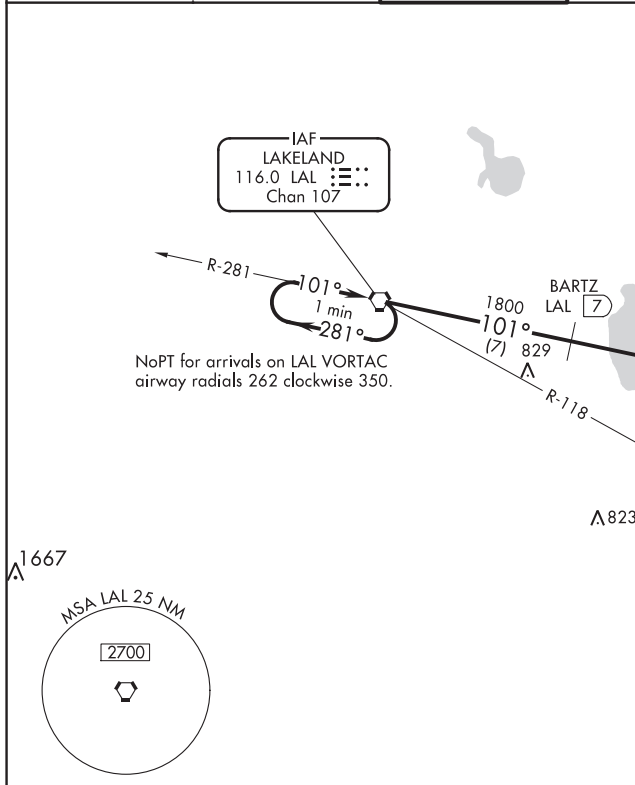
VOR/DME RWY 9L

BARTOW MUNI (BOW)

NA Helicopter visibility reduction below 3/4 SM NA.
When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 120 feet and S-9L Cat C/D visibility 3/8 mile and Circling Cat D visibility 1/4 mile.

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 via LAL R-118 to LAL VORTAC and hold.

AWOS-3 123.775	TAMPA APP CON 120.65 290.3	BARTOW TOWER ★ 121.2 (CTAF)	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-9L	540-1 415 (500-1)		540-1 1/8 415 (500-1 1/8)	
CIRCLING	600-1 475 (500-1)		600-1 1/2 475 (500-1 1/2)	680-2 555 (600-2)

BARTOW, FLORIDA
Amdt 2D 18AUG16

27°57'N-81°47'W

BARTOW MUNI (BOW)

VOR/DME RWY 9L

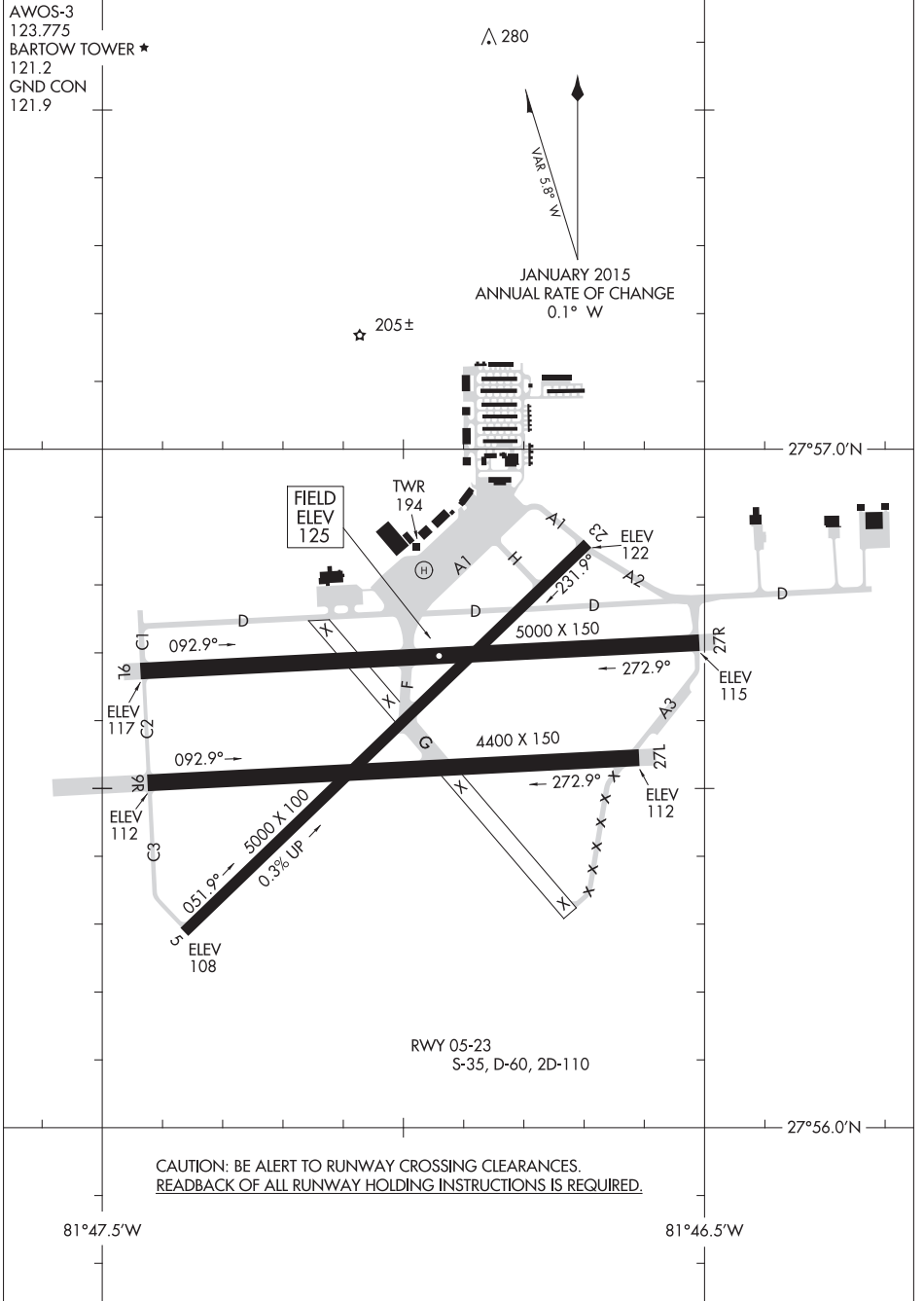
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5838 (FAA)

BARTOW MUNI (BOW)
BARTOW, FLORIDA



SE-3, 10 NOV 2016 to 05 JAN 2017

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AIRPORT DIAGRAM

BARTOW, FLORIDA
BARTOW MUNI (BOW)

APP CRS 229°	Rwy Idg 5898
	THRE 13
	Apt Elev 13

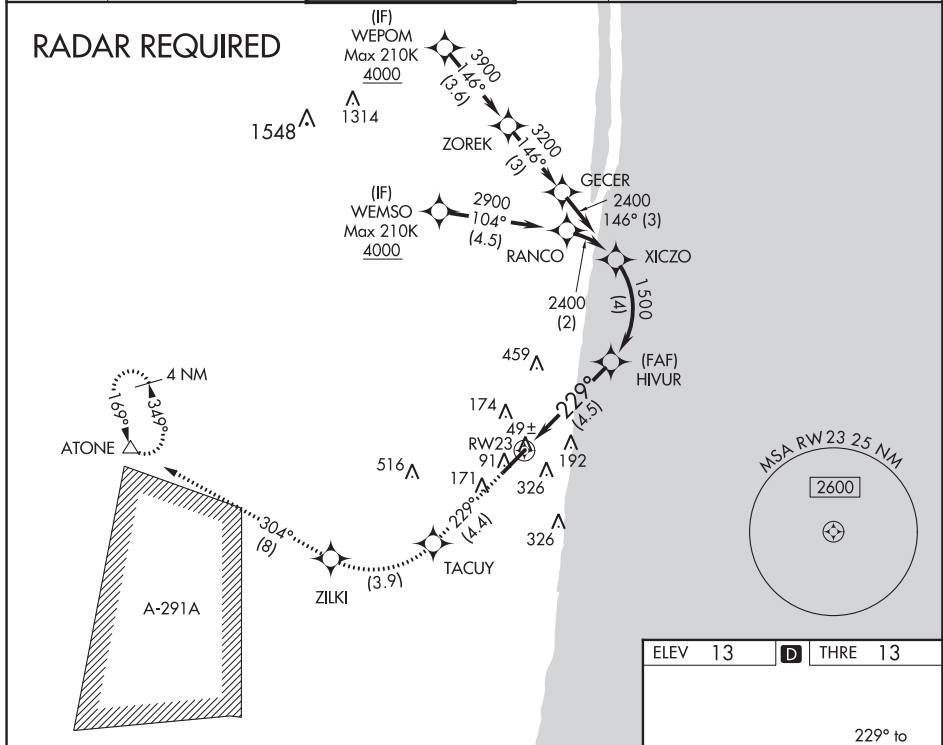
RNAV (RNP) Z RWY 23

BOCA RATON (BCT)

⚠ For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). Night Landing: RWY23, operational VGSI required, remain on or above VGSI glidepath until threshold. RF required. GPS required.

MISSED APPROACH: Climb to 2000 on track 229° to TACUY, right turn to ZILKI, and on track 304° to ATONE and hold.

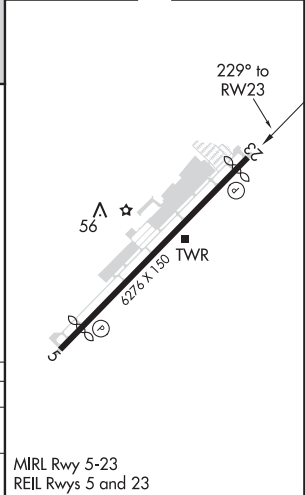
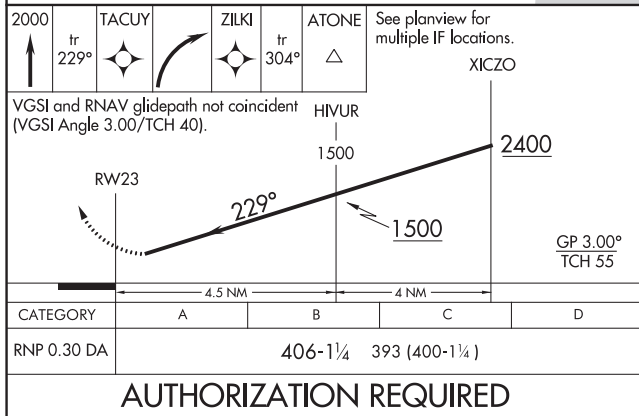
AWOS-3 121.125	PALM BEACH APP CON 125.2 343.6	BOCA RATON TOWER★ 118.425 (CTAF)	GND CON 121.8	CLNC DEL 121.8 127.35 (when tower closed)
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 13	D THRE 13
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MIRL Rwy 5-23
REIL Rws 5 and 23

WAAS CH 42801 W23A	APP CRS 229°	Rwy Idg THRE 13 Apt Elev 13	5898
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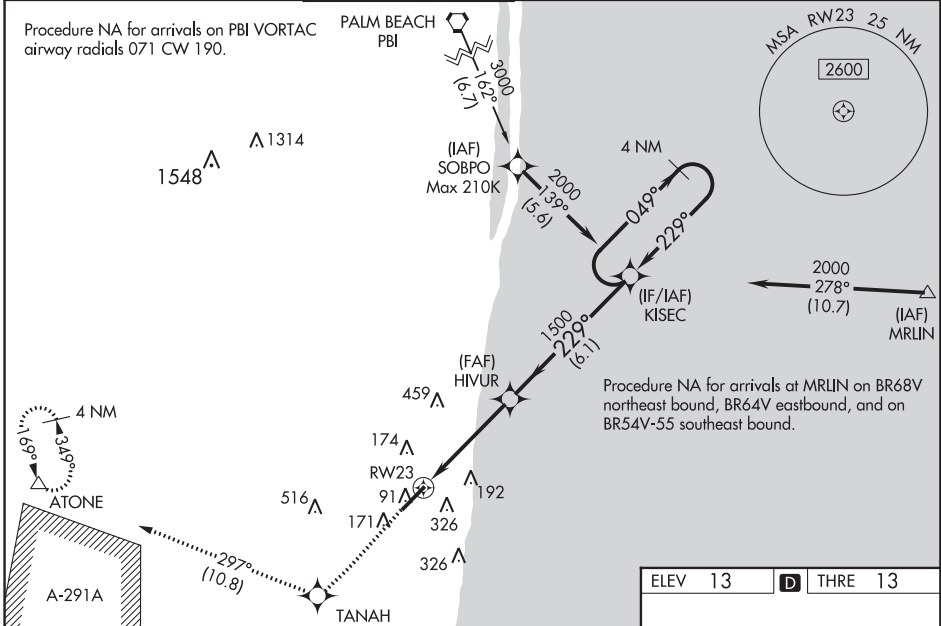
RNAV (GPS) Y RWY 23

BOCA RATON (BCT)

▼ 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. Night Landing: Rwy 23, operational VGSI required, remain on or above VGSI glidepath until threshold. When local altimeter setting not received, use Palm Beach Intl altimeter setting; increase LPV and LNAV/VNAV DA to 306; increase all MDA 60 feet and LNAV Cats C/D visibility 1/8 mile and Circling Cats C/D visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. In minimum visibility conditions, bright lights on highway 1/4 mile north of airport may be mistaken as runway lights.

▲ MISSED APPROACH: Climb to 2000 direct TANAH and on track 297° to ATONE and hold.

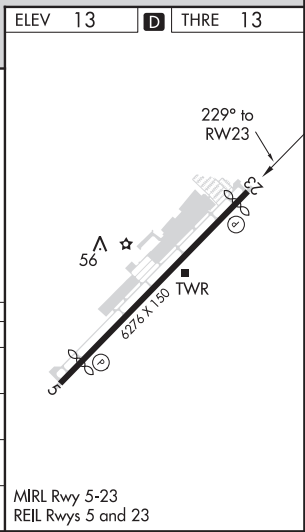
AWOS-3 121.125	PALM BEACH APP CON 125.2 343.6	BOCA RATON TOWER* 118.425 (CTAF)	GND CON 121.8	CLNC DEL 121.8 (when tower closed)
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

2000	TANAH	tr 297°	ATONE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).	4 NM Holding Pattern
CATEGORY	A	B	C	D	
LPV DA		263-1	250 (300-1)		
LNAV/ VNAV DA		263-1	250 (300-1)		
LNAV MDA	480-1	467 (500-1)	480-1 3/8	467 (500-1 3/8)	
C CIRCLING	640-1	627 (700-1)	680-1 3/4 667 (700-1 3/4)	880-2 3/4 867 (900-2 3/4)	



VORTAC PBI 115.7 Chan 104	APP CRS 187°	Rwy Idg TDZE Apt Elev	N/A N/A 13
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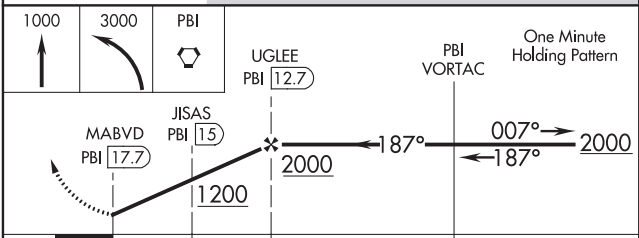
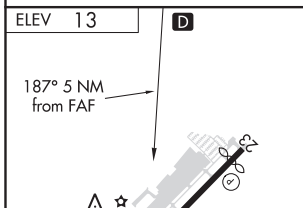
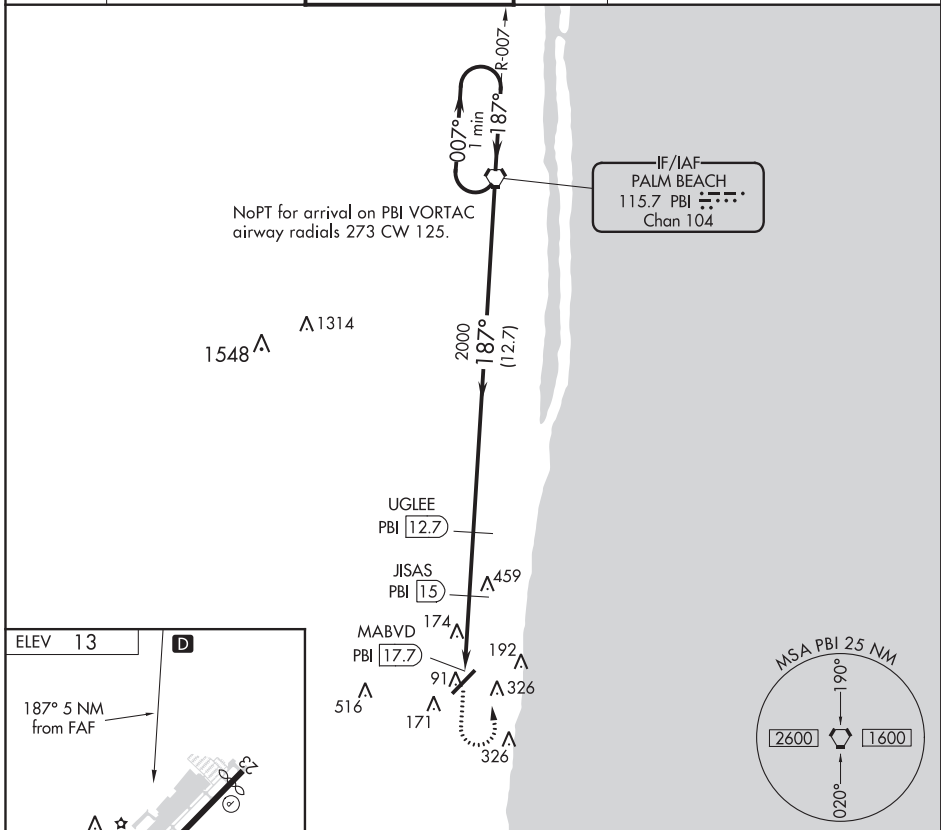
VOR/DME-A

BOCA RATON (BCT)

⚠ When local altimeter setting not received, use Palm Beach altimeter setting and increase all MDA 60 feet.
⚠ In minimum visibility conditions bright lights on highway ¼ mile north of airport may be mistaken for runway lights.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct PBI VORTAC and hold.

AWOS-3 121.125	PALM BEACH APP CON 125.2 343.6	BOCA RATON TOWER★ 118.425 (CTAF)	GND CON 121.8	CLNC DEL 121.8 127.35 (when tower closed)
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CATEGORY	A	B	C	D
CIRCLING	680-1	667 (700-1)	680-1¾ 667 (700-1¾)	680-2 667 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

16259

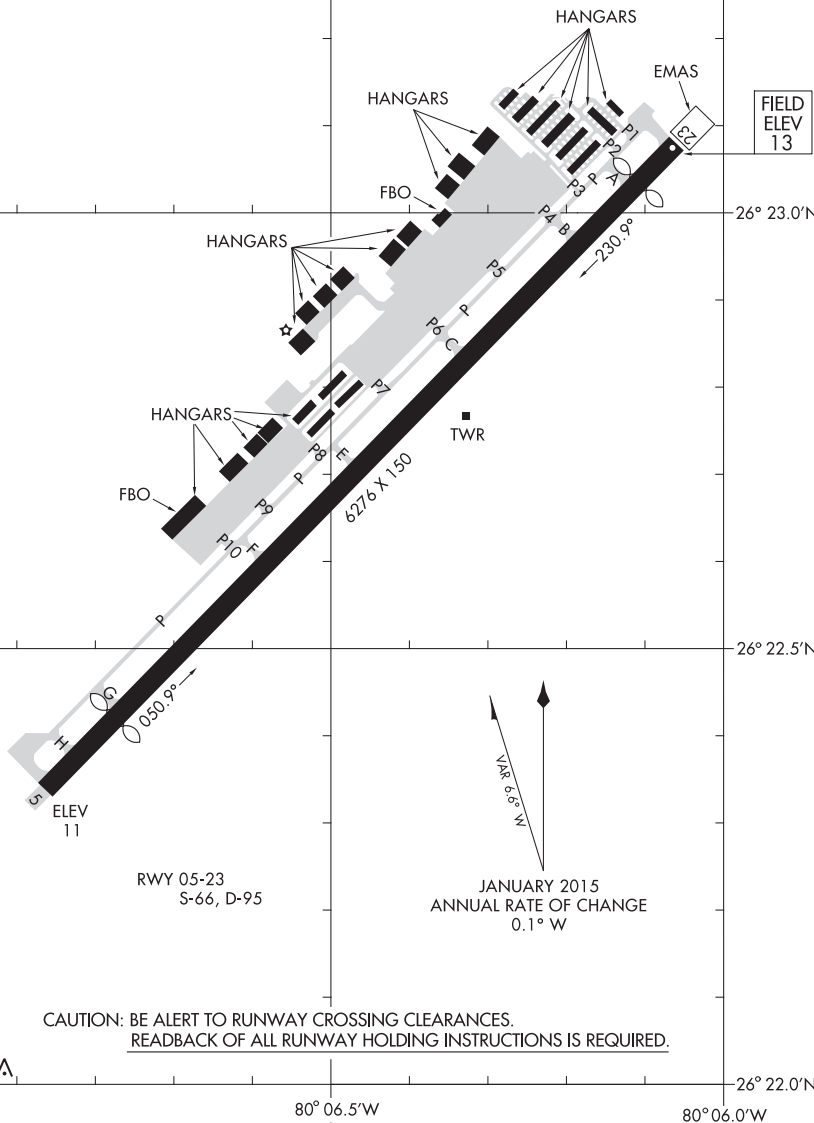
AIRPORT DIAGRAM

AL-560 (FAA)

BOCA RATON (BCT)
BOCA RATON, FLORIDA

AWOS-3
121.125
BOCA RATON TOWER *
118.425
GND CON
121.8
CLNC DEL
121.8
127.35 (When Tower Closed)

D



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

114 A

AIRPORT DIAGRAM

BOCA RATON, FLORIDA
BOCA RATON (BCT)

16259

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61026 W19A	APP CRS 193°	Rwy Idg TDZE Apt Elev	4000 85 85
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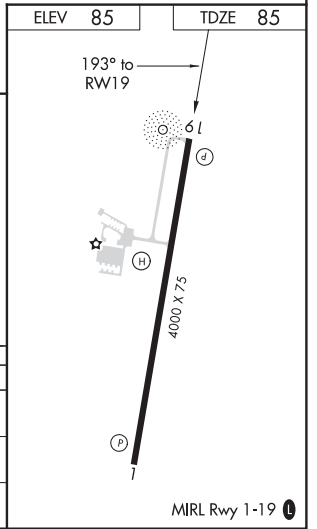
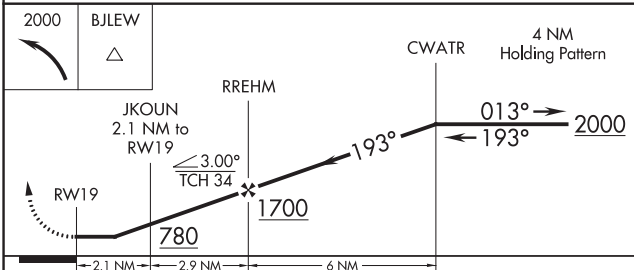
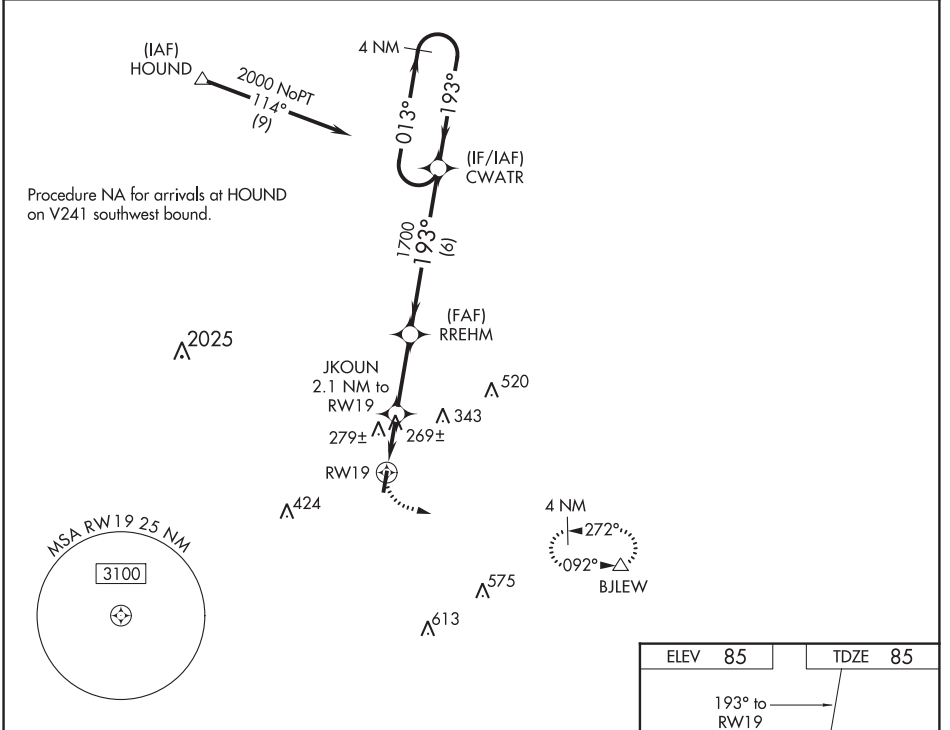
RNAV (GPS) RWY 19

TRI COUNTY (1J0)

▽ When VGSi inop, procedure NA at night. DME/DME RNP-0.3 NA.
△ NA Visibility reduction by helicopters NA. Use Marianna altimeter setting, when not received, use Northwest Florida Beaches Intl altimeter setting and increase all MDA 20 feet, and increase LNAV Cat C visibility 1/8 mile.

MISSED APPROACH: Climbing left turn to 2000 direct BJLEW and hold.

MARIANNA ASOS 133.525	CAIRNS APP CON ★ 133.75 270.35	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	580-1	495 (500-1)	580-1 3/8 495 (500-1 3/8)	NA
LNAV MDA	600-1	515 (600-1)	600-1 3/8 515 (600-1 3/8)	NA
CIRCLING	640-1 555 (600-1)	660-1 575 (600-1)	660-1 1/2 575 (600-1 1/2)	NA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

BROOKSVILLE, FLORIDA

AL-6210 (FAA)

16035

LOC I-OSV 111.1	APP CRS 094°	Rwy Idg TDZE Apt Elev	7001 76 76
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ILS or LOC RWY 9
BROOKSVILLE-TAMPA BAY RGNL (BKV)

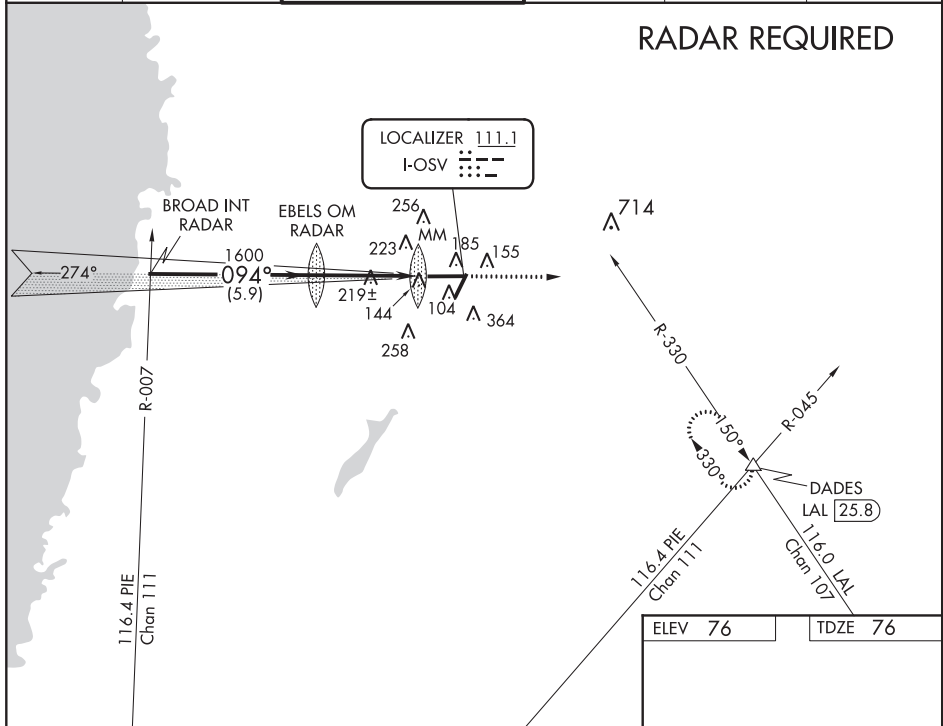
▽ DME required. When local altimeter setting not received use Tampa Intl altimeter setting and increase all DA to 353 and all MDA 80 feet, increase S-LOC 9 Cat D and Circling Cat C/D visibility ¼ mile. For inop MALSR when using Tampa Intl increase S-ILS 9 all Cats visibility to 1 mile. Circling to Rwy 3/21/27 NA at night.

△ NA

MALSR

MISSED APPROACH: Climb to 3000 on heading 090° and LAL R-330 to DADES/LAL 25.8 DME and hold.

ASOS 134.725	TAMPA APP CON 125.3 316.05	BROOKSVILLE TOWER ★ 118.55 (CTAF) 0	GND CON 121.4	CLNC DEL 119.125	UNICOM 123.0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

	ELEV 76	TDZE 76
BROAD INT RADAR	EBELS OM RADAR	LAL R-330
2000	1438	DADES △
GS 3.00° TCH 57	1600	MM
	094°	094° 4.1 NM from FAF
	5.9 NM	3.7 NM
	0.4	
CATEGORY	A	B
S-ILS 9	276-½	200 (200-½)
S-LOC 9	480-½ 404 (500-½)	480-¾ 404 (500-¾)
CIRCLING	680-1 604 (700-1)	680-1 ¾ 604 (700-1 ¾)
	680-2	604 (700-2)
	MIRL Rwy 3-21 and 9-27	
	FAF to MAP 4.1 NM	
	Knots	60 90 120 150 180
	Min:Sec	4:06 2:44 2:03 1:38 1:22

BROOKSVILLE, FLORIDA
Amdt 2E 24JUL14

28°28'N-82°27'W

BROOKSVILLE-TAMPA BAY RGNL (BKV)
ILS or LOC RWY 9

APP CRS	Rwy Idg	5014
030°	TDZE	67
	Apt Elev	76

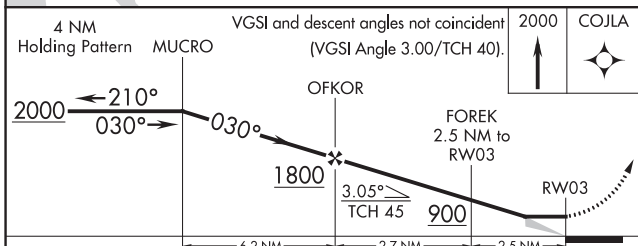
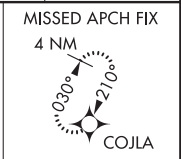
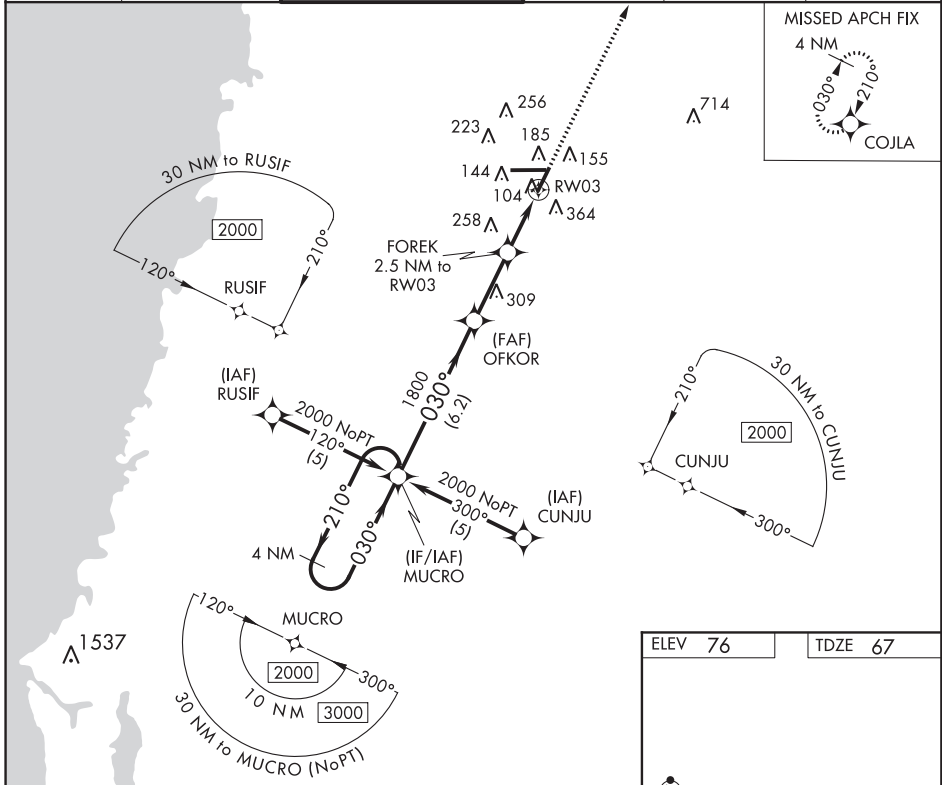
RNAV (GPS) RWY 3

BROOKSVILLE-TAMPA BAY RGNL (BKV)

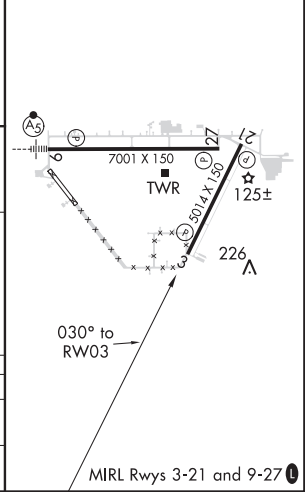
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 80 feet and increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct COJLA and hold.

ASOS 134.725	TAMPA APP CON 125.3 316.05	BROOKSVILLE TOWER ★ 118.55 (CTAF) 0	GND CON 121.4	CINC DEL 119.125	UNICOM 123.0
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ELEV 76	TDZE 67
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CATEGORY	A	B	C	D
LNAV MDA	480-1	413 (500-1)	480-1¼	413 (500-1¼)
CIRCLING	680-1	604 (700-1)	680-1¾	680-2
			604 (700-1¾)	604 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

BROOKSVILLE, FLORIDA

AL-6210 (FAA)

16035

APP CRS	Rwy Idg	7001
094°	TDZE	76
	Apt Elev	76

RNAV (GPS) RWY 9

BROOKSVILLE-TAMPA BAY RGNL (BKV)

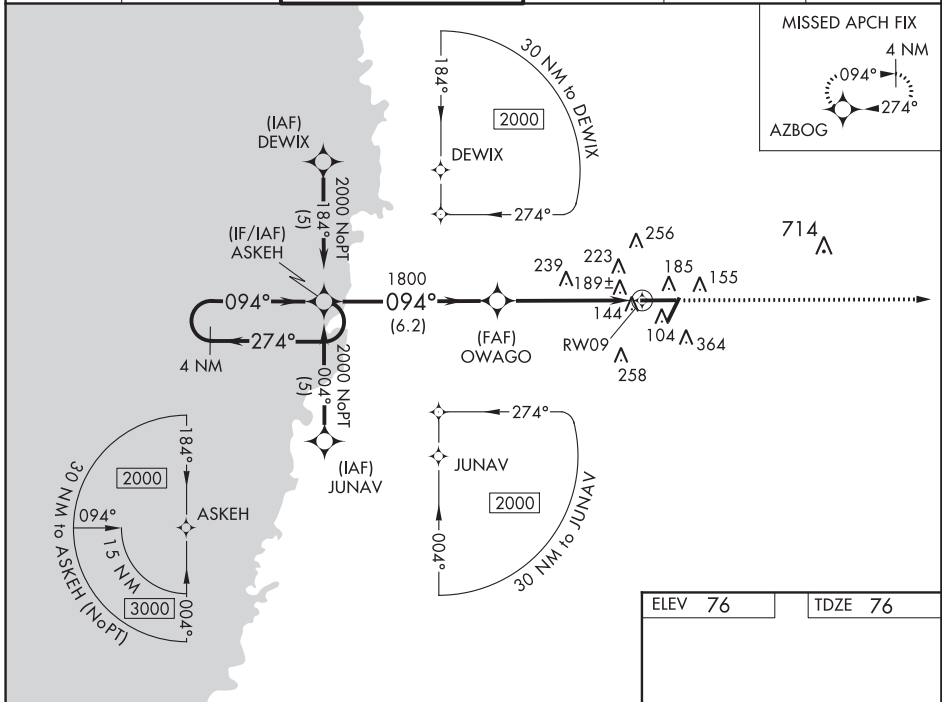
⚠ Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. For inop MALSRS increase LNAV Cat D visibility to 1 ¼ mile. Circling Rwy 3/21/27 NA at night.

MALSRS



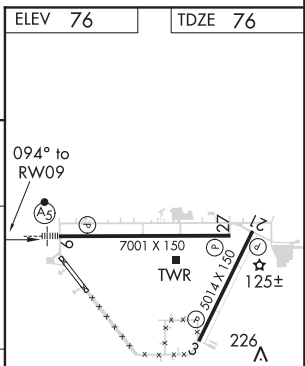
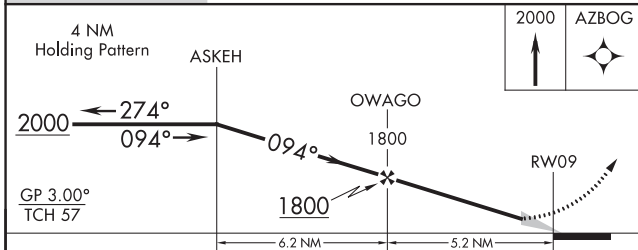
MISSED APPROACH:
Climb to 2000 direct
AZBOG and hold.

ASOS	TAMPA APP CON	BROOKSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
134.725	125.3 316.05	118.55 (CTAF) 0	121.4	119.125	123.0



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV/VNAV DA	507-1 431 (500-1)			
LNAV MDA	500-½	424 (500-½)	500-¾ 424 (500-¾)	500-1 424 (500-1)
CIRCLING	680-1	604 (700-1)	680-1¾ 604 (700-1¾)	680-2 604 (700-2)

MIRL Rwy 3-21 and 9-27

BROOKSVILLE, FLORIDA
Amdt 1C 24JUL14

28°28'N-82°27'W

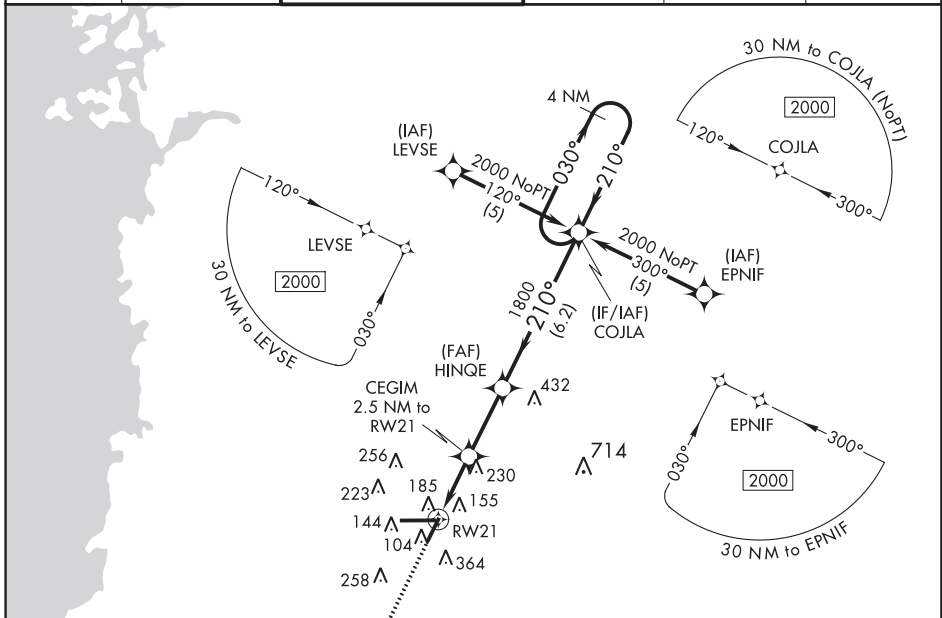
BROOKSVILLE-TAMPA BAY RGNL (BKV)
RNAV (GPS) RWY 9

APP CRS	Rwy Idg	5014
210°	TDZE	69
	Apt Elev	76

RNAV (GPS) RWY 21

BROOKSVILLE-TAMPA BAY RGNL (BKV)

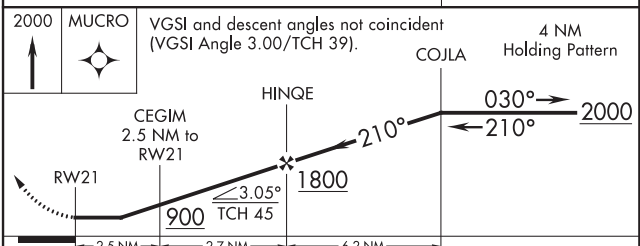
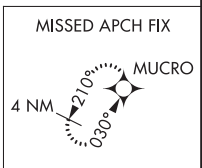
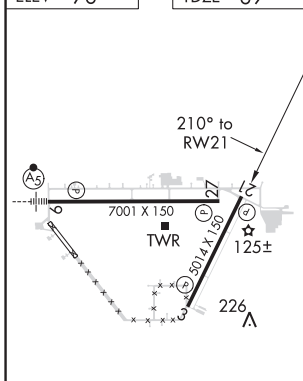
<p>▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and Circling Cats C and D visibility ¼ mile.</p>		<p>▲ MISSED APPROACH: Climb to 2000 direct MUCRO and hold.</p>			
ASOS	TAMPA APP CON	BROOKSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
134.725	125.3 316.05	118.55 (CTAF) 0	121.4	119.125	123.0



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 76	TDZE 69
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CATEGORY	A	B	C	D
LNAV MDA	500-1	431 (500-1)	500-1¼ 431 (500-1¼)	500-1½ 431 (500-1½)
CIRCLING	680-1	604 (700-1)	680-1¾ 604 (700-1¾)	680-2 604 (700-2)

BROOKSVILLE, FLORIDA

AL-6210 (FAA)

16035

WAAS CH 86408 W27A	APP CRS 274°	Rwy Idg TDZE Apt Elev	7001 69 76
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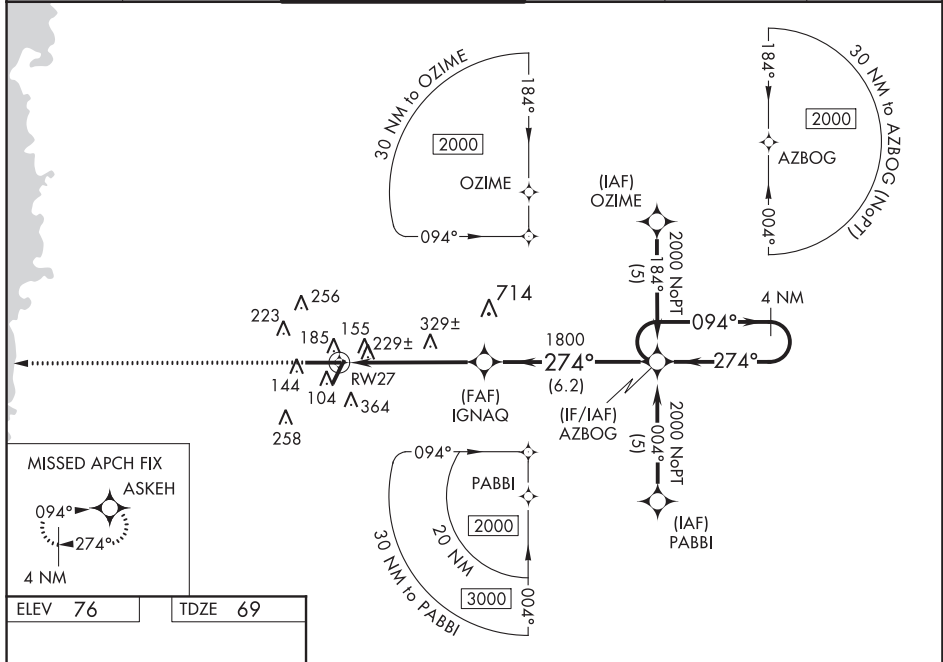
RNAV (GPS) RWY 27

BROOKSVILLE-TAMPA BAY RGNL (BKV)

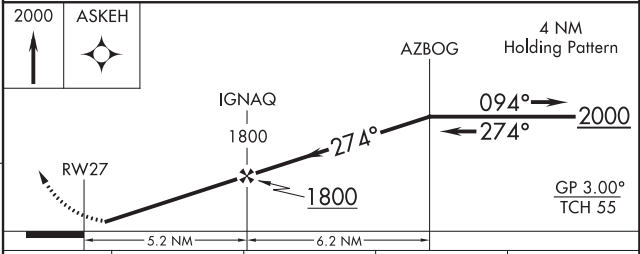
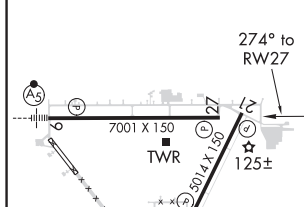
⚠ Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all DA 77 feet and MDA 80 feet, and increase LPV, LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibility ¼ mile. Rwy 27 Straight-in/Circling and Circling Rwy 3/21 NA at night.

⚠ MISSED APPROACH: Climb to 2000 direct ASKEH and hold.

ASOS 134.725	TAMPA APP CON 125.3 316.05	BROOKSVILLE TOWER ★ 118.55 (CTAF) 0	GND CON 121.4	CLNC DEL 119.125	UNICOM 123.0
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ELEV 76	TDZE 69
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CATEGORY	A	B	C	D
LPV DA		442-1¼	373 (400-1¼)	
LNAV/VNAV DA		595-1¾	526 (600-1¾)	
LNAV MDA	620-1	551 (600-1)	620-1½ 551 (600-1½)	620-1¾ 551 (600-1¾)
CIRCLING	680-1	604 (700-1)	680-1¾ 604 (700-1¾)	680-2 604 (700-2)

BROOKSVILLE, FLORIDA
Amdt 1C 24JUL14

28°28'N-82°27'W

BROOKSVILLE-TAMPA BAY RGNL (BKV) RNAV (GPS) RWY 27

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

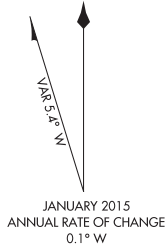
AIRPORT DIAGRAM

BROOKSVILLE-TAMPA BAY RGNL (BKV)
BROOKSVILLE, FLORIDA

AL-6210 (FAA)

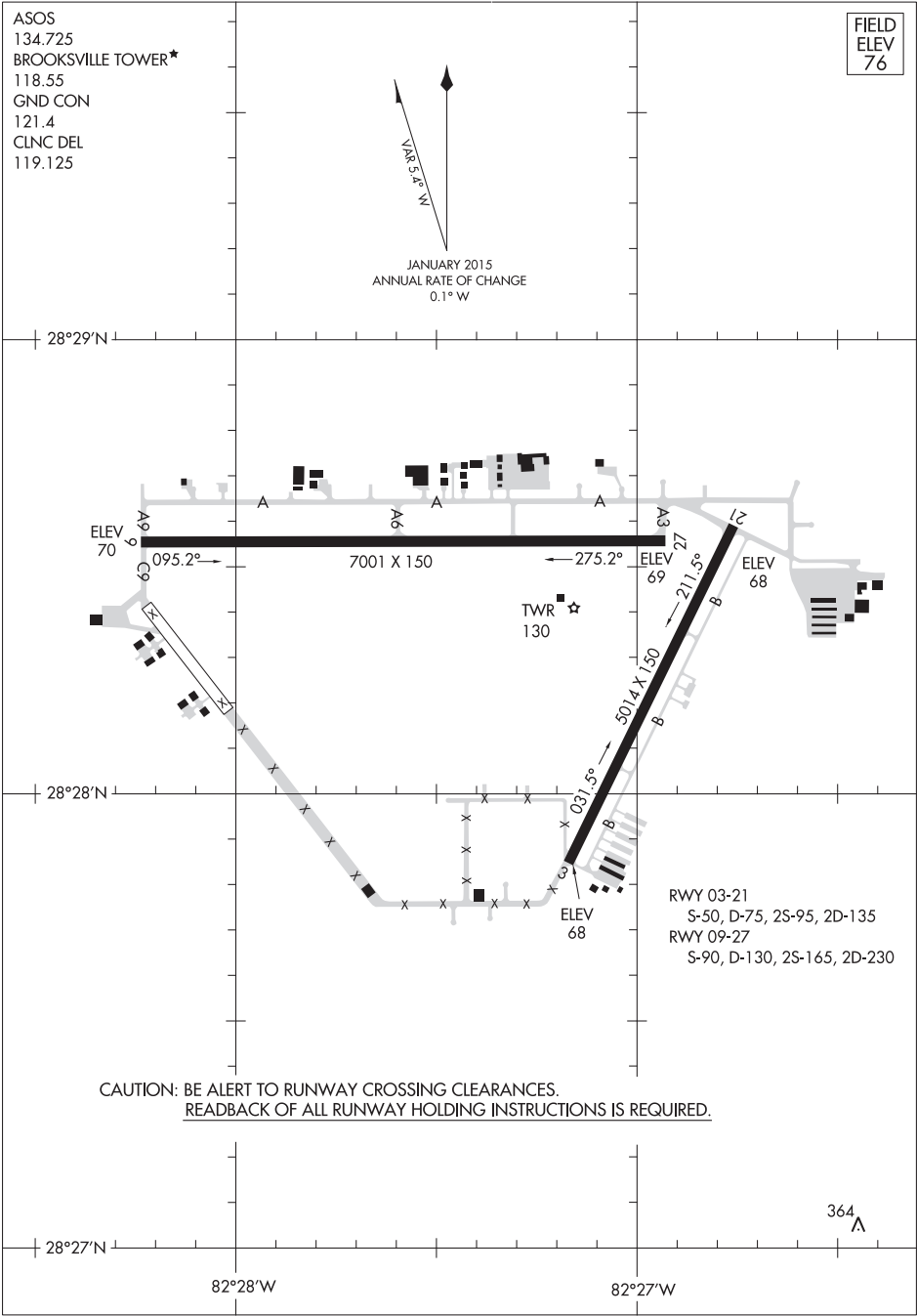
ASOS
134.725
BROOKSVILLE TOWER*
118.55
GND CON
121.4
CLNC DEL
119.125

FIELD
ELEV
76



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



RWY 03-21
S-50, D-75, 2S-95, 2D-135
RWY 09-27
S-90, D-130, 2S-165, 2D-230

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

364 A

AIRPORT DIAGRAM

BROOKSVILLE, FLORIDA
BROOKSVILLE-TAMPA BAY RGNL (BKV)

LOC/DME I-TMN 110.1 Chan 38	APP CRS 100°	Rwy Idg 7000 TDZE 24 Apt Elev 24
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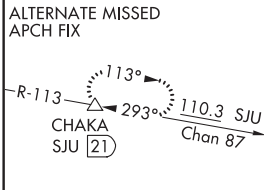
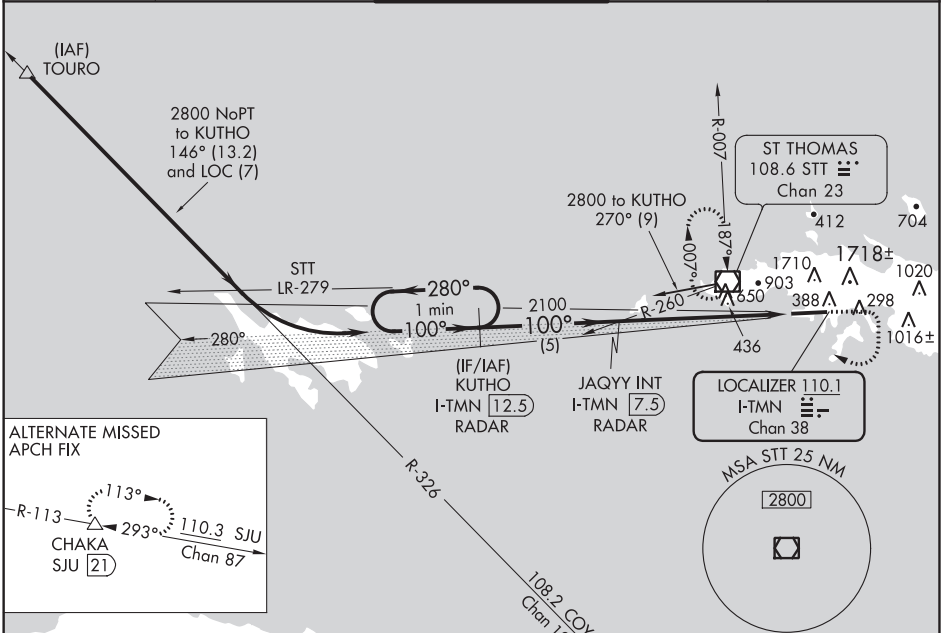
ILS or LOC RWY 10

CYRIL E KING (STT)(TIST)

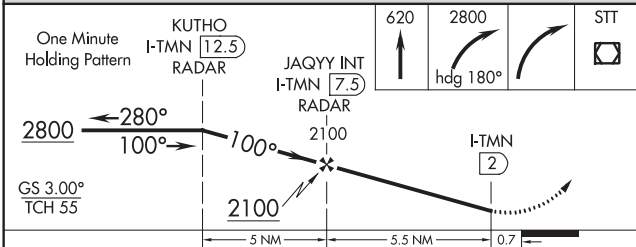
⚠ Circling NA at night.
 Procedure NA when control tower closed.
 Circling NA north of Rwy 10-28.

⚠ 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) 0 257.6 118.1 (NORTH OF ISLAND)	GND CON 121.9	UNICOM 122.95
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CAUTION: Pilots may encounter false illusory indications during night approaches to Rwy 10 when using outside visual cues for vertical guidance.



ELEV 24	D	TDZE 24			
REIL Rwy 10					
MRL Rwy 10-28					
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-ILS 10	415-1¼		391 (400-1¼)	
S-LOC 10	620-1 596 (600-1)		620-1¾ 596 (600-1¾)	
CIRCLING	660-1¼ 636 (700-1¼)		660-1¾ 636 (700-1¾)	

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

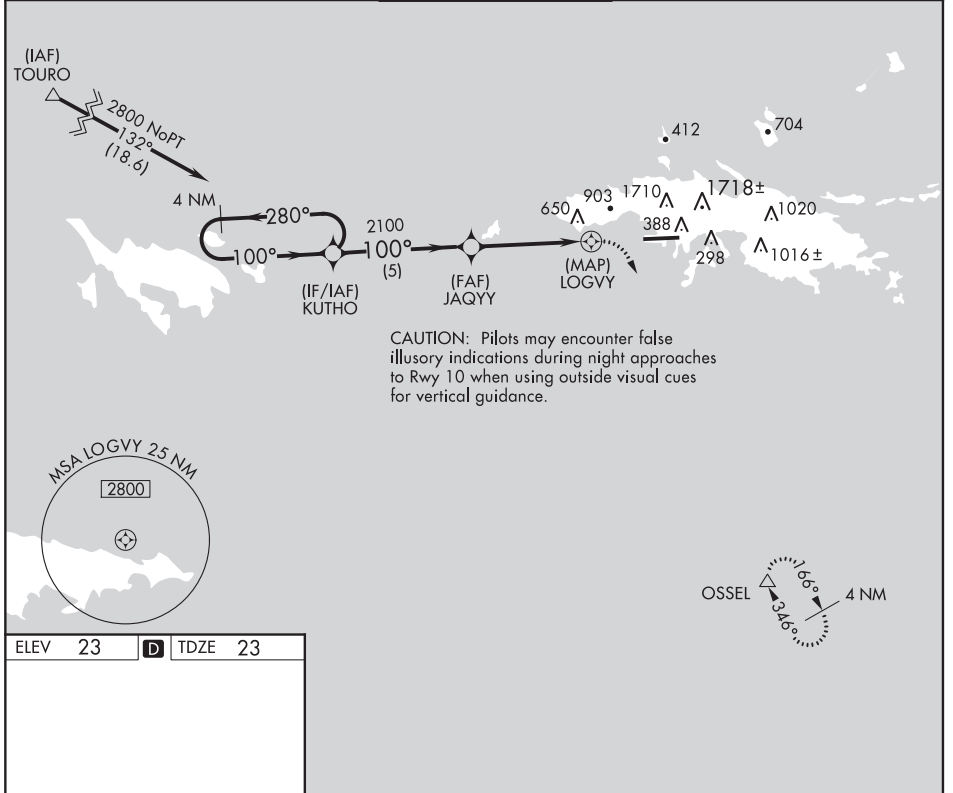
APP CRS 100°	Rwy Idg 7000 TDZE 23 Apt Elev 23
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RNAV (GPS) RWY 10

CYRIL E. KING (STT)(TIST)

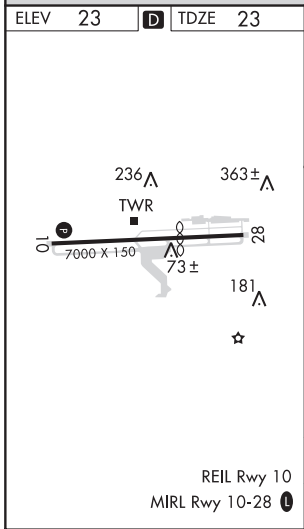
<p>∇ Circling NA at night. ▲ Circling NA north of Rwy 10-28. DME/DME RNP-0.3 NA. Procedure NA when control tower closed.</p>	<p>MISSED APPROACH: Climbing right turn to 2800 direct OSSEL and hold.</p>
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ATIS 124.0	SAN JUAN CENTER 128.65 279.6	ST. THOMAS TOWER★ 118.8 (CTAF) 0 257.6 118.1 (NORTH OF ISLAND)	GND CON 121.9	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



4 NM Holding Pattern	VGSIs and descent angles not coincident (VGSIs Angle 3.00/TCH 74).		2800	OSSEL
CATEGORY	A	B	C	D
LNAV MDA	960-2¼	937 (1000-2¼)	960-2¾ 937 (1000-2¾)	960-3 937 (1000-3)
CIRCLING	960-2¼	937 (1000-2¼)	960-2¾ 937 (1000-2¾)	960-3 937 (1000-3)

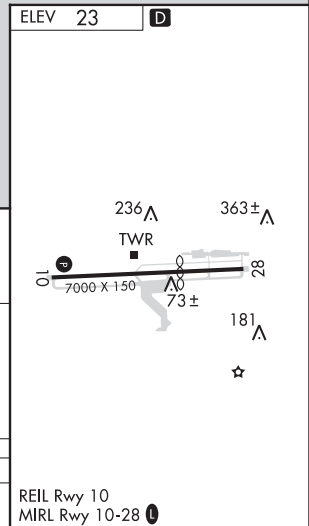
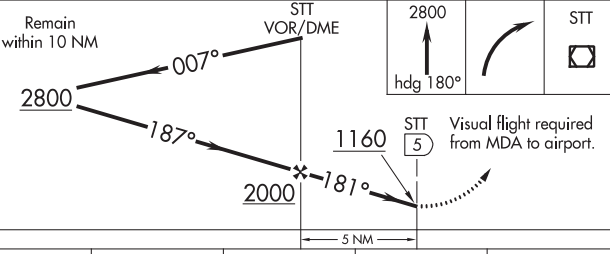
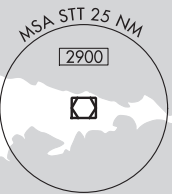
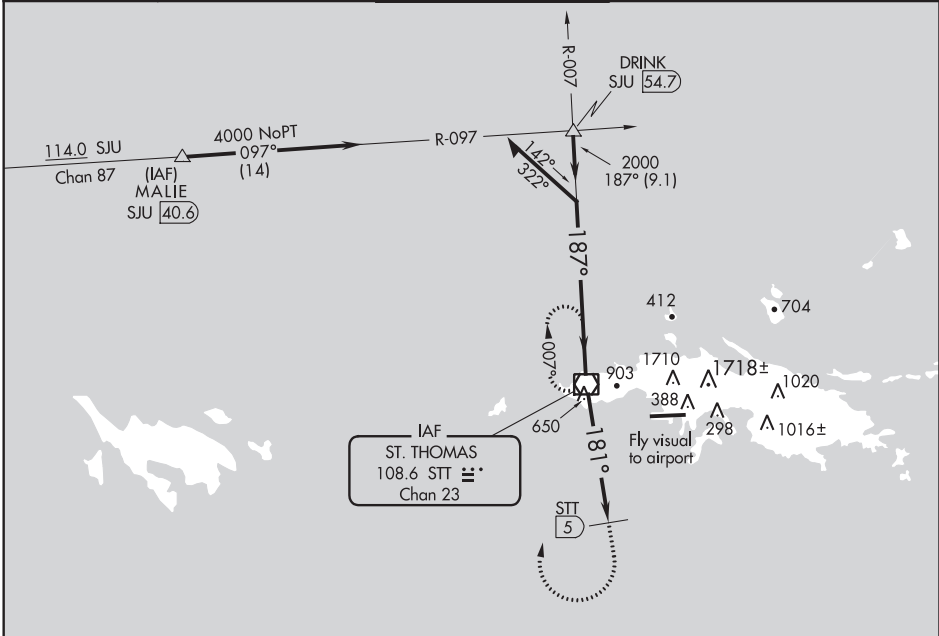
CHARLOTTE AMALIE, ST. THOMAS, VIRGIN ISLANDS AL-5005 (FAA)

VOR/DME STT 108.6 Chan 23	APP CRS 181°	Rwy Idg TDZE Apt Elev	N/A N/A 23
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VOR-A
CYRIL E. KING (STT)(TIST)

<p>⚠ CAUTION: High terrain North of runway 10-28 extended. Circling North of runway 10-28 not authorized. Procedure NA when control tower not in operation. Procedure NA at night.</p>	<p>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.</p>
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ATIS 124.0	SAN JUAN CENTER 128.65 279.6	ST. THOMAS TOWER ★ 118.8 (CTAF) 0 257.6 118.1 (NORTH OF ISLAND)	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
CIRCLING	1160-2	1145 (1200-2)	1160-3	1145 (1200-3)

REIL Rwy 10
MIRL Rwy 10-28

CHARLOTTE AMALIE, ST. THOMAS, VIRGIN ISLANDS
Amdt 14C 14093
18°20'N-64°58'W

CYRIL E. KING (STT)(TIST)
VOR-A

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

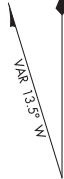
AL-5005 (FAA)

CYRIL E KING (STT) (TIST)
ST. THOMAS, VIRGIN ISLANDS

FIELD
ELEV
24

ATIS
124.0
ST. THOMAS TOWER *
118.8 257.6
118.1 (NORTH OF ISLAND)
GND CON
121.9

D

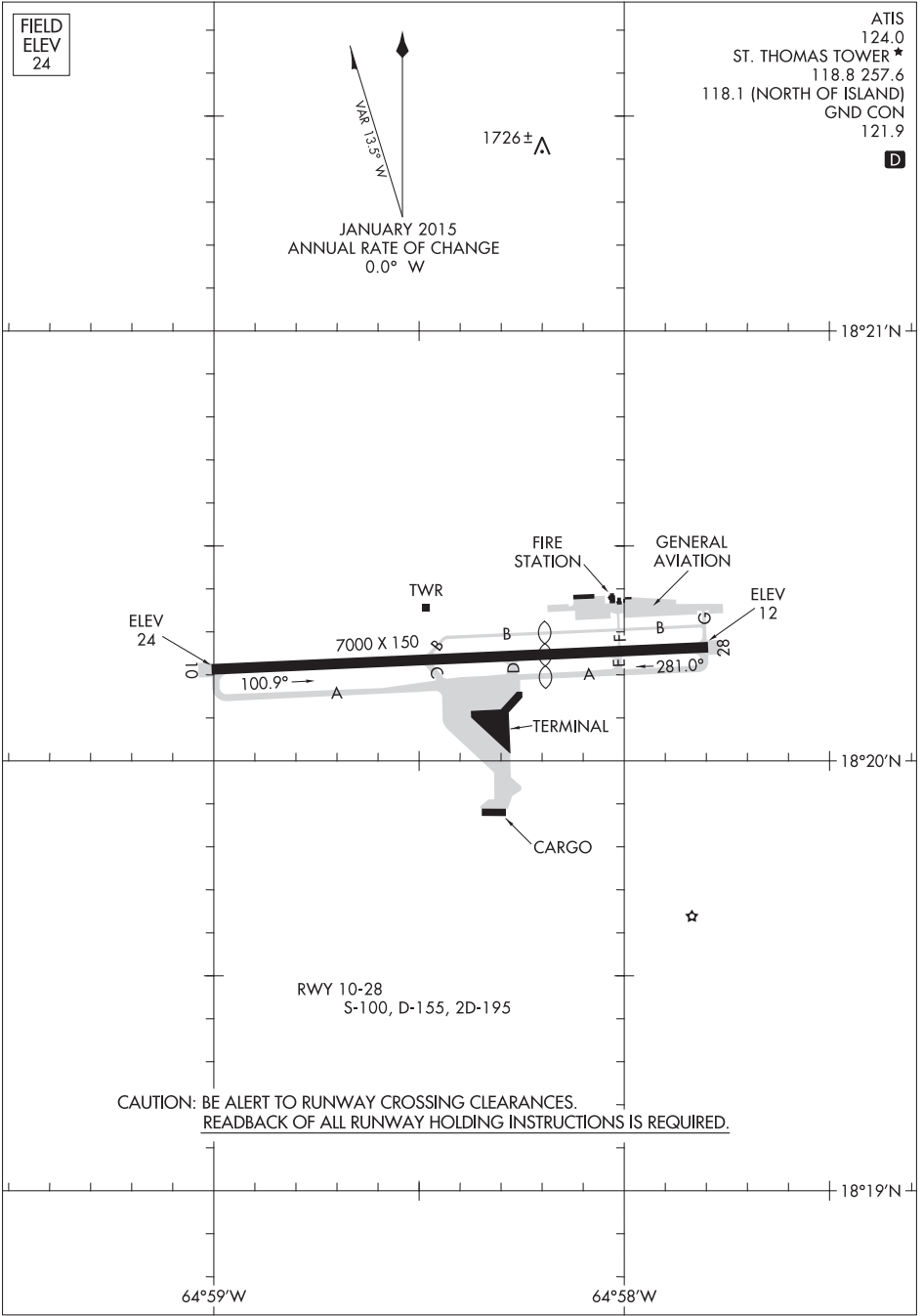


1726±^Δ

JANUARY 2015
ANNUAL RATE OF CHANGE
0.0° W

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 24

7000 X 150

ELEV 12

100.9°

281.0°

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

64°59'W

64°58'W

AIRPORT DIAGRAM

ST. THOMAS, VIRGIN ISLANDS
CYRIL E KING (STT) (TIST)

(PALCO7.PALCO) 16259

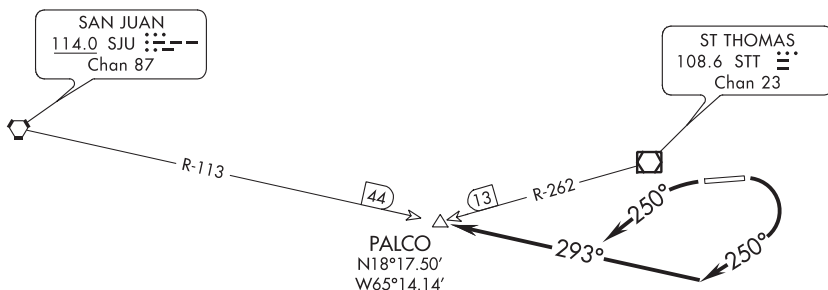
SL-5005 (FAA)

PALCO SEVEN DEPARTURE

CYRIL E KING (STT)(TIST)
CHARLOTTE AMALIE, ST THOMAS, VIRGIN ISLANDS

ATIS 124.0
GND CON
121.9
ST THOMAS TOWER *
118.8 (CTAF) 257.6
118.1 (NORTH OF ISLAND)
SAN JUAN DEP CON
128.65 279.6

TOP ALTITUDE:
3000

**TAKE-OFF MINIMUMS:**

Rwy 10: 400-1 with minimum climb of 462' per NM to 1400 or 2100-2½ for climb in visual conditions.

Rwy 28: 800-3 or Standard with a minimum climb of 366' per NM to 1000.

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 NMs from DER, 4351' right of centerline, 100' AGL/ 710' MSL.

NOTE: Chart not to scale.

NOTE: DME or RADAR Required.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10: Turn right heading 250° (unless assigned otherwise) to intercept the SJU R-113 to PALCO INT, or climb in visual conditions to cross Cyril E. King airport at or above 2100, then on SJU R-113 to PALCO INT. Thence

TAKEOFF RWY 28: Turn left heading 250° (unless assigned otherwise) to intercept the SJU R-113 to PALCO INT. Thence

. . . . Maintain 3000 unless assigned lower altitude.

Expect clearance to flight level 280 or requested altitude if lower ten minutes after departure. Contact San Juan Departure.

PALCO SEVEN DEPARTURE
(PALCO7.PALCO) 15SEP16

CHARLOTTE AMALIE, ST THOMAS, VIRGIN ISLANDS
CYRIL E KING (STT)(TIST)

LOC I-STX 109.5	APP CRS 097°	Rwy ldg 9000
		TDZE 74
		Apt Elev 74

ILS or LOC RWY 10

HENRY E. ROHLSSEN (STX)(TISX)

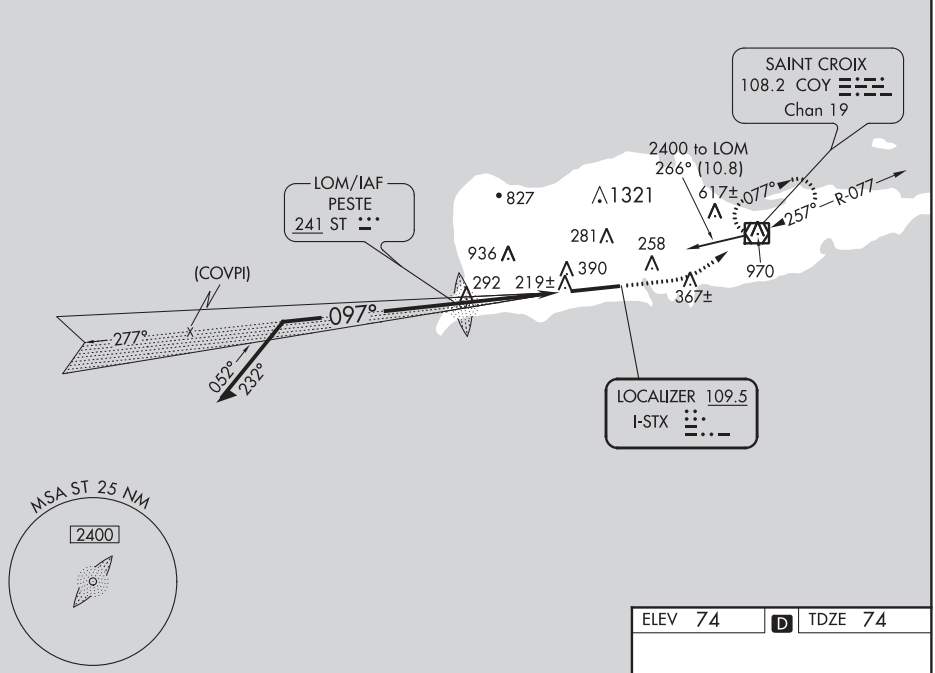
⚠ Circling NA N of Rwy 10-28. If local altimeter setting not received, procedure NA. For inoperative MALSR, increase S-ILS 10 all Cats visibility to 1.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2400 direct COY VOR/DME and hold, continue dimb-in-hold to 2400.

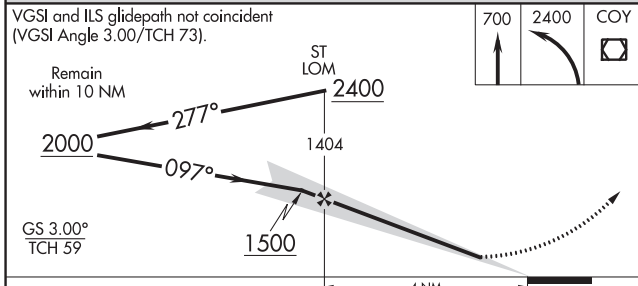
ATIS 135.65	SAN JUAN CENTER 128.65 279.6	ST. CROIX TOWER ★ 118.6 (CTAF) 239.3	GND CON 121.7	UNICOM 123.0
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ADF REQUIRED



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 74	D TDZE 74
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REIL Rwy 28
HIRL Rwy 10-28

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-ILS 10	375-½ 301 (400-½)			
S-LOC 10	480-½	406 (500-½)	480-¾	406 (500-¾)
CIRCLING	480-1 406 (500-1)	540-1 466 (500-1)	540-1½ 466 (500-1½)	640-2 566 (600-2)

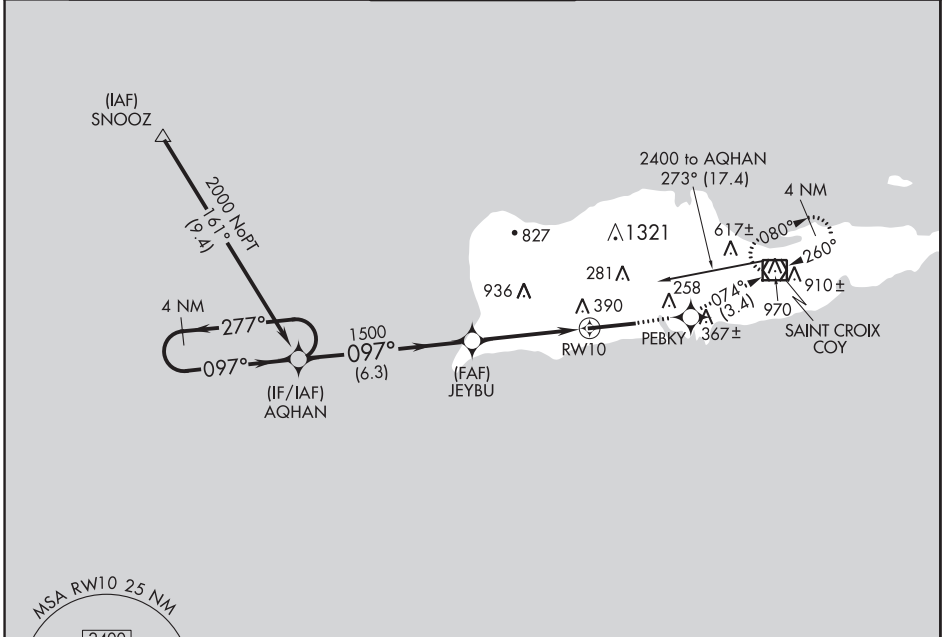
APP CRS 097°	Rwy ldg 9000
	TDZE 74
	Apt Elev 74

RNAV (GPS) RWY 10

HENRY E. ROHLSSEN (STX)(TISX)

<p>Circling NA N of Rwy 10-28. If local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA.</p>	<p>MALS R</p>	<p>MISSED APPROACH: Climb to 2400 direct PEBKY and via 074° track to COY VOR/DME and hold.</p>
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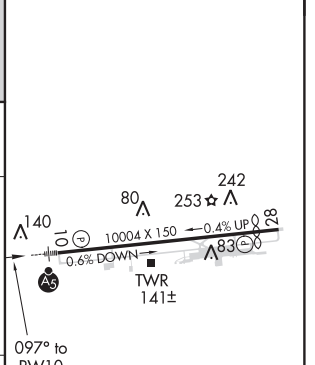
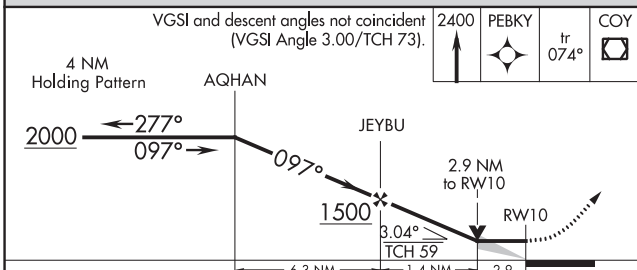
ATIS 135.65	SAN JUAN CENTER 128.65 279.6	ST. CROIX TOWER ★ 118.6 (CTAF) 239.3	GND CON 121.7	UNICOM 123.0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 74	D TDZE 74
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CATEGORY	A	B	C	D
LNVA MDA	1040-3/4 966 (1000-3/4)	1040-1 966 (1000-1)	1040-2 1/2	966 (1000-2 1/2)
CIRCLING	1040-1 1/4 966 (1000-1 1/4)	1040-1 1/2 966 (1000-1 1/2)	1040-3	966 (1000-3)

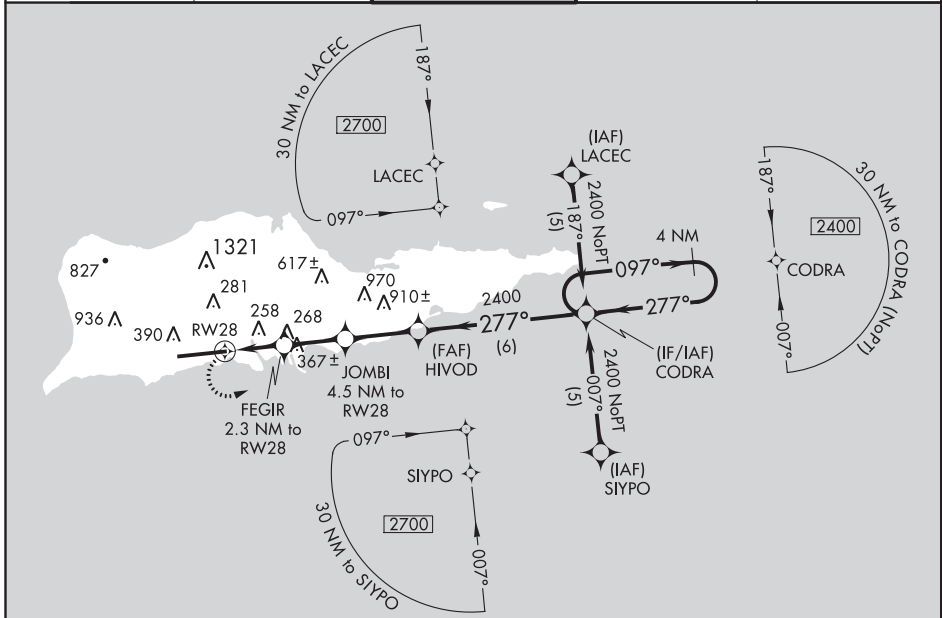
REIL Rwy 28
HIRL Rwy 10-28

APP CRS 277°	Rwy Idg 9000
	TDZE 40
	Apt Elev 74

RNAV (GPS) RWY 28

HENRY E. ROHLSSEN (STX)(TISX)

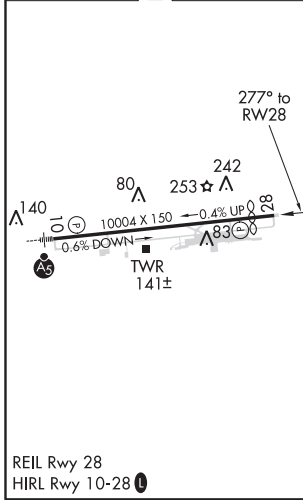
<p>⚠ Circling NA N of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.</p>		<p>MISSED APPROACH: Climbing left turn to 2400 direct CODRA and hold.</p>		
ATIS 135.65	SAN JUAN CENTER 128.65 279.6	ST. CROIX TOWER ★ 118.6(CTAF) 239.3	GND CON 121.7	UNICOM 123.0



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 74	D	TDZE 40
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	<p>4 NM Holding Pattern</p>			
	JOMBI 4.5 NM to RWY 28	HIVOD	CODRA	4 NM
	FEGR 2.3 NM to RWY 28	JOMBI 4.5 NM to RWY 28	HIVOD	CODRA
<p>1.4 NM to RWY 28</p>	<p>1.4 NM to RWY 28</p>	<p>2.2 NM</p>	<p>2.6 NM</p>	<p>6 NM</p>
<p>800</p>	<p>1520</p>	<p>277°</p>	<p>277°</p>	<p>2400</p>
<p>3.06°</p>	<p>TCH 55</p>	<p>097°</p>	<p>097°</p>	<p>2400</p>
<p>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 80).</p>				
CATEGORY	A	B	C	D
LNAV MDA	560-1	520 (500-1)	560-1½ 520 (500-1½)	560-1¾ 520 (500-1¾)
CIRCLING	560-1	486 (500-1)	560-1½ 486 (500-1½)	640-2 566 (600-2)

VOR/DME COY 108.2 Chan 19	APP CRS 259°	Rwy ldg TDZE Apt Elev	9000 43 65
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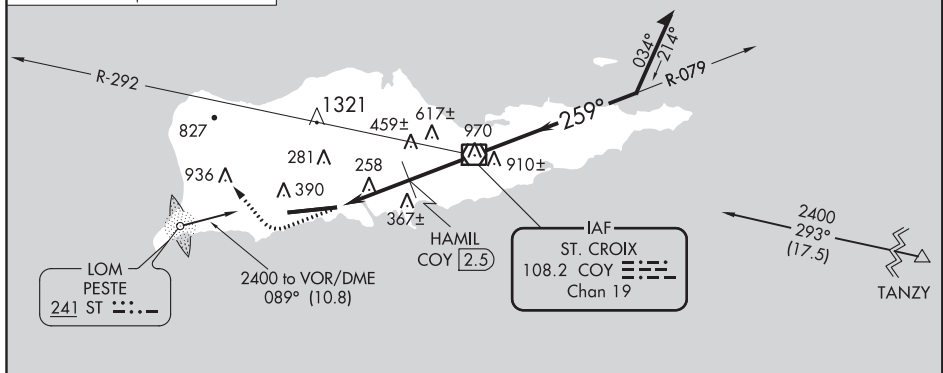
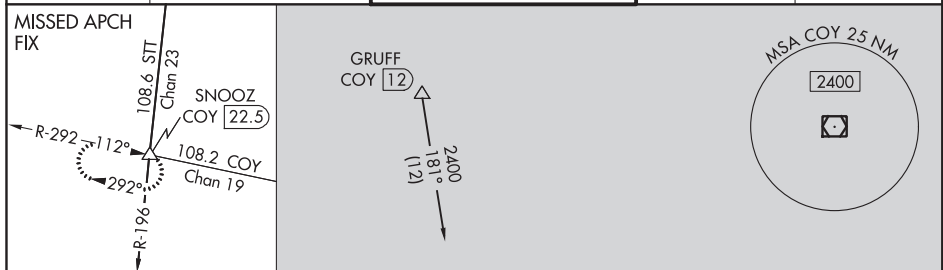
VOR RWY 28

HENRY E. ROHLSSEN (STX)(TISX)

⚠ Helicopter visibility reduction below 1 SM NA. Rwy 28 Straight-in and Circling minimums NA at night. When local altimeter setting not received, procedure NA. Circling NA north of Rwy 10-28.

⚠ MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 via heading 330° and COY R-292 to SNOOZ Int/COY 22.5 DME and hold.

ATIS 135.65	SAN JUAN CENTER 128.65 279.6	ST. CROIX TOWER ★ 118.6 (CTAF) 239.3	GND CON 121.7	UNICOM 123.0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 65	D	TDZE 43	2000	2400	COY	SNOOZ	COY VOR/DME Remain within 10 NM 079° 2400 259° 1900						
259° 5.3 NM from FAF 80 A 242 253★ A 10004 X 150 0.6% DOWN TWR 141± 0.4% UP 83 A			VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 80). HAMIL COY 2.5 3.23° TCH 52 COY 5 960 1900			HAMIL FIX MINIMUMS							
REIL Rwy 28			CATEGORY										
HIRL Rwy 10-28			S-28			A		B		C		D	
FAF to MAP 5 NM			CIRCLING			960-1¼		917 (900-1¼)		960-2¾		917 (900-2¾)	
Knots			CIRCLING			960-1¼		895 (900-1¼)		960-2¾		960-3	
Min:Sec			CIRCLING			640-1		597 (600-1)		640-1½		640-1¾	
5:00			CIRCLING			640-1		575 (600-1)		640-1½		680-2	
3:20			CIRCLING			640-1		575 (600-1½)		640-1½		615 (700-2)	
2:30			CIRCLING			640-1		575 (600-1½)		640-1½		615 (700-2)	
2:00			CIRCLING			640-1		575 (600-1½)		640-1½		615 (700-2)	
1:40			CIRCLING			640-1		575 (600-1½)		640-1½		615 (700-2)	

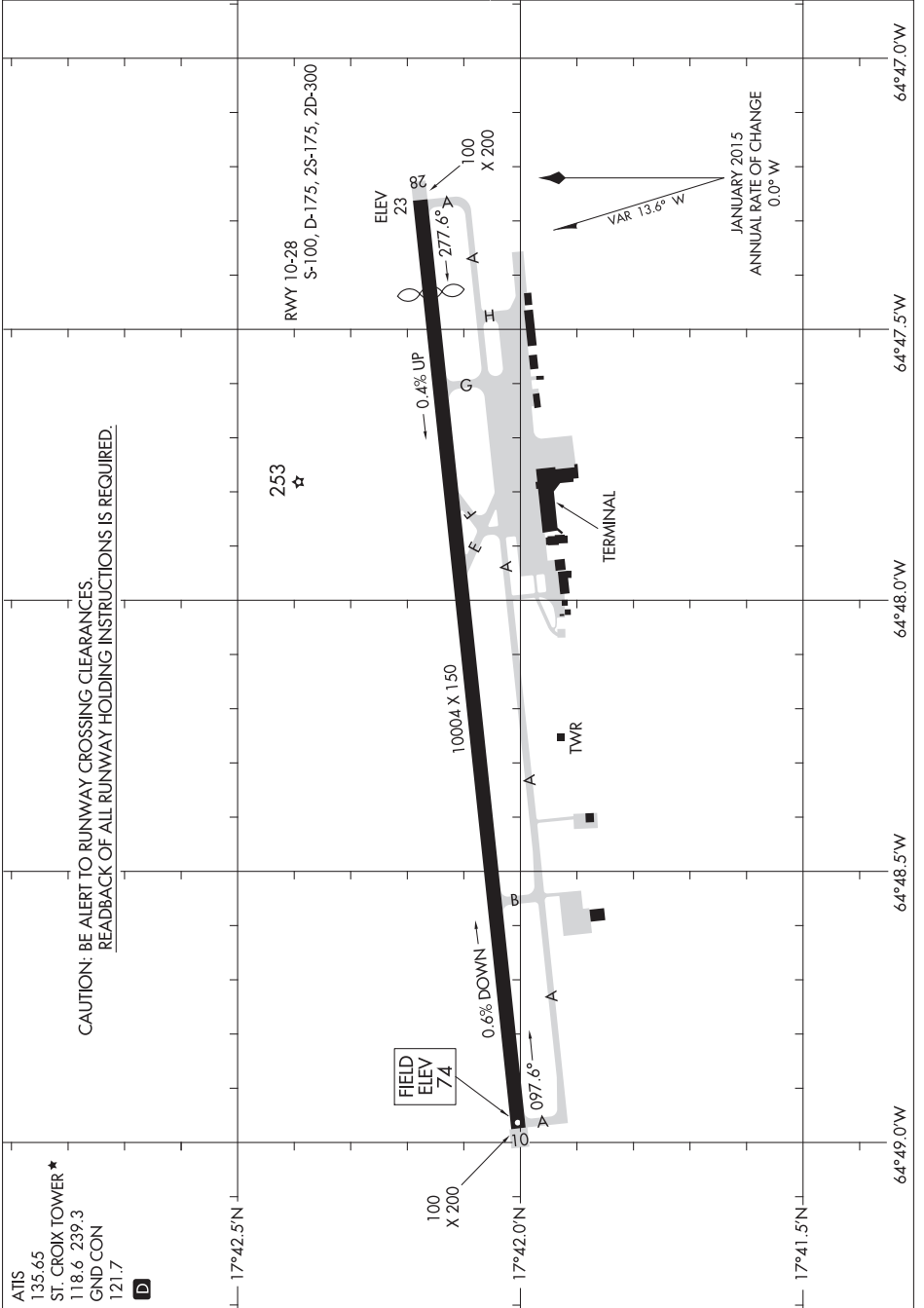
VOR RWY 28

AIRPORT DIAGRAM

AL-5008 (FAA)

HENRY E ROHLSSEN (STX)(TISX)
CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS

SE-3, 10 NOV 2016 to 05 JAN 2017



SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS
HENRY E ROHLSSEN (STX)(TISX)

(HMLTN8.HMLTN) 16259

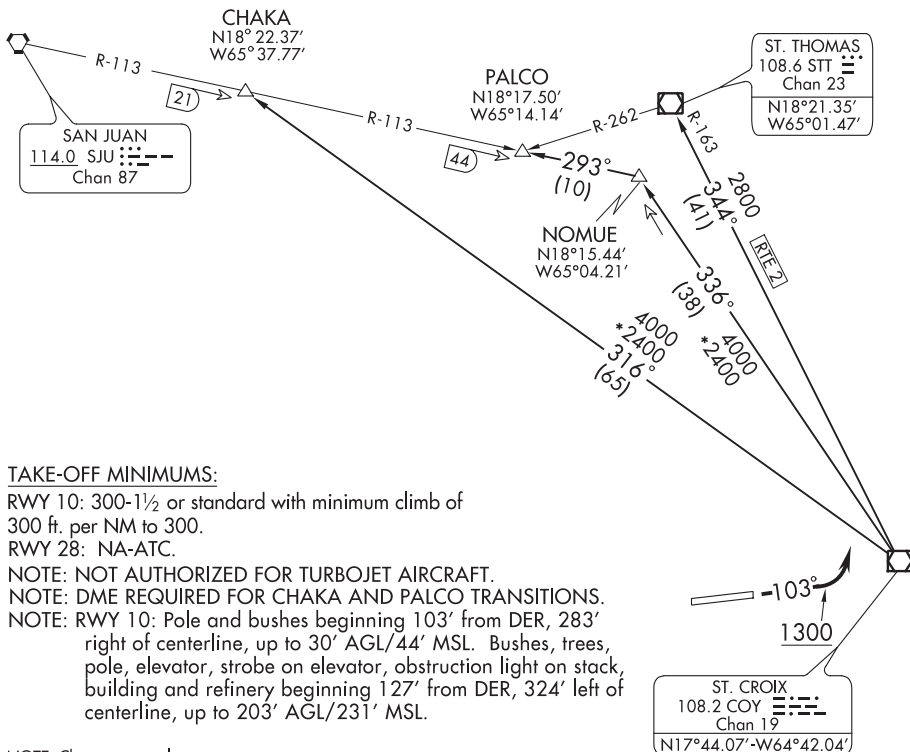
HAMILTON EIGHT DEPARTURE

SL-5008 (FAA)

HENRY E ROHLSSEN (STX)(TISX)
CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS

ATIS 135.65
GND CON
121.7
ST. CROIX TOWER*
118.6 239.3
SAN JUAN DEP CON
128.65 279.6

TOP ALTITUDE:
6000



TAKE-OFF MINIMUMS:

RWY 10: 300-1½ or standard with minimum climb of

300 ft. per NM to 300.

RWY 28: NA-ATC.

NOTE: NOT AUTHORIZED FOR TURBOJET AIRCRAFT.

NOTE: DME REQUIRED FOR CHAKA AND PALCO TRANSITIONS.

NOTE: RWY 10: Pole and bushes beginning 103' from DER, 283' right of centerline, up to 30' AGL/44' MSL. Bushes, trees, pole, elevator, strobe on elevator, obstruction light on stack, building and refinery beginning 127' from DER, 324' left of centerline, up to 203' AGL/231' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb via heading 103° to 1300, then climbing left turn to intercept assigned transition. Maintain 6000 unless assigned lower altitude. Expect FL280 or requested altitude ten minutes after departure.

CHAKA TRANSITION (HMLTN8.CHAKA): From over COY VOR/DME via COY R-316 to CHAKA/SJU 21 DME.

PALCO TRANSITION (HMLTN8.PALCO): From over COY VOR/DME via COY R-336 and SJU R-113 to PALCO INT/SJU 44 DME.

ST. THOMAS TRANSITION (HMLTN8.STT): From over COY VOR/DME via COY R-344 to STT VOR/DME.

HAMILTON EIGHT DEPARTURE
(HMLTN8.HMLTN) 15SEP16

CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS
HENRY E ROHLSSEN (STX)(TISX)

(SNOOZ4.SNOOZ) 16259

SNOOZ FOUR DEPARTURE

SL-5008 (FAA)

HENRY E ROHLSSEN (STX)(TISX)
CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS

ATIS 135.65
GND CON
121.7
ST. CROIX TOWER*
118.6 239.3
SAN JUAN DEP CON
128.65 279.6

**TOP ALTITUDE:
6000**

ST. THOMAS
108.6 STT
Chan 23
N18°21.35'
W65°01.47'

VEDAS
N17°55.16'
W65°35.19'

A555
G633 RTE4
52

4000
292°
(29)

SNOOZ
N17°48.90'
W65°05.03'

292°
22

ST. CROIX
108.2 COY
Chan 19
N17°44.07'
W64°42.04'

1200
277°
340°
R-292

TAKEOFF MINIMUMS:

Rwy 10: NA-ATC.
Rwy 28: Standard.

NOTE: NOT AUTHORIZED FOR TURBOJET AIRCRAFT.

NOTE: 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.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 28: Climb on heading 277° to 1200, then climbing right turn on heading 340° to intercept COY VOR/DME R-292 to SNOOZ INT. Thence on assigned transition. Maintain 6000 unless assigned lower altitude. Expect clearance to FL280 or requested altitude, ten minutes after departure.

ST. THOMAS TRANSITION (SNOOZ4.STT): From over SNOOZ INT on STT R-196 to STT VOR/DME.

VEDAS TRANSITION (SNOOZ4.VEDAS): From over SNOOZ INT on COY R-292 to VEDAS INT.

SNOOZ FOUR DEPARTURE
(SNOOZ4.SNOOZ) 15SEP16

CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS
HENRY E ROHLSSEN (STX)(TISX)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

CLEWISTON, FLORIDA

AL-10367 (FAA)

RNAV (GPS) RWY 13

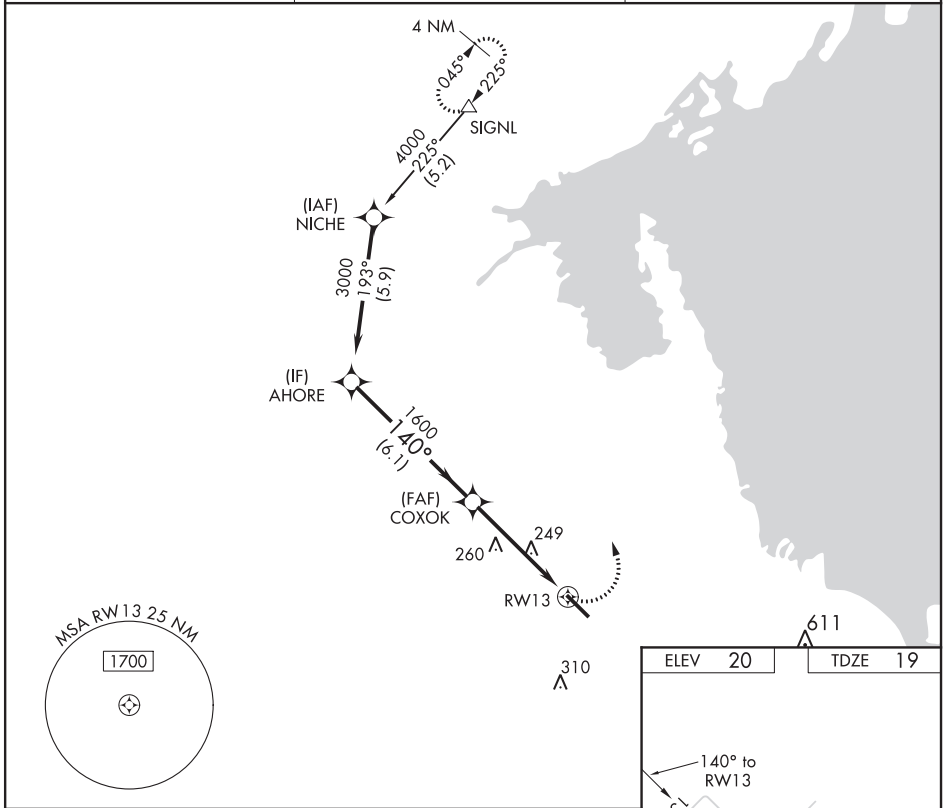
AIRGLADES (2IS)

APP CRS	Rwy Idg	5901
140°	TDZE	19
	Apt Elev	20

▼ DME/DME RNP-0.3 NA. Procedure NA at night.
▲ NA Visibility reduction by helicopters NA.
 Use Immokalee altimeter setting, when not received: use Okeechobee County altimeter setting and increase all MDA 20 feet.

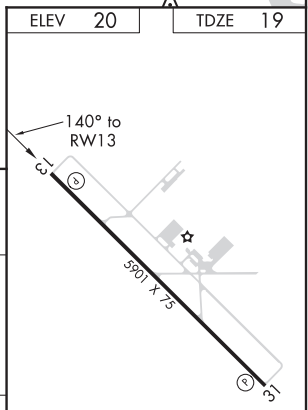
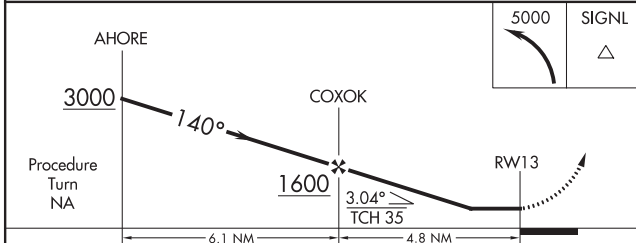
MISSED APPROACH: Climbing left turn to 5000 direct SIGNL and hold, continue climb-in-hold to 5000.

IMMOKALEE AWOS-3 118.525	MIAMI CENTER 132.45 307.1	UNICOM 123.05 (CTAF) 0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNVA MDA	580-1	561 (600-1)	580-1½ 561 (600-1½)	580-1¾ 561 (600-1¾)
CIRCLING	580-1	560 (600-1)	580-1½ 560 (600-1½)	680-2 660 (700-2)

MIRL Rwy 13-31 0

CLEWISTON, FLORIDA
 Orig 14093

26°44'N-81°03'W

RNAV (GPS) RWY 13

AIRGLADES (2IS)

RNAV (GPS) RWY 31

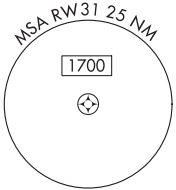
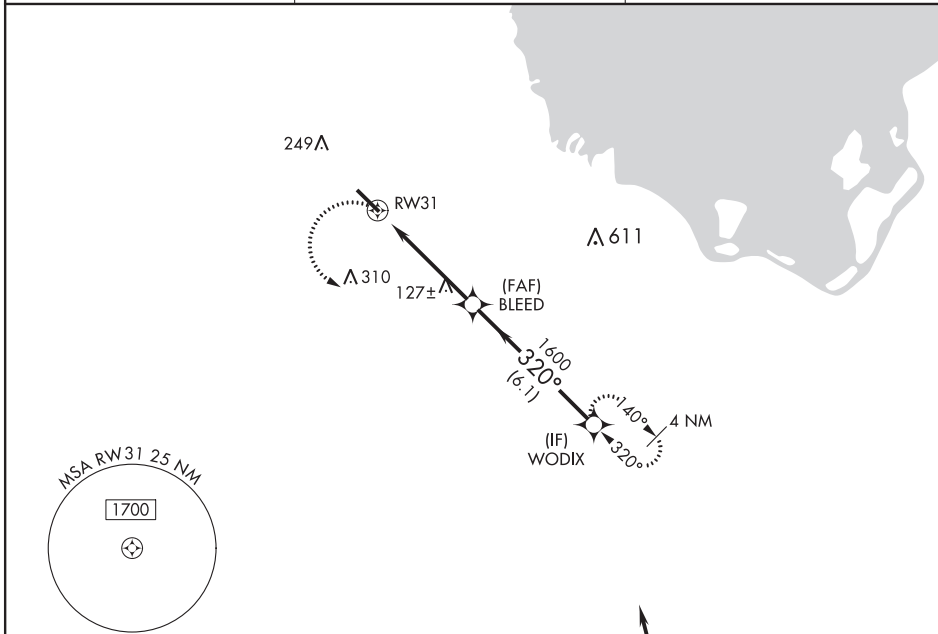
AIRGLADES (2IS)

APP CRS	Rwy Idg	5901
320°	TDZE	19
	Apt Elev	20

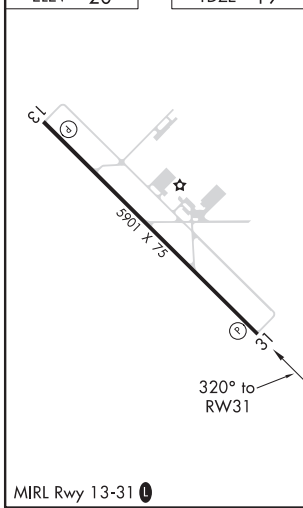
▼ DME/DME RNP-0.3 NA. Procedure NA at night.
 Visibility reduction by helicopters NA.
▲ NA Use Immokalee altimeter setting, when not received, use Okeechobee County altimeter setting: increase all MDA 20 feet and LNAV visibility Cat. D ¼ mile.

MISSED APPROACH: Climbing left turn to 1600 direct WODIX and hold.

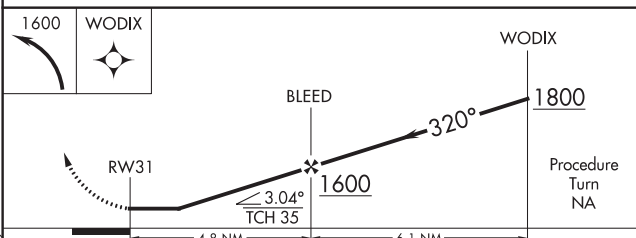
IMMOKALEE AWOS-3 118.525	MIAMI CENTER 132.45 307.1	UNICOM 123.05 (CTAF) 0
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ELEV 20	TDZE 19
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MIRL Rwy 13-31 **0**



CATEGORY	A	B	C	D
LNAV MDA	440-1	421 (500-1)	440-1¼	421 (500-1¼)
CIRCLING	500-1	480 (500-1)	500-1½ 480 (500-1½)	680-2 660 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

COCOA BEACH, FLORIDA

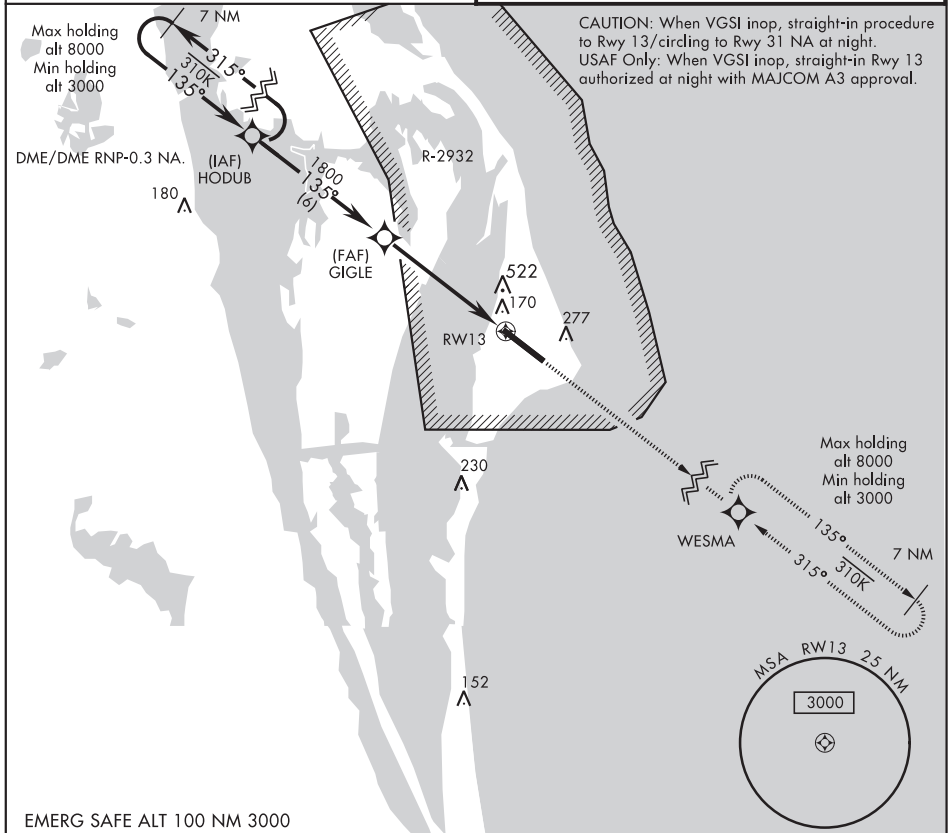
RNAV (GPS) RWY 13

APCH CRS	Rwy ldg	10,000
135°	TDZE	10
	Arpt Elev	10

AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP (KXMR)

* Circling not authorized NE of Rwy 13-31. MISSED APPROACH: Climb to 3000 direct WESMA and hold.

ORLANDO APP CON 134.95 281.425 CAPE TOWER ★ 118.625 143.15 239.05



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3000

HODUB		3000		WESMA		ELEV 10	TDZE 10
← 315°		→ 135°		↑		★	
3000		135°		1800		TWR	
		2.93° TCH 79		5.5 NM		135° 5.5 NM from GIGLE	
CATEGORY	A	B	C	D	E	235 A	
LNAV MDA	540-1	530 (600-1)	540-1½	530 (600-1½)		HIRL Rwy 13-31	
CIRCLING *	580-1	570 (600-1)	580-1½ 570 (600-1½)	620-2 610 (700-2)	640-2¼ 630 (700-2¼)		

COCOA BEACH, FLORIDA 28° 28' N-80° 34' W CAPE CANAVERAL AFS SKID STRIP (KXMR)

Amdt 2 21JUL16

RNAV (GPS) RWY 13

COCOA BEACH, FLORIDA

RNAV (GPS) RWY 31

APCH CRS 315°	Rwy ldg 10,000 TDZE 9 Arpt Elev 10
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AL-5157 [USAF]

CAPE CANAVERAL AFS SKID STRIP (KXMR)

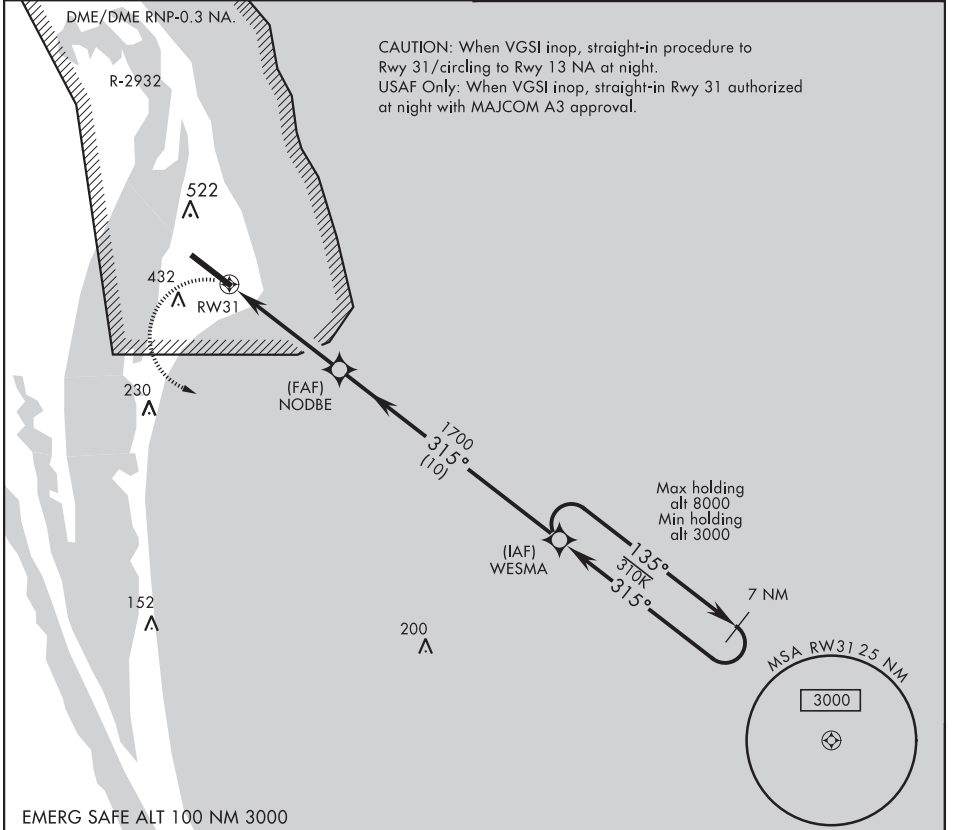
▼ * When ALS inop, increase CAT CDE vis to 1 $\frac{3}{8}$ miles.
 ** Circling not authorized NE of Rwy 13-31.

SALS


MISSED APPROACH: Turn left, climb to 3000 direct WESMA and hold.




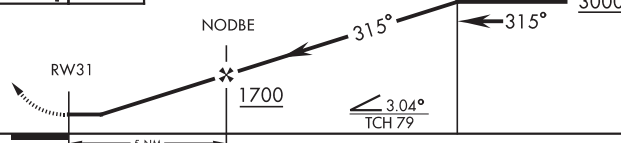
ORLANDO APP CON
134.95 281.425

CAPE TOWER ★
118.625 143.15 239.05



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

	WESMA	ELEV 10	TDZE 9		
	NODBE	3000			
	RW31	1700			
					
CATEGORY	A	B	C	D	E
LNAV MDA *	500-1	491 (500-1)	500-1 $\frac{1}{8}$	491 (500-1 $\frac{1}{8}$)	
CIRCLING **	580-1	570 (600-1)	580-1 $\frac{1}{2}$ 570 (600-1 $\frac{1}{2}$)	620-2 610 (700-2)	640-2 $\frac{1}{4}$ 630 (700-2 $\frac{1}{4}$)
HIRL Rwy 13-31					

COCOA BEACH, FLORIDA

28° 28' N-80° 34' W

CAPE CANAVERAL AFS SKID STRIP (KXMR)

Amdt 2 21JUL16

RNAV (GPS) RWY 31

COCOA BEACH, FLORIDA

TACAN-A

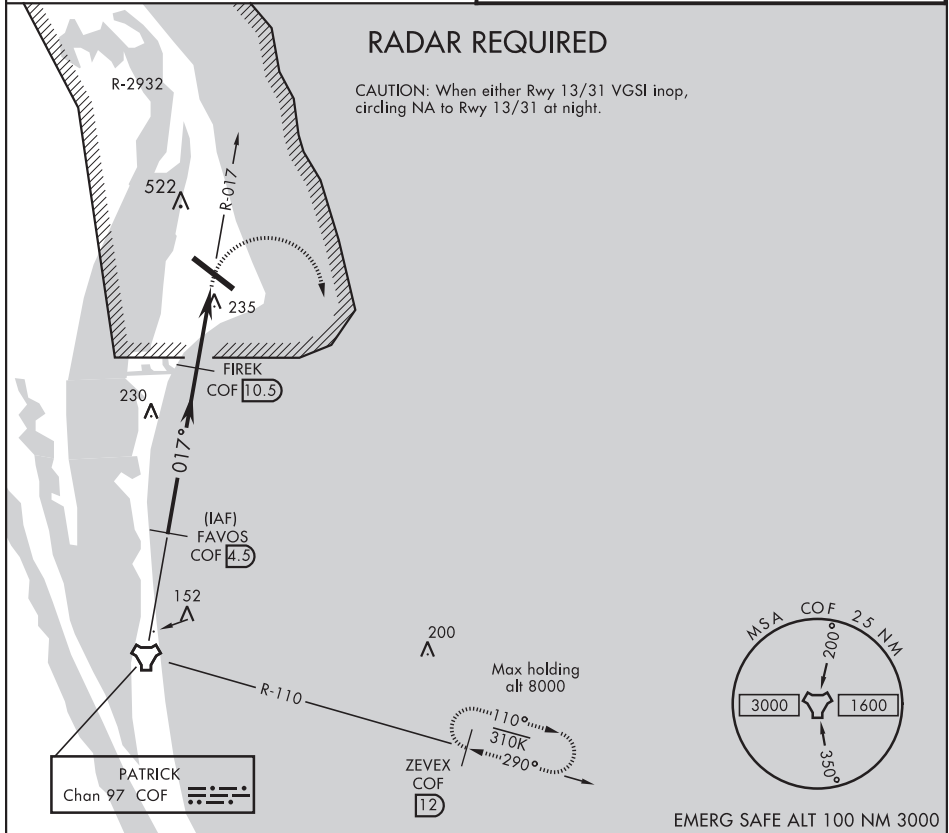
TACAN Chan 97	COF	APCH CRS 017°	Rwy Idg TDZE Arprt Elev N/A 10,000 10	AL-5157 [USAF]	CAPE CANAVERAL AFS SKID STRIP (KXMR)
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* Circling not authorized N of Rwy 13-31.
MISSED APPROACH: Turn right direct ZEVEX (COF R-110/12 DME) maintain 3000 and hold.

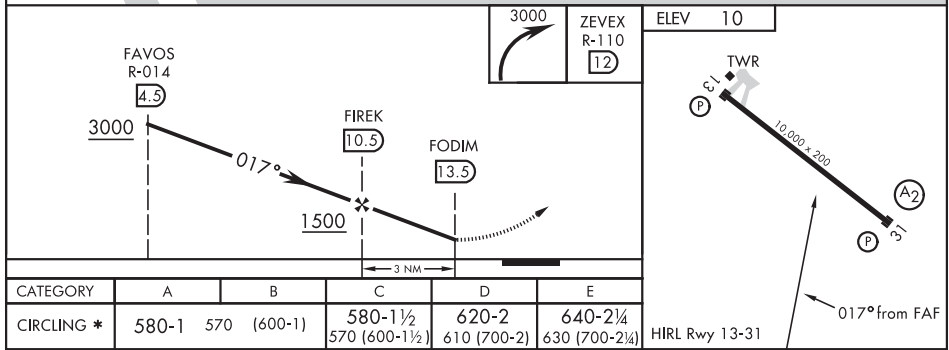
ORLANDO APP CON 134.95 281.425	CAPE TOWER ★ 118.625 143.15 239.05
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RADAR REQUIRED

CAUTION: When either Rwy 13/31 VGSI inop, circling NA to Rwy 13/31 at night.



EMERG SAFE ALT 100 NM 3000



COCOA BEACH, FLORIDA 28° 28' N - 80° 34' W CAPE CANAVERAL AFS SKID STRIP (KXMR)

Amtd 2 21JUN16

TACAN-A

SE-3, 10 NOV 2016 to 05 JAN 2017

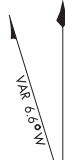
SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AFD-5157 [USAF]

CAPE TOWER ★
118.625 143.15 239.05

JULY 2014
ANNUAL RATE OF CHANGE
0.1° W



28°29'N

FIRE STATION

CONTROL TOWER

AM OPS

SPOT 1

SPOT 2 (HOT CARGO)

SPOT 3

SPOT 4

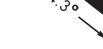
HOT BRAKES

ELEV 10

C1

A

B



10,000 x 200

28°28'N

Rwy 13-31
PCN 37 F/A/W/T

HOT CARGO

FIELD
ELEV 10



C1

80°35'W

80°34'W

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

WAAS CH 56206 W17A	APP CRS 171°	Rwy Idg 8004 TDZE 213 Apt Elev 213
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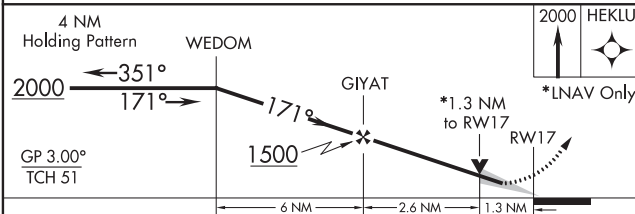
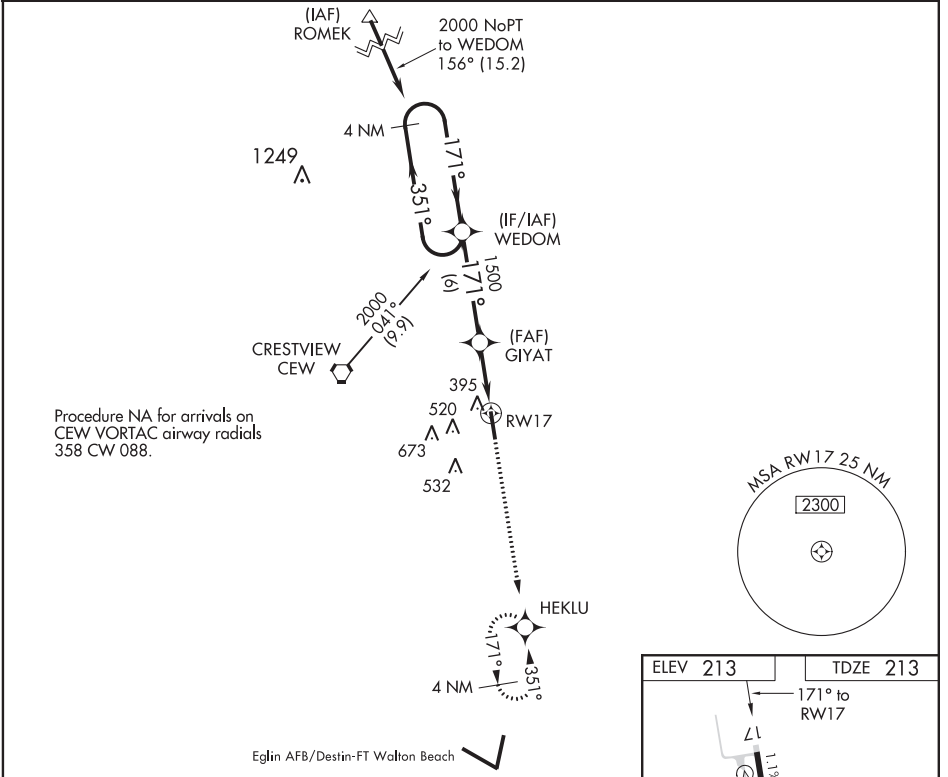
RNAV (GPS) RWY 17

BOB SIKES (CEW)

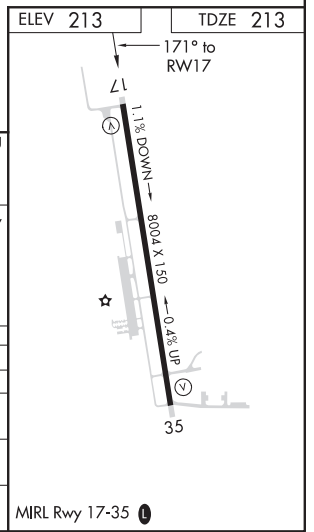
⚠ Baro-VNAV NA below -16°C (4°F). When local altimeter setting not received, use Eglin AFB/Destin-FT Walton Beach altimeter setting and increase all DA/MDA 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct HEKLU and hold.

ASOS 119.275	EGLIN APP CON 124.05 284.65	UNICOM 122.95 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		470-1	257 (300-1)	
LNAV/VNAV DA		640-1½	427 (500-1½)	
LNAV MDA	660-1	447 (500-1)	660-1¼ 447 (500-1¼)	660-1½ 447 (500-1½)
CIRCLING	700-1½	487 (500-1½)		820-2 607 (700-2)



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

CRESTVIEW, FLORIDA

AL-5261 (FAA)

15288

WAAS CH 40208 W35A	APP CRS 351°	Rwy Idg TDZE Apt Elev	8004 163 214
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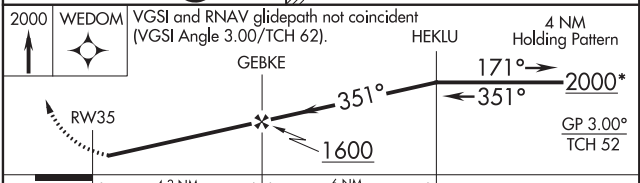
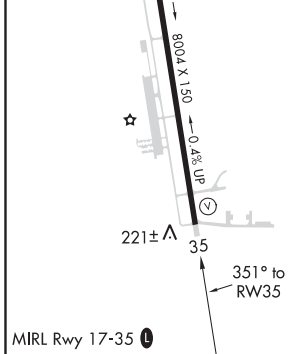
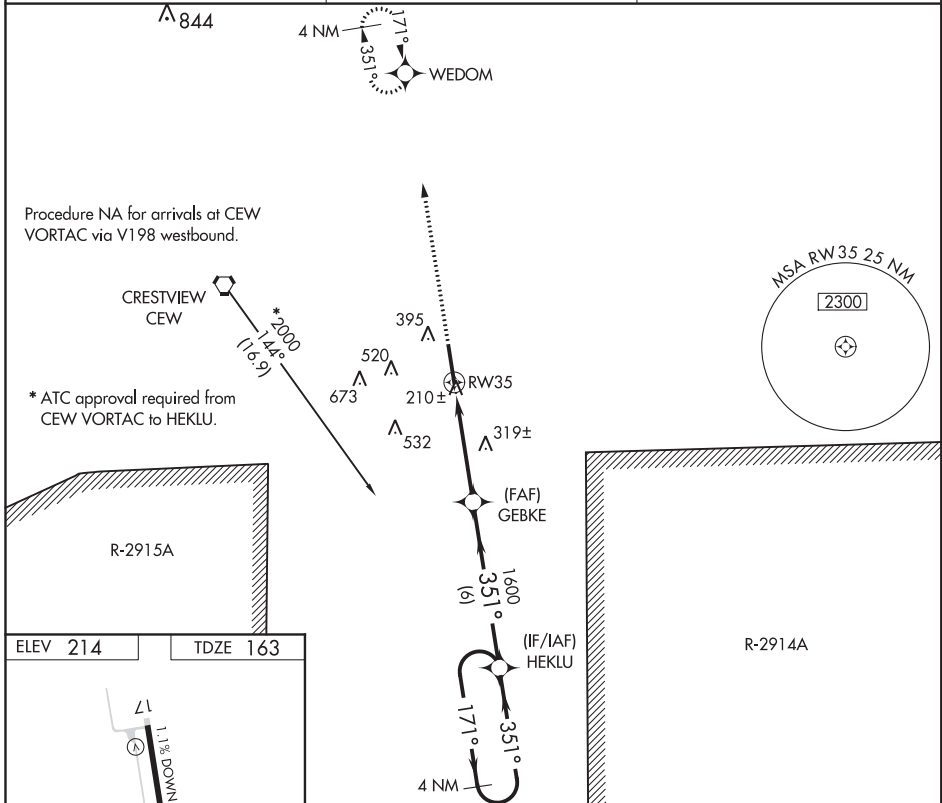
RNAV (GPS) RWY 35

BOB SIKES (CEW)

⚠ When local altimeter setting not received, use Eglin AFB/Destin-FT Walton Beach altimeter setting and increase all DA/MDAs 60 feet, LPV all Cats and LNAV Cat D visibility ¼ mile. Baro-VNAV NA when using Eglin AFB 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.

MISSED APPROACH:
Climb to 2000 direct WEDOM and hold.

ASOS 119.275	EGLIN APP CON 124.05 284.65	UNICOM 122.95 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	450-1 287 (300-1)			
LNAV/VNAV DA	491-1½ 328 (300-1½)			
LNAV MDA	580-1	417 (400-1)	580-1½	417 (400-1½)
CIRCLING	700-1	486 (500-1)	700-1½	820-2 486 (500-1½) 606 (700-2)

CRESTVIEW, FLORIDA
Amdt 1B 25JUN15

30°47'N-86°31'W

RNAV (GPS) RWY 35

BOB SIKES (CEW)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

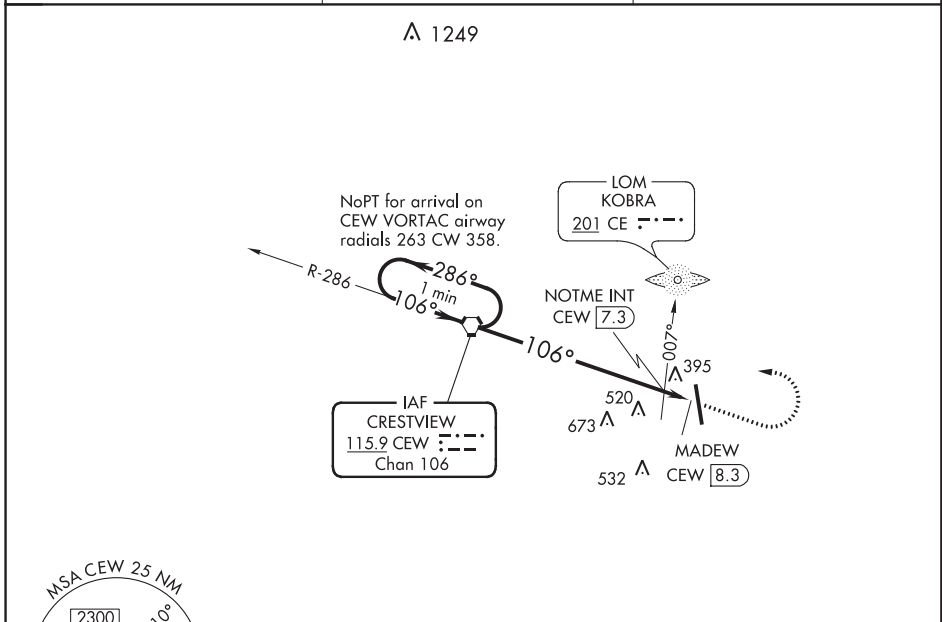
VORTAC CEW 115.9 Chan 106	APP CRS 106°	Rwy Idg TDZE Apt Elev	N/A N/A 213
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VOR-A
BOB SIKES(CEW)

⚠ When local altimeter setting not received, use Eglin AFB/Destin-FT Walton Beach altimeter setting and increase all MDA 60 feet and increase Circling (except NOTME fix minimums) Cat B/C/D visibility 1/4 mile.

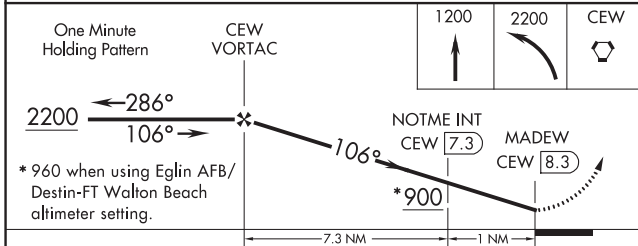
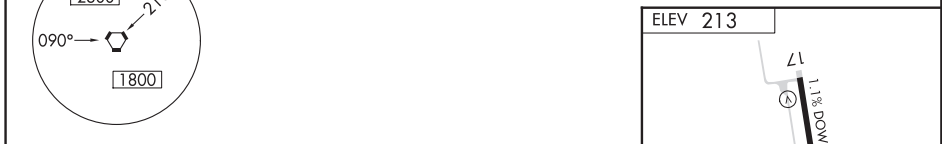
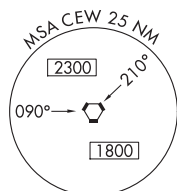
⚠ MISSED APPROACH: Climb to 1200 then climbing left turn to 2200 direct CEW VORTAC and hold.

ASOS 119.275	EGLIN APP CON 124.05 284.65	UNICOM 122.95 (CTAF) 📻
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	900-1	687 (700-1)	900-2 687 (700-2)	900-2 1/4 687 (700-2 1/4)
NOTME FIX MINIMUMS				
CIRCLING	700-1	487 (500-1)	700-1 1/2 487 (500-1 1/2)	820-2 607 (700-2)

ELEV 213					
MIRL Rwy 17-35 📻					
FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

WAAS Ch 45620 W31A	APP CRS 319°	Rwy Idg TDZE Apt Elev	5001 42 42
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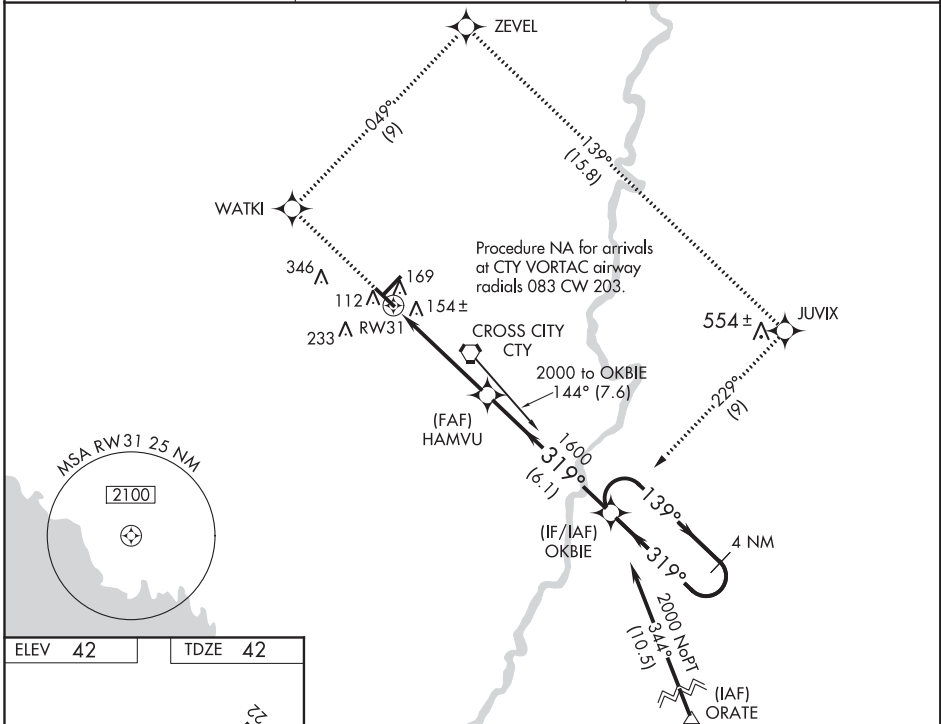
RNAV (GPS) RWY 31

CROSS CITY (CTY)

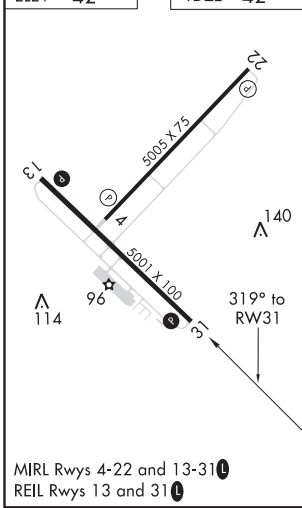
▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Williston altimeter setting; when not received, use Gainesville altimeter setting and increase all DA 25 feet and all MDA 40 feet, increase Circling Cat C visibility ¼ mile. Rwy 31 Straight-in and Circling and Circling to Rwy 4/13 NA at night. Helicopter visibility reduction below 1 SM NA.

▲ NA MISSED APPROACH: Climb to 2000 direct WATKI and right turn on track 049° to ZEVEL and on track 139° to JUVIX and right turn on track 229° to OKBIE and hold.

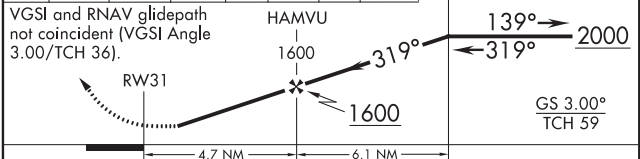
WILLISTON AWOS-3 118.425	JACKSONVILLE CENTER 127.8 352.0	UNICOM 122.8 (CTAF) 0
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ELEV 42	TDZE 42
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2000 WATKI	ZEVEL	JUVIX	OKBIE	4 NM Holding Pattern
↑	tr 049°	tr 139°	tr 229°	OKBIE



CATEGORY	A	B	C	D
LPV DA		383-1¼	341 (400-1¼)	
LNAV/VNAV DA		546-1¾	504 (600-1¾)	
LNAV MDA	580-1	538 (600-1)	580-1½ 538 (600-1½)	580-1¾ 538 (600-1¾)
CIRCLING	620-1	578 (600-1)	620-1½ 578 (600-1½)	740-2¼ 698 (700-2¼)

SE-3, 10 NOV 2016 to 05 JAN 2017

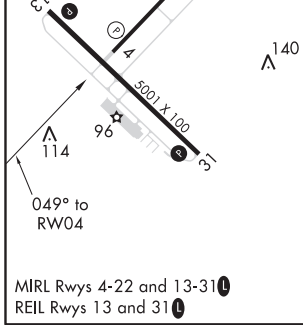
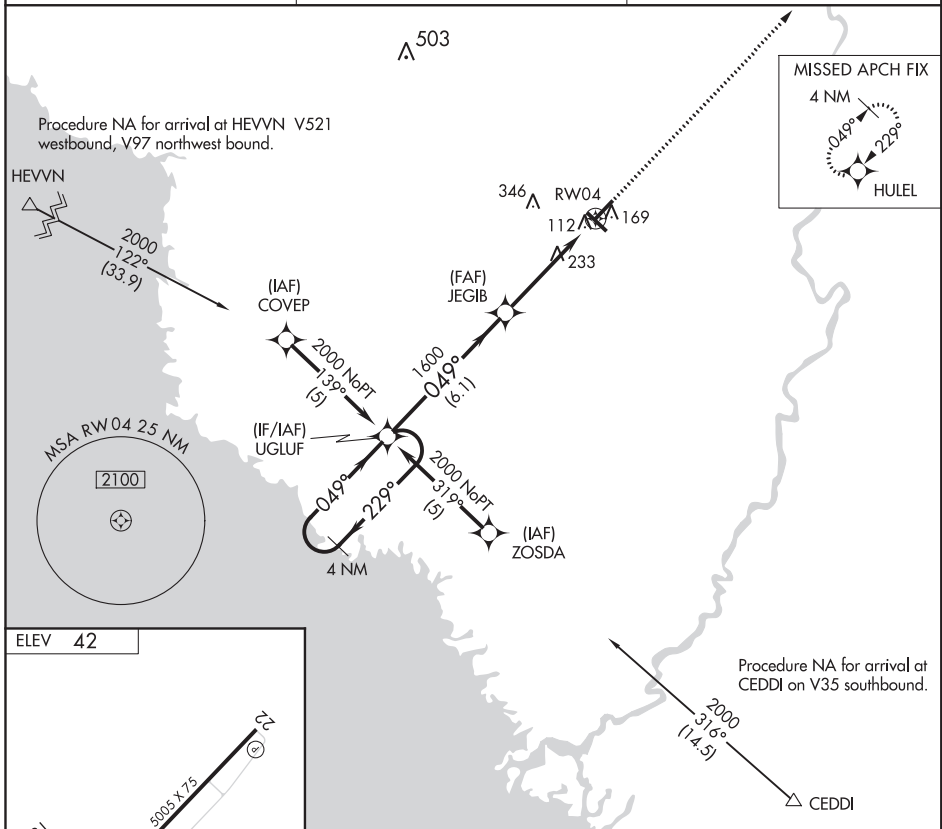
SE-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	N/A
049°	TDZE	N/A
	Apt Elev	42

RNAV (GPS)-A

CROSS CITY (CTY)

<p>NA</p> <p>DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Williston Muni altimeter setting; when not received, use Gainesville Rgnl altimeter setting and increase all MDA 40 feet and Cat C visibility ¼ mile. Circling to Rwy 4/13/31 NA at night.</p>	<p>MISSED APPROACH: Climb to 2000 direct HULEL and hold.</p>
<p>WILLISTON AWOS-3</p> <p>118.425</p>	<p>JACKSONVILLE CENTER</p> <p>127.8 352.0</p>
<p>UNICOM</p> <p>122.8 (CTAF) 0</p>	



2000	HULEL			
↑	✧			
CATEGORY	A	B	C	D
CIRCLING	620-1	578 (600-1)	620-1½ 578 (600-1½)	740-2¼ 698 (700-2¼)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 229°	Rwy Idg TDZE Apt Elev	N/A N/A 42
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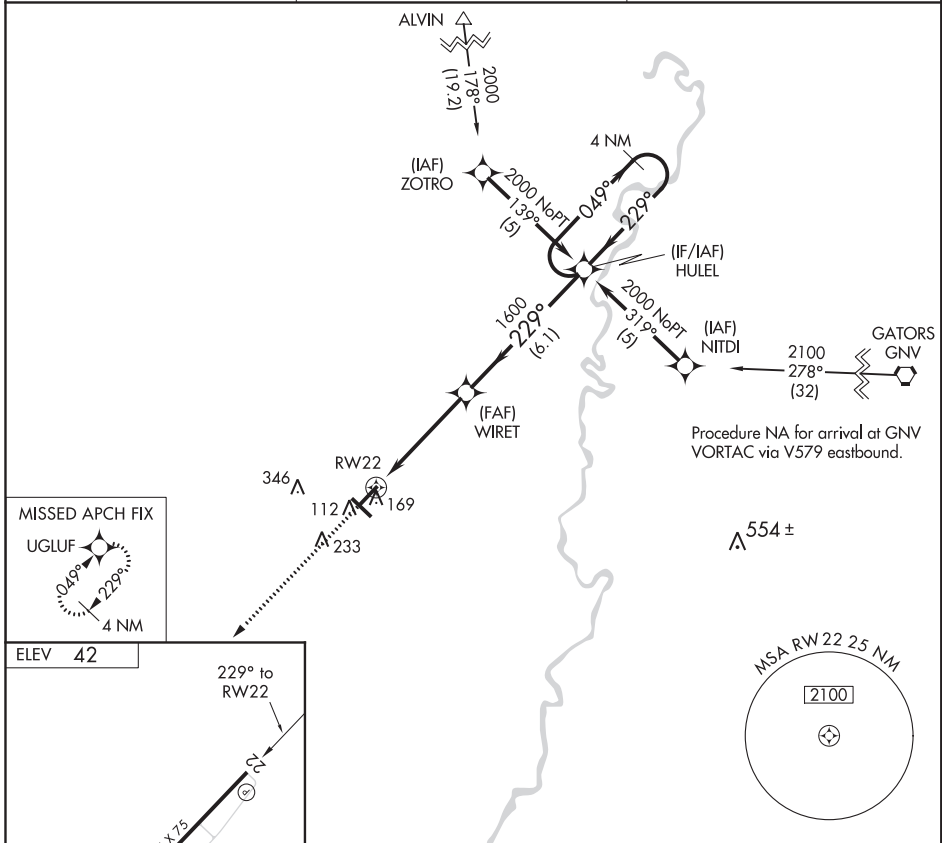
RNAV (GPS)-B

CROSS CITY (CTY)

NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Williston Muni altimeter setting; when not received, use Gainesville Rgnl altimeter setting and increase all MDA 40 feet and Cat C visibility ¼ mile. Circling to Rwy 4/13/31 NA at night.

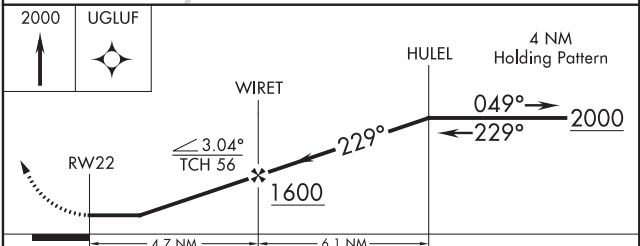
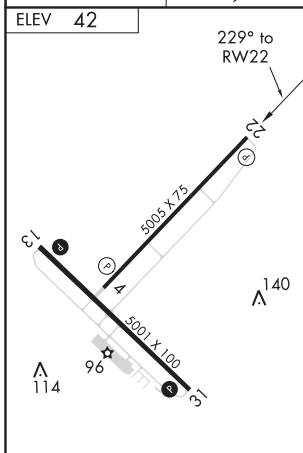
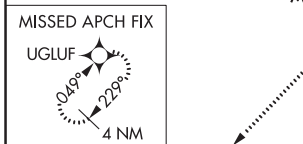
MISSED APPROACH: Climb to 2000 direct UGLUF and hold.

WILLISTON AWOS-3 118.425	JACKSONVILLE CENTER 127.8 352.0	UNICOM 122.8 (CTAF) 0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	620-1	578 (600-1)	620-1½ 578 (600-1½)	740-2¼ 698 (700-2¼)

VORTAC CTY 112.0 Chan 57	APP CRS 304°	Rwy Idg 5001 TDZE 42 Apt Elev 42
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VOR RWY 31

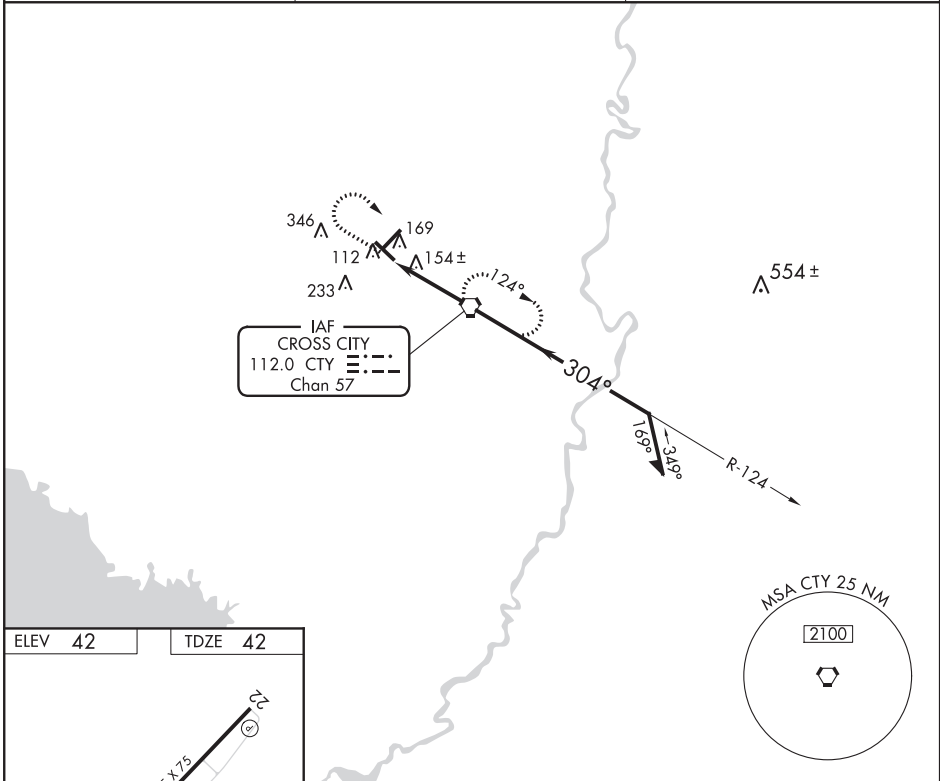
CROSS CITY (CTY)

▼ Helicopter visibility reduction below 1 SM NA. Use Williston altimeter setting; when not received, use Gainesville altimeter setting and increase all MDA 40 feet and increase Circling Cat C visibility ¼ mile. Rwy 31 Straight-in and Circling and Circling to Rwy 4/13 NA at night.

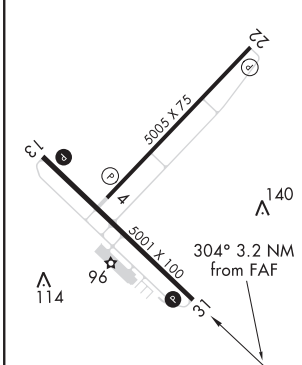
▲ NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct CTY VORTAC and hold.

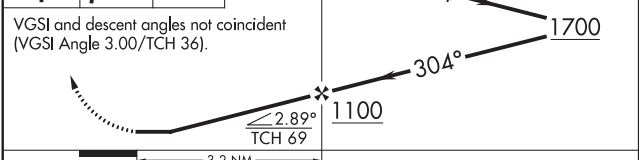
WILLISTON AWOS-3 118.425	JACKSONVILLE CENTER 127.8 352.0	UNICOM 122.8 (CTAF) 0
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ELEV 42	TDZE 42
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1000	2000	CTY	Remain within 10 NM
↑	↷	⬡	



MIRL Rwys 4-22 and 13-31 **0**
REIL Rwys 13 and 31 **0**

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

CATEGORY	A	B	C	D
S-31	560-1 518 (600-1)		560-1½ 518 (600-1½)	560-1¾ 518 (600-1¾)
CIRCLING	620-1	578 (600-1)	620-1½ 578 (600-1½)	740-2¼ 698 (700-2¼)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

CRYSTAL RIVER, FLORIDA

AL-9089 (FAA)

16147

WAAS CH 45834 W09A	APP CRS 095°	Rwy Idg TDZE Apt Elev	4557 9 9
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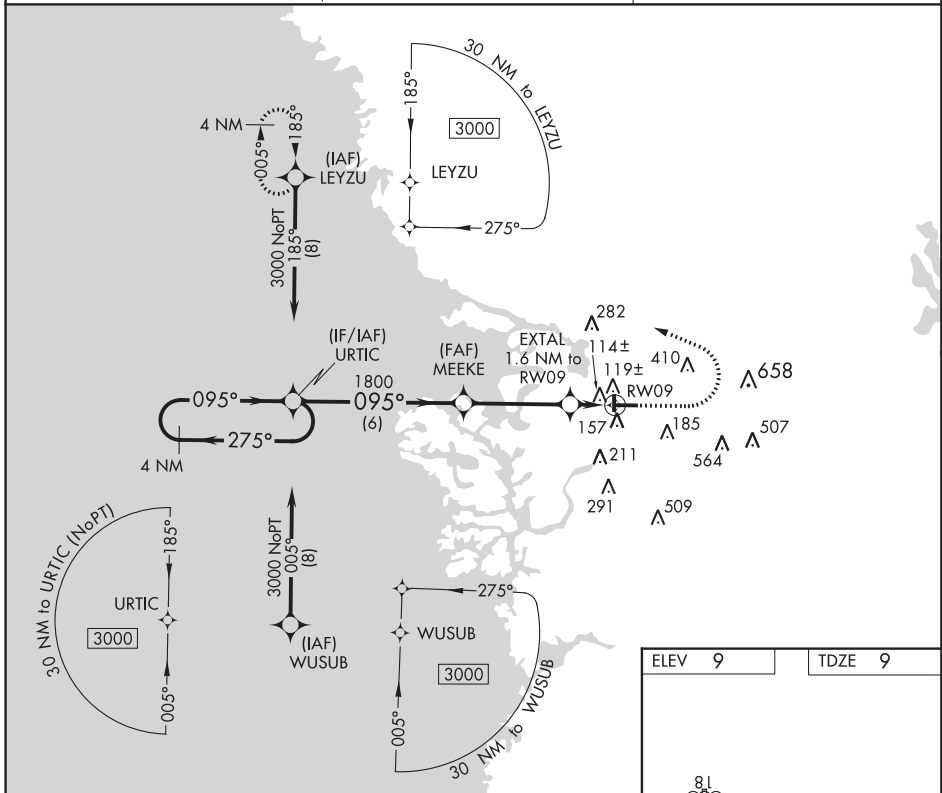
RNAV (GPS) RWY 9

CRYSTAL RIVER-CAPTAIN TOM DAVIS FLD (CGC)

▼ Procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ocala altimeter setting and increase all MDA 80 feet; increase LP Cat C/D visibility $\frac{3}{8}$ mile, LNAV Cat C/D visibility $\frac{1}{4}$ mile and Circling Cat C/D visibility $\frac{1}{4}$ mile. Helicopter visibility reduction below 1 SM NA.

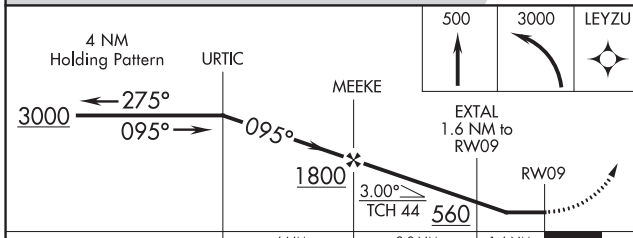
▲ MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct LEYZU and hold.

AWOS-3 118,325	JACKSONVILLE APP CON 118,6 251,15	UNICOM 122.725 (CTAF) 0
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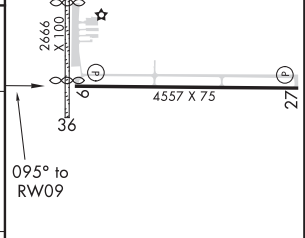


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 9	TDZE 9
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CATEGORY	A	B	C	D
LP MDA	380-1		371 (400-1)	
LNAV MDA	420-1	411 (500-1)	420-1 $\frac{1}{8}$	411 (500-1 $\frac{1}{8}$)
C CIRCLING	460-1 451 (500-1)	540-1 531 (600-1)	760-2 $\frac{1}{4}$ 751 (800-2 $\frac{1}{4}$)	880-2 $\frac{3}{4}$ 871 (900-2 $\frac{3}{4}$)

MIRL Rwy 9-27 **0**
REIL Rwy 9 and 27 **0**

CRYSTAL RIVER, FLORIDA
Amdt 1C 26MAY16

CRYSTAL RIVER-CAPTAIN TOM DAVIS FLD (CGC)
28°52'N-82°34'W
RNAV (GPS) RWY 9

WAAS CH 90333 W27A	APP CRS 276°	Rwy Idg TDZE Apt Elev	4557 9 9
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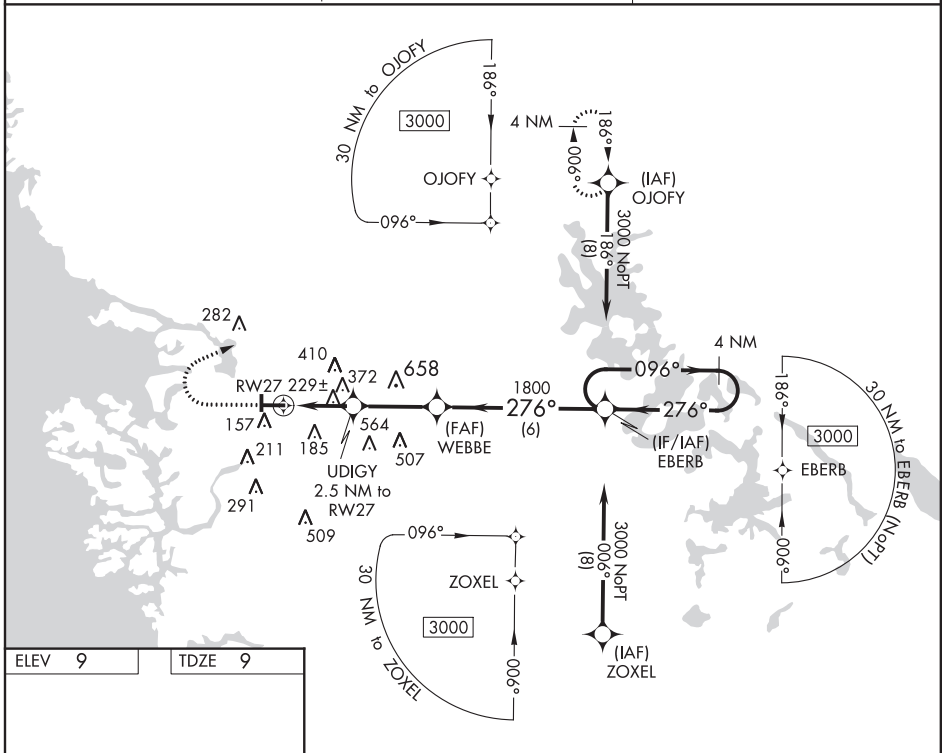
RNAV (GPS) RWY 27

CRYSTAL RIVER-CAPTAIN TOM DAVIS FLD (CGC)

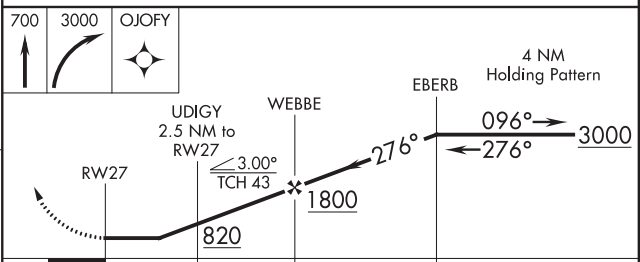
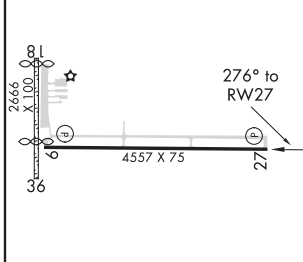
▼ DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Ocala altimeter setting and increase all MDA 80 feet; increase LP and LNAV Cats C/D visibility ¼ mile, Circling Cats C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

▲ MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct OJOFY and hold.

AWOS-3 118.325	JACKSONVILLE APP CON 118.6 251.15	UNICOM 122.725 (CTAF) 0
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ELEV 9	TDZE 9
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CATEGORY	A	B	C	D
LP MDA	480-1	471 (500-1)	480-1¾	471 (500-1¾)
LNAV MDA	640-1	631 (700-1)	640-1¾	631 (700-1¾)
C CIRCLING	640-1	631 (700-1)	760-2¼ 751 (800-2¼)	880-2¾ 871 (900-2¾)

SE-3, 10 NOV 2016 to 05 JAN 2017


SE-3, 10 NOV 2016 to 05 JAN 2017

LOC I-DAB 109.7	APP CRS 070°	Rwy Idg TDZE Apt Elev	9810 30 34
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ILS or LOC RWY 7L

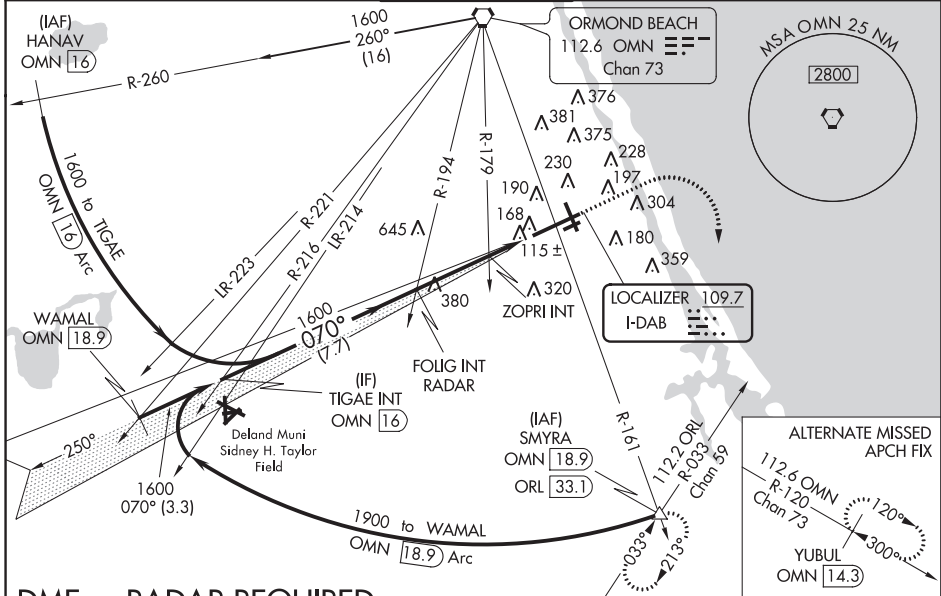
DAYTONA BEACH INTL (DAB)

⚠ 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.

MALSR


MISSED APPROACH: Climb to 700 then climbing right turn to 3000 on heading 175° and ORL VORTAC R-033 to SMYRA/ORL 33.1 DME and hold.

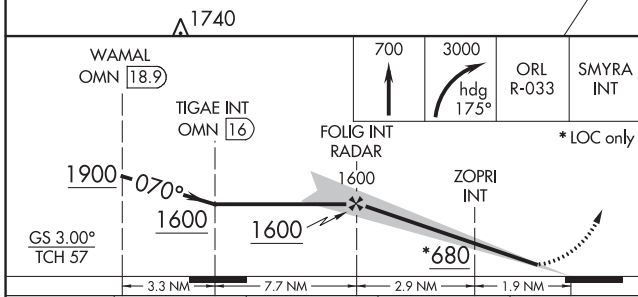
ATIS 132.875	DAYTONA APP CON 125.8 269.075	DAYTONA TOWER 120.7 257.8	GND CON 121.9 348.6	CLNC DEL 119.3
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SE-3, 10 NOV 2016 to 05 JAN 2017

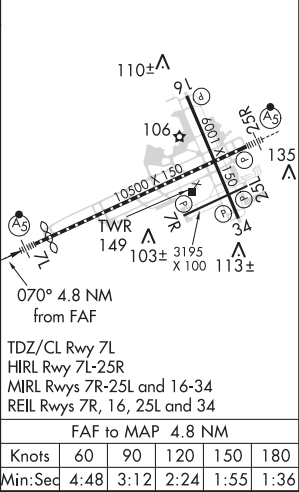
SE-3, 10 NOV 2016 to 05 JAN 2017

DME or RADAR REQUIRED



ELEV 34	D TDZE 30
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CATEGORY	A	B	C	D
S-ILS 07L	230/40		200 (200-¾)	
S-LOC 07L	680/40	650 (700-¾)	680-1⅛	650 (700-1⅜)
C CIRCLING	680-1	646 (700-1)	646 (700-1⅞)	666 (700-2)
ZOPRI FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 07L	380/40		350 (400-¾)	
C CIRCLING	540-1	506 (600-1)	680-1¾	700-2
			646 (700-1¾)	666 (700-2)



DAYTONA BEACH, FLORIDA

AL-110 (FAA)

16315


WAAS CH 45500 W07A	APP CRS 070°	Rwy Idg TDZE Apt Elev	9810 30 34
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RNAV (GPS) RWY 7L

DAYTONA BEACH INTL (DAB)

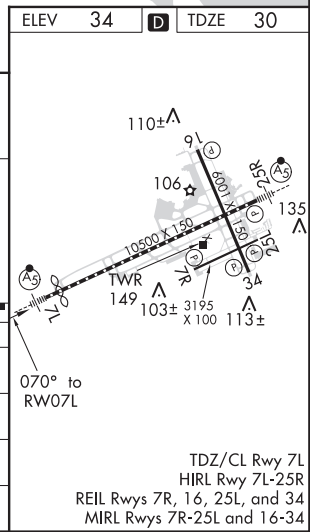
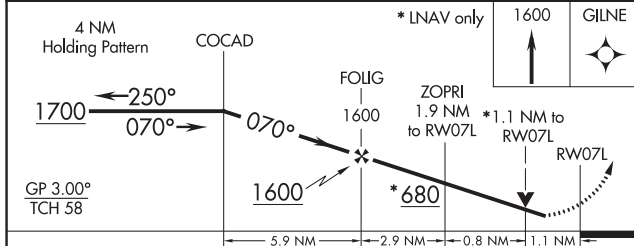
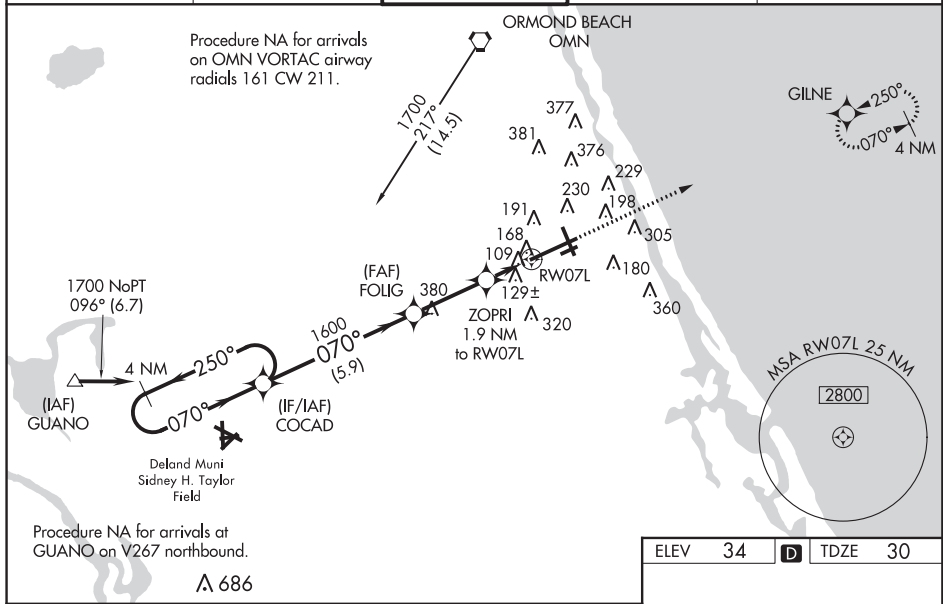
ASR

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 3/4 SM NA. For inoperative MALSR, increase LNAV/VNAV visibility all Cats to 1/4 and increase LNAV Cats A/B visibility to RVR 5000 and Cats C/D visibility to RVR 6000.

MALSR


MISSED APPROACH:
Climb to 1600 direct GILNE and hold.

ATIS 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
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CATEGORY	A	B	C	D
LPV DA		230/40	200 (200-3/4)	
LNAV/VNAV DA		429/45	399 (400-7/8)	
LNAV MDA		420/40	390 (400-3/4)	
CIRCLING	540-1	506 (600-1)	540-1 1/2 506 (600-1 1/2)	620-2 586 (600-2)

DAYTONA BEACH, FLORIDA
Amdt 1B 29MAY14

29°11'N-81°03'W

DAYTONA BEACH INTL (DAB)

RNAV (GPS) RWY 7L

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

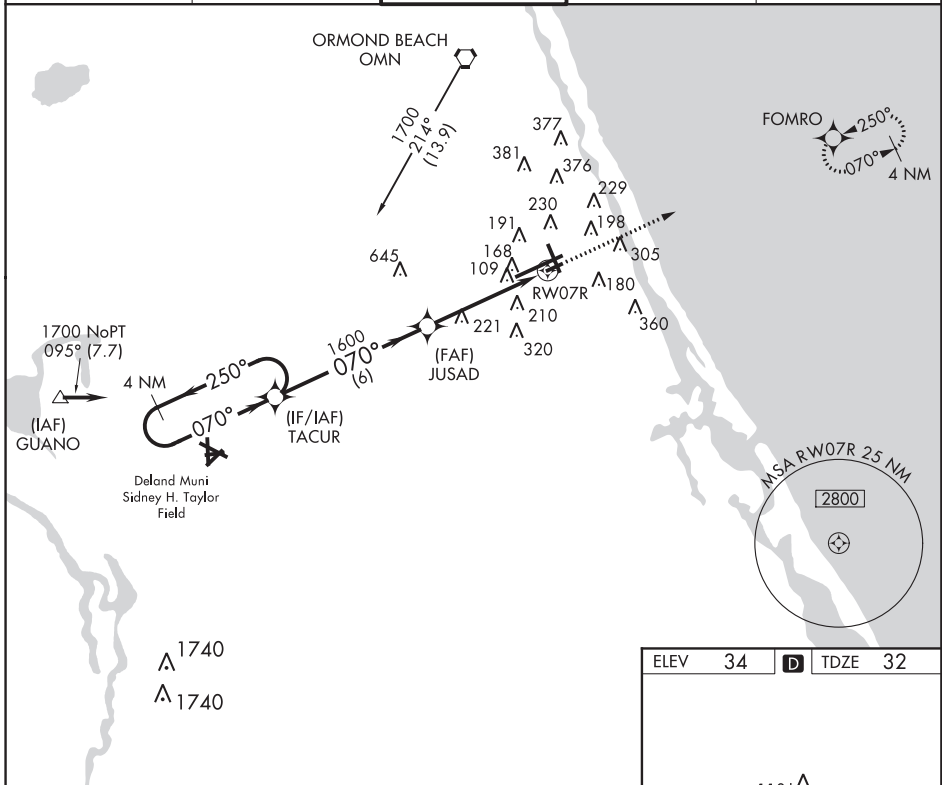
APP CRS	Rwy Idg	3195
070°	TDZE	32
	Apt Elev	34

RNAV (GPS) RWY 7R

DAYTONA BEACH INTL (DAB)

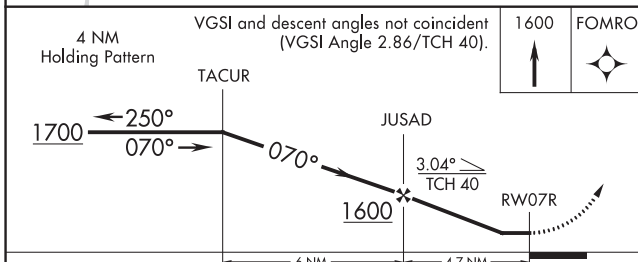
ASR	DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climb to 1600 direct FOMRO WP and hold.

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
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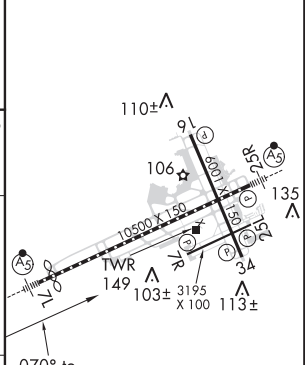


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV	34	D	TDZE	32
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CATEGORY	A	B	C	D
LNVA MDA	480-1	448 (500-1)	480-1 1/4 448 (500-1 1/4)	NA
CIRCLING	540-1	506 (600-1)	540-1 1/2 506 (600-1 1/2)	NA

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwy 7R, 16, 25L and 34
MIRL Rwy 7R-25L and 16-34

DAYTONA BEACH, FLORIDA

AL-110 (FAA)

16315

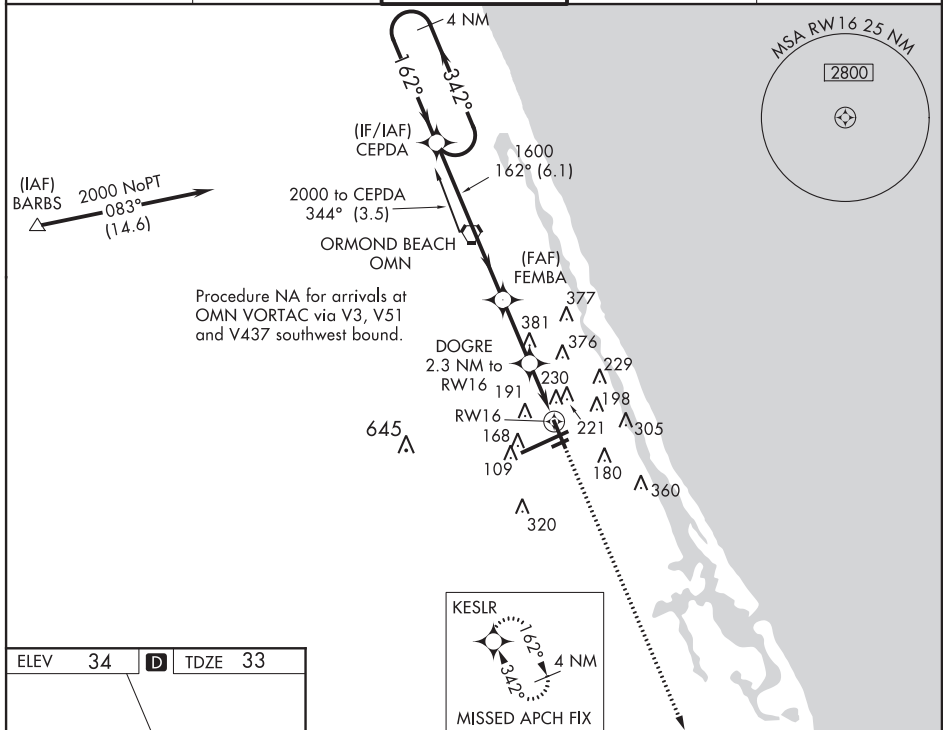
WAAS CH 45529 W16A	APP CRS 162°	Rwy Idg TDZE Apt Elev	5969 33 34
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RNAV (GPS) RWY 16

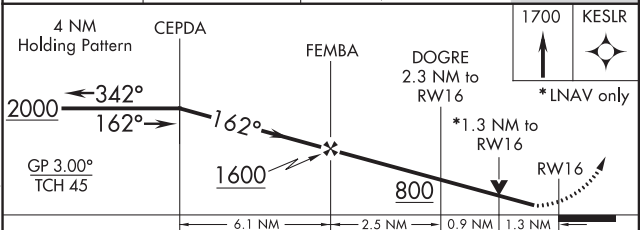
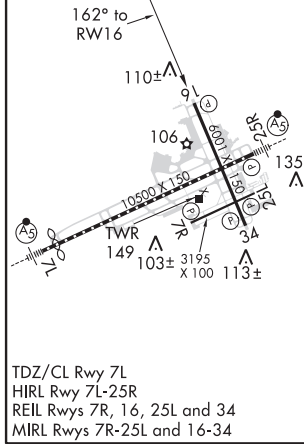
DAYTONA BEACH INTL (DAB)

<p>ASR Baro-VNAV NA below -15° C (5° F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.</p>	<p>MISSED APPROACH: Climb to 1700 direct KESLR and hold.</p>
--	--

<p>ATIS 132.875</p>	<p>DAYTONA APP CON 125.8 269.075</p>	<p>DAYTONA TOWER 120.7 257.8</p>	<p>GND CON 121.9 348.6</p>	<p>CLNC DEL 119.3</p>
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ELEV 34	D	TDZE 33
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CATEGORY	A	B	C	D
LPV DA		358-1¼	325 (400-1¼)	
LNAV/VNAV DA		479-1½	446 (500-1½)	
LNAV MDA	500-1	467 (500-1)	500-1¼ 467 (500-1¼)	500-1½ 467 (500-1½)
CIRCLING	540-1½	506 (600-1½)		620-2 586 (600-2)

DAYTONA BEACH, FLORIDA
Amdt 1C 29MAY14

29°11'N-81°03'W

DAYTONA BEACH INTL (DAB)

RNAV (GPS) RWY 16

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

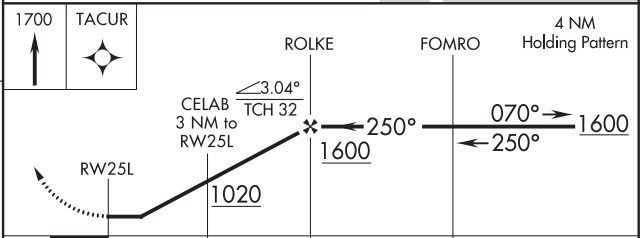
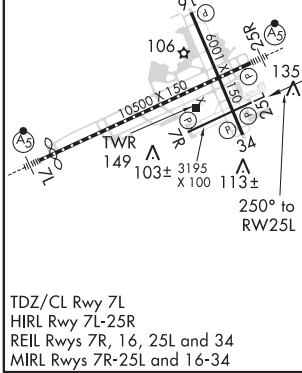
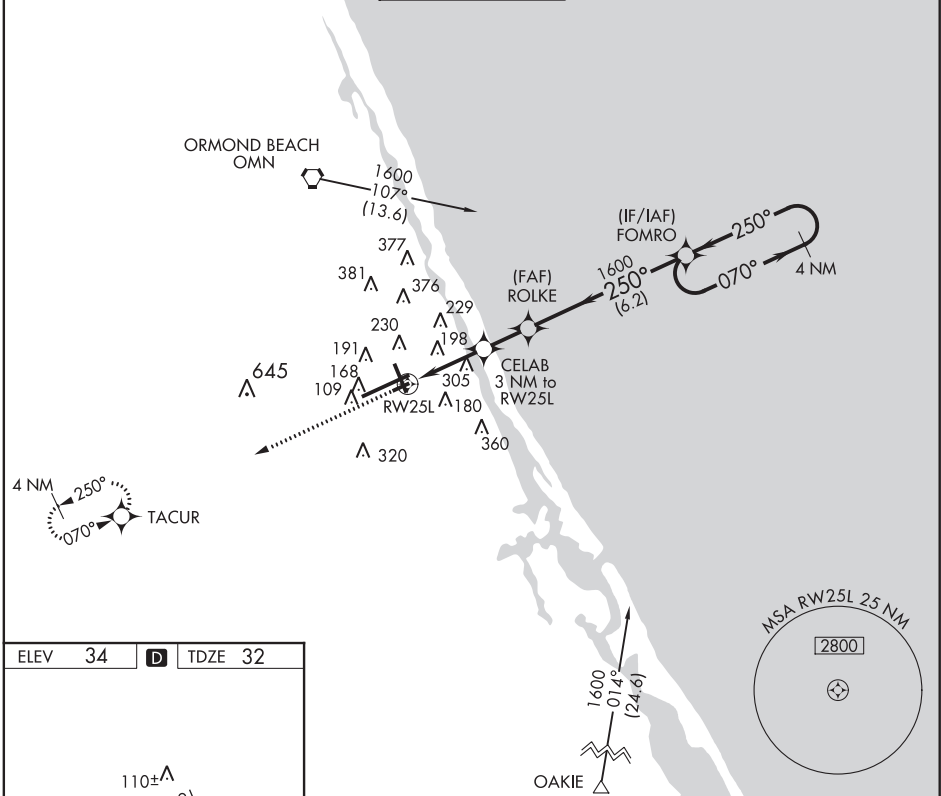
APP CRS	Rwy Idg	3195
250°	TDZE	32
	Apt Elev	34

RNAV (GPS) RWY 25L

DAYTONA BEACH INTL (DAB)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climb to 1700 direct TACUR and hold.
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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
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TDZ/CL Rwy 7L
 HIRL Rwy 7L-25R
 REIL Rwy 7R, 16, 25L and 34
 MIRL Rwy 7R-25L and 16-34

CATEGORY	A	B	C	D
LNAV MDA	560-1	528 (600-1)	560-1½ 528 (600-1½)	NA
CIRCLING	560-1	526 (600-1)	560-1½ 526 (600-1½)	NA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

DAYTONA BEACH, FLORIDA

AL-110 (FAA)

16315

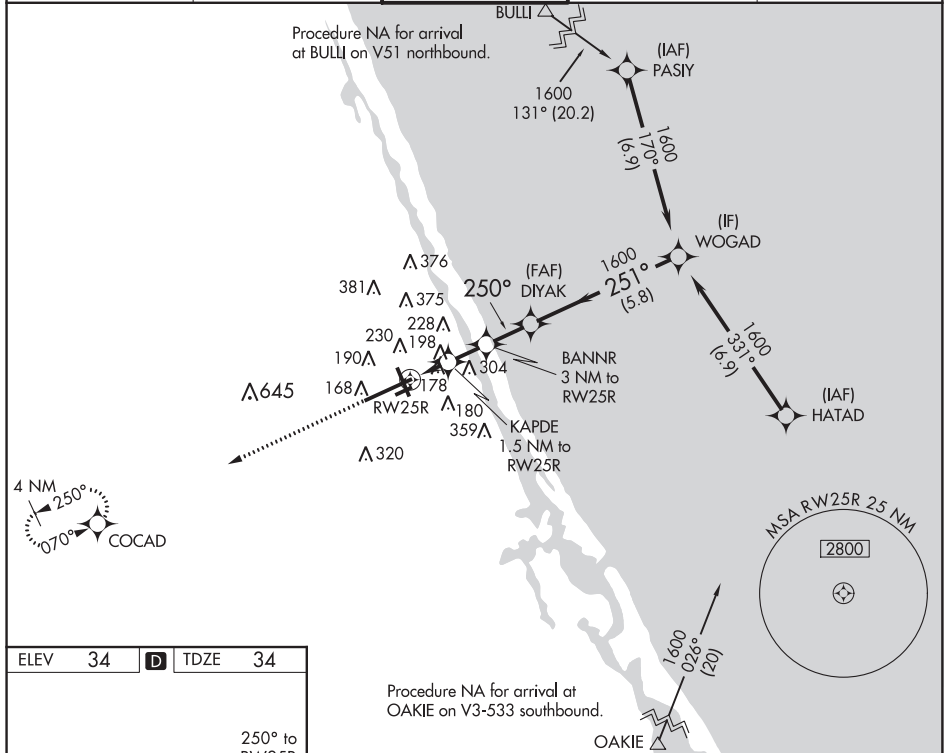
WAAS CH 77533 W25A	APP CRS 250°	Rwy Idg 10293 TDZE 34 Apt Elev 34
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RNAV (GPS) RWY 25R

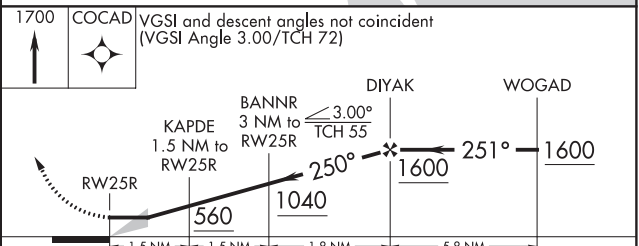
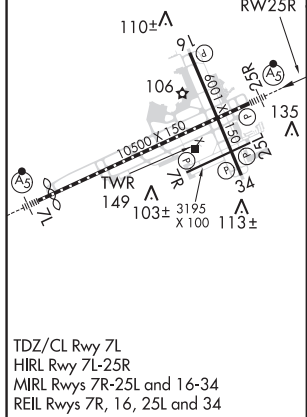
DAYTONA BEACH INTL (DAB)

DME/DME RNP-0.3 NA.		MALSR 	MISSED APPROACH: Climb to 1700 direct COCAD and hold.
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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
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ELEV 34	D	TDZE 34
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		A	B	C	D
LP	MDA	440-1/2	407 (500-1/2)	440-3/4	407 (500-3/4)
LNAV	MDA	460-1/2	426 (500-1/2)	460-3/4	426 (500-3/4)
C	CIRCLING	540-1	506 (600-1)	680-1 3/4 646 (700-1 3/4)	700-2 666 (700-2)

DAYTONA BEACH, FLORIDA
Amdt 4 18SEP14

29°11'N-81°03'W

DAYTONA BEACH INTL (DAB) RNAV (GPS) RWY 25R

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

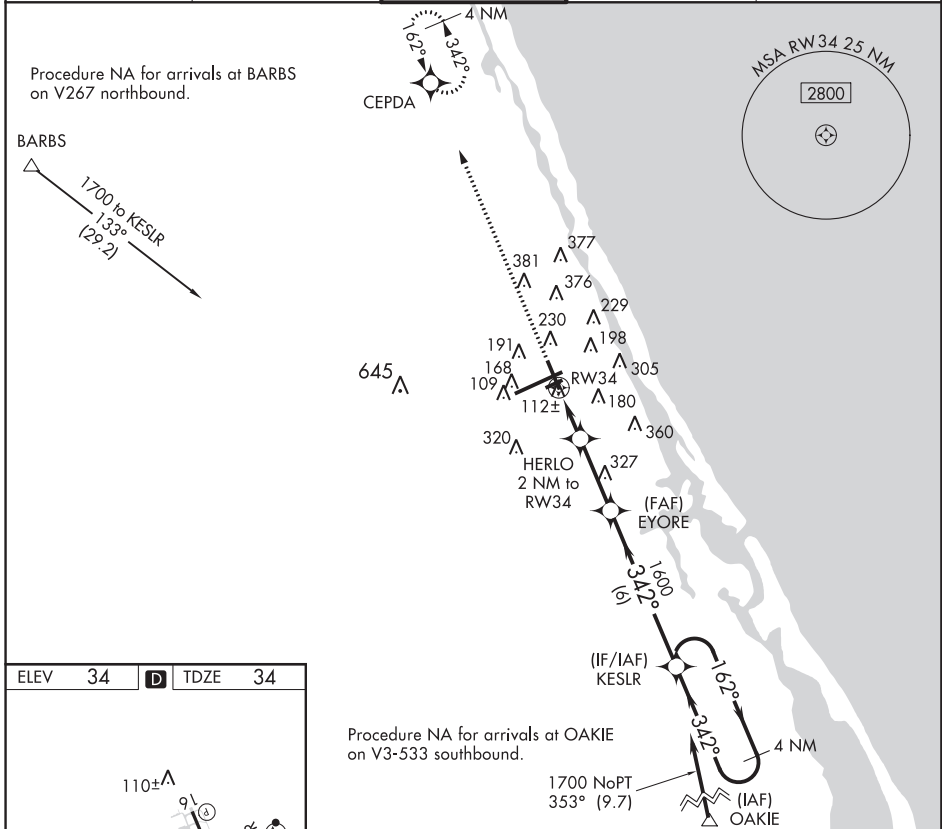
WAAS CH 78221 W34A	APP CRS 342°	Rwy Idg TDZE Apt Elev	6001 34 34
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RNAV (GPS) RWY 34

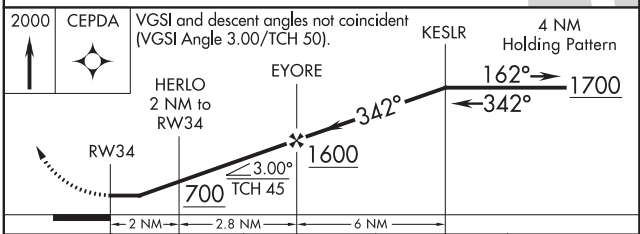
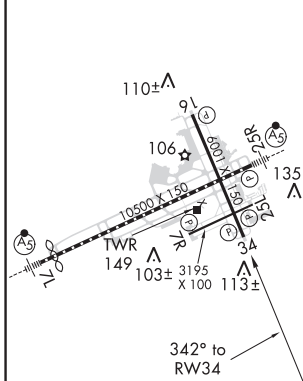
DAYTONA BEACH INTL (DAB)

<p>ASR</p> <p>DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.</p>	<p>MISSED APPROACH: Climb to 2000 direct CEPDA and hold.</p>
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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
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ELEV 34	D	TDZE 34
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CATEGORY	A	B	C	D
LP MDA		380-1	346 (400-1)	
LNAV MDA		400-1	366 (400-1)	
CIRCLING	540-1	506 (600-1)	540-1½ 506 (600-1½)	620-2 586 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

DAYTONA BEACH, FLORIDA

AL-110 (FAA)

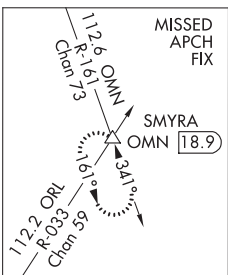
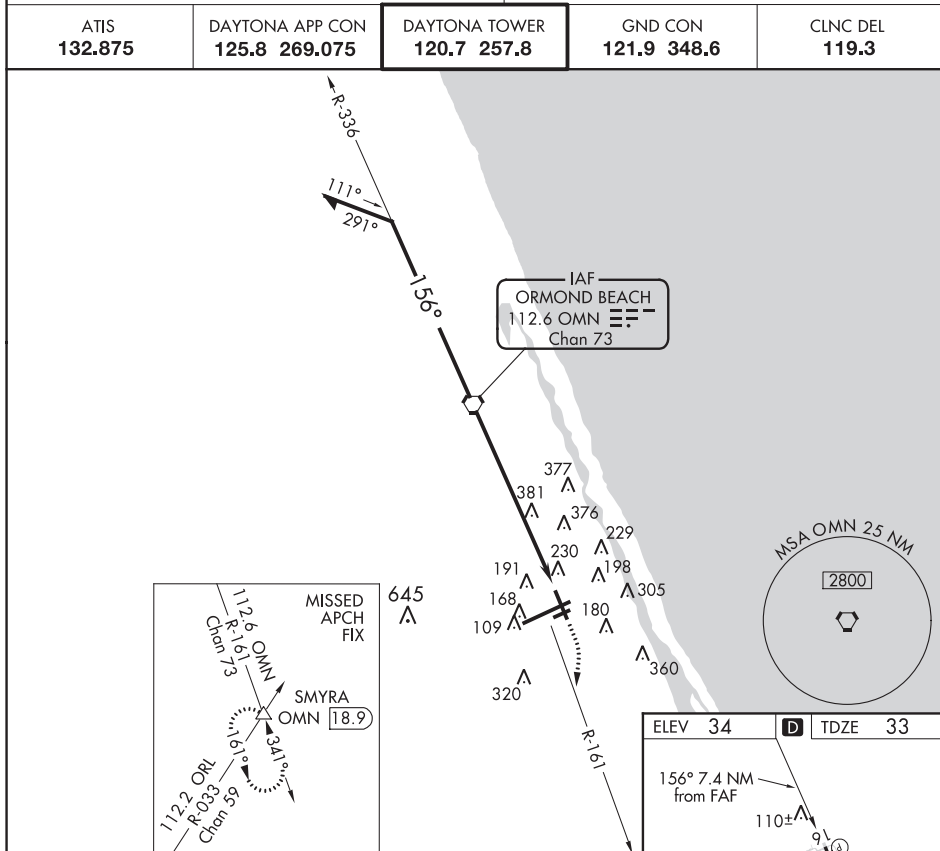
16315

VORTAC OMN 112.6 Chan 73	APP CRS 156°	Rwy Idg TDZE 33 Apt Elev 34	5969
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VOR RWY 16

DAYTONA BEACH INTL (DAB)

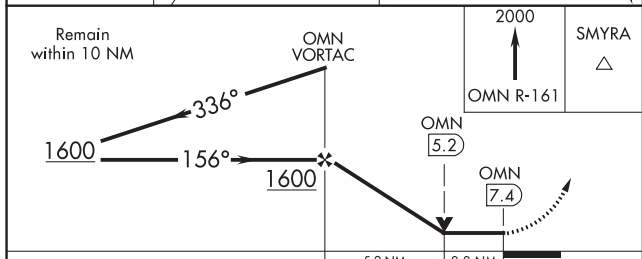
<p>ASR</p>	MISSED APPROACH: Climb to 2000 via OMN R-161 to SMYRA Int and hold.			
	ATIS 132.875	DAYTONA APP CON 125.8 269.075	DAYTONA TOWER 120.7 257.8	GND CON 121.9 348.6



ELEV 34	D	TDZE 33
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Detailed approach diagram showing TDZ/CL Rwy 7L, HIRL Rwy 7L-25R, and various altitudes. Key features include:
 - 156° 7.4 NM from FAF.
 - Altitudes: 110±, 106, 100, 105, 102, 135, 149, 103±, 3195, 113±.
 - R-150, R-152, R-154 radial lines.
 - TWR 149.
 - TDZ/CL Rwy 7L, HIRL Rwy 7L-25R.
 - REIL Rws 7R, 16, 25L and 34.
 - MIRL Rws 7R-25L and 16-34.
 - FAF to MAP 7.4 NM.

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28



CATEGORY	A	B	C	D
S-16	760-1 727 (800-1)		760-2 727 (800-2)	760-2 1/4 727 (800-2 1/4)
CIRCLING	760-1 726 (800-1)		760-2 726 (800-2)	760-2 1/4 726 (800-2 1/4)

DAYTONA BEACH, FLORIDA
Amdt 18C 29MAY14

29°11'N-81°03'W


DAYTONA BEACH INTL (DAB)


VOR RWY 16

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

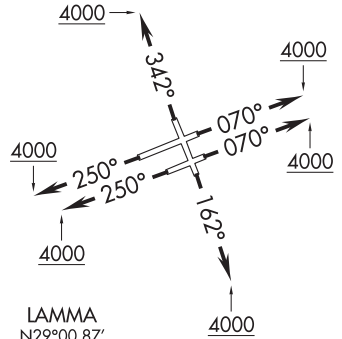
ATIS
132.875
CLNC DEL
119.3
GND CON
121.9 348.6
DAYTONA TOWER
120.7 257.8
DAYTONA DEP CON
127.075 351.95

ORMOND BEACH
112.6 OMN 
Chan 73

OCALA
113.7 OCF 
Chan 84

TAKEOFF MINIMUMS
Rwys 7L, 7R, 16, 25R, 25L, 34: Standard.
NOTE: Radar required.

ORLANDO
112.2 ORL 
Chan 59



LAMMA
N29°00.87'
W081°05.38'

JESUP
N28°53.31'
W081°04.78'

BITHO
N28°37.86'
W081°03.56'
L-23-24

**TOP ALTITUDE:
4000**

(NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 7L:** Climb heading 070° to 4000 or as assigned by ATC, thence . . .
- TAKEOFF RUNWAY 7R:** Climb heading 070° to 4000 or as assigned by ATC, thence . . .
- TAKEOFF RUNWAY 16:** Climb heading 162° to 4000 or as assigned by ATC, thence . . .
- TAKEOFF RUNWAY 25R:** Climb heading 250° to 4000 or as assigned by ATC, thence . . .
- TAKEOFF RUNWAY 25L:** Climb heading 250° to 4000 or as assigned by ATC, thence . . .
- TAKEOFF RUNWAY 34:** Climb heading 342° to 4000 or as assigned by ATC, thence . . .

. . . Expect vectors to intercept OMN R-176 to BITHO INT/OMN 40 DME, then via assigned route. Expect clearance to filed altitude. Flight level ten (10) minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 7L: Trees beginning 1834' from DER, 646' right of centerline, up to 64' AGL/95' MSL.
- Rwy 7R: Tower and trees beginning 1042' from DER, 413' right of centerline,
up to 100' AGL/135' MSL.
Hangar and trees beginning 901' from DER, 55' left of centerline, up to 67' AGL/101' MSL.
- Rwy 16: Trees beginning 57' from DER, 19' left of centerline, up to 75' AGL/104' MSL.
Trees beginning 871' from DER, 3' right of centerline, up to 83' AGL/112' MSL.
- Rwy 25L: Trees beginning 123' from DER, 75' left of centerline, up to 80' AGL/109' MSL.
Trees and antenna beginning 1002' from DER, 85' right of centerline,
up to 72' AGL/101' MSL.
- Rwy 25R: Trees, signs and poles beginning 428' from DER, 38' right of centerline,
up to 88' AGL/115' MSL.
Trees beginning 1254' from DER, 41' left of centerline, up to 84' AGL/108' MSL.
- Rwy 34: Trees, building and obstruction light beginning 1013' from DER, 90' left of centerline,
up to 82' AGL/111' MSL.
Trees, beginning 1108' from DER, 6' right of centerline, up to 78' AGL/107' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

(ROYES7.ROYES) 16315

ROYES SEVEN DEPARTURE

**TOP ALTITUDE:
4000**

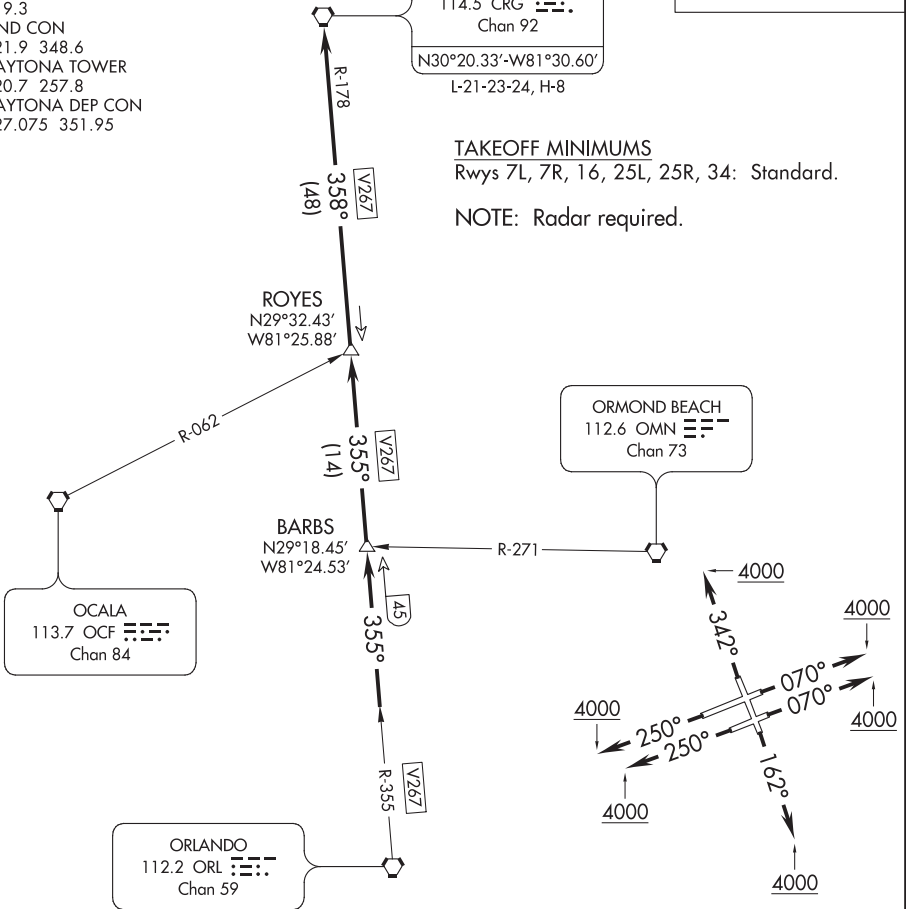
ATIS
132.875
CLNC DEL
119.3
GND CON
121.9 348.6
DAYTONA TOWER
120.7 257.8
DAYTONA DEP CON
127.075 351.95

CRAIG
114.5 CRG
Chan 92
N30°20.33'-W81°30.60'
L-21-23-24, H-8

TAKEOFF MINIMUMS

Rwys 7L, 7R, 16, 25L, 25R, 34: Standard.

NOTE: Radar required.



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)



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.

ROYES SEVEN DEPARTURE

(ROYES7.ROYES) 25JUN15

DAYTONA BEACH, FLORIDA
DAYTONA BEACH INTL (DAB)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ROYES SEVEN DEPARTURE

TAKEOFF OBSTACLE NOTES:

- Rwy 7L: Trees beginning 1834' from DER, 646' right of centerline, up to 64' AGL/95' MSL.
- Rwy 7R: Tower and trees beginning 1042' from DER, 413' right of centerline,
up to 100' AGL/135' MSL.
Hangar and trees beginning 901' from DER, 55' left of centerline, up to 67' AGL/101' MSL.
- Rwy 16: Trees beginning 57' from DER, 19' left of centerline, up to 75' AGL/104' MSL.
Trees beginning 871' from DER, 3' right of centerline, up to 83' AGL/112' MSL.
- Rwy 25L: Trees beginning 123' from DER, 75' left of centerline, up to 80' AGL/109' MSL.
Trees and antenna beginning 1002' from DER, 85' right of centerline,
up to 72' AGL/101' MSL.
- Rwy 25R: Trees, signs and poles beginning 428' from DER, 38' right of centerline,
up to 88' AGL/115' MSL.
Trees beginning 1254' from DER, 41' left of centerline, up to 84' AGL/108' MSL.
- Rwy 34: Trees, building and obstruction light beginning 1013' from DER, 90' left of centerline,
up to 82' AGL/111' MSL.
Trees beginning 1108' from DER, 6' right of centerline, up to 78' AGL/107' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4146
105°	TDZE	289
	Apt Elev	289

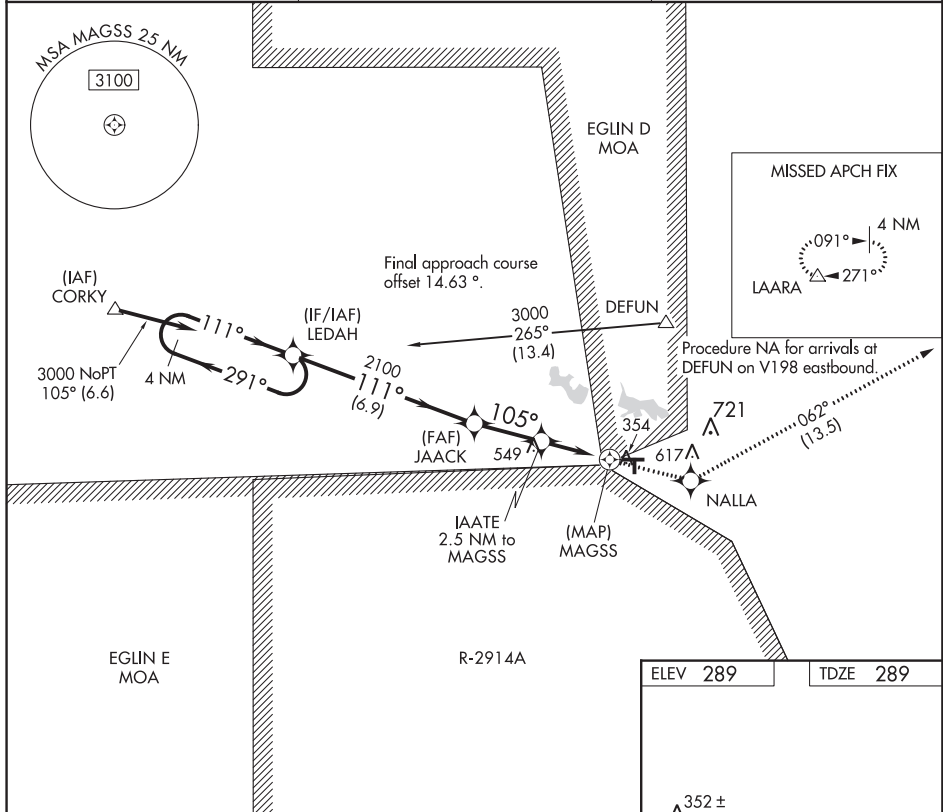
RNAV (GPS) RWY 9

DEFUNIAK SPRINGS (54J)

▼ Night landing: Rwy 9, 36 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Crestview altimeter setting; when not received, use Destin altimeter setting and increase all MDA 60 feet.

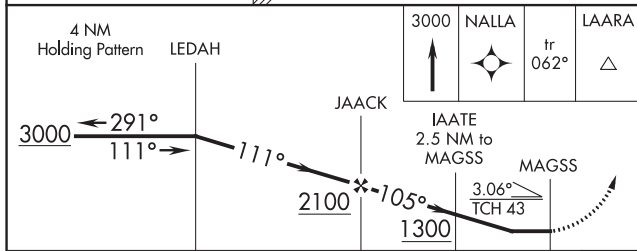
▲ NA MISSED APPROACH: Climb to 3000 direct NALLA and track 062° to LAARA and hold.

AWOS-3P 118.725	EGLIN APP CON 124.05 284.65	UNICOM 122.8 (CTAF) 0
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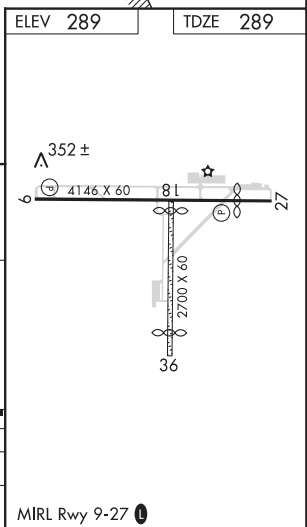


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNVA MDA	660-1	371 (400-1)		NA
CIRCLING	720-1 431 (500-1)	980-1 691 (700-1)		NA



WAAS CH 97725 W27A	APP CRS 270°	Rwy Idg 3541 TDZE 288 Apt Elev 289
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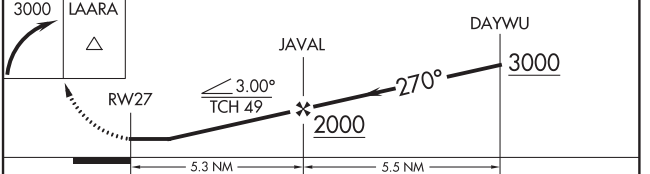
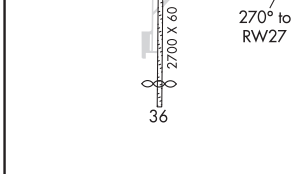
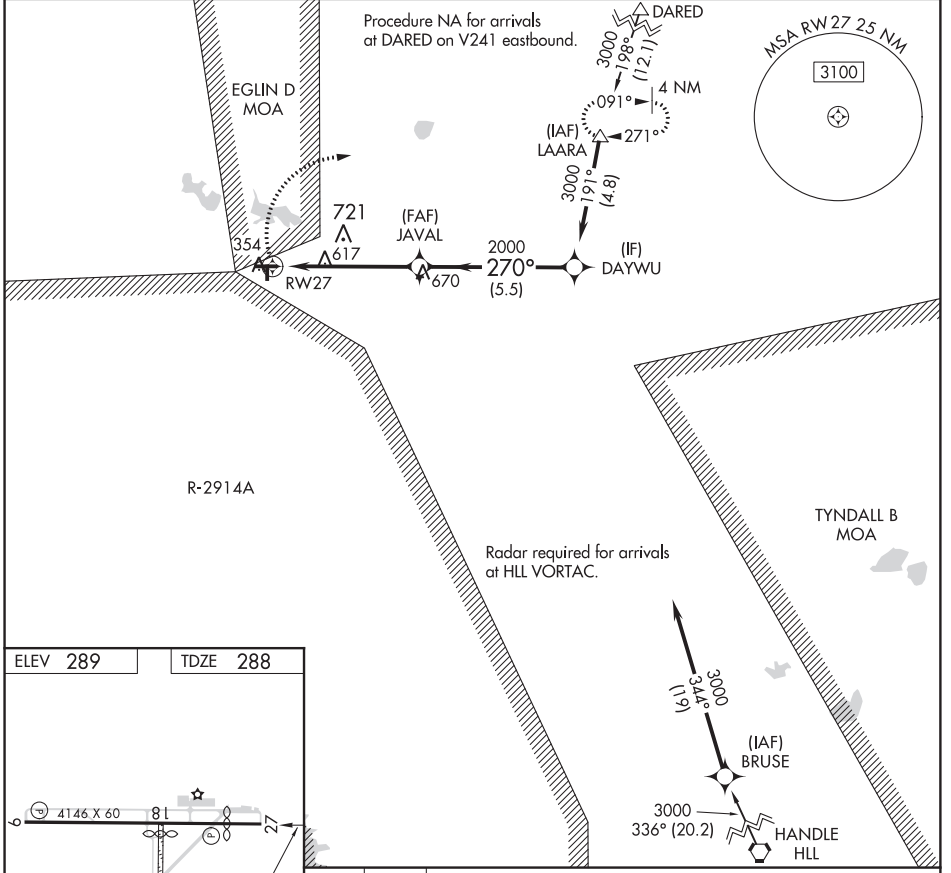
RNAV (GPS) RWY 27

DEFUNIAK SPRINGS (54J)

▼ Night landing: Rwy 9, 36 NA. Use Crestview altimeter setting; when not received, use Destin altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

▲ NA MISSED APPROACH: Climbing right turn to 3000 direct LAARA and hold.

AWOS-3P 118.725	EGLIN APP CON 124.05 284.65	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LP MDA	940-1	652 (700-1)		NA
LNAV MDA	940-1	652 (700-1)		NA
CIRCLING	940-1 651 (700-1)	980-1 691 (700-1)		NA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

DELAND, FLORIDA

AL-483 (FAA)

15288

WAAS CH 90300 W05A	APP CRS 054°	Rwy Idg TDZE Apt Elev	4301 79 80
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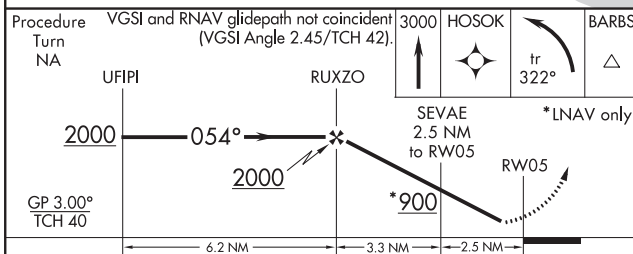
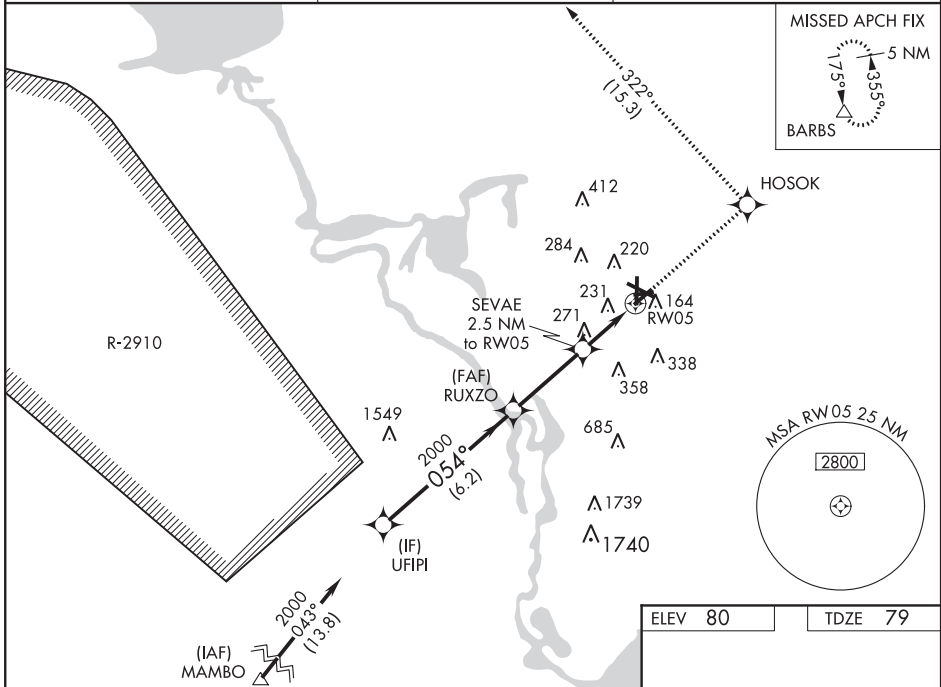
RNAV (GPS) RWY 5

DELAND MUNI-SIDNEY H. TAYLOR FIELD (D/D)

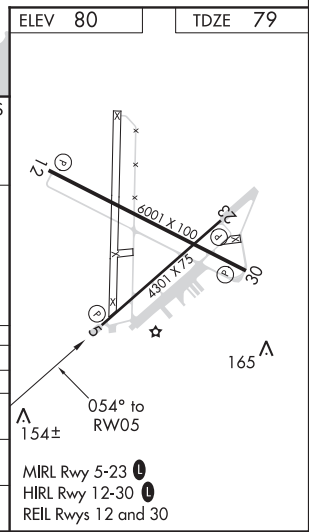
⚠ Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat D visibility ¼ mile. Baro-VNAV NA when using Daytona Beach Intl altimeter setting. When VGSI inoperative, Straight-in/Circling Rwy 5 NA at night.

MISSED APPROACH: Climb to 3000 direct HOSOK and left turn via 322° track to BARBS and hold.

AWOS-3 119.575	DAYTONA APP CON 125.35 322.3	UNICOM 123.075 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	385-1		306 (400-1)	
LNAV/VNAV DA	577-1¾		498 (500-1¾)	
LNAV MDA	580-1 501 (500-1)		580-1½ 501 (500-1½)	
CIRCLING	580-1¼ 500 (500-1¼)		580-1½ 560 (600-2)	



DELAND, FLORIDA
Orig-A 05MAY11

DELAND MUNI-SIDNEY H. TAYLOR FIELD (D/D)
29°04'N-81°17'W
RNAV (GPS) RWY 5

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50300 W12A	APP CRS 122°	Rwy Idg TDZE Apt Elev	6001 74 80
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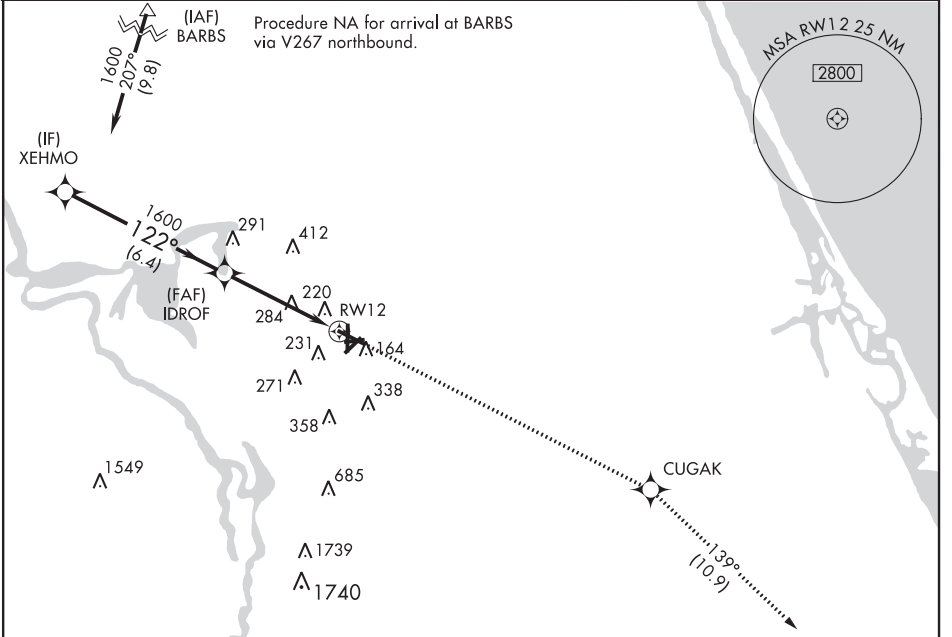
RNAV (GPS) RWY 12

DELAND MUNI-SIDNEY H. TAYLOR FIELD (D/D)

ASR Baro-VNAV NA below -15° C (5° F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CUGAK and via 139° track to OAKIE and hold.

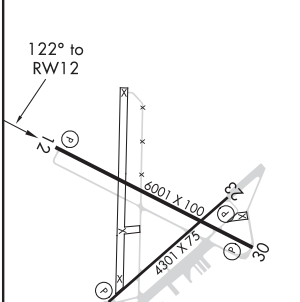
AWOS-3 119.575	DAYTONA APP CON 125.35 322.3	UNICOM 123.075 (CTAF)
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 80	TDZE 74
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Procedure Turn NA	VGSI and RNAV glidepath not coincident (VGSI Angle 2.45/ TCH 41).			
XEHMO	IDROF	CUGAK	OAKIE	
1600	1600	2000	tr 139°	
GP 3.00° TCH 40				
6.4 NM		4.6 NM		
CATEGORY	A	B	C	D
LPV DA	404-1¼ 330 (400-1¼)			
LNAV/VNAV DA	528-1½ 454 (500-1½)			
LNAV MDA	540-1	466 (500-1)	540-1¼ 466 (500-1¼)	540-1½ 466 (500-1½)
CIRCLING	540-1½ 460 (500-1½)			640-2 560 (600-2)

MIRL Rwy 5-23
HIRL Rwy 12-30
REIL Rwy 12 and 30

DELAND, FLORIDA

AL-483 (FAA)

15288

VORTAC OMN 112.6 Chan 73	APP CRS 212°	Rwy Idg TDZE Apt Elev	4301 78 80
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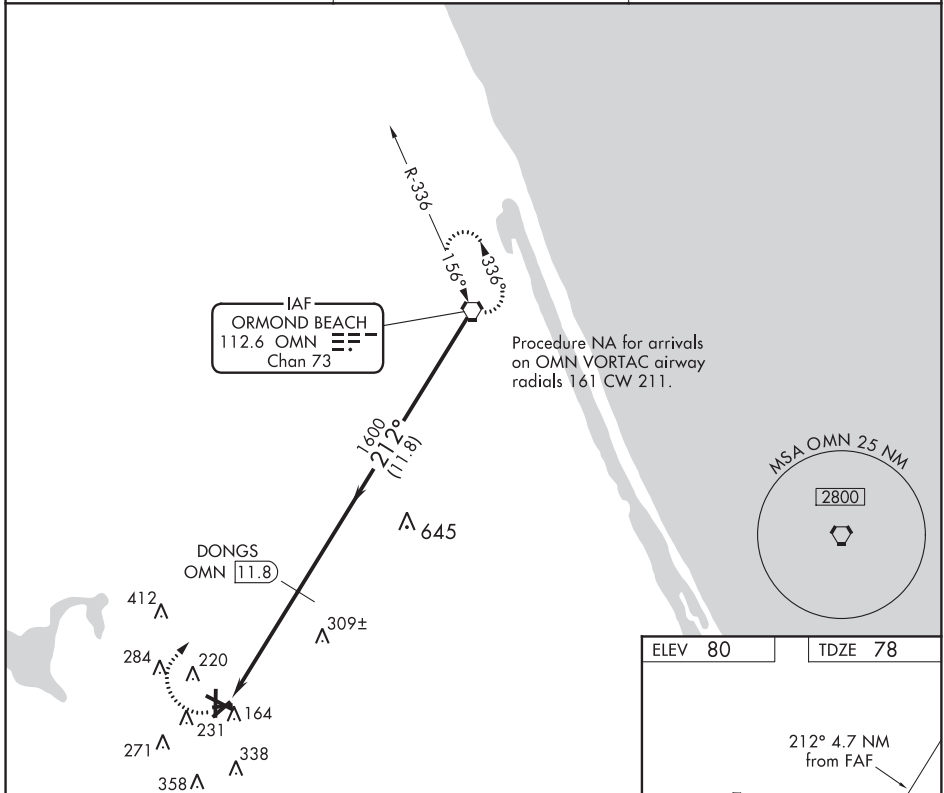
VOR/DME RWY 23

DELAND MUNI-SIDNEY H. TAYLOR FIELD (D/D)

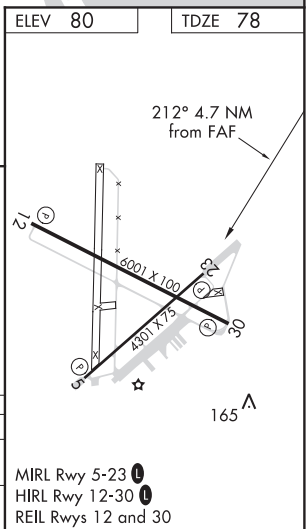
NA ASR Straight-In/Circling Rwy 23 and Circling to Rwy 12 NA at night. When local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 direct OMN VORTAC and hold.

AWOS-3 119.575	DAYTONA APP CON 125.35 322.3	UNICOM 123.075 (CTAF) 0
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2000	OMN	DONGS OMN 11.8	OMN VORTAC	
	16.5	1600	1600	
4.7 NM		11.8 NM		
Procedure Turn NA				
VGSI and descent angles not coincident. (VGSI Angle 2.45/TCH 56).				
CATEGORY	A	B	C	D
S-23	540-1	462 (500-1)	540-1 $\frac{3}{8}$	462 (500-1 $\frac{3}{8}$)
CIRCLING	600-1	520 (600-1)	600-1 $\frac{1}{2}$	640-2
			520 (600-1 $\frac{1}{2}$)	560 (600-2)



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

DELAND, FLORIDA
Orig-A 11DEC14

DELAND MUNI-SIDNEY H. TAYLOR FIELD (D/D)
29°04'N-81°17'W

VOR/DME RWY 23

WAAS CH 48923 W14A	APP CRS 143°	Rwy Idg 5001 TDZE 22 Apt Elev 22
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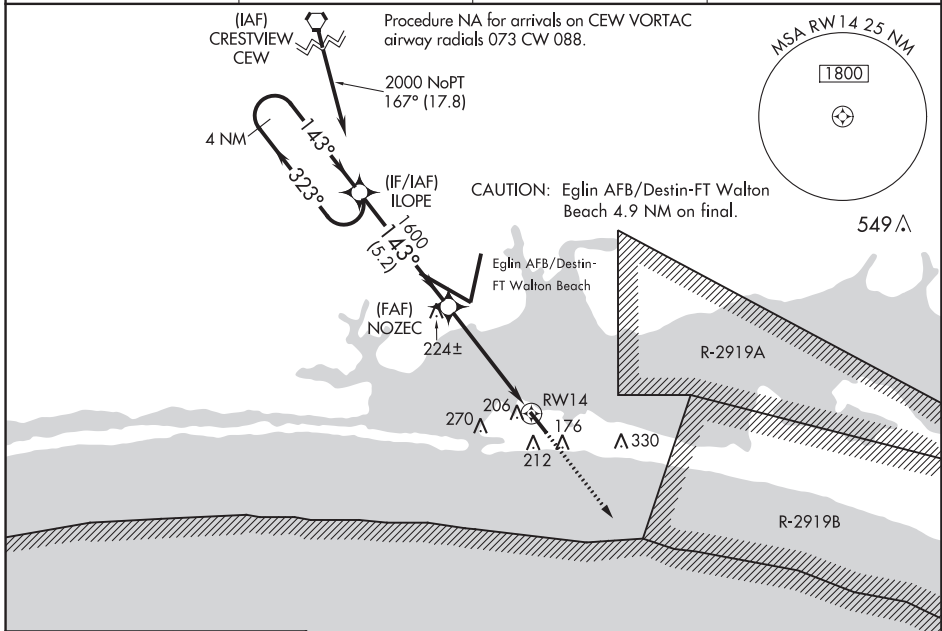
RNAV (GPS) RWY 14

DESTIN EXECUTIVE (DTS)

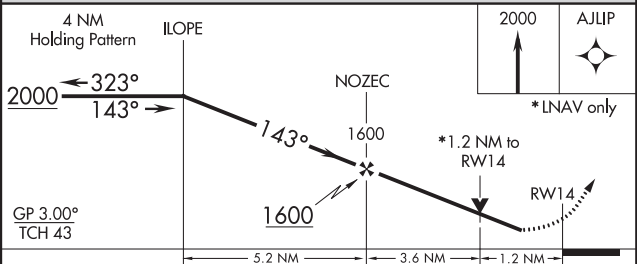
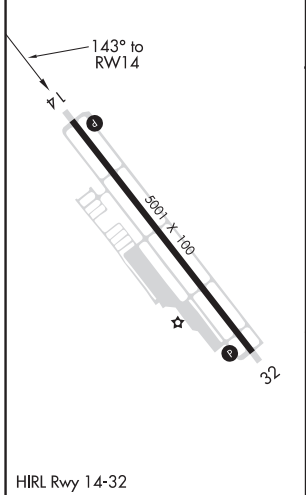
⚠ Baro-VNAV and VDP NA when using Crestview altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crestview altimeter setting and increase all DA/MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility 3/8 mile, increase LNAV Cats C and D 1/8 mile, and Circling Cats C and D 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 2000 direct AJJIP and hold.

ASOS 133.925	EGJUN APP CON 132.1 360.6	CLNC DEL 121.6 127.7 377.2	UNICOM 123.075 (CTAF)
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ELEV 22	TDZE 22
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CATEGORY	A	B	C	D
LPV DA		272-3/4	250 (300-3/4)	
LNAV/VNAV DA		367-1 1/8	345 (400-1 1/8)	
LNAV MDA	460-1	438 (500-1)	460-1 1/4	438 (500-1 1/4)
C CIRCLING	580-1	558 (600-1)	680-1 3/4 658 (700-1 3/4)	680-2 658 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

DESTIN, FLORIDA

AL-5680 (FAA)

15288

WAAS CH 56623 W32A	APP CRS 323°	Rwy Idg 5001
		TDZE 20
		Apt Elev 22

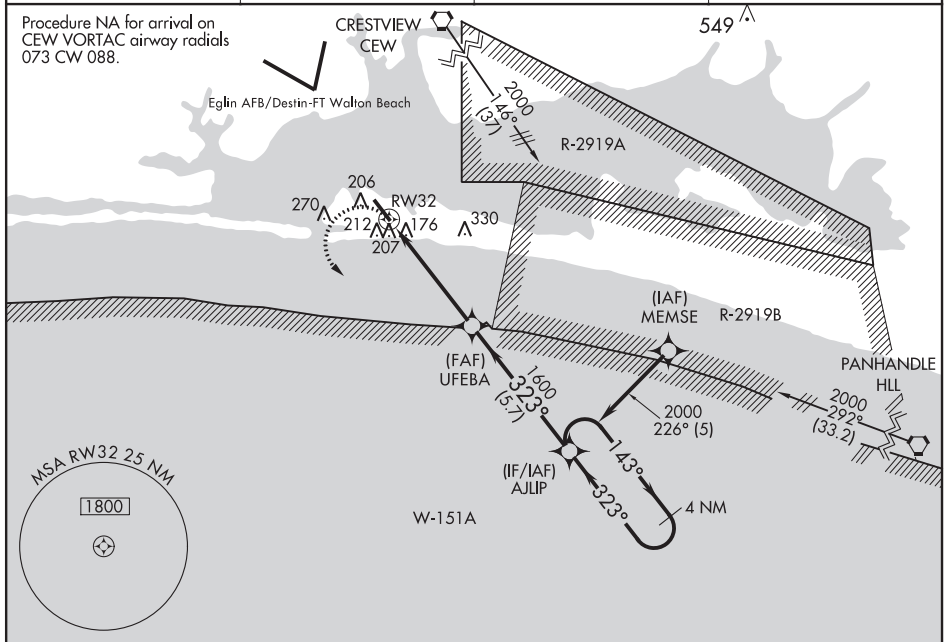
RNAV (GPS) RWY 32

DESTIN EXECUTIVE (DTS)

⚠ When VGSI inop, Circling Rwy 14 NA at night. When VGSI inop, Straight-in/Circling Rwy 32 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Crestview altimeter setting and increase all MDA 80 feet; increase LP Cats C and D visibility 1/4 mile, increase LNAV Cats C and D visibility 3/8 mile, and increase Circling Cat C visibility 1/4 mile.

MISSED APPROACH:
Climbing left turn to 2000 direct AJLIP and hold.

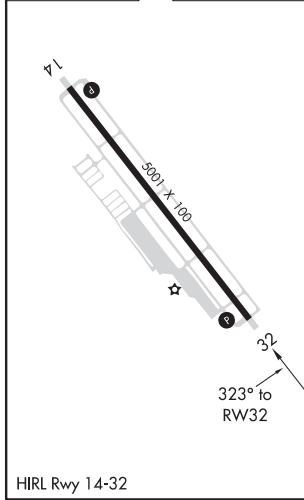
ASOS 133,925	EGLIN APP CON 132.1 360.6	CINC DEL 121.6 127.7 377.2	UNICOM 123,075 (CTAF)
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 22	TDZE 20
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	2000	AJLIP	4 NM	
			AJLIP Holding Pattern	
	RW32	UFEBA	AJLIP	
		1600	143°	
		323°	323°	
	4.8 NM	5.7 NM	2000	
CATEGORY	A	B	C	D
LP MDA	440-1	420 (500-1)	440-1 ¹ / ₈	420 (500-1 ¹ / ₈)
LNAV MDA	540-1	520 (600-1)	540-1 ³ / ₈	520 (600-1 ³ / ₈)
CIRCLING	580-1	558 (600-1)	580-1 ¹ / ₂ 558 (600-1 ¹ / ₂)	580-2 558 (600-2)

DESTIN, FLORIDA
Amdt 1B 28MAY15

30°24'N-86°28'W

DESTIN EXECUTIVE (DTS) RNAV (GPS) RWY 32

VALPARAISO, FLORIDA

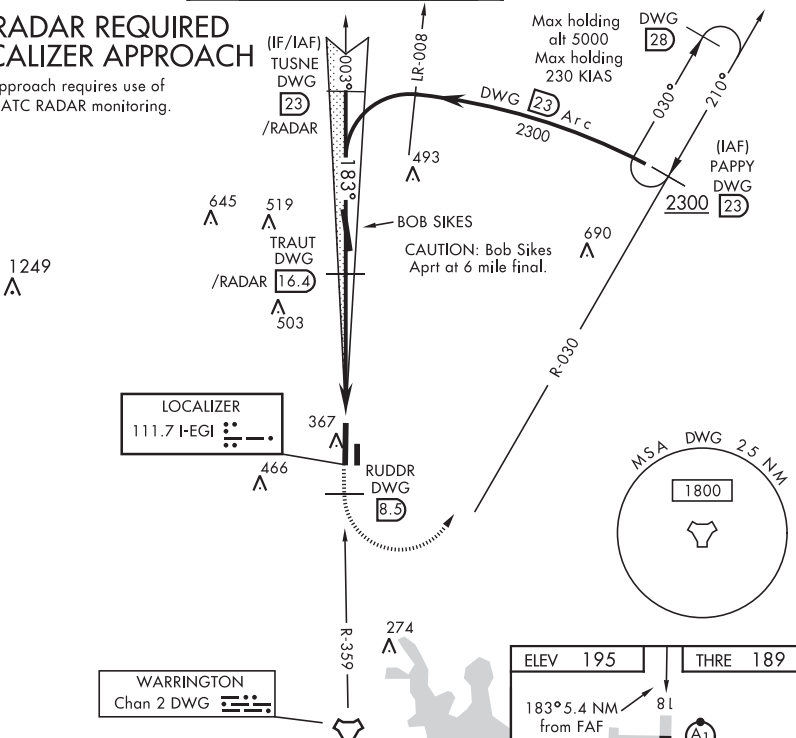
ILS RWY 18 or LOC RWY 18

LOC I-EGI 111.7	APCH CRS 183°	Rwy Idg THRE 189 Arpt Elev 195	AL-699 [USAF]	DUKE FLD (EGLIN AF AUX NR3)	(KEGI)
* When ALS inop, increase CAT ABCDE RVR to 40, vis to ¾ mile. ** When ALS inop, increase CAT ABCDE RVR to 55, vis to 1 mile.			ALSF-1 	MISSED APPROACH: Climb on DWG R-359 to 8.5 DME (RUDDR), then climbing left turn to 2300 direct DWG R-030/23 DME (PAPPY) and hold.	

EGLIN APP CON 125.1 281.45 (271°-089°) 132.1 360.6 (090°-270°)	DUKE TOWER * 133.2 290.425	GND CON 251.125
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DME or RADAR REQUIRED FOR LOCALIZER APPROACH

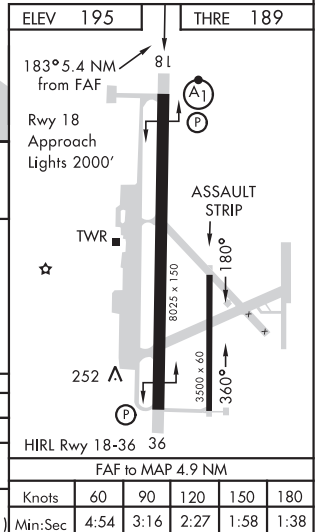
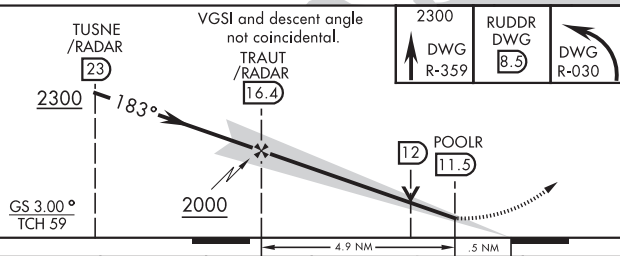
Missed Approach requires use of RNAV or ATC RADAR monitoring.



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3600



CATEGORY	A		B		C		D		E		
	S-ILS 18 *		389/24		200		(200-½)				
S-LOC 18 **		560/24	371	(400-½)		560/35		371	(400-¾)		
CIRCLING		700-1	505	(600-1)		700-1½		820-2	840-2¼		
				505 (600-1½)		625 (700-2)		645 (700-2¼)			

ELEV 195		THRE 189				
183°5.4 NM from FAF		81				
Rwy 18 Approach Lights 2000'		A1				
TWR		P				
252		360				
HIRL Rwy 18-36 36		36				
FAF to MAP 4.9 NM						
Knots		60	90	120	150	180
Min:Sec		4:54	3:16	2:27	1:58	1:38

VALPARAISO, FLORIDA

30°39'N-86°31'W

DUKE FLD (EGLIN AF AUX NR3) (KEGI)

Amtd 3 25JUL13

ILS RWY 18 or LOC RWY 18

VALPARAISO, FLORIDA

RNAV (GPS) RWY 18

APCH CRS 183°	Rwy Idg THRE 189 Arpt Elev 195
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AL-699 [USAF]

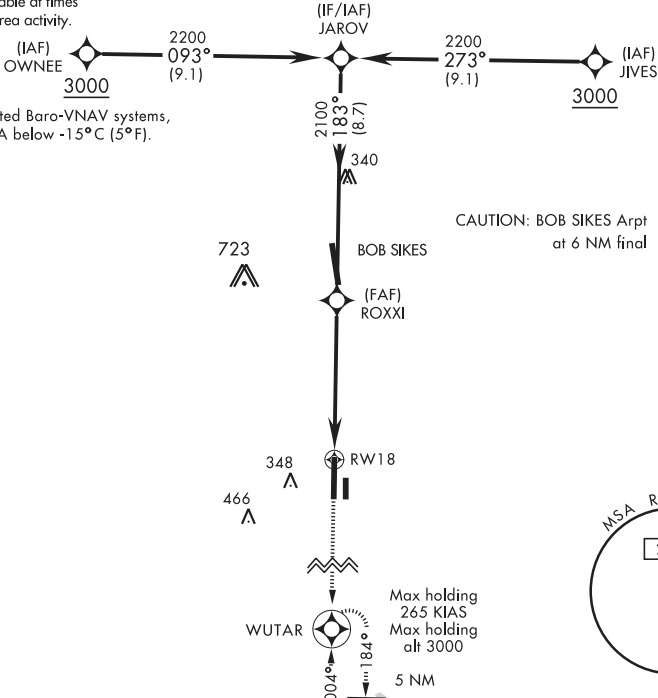
DUKE FLD (EGLIN AF AUX NR3) (KEGI)

DME/DME RNP-0.3 NA.	ALSIF-1 	MISSED APPROACH: Climb straight ahead to 3000 direct WUTAR and hold.
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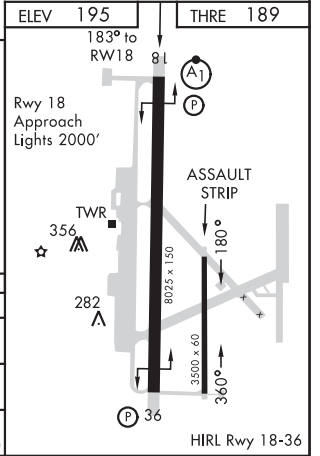
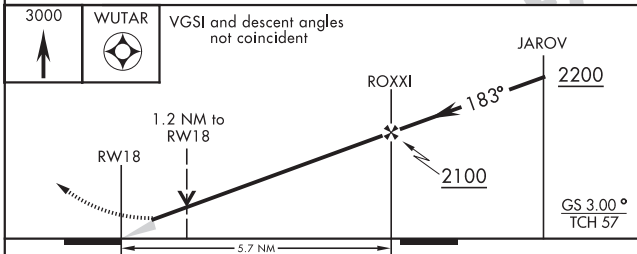
EGLIN APP CON 125.1 281.45 (271° - 089°) 132.1 360.6 (090° - 270°)	DUKE TOWER ★ 133.2 290.425	GND CON 251.125
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Procedure not useable at times due to restricted area activity.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F).



EMERG SAFE ALT 100 NM 3600



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	560/37		371	(400-34)	
LNAV MDA	640/24	451 (500-1/2)	640/45	451 (500-7/8)	
CIRCLING	700-1	505 (600-1)	700-1 1/2 505 (600-1 1/2)	820-2 625 (700-2)	840-2 1/4 645 (700-2 1/4)

VALPARAISO, FLORIDA
Orig 27JUN13

30°39'N-86°31'W

DUKE FLD (EGLIN AF AUX NR3) (KEGI)

RNAV (GPS) RWY 18

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 36

APCH CRS	Rwy Idg	8025
003°	THRE	190
	Arpt Elev	195

AL-699 [USAF]

DUKE FLD (EGLIN AF AUX NR3) (KEGI)

MISSED APPROACH: Climb straight ahead to 2000 direct MUMMA and hold.

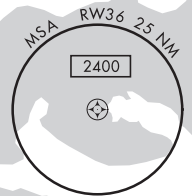
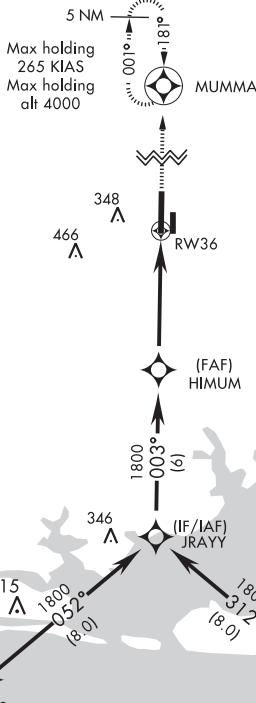
EGLIN APP CON		
125.1	281.45	(271°- 089°)
132.1	360.6	(090°- 270°)

DUKE TOWER ★
133.2 290.425

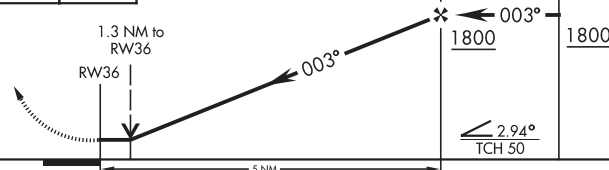
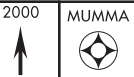
GND CON
251.125

DME/DME RNP-0.3 NA.

Procedure not useable at times due to restricted area activity.

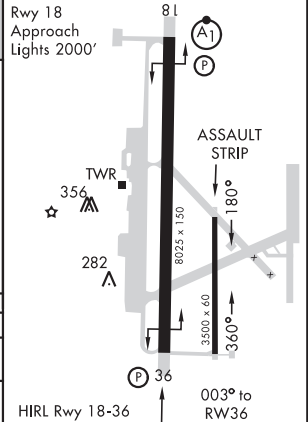


EMERG SAFE ALT 100 NM 3600



ELEV 195	THRE 190
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Rwy 18 Approach Lights 2000'



RNAV (GPS) RWY 36

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

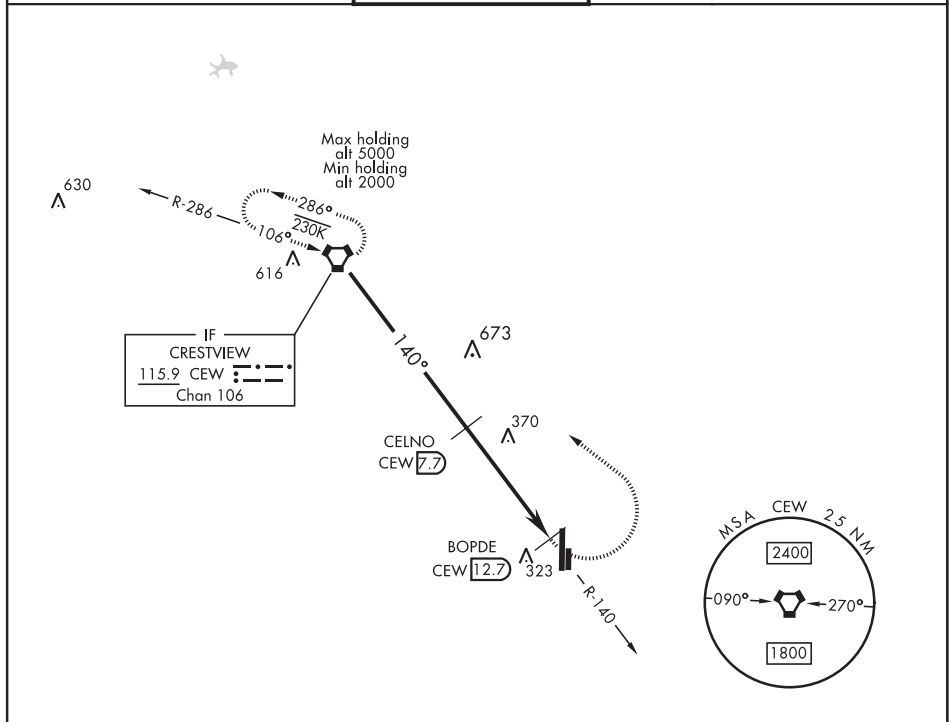
VALPARAISO, FLORIDA

VOR-B

VORTAC CEW 115.9 Chan 106	APCH CRS 140°	Rwy Idg THRE Arprt Elev NA NA 195	AL-699 [USAF]	DUKE FLD (EGLIN AF AUX NR3)	(KEGI)
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MISSED APPROACH: Climbing left turn to 2000
direct CEW VORTAC and hold.

EGLIN APP CON 125.1 281.45 (271°-089°) 132.1 360.6 (090°-270°)	DUKE TOWER ★ 133.2 290.425	GND CON 251.125
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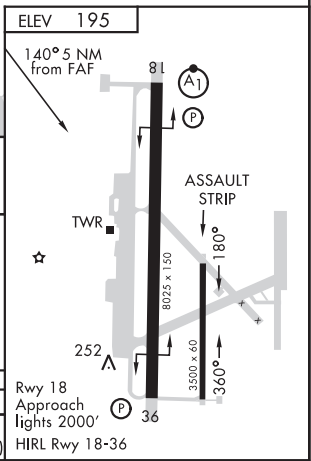
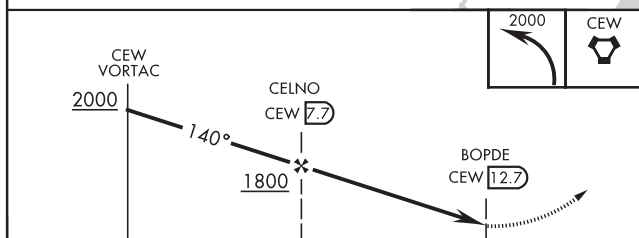


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

DME REQUIRED

EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
CIRCLING	680-1	485 (500-1)	680-1½ 485 (500-1½)	820-2 625 (700-2)	820-2¼ 625 (700-2¼)

VALPARAISO, FLORIDA 30° 39'N-86° 31'W DUKE FLD (EGLIN AF AUX NR3) (KEGI)

Orig 28APR16

VOR-B

VALPARAISO, FLORIDA

TACAN RWY 18

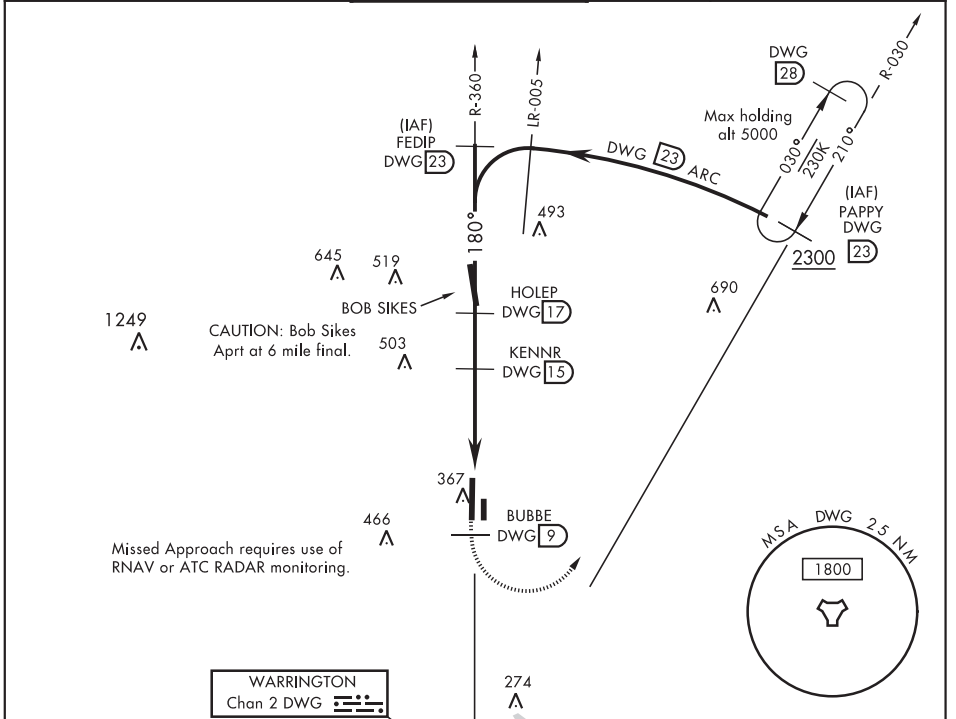
TACAN DWG Chan 2	APCH CRS 180°	Rwy Idg THRE 189 Arpt Elev 195	AL-699 [USAF]	DUKE FLD (EGLIN AF AUX NR3) (KEGI)
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* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.



MISSED APPROACH: Climb on DWG R-360 to 9 DME (BUBBE), then climbing left turn to 2300 direct DWG R-030/23 DME (PAPPY) and hold.

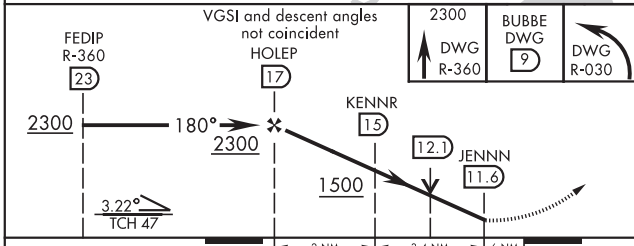
EGLIN APP CON 125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	DUKE TOWER ★ 133.2 290.425	GND CON 251.125
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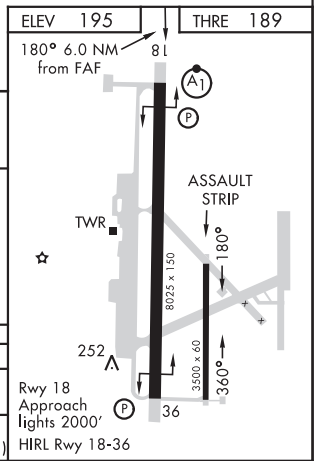
Missed Approach requires use of RNAV or ATC RADAR monitoring.

WARRINGTON
Chan 2 DWG

EMERG SAFE ALT 100 NM 3600



CATEGORY	A	B	C	D	E
S-18*	560/24 371 (400-½)		560/35 371 (400-⅔)		
CIRCLING	700-1 505 (600-1)		700-1½ 505 (600-1½)	820-2 625 (700-2)	840-2¼ 645 (700-2¼)



VALPARAISO, FLORIDA 30°39'N-86°31'W DUKE FLD (EGLIN AF AUX NR3) (KEGI)
Amdt 5 08JAN15

TACAN RWY 18

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

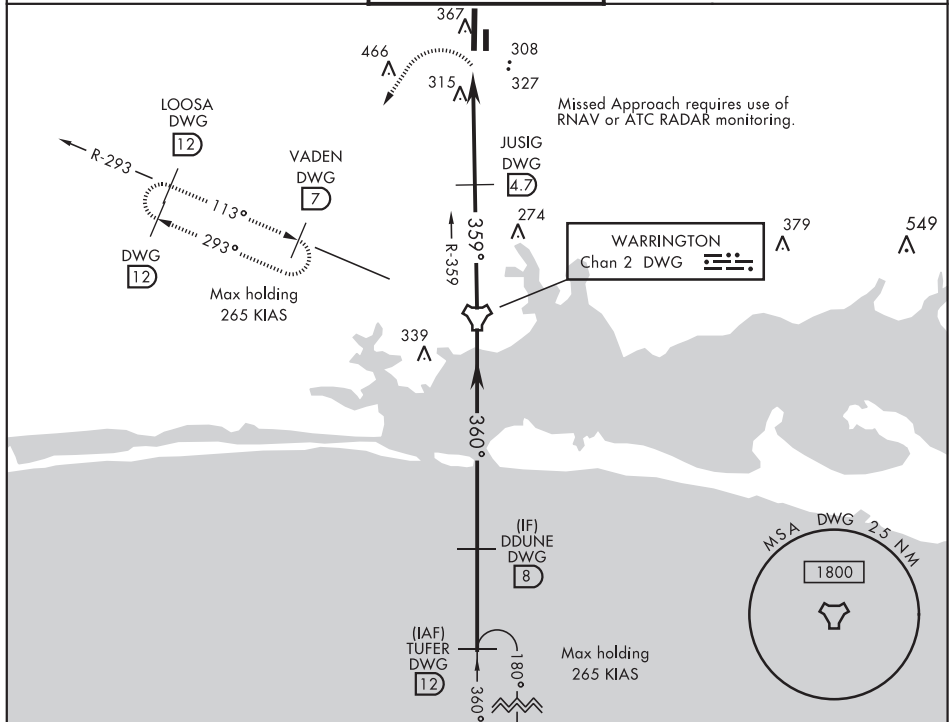
VALPARAISO, FLORIDA

TACAN RWY 36

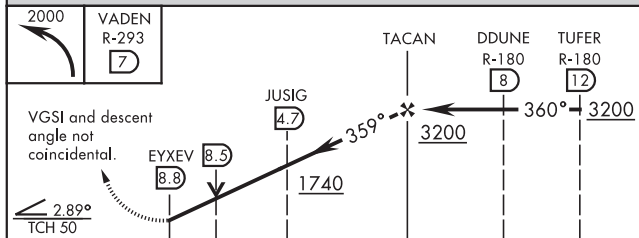
TACAN DWG Chan 2	APCH CRS 359°	Rwy ldg THRE 190 Arpt Elev 195	AL-699 [USAF]	DUKE FLD (EGLIN AF AUX NR3)	(KEGI)
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MISSED APPROACH: Climbing left turn to 2000 direct DWG R-293/7 DME (VADEN) and hold.

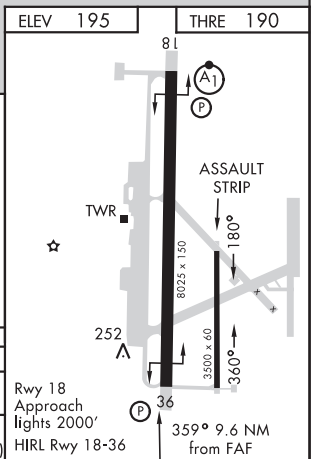
EGLIN APP CON 125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	DUKE TOWER ★ 133.2 290.425	GND CON 251.125
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EMERG SAFE ALT 100 NM 3600



CATEGORY	A	B	C	D	E
S-36	620-1 430 (500-1)		620-1¼ 430 (500-1¼)		
CIRCLING	700-1 505 (600-1)		700-1½ 505 (600-1½)	820-2 625 (700-2)	840-2¼ 645 (700-2¼)



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VALPARAISO, FLORIDA
Amdt 5 25JUL13

30°39'N-86°31'W

DUKE FLD (EGLIN AF AUX NR3) (KEGI)

TACAN RWY 36

AIRPORT DIAGRAM

AFD-699 [USAF]

DUKE FLD (EGLIN AF AUX NR3) (KEGI)

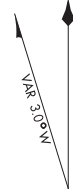
VALPARAISO, FLORIDA

DUKE TOWER ★
133.2 290.425
GND CON
251.125

86°32'W

86°31'W

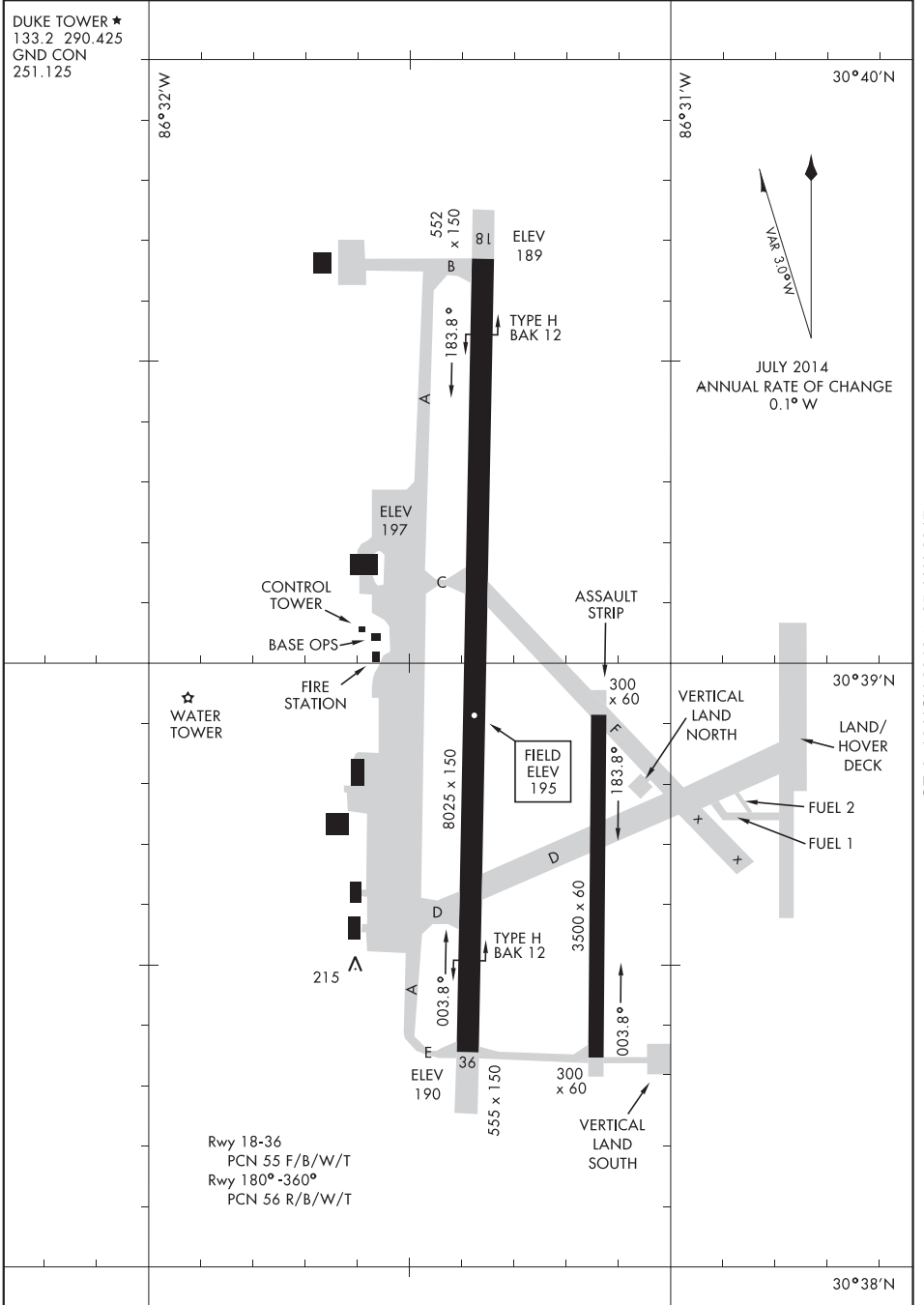
30°40'N



JULY 2014
ANNUAL RATE OF CHANGE
0.1° W

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



30°39'N

30°38'N

AIRPORT DIAGRAM

VALPARAISO, FLORIDA

DUKE FLD (EGLIN AF AUX NR3) (KEGI)

DUNNELLON, FLORIDA

AL-9138 (FAA)

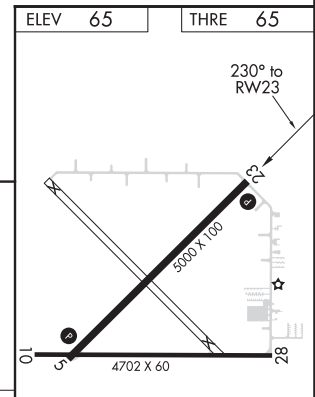
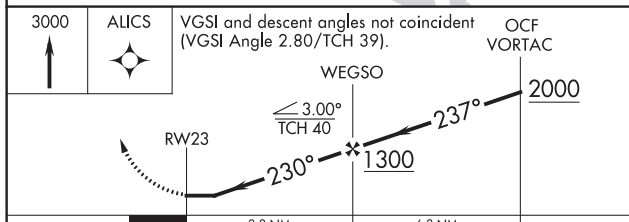
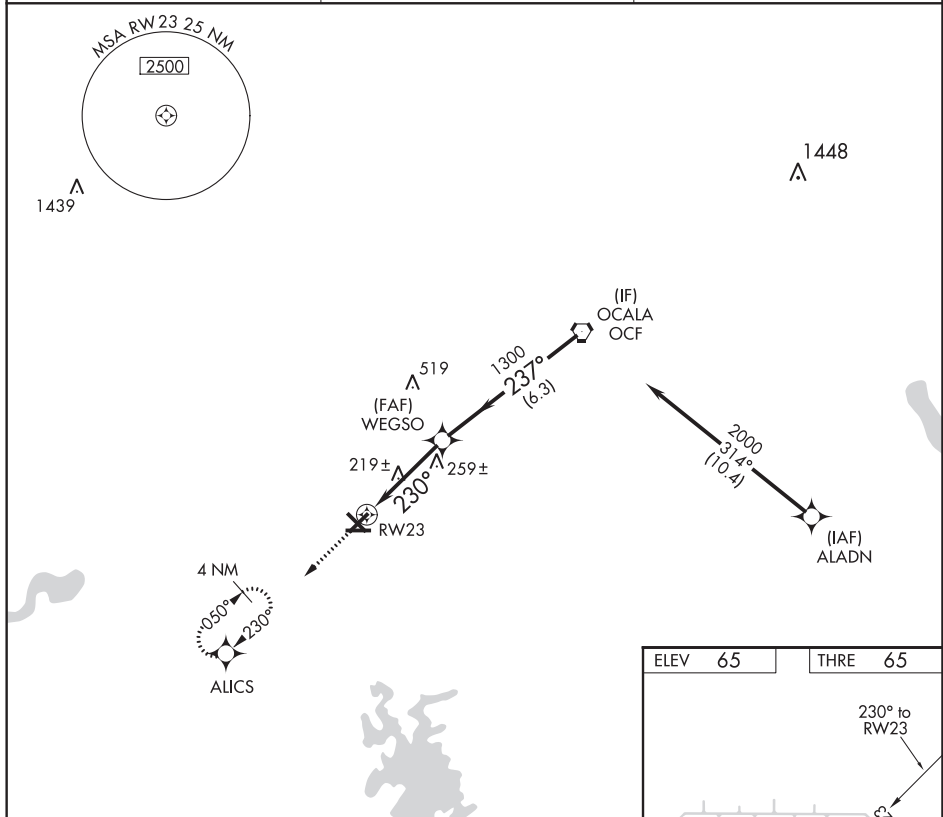
15120

WAAS CH 48828 W23A	APP CRS 230°	Rwy Idg THRE 65 Apt Elev 65	5000
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RNAV (GPS) RWY 23

MARION COUNTY (X35)

<p>NA</p> <p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ocala altimeter setting, when not received, use Leesburg altimeter setting and increase all MDA 60 feet; and increase LP and LNAV Cats C and D visibility 1/8 mile. Procedure NA at night.</p>	<p>MISSED APPROACH: Climb to 3000 direct ALIC5 and hold, continue climb-in-hold to 3000.</p>	
<p>OCALA AWOS-3 128.125</p>	<p>JACKSONVILLE APP CON 118.6 251.15</p>	<p>UNICOM 122.8 (CTAF)</p>



CATEGORY	A	B	C	D
LP MDA	500-1	435 (500-1)	500-1¼	435 (500-1¼)
LNAV MDA	540-1	475 (500-1)	540-1⅜	475 (500-1⅜)
CIRCLING	540-1 475 (500-1)	560-1 495 (500-1)	560-1½ 495 (500-1½)	620-2 555 (600-2)

MIRL Rwy 5-23 and 10-28

DUNNELLON, FLORIDA
Orig 05APR12

29°04'N-82°23'W

MARION COUNTY (X35)
RNAV (GPS) RWY 23

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VALPARAISO, FLORIDA

ILS W or LOC W RWY 19

LOC/DME I-CAH 109.1 Chan 28	APCH CRS 192°	Rwy ldg 10,001 THRE 60 Arpt Elev 84
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AL-436 [USAF]

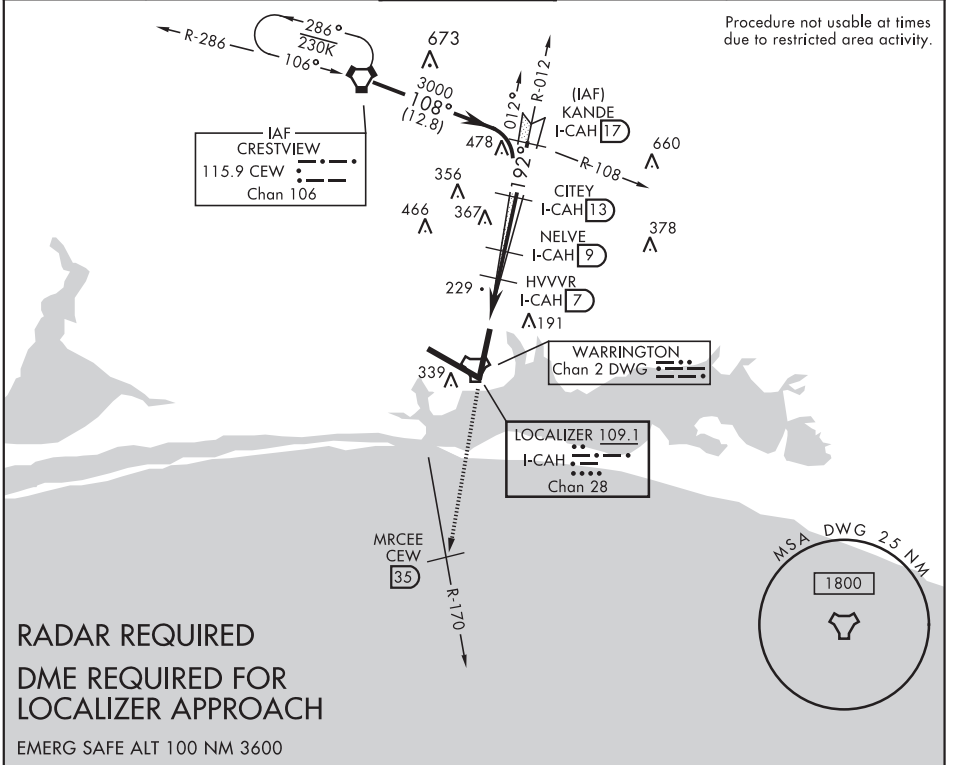
EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

* When ALS inop, increase CAT ABCDE RVR to 40 and vis to 3/4 mile.
 ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 1/8 miles.



MISSED APPROACH: Climb straight ahead to 3000 to CEW R-170/35 DME (MRCEE), then as directed by ATC.

ATIS * 134.625 273.5	EGLIN APP CON 125.1 281.45 271°-089° 132.1 360.6 090°-270°	EGLIN TOWER 118.2 353.65	GND CON 121.8 335.8	CLNC DEL 127.7 377.2
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RADAR REQUIRED
DME REQUIRED FOR LOCALIZER APPROACH
 EMERG SAFE ALT 100 NM 3600

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 84	THRE 60	3000					
CATEGORY	A	B	C	D	E		
S-ILS 19*	260/24		200	(200-1/2)			
S-LOC 19**	480/24	420 (400-1/2)	480/40	420	(400-3/4)		
CIRCLING	660-1	576 (600-1)	760-2 676 (700-2)	760-2 1/4 676 (700-2 1/4)	760-2 1/2 676 (700-2 1/2)		

VALPARAISO, FLORIDA
 Amdt 5 17OCT13

30°29'N-86°32'W

EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

ILS W or LOC W RWY 19

VALPARAISO, FLORIDA

ILS Y or LOC Y RWY 30

LOC I-VPS 109.1 Chan 28	APCH CRS 300°	Rwy Idg 11,987 THRE 49 Arpt Elev 84
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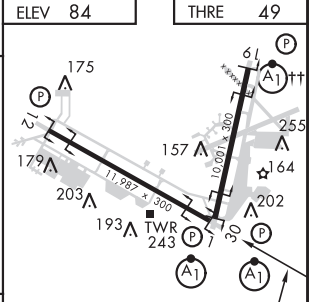
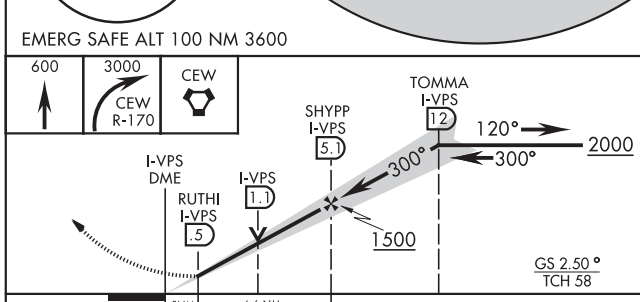
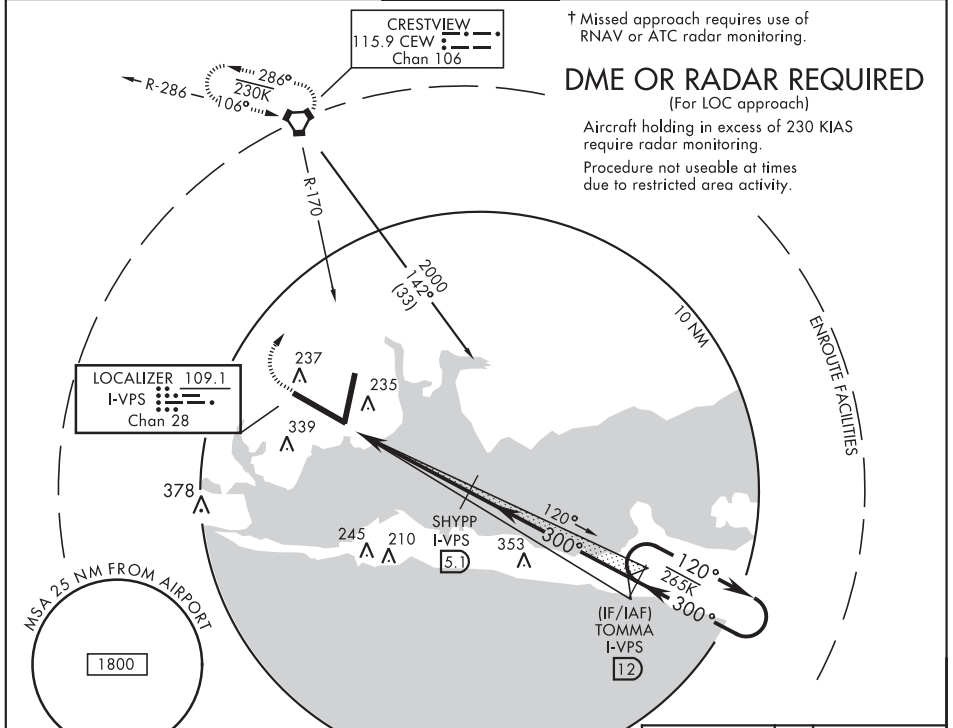
AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH(KVPS)

* When ALS inop, increase RVR to 40 and vis to 3/4 mile.
 ** When ALS inop, increase RVR to 55, vis to 1 mile.

ALSF-1 

† MISSED APPROACH: Climb straight ahead to 600, then climbing right turn to 3000, intercept CEW VORTAC R-170 to CEW and hold.

ATIS * 134.625 273.5	EGLIN APP CON 125.1 281.45 271°-089° 132.1 360.6 090°-270°	EGLIN TOWER 118.2 353.65	GND CON 121.8 335.8	CLNC DEL 127.7 377.2
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CATEGORY	A	B	C	D	E
S-ILS 30*	249/24		200	(200-1/2)	
S-LOC 30**	420/24	371 (400-1/2)	420/35	371	(400-3/4)
CIRCLING	660-1	576 (600-1)	760-2 676 (700-2)	760-2 1/4 676 (700-2 1/4)	760-2 1/2 676 (700-2 1/2)

HIRL all Rwy
 †† Rwy 19 apch lgt 1500' nonstandard.

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

VALPARAISO, FLORIDA
 Orig 26MAY16

30° 29' N-86° 32' W

EGLIN AFB/DESTIN-FT WALTON BEACH(KVPS)

ILS Y or LOC Y RWY 30

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VALPARAISO, FLORIDA

ILS Z or LOC Z RWY 30

LOC I-VPS 109.1	APCH CRS 300°	Rwy Idg THRE 49 Arpt Elev 84
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AL-436 [USAF]

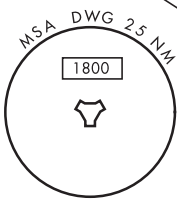
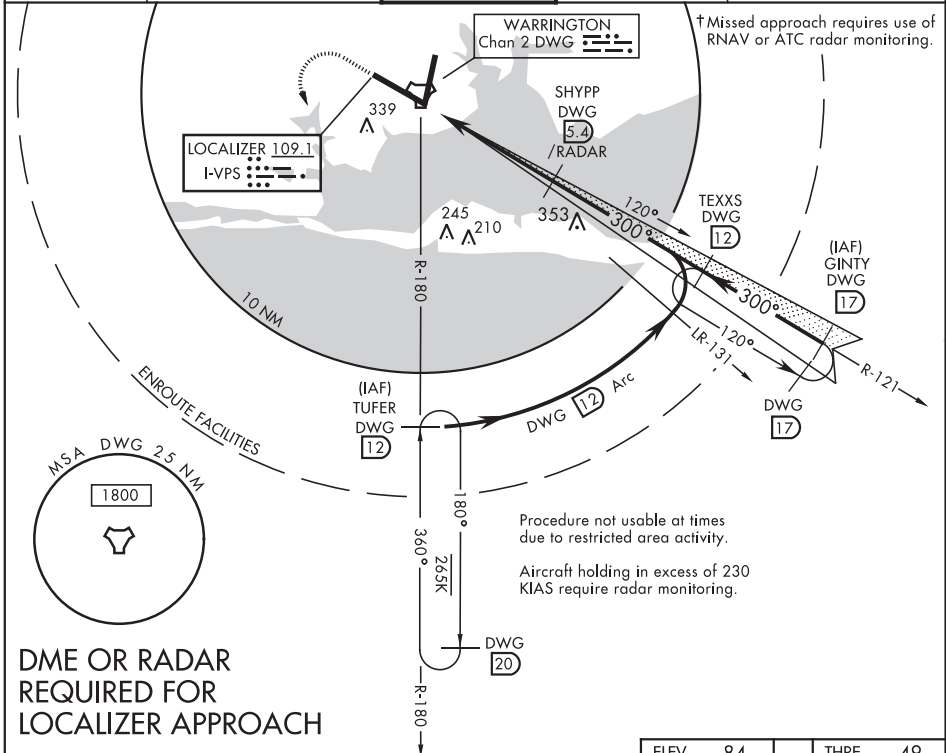
EGLIN AFB/DESTIN-FT WALTON BEACH(KVPS)

*When ALS inop, increase RVR to 40 and vis to 3/4 mile.
 **When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 1/8 miles.



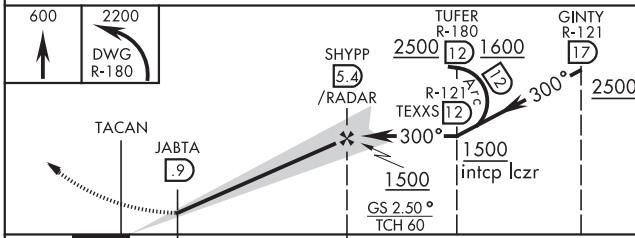
† MISSED APPROACH: Climb straight ahead to 600 then climbing left turn to 2200 direct TUFER DWG R-180/12 DME and hold.

ATIS * 134.625 273.5	EGLIN APP CON 125.1 281.45 271° 089° 132.1 360.6 090° 270°	EGLIN TOWER 118.2 353.65	GND CON 121.8 335.8	CLNC DEL 127.7 377.2
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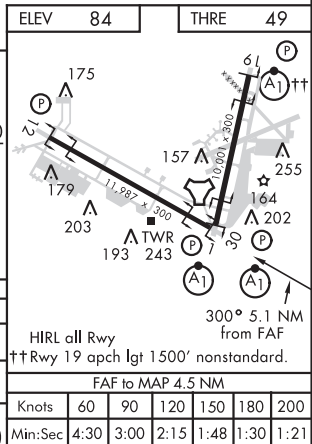


DME OR RADAR REQUIRED FOR LOCALIZER APPROACH

EMERG SAFE ALT 100 NM 3600



CATEGORY	A	B	C	D	E
S-ILS 30 *	249/24		200	(200-1/2)	
S-LOC 30 **	440/24	391 (400-1/2)	440/35	391 (400-3/8)	
CIRCLING	660-1	576 (600-1)	760-2 676 (700-2)	760-2 1/4 676 (700-2 1/4)	760-2 1/2 676 (700-2 1/2)



VALPARAISO, FLORIDA

30°29'N-86°32'W

EGLIN AFB/DESTIN-FT WALTON BEACH(KVPS)

Amtd 3 26MAY16

ILS Z or LOC Z RWY 30

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VALPARAISO, FLORIDA

RNAV (GPS) RWY 1

APCH CRS	Rwy Idg	10,001
012°	THRE	48
	Arpt Elev	84

AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

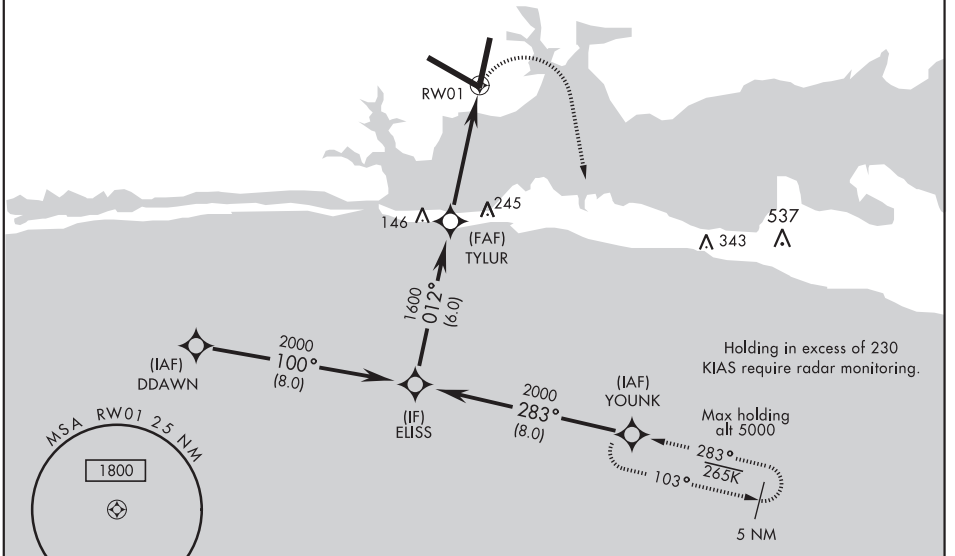
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
DME/DME RNP-0.3 NA



MISSED APPROACH: Climbing right turn to 2000 to YOUNK and hold.

ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°-089° 132.1 360.6 090°-270°	118.2 353.65	121.8 335.8	127.7 377.2

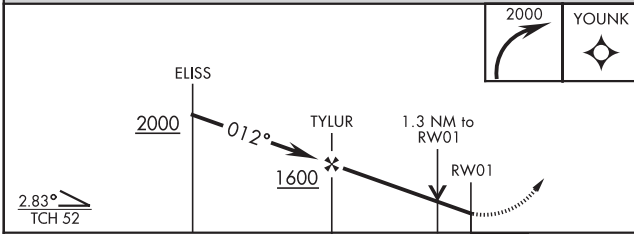
Procedure not usable at times due to restricted area activity.



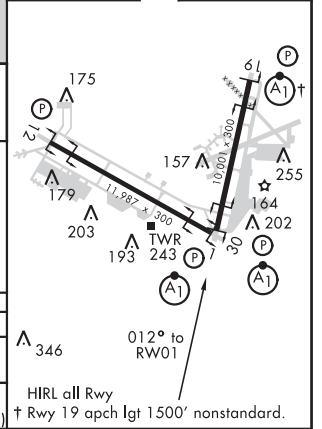
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3600



ELEV 84	THRE 48
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CATEGORY	A	B	C	D	E
LNAV MDA*	500/24	452 (500-1/2)	500/45	452	(500-7/8)
CIRCLING	600-1	516 (600-1)	760-2 676 (700-2)	760-2 1/4 676 (700-2 1/4)	760-2 1/2 676 (700-2 1/2)

VALPARAISO, FLORIDA
Amdt 1 30MAY13

30°29'N-86°32'W

EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

RNAV (GPS) RWY 1

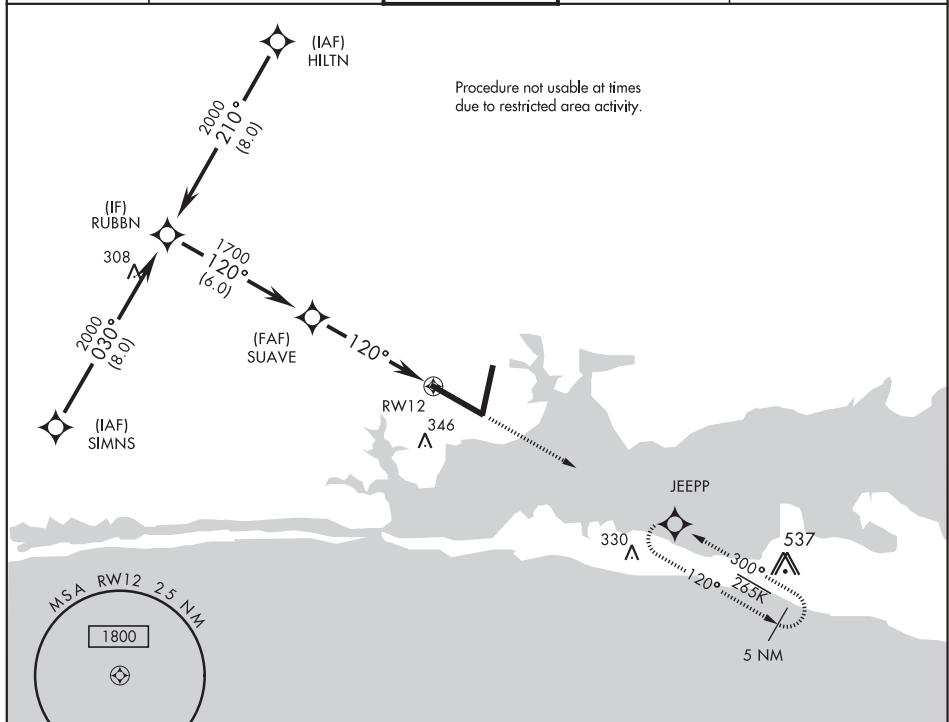
VALPARAISO, FLORIDA

RNAV (GPS) RWY 12

APCH CRS 120°	Rwy Idg THRE 84 Arpt Elev 84
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AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

DME/DME RNP-0.3 NA		MISSED APPROACH: Climb straight ahead to 1600 to JEEPP and hold.		
ATIS ★ 134.625 273.5	EGLIN APP CON 125.1 281.45 271°-089° 132.1 360.6 090°-270°	EGLIN TOWER 118.2 353.65	GND CON 121.8 335.8	CLNC DEL 127.7 377.2

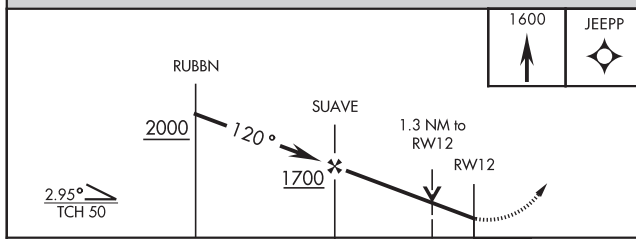


SE-3, 10 NOV 2016 to 05 JAN 2017

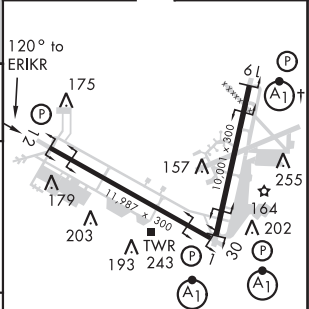
SE-3, 10 NOV 2016 to 05 JAN 2017



EMERG SAFE ALT 100 NM 3600



ELEV 84	THRE 84
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CATEGORY	A	B	C	D	E
LNAV MDA	540/55	456 (500-1)	540-1 $\frac{3}{8}$	456	(500-1 $\frac{3}{8}$)
CIRCLING	600-1	516 (600-1)	760-2 676 (700-2)	760-2 $\frac{1}{4}$ 676 (700-2 $\frac{1}{4}$)	760-2 $\frac{1}{2}$ 676 (700-2 $\frac{1}{2}$)

▲ 346
HIRL all Rwy
† Rwy 19 apch lgt 1500' nonstandard.

VALPARAISO, FLORIDA
Amdt 1 30MAY13

30° 29' N-86° 32' W EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

RNAV (GPS) RWY 12

VALPARAISO, FLORIDA

RNAV (GPS) RWY 19

APCH CRS 192°	Rwy Idg 10,001
THRE 60	Arpt Elev 84

AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

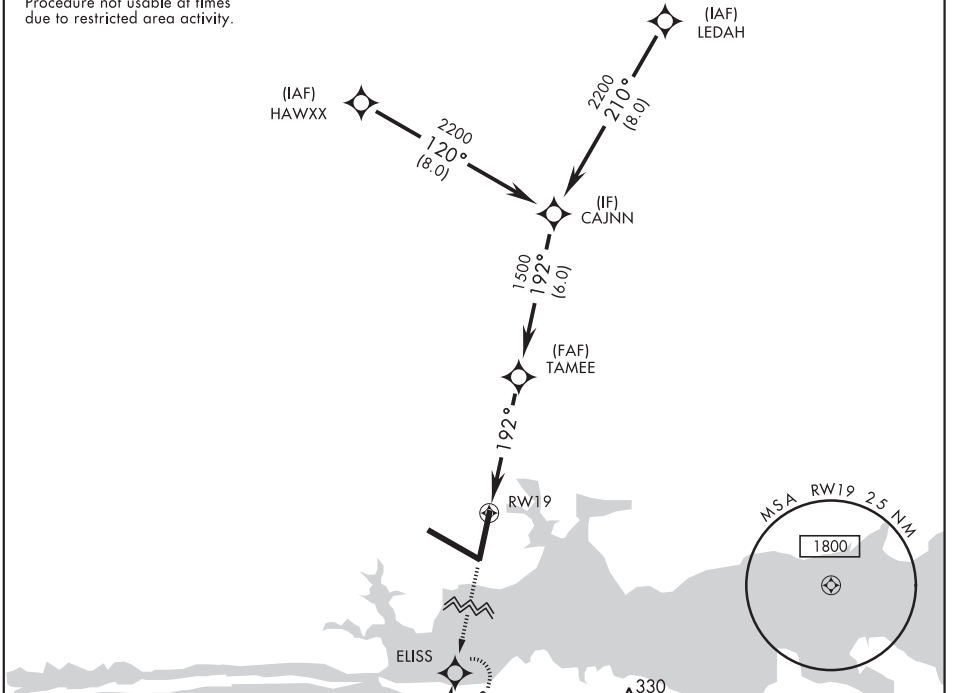
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
DME/DME RNP-0.3 NA



MISSED APPROACH: Climb straight ahead to 2000 to ELISS and hold.

ATIS * 134.625 273.5	EGLIN APP CON 125.1 281.45 271°-089° 132.1 360.6 090°-270°	EGLIN TOWER 118.2 353.65	GND CON 121.8 335.8	CLNC DEL 127.7 377.2
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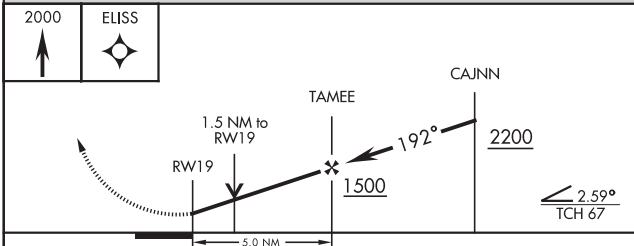
Procedure not usable at times due to restricted area activity.



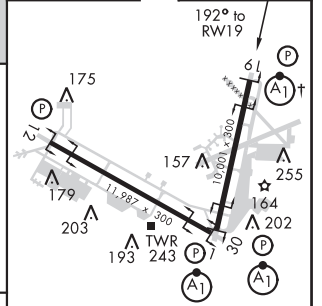
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3600



ELEV 84	THRE 60
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CATEGORY	A		B		C		D		E	
RNAV MDA *	540/24	480	(500-1/2)		540/50	480	(500-1)			
CIRCLING	600-1	516	(600-1)		760-2	676	(700-2)		760-2 1/4	676 (700-2 1/4)
									760-2 1/2	676 (700-2 1/2)

HIRL all Rwy
† Rwy 19 apch lgt 1500' nonstandard.

VALPARAISO, FLORIDA
Amdt 1 30MAY13

30°29'N-86°32'W

EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

RNAV (GPS) RWY 19

VALPARAISO, FLORIDA

RNAV (GPS) RWY 30

APCH CRS	Rwy Idg	11,987
300°	THRE	49
	Arpt Elev	84

AL-436 [USAF]

EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

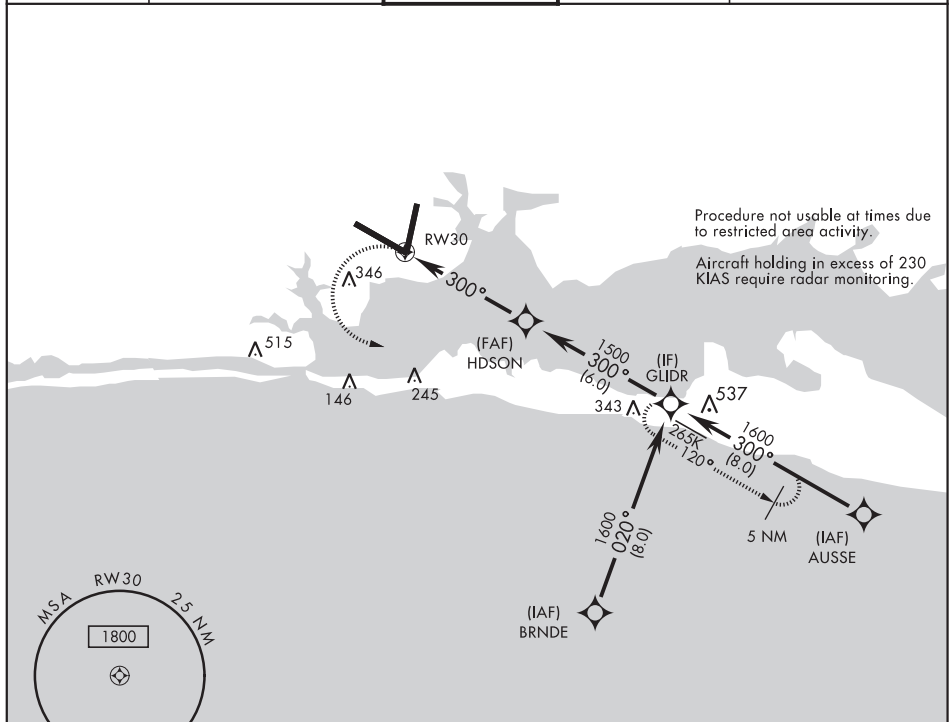
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
DME/DME RNP-0.3 NA

ALSF-1



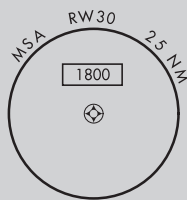
MISSED APPROACH: Climbing left turn to 2000 to GLDR and hold.

ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°-089° 132.1 360.6 090°-270°	118.2 353.65	121.8 335.8	127.7 377.2

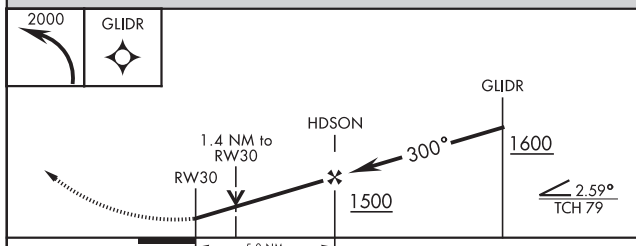


SE-3, 10 NOV 2016 to 05 JAN 2017

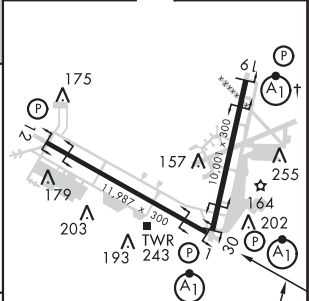
SE-3, 10 NOV 2016 to 05 JAN 2017



EMERG SAFE ALT 100 NM 3600



ELEV	84	THRE	49
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CATEGORY	A	B	C	D	E
LNAV MDA *	500/24	451 (500-1/2)	500/45	451 (500-7/8)	
CIRCLING	600-1	516 (600-1)	760-2 676 (700-2)	760-2 1/4 676 (700-2 1/4)	760-2 1/2 676 (700-2 1/2)

HIRL all Rwy
† Rwy 19 apch lgt 1500' nonstandard.

VALPARAISO, FLORIDA

30° 29' N-86° 32' W

EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

Amdt 1 30MAY13

RNAV (GPS) RWY 30

VALPARAISO, FLORIDA

TACAN RWY 1

TACAN DWG Chan 2	APCH CRS 360°	Rwy ldg THRE 48 Arprt Elev 84
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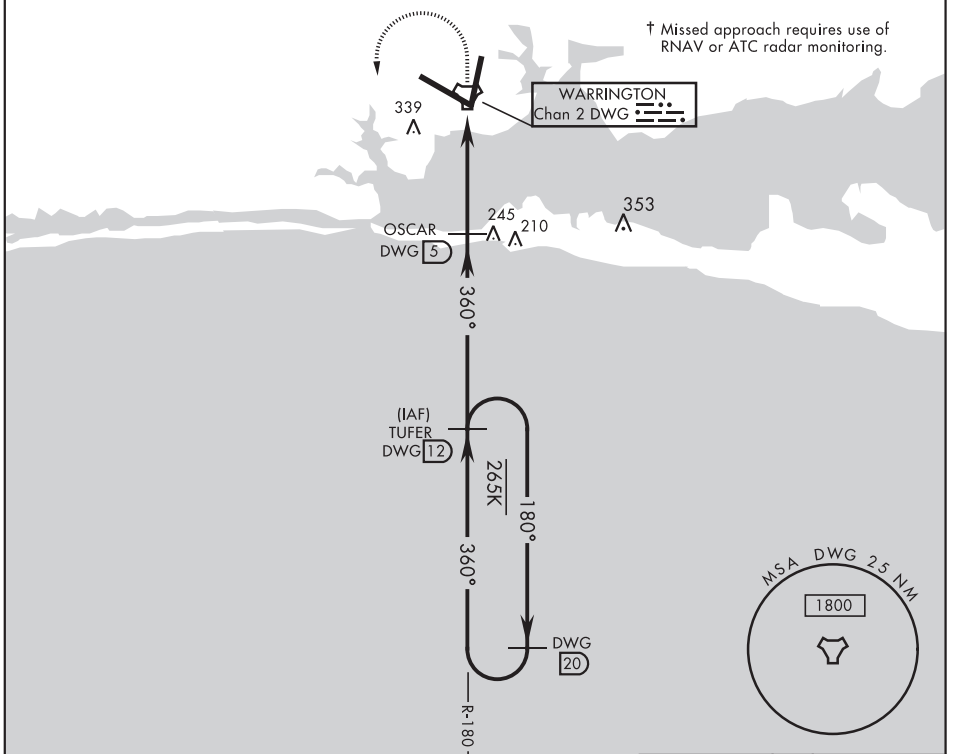
AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.



† MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

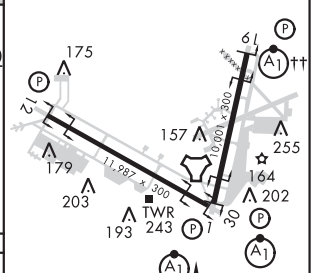
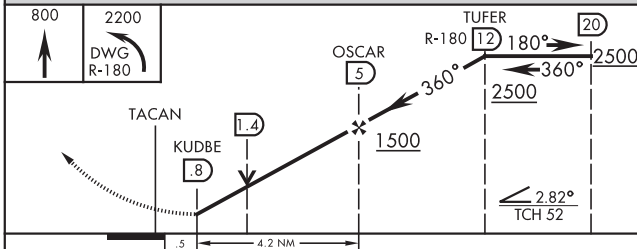
ATIS * 134.625 273.5	EGLIN APP CON 125.1 281.45 271°-089° 132.1 360.6 090°-270°	EGLIN TOWER 118.2 353.65	GND CON 121.8 335.8	CLNC DEL 127.7 377.2
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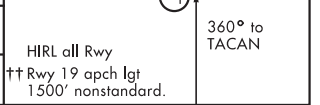
† Missed approach requires use of RNAV or ATC radar monitoring.

EMERG SAFE ALT 100 NM 3600

ELEV 84	THRE 48
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CATEGORY	A	B	C	D	E
S-1 *	540/24 492 (500-1/2)	540/50 492 (500-1)			
CIRCLING	660-1 576 (600-1)	760-2 676 (700-2)	760-2 1/4 676 (700-2 1/4)	760-2 1/2 676 (700-2 1/2)	



VALPARAISO, FLORIDA
Amdt 1 26MAY16

30°29'N-86°32'W

EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

TACAN RWY 1

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VALPARAISO, FLORIDA

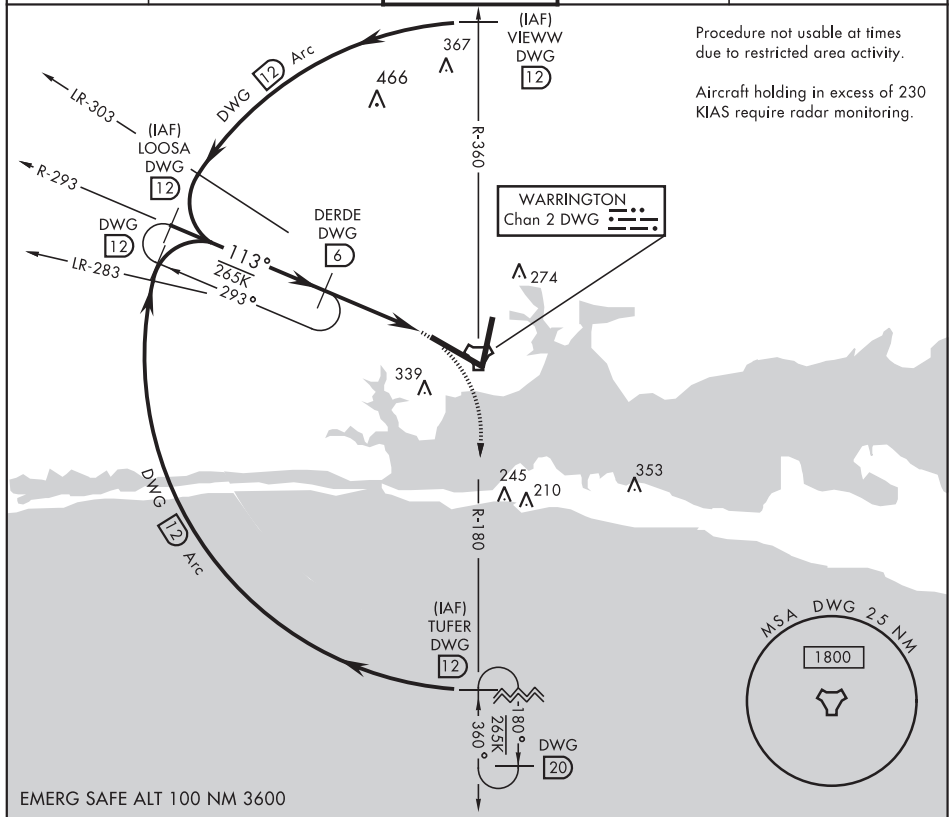
TACAN RWY 12

TACAN DWG Chan 2	APCH CRS 113°	Rwy ldg THRE 11,987 Arpt Elev 84
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AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

MISSED APPROACH: Climbing right turn to 2200 on DWG R-180 to TUFER/12 DME and hold.

ATIS * 134.625 273.5	EGLIN APP CON 125.1 281.45 271°-089° 132.1 360.6 090°-270°	EGLIN TOWER 118.2 353.65	GND CON 121.8 335.8	CLNC DEL 127.7 377.2
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Procedure not usable at times due to restricted area activity.

Aircraft holding in excess of 230 KIAS require radar monitoring.

EMERG SAFE ALT 100 NM 3600

	LR-303	VIEWW R-360	2200	ELEV 84	THRE 84
TUFER R-180	Arc 12	Arc 12	DWG R-180		
2500	2000	2200		113° to TACAN	
	LOOSA R-293	DERDE			
	Arc 12	6			
	2000	113°			
	3.02°	1500			
	TCH 50				
		3.8 NM	.5 NM		
CATEGORY	A	B	C	D	E
S-12	540/55	456 (500-1)	540-1 3/8	456	(500-1 3/8)
CIRCLING	660-1	576 (600-1)	760-2 676 (700-2)	760-2 1/4 676 (700-2 1/4)	760-2 1/2 676 (700-2 1/2)

HIRL all Rwy
† Rwy 19 apch lgt 1500' nonstandard.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VALPARAISO, FLORIDA
Amdt 1 04APR13

30°29'N-86°32'W

EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

TACAN RWY 12

VALPARAISO, FLORIDA

TACAN RWY 19

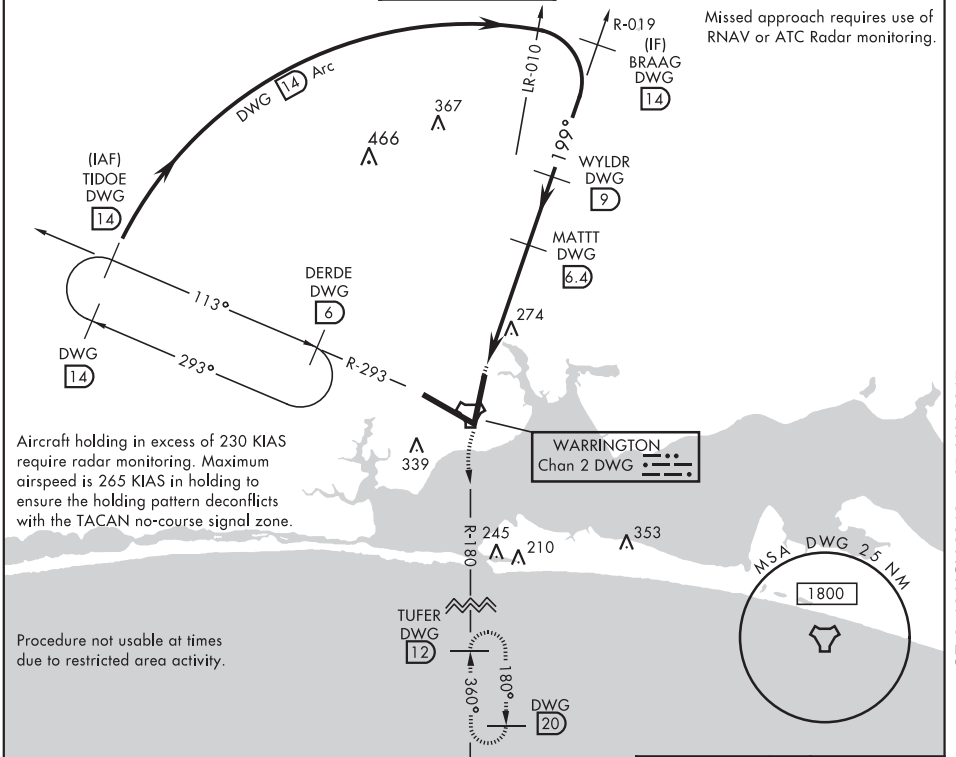
TACAN DWG Chan 2	APCH CRS 199°	Rwy ldg THRE 60 Arprt Elev 84
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AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

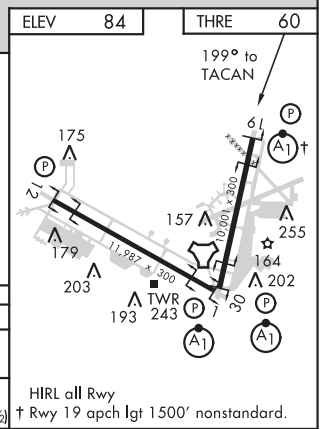
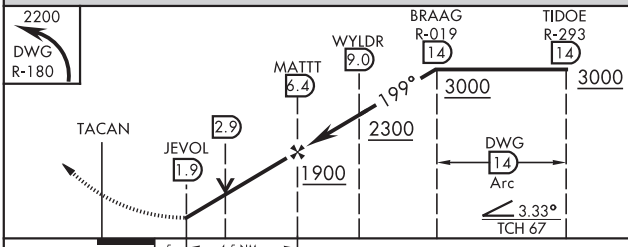
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.

ALSF-1
MISSED APPROACH: Climbing left turn to 2200 direct DWG TACAN R-180/12 DME (TUFER) and hold.

ATIS * 134.625 273.5	EGLIN APP CON 125.1 281.45 271°-089° 132.1 360.6 090°-270°	EGLIN TOWER 118.2 353.65	GND CON 121.8 335.8	CLNC DEL 127.7 377.2
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EMERG SAFE ALT 100 NM 3600



CATEGORY	A	B	C	D	E
S-19 *	540/24	480 (500-1/2)	540/50	480 (500-1)	
CIRCLING	660-1	576 (600-1)	760-2 676 (700-2)	760-2 1/4 676 (700-2 1/4)	760-2 1/2 676 (700-2 1/2)

HIRL all Rwy
† Rwy 19 apch lgt 1500' nonstandard.

VALPARAISO, FLORIDA
Amdt 2 27JUN13

30°29'N-86°32'W

EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

TACAN RWY 19

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VALPARAISO, FLORIDA

TACAN RWY 30

TACAN DWG Chan 2	APCH CRS 313°	Rwy Idg 11,987 THRE 49 Arprt Elev 84
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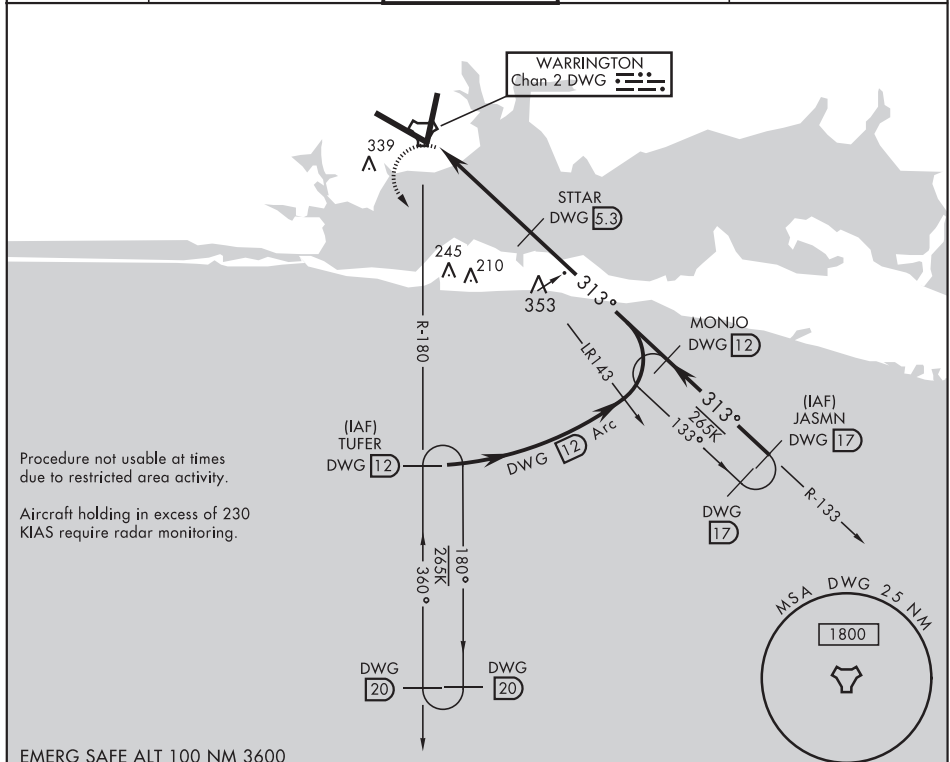
AL-436 [USAF] EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.



MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFR) and hold.

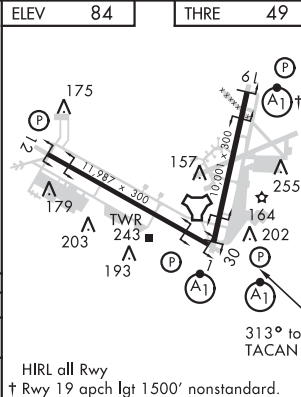
ATIS* 134.625 273.5	EGLIN APP CON 125.1 281.45 271° 089° 132.1 360.6 090° 270°	EGLIN TOWER 118.2 353.65	GND CON 121.8 335.8	CLNC DEL 127.7 377.2
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SE-3, 10 NOV 2016 to 05 JAN 2017

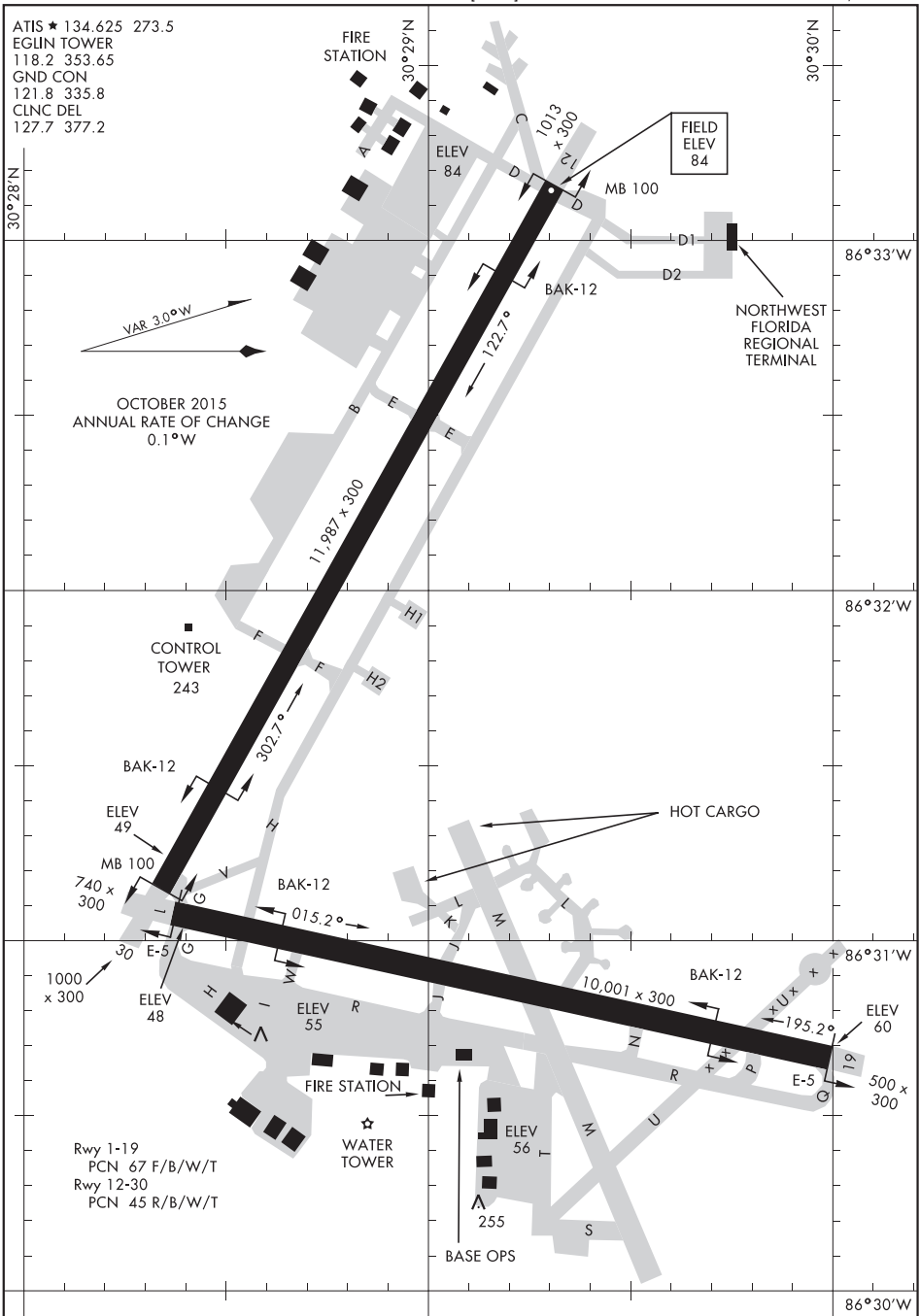
SE-3, 10 NOV 2016 to 05 JAN 2017

2200 DWG R-180	ELEV 84	THRE 49			
TACAN	TUFER R-180 12	JASMN R-133 17			
RECCE 1.8	2500	2500			
STAR 5.3	1500	1500			
MONJO 12	313°	313°			
5.5 NM	4.5 NM				
2.59° TCH 79					
CATEGORY	A	B	C	D	E
S-30 *	520/24	471 (500-½)	520/50	471 (500-1)	
CIRCLING	660-1	576 (600-1)	760-2 676 (700-2)	760-2¼ 676 (700-2¼)	760-2½ 676 (700-2½)
VALPARAISO, FLORIDA	30°29'N-86°32'W			EGLIN AFB/DESTIN-FT WALTON BEACH (KVPS)	
Amdt 2 05MAR15					



TACAN RWY 30

AIRPORT DIAGRAM



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

WAAS CH 50318 W13A	APP CRS 131°	Rwy Idg TDZE 14 Apt Elev 16	5152
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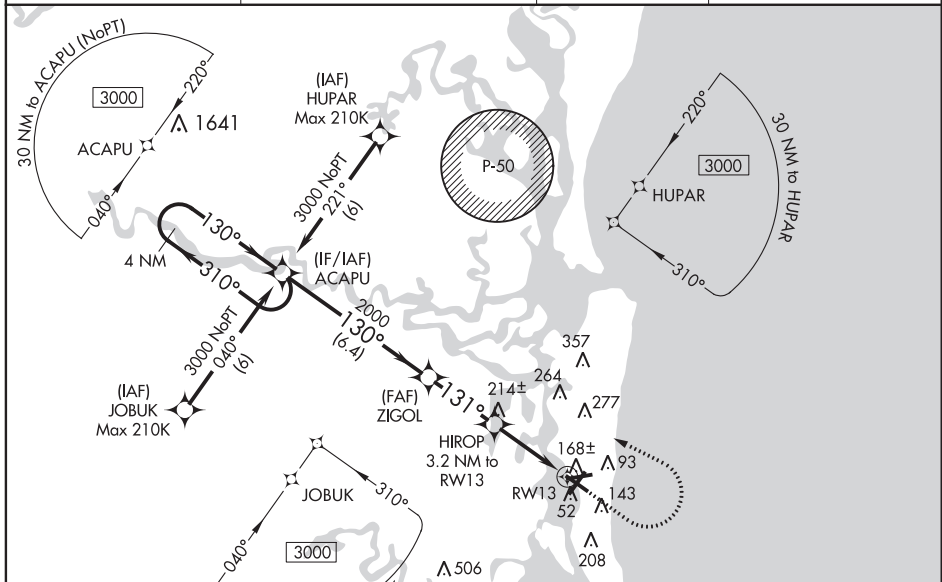
RNAV (GPS) RWY 13

FERNANDINA BEACH MUNI (FHB)

⚠ When VGSI inop, Circling Rwy 22 NA at night. 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). When VGSI inop, Straight-in/Circling Rwy 13 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cat C/D visibility 1/4 mile. Circling to Rwy 9 and 27 NA at night.

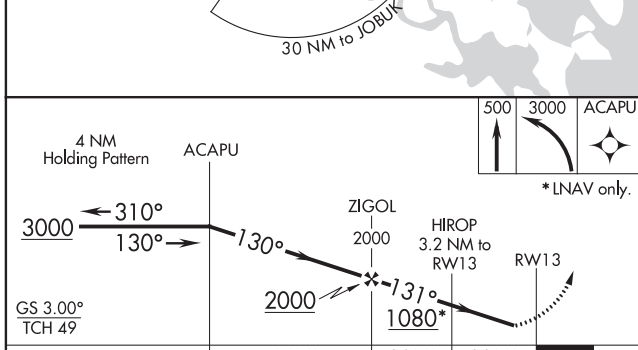
MISSED APPROACH:
Climb to 500 then climbing left turn to 3000 direct ACAPU and hold.

AWOS-3 118.075	JACKSONVILLE APP CON 127.0 322.4	GCO 121.725	UNICOM 122.7 (CTAF) 0
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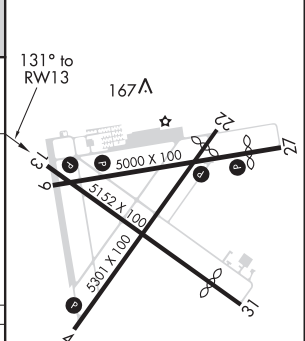


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 16	TDZE 14
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CATEGORY	A	B	C	D
LPV DA		288-1	274 (300-1)	
LNAV/VNAV DA		443-1 3/8	429 (500-1 3/8)	
LNAV MDA	420-1	406 (500-1)	420-1 1/2	406 (500-1 1/2)
CIRCLING	480-1	464 (500-1)	480-1 1/2	580-2 564 (600-2)

REIL Rwy 4 and 13 0
 MIRL Rwy 4-22, 9-27 and 13-31 0

WAAS CH 50430 W22A	APP CRS 221°	Rwy Idg TDZE 16 Apt Elev 16	4861
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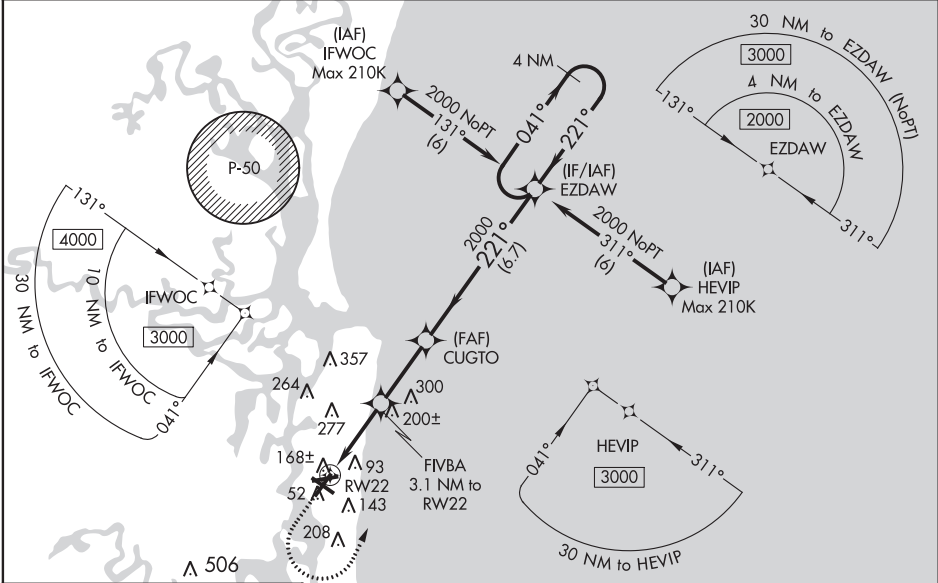
RNAV (GPS) RWY 22

FERNANDINA BEACH MUNI (FHB)

⚠ When VGSI inop, Circling Rwy 13 NA at night. Baro-VNAV NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 46°C (115°F). When VGSI inop, Straight-in/Circling Rwy 22 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cat C/D visibility 1/4 mile. Circling to Rwy 9 and 27 NA at night.

MISSED APPROACH:
Climb to 600 then climbing left turn to 2000 direct EZDAW and hold.

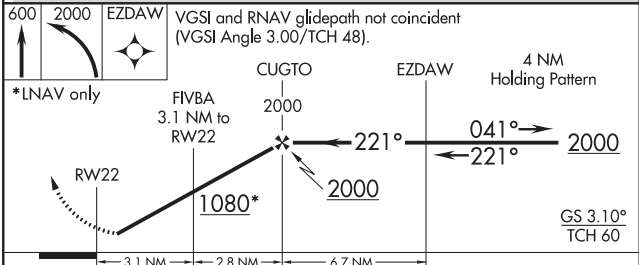
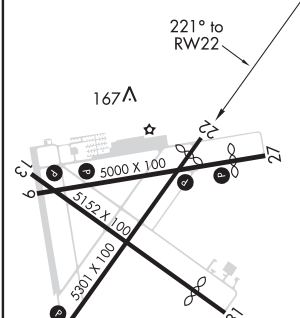
AWOS-3 118.075	JACKSONVILLE APP CON 127.0 322.4	GCO 121.725	UNICOM 122.7 (CTAF) 0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 16	TDZE 16
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CATEGORY	A	B	C	D
LPV DA	320-1		304 (400-1)	
LNAV/VNAV DA	419-1 1/4		403 (500-1 1/4)	
LNAV MDA	420-1	404 (500-1)	420-1 1/8	404 (500-1 1/8)
CIRCLING	480-1	464 (500-1)	480-1 1/2	580-2
			464 (500-1 1/2)	564 (600-2)

15064

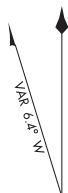
AIRPORT DIAGRAM

FERNANDINA BEACH MUNI (FHB)
FERNANDINA BEACH, FLORIDA

AL-6597 (FAA)

AWOS-3
118.075
CTAF/UNICOM
122.7
GCO
121.725

FIELD
ELEV
16



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

FUEL FARM

HANGARS

A 165
FBO

ADMINISTRATION

ELEV 14

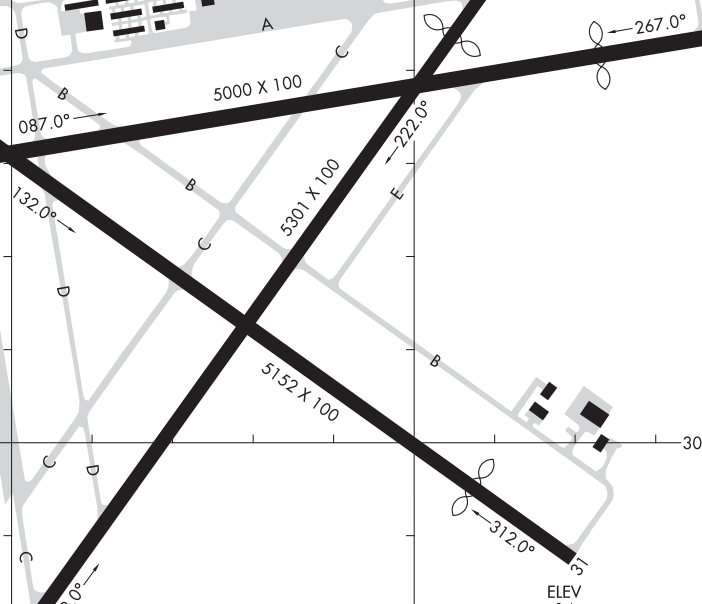
30°37.0'N

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 12
13
9
ELEV 12

ELEV 13
27



RWY 04-22
S-42, D-70, 2D-120
RWY 09-27
S-42, D-70, 2D-120
RWY 13-31
S-42, D-70, 2D-120

30°36.5'N

81°28.0'W

81°27.5'W

30°36.0'N

AIRPORT DIAGRAM

15064

FERNANDINA BEACH, FLORIDA
FERNANDINA BEACH MUNI (FHB)

FORT LAUDERDALE, FLORIDA

AL-5942 (FAA)

15344

WAAS CH 48919 W09A	APP CRS 091°	Rwy Idg TDZE Apt Elev	6002 13 13
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RNAV (GPS) RWY 9

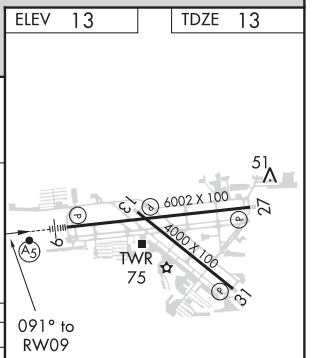
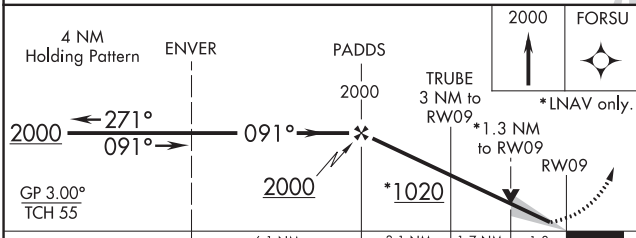
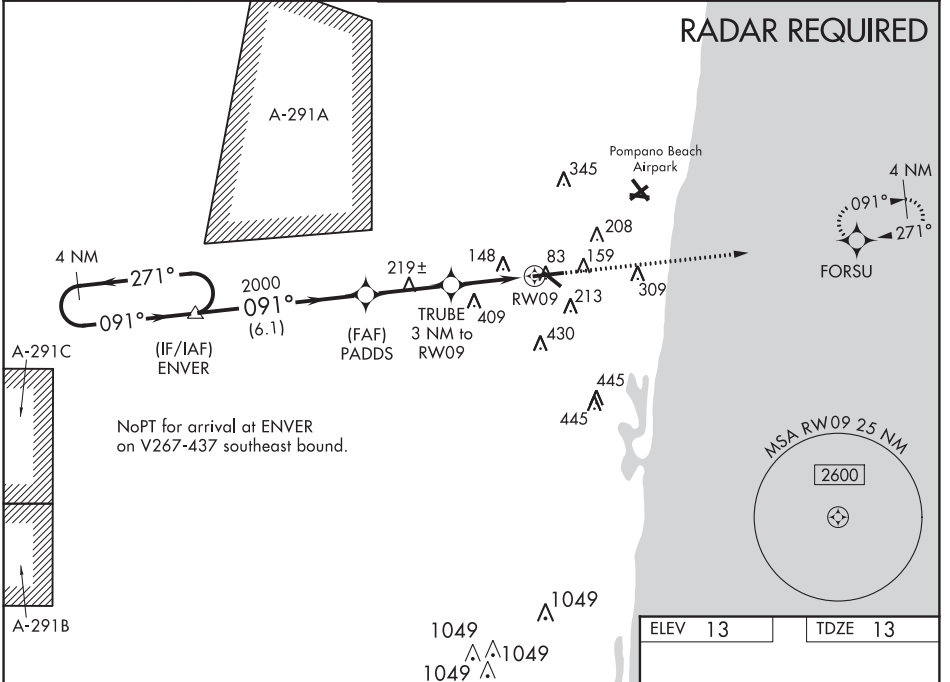
FORT LAUDERDALE EXECUTIVE (FXE)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C (40°F) or above 54°C (130°F). When local altimeter setting not received, use Fort Lauderdale/Hollywood Intl altimeter setting and increase LPV DA to 231; LNAV/VNAV DA to 445. Increase all MDA 20 feet. Increase LNAV/VNAV all Cats visibility to 1. Baro-VNAV and VDP NA when using Fort Lauderdale/Hollywood Intl altimeter setting. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH:
Climb to 2000 direct FORSU and hold.

ATIS 119.85	MIAMI APP CON 119.7 306.3	EXECUTIVE TOWER 120.9 239.3	GND CON 121.75	CLNC DEL 127.95
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CATEGORY	A	B	C	D
LPV DA		213-1/2	200 (200-1/2)	
LNAV/VNAV DA		427-7/8	414 (500-7/8)	
LNAV MDA	480-1/2	467 (500-1/2)	480-1	467 (500-1)
CIRCLING	520-1 507 (600-1)	620-1 607 (700-1)	780-2 1/4 767 (800-2 1/4)	780-2 1/2 767 (800-2 1/2)

REIL Rwy 13, 27 and 31
HIRL Rwy 9-27
MIRL Rwy 13-31

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

FORT LAUDERDALE, FLORIDA
Amdt 2A 05FEB15

26°12'N-80°10'W

FORT LAUDERDALE EXECUTIVE (FXE)
RNAV (GPS) RWY 9

WAAS CH 50319 W27A	APP CRS 271°	Rwy Idg TDZE 13 Apt Elev 13	6002
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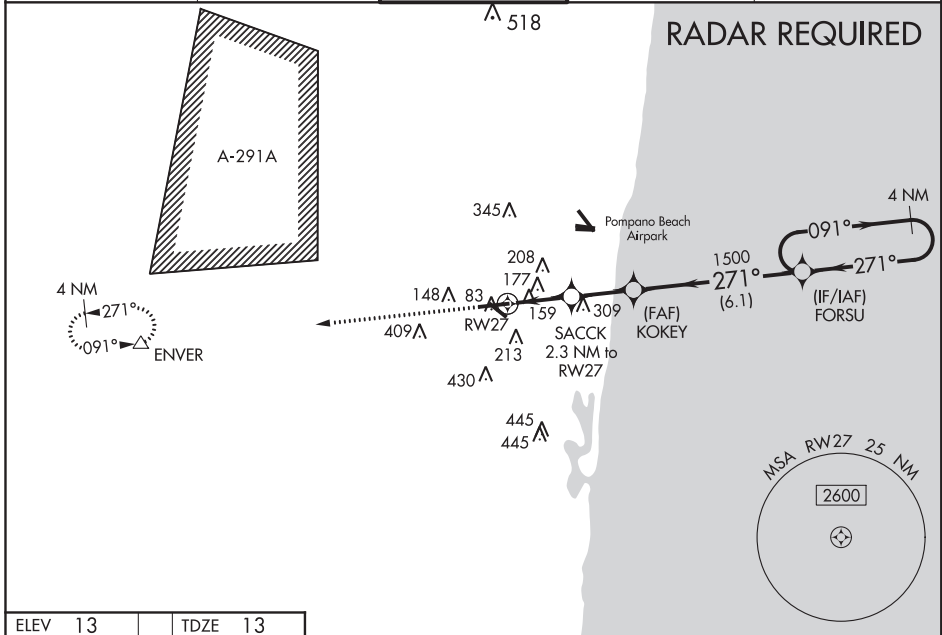
RNAV (GPS) RWY 27

FORT LAUDERDALE EXECUTIVE (F^XE)

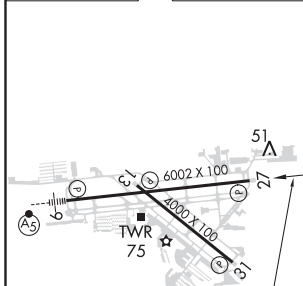
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C (40°F) or above 54°C (130°F).
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Lauderdale/Hollywood Intl altimeter setting and increase LPV DA to 414; LNAV/VNAV DA to 468. Increase all MDA 20 feet and increase LPV all Cats and LNAV Cats C/D visibility to 1 $\frac{3}{8}$. Baro-VNAV and VDP NA when using Fort Lauderdale/Hollywood Intl altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 2000 direct ENVER and hold.

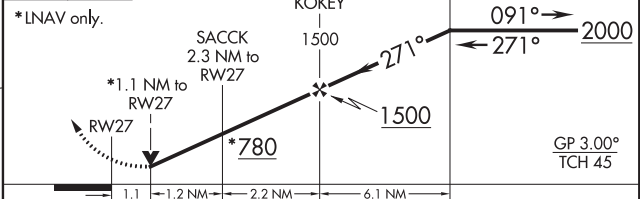
ATIS 119.85	MIAMI APP CON 119.7 306.3	EXECUTIVE TOWER 120.9 239.3	GND CON 121.75	CLNC DEL 127.95
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ELEV 13	TDZE 13
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2000 ENVER Δ VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 53). **4 NM** FORSU Holding Pattern



CATEGORY	A	B	C	D
LPV DA		396-1 $\frac{1}{4}$	383 (400-1 $\frac{1}{4}$)	
LNAV/VNAV DA		450-1 $\frac{1}{2}$	437 (500-1 $\frac{1}{2}$)	
LNAV MDA	440-1	427 (500-1)	440-1 $\frac{1}{4}$	427 (500-1 $\frac{1}{4}$)
C CIRCLING	520-1 507 (600-1)	620-1 607 (700-1)	780-2 $\frac{1}{4}$ 767 (800-2 $\frac{1}{4}$)	780-2 $\frac{1}{2}$ 767 (800-2 $\frac{1}{2}$)

HIRL Rwy 9-27
MIRL Rwy 13-31
REIL Rwy 13, 27 and 31

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

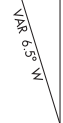
FORT LAUDERDALE EXECUTIVE (F^XE)
FORT LAUDERDALE, FLORIDA

AL-5942 (FAA)

ATIS
119.85
EXECUTIVE TOWER
120.9 239.3
GND CON
121.75
CLNC DEL
127.95

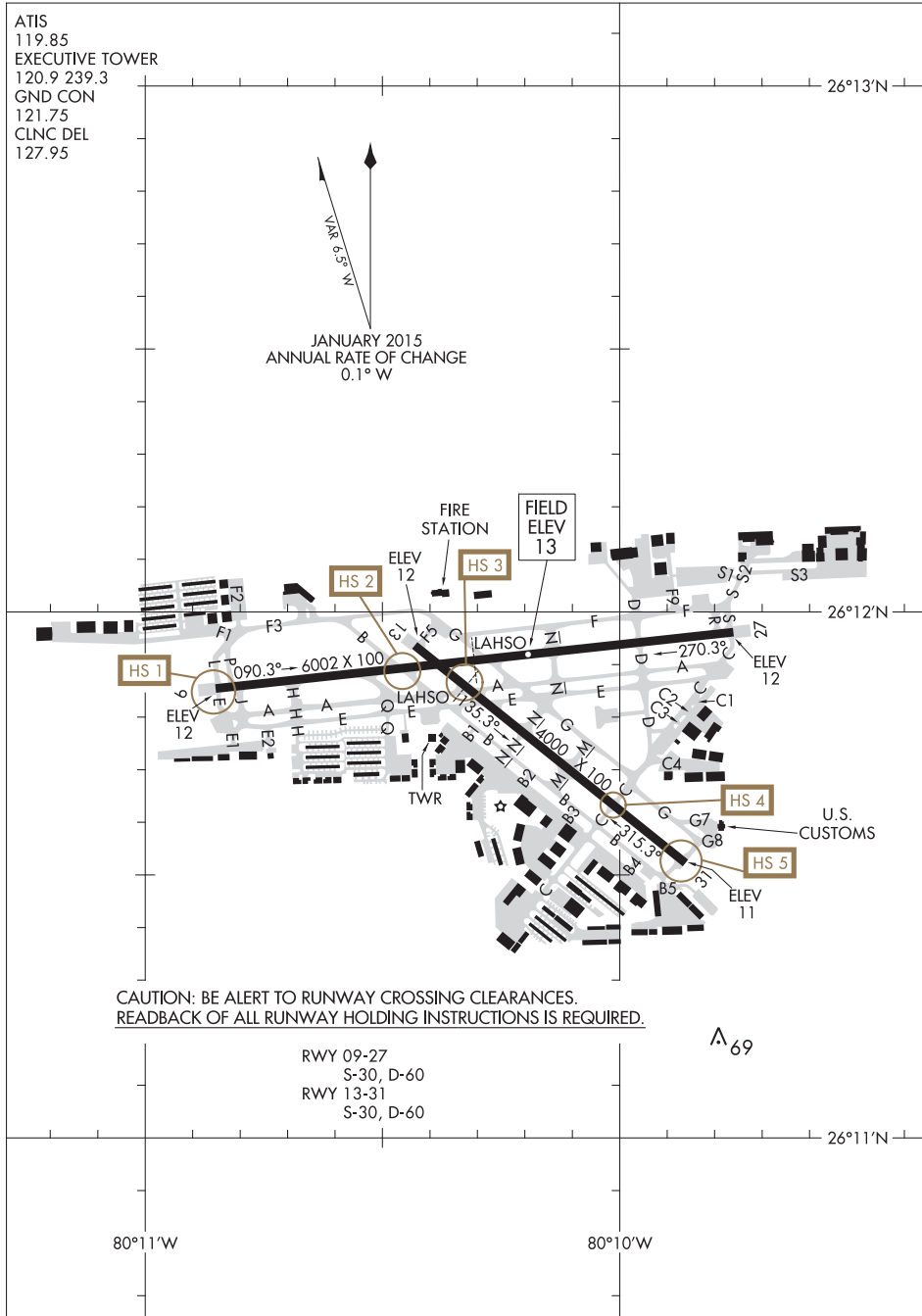
26°13'N

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

RWY 09-27
S-30, D-60
RWY 13-31
S-30, D-60

△₆₉

80°11'W

80°10'W

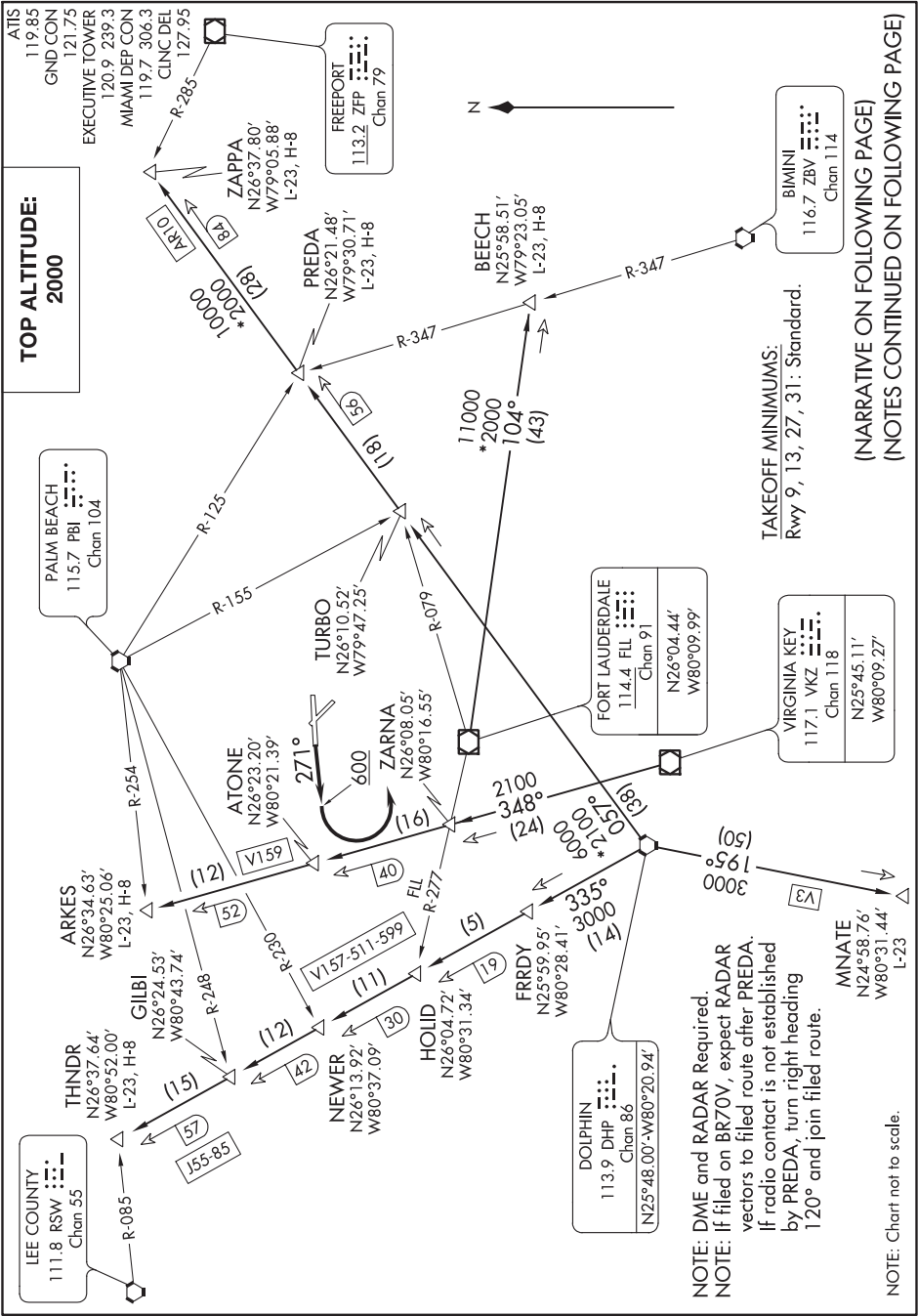
26°11'N

AIRPORT DIAGRAM

FORT LAUDERDALE, FLORIDA
FORT LAUDERDALE EXECUTIVE (F^XE)

FORT LAUDERDALE SIX DEPARTURE

SE-3, 10 NOV 2016 to 05 JAN 2017



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

SE-3, 10 NOV 2016 to 05 JAN 2017

FORT LAUDERDALE SIX DEPARTURE

FORT LAUDERDALE SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9, 13, 31: Climb on assigned heading. Thence . . .

TAKEOFF RWY 27: Climb heading 271° to 600 before turning left. Climb on assigned heading. Thence . . .

. . . Maintain 2000 or assigned higher altitude and expect radar vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

ARKES TRANSITION (FLL6.ARKES): From over VKZ VOR/DME on VKZ R-348 to ARKES INT.

BEECH TRANSITION (FLL6.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH INT.

MNATE TRANSITION (FLL6.MNATE): From over DHP VORTAC on DHP R-195 to MNATE.

PREDA TRANSITION (FLL6.PREDA): From over DHP VORTAC on DHP R-057 to PREDA INT.

THNDR TRANSITION (FLL6.THNDR): From over DHP VORTAC on DHP R-335 to THNDR INT.

ZAPPA TRANSITION (FLL6.ZAPPA): From over DHP VORTAC on DHP R-057 to ZAPPA INT.

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/159' 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, from 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.

SE-3, 10 NOV 2016 to 05 JAN 2017


SE-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-LHI 110.1 Chan 38	APP CRS 096°	Rwy Idg 8423 TDZE 7 Apt Elev 65
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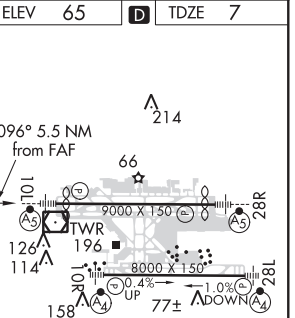
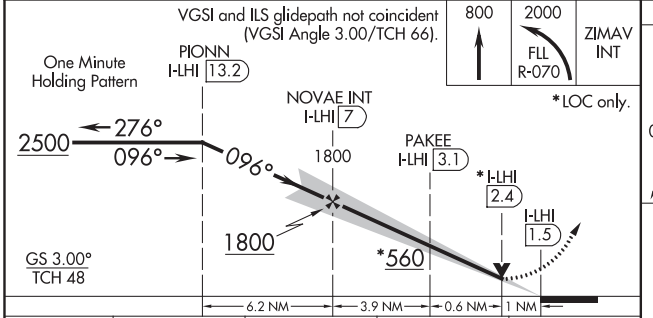
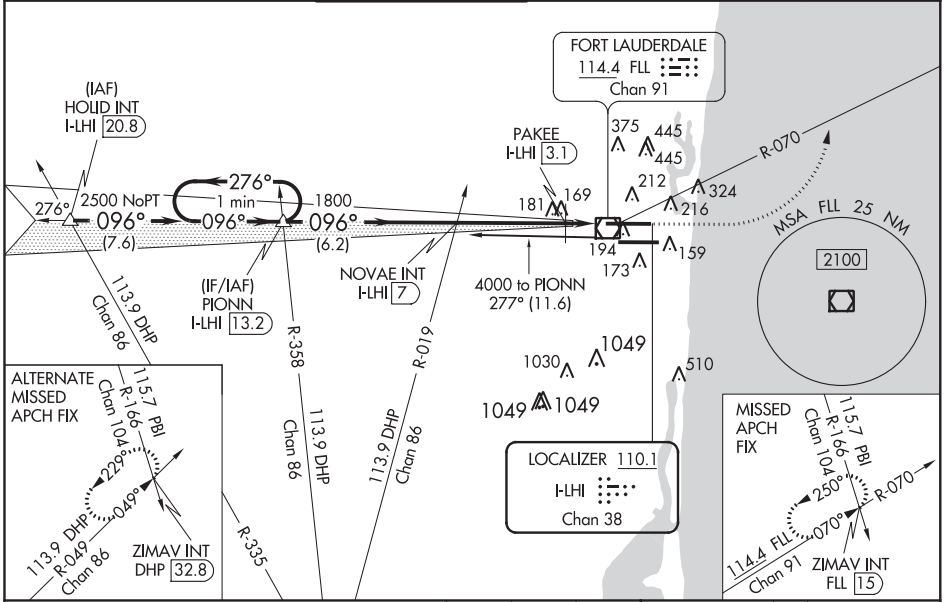
ILS or LOC RWY 10L

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

⚠ Inop table does not apply to S-ILS 10L all Cats. For inop MALSR, increase S-LOC 10L Cats A, B visibility to RVR 5000 and Cats C, D visibility to 1½ miles.
⚠ PAKEE Fix Minimums: increase S-LOC 10L all Cats visibility to RVR 5500.
 Helicopter visibility reduction below RVR 4000 NA. Simultaneous approach authorized with Rwy 10R.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 on FLL VOR/DME R-070 to ZIMAV INT/FLL 1.5 DME and hold.

ATIS 135.0	MIAMI APP CON 133.775 285.6	FORT LAUDERDALE TOWER 119.3 257.8	GND CON 121.4	CLNC DEL 128.4	CPDLC
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CATEGORY	A	B	C	D
S-ILS 10L	257/40		250 (200-¾)	
S-LOC 10L	560/40	553 (500-¾)	560/60	553 (500-1¼)
CIRCLING	560-1	600-1	760-2¼	760-2½
	495 (500-1)	535 (600-1)	695 (700-2¼)	695 (700-2½)
PAKEE FIX MINIMUMS (DME REQUIRED)				
S-LOC 10L	380/40 373 (400-¾)			
CIRCLING	540-1	600-1	760-2¼	760-2½
	475 (500-1)	535 (600-1)	695 (700-2¼)	695 (700-2½)

HIRL Rwy 10L-28R and 10R-28L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

FORT LAUDERDALE, FLORIDA

AL-744 (FAA)

16259

LOC/DME I-UDL 110.7 Chan 44	APP CRS 276°	Rwy Idg TDZE Apt Elev 8396 7 65
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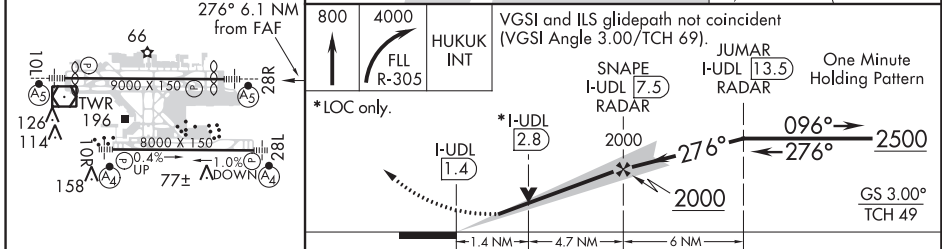
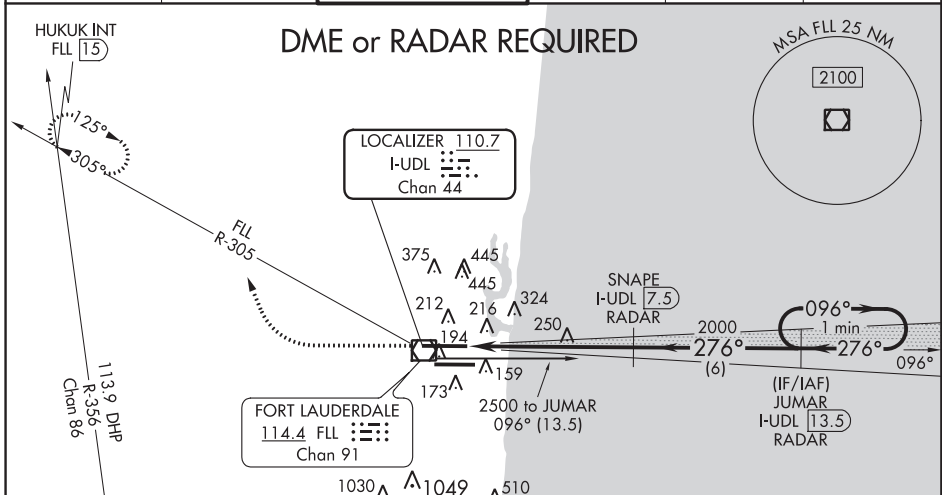
ILS or LOC RWY 28R

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

⚠ For inop MALS, increase S-LOC 28R Cat C/D visibility to 1 ½ mile. Simultaneous approach authorized with Rwy 28L. Inop table does not apply to S-ILS 28R.

MALS MISSED APPROACH: Climb to 800 then climbing right turn to 4000 on FLL VOR/DME R-305 to HUKUK INT/FLL 1.5 DME and hold, continue climb-in-hold to 4000.

ATIS 135.0	MIAMI APP CON 133.775 285.6	FORT LAUDERDALE TOWER 119.3 257.8	GND CON 121.4	CLNC DEL 128.4	CPDLC
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CATEGORY	A	B	C	D
S-ILS 28R	257/40 250 (200-¾)			
S-LOC 28R	520/24	513 (500-½)	520/55	513 (500-1¼)
<input checked="" type="checkbox"/> CIRCLING	540-1 475 (500-1)	600-1 535 (600-1)	760-2¼ 695 (700-2¼)	760-2½ 695 (700-2½)

SE-3, 10 NOV 2016 to 05 JAN 2017

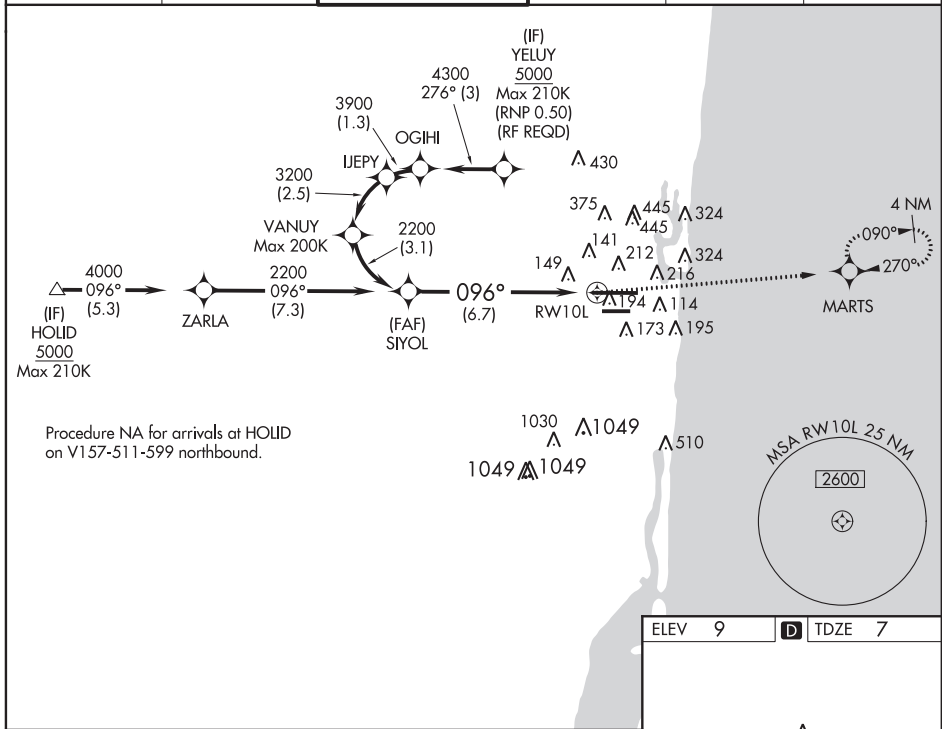
SE-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	8423
096°	TDZE	7
	Apt Elev	9

RNAV (RNP) Y RWY 10L

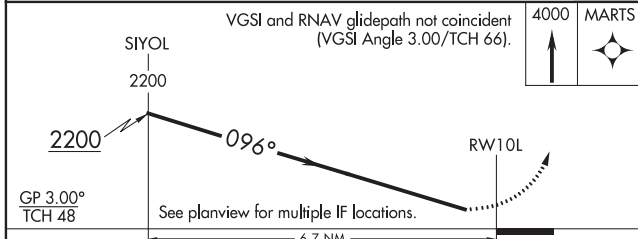
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

<p>▽ Inop table does not apply. For uncompensated Baro-VNAV systems, procedure NA below 5°C (40°F) or above 54°C (130°F). GPS Required.</p>		<p>MALSR</p>	<p>MISSED APPROACH: Climb to 4000 direct MARTS and hold, continue climb-in-hold to 4000.</p>		
<p>ATIS</p> <p>135.0</p>	<p>MIAMI APP CON</p> <p>133.775 285.6</p>	<p>FORT LAUDERDALE TOWER</p> <p>119.3 257.8</p>	<p>GND CON</p> <p>121.4</p>	<p>CLNC DEL</p> <p>128.4</p>	<p>CPDLC</p>

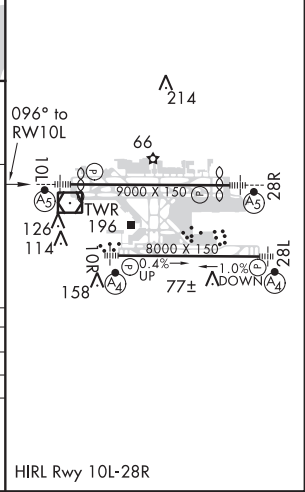


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV	9	D	TDZE	7
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CATEGORY	A	B	C	D
RNP 0.15 DA		307/50	300 (300-1)	
RNP 0.30 DA		445-1½	438 (500-1½)	

AUTHORIZATION REQUIRED

WAAS CH 63236 W10B	APP CRS 096°	Rwy Idg TDZE Apt Elev	8000 14 65
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RNAV (GPS) RWY 10R

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC RWY 10L, RNAV (GPS) Z RWY 10L.

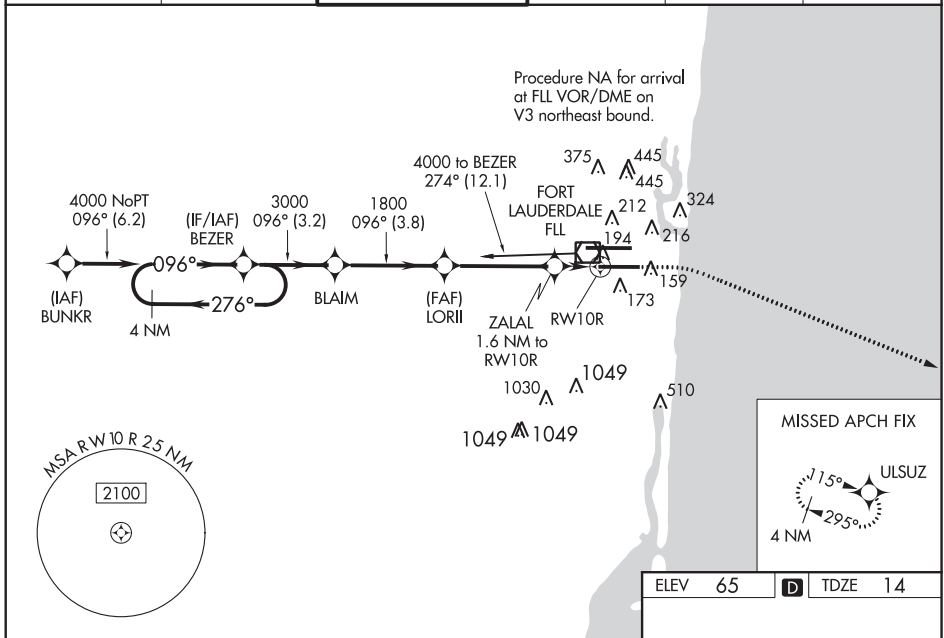
⚠ LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Helicopter visibility reduction below ¾ SM NA. For inop MALSf, increase LNAV/VNAV Cat D visibility to 1¾ and LNAV Cat D visibility to 1¼.

MALSf



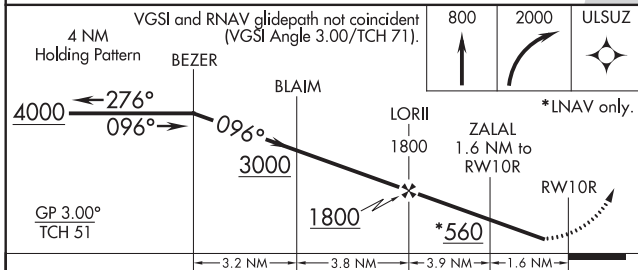
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct ULSUZ and hold.

ATIS 135.0	MIAMI APP CON 133.775 285.6	FORT LAUDERDALE TOWER 119.3 257.8	GND CON 121.4	CLNC DEL 128.4	CPDLC
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 65	D	TDZE 14
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9000 X 150' 8000 X 150'

126 114 196 77± 28L 28R

0.4% UP 1.0% DOWN

096° to RWY10R

HIRL Rwy 10L-28R and 10R-28L

CATEGORY	A	B	C	D
LPV DA		265/40	251 (200-¾)	
LNAV/VNAV DA		409/55	395 (400-1¼)	
LNAV MDA	460/40	446 (400-¾)	460/55	446 (400-1¼)
C CIRCLING	540-1 475 (500-1)	600-1 535 (600-1)	760-2 695 (700-2)	760-2¼ 695 (700-2¼)

FORT LAUDERDALE, FLORIDA

AL-744 (FAA)

16259

WAAS CH 58336 W28B	APP CRS 276°	Rwy Idg TDZE Apt Elev	8000 65 65
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RNAV (GPS) RWY 28L

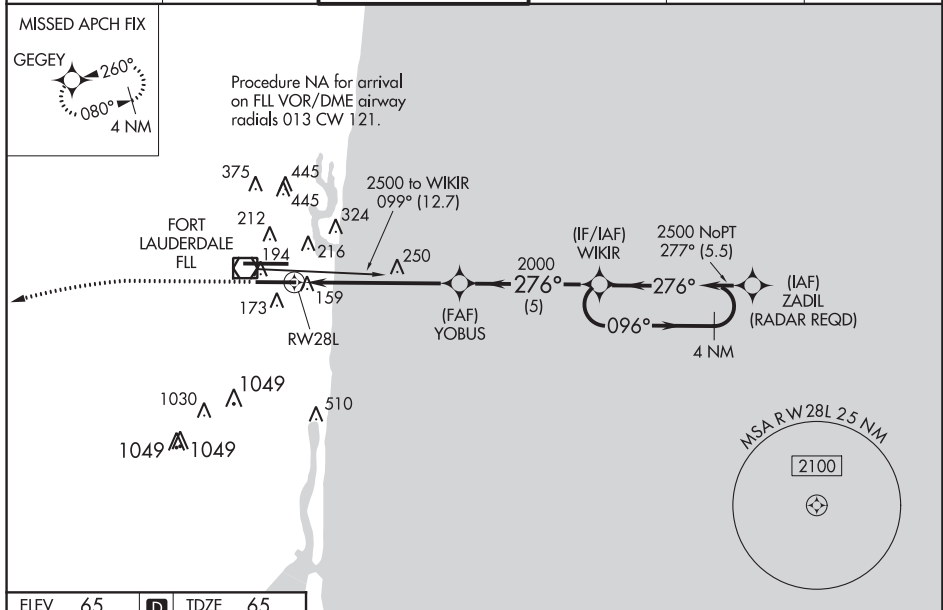
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 28R, RNAV (GPS) Y Rwy 28R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSF, increase LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cat D visibility to RVR 6000.

MALSF

MISSED APPROACH:
Climb to 1000 then climbing left turn to 4000 direct GEGEY and hold, continue climb-in-hold to 4000.

ATIS 135.0	MIAMI APP CON 133.775 285.6	FORT LAUDERDALE TOWER 119.3 257.8	GND CON 121.4	CLNC DEL 128.4	CPDLC
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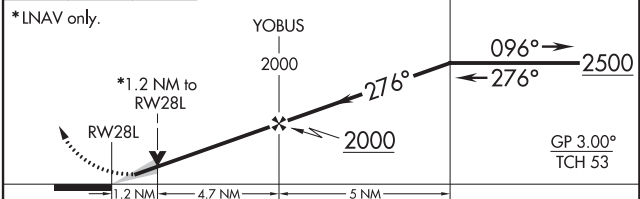
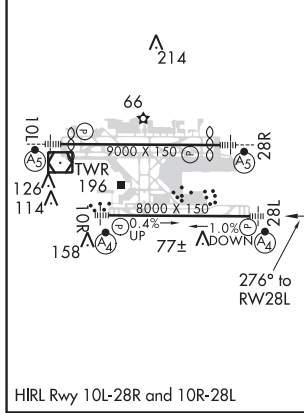
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 65	D	TDZE 65
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1000 4000 GEGEY

 VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 69°)



CATEGORY	A	B	C	D
LPV DA		315/40	250 (300-¾)	
LNAV/VNAV DA		333/40	268 (300-¾)	
LNAV MDA	500/40	435 (500-¾)	500/50	435 (500-1)
C CIRCLING	540-1 475 (500-1)	600-1 535 (600-1)	760-2 695 (700-2)	760-2¼ 695 (700-2¼)

FORT LAUDERDALE, FLORIDA
Orig-A 25JUN15

26°04'N-80°09'W

RNAV (GPS) RWY 28L

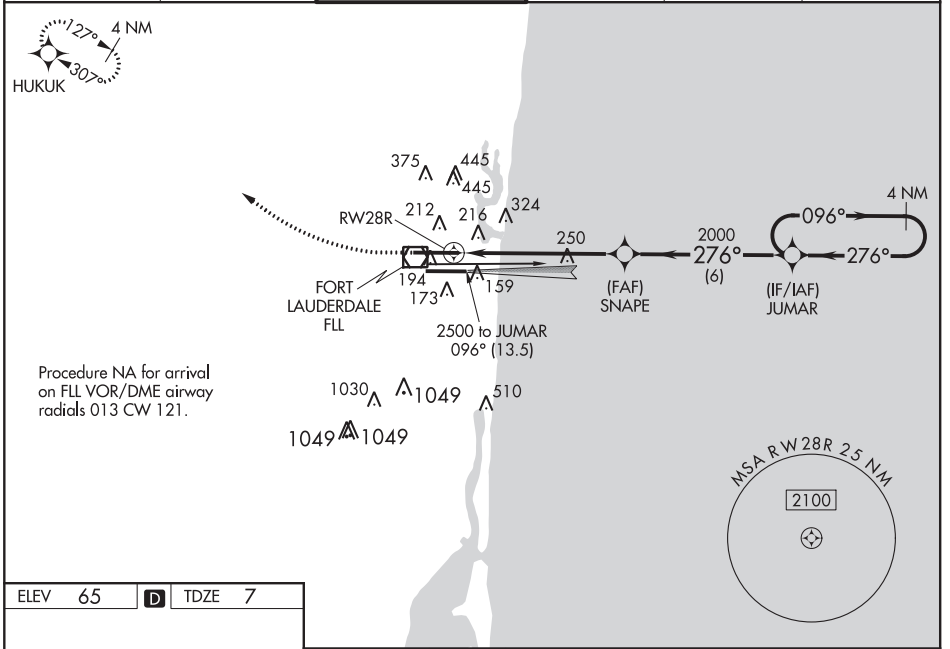
WAAS CH 61002 W28A	APP CRS 276°	Rwy Idg TDZE Apt Elev	8396 7 65
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RNAV (GPS) Y RWY 28R

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

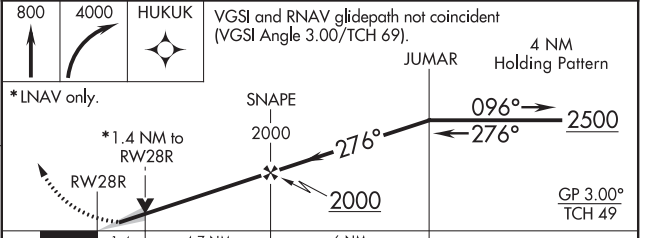
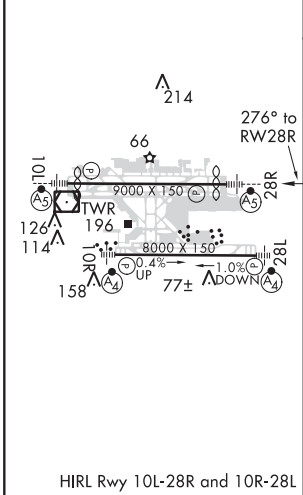
<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (40°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Inop table does not apply to LPV all Cats. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 28L.</p>	<p>MALSRL</p>	<p>MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct HUKUK and hold, continue climb-in-hold to 4000.</p>
	<p>CPDLC</p>	

ATIS 135.0	MIAMI APP CON 133.775 285.6	FORT LAUDERDALE TOWER 119.3 257.8	GND CON 121.4	CLNC DEL 128.4	CPDLC
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Procedure NA for arrival on FLL VOR/DME airway radials 013 CW 121.

ELEV 65	D	TDZE 7
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CATEGORY	A	B	C	D
LPV DA	257/40		250 (200-¾)	
LNAV/VNAV DA	594-1½		587 (600-1½)	
LNAV MDA	520/24	513 (500-½)	520/55	513 (500-¼)
C CIRCLING	540-1 475 (500-1)	600-1 535 (600-1)	760-2 695 (700-2)	760-2¼ 695 (700-2¼)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

FORT LAUDERDALE, FLORIDA

AL-744 (FAA)


16259

WAAS CH 48902 W10A	APP CRS 096°	Rwy Idg TDZE Apt Elev	8423 7 65
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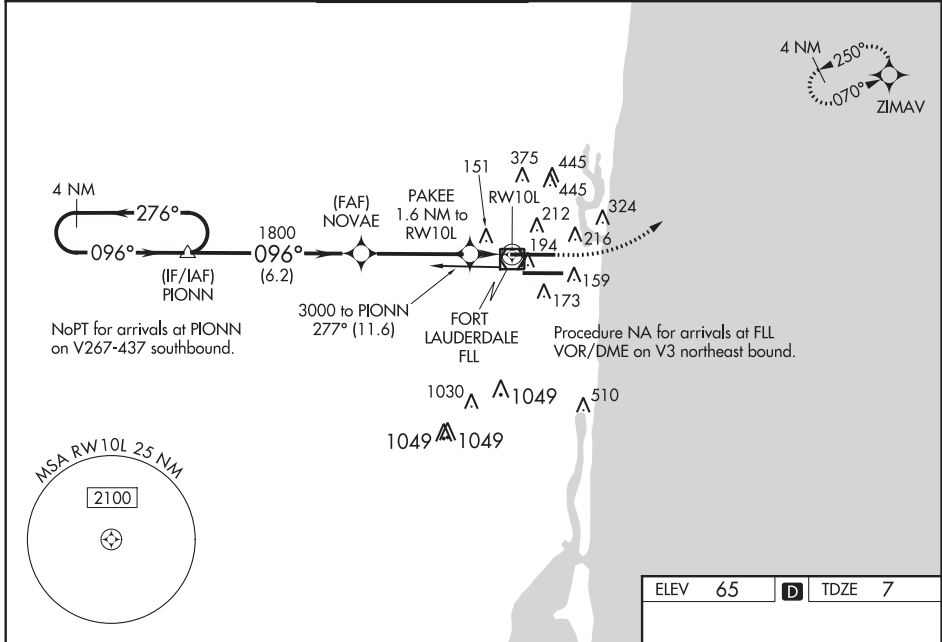
RNAV (GPS) Z RWY 10L

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (40°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat A, B visibility to RVR 5500. Helicopter visibility reduction below 4000 RVR NA. Inop table does not apply to LPV all Cats. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 10R.

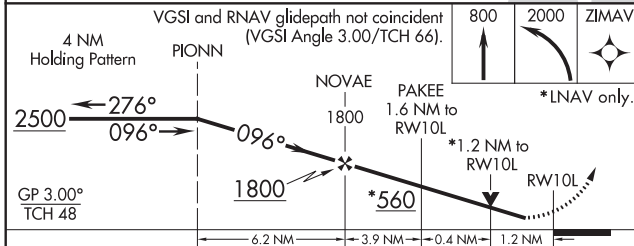
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct ZIMAV and hold.

ATIS 135.0	MIAMI APP CON 133.775 285.6	FORT LAUDERDALE TOWER 119.3 257.8	GND CON 121.4	CLNC DEL 128.4	CPDLC
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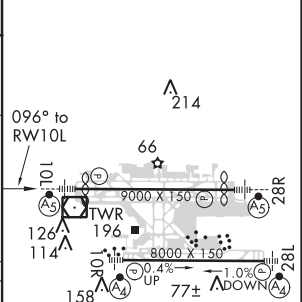


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 65	D	TDZE 7
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CATEGORY	A	B	C	D
LPV DA		257/40	250 (200-¾)	
LNAV/VNAV DA		477/57	470 (500-1¼)	
LNAV MDA	460/40	453 (400-¾)	460/45	453 (400-⅔)
C CIRCLING	540-1 475 (500-1)	600-1 535 (600-1)	760-2 695 (700-2)	760-2¼ 695 (700-2¼)

HIRL Rwy 10L-28R and 10R-28L

FORT LAUDERDALE, FLORIDA
Amdt 4 18SEP14

26°04'N-80°09'W

FORT LAUDERDALE/HOLLYWOOD INTL (FLL) RNAV (GPS) Z RWY 10L

AIRPORT DIAGRAM

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)
AL-744 (FAA)
FORT LAUDERDALE, FLORIDA

ATIS
135.0
FORT LAUDERDALE TOWER
119.3 257.8
GND CON
121.4
CLNC DEL
128.4
CPDLC

FIELD
ELEV
65

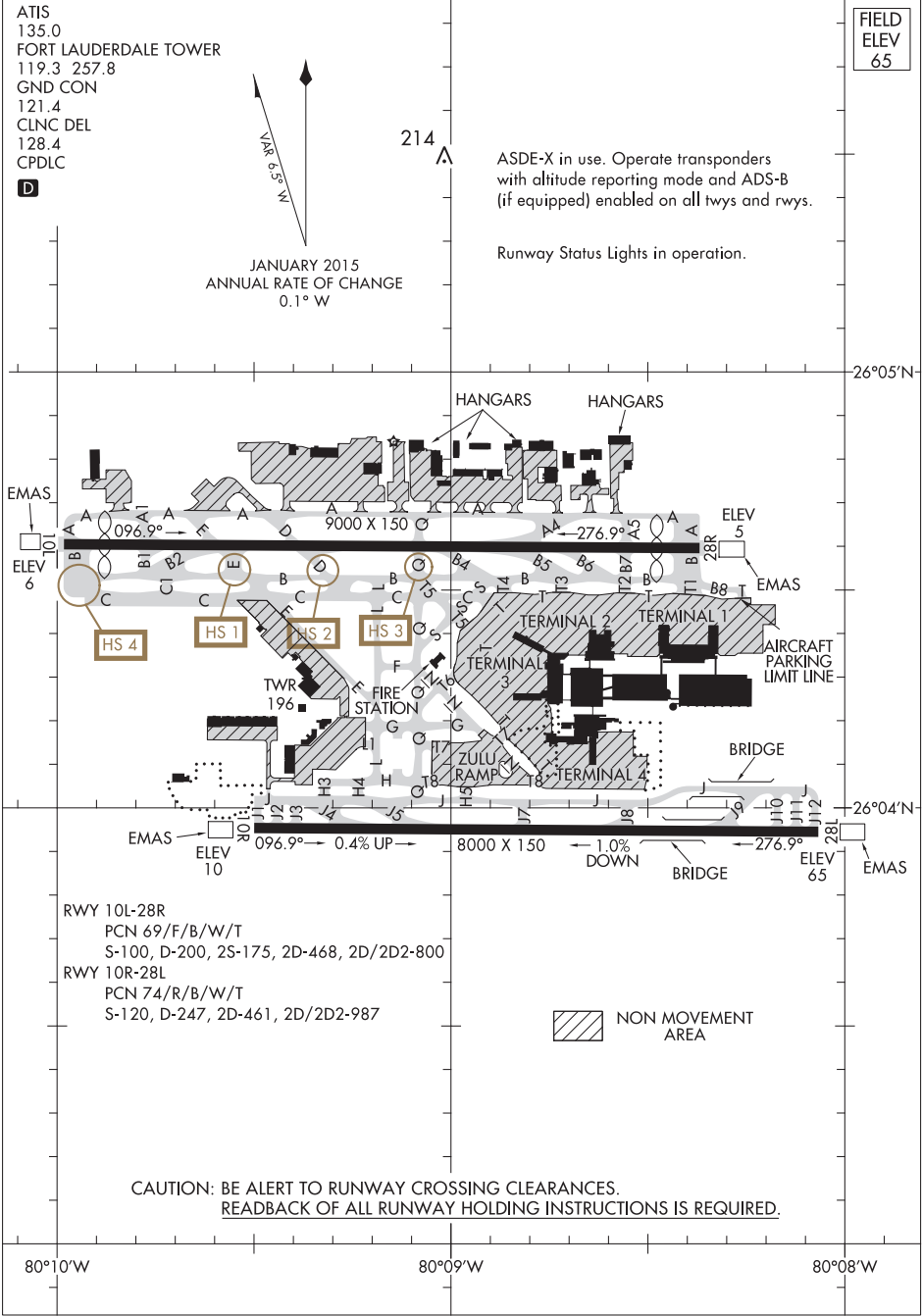
VAR 65° W
214
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all twys and rwys.

Runway Status Lights in operation.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

FORT LAUDERDALE, FLORIDA
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

16259

(ARKES4.ARKES) 16259

SL-744 (FAA)

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

ARKES FOUR DEPARTURE (RNAV)

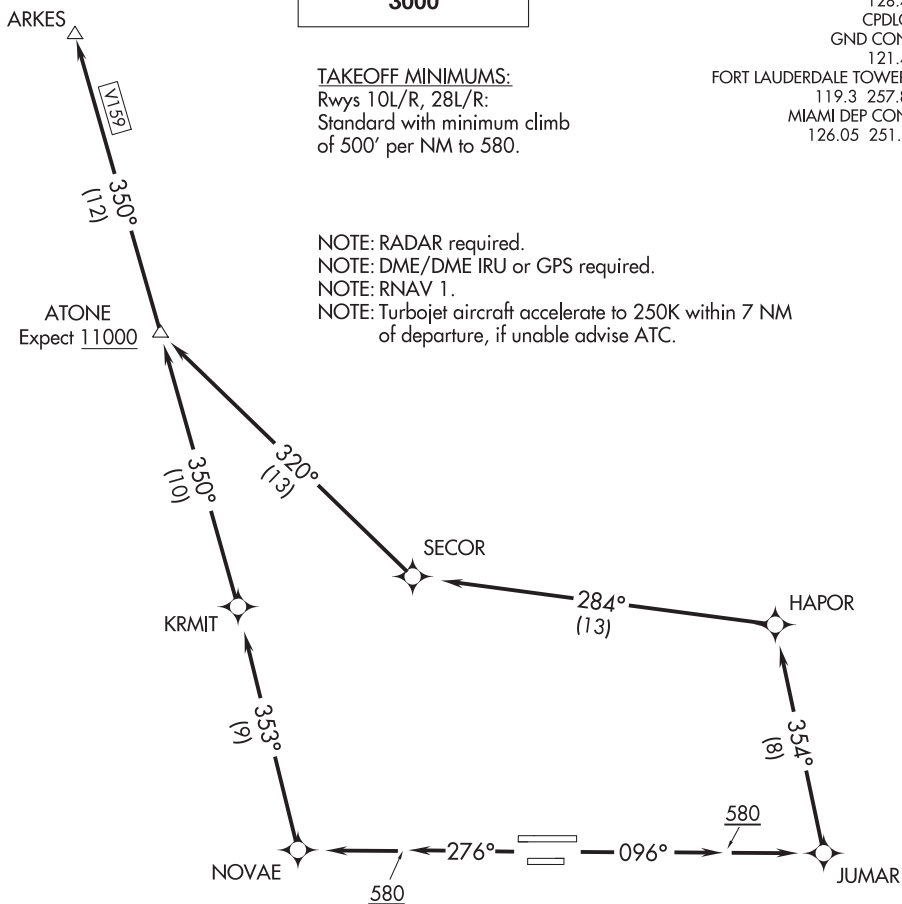
FORT LAUDERDALE, FLORIDA

**TOP ALTITUDE:
3000**

ATIS 135.0
CLNC DEL 128.4
CPDLC
GND CON 121.4
FORT LAUDERDALE TOWER 119.3 257.8
MIAMI DEP CON 126.05 251.1

TAKEOFF MINIMUMS:
Rwys 10L/R, 28L/R:
Standard with minimum climb
of 500' per NM to 580.

NOTE: RADAR required.
NOTE: DME/DME IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft accelerate to 250K within 7 NM
of departure, if unable advise ATC.



(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 10L/R: Climb heading 096° to 580, then direct JUMAR, then turn left on track 354° to HAPOR, then on depicted route to ARKES, thence. . . .

TAKEOFF RWYS 28L/R: Climb heading 276° to 580, then direct NOVAE, then on depicted route to ARKES, thence. . . .

. . . .Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

ARKES FOUR DEPARTURE (RNAV)

(ARKES4.ARKES) 25JUN15

FORT LAUDERDALE, FLORIDA

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ARKES FOUR DEPARTURE (RNAV)

TAKEOFF OBSTACLE NOTES:

Rwy 10L: Approach light 296' from DER, on centerline, 11' AGL/15' MSL. Building 469' from DER, 378' left of centerline, 13' AGL/18' MSL. Lights beginning 496' from DER, from 28' left to 27' right of centerline, up to 16' AGL/20' MSL. Train on railroad beginning 510' from DER, from 632' left to on centerline, 23' AGL/30' MSL. Light poles beginning 666' from DER, on centerline, up to 32' AGL/36' MSL. Poles and trees beginning 1290' from DER, 548' left and 633' right of centerline, up to 49' AGL/53' MSL. Trees and pole beginning 1975' from DER, 827' left and 271' right of centerline, up to 79' AGL/83' MSL. Bridge 2429' from DER, 1123' left of centerline, 65' AGL/70' MSL.

Rwy 10R: Trees beginning 199' from DER, 259' left of centerline, up to 21' AGL/86' MSL.
Trees beginning 273' from DER, 181' right of centerline, up to 31' AGL/96' MSL.
Trees beginning 495' from DER, 144' left of centerline, up to 44' AGL/109' MSL.

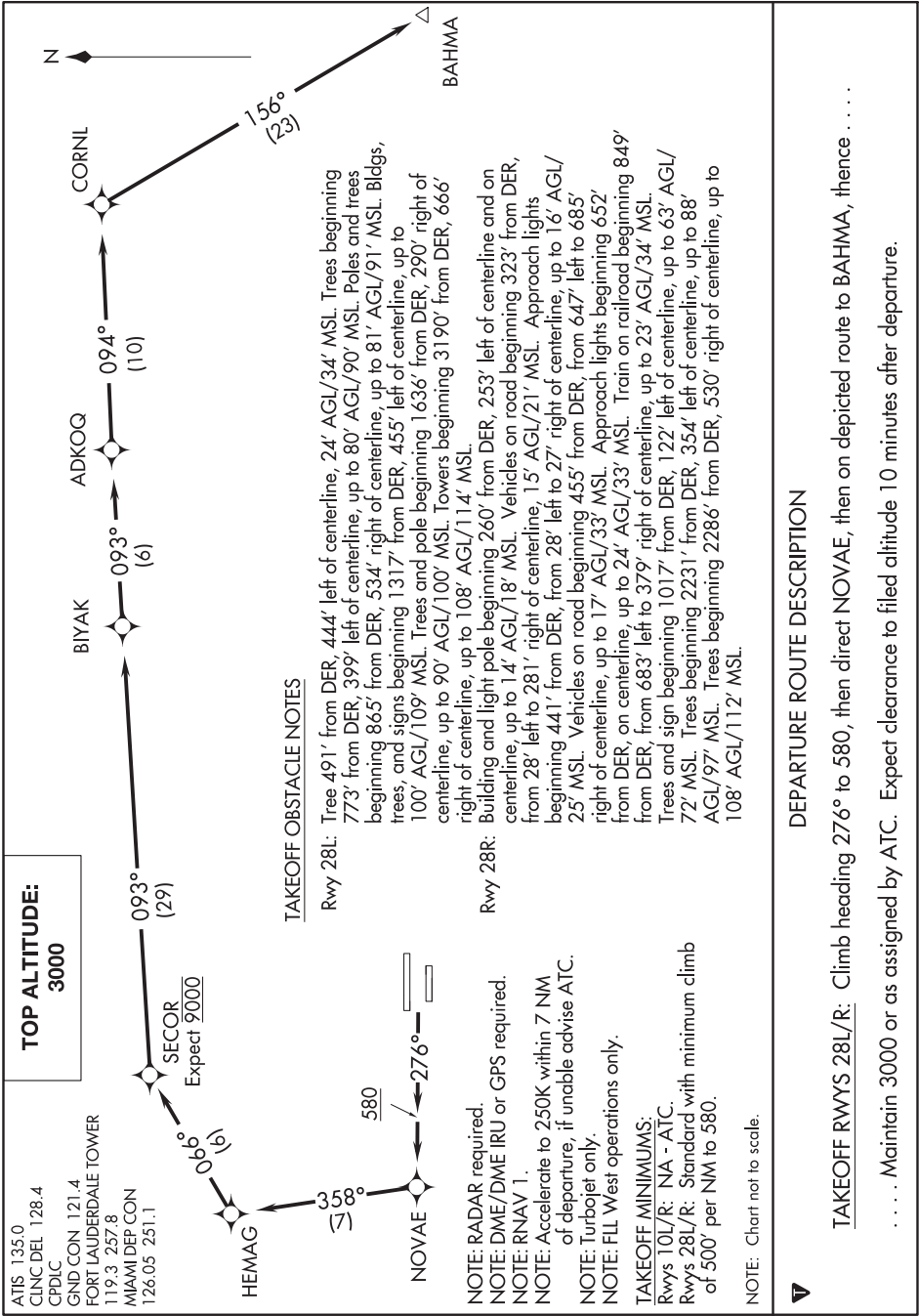
Rwy 28L: Tree 491' from DER, 444' left of centerline, 24' AGL/34' MSL. Trees beginning 773' from DER, 399' left of centerline, up to 80' AGL/90' MSL. Poles and trees beginning 865' from DER, 534' right of centerline, up to 81' AGL/91' MSL. Buildings, trees, and signs beginning 1317' from DER, 455' left of centerline, up to 100' AGL/109' MSL. Trees and pole beginning 1636' from DER, 290' right of centerline, up to 90' AGL/100' MSL. Towers beginning 3190' from DER, 666' right of centerline, up to 108' AGL/114' MSL.

Rwy 28R: Building and light pole beginning 260' from DER, 253' left of centerline and on centerline, up to 14' AGL/18' MSL. Vehicles on road beginning 323' from DER, from 28' left to 281' right of centerline, 15' AGL/21' MSL. Approach lights beginning 441' from DER, from 28' left to 27' right of centerline, up to 16' AGL/25' MSL. Vehicles on road beginning 455' from DER, from 647' left to 685' right of centerline, up to 17' AGL/33' MSL. Approach lights beginning 652' from DER, on centerline, up to 24' AGL/33' MSL. Train on railroad beginning 849' from DER, from 683' left to 379' right of centerline, up to 23' AGL/34' MSL. Trees and sign beginning 1017' from DER, 122' left of centerline, up to 63' AGL/72' MSL. Trees beginning 2231' from DER, 354' left of centerline, up to 88' AGL/97' MSL. Trees beginning 2286' from DER, 530' right of centerline, up to 108' AGL/112' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

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(BEECH5.BEECH) 16259

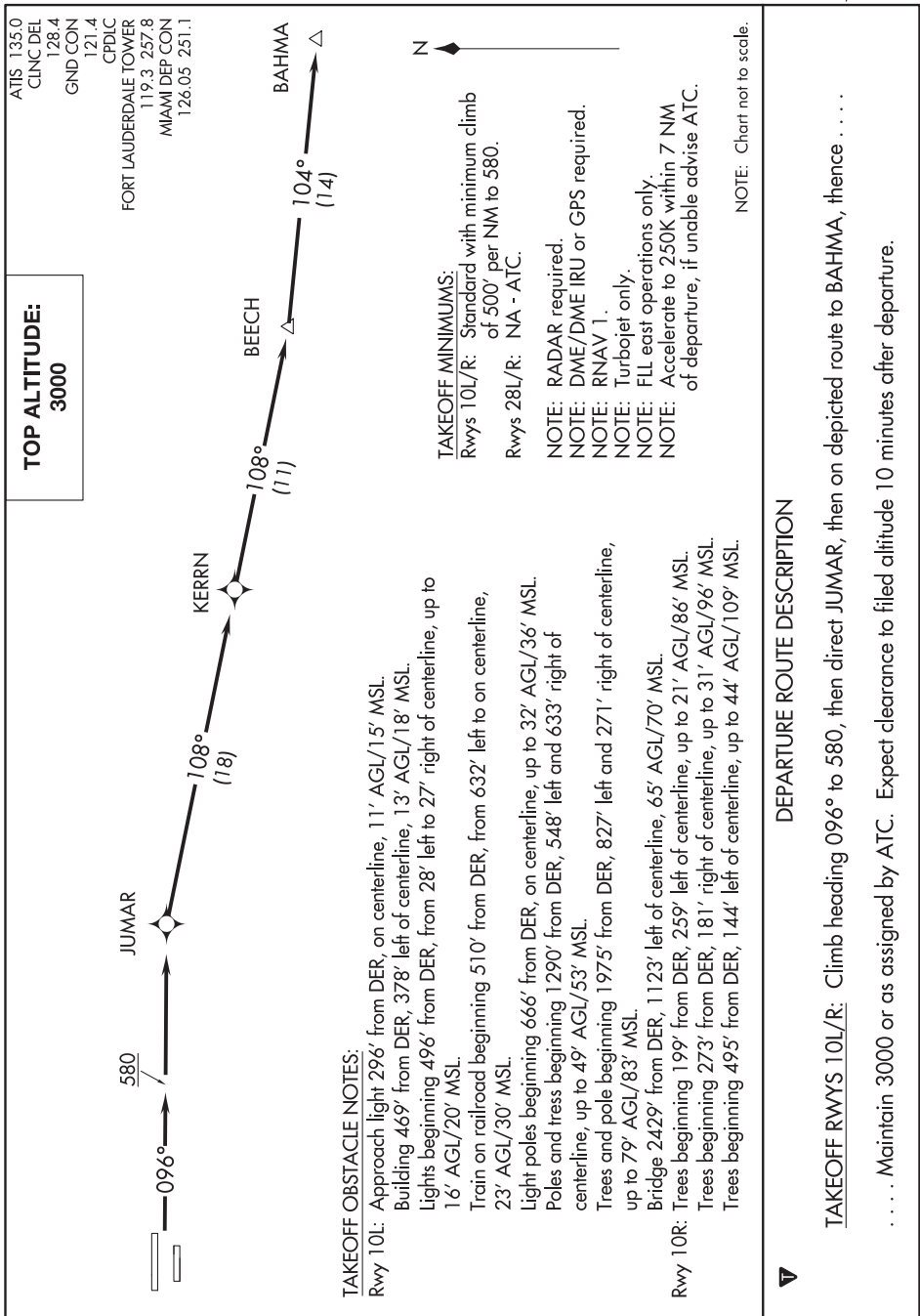
SL-744 (FAA)

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

BEECH FIVE DEPARTURE (RNAV)

FORT LAUDERDALE, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017



BEECH FIVE DEPARTURE (RNAV)

FORT LAUDERDALE, FLORIDA

(BEECH5.BEECH) 25JUN15

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 10L/R: Climb heading 096° to 580, then direct JUMAR, then on depicted route to BAHMA, thence

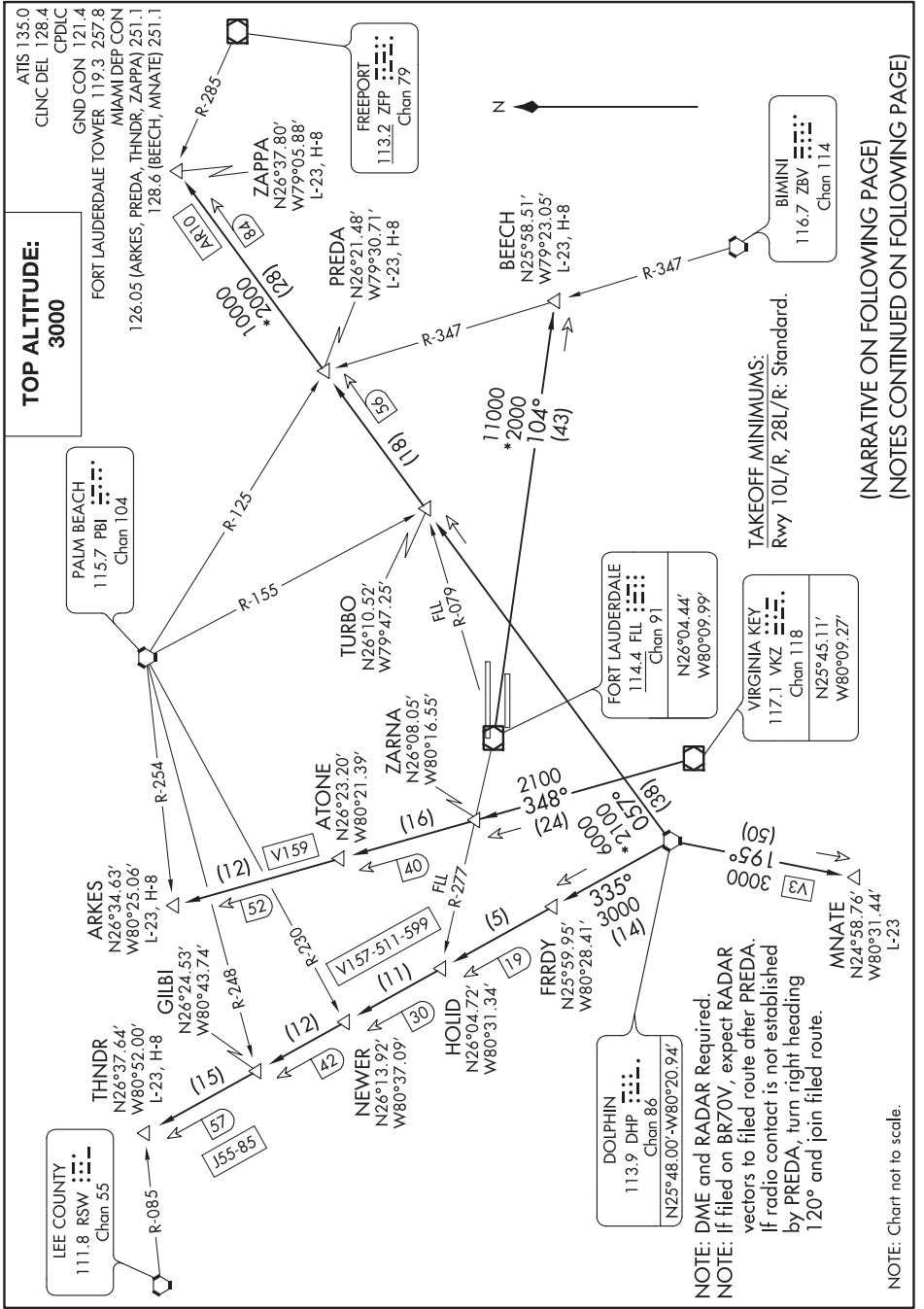
. Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

SE-3, 10 NOV 2016 to 05 JAN 2017

FORT LAUDERDALE SIX DEPARTURE

FORT LAUDERDALE, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017



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

SE-3, 10 NOV 2016 to 05 JAN 2017

FORT LAUDERDALE SIX DEPARTURE

FORT LAUDERDALE, FLORIDA

FORT LAUDERDALE SIX DEPARTURE

FORT LAUDERDALE, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L/R: Climb on assigned heading. Thence . . .

TAKEOFF RWY 28R: Climb on assigned heading. If assigned left turn, climb to 500 before turning left. Thence . . .

TAKEOFF RWY 28L: Climb on assigned heading. If assigned left turn, climb to 700 before turning left. Thence . . .

. . . Maintain 3000 or assigned lower altitude and expect radar vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

ARKES TRANSITION (FLL6.ARKES): From over VKZ VOR/DME on VKZ R-348 to ARKES INT.

BEECH TRANSITION (FLL6.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH INT.

MNATE TRANSITION (FLL6.MNATE): From over DHP VORTAC on DHP R-195 to MNATE.

PREDA TRANSITION (FLL6.PREDA): From over DHP VORTAC on DHP R-057 to PREDA INT.

THNDR TRANSITION (FLL6.THNDR): From over DHP VORTAC on DHP R-335 to THNDR INT.

ZAPPA TRANSITION (FLL6.ZAPPA): From over DHP VORTAC on DHP R-057 to ZAPPA INT.

TAKEOFF OBSTACLE NOTES:

Rwy 10L: Approach light 296' from DER, on centerline, 11' AGL/15' MSL. Building 469' from DER, 378' left of centerline, 13' AGL/18' MSL. Lights beginning 496' from DER, from 28' left to 27' right of centerline, up to 16' AGL/20' MSL. Train on railroad beginning 510' from DER, from 632' left to on centerline, 23' AGL/30' MSL. Light poles beginning 666' from DER, on centerline, up to 32' AGL/36' MSL. Poles and trees beginning 1290' from DER, from 548' left to 633' right of centerline, up to 49' AGL/53' MSL. Trees and pole beginning 1975' from DER, from 827' left to 271' right of centerline, up to 79' AGL/83' MSL. Bridge 2429' from DER, 1123' left of centerline, 65' AGL/70' MSL.

Rwy 10R: Trees beginning 199' from DER, 259' left of centerline, up to 21' AGL/86' MSL. Trees beginning 273' from DER, 181' right of centerline, up to 31' AGL/96' MSL. Trees beginning 495' from DER, 144' left of centerline, up to 44' AGL/109' MSL.

Rwy 28L: Tree 491' from DER, 444' left of centerline, 24' AGL/34' MSL. Trees beginning 773' from DER, 399' left of centerline, up to 80' AGL/90' MSL. Poles and trees beginning 865' from DER, 534' right of centerline, up to 81' AGL/91' MSL. Buildings, trees, and signs beginning 1317' from DER, 455' left of centerline, up to 100' AGL/109' MSL. Trees and pole beginning 1636' from DER, 290' right of centerline, up to 90' AGL/100' MSL. Towers beginning 3190' from DER, 666' right of centerline, up to 108' AGL/114' MSL.

Rwy 28R: Building and light pole beginning 260' from DER, 253' left of centerline and on centerline, up to 14' AGL/18' MSL. Vehicles on road beginning 323' from DER, from 28' left to 281' right of centerline, 15' AGL/21' MSL. Approach lights beginning 441' from DER, from 28' left to 27' right of centerline, up to 16' AGL/25' MSL. Vehicles on road beginning 455' from DER, from 683' left to 685' right of centerline, up to 17' AGL/34' MSL. Approach lights beginning 652' from DER, on centerline, up to 24' AGL/33' MSL. Train on railroad beginning 849' from DER, from 683' left to 379' right of centerline, up to 23' AGL/34' MSL. Trees and sign beginning 1017' from DER, 122' left of centerline, up to 63' AGL/72' MSL. Trees beginning 2231' from DER, 354' left of centerline, up to 88' AGL/97' MSL. Trees beginning 3347' from DER, 530' right of centerline, up to 108' AGL/112' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

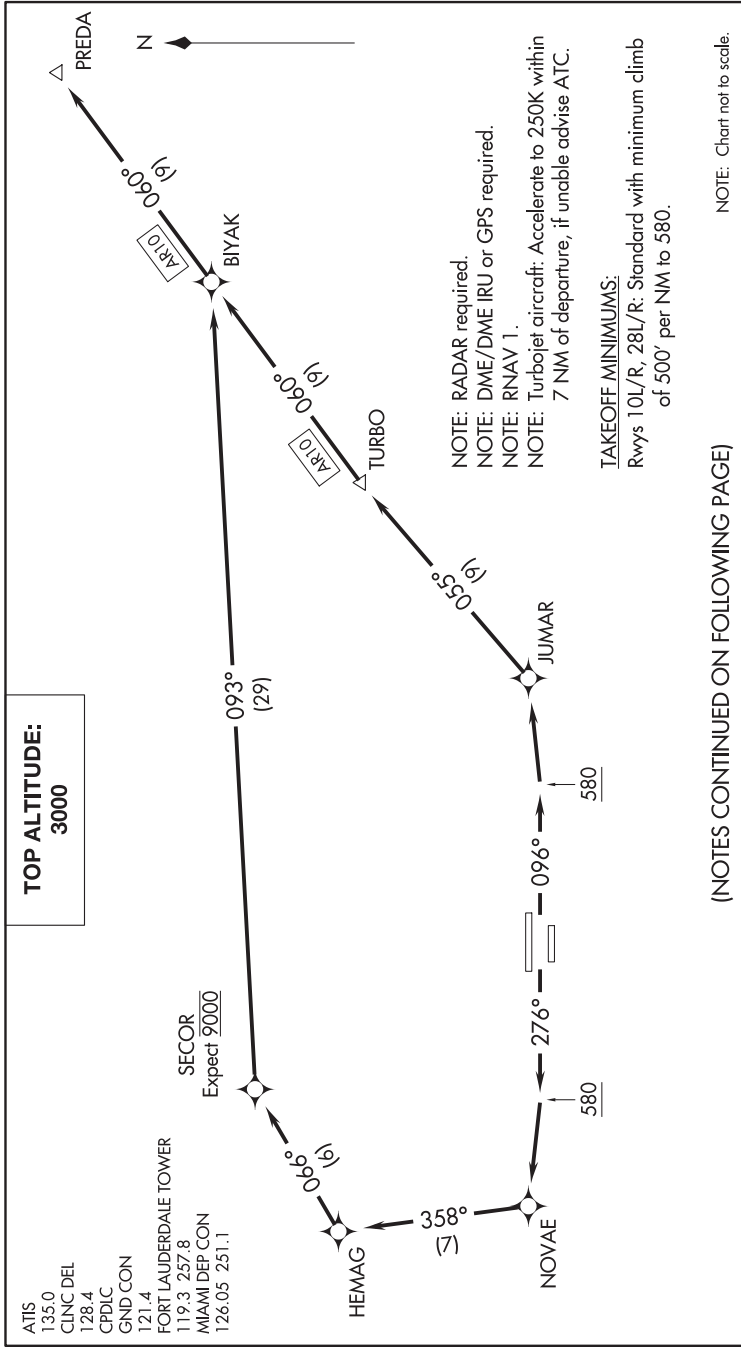
SE-3, 10 NOV 2016 to 05 JAN 2017

FORT LAUDERDALE SIX DEPARTURE

FORT LAUDERDALE, FLORIDA

PREDA FOUR DEPARTURE (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 10L/R: Climb heading 096° to 580, then direct JUMAR, then on depicted route to PREDA, thence

TAKEOFF RWYS 28L/R: Climb heading 276° to 580, then direct NOVAE, then on depicted route to PREDA, thence

. . . . Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

SE-3, 10 NOV 2016 to 05 JAN 2017

PREDA FOUR DEPARTURE (RNAV)

TAKEOFF OBSTACLE NOTES:

Rwy 10L: Approach light 296' from DER, on centerline, 11' AGL/15' MSL. Building 469' from DER, 378' left of centerline, 13' AGL/18' MSL. Lights beginning 496' from DER, from 28' left to 27' right of centerline, up to 16' AGL/20' MSL. Train on railroad beginning 510' from DER, from 632' left to on centerline, 23' AGL/30' MSL. Light poles beginning 666' from DER, on centerline, up to 32' AGL/36' MSL. Poles and trees beginning 1290' from DER, 548' left and 633' right of centerline, up to 49' AGL/53' MSL. Trees and pole beginning 1975' from DER, 827' left and 271' right of centerline, up to 79' AGL/83' MSL. Bridge 2429' from DER, 1123' left of centerline, 65' AGL/70' MSL.

Rwy 10R: Trees beginning 199' from DER, 259' left of centerline, up to 21' AGL/86' MSL. Trees beginning 273' from DER, 181' right of centerline, up to 31' AGL/96' MSL. Trees beginning 495' from DER, 144' left of centerline, up to 44' AGL/109' MSL.

Rwy 28L: Tree 491' from DER, 444' left of centerline, 24' AGL/34' MSL. Trees beginning 773' from DER, 399' left of centerline, up to 80' AGL/90' MSL. Poles and trees beginning 865' from DER, 534' right of centerline, up to 81' AGL/91' MSL. Buildings, trees, and signs beginning 1317' from DER, 455' left of centerline, up to 100' AGL/109' MSL. Trees and pole beginning 1636' from DER, 290' right of centerline, up to 90' AGL/100' MSL. Towers beginning 3190' from DER, 666' right of centerline, up to 108' AGL/114' MSL.

Rwy 28R: Building and light pole beginning 260' from DER, 253' left of centerline and on centerline, up to 14' AGL/18' MSL. Vehicles on road beginning 323' from DER, from 28' left to 281' right of centerline, 15' AGL/21' MSL. Approach lights beginning 441' from DER, from 28' left to 27' right of centerline, up to 16' AGL/25' MSL. Vehicles on road beginning 455' from DER, from 647' left to 685' right of centerline, up to 17' AGL/33' MSL. Approach lights beginning 652' from DER, on centerline, up to 24' AGL/33' MSL. Train on railroad beginning 849' from DER, from 683' left to 379' right of centerline, up to 23' AGL/34' MSL. Trees and sign beginning 1017' from DER, 122' left of centerline, up to 63' AGL/72' MSL. Trees beginning 2231' from DER, 354' left of centerline, up to 88' AGL/97' MSL. Trees beginning 2286' from DER, 530' right of centerline, up to 108' AGL/112' MSL.

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SE-3, 10 NOV 2016 to 05 JAN 2017

(THNDR4.THNDR) 16259

SL-744 (FAA)

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

THNDR FOUR DEPARTURE (RNAV)

FORT LAUDERDALE, FLORIDA

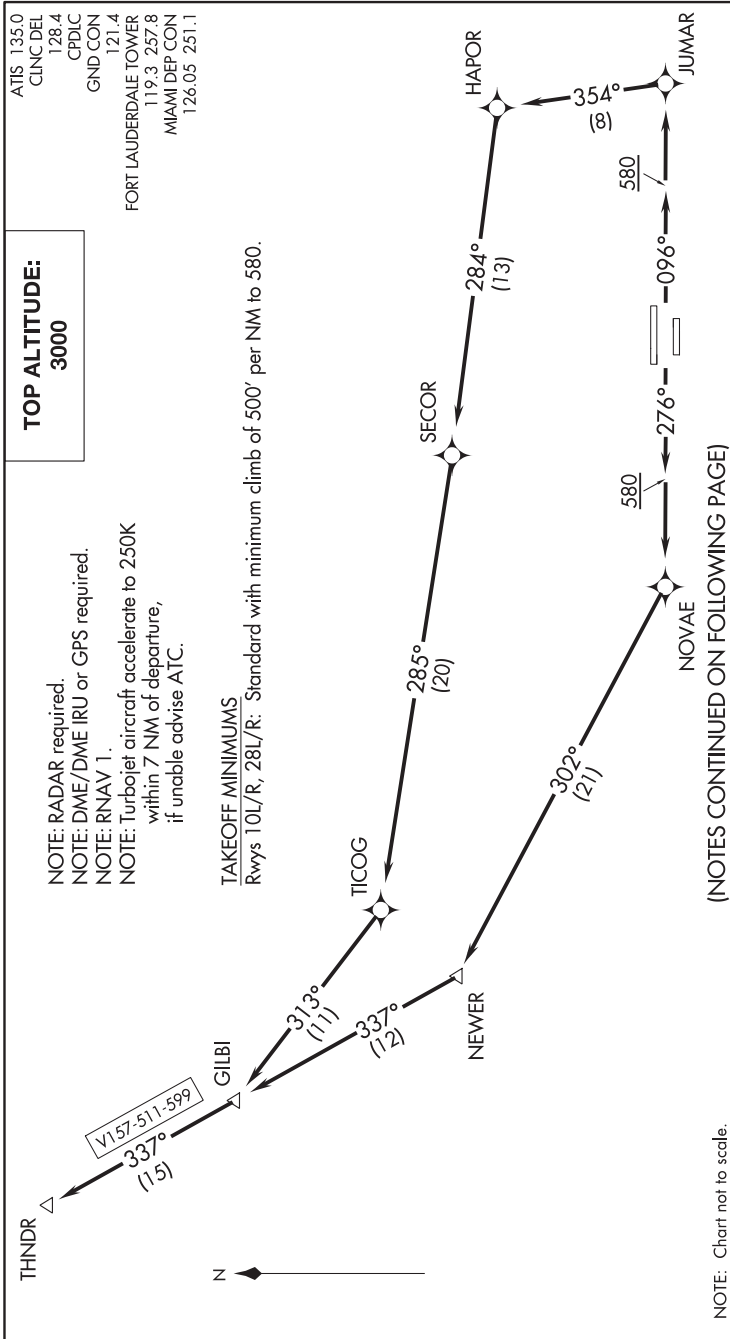
SE-3, 10 NOV 2016 to 05 JAN 2017

ATIS 135.0
 CLNC DEL 128.4
 CPDLC
 GND CON 121.4
 FORT LAUDERDALE TOWER 119.3 257.8
 MIAMI DEP CON 126.05 251.1

TOP ALTITUDE:
3000

NOTE: RADAR required.
 NOTE: DME/DME IRU or GPS required.
 NOTE: RNAV 1.
 NOTE: Turbojet aircraft accelerate to 250K within 7 NM of departure, if unable advise ATC.

TAKEOFF MINIMUMS
 Rwys 10L/R, 28L/R: Standard with minimum climb of 500' per NM to 580.



(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 10L/R: Climb heading 096° to 580, then direct JUMAR, then left turn on 354° track to HAPOR, then on depicted route to THNDR, thence

TAKEOFF RWYS 28L/R: Climb heading 276° to 580, then direct NOVAE, then on depicted route to THNDR, thence

. . . . maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

THNDR FOUR DEPARTURE (RNAV)
(THNDR4.THNDR) 25JUN15

FORT LAUDERDALE, FLORIDA
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

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TAKEOFF OBSTACLE NOTES:

Rwy 10L: Approach light 296' from DER, on centerline, 11' AGL/15' MSL. Building 469' from DER, 378' left of centerline, 13' AGL/18' MSL. Lights beginning 496' from DER, from 28' left to 27' right of centerline, up to 16' AGL/20' MSL. Train on railroad beginning 510' from DER, from 632' left to on centerline, 23' AGL/30' MSL. Light poles beginning 666' from DER, on centerline, up to 32' AGL/36' MSL. Poles and trees beginning 1290' from DER, 548' left and 633' right of centerline, up to 49' AGL/53' MSL. Trees and pole beginning 1975' from DER, 827' left and 271' right of centerline, up to 79' AGL/83' MSL. Bridge 2429' from DER, 1123' left of centerline, 65' AGL/70' MSL.

Rwy 10R: Trees beginning 199' from DER, 259' left of centerline, up to 21' AGL/86' MSL.
Trees beginning 273' from DER, 181' right of centerline, up to 31' AGL/96' MSL.
Trees beginning 495' from DER, 144' left of centerline, up to 44' AGL/109' MSL.

Rwy 28L: Tree 491' from DER, 444' left of centerline, 24' AGL/34' MSL. Trees beginning 773' from DER, 399' left of centerline, up to 80' AGL/90' MSL. Poles and trees beginning 865' from DER, 534' right of centerline, up to 81' AGL/91' MSL. Buildings, trees, and signs beginning 1317' from DER, 455' left of centerline, up to 100' AGL/109' MSL. Trees and pole beginning 1636' from DER, 290' right of centerline, up to 90' AGL/100' MSL. Towers beginning 3190' from DER, 666' right of centerline, up to 108' AGL/114' MSL.

Rwy 28R: Building and light pole beginning 260' from DER, 253' left of centerline and on centerline, up to 14' AGL/18' MSL. Vehicles on road beginning 323' from DER, from 28' left to 281' right of centerline, 15' AGL/21' MSL. Approach lights beginning 441' from DER, from 28' left to 27' right of centerline, up to 16' AGL/25' MSL. Vehicles on road beginning 455' from DER, from 647' left to 685' right of centerline, up to 17' AGL/33' MSL. Approach lights beginning 652' from DER, on centerline, up to 24' AGL/33' MSL. Train on railroad beginning 849' from DER, from 683' left to 379' right of centerline, up to 23' AGL/34' MSL. Trees and sign beginning 1017' from DER, 122' left of centerline, up to 63' AGL/72' MSL. Trees beginning 2231' from DER, 354' left of centerline, up to 88' AGL/97' MSL. Trees beginning 2286' from DER, 530' right of centerline, up to 108' AGL/112' MSL.

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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ATIS 135.0
CLNC DEL 128.4
CPDLC
GND CON 121.4

FORT LAUDERDALE TOWER
119.3 257.8
MIAMI DEP CON
126.05 251.1

TAKEOFF MINIMUMS:

Rwys 10L/R, 28L/R: Standard with minimum climb of 500' per NM to 580.

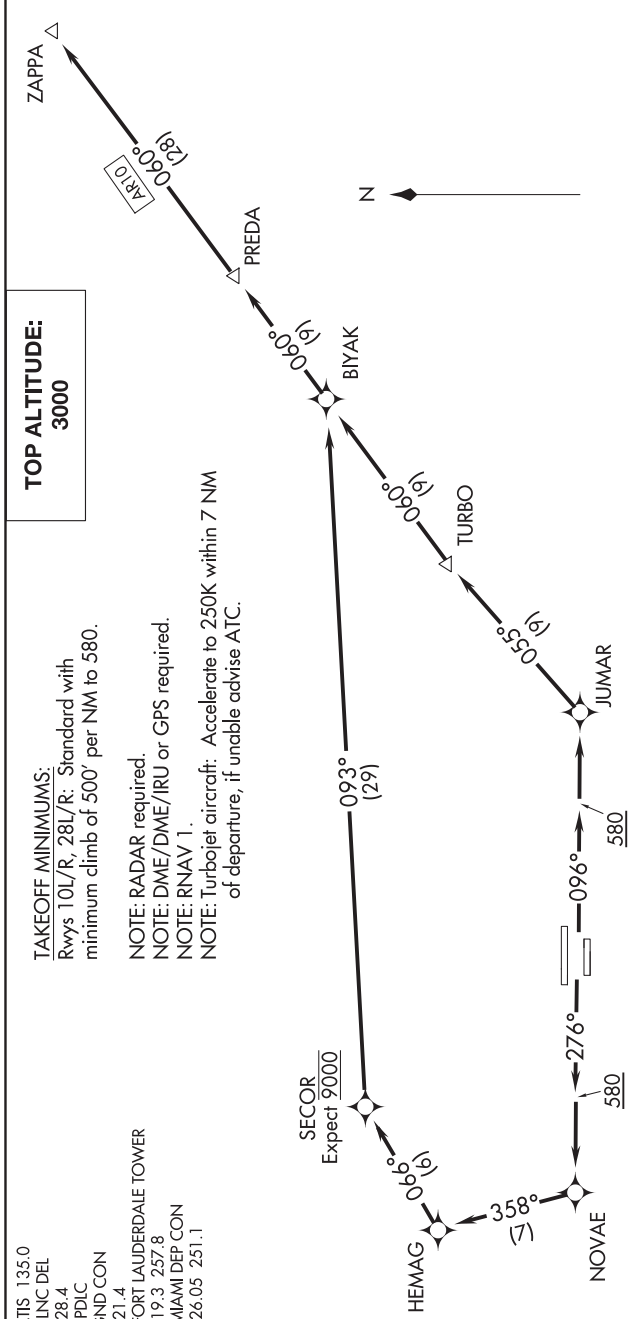
NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojet aircraft: Accelerate to 250K within 7 NM of departure, if unable advise ATC.

**TOP ALTITUDE:
3000**



(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 10L/R: Climb heading 096° to 580, then direct JUMAR, then on depicted route to ZAPPA, thence
TAKEOFF RWYS 28L/R: Climb heading 276° to 580, then direct NOVAE, then on depicted route to ZAPPA, thence

. Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

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ZAPPA FOUR DEPARTURE (RNAV)

TAKEOFF OBSTACLE NOTES:

Rwy 10L: Approach light 296' from DER, on centerline, 11' AGL/15' MSL. Building 469' from DER, 378' left of centerline, 13' AGL/18' MSL. Lights beginning 496' from DER, from 28' left to 27' right of centerline, up to 16' AGL/20' MSL. Train on railroad beginning 510' from DER, from 632' left to on centerline, 23' AGL/30' MSL. Light poles beginning 666' from DER, on centerline, up to 32' AGL/36' MSL. Poles and trees beginning 1290' from DER, 548' left and 633' right of centerline, up to 49' AGL/53' MSL. Trees and pole beginning 1975' from DER, 827' left and 271' right of centerline, up to 79' AGL/83' MSL. Bridge 2429' from DER, 1123' left of centerline, 65' AGL/70' MSL.

Rwy 10R: Trees beginning 199' from DER, 259' left of centerline, up to 21' AGL/86' MSL.
Trees beginning 273' from DER, 181' right of centerline, up to 31' AGL/96' MSL.
Trees beginning 495' from DER, 144' left of centerline, up to 44' AGL/109' MSL.

Rwy 28L: Tree 491' from DER, 444' left of centerline, 24' AGL/34' MSL. Trees beginning 773' from DER, 399' left of centerline, up to 80' AGL/90' MSL. Poles and trees beginning 865' from DER, 534' right of centerline, up to 81' AGL/91' MSL. Buildings, trees, and signs beginning 1317' from DER, 455' left of centerline, up to 100' AGL/109' MSL. Trees and pole beginning 1636' from DER, 290' right of centerline, up to 90' AGL/100' MSL. Towers beginning 3190' from DER, 666' right of centerline, up to 108' AGL/114' MSL.

Rwy 28R: Building and light pole beginning 260' from DER, 253' left of centerline and on centerline, up to 14' AGL/18' MSL. Vehicles on road beginning 323' from DER, from 28' left to 281' right of centerline, 15' AGL/21' MSL. Approach lights beginning 441' from DER, from 28' left to 27' right of centerline, up to 16' AGL/25' MSL. Vehicles on road beginning 455' from DER, from 647' left to 685' right of centerline, up to 17' AGL/33' MSL. Approach lights beginning 652' from DER, on centerline, up to 24' AGL/33' MSL. Train on railroad beginning 849' from DER, from 683' left to 379' right of centerline, up to 23' AGL/34' MSL. Trees and sign beginning 1017' from DER, 122' left of centerline, up to 63' AGL/72' MSL. Trees beginning 2231' from DER, 354' left of centerline, up to 88' AGL/97' MSL. Trees beginning 2286' from DER, 530' right of centerline, up to 108' AGL/112' MSL.

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FORT MYERS, FLORIDA

AL-154 (FAA)

15036

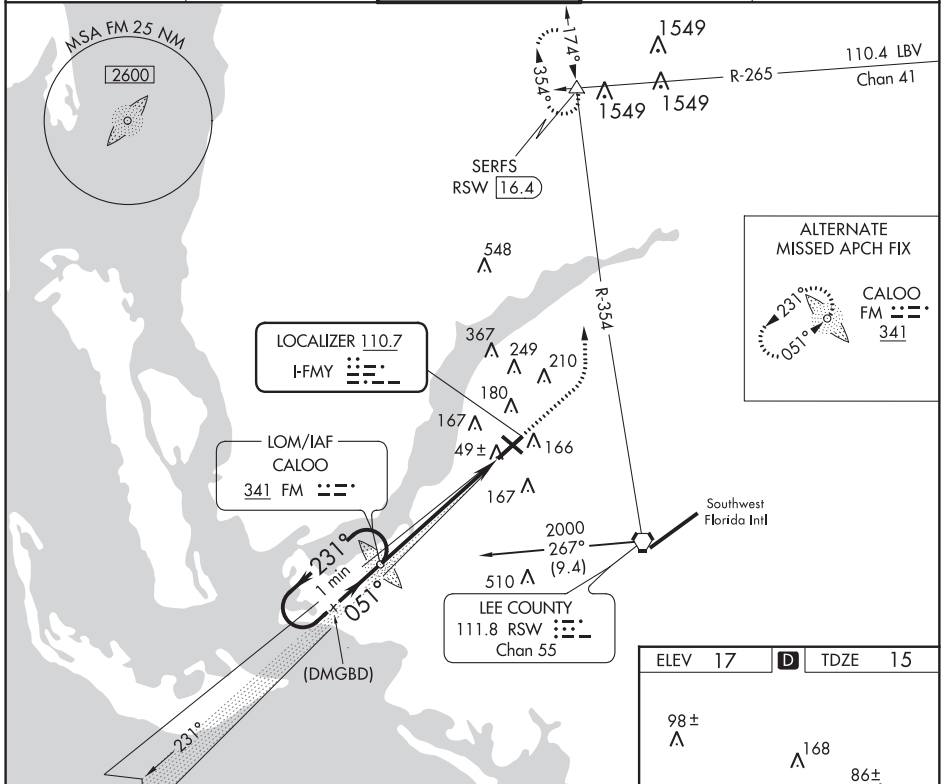
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		TDZE 15
		Apt Elev 17

ILS or LOC RWY 5

PAGE FIELD (FMY)

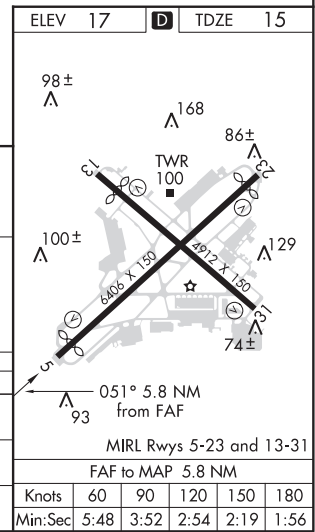
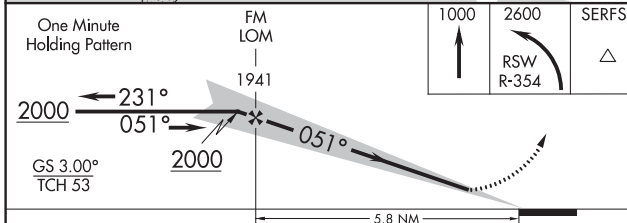
▼ Helicopter visibility reduction below ¼ SM NA. MISSED APPROACH: Climb to 1000 then climbing left turn to 2600 on RSW R-354 to SERFS INT/RSW 16.4 DME and hold.

ATIS 123.725	FORT MYERS APP CON ★ 126.8 343.75	PAGE TOWER ★ 119.0 (CTAF) 306.95	GND CON 121.7	CLNC DEL 121.7
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 5	265-1 250 (300-1)			
S-LOC 5	460-1	445 (500-1)	460-1 3/8	445 (500-1 3/8)
CIRCLING	540-1	523 (600-1)	540-1 1/2	600-2
			523 (600-1 1/2)	583 (600-2)

FORT MYERS, FLORIDA
Amdt 7B 05FEB15

26°35'N-81°52'W

ILS or LOC RWY 5

WAAS CH 72624 W05A	APP CRS 051°	Rwy Idg 5947 TDZE 15 Apt Elev 17
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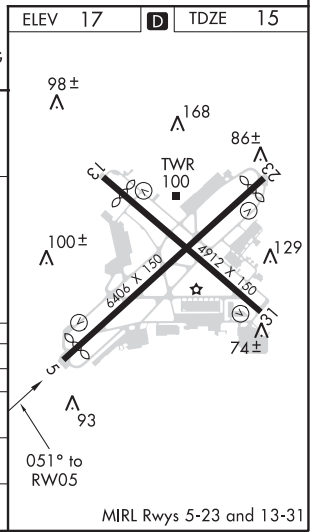
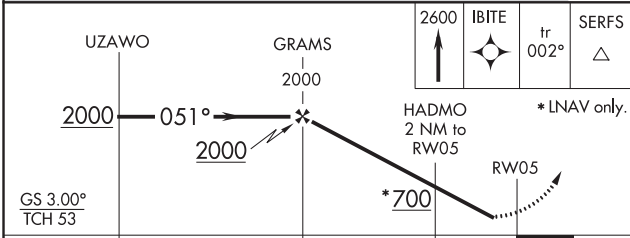
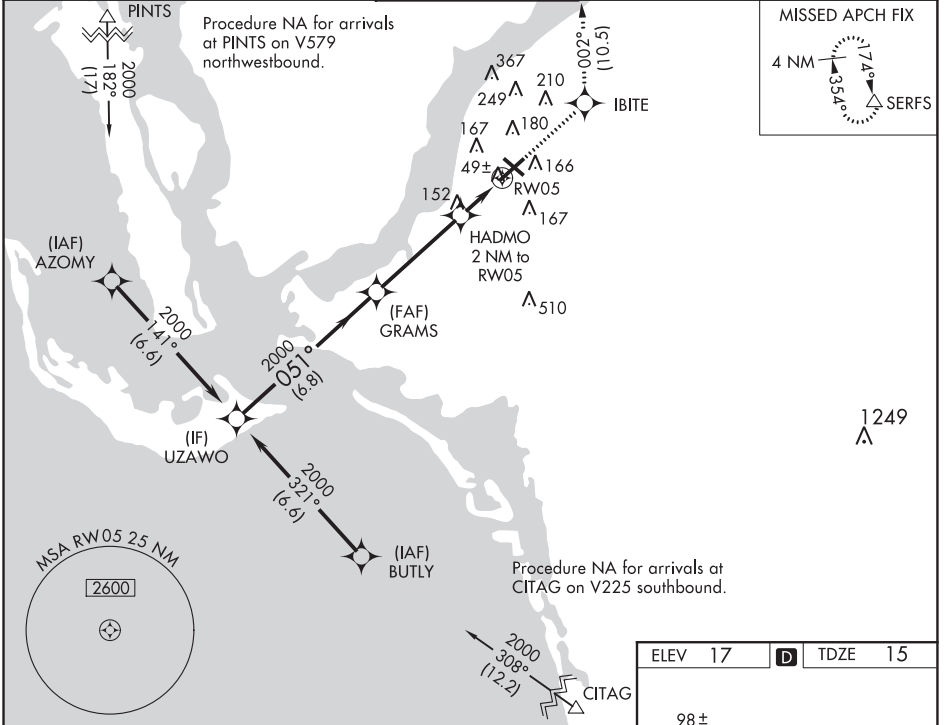
RNAV (GPS) RWY 5

PAGE FIELD (FMY)

▼ 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 ¼ SM NA.

MISSED APPROACH: Climb to 2600 direct IBITE and on track 002° to SERFS and hold.

ATIS 123.725	FORT MYERS APP CON ★ 126.8 343.75	PAGE TOWER ★ 119.0 (CTAF) 306.95	GND CON 121.7	CLNC DEL 121.7
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CATEGORY	A	B	C	D
LPV DA		265-1 250 (300-1)		NA
LNAV/VNAV DA		319-1 304 (300-1)		NA
LNAV MDA	420-1 405 (500-1)		420-1½ 405 (500-1½)	NA
CIRCLING	540-1 523 (600-1)		540-1½ 523 (600-1½)	NA

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FORT MYERS, FLORIDA

AL-154 (FAA)

15036

WAAS CH 73024 W13A	APP CRS 133°	Rwy Idg 4297 TDZE 15 Apt Elev 17
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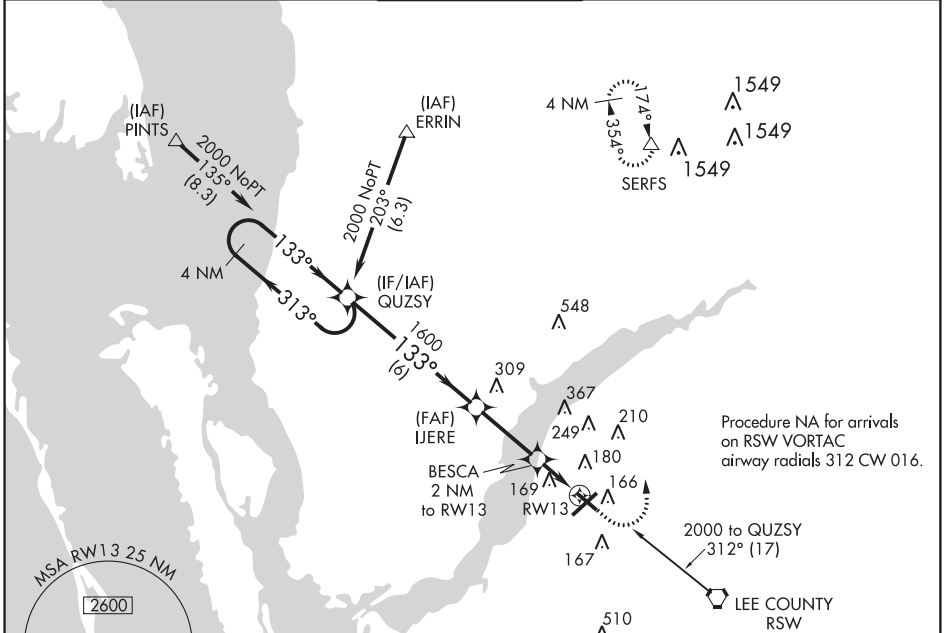
RNAV (GPS) RWY 13

PAGE FIELD (FMY)

▼ 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.

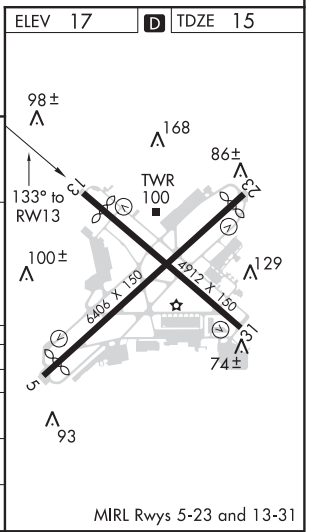
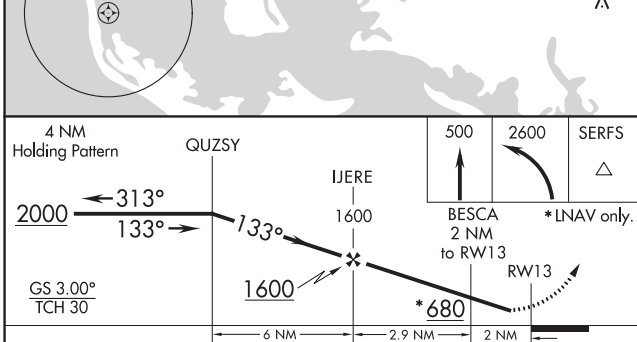
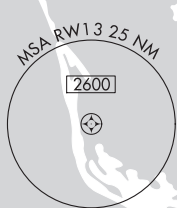
MISSED APPROACH: Climb to 500 then climbing left turn to 2600 direct SERFS and hold.

ATIS 123.725	FORT MYERS APP CON ★ 126.8 343.75	PAGE TOWER ★ 119.0 (CTAF) 306.95	GND CON 121.7	CLNC DEL 121.7
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		265-1	250 (300-1)	
LNAV/VNAV DA		480-1 5/8	465 (500-1 5/8)	
LNAV MDA	480-1	465 (500-1)	480-1 3/8	465 (500-1 3/8)
CIRCLING	540-1	523 (600-1)	540-1 1/2	600-2
			523 (600-1 1/2)	583 (600-2)

FORT MYERS, FLORIDA
Amdt 1D 05FEB15

26°35'N-81°52'W

RNAV (GPS) RWY 13

PAGE FIELD (FMY)

WAAS CH 69424 W23A	APP CRS 231°	Rwy Idg TDZE Apt Elev	6007 16 17
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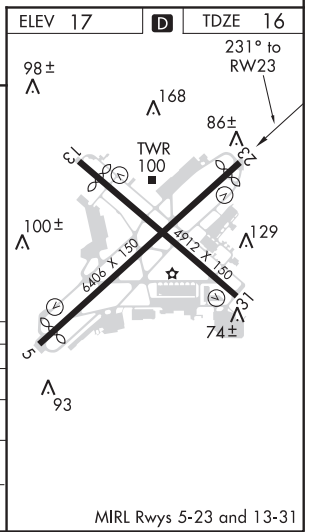
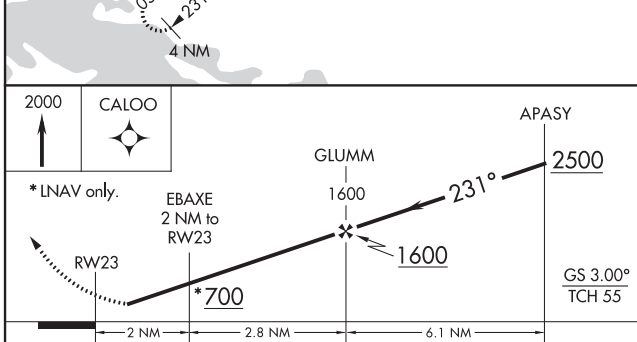
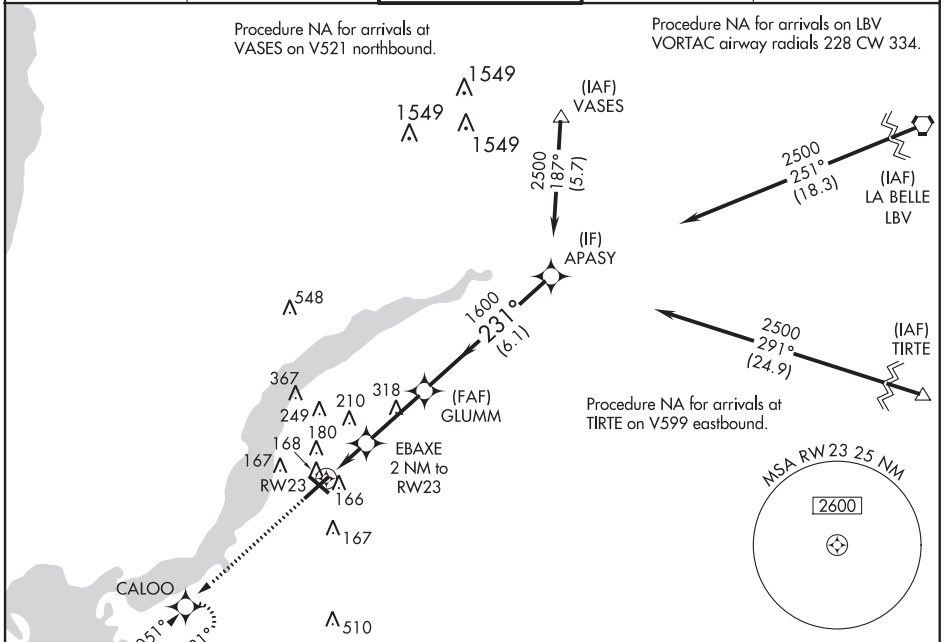
RNAV (GPS) RWY 23

PAGE FIELD (FMY)

▼ 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 3/4 SM NA.

MISSED APPROACH: Climb to 2000 direct CALOO and hold.

ATIS 123.725	FORT MYERS APP CON ★ 126.8 343.75	PAGE TOWER ★ 119.0 (CTAF) 306.95	GND CON 121.7	CLNC DEL 121.7
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CATEGORY	A	B	C	D
LPV DA	282-1	266 (300-1)		NA
LNAV/VNAV DA	338-1	322 (400-1)		NA
LNAV MDA	420-1	404 (500-1)	420-1 1/8 404 (500-1 1/8)	NA
CIRCLING	540-1	523 (600-1)	540-1 1/2 523 (600-1 1/2)	NA

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SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50524 W31A	APP CRS 314°	Rwy Idg 4667 TDZE 15 Apt Elev 17
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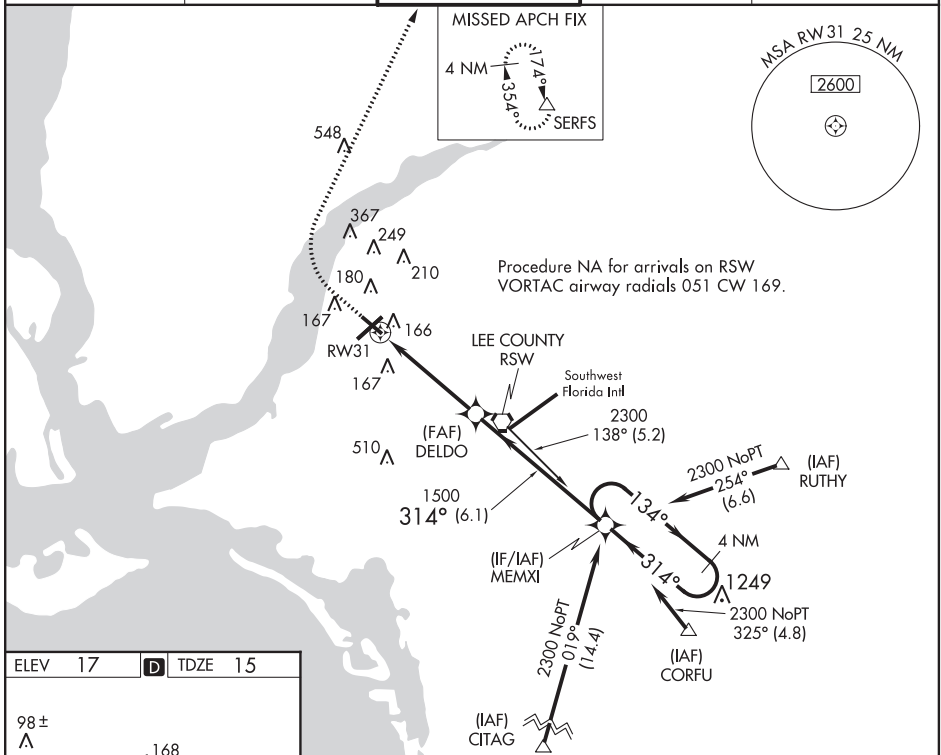
RNAV (GPS) RWY 31

PAGE FIELD (FMY)

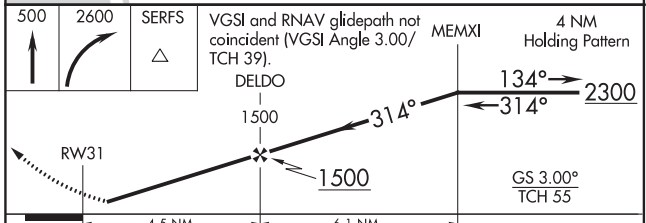
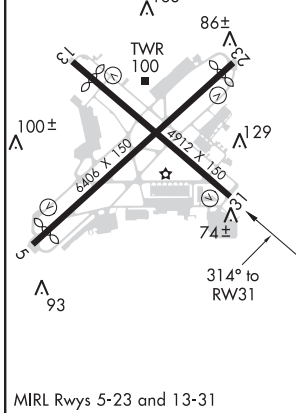
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above -54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 500 then climbing right turn to 2600 direct SERFS and hold.

ATIS 123.725	FORT MYERS APP CON* 126.8 343.75	PAGE TOWER* 119.0 (CTAF) 306.95	GND CON 121.7	CLNC DEL 121.7
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ELEV 17	D	TDZE 15
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CATEGORY	A	B	C	D
LPV DA	265-1 250 (300-1)			NA
LNAV/VNAV DA	366-1 351 (400-1 1/2)			NA
LNAV MDA	480-1 465 (500-1)	480-1 465 (500-1 1/2)		NA
CIRCLING	540-1 523 (600-1)	540-1 523 (600-1 1/2)		NA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VORTAC RSW 111.8 Chan 55	APP CRS 129°	Rwy Idg TDZE 15 Apr Elev 17
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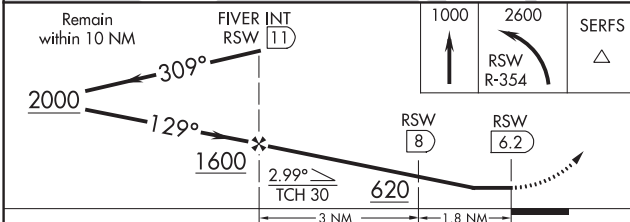
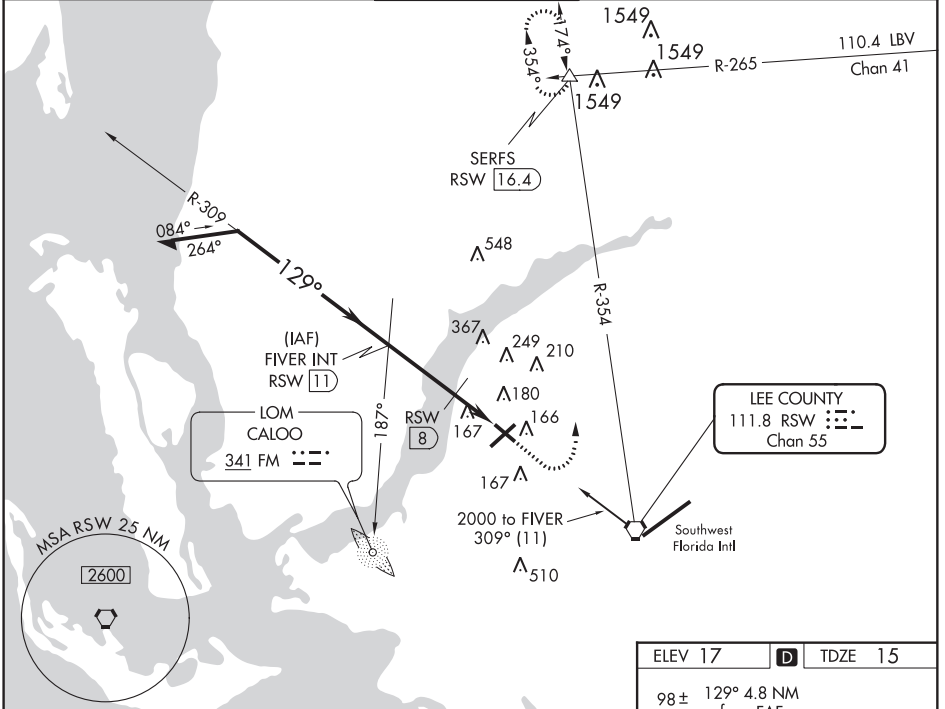
VOR RWY 13

PAGE FIELD (FMY)

ADF or DME Required. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 31 NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2600 on RSW R-354 to SERFS INT/RSW 16.4 DME and hold.

ATIS 123.725	FORT MYERS APP CON* 126.8 343.75	PAGE TOWER* 119.0 (CTAF) 306.95	GND CON 121.7	CLNC DEL 121.7
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ELEV 17	D	TDZE 15
98±	129° 4.8 NM from FAF	168
100±	TWR 100	86±
130±	6406 X 150	4912 X 150
131±		129
137±		74±
93		
MIRL Rws 5-23 and 13-31		
FAF to MAP 4.8 NM		
Knots	60	90 120 150 180
Min:Sec	4:48	3:12 2:24 1:55 1:36

CATEGORY	A	B	C	D
S-13	620-1 605 (700-1)		620-1 3/4 605 (700-1 3/4)	620-2 605 (700-2)
CIRCLING	620-1 603 (700-1)		620-1 3/4 603 (700-1 3/4)	620-2 603 (700-2)
DME MINIMUMS				
S-13	480-1 465 (500-1)		480-1 1/4 465 (500-1 1/4)	480-1 1/2 465 (500-1 1/2)
CIRCLING	540-1 523 (600-1)		540-1 1/2 523 (600-1 1/2)	600-2 583 (600-2)

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SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-154 (FAA)

PAGE FIELD (FMY)
FORT MYERS, FLORIDA

ATIS
123.725
PAGE TOWER ★
119.0 306.95
GND CON
121.7
CLNC DEL
121.7

FIELD
ELEV
17

D

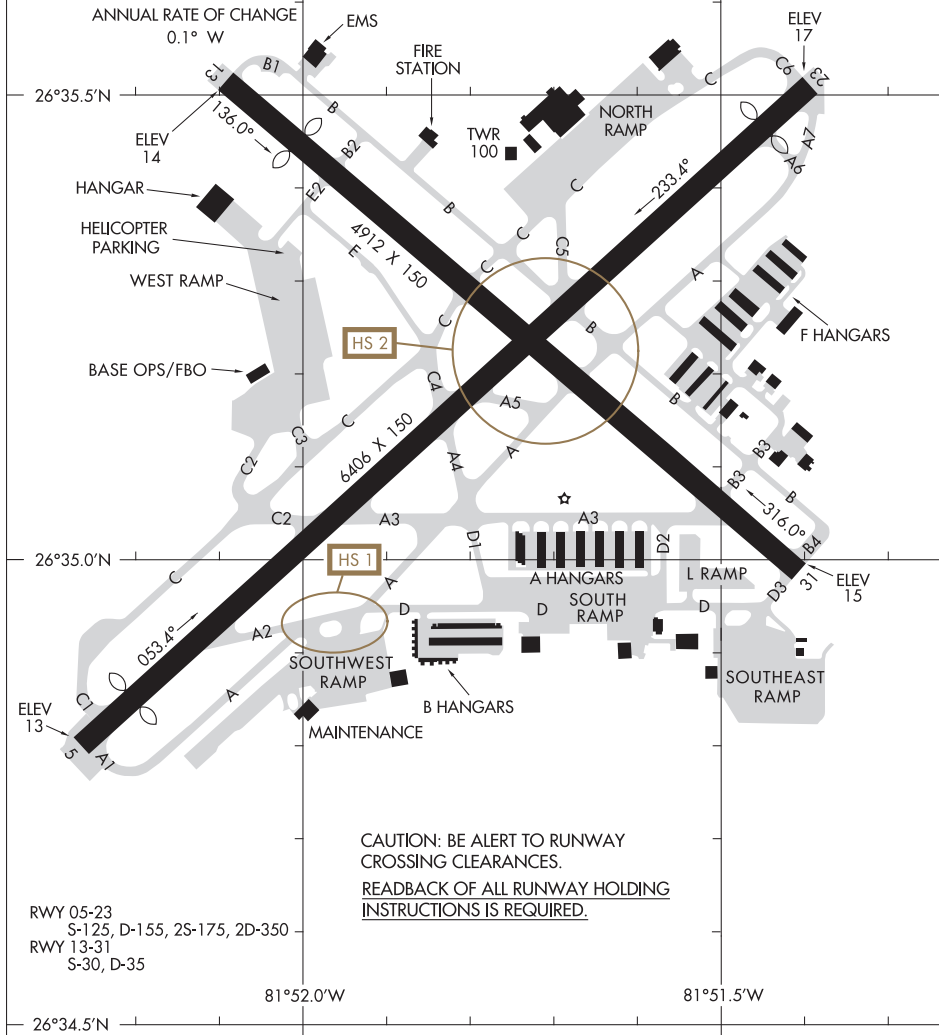


JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

168

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

RWY 05-23
S-125, D-155, 2S-175, 2D-350
RWY 13-31
S-30, D-35

81°52.0'W

81°51.5'W

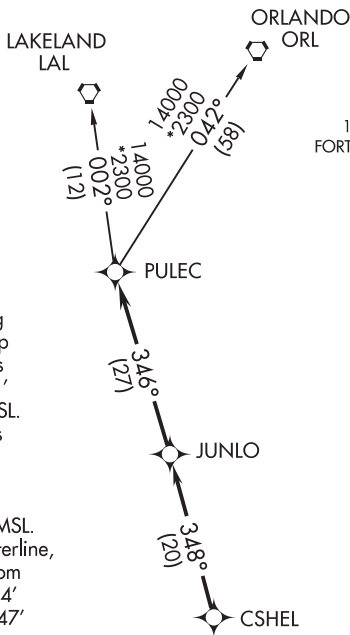
26°34.5'N

AIRPORT DIAGRAM

CSHEL FIVE DEPARTURE (RNAV)

**TOP ALTITUDE:
1500**

- 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.



- ATIS 123.725
- CLNC DEL 121.7
- GND CON 121.7
- PAGE TOWER★ 119.0 (CTAF) 306.95
- FORT MYERS DEP CON★ 126.8 343.75

TAKEOFF OBSTACLES:

- Rwy 5: Bush, train and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL.
- Rwy 13: Bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52' AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. OL on building 829' from DER, 447' left of centerline, 34' AGL/48' MSL.
- Rwy 23: Sign, concrete pole, OL on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up 36' AGL/49' MSL. Vehicles, concrete pole, OL on pole and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL.
- Rwy 31: Concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline, up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of centerline, up to 74' AGL/88' MSL.



TAKEOFF MINIMUMS

Rwy 5, 13, 23, 31: Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence

. . . . via (transition). Maintain 1500, or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL5.LAL):

ORLANDO TRANSITION (CSHEL5.ORL):

CSHEL FIVE DEPARTURE (RNAV)

FORT MYERS, FLORIDA

AL-6757 (FAA)

15148

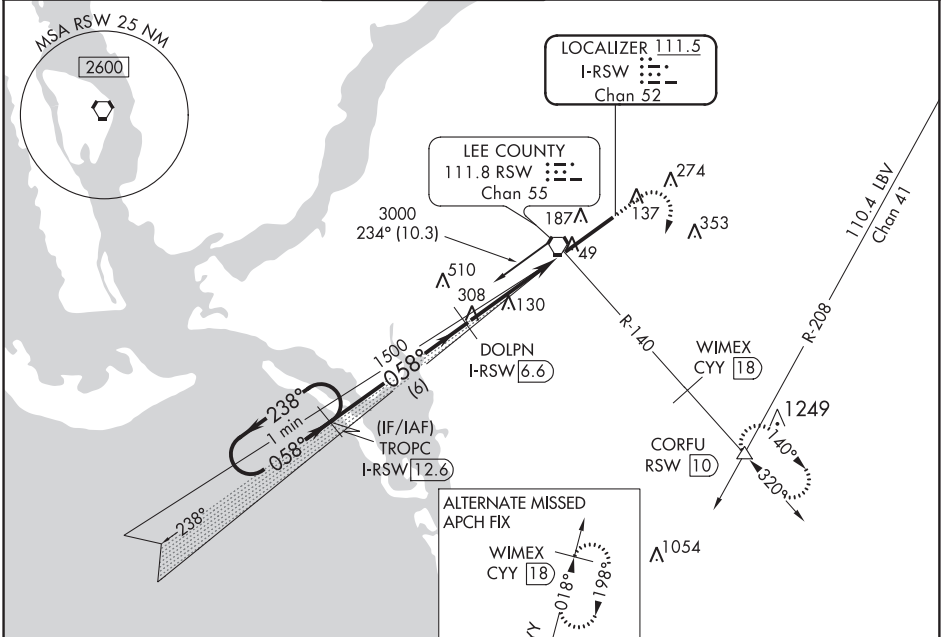
LOC/DME I-RSW	APP CRS	Rwy Idg	12000
111.5	058°	TDZE	27
Chan 52		Apt Elev	30

ILS or LOC/DME RWY 6

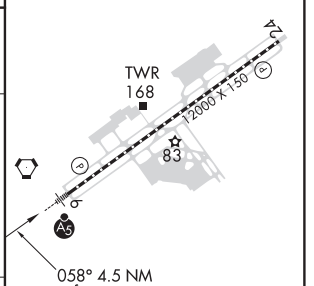
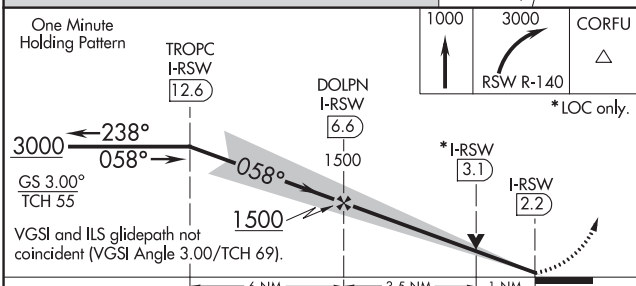
SOUTHWEST FLORIDA INTL (RSW)

<p>For inop MALSRS, increase S-ILS 6 Cat E visibility to RVR 4000 and S-LOC 6 Cat E visibility to RVR 6000.</p>	<p>MALSRS</p>	<p>MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on RSW VORTAC R-140 to CORFU INT/RSW 10 DME and hold.</p>

ATIS 124.65	FORT MYERS APP CON* 126.8 343.75	FORT MYERS TOWER* 128.75(CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 132.075	UNICOM 122.95
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ELEV 30	TDZE 27
---------	---------



CATEGORY	A	B	C	D	E	
S-ILS 6	227/18 200 (200-1/2)					
S-LOC 6	380/24 353 (400-1/2)		380/30 353 (400-5/8)			
CIRCLING	500-1 470 (500-1)	500-1 1/2 470 (500-1 1/2)	580-2 550 (600-2)	660-2 1/4 630 (700-2 1/4)		
	Knots 60 90 120 150 180					
	Min:Sec 4:30 3:00 2:15 1:48 1:30					

FORT MYERS, FLORIDA
Amdt 7A 28MAY15

26°32'N-81°45'W

SOUTHWEST FLORIDA INTL (RSW)

ILS or LOC/DME RWY 6

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65619 W06A	APP CRS 058°	Rwy Idg 12000 TDZE 27 Apt Elev 30
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RNAV (GPS) RWY 6

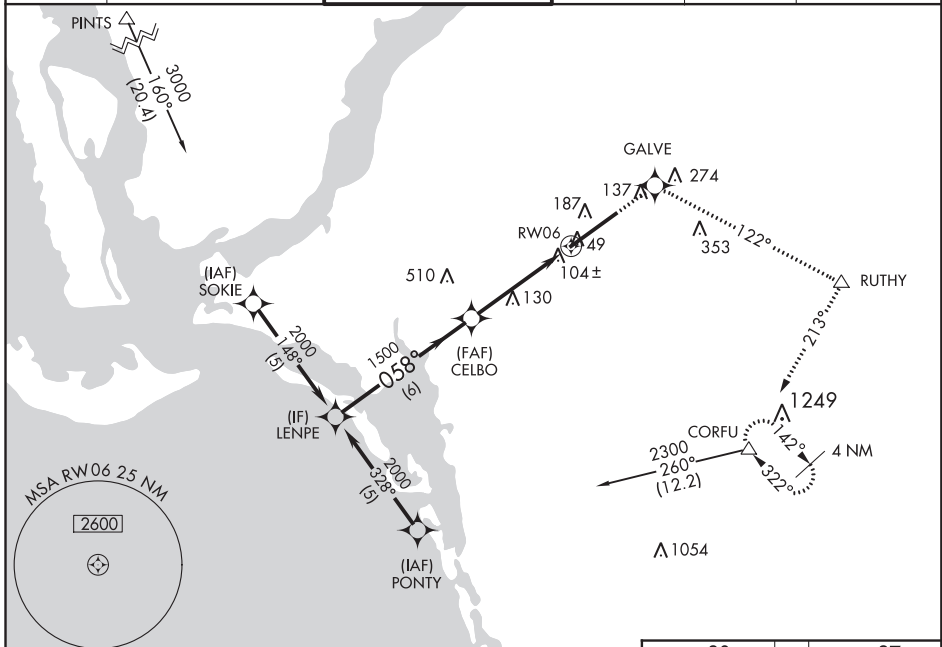
SOUTHWEST FLORIDA INTL (RSW)

▼ 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 MALS R increase LPV all Cats visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000.



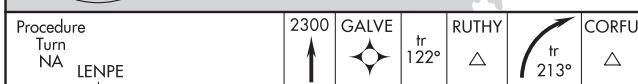
MISSED APPROACH: Climb to 2300 direct GALVE and via 122° track to RUTHY and right turn via 213° track to CORFU and hold.

ATIS 124.65	FORT MYERS APP CON★ 126.8 343.75	FORT MYERS TOWER★ 128.75 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 132.075	UNICOM 122.95
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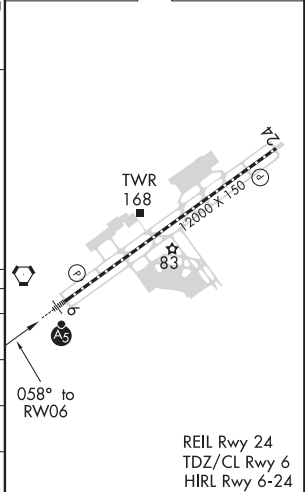
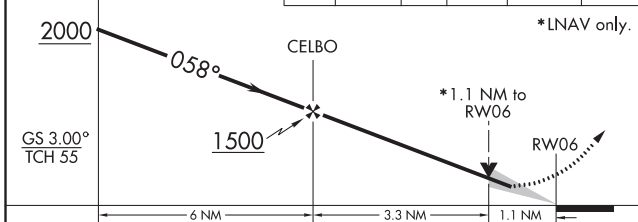


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 30	TDZE 27
---------	---------



CATEGORY	A	B	C	D
LPV DA		330/24	303 (300-½)	
LNAV/VNAV DA		380/40	353 (400-¾)	
LNAV MDA	440/24	413 (500-½)	440/40 413 (500-¾)	440/50 413 (500-1)
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)

REIL Rwy 24
TDZ/CL Rwy 6
HIRL Rwy 6-24

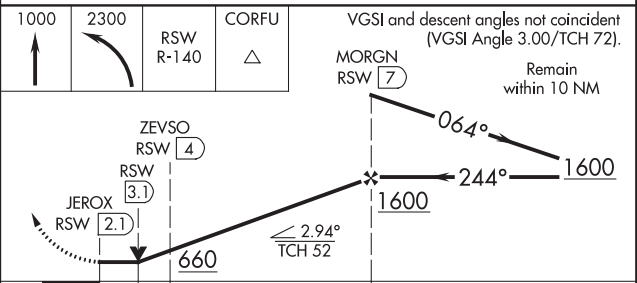
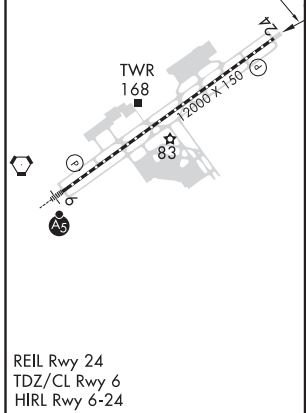
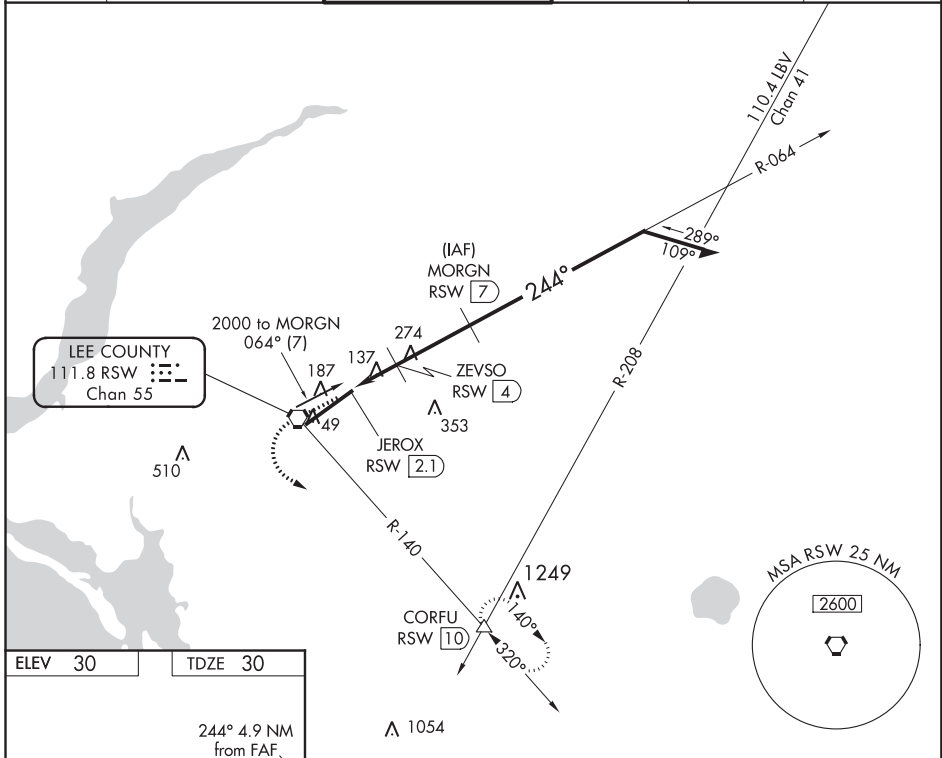
VORTAC RSW 111.8 Chan 55	APP CRS 244°	Rwy Idg 12000 TDZE 30 Apt Elev 30
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VOR/DME or TACAN RWY 24

SOUTHWEST FLORIDA INTL (RSW)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 on RSW R-140 to CORFU/RSW 10 DME and hold.

ATIS 124.65	FORT MYERS APP CON★ 126.8 343.75	FORT MYERS TOWER★ 128.75 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 132.075	UNICOM 122.95
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CATEGORY	A	B	C	D
S-24	400-1 370 (400-1)			
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

BAY VISUAL RWY 6

AL-6757 (FAA)

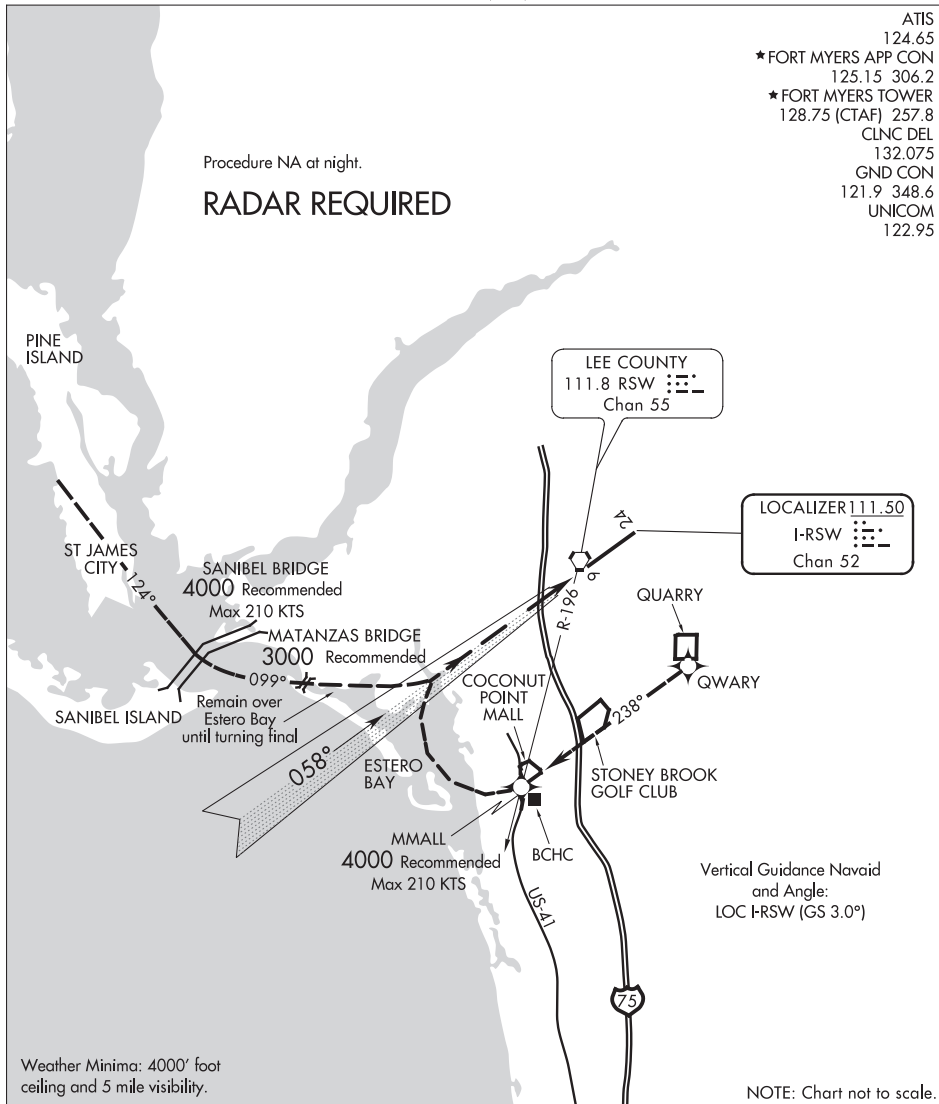
SOUTHWEST FLORIDA INTL (RSW)
FORT MYERS, FLORIDA

- ATIS 124.65
- ★ FORT MYERS APP CON 125.15 306.2
- ★ FORT MYERS TOWER 128.75 (CTAF) 257.8
- CLNC DEL 132.075
- GND CON 121.9 348.6
- UNICOM 122.95

Procedure NA at night.

RADAR REQUIRED

SE-3, 10 NOV 2016 to 05 JAN 2017



SE-3, 10 NOV 2016 to 05 JAN 2017

Weather Minima: 4000' foot ceiling and 5 mile visibility.

NOTE: Chart not to scale.

1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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BAY VISUAL APPROACH RUNWAY 6

From EAST proceed direct to the quarry (over the Rock Quarry Midfield right downwind runway six) then direct and abeam the Coconut Point Mall. Turn base over Estero Bay and remain over the bay until turning final.

From WEST proceed direct to Pine Island then direct to the Sanibel Bridge (heading 124°) then direct to the Matanzas Pass Bridge (heading 99°). Remain over the middle of Estero Bay until turning final.

BAY VISUAL RWY 6

26°32'N-81°45'W

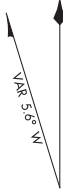
FORT MYERS, FLORIDA
SOUTHWEST FLORIDA INTL (RSW)

AIRPORT DIAGRAM

AL-6757 (FAA)

SOUTHWEST FLORIDA INTL (R.SW)
FORT MYERS, FLORIDA

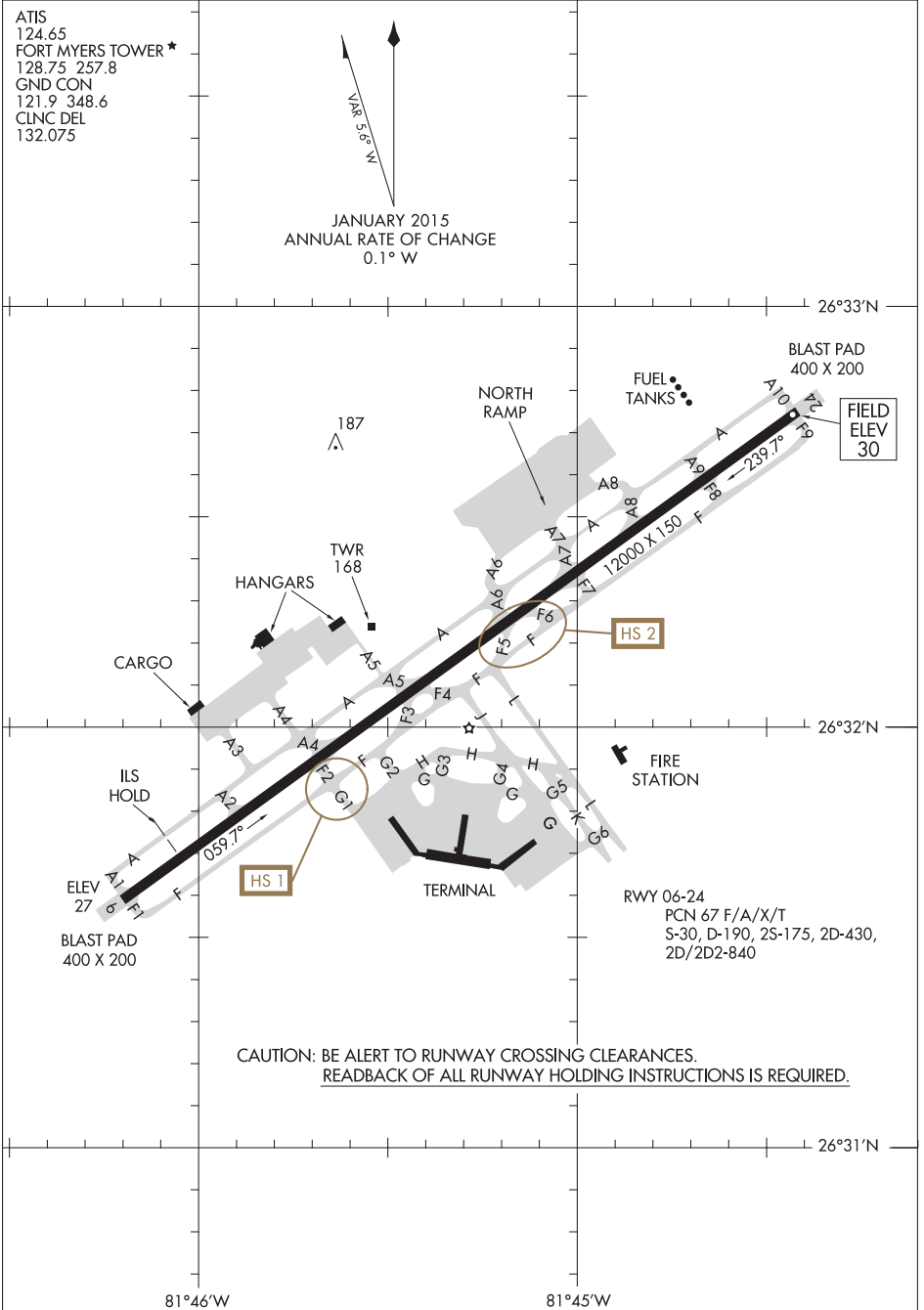
ATIS
 124.65
 FORT MYERS TOWER *
 128.75 257.8
 GND CON
 121.9 348.6
 CLNC DEL
 132.075



JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.1° W

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

SOUTHWEST FLORIDA INTL (R.SW)
FORT MYERS, FLORIDA

(ALICO5.ALICO) 16259

ALICO FIVE DEPARTURE

SL-6757 (FAA)

SOUTHWEST FLORIDA INTL (RSW)

FORT MYERS, FLORIDA

**TOP ALTITUDE:
4000**

ATIS 124.65
CLNC DEL 132.075
GND CON 121.9 348.6
*FORT MYERS TOWER 128.75 (CTAF) 257.8
*FORT MYERS DEP CON 126.8 343.75 (Rwy 6)
125.15 306.2 (Rwy 24)
MIAMI CENTER 134.75 322.5
UNICOM 122.95

ORLANDO
112.2 ORL : : : :
Chan 59
N28°32.56' - W81°20.10'
L-21-23-24, H-8

ST. PETERSBURG
116.4 PIE : : : :
Chan 111
N27°54.47' - W82°41.06'
L-21-24, H-8

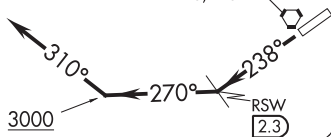
LAKELAND
116.0 LAL : : : :
Chan 107
N27°59.17' - W82°00.83'
L-21-24, H-8

SARASOTA
117.0 SRQ : : : :
Chan 117
N27°24.42' - W82°33.82'
L-21-23, H-8

LA BELLE
110.4 LBV : : : :
Chan 41
N26°49.69' - W81°23.49'
L-21-23, H-8

LEE COUNTY
111.8 RSW : : : :
Chan 55
N26°31.79' - W81°46.55'
L-21-23, H-8

PAHOKEE
115.4 PHK : : : :
Chan 101
N26°46.96' - W80°41.49'
L-23, H-8



CYPRESS
108.6 CYY : : : :
Chan 23
N26°09.21' - W81°46.69'
L-21-23, H-8

FT. LAUDERDALE
114.4 FL : : : :
Chan 91
N26°04.44' - W80°09.99'
L-23, H-8

TAKEOFF MINIMUMS:
Rwys 6, 24: Standard.

TAKEOFF OBSTACLES 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: Trees 1692' from DER, 916' right of centerline, 78' AGL/98' MSL.

NOTE: DME Required.

KEY WEST
113.5 EYW : : : :
Chan 82
N24°35.15' - W81°48.03'
L-21-23, H-8

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb on runway heading or as assigned for vectors to join filed route.
TAKEOFF RWY 24: Climb on heading 238° (or as assigned) until RSW 2.3 DME, then turn right to heading 270°. Leaving 3000 feet, turn right heading 310°. Expect RADAR vectors to assigned route.
All aircraft maintain 4000 feet or assigned lower altitude. Expect further clearance to filed altitude within 10 minutes after departure.

ALICO FIVE DEPARTURE
(ALICO5.ALICO) 15SEP16

FORT MYERS, FLORIDA
SOUTHWEST FLORIDA INTL (RSW)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

CSHEL FIVE DEPARTURE (RNAV)

**TOP ALTITUDE:
4000**

TAKEOFF MINIMUMS

Rwy 6, 24: Standard with ATC climb of 500' per NM to 540.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: For Turbojet aircraft only.

NOTE: Takeoff Rwy 24 - For non-GPS equipped aircraft LBV and RSW DME's must be operational.

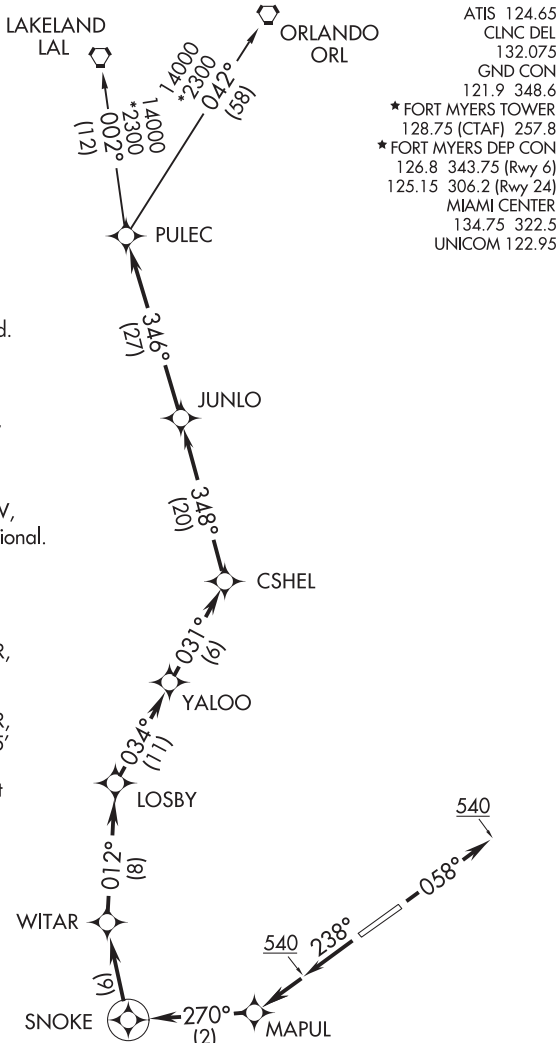
NOTE: Takeoff Rwy 6 - For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.

TAKEOFF OBSTACLES:

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.

NOTE: Chart not to scale.



ATIS 124.65
 CLNC DEL 132.075
 132.075
 GND CON 121.9 348.6
 * FORT MYERS TOWER 128.75 (CTAF) 257.8
 * FORT MYERS DEP CON 126.8 343.75 (Rwy 6) 125.15 306.2 (Rwy 24)
 MIAMI CENTER 134.75 322.5
 UNICOM 122.95

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 058° or as assigned by ATC, to 540. Expect vectors to CSHEL, then via depicted route to PULEC, thence....

TAKEOFF RUNWAY 24: Climb heading 238° to 540, then direct MAPUL, then climb via 270° track to SNOKE, then right turn direct WITAR, then via depicted route to PULEC, thence....

....via (transition). Maintain 4000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL5.LAL):

ORLANDO TRANSITION (CSHEL5.ORL):

MOOKY FOUR DEPARTURE

SL-6757 (FAA)

SOUTHWEST FLORIDA INTL (RSW)
FORT MYERS, FLORIDA

**TOP ALTITUDE:
3000**

ST. PETERSBURG
116.4 PIE
Chan 111
N27°54.47'-W82°41.06'
L-21-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56'-W81°20.10'
L-21-23-24, H-8

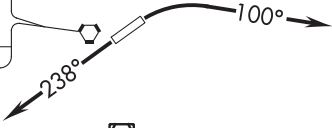
LAKELAND
116.0 LAL
Chan 107
N27°59.17'-W82°00.83'
L-21-24, H-8

SARASOTA
117.0 SRQ
Chan 117
N27°24.42'-W82°33.82'
L-21-23, H-8

LA BELLE
110.4 LBV
Chan 41
N26°49.69'-W81°23.49'
L-21-23, H-8

PAHOKEE
115.4 PHK
Chan 101
N26°46.96'-W80°41.49'
L-23, H-8

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79'-W81°46.55'
L-21-23, H-8



CYPRESS
108.6 CY
Chan 23
N26°09.21'-W81°46.69'
L-21-23, H-8

KEY WEST
113.5 EYW
Chan 82
N24°35.15'-W81°48.03'
L-21-23, H-8

ATIS 124.65
CLNC DEL 132.075
GND CON 121.9 348.6
FORT MYERS TOWER * 128.75 (CTAF) 257.8
FORT MYERS DEP CON * 119.75 327.8 (Rwy 6)
125.15 306.2 (Rwy 24)
MIAMI CENTER 134.75 322.5

TAKEOFF MINIMUMS:
Rwy 6, 24: Standard

TAKEOFF OBSTACLE NOTES:
Rwy 6: Trees beginning 1398' from DER, 582' left of centerline, up to 84' AGL/104' MSL.
Trees beginning 1768' from DER, 860' right of centerline, up to 95' AGL/115' MSL.
Rwy 24: Trees 1692' from DER, 916' right of centerline, 78' AGL/98' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climbing right turn heading 100° or as assigned for vectors to join filed route, thence
TAKEOFF RWY 24: Climb heading 238° 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.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017


SCUBY SIX DEPARTURE


SL-6757 (FAA)


SOUTHWEST FLORIDA INTL (RSW)


FORT MYERS, FLORIDA


**TOP ALTITUDE:
3000**


ST. PETERSBURG
116.4 PIE 
Chan 111
N27°54.47'-W82°41.06'
L-21-24, H-8


ORLANDO
112.2 ORL 
Chan 59
N28°32.56'-W81°20.10'
L-21-23-24, H-8

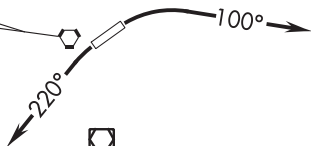
LAKELAND
116.0 LAL 
Chan 107
N27°59.17'-W82°00.83'
L-21-24, H-8

SARASOTA
117.0 SRQ 
Chan 117
N27°24.42'-W82°33.82'
L-21-23, H-8

LA BELLE
110.4 LBV 
Chan 41
N26°49.69'-W81°23.49'
L-21-23, H-8

PAHOKEE
115.4 PHK 
Chan 101
N26°46.96'-W80°41.49'
L-23, H-8


LEE COUNTY
111.8 RSW 
Chan 55
N26°31.79'-W81°46.55'
L-21-23, H-8




TAKEOFF MINIMUMS:
Rwy 6, 24: Standard.

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: Trees 1692' from DER, 916' right of centerline, 78' AGL/98' MSL.

CYPRESS
108.6 CY 
Chan 23
N26°09.21'-W81°46.69'
L-21-23, H-8

KEY WEST
113.5 EYW 
Chan 82
N24°35.15'-W81°48.03'
L-21-23, H-8

- ATIS 124.65
- CLNC DEL 132.075
- GND CON 121.9 348.6
- FORT MYERS TOWER * 128.75 (CTAF) 257.8
- FORT MYERS DEP CON * 119.75 327.8
- MIAMI CENTER 134.75 322.5

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climbing right turn heading 100° or as assigned for vectors to join filed route, thence

TAKEOFF RWY 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.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

FORT PIERCE, FLORIDA

AL-5343 (FAA)

16315

LOC/DME I-FJD 110.55 Chan 42 (Y)	APP CRS 097°	Rwy Idg 6492 TDZE 23 Apt Elev 23
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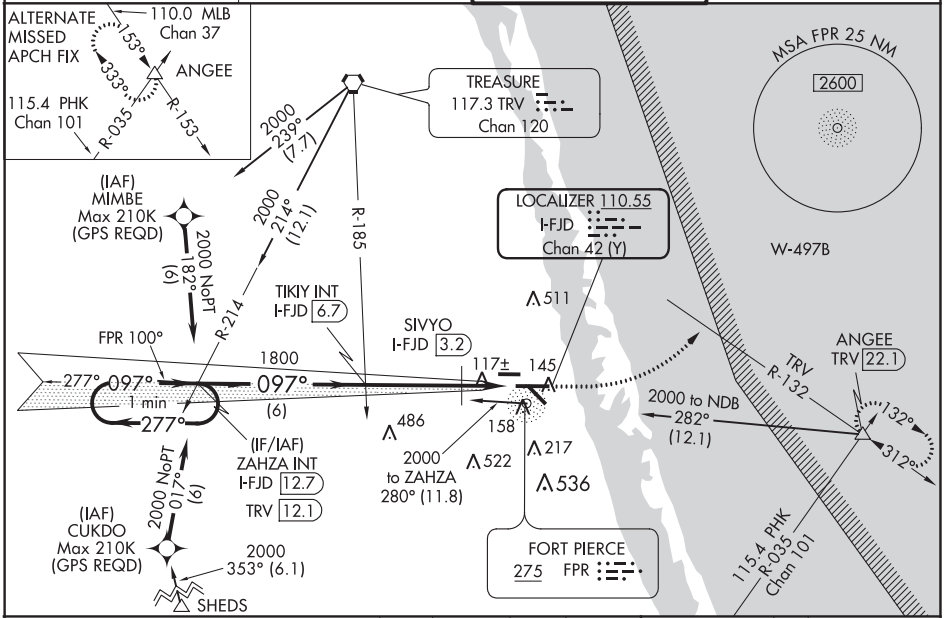
ILS or LOC RWY 10R

TREASURE COAST INTL (FPR)

⚠ Autopilot coupled approach NA below 720 MSL. VDP NA with Vero Beach altimeter setting. When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 23 feet and all MDA 40 feet; increase S-ILS all Cats, S-LOC Cat C/D, and SIVYO Fix Minimums S-LOC Cat C/D visibility 1/8 mile; and increase Circling and SIVYO Fix Minimums Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on heading 080° and TRV VORTAC R-132 to ANGEE/TRV 22.1 DME and hold.

ATIS 134.825	MIAMI CENTER 132.25 370.9	FORT PIERCE TOWER * 128.2 (CTAF) 0	GND CON 119.55
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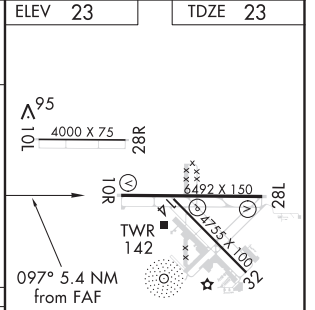
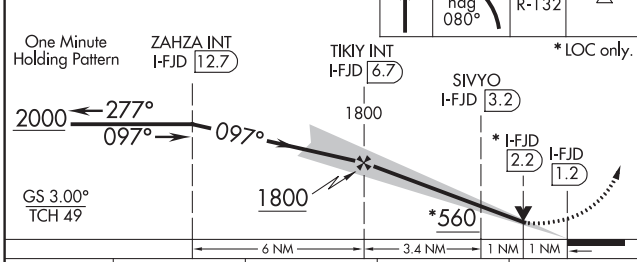


SE-3, 10 NOV 2016 to 05 JAN 2017

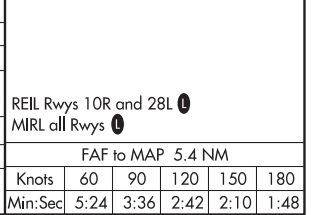
SE-3, 10 NOV 2016 to 05 JAN 2017

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 52).

ELEV 23	TDZE 23
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CATEGORY	A	B	C	D
S-ILS 10R	273-3/4 250 (300-3/4)			
S-LOC 10R	560-1	537 (600-1)	560-1 1/2	537 (600-1 1/2)
C CIRCLING	560-1	537 (600-1)	880-2 1/2 857 (900-2 1/2)	880-2 3/4 857 (900-2 3/4)
SIVYO FIX MINIMUMS (DME REQUIRED)				
S-LOC 10R	380-1	357 (400-1)		
C CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	880-2 1/2 857 (900-2 1/2)	880-2 3/4 857 (900-2 3/4)



FORT PIERCE, FLORIDA
Amdt 4B 23JUN16

27°30'N-80°22'W

TREASURE COAST INTL (FPR)

ILS or LOC RWY 10R

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

WAAS CH 69529 W10A	APP CRS 097°	Rwy Idg 6492 TDZE 23 Apt Elev 23
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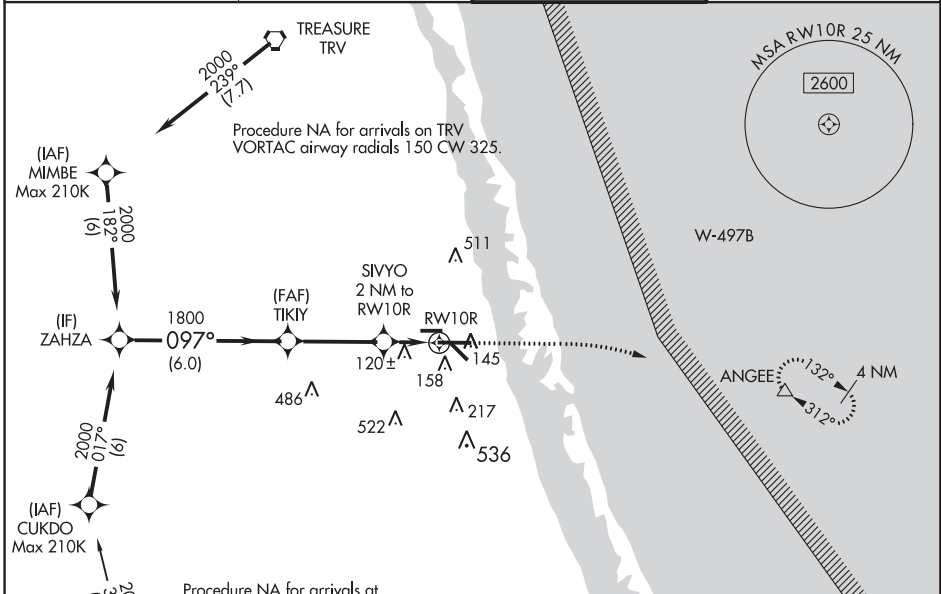
RNAV (GPS) RWY 10R

TREASURE COAST INTL (FPR)

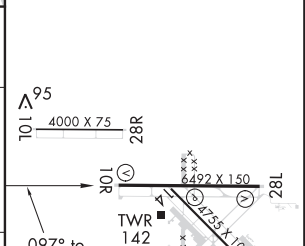
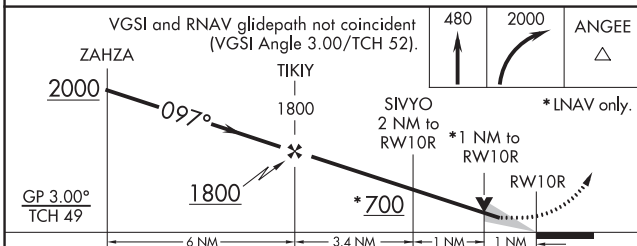
⚠ Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 23 feet and all MDA 40 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/8 mile, and increase Circling Cat C/D visibility 1/4 mile. DME/DME RNP-0.3 NA. VDP NA with Vero Beach altimeter setting.

⚠ MISSED APPROACH: Climb to 480 then climbing right turn to 2000 direct ANGEE and hold.

ATIS 134.825	MIAMI CENTER 132.25 370.9	FORT PIERCE TOWER ★ 128.2 (CTAF) 0	GND CON 119.55
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ELEV 23	TDZE 23
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CATEGORY	A	B	C	D
LPV DA		273-3/4	250 (300-3/4)	
LNAV/VNAV DA		348-1	325 (400-1)	
LNAV MDA		380-1	357 (400-1)	
CIRCLING	460-1	480-1	880-2 1/2	880-2 3/4
	437 (500-1)	457 (500-1)	857 (900-2 1/2)	857 (900-2 3/4)

REIL Rwy 10R and 28L 0
MIRE all Rwy 0

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

FORT PIERCE, FLORIDA

AL-5343 (FAA)

16315

WAAS CH 82508 W14A	APP CRS 142°	Rwy Idg 4755 TDZE 23 Apt Elev 23
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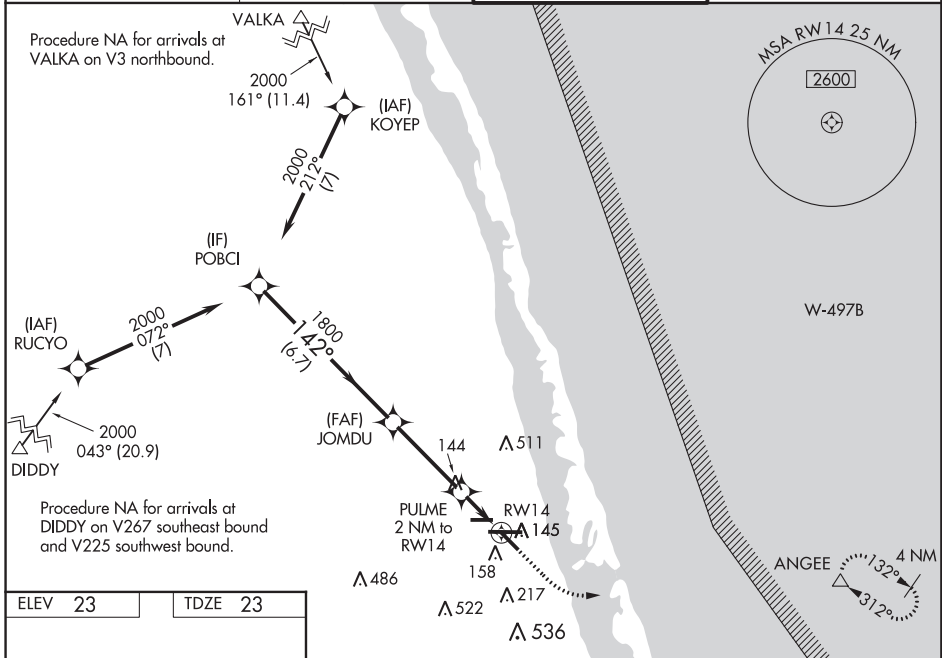
RNAV (GPS) RWY 14

TREASURE COAST INTL (FPR)

⚠ 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 43°C (109°F). When VGSI inop, Straight-In/Circling Rwy 14 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility below 1 SM NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase LPV DA all Cats to 303, LNAV/VNAV DA all Cats to 378 and all MDA 40 feet; increase LNAV Cats C/D visibility 1/8 mile.

MISSED APPROACH: Climb to 480 then climbing left turn to 2000 direct ANGEE and hold.

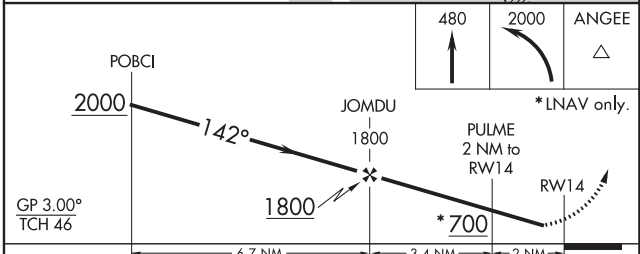
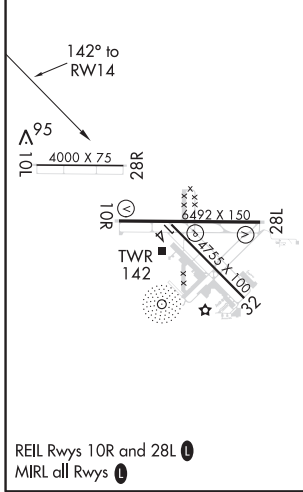
ATIS 134.825	MIAMI CENTER 132.25 370.9	FORT PIERCE TOWER* 128.2 (CTAF) 0	GND CON 119.55
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 23	TDZE 23
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CATEGORY	A	B	C	D
LPV DA		280-1	257 (300-1)	
LNAV/VNAV DA		355-1 1/8	332 (400-1 1/8)	
LNAV MDA		400-1	377 (400-1)	
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1 1/2 457 (500-1 1/2)	580-2 557 (600-2)

FORT PIERCE, FLORIDA
Amdt 2B 23JUN16

27°30'N-80°22'W

RNAV (GPS) RWY 14

FORT PIERCE, FLORIDA

AL-5343 (FAA)

16315

WAAS CH 99729 W32A	APP CRS 323°	Rwy Idg 4755 TDZE 23 Apt Elev 23
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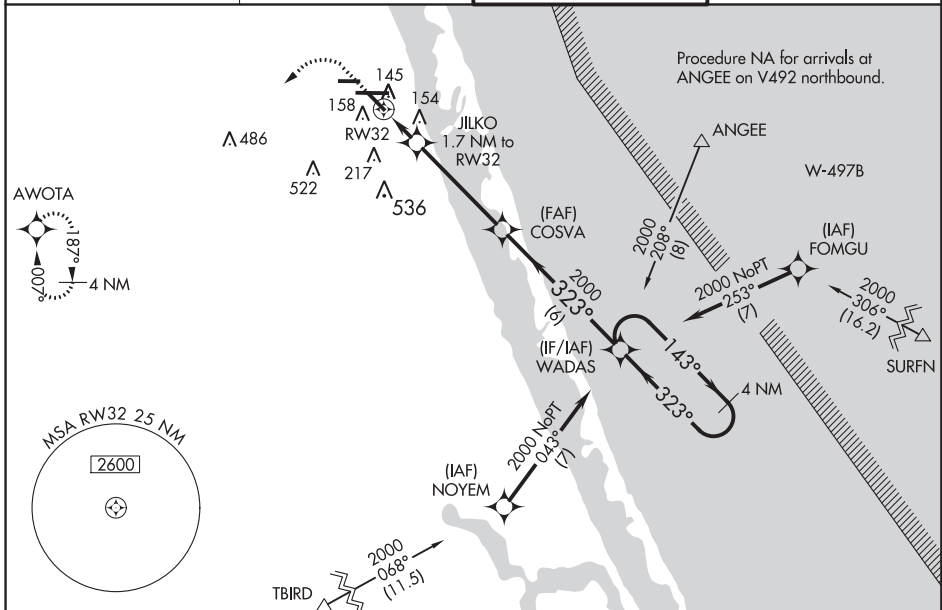
RNAV (GPS) RWY 32

TREASURE COAST INTL (FPR)

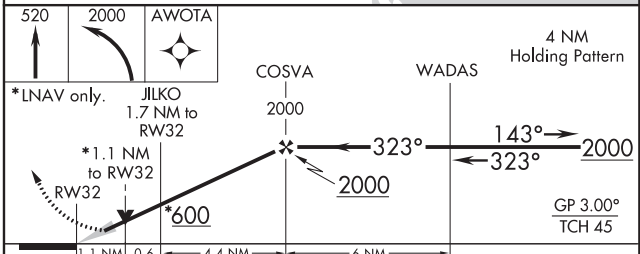
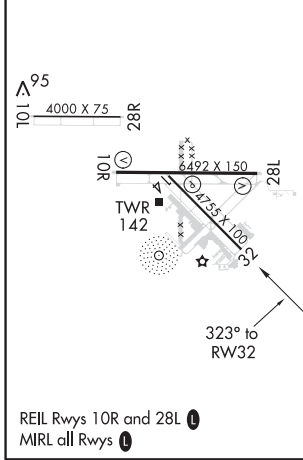
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase LPV DA to 325, LNAV/VNAV DA to 329, and all MDA 40 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibility ½ mile. Baro-VNAV and VDP NA when using Vero Beach altimeter setting.

⚠ MISSED APPROACH: Climb to 520 then climbing left turn to 2000 direct AWOTA and hold.

ATIS 134.825	MIAMI CENTER 132.25 370.9	FORT PIERCE TOWER* 128.2 (CTAF) 0	GND CON 119.55
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ELEV 23	TDZE 23
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CATEGORY	A	B	C	D
LPV DA		302-7/8	279 (300-7/8)	
LNAV/VNAV DA		306-7/8	283 (300-7/8)	
LNAV MDA	420-1	397 (400-1)	420-1 1/8	397 (400-1 1/8)
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1 1/2 457 (500-1 1/2)	580-2 557 (600-2)

FORT PIERCE, FLORIDA
Amdt 1C 23JUN16

27°30'N-80°22'W

TREASURE COAST INTL (FPR)

RNAV (GPS) RWY 32

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VORTAC TRV 117.3 Chan 120	APP CRS 157°	Rwy Idg 4755 TDZE 23 Apt Elev 23
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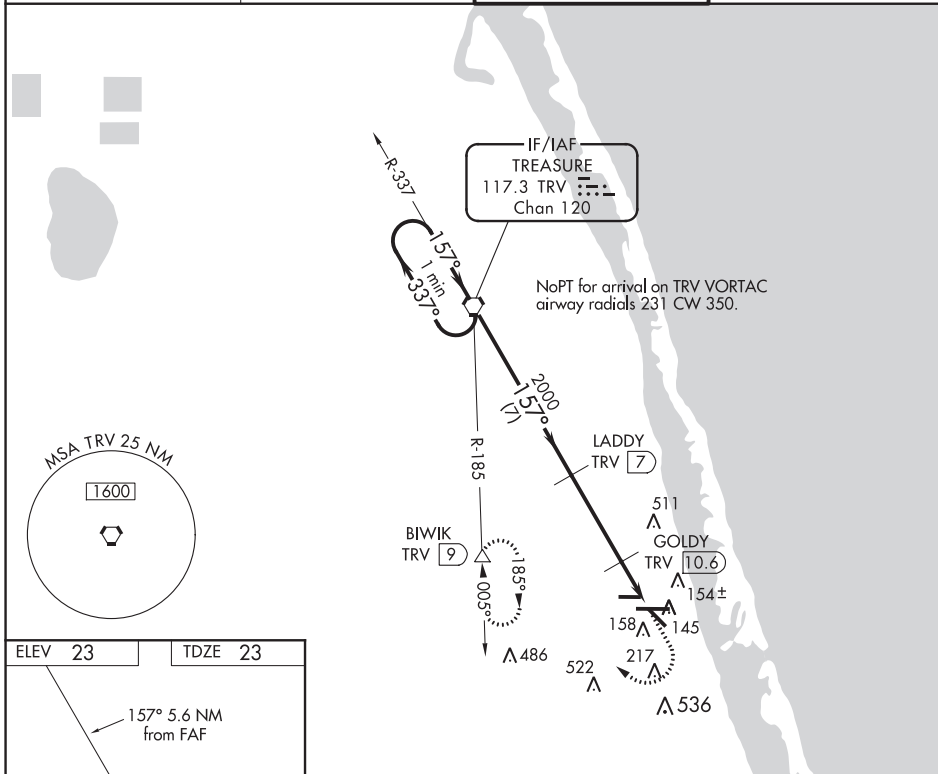
VOR/DME RWY 14

TREASURE COAST INTL (FPR)

⚠ When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet; increase S-14 Cats C/D visibility 1/8 mile. Helicopter visibility reduction below 1 SM NA.
⚠ Night Landing Rwy 14 NA.

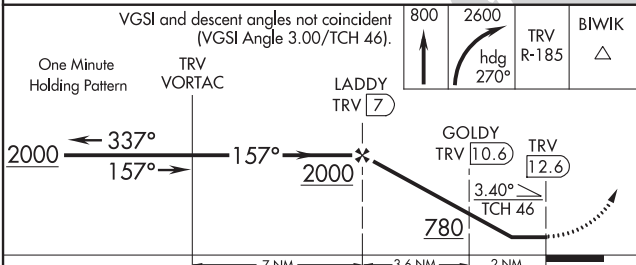
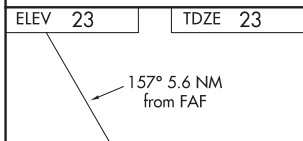
MISSED APPROACH: Climb to 800 then climbing right turn to 2600 on heading 270° and TRV VORTAC R-185 to BIWIK/TRV 9 DME and hold.

ATIS 134.825	MIAMI CENTER 132.25 370.9	FORT PIERCE TOWER ★ 128.2 (CTAF) 0	GND CON 119.55
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-14	420-1	397 (400-1)	420-1 1/8	397 (400-1 1/8)
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1 1/2 457 (500-1 1/2)	580-2 557 (600-2)

FORT PIERCE, FLORIDA

AL-5343 (FAA)

16315

NDB FPR 275	APP CRS 251°	Rwy Idg TDZE Apt Elev	6492 23 23
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NDB RWY 28L

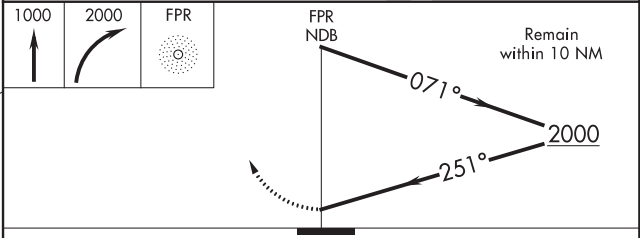
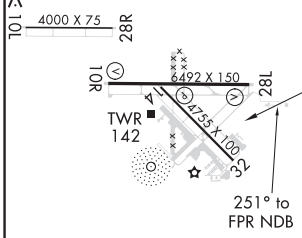
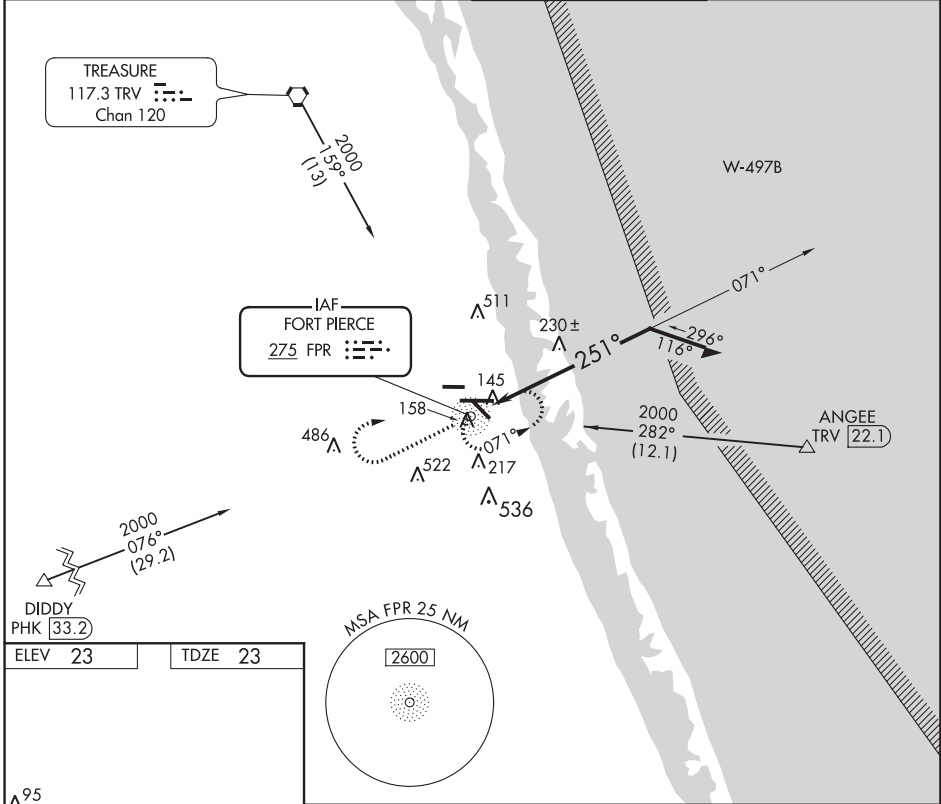
TREASURE COAST INTL (F'PR)



Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet; increase S-28L Cats C/D and Circling Cat C visibility 1/8 mile.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct FPR NDB and hold.

ATIS 134.825	MIAMI CENTER 132.25 370.9	FORT PIERCE TOWER * 128.2 (CTAF) 0	GND CON 119.55
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CATEGORY	A	B	C	D
S-28L	640-1	617 (700-1)	640-1 ³ / ₄	617 (700-1 ³ / ₄)
CIRCLING	640-1	617 (700-1)	640-1 ³ / ₄ 617 (700-1 ³ / ₄)	640-2 617 (700-2)

FORT PIERCE, FLORIDA
Amdt 2B 23JUN16

27°30'N-80°22'W

TREASURE COAST INTL (F'PR) NDB RWY 28L

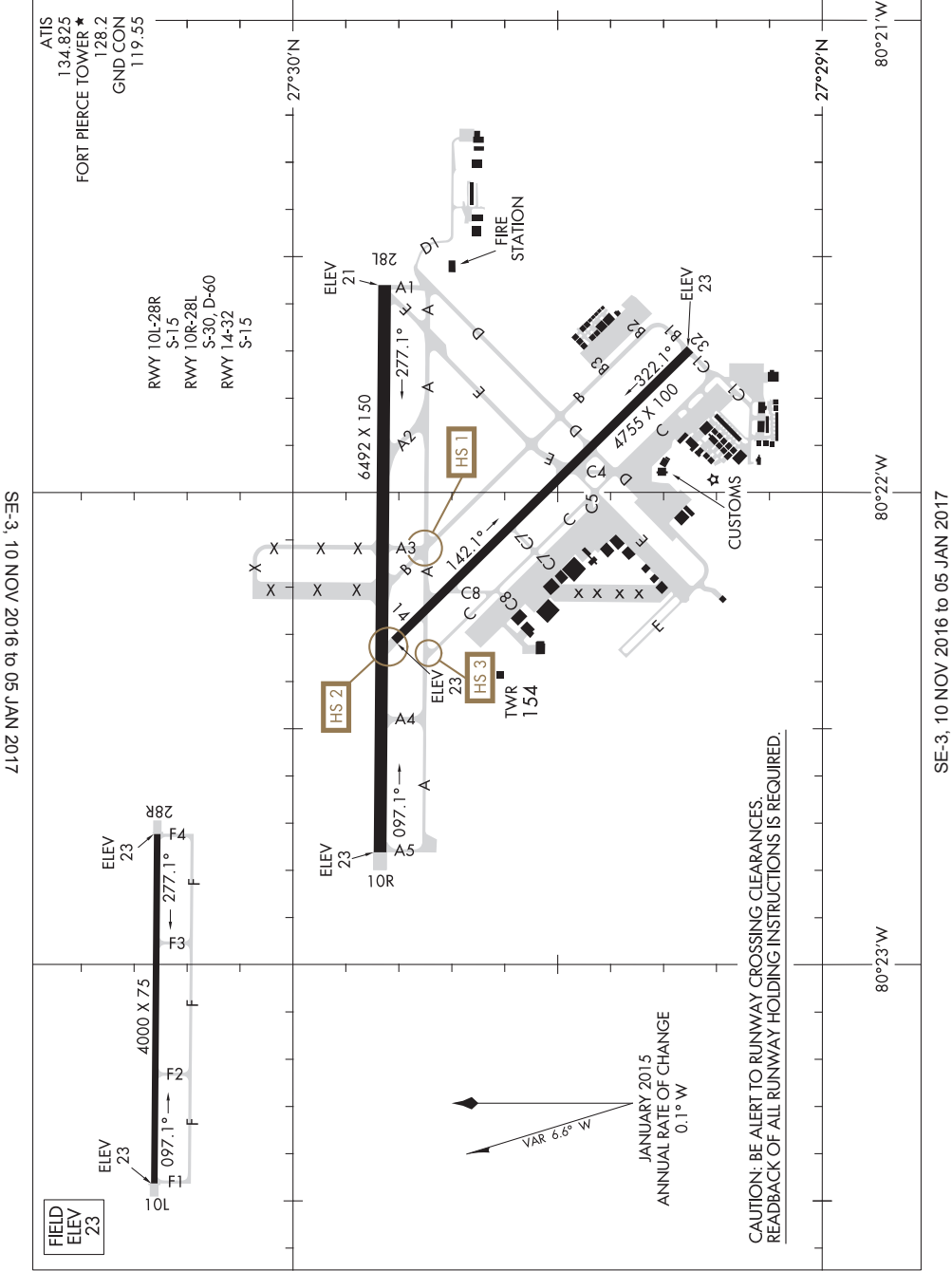
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5343 (FAA)

TREASURE COAST INTL (F'P'R)
FORT PIERCE, FLORIDA



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

FORT PIERCE, FLORIDA
TREASURE COAST INTL (F'P'R)

GAINESVILLE, FLORIDA

AL-973 (FAA)

14205

LOC I-GNV 111.3	APP CRS 286°	Rwy Idg 7504
		TDZE 122
		Apt Elev 151

ILS or LOC RWY 29

GAINESVILLE RGNL (GNV)

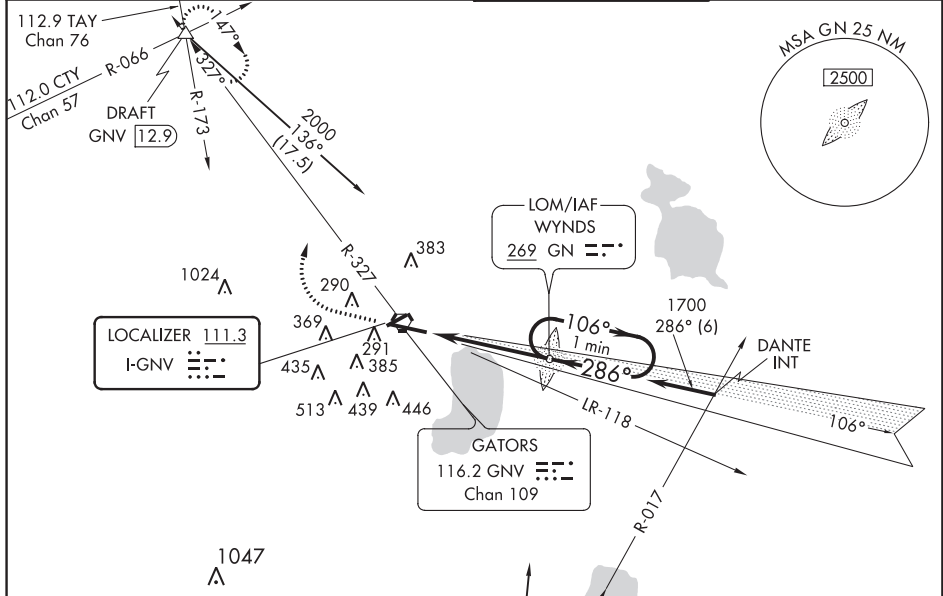
▼ When local altimeter setting not received, use Ocala Intl-Jim Taylor Field altimeter setting and increase all DA 81 feet and MDA 100 feet. Increase S-LOC 29 Cat C visibility to RVR 4000, Cat D to RVR 5000, and Circling Cat D to 2 1/4 mile. For inoperative MALSR using Ocala Intl-Jim Taylor Field altimeter setting, increase S-ILS 29 all Cats visibility to RVR 5000. When VGSI inoperative, Circling Rwy 25 NA at night. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via GNV VORTAC R-327 to DRAFT INT and hold.

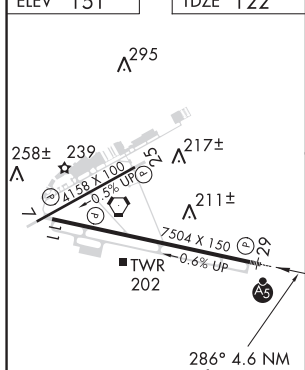
ATIS 127.15	JACKSONVILLE APP CON 118.175 338.25	GAINESVILLE TOWER* 119.55 (CTAF) 353.7	GND CON 121.7
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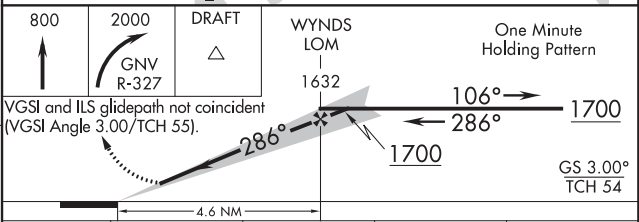
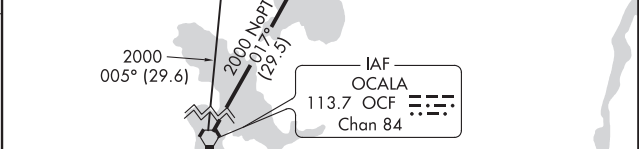
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 151	TDZE 122
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REIL Rwy 11	MIRL Rwy 7-25	HIRL Rwy 11-29			
FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 29	* 322/24 200 (200-1/2)			
S-LOC 29	480/24 358 (400-1/2)		480/40 358 (400-3/4)	
CIRCLING	620-1 469 (500-1)		620-1 1/2 469 (500-1 1/2) 740-2 589 (600-2)	

GAINESVILLE, FLORIDA
Amdt 12E 16DEC10

29°41'N-82°16'W

GAINESVILLE RGNL (GNV)

ILS or LOC RWY 29

RNAV (GPS) RWY 7

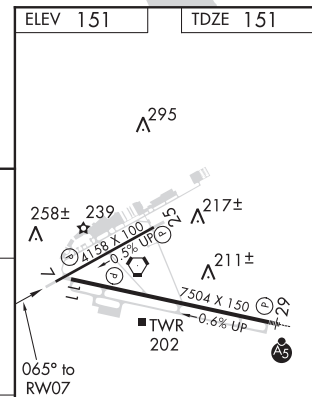
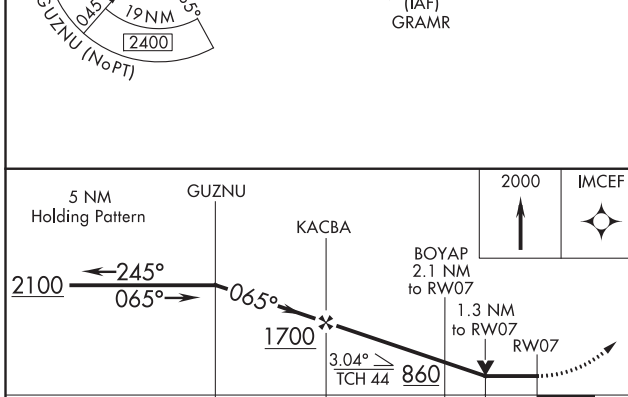
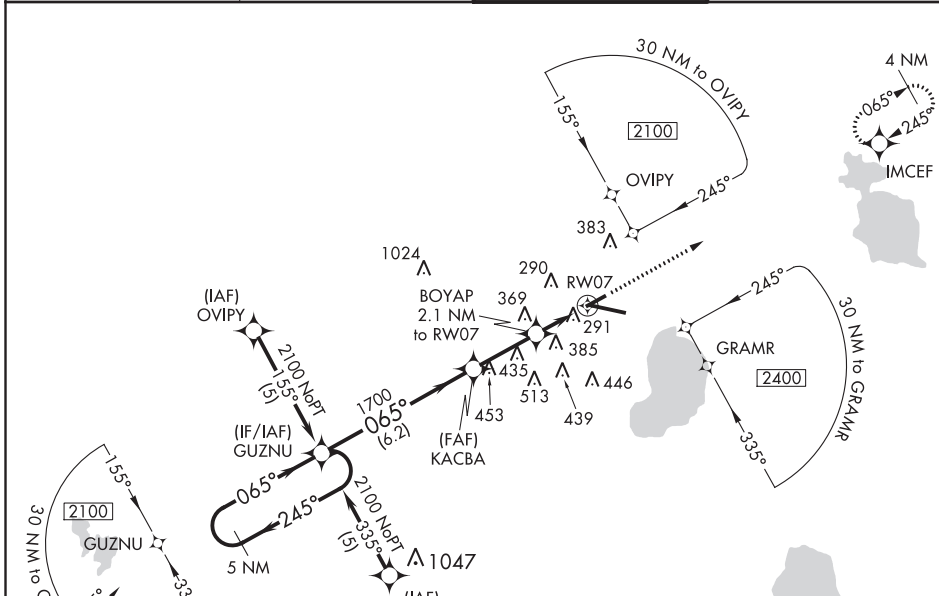
GAINESVILLE RGNL (GNTV)

APP CRS	Rwy Idg	4158
065°	TDZE	151
	Apt Elev	151

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ VDP NA when using Ocala Intl-Jim Taylor Fld altimeter setting.
 When local altimeter setting not received, use Ocala Intl-Jim Taylor Field altimeter setting and increase all MDA 100 feet. Increase LNAV Cat C and Cat D, and Circling Cat D visibility 1/4 mile. When VGSI inoperative, Circling Rwy 25 NA at night.

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
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CATEGORY	A	B	C	D
LNAV MDA	620-1 469 (500-1)		620-1 1/4 469 (500-1 1/4)	620-1 1/2 469 (500-1 1/2)
CIRCLING	620-1 469 (500-1)		620-1 1/2 469 (500-1 1/2)	740-2 589 (600-2)

REIL Rwy 11
 MIRL Rwy 7-25
 HIRL Rwy 11-29

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50115 W11A	APP CRS 106°	Rwy Idg TDZE Apt Elev	7504 147 151
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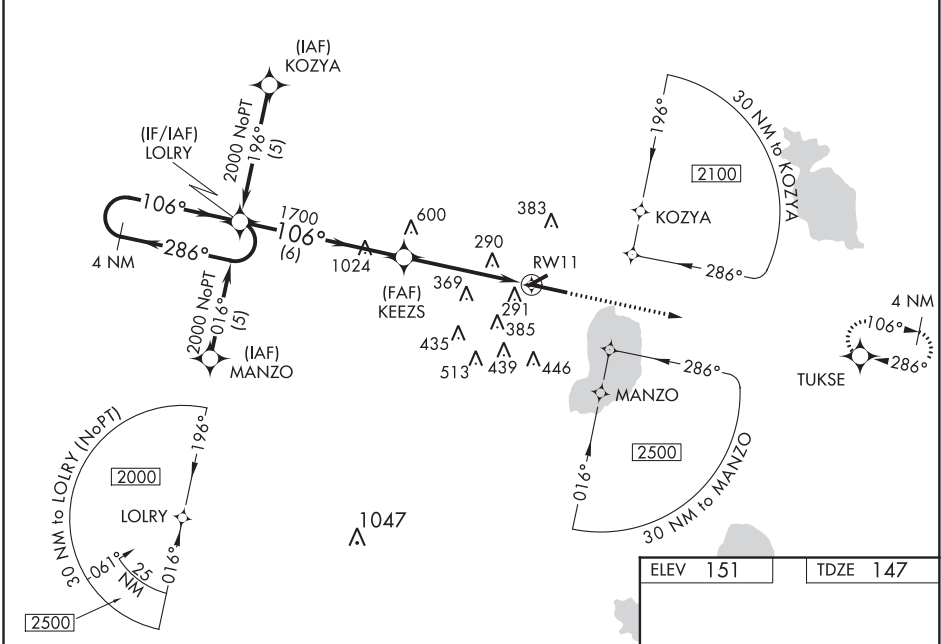
RNAV (GPS) RWY 11

GAINESVILLE RGNL (GNV)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (120° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ocala Intl-Jim Taylor Field altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV all Cats and LNAV/VNAV all Cats visibility 1/2 mile. Increase LNAV Cat C and Cat D, and Circling Cat D visibility 1/4 mile. Visibility reduction by helicopters NA. Baro-VNAV NA when using Ocala Intl-Jim Taylor Field altimeter setting. When VGSI inoperative, Circling Rwy 25 NA at night. VDP NA when using Ocala Intl-Jim Taylor Field altimeter setting.

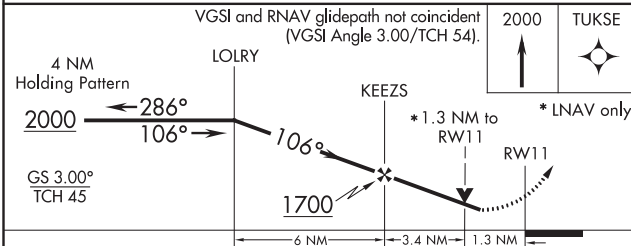
MISSED APPROACH: Climb to 2000 direct TUKSE and hold.

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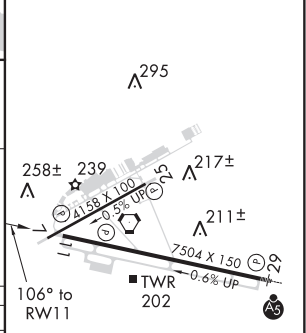


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 151	TDZE 147
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CATEGORY	A	B	C	D
LPV DA	460-1 313 (400-1)			
LNAV/DA VNAV	600-1½ 453 (500-1½)			
LNAV MDA	600-1 453 (500-1)	600-1¼ 453 (500-1¼)		600-1½ 453 (500-1½)
CIRCLING	620-1 469 (500-1)	620-1½ 469 (500-1½)		740-2 589 (600-2)

REIL Rwy 11
MIRL Rwy 7-25
HIRL Rwy 11-29

WAAS CH 86604 W25A	APP CRS 245°	Rwy Idg TDZE 144 Apt Elev 151	4158
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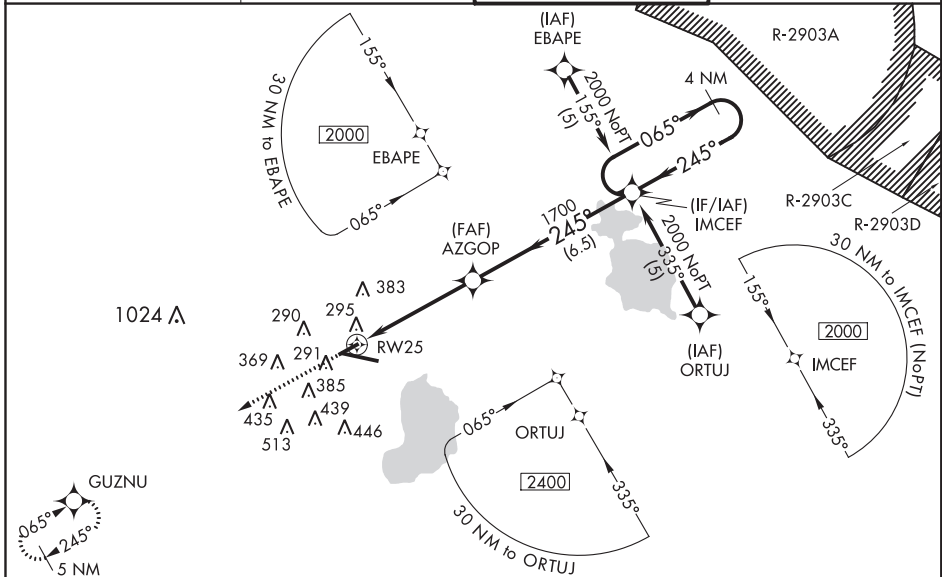
RNAV (GPS) RWY 25

GAINESVILLE RGNL (GNV)

⚠ Baro-VNAV NA when using Ocala Intl-Jim Taylor altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ocala Intl-Jim Taylor Field altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and Circling Cat D visibility ¼ mile. Increase LNAV Cat D visibility ½ mile. When VGSi inoperative, straight-in/Circling Rwy 25 procedure NA at night.

MISSED APPROACH: Climb to 2100 direct GUZNU and hold.

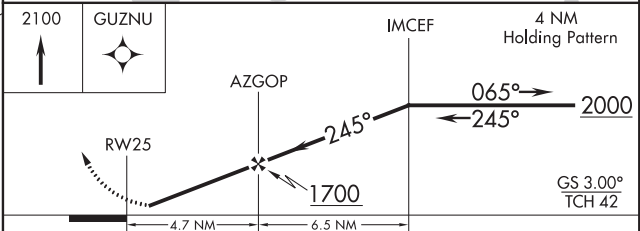
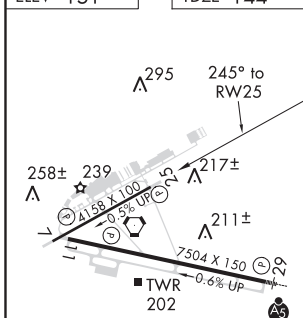
ATIS 127.15	JACKSONVILLE APP CON 118.175 338.25	GAINESVILLE TOWER ★ 119.55 (CTAF) 0 353.7	GND CON 121.7
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 151	TDZE 144
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CATEGORY	A	B	C	D
LPV DA		501-1¼	357 (400-1¼)	
LNAV/VNAV DA		694-2	550 (600-2)	
LNAV MDA	560-1	416 (500-1)	560-1¼	416 (500-1¼)
CIRCLING	620-1	469 (500-1)	620-1½	740-2
			469 (500-1½)	589 (600-2)

REIL Rwy 11
MIRL Rwy 7-25
HIRL Rwy 11-29

GAINESVILLE, FLORIDA

AL-973 (FAA)

14205


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

GAINESVILLE RGNL (G.V)

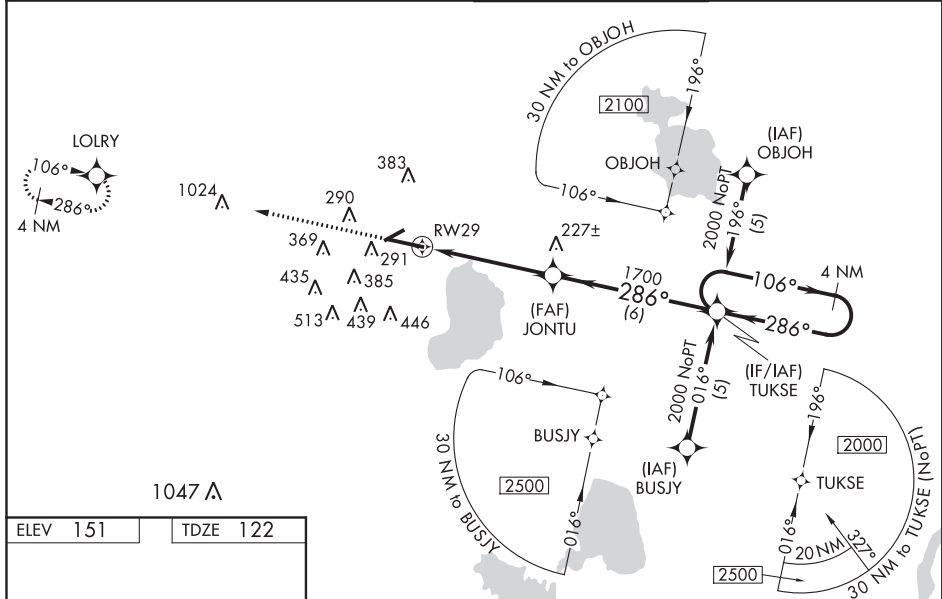
⚠ DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR using Ocala Intl-Jim Taylor Field altimeter setting, increase LPV all Cats visibility to 1 1/2 mile. When local altimeter setting not received, use Ocala Intl-Jim Taylor Field altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV all Cats and LNAV/VNAV all Cats visibility to RVR 5000, LNAV Cat C visibility to RVR 4000, and Circling Cat D visibility to 2 1/4 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Ocala Intl-Jim Taylor Field altimeter setting. When VGSI inoperative, Circling Rwy 25 NA at night.

MALSR



MISSED APPROACH:
Climb to 2100 direct
LOLRY and hold.

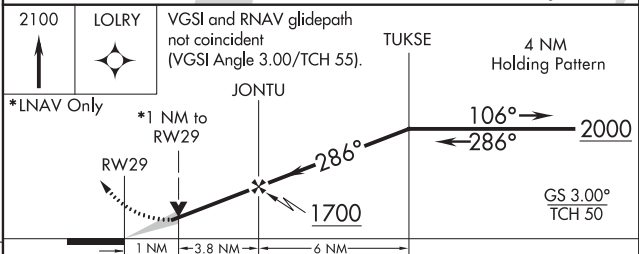
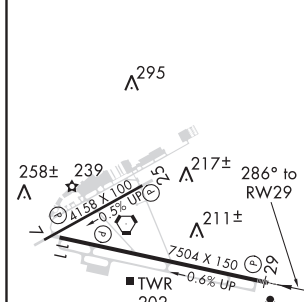
ATIS 127.15	JACKSONVILLE APP CON 118.175 338.25	GAINESVILLE TOWER★ 119.55 (CTAF) 0 353.7	GND CON 121.7
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 151	TDZE 122
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CATEGORY	A	B	C	D
LPV DA		420/24	298 (300-1/2)	
LNAV/VNAV DA		480/40	358 (400-3/4)	
LNAV MDA		500/24	378 (400-1/2)	500/50 378 (400-1)
CIRCLING	620-1	469 (500-1)	620-1 1/2 469 (500-1 1/2)	740-2 589 (600-2)

REIL Rwy 11
MIRL Rwy 7-25
HIRL Rwy 11-29

GAINESVILLE, FLORIDA
Amdt 1B 16DEC10

29°41'N-82°16'W

GAINESVILLE RGNL (G.V) RNAV (GPS) RWY 29

VORTAC GNV 116.2 Chan 109	APP CRS 073°	Rwy Idg 4158 TDZE 151 Apt Elev 151
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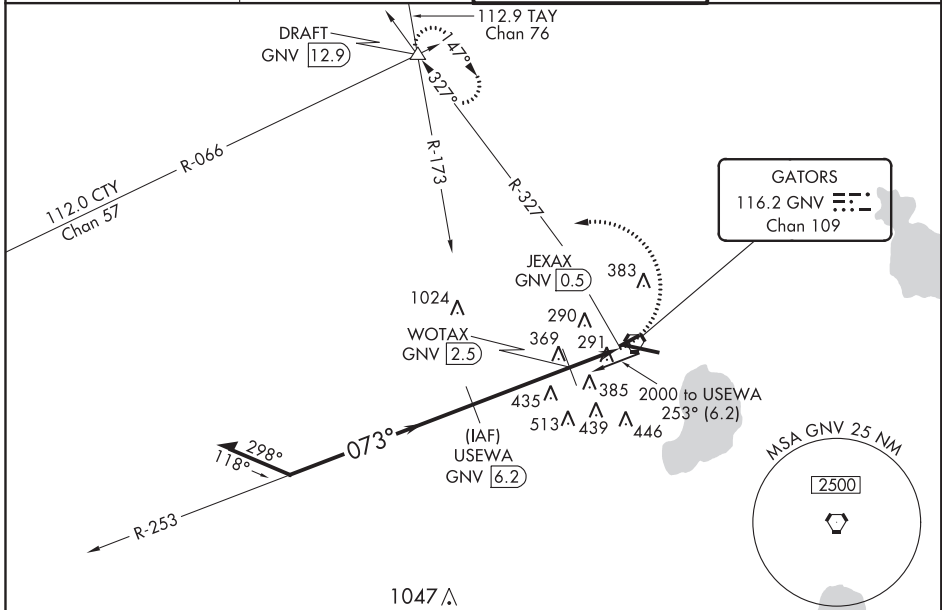
VOR/DME RWY 7

GAINESVILLE RGNL (GNV)

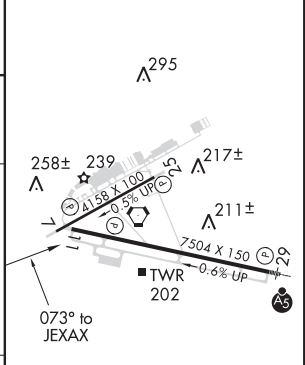
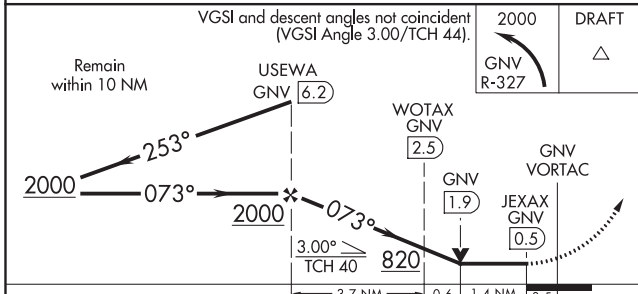
When local altimeter setting not received, use Ocala Intl-Jim Taylor Field altimeter setting and increase all MDA 100 feet. Increase S-7 Cat C and Cat D, and Circling Cat D visibility ¼ mile. VDP NA with Ocala Intl-Jim Taylor Field altimeter setting. Visibility reduction by helicopters NA. When VGSI inoperative, Circling Rwy 25 NA at night.

MISSED APPROACH: Climbing left turn to 2000 via GNV R-327 to DRAFT INT/GNV 12.9 DME and hold.

ATIS 127.15	JACKSONVILLE APP CON 118.175 338.25	GAINESVILLE TOWER ★ 119.55 (CTAF) 0 353.7	GND CON 121.7
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ELEV 151	TDZE 151
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CATEGORY	A	B	C	D
S-7	640-1 489 (500-1)		640-1¼ 489 (500-1¼)	640-1½ 489 (500-1½)
CIRCLING	640-1 489 (500-1)		640-1½ 489 (500-1½)	740-2 589 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

GAINESVILLE, FLORIDA

AL-973 (FAA)

14205

VORTAC GNV 116.2 Chan 109	APP CRS 095°	Rwy Idg 7504 TDZE 147 Apt Elev 151
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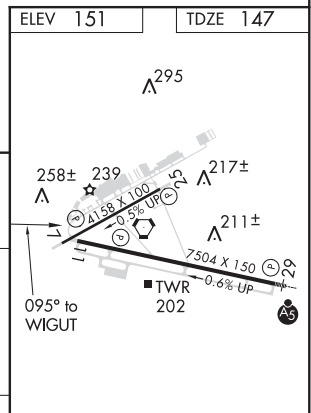
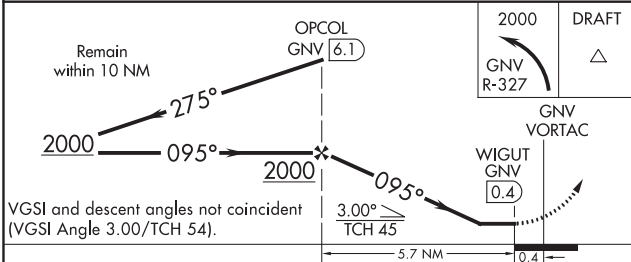
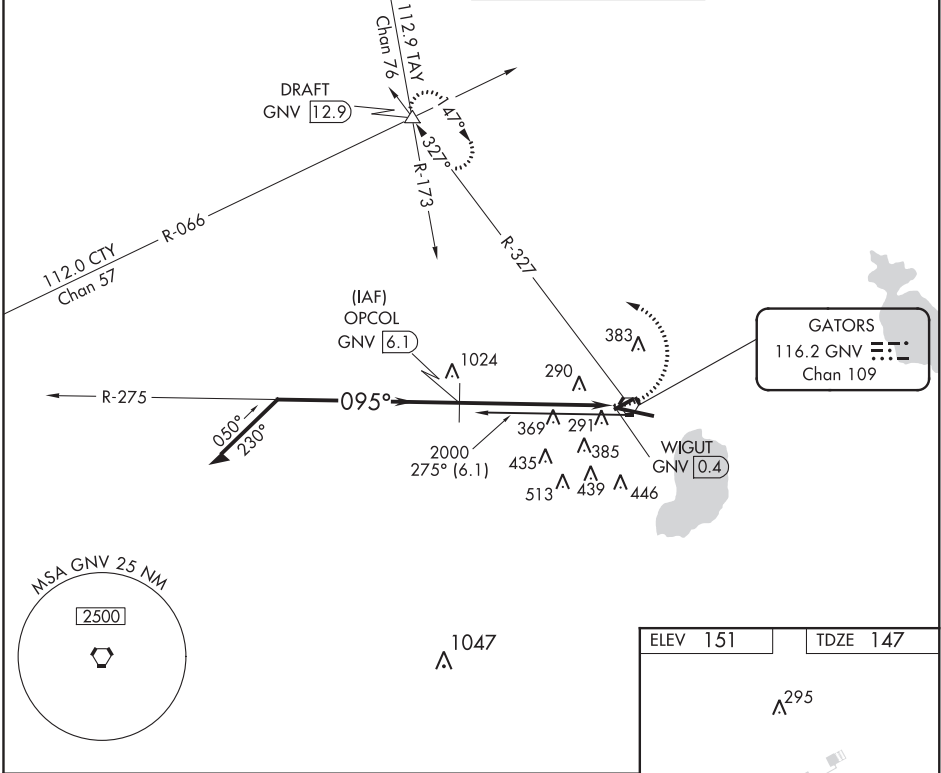
VOR/DME RWY 11

GAINESVILLE RGNL (GNV)

When local altimeter setting not received, use Ocala Intl-Jim Taylor Field altimeter setting and increase all MDA 100 feet. Increase S-11 Cat C and Cat D, and Circling Cat C and cat D visibility ¼ mile. Visibility reduction by helicopters NA. When VGSI inoperative, Circling Rwy 25 NA at night.

MISSED APPROACH: Climbing left turn to 2000 via GNV R-327 to DRAFT INT and hold.

ATIS 127.15	JACKSONVILLE APP CON 118.175 338.25	GAINESVILLE TOWER★ 119.55(CTAF) 0 353.7	GND CON 121.7
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CATEGORY	A	B	C	D
S-11	700-1 553 (600-1)		700-1½ 553 (600-1½)	700-1¾ 553 (600-1¾)
CIRCLING	700-1 549 (600-1)		700-1½ 549 (600-1½)	740-2 589 (600-2)

REIL Rwy 11
MIRL Rwy 7-25
HIRL Rwy 11-29

GAINESVILLE, FLORIDA
Orig-D 16DEC10

29°41'N-82°16'W

GAINESVILLE RGNL (GNV) VOR/DME RWY 11

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VORTAC GNV 116.2 Chan 109	APP CRS 233°	Rwy Idg 4158 TDZE 144 Apt Elev 151
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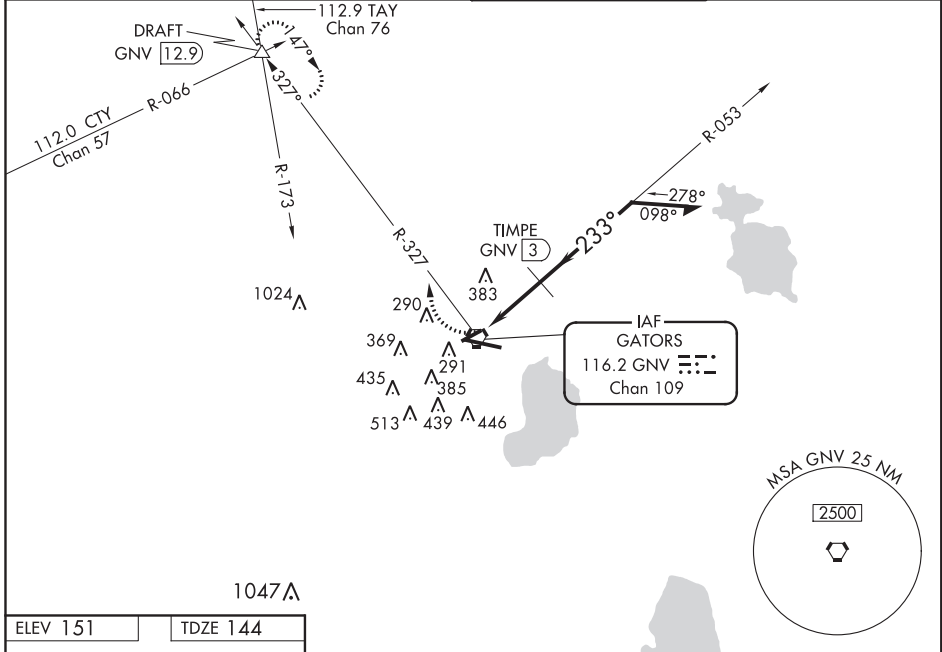
VOR RWY 25

GAINESVILLE RGNL (GNV)

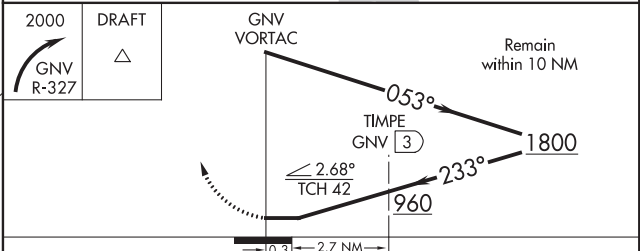
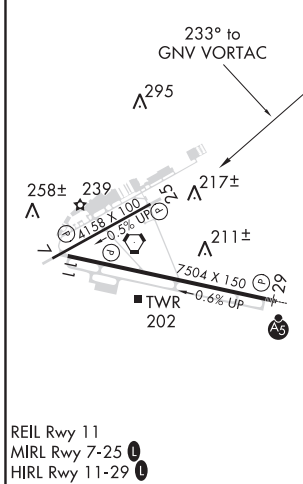
⚠ When local altimeter setting not received, use Ocala Intl-Jim Taylor Field altimeter setting and increase all MDA 100 feet. Increase S-25 Cat A/C/D and Circling Cat A/C/D visibility ¼ mile. DME minimums: Increase S-25 Cat C and D and Circling Cat D visibility ¼ mile. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in/Circling Rwy 25 procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 via GNV R-327 to DRAFT INT/12.9 DME and hold.

ATIS 127.15	JACKSONVILLE APP CON 118.175 338.25	GAINESVILLE TOWER★ 119.55 (CTAF) 353.7	GND CON 121.7
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ELEV 151	TDZE 144
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CATEGORY	A	B	C	D
S-25	960-1 816 (900-1)	960-1¼ 816 (900-1¼)	960-2½ 816 (900-2½)	960-2¾ 816 (900-2¾)
CIRCLING	960-1 809 (900-1)	960-1¼ 809 (900-1¼)	960-2½ 809 (900-2½)	960-2¾ 809 (900-2¾)
DME MINIMUMS				
S-25	620-1 476 (500-1)	620-1¼ 476 (500-1¼)	620-1½ 476 (500-1½)	620-1½ 476 (500-1½)
CIRCLING	620-1 469 (500-1)	620-1½ 469 (500-1½)	620-1½ 469 (500-1½)	740-2 589 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017


SE-3, 10 NOV 2016 to 05 JAN 2017

VORTAC GNV 116.2 Chan 109	APP CRS 294°	Rwy Idg 7504 TDZE 122 Apt Elev 151
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VOR RWY 29

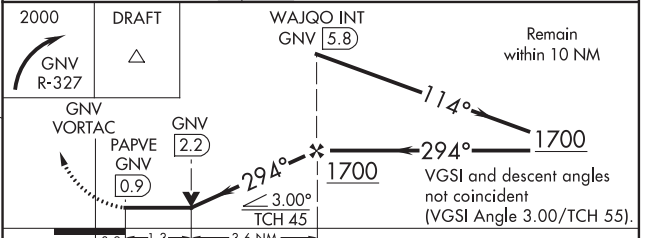
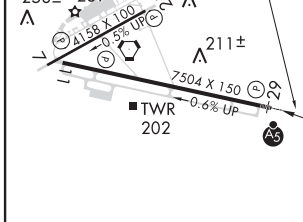
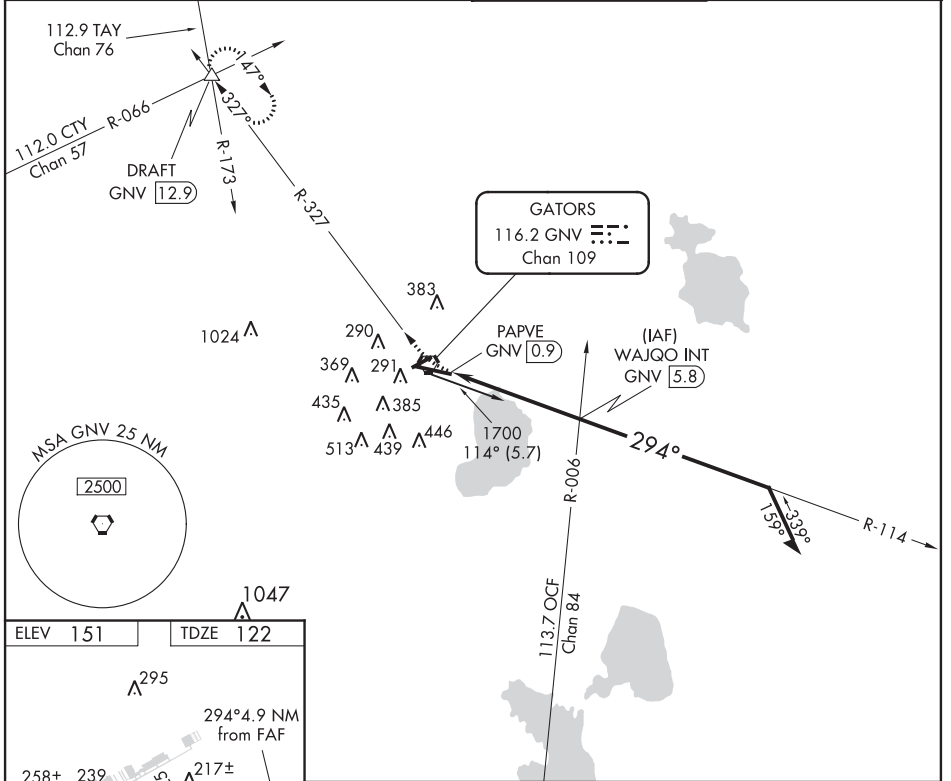
GAINESVILLE RGNL (GNV)

⚠ When local altimeter setting not received, use Ocala Int-Jim Taylor Field altimeter setting and increase all MDA 100 feet. Increase S-29 Cat C and Cat D and Circling Cat D visibility ¼ mile. When VGSI inoperative, Circling Rwy 25 NA at night. VDP NA when using Ocala Int-Jim Taylor Field altimeter setting.

MALSR 

MISSED APPROACH: Climbing right turn to 2000 via GNV R-327 to DRAFT INT and hold.

ATIS 127.15	JACKSONVILLE APP CON 118.175 338.25	GAINESVILLE TOWER★ 119.55 (CTAF) 353.7	GND CON 121.7
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CATEGORY	A	B	C	D
S-29	560-½ 438 (500-½)		560-¾ 438 (500-¾)	560-1 438 (500-1)
CIRCLING	620-1 469 (500-1)		620-1½ 469 (500-1½)	740-2 589 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

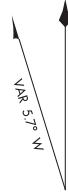
SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-973 (FAA)

GAINESVILLE RGNL (GTV)
GAINESVILLE, FLORIDA

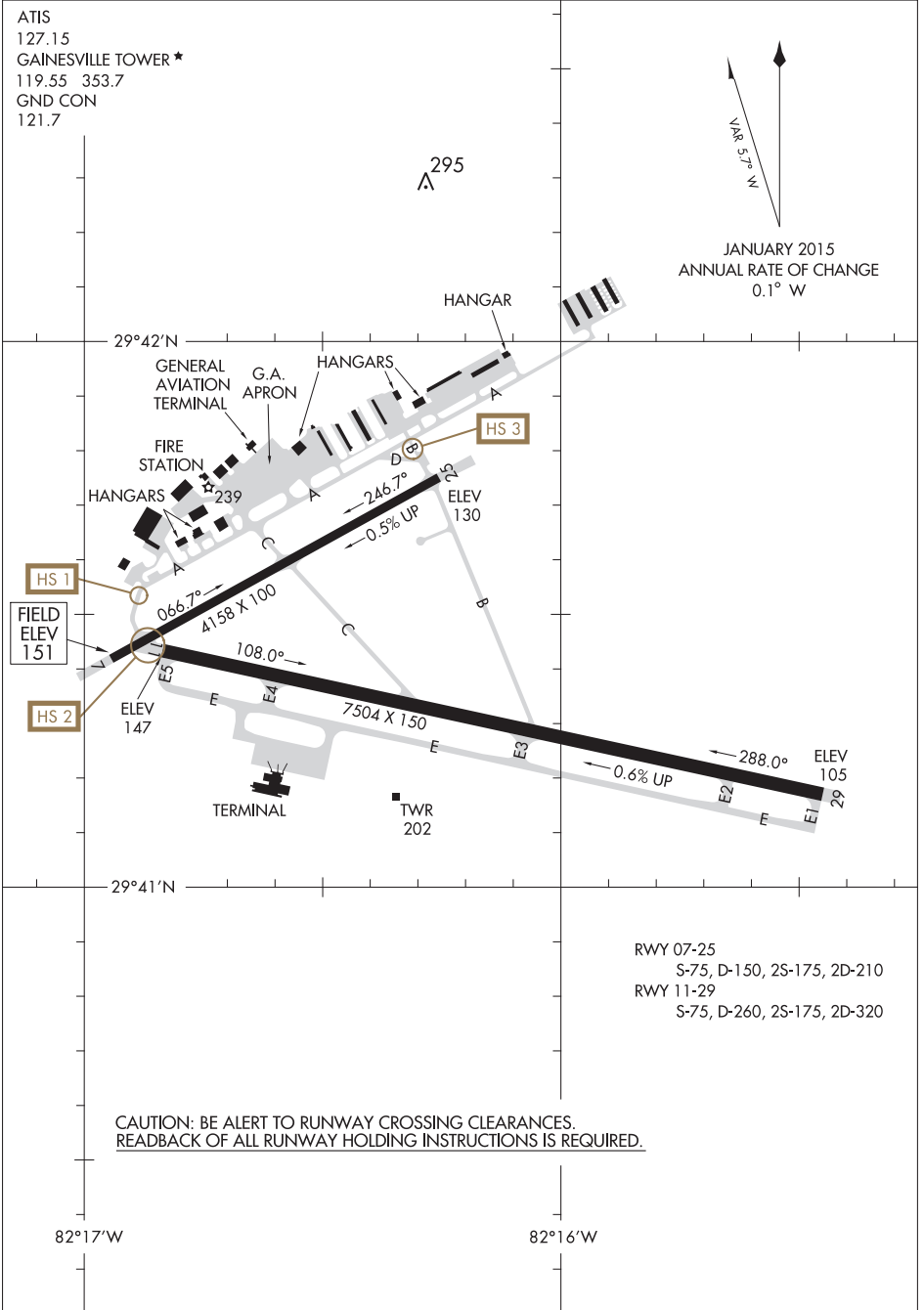
ATIS
127.15
GAINESVILLE TOWER *
119.55 353.7
GND CON
121.7



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



RWY 07-25
S-75, D-150, 2S-175, 2D-210
RWY 11-29
S-75, D-260, 2S-175, 2D-320

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

82°17'W

82°16'W

AIRPORT DIAGRAM

GAINESVILLE, FLORIDA
GAINESVILLE RGNL (GTV)

HOLLYWOOD, FLORIDA

AL-5606 (FAA)

15176

APP CRS	Rwy Idg	3000
096°	TDZE	8
	Apt Elev	8

RNAV (GPS) RWY 10R

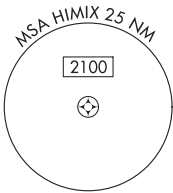
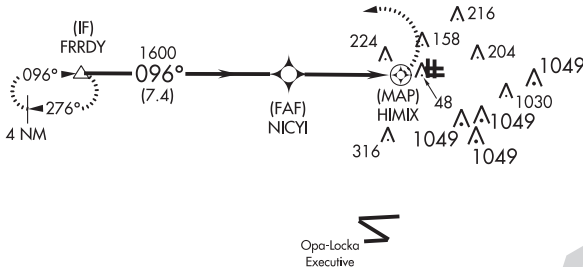
NORTH PERRY (HWO)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.
⚠ When local altimeter setting not received, use Fort Lauderdale/Hollywood Intl altimeter setting and increase all MDA 20 feet. When VGSI inop, Circling Rwy 19L and 01R NA at night.

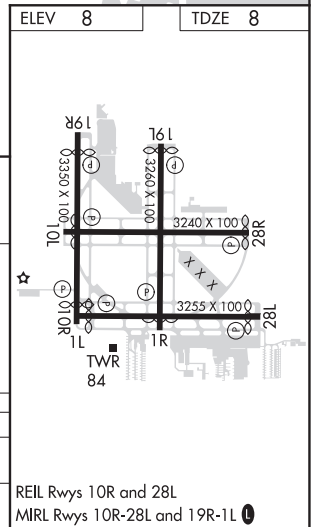
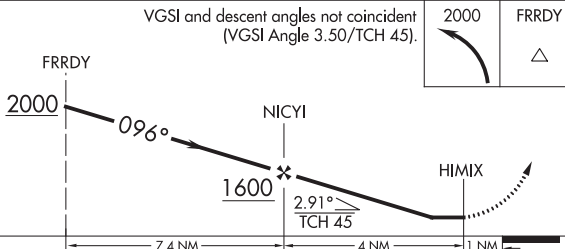
MISSED APPROACH: Climbing left turn to 2000 direct FRRDY and hold.

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
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Procedure NA for arrivals at FRRDY on V157-511-599 northwest bound.



VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 45).



CATEGORY	A	B	C	D
LNVA MDA	480-1 $\frac{1}{4}$	472 (500-1 $\frac{1}{4}$)	480-1 $\frac{3}{8}$ 472 (500-1 $\frac{3}{8}$)	NA
CIRCLING	560-1 $\frac{1}{4}$	552 (600-1 $\frac{1}{4}$)	560-1 $\frac{1}{2}$ 552 (600-1 $\frac{1}{2}$)	NA

HOLLYWOOD, FLORIDA
 Orig-B 25JUN15

26°00'N-80°14'W

RNAV (GPS) RWY 10R

NORTH PERRY (HWO)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3180
269°	TDZE	8
	Apt Elev	8

RNAV (GPS) RWY 28R

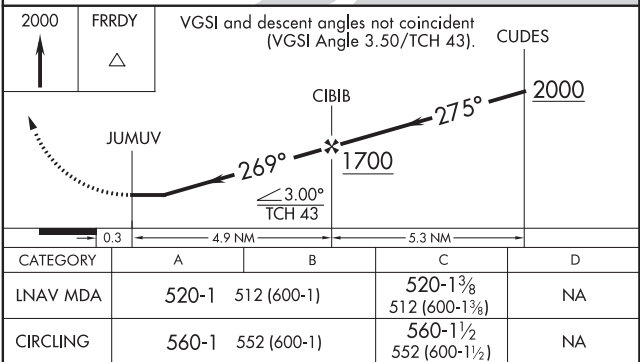
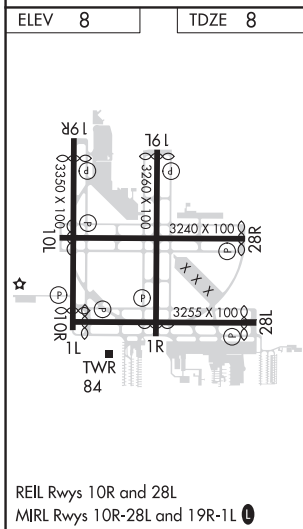
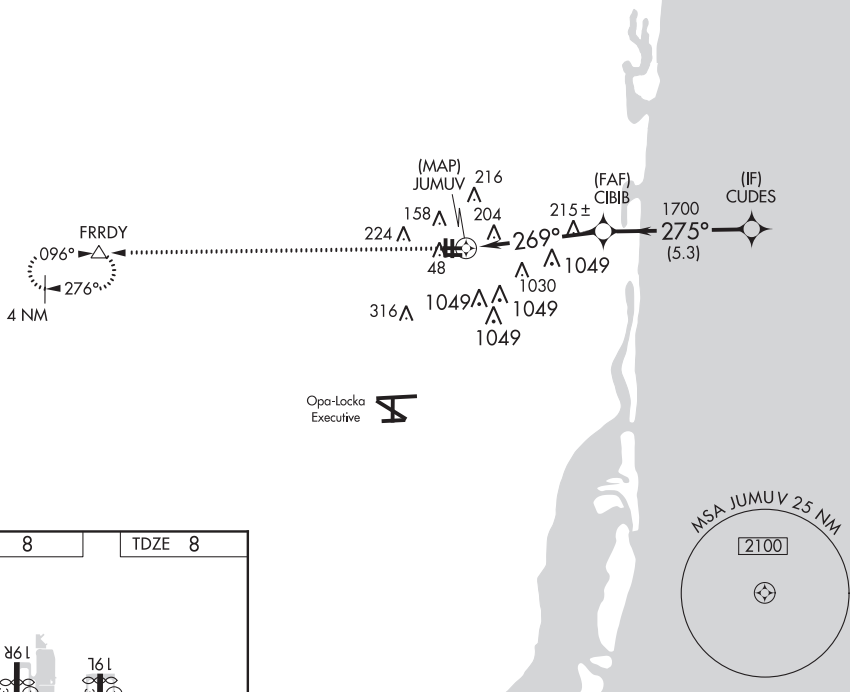
NORTH PERRY (HWO)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Fort Lauderdale/Hollywood Intl altimeter setting and increase all MDA 20 feet, increase LNAV Cat C visibility 1/8 mile. When VGSI inop, Circling Rwy 19L and 01R NA at night. Straight-in minimums NA at night.

⚠ 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) 0 254.3	GND CON 120.45 254.3	UNICOM 122.95
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RADAR REQUIRED



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5606 (FAA)

NORTH PERRY (HWO)
HOLLYWOOD, FLORIDA

ATIS
135.475
NORTH PERRY TOWER*
132.1 254.3
GND CON
120.45 254.3

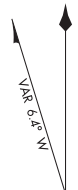
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ADMINISTRATION

26°00.5' N

ELEV 161
7

ELEV 161
6

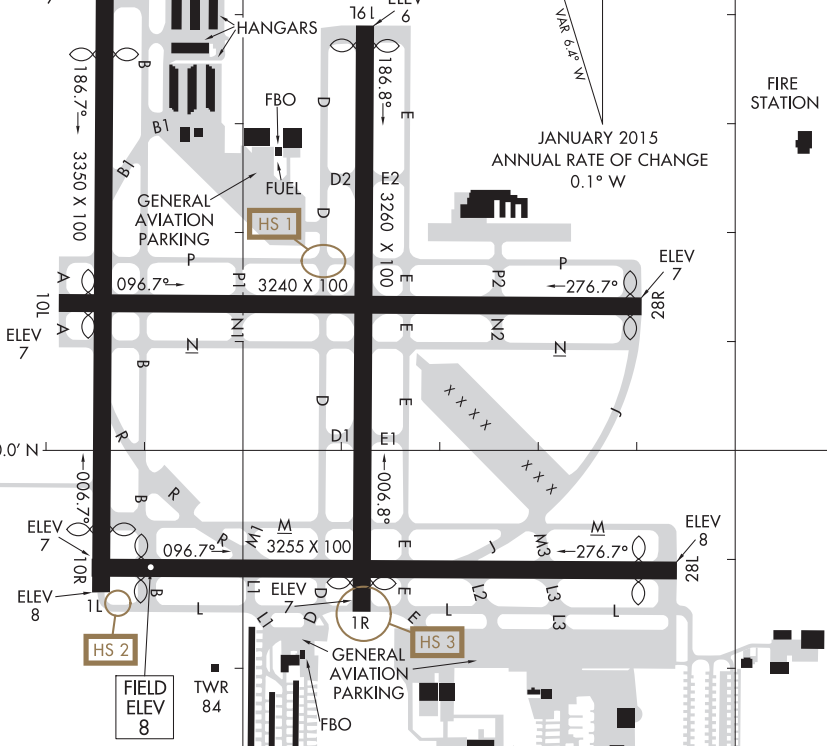


JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

FIRE
STATION

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



☆ - 26°00.0' N

ELEV 7

ELEV 7

ELEV 8

ELEV 8

- RWY 01L-19R
S-17
- RWY 01R-19L
S-17
- RWY 10L-28R
S-17
- RWY 10R-28L
S-17

80°14.5' W

80°14.0' W

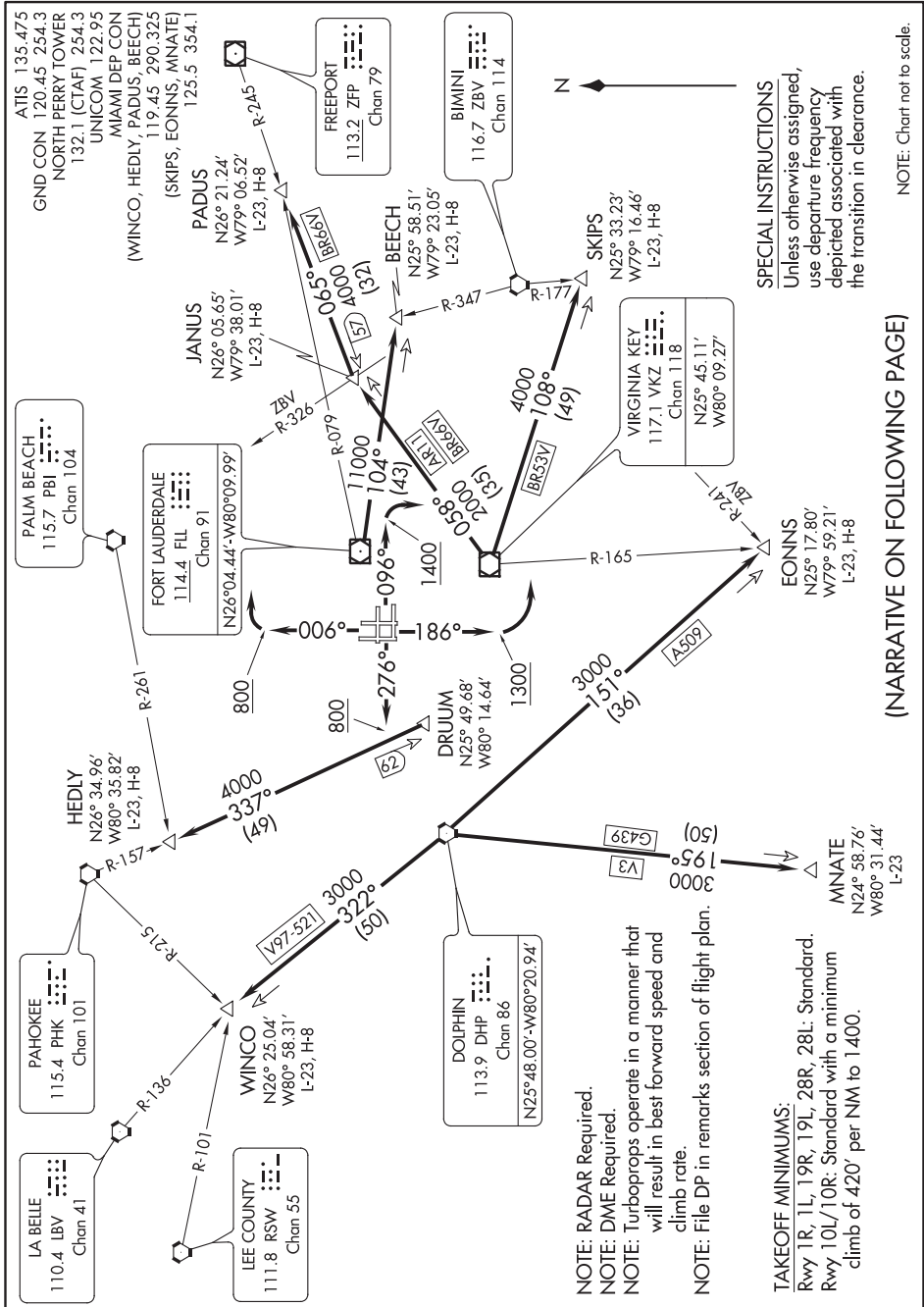
25°59.5' N

AIRPORT DIAGRAM

HOLLYWOOD, FLORIDA
NORTH PERRY (HWO)

MIAMI FIVE DEPARTURE

SE-3, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/R: Climb heading 006° to 800 before turning right, thence

TAKEOFF RWY 10L/R: Climb heading 096° to 1400 before turning right, thence

TAKEOFF RWY 19L/R: Climb heading 186° to 1300 before turning left, thence

TAKEOFF RWY 28L/R: Climb heading 276° to 800, thence

. . . . maintain 2000 or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA5.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH INT.

EONNS TRANSITION (MIA5.EONNS): From over DHP VORTAC on DHP R-151 to EONNS INT.

HEDLY TRANSITION (MIA5.HEDLY): From over DRUUM DME FIX on PHK R-157 to HEDLY INT.

MNATE TRANSITION (MIA5.MNATE): From over DHP VORTAC on DHP R-195 to MNATE DME FIX.

PADUS TRANSITION (MIA5.PADUS): From over VKZ VOR/DME on VKZ R-058 to JANUS INT and ZFP R-245 to PADUS INT.

SKIPS TRANSITION (MIA5.SKIPS): From over VKZ VOR/DME on VKZ R-108 to SKIPS INT.

WINCO TRANSITION (MIA5.WINCO): From over DHP VORTAC on DHP R-322 to WINCO INT.

(NOTES CONTINUED ON FOLLOWING PAGE)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI FIVE DEPARTURE

TAKEOFF OBSTACLE NOTES:

- Rwy 1R: Multiple trees beginning 54' from DER, 215' right of centerline, up to 60' AGL/68' MSL.
Multiple trees beginning 1312' from DER, 85' left of centerline, up to 68' AGL/74' MSL.
Multiple poles beginning 50' from DER, 341' right of centerline, up to 62' AGL/68' MSL.
Multiple Poles beginning 979' from DER, 646' left of centerline, up to 49' AGL/55' MSL.
Sign 106' from DER, 342' right of centerline, 7' AGL/13' MSL.
- Rwy 1L: Vehicles on roadway beginning 45' from DER, 322' left of centerline, up to 15' AGL/22' MSL.
Multiple trees beginning 169' from DER, 284' left of centerline, up to 31' AGL/39' MSL.
Multiple poles beginning 740' from DER, 376' left of centerline, up to 48' AGL/56' MSL.
Multiple buildings beginning 163' from DER, 375' right of centerline, up to 36' AGL/43' MSL.
Multiple poles beginning 765' from DER, 386' right of centerline, up to 48' AGL/55' MSL.
Multiple trees beginning 860' from DER, 2' left of centerline, up to 58' AGL/66' MSL.
Multiple trees beginning 886' from DER, 46' right of centerline, up to 68' AGL/74' MSL.
Crane 3214' from DER, 762' left of centerline, 111' AGL/117' MSL.
Tower 3233' from DER, 1264' left of centerline, up to 150' AGL/158' MSL.
- Rwy 10R: Pole 168' from DER, 543' right of centerline, 31' AGL/38' MSL.
Buildings beginning 541' from DER, 377' right of centerline, up to 25' AGL/33' MSL.
Multiple trees beginning 649' from DER, 20' right of centerline, up to 77' AGL/85' MSL.
Multiple poles beginning 168' from DER, 543' left of centerline, up to 62' AGL/70' MSL.
Multiple trees beginning 847' from DER, 152' left of centerline, up to 76' AGL/84' MSL.
- Rwy 10L: Fence 113' from DER, 325' left of centerline, 8' AGL/14' MSL.
Multiple trees beginning 272' from DER, 359' left of centerline, up to 39' AGL/46' MSL.
Multiple poles beginning 660' from DER, 515' right of centerline, up to 61' AGL/69' MSL.
Multiple trees beginning 1124' from DER, 67' right of centerline, up to 77' AGL/84' MSL.
Pole 1085' from DER, 450' left of centerline, 40' AGL/47' MSL.
Multiple trees beginning 1100' from DER, 44' left of centerline, up to 72' AGL/80' MSL.
Tower 1.2 NM from DER, 2371' left of centerline, 194' AGL/204' MSL.
- Rwy 19L: Vehicles on roadway 174' from DER, 222' right of centerline, up to 15' AGL/22' MSL.
Multiple trees beginning 217' from DER, 35' right of centerline, up to 78' AGL/85' MSL.
Multiple trees beginning 369' from DER, 20' left of centerline, up to 75' AGL/82' MSL.
Building 288' from DER, 448' right of centerline, 15' AGL/23' MSL.
Multiple buildings beginning 459' from DER, 478' left of centerline, up to 25' AGL/32' MSL.
Multiple poles beginning 521' from DER, 29' left of centerline, up to 39' AGL/46' MSL.
Multiple poles beginning 848' from DER, 99' right of centerline, up to 35' AGL/41' MSL.
- Rwy 19R: Multiple poles beginning 843' from DER, 35' right of centerline, up to 36' AGL/43' MSL.
Multiple poles beginning 1070' from DER, 49' left of centerline, up to 36' AGL/43' MSL.
Multiple trees beginning 962' from DER, 24' right of centerline, up to 68' AGL/76' MSL.
Multiple trees beginning 1169' from DER, 165' left of centerline, up to 78' AGL/85' MSL.
Tower 1335' from DER, 211' left of centerline, 68' AGL/74' MSL.
- Rwy 28L: Tower 911' from DER, 605' right of centerline, 55' AGL/61' MSL.
Multiple poles beginning 978' from DER, 39' right of centerline, up to 72' AGL/80' MSL.
Multiple poles beginning 1115' from DER, 49' left of centerline, up to 39' AGL/48' MSL.
Multiple trees beginning 1259' from DER, 309' left of centerline, up to 82' AGL/90' MSL.
Multiple trees beginning 1309' from DER, 391' right of centerline, up to 104' AGL/112' MSL.
Building 1626' from DER, 29' left of centerline, 60' AGL/69' MSL.
Multiple buildings beginning 1996' from DER, 22' right of centerline, up to 60' AGL/67' MSL.
- Rwy 28R: Multiple trees beginning 15' from DER, 28' left of centerline, up to 105' AGL/112' MSL.
Multiple trees beginning 17' from DER, 116' right of centerline, up to 82' AGL/90' MSL.
Multiple poles beginning 687' from DER, 38' left of centerline, up to 59' AGL/65' MSL.
Multiple poles beginning 965' from DER, 65' right of centerline, up to 39' AGL/47' MSL.
Building 1804' from DER, 981' left of centerline, 50' AGL/59' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

HOMESTEAD, FLORIDA

AL-10263 (FAA)

15176

WAAS CH 42825 W10A	APP CRS 096°	Rwy Idg THRE Apt Elev	3000 6 7
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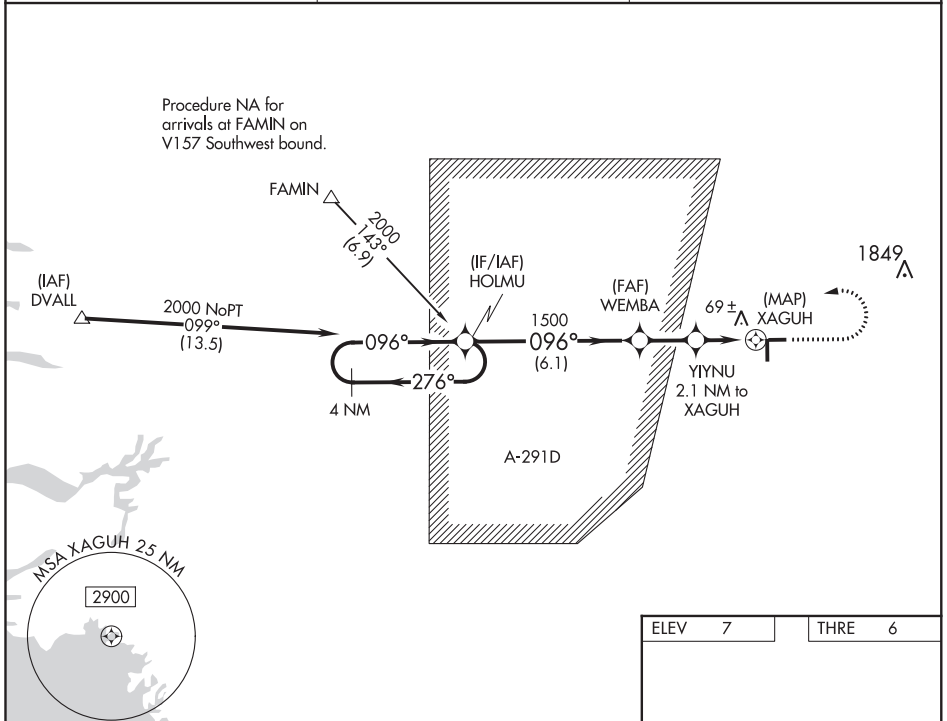
RNAV (GPS) RWY 10

HOMESTEAD GENERAL AVIATION (X51)

NA Baro-VNAV NA when using Miami Executive altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Executive altimeter setting: Increase LPV DA to 283; increase LNAV/VNAV DA to 283; increase all MDA 40 feet.

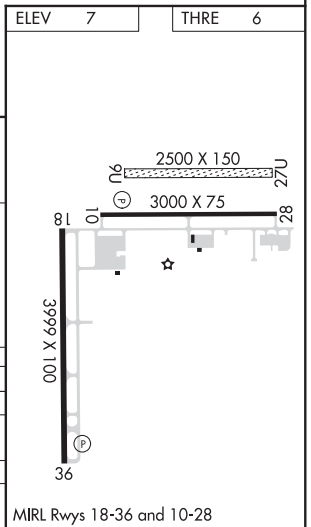
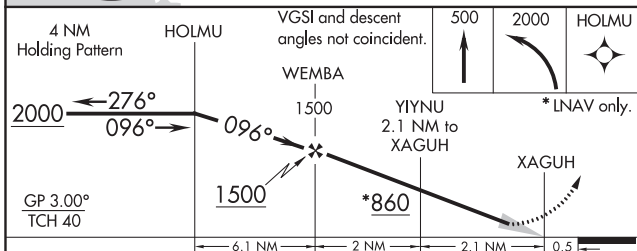
MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct HOLMU and hold.

AWOS-3 118.375	MIAMI APP CON 125.5 354.1	UNICOM 122.8 (CTAF)
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	256-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	256-7/8	250 (300-7/8)		NA
LNAV MDA	320-1	314 (400-1)		NA
CIRCLING	380-1 373 (400-1)	460-1 453 (500-1)		NA

HOMESTEAD, FLORIDA
 Orig 25AUG11

25°29'N-80°33'W

HOMESTEAD GENERAL AVIATION (X51)
RNAV (GPS) RWY 10

APP CRS 256°	Rwy Idg THRE Apt Elev	3000 7 7
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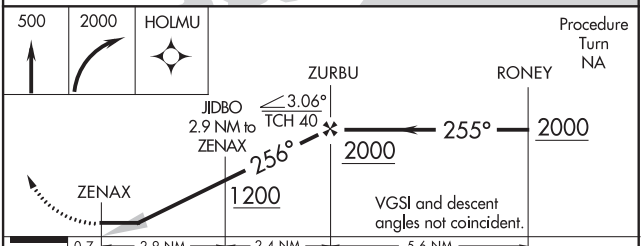
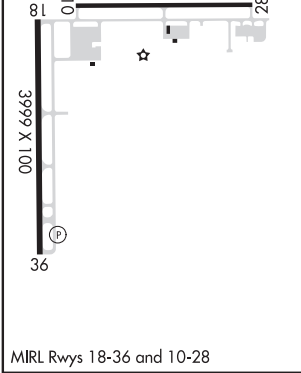
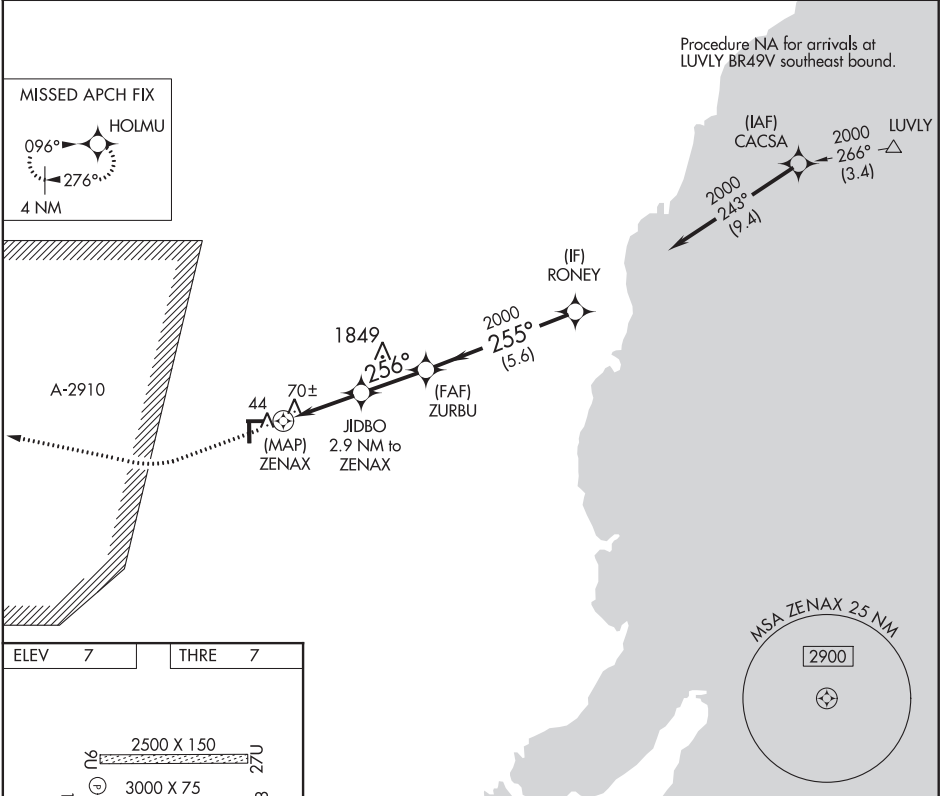
RNAV (GPS) RWY 28

HOMESTEAD GENERAL AVIATION (X51)

NA When local altimeter setting not received, use Miami Executive altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct HOLMU and hold.

AWOS-3 118.375	MIAMI APP CON 125.5 354.1	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNNAV MDA	320-1	313 (400-1)	NA	
CIRCLING	380-1 373 (400-1)	460-1 453 (500-1)	NA	

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

HOMESTEAD, FLORIDA

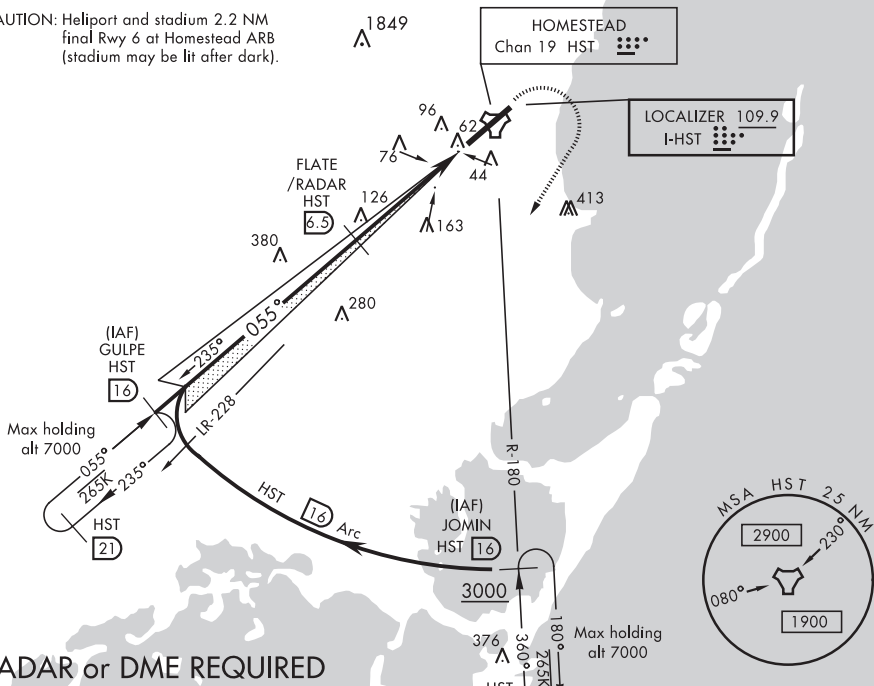
ILS or LOC Z RWY 6

LOC I-HST 109.9	APCH CRS 055°	Rwy Idg THRE Arpt Elev 11,201 5 6	AL-494 [USAF]	HOMESTEAD ARB (KHST)
▼ ** When ALS inop, increase all CATs RVR to 40, vis to ¾ mile. ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1½ miles.			ALSF-1	MISSED APPROACH: Climb to 800 then climbing right turn to 3000 intercept HST TACAN R-180 to JOMIN and hold as published.

ATIS ★ 132.275 269.9	HOMESTEAD APP CON 123.8 257.675	HOMESTEAD TOWER 133.45 279.55	GND CON 121.75 275.8	CLNC DEL 121.75 275.8
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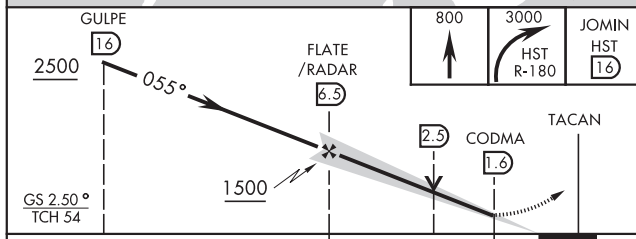
*** Circling NW of Rwy 06/24 not authorized.

CAUTION: Heliport and stadium 2.2 NM final Rwy 6 at Homestead ARB (stadium may be lit after dark).



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 15,100



ELEV 6	THRE 5
HIRL Rwy 6-24	63
055° 5.4 NM from FAF	
FAF to MAP 4.9 NM	
Knots	120 140 160 180 200
Min:Sec	2:27 2:06 1:50 1:38 1:28

CATEGORY	A	B	C	D	E
S-ILS 6 *	205/24		200 (200-½)		
S-LOC 6 **	420/24	415 (500-½)	420/40	415 (500-¾)	
*** CIRCLING	420-1 414 (500-1)	500-1 494 (500-1)	520-1½ 514 (600-1½)	580-2 574 (600-2)	780-2¾ 774 (800-2¾)

HOMESTEAD, FLORIDA 25°29'N-80°23'W HOMESTEAD ARB (KHST)

Orig 28MAY15

ILS or LOC Z RWY 6

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

HOMESTEAD, FLORIDA

TACAN RWY 24

TACAN HST Chan 19	APCH CRS 234°	Rwy ldg 11,201 THRE 6 Arprt Elev 6
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AL-494 [USAF]

HOMESTEAD ARB (KHST)

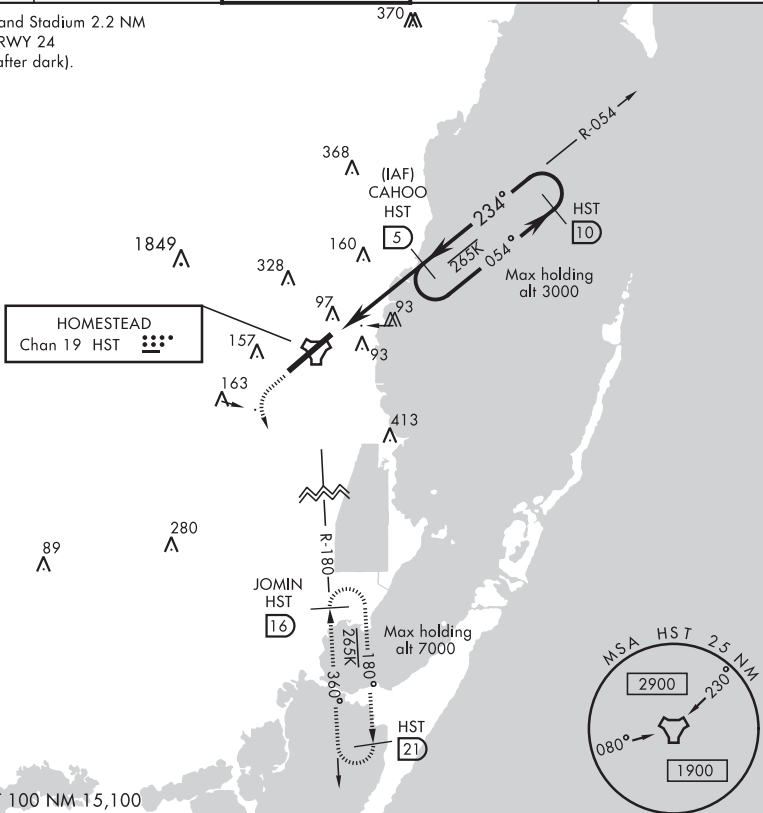
▼ * When ALS inop, increase all CATs RVR to 55 and vis to 1 mile.
 ** Circling NW of Rwy 6/24 not authorized.



MISSED APPROACH: Climb to 800 then climbing left turn to 3000 intercept HST TACAN R-180 to JOMIN and hold as published.

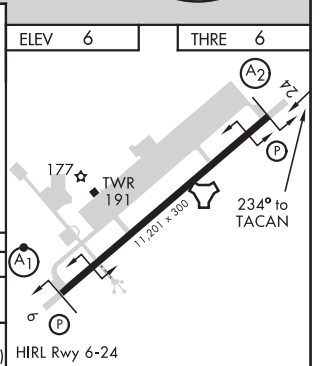
ATIS ★ 132.275 269.9	HOMESTEAD APP CON 123.8 257.675	HOMESTEAD TOWER 133.45 279.55	GND CON 121.75 275.8	CLNC DEL 121.75 275.8
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CAUTION: Heliport and Stadium 2.2 NM from departure end RWY 24 (stadium may be lit after dark).



EMERG SAFE ALT 100 NM 15,100

800	3000	JOMIN HST (16)	CAHOO HST (5)	054°	3000	ELEV 6	THRE 6
↑	HST R-180			234°	1500		
		TURKE (1.2)		234°			
				234°			
				2.52°			
				TCH 43			
		.5 NM	3.8 NM				
CATEGORY	A	B	C	D	E		
S-24 *	380/40		374 (400-¾)				
CIRCLING **	420-1 414 (500-1)	500-1 494 (500-1)	520-1½ 514 (600-1½)	580-2 574 (600-2)	780-2¾ 774 (800-2¾)		



HOMESTEAD, FLORIDA
 Orig 28MAY15

25°29'N-80°23'W

HOMESTEAD ARB (KHST)

TACAN RWY 24

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

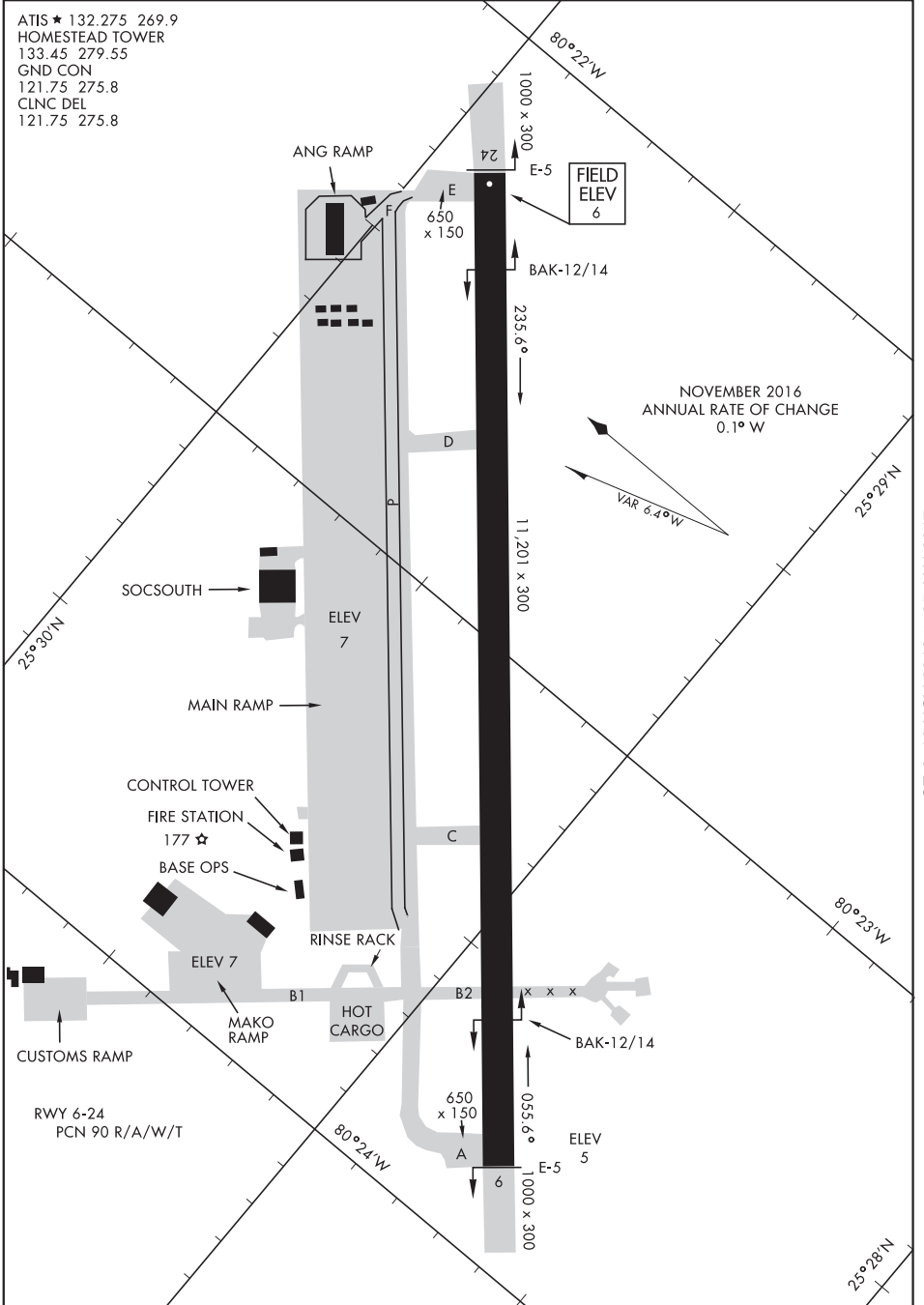
AIRPORT DIAGRAM

AFD-494 [USAF]

HOMESTEAD ARB (KHST)

HOMESTEAD, FLORIDA

ATIS ★ 132.275 269.9
 HOMESTEAD TOWER
 133.45 279.55
 GND CON
 121.75 275.8
 CLNC DEL
 121.75 275.8



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

HOMESTEAD, FLORIDA

HOMESTEAD ARB (KHST)

MARY ESTHER, FLORIDA

RNAV (GPS) RWY 18

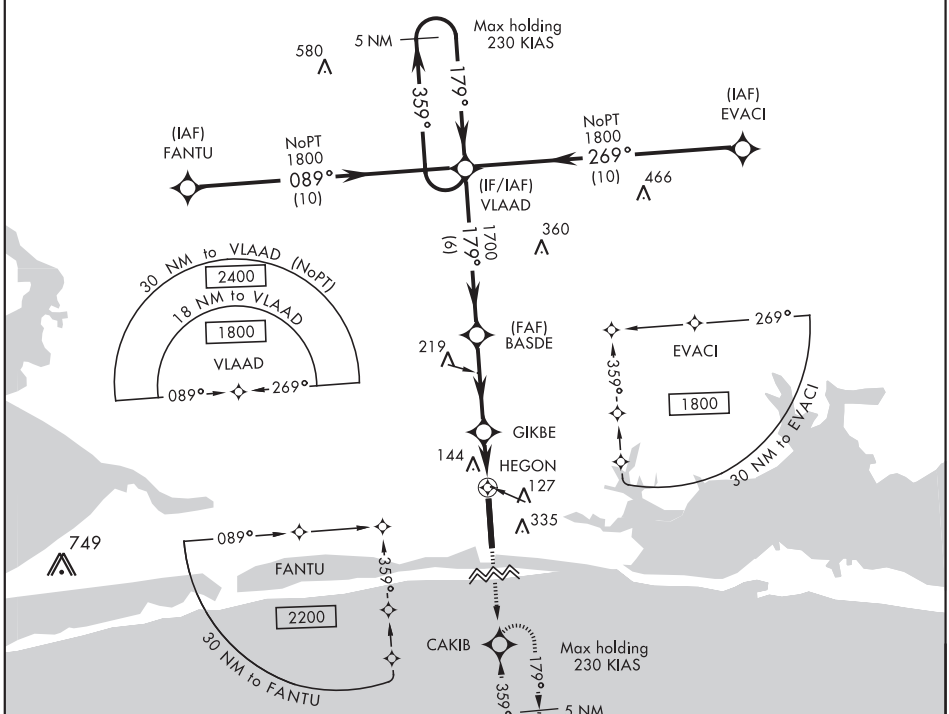
APCH CRS	Rwy Idg	9600
179°	THRE	33
	Arprt Elev	38

AL-734 [USAF]

HURLBURT FLD (KHRT)

▼ DME/DME RNP - 0.3 NA	SALSF A2	MISSED APPROACH: Climb to 1800 direct CAKIB and hold.
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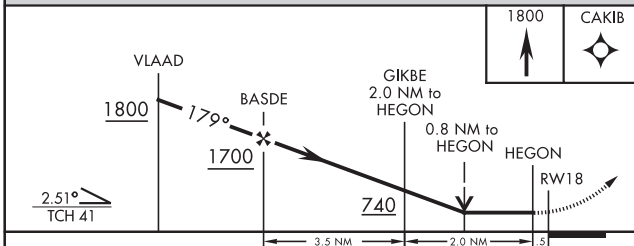
ATIS 134.475 360.675	EGLIN APP CON 125.1 281.45 (271°-089°) 132.1 360.6 (090°-270°)	HURLBURT TOWER 126.5 351.675	GND CON 123.975 275.8
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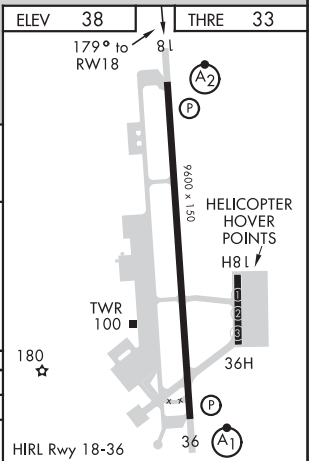
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM FROM MAWP 3100



CATEGORY	A	B	C	D
LNAV MDA	420-3/4	387 (400-3/4)	420-7/8	387 (400-7/8)
CIRCLING	640-1	602 (700-1)	640-1 3/4 602 (700-1 3/4)	640-2 602 (700-2)



MARY ESTHER, FLORIDA
Amdt 1 29MAY14

30°26'N-86°41'W

HURLBURT FLD (KHRT)

RNAV (GPS) RWY 18

MARY ESTHER, FLORIDA

RNAV (GPS) RWY 36

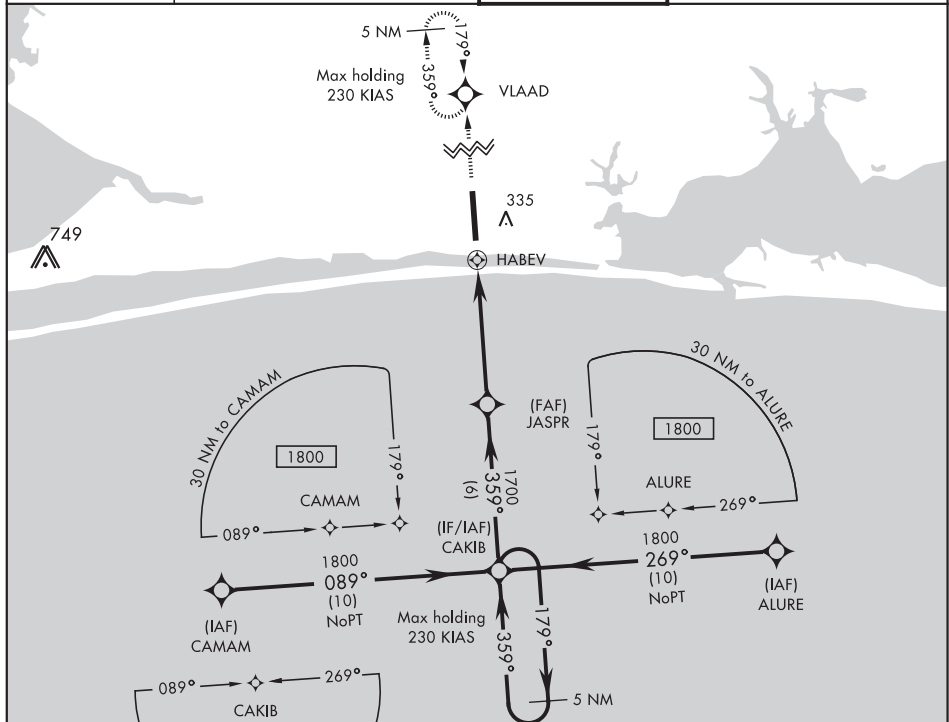
APCH CRS	Rwy Idg	9600
359°	THRE	35
	Arpt Elev	38

AL-734 [USAF]

HURLBURT FLD (KHRT)

	ALSF-1			MISSED APPROACH: Climb to 1800 direct VLAAD and hold.
	DME/DME RNP - 0.3 NA			

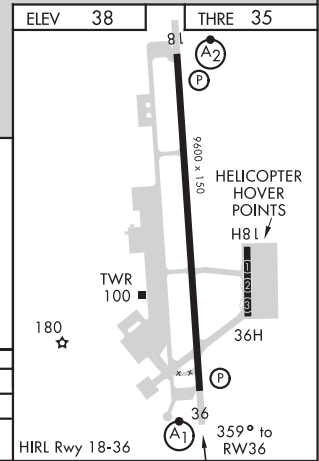
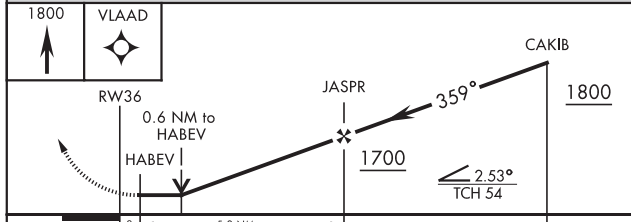
ATIS 134.475 360.675	EGLIN APP CON 125.1 281.45 (271° - 089°) 132.1 360.6 (090° - 270°)	HURLBURT TOWER 126.5 351.675	GND CON 123.975 275.8
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM FROM MAWP 3100	
1800 	38 35



CATEGORY	A	B	C	D
LNAV MDA	460/24	425 (500-½)	460/40	425 (500-¾)
CIRCLING	640-1	602 (700-1)	640-1¾ 602 (700-1¾)	640-2 602 (700-2)

MARY ESTHER, FLORIDA
Amdt 1 29MAY14

30° 26' N - 86° 41' W

HURLBURT FLD (KHRT)

RNAV (GPS) RWY 36

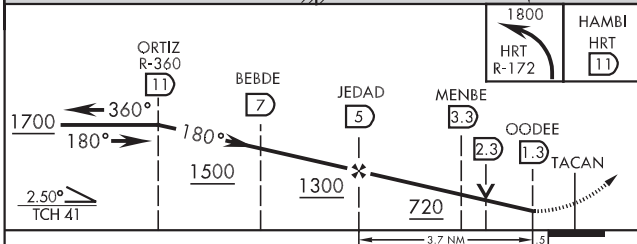
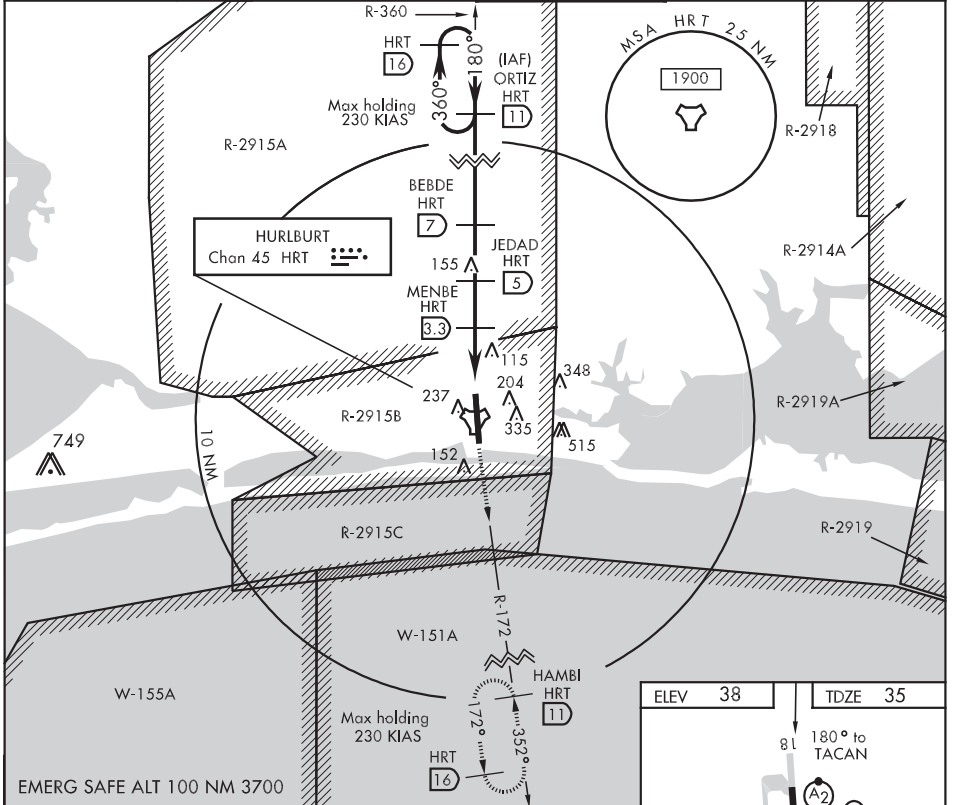
TACAN HRT Chan 45	APCH CRS 180°	Rwy Idg TDZE Arpt Elev 9600 35 38	AL-734 [USAF]	HURLBURT FLD (KHRT)
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* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, and CAT E vis to 1½ miles.

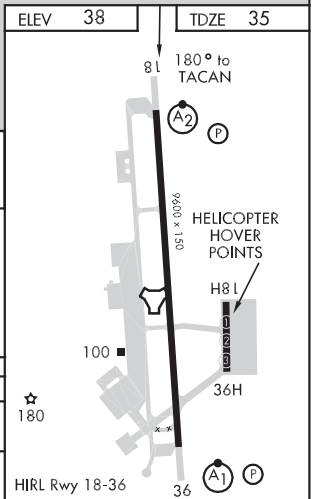
 SALSF
A2

 MISSED APPROACH: Climb to 1800 on R-172 to HAMBI/11 DME end hold.

ATIS 134.475 360.675	EGLIN APP CON 125.1 281.45 132.1 360.6 (271°-089°) (090°-270°)	HURLBURT TOWER 126.5 351.675	GND CON 123.975 275.8
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CATEGORY	A	B	C	D	E
S-18 *	460-¾	425 (500-¾)	460-1	425 (500-1)	460-1¼ 425 (500-1¼)
CIRCLING	640-1	602 (700-1)	640-1¾ 602 (700-1¾)	640-2 602 (700-2)	880-3 842 (900-3)

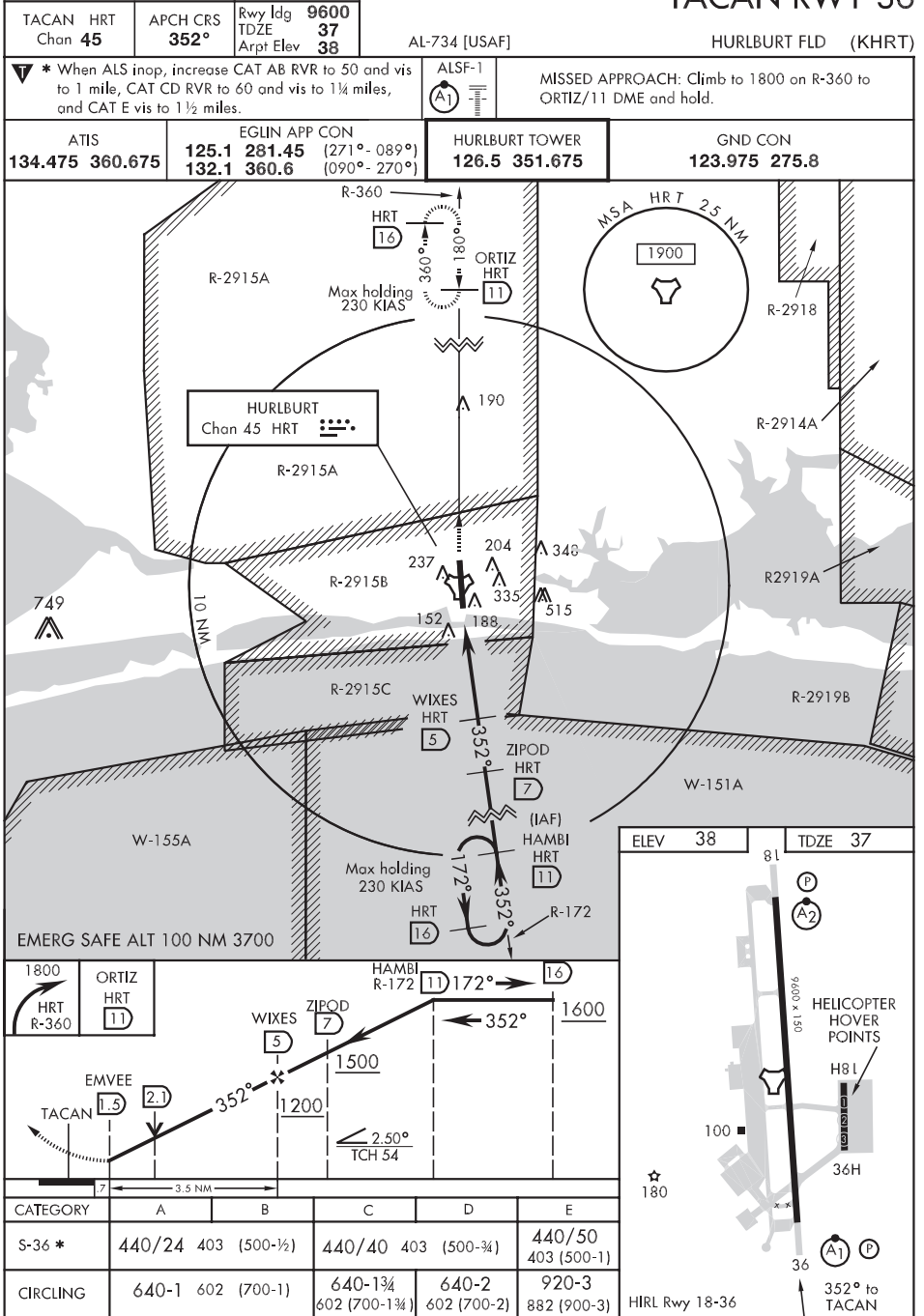


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MARY ESTHER, FLORIDA

TACAN RWY 36



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MARY ESTHER, FLORIDA

30°26'N-86°41'W

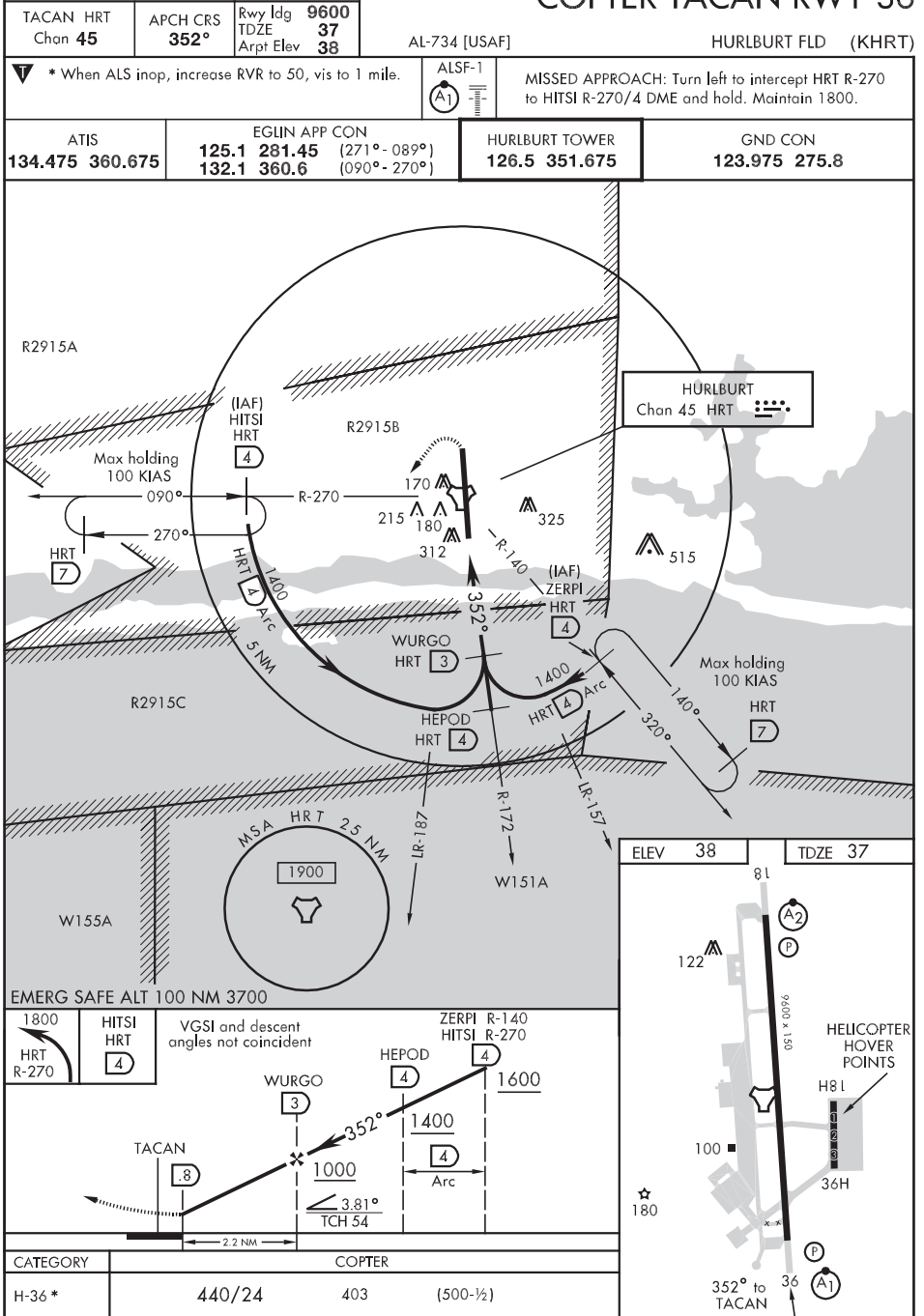
HURLBURT FLD (KHRT)

Amdt 2 12152

TACAN RWY 36

MARY ESTHER, FLORIDA

COPTER TACAN RWY 36



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MARY ESTHER, FLORIDA
Orig 12152

30°26'N-86°41'W

HURLBURT FLD (KHRT)

COPTER TACAN RWY 36

AIRPORT DIAGRAM

AFD-734 [USAF]

HURLBURT FLD (KHRT)

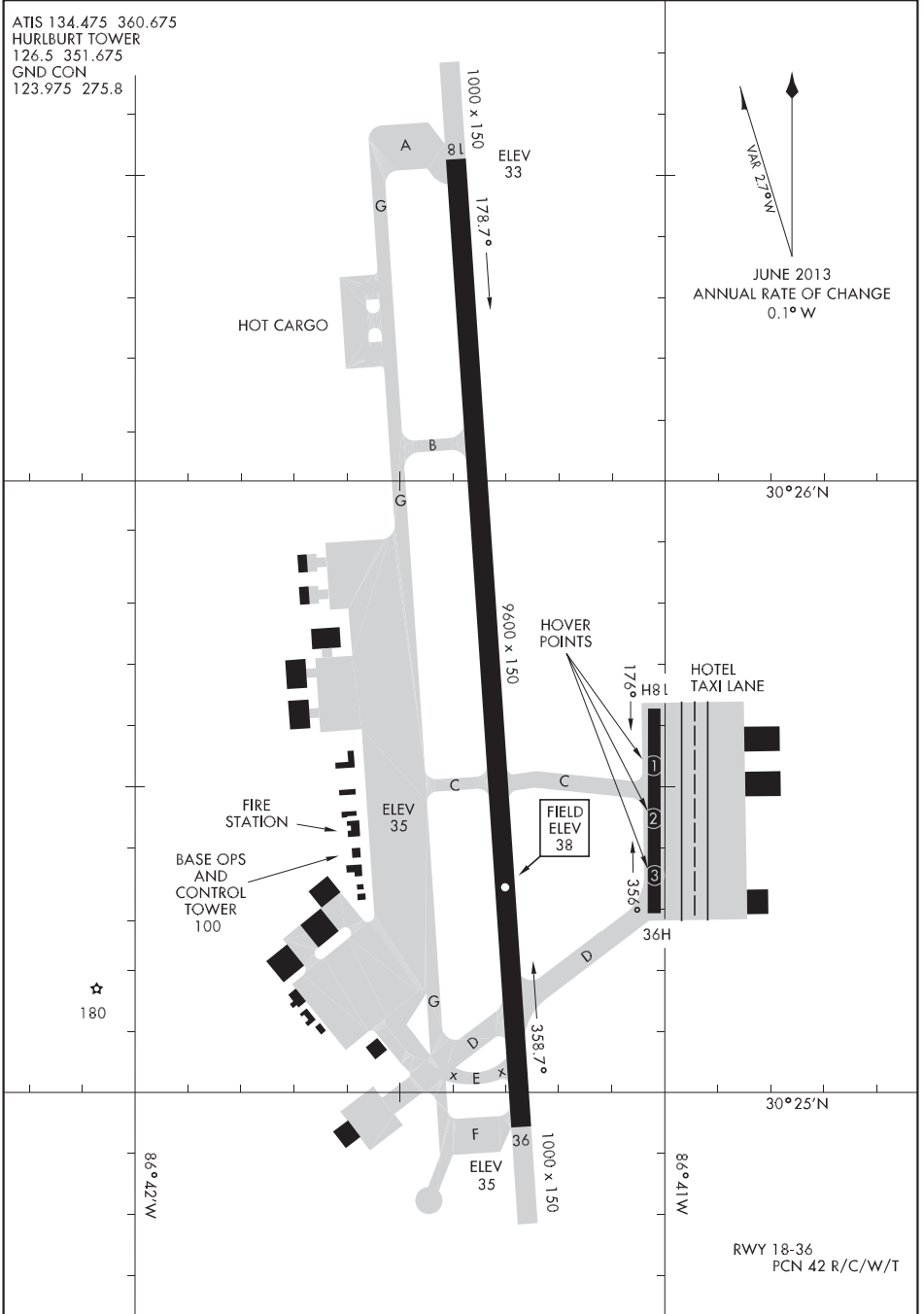
MARY ESTHER, FLORIDA

ATIS 134.475 360.675
 HURLBURT TOWER
 126.5 351.675
 GND CON
 123.975 275.8



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



RWY 18-36
 PCN 42 R/C/W/T

AIRPORT DIAGRAM

MARY ESTHER, FLORIDA

HURLBURT FLD (KHRT)

IMMOKALEE, FLORIDA

AL-6603 (FAA)

16091

WAAS CH 99713 W09A	APP CRS 093°	Rwy Idg TDZE Apt Elev	5000 37 37
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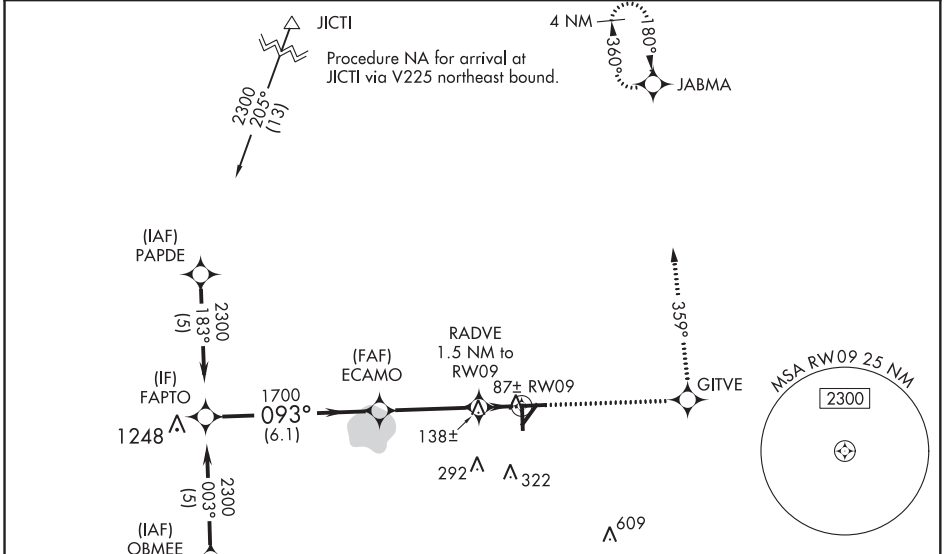
RNAV (GPS) RWY 9

IMMOKALEE RGNL (IMM)

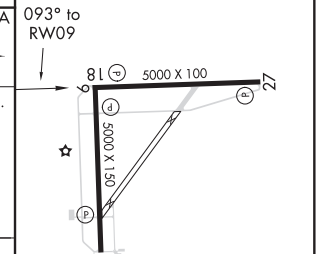
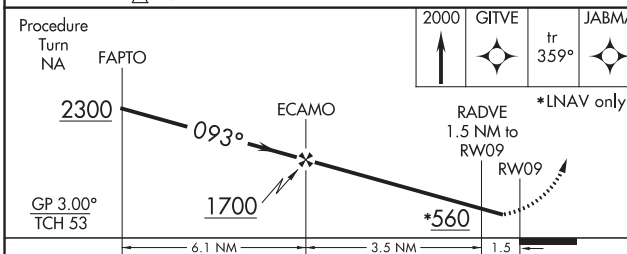
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase LPV DA 48 feet, LNAV/VNAV DA 125 feet and all MDA 60 feet; increase LPV all Cats, LNAV Cat C and Circling Cat C/D visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV NA when using Southwest Florida Intl altimeter setting.

MISSED APPROACH:
Climb to 2000
direct GITVE and
via track 359°
to JABMA and hold.

AWOS-3 118.525	FORT MYERS APP CON ★ 119.75 327.8	CTAF 122.9 0
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ELEV 37	TDZE 37
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CATEGORY	A	B	C	D
LPV DA	325-1		288 (300-1)	
LNAV/VNAV DA	401-1¼		364 (400-1¼)	
LNAV MDA	400-1 363 (400-1)		400-1¼ 363 (400-1¼)	
CIRCLING	520-1 483 (500-1)		660-1¾ 623 (700-1¾) 660-2 623 (700-2)	

REIL Rwy 18 and 36
REIL Rwy 9 and 27
MIRL Rwy 9-27 and 18-36

IMMOKALEE, FLORIDA
Orig-B 21AUG14

26°26'N-81°24'W

RNAV (GPS) RWY 9

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63213 W18A	APP CRS 183°	Rwy Idg 5000 TDZE 36 Apt Elev 37
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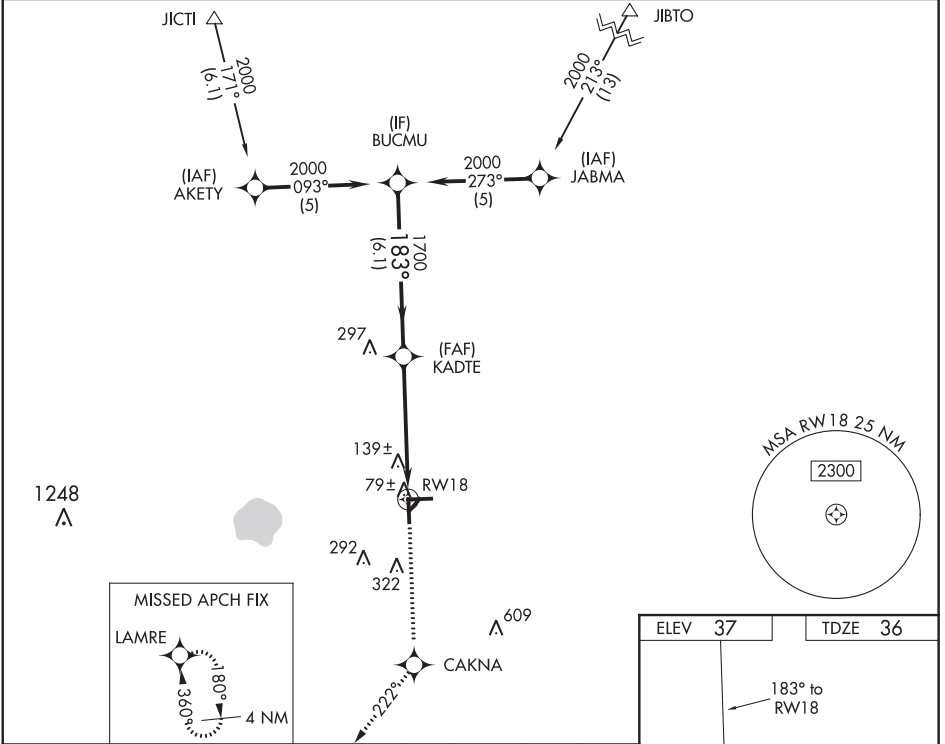
RNAV (GPS) RWY 18

IMMOKALEE RGNL (IMM)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LNAV Cat C and Circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Southwest Florida Intl altimeter setting.

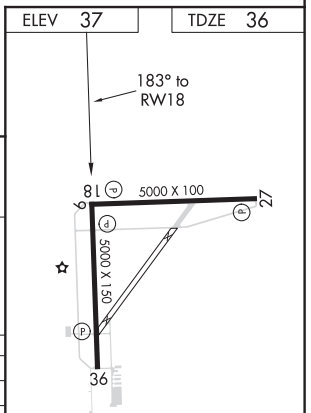
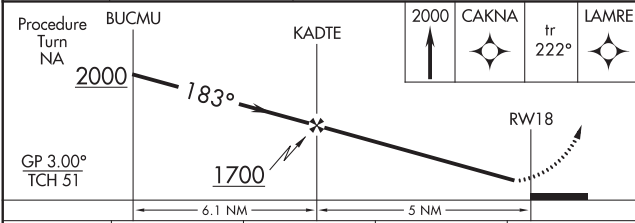
MISSED APPROACH:
Climb to 2000 direct CAKNA and via track 222° to LAMRE and hold.

AWOS-3 118.525	FORT MYERS APP CON ★ 119.75 327.8	CTAF 122.9
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		286-1	250 (300-1)	
LNAV/VNAV DA		380-1¼	344 (400-1¼)	
LNAV MDA		400-1	364 (400-1)	400-1¼ 364 (400-1¼)
CIRCLING	520-1	483 (500-1)	660-1¼ 623 (700-1¼)	660-2 623 (700-2)

REIL Rwy 18 and 36
REIL Rwy 9 and 27
MIRL Rwy 9-27 and 18-36

IMMOKALEE, FLORIDA

AL-6603 (FAA)

16091

WAAS CH 69613 W27A	APP CRS 273°	Rwy Idg TDZE 35 Apt Elev 37	5000
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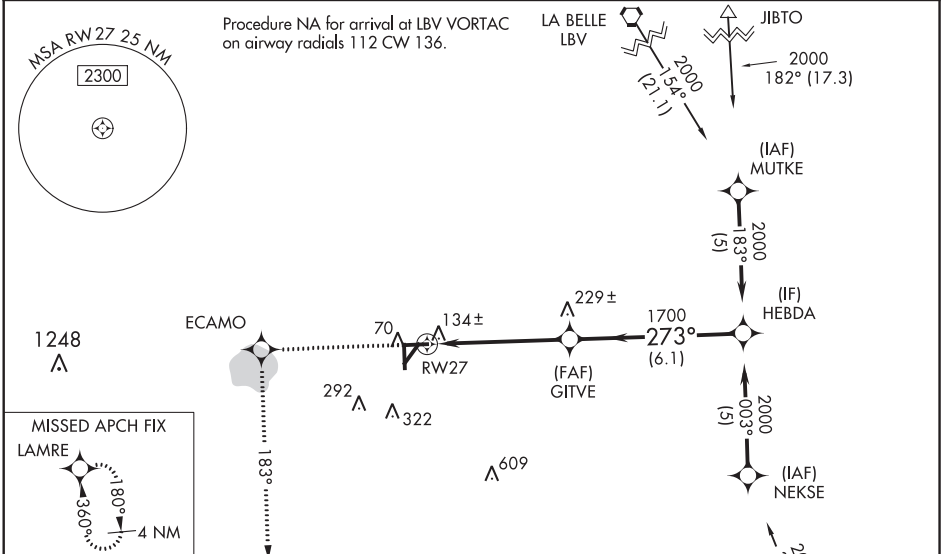
RNAV (GPS) RWY 27

IMMOKALEE RGNL (IMM)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. Straight-in/Circling to Rwy 27 NA at night.

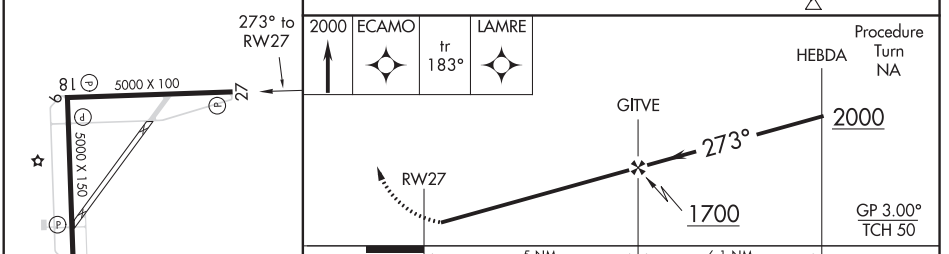
MISSED APPROACH: Climb to 2000 direct ECAMO and via track 183° to LAMRE and hold.

AWOS-3 118.525	FORT MYERS APP CON ★ 119.75 327.8	CTAF 122.9
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ELEV 37 TDZE 35

Procedure NA for arrival at SWAGS via V601 southwest bound and V7 southeast bound.



CATEGORY	A	B	C	D
LPV DA		285-1	250 (300-1)	
LNAV/VNAV DA		404-1¼	369 (400-1¼)	
LNAV MDA		400-1	365 (400-1)	400-1¼ 365 (400-1¼)
CIRCLING	520-1	483 (500-1)	660-1¾ 623 (700-1¾)	660-2 623 (700-2)

REIL Rws 18 and 36
REIL Rws 9 and 27
MIRL Rws 9-27 and 18-36

IMMOKALEE, FLORIDA
Orig-B 21AUG14

26°26'N-81°24'W

RNAV (GPS) RWY 27

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 73013 W36A	APP CRS 003°	Rwy Idg TDZE 34 Apt Elev 37	5000
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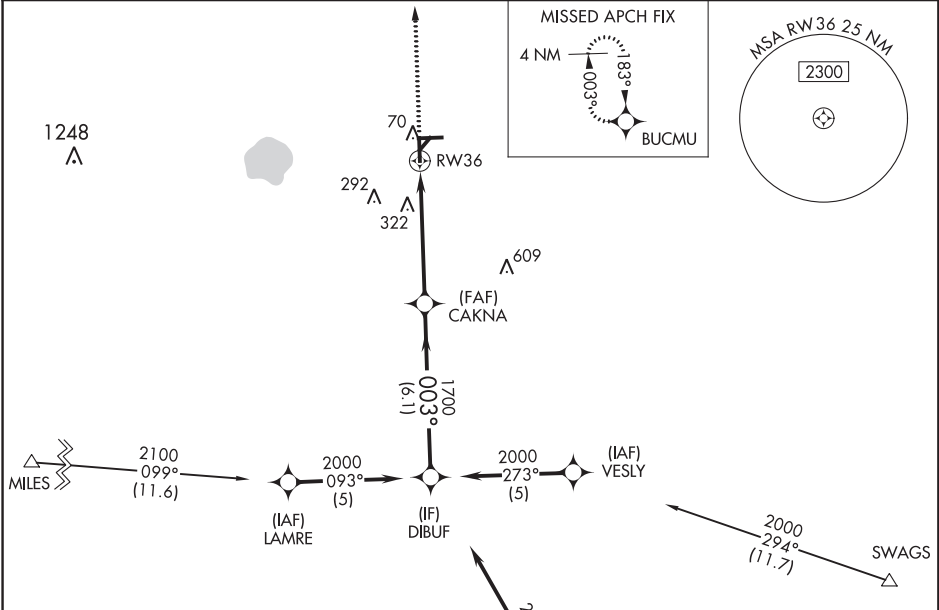
RNAV (GPS) RWY 36

IMMOKALEE RGNL (IMIM)

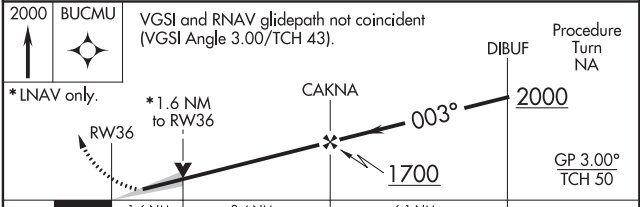
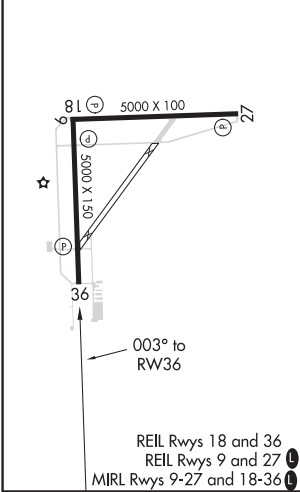
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and Circling Cats C/D visibility ¼ mile, increase LNAV Cats C/D visibility ½ mile. Baro-VNAV and VDP NA when using Southwest Florida Intl altimeter setting.

MISSED APPROACH:
Climb to 2000 direct BUCMU and hold.

AWOS-3 118.525	FORT MYERS APP CON ★ 119.75 327.8	CTAF 122.9 0
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ELEV 37	TDZE 34
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CATEGORY	A	B	C	D
LPV DA		284-¾	250 (300-¾)	
LNAV/VNAV DA		664-2¼	630 (700-2¼)	
LNAV MDA	580-1	546 (600-1)	580-1½	546 (600-1½)
CIRCLING	580-1	543 (600-1)	660-1¾ 623 (700-1¾)	660-2 623 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

IMMOKALEE, FLORIDA

AL-6603 (FAA)

16091

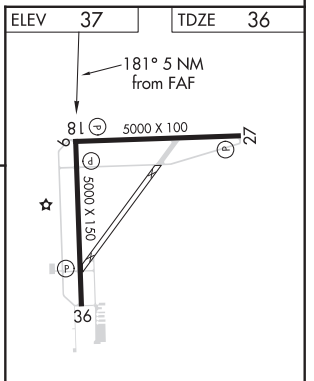
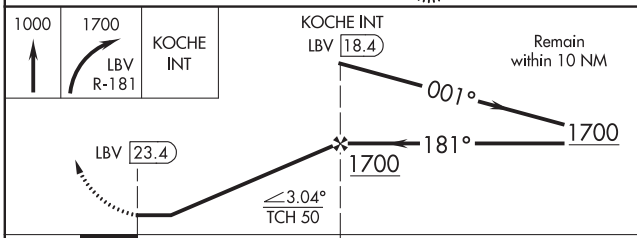
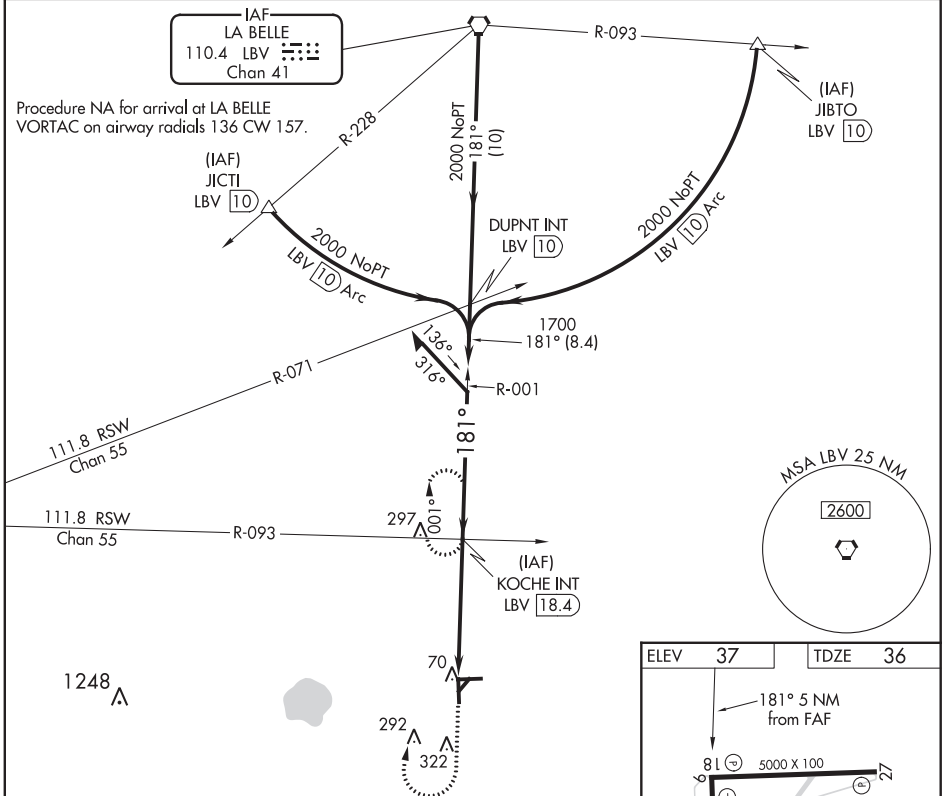
VORTAC LBV 110.4 Chan 41	APP CRS 181°	Rwy Idg TDZE 36 Apt Elev 37	5000
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VOR RWY 18
IMMOKALEE RGNL (IMM)

NA Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Southwest Florida Int altimeter setting and increase all MDA 60 feet; increase Circling Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 via LBV VORTAC R-181 to KOCHIE INT/LBV 18.4 DME and hold.

AWOS-3 118.525	FORT MYERS APP CON * 119.75 327.8	CTAF 122.9 0
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REIL Rwy 18 and 36
REIL Rwy 9 and 27
MIRL Rwy 9-27 and 18-36

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-18	560-1 524 (600-1)	560-1 1/4 524 (600-1 1/4)	560-1 1/2 524 (600-1 1/2)	560-1 3/4 524 (600-1 3/4)
CIRCLING	560-1 523 (600-1)	560-1 1/4 523 (600-1 1/4)	660-1 3/4 623 (700-1 3/4)	660-2 623 (700-2)

IMMOKALEE, FLORIDA
Amdt 6B 24JUL14

26°26'N-81°24'W

IMMOKALEE RGNL (IMM)
VOR RWY 18

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5001
011°	TDZE	65
	Apt Elev	65

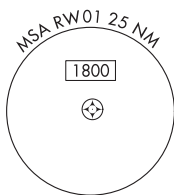
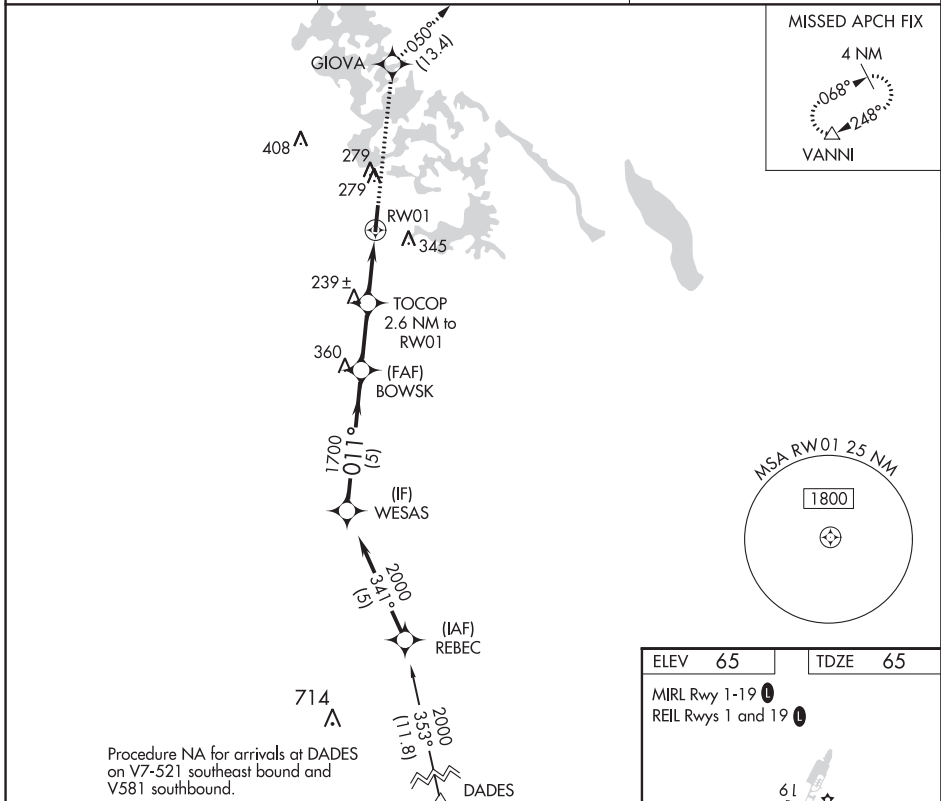
RNAV (GPS) RWY 1

INVERNESS (INF)

⚠ When local altimeter setting not received, use Ocala altimeter setting and increase all MDA 60 feet; and increase LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile.
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct GIOVA and on track 050° to VANNI and hold.

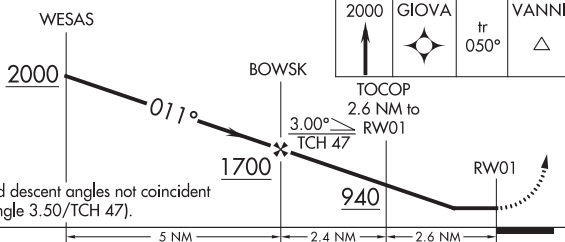
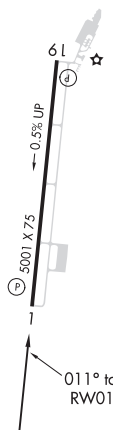
AWOS-3 119.975	JACKSONVILLE APP CON 118.6 251.15	UNICOM 122.725 (CTAF) 1
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Procedure NA for arrivals at DADES on V7-521 southeast bound and V581 southbound.

ELEV 65	TDZE 65
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MIRL Rwy 1-19 **1**
 REIL Rwys 1 and 19 **1**



VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 47).

CATEGORY	A	B	C	D
LNAV MDA	500-1 435 (500-1)		500-1 1/4 435 (500-1 1/4)	NA
CIRCLING	660-1 595 (600-1)		660-1 1/2 595 (600-1 1/2)	NA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

INVERNESS, FLORIDA

AL-10673 (FAA)

14261

APP CRS 191°	Rwy Idg TDZE Apt Elev	5001 54 65
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RNAV (GPS) RWY 19

INVERNESS (INF)

⚠ When local altimeter setting not received, use Ocala altimeter setting and increase all MDA 60 feet; and increase LNAV and Circling Cat C visibility ¼ mile.
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct BOWSK and on track 176° to REBEC and hold.

AWOS-3
119.975

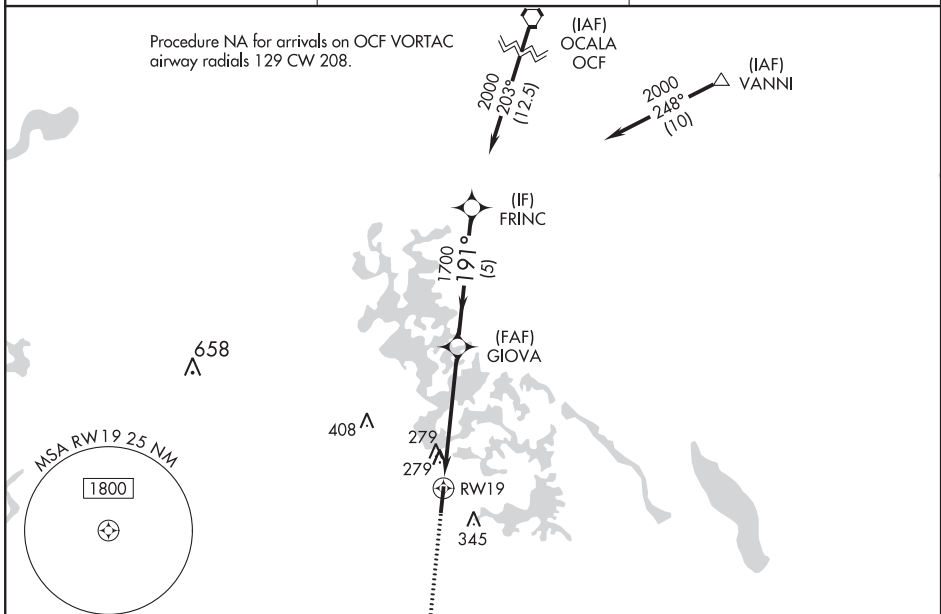
JACKSONVILLE APP CON
118.6 251.15

UNICOM
122.725 (CTAF) **📻**

Procedure NA for arrivals on OCF VORTAC airway radials 129 CW 208.

(IAF) OCALA OCF

(IAF) VANNI



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 65	TDZE 54
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MIRL Rwy 1-19 **📻**
REIL Rwy 1 and 19 **📻**

MISSED APCH FIX

2000	BOWSK	tr 176°	REBEC	FRINC	2000
RWY 19		GIOVA		1700	
3.00° TCH 46		VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 46).			
5.1 NM		5 NM			
CATEGORY	A	B	C	D	
LNAV MDA	580-1	526 (600-1)	580-1½ 526 (600-1½)	NA	
CIRCLING	660-1	595 (600-1)	660-1½ 595 (600-1½)	NA	

INVERNESS, FLORIDA
Orig-A 21AUG14

28°48'N-82°19'W

INVERNESS (INF)

RNAV (GPS) RWY 19

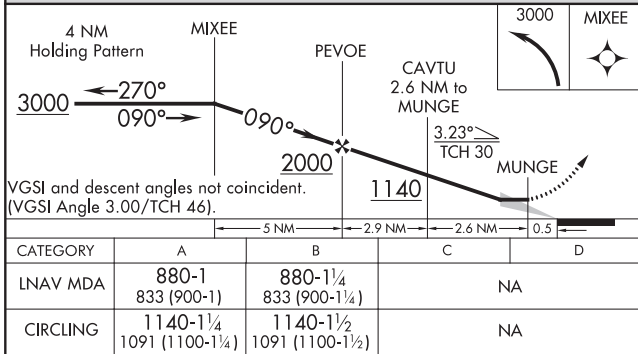
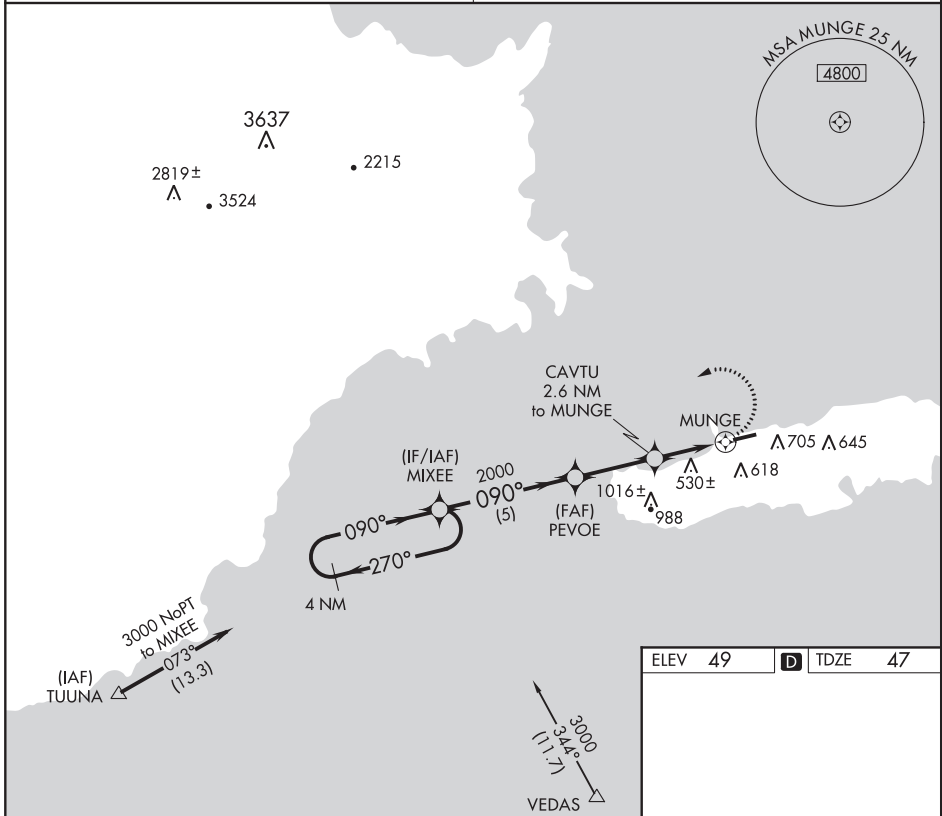
APP CRS	Rwy Idg	3405
090°	TDZE	47
	Apt Elev	49

RNAV (GPS) RWY 9

ANTONIO RIVERA RODRIGUEZ (VQS)(TJVQ)

<p>⚠ Use Luis Munoz Marin Intl altimeter setting. DME/DME RNP-0.3 NA. ⚠ NA Circling NA south of Rwy 9-27.</p>	<p>MISSED APPROACH: Climbing left turn to 3000 direct MIXEE and hold.</p>
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<p>SAN JUAN CERAP APP CON 128.65 279.6</p>	<p>UNICOM 123.0 (CTAF)</p>
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ELEV	49	D	TDZE	47
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MIRL Rwy 9-27

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

(VEDAS3.VEDAS) 14093

SL-9979 (FAA)

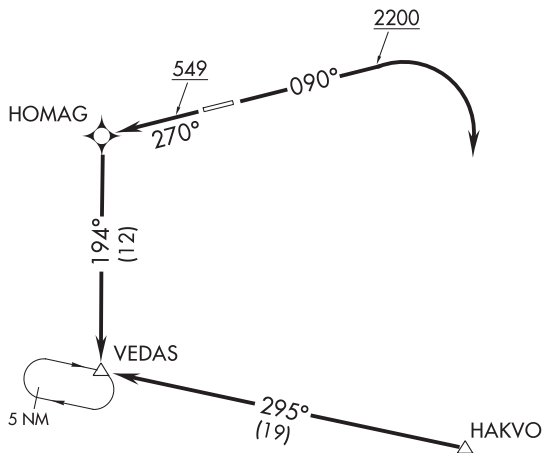
ANTONIO RIVERA RODRIGUEZ (VQS)(TJVQ)

VEDAS THREE DEPARTURE (RNAV)

ISLA DE VIEQUES, PUERTO RICO

SAN JUAN CERAP DEP CON
128.65 279.6
UNICOM 123.0 (CTAF)

NOTE: GPS Required.
NOTE: RNAV 1.

**TAKE-OFF MINIMUMS:**

RWY 9: 500-2¼ with minimum climb of 260' per NM to 900.

RWY 27: 500-2½ with minimum climb of 410' per NM to 1600 or standard with minimum climb of 570' per NM to 1300.

TAKE-OFF OBSTACLE NOTES:

Rwy 9: Vehicles on roadway beginning 26' from DER, left and right of centerline, up to 15' AGL/80' MSL. Trees beginning 70' from DER, 504' right of centerline, up to 100' AGL/165' MSL. Trees beginning 579' from DER, on centerline, up to 100' AGL/165' MSL. Trees beginning 1750' from DER, 956' right of centerline up to 100' AGL/493' MSL.

Rwy 27: Trees beginning 15' from DER, 225' left of centerline, up to 100' AGL/165' MSL. Trees beginning 16' from DER, 274' right of centerline, up to 100' AGL/165' MSL. Trees beginning 186' from DER, left and right of centerline, up to 100' AGL/165' MSL. Trees beginning 1206' from DER, 794' left of centerline, up to 100' AGL/493' MSL.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKE-OFF RWY 9: Climb heading 090° to 2200, then right turn direct HAKVO and right turn via track 295° to VEDAS, Thence. . . .

TAKE-OFF RWY 27: Climb heading 270° to 549, then direct HOMAG and via track 194° to VEDAS, Thence. . . .

. . . . Maintain 5000, Expect filed altitude 10 minutes after departure.

VEDAS THREE DEPARTURE (RNAV)
(VEDAS3.VEDAS) 14093

ISLA DE VIEQUES, PUERTO RICO
ANTONIO RIVERA RODRIGUEZ (VQS)(TJVQ)

LOC/DME I-VQV 109.5 Chan 32	APP CRS 005°	Rwy Idg 12503 TDZE 72 Apt Elev 80
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ILS or LOC RWY 36R

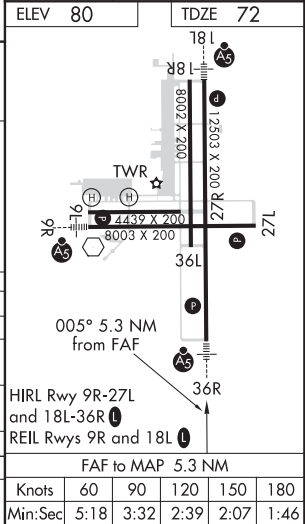
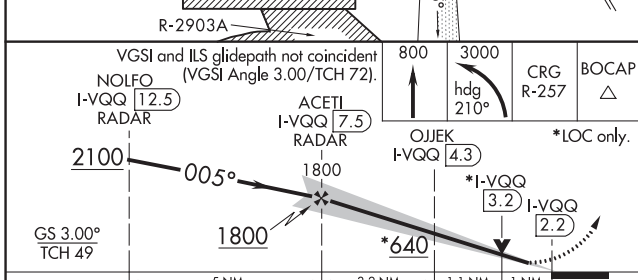
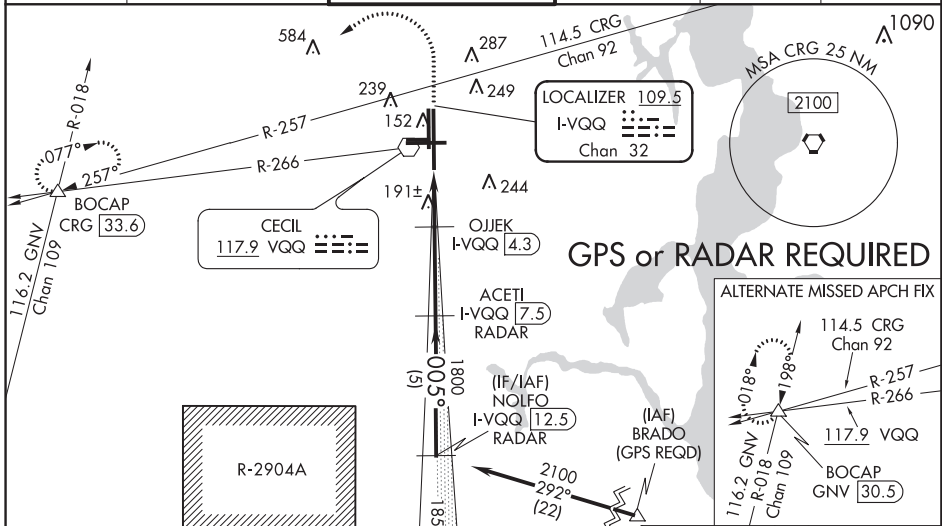
CECIL (VQV)

⚠ DME or Radar Required. VDP NA with Jacksonville Intl altimeter setting. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet. Increase S-LOC 36R Cats C/D/E and Circling Cat C visibility 1/8 mile, increase OJJEK Fix Minimums S-LOC 36R Cats C/D/E visibility 1/4 mile. For inop MALSRL, increase S-ILS 36R Cat E visibility 1/4 mile, and S-LOC 36R Cats C/D/E visibility 3/8 mile, increase OJJEK Fix Minimums S-LOC 36R Cats E visibility 1/2 mile. For inop MALSRL, when using Jacksonville Intl altimeter setting, increase S-ILS 36R Cat E visibility 1/4 mile and S-LOC 36R Cats C/D/E visibility 3/8 mile, increase OJJEK Fix Minimums S-LOC 36R Cat E visibility 1/2 mile.

MISSED APPROACH:
Climb to 800 then climbing left turn to 3000 on heading 210° and on CRG VORTAC R-257 to BOCAP INT/CRG 33.6 DME and hold.

MALSRL
AS

ATIS 125.275	JACKSONVILLE APP CON 123.8 377.05	CECIL TOWER 126.1 (CTAF) 387.025	GND CON 121.625 384.4	CLNC DEL 121.625	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 36R	272-1/2 200 (200-1/2)				
S-LOC 36R	640-1/2	568 (600-1/2)	640-1 1/4	568 (600-1 1/4)	
C CIRCLING	640-1	560 (600-1)	640-1 5/8	640-2	900-3
OJJEK FIX MINIMUMS (DME REQUIRED)					
S-LOC 36R	460-1/2	388 (400-1/2)	460-5/8	388 (400-5/8)	
C CIRCLING	540-1	560-1	600-1 1/2	640-2	900-3
	460 (500-1)	480 (500-1)	520 (600-1/2)	560 (600-2)	820 (900-3)

SE-3, 10 NOV 2016 TO 05 JAN 2017

SE-3, 10 NOV 2016 TO 05 JAN 2017

WAAS CH 50516 W09A	APP CRS 095°	Rwy Idg 8003 TDZE 77 Apt Elev 80
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RNAV (GPS) RWY 9R

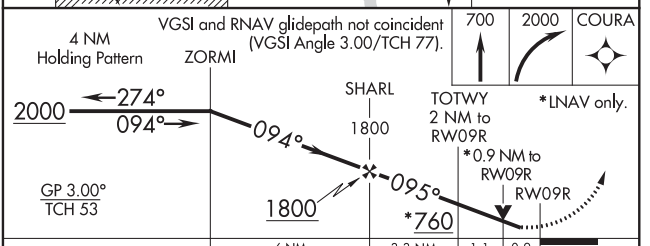
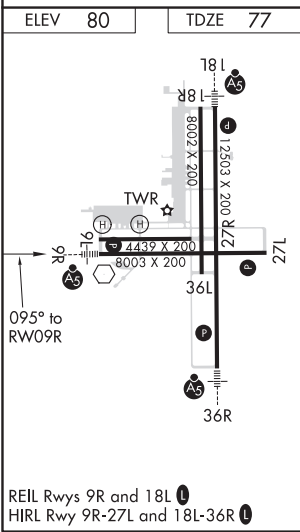
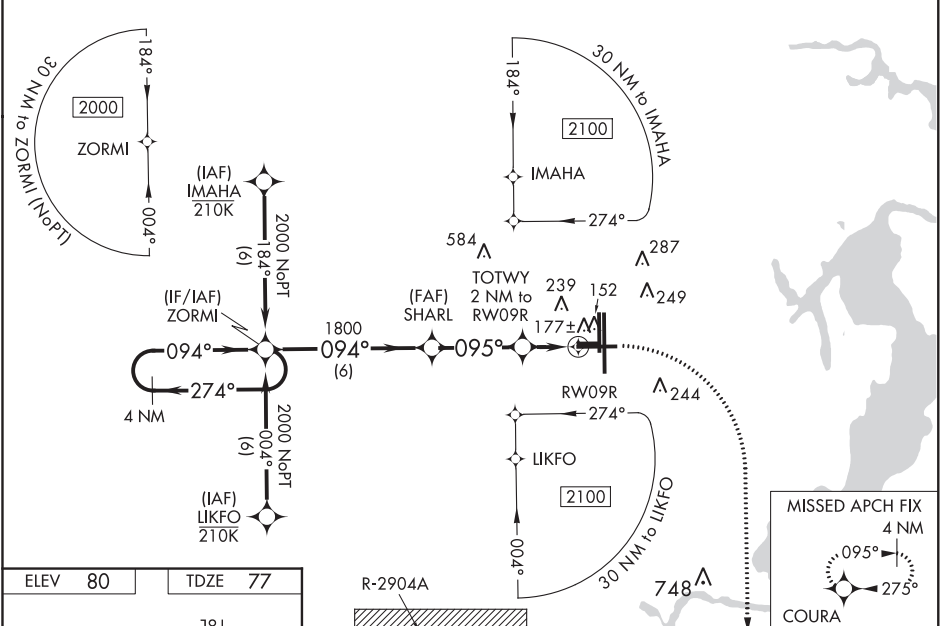
CECIL (VQQ)

⚠ Baro-VNAV NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 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 MALSRL, increase LPV and LNAV/VNAV all Cats visibility to 7/8 mile, and LNAV all Cats visibility to 1 mile. For inop MALSRL, when using Jacksonville Intl altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1 mile, and LNAV Cats C/D visibility to 1 1/8 mile.

MALSRL

MISSED APPROACH:
Climb to 700 then climbing right turn to 2000 direct COURA and hold.

ATIS 125.275	JACKSONVILLE APP CON 123.8 377.05	CECIL TOWER 126.1 (CTAF) 0 387.025	GND CON 121.625 384.4	CLNC DEL 121.625	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		351-3/4	274 (300-3/4)	
LNAV/VNAV DA		338-3/4	261 (300-3/4)	
LNAV MDA		440-3/4	363 (400-3/4)	
C CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1 1/2 520 (600-1 1/2)	640-2 560 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56616 W18A	APP CRS 185°	Rwy Idg 12503 TDZE 79 Apt Elev 80
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RNAV (GPS) RWY 18L

CECIL (VQQ)

▼ Baro-VNAV NA when using Jacksonville Intl 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.

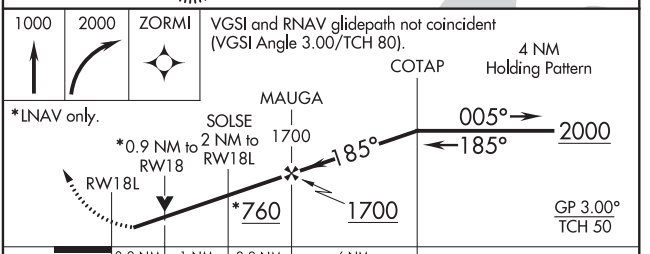
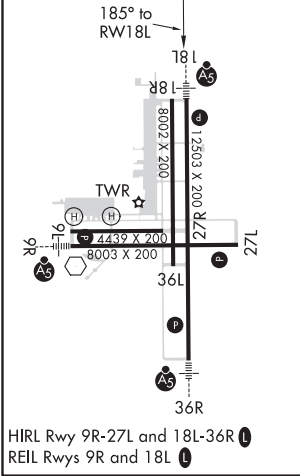
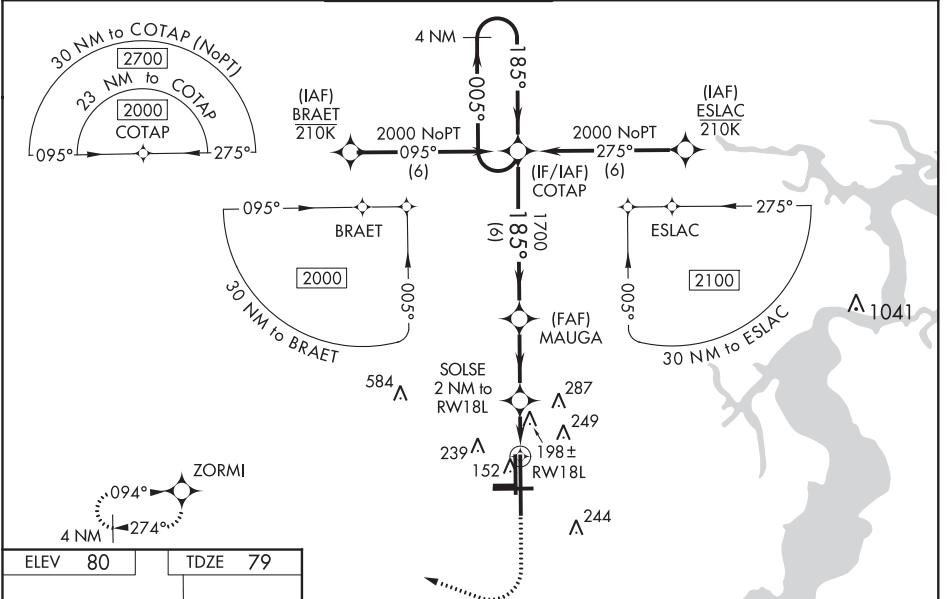
▲ When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet. For inop MALS, increase LNAV Cats C/D visibility to 1½ mile. For inop MALS, when using Jacksonville Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cats C/D visibility to 1¾ 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.

MALS



MISSED APPROACH:
Climb to 1000 then climbing right turn to 2000 direct ZORMI and hold.

ATIS 125.275	JACKSONVILLE APP CON 123.8 377.05	CECIL TOWER 126.1 (CTAF) 387.025	GND CON 121.625 384.4	CLNC DEL 121.625	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		329-1	250 (300-1)	
LNAV/VNAV DA		368-1	289 (300-1)	
LNAV MDA		460-1	381 (400-1)	
C CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	640-2 560 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97716 W27A	APP CRS 275°	Rwy Idg 8003 TDZE 72 Apt Elev 80
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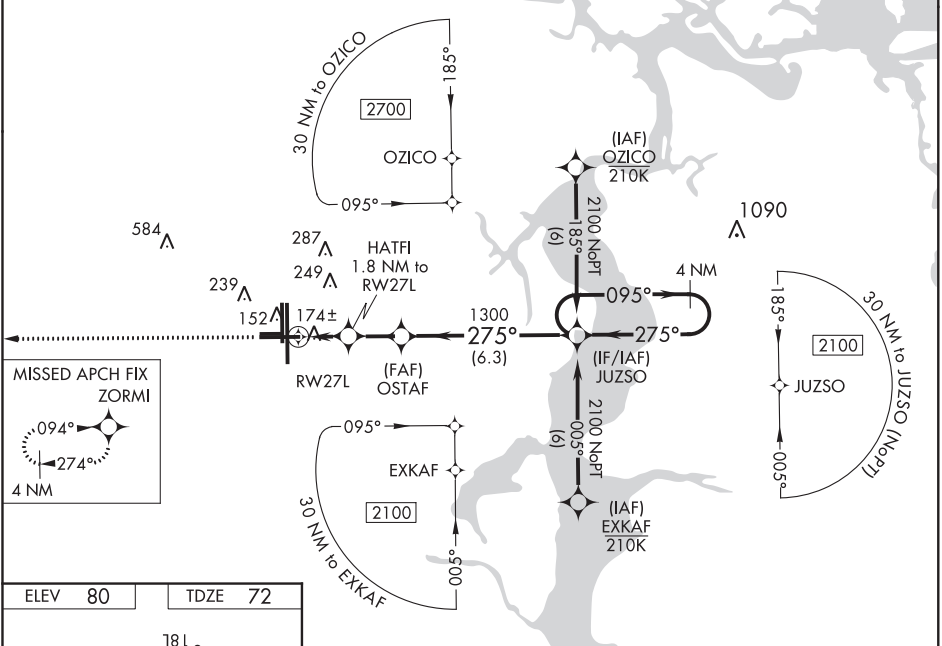
RNAV (GPS) RWY 27L

CECIL (VQQ)

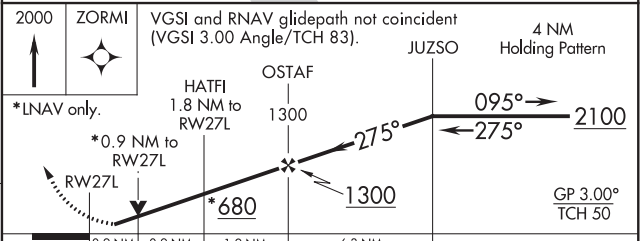
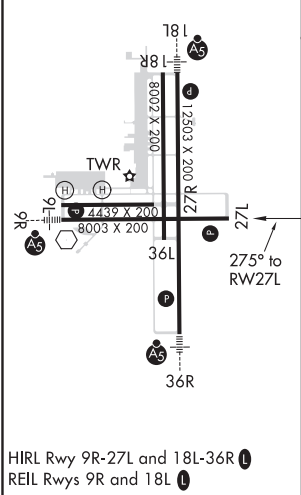
⚠ Baro-VNAV and VDP NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet. Increase LPV all Cats visibility to 1½ mile, LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cats C/D visibility to 1¼ mile.

MISSED APPROACH:
Climb to 2000 direct ZORMI and hold.

ATIS 125.275	JACKSONVILLE APP CON 123.8 377.05	CECIL TOWER 126.1 (CTAF) 0 387.025	GND CON 121.625 384.4	CLNC DEL 121.625	UNICOM 122.95
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ELEV 80	TDZE 72
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CATEGORY	A	B	C	D
LPV DA		393-1	321 (400-1)	
LNAV/VNAV DA		451-1¼	379 (400-1¼)	
LNAV MDA		440-1	368 (400-1)	
C CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	640-2 560 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017


SE-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 36R

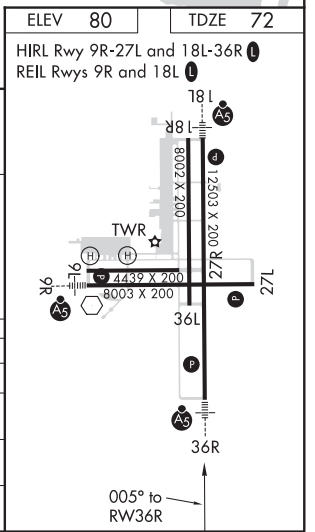
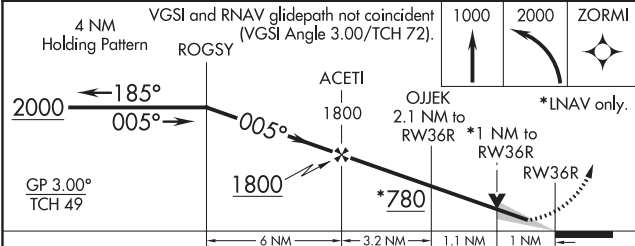
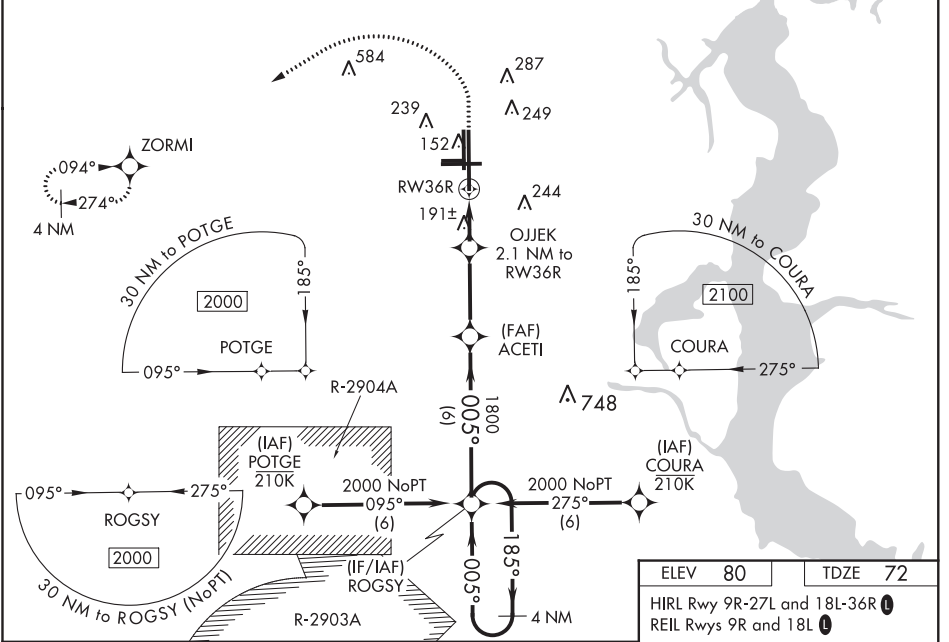
CECIL (VQQ)

WAAS CH 82036 W36A	APP CRS 005°	Rwy Idg 12503 TDZE 72 Apt Elev 80
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⚠ 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 7/8 mile.

MALSRL

MISSED APPROACH:
 Climb to 1000 then climbing left turn to 2000 direct ZORMI and hold.

ATIS 125.275	JACKSONVILLE APP CON 123.8 377.05	CECIL TOWER 126.1 (CTAF) 387.025	GND CON 121.625 384.4	CLNC DEL 121.625	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		272-1/2	200 (200-1/2)	
LNAV/VNAV DA		467-7/8	395 (400-7/8)	
LNAV MDA	460-1/2	388 (400-1/2)	460-5/8	388 (400-5/8)
C CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1 1/2 520 (600-1 1/2)	640-2 560 (600-2)

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SE-3, 10 NOV 2016 to 05 JAN 2017

JACKSONVILLE, FLORIDA

AL-998 (FAA)

16035

VOR VQV 117.9	APP CRS 109°	Rwy Idg TDZE Apt Elev	8003 77 80
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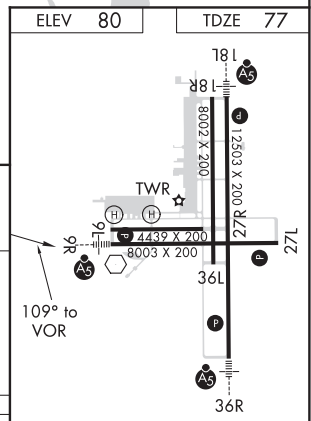
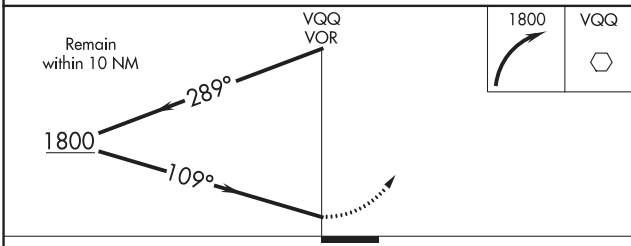
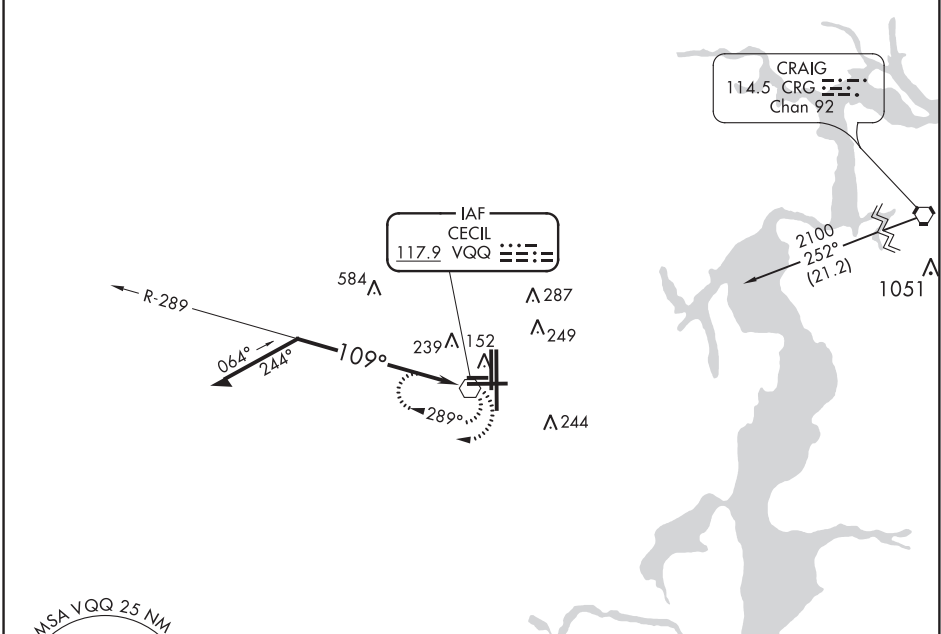
VOR RWY 9R

CECIL (VQV)

▼ Inoperative table does not apply. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 60 feet and S-9R Cats C/D and Circling Cat C visibility 1/8 mile.

▲ MALSR MISSED APPROACH: Climbing right turn to 1800 in VQV VOR holding pattern.

ATIS 125.275	JACKSONVILLE APP CON 123.8 377.05	CECIL TOWER 126.1 (CTAF) 387.025	GND CON 121.625 384.4	CLNC DEL 121.625	UNICOM 122.95
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CATEGORY	A	B	C	D
S-9R	700-1 623 (700-1)		700-1 3/4 623 (700-1 3/4)	
CIRCLING	700-1 620 (700-1)		700-1 3/4 620 (700-1 3/4)	700-2 620 (700-2)

HIRL Rwy 9R-27L and 18L-36R
REIL Rwy 9R and 18L

JACKSONVILLE, FLORIDA
Amdt 1A 28MAY15

30°13'N-81°53'W

CECIL (VQV) VOR RWY 9R

SE-3, 10 NOV 2016 to 05 JAN 2017


SE-3, 10 NOV 2016 to 05 JAN 2017

TACAN NIP Chan 19	APP CRS 090°	Rwy Idg 8003	TDZE 77
		Apt Elev 80	

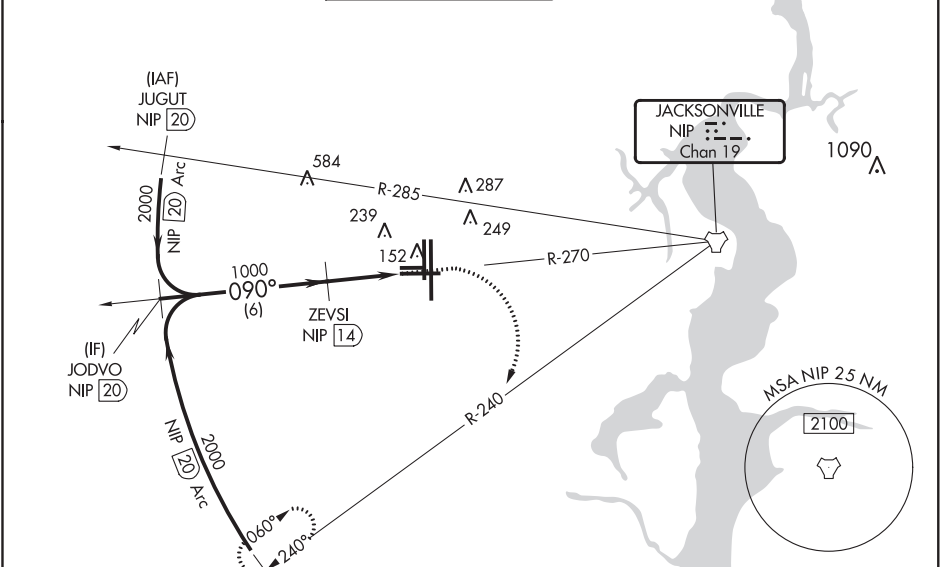
TACAN RWY 9R

CECIL (V/QQ)

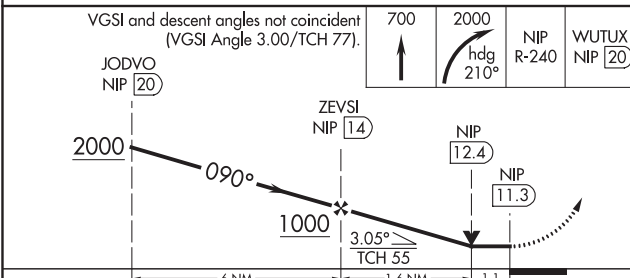
⚠ VDP NA with Jacksonville Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 60 feet, increase S-9R Cats C, D, E visibility 1/4 mile. For inop MALS, increase S-9R Cats A, B visibility to 1, and Cat E visibility to 1 1/4. For inop MALS, when using Jacksonville Intl altimeter setting increase S-9R Cats A, B visibility to 1, and Cats C, D, E visibility to 1 3/4.

MALS  MISSED APPROACH: Climb to 700 then climbing right turn to 2000 on heading 210° and NIP TACAN R-240 to WUTUX/20 DME and hold.

ATIS 125.275	JACKSONVILLE APP CON 123.8 377.05	CECIL TOWER 126.1 (CTAF) 387.025	GND CON 121.625 384.4	CLNC DEL 121.625	UNICOM 122.95
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RADAR REQUIRED



ELEV 80	TDZE 77
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CATEGORY	A	B	C	D	E
S-9R	500-3/4 423 (500-3/4)				
C CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1 1/2 520 (600-1 1/2)	640-2 560 (600-2)	900-3 820 (900-3)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

JACKSONVILLE, FLORIDA

AL-998 (FAA)

16035

TACAN NIP Chan 19	APP CRS 269°	Rwy Idg 8003 TDZE 72 Apt Elev 80
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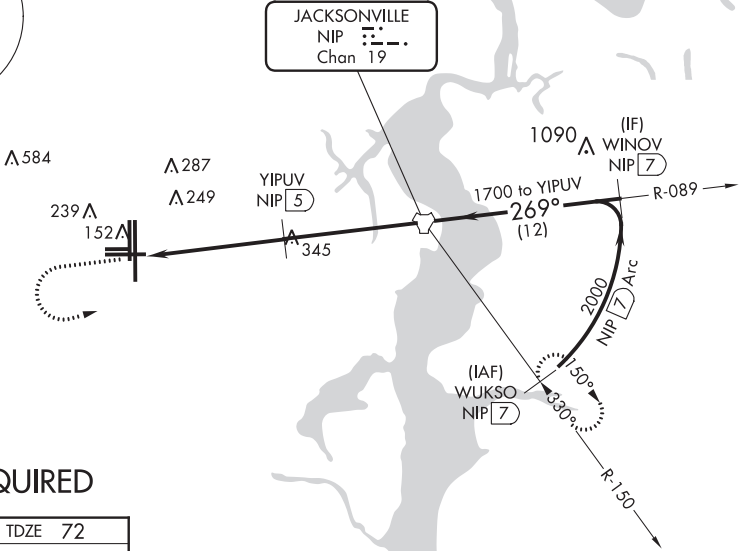
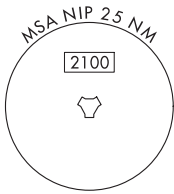
TACAN RWY 27L

CECIL (VQQ)

V VDP NA with Jacksonville Intl altimeter setting. Helicopter visibility reduction below 3/4 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 1/8 mile.

MISSED APPROACH: Climb to 700 then climbing left turn to 2100 direct NIP TACAN and continue on NIP TACAN R-150 to WUKSO/7 DME and hold.

ATIS 125.275	JACKSONVILLE APP CON 123.8 377.05	CECIL TOWER 126.1 (CTAF) 387.025	GND CON 121.625 384.4	CLNC DEL 121.625	UNICOM 122.95
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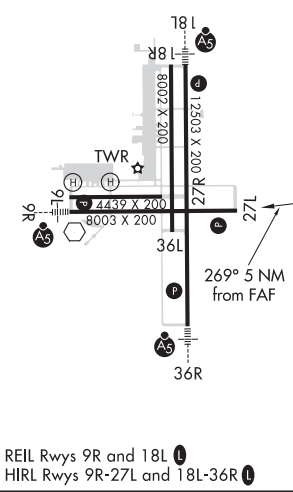


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

ELEV 80	TDZE 72
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REIL Rwy 9R and 18L
HIRL Rwy 9R-27L and 18L-36R

700	2100	NIP	NIP R-150	WUKSO NIP 7	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 83).
		NIP 10	NIP 8.8	NIP 5	NIP 7
		2.97° TCH 55		1700	2000
		1.2	3.8 NM	5 NM	7 NM
CATEGORY	A	B	C	D	E
S-27L	540-1	468 (500-1)	540-1 3/8	468 (500-1 3/8)	
CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1 1/2 520 (600-1 1/2)	640-2 560 (600-2)	900-3 820 (900-3)

JACKSONVILLE, FLORIDA
Orig-A 28MAY15

30°13'N-81°53'W

CECIL (VQQ) TACAN RWY 27L

AIRPORT DIAGRAM

AL-998 (FAA)

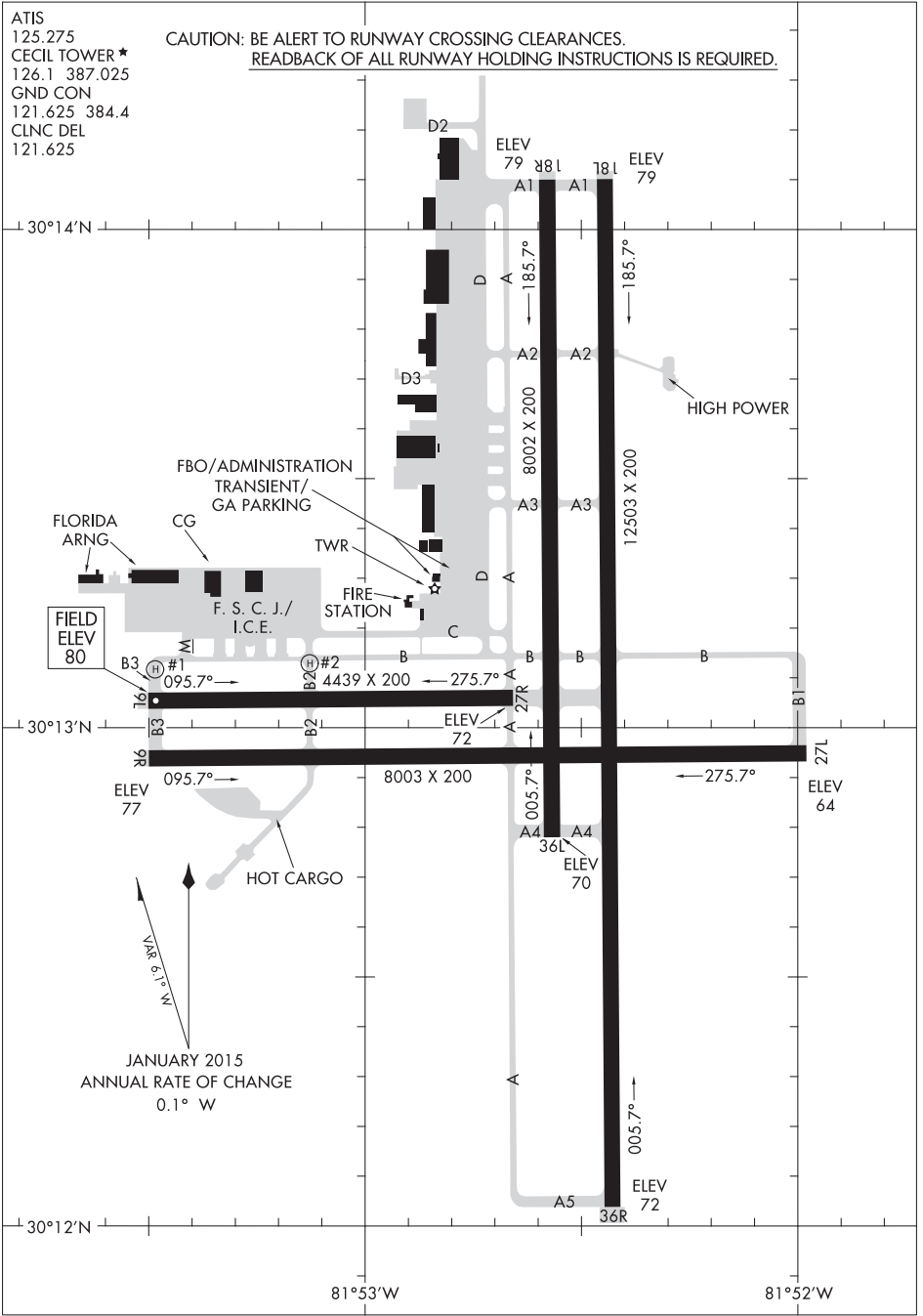
CECIL (VQQ)
JACKSONVILLE, FLORIDA

ATIS
125.275
CECIL TOWER ★
126.1 387.025
GND CON
121.625 384.4
CLNC DEL
121.625

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

JACKSONVILLE, FLORIDA
CECIL (VQQ)

JACKSONVILLE, FLORIDA

AL-207 (FAA)

14205

WAAS CH 63026 W25A	APP CRS 251°	Rwy Idg TDZE Apt Elev	3999 86 86
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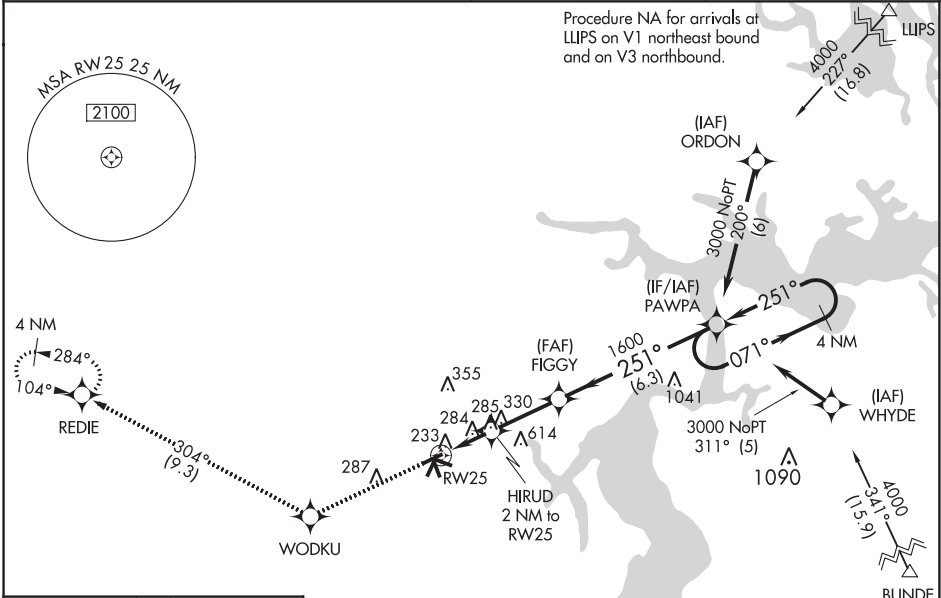
RNAV (GPS) RWY 25

HERLONG RECREATIONAL (HE'G)

⚠ Baro-VNAV NA when using Cecil altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
⚠ NA When local altimeter setting not received, use Cecil altimeter setting: increase all DA 13 feet and all MDA 20 feet; increase LNAV Cat C and D visibility 1/8 mile. Procedure NA at night for Cat C/D aircraft. Night landing: Rwy 7, 11, 29 NA. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2000 direct WODKU and on track 304° to REDIE and hold.

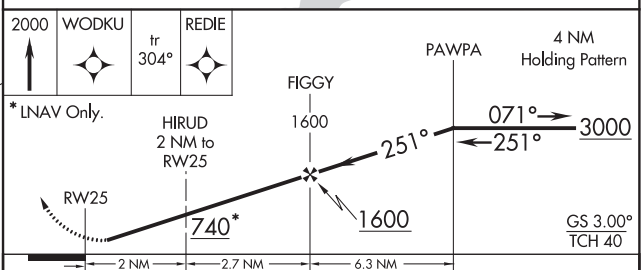
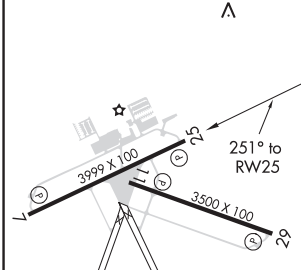
AWOS-3 119.275	JACKSONVILLE APP CON 123.8 377.05	GCO 121.725	UNICOM 123.0 (CTAF) 📻
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 86	TDZE 86
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CATEGORY	A	B	C	D
LPV DA		378-1	292 (300-1)	
LNAV/VNAV DA		612-1 7/8	526 (600-1 7/8)	
LNAV MDA	600-1	514 (600-1)	600-1 3/8	514 (600-1 3/8)
C CIRCLING	600-1	514 (600-1)	980-2 3/4 894 (900-2 3/4)	980-3 894 (900-3)

JACKSONVILLE, FLORIDA
Amdt 1 24JUL14

30°17'N-81°48'W

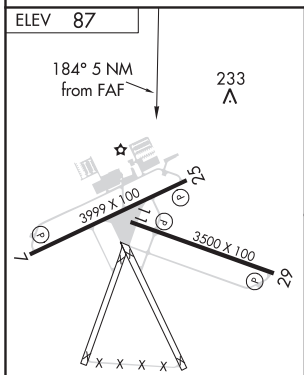
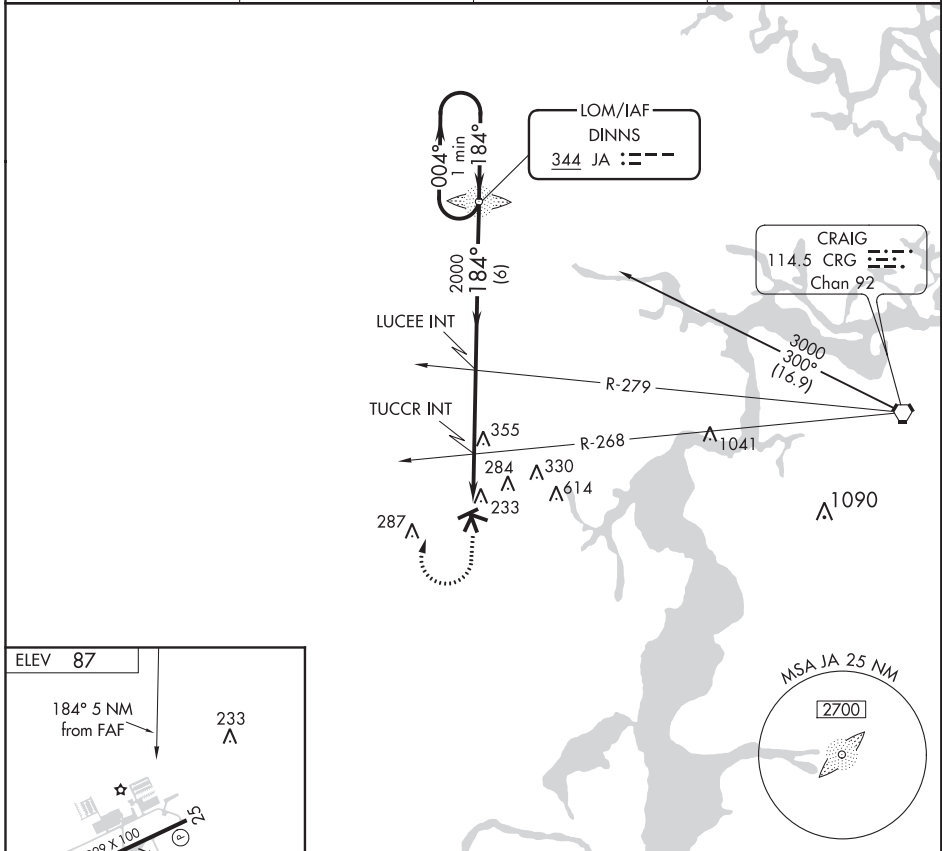
HERLONG RECREATIONAL (HE'G)
RNAV (GPS) RWY 25

LOM JA 344	APP CRS 184°	Rwy Idg TDZE Apt Elev	N/A N/A 87
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NDB-A
HERLONG RECREATIONAL (HE'G)

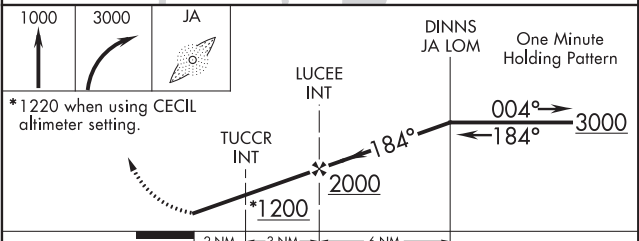
NA When local altimeter setting not received, use CECIL altimeter setting and increase all MDA 20 feet. Night landing Rwy 7, 11, 29 NA.
 MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct JA LOM and hold.

AWOS-3 119.275	JACKSONVILLE APP CON 123.8 377.05	GCO 121.725	UNICOM 123.0 (CTAF)
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REIL Rwy 7, 11 and 29
 MRL Rwy 7-25 and 11-29

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
CIRCLING	640-1 553 (600-1)	640-1¼ 553 (600-1¼)	640-1½ 553 (600-1½)	640-2 553 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63031 W14A	APP CRS 141°	Rwy Idg TDZE Apt Elev	4008 41 41
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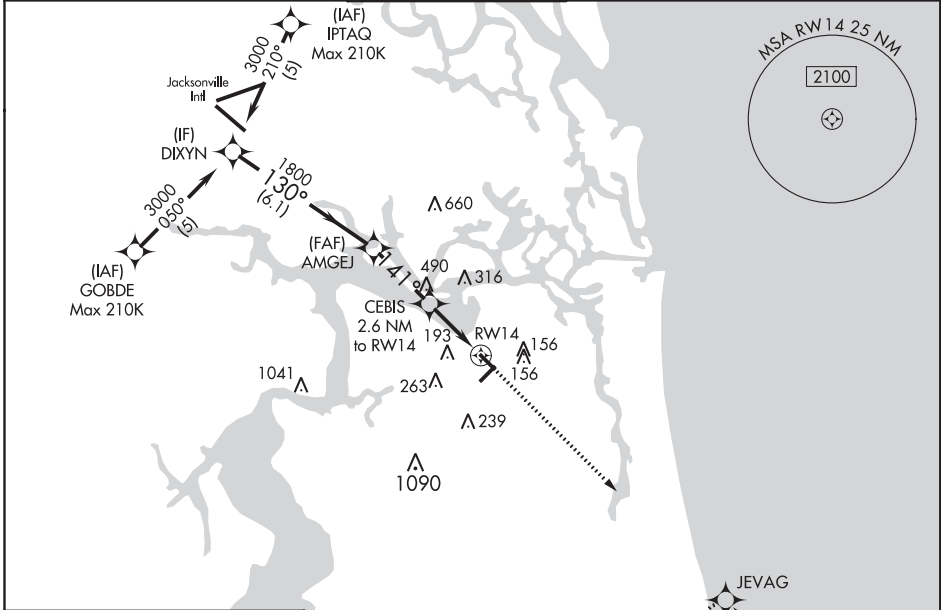
RNAV (GPS) RWY 14

JACKSONVILLE EXECUTIVE AT CRAIG (CRG)

▼ Procedure NA at night. Baro-VNAV NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet. Increase LNAV/VNAV all Cats visibility to 1½ and LNAV Cat D visibility to 1½.

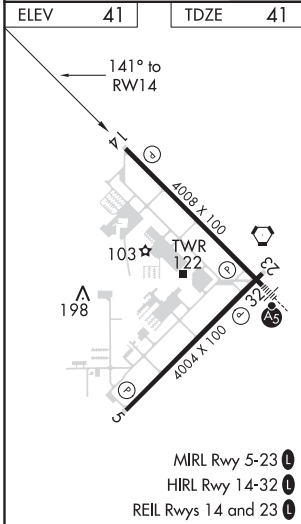
MISSED APPROACH:
Climb to 1900 direct JEVAG and hold.

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
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



RADAR REQUIRED

DIXYN	AMGEJ	CEBIS 2.6 NM to RW14	RW14
3000	1800	*900	
130°	141°		
6.1 NM	2.8 NM	2.6 NM	
GS 3.00° TCH 44			
CATEGORY	A	B	C
LPV DA	293-1	252 (300-1)	
LNAV/VNAV DA	418-1¼ 377 (400-1¼)		
LNAV MDA	500-1	459 (500-1)	500-1¾ 459 (500-1¾)
CIRCLING	500-1 459 (500-2)	580-1 539 (600-2)	580-1½ 539 (600-1½) 600-2 559 (600-2)

WAAS CH 57901 W32A	APP CRS 321°	Rwy Idg 4008 TDZE 41 Apt Elev 41
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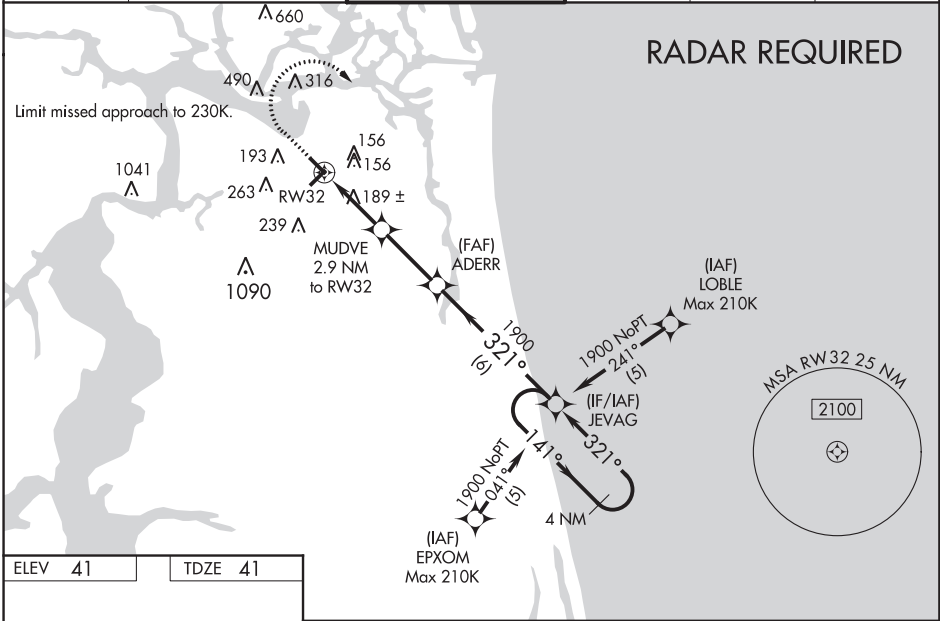
RNAV (GPS) RWY 32
JACKSONVILLE EXECUTIVE AT CRAIG (CRG)

▽ Night landing: Rwy 5 NA. Baro-VNAV and VDP NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA with Jacksonville Intl altimeter setting. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet. For inoperative MALSR, when using Jacksonville Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1 1/2 and LNAV Cats C/D visibility to 1 1/4.

MALSR

MISSED APPROACH:
Climb to 700 then
descending right turn to
1900 direct JEVAG
and hold.

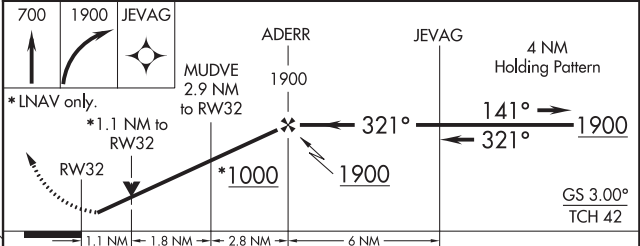
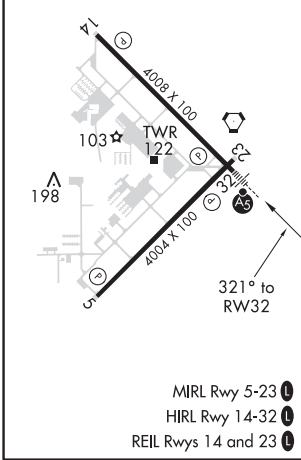
ATIS 125.4	JACKSONVILLE APP CON 124.9 308.4	CRAIG TOWER ★ 132.1 (CTAF) 269.525	GND CON 121.8	CLNC DEL 118.35	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 41	TDZE 41
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CATEGORY	A	B	C	D
LPV DA		241-1	200 (200-1)	
LNAV/VNAV DA		381-1	340 (400-1)	
LNAV MDA		440-1	399 (400-1)	
CIRCLING	500-1 459 (500-1)	580-1 539 (600-1)	580-1 1/2 539 (600-1 1/2)	600-2 559 (600-2)

VORTAC CRG 114.5 Chan 92	APP CRS 132°	Rwy Idg TDZE 41 Apt Elev 41	4008
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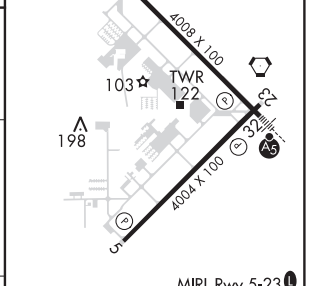
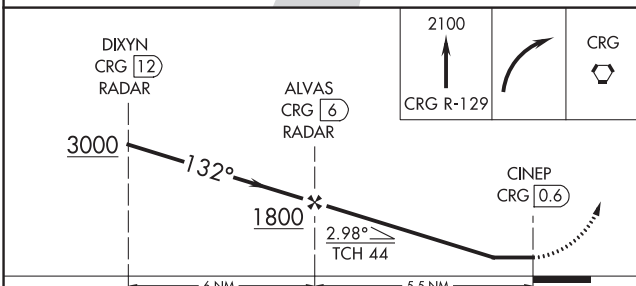
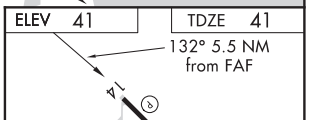
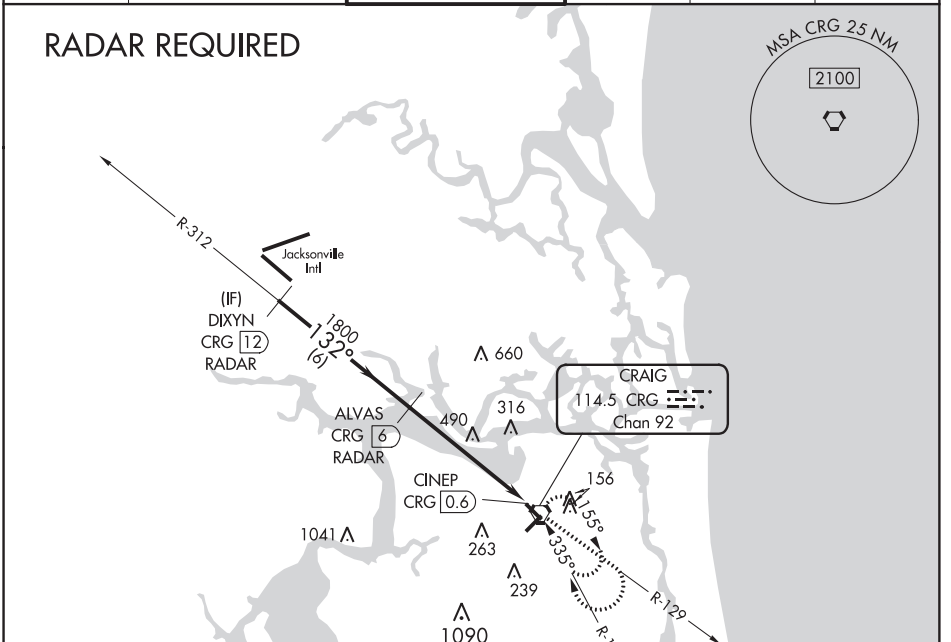
VOR RWY 14

JACKSONVILLE EXECUTIVE AT CRAIG (CRG)

▼ Procedure NA at night.
▲ DME or Radar required.
 Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2100 via CRG VORTAC R-129 then right turn direct CRG VORTAC and hold.

ATIS 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
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CATEGORY	A	B	C	D
S-14	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2½	759 (800-2½)
CIRCLING	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2½	759 (800-2½)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

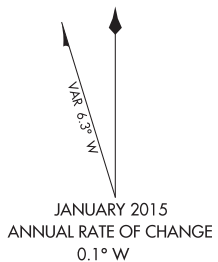
AIRPORT DIAGRAM

JACKSONVILLE EXECUTIVE AT CRAIG (CRG)

AL-208 (FAA)

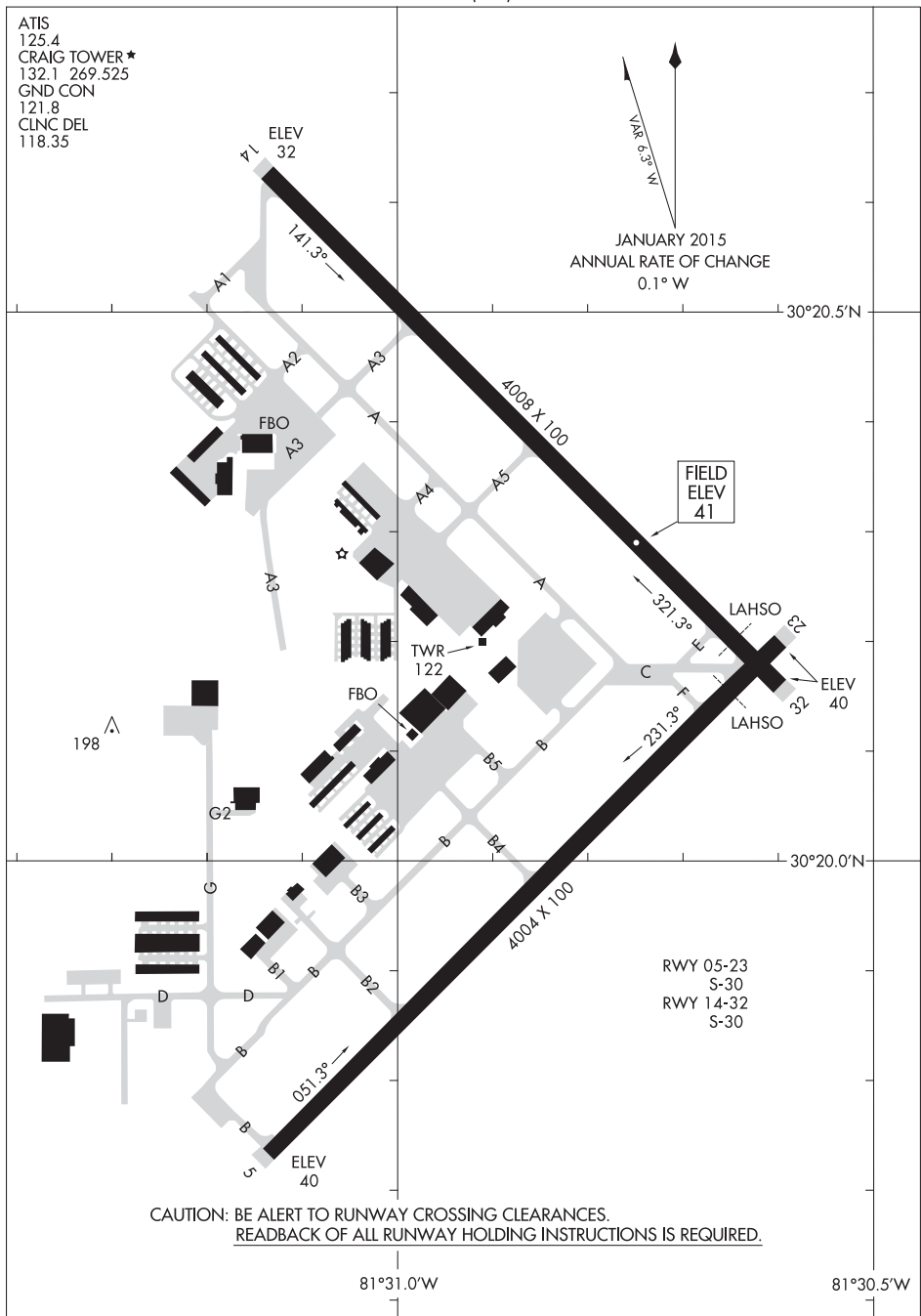
JACKSONVILLE, FLORIDA

ATIS
 125.4
 CRAIG TOWER ★
 132.1 269.525
 GND CON
 121.8
 CLNC DEL
 118.35



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 05-23
 S-30
 RWY 14-32
 S-30

AIRPORT DIAGRAM

JACKSONVILLE, FLORIDA
 JACKSONVILLE EXECUTIVE AT CRAIG (CRG)

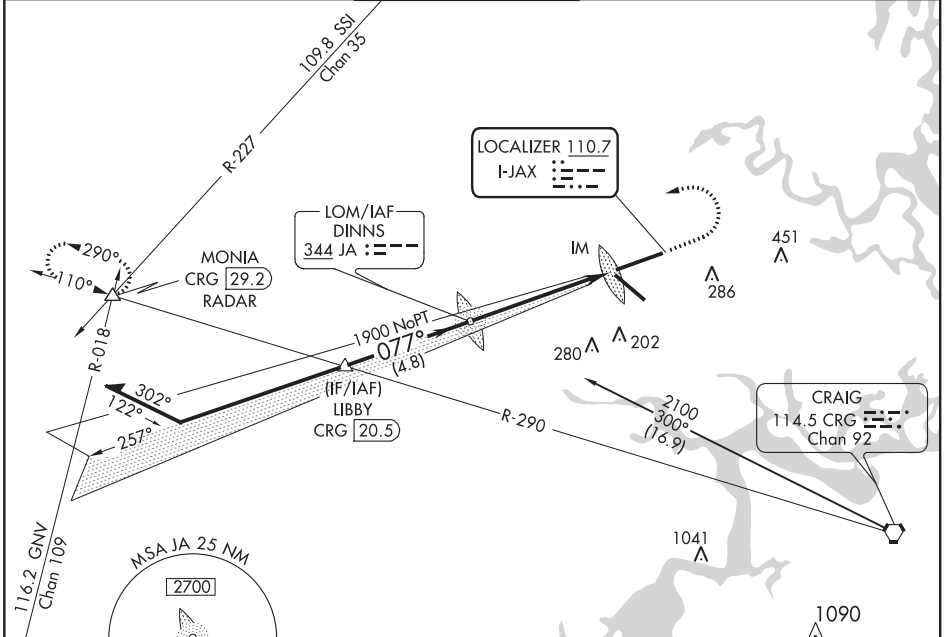
LOC I-JAX 110.7	APP CRS 077°	Rwy Idg 10000 TDZE 29 Apt Elev 29
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ILS or LOC RWY 8

JACKSONVILLE INTL (JAX)

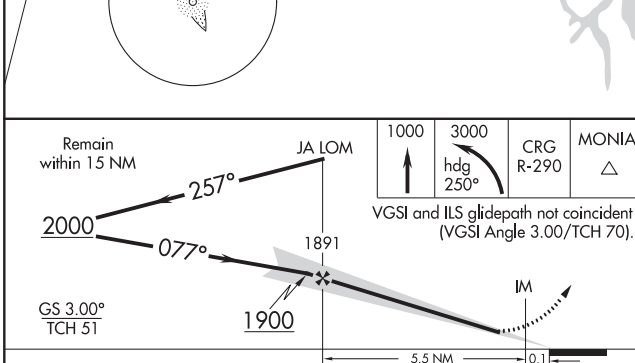
<p>For inop ALSIF, increase S-ILS 8 Cat E visibility to RVR 4000, increase S-LOC 8 Cat E visibility to 1 1/2%.</p>	ALSIF-2	<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 250° and on CRG VORTAC R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.</p>

ATIS 125.85	JACKSONVILLE APP CON 119.0 335.6	JACKSONVILLE TOWER 118.3 317.7	GND CON 121.9 348.6	CLNC DEL 119.5 290.275
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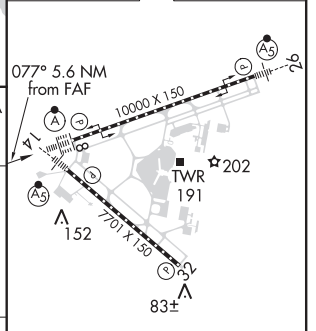


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 29	TDZE 29
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CATEGORY	A	B	C	D	E
S-ILS 8	229/18 200 (200-1/2)				
S-LOC 8	480/24 451 (500-1/2)	480/45 451 (500-3/4)			
CIRCLING	520-1 491 (500-1)	520-1 1/2 491 (500-1 1/2)	640-2 611 (700-2)	760-2 1/2 731 (800-2 1/2)	

REIL Rwy 32	TDZ/CL Rwy 8, 14, and 26				
HIRL Rwy 8-26 and 14-32	FAF to MAP 5.6 NM				
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

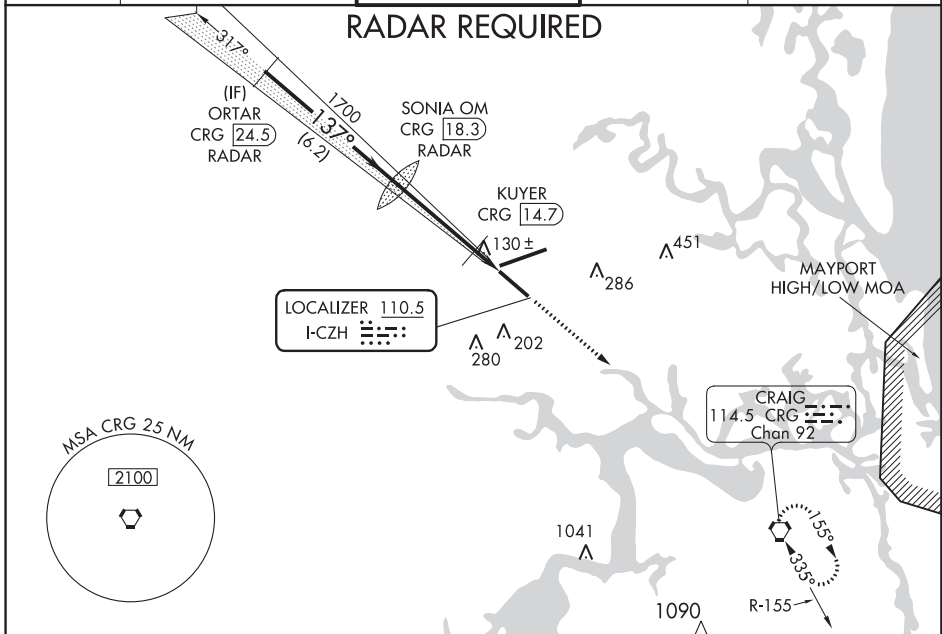
LOC I-CZH 110.5	APP CRS 137°	Rwy ldg 7701
		TDZE 27
		Apt Elev 29

ILS or LOC RWY 14

JACKSONVILLE INTL (JAX)

<p>▼ DME from CRG VORTAC. For inop MALS/R, increase S-LOC Cats A/B visibility to 1 mile. KUYER Fix minimums: For inop MALS/R, increase S-LOC 14 all Cats visibility to 1 mile. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.</p>	<p>MALS/R</p>	<p>MISSED APPROACH: Climb to 3000 direct CRG VORTAC and hold.</p>
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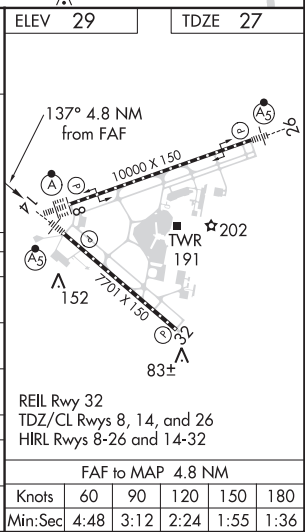
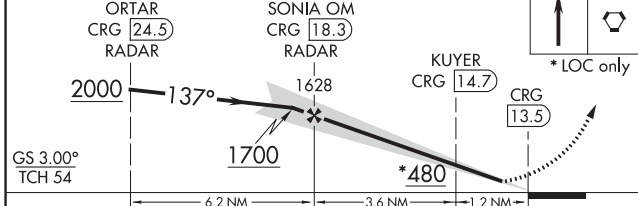
ATIS 125.85	JACKSONVILLE APP CON 119.0 335.6	JACKSONVILLE TOWER 118.3 317.7	GND CON 121.9 348.6	CLNC DEL 119.5 290.275
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).	3000 CRG	ELEV 29	TDZE 27
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CATEGORY	A	B	C	D
S-ILS 14	227- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 14	480- $\frac{3}{4}$ 453 (500- $\frac{3}{4}$)		480- $\frac{7}{8}$ 453 (500- $\frac{7}{8}$)	
CIRCLING	520-1 491 (500-1)		520-1 $\frac{1}{2}$ 491 (500-1 $\frac{1}{2}$)	640-2 611 (700-2)
KUYER FIX MINIMUMS (DME REQUIRED)				
S-LOC 14	380- $\frac{3}{4}$ 353 (400- $\frac{3}{4}$)			
CIRCLING	520-1 491 (500-1)		520-1 $\frac{1}{2}$ 491 (500-1 $\frac{1}{2}$)	640-2 611 (700-2)

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

LOC I-PEK 110.3	APP CRS 257°	Rwy ldg 10000 TDZE 27 Apt Elev 29
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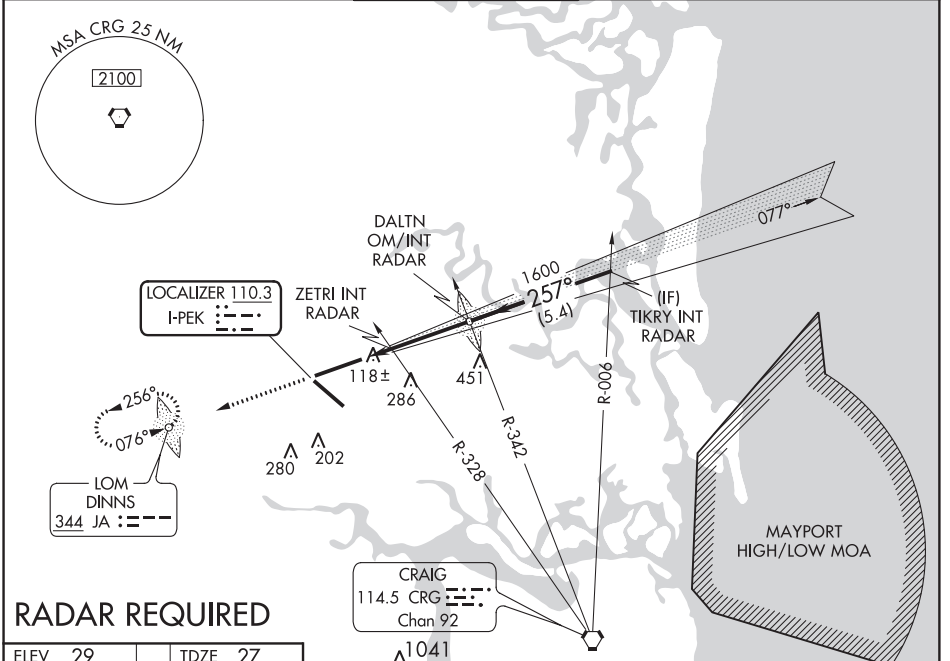
ILS or LOC RWY 26

JACKSONVILLE INTL (JAX)

ADF Required. For inop MALSRL, increase S-LOC 26 Cats C/D visibility to 1½ miles. DME Fix minimums: increase S-LOC 26 Cats C/D visibility to RVR 5000.

MALSRL
MISSED APPROACH: Climb to 3000 direct DINNS LOM and hold continue climb-in hold to 3000.

ATIS 125.85	JACKSONVILLE APP CON 119.0 335.6	JACKSONVILLE TOWER 118.3 317.7	GND CON 121.9 348.6	CLNC DEL 119.5 290.275
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RADAR REQUIRED

ELEV 29	TDZE 27
257° 4.2 NM from FAF	
10000 X 150	
701 X 150	
83±	
REIL Rwy 32 TDZ/CL Rwys 8, 14, and 26 HIRL Rwys 8-26 and 14-32	
FAF to MAP 4.2 NM	
Knots	60 90 120 150 180
Min:Sec	4:12 2:48 2:06 1:41 1:24

DINNS
3000

VGSi and ILS glidepath not coincident (VGSi Angle 3.00°/TCH 70).

***LOC only**

ZETRI INT RADAR
520*

DALTN OM/INT RADAR
1419

TIKRY INT RADAR
2000

GS 3.00° TCH 49

CATEGORY	A	B	C	D
S-ILS 26	227/18 200 (200-½)			
S-LOC 26	520/24	493 (500-½)	520/50	493 (500-1)
CIRCLING	520-1	491 (500-1)	520-1½ 491 (500-1½)	640-2 611 (700-2)
ZETRI FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 26	380/24	353 (400-½)	380/30	353 (400-¾)
CIRCLING	520-1	491 (500-1)	520-1½ 491 (500-1½)	640-2 611 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

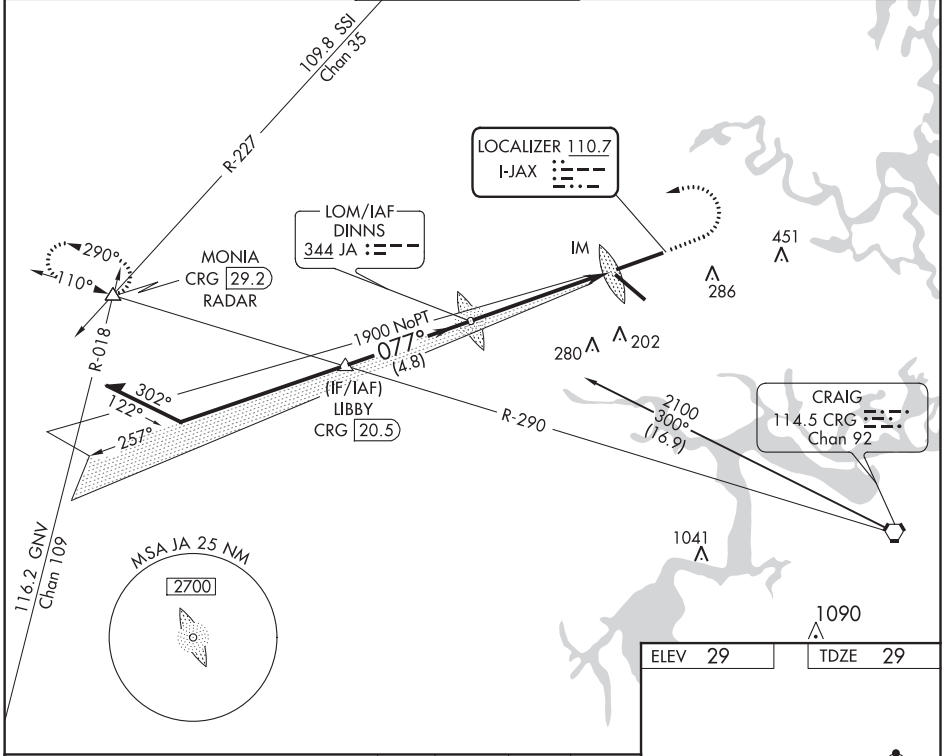
LOC I-JAX 110.7	APP CRS 077°	Rwy Idg 10000
		TDZE 29
		Apt Elev 29

ILS RWY 8 (SA CAT I)

JACKSONVILLE INTL (JAX)

<p>Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.</p>	ALSF-2 	MISSED APPROACH: Climb to 1000 then dimbing left turn to 3000 on heading 250° and on CRG VORTAC R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.
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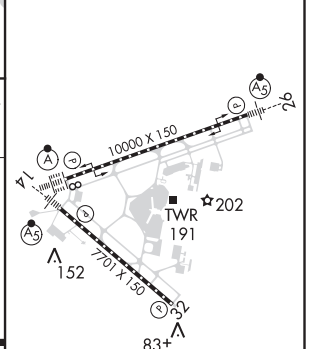
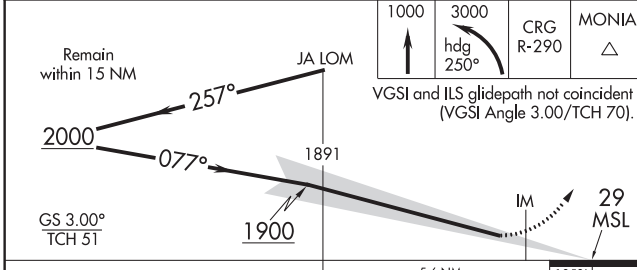
ATIS 125.85	JACKSONVILLE APP CON 119.0 335.6	JACKSONVILLE TOWER 118.3 317.7	GND CON 121.9 348.6	CLNC DEL 119.5 290.275
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 29	TDZE 29
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CATEGORY	A	B	C	D
S-ILS 8	RA 175/14 150 DA 179			

SA CATEGORY I - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 32
 TDZ/CL Rws 8, 14, and 26
 HIRL Rws 8-26 and 14-32

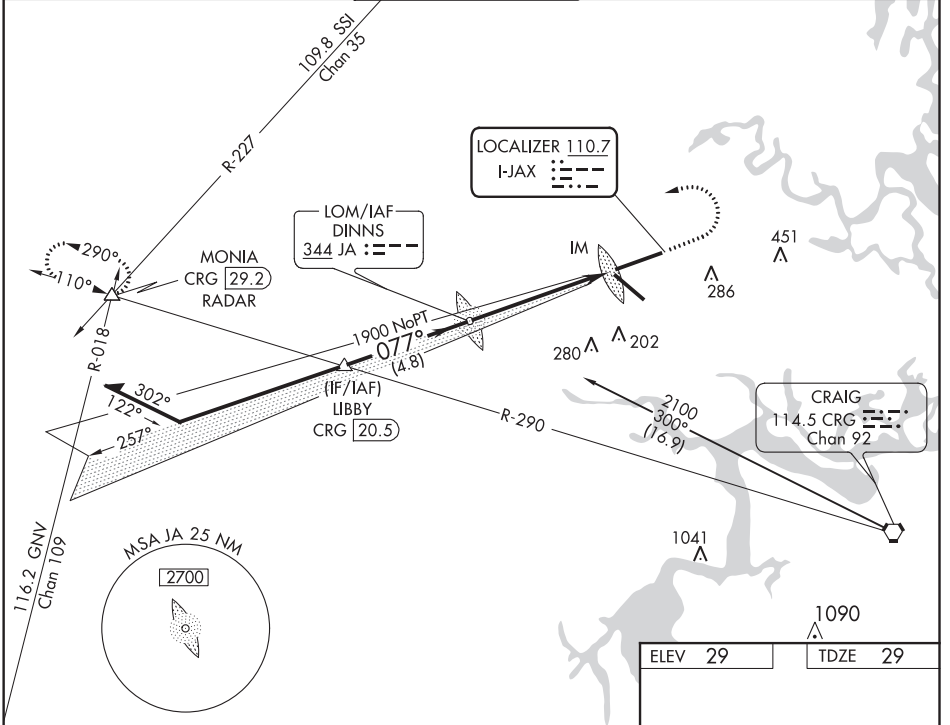
LOC I-JAX 110.7	APP CRS 077°	Rwy Idg TDZE Apt Elev	10000 29 29
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ILS RWY 8 (CAT II & III)

JACKSONVILLE INTL (JAX)

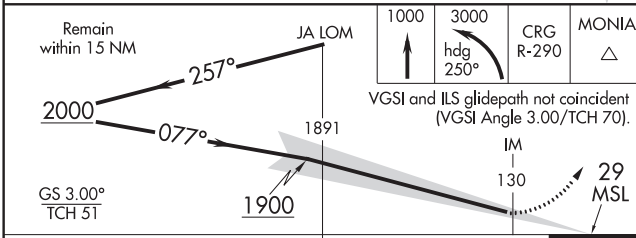
	MISSED APPROACH: Climb to 1000 then dimbing left turn to 3000 on heading 250° and on CRG VORTAC R-290 to MONIA INT/CRG 29.2 DME/RADAR and hold.		
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ATIS 125.85	JACKSONVILLE APP CON 119.0 335.6	JACKSONVILLE TOWER 118.3 317.7	GND CON 121.9 348.6	CLNC DEL 119.5 290.275
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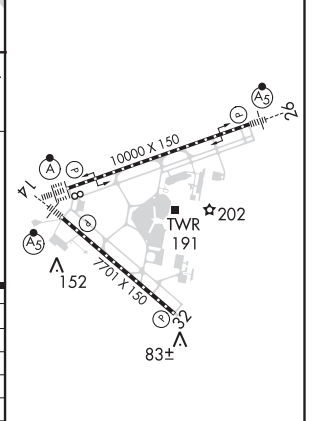
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 29	TDZE 29
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CATEGORY	A	B	C	D
S-ILS 8	CAT II RA 100/12 100 DA 129			
S-ILS 8	CAT IIIa RVR 07			
S-ILS 8	CAT IIIb RVR 06			
S-ILS 8	CAT IIIc NA			



CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

APP CRS	Rwy Idg	10000
077°	TDZE	29
	Apt Elev	29

RNAV (RNP) Y RWY 8

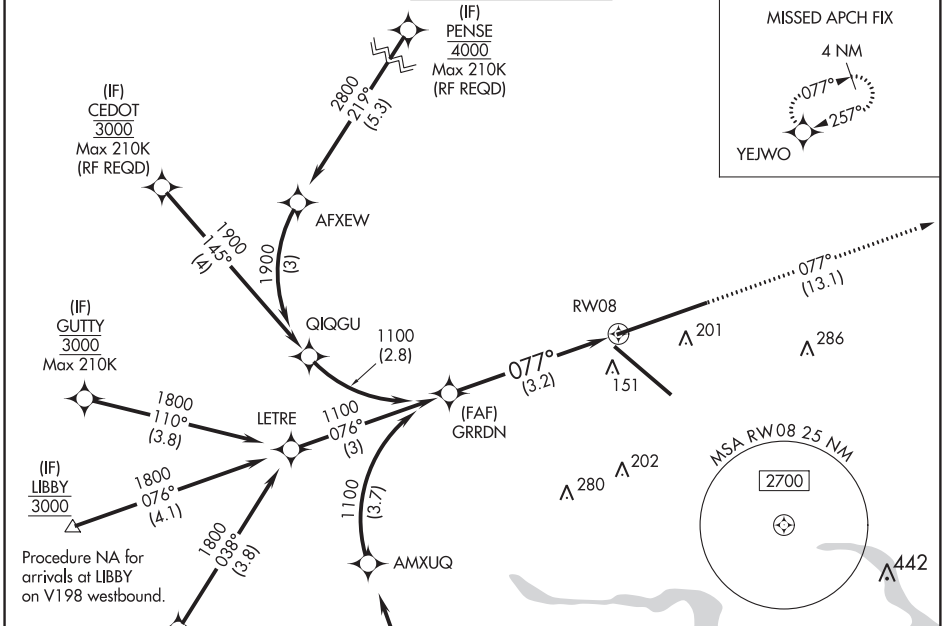
JACKSONVILLE INTL (JAX)

For uncompensated Baro-VNAV systems, procedure NAL 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.

ALSF-2

MISSED APPROACH: Climb to 2000 on track 077° to YEJWO and hold.

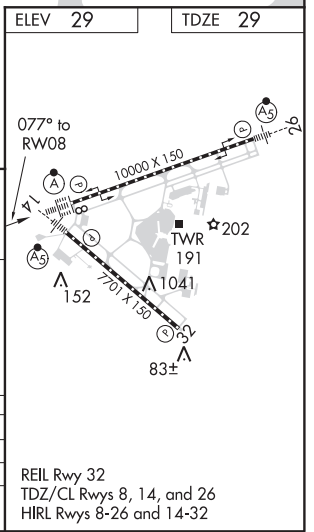
ATIS 125.85	JACKSONVILLE APP CON 119.0 335.6	JACKSONVILLE TOWER 118.3 317.7	GND CON 121.9 348.6	CLNC DEL 119.5 290.275
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 29	TDZE 29
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CATEGORY	A	B	C	D
RNP 0.11 DA		356/40	327 (400-¾)	
RNP 0.30 DA		426/45	397 (400-¾)	

AUTHORIZATION REQUIRED

REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32

APP CRS	Rwy Idg	7701
137°	TDZE	27
	Apt Elev	29

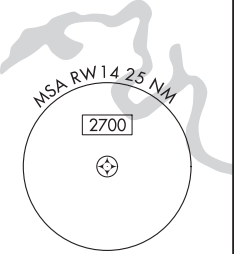
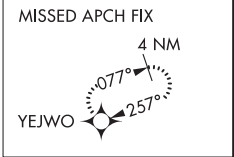
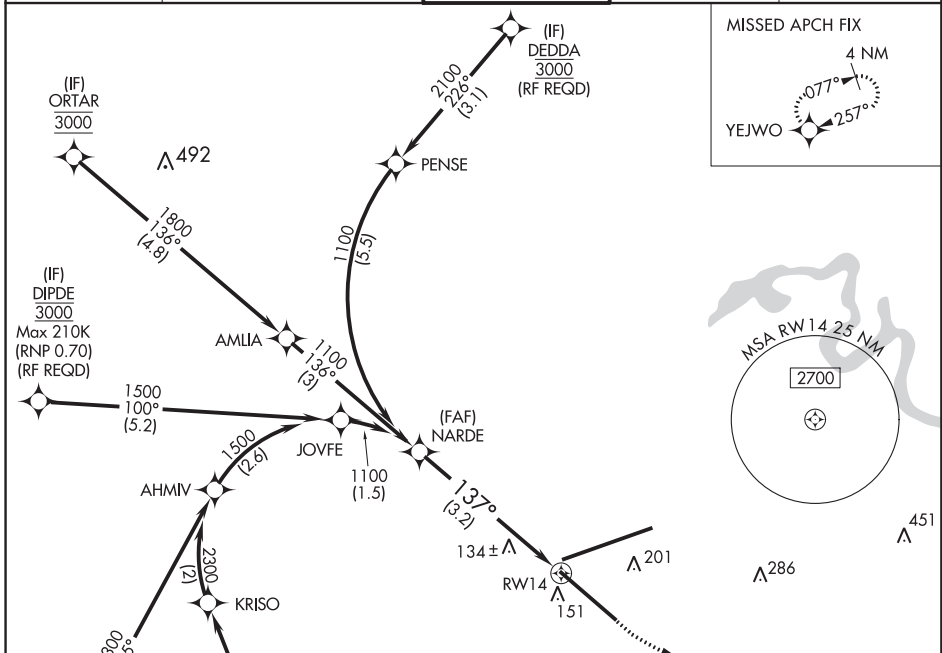
RNAV (RNP) Y RWY 14

JACKSONVILLE INTL (JAX)

▼ For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½ mile.

MALSR MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct YEJWO and hold.

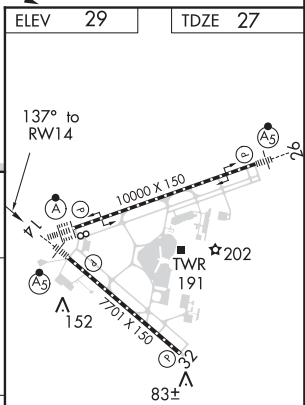
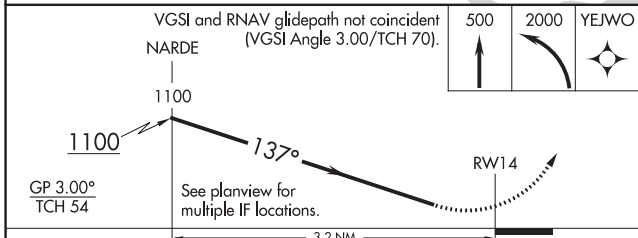
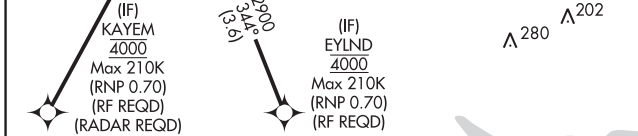
ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV	29	TDZE	27
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CATEGORY	A	B	C	D
RNP 0.30 DA		389-1	362 (400-1)	
AUTHORIZATION REQUIRED				

REIL Rwy 32
 TDZ/CL Rws 8, 14, and 26
 HIRL Rws 8-26 and 14-32

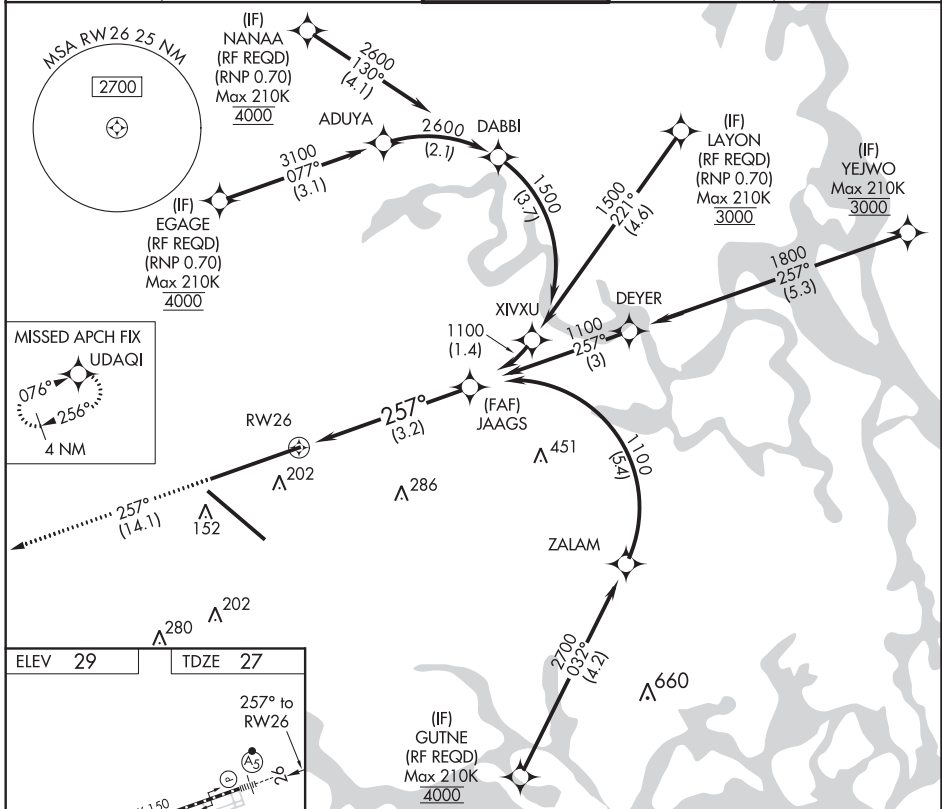
APP CRS	Rwy Idg	10000
257°	TDZE	27
	Apt Elev	29

RNAV (RNP) Y RWY 26

JACKSONVILLE INTL (JAX)

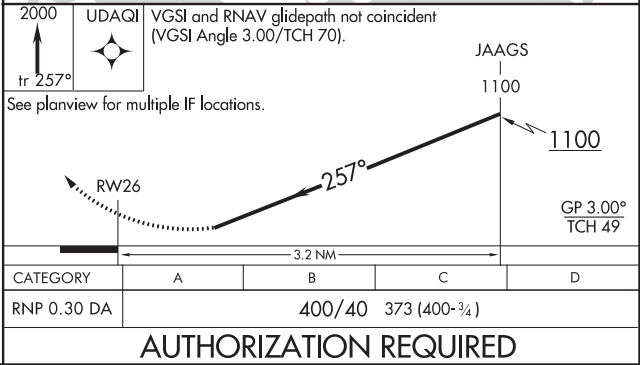
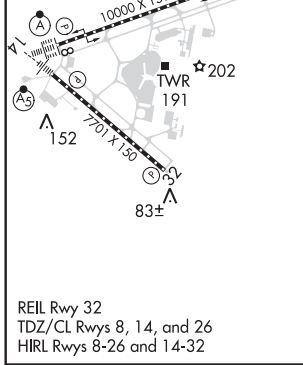
<p>For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1¼ mile.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2000 on track 257° to UDAQI and hold.</p>

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

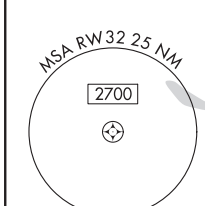
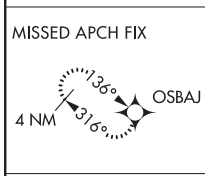
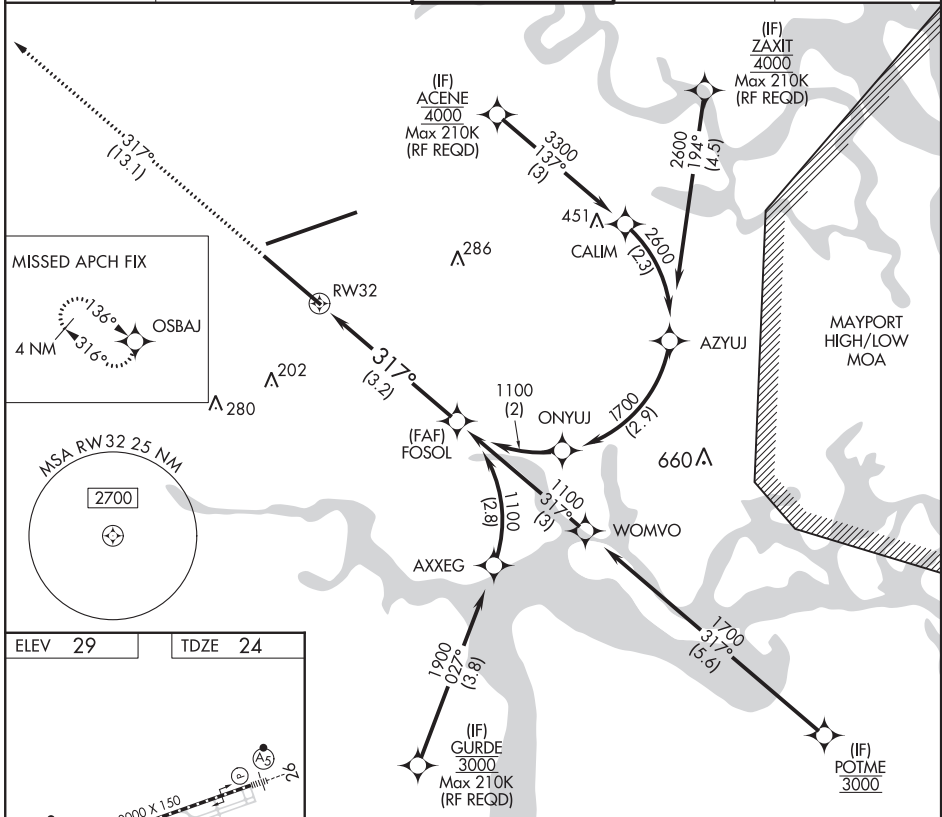


APP CRS	Rwy Idg	7701
317°	TDZE	24
	Apt Elev	29

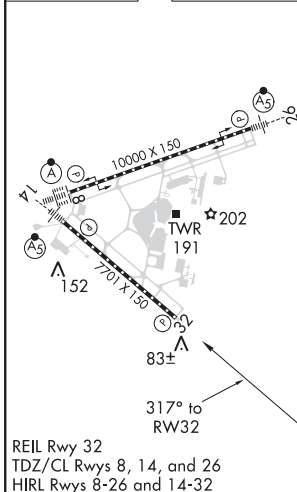
RNAV (RNP) Y RWY 32

JACKSONVILLE INTL (JAX)

<p>▼ For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required.</p>		<p>MISSED APPROACH: Climb to 2000 on track 317° to OSBAJ and hold.</p>	
<p>ATIS 125.85</p>	<p>JACKSONVILLE APP CON 119.0 335.6</p>	<p>JACKSONVILLE TOWER 118.3 317.7</p>	<p>GND CON 121.9 348.6</p>
		<p>CLNC DEL 119.5 290.275</p>	



ELEV 29	TDZE 24
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<p>2000 OSBAJ</p> <p>tr 317°</p>	<p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).</p>	<p>FOSOL 1100</p> <p>GP 3.00° TCH 50</p>																
<p>RW32 317°</p> <p>See planview for multiple IF locations.</p> <p>3.2 NM</p>																		
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>RNP 0.11 DA</td> <td></td> <td>359-1¹/₈</td> <td>334 (400-1¹/₈)</td> <td></td> </tr> <tr> <td>RNP 0.30 DA</td> <td></td> <td>423-1³/₈</td> <td>399 (400-1³/₈)</td> <td></td> </tr> </tbody> </table>	CATEGORY	A	B	C	D	RNP 0.11 DA		359-1 ¹ / ₈	334 (400-1 ¹ / ₈)		RNP 0.30 DA		423-1 ³ / ₈	399 (400-1 ³ / ₈)		<p>AUTHORIZATION REQUIRED</p>		
CATEGORY	A	B	C	D														
RNP 0.11 DA		359-1 ¹ / ₈	334 (400-1 ¹ / ₈)															
RNP 0.30 DA		423-1 ³ / ₈	399 (400-1 ³ / ₈)															

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

JACKSONVILLE, FLORIDA

AL-5570 (FAA)

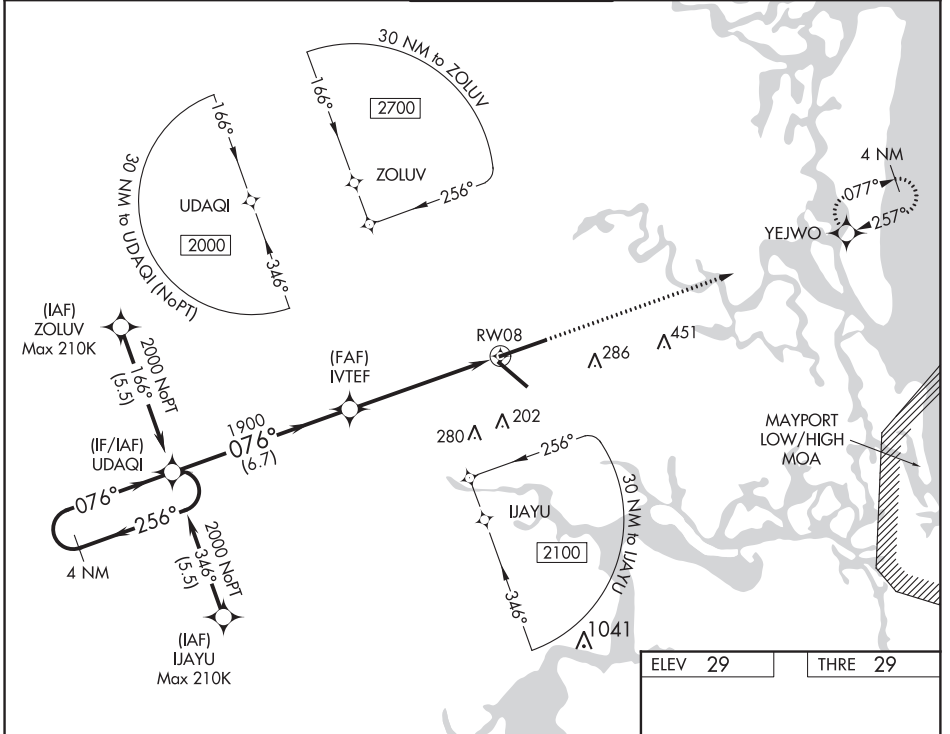
13234

WAAS CH 50526 W08A	APP CRS 076°	Rwy Idg 10000 THRE 29 Apt Elev 29
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RNAV (GPS) Z RWY 8

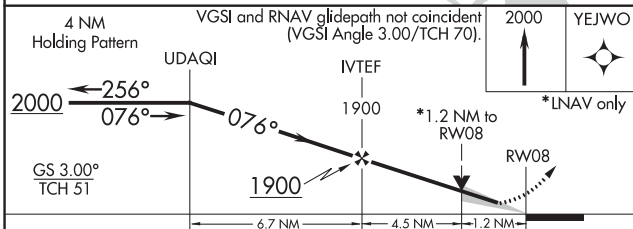
JACKSONVILLE INTL (JAX)

For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.		ALSF-2 	MISSED APPROACH: Climb to 2000 direct YEJWO and hold.	
ATIS 125.85	JACKSONVILLE APP CON 119.0 335.6	JACKSONVILLE TOWER 118.3 317.7	GND CON 121.9 348.6	CLNC DEL 119.5 290.275



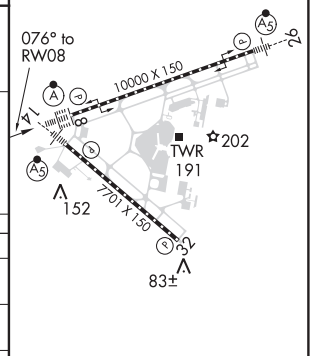
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 29	THRE 29
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CATEGORY	A	B	C	D
LPV DA		229/24	200 (200-½)	
LNAV/VNAV DA		363/32	334 (400-⅝)	
LNAV MDA	480/24	451 (500-½)	480/45	451 (500-⅔)
CIRCLING	520-1	491 (500-1)	520-1½ 491 (500-1½)	640-2 611 (700-2)



REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32

JACKSONVILLE, FLORIDA
Amdt 2 10JAN13

30°30'N-81°41'W

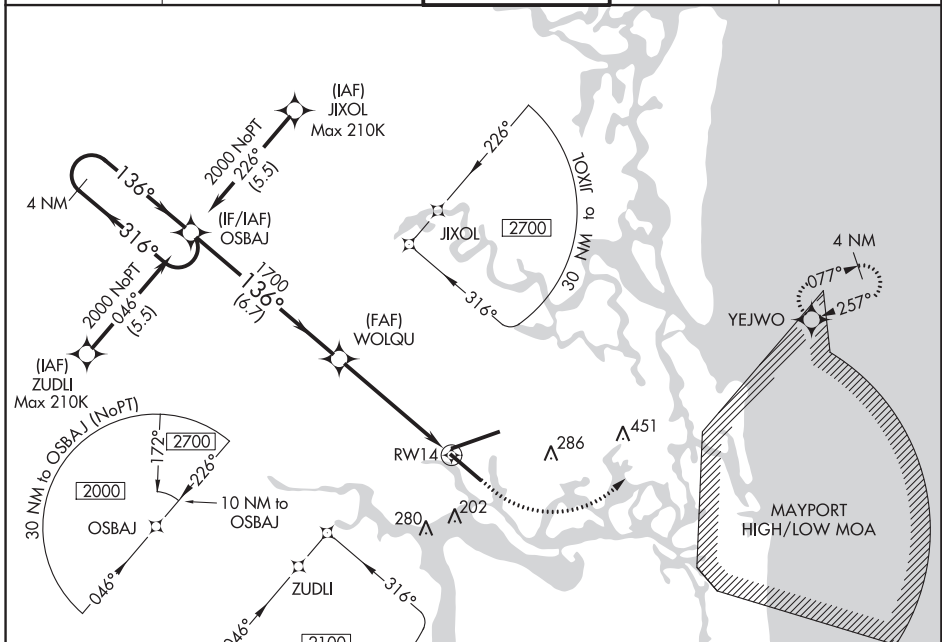
JACKSONVILLE INTL (JAX) RNAV (GPS) Z RWY 8

WAAS CH 70626 W14A	APP CRS 136°	Rwy Idg TDZE Apt Elev	7701 27 29
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RNAV (GPS) Z RWY 14

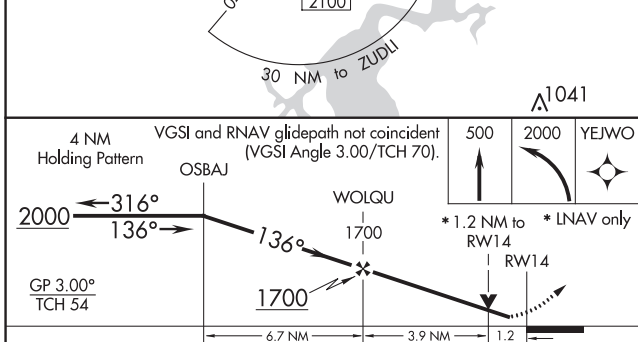
JACKSONVILLE INTL (JAX)

<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). For inoperative MALS, increase LNAV/VNAV all Cats visibility to 1 1/8 miles and increase LNAV Cats A/B to 1 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.</p>		<p>MALS</p>	<p>MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct YEJWO and hold.</p>	
<p>ATIS 125.85</p>	<p>JACKSONVILLE APP CON 119.0 335.6</p>	<p>JACKSONVILLE TOWER 118.3 317.7</p>	<p>GND CON 121.9 348.6</p>	<p>CLNC DEL 119.5 290.275</p>

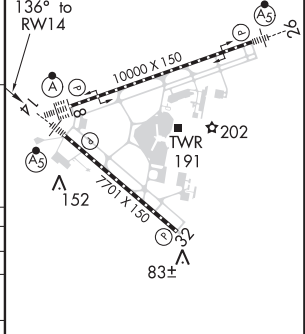


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 29	TDZE 27
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CATEGORY	A	B	C	D
LPV DA		227-1/2	200 (200-1/2)	
LNAV/VNAV DA		363-3/4	336 (400-3/4)	
LNAV MDA	480-3/4	453 (500-3/4)	480-7/8	453 (500-7/8)
CIRCLING	520-1	491 (500-1)	520-1 1/2	640-2
			491 (500-1 1/2)	611 (700-2)


REIL Rwy 32
TDZ/CL Rws 8, 14, and 26
HIRL Rws 8-26 and 14-32

WAAS CH 97626 W26A	APP CRS 257°	Rwy Idg 10000 TDZE 27 Apt Elev 29
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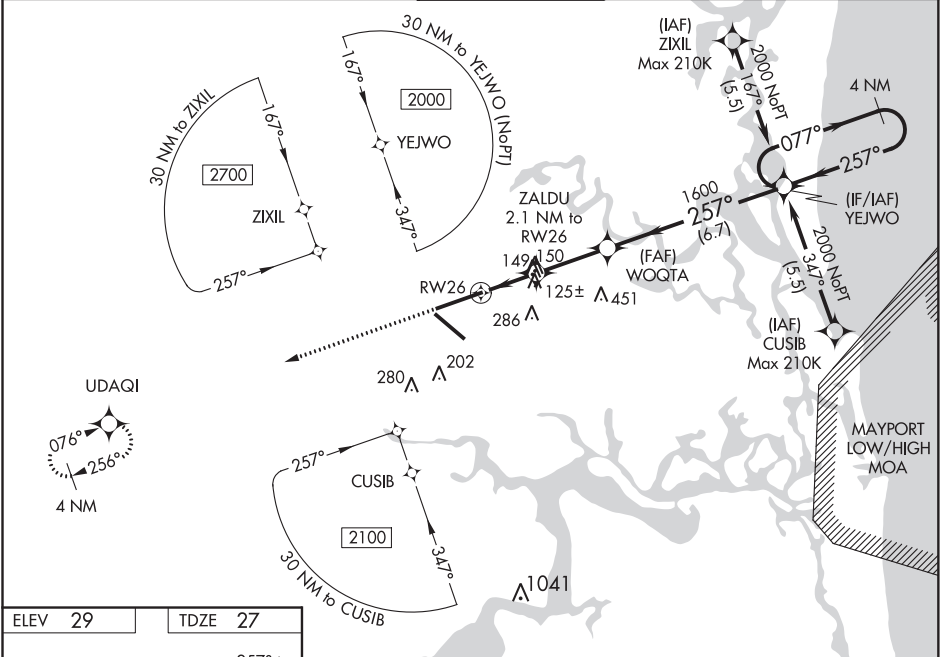
RNAV (GPS) Z RWY 26

JACKSONVILLE INTL (JAX)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500 and increase LNAV Cats C/D visibility to RVR 5500. DME/DME RNP-0.3 NA.

MALSR
 MISSED APPROACH: Climb to 2000 direct UDAQI and hold.

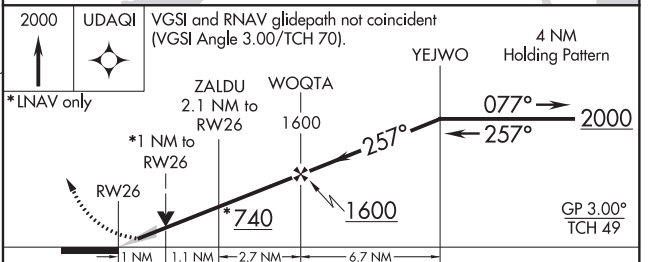
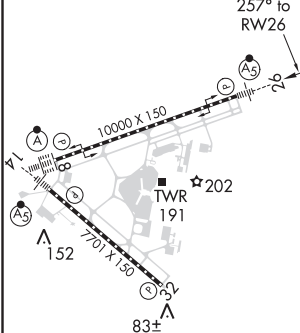
ATIS 125.85	JACKSONVILLE APP CON 119.0 335.6	JACKSONVILLE TOWER 118.3 317.7	GND CON 121.9 348.6	CLNC DEL 119.5 290.275
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 29	TDZE 27
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CATEGORY	A	B	C	D
LPV DA	227/24		200 (200-½)	
LNAV/VNAV DA	297/24		270 (300-½)	
LNAV MDA	400/24 373 (400-½)		400/35 373 (400-¾)	
CIRCLING	520-1 491 (500-1)		520-1½ 640-2 491 (500-1½) 611 (700-2)	

REIL Rwy 32
TDZ/CL Rwys 8, 14, and 26
HIRL Rwys 8-26 and 14-32

WAAS CH 40199 W32A	APP CRS 317°	Rwy Idg TDZE Apt Elev	7701 24 29
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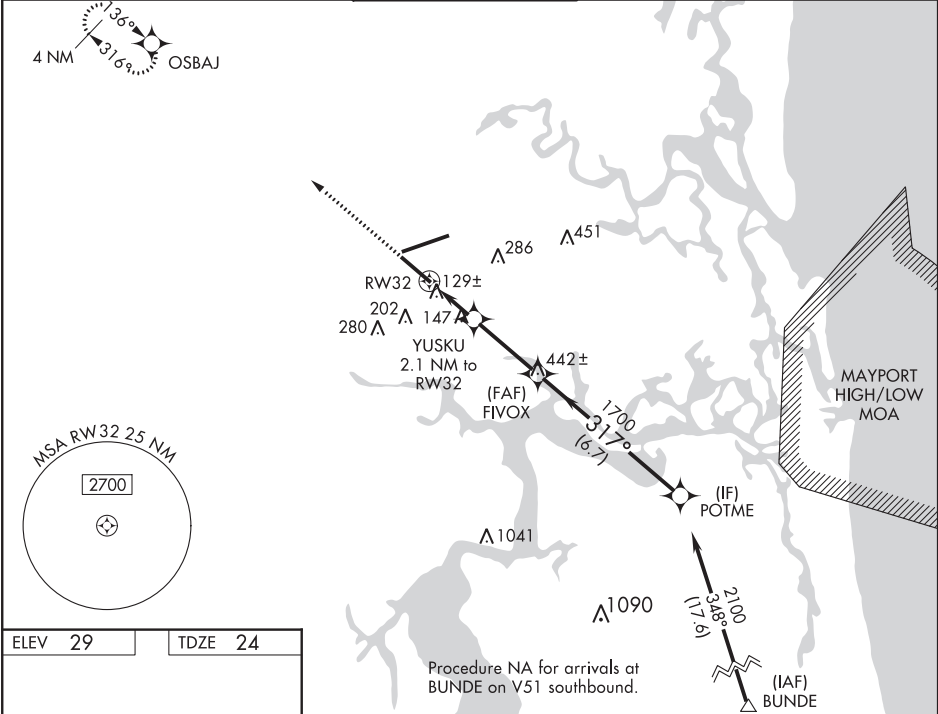
RNAV (GPS) Z RWY 32

JACKSONVILLE INTL (JAX)

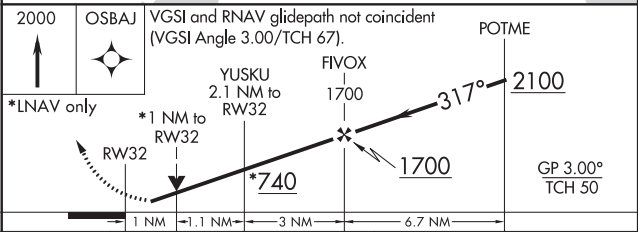
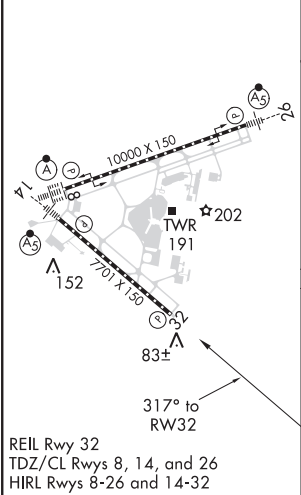
▼ For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct OSBAJ and hold.

ATIS 125.85	JACKSONVILLE APP CON 119.0 335.6	JACKSONVILLE TOWER 118.3 317.7	GND CON 121.9 348.6	CLNC DEL 119.5 290.275
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ELEV 29	TDZE 24
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CATEGORY	A	B	C	D
LPV DA		336-1	312 (400-1)	
LNAV/VNAV DA		387-1¼	363 (400-1¼)	
LNAV MDA		400-1	376 (400-1)	
CIRCLING	520-1	491 (500-1)	520-1½ 491 (500-1½)	640-2 611 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

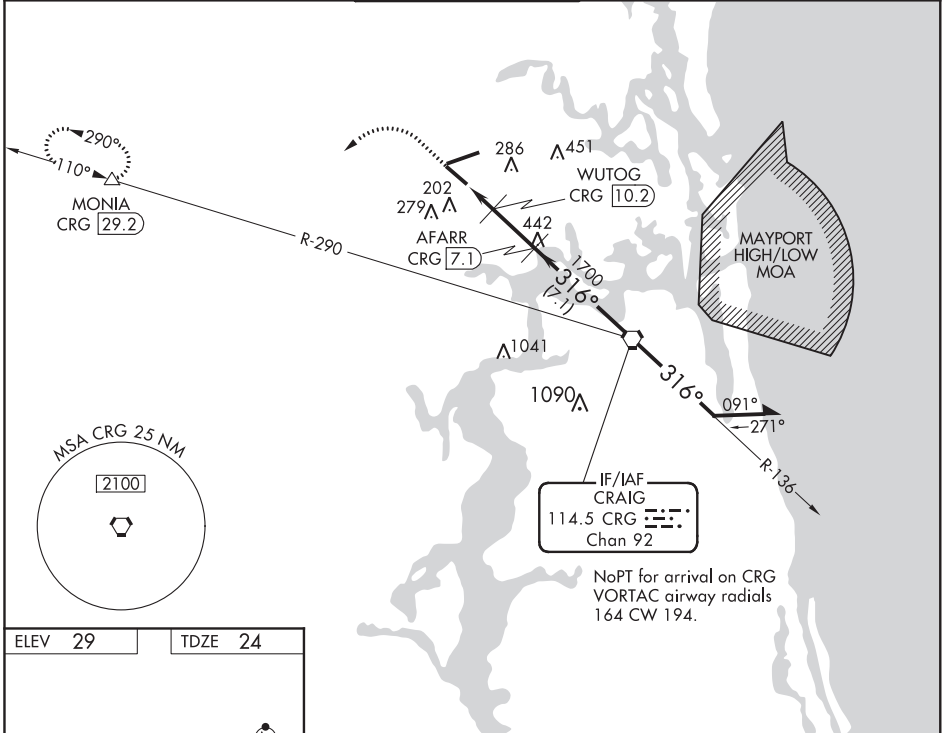
SE-3, 10 NOV 2016 to 05 JAN 2017

VORTAC CRG 114.5 Chan 92	APP CRS 316°	Rwy Idg TDZE 24 Apt Elev 29	7701
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VOR/DME RWY 32

JACKSONVILLE INTL (JAX)

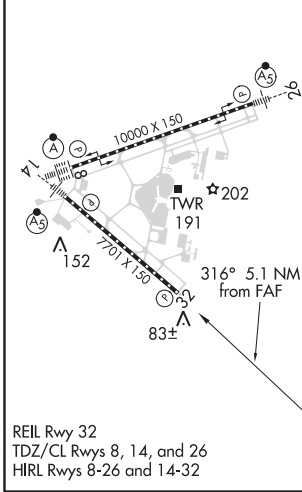
<p>⚠ Helicopter visibility reduction by below ¾ mile NA. Cat E procedure turn NA.</p>		<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 250° and on CRG VORTAC R-290 to MONIA/CRG 29.2 DME and hold.</p>		
ATIS 125.85	JACKSONVILLE APP CON 119.0 335.6	JACKSONVILLE TOWER 118.3 317.7	GND CON 121.9 348.6	CLNC DEL 119.5 290.275



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SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 29	TDZE 24
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1000	3000	CRG R-290	MONIA	VGSI and ILS glidepath not coincident (VGSI Angle 3.05/TCH 68).	
hdg 250°				Remain within 10 NM	
		AFARR CRG 7.1	CRG VORTAC 6000		
		WUTOG CRG 10.2			
		CRG 12.2			
		CRG 11.1			
		3.00° TCH 50			
		720	1700		
		1.1	0.9	3.1 NM	
				7.1 NM	
CATEGORY	A	B	C	D	E
S-32	460-1	436 (500-1)	460-1½	436 (500-1½)	
CIRCLING	520-1	491 (500-1)	520-1½	640-2	760-2½
			491 (500-1½)	611 (700-2)	731 (800-2½)

AIRPORT DIAGRAM

AL-5570 (FAA)

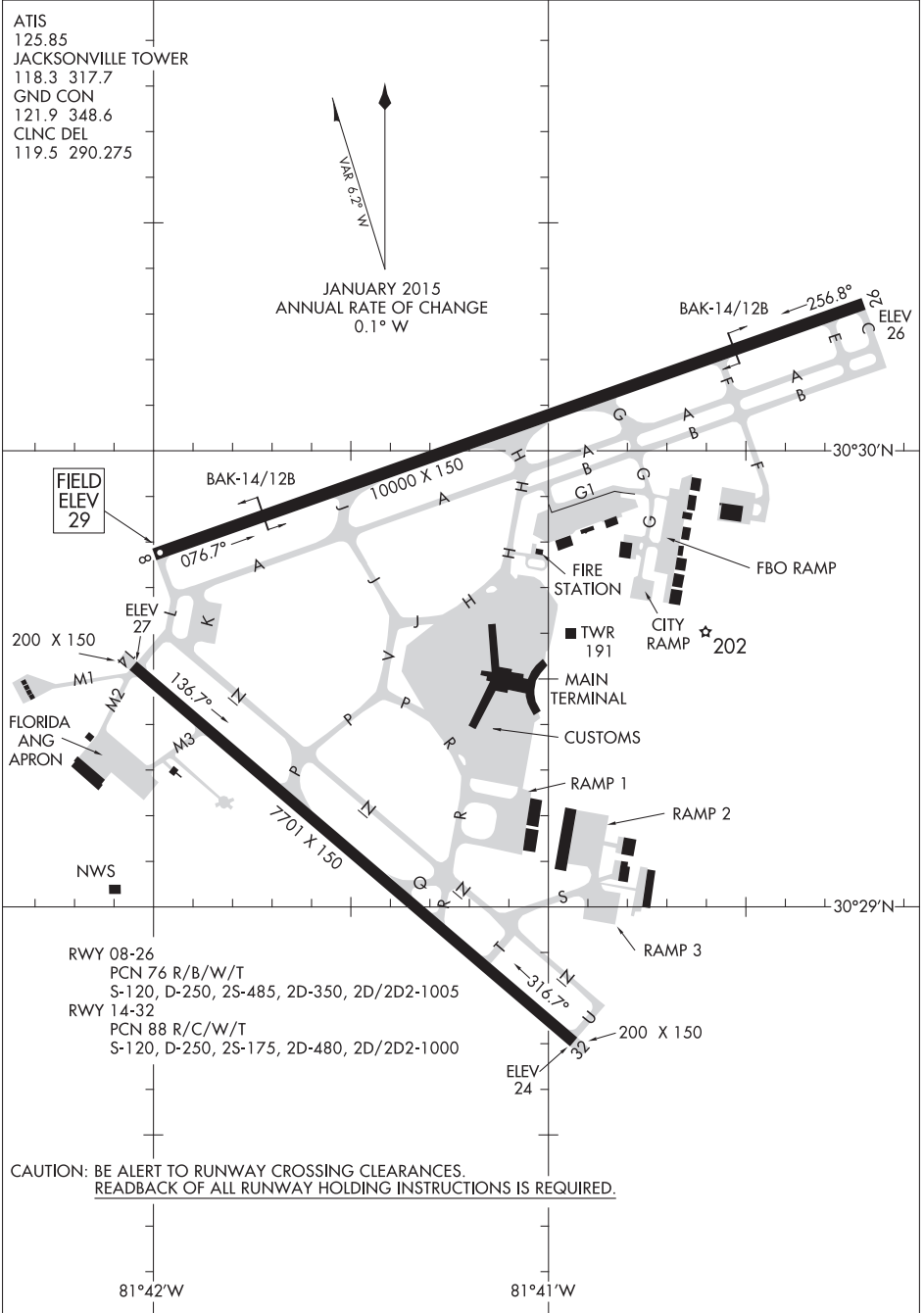
JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA

ATIS 125.85
 JACKSONVILLE TOWER 118.3 317.7
 GND CON 121.9 348.6
 CLNC DEL 119.5 290.275

JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.1° W

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

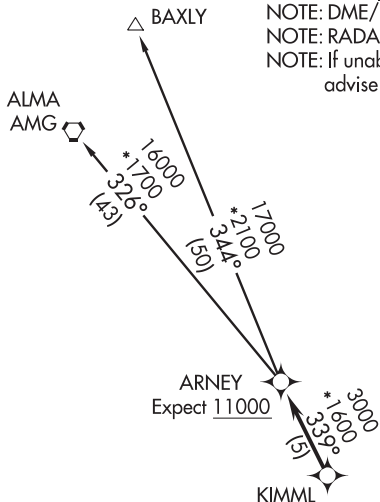
JACKSONVILLE, FLORIDA
JACKSONVILLE INTL (JAX)

ARNEY TWO DEPARTURE (RNAV)

TOP ALTITUDE:
3000

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

ATIS 125.85
CLNC DEL 119.5 290.275
GND CON 121.9 348.6
JACKSONVILLE TOWER 118.3 317.7
JACKSONVILLE DEP CON 127.0 322.4

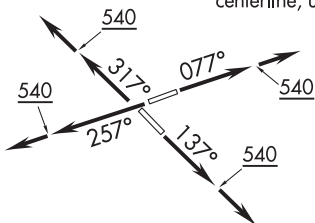


TAKEOFF OBSTACLE NOTES:

- Rwy 8:** Bush 82' from DER, 261' right of centerline, 6' AGL/30' MSL. Trees beginning 2736' from DER, 428' right of centerline, up to 89' AGL/118' MSL.
- Rwy 14:** Electrical equipment 79' from DER, 292' left of centerline, 3' AGL/27' MSL. Pole 754' from DER, 699' left of centerline, 33' AGL/52' MSL. Trees beginning 1761' from DER, 562' left of centerline, up to 100' AGL/121' MSL. Trees beginning 899' from DER, 151' right of centerline, up to 102' AGL/121' MSL.
- Rwy 26:** Trees beginning 2340' from DER, 792' right of centerline, up to 80' AGL/102' MSL.
- Rwy 32:** Tree 2815' from DER, 690' left of centerline, 83' AGL/102' MSL. Trees beginning 2227' from DER, 575' right of centerline, up to 89' AGL/108' MSL.

TAKEOFF MINIMUMS:

Rwys 8, 14, 26, 32: Standard with minimum climb of 500' per NM to 540.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 077° to 540, then climb to assigned altitude on heading 077° or as assigned by ATC, thence . . .

TAKEOFF RUNWAY 14: Climb heading 137° to 540, then climb to assigned altitude on heading 137° or as assigned by ATC, thence . . .

TAKEOFF RUNWAY 26: Climb heading 257° to 540, then climb to assigned altitude on heading 257° or as assigned by ATC, thence . . .

TAKEOFF RUNWAY 32: Climb heading 317° to 540, then climb to assigned altitude on heading 317° or as assigned by ATC, thence . . .

. . . expect radar vectors to KIMML, then on track 339° to ARNEY. Maintain 3000 or as assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

ALMA TRANSITION (ARNEY2.AMG):
BAXLY TRANSITION (ARNEY2.BAXLY):

ARNEY TWO DEPARTURE (RNAV)

CROSB TWO DEPARTURE (RNAV)

TOP ALTITUDE:
3000

NOTE: Chart not to scale.

NOTE: RNAV 1.

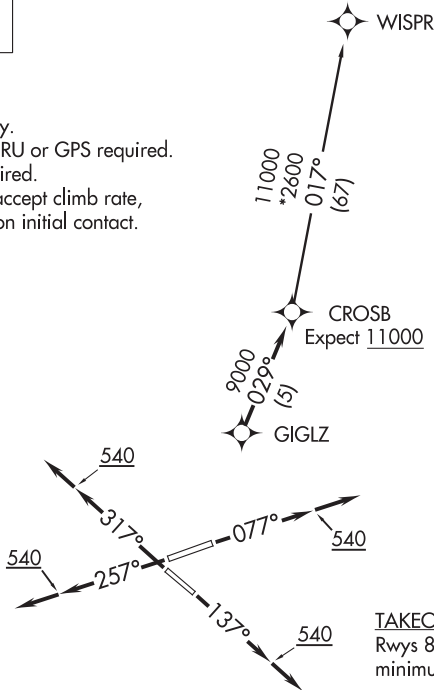
NOTE: Turbojets only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: If unable to accept climb rate, advise ATC on initial contact.

ATIS 125.85
CLNC DEL 119.5 290.275
GND CON 121.9 348.6
JACKSONVILLE TOWER 118.3 317.7
JACKSONVILLE DEP CON 127.0 322.4



TAKEOFF MINIMUMS:
Rwys 8, 14, 26, 32: Standard with minimum climb of 500' per NM to 540.

TAKEOFF OBSTACLES NOTES:

- Rwy 8: Bush 82' from DER, 261' right of centerline, 6' AGL/30' MSL. Trees beginning 2736' from DER, 428' right of centerline, up to 89' AGL/118' MSL.
- Rwy 14: Electric equipment 79' from DER, 292' left of centerline, 3' AGL/27' MSL. Pole 754' from DER, 699' left of centerline, 33' AGL/52' MSL. Trees beginning 1761' from DER, 562' left of centerline, up to 100' AGL/121' MSL. Trees beginning 899' from DER, 151' right of centerline, up to 102' AGL/121' MSL.
- Rwy 26: Trees beginning 2340' from DER, 792' right of centerline, up to 80' AGL/102' MSL.
- Rwy 32: Tree 2815' from DER, 690' left of centerline, 83' AGL/102' MSL. Trees beginning 2227' from DER, 575' right of centerline, up to 89' AGL/108' MSL.

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. . .

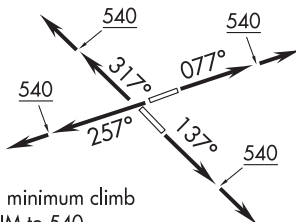
. . . expect radar vectors to GIGLZ, then on track 029° to CROSB. Maintain 3000 or as assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

WISPR TRANSITION (CROSB2.WISPR):

CROSB TWO DEPARTURE (RNAV)

EXBOX TWO DEPARTURE (RNAV)

TOP ALTITUDE:
3000



ATIS 125.85
 CLNC DEL 119.5 290.275
 GND CON 121.9 348.6
 JACKSONVILLE TOWER 118.3 317.7
 JACKSONVILLE DEP CON 124.9 308.4

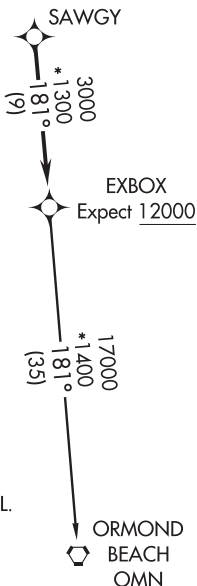
TAKEOFF MINIMUMS:

Rwys 8, 14, 26, 32: Standard with minimum climb of 500' per NM to 540.

- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: RADAR Required.
- NOTE: If unable to accept climb rate, advise ATC on initial contact.

TAKEOFF OBSTACLE NOTES:

- Rwy 8: Bush 82' from DER, 261' right of centerline, 6' AGL/30' MSL. Trees beginning 2736' from DER, 428' right of centerline, up to 89' AGL/118' MSL.
- Rwy 14: Electrical equipment 79' from DER, 292' left of centerline, 3' AGL/27' MSL. Pole 754' from DER, 699' left of centerline, 33' AGL/52' MSL. Trees beginning 1761' from DER, 562' left of centerline, up to 100' AGL/121' MSL. Trees beginning 899' from DER, 151' right of centerline, up to 102' AGL/121' MSL.
- Rwy 26: Trees beginning 2340' from DER, 792' right of centerline, up to 80' AGL/102' MSL.
- Rwy 32: Tree 2815' from DER, 690' left of centerline, 83' AGL/102' MSL. Trees beginning 2227' from DER, 575' right of centerline, up to 89' AGL/108' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 8: Climb heading 077° to 540, then climb to assigned altitude on heading 077° or as assigned by ATC, thence
- TAKEOFF RUNWAY 14: Climb heading 137° to 540, then climb to assigned altitude on heading 137° or as assigned by ATC, thence
- TAKEOFF RUNWAY 26: Climb heading 257° to 540, then climb to assigned altitude on heading 257° or as assigned by ATC, thence
- TAKEOFF RUNWAY 32: Climb heading 317° to 540, then climb to assigned altitude on heading 317° or as assigned by ATC, thence

. . . . expect radar vectors to SAWGY, then on track 181° to EXBOX. Maintain 3000 or as assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

ORMOND BEACH TRANSITION (EXBOX2.OMN):

SE-3, 10 NOV 2016 to 05 JAN 2017

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EXBOX TWO DEPARTURE (RNAV)

JACKSONVILLE SIX DEPARTURE

**TOP ALTITUDE:
3000**

ATIS
125.85
CLINC DEL
119.5 290.275
GND CON
121.9 348.6
JACKSONVILLE TOWER
118.3 317.7
JACKSONVILLE DEP CON
127.0 322.4

DUBLIN
113.1 DBN
Chan 78
N32°33.81'-W82°49.80'
L-18-24, H-9-12

CHARLESTON
113.5 CHS
Chan 82
N32°53.66'-W80°02.27'
L-23-24, H-9-12

SAVANNAH
115.95 SAV
Chan 106(Y)
N32°08.78'-W81°11.95'
L-24, H-9-12

ALMA
115.1 AMG
Chan 98
N31°32.19'-W82°30.49'
L-24, H-9-12

STARY
N31°12.08'
W81°08.67'
△ L-24

WAYCROSS
110.2 AYS
Chan 39
N31°16.17'
W82°33.39'
L-24

VALDOSTA
114.8 OTK
Chan 95
N30°46.83'-W83°16.78'
L-21-22, H-9-12

BRUNSWICK
109.8 SSI
Chan 35
N31°03.03'-W81°26.75'
L-24, H-9-12



SEMINOLE
117.5 SZW
Chan 122
N30°33.37'
W84°22.44'
L-21-22, H-8

GATORS
116.2 GNV
Chan 109
N29°41.53'-W82°16.38'
L-21-24, H-8-12

TAKEOFF OBSTACLE NOTES:

- Rwy 8: Bush 82' from DER, 261' right of centerline, 6' AGL/30' MSL. Trees beginning 2736' from DER, 428' right of centerline, up to 89' AGL/118' MSL.
- Rwy 14: Electrical equipment 79' from DER, 292' left of centerline, 3' AGL/27' MSL. Pole 754' from DER, 699' left of centerline, 33' AGL/52' MSL. Trees beginning 1761' from DER, 562' left of centerline, up to 100' AGL/121' MSL. Trees beginning 899' from DER, 151' right of centerline, up to 102' AGL/121' MSL.
- Rwy 26: Trees beginning 2340' from DER, 792' right of centerline, up to 80' AGL/102' MSL.
- Rwy 32: Tree 2815' from DER, 690' left of centerline, 83' AGL/102' MSL. Trees beginning 2227' from DER, 575' right of centerline, up to 89' AGL/108' MSL.

CROSS CITY
112.0 CTY
Chan 57
N29°35.94'
W83°02.93'
L-21-24, H-8

OCALA
113.7 OCF
Chan 84
N29°10.65'-W82°13.58'
L-21-24

NOTE: Procedure NA for aircraft filed below 10000.

TAKEOFF MINIMUMS:

Rwys 8, 14, 26, 32: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 8: Climb heading 077°, thence. . .
- TAKEOFF RUNWAY 14: Climbing left turn heading 080°, thence. . .
- TAKEOFF RUNWAY 26: Climb heading 257°, thence. . .
- TAKEOFF RUNWAY 32: Climb heading 317°, thence. . .

. . . maintain 3000 or assigned altitude, expect clearance to requested altitude ten minutes after departure.

SE-3, 10 NOV 2016 to 05 JAN 2017

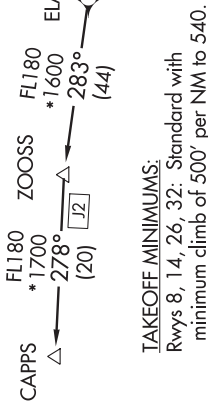
SE-3, 10 NOV 2016 to 05 JAN 2017

JETIN TWO DEPARTURE (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017

ATIS 125.85
CLNC DEL
119.5 290.275
GND CON
121.9 348.6
JACKSONVILLE TOWER
118.3 317.7
JACKSONVILLE DEP CON
127.0 322.4

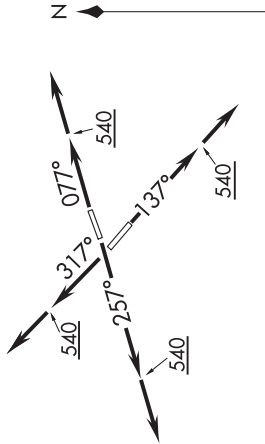
NOTE: RNAV 1
NOTE: Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: If unable to accept climb rate, advise ATC on initial contact.



TAKEOFF MINIMUMS:

Rwys 8, 14, 26, 32: Standard with minimum climb of 500' per NM to 540.

TOP ALTITUDE:
3000



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 077° to 540, then climb to assigned altitude on heading 077° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 14: Climb heading 137° to 540, then climb to assigned altitude on heading 137° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 257° to 540, then climb to assigned altitude on heading 257° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 32: Climb heading 317° to 540, then climb to assigned altitude on heading 317° or as assigned by ATC, thence. . . .

. . . . expect radar vectors to DURTE, then on track 261° to JETIN. Maintain 3000 or as assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

CAPPS TRANSITION (JETIN2.CAPPS):
JAYJA TRANSITION (JETIN2.JAYJA):

TAKEOFF OBSTACLE NOTES:

Rwy 8: Bush 82' from DER, 261' right of centerline, 6' AGL/30' MSL. Trees beginning 2736' from DER, 428' right of centerline, up to 89' AGL/118' MSL.

Rwy 14: Electrical equipment 79' from DER, 292' left of centerline, 3' AGL/27' MSL. Pole 754' from DER, 699' left of centerline, 33' AGL/52' MSL. Trees beginning 1761' from DER, 562' left of centerline, up to 100' AGL/121' MSL. Trees beginning 899' from DER, 151' right of centerline, up to 102' AGL/121' MSL.

Rwy 26: Trees beginning 2340' from DER, 792' right of centerline, up to 80' AGL/102' MSL.

Rwy 32: Tree 2815' from DER, 690' left of centerline, 83' AGL/102' MSL. Trees beginning 2227' from DER, 575' right of centerline, up to 89' AGL/108' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

JETIN TWO DEPARTURE (RNAV)

(JETIN2.JETIN) 15008

SAWGY TWO DEPARTURE

TOP ALTITUDE:
3000

ATIS 125.85
CLNC DEL
119.5 290.275
GND CON
121.9 348.6
JACKSONVILLE TOWER
118.3 317.7
JACKSONVILLE DEP CON
124.9 308.4

DINNS
344 JA :--
N30°27.90'-W81°48.10'

CRAIG
114.5 CRG :--
Chan 92
N30°20.33'-W81°30.60'

SAWGY
N30°02.20'
W81°11.19'
Expect 12000

TAKEOFF OBSTACLE NOTES:

- Rwy 8: Bush 82' from DER, 261' right of centerline, 6' AGL/30' MSL. Trees beginning 2736' from DER, 428' right of centerline, up to 89' AGL/118' MSL.
- Rwy 14: Electrical equipment 79' from DER, 292' left of centerline, 3' AGL/27' MSL. Pole 754' from DER, 699' left of centerline, 33' AGL/52' MSL. Trees beginning 1761' from DER, 562' left of centerline, up to 100' AGL/121' MSL. Trees beginning 899' from DER, 151' right of centerline, up to 102' AGL/121' MSL.
- Rwy 26: Trees beginning 2340' from DER, 792' right of centerline, up to 80' AGL/102' MSL.
- Rwy 32: Tree 2815' from DER, 690' left of centerline, 83' AGL/102' MSL. Trees beginning 2227' from DER, 575' right of centerline, up to 89' AGL/108' MSL.

ORMOND BEACH
112.6 OMN :--
Chan 73
N29°18.20'-W81°06.76'
L-21-23-24, H-8

TAKEOFF MINIMUMS:
Rwys 8, 14, 26, 32: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on assigned heading for radar vectors to join CRG R-140 to SAWGY INT, then via OMN R-355 to OMN VORTAC, maintain 3000, expect clearance to requested altitude/flight level 10 minutes after departure.

SAWGY TWO DEPARTURE

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

JACKSONVILLE, FLORIDA

RNAV (GPS) RWY 10

APCH CRS	Rwy Idg	8006
096°	TDZE	21
	Arpt Elev	23

AL-209 [UN]

JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

▼ * When ALS inop, increase vis CAT ABCD to 1½ miles.
 ** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1⅛ miles.

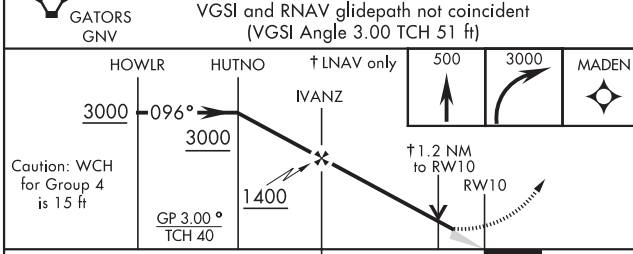
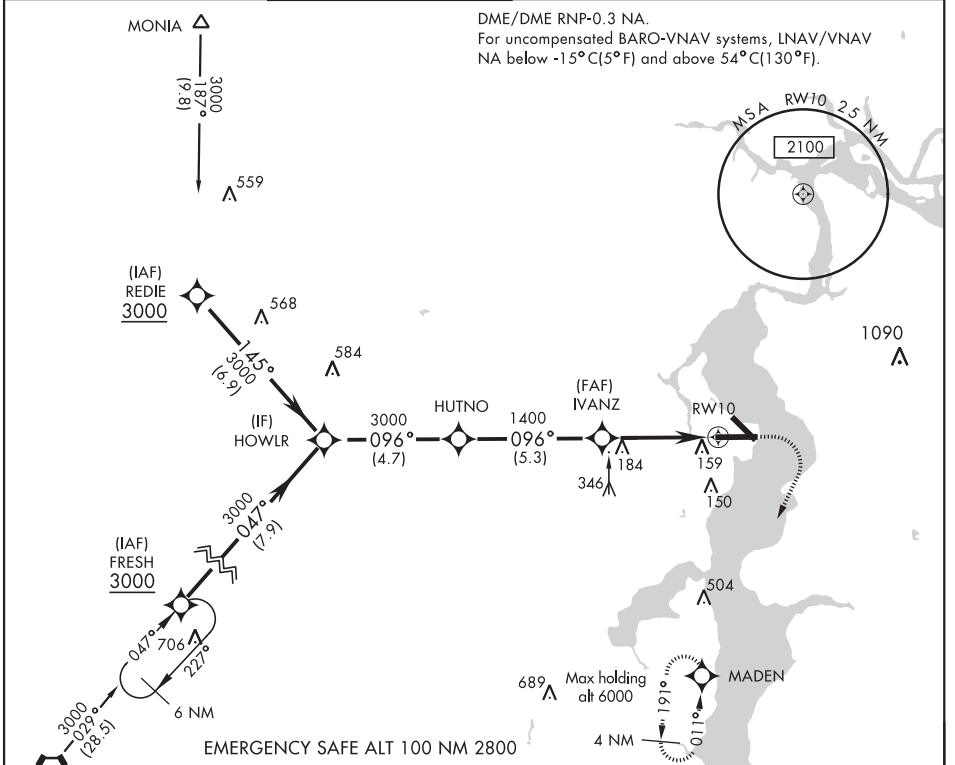


MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct MADEN and hold. Do not exceed 240 KIAS until turn completion.

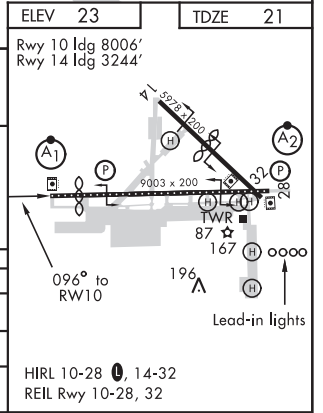
ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER*	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	125.15 (CTAF) 340.2	128.6 336.4	134.775 353.675	

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV/VNAV DA*	382-¾ 361 (400-¾)			
LNAV **	440-½ 419 (500-½)	440-¾ 419 (500-¾)		
CIRCLING	500-1 477 (500-1)	500-1½ 477 (500-1½)	580-2 557 (600-2)	



JACKSONVILLE, FLORIDA
 Amdt 3 18AUG16

30°14'N-81°41'W JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

RNAV (GPS) RWY 10

JACKSONVILLE, FLORIDA

RNAV (GPS) RWY 28

APCH CRS	Rwy ldg	9003
276°	TDZE	13
	Arpt Elev	23

AL-209 [USN]

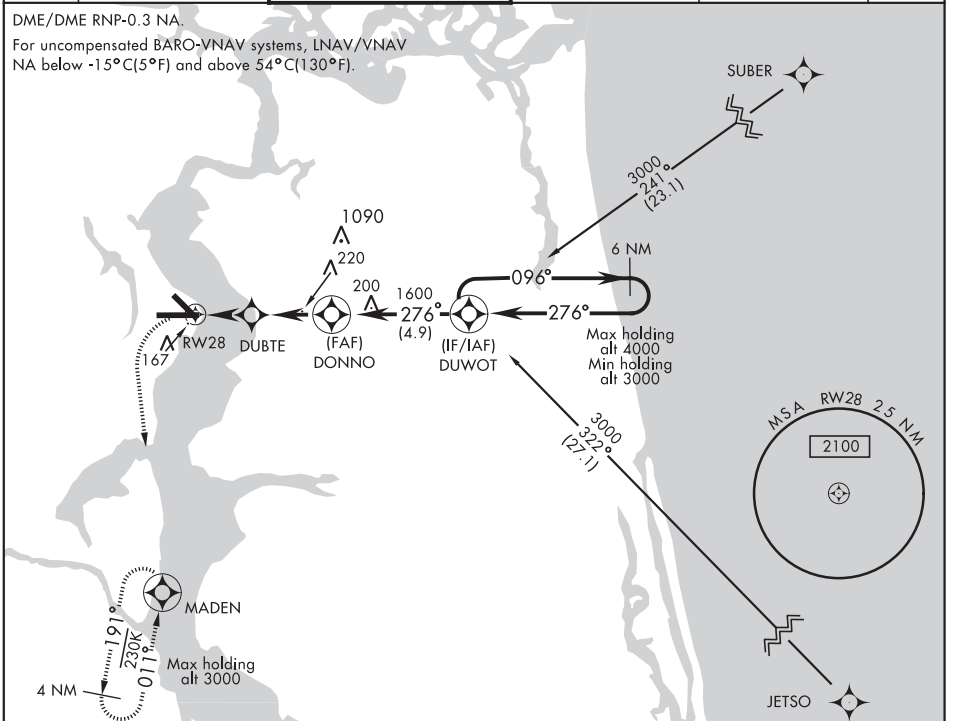
JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1 1/2.
 ** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1 1/2 miles.



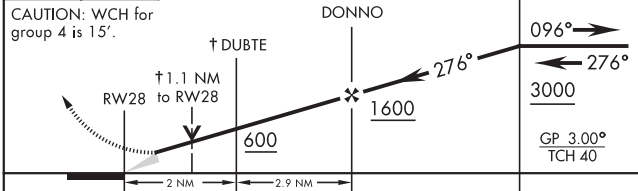
MISSED APPROACH: Climbing left turn to 3000 direct MADEN and hold.

ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER*	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	125.15 (CTAF) 340.2	128.6 336.4	134.775 353.675	



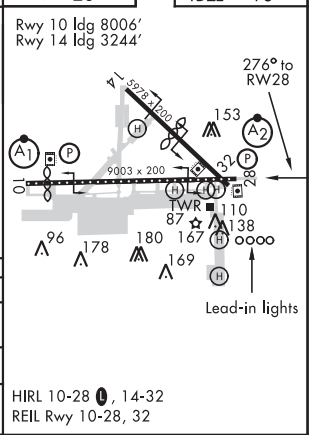
EMERGENCY SAFE ALT 100 NM 2800

3000 MADEN VGSI and RNAV glidepath not coincident (VGSI angle 3.00° TCH 62)
 † LNAV only



CATEGORY	A	B	C	D
LNAV/VNAV DA*	301-3/4 288 (300-3/4)	312-3/4 299 (300-3/4)	320-3/4 307 (300-3/4)	331-7/8 318 (400-7/8)
LNAV MDA**	420-3/4	407 (400-3/4)	420-1	407 (400-1)
CIRCLING	500-1	477 (500-1)	500-1 1/2 477 (500-1 1/2)	580-2 557 (600-2)

ELEV	23	TDZE	13
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JACKSONVILLE, FLORIDA

30° 14' N-81° 41' W

JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

Amdt 3 18AUG16

RNAV (GPS) RWY 28

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

JACKSONVILLE, FLORIDA

TACAN RWY 10

TACAN Chan 19	NIP 087°	APCH CRS 087°	Rwy Idg 8006	TDZE 21	Arprt Elev 23
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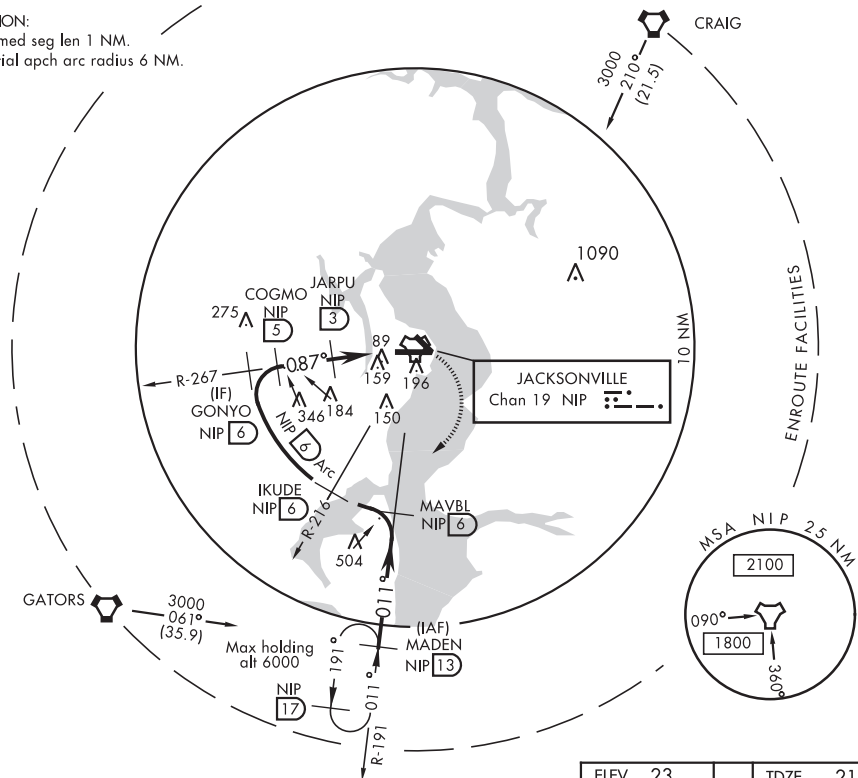
AL-209 [USN]

JACKSONVILLE NAS (TOWERS FIELD) (KNIP)


 MISSED APPROACH: Climbing to 1800 direct NIP TACAN. At NIP TACAN, turn right to MADEN via NIP R-191 and hold.

ATIS 281.0	JACKSONVILLE APP CON 123.8 377.05	NAVY JACKSONVILLE TOWER* 125.15 (CTAF) 340.2	GND CON 128.6 336.4	CLNC DEL 134.775 353.675	ASR/PAR
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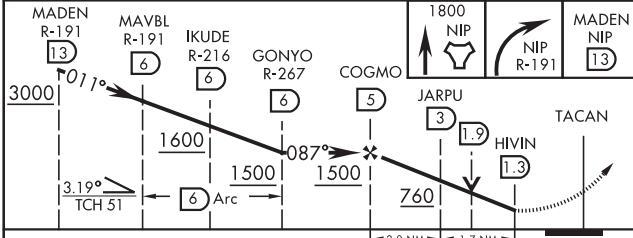
CAUTION:
 1. Intmed seg len 1 NM.
 2. Initial apch arc radius 6 NM.



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 2800



ELEV 23	TDZE 21
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Rwy 10 Idg 8006'
 Rwy 14 Idg 3244'

087° to TACAN

9003 x 200

87°

167

28

Lead-in lights

HIRL 10-28 0, 14-32
 REIL Rwy 10-28, 32

JACKSONVILLE, FLORIDA

30°14'N-81°41'W

JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

Orig 18AUG16

TACAN RWY 10

JACKSONVILLE, FLORIDA

TACAN RWY 28

TACAN NIP Chan 19	APCH CRS 286°	Rwy ldg TDZE 13 Arpt Elev 23
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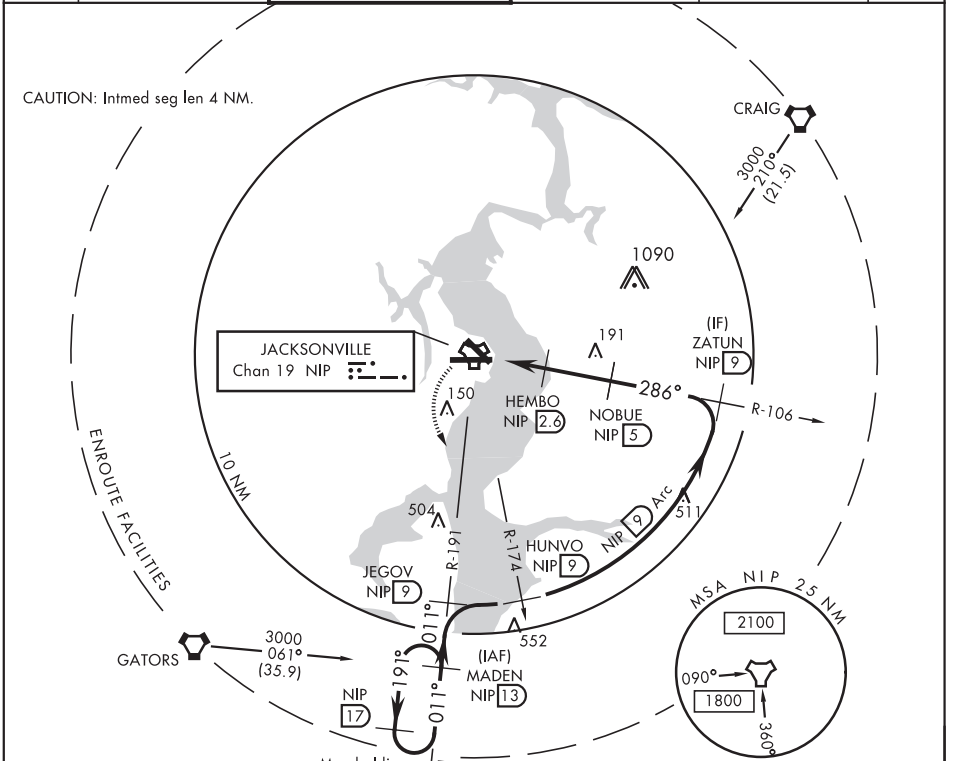
AL-209 [UN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

▼ *When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles.

SALSF 

MISSED APPROACH: Climb to 1800 direct to NIP TACAN. At NIP TACAN turn left to MADEN via the NIP R-191 and hold.

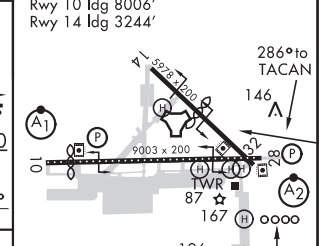
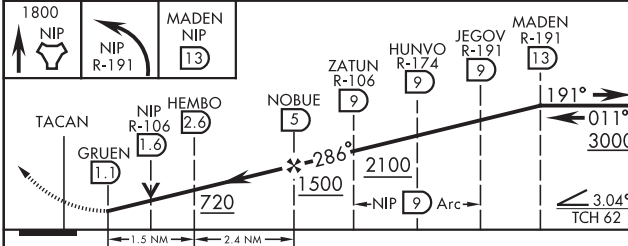
ATIS 281.0	JACKSONVILLE APP CON 123.8 377.05	NAVY JACKSONVILLE TOWER* 125.15 (CTAF) 340.2	GND CON 128.6 336.4	CLNC DEL 134.775 353.675	ASR/PAR
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 2800	ELEV 23	TDZE 13
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CATEGORY	A	B	C	D
S-28*	400-¾ 387 (400-¾)		480-⅞ 387 (400-⅞)	
CIRCLING	500-1 477 (500-1)		500-1½ 477 (500-1½)	580-2 557 (600-2)

Rwy 10 ldg 8006'
Rwy 14 ldg 3244'

HIRL 10-28 1, 14-32
REIL Rwy 10-28, 32

JACKSONVILLE, FLORIDA 30°14'N-81°41'W JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

Orig 18AUG16

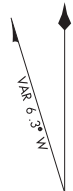
TACAN RWY 28

AIRPORT DIAGRAM

ATIS 281.0
 NAVY JACKSONVILLE TOWER ★
 125.15 (CTAF) 340.2
 GND CON
 128.6 336.4
 CLNC DEL
 134.775 353.675

30° 15' N

NOVEMBER 2016
 ANNUAL RATE OF CHANGE
 0.1° W



ELEV 12

CALA

NORTH-SOUTH REF LINE

FLYING CLUB

FIELD
 ELEV
 23

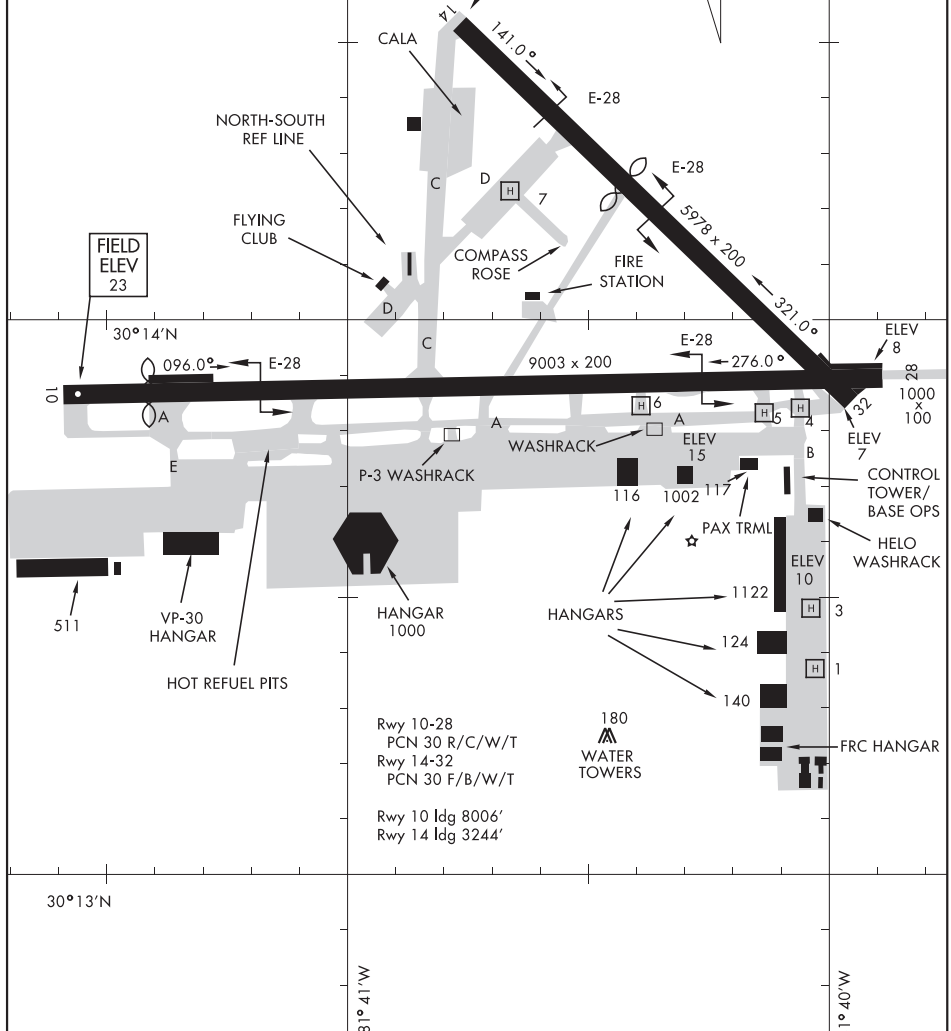
COMPASS ROSE

FIRE STATION

30° 14' N

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



81° 41' W

81° 40' W

AIRPORT DIAGRAM

WAAS CH 40405 W09A	APP CRS 093°	Rwy Idg TDZE Apt Elev	4801 3 3
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RNAV (GPS) RWY 9

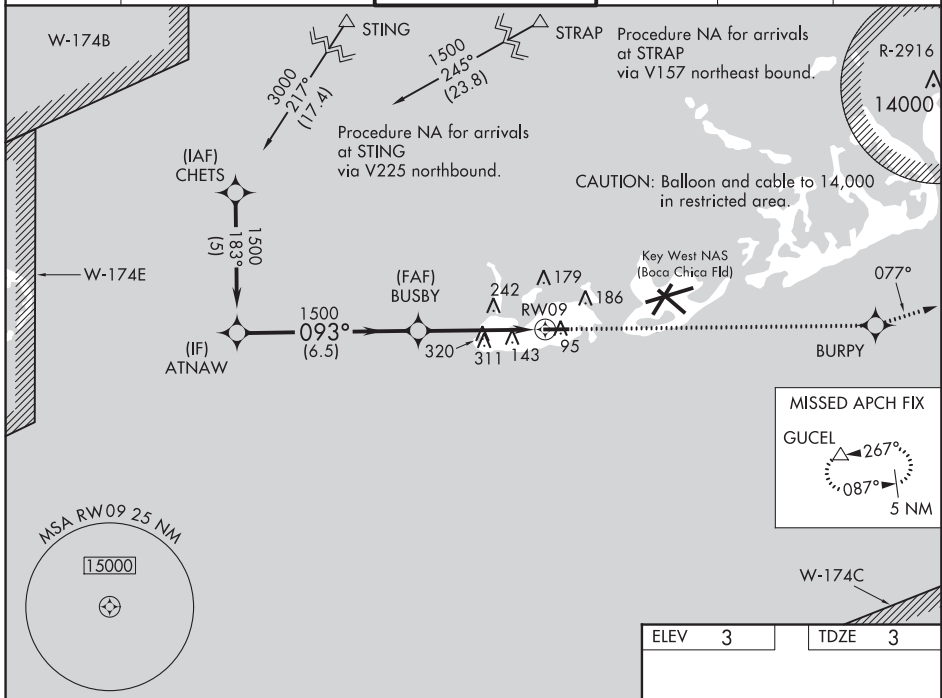
KEY WEST INTL (EYW)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Key West NAS/ Boca Chica Fld altimeter setting.

W ASR

MISSED APPROACH: Climb to 3000 direct BURPY and via 077° track to GUCEL and hold.

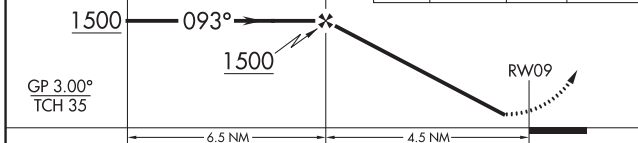
ATIS 119.675	NAVY KEY WEST APP CON * 124.025 313.7	KEY WEST TOWER * 118.2 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

Procedure Turn NA	ATNAW	BUSBY	3000	BURPY	077° tr	GUCEL
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CATEGORY	A	B	C	D
LPV DA	253-1		250 (300-1)	
LNAV/VNAV DA	425-1½		422 (500-1½)	
LNAV MDA	580-1	577 (600-1)	580-1½ 577 (600-1½)	580-1¾ 577 (600-1¾)
CIRCLING	580-1	577 (600-1)	580-1½ 577 (600-1½)	620-2 617 (700-2)

ELEV 3	TDZE 3
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MIRL Rwy 9-27 **1**
REIL Rwys 9 and 27 **1**

KEY WEST, FLORIDA

AL-606 (FAA)

16203

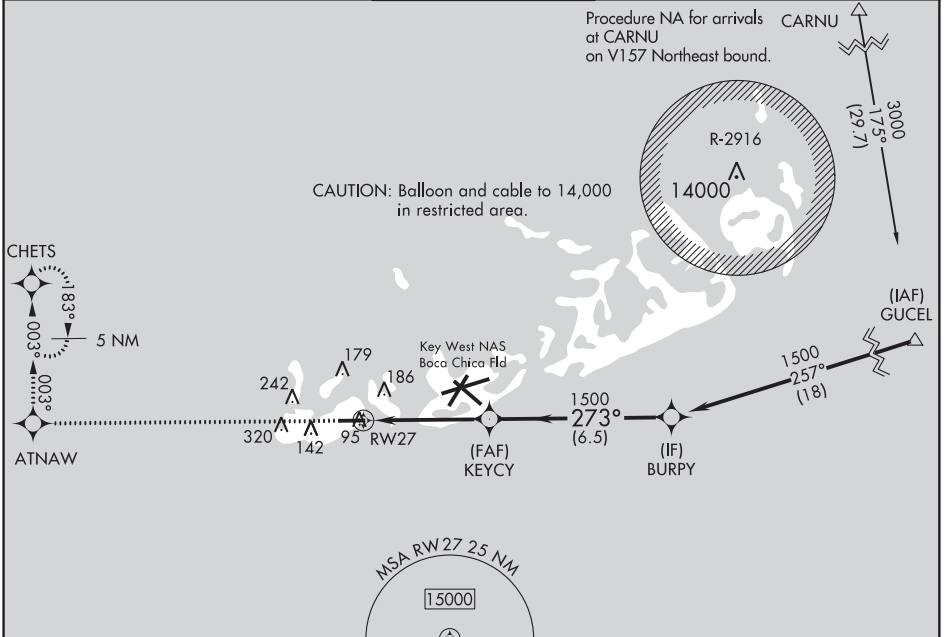
WAAS CH 82100 W27A	APP CRS 273°	Rwy Idg 4801 TDZE 3 Apt Elev 3
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RNAV (GPS) RWY 27

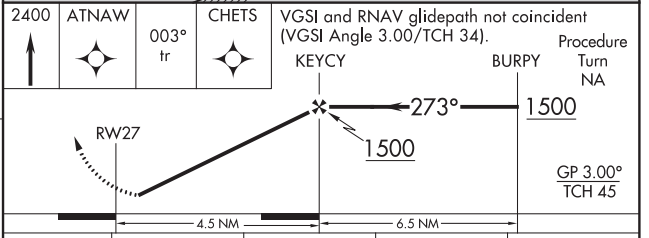
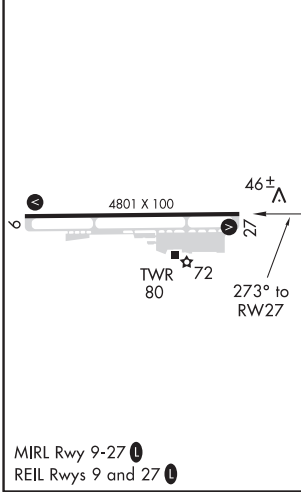
KEY WEST INTL (EYW)

⚠ ASR	DME/DME RNP-0.3 NA. When local altimeter setting not received, use Key West NAS/Boca Chica Field altimeter setting. Helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climb to 2400 direct ATNAW and via 003° track to CHETS and hold.
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ATIS 119.675	NAVY KEY WEST APP CON * 124.025 313.7	KEY WEST TOWER * 118.2 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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ELEV 3	TDZE 3
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CATEGORY	A	B	C	D
LPV DA	253-3/4 250 (300-3/4)			
LNAV MDA	460-1	457 (500-1)	460-1 3/8	457 (500-1 3/8)
CIRCLING	500-1	497 (500-1)	500-1 1/2	620-2
			497 (500-1 1/2)	617 (700-2)

KEY WEST, FLORIDA
Orig-A 31MAR16

24°33'N-81°46'W

KEY WEST INTL (EYW)

RNAV (GPS) RWY 27

SE-3, 10 NOV 2016 to 05 JAN 2017

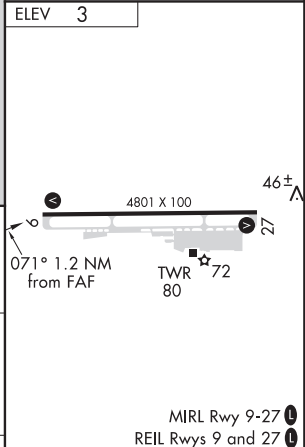
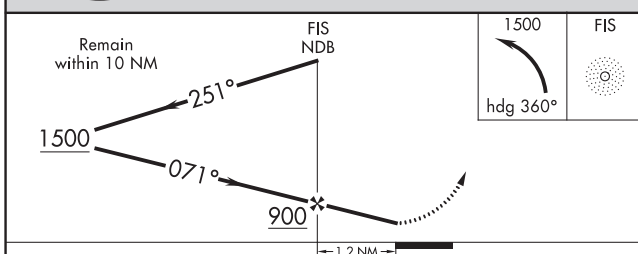
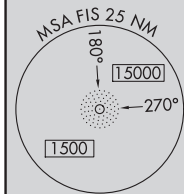
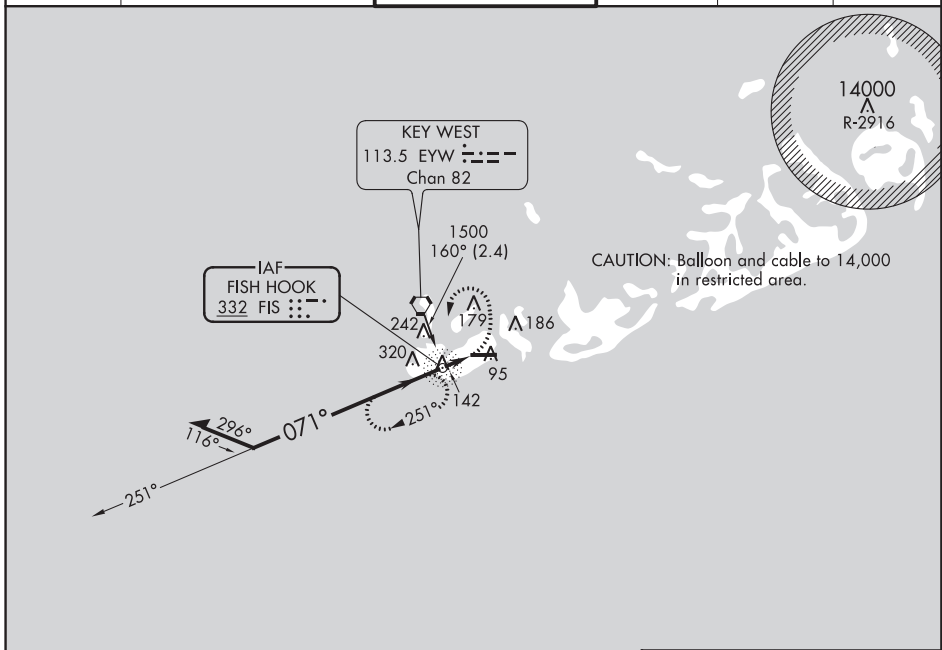
SE-3, 10 NOV 2016 to 05 JAN 2017

NDB FIS 332	APP CRS 071°	Rwy ldg TDZE Apt Elev	N/A N/A 3
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NDB-A
KEY WEST INTL (EYW)

ASR	MISSED APPROACH: Climbing left turn to 1500 via heading 360°, then left turn direct FIS NDB and hold.				
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ATIS 119.675	NAVY KEY WEST APP CON * 124.025 313.7	KEY WEST TOWER * 118.2 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D	FAF to MAP 1.2 NM					
CIRCLING	500-1	497 (500-1)	500-1½ 497 (500-1½)	620-2 617 (700-2)	Knots	60	90	120	150	180
					Min:Sec	1:12	0:48	0:36	0:29	0:24

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

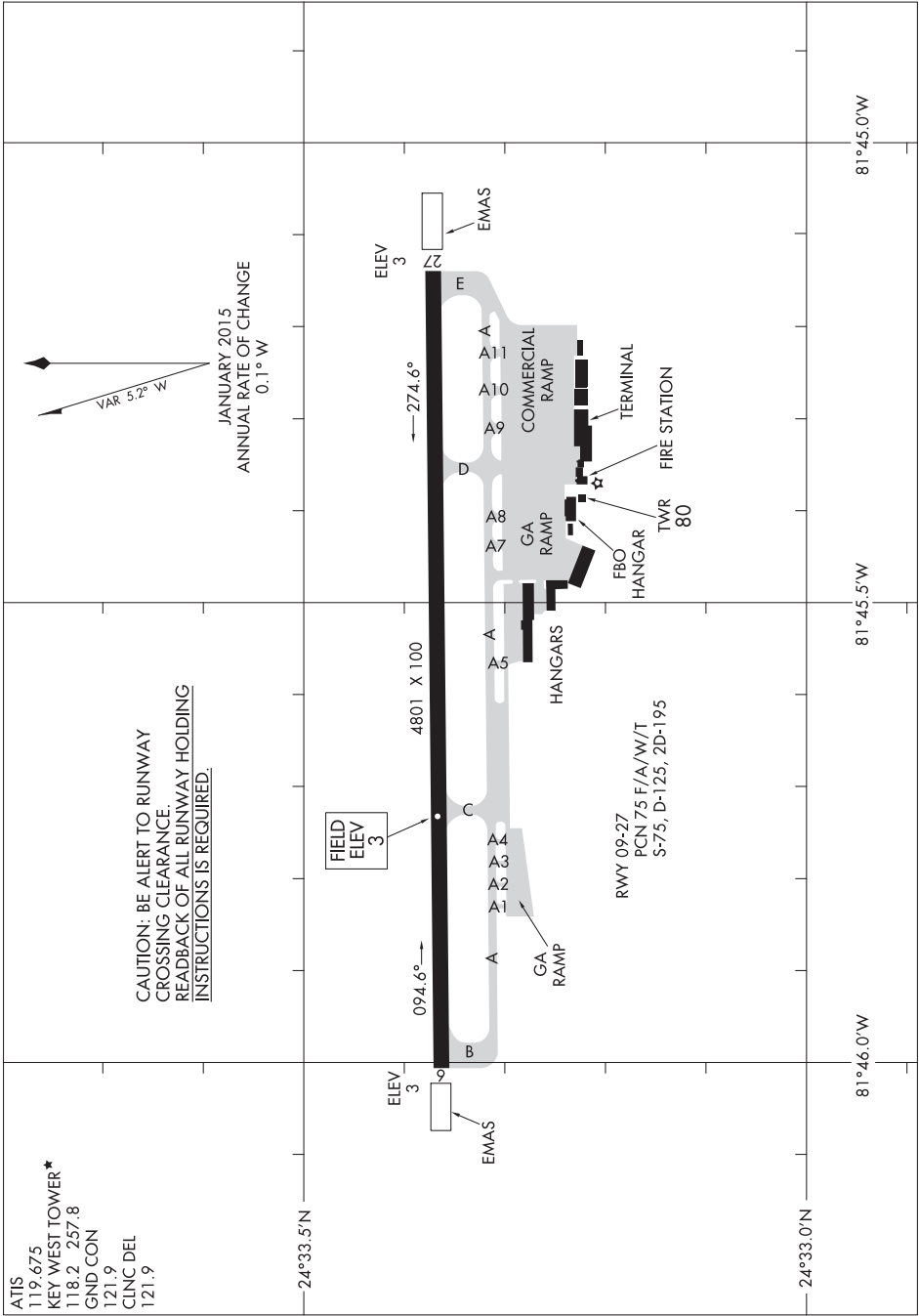
AIRPORT DIAGRAM

AL-606 (FAA)

KEY WEST INTL (EYW)
KEY WEST, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCE. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 09-27
PCN 75 F/A/W/T
S-75, D-125, 2D-195

ATIS 119.675
 KEY WEST TOWER* 118.2 257.8
 GND CON 121.9
 CLNC DEL 121.9

AIRPORT DIAGRAM

KEY WEST, FLORIDA
KEY WEST INTL (EYW)

KEY WEST, FLORIDA

RNAV (GPS) RWY 4

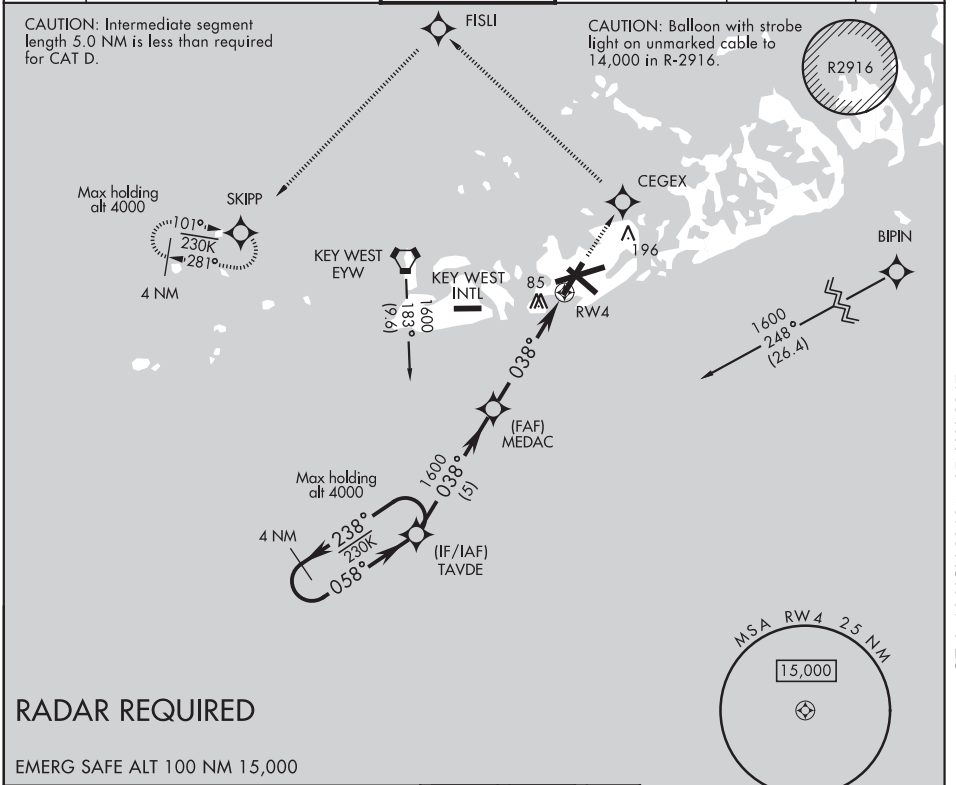
APCH CRS	Rwy Idg	7002
038°	THRE	3
	Arprt Elev	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

▼ DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 44°C (111°F).

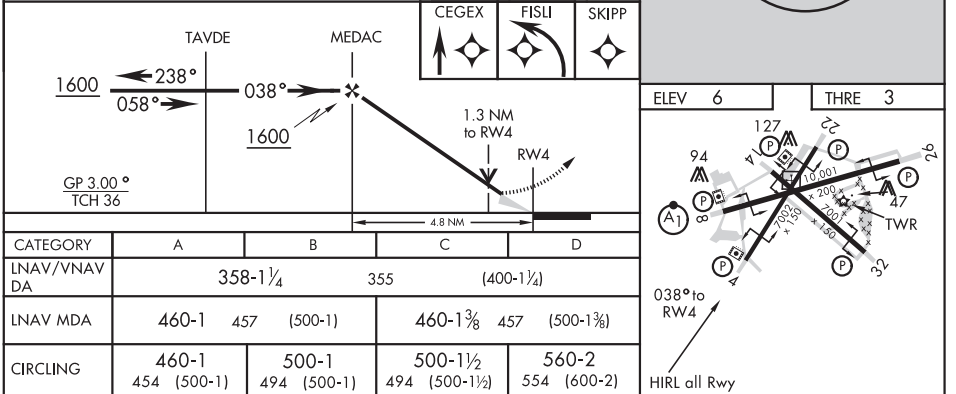
MISSED APPROACH: Climb to 2600 direct CEGEX, left turn direct FISLI, left turn direct SKIPP and hold. Maintain 200 KIAS until FISLI.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 313.7	118.575 340.25	121.7 336.45	121.2 357.4	



RADAR REQUIRED

EMERG SAFE ALT 100 NM 15,000



KEY WEST, FLORIDA

24°34'N-81°41'W KEY WEST NAS (BOCA CHICA FLD) (KNQX)

Orig 10DEC15

RNAV (GPS) RWY 4

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

KEY WEST, FLORIDA

RNAV (GPS) RWY 8

APCH CRS 079°	Rwy Idg THRE Arprt Elev	10,001 4 6
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AL-214 [USN]

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

▼ ****** When ALS inop, increase vis CAT ABCD to 1 3/8 miles.
 *** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1 1/4 miles.
 DME/DME RNP-0.3NA.

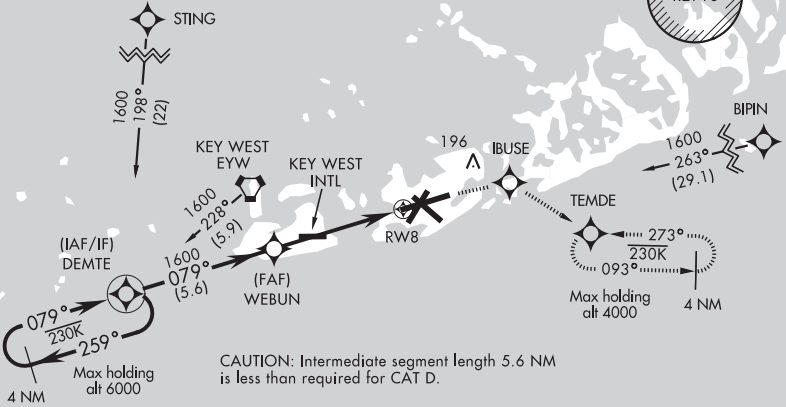
ALS F-1

MISSED APPROACH: Climb to 1600 direct IBUSE, turn right direct TEMDE and hold.

ATIS * 307.025	NAVY KEY WEST 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
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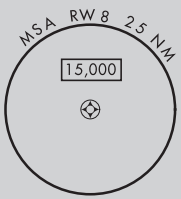
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 44°C(111°F).

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916.

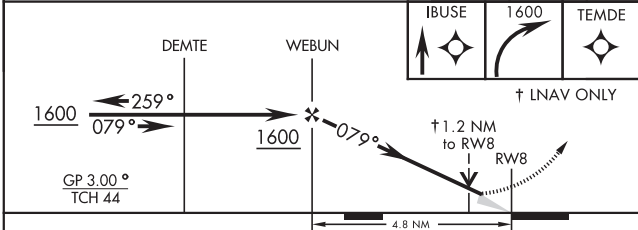


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

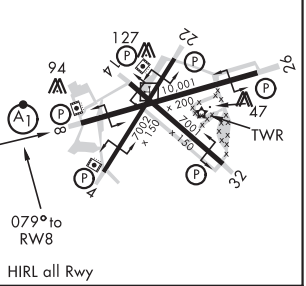


EMERG SAFE ALT 100 NM 15,000



ELEV 6	THRE 4
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CATEGORY	A	B	C	D
LNAV/VNAV DA*	426-1 422 (500-1)			
LNAV MDA**	440-1/2	436 (500-1/2)	440-3/4	436 (500-3/4)
CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1 1/2 494 (500-1 1/2)	560-2 554 (600-2)



KEY WEST, FLORIDA

24°34'N-81°41'W

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

Orig 10DEC15

RNAV (GPS) RWY 8

KEY WEST, FLORIDA

RNAV (GPS) RWY 14

APCH CRS 137°	Rwy Idg THRE Arpt Elev 3 6	7001
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AL-214 [USN]

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

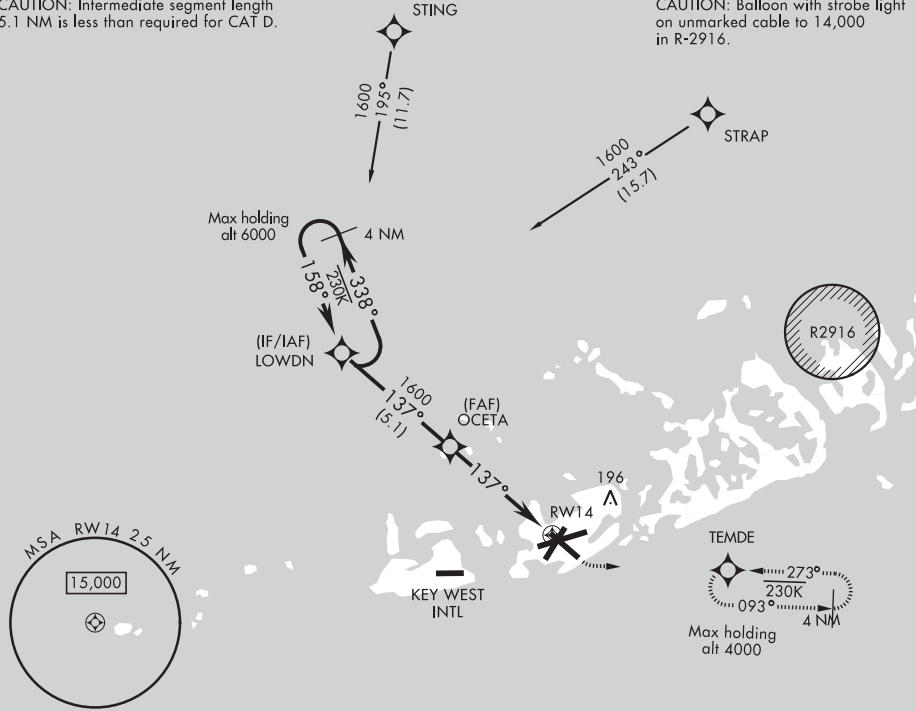
▼ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 1600 direct TEMDE and hold.

ATIS ★ 307.025	NAVY KEY WEST 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
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CAUTION: Intermediate segment length 5.1 NM is less than required for CAT D.

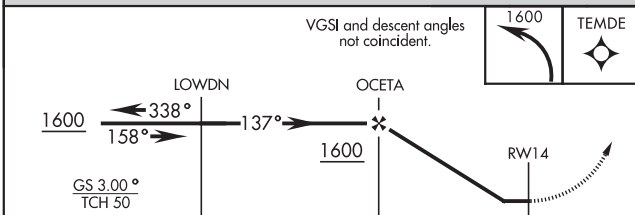
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916.



SE-3, 10 NOV 2016 to 05 JAN 2017

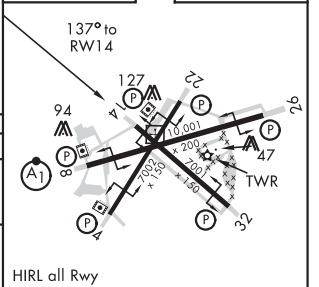
SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 15,000



ELEV 6	THRE 3
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CATEGORY	A	B	C	D
LNAV MDA	420-1	417 (500-1)	420-1½	417 (500-1½)
CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)



KEY WEST, FLORIDA

24°34'N-81°41'W KEY WEST NAS (BOCA CHICA FLD) (KNQX)

Orig 04FEB16

RNAV (GPS) RWY 14

KEY WEST, FLORIDA

RNAV (GPS) RWY 26

APCH CRS	Rwy Idg	10,001
259°	THRE	4
	Arpt Elev	6

AL-214 [USN]

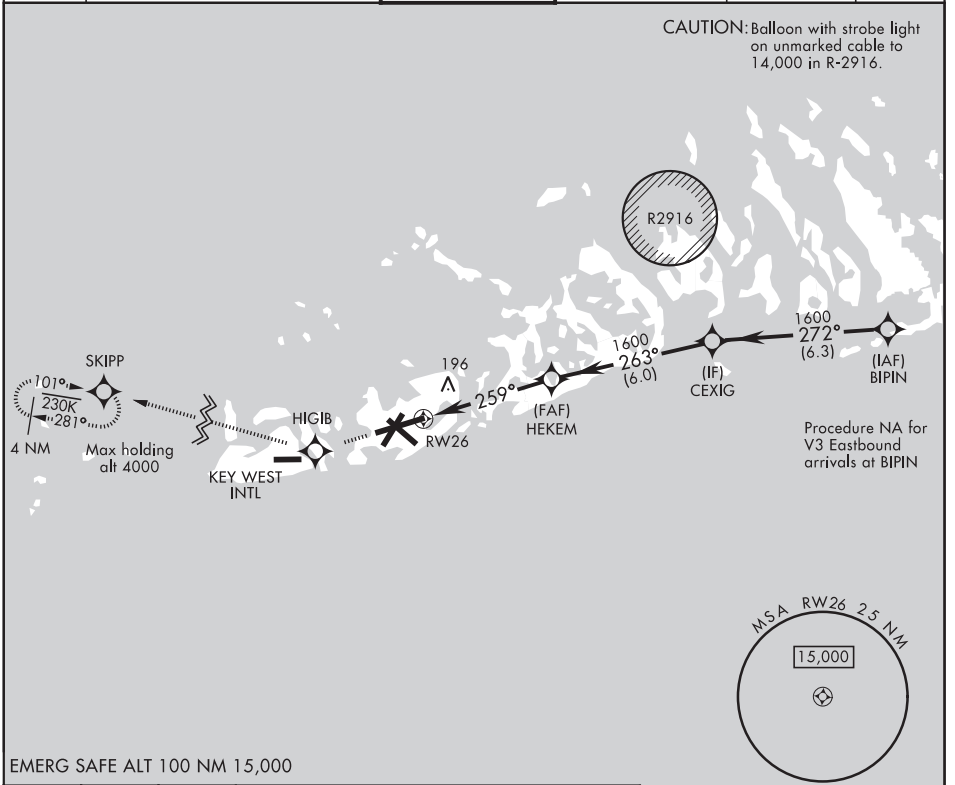
KEY WEST NAS (BOCA CHICA FLD) (KNQX)

▼ DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 44°C(111°F).

MISSED APPROACH: Climb to 2600 direct HIGIB direct SKIPP and hold.

ATIS *	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER *	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 313.7	118.575 340.25	121.7 336.45	121.2 357.4	

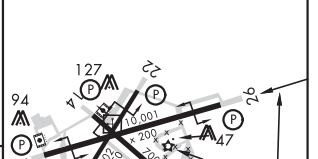
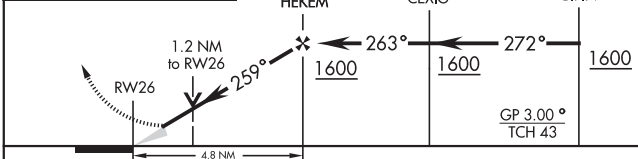
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916.



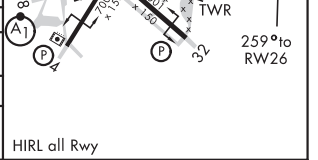
EMERG SAFE ALT 100 NM 15,000



ELEV	6	THRE	4
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CATEGORY	A	B	C	D
LNAV/VNAV DA	494-1 5/8		490	(500-1 1/2)
LNAV MDA	440-1	436 (500-1)	440-1 1/4	436 (500-1 1/2)
CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1 1/2 494 (500-1 1/2)	560-2 554 (600-2)



KEY WEST, FLORIDA

RNAV (GPS) RWY 32

APCH CRS 317°	Rwy Idg 7001
	THRE 3
	Arprt Elev 6

AL-214 [USN]

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

▼ DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 43°C(111°F).

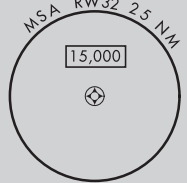
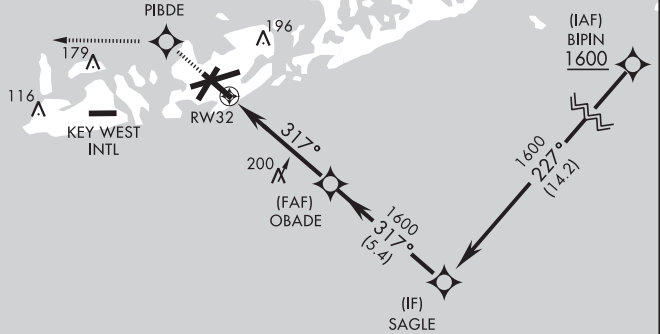
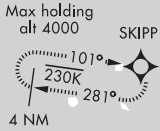
MISSED APPROACH: Climb to 2600 direct PIBDE direct SKIPP and hold.

ATIS * 307.025	NAVY KEY WEST 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
--------------------------	---	--	--------------------------------	--------------------------------	---------

* When runways 14, 22 VGSi inop, circling to runways 14, 22 not authorized at night.

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916.

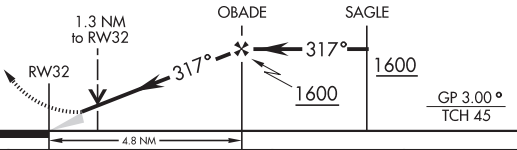
CAUTION: Intermediate segment length 5.4 NM is less than required for CAT D.



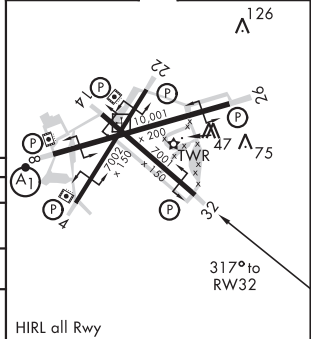
EMERG SAFE ALT 100 NM 15,000



ELEV 6	THRE 3
--------	--------



CATEGORY	A	B	C	D
LNAV/VNAV DA	320-1		317	(400-1)
LNAV MDA	460-1	457 (500-1)	460-1 $\frac{3}{8}$	457 (500-1 $\frac{3}{8}$)
CIRCLING *	460-1 454 (500-1)	500-1 494 (500-1)	500-1 $\frac{1}{2}$ 494 (500-1 $\frac{1}{2}$)	560-2 554 (600-2)



KEY WEST, FLORIDA

24°34'N-81°41'W

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

Orig 10DEC15

RNAV (GPS) RWY 32

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

KEY WEST, FLORIDA

VOR/DME RWY 26

EYW VORTAC 113.5 Chan 82	APCH CRS 270°	Rwy Idg 10,001 THRE 4 Arpt Elev 6
--	-------------------------	--

AL-214 [USN]

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

† MISSED APPROACH: Climbing left turn to 1600 to intercept EYW R-090 to CANIN and hold.

ATIS ★ 307.025	NAVY KEY WEST 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
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CAUTION: Final descent angle and VGSI are not coincident.

† CAUTION: Missed Approach
Minimum Climb Rate to 1600

CAUTION: Final approach course crosses the extended runway centerline 5022' from threshold.

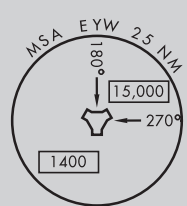
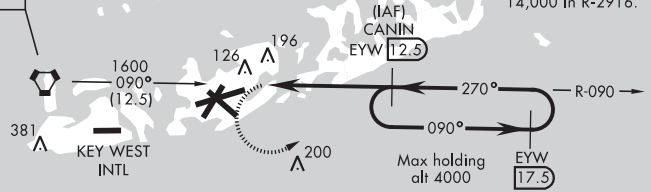
Knots	60	120	180	240
V/V(fpm)	290	580	870	1160

Controlling Obstacle 200

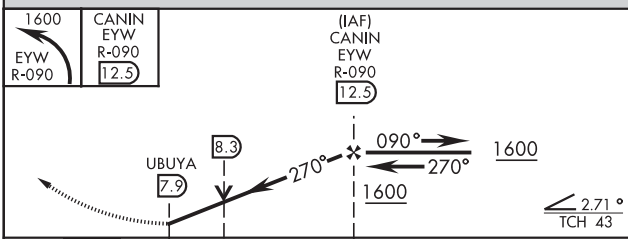
KEY WEST
113.5 EYW Chan 82



CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916.

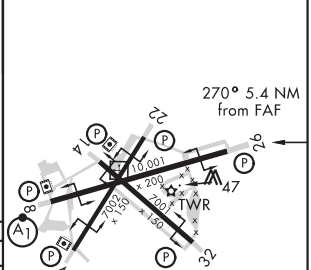


EMEG SAFE ALT 100 NM 15,000



ELEV 6	THRE 4
--------	--------

CATEGORY	A	B	C	D
S-26	460-1	456 (500-1)	460-1 3/8	456 (500-1 3/8)
CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1 1/2 494 (500-1 1/2)	560-2 554 (600-2)



HIRL all Rwy

KEY WEST, FLORIDA

24°34'N-81°41'W

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

Amdt 2 10DEC15

VOR/DME RWY 26

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

KEY WEST, FLORIDA

VOR/DME or TACAN Z RWY 8

EYW VORTAC 113.5 Chan 82	APCH CRS 098°	Rwy Idg 10,001 THRE 4 Arpt Elev 6
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AL-214 [USN]

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

	MISSED APPROACH: Climbing left turn to 1600 to intercept EYW R-090 to CANIN and hold.	

ATIS ★ 307.025	NAVY KEY WEST 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
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CAUTION: The final approach course intersects the runway extended centerline 966' from threshold.

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916.



EMERG SAFE ALT 100 NM 15,000

	SKIPP R-278 1600 098° → ← 278°	VORTAC 1600	1600 EYW R-090 CANIN EYW 12.5	
	CAUTION: The final descent angle is not coincident with the VGSI 2.64° TCH 44		FORRA EYW 4 ECIPA 5.3 480	
	4 NM		1.5 NM	
CATEGORY	A	B	C	D
S-8	440-1	436 (500-1)	440-1 ¼ 436 (500-1 ¼)	
CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1 ½ 494 (500-1 ½)	560-2 554 (600-2)

ELEV 6	THRE 4
--------	--------

098° 5.5 NM from FAF

HIRL all Rwy

KEY WEST, FLORIDA
Amdt 2 10DEC15

24°34'N-81°41'W KEY WEST NAS (BOCA CHICA FLD) (KNQX)

VOR/DME or TACAN Z RWY 8

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

KEY WEST, FLORIDA

TACAN RWY 4

TACAN NQX Chan 78	APCH CRS 044°	Rwy ldg THRE Arpt Elev 7002 3 6
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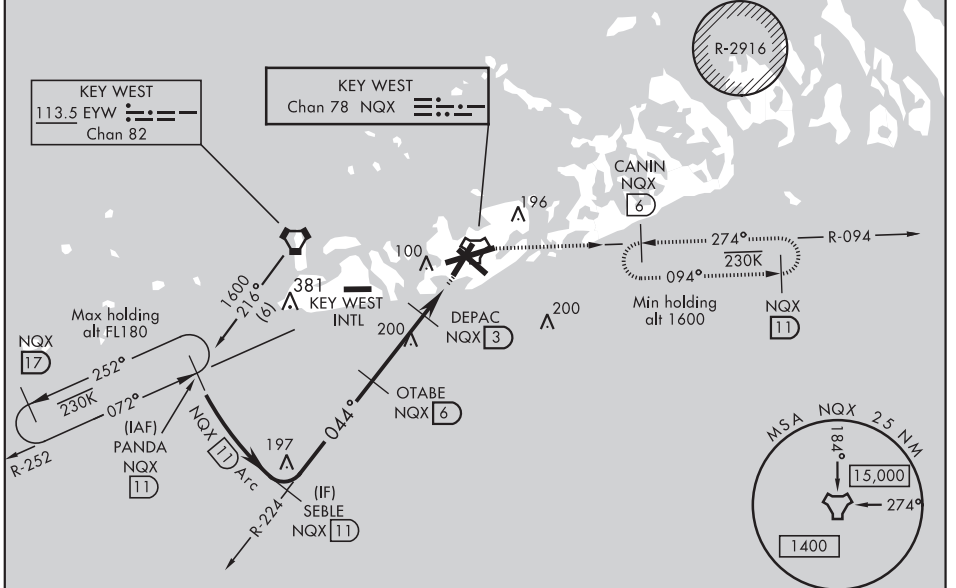
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

▼ MISSED APPROACH: Climb to 1600 via R-224 to NQX TACAN then via R-094 to CANIN (NQX R-094/6 DME) and hold.

ATIS ★ 307.025	NAVY KEY WEST 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
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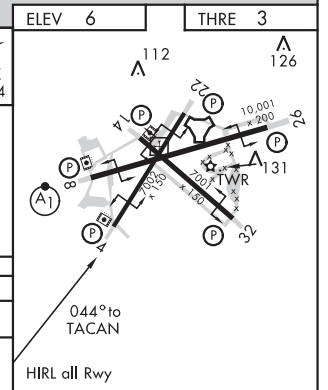
CAUTION: CAT CD intmed seg len 5 NM.

CAUTION:
Balloon with strobe light
on unmarked cable to
14,000 in R-2916.



EMERG SAFE ALT 100 NM 15,000

	PANDA R-252 11	SEBEL R-224 11	OTABE 6	DEPAC 3	TACAN
	1600	1600	1600	620	
	3.03° TCH 36	11 Arc	044°	044°	
			3 NM	1.2 NM	.7
CATEGORY	A	B	C	D	
S-4		360-1	357 (400-1)		
CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)	



KEY WEST, FLORIDA

TACAN RWY 32

TACAN NQX Chan 78	APCH CRS 335°	Rwy ldg THRE Arpt Elev 7001 3 6
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AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

† MISSED APPROACH: Climb to 500. Then climbing right turn to 1600, intercept NQX R-094 to CANIN (NQX R-094/6 DME) and hold.

ATIS ★ 307.025	NAVY KEY WEST 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
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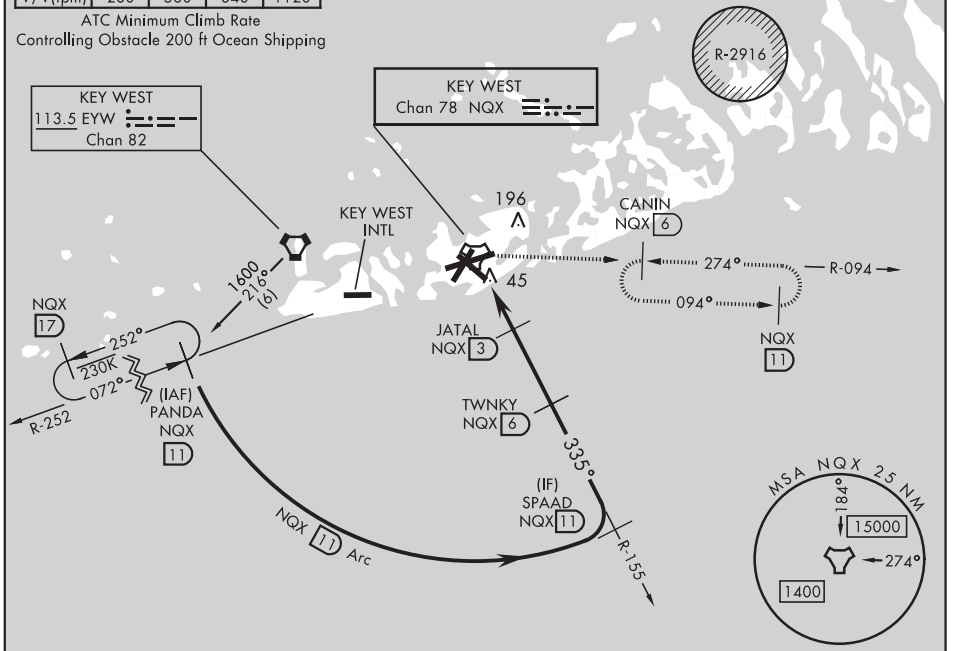
CAUTION: CAT CD intmed seg len 5 NM.

† CAUTION: Missed Approach
Minimum Climb Rate to 1600

Knots	60	120	180	240
V/V(fpm)	280	560	840	1120

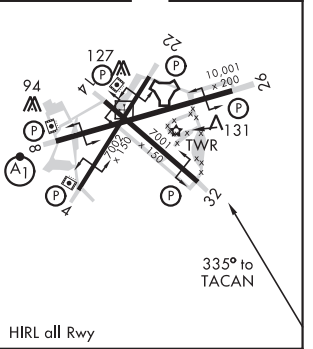
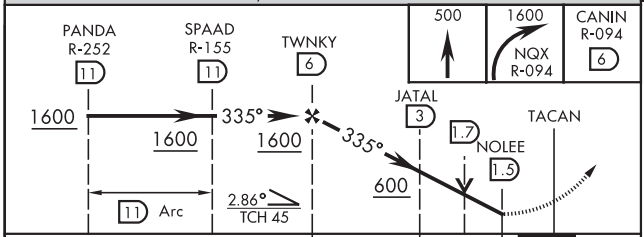
ATC Minimum Climb Rate
Controlling Obstacle 200 ft Ocean Shipping

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916.



EMERG SAFE ALT 100 NM 15,000

ELEV 6	THRE 3
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CATEGORY	A	B	C	D
S-32		300-1	297 (300-1)	
CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwy

KEY WEST, FLORIDA

24°34'N-81°41'W

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

Amr 2 10DEC15

TACAN RWY 32

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

KEY WEST, FLORIDA

TACAN Y RWY 8

TACAN NQX Chan 78	APCH CRS 072°	Rwy ldg THRE 4 Arpt Elev 6
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AL-214 [USN]

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

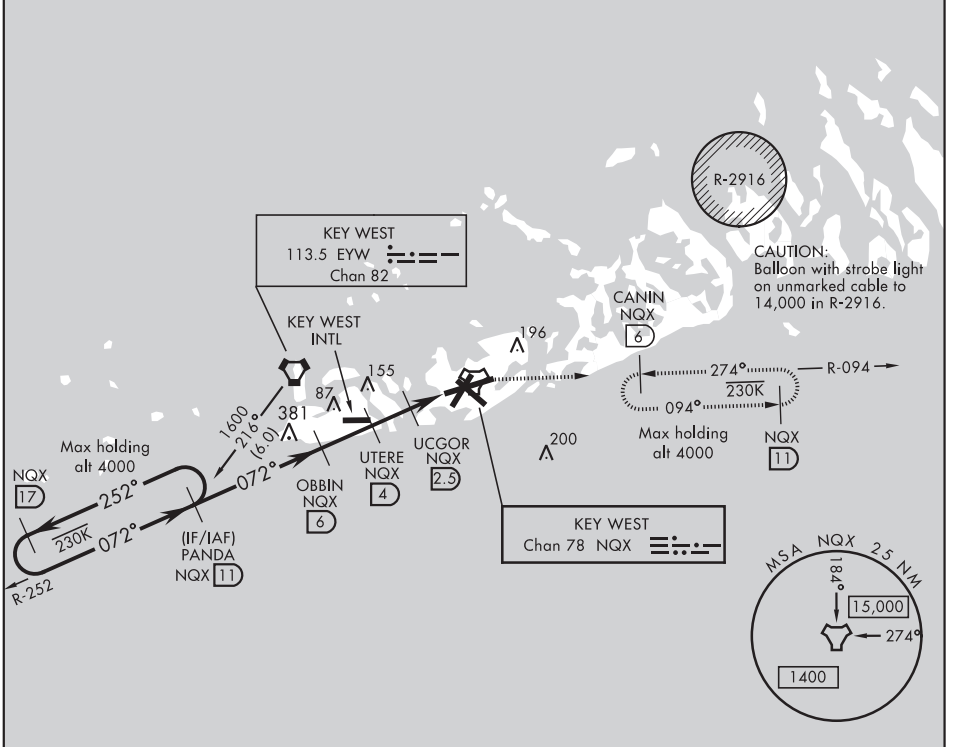
▼ * When ALS inop, increase CAT AB vis to 1 mile,
CAT CD vis to 1¼ miles.



MISSED APPROACH: Climb to 1600 via R-252 to NQX
TACAN then via R-094 to CANIN (NQX R-094/6 DME)
and hold.

ATIS * 307.025	NAVY KEY WEST 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
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CAUTION: CAT CD intmed seg len 5 NM.



AIRPORT DIAGRAM

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

AFD-214 [USN]

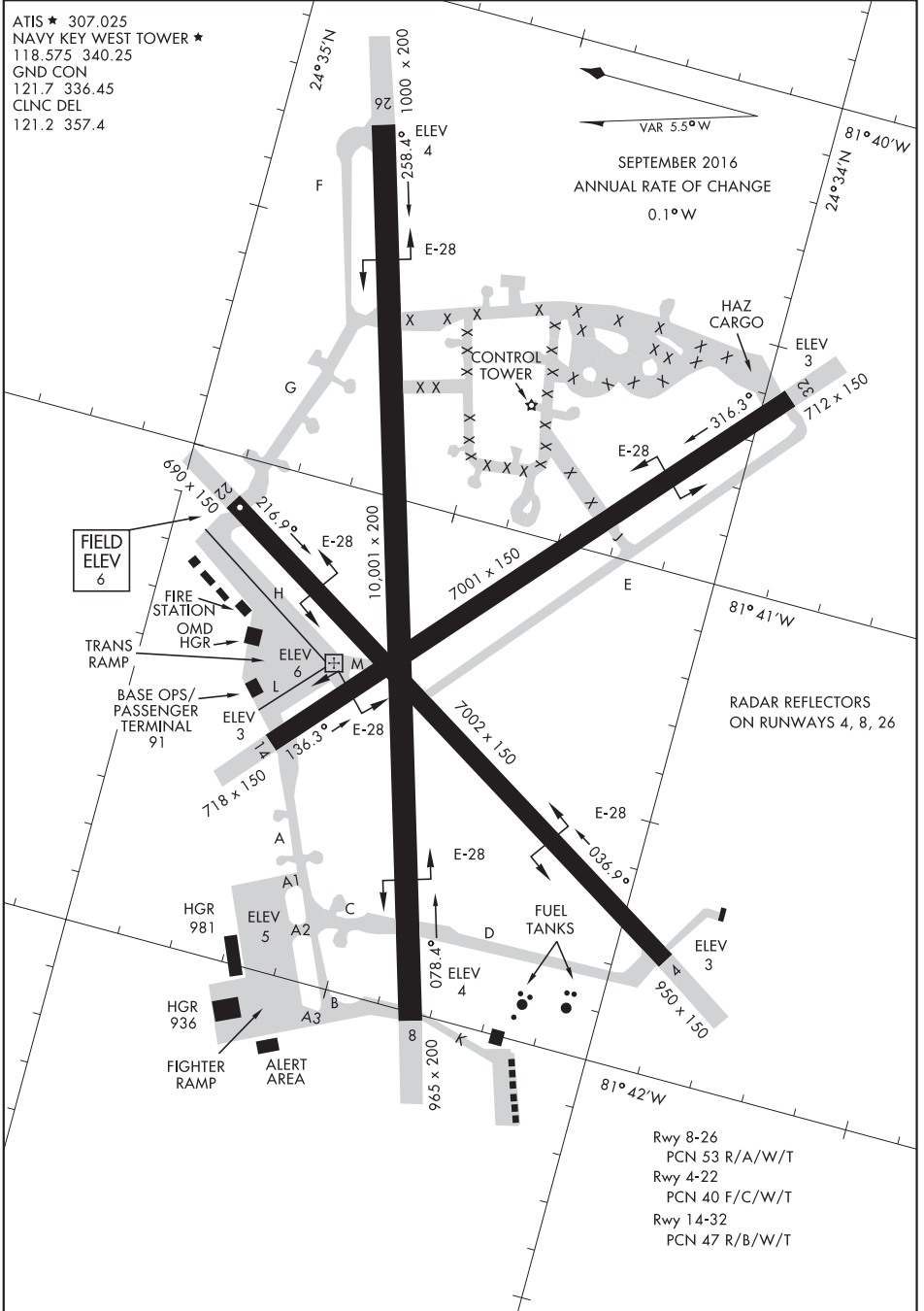
KEY WEST, FLORIDA

ATIS ★ 307.025
 NAVY KEY WEST TOWER ★
 118.575 340.25
 GND CON
 121.7 336.45
 CLNC DEL
 121.2 357.4

VAR 5.5°W
 SEPTEMBER 2016
 ANNUAL RATE OF CHANGE
 0.1°W

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

KEY WEST, FLORIDA

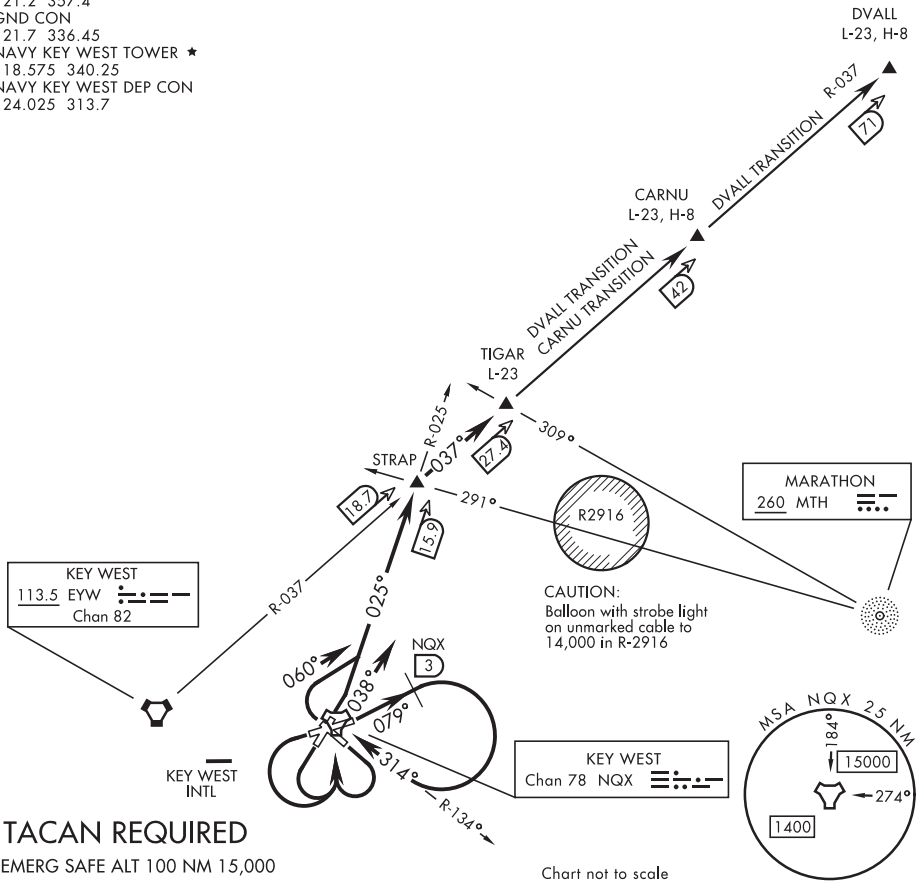
KEY WEST NAS (BOCA CHICA FLD) (KNQX)

TIGAR TWO DEPARTURE (TIGAR2.TIGAR)

SHL-214 [USN]

KEY WEST, FLORIDA

ATIS ★ 307.025
 CLNC DEL
 121.2 357.4
 GND CON
 121.7 336.45
 NAVY KEY WEST TOWER ★
 118.575 340.25
 NAVY KEY WEST DEP CON
 124.025 313.7



TACAN REQUIRED

EMERG SAFE ALT 100 NM 15,000

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4: Climb via heading 038° to intercept NQX TACAN R-025, thence...

TAKE-OFF RWY 22, 26: Climbing left turn direct NQX, thence...

TAKE-OFF RWY 32: Climbing right turn to heading 060° to intercept NQX R-025, thence...

TAKE-OFF RWY 8: Crossing DER climb on heading 079°, passing NQX 3 DME, turn right to intercept R-134 inbound to NQX, thence...

TAKE-OFF RWY 14: Climbing right turn direct NQX, thence...

...via NQX R-025 to STRAP, then via EYW VORTAC R-037 to TIGAR, then via assigned transition or route.

TAKE-OFF RWY 8, 22, & 26: Do not exceed 250 KIAS until passing NQX TACAN.

CARNU TRANSITION: via EYW R-037 to CARNU.

DVALL TRANSITION: via EYW R-037 to DVALL.

TAKE-OFF RWY 32: Do not exceed 250 KIAS until established on NQX TACAN R-025.

TIGAR TWO DEPARTURE (TIGAR2.TIGAR)

KEY WEST, FLORIDA
KEY WEST NAS (BOCA CHICA FLD) (KNQX)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

Amdt 1 15344

KEY WEST NAS (BOCA CHICA FLD) (KNQX)

VRGAS TWO DEPARTURE (VRGAS2.VRGAS)

KEY WEST, FLORIDA

ATIS ★ 307.025
 CLNC DEL
 121.2 357.4
 GND CON
 121.7 336.45
 NAVY KEY WEST TOWER ★
 118.575 340.25
 NAVY KEY WEST DEP CON
 124.025 313.7

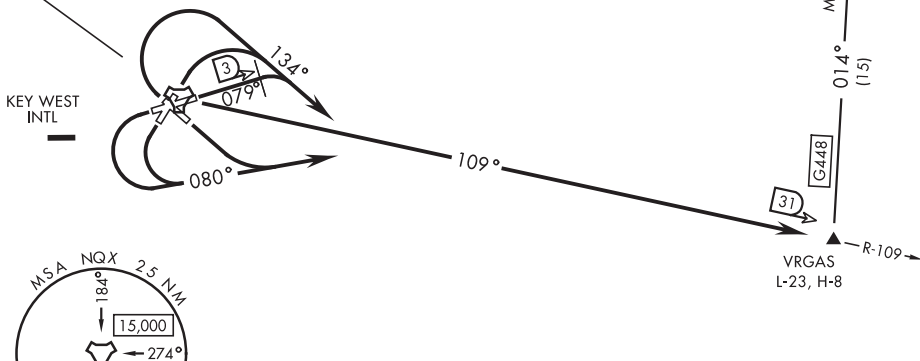
SL-214 [USN]

MARATHON
 260 MTH

CAUTION:
 Balloon with strobe light on
 unmarked cable to 14,000 in R-2916.



KEY WEST
 Chan 78 NQX



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TACAN REQUIRED

EMERG SAFE ALT 100 NM 15,000

Note: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4, 32: Climbing right turn to heading 134°, thence...

TAKE-OFF RWY 14, 22, 26: Climbing left turn to heading 080°, thence...

TAKE-OFF RWY 8: Crossing DER climb on heading 079°, passing NQX TACAN 3 DME, turn right to heading 134°, thence...

...intercept NQX R-109 to VRGAS, then via assigned transition or route.

MARATHON TRANSITION (VRGAS2.MTH): Via heading 014° on G448 to MTH NDB.

VRGAS TWO DEPARTURE (VRGAS2.VRGAS)

KEY WEST, FLORIDA

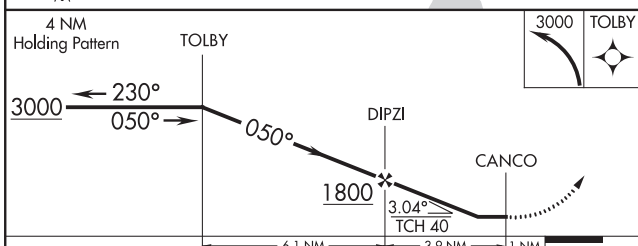
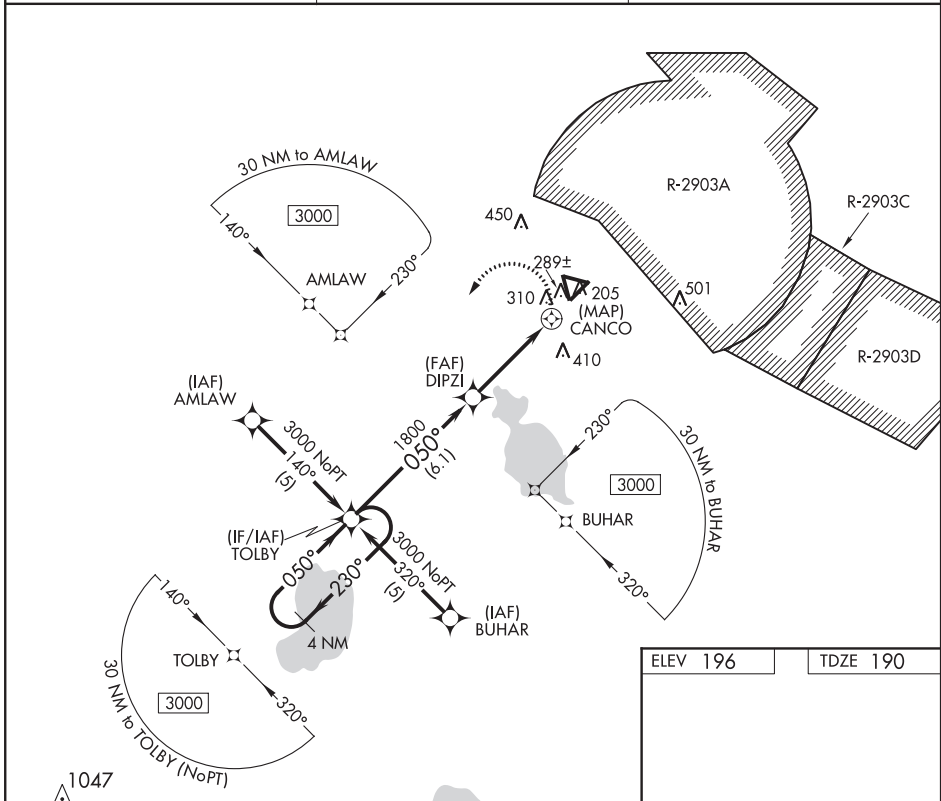
KEY WEST NAS (BOCA CHICA FLD) (KNQX)

APP CRS	Rwy Idg	5046
050°	TDZE	190
	Apt Elev	196

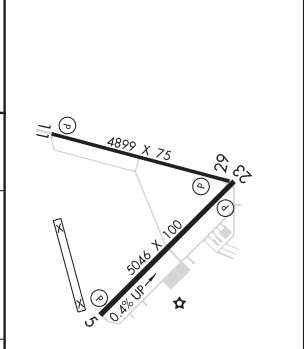
RNAV (GPS) RWY 5

KEYSTONE AIRPARK (42J)

<p>▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA for Cats B and C northeast of Rwy 11-29. When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 60 feet.</p> <p>△ NA</p>	<p>MISSED APPROACH: Climbing left turn to 3000 direct TOLBY and hold.</p>	
<p>AWOS-3 124.275</p>	<p>JACKSONVILLE APP CON 118.175 338.25</p>	<p>UNICOM 122.7 (CTAF) 0</p>



ELEV 196	TDZE 190
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CATEGORY	A	B	C	D
LNVA MDA	600-1¼ 410 (500-1¼)			NA
CIRCLING	620-1¼ 424 (500-1¼)	660-1¼ 464 (500-1¼)	660-1½ 464 (500-1½)	NA

REIL Rwy 5, 11 and 23
MIRL Rwy 5-23 0
HIRL Rwy 11-29 0

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

KEYSTONE HEIGHTS, FLORIDA

AL-6891 (FAA)

14261

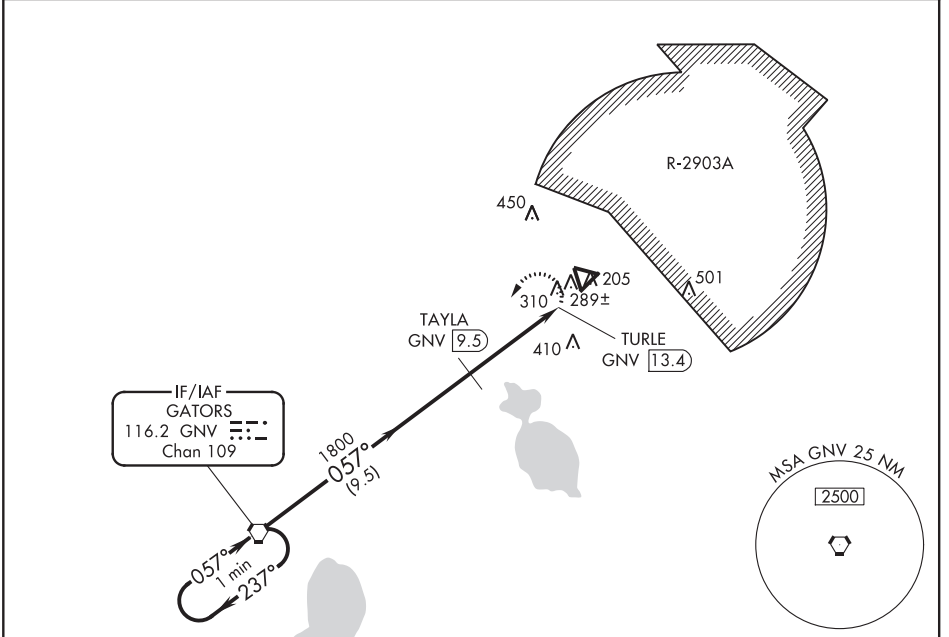
VORTAC GNV 116.2 Chan 109	APP CRS 057°	Rwy Idg 5046 TDZE 190 Apt Elev 196
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VOR/DME RWY 5

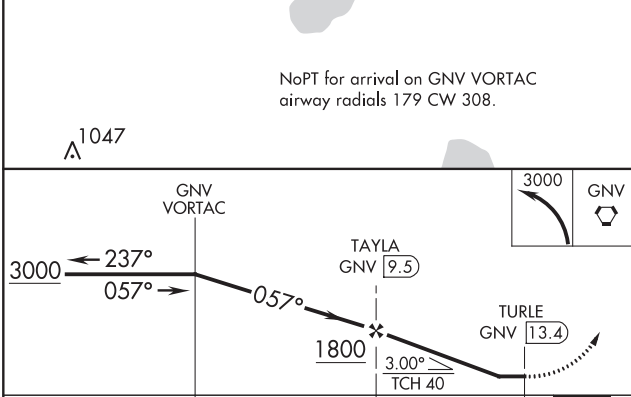
KEYSTONE AIRPARK (42J)

▽ Visibility reduction by helicopters NA. Circling NA for Cats B and C northeast of Rwy 11-29. When local altimeter setting not received use Gainesville altimeter setting and increase all MDA 60 feet; increase S-5 Cat C visibility 1/4 mile.
▲ NA MISSED APPROACH: Climbing left turn to 3000 direct GNV VORTAC and hold.

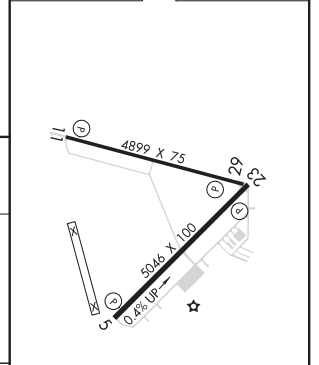
AWOS-3 124.275	JACKSONVILLE APP CON 118.175 338.25	UNICOM 122.7 (CTAF)
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NoPT for arrival on GNV VORTAC airway radials 179 CW 308.



ELEV 196	TDZE 190
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CATEGORY	A	B	C	D
S-5	680-1 1/4	490 (500-1 1/4)		NA
CIRCLING	680-1 1/4	484 (500-1 1/4)	680-1 1/2 484 (500-1 1/2)	NA

REIL Rwy 5, 11 and 23
 MIRL Rwy 5-23
 HIRL Rwy 11-29

KEYSTONE HEIGHTS, FLORIDA
 Amdt 1 15JAN09

29°51'N - 82°03'W

KEYSTONE AIRPARK (42J) VOR/DME RWY 5

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56406 W14A	APP CRS 142°	Rwy Idg TDZE Apt Elev	4903 19 20
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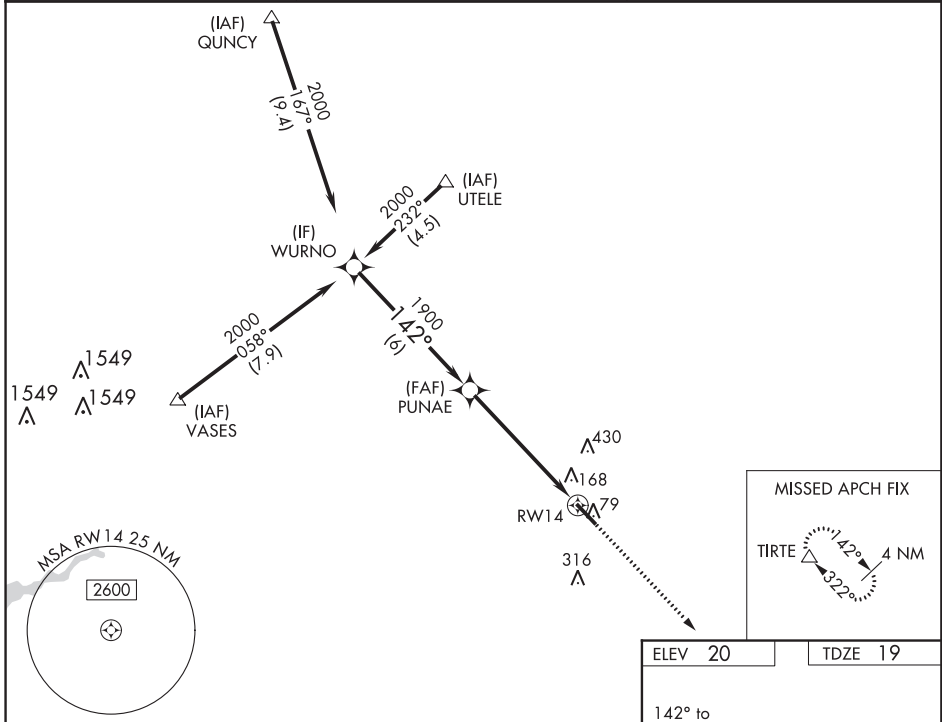
RNAV (GPS) RWY 14

LA BELLE MUNI (X14)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Southwest Florida Intl altimeter setting; when not received use Page Field altimeter setting and increase all DA 8 feet, all MDA 20 feet and LNAV Cat D visibility ¼ mile.

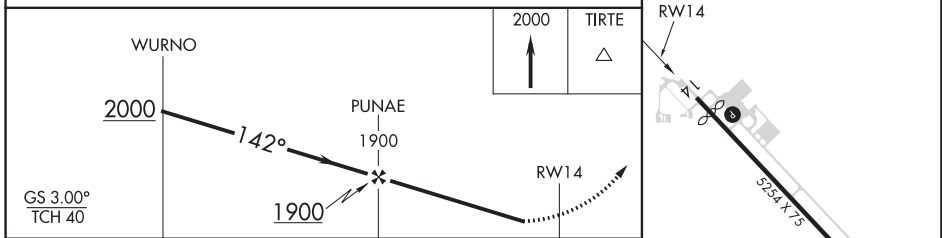
MISSED APPROACH: Climb to 2000 direct TIRTE and hold.

SOUTHWEST FLORIDA INTL ASOS 124.65	FORT MYERS APP CON 126.8	UNICOM 122.8 (CTAF) 0
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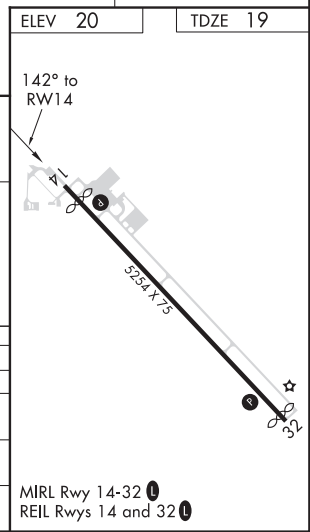


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	388-1¼		369 (400-1¼)	
LNAV/VNAV DA	565-2		546 (600-2)	
LNAV MDA	520-1	501 (500-1)	520-1½	501 (500-1½)
CIRCLING	580-1	560 (600-1)	580-1½	800-2½ 780 (800-2½)



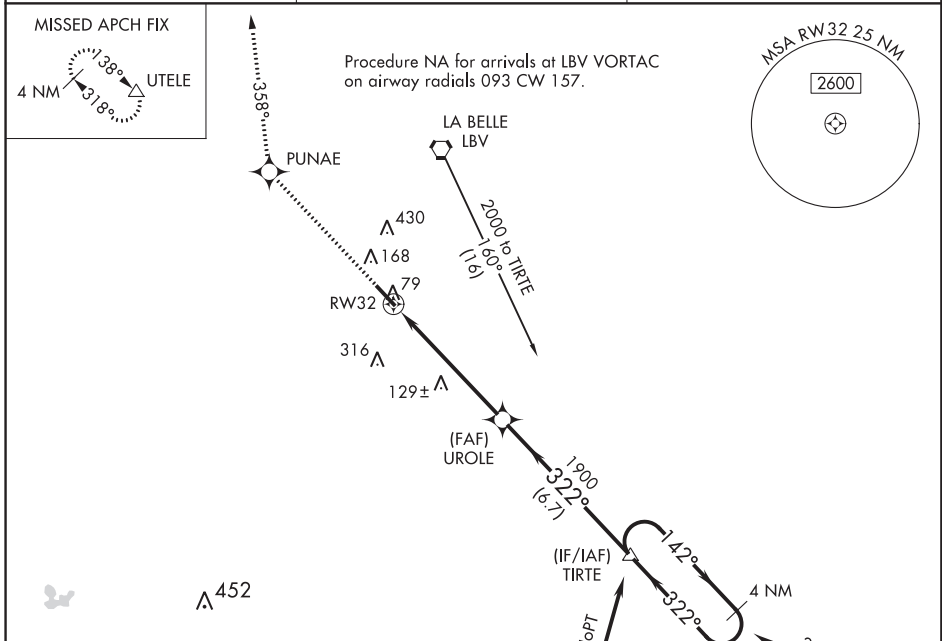
APP CRS	Rwy Idg	5125
322°	TDZE	20
	Apt Elev	20

RNAV (GPS) RWY 32

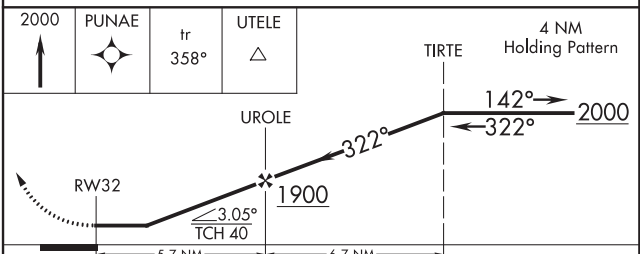
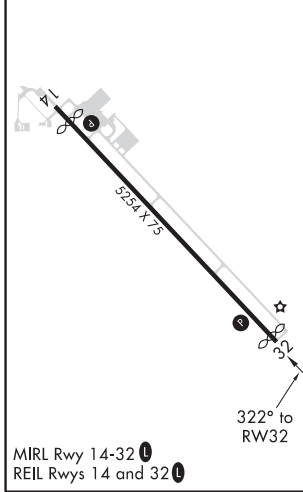
LA BELLE MUNI (X14)

NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. MISSED APPROACH: Climb to 2000 direct PUNAE then use Southwest Florida Intl altimeter setting; when not received, use Page Field altimeter setting and increase all MDAs 20 feet.

SOUTHWEST FLORIDA INTL ASOS 124.65	FORT MYERS APP CON 126.8	UNICOM 122.8 (CTAF) 0
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ELEV 20	TDZE 20
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CATEGORY	A	B	C	D
LNNAV MDA	480-1	460 (500-1)	480-1 1/4 460 (500-1 1/4)	480-1 1/2 460 (500-1 1/2)
CIRCLING	580-1	560 (600-1)	580-1 1/2 560 (600-1 1/2)	800-2 1/2 780 (800-2 1/2)

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RNAV (GPS) RWY 10

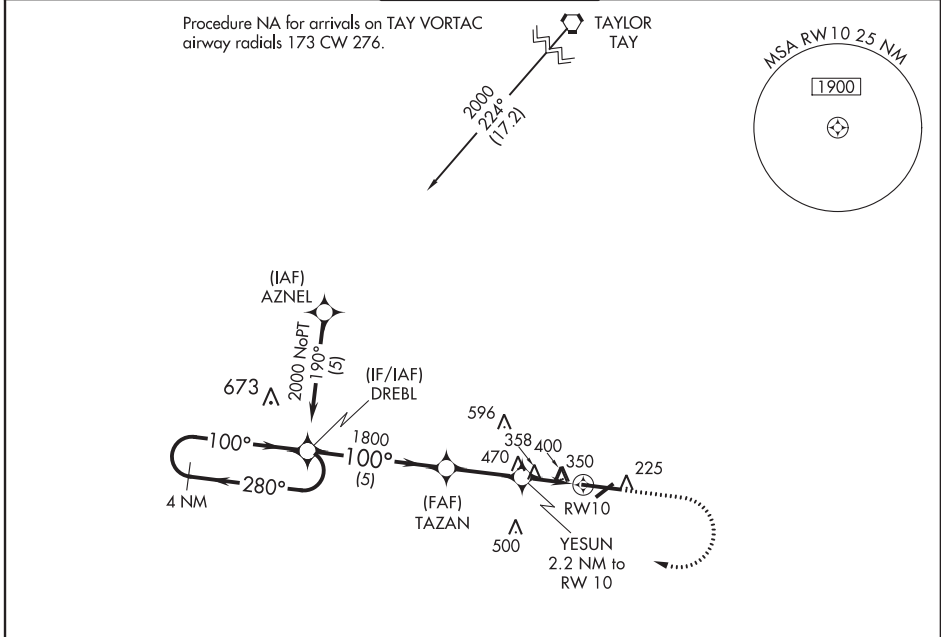
LAKE CITY GATEWAY (LCQ)

APP CRS 100°	Rwy Idg 8003
	TDZE 201
	Apt Elev 201

⚠ When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 100 feet and increase LNAV Cat C/D and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

⚠ MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct DREBL and hold.

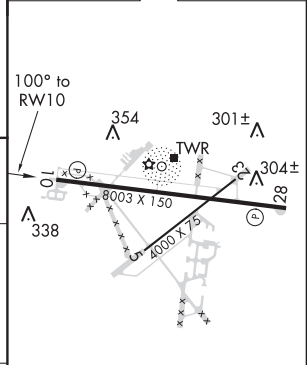
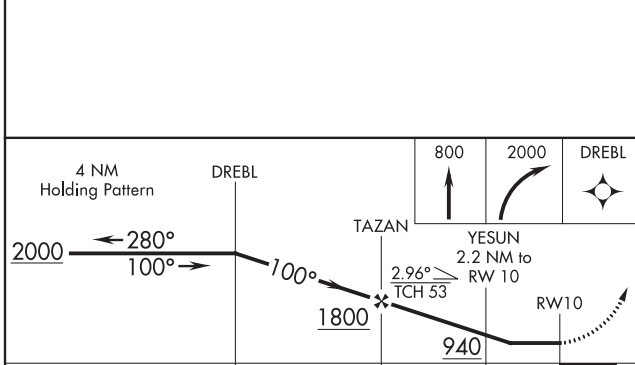
AWOS-3 120.675	JACKSONVILLE CENTER 125.375 254.325	LAKE CITY TOWER ★ 119.2 (CTAF) 0 314.6	GND CON 121.9	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 201	TDZE 201
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CATEGORY	A	B	C	D
LNAV MDA	700-1	499 (500-1)	700-1 ⅓	499 (500-1 ⅓)
CIRCLING	760-1	559 (600-1)	760-1 ½	760-2 559 (600-2)

REIL Rwy 28 **0**
MIRL Rwy 5-23 and 10-28 **0**

NDB LCQ 204	APP CRS 287°	Rwy Ldg 8003 TDZE 196 Apt Elev 201
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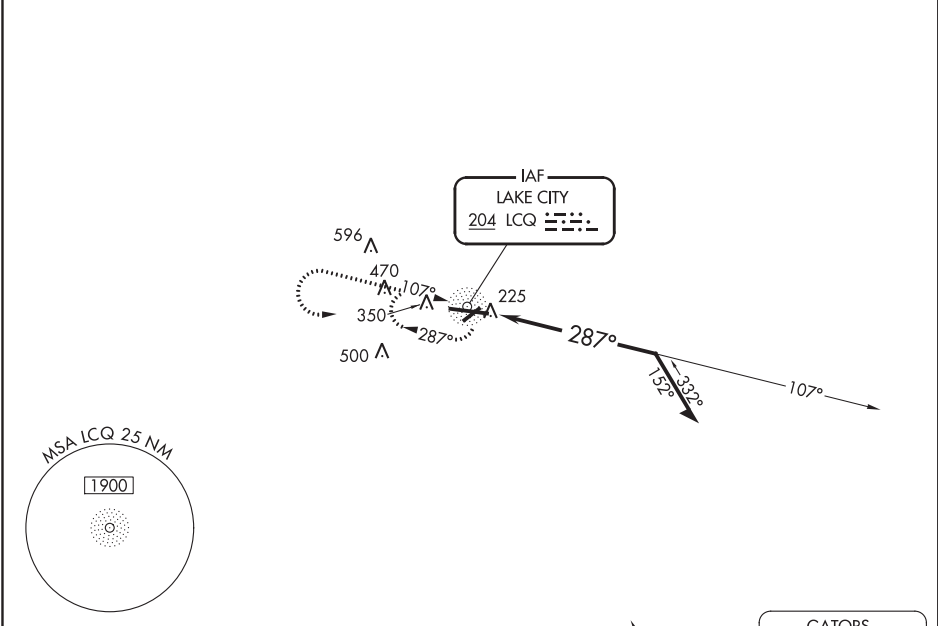
NDB RWY 28

LAKE CITY GATEWAY (LCQ)

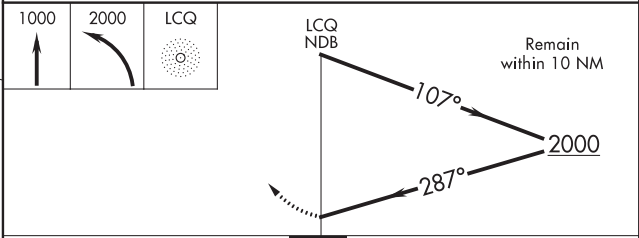
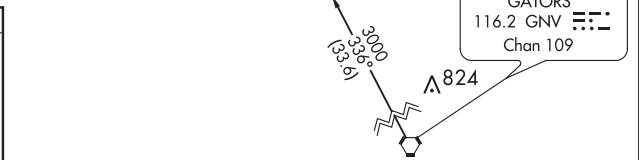
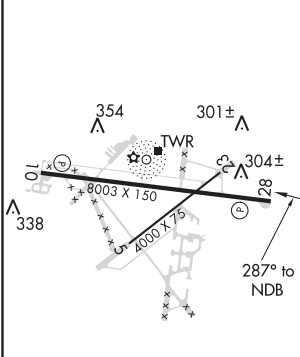
⚠ NA Circling to Rwy 10 NA at night. When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 100 feet, and increase S-28 Cats C/D and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¼ SM not authorized.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCQ NDB LOM and hold.

AWOS-3 120.675	JACKSONVILLE CENTER 125.375 254.325	LAKE CITY TOWER ★ 119.2 (CTAF) 314.6	GND CON 121.9	UNICOM 122.95
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ELEV 201	TDZE 196
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CATEGORY	A	B	C	D
S-28	760-1	564 (600-1)	760-1½	564 (600-1½)
CIRCLING	760-1	559 (600-1)	760-1½	760-2
			559 (600-1½)	559 (600-2)

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SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

LAKE CITY GATEWAY (LCQ)
LAKE CITY, FLORIDA

AL-811 (FAA)

FIELD
ELEV
201

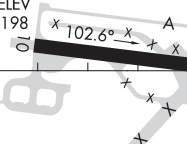
AWOS-3
120.675
LAKE CITY TOWER *
119.2 314.6
GND CON
121.9

VAR 3.6° M
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

354' Δ
TERMINAL
FBO

TWR

ELEV
198
01



ELEV
195
28

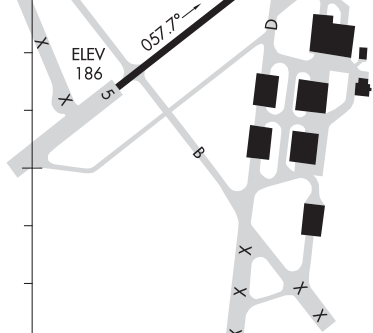
8003 X 150

4000 X 75

057.7'

282.7'

ELEV
186



30°11'N

30°10'N

RWY 10-28
S-75, D-105, 2D-250

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

82°35'W

82°34'W

AIRPORT DIAGRAM

LAKE CITY, FLORIDA
LAKE CITY GATEWAY (LCQ)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49023 W06A	APP CRS 062°	Rwy Idg THRE Apt Elev 3999 126 127
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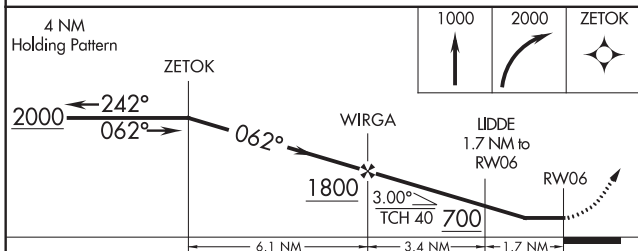
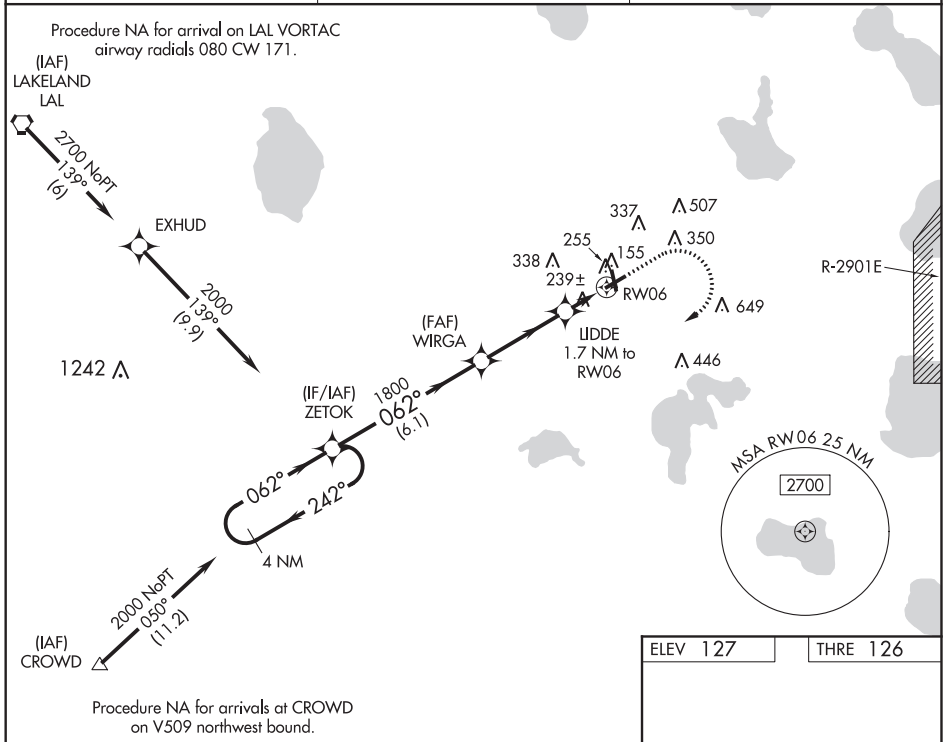
RNAV (GPS) RWY 6

LAKE WALES MUNI (X07)

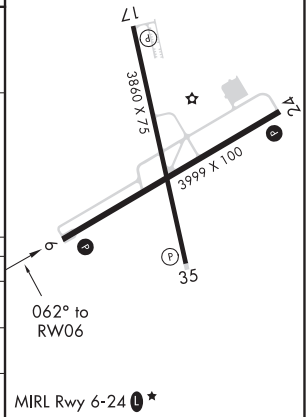
NA DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bartow altimeter setting and increase all MDA 40 feet, and increase LP and LNAV Cats C and D visibility 1/2 mile.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct ZETOK and hold.

AWOS-3 124.225	TAMPA APP CON 120.65 290.3	UNICOM 122.8 (CTAF) 0*
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ELEV 127	THRE 126
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CATEGORY	A	B	C	D
LP MDA	500-1		374 (400-1)	
LNAV MDA	520-1	394 (400-1)	520-1 1/8	394 (400-1 1/8)
CIRCLING	560-1 433 (500-1)	620-1 493 (500-1)	620-1 1/2 493 (500-1 1/2)	680-2 553 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40323 W24A	APP CRS 243°	Rwy Idg 3999 THRE 122 Apt Elev 127
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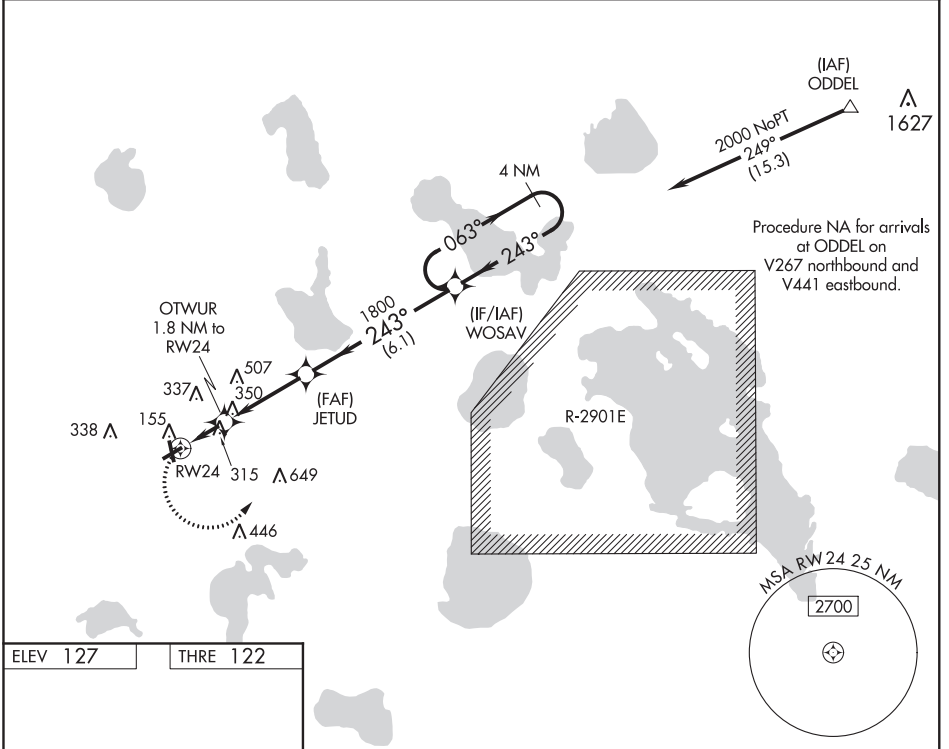
RNAV (GPS) RWY 24

LAKE WALES MUNI (X07)

NA DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bartow altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2000 direct WOSAV and hold.

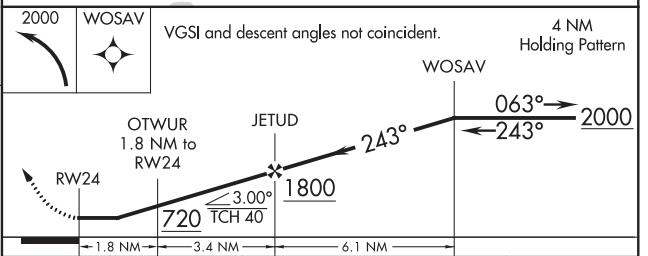
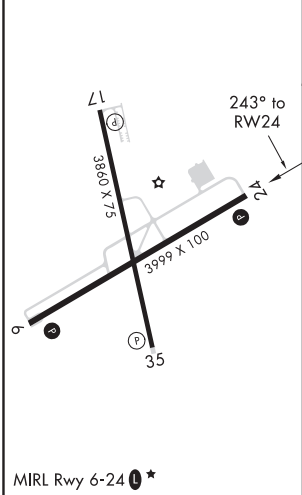
AWOS-3 124.225	TAMPA APP CON 120.65 290.3	UNICOM 122.8 (CTAF) 0*
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 127	THRE 122
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CATEGORY	A	B	C	D
LP MDA	580-1	458 (500-1)	580-1½ 458 (500-1½)	580-2 458 (500-2)
LNAV MDA	580-1	458 (500-1)	580-1½ 458 (500-1½)	580-2 458 (500-2)
CIRCLING	580-1 453 (500-1)	620-1 493 (500-1)	620-1½ 493 (500-1½)	680-2 553 (600-2)

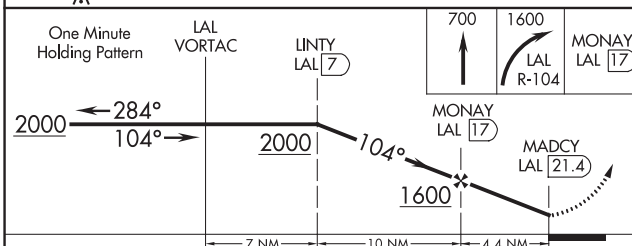
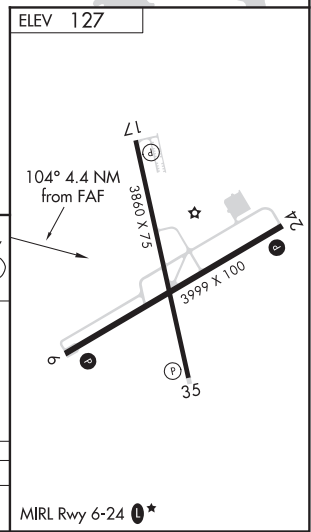
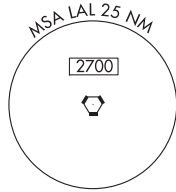
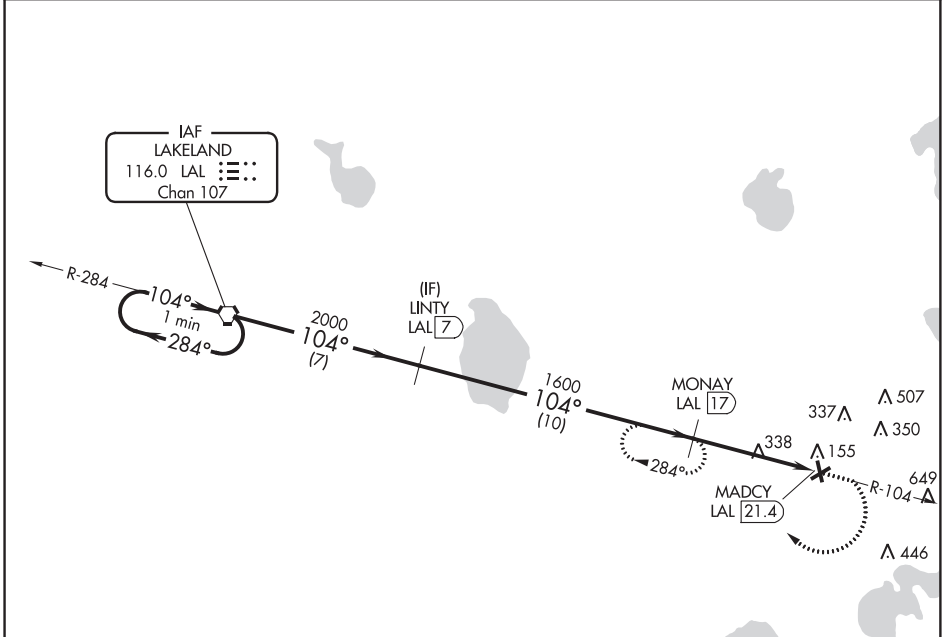
VORTAC LAL 116.0 Chan 107	APP CRS 104°	Rwy Idg TDZE Apt Elev	N/A N/A 127
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VOR/DME-B
LAKE WALES MUNI (X07)

⚠ NA When local altimeter setting not received, use Bartow altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 700 then climbing right turn to 1600 on LAL VORTAC R-104 to MONAY/LAL 17 DME and hold.

AWOS-3 124.225	TAMPA APP CON 120.65 290.3	UNICOM 122.8 (CTAF) 0*
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CATEGORY	A	B	C	D
CIRCLING	620-1 493 (500-1)	620-1¼ 493 (500-1¼)	620-1½ 493 (500-1½)	680-2 553 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017


SE-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-LAL	APP CRS	Rwy Idg	8414
110.1	094°	TDZE	132
Chan 38		Apt Elev	142

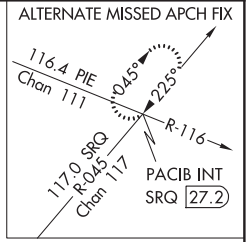
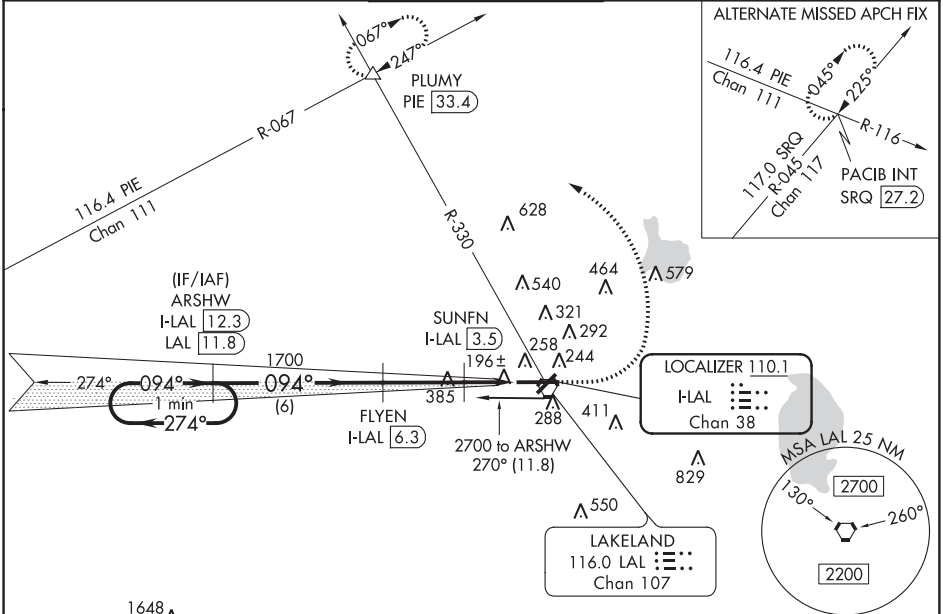
ILS or LOC/DME RWY 9

LAKELAND LINDER RGNL (L.A.L.)

⚠ When local altimeter setting not received, use Plant City altimeter setting and increase all DA/MDA 20 feet; increase S-LOC Cats C/D visibility $\frac{1}{8}$ mile. For inop MALSRR, increase S-ILS all Cats visibility to $\frac{3}{4}$ mile. For inop MALSRR when using Plant City altimeter setting, increase S-ILS visibility all Cats to $\frac{3}{4}$ mile and S-LOC Cats C/D visibility to 1 mile.

MALSRR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on heading 290° and on LAL VORTAC R-330 to PLUMY INT/PIE 33.4 DME and hold.

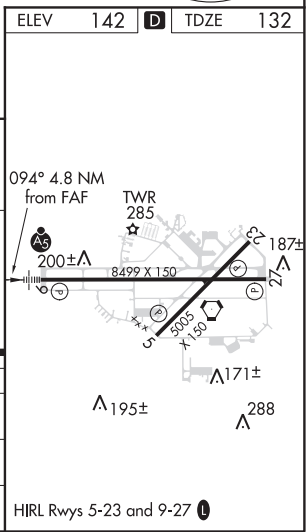
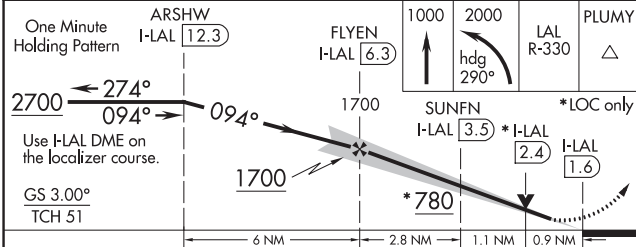
ATIS 118.025	TAMPA APP CON 120.65 290.3	LAKELAND TOWER ★ 124.5 (CTAF) 236.775	GND CON 121.4	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV	142	D	TDZE	132
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CATEGORY	A	B	C	D
S-ILS 9		332- $\frac{1}{2}$	200 (200- $\frac{1}{2}$)	
S-LOC 9		460- $\frac{1}{2}$	328 (400- $\frac{1}{2}$)	
CIRCLING	600-1 458 (500-1)	660-1 518 (600-1)	660-1 $\frac{1}{2}$ 518 (600-1 $\frac{1}{2}$)	700-2 558 (600-2)

WAAS CH 42805 W05A	APP CRS 049°	Rwy Idg TDZE 136 Apt Elev 142	5005
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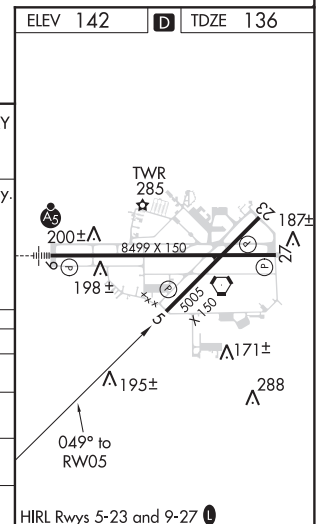
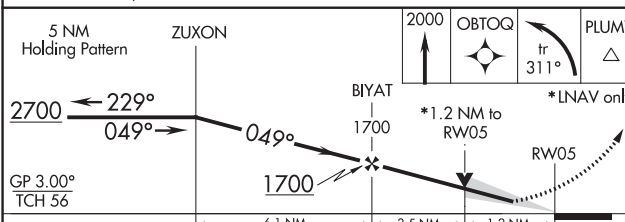
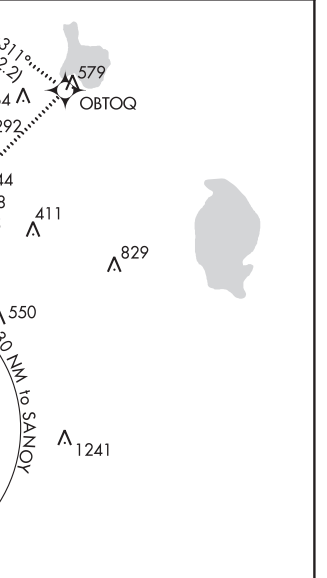
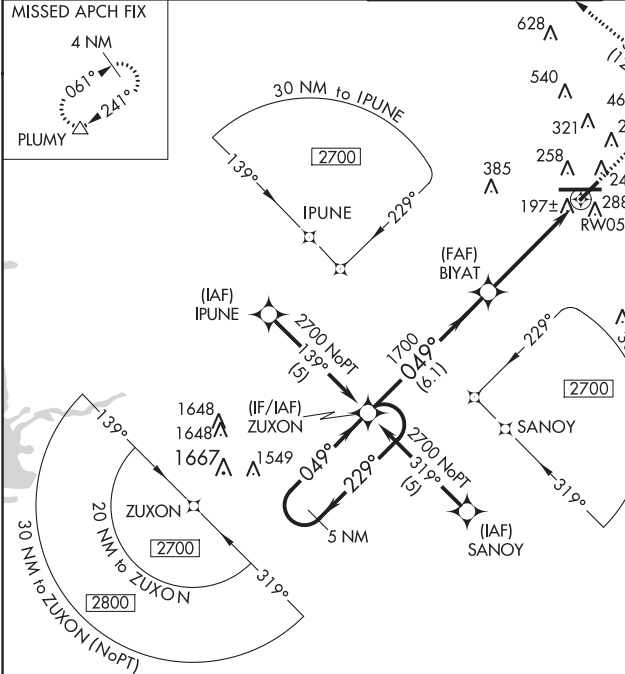
RNAV (GPS) RWY 5

LAKELAND LINDER RGNL (LAL)

⚠ 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 Plant City altimeter setting and increase all DA/MDA 20 feet and LNAV Cat C/D visibility ½ mile. Baro-VNAV and VDP NA when using Plant City altimeter setting.

MISSED APPROACH: Climb to 2000 direct OBTOQ and left turn on track 311° to PLUMY and hold.

ATIS 118.025	TAMPA APP CON 120.65 290.3	LAKELAND TOWER ★ 124.5 (CTAF) 0 236.775	GND CON 121.4	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		336-¾	200 (200-¾)	
LNAV/VNAV DA		505-1¼	369 (400-1¼)	
LNAV MDA	560-1	424 (500-1)	560-1¼	424 (500-1¼)
CIRCLING	600-1 458 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

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SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78305 W09A	APP CRS 094°	Rwy Idg 8414 TDZE 132 Apt Elev 142
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RNAV (GPS) RWY 9

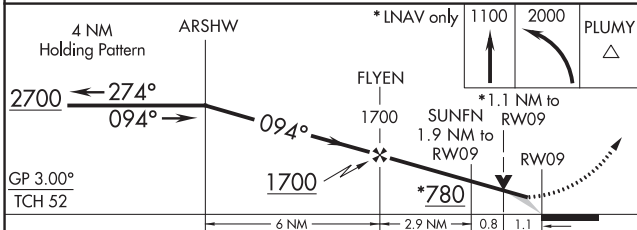
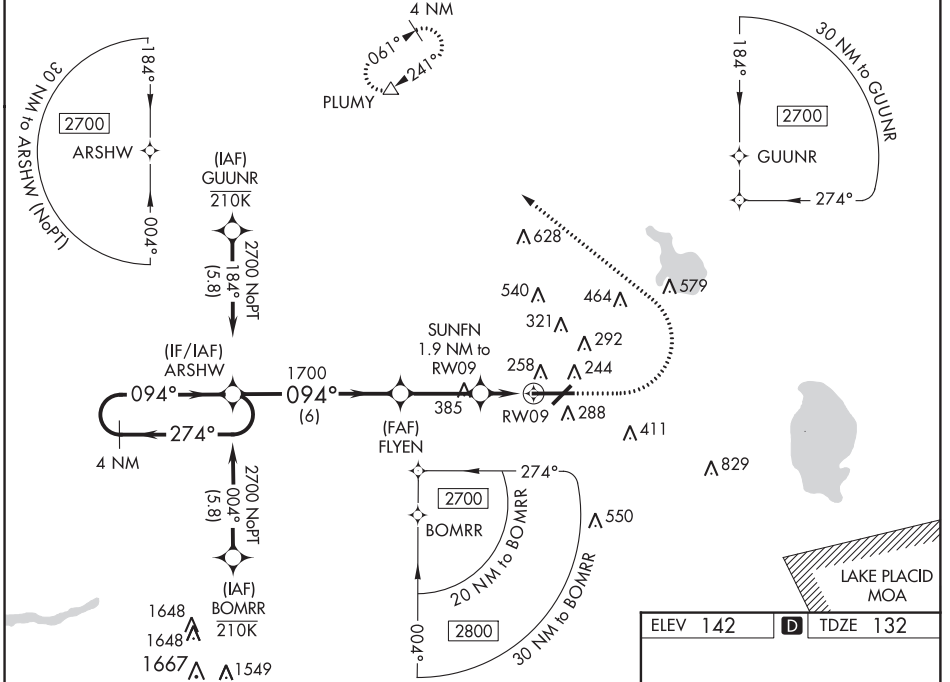
LAKELAND LINDER RGNL (L.A.L.)

⚠ 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. Baro-VNAV and VDP NA when using Plant City altimeter setting. When local altimeter setting not received, use Plant City altimeter setting and increase all DA/MDA 20 feet, increase LNAV/VNAV all Cats visibility and LNAV Cats C/D visibility 1/8 mile. For inoperative MALSR, increase LNAV Cats C/D visibility to 1/8. For inoperative MALSR when using Plant City altimeter setting, increase LNAV/VNAV all Cats visibility to 1.

MALSR

MISSED APPROACH:
Climb to 1100 then climbing left turn to 2000 direct PLUMY and hold.

ATIS 118.025	TAMPA APP CON 120.65 290.3	LAKELAND TOWER ★ 124.5 (CTAF) 236.775	GND CON 121.4	UNICOM 122.95
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ELEV 142	D	TDZE 132
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HIRL Rwy 5-23 and 9-27 **L**

CATEGORY	A	B	C	D
LPV DA		332-1/2	200 (200-1/2)	
LNAV/VNAV DA		439-1/2	307 (300-1/2)	
LNAV MDA	520-1/2 388 (400-1/2)		520-5/8 388 (400-5/8)	
CIRCLING	600-1 458 (500-1)	660-1 518 (600-1)	660-1 1/2 518 (600-1 1/2)	700-2 558 (600-2)

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SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77805 W23A	APP CRS 229°	Rwy Idg TDZE 141 Apt Elev 142	5005
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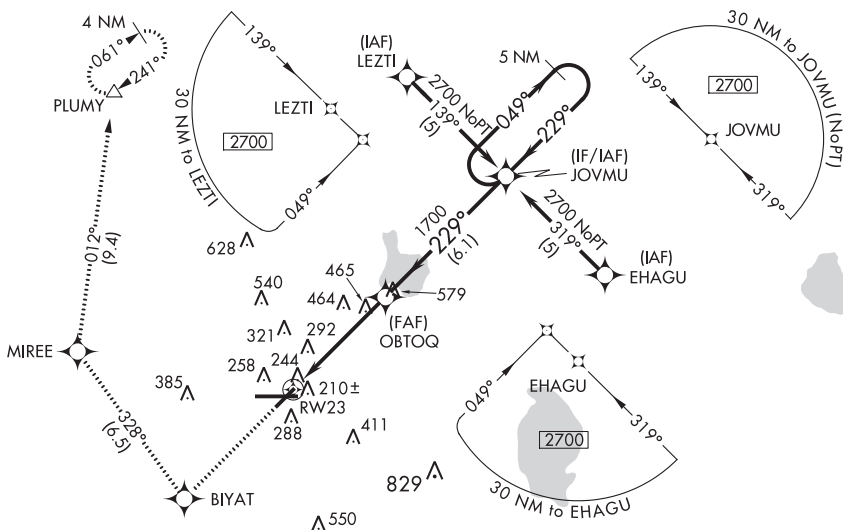
RNAV (GPS) RWY 23

LAKELAND LINDER RGNL (LAL)

V 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 Plant City altimeter setting and increase all DA/MDA 20 feet and increase LNAV Cat C/D and Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Plant City altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct BIYAT and right turn on track 328° to MIREE then on track 012° to PLUMY and hold.

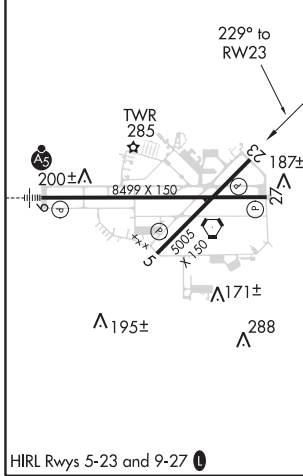
ATIS 118.025	TAMPA APP CON 120.65 290.3	LAKELAND TOWER ★ 124.5 (CTAF) 236.775	GND CON 121.4	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 142	D	TDZE 141
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2000	BIYAT	MIREE	PLUMY	JOVMU	5 NM Holding Pattern
	↑	tr 328°	tr 012°		
*LNAV only.					
	RW23	OBTOQ	2700		
	1.7 NM	1700	229°	049°	GP 3.00° TCH 50
	1.7 NM	3 NM	6.1 NM		
CATEGORY	A	B	C	D	
LPV DA	426-1 285 (300-1)				
LNAV/VNAV DA	480-1¼ 339 (400-1¼)				
LNAV MDA	720-1	579 (600-1)	720-1½ 579 (600-1½)	720-1¾ 579 (600-1¾)	
CIRCLING	720-1	578 (600-1)	720-1½ 578 (600-1½)	720-2 578 (600-2)	

WAAS CH 82605 W27A	APP CRS 274°	Rwy Idg TDZE 142 Apt Elev 142	8499
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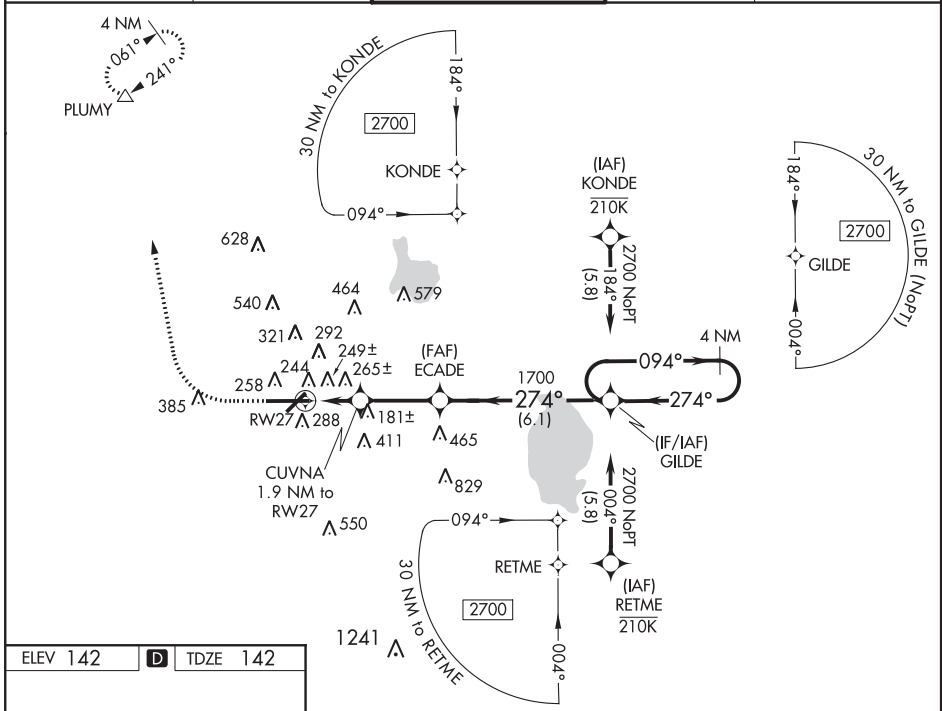
RNAV (GPS) RWY 27

LAKELAND LINDER RGNL (L.A.L.)

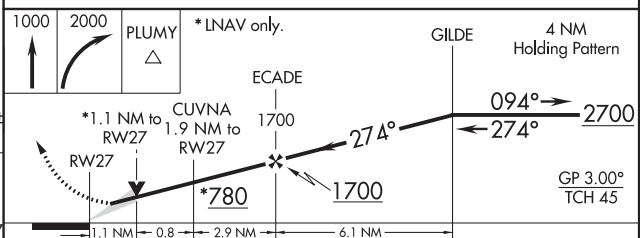
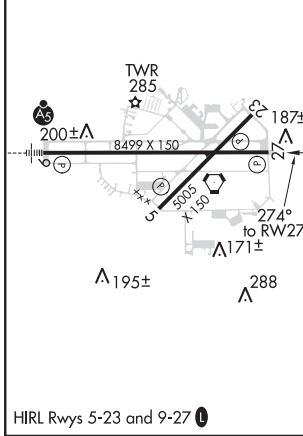
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Plant City altimeter setting and increase all DA/MDA 20 feet, and increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/8 mile. Baro-VNAV and VDP NA when using Plant City altimeter setting.

MISSED APPROACH:
Climb to 1000 then climbing right turn to 2000 direct PLUMY and hold.

ATIS 118.025	TAMPA APP CON 120.65 290.3	LAKELAND TOWER ★ 124.5 (CTAF) 236.775	GND CON 121.4	UNICOM 122.95
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ELEV 142	D	TDZE 142
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CATEGORY	A	B	C	D
LPV DA		342-3/4	200 (200-3/4)	
LNAV/VNAV DA		392-3/4	250 (300-3/4)	
LNAV MDA		520-1	378 (400-1)	
CIRCLING	600-1	660-1	660-1 1/2	700-2
	458 (500-1)	518 (600-1)	518 (600-1 1/2)	558 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VORTAC LAL 116.0 Chan 107	APP CRS 096°	Rwy Idg TDZE 132 Apt Elev 142	8414
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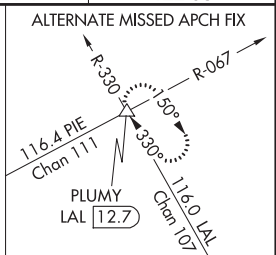
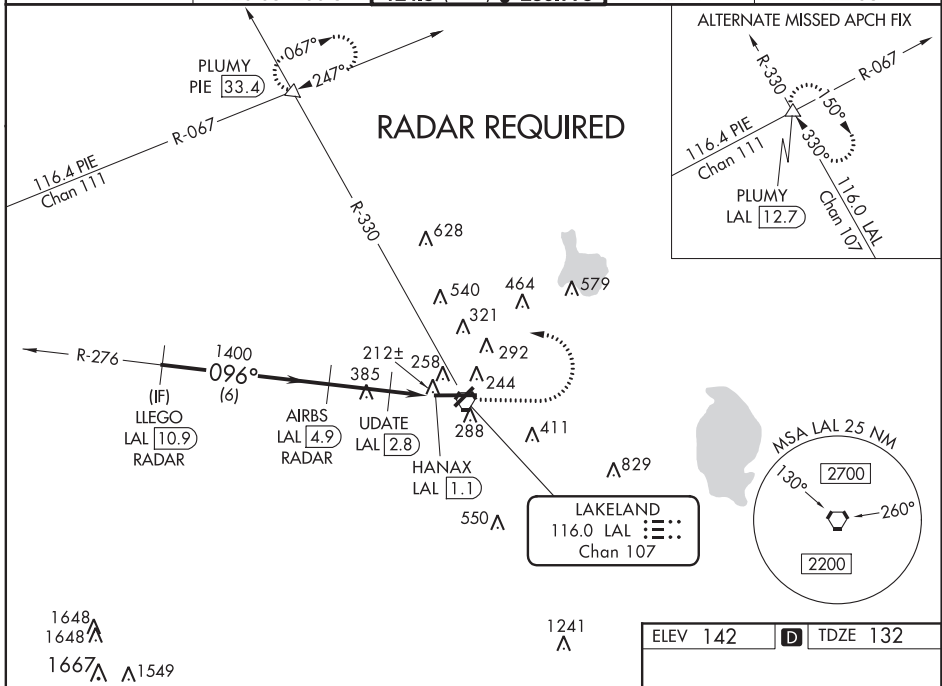
VOR RWY 9

LAKELAND LINDER RGNL (L.A.L.)

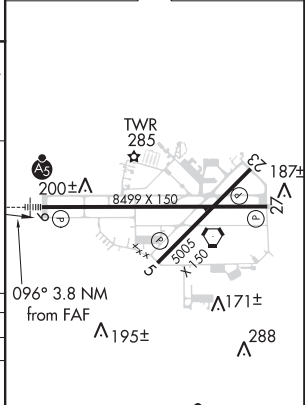
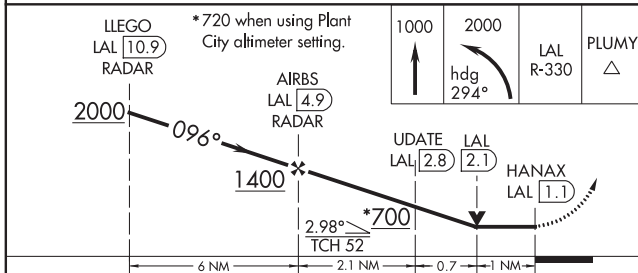
⚠ DME or RADAR required. When local altimeter setting not received, use Plant City altimeter setting and increase all MDA 20 feet; increase Circling Cat C visibility 1/8 mile. VDP NA when using Plant City altimeter setting. For inop MALSR, increase S-9 Cat C/D visibility to 1 1/8; increase UDATE fix minimums S-9 Cat C/D visibility to 1 1/4. For inop MALSR when using Plant City altimeter setting, increase UDATE fix minimums S-9 Cat C/D visibility to 1 1/8.

MALSR MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 on heading 294° and on LAL VORTAC R-330 to PLUMY INT/PIE 33.4 DME and hold.

ATIS 118.025	TAMPA APP CON 120.65 290.3	LAKELAND TOWER ★ 124.5 (CTAF) 236.775	GND CON 121.4	UNICOM 122.95
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ELEV 142	D TDZE 132
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CATEGORY	A	B	C	D
S-9	700-1/2	568 (600-1/2)	700-1 1/4	568 (600-1 1/4)
CIRCLING	700-1	558 (600-1)	700-2	558 (600-2)
UPDATE FIX MINIMUMS				
S-9	500-1/2	368 (400-1/2)	500-3/4	368 (400-3/4)
CIRCLING	600-1 458 (500-1)	660-1 518 (600-1)	660-1 1/2 518 (600-1 1/2)	700-2 558 (600-2)

HIRL Rwy 5-23 and 9-27 D					
FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Seq	3:48	2:32	1:54	1:31	1:16

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

LAKELAND, FLORIDA

AL-939 (FAA)

16259

VORTAC LAL 116.0 Chan 107	APP CRS 256°	Rwy Idg TDZE 142 Apt Elev 142	8499
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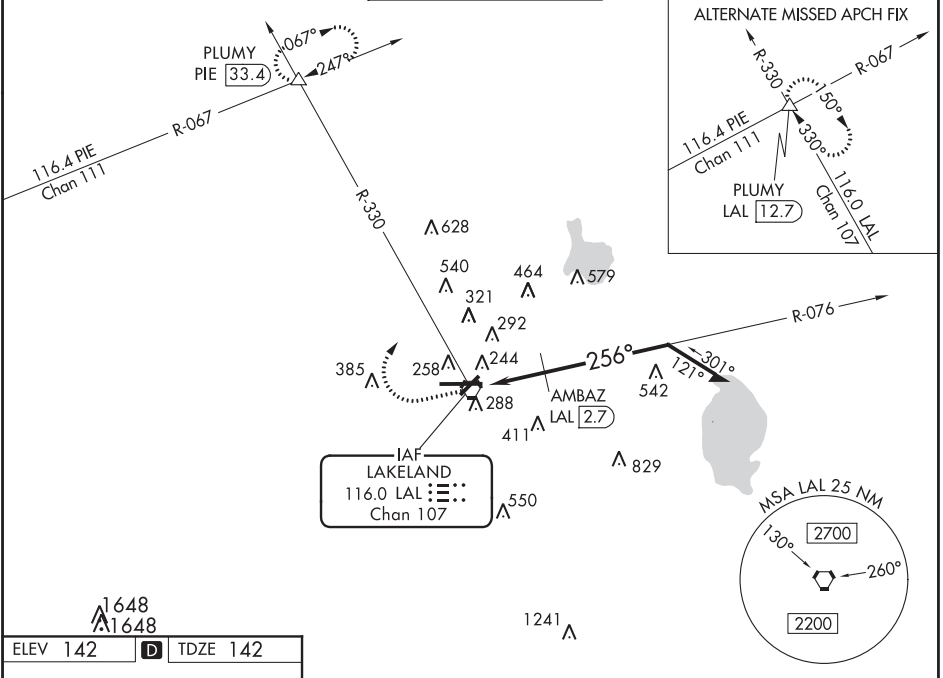
VOR RWY 27

LAKELAND LINDER RGNL (LAL)

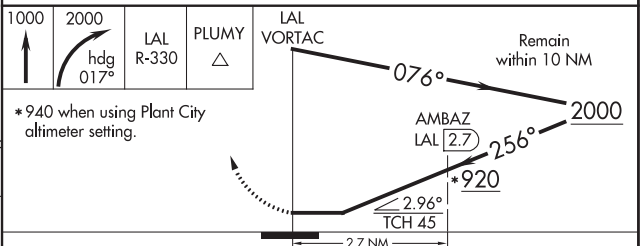
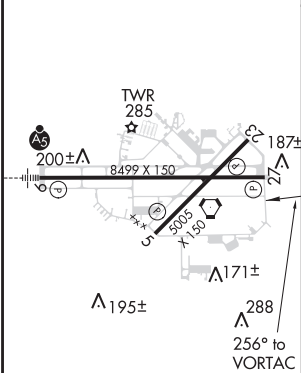
⚠ When local altimeter setting not received, use Plant City altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on heading 017° and on LAL VORTAC R-330 to PLUMY INT/PIE 33.4 DME and hold.

ATIS 118.025	TAMPA APP CON 120.65 290.3	LAKELAND TOWER ★ 124.5 (CTAF) 236.775	GND CON 121.4	UNICOM 122.95
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ELEV 142	D	TDZE 142
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CATEGORY	A	B	C	D
S-27	920-1 778 (800-1)	920-1¼ 778 (800-1¼)	920-2½ 778 (800-2½)	920-2½ 778 (800-2½)
CIRCLING	920-1 778 (800-1)	920-1¼ 778 (800-1¼)	920-2½ 778 (800-2½)	920-2½ 778 (800-2½)
AMBAZ FIX MINIMUMS				
S-27	540-1 398 (400-1)		540-1½ 398 (400-1½)	
CIRCLING	600-1 458 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

LAKELAND, FLORIDA
Amdt 7F 28MAY15

27°59'N-82°01'W

LAKELAND LINDER RGNL (LAL) VOR RWY 27

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

LAKELAND LINDER RGNL (L.L.)
LAKELAND, FLORIDA

AL-939 (FAA)

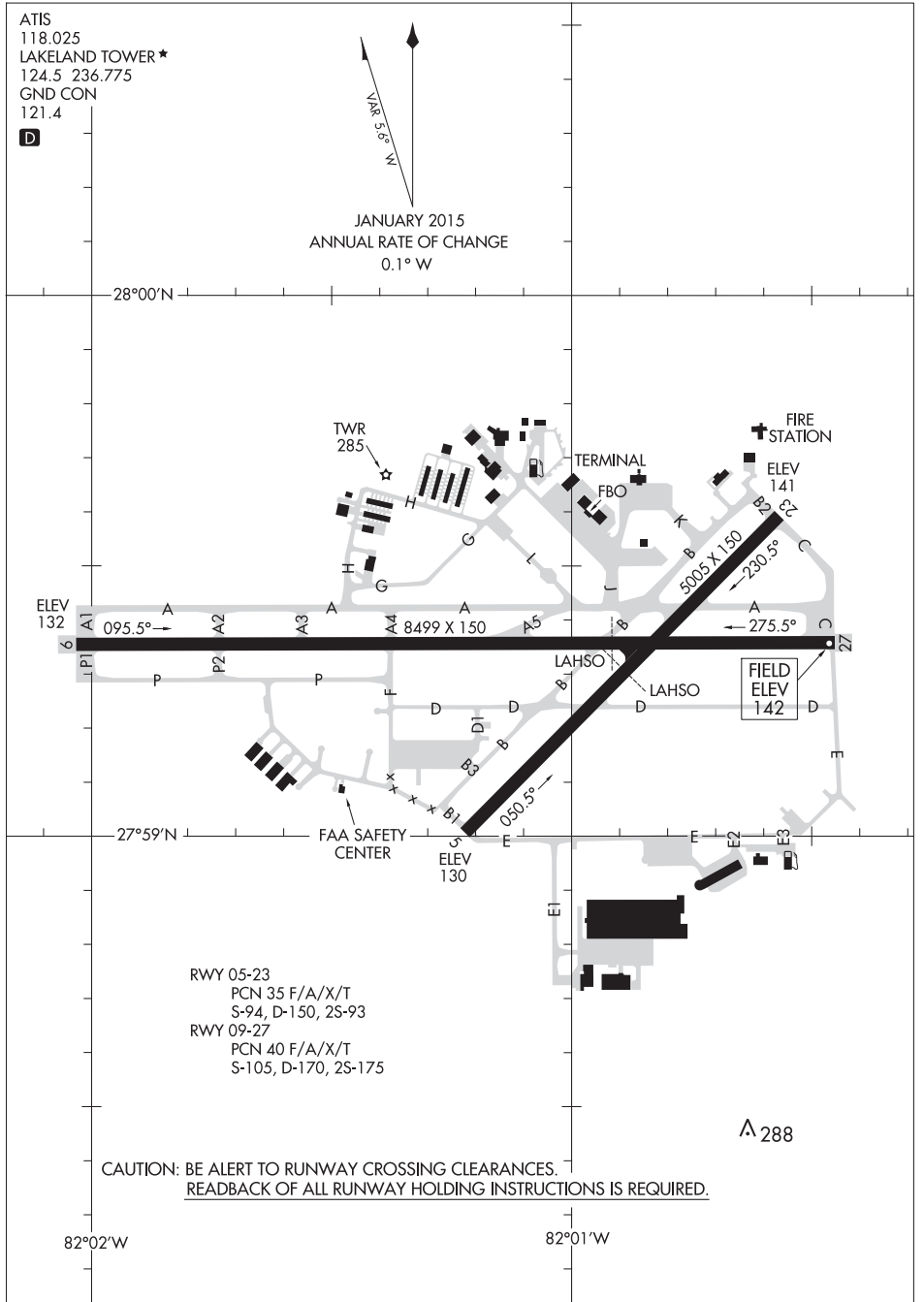
ATIS
118.025
LAKELAND TOWER *
124.5 236.775
GND CON
121.4



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



RWY 05-23
PCN 35 F/A/X/T
S-94, D-150, 2S-93
RWY 09-27
PCN 40 F/A/X/T
S-105, D-170, 2S-175

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

△ 288

AIRPORT DIAGRAM

LAKELAND, FLORIDA
LAKELAND LINDER RGNL (L.L.)

LEESBURG, FLORIDA

AL-6676 (FAA)

15232

WAAS CH 93526 W03A	APP CRS 040°	Rwy Idg TDZE Apt Elev	4688 70 76
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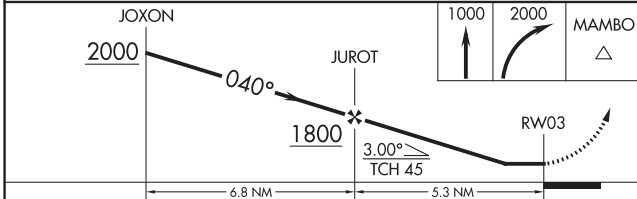
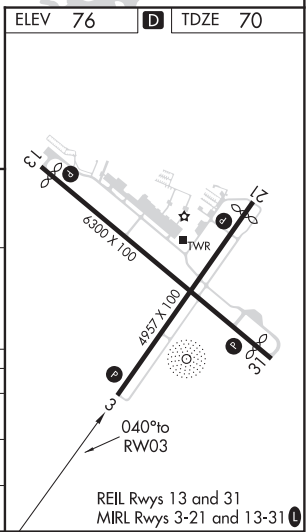
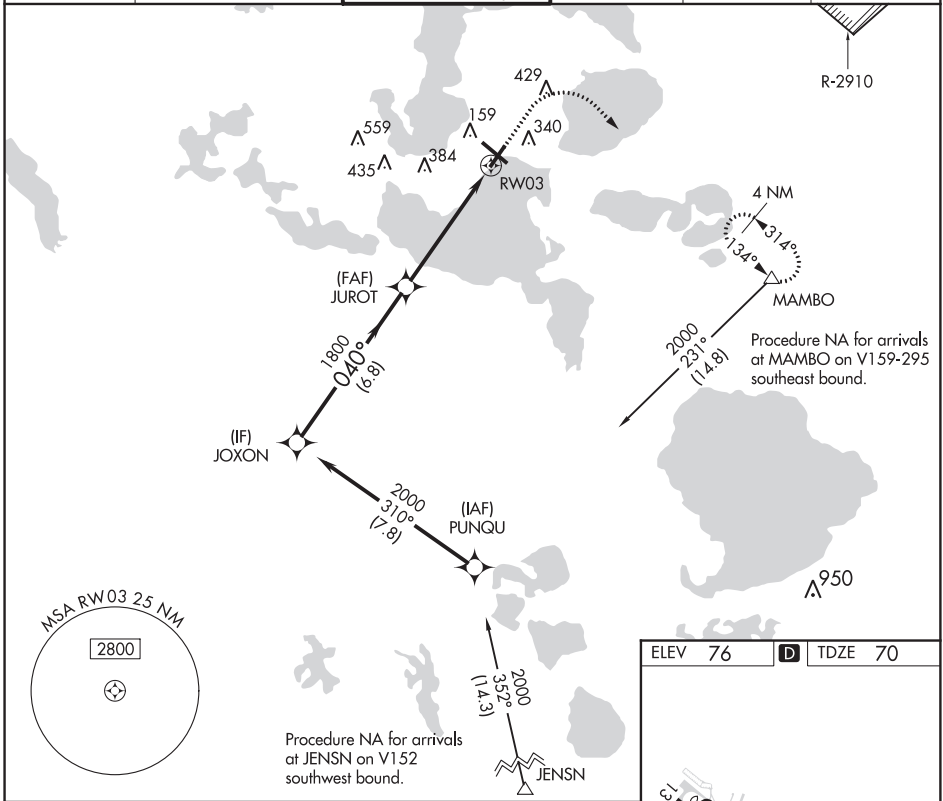
RNAV (GPS) RWY 3

LEESBURG INTL (L/E)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all MDA 100 feet; increase LP, LNAV Cats C/D visibility $\frac{3}{8}$ mile, Circling Cats C/D visibility $\frac{1}{4}$ mile. When VGSI inop, Straight-in/Circling Rwy 3 procedure NA at night. When VGSI inop, Circling Rwy 21 NA at night.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct MAMBO and hold.

ASOS 134.325	ORLANDO APP CON 121.1 351.9	LEESBURG TOWER * 119.35 (CTAF)	GND CON 121.725	GCO 121.725	UNICOM 122.725
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CATEGORY	A	B	C	D
LP MDA	580-1	510 (600-1)	580-1 $\frac{3}{8}$	510 (600-1 $\frac{3}{8}$)
LNAV MDA	580-1	510 (600-1)	580-1 $\frac{3}{8}$	510 (600-1 $\frac{3}{8}$)
CIRCLING	700-1	624 (700-1)	700-1 $\frac{3}{4}$ 624 (700-1 $\frac{3}{4}$)	700-2 624 (700-2)

LEESBURG, FLORIDA
Amdt 1B 24JUL14

28°49'N-81°49'W

RNAV (GPS) RWY 3

LEESBURG INTL (L/E)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77802 W13A	APP CRS 135°	Rwy Idg 5500 TDZE 76 Apt Elev 76
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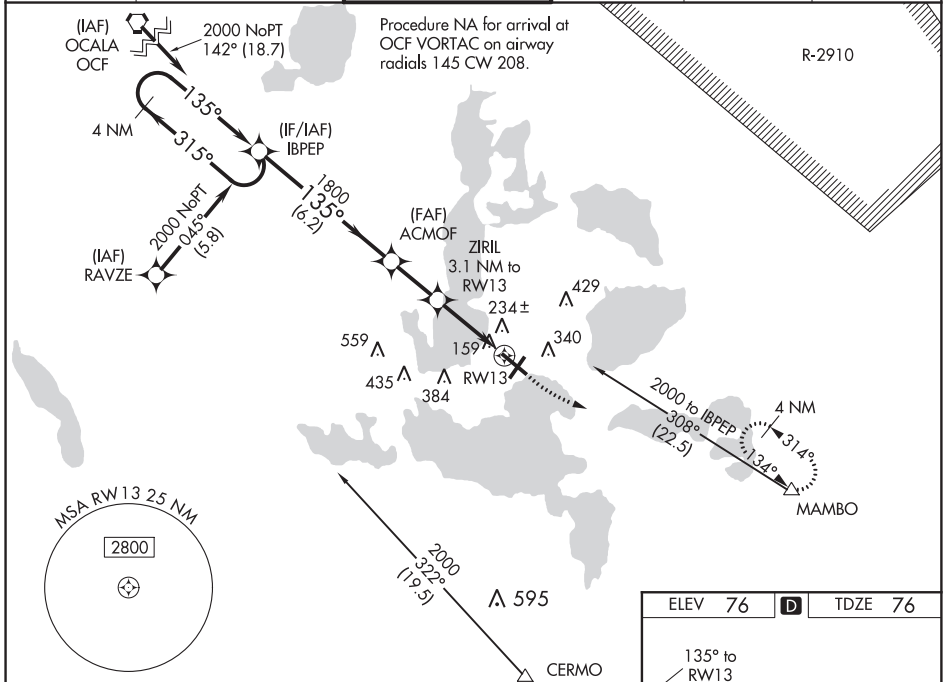
RNAV (GPS) RWY 13

LEESBURG INTL (L/E)

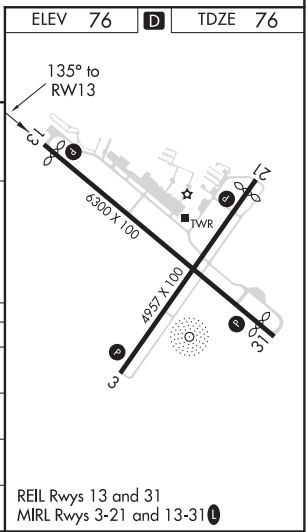
▼ Baro-VNAV NA when using Orlando Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cat C and D visibility ¼ mile. When VGSI inop, Straight-in/Circling Rwy 13 procedure NA at night. When VGSI inop, Circling Rwy 3 and 21 NA at night.

▲ MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct MAMBO and hold.

ASOS 134.325	ORLANDO APP CON 121.1 351.9	LEESBURG TOWER * 119.35 (CTAF)	GND CON 121.725	GCO 121.725	UNICOM 122.725
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4 NM Holding Pattern IBPEP	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).	600	2000	MAMBO
2000 ← 315°	135° →	1800	135°	*LNAV only
GP 3.00° TCH 55	6.2 NM	2.2 NM	3.1 NM	
CATEGORY	A	B	C	D
LPV DA		362-1	286 (300-1)	
LNAV/VNAV DA		417-1 1/8	341 (400-1 1/8)	
LNAV MDA	500-1	424 (500-1)	500-1 1/4	424 (500-1 1/4)
CIRCLING	700-1	624 (700-1)	700-1 3/4 624 (700-1 3/4)	700-2 624 (700-2)



SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97602 W31A	APP CRS 315°	Rwy Idg TDZE Apt Elev	5900 73 76
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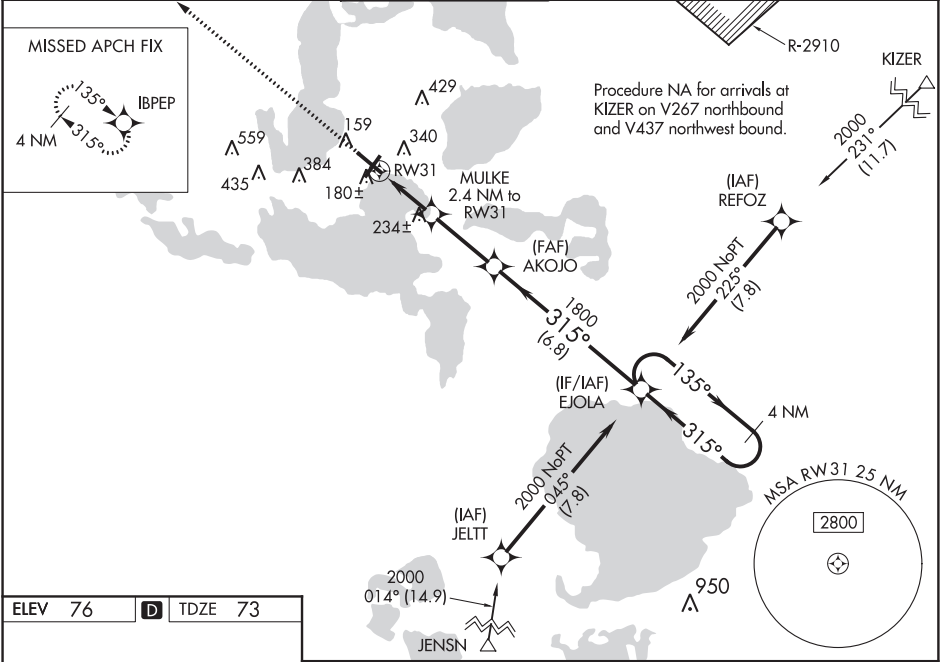
RNAV (GPS) RWY 31

LEESBURG INTL (L.E.E)

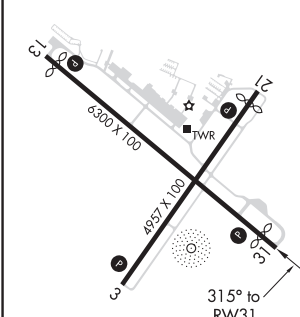
⚠ Baro-VNAV NA when using Orlando Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet; increase LPV all Cats visibility 1/8 mile, increase LNAV/VNAV all Cats, LNAV and Circling Cats C/D visibility 1/4 mile. When VGSI inop, Straight-in/Circling Rwy 31 procedure NA at night. When VGSI inop, Circling Rwy 3 and 21 NA at night.

MISSED APPROACH:
Climb to 2000 direct IBPEP and hold.

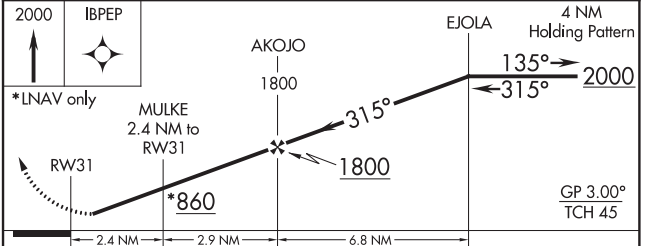
ASOS 134.325	ORLANDO APP CON 121.1 351.9	LEESBURG TOWER * 119.35 (CTAF)	GND CON 121.725	GCO 121.725	UNICOM 122.725
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ELEV 76	D	TDZE 73
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REIL Rwy 13 and 31
MIRL Rwy 3-21 and 13-31



CATEGORY	A	B	C	D
LPV DA		323-1	250 (300-1)	
LNAV/VNAV DA		357-1	284 (300-1)	
LNAV MDA	500-1	427 (500-1)	500-1¼	427 (500-1¼)
CIRCLING	700-1	624 (700-1)	700-1¾	624 (700-1¾)
			700-2	624 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

NDB LEE 335	APP CRS 299°	Rwy Idg TDZE Apt Elev	5900 73 76
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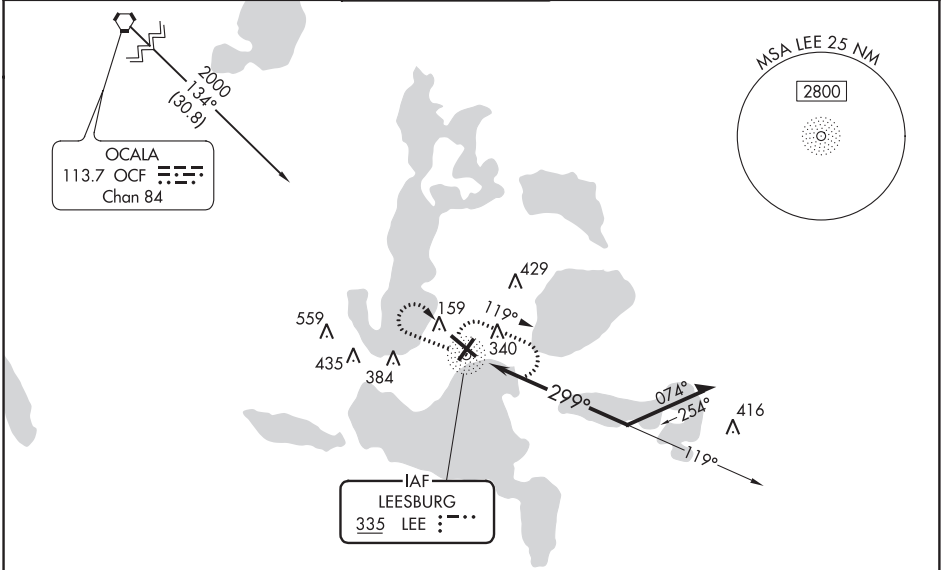
NDB RWY 31

LEESBURG INTL (L/E)

▼ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all MDA 100 feet; increase S-31 Cat B and Circling Cat B/D visibility ¼ mile and increase S-31 Cat C and D and Circling Cat C visibility ½ mile. When VGSI inop, Straight-in/Circling Rwy 31 procedure NA at night. When VGSI inop, Circling Rwy 3 and 21 NA at night.

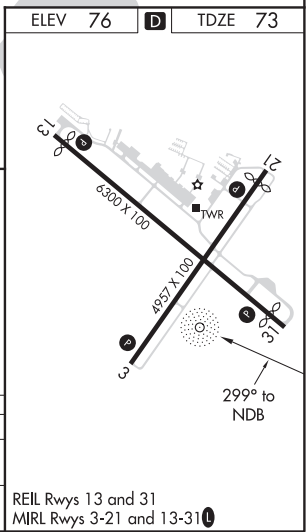
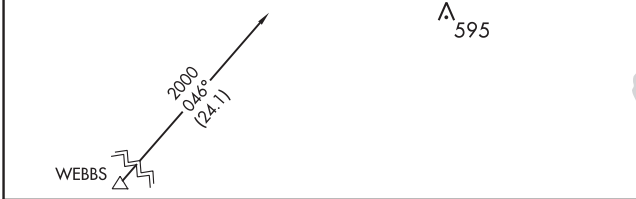
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct LEE NDB and hold.

ASOS 134.325	ORLANDO APP CON 121.1 351.9	LEESBURG TOWER * 119.35 (CTAF)	GND CON 121.725	GCO 121.725	UNICOM 122.725
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



1500	2000	LEE
LEE NDB	119°	2000
	299°	

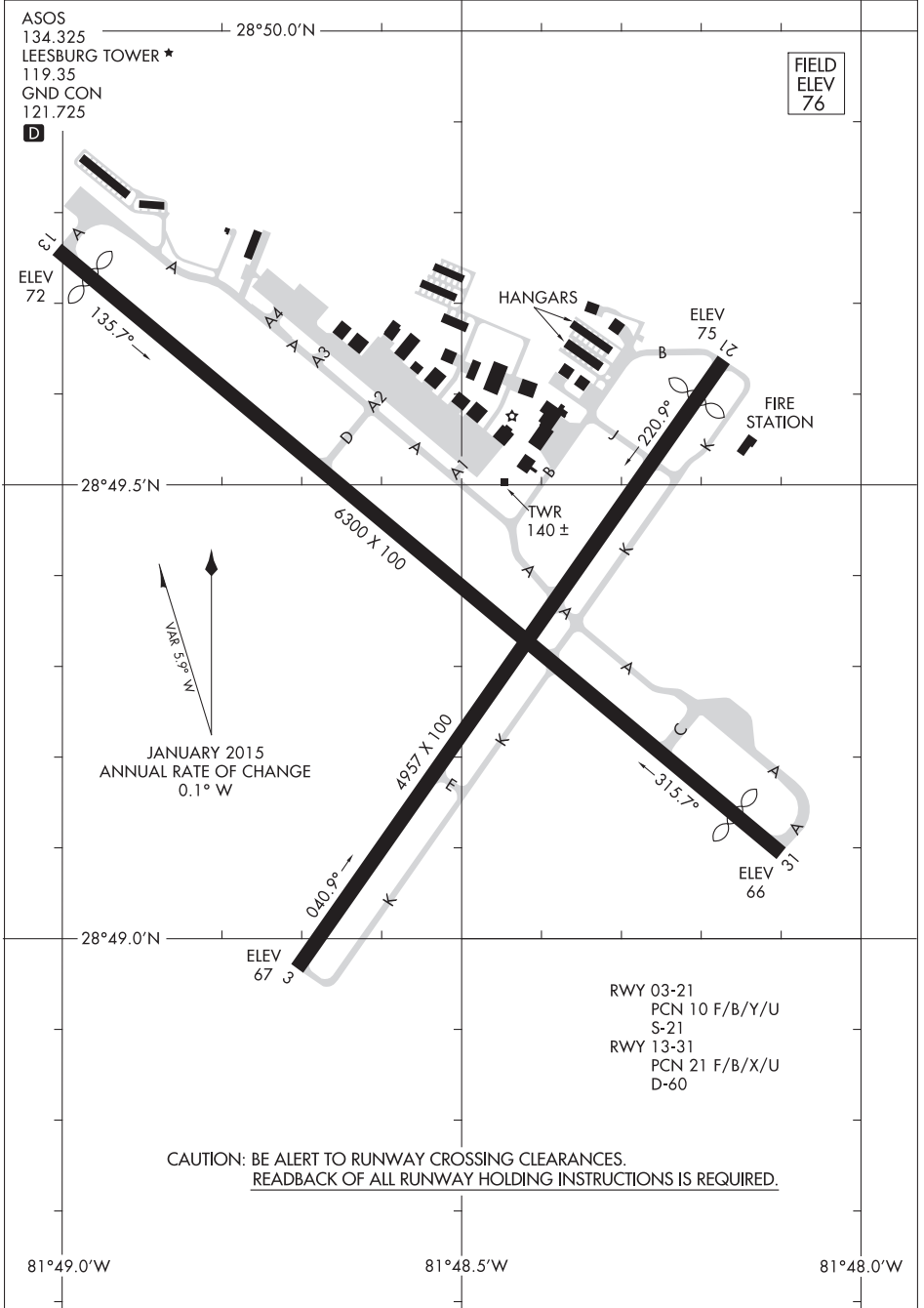
CATEGORY	A	B	C	D
S-31	780-1	707 (800-1)	780-2	707 (800-2)
CIRCLING	780-1	704 (800-1)	780-2 704 (800-2)	780-2 ¼ 704 (800-2 ¼)

REIL Rwy 13 and 31
MIRL Rwy 3-21 and 13-31

AIRPORT DIAGRAM

AL-6676 (FAA)

LEESBURG INTL (L.E.E)
LEESBURG, FLORIDA



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

LEESBURG, FLORIDA
LEESBURG INTL (L.E.E)

LIVE OAK, FLORIDA

AL-9758 (FAA)

14177

WAAS CH 63132 W07A	APP CRS 074°	Rwy Idg 4005 TDZE 102 Apt Elev 103
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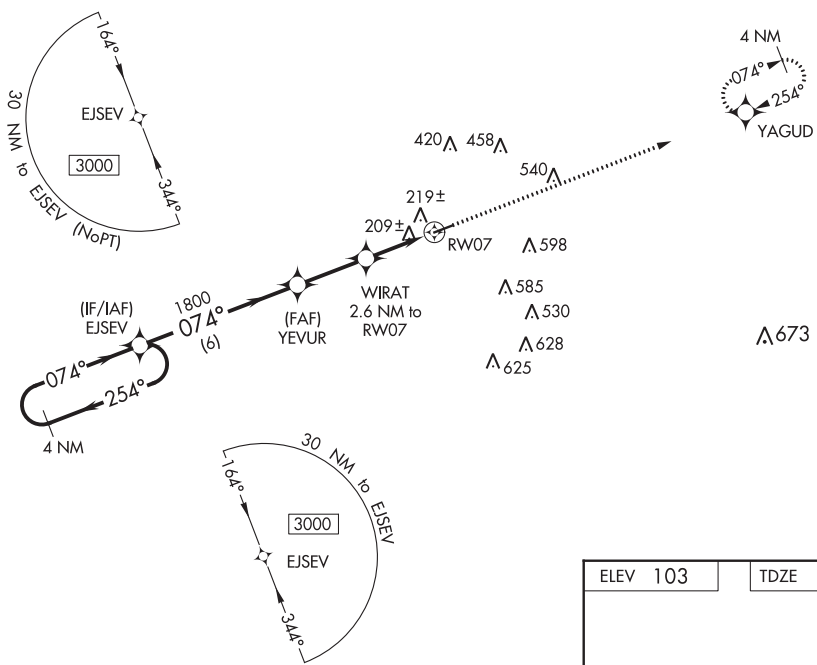
RNAV (GPS) RWY 7

SUWANNEE COUNTY (24J)

▽ When local altimeter setting not received, use Perry altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.
△ NA Helicopter visibility reduction below 1 SM NA.
 Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct YAGUD and hold.

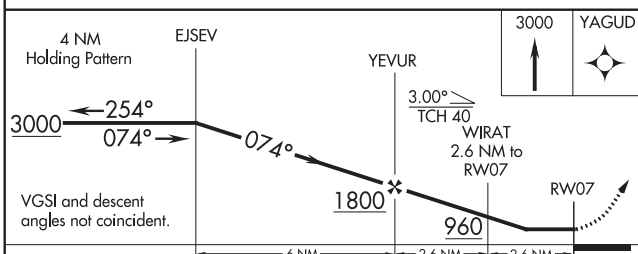
AWOS-3 118.225	JACKSONVILLE APP CON 125.375 254.325	UNICOM 122.8 (CTAF) 0
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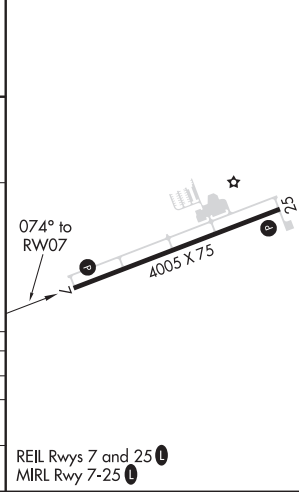
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 103	TDZE 102
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CATEGORY	A	B	C	D
LP MDA	460-1	358 (400-1)		NA
LNVA MDA	480-1	378 (400-1)		NA
C CIRCLING	560-1 457 (500-1)	600-1 497 (500-1)		NA



LIVE OAK, FLORIDA
 Orig-B 26JUN14

30°18'N-83°01'W
 291

SUWANNEE COUNTY (24J) RNAV (GPS) RWY 7

LIVE OAK, FLORIDA

AL-9758 (FAA)

14205

WAAS CH 58232 W25A	APP CRS 254°	Rwy Idg 4005 TDZE 103 Apt Elev 103
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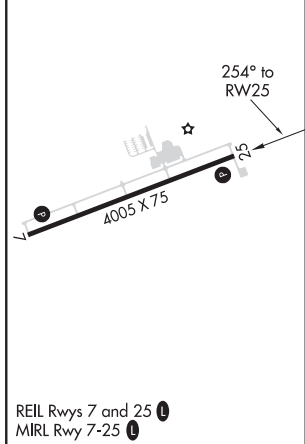
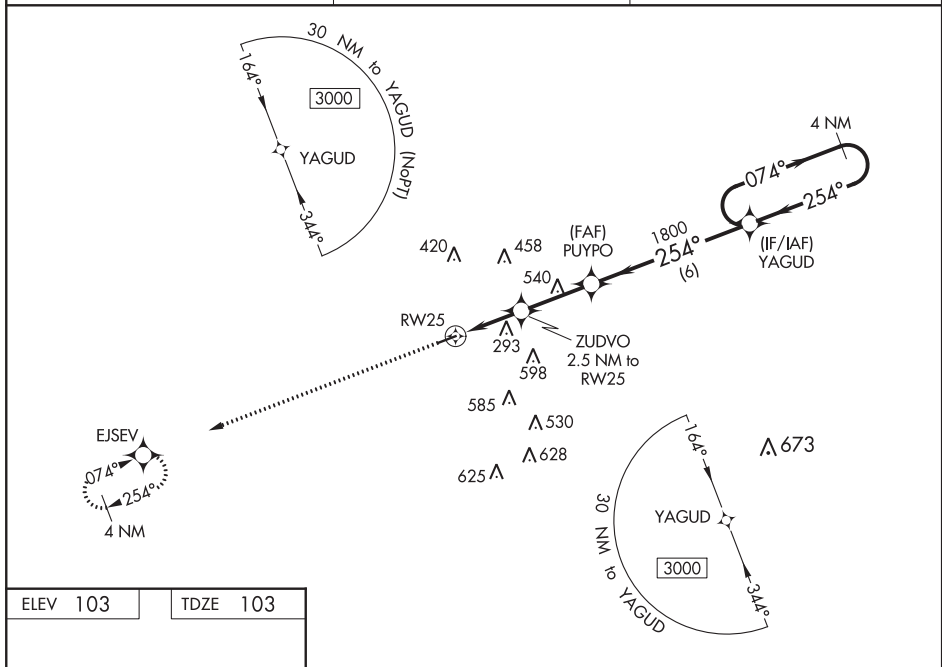
RNAV (GPS) RWY 25

SUWANNEE COUNTY (24J)

NA Baro-VNAV NA when using Perry 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 Perry altimeter setting and increase all DA 82 feet, all MDA 100 feet and increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct EJSEV and hold.

AWOS-3 118.225	JACKSONVILLE APP CON 125.375 254.325	UNICOM 122.8 (CTAF) 1
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3000	EJSEV	VGSI and RNAV glidepath not coincident.	4 NM Holding Pattern
*LNAV only.		ZUDVO 2.5 NM to RW25	YAGUD 3000
RW25		PUYPO 1800	074° → 3000
*940		1800	← 254°
2.5 NM		2.7 NM	6 NM
GS 3.00°	TCH 52		
CATEGORY	A	B	C
LPV DA	353-1	250 (300-1)	NA
LNAV/VNAV DA	536-1½	433 (500-1½)	NA
LNAV MDA	560-1	457 (500-1)	NA
CIRCLING	560-1 457 (500-1)	600-1 497 (500-1)	NA

LIVE OAK, FLORIDA
Orig-B 24JUL14

30°18'N-83°01'W

RNAV (GPS) RWY 25

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TAMPA, FLORIDA

ILS or LOC RWY 22

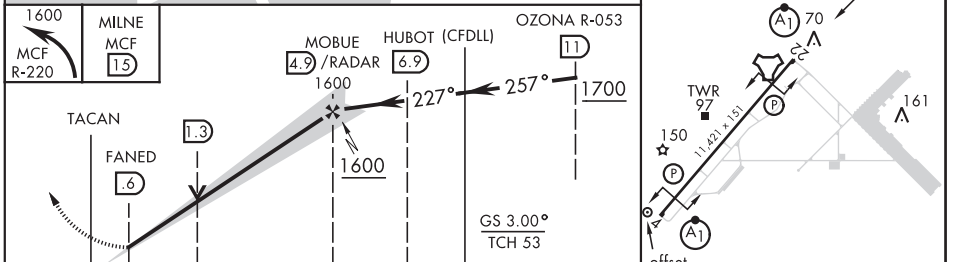
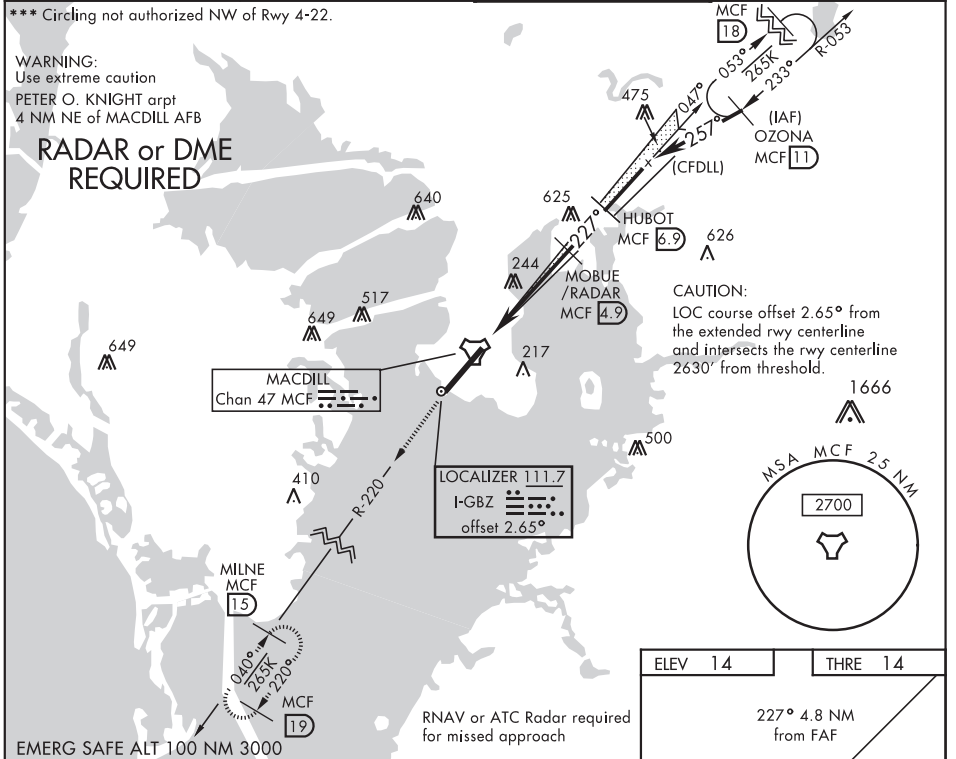
LOC I-GBZ 111.7	APCH CRS 227°	Rwy Idg 11,421 THRE 14 Arpt Elev 14	AL-418 [USAF]	MACDILL AFB (KMCF)
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* When ALS inop, increase RVR to 40 and vis to 3/4 mile.
 ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles.

ALSF-1


MISSED APPROACH: Climb to 1600 via MCF R-220 to MILNE and hold.

ATIS 133.825 270.1	TAMPA APP CON 124.95 354.0	MACDILL TOWER 120.175 294.7	GND CON 118.575 275.8
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ELEV 14	THRE 14	227° 4.8 NM from FAF				
MILNE MCF 15		MOBUE 4.9/RADAR	HUBOT 6.9	OZONA R-053 11		
TACAN FANED .6		1600		1700		
.4		4.3 NM		GS 3.00° TCH 53		
CATEGORY	A	B	C	D	E	
S-ILS 22 *	264/24		250	(300-1/2)		
S-LOC 22 **	440/24	426 (500-1/2)	440/40	426	(500-3/4)	
CIRCLING ***	500-1 486 (500-1)	540-1 526 (600-1)	540-1 1/2 526 (600-1 1/2)	580-2 566 (600-2)	1020-3 1006 (1100-3)	
HRL Rwy 4-22						
LOC FAF to MAP 4.3 NM						
Knots	60	90	120	150	180	
Min:Sec	4:18	2:52	2:09	1:43	1:26	

TAMPA, FLORIDA 27°51'N-82°31'W MACDILL AFB (KMCF)

ILS or LOC RWY 22

Amdt 2 20AUG15

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TAMPA, FLORIDA

RNAV (GPS) RWY 4

APCH CRS 042°	Rwy ldg 11,421 THRE 8 Arpt Elev 14	AL-418 [USAF]	MACDILL AFB (KMCF)
* When ALS inop, increase RVR to 45 and vis to 7/8 mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 1/8 miles.		ALSIF-1 	MISSED APPROACH: Climb to 1700 direct VRNON, then via 047° track to EATEM and hold.

ATIS 133.825 270.1	TAMPA APP CON 124.95 354.0	MACDILL TOWER 120.175 294.7	GND CON 118.575 275.8
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	1700	VRNON	tr 047°	ELEV 14	THRE 8
DUMDE	EMASE				
CATEGORY	A	B	C	D	E
LNAV/VNAV* DA	319/24		311	(400-1/2)	
LNAV MDA**	420/24	412 (500-1/2)	420/40		412 (500-3/4)
CIRCLING ***	500-1 486 (500-1)	540-1 526 (600-1)	540-1 1/2 526 (600-1 1/2)	580-2 566 (600-2)	1020-3 1006 (1100-3)
HIRL Rwy 4-22					

TAMPA, FLORIDA
Amdt 2 15SEP16

27°51'N-82°31'W

MACDILL AFB (KMCF)

RNAV (GPS) RWY 4

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TAMPA, FLORIDA

RNAV (GPS) RWY 22

APCH CRS 227°	Rwy Idg 11,421 THRE 14 Arpt Elev 14
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AL-418 [USAF]

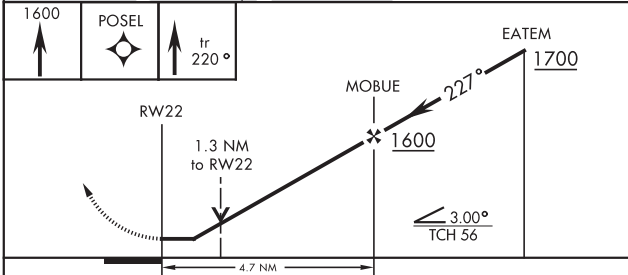
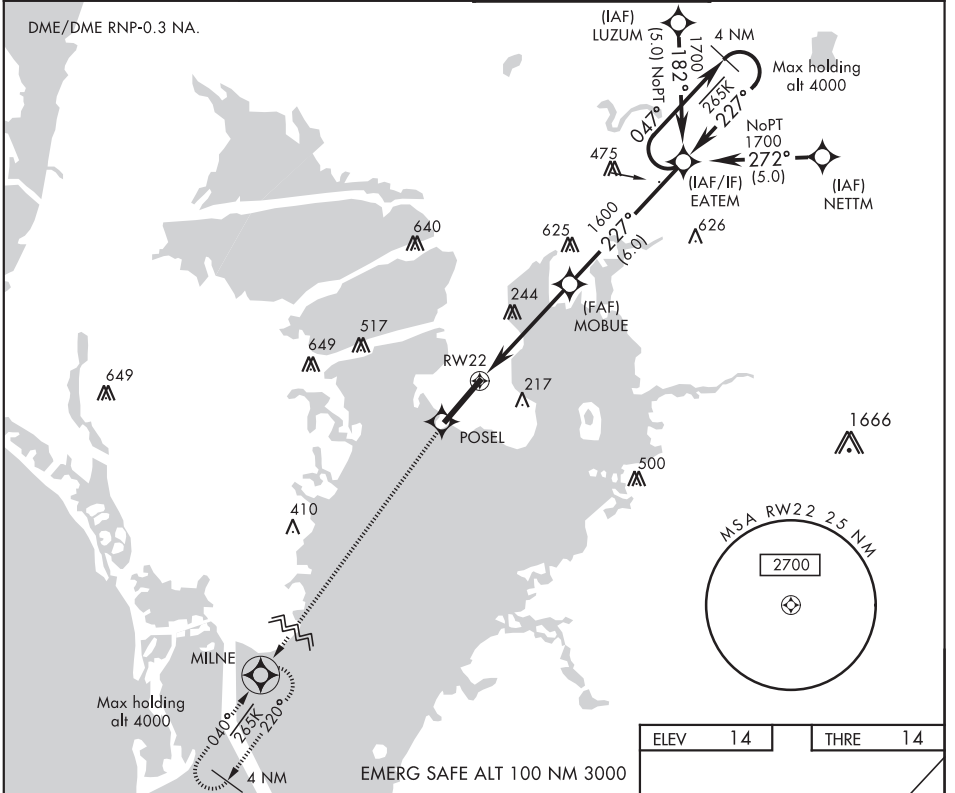
MACDILL AFB (KMCF)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.
 ** Circling not authorized NW of Rwy 4-22.

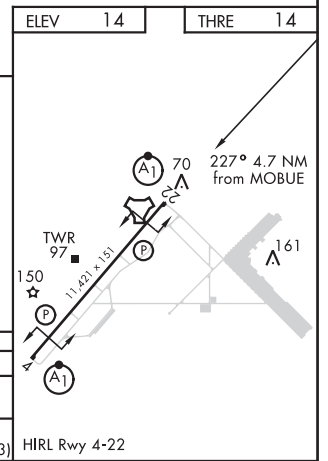


MISSED APPROACH: Climb to 1600 direct POSEL, then via 220° track to MILNE and hold.

ATIS 133.825 270.1	TAMPA APP CON 124.95 354.0	MACDILL TOWER 120.175 294.7	GND CON 118.575 275.8
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CATEGORY	A	B	C	D	E
LNAY MDA*	480/24	466 (500-½)	480/50	466	(500-1)
CIRCLING**	500-1 486 (500-1)	540-1 526 (600-1)	540-1½ 526 (600-1½)	580-2 566 (600-2)	1020-3 1006 (1100-3)



TAMPA, FLORIDA
Amdt 2 15SEP16

27°51'N-82°31'W

MACDILL AFB (KMCF)

RNAV (GPS) RWY 22

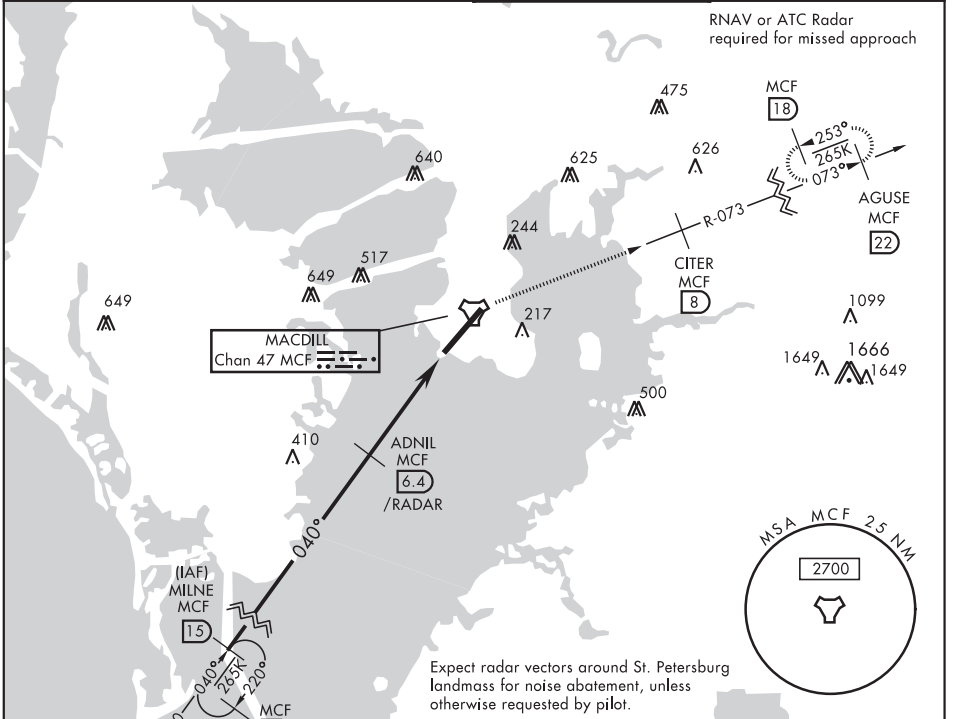
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TAMPA, FLORIDA

TACAN RWY 4

TACAN MCF Chan 47	APCH CRS 040°	Rwy Idg 11,421 THRE 8 Arpt Elev 14	AL-418 [USAF]	MACDILL AFB (KMCF)
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles. ** Circling not authorized NW of Rwy 4-22.			ALSF-1 	MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.
ATIS 133.825 270.1	TAMPA APP CON 124.95 354.0	MACDILL TOWER 120.175 294.7	GND CON 118.575 275.8	



EMERG SAFE ALT 100 NM 3000		MILNE R-220 15		ADNIL /RADAR 6.4		1700 MCF R-073 B		2700 MCF 22	
1600		040°		1600		2.9		FOROM 2.2	
		3.11°		TCH 56		4.2 NM		.5	
CATEGORY	A	B	C	D	E				
S-4*	420/24	412 (500-½)	420/40		412 (500-¾)				
CIRCLING**	500-1 486 (500-1)	540-1 526 (600-1)	540-1½ 526 (600-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)	HIRL Rwy 4-22			

TAMPA, FLORIDA
Amdt 3 02MAY13

27°51'N-82°31'W

MACDILL AFB (KMCF)

TACAN RWY 4

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TAMPA, FLORIDA

TACAN RWY 22

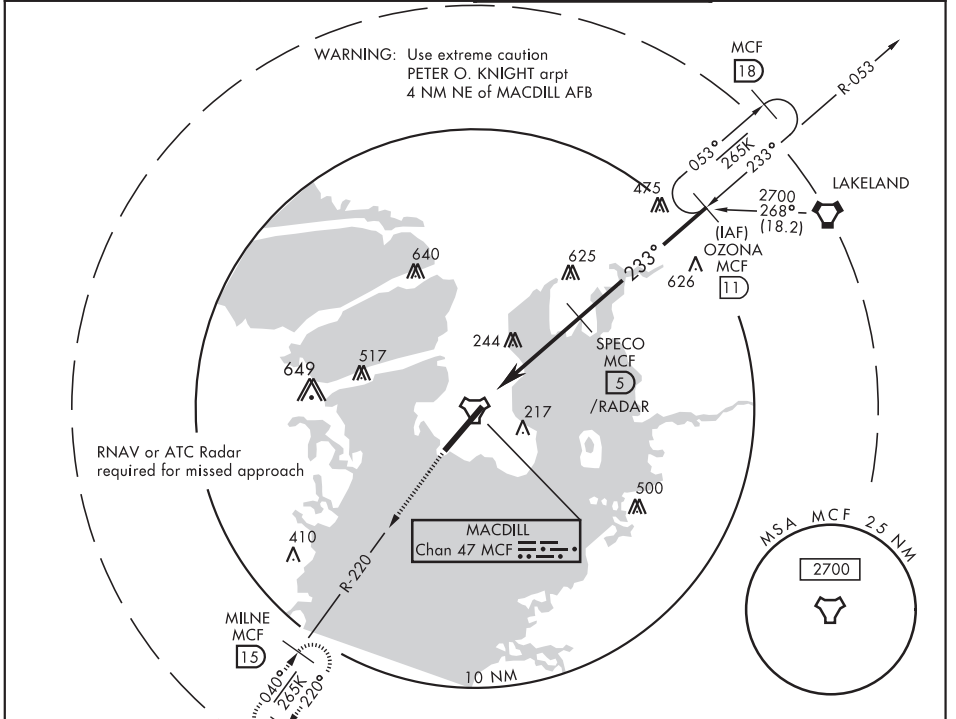
TACAN MCF Chan 47	APCH CRS 233°	Rwy ldg 11,421 THRE 14 Arpt Elev 14	AL-418 [USAF]	MACDILL AFB (KMCF)
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* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.
 ** Circling not authorized NW of Rwy 4-22.



MISSED APPROACH: Climb to 1600 via MCF R-220 to MILNE and hold.

ATIS 133.825 270.1	TAMPA APP CON 124.95 354.0	MACDILL TOWER 120.175 294.7	GND CON 118.575 275.8
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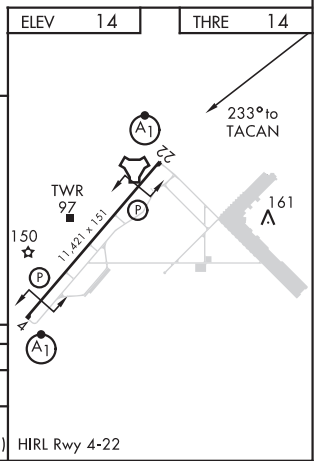
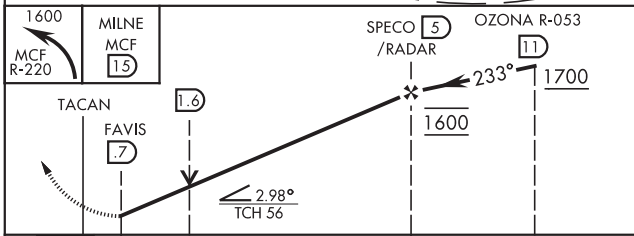


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3000

ENROUTE FACILITIES



CATEGORY	A	B	C	D	E
S-22*	520/24	506 (600-½)	520/55	506 (600-1)	
CIRCLING**	520-1 506 (600-1)	540-1 526 (600-1)	540-1½ 526 (600-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

HIRL Rwy 4-22

TAMPA, FLORIDA
Amdt 2 02MAY13

27°51'N-82°31'W

MACDILL AFB (KMCF)

TACAN RWY 22

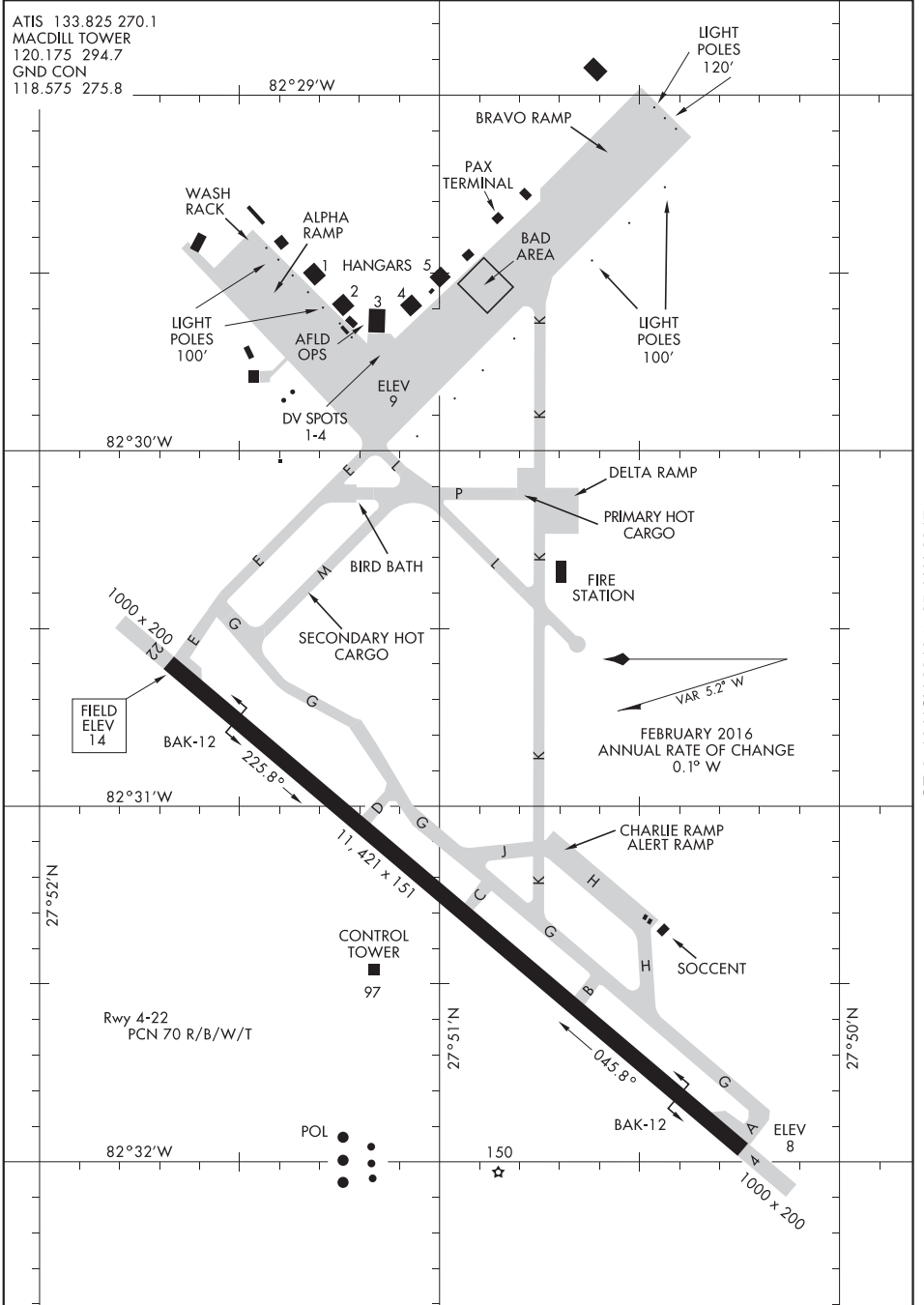
AIRPORT DIAGRAM

AFD-418 [USAF]

MACDILL AFB (KMCF)

TAMPA, FLORIDA

ATIS 133.825 270.1
 MACDILL TOWER
 120.175 294.7
 GND CON
 118.575 275.8



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

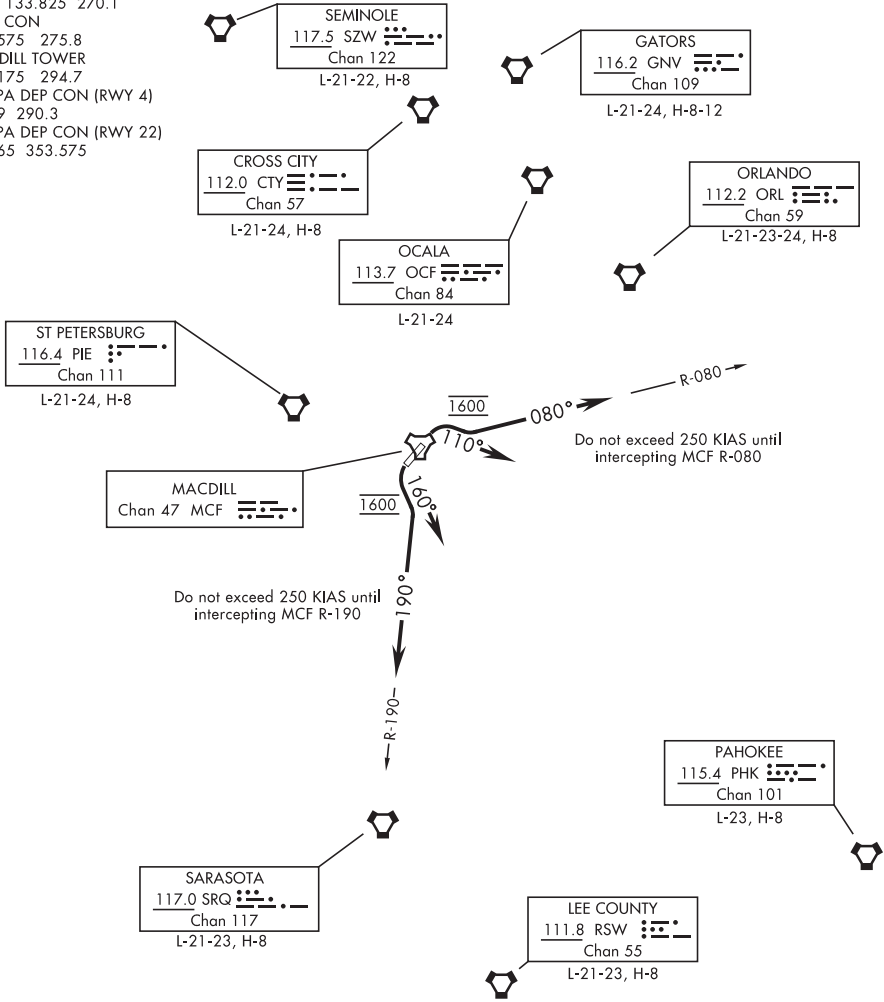
TAMPA, FLORIDA
MACDILL AFB (KMCF)

MACDILL ONE DEPARTURE

SL-418 [USAF]

TAMPA, FLORIDA

ATIS 133.825 270.1
 GND CON
 118.575 275.8
 MACDILL TOWER
 120.175 294.7
 TAMPA DEP CON (RWY 4)
 119.9 290.3
 TAMPA DEP CON (RWY 22)
 119.65 353.575



Do not exceed 250 KIAS until intercepting MCF R-190

Do not exceed 250 KIAS until intercepting MCF R-080

NOTE: Chart not to scale

NA for CAT E aircraft

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4: Climbing right turn heading 110°, maintain 1600, intercept MCF R-080 outbound, expect radar vectors. Expect clearance to filed altitude within 10 min after departure.

TAKE-OFF RWY 22: Climbing left turn heading 160°, maintain 1600, intercept MCF R-190 outbound, expect radar vectors. Expect clearance to filed altitude within 10 min after departure.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99605 W07A	APP CRS 071°	Rwy Idg TDZE Apt Elev	5008 5 5
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RNAV (GPS) RWY 7

THE FLORIDA KEYS MARATHON INTL (MTH)

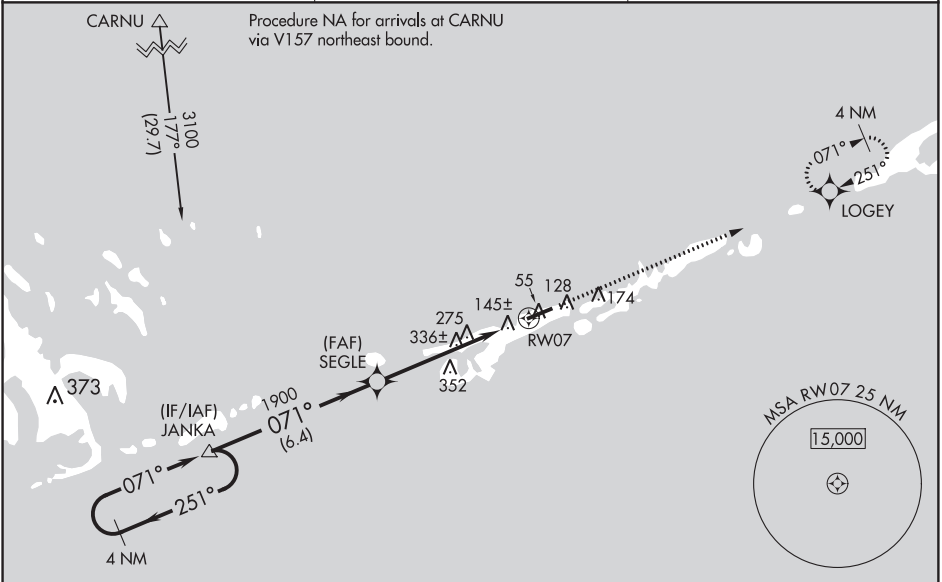
⚠ Baro-VNAV NA when using Key West Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.
⚠ Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Key West Intl altimeter setting and increase all DAs 93 feet, increase all MDAs 100 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ½ mile, and Circling Cat C visibility ½ mile, Circling Cat D visibility ¼ mile.

MISSED APPROACH:
Climb to 2000 direct LOGEY and hold.

ASOS
135.525

MIAMI CENTER
133.5 306.9

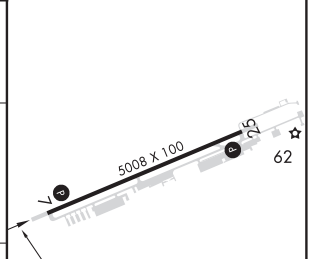
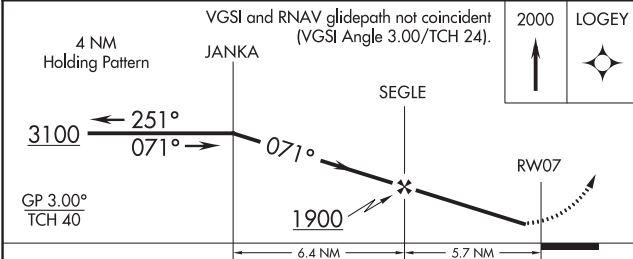
UNICOM
122.8 (CTAF) 0



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 5	TDZE 5
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CATEGORY	A	B	C	D
LPV DA		389-1¼	384 (400-1½)	
LNAV/VNAV DA		441-1½	436 (500-1½)	
LNAV MDA	600-1	595 (600-1)	600-1½ 595 (600-1½)	600-1¾ 595 (600-1¾)
CIRCLING	600-1	595 (600-1)	600-1½ 595 (600-1½)	600-2 595 (600-2)

REIL Rwy 7 0
MIRL Rwy 7-25 0

MARATHON, FLORIDA

AL-6394 (FAA)

16091

WAAS CH 58312 W25A	APP CRS 251°	Rwy Idg TDZE Apt Elev	5008 5 5
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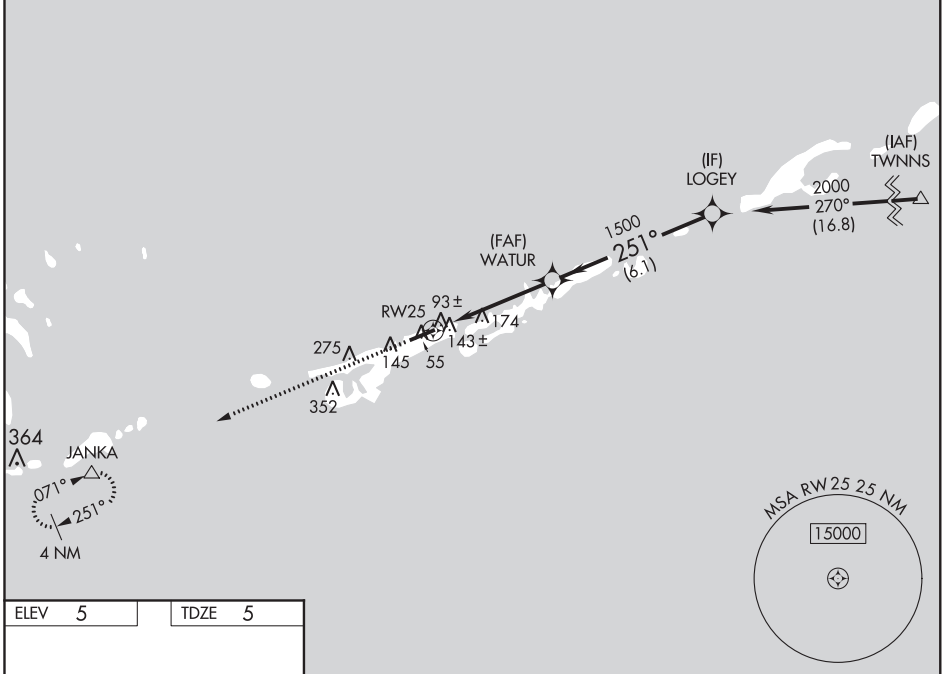
RNAV (GPS) RWY 25

THE FLORIDA KEYS MARATHON INTL (MTH)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Key West Intl altimeter setting and increase all DA 93 feet and MDA 100 feet, and increase LPV all Cats visibility 1/2 mile; LNAV/VNAV all Cats visibility 1/4 mile; LNAV Cats C and D visibility 1/4 mile and increase Circling Cat D visibility 1/4 mile. Baro-VNAV NA when using Key West Intl altimeter setting.

⚠ MISSED APPROACH: Climb to 3100 direct JANKA and hold.

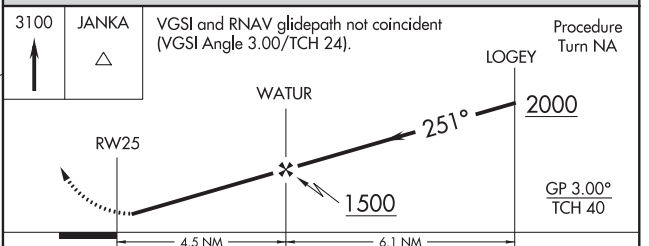
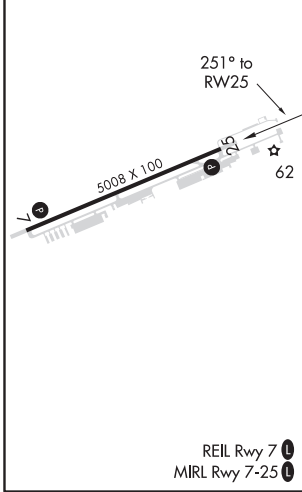
ASOS 135,525	MIAMI CENTER 133.5 306.9	UNICOM 122.8 (CTAF) 0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 5	TDZE 5
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CATEGORY	A	B	C	D
LPV DA	315-1 310 (400-1)			
LNAV/VNAV DA	404-1 1/2 399 (400-1 1/2)			
LNAV MDA	440-1	435 (500-1)	440-1 1/4 435 (500-1 1/4)	440-1 1/2 435 (500-1 1/2)
CIRCLING	460-1	455 (500-1)	460-1 1/2 455 (500-1 1/2)	580-2 575 (600-2)

MARATHON, FLORIDA
Amdt 1A 31MAR16

THE FLORIDA KEYS MARATHON INTL (MTH)
24°44'N-81°03'W
RNAV (GPS) RWY 25

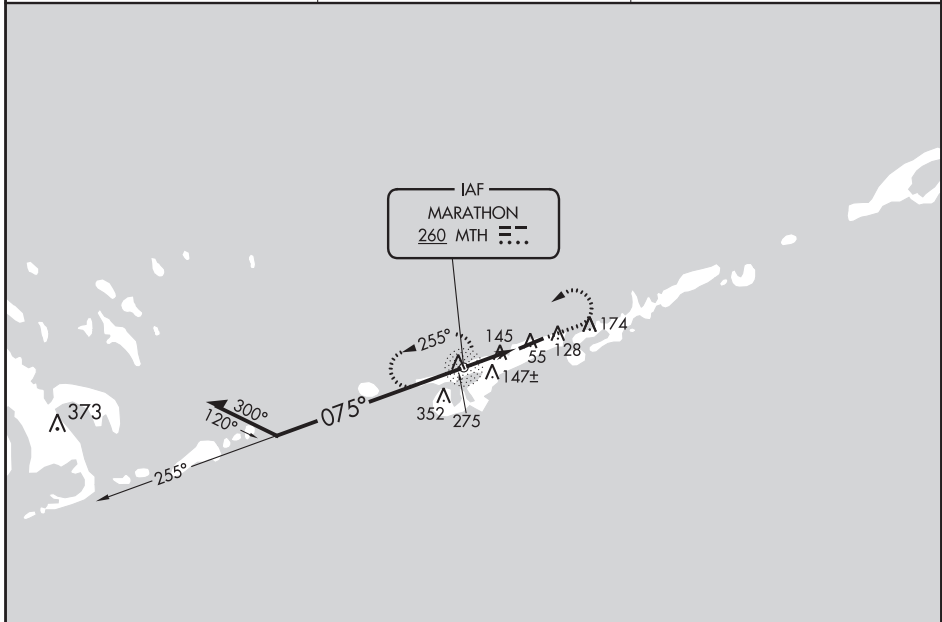
NDB MTH 260	APP CRS 075°	Rwy Idg TDZE Apt Elev	N/A N/A 5
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NDB-A

THE FLORIDA KEYS MARATHON INTL (MTH)

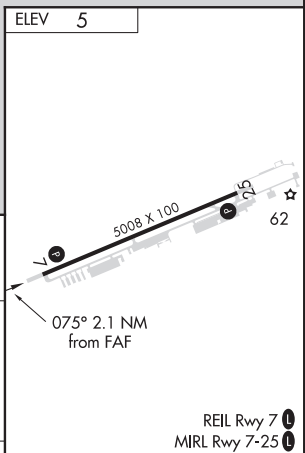
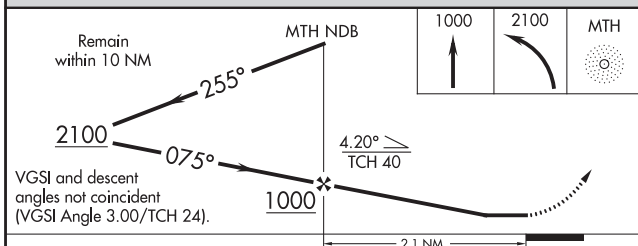
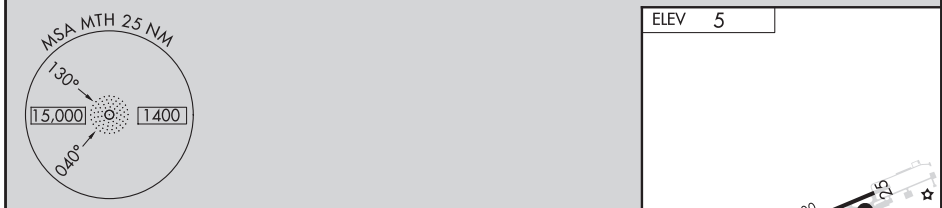
<p>⚠ Helicopter visibility reduction below $\frac{3}{4}$ SM NA. ⚠ When local altimeter setting not received, use Key West Intl altimeter setting and increase all MDAs 100 feet and Cat D visibility $\frac{1}{4}$ mile.</p>	<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct MTH NDB and hold.</p>
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ASOS 135,525	MIAMI CENTER 133.5 306.9	UNICOM 122.8 (CTAF) 1
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	FAF to MAP 2.1 NM					
CIRCLING	460-1	455 (600-1)	460-1½ 455 (500-1½)	580-2 575 (600-2)	Knots	60	90	120	150	180
					Min:Sec	2:06	1:24	1:03	0:50	0:42

WAAS CH 93516 W17A	APP CRS 171°	Rwy Idg TDZE Apt Elev	5000 5 5
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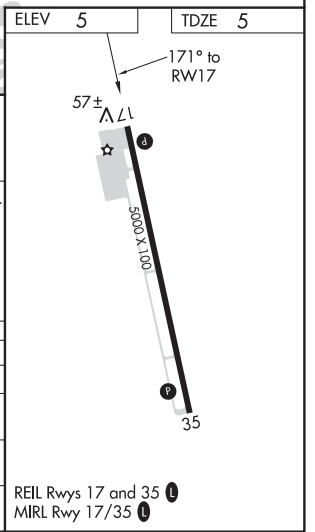
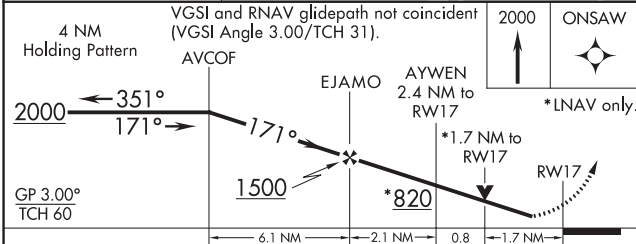
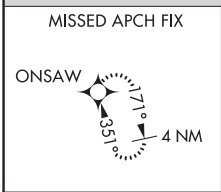
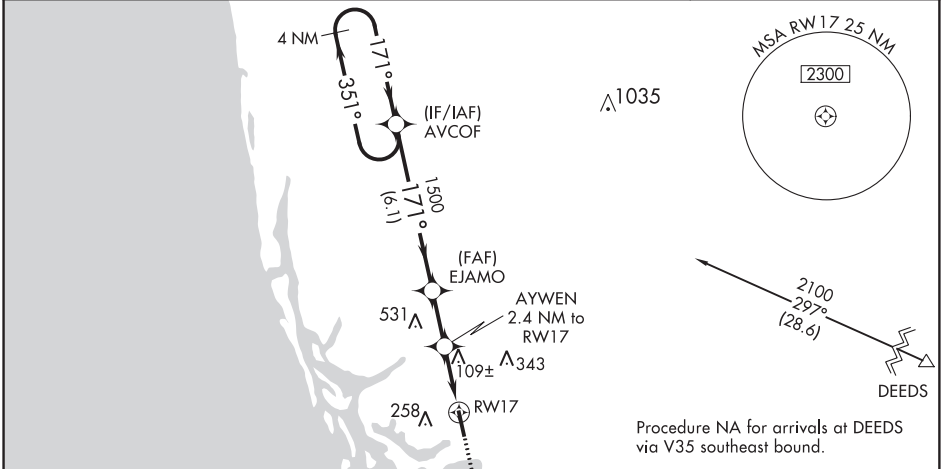
RNAV (GPS) RWY 17

MARCO ISLAND (MKY)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Naples altimeter setting. When local altimeter setting not received, use Naples altimeter setting and increase all DA 26 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct ONSAW and hold.

AWOS-3 120.075	FORT MYERS APP CON ★ 119.75 327.8	CLNC DEL 120.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	300-1 295 (300-1)			
LNAV/VNAV DA	458-1½ 453 (500-1½)			
LNAV MDA	560-1 555 (600-1)	560-1½ 555 (600-1½)		560-1¾ 555 (600-1¾)
CIRCLING	620-1 615 (700-1)	620-1¾ 615 (700-1¾)		620-2 615 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53316 W35A	APP CRS 351°	Rwy Idg TDZE Apt Elev	5000 5 5
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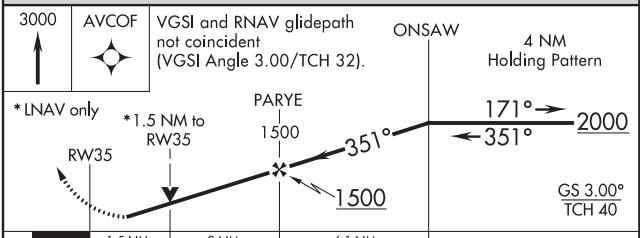
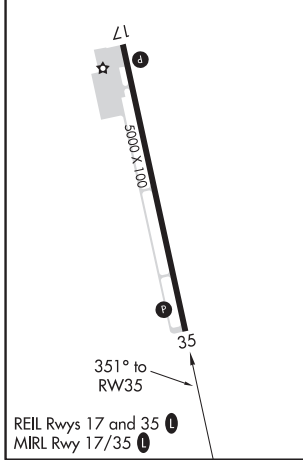
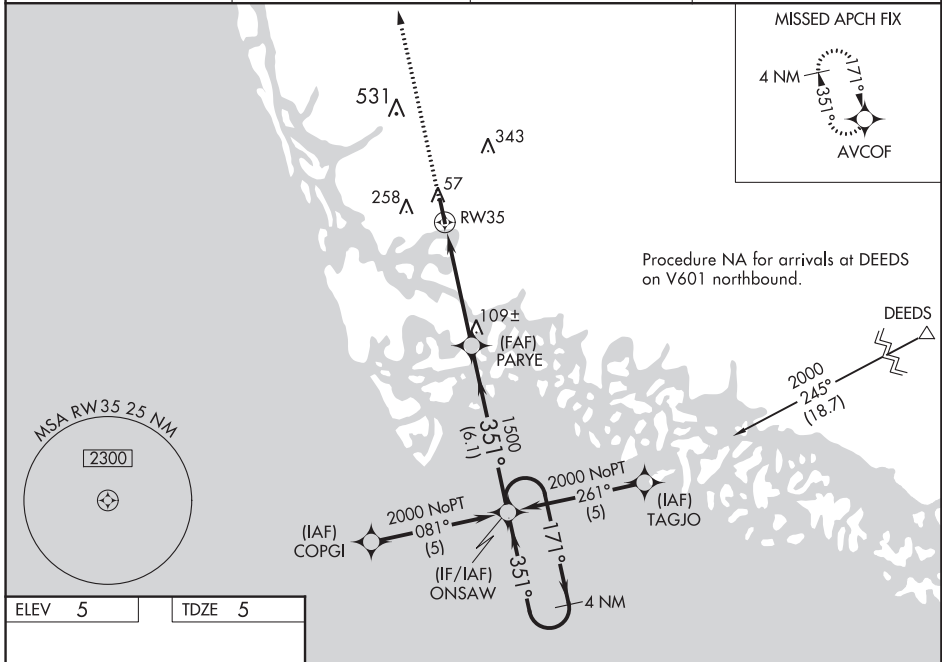
RNAV (GPS) RWY 35

MARCO ISLAND (MKY)

⚠ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C (36°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Naples altimeter setting. When local altimeter setting not received, use Naples altimeter setting and increase LPV DA to 312 feet, LNAV/VNAV DA to 420 feet, and all MDA 40 feet. Helicopter visibility reduction below ¾ SM NA.

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

AWOS-3 120.075	FORT MYERS APP CON ★ 119.75 327.8	CLNC DEL 120.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	286-1 281 (300-1)			
LNAV/VNAV DA	394-1½ 389 (400-1½)			
LNAV MDA	520-1	515 (600-1)	520-1½ 515 (600-1½)	520-1¾ 515 (600-1¾)
CIRCLING	620-1	615 (700-1)	620-1¾ 615 (700-1¾)	620-2 615 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME CY Y	APP CRS	Rwy Idg	5000
108.6	151°	TDZE	5
Chan 23		Apt Elev	5

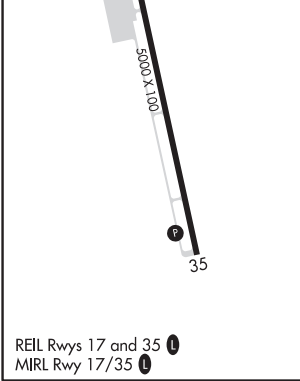
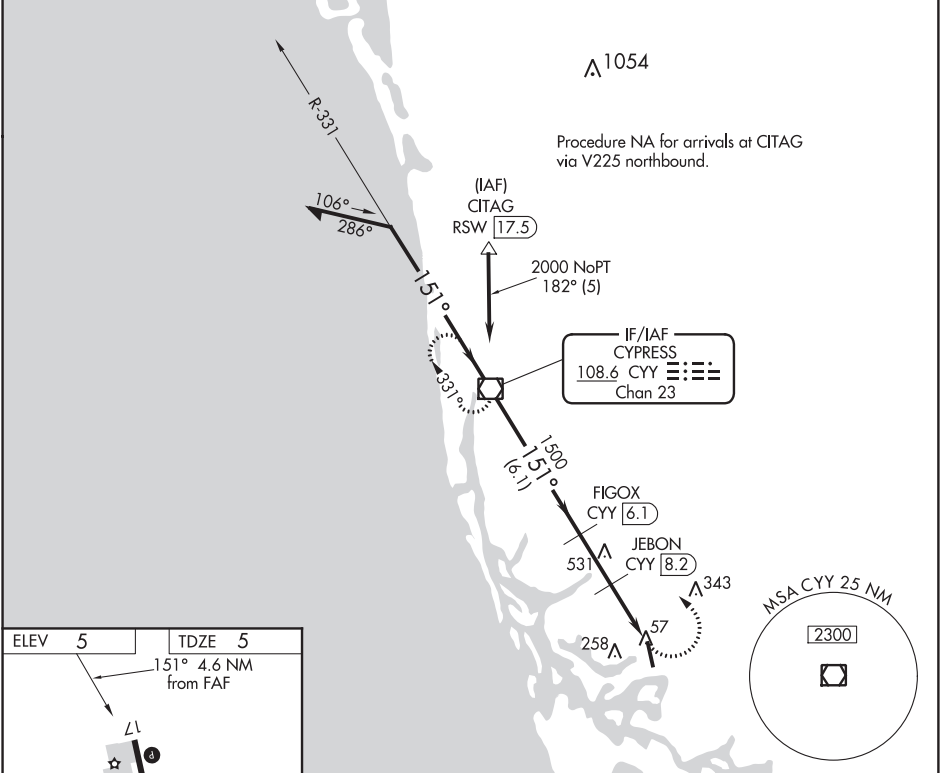
VOR/DME RWY 17

MARCO ISLAND (MKY)

▽ Visibility reduction by helicopters NA.
△ NA VDP NA when using Naples altimeter setting.
 When local altimeter setting not received, use Naples altimeter setting and increase all MDA 40 feet increase S-17 and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct CY Y VOR/DME and hold.

AWOS-3 120.075	FORT MYERS APP CON ★ 119.75 327.8	CLNC DEL 120.8	UNICOM 122.8 (CTAF) ①
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Remain within 10 NM	CY Y VOR/DME		2000	CY Y

CSHEL FIVE DEPARTURE (RNAV)

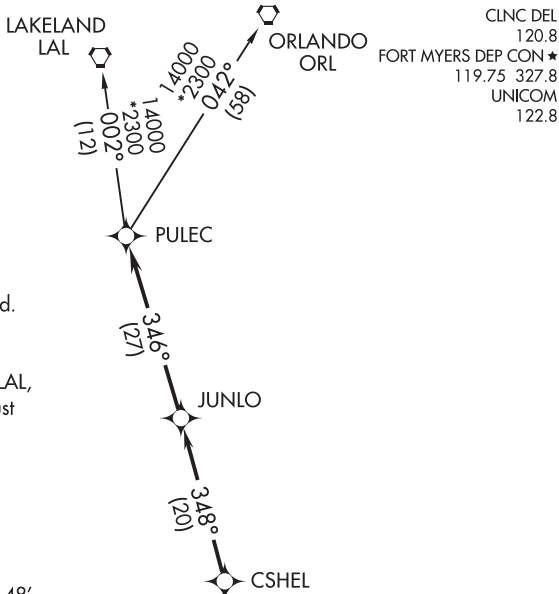
**TOP ALTITUDE:
2000**

TAKEOFF MINIMUMS
Rwy 17, 35: Standard.

- 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 OBSTACLES:

- Rwy 17: Trees beginning 79' from DER, left and right of centerline, up to 48' AGL/52' MSL.
Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL.
- Rwy 35: Antenna 11' from DER, 384' left of centerline, 53' AGL/57' MSL.
Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL.
Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL.



CLNC DEL 120.8
 FORT MYERS DEP CON ★ 119.75 327.8
 UNICOM 122.8



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence....

TAKEOFF RUNWAY 35: Climb heading 005° to 700, then via radar vectors to CSHEL, then via depicted route to PULEC, thence....

...via (transition). Maintain 2000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL5.LAL):

ORLANDO TRANSITION (CSHEL5.ORL):

CSHEL FIVE DEPARTURE (RNAV)

WAAS CH 70438 W18A	APP CRS 182°	Rwy Idg 4896 TDZE 110 Apt Elev 110
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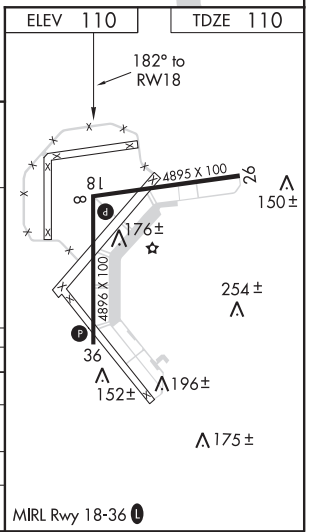
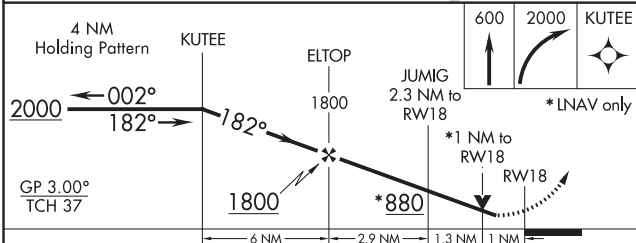
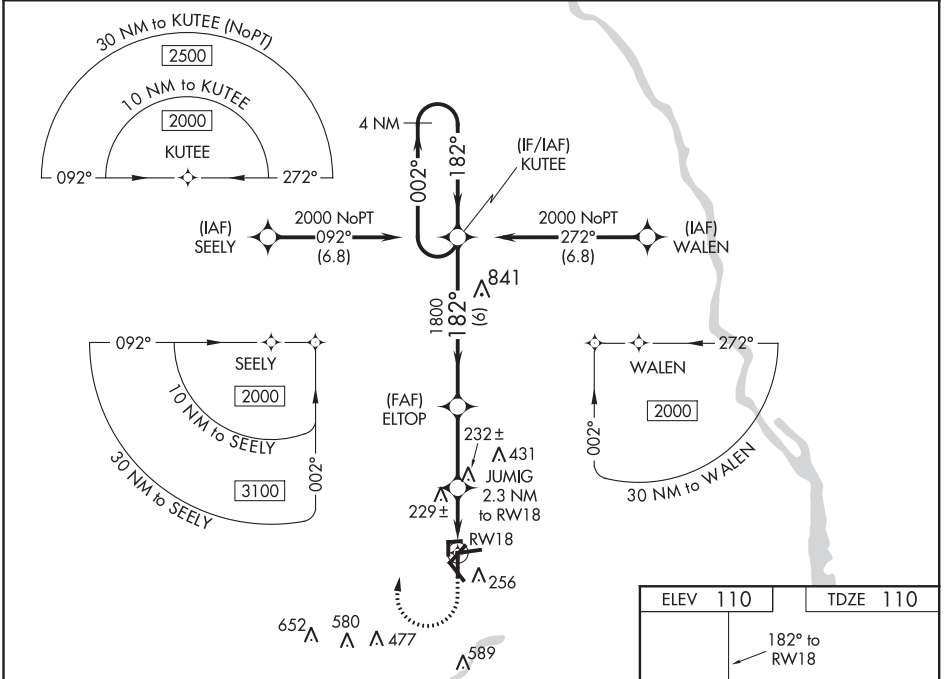
RNAV (GPS) RWY 18

MARIANNA MUNI (MAI)

⚠ 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 3/8 mile.

⚠ MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct KUTEE and hold.

ASOS 133.525	CAIRNS APP CON ★ 133.75 270.35	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		360-7/8	250 (300-7/8)	
LNAV/VNAV DA		500-13/8	390 (400-13/8)	
LNAV MDA		480-1	370 (400-1)	
C CIRCLING	620-1	510 (600-1)	620-1 1/2 510 (600-1 1/2)	900-2 1/2 790 (800-2 1/2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VORTAC MAI 114.0 Chan 87	APP CRS 316°	Rwy ldg TDZE N/A Apt Elev 110
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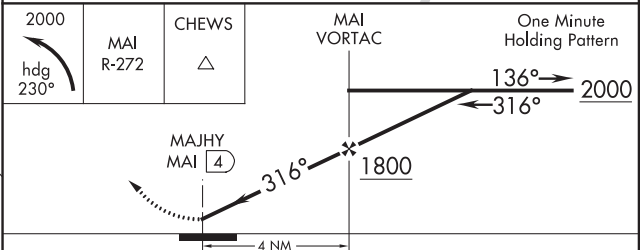
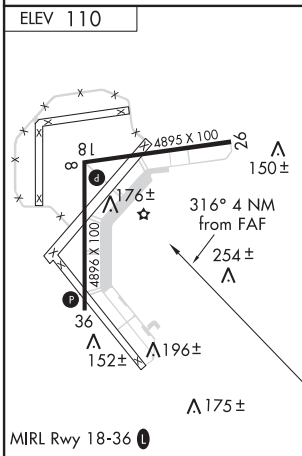
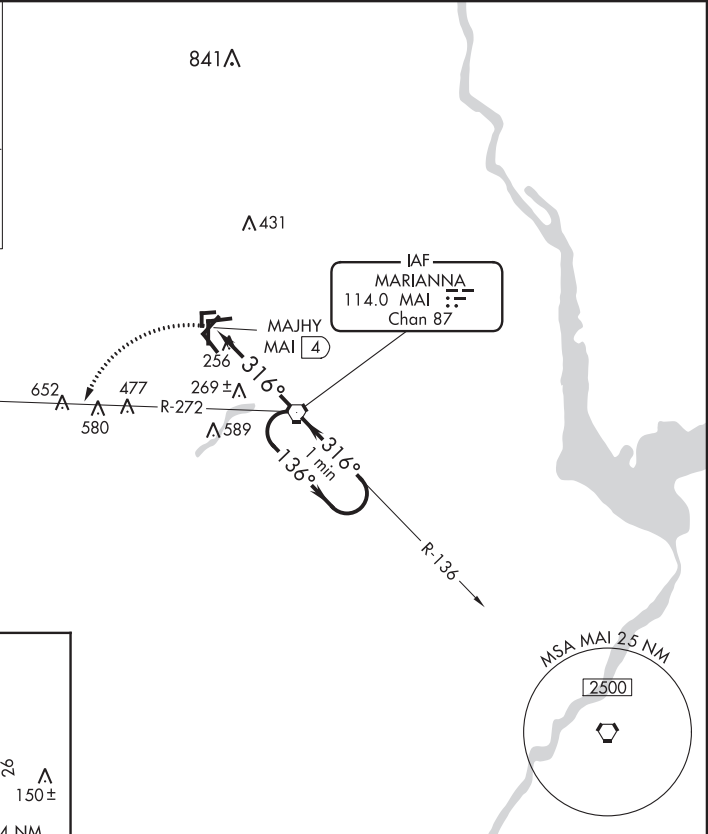
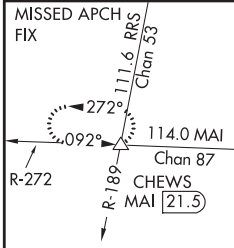
VOR-A

MARIANNA MUNI (MAI)

⚠ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDA 80 feet. Night landing: Rwy 26 NA.

⚠ MISSED APPROACH: Climbing left turn to 2000 via heading 230° and MAI R-272 to CHEWS INT/MAI 21.5 DME and hold.

ASOS 133.525	CAIRNS APP CON ★ 133.75 270.35	UNICOM 123.0 (CTAF) 0
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FAF to MAP 4 NM						
Knots	60	90	120	150	180	
Min:Sec	4:00	2:40	2:00	1:36	1:20	
CATEGORY	A		B		C	D
CIRCLING	580-1		470 (500-1)		620-1½ 510 (600-1½)	660-2 550 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

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NDB SMY 329	APP CRS 134°	Rwy Idg TDZE Apt Elev 110	N/A N/A 110
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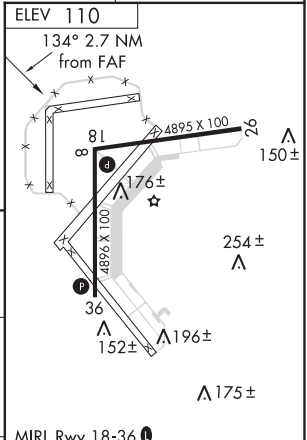
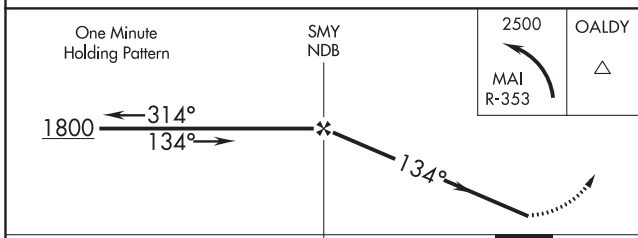
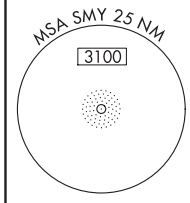
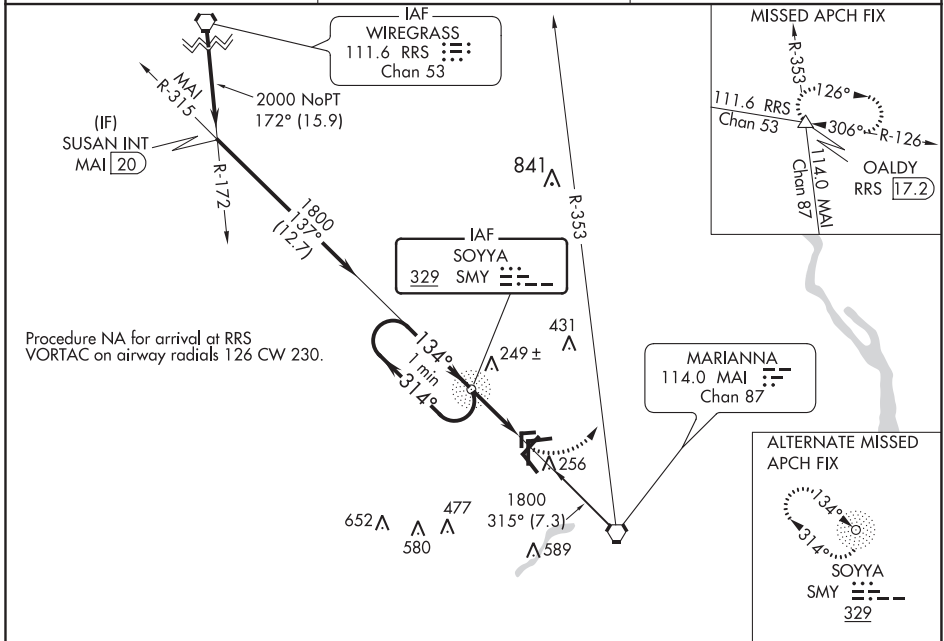
NDB-C

MARIANNA MUNI (MAI)

NA Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Bainbridge altimeter setting. Night landing: Rwy 26 NA.

MISSED APPROACH: Climbing left turn to 2500 via MAI R-353 to OALDY INT/RRS 17.2 DME and hold.

ASOS 133.525	CAIRNS APP CON * 133.75 270.35	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 2.7 NM					
CIRCLING	720-1	610 (700-1)	720-1 1/4 610 (700-1 1/4)	720-2 610 (700-2)	Knots	60	90	120	150	180
					Min:Sec	2:42	1:48	1:21	1:05	0:54

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

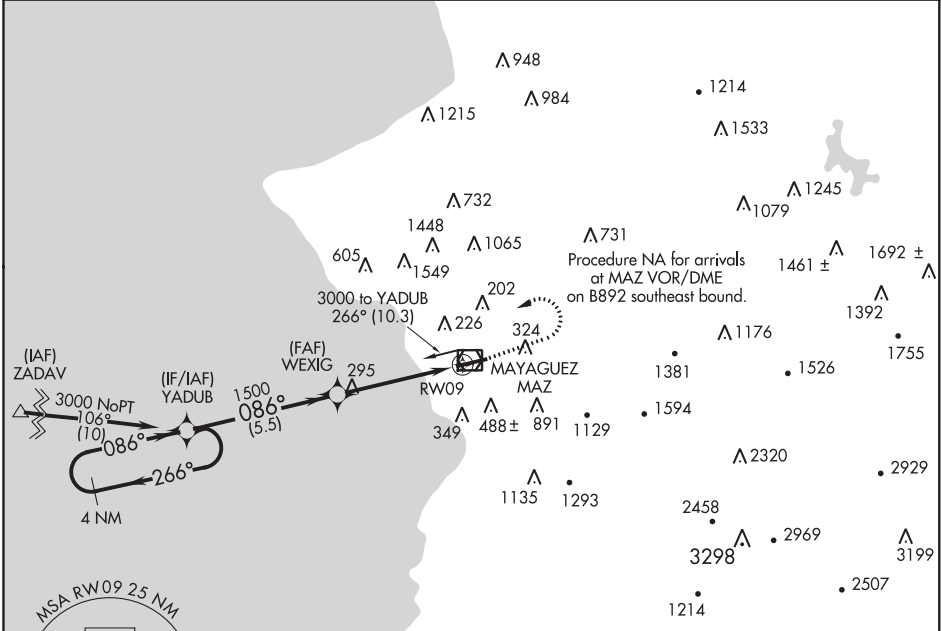
APP CRS 086°	Rwy Idg 4998 TDZE 28 Apt Elev 28
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RNAV (GPS) RWY 9
EUGENIO MARIA DE HOSTOS (MAZ)(TJMZ)

Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When Class E surface area not in effect, except for operators with approved weather reporting service, procedure NA.

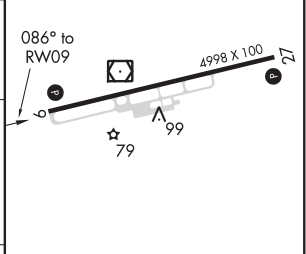
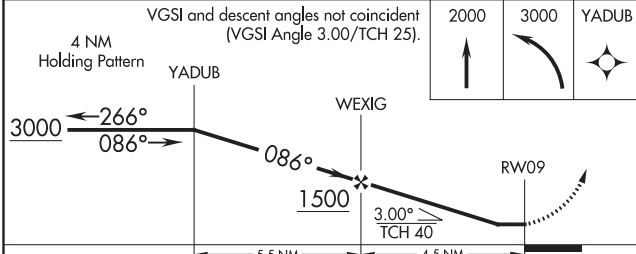
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct YADUB and hold.

SAN JUAN CENTER 118.75 269.0	CLNC DEL 121.7	UNICOM 122.8 (CTAF) 0
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SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 28	TDZE 28
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CATEGORY	A	B	C	D
RNAV MDA	760-1 732 (800-1)	760-1½ 732 (800-1¼)	760-2 732 (800-2)	NA
CIRCLING	1100-1¼ 1072 (1100-1¼)	1100-1½ 1072 (1100-1½)	1100-3 1072 (1100-3)	NA

REIL Rwy 9 0
MIRL Rwy 9-27

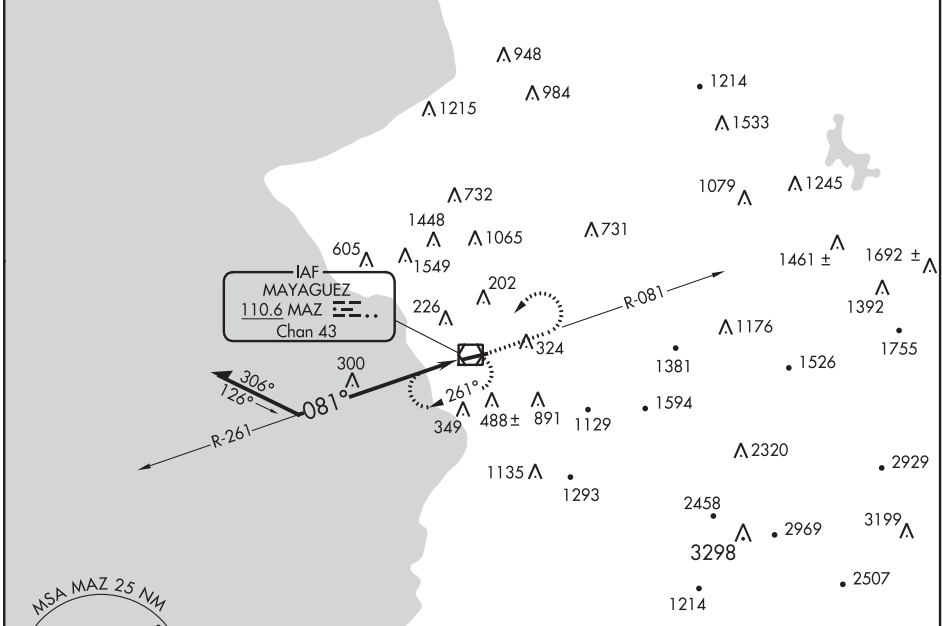
VOR/DME MAZ 110.6 Chan 43	APP CRS 081°	Rwy Idg 4998 TDZE 28 Apt Elev 28
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VOR RWY 9
EUGENIO MARIA DE HOSTOS (MAZ)(TJMZ)

⚠ Circling to Rwy 27 NA at night. When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA. When Class E surface area not in effect, except for operators with approved weather reporting service, procedure NA.

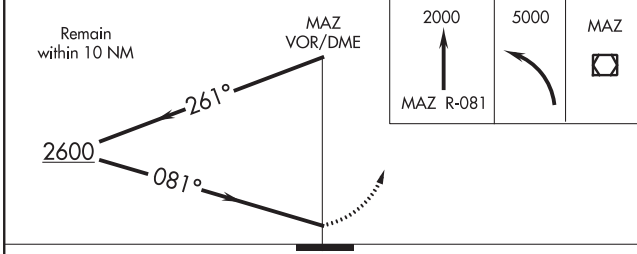
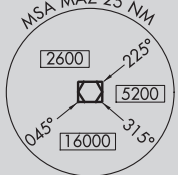
MISSED APPROACH: Climb to 2000 on MAZ VOR/DME R-081 then climbing left turn to 5000 direct MAZ VOR/DME and hold, continue climb-in-hold to 5000.

SAN JUAN CENTER 118.75 269.0	CLNC DEL 121.7	UNICOM 122.8 (CTAF) 0
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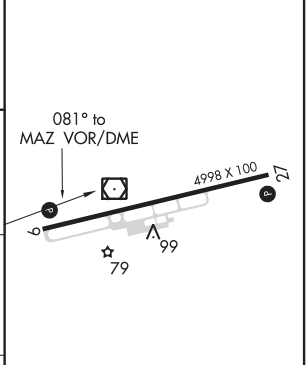


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ELEV 28	TDZE 28
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CATEGORY	A	B	C	D
S-9	1100-1¼ 1072 (1100-1¼)	1100-1½ 1072 (1100-1½)	1100-3 1072 (1100-3)	NA
CIRCLING	1100-1¼ 1072 (1100-1¼)	1100-1½ 1072 (1100-1½)	1100-3 1072 (1100-3)	NA

REIL Rwy 9 0
MIRL Rwy 9-27

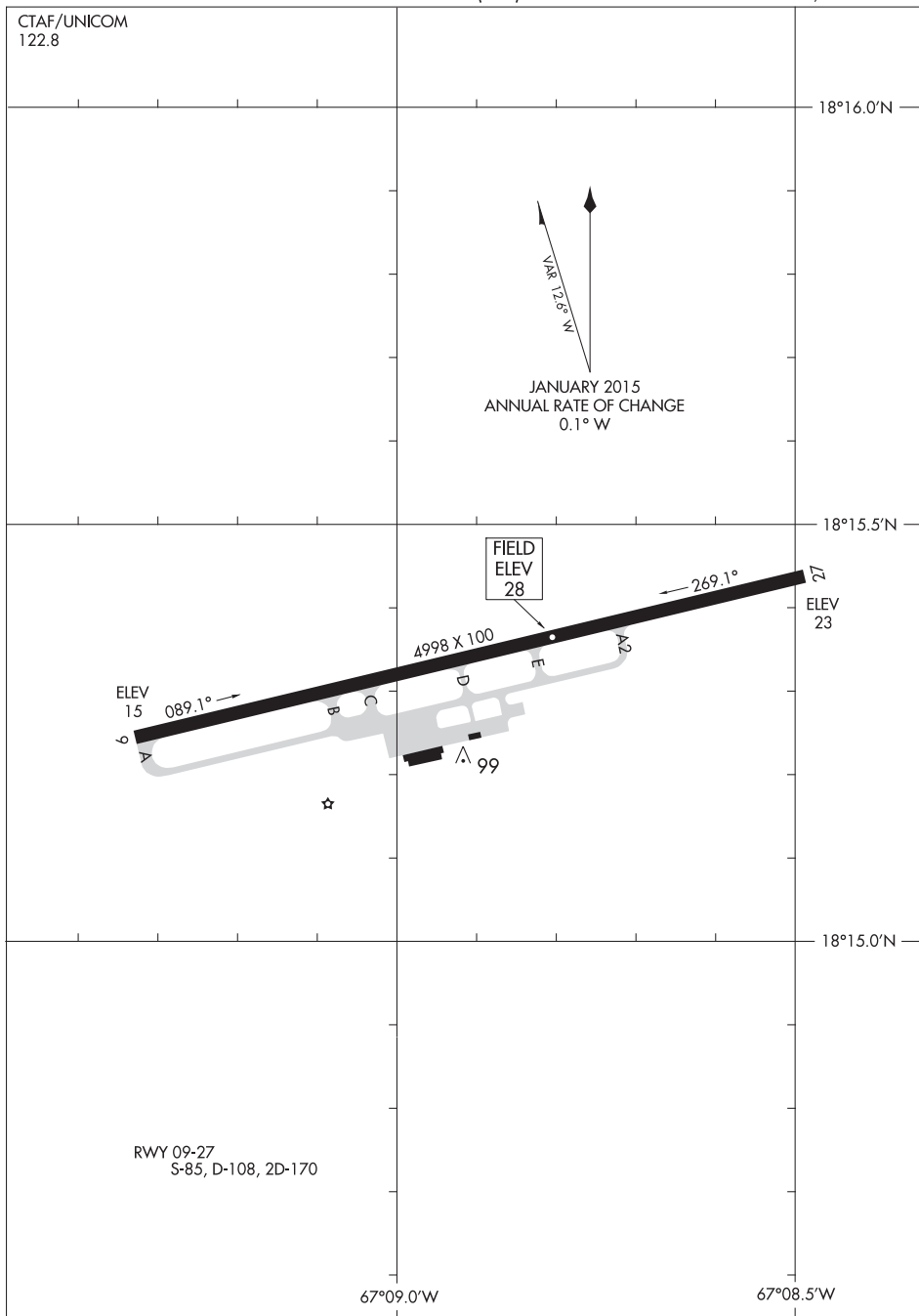
AIRPORT DIAGRAM

EUGENIO MARIA DE HOSTOS (MAZ)(TJMZ)
AL-5328 (FAA) MAYAGUEZ, PUERTO RICO

CTAF/UNICOM
122.8

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

EUGENIO MARIA DE HOSTOS (MAZ)(TJMZ)
MAYAGUEZ, PUERTO RICO

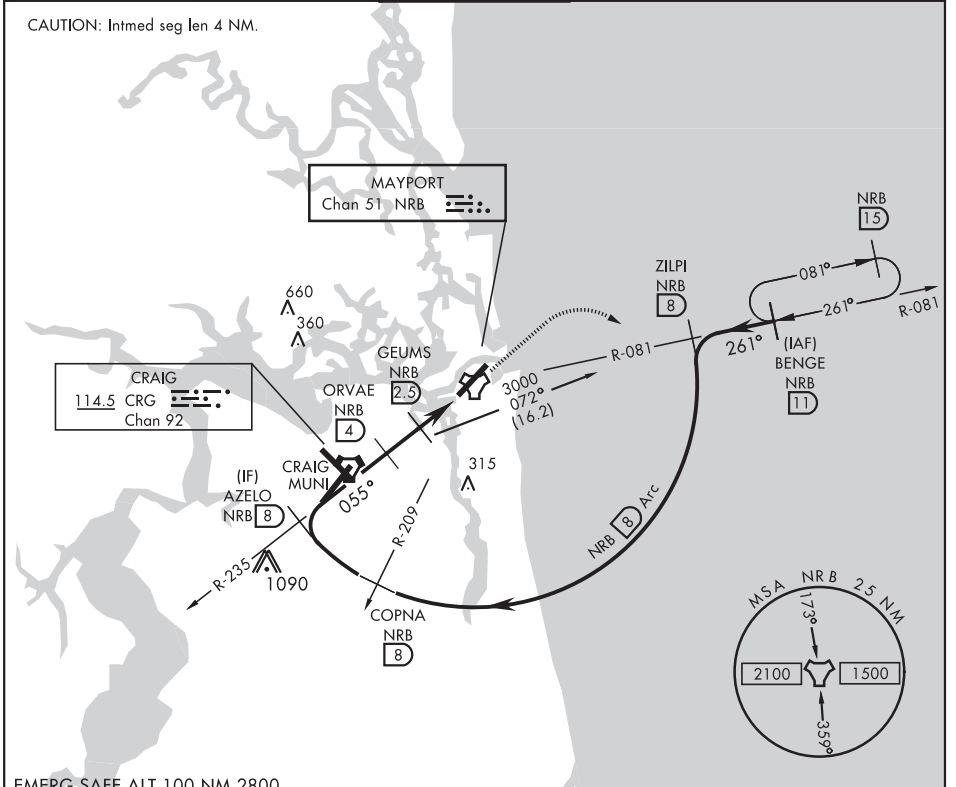
MAYPORT, FLORIDA

TACAN Rwy 5

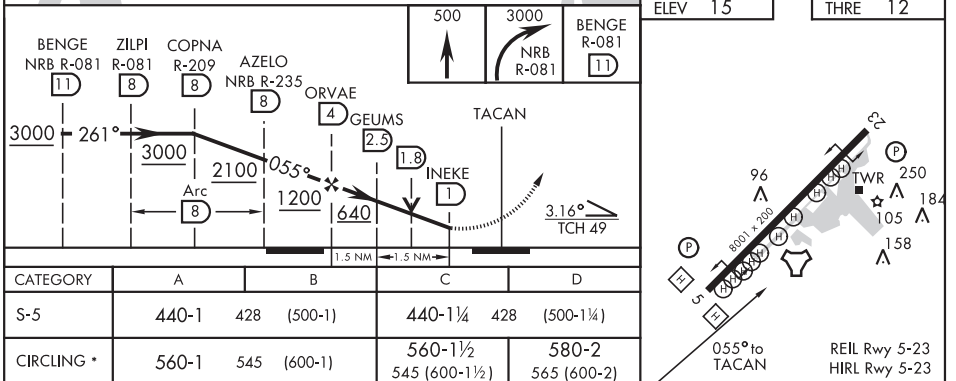
TACAN NRB Chan 51	APCH CRS 055°	Rwy Idg THRE Arpt Elev 8001 12 15	AL-722 [USN]
<p>▼ • Circling not authorized to Rwy 23 at night when VGSI inop on Rwy 23, unless the station has an approved observer watching for marine traffic in the St. John's River channel.</p>			<p>MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)</p> <p>MISSED APPROACH: Climb to 500. Then climbing right turn to 3000 via NRB TACAN R-081 to BENGÉ and hold.</p>

ATIS ★ 236.775	JACKSONVILLE APP CON 124.9 308.4	MAYPORT TOWER ★ 118.75 239.3	GND CON 126.5 233.7	ASR/PAR
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CAUTION: Intmed seg len 4 NM.



EMERG SAFE ALT 100 NM 2800



MAYPORT, FLORIDA
Amdt 2 21JUL16

30°23'N-81°25'W MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

TACAN Rwy 5

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

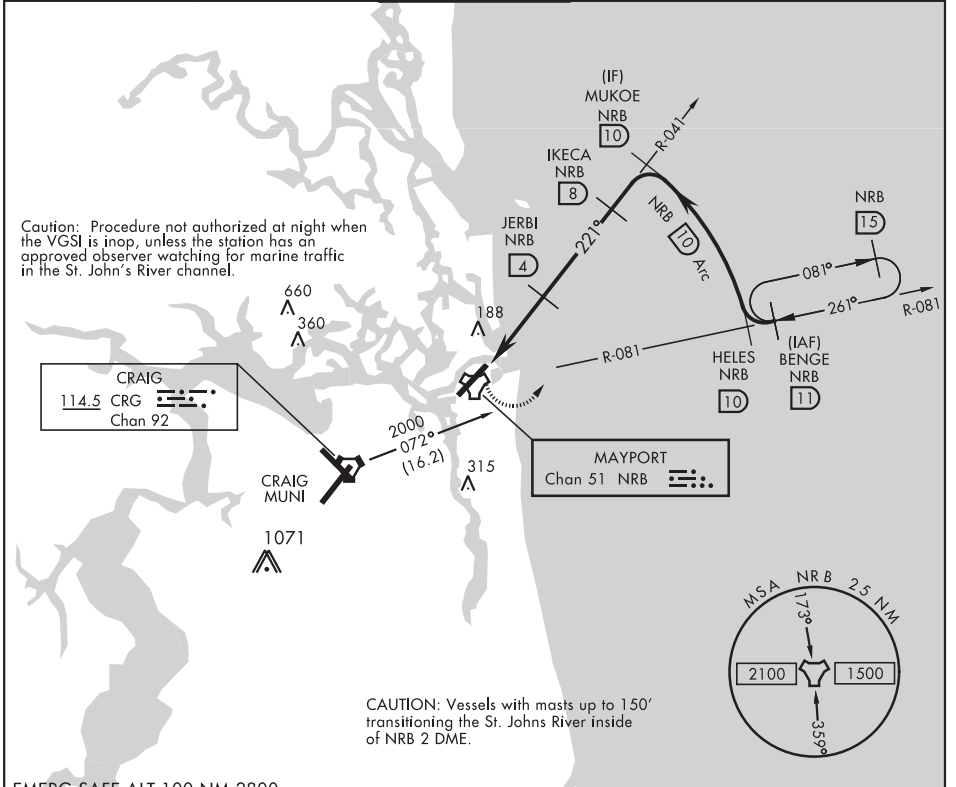
MAYPORT, FLORIDA

TACAN RWY 23

TACAN Chan 51	NRB	APCH CRS 221°	Rwy Idg THRE 13 Arpt Elev 15	AL-722 [USN] MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)
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MISSED APPROACH: Climbing left turn to 2000 via NRB TACAN R-081 to BENG E and hold.

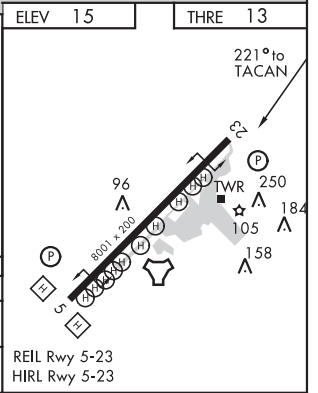
ATIS ★ 236.775	JACKSONVILLE APP CON 124.9 308.4	MAYPORT TOWER ★ 118.75 239.3	GND CON 126.5 233.7	ASR/PAR
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 2800				
2000 NRB R-081	BENG NRB 11			
TACAN	JERBI LEBAF 1.0	IKECA 8	MUKOE R-041 10	HELES 10
	1100	1700	1700	2000
		221°	261°	221° to TACAN
		3.00° Arc		
	3 NM			
CATEGORY	A	B	C	D
S-23	500-1	487 (500-1)	500-1 3/8 487 (500-1 3/8)	
CIRCLING	560-1	545 (600-1)	560-1 1/2 545 (600-1 1/2)	580-2 565 (600-2)



MAYPORT, FLORIDA 30°23'N-81°25'W MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

Amdt 3 21JUL16

TACAN RWY 23

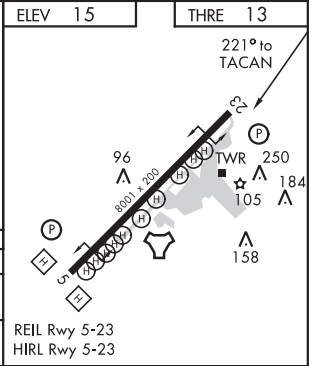
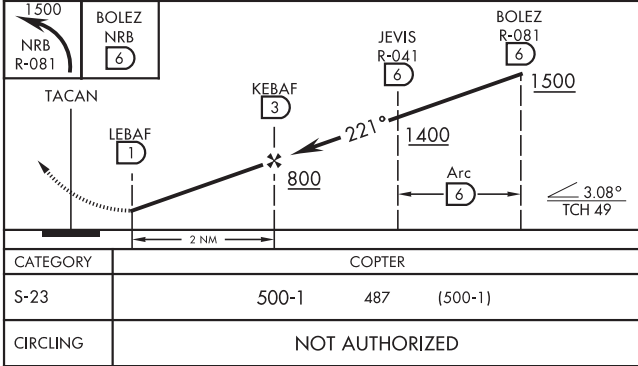
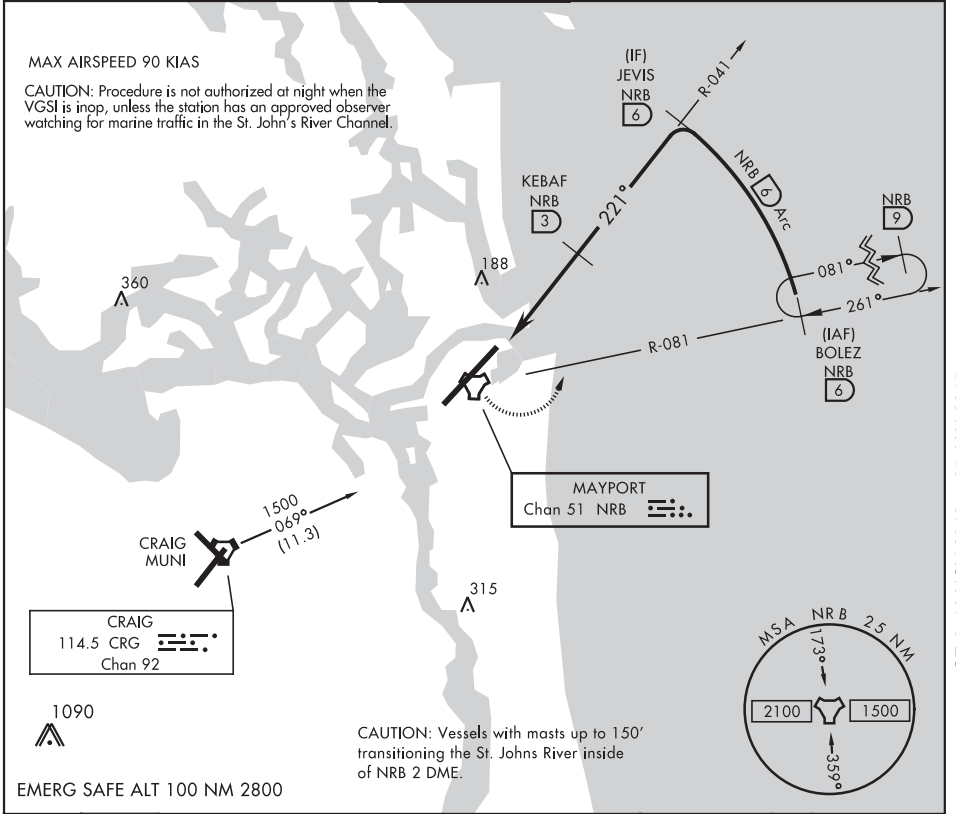
MAYPORT, FLORIDA

COPTER TACAN RWY 23

TACAN Chan 51	NRB 221°	APCH CRS 221°	Rwy Idg THRE 13 Arpt Elev 15	AL-722 [USN]	MAYPORT NS (ADM DAVID L. MC DONALD FLD)(KNRB)
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▼ MISSED APPROACH: Climbing left turn to 1500 via NRB TACAN R-081 to BOLEZ and hold.

ATIS ★ 236.775	JACKSONVILLE APP CON 124.9 308.4	MAYPORT TOWER ★ 118.75 239.3	GND CON 126.5 233.7	ASR/PAR
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CATEGORY	COPTER		
S-23	500-1	487	(500-1)
CIRCLING	NOT AUTHORIZED		

ELEV 15 THRE 13

REIL Rwy 5-23
HIRL Rwy 5-23

MAYPORT, FLORIDA 30°23'N-81°25'W MAYPORT NS (ADM DAVID L. MC DONALD FLD)(KNRB)

Amtd 1 11DEC14

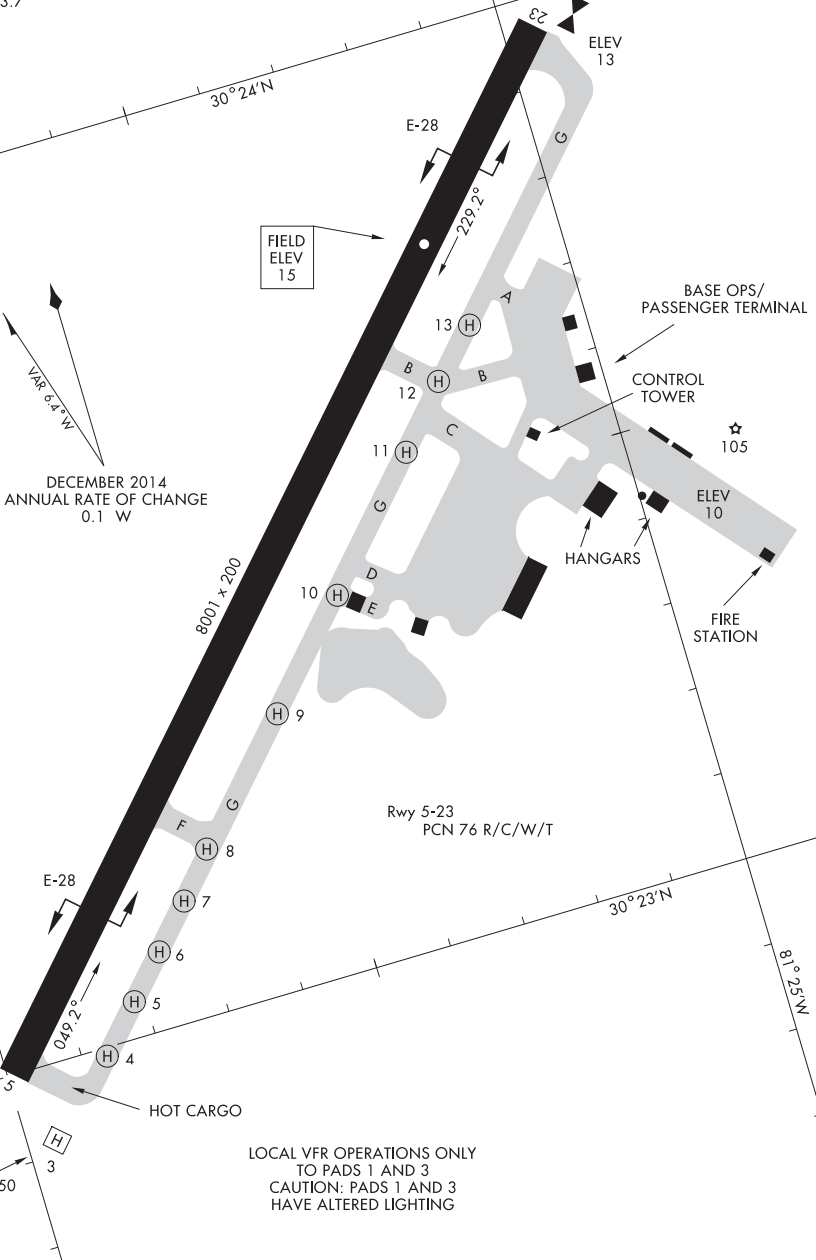
COPTER TACAN RWY 23

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SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

ATIS ★ 236.775
MAYPORT TOWER ★
118.75 239.3
GND CON
126.5 233.7



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SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

LOC I-MLB 108.3	APP CRS 094°	Rwy Idg 10181
		TDZE 32
		Apt Elev 33

ILS or LOC RWY 9R

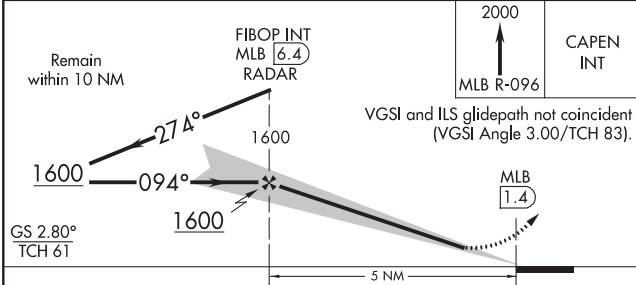
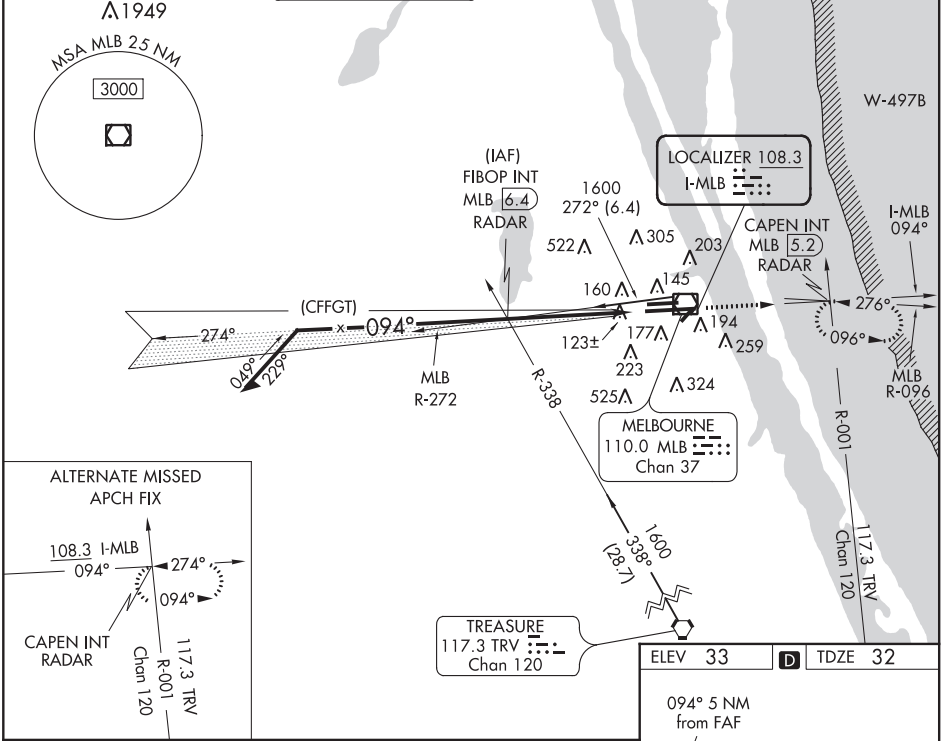
MELBOURNE INTL (MLB)

▽ For inop MALS/R, increase S-LOC 9R Cats C and D visibility to RVR 6000. DME or RADAR required.

MALS/R

MISSED APPROACH: Climb to 2000 on MLB VOR/DME R-096 to CAPEN INT/MLB VOR/DME 5.2 DME/RADAR and hold.

ATIS 132.55	ORLANDO APP CON 132.65 281.425	MELBOURNE TOWER ★ 118.2 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9 132.65 (when twr closed)	UNICOM 122.95
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ELEV 33	D	TDZE 32			
094° 5 NM from FAF					
REIL Rwy 27L					
HIRL Rwy 9R-27L					
MIRL Rwy 5-23 and 9L-27R					
TDZ/CL Rwy 9R					
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 9R	232/18		200 (200-½)	
S-LOC 9R	380/24	348 (400-½)	380/30	348 (400-¾)
CIRCLING	500-1 467 (500-1)	520-1 487 (500-1)	520-1½ 487 (500-1½)	620-2 587 (600-2)

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SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65601 W09A	APP CRS 094°	Rwy Idg TDZE 33 Apt Elev 33	6000
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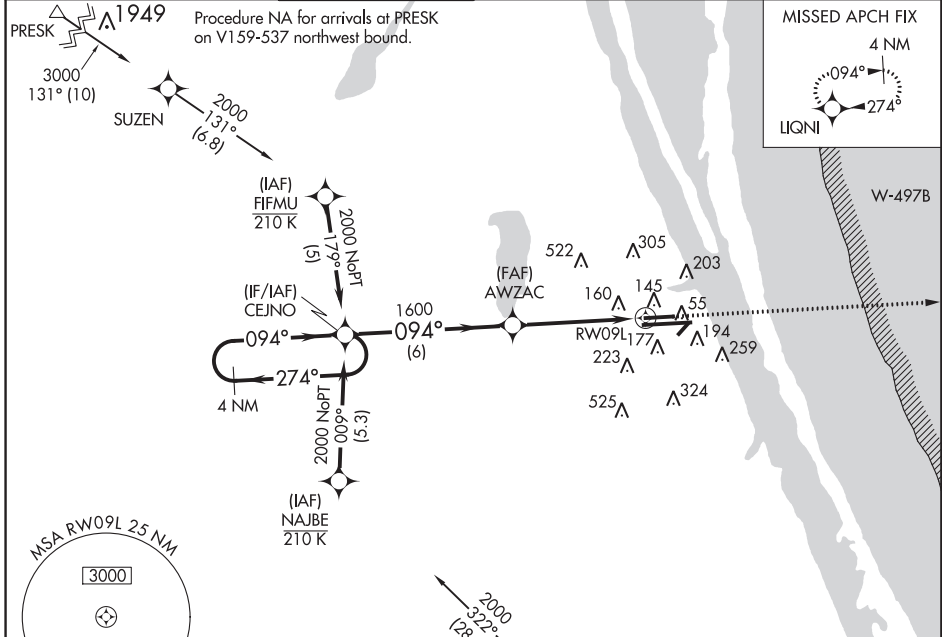
RNAV (GPS) RWY 9L

MELBOURNE INTL (MLB)

▼ 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 3/4 SM NA.

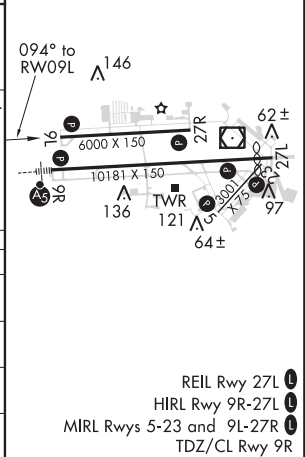
MISSED APPROACH: Climb to 2000 direct LIQNI and hold.

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 (when twr closed)	UNICOM 122.95
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ELEV 33	TDZE 33
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CATEGORY	A	B	C	D
LPV DA		283-3/4	250 (300-3/4)	
LNAV/VNAV DA		467-13/8	434 (500-13/8)	
LNAV MDA	420-1	387 (400-1)	420-1 1/8	387 (400-1 1/8)
CIRCLING	500-1 467 (500-1)	520-1 487 (500-1)	520-1 1/2 487 (500-1 1/2)	620-2 587 (600-2)



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MELBOURNE, FLORIDA

AL-252 (FAA)


16315

WAAS CH 60901 W09B	APP CRS 094°	Rwy Idg 10181 TDZE 32 Apt Elev 33
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RNAV (GPS) RWY 9R

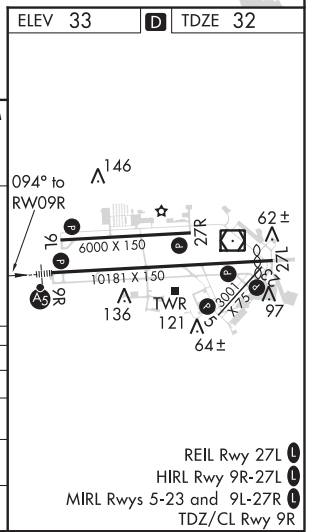
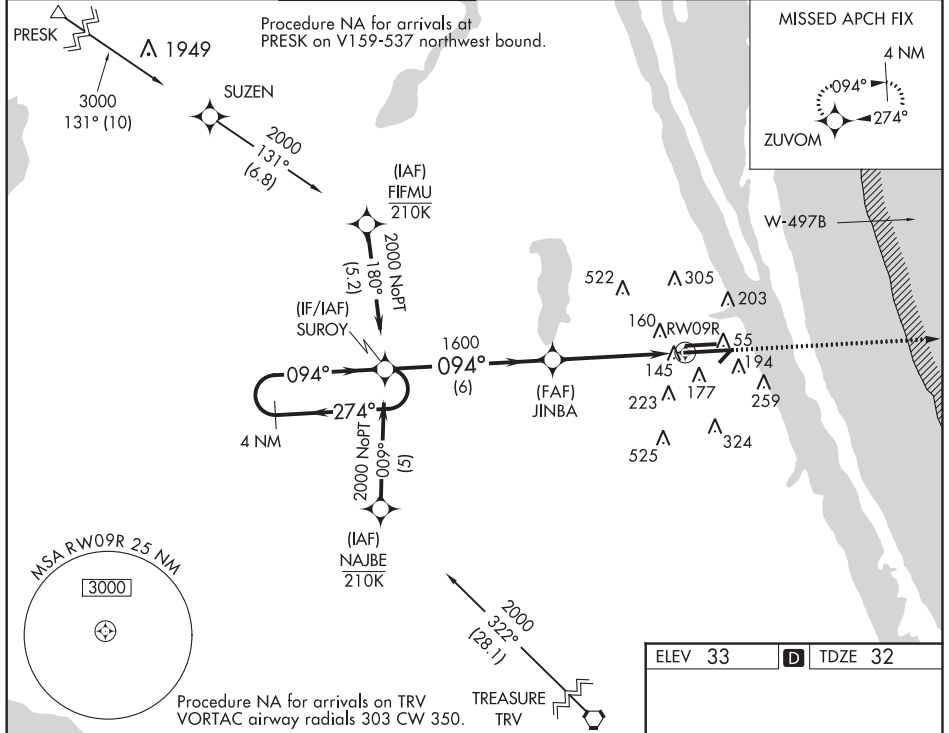
MELBOURNE INTL (MLB)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). For inop MALS/R, increase LNAV Cat C and D visibility to RVR 6000. DME/DME RNP-0.3 NA.

MALS/R 

MISSED APPROACH: Climb to 2000 direct ZUVOM and hold.

ATIS 132.55	ORLANDO APP CON 132.65 281.425	MELBOURNE TOWER * 118.2 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9 (when twr closed)	UNICOM 122.95
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MELBOURNE, FLORIDA
Amdt 1A 11DEC14

28°06'N-80°39'W

RNAV (GPS) RWY 9R

WAAS CH 56201 W27B	APP CRS 274°	Rwy Idg TDZE Apt Elev	9481 26 33
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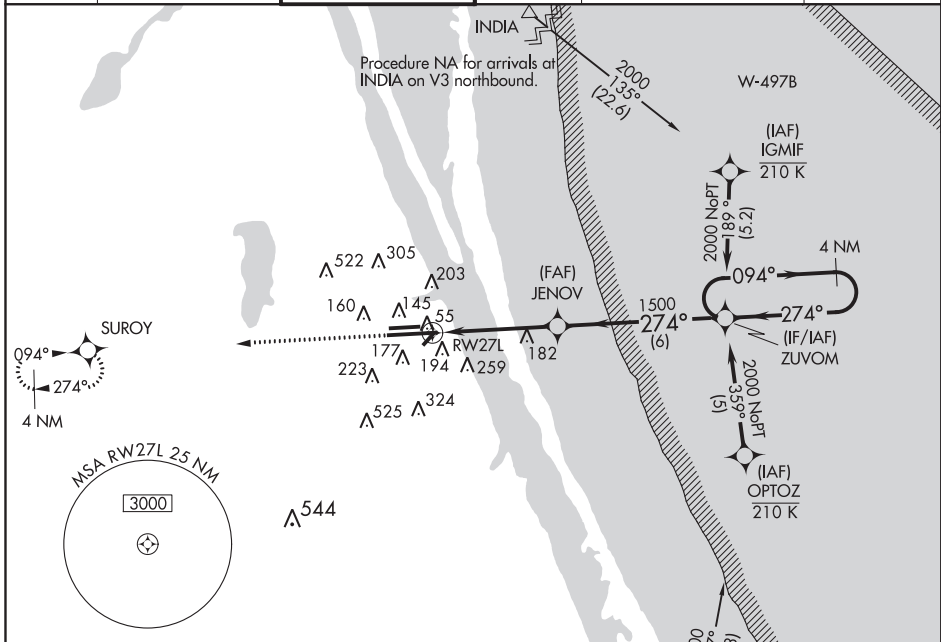
RNAV (GPS) RWY 27L

MELBOURNE INTL (MLB)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°F (130°F). DME/DME RNP-0.3 NA.

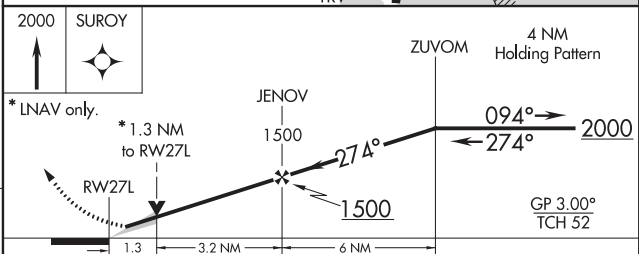
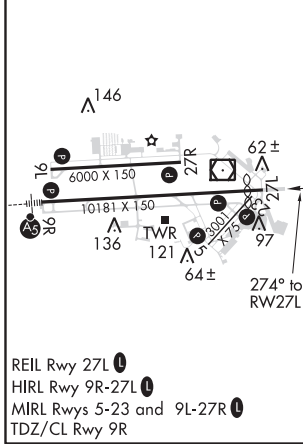
MISSED APPROACH: Climb to 2000 direct SUROY and hold.

ATIS 132.55	ORLANDO APP CON 132.65 281.425	MELBOURNE TOWER ★ 118.2 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9 132.65 (when twr closed)	UNICOM 122.95
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ELEV 33	D	TDZE 26
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Procedure NA for arrivals on TRV VORTAC airway radials 325 CW 350.



CATEGORY	A	B	C	D
LPV DA		226- ³ / ₄	200 (200- ³ / ₄)	
LNAV/VNAV DA		318- ⁷ / ₈	292 (300- ⁷ / ₈)	
LNAV MDA	500-1	474 (500-1)	500-1 ³ / ₈ 474 (500-1 ³ / ₈)	
CIRCLING	500-1 467 (500-1)	520-1 487 (500-1)	520-1 ¹ / ₂ 487 (500-1 ¹ / ₂)	620-2 587 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 27R

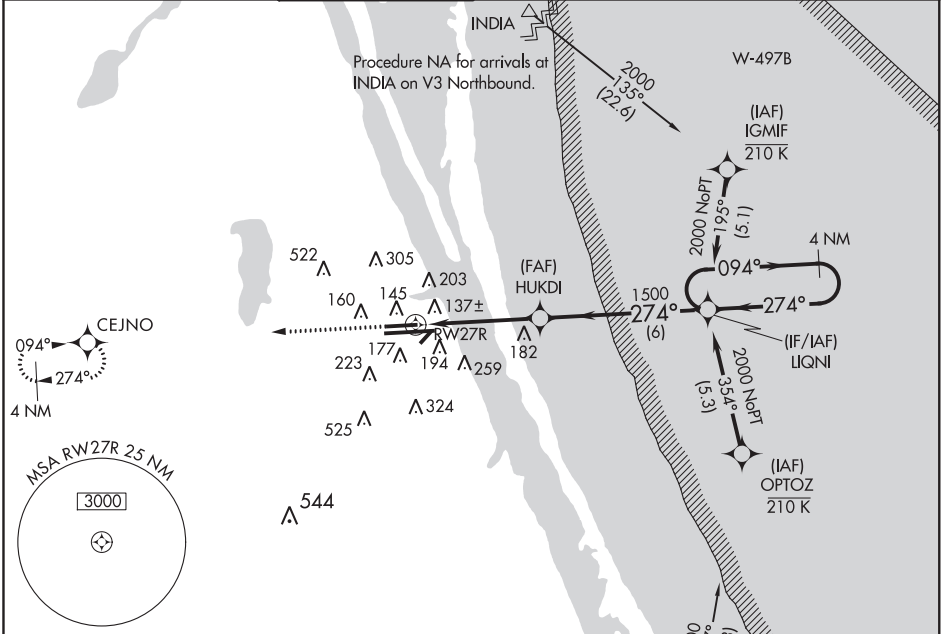
MELBOURNE INTL (MLB)

WAAS CH 50101 W27A	APP CRS 274°	Rwy Idg TDZE Apt Elev	6000 32 33
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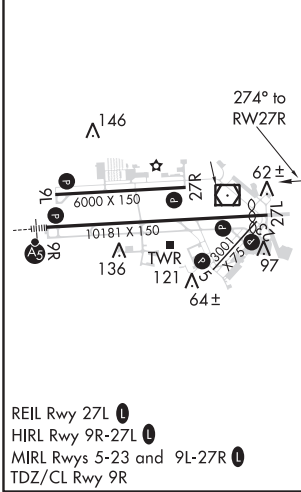
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct CEJNO and hold.

ATIS 132.55	ORLANDO APP CON 132.65 281.425	MELBOURNE TOWER ★ 118.2 (CTAF) 0 257.8	GND CON 121.9	CINC DEL 121.9 132.65 (when twr closed)	UNICOM 122.95
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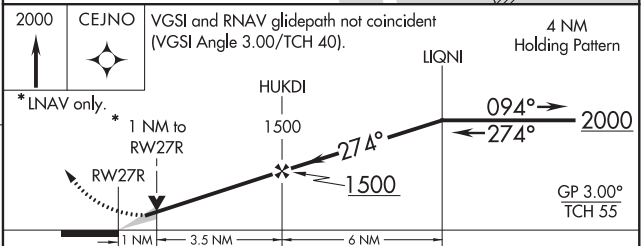


ELEV 33	D	TDZE 32
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Procedure NA for arrivals on TRV VORTAC airway radials 325 CW 350.

TREASURE TRV



CATEGORY	A	B	C	D
LPV DA		232-3/4	200 (200-3/4)	
LNAV/VNAV DA		443-1 3/8	411 (500-1 3/8)	
LNAV MDA		400-1	368 (400-1)	
CIRCLING	500-1	520-1	520-1 1/2	620-2
	467 (500-1)	487 (500-1)	487 (500-1 1/2)	587 (600-2)

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SE-3, 10 NOV 2016 to 05 JAN 2017

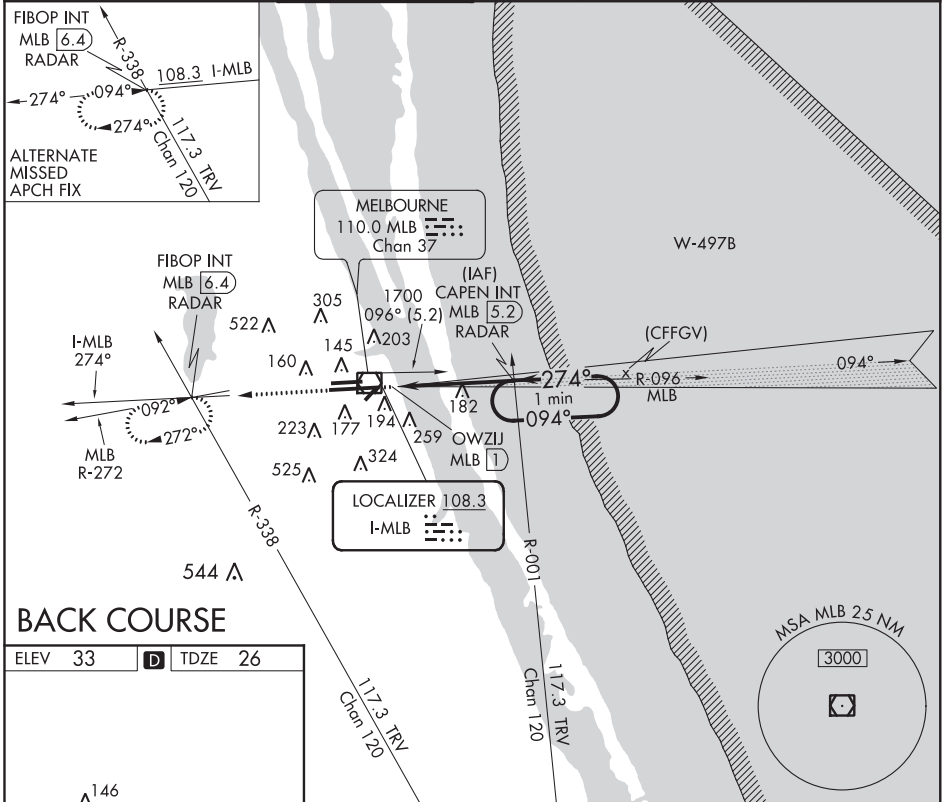
LOC I-MLB	APP CRS	Rwy Idg	9481
108.3	274°	TDZE	26
		Apt Elev	33

LOC BC RWY 27L

MELBOURNE 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.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2(CTAF) 257.8	121.9	121.9 (when twr closed)	122.95

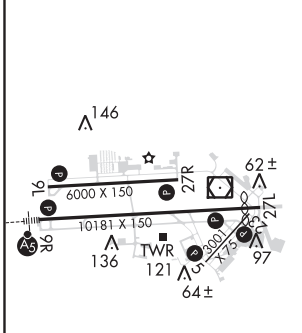


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

BACK COURSE

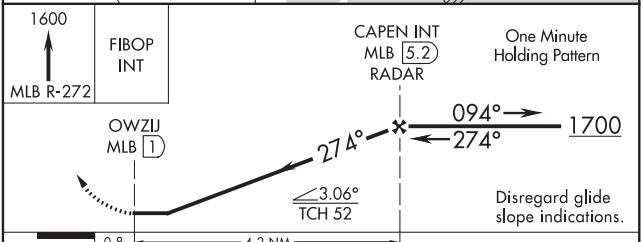
ELEV 33	D	TDZE 26
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TDZ/CL Rwy 9R
REIL Rwy 27L
MIRL Rws 5-23 and 9L-27R
HIRL Rwy 9R-27L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-27L	500-1	474 (500-1)	500-1 $\frac{3}{8}$	474 (500-1 $\frac{3}{8}$)
CIRCLING	500-1 467 (500-1)	520-1 487 (500-1)	520-1 $\frac{1}{2}$ 487 (500-1 $\frac{1}{2}$)	620-2 587 (600-2)

MELBOURNE, FLORIDA

AL-252 (FAA)

16315

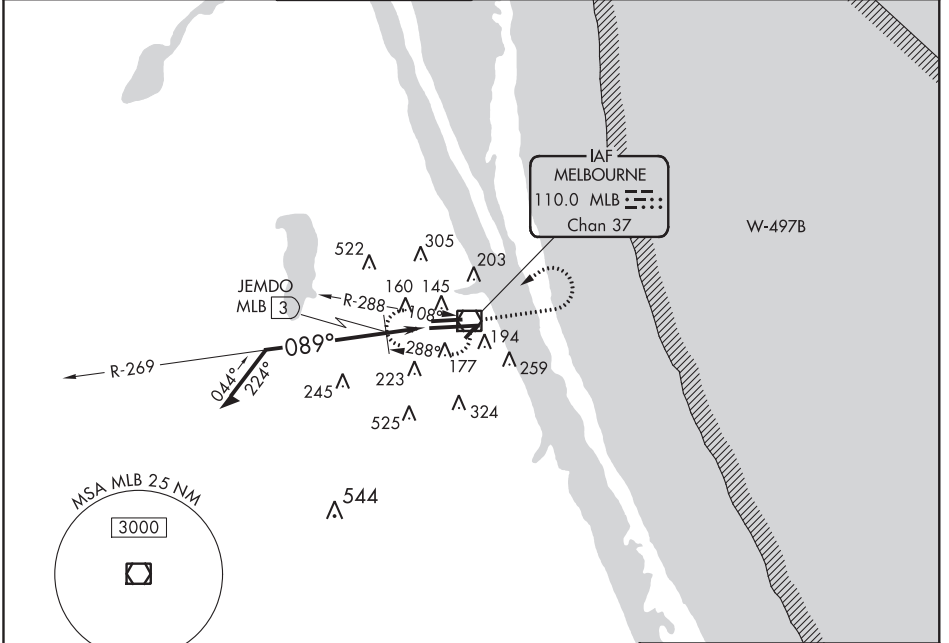
VOR/DME MLB 110.0 Chan 37	APP CRS 089°	Rwy Idg 10181 TDZE 32 Apt Elev 33
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VOR RWY 9R

MELBOURNE INTL (MLB)

<p>▼ JEMDO Fix minimums: For inop MALSRL, increase S-9R Cats C and D visibility to RVR 6000.</p>	<p>MALSRL</p>	<p>MISSED APPROACH: Climb to 1000, then climbing left turn to 2100 direct MLB VOR/DME and hold, continue climb-in-hold to 2100.</p>
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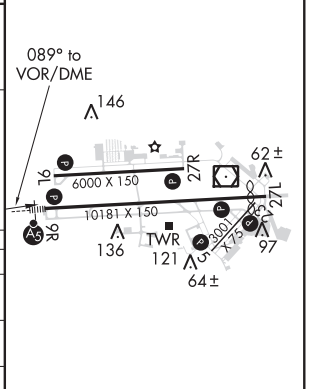
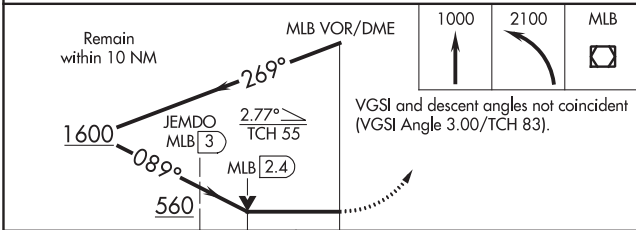
ATIS 132.55	ORLANDO APP CON 132.65 281.425	MELBOURNE TOWER ★ 118.2 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9 132.65 (when twr closed)	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 33	D	TDZE 32
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CATEGORY	A	B	C	D
S-9R	560/24	528 (600-½)	560/55	528 (600-1¼)
CIRCLING	560-1	527 (600-1)	560-1½ 527 (600-1½)	620-2 587 (600-2)
JEMDO FIX MINIMUMS				
S-9R	440/24	408 (500-½)	440/40	408 (500-¾)
CIRCLING	500-1 467 (500-1)	520-1 487 (500-1)	520-1½ 487 (500-1½)	620-2 587 (600-2)

- REIL Rwy 27L **1**
- HIRL Rwy 9R-27L **1**
- MIRL Rwy 5-23 and 9L-27R **1**
- TDZ/CL Rwy 9R **1**

MELBOURNE, FLORIDA
Amdt 21A 11DEC14

28°06'N-80°39'W

MELBOURNE INTL (MLB)

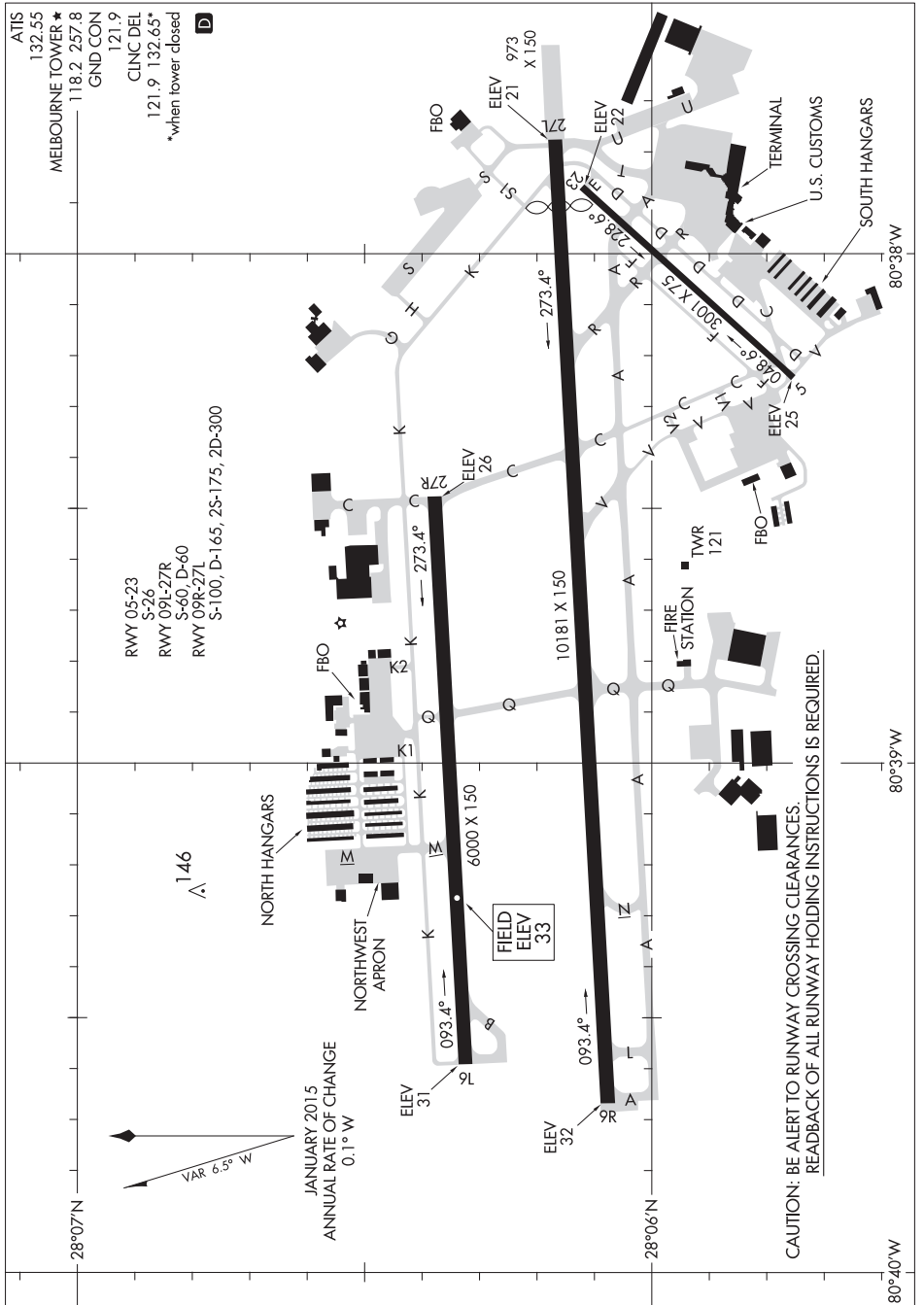
VOR RWY 9R

AIRPORT DIAGRAM

AL-252 (FAA)

MELBOURNE INTL (MLB)
MELBOURNE, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017



ATIS
132.55
MELBOURNE TOWER ★
118.2 257.8
GND CON
121.9
CLNC DEL
121.9 132.65*
*when tower closed

RWY 05-23
S-26
RWY 09L-27R
S-60, D-60
RWY 09R-27L
S-100, D-165, 2S-175, 2D-300

▲ 146
 JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.1° W
 VAR 6.5° W

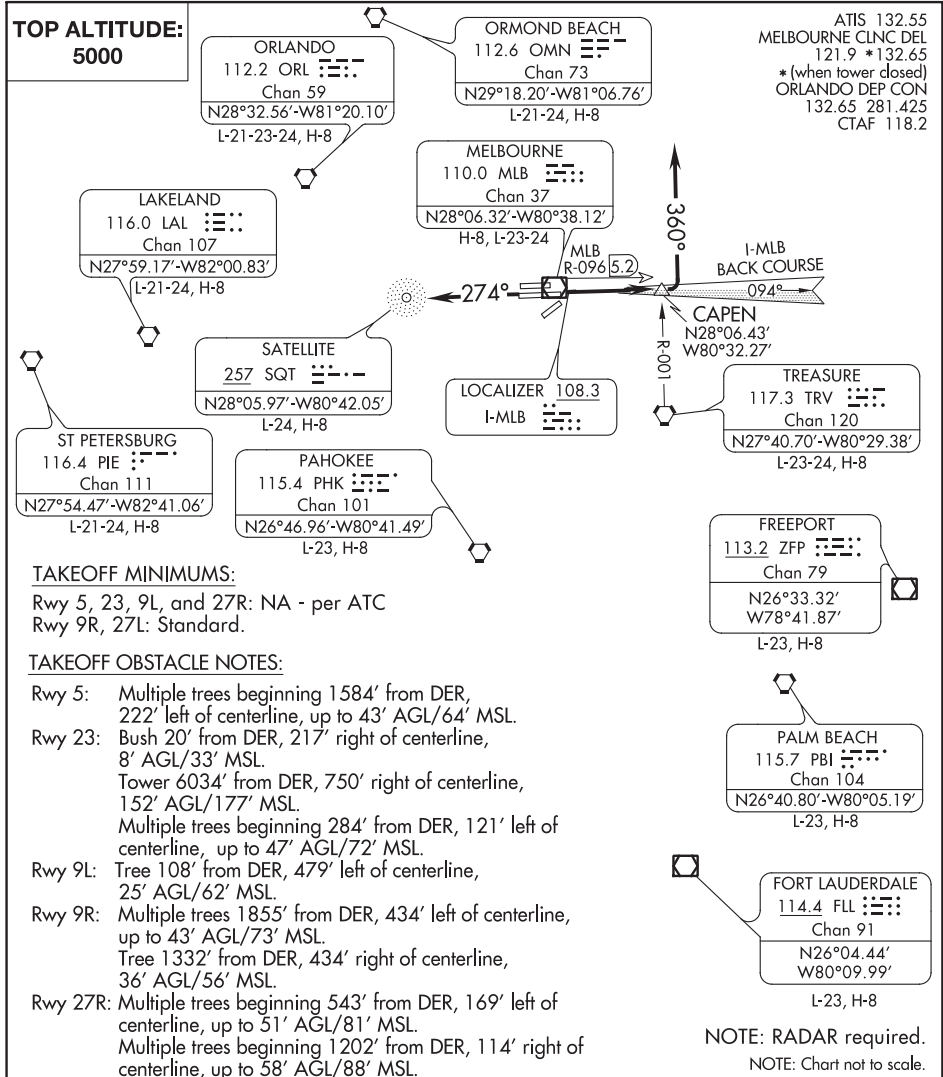
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

MELBOURNE, FLORIDA
MELBOURNE INTL (MLB)

MELBOURNE FIVE DEPARTURE



TAKEOFF MINIMUMS:

Rwy 5, 23, 9L, and 27R: NA - per ATC
Rwy 9R, 27L: Standard.

TAKEOFF OBSTACLE NOTES:

- Rwy 5:** Multiple trees beginning 1584' from DER, 222' left of centerline, up to 43' AGL/64' 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 9L:** Tree 108' from DER, 479' left of centerline, 25' AGL/62' MSL.
- Rwy 9R:** Multiple trees 1855' from DER, 434' left of centerline, up to 43' AGL/73' MSL.
Tree 1332' from DER, 434' right of centerline, 36' AGL/56' MSL.
- Rwy 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.

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

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9R: Climb on MLB VOR/DME R-096 to CAPEN INT/MLB VOR/DME, 5.2 DME, then turn left heading 360°. Thence. . . .

TAKEOFF RWY 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.

SE-3, 10 NOV 2016 TO 05 JAN 2017

SE-3, 10 NOV 2016 TO 05 JAN 2017

MELBOURNE FIVE DEPARTURE

WAAS CH 65899 W11A	APP CRS 114°	Rwy Idg TDZE Apt Elev	3601 6 6
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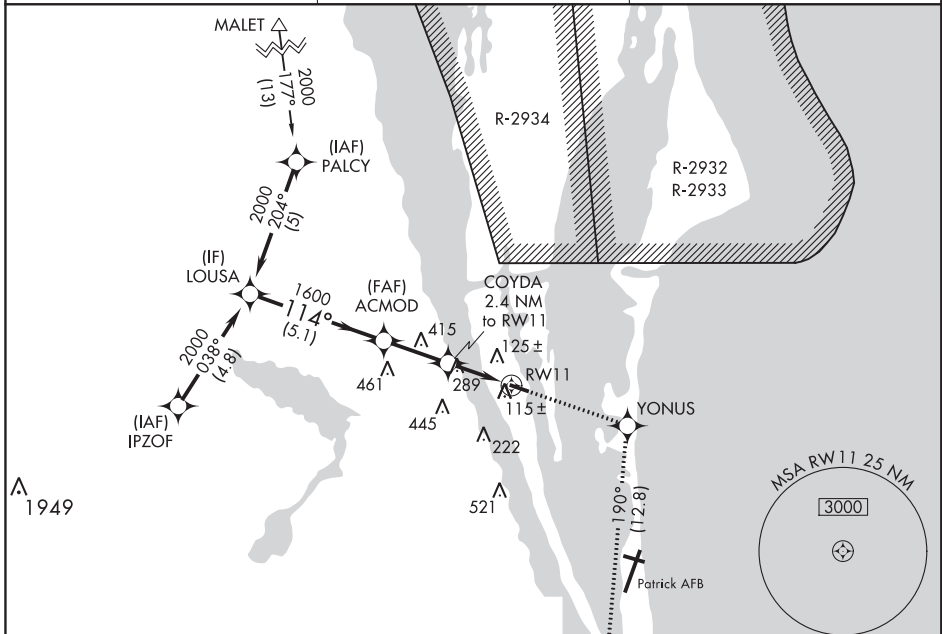
RNAV (GPS) RWY 11

MERRITT ISLAND (COI)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Melbourne altimeter setting and increase LPV DA to 329 and all MDA 40 feet, increase LPV all Cats visibility 1/8 mile. Night landing: Rwy 11 NA.

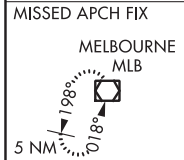
MISSED APPROACH: Climb to 3000 direct YONUS and on track 190° to MLB VOR/DME and hold.

AWOS-3 119.025	ORLANDO APP CON 134.95 281.425	UNICOM 122.975 (CTAF) 0
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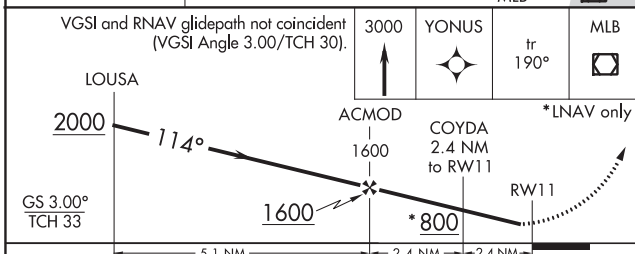
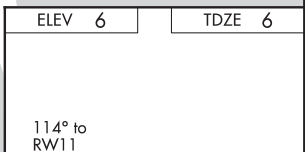


SE-3, 10 NOV 2016 to 05 JAN 2017

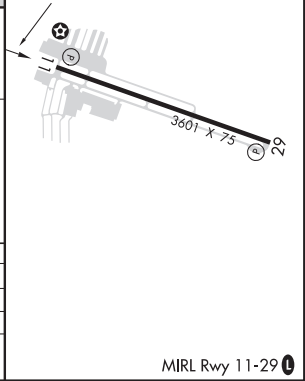
SE-3, 10 NOV 2016 to 05 JAN 2017



Procedure NA for arrivals on MLB VORTAC airway radials 276 CW 329.



CATEGORY	A	B	C	D
LPV DA	291-1	285 (300-1)		NA
LNNAV MDA	600-1	594 (600-1)		NA
CIRCLING	600-1	620-1		NA
	594 (600-1)	614 (700-1)		



MIRL Rwy 11-29 0

LOC I-TNT 108.3	APP CRS 095°	Rwy Idg 10499 THRE 13 Apt Elev 13
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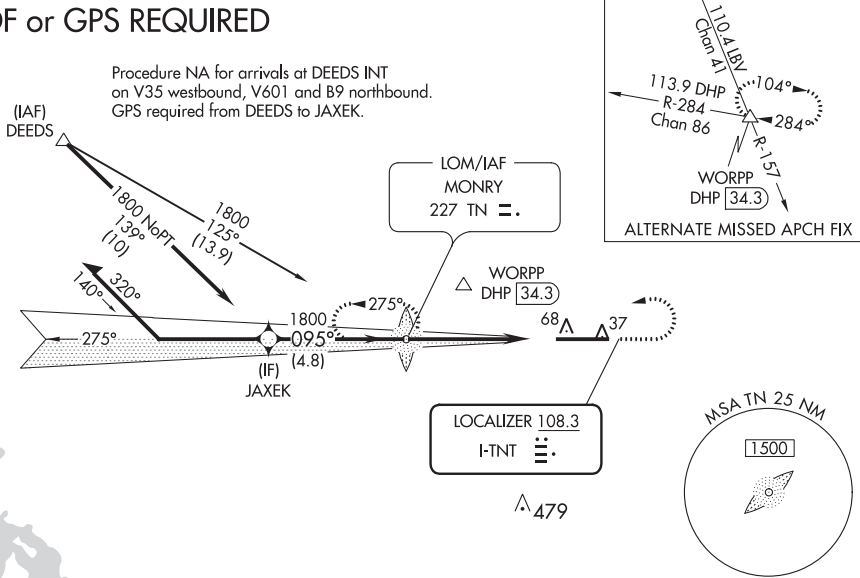
ILS or LOC RWY 9

DADE-COLLIER TRAINING AND TRANSITION (TNT)

<p>▲ NA Circling to Rwy 27 NA at night. ADF required. When local altimeter setting not received, use Miami Executive altimeter setting and increase all DA 66 feet and all MDA 80 feet; increase S-LOC 9 Cats C and D visibility to 1 mile.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 1800 direct MONRY LOM and hold.</p>
	<p>AWOS-3 119.075 MIAMI APP CON 128.6 306.975 UNICOM 123.0 (CTAF) 0</p>	

ADF or GPS REQUIRED

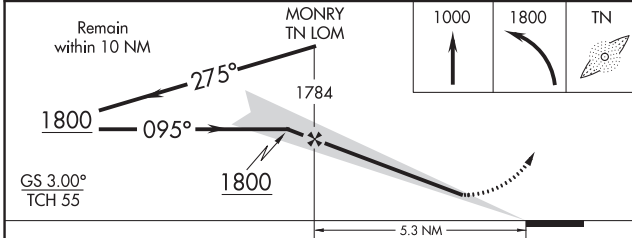
Procedure NA for arrivals at DEEDS INT
on V35 westbound, V601 and B9 northbound.
GPS required from DEEDS to JAXEK.



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 13	THRE 13
<p>095° 5.3 NM from FAF</p>	
<p>HIRL Rwy 9-27 0</p> <p>FAF to MAP 5.3 NM</p>	
Knots	60 90 120 150 180
Min:Sec	5:18 3:32 2:39 2:07 1:46



CATEGORY	A	B	C	D
S-LS 9	213-½		200 (200-½)	
S-LOC 9	460-½	447 (500-½)	460-⅞	447 (500-⅞)
C CIRCLING	460-1 447 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

ILS or LOC RWY 9

WAAS CH 58035 W09A	APP CRS 095°	Rwy Idg 10499 THRE 13 Apt Elev 13
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RNAV (GPS) RWY 9

DADE-COLLIER TRAINING AND TRANSITION (TNT)

NA Circling to Rwy 27 NA at night. 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. Baro-VNAV and VDP NA when using Miami Executive altimeter setting. When local altimeter setting not received, use Miami Executive altimeter setting and increase all DA 66 feet and all MDA 80 feet; increase LNAV/VNAV visibility 1/8 mile all Cats and LNAV Cats C and D visibility 1/8 mile. For inop MALSR, increase LNAV/VNAV visibility all Cats 3/8 mile and LNAV Cats C and D visibility 3/8 mile. For inop MALSR when using Miami Executive altimeter setting increase LPV all Cats visibility to 3/8 mile and LNAV/VNAV all Cats visibility to 1 mile.

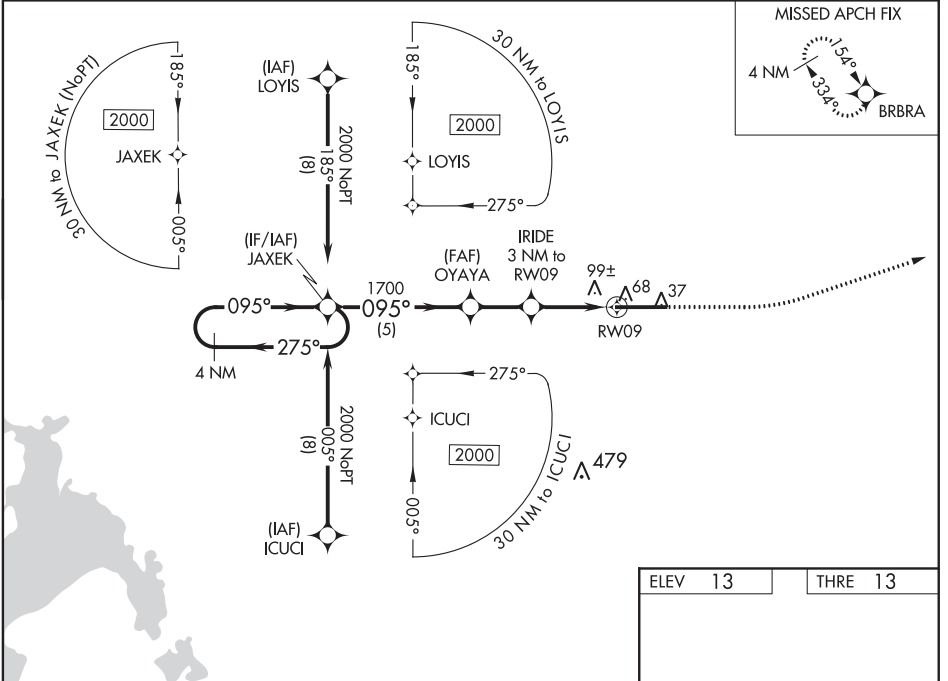


MISSED APPROACH:
Climb to 1000 then climbing left turn to 2000 direct BRBRA and hold.

AWOS-3
119.075

MIAMI APP CON
128.6 306.975

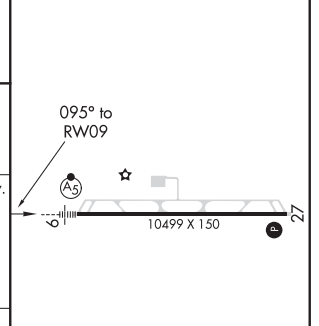
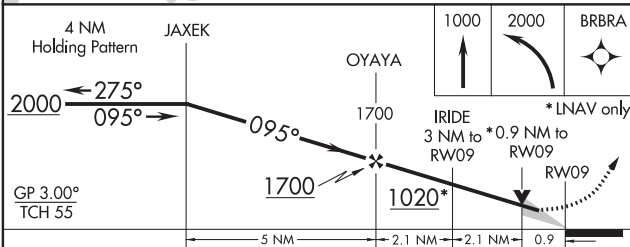
UNICOM
123.0 (CTAF)



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 13	THRE 13
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CATEGORY	A	B	C	D
LPV DA		213-1/2	200 (200-1/2)	
LNAV/VNAV DA		280-1/2	267 (300-1/2)	
LNAV MDA	360-1/2	347 (400-1/2)	360-5/8	347 (400-5/8)
C CIRCLING	400-1 387 (400-1)	480-1 467 (500-1)	480-1 1/2 467 (500-1 1/2)	580-2 567 (600-2)

HIRL Rwy 9-27

MIAMI, FLORIDA

AL-5744 (FAA)

15176

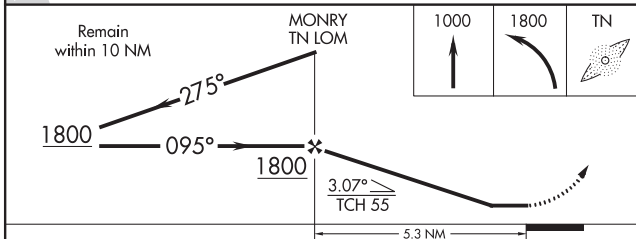
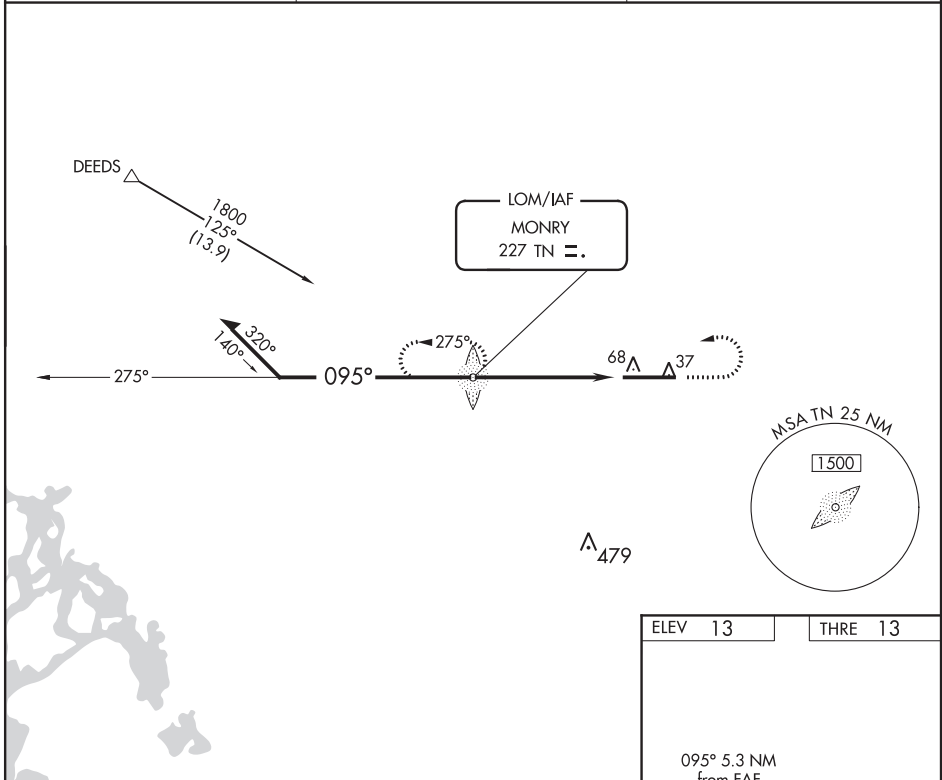
LOM TN 227	APP CRS 095°	Rwy Idg 10499 THRE 13 Apt Elev 13
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NDB RWY 9

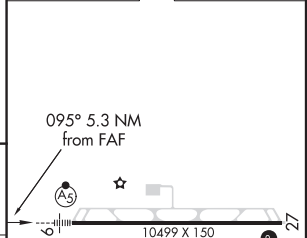
DADE-COLLIER TRAINING AND TRANSITION (TNT)

<p>▲ NA Circling to Rwy 27 NA at night. For inoperative MALS, increase S-9 Cats C and D visibility to 1 3/8 mile. When local altimeter setting not received, use Miami Executive altimeter setting and increase all MDA 60 feet; increase S-9 Cats C and D visibility to 1 1/4 and Circling Cat C to 1 1/8 mile. For inop MALS when using Miami Executive altimeter setting increase S-9 Cats C and D visibility to 1 3/8 mile.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 1800 direct MONRY LOM and hold.</p>
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AWOS-3 119.075	MIAMI APP CON 128.6 306.975	UNICOM 123.0 (CTAF) 0
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ELEV 13	THRE 13
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CATEGORY	A	B	C	D
S-9	520-3/4	507 (600-3/4)	520-1	507 (600-1)
C CIRCLING	520-1	507 (600-1)	520-1 1/2 507 (600-1 1/2)	580-2 567 (600-2)

HIRL Rwy 9-27 0	FAF to MAP 5.3 NM				
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

MIAMI, FLORIDA
Amdt 14 12DEC13

DADE-COLLIER TRAINING AND TRANSITION (TNT)

25°52'N-80°54'W

NDB RWY 9

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

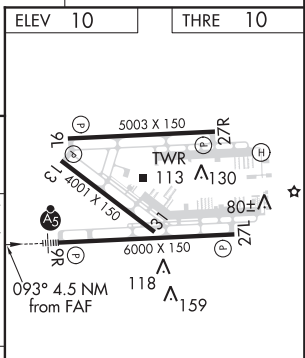
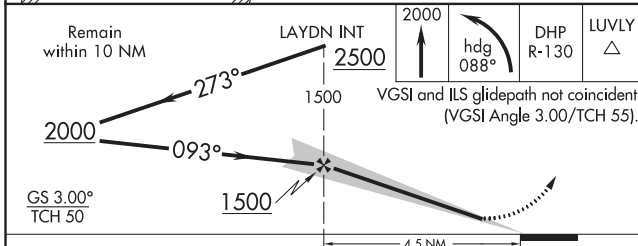
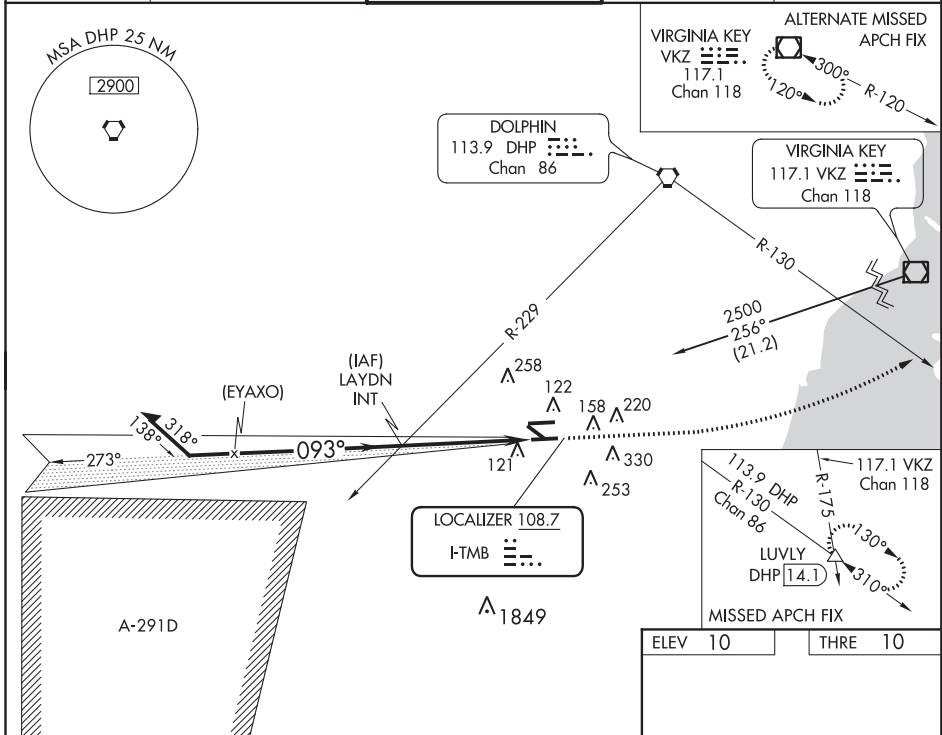
LOC I-TMB 108.7	APP CRS 093°	Rwy Idg THRE 10 Apt Elev 10
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ILS or LOC RWY 9R

MIAMI EXECUTIVE (TMB)

<p>Circling Rwy 13,31 NA at night. 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 Cats C/D visibility 1/8 and Circling Cat D visibility 1/4 mile.</p>	<p>MALS R</p>	<p>MISSED APPROACH: Climb to 2000 then left turn on heading 088° and DHP VORTAC R-130 to LUVLY INT/DHP 14.1 DME and hold.</p>		
		<p>ATIS 124.0</p>	<p>MIAMI APP CON 125.5 354.1</p>	<p>TAMIAMI TOWER ★ 118.9 (CTAF)</p>

ATIS 124.0	MIAMI APP CON 125.5 354.1	TAMIAMI TOWER ★ 118.9 (CTAF)	GND CON 121.7	CLNC DEL 133.0
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CATEGORY	A	B	C	D
S-ILS 9R		210-1/2	200 (200-1/2)	
S-LOC 9R	460-1/2	450 (500-1/2)	460-7/8	450 (500-7/8)
CIRCLING	460-1	450 (500-1)	460-1 1/2	640-2
			450 (500-1 1/2)	630 (700-2)

REIL Rwy 13					
HIRL Rwy 9R-27L					
MIRL Rwy 9L-27R and 13-31					
FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99415 W09B	APP CRS 093°	Rwy Idg TDZE Apt Elev	5003 8 8
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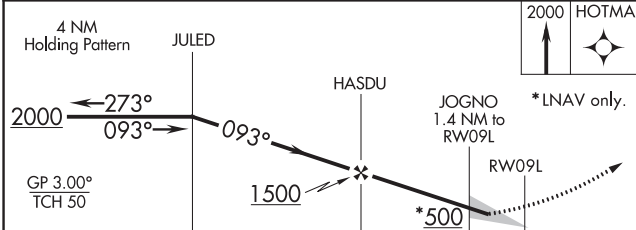
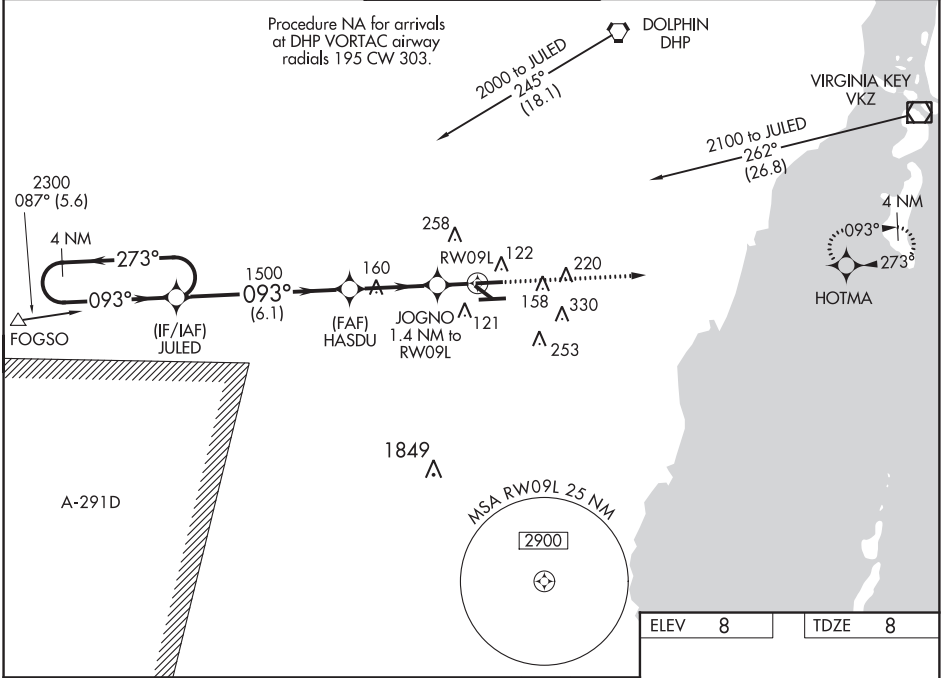
RNAV (GPS) RWY 9L

MIAMI EXECUTIVE (TMB)

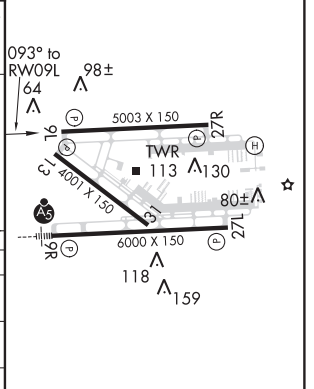
▼ Circling Rwy 13,31 NA at night. Baro-VNAV NA when using Miami Intl altimeter setting.
▲ For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA 27 feet and all MDA 40 feet; increase LPV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile, and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct HOTMA and hold.

ATIS 124.0	MIAMI APP CON 125.5 354.1	TAMIAMI TOWER ★ 118.9 (CTAF) 0	GND CON 121.7	CLNC DEL 133.0
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ELEV	8	TDZE	8
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CATEGORY	A	B	C	D
LPV DA		258-¾	250 (300-¾)	
LNAV/VNAV DA		364-1¼	356 (400-1¼)	
LNAV MDA	380-1	372 (400-1)		380-1¼ 372 (400-1¼)
CIRCLING	460-1	452 (500-1)	460-1½ 452 (500-1½)	640-2 632 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72900 W09A	APP CRS 093°	Rwy Idg THRE 10 Apt Elev 10	6000
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RNAV (GPS) RWY 9R

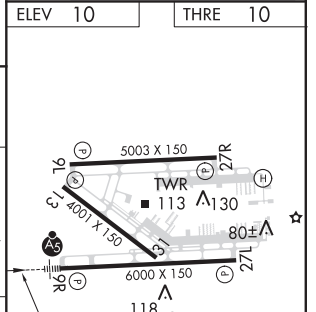
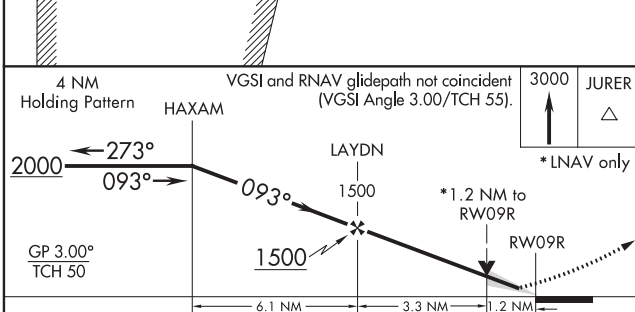
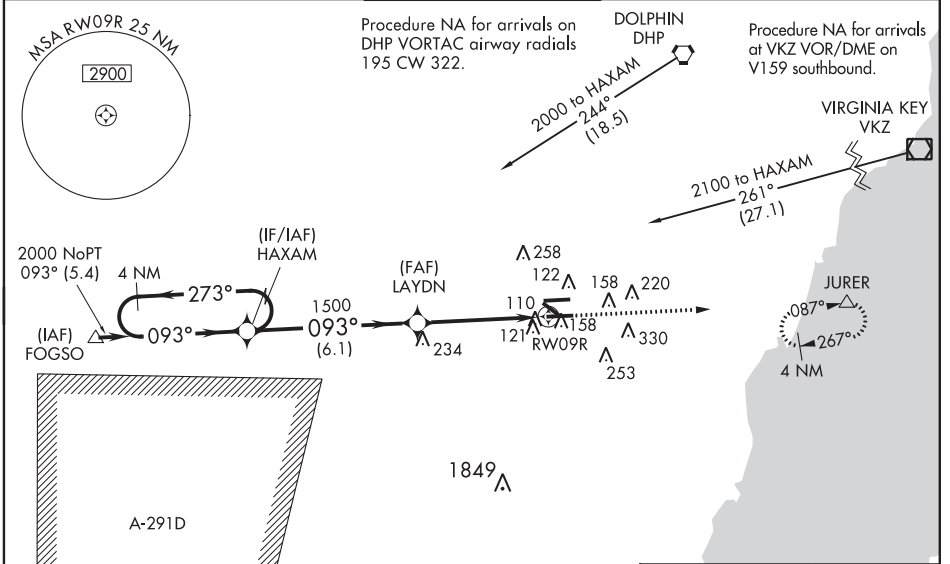
MIAMI EXECUTIVE (TMB)

⚠ Circling Rwy 13, 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). For inop MALSR, increase LNAV/VNAV all Cats visibility to ¾. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Miami Intl altimeter setting. When local altimeter setting not received, use Miami Intl altimeter setting and increase LPV DA to 237, LNAV/VNAV DA to 329 and all MDA 40 feet, increase LNA Cats C/D visibility ½ mile and Circling Cat D visibility ½ mile.

MALSR
AS

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	TAMIAMI TOWER ★ 118.9 (CTAF) 0	GND CON 121.7	CLNC DEL 133.0
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CATEGORY	A	B	C	D
LPV DA		210-½ 200 (200-½)		
LNAV/VNAV DA		302-½ 292 (300-½)		
LNAV MDA	460-½ 450 (500-½)		460-¾ 450 (500-¾)	
CIRCLING	460-1 450 (500-1)		460-1½ 450 (500-1½)	640-2 630 (700-2)

REIL Rwy 13
HIRL Rwy 9R-27L
MIRL Rws 9L-27R and 13-31

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI, FLORIDA

AL-5349 (FAA)

16287

WAAS CH 56400 W27A	APP CRS 273°	Rwy Idg THRE Apt Elev	6000 8 10
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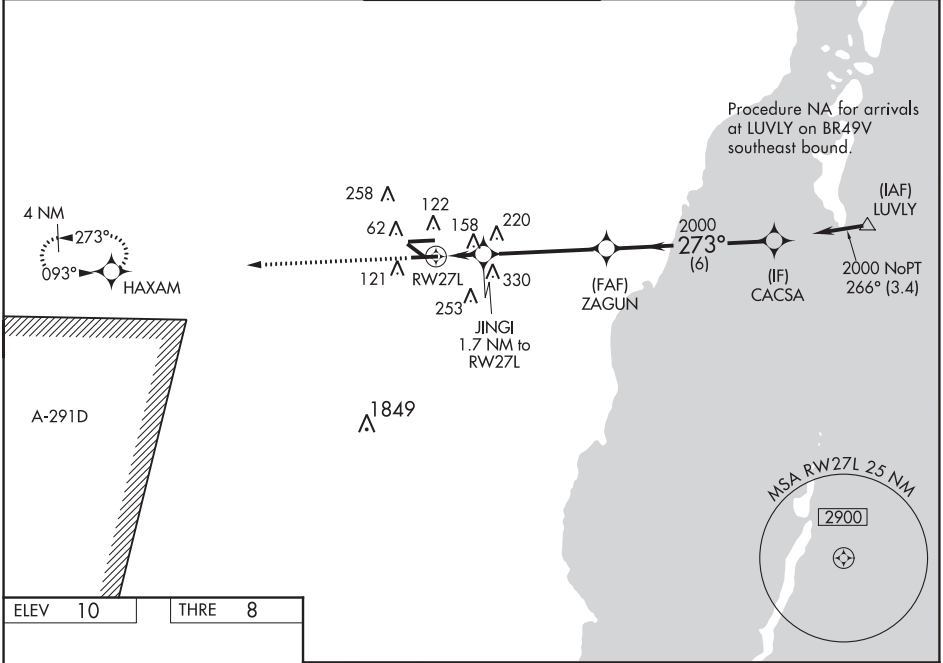
RNAV (GPS) RWY 27L

MIAMI EXECUTIVE (TMB)

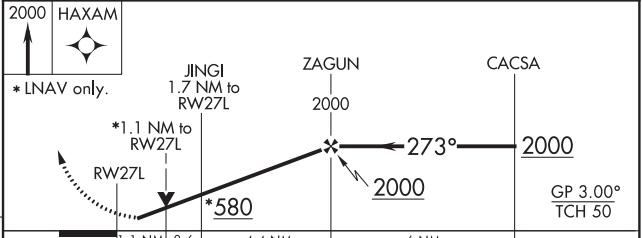
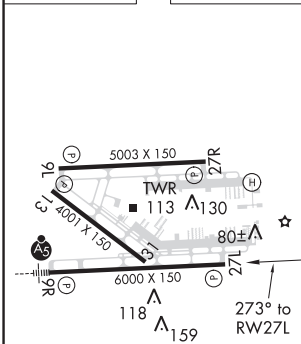
⚠ Circling Rwy 13, 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase LPV DA to 235 feet LNAV/VNAV DA to 368 and all MDA 40 feet, increase LNAV Cats C/D visibility ¼ mile and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Miami Intl altimeter setting.

MISSED APPROACH:
Climb to 2000 direct HAXAM and hold.

ATIS 124.0	MIAMI APP CON 125.5 354.1	TAMIAMI TOWER ★ 118.9 (CTAF) 0	GND CON 121.7	CLNC DEL 133.0
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ELEV 10	THRE 8
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CATEGORY	A	B	C	D
LPV DA		208-¾	200 (200-¾)	
LNAV/VNAV DA		341-1½	333 (400-1½)	
LNAV MDA	420-1	412 (500-1)	420-1½	412 (500-1½)
CIRCLING	460-1	450 (500-1)	460-1½ 450 (500-1½)	640-2 630 (700-2)

REIL Rwy 13
HIRL Rwy 9R-27L **0**
MIRL Rwy 9L-27R and 13-31

MIAMI, FLORIDA
Amdt 2B 13OCT16

25°39'N-80°26'W

RNAV (GPS) RWY 27L

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

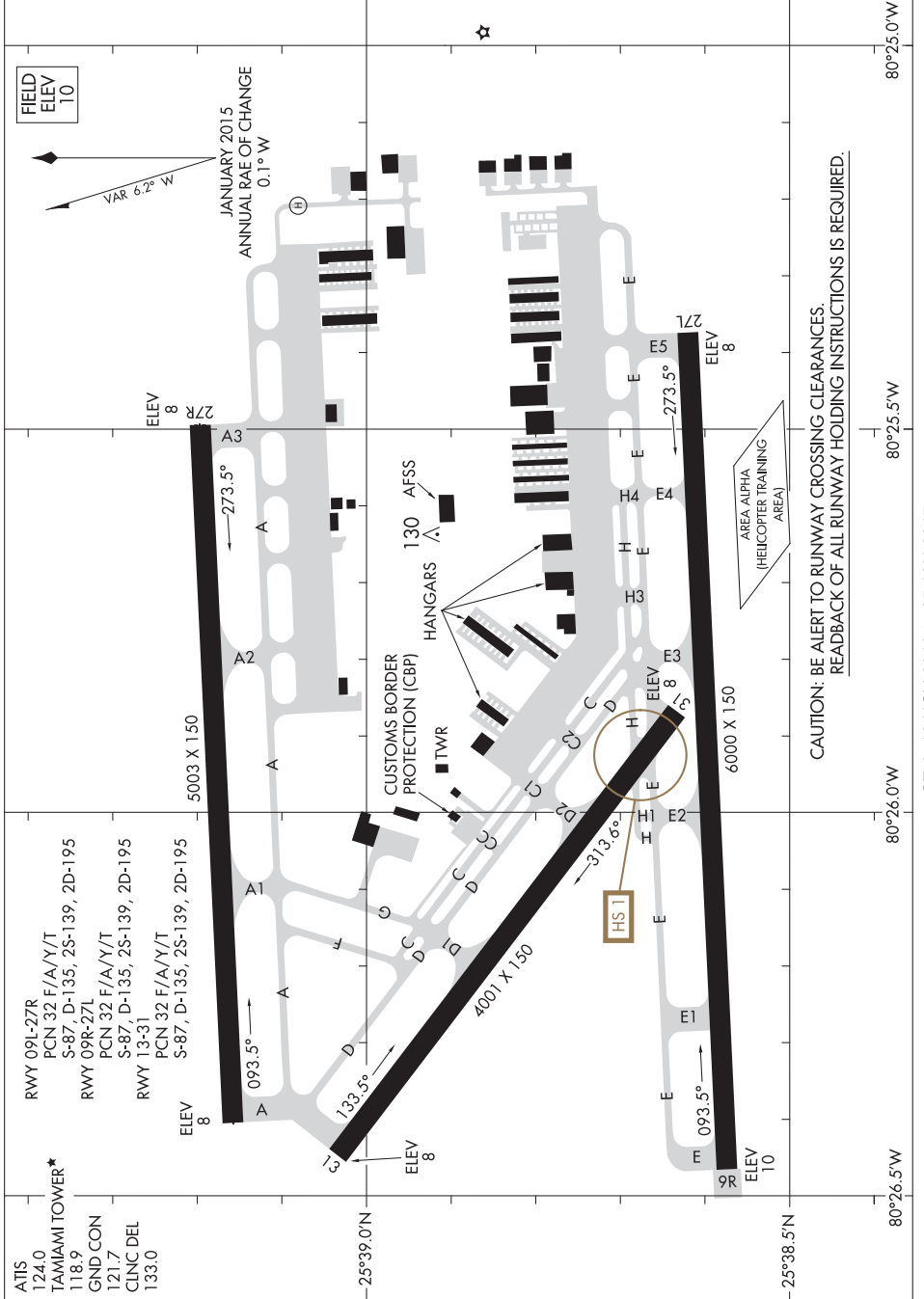
AIRPORT DIAGRAM

AL-5349 (FAA)

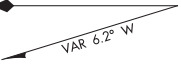
MIAMI EXECUTIVE (TMB)
MIAMI, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



FIELD
ELEV
10



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

RWY 09L-27R
PCN 32 F/A/Y/T
S-87, D-135, 2S-139, 2D-195

RWY 09R-27L
PCN 32 F/A/Y/T
S-87, D-135, 2S-139, 2D-195

RWY 13-31
PCN 32 F/A/Y/T
S-87, D-135, 2S-139, 2D-195

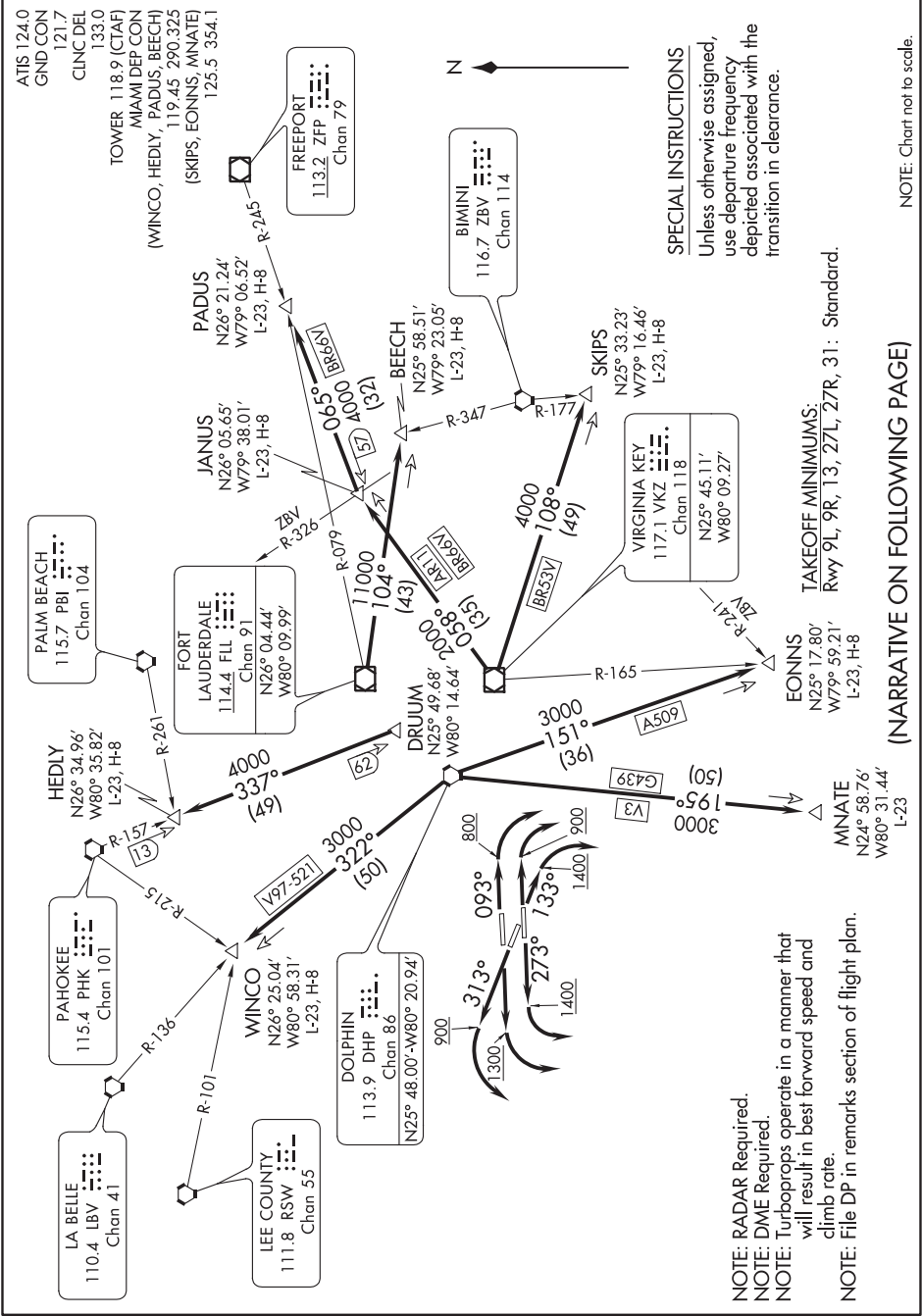
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

MIAMI, FLORIDA
MIAMI EXECUTIVE (TMB)

MIAMI FIVE DEPARTURE

SE-3, 10 NOV 2016 to 05 JAN 2017



MIAMI FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9L: Climb heading 093° to 800 before turning right, thence

TAKEOFF RWY 9R: Climb heading 093° to 900 before turning right, thence

TAKEOFF RWY 13: Climb heading 133° to 1400 before turning right, thence

TAKEOFF RWY 27L: Climb heading 273° to 1400 before turning left, thence

TAKEOFF RWY 27R: Climb heading 273° to 1300 before turning left, thence

TAKEOFF RWY 31: Climb heading 313° to 900 before turning left, thence

. . . . maintain 2000 or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA5.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH INT.

EONNS TRANSITION (MIA5.EONNS): From over DHP VORTAC on DHP R-151 to EONNS INT.

HEDLY TRANSITION (MIA5.HEDLY): From over DRUUM DME FIX on PHK R-157 to HEDLY INT.

MNATE TRANSITION (MIA5.MNATE): From over DHP VORTAC on DHP R-195 to MNATE DME FIX.

PADUS TRANSITION (MIA5.PADUS): From over VKZ VOR/DME on VKZ R-058 to JANUS INT and ZFP R-245 to PADUS INT.

SKIPS TRANSITION (MIA5.SKIPS): From over VKZ VOR/DME on VKZ R-108 to SKIPS INT.

WINCO TRANSITION (MIA5.WINCO): From over DHP VORTAC on DHP R-322 to WINCO INT.

TAKEOFF OBSTACLE NOTES:

- Rwy 9R: Signs beginning 35' from DER, 182' left of centerline, up to 3' AGL/11' MSL. Trees beginning 1296' from DER, 516' left of centerline, up to 100' AGL/119' MSL. Tree 2712' from DER, 1185' right of centerline, 100' AGL/119' MSL.
- Rwy 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 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 27R: Trees beginning 149' from DER, 352' right of centerline, up to 100' AGL/119' MSL. OL on tower 372' from DER, 458' right of centerline, 54' AGL/64' MSL. OL antenna 385' from DER, 450' right of centerline, 49' AGL/59' 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 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 FIVE DEPARTURE

MIAMI, FLORIDA


MIAMI EXECUTIVE (TMB)

LOC/DME I-BUL 110.9 Chan 46	APP CRS 092°	Rwy Idg 11397 TDZE 7 Apt Elev 9
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ILS or LOC RWY 9

MIAMI INTL (MIA)

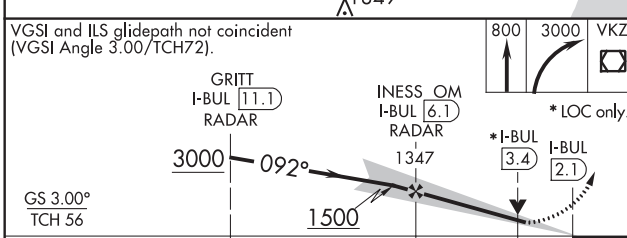
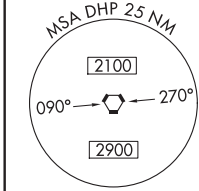
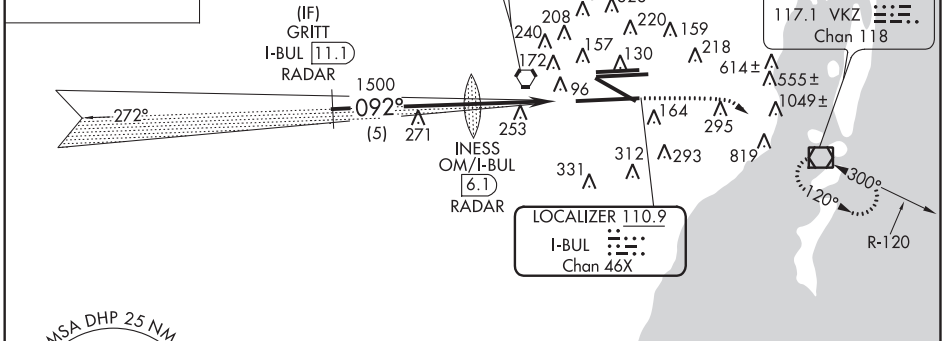
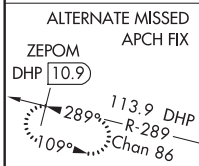
Simultaneous approach authorized. For inop ALS, increase S-ILS 9 Cat E visibility to RVR 4000, and S-LOC 9 Cat C/D/E visibility to 1 $\frac{1}{8}$ SM.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR 

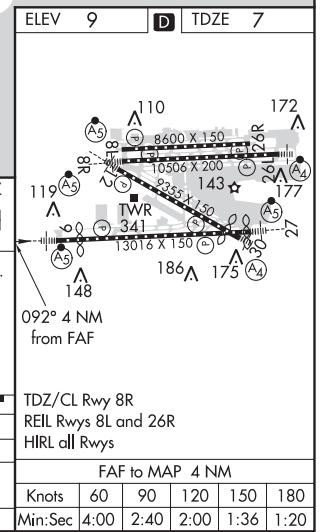
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct VKZ VOR/DME and hold, continue climb-in-hold to 3000.

ATIS ARR 119.15 DEP 133.675	MIAMI APP CON 124.85 322.3	MIAMI TOWER 118.3 256.9	GND CON 121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	CLNC DEL 135.35	CPDLC
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CAUTION: Lights on highway $\frac{1}{4}$ mile south of final approach course may be mistaken for runway.



ELEV 9	D TDZE 7
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TDZ/CL Rwy 8R
REIL Rwy 8L and 26R
HIRL all Rwy

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D	E
S-ILS 9	**207/24 200 (200- $\frac{1}{2}$)				
S-LOC 9	480/24	473 (500- $\frac{1}{2}$)	480/50	473 (500-1)	
CIRCLING	NA				

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-GEM 108.9 Chan 26	APP CRS 124°	Rwy Idg TDZE Apt Elev 8579 8 9
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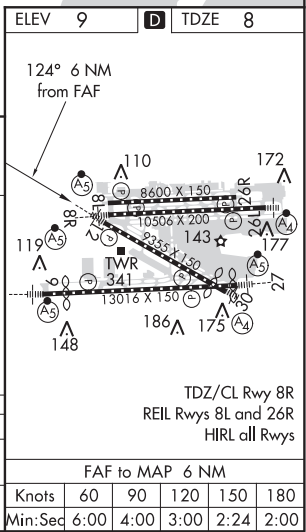
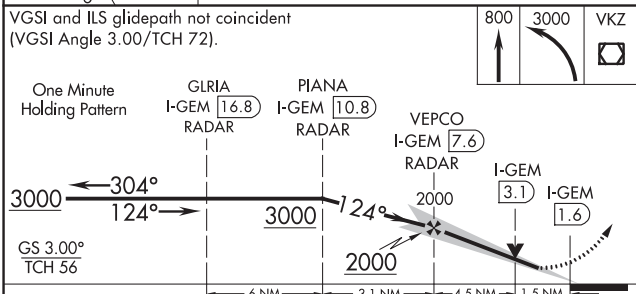
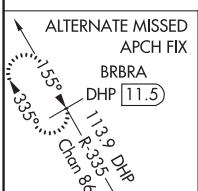
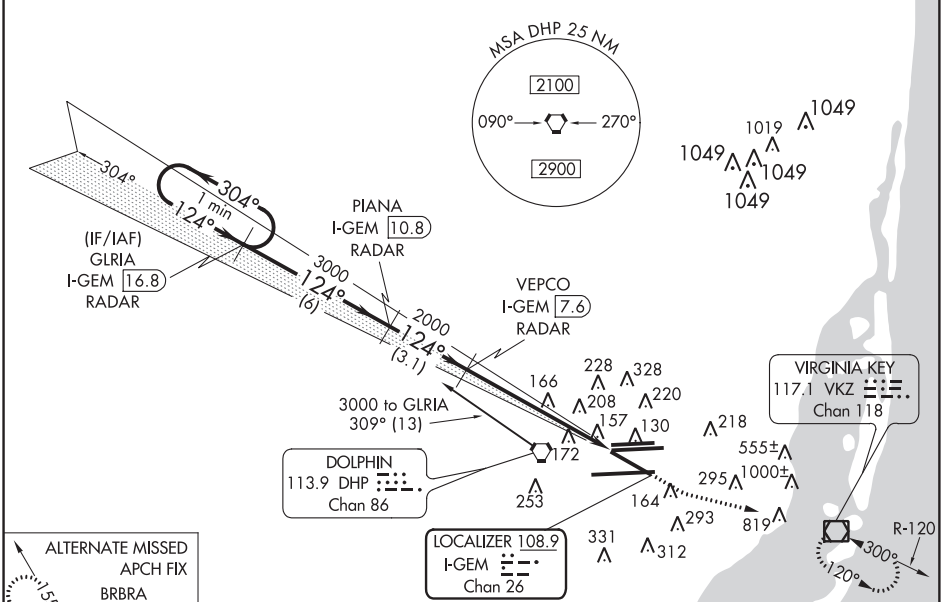
ILS or LOC RWY 12

MIAMI INTL (MIA)

▼ For inoperative MALS, increase S-ILS 12 all Cats visibility to 1/2, increase S-LOC 12 Cats A and B visibility to RVR 5000. DME or Radar required. Visibility reduction by helicopters NA.

MALS
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct VKZ VOR/DME and hold.

ATIS ARR 119.15 DEP 133.675	MIAMI APP CON 124.85 322.3	MIAMI TOWER 118.3 256.9	GND CON 121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	CLNC DEL 135.35	CPDLC
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CATEGORY	A	B	C	D
S-ILS 12	376/40 368 (400-¾)			
S-LOC 12	560/40	552 (600-¾)	560/50 552 (600-1)	560/60 552 (600-1¼)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI, FLORIDA

AL-257 (FAA)


16259

LOC/DME I-VIN 109.1 Chan 28	APP CRS 272°	Rwy Idg 10506 TDZE 8 Apt Elev 9
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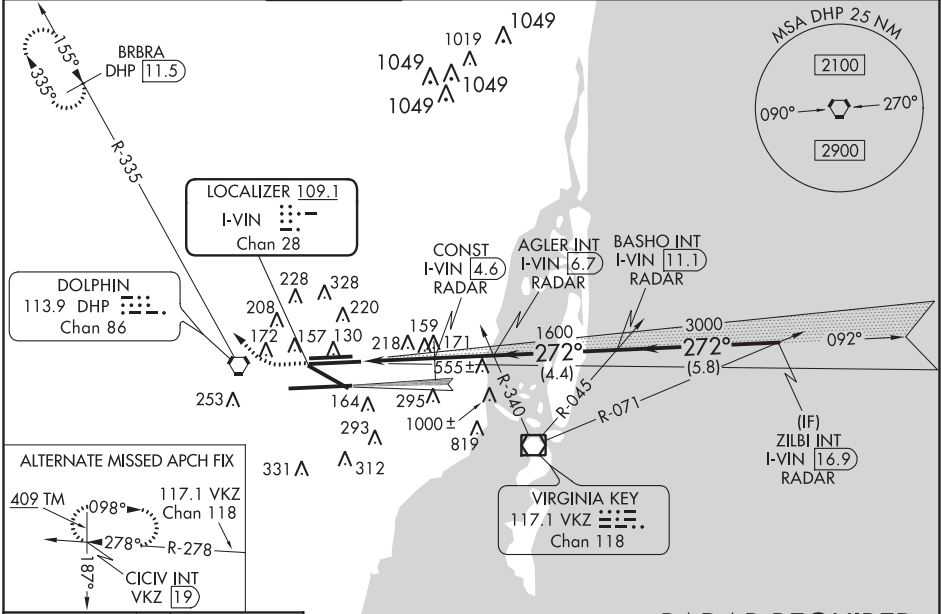
ILS or LOC RWY 26L

MIAMI INTL (MIA)

Autopilot coupled approach NA below 480. DME Required.
Simultaneous approach authorized with ILS or LOC RWY 27.
 Inop table does not apply to S-ILS 26L all Cats and S-LOC 26L Cat C/D. For inop MALSF, increase CONST FIX MINIMUMS: S-LOC 26L Cat C/D visibility to RVR 6000.

MALSF

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 290° and DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

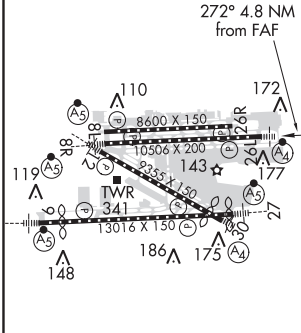
ATIS ARR 119.15 DEP 133.675	MIAMI APP CON 124.85 322.3	MIAMI TOWER 118.3 256.9	GND CON 121.8 (8L/8R/12/26L/26R) 348.6 127.5 (9/27/30)	CLNC DEL 135.35	CPDLC
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SE-3, 10 NOV 2016 TO 05 JAN 2017

SE-3, 10 NOV 2016 TO 05 JAN 2017

ELEV 9	D	TDZE 8
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TDZ/CL Rwy 8R REIL Rwy 8L and 26R HIRL all Rwy	208/40	200 (200-¾)		
S-ILS 26L				
S-LOC 26L	900/55	892 (900-1¼)	900-2½	892 (900-2½)
CONST FIX MINIMUMS				
S-LOC 26L	420/40	412 (500-¾)	420/50	412 (500-1)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

MIAMI, FLORIDA
Amdt 16 21JUL16

25°48'N-80°17'W

MIAMI INTL (MIA) ILS or LOC RWY 26L

APP CRS	Rwy Idg	10506
092°	TDZE	8
	Apt Elev	9

RNAV (RNP) Y RWY 8R

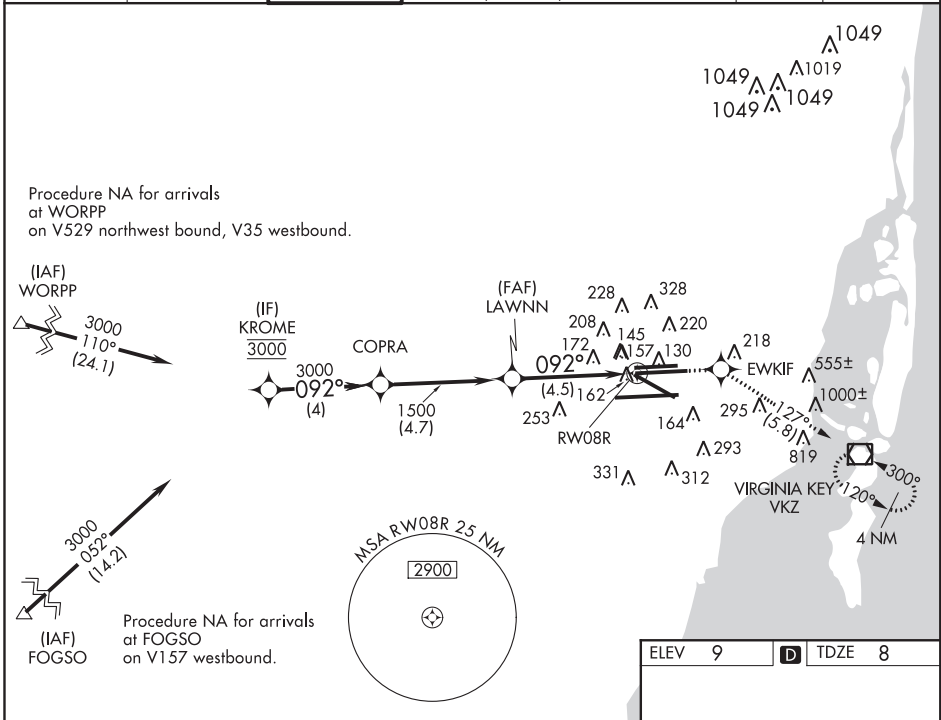
MIAMI INTL (MIA)

▽ For uncompensated Baro-VNAV systems, procedure NA below 6°C (43°F) or above 54°C (130°F). GPS required. For inop MALSRS, increase RNP 0.11 all Cats visibility to 1¼ mile.
 *Missed approach requires minimum climb of 330 feet per NM to 600.



MISSED APPROACH: Climb to 3000 direct EWKIF and on track 127° to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

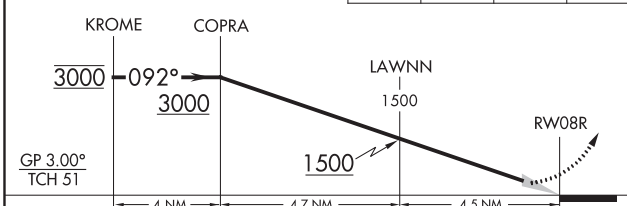
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R)	348.6	
DEP 133.675			127.5 (9/27/30)	135.35	



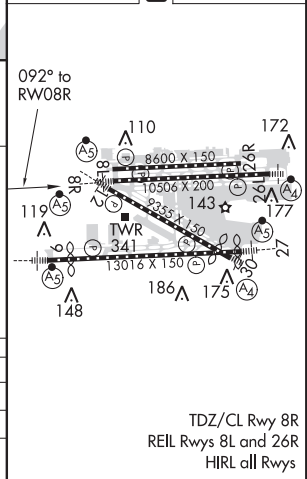
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).



ELEV	9	TDZE	8
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CATEGORY	A	B	C	D
*RNP 0.11 DA		397/45	389 (400-7%)	
RNP 0.30 DA		458/50	450 (500-1)	

AUTHORIZATION REQUIRED

TDZ/CL Rwy 8R
 REIL Rwy 8L and 26R
 HIRL all Rwy 8

MIAMI, FLORIDA

AL-257 (FAA)

16259

APP CRS	Rwy Idg	8579
124°	TDZE	8
	Apt Elev	9

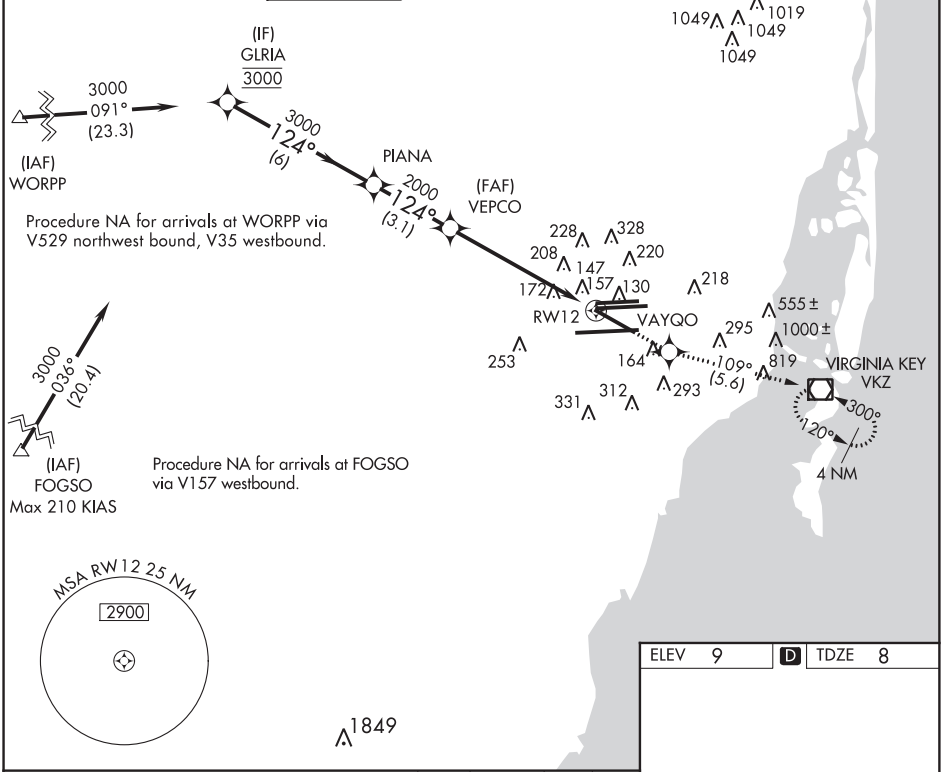
RNAV (RNP) Y RWY 12

MIAMI INTL (MIA)

GPS Required. For inoperative MALSR, increase 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 49°C (120°F).

MALSR MISSED APPROACH: Climb to 3000 direct VAYQO and via 109° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

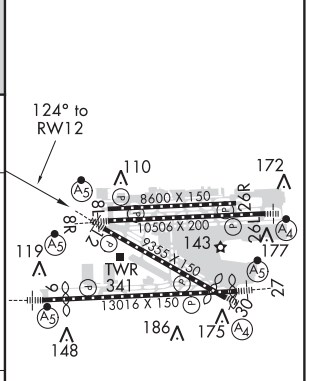
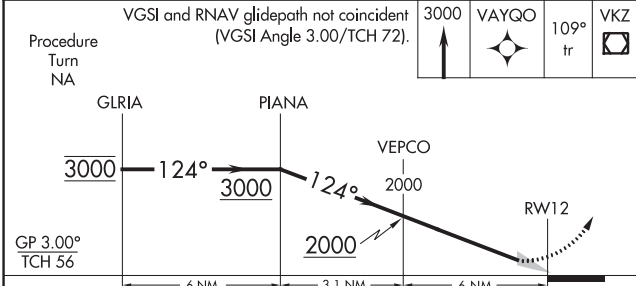
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R)	348.6	
DEP 133.675			127.5 (9/27/30)	135.35	



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV	9	TDZE	8
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CATEGORY	A	B	C	D
RNP 0.30 DA		461/50	453 (500-1)	

AUTHORIZATION REQUIRED

TDZ/CL Rwy 8R
REIL Rwy 8L and 26R
HIRL all Rwy

MIAMI, FLORIDA
Orig-B 30JUN11

25°48'N-80°17'W

RNAV (RNP) Y RWY 12

APP CRS	Rwy Idg	10506
272°	TDZE	8
	Apt Elev	9

RNAV (RNP) Y RWY 26L

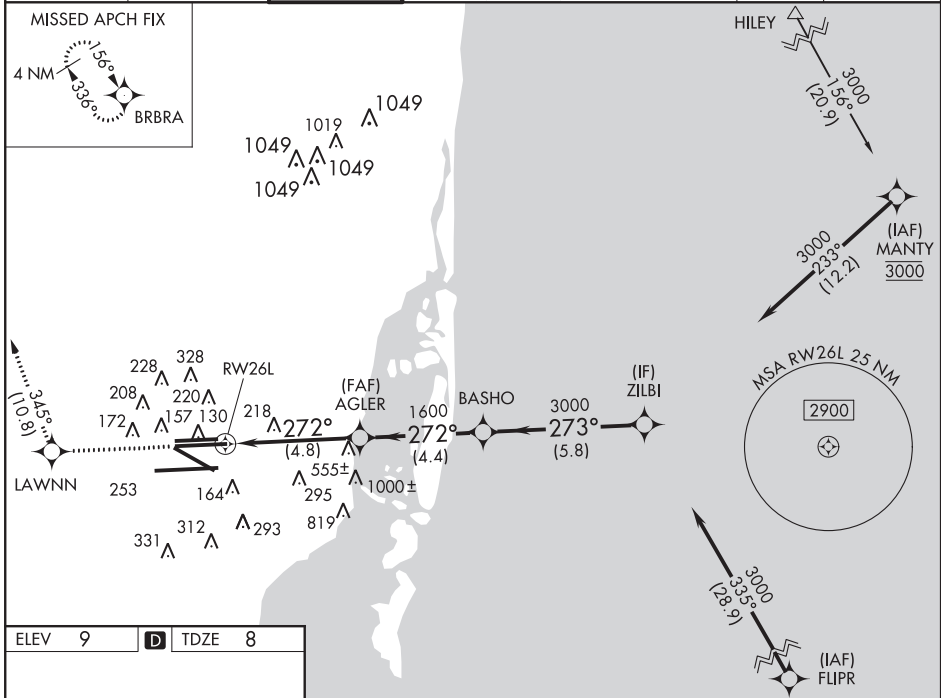
MIAMI INTL (MIA)

For uncompensated Baro-VNAV systems, procedure NA below 6°C (43°F) or above 54°C (130°F). GPS Required. For inop MALSF, increase RNP 0.20 Cat D visibility to RVR 6000 and increase RNP 0.30 Cat D visibility to 1 3/8 mile.

MALSF

MISSED APPROACH: Climb to 2000 direct LAWNN and on track 345° to BRBRA and hold.

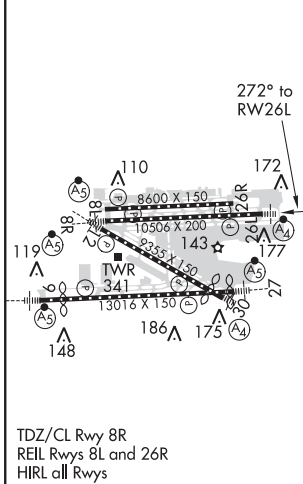
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15	124.85	118.3	121.8 (8L/8R/12/26L/26R)	135.35	
DEP 133.675	322.3	256.9	127.5 (9/27/30)	348.6	



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 9	D	TDZE 8
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CATEGORY	A	B	C	D
RNP 0.20 DA		370/45	362 (400-1)	
RNP 0.30 DA		420/60	412 (500-1 1/4)	

AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	7913
305°	TDZE	8
	Apt Elev	9

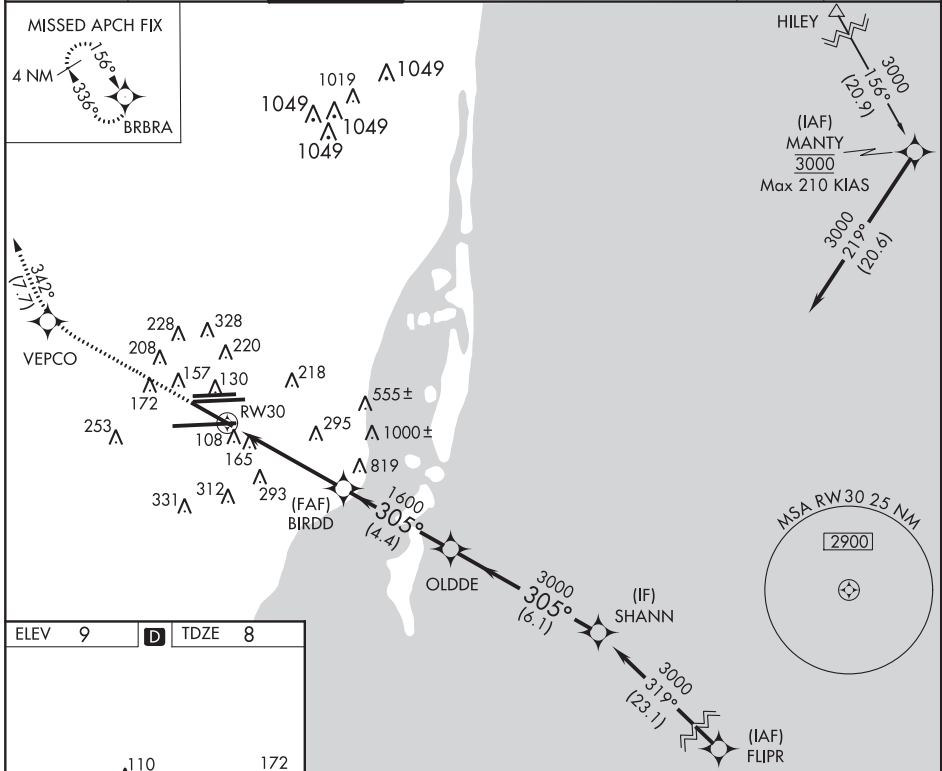
RNAV (RNP) Y RWY 30

MIAMI INTL (MIA)

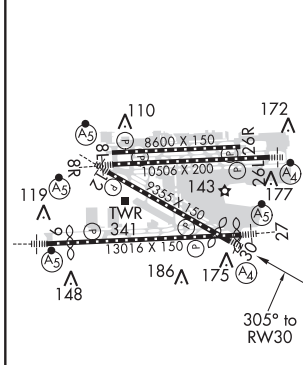
V For inoperative MALS, increase RNP 0.23 all Cats visibility to 1½, RNP 0.30 all Cats to 1¾. GPS Required.
NA For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (119°F).

MALS
 MISSED APPROACH: Climb to 3000 direct VEPCO and via 342° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL	CPDLC
ARR 119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R)	348.6	
DEP 133.675			127.5 (9/27/30)	135.35	



ELEV	9	D	TDZE	8
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TDZ/CL Rwy 8R	110
REIL Rwy 8L and 26R	172
HIRL all Rwy	148

3000	VEPCO	342° tr	BRBRA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).	Procedure Turn NA
	OLDDDE	SHANN			
	RW30	BIRDD	305°	3000	
				GP 3.00°	TCH 51
	4.8 NM	4.4 NM	6.1 NM		
CATEGORY	A	B	C	D	
RNP 0.23 DA		426-1¼	418 (500-1¼)		
RNP 0.30 DA		521-1½	513 (600-1½)		

AUTHORIZATION REQUIRED

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI, FLORIDA

AL-257 (FAA)

16259

WAAS CH 42703 W08A	APP CRS 092°	Rwy Idg TDZE Apt Elev	8600 8 9
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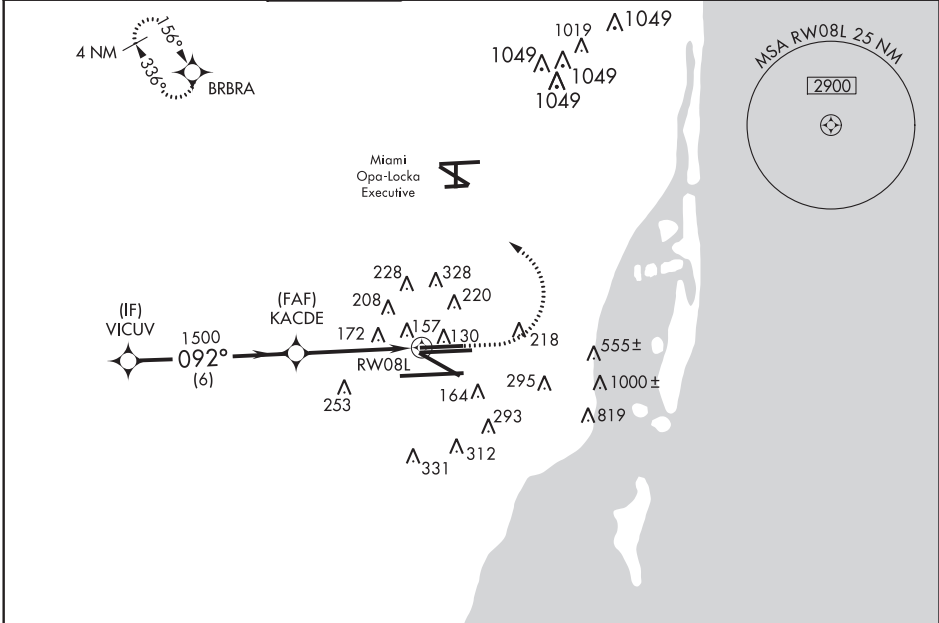
RNAV (GPS) RWY 8L

MIAMI INTL (MIA)

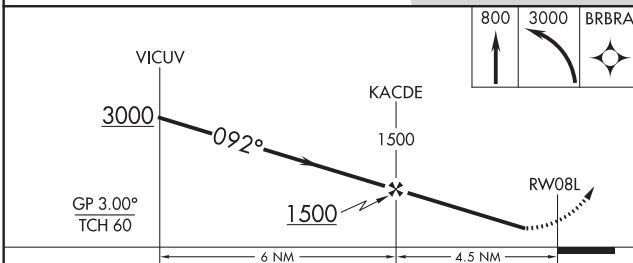
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 9. DME/DMP RNP-0.3 NA. Helicopter visibility reduction below RVR 5000 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct BRBRA and hold.

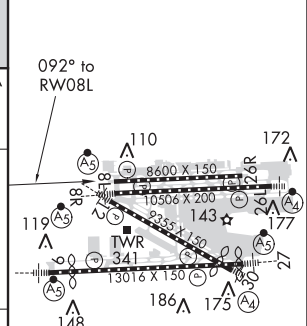
ATIS ARR 119.15 DEP 133.675	MIAMI APP CON 124.85 322.3	MIAMI TOWER 118.3 256.9	GND CON 121.8 (8L/8R/12/26L/26R) 348.6 127.5 (9/27/30)	CLNC DEL 135.35	CPDLC
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RADAR REQUIRED



ELEV	9	D	TDZE	8
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CATEGORY	A	B	C	D
LPV DA	258/50		250 (300-1)	
LNAV/VNAV DA	512-1 $\frac{5}{8}$		504 (600-1 $\frac{5}{8}$)	
LNAV MDA	600/55 592 (600-1 $\frac{1}{4}$)		600-1 $\frac{3}{4}$ 592 (600-1 $\frac{3}{4}$)	

TDZ/CL Rwy 8R
REIL Rwy 8L and 26R
HIRL all Rwy

MIAMI, FLORIDA
Amdt 2A 15OCT15

25°48'N-80°17'W

MIAMI INTL (MIA) RNAV (GPS) RWY 8L

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI, FLORIDA

AL-257 (FAA)

16259

WAAS CH 86903 W26A	APP CRS 272°	Rwy Idg 8600 TDZE 8 Apt Elev 9
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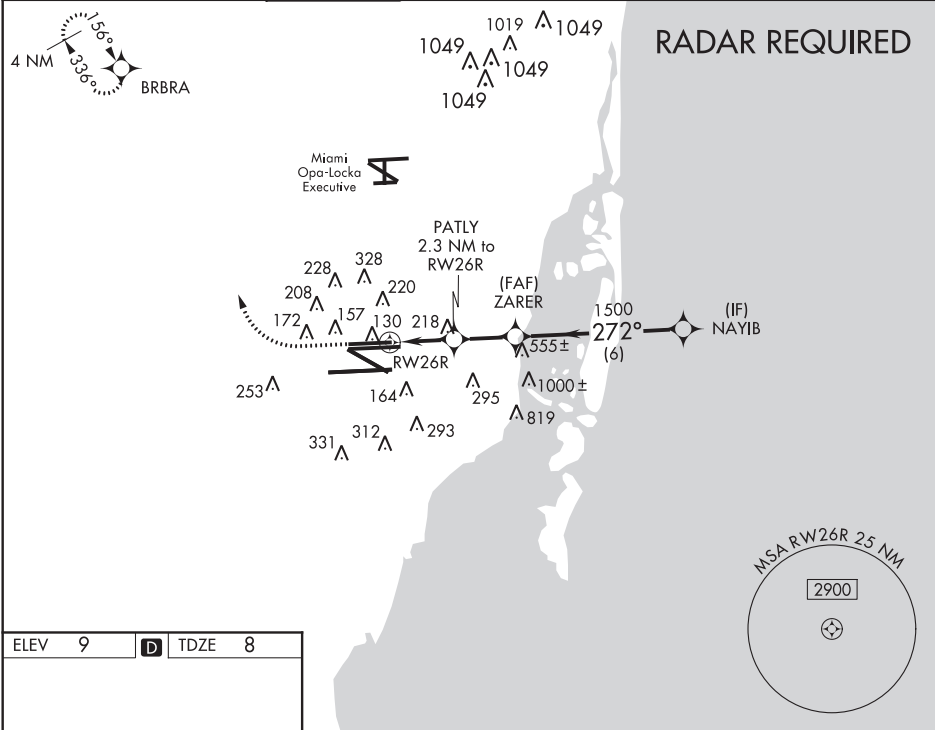
RNAV (GPS) RWY 26R

MIAMI INTL (MIA)

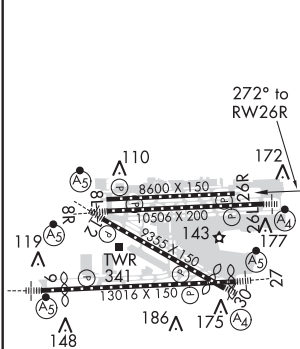
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C (43°F) or above 54°C (130°F). Simultaneous approach authorized with ILS or LOC RWY 27. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct BRBRA and hold.

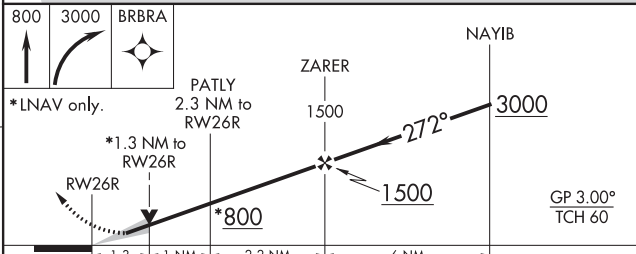
ATIS ARR 119.15 DEP 133.675	MIAMI APP CON 124.85 322.3	MIAMI TOWER 118.3 256.9	GND CON 121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	CLNC DEL 135.35	CPDLC
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ELEV 9	D	TDZE 8
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TDZ/CL Rwy 8R REIL Rwy 8L and 26R HIRL all Rwy's
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CATEGORY	A	B	C	D
LPV DA		265- ³ / ₄	257 (300- ³ / ₄)	
LNAV/VNAV DA		433- ¹ / ₈	425 (500- ¹ / ₈)	
LNAV MDA	480-1	472 (500-1)	480- ¹ / ₈	472 (500- ¹ / ₈)

MIAMI, FLORIDA
Amdt 3 21JUL16

25°48'N-80°17'W

RNAV (GPS) RWY 26R

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI, FLORIDA

AL-257 (FAA)

16259

WAAS CH 61204 W12A	APP CRS 124°	Rwy Idg TDZE Apt Elev	8579 8 9
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RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

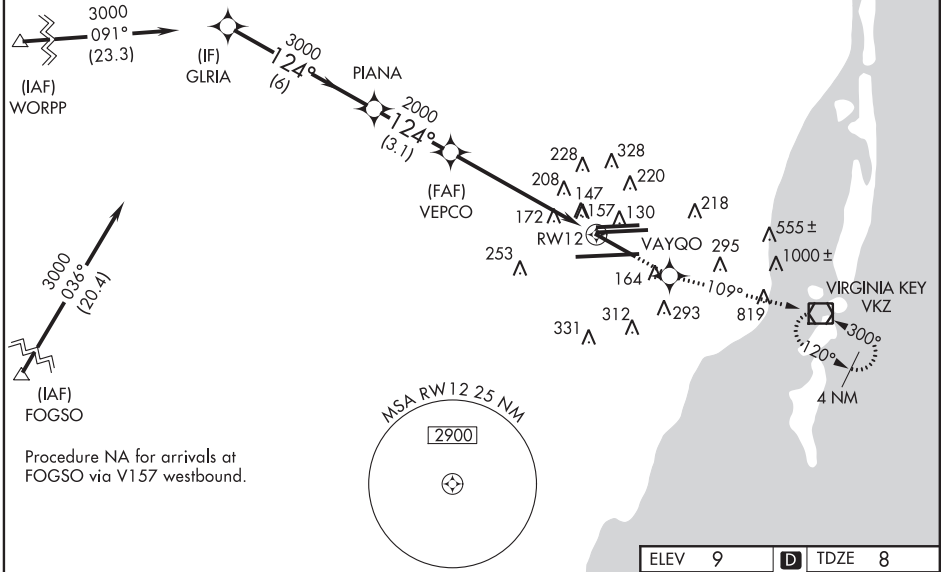
W For inoperative MALS/R, increase LPV DA all Cats visibility to 1¼, increase LNAV MDA Cats A and B visibility to RVR 5000.
W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.



MISSED APPROACH: Climb to 3000 direct VAYGO and via 109° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

ARR 119.15	MIAMI APP CON 124.85 322.3	MIAMI TOWER 118.3 256.9	GND CON 121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	CLNC DEL 135.35	CPDLC
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Procedure NA for arrivals at WORPP via V35 westbound and via V529 northwest bound.



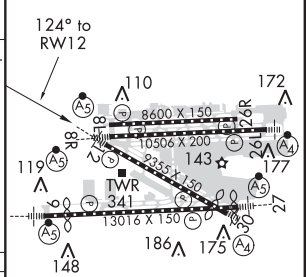
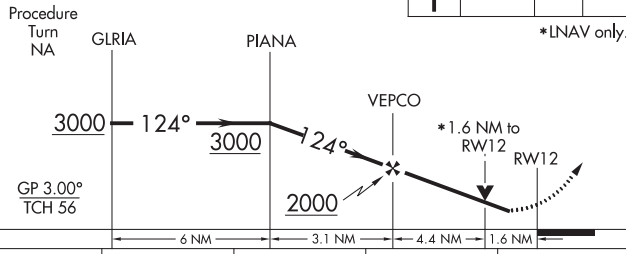
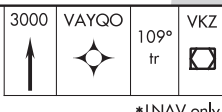
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

Procedure NA for arrivals at FOGSO via V157 westbound.

ELEV 9	D TDZE 8
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
LPV DA	390/40		382 (400-¾)	
LNAV/VNAV DA	506/60		498 (500-1¼)	
LNAV MDA	600/40	592 (600-¾)	600/50 592 (600-1)	600/60 592 (600-1¼)

TDZ/CL Rwy 8R
 REIL Rwy 8L and 26R
 HIRL all Rwy

MIAMI, FLORIDA
 Amdt 1A 18DEC08

25°48'N-80°17'W

MIAMI INTL (MIA) RNAV (GPS) Z RWY 12

MIAMI, FLORIDA

AL-257 (FAA)

16259

WAAS CH 81905 W26B	APP CRS 272°	Rwy Idg 10506 TDZE 8 Apt Elev 9
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RNAV (GPS) Z RWY 26L

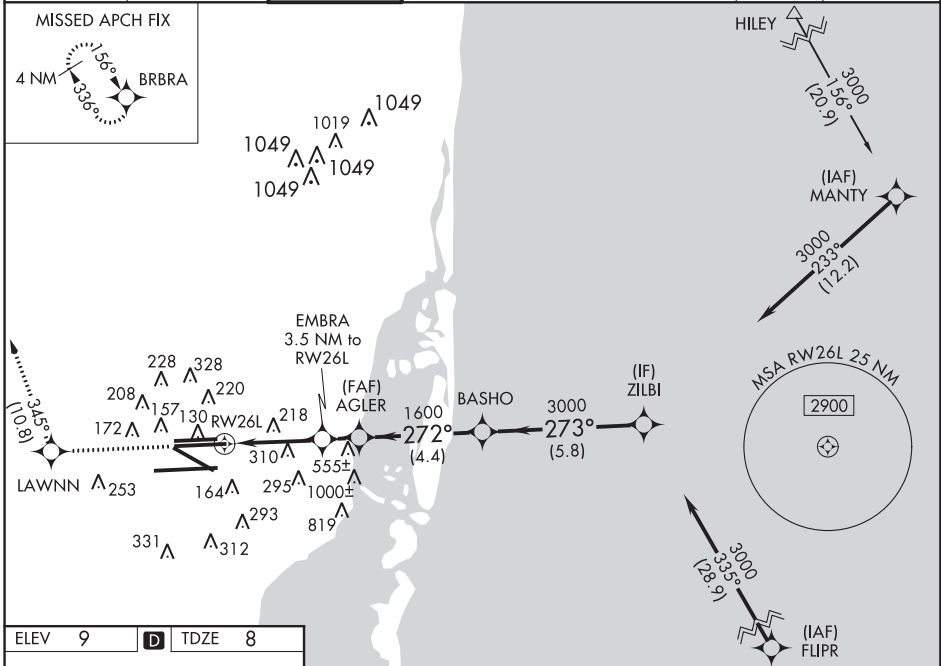
MIAMI INTL (MIA)

▽ Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C (43°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSF, increase LNAV/VNAV Cat D visibility to RVR 6000 and LNAV Cat D visibility to 1½ mile.

MALSF

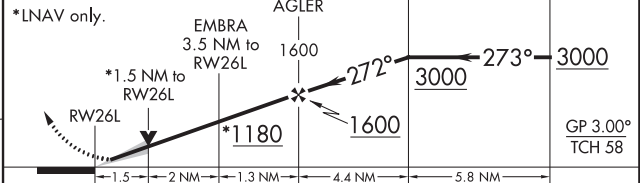
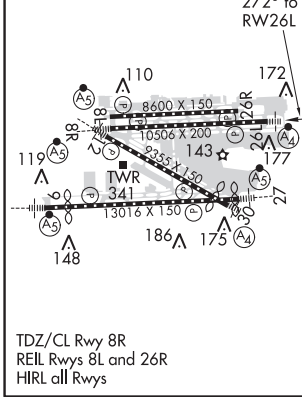
MISSED APPROACH: Climb to 2000 direct LAWNN and on track 345° to BRBRA and hold.

ATIS ARR 119.15 DEP 133.675	MIAMI APP CON 124.85 322.3	MIAMI TOWER 118.3 256.9	GND CON 121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	CLNC DEL 135.35	CPDLC
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ELEV 9	D	TDZE 8
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2000 LAWNN tr 345° BRBRA
 ↑
 *LNAV only. VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 73).



CATEGORY	A	B	C	D
LPV DA		208/40	200 (200-¾)	
LNAV/VNAV DA		348/45	340 (400-¾)	
LNAV MDA	560/40	552 (600-¾)	560-1½	552 (600-1½)

MIAMI, FLORIDA
 Amdt 2 21JUL16

25°48'N-80°17'W

RNAV (GPS) Z RWY 26L

MIAMI INTL (MIA)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

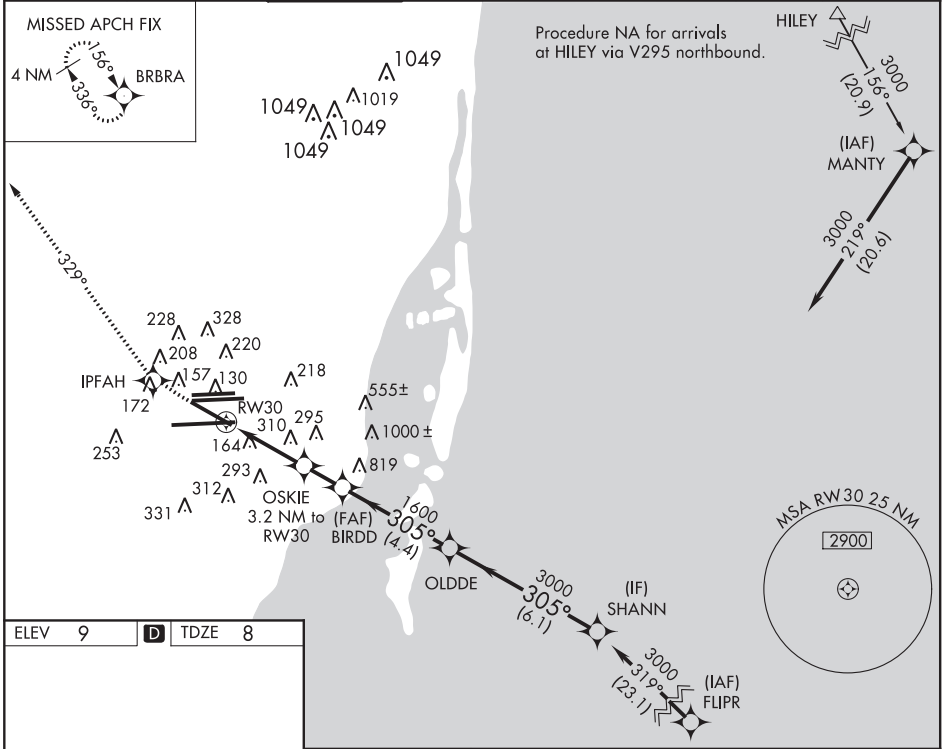
WAAS CH 40105 W30A	APP CRS 305°	Rwy Idg TDZE Apt Elev	7913 8 9
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RNAV (GPS) Z RWY 30

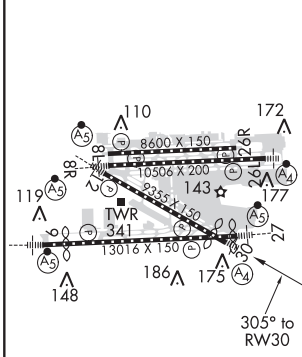
MIAMI INTL (MIA)

	MALS	MISSED APPROACH: Climb to 3000 direct IPFAH and via 329° track to BRBRA and hold.

ATIS ARR 119.15 DEP 133.675	MIAMI APP CON 124.85 322.3	MIAMI TOWER 118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	GND CON 348.6	CLNC DEL 135.35	CPDLC
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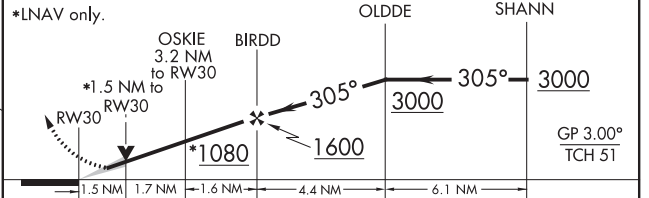


ELEV 9	D	TDZE 8
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TDZ/CL Rwy 8R
REIL Rwy 8L and 26R
HIRL all Rwy

3000	IPFAH	329° tr	BRBRA	VGSI and LPV glidepath not coincident (VGSI Angle 3.00/TCH 71).	Procedure Turn NA
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CATEGORY	A	B	C	D
LPV DA	285/50 277 (300-1)			
LNAV MDA	560/40	552 (600-¾)	560-1½ 552 (600-1½)	560-1¾ 552 (600-1¾)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI, FLORIDA

AL-257 (FAA)

16259

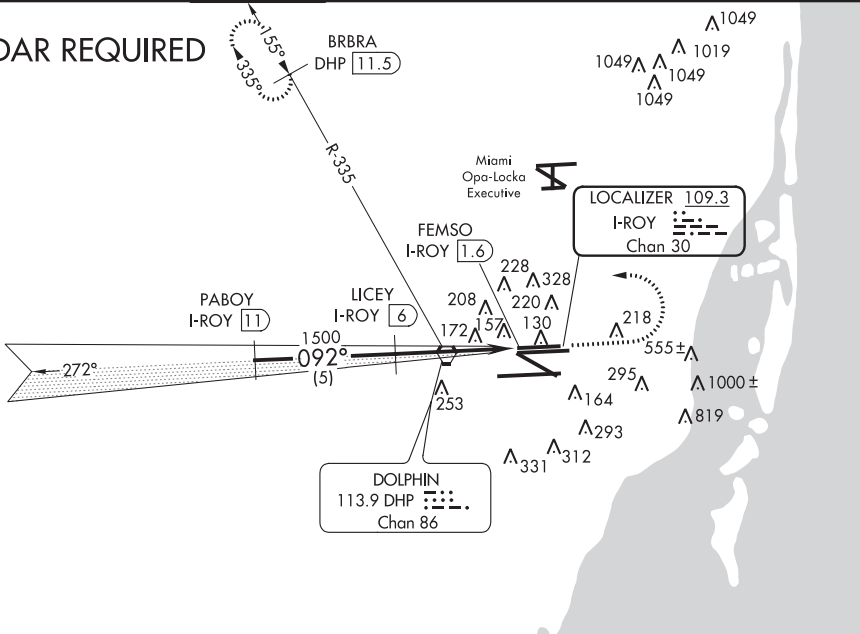
LOC/DME I-ROY 109.3 Chan 30	APP CRS 092°	Rwy Idg TDZE Apt Elev 8600 8 9
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LOC/DME RWY 8L

MIAMI INTL (MIA)

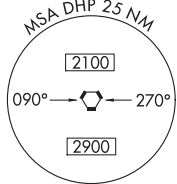
ATIS ARR 119.15 DEP 133.675		MIAMI APP CON 124.85 322.3	MIAMI TOWER 118.3 256.9	MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 270° and DHP R-335 to BRBRA/11.5 DME and hold.	GND CON 121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	CLNC DEL 135.35	CPDLC
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RADAR REQUIRED

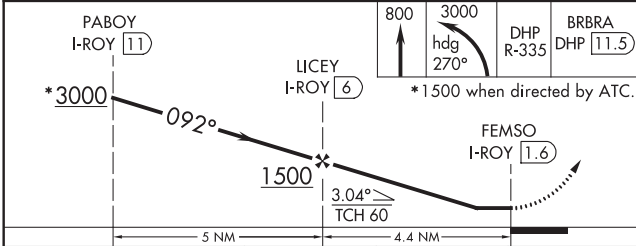
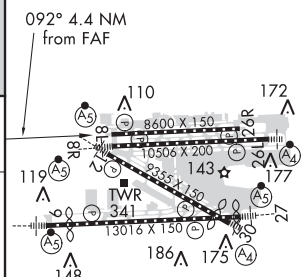


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 9	D	TDZE 8
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	5 NM		4.4 NM	
CATEGORY	A	B	C	D
S-8L	440/50	432 (500-1)	440/60 432 (500-1¼)	440-1½ 432 (500-1½)
CIRCLING	NA			

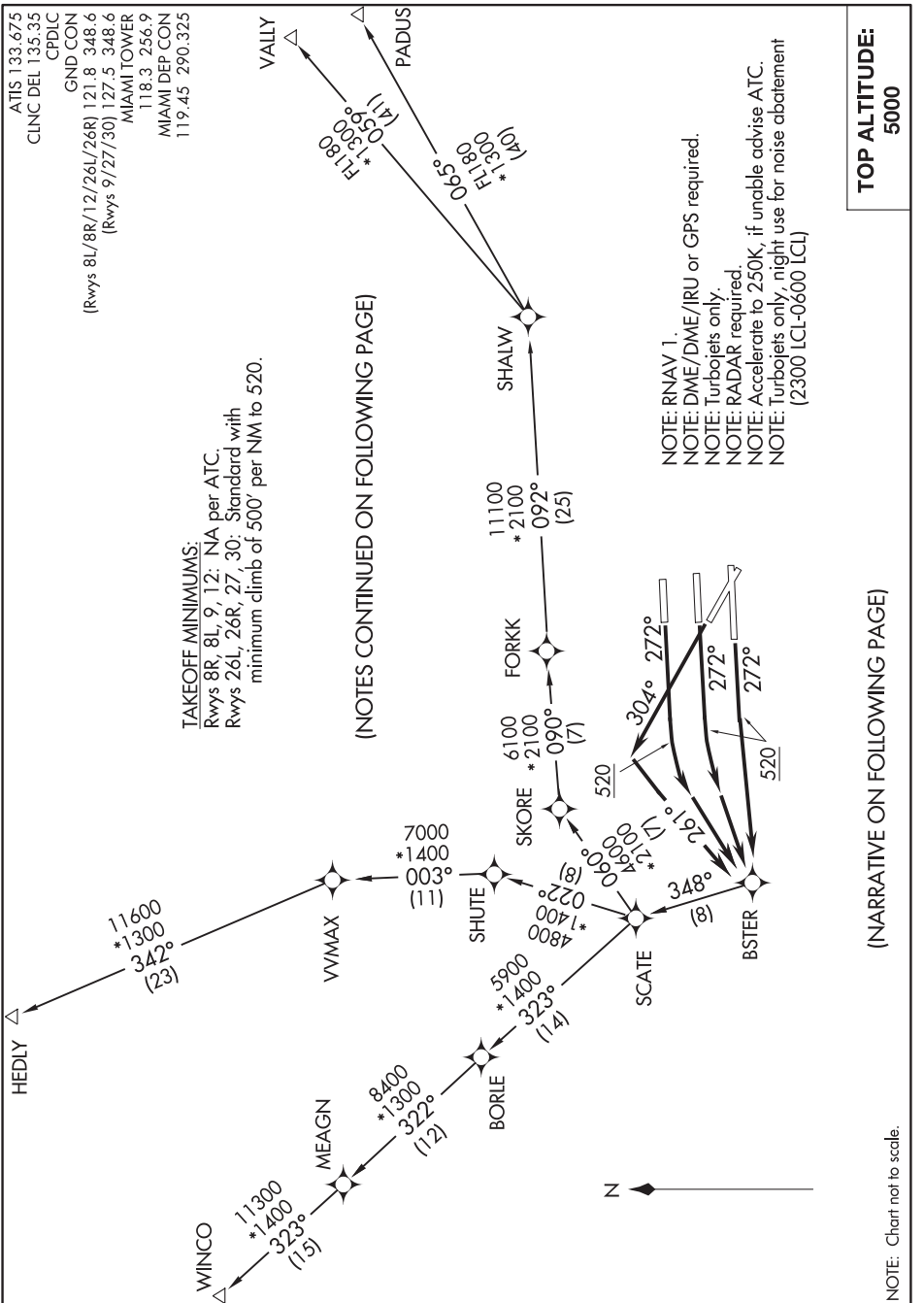
TDZ/CL Rwy 8R
REIL Rws 8L and 26R
HIRL all Rws

MIAMI, FLORIDA
Orig-B 07MAY09

25°48'N-80°17'W

MIAMI INTL (MIA) LOC/DME RWY 8L

BSTER TWO DEPARTURE (RNAV)



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

BSTER TWO DEPARTURE (RNAV)

(BSTER2.BSTER) 15120

SL-257 (FAA)

MIAMI INTL (MIA)
MIAMI, FLORIDA**BSTER TWO DEPARTURE (RNAV)****DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 26L/R, 27: Climb heading 272° to 520, then direct BSTER, then on depicted route to SCATE. Thence. . . .

TAKEOFF RUNWAY 30: Climb heading 304° to intercept course 261° to BSTER, then on depicted route to SCATE. Thence. . . .

. . . . via transition or assigned route, maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

HEDLY TRANSITION (BSTER2.HEDLY):

PADUS TRANSITION (BSTER2.PADUS):

VALLY TRANSITION (BSTER2.VALLY):

WINCO TRANSITION (BSTER2.WINCO):

TAKEOFF OBSTACLE NOTES:

- Rwy 26L: Pole 1080' from DER, 680' left of centerline, 33' AGL/47' MSL. Light pole 1773' from DER, 825' left of centerline, 34' AGL/53' MSL. Tree 1405' from DER, 848' left of centerline, 30' AGL/44' MSL. Rod on tower 1305' from DER, 638' right of centerline, 34' AGL/48' MSL. Tree 2459' from DER, 1070' right of centerline, 63' AGL/71' MSL.
- Rwy 26R: Numerous poles beginning 1090' from DER, 36' right of centerline, up to 44' AGL/59' MSL. Building 740' from DER, 511' right of centerline, 14' MSL/28' MSL. Trees beginning 1047' from DER, 272' right of centerline, up to 66' AGL/80' MSL. Tree 888' from DER, on centerline, 21' AGL/35' MSL. Rod on tower 1304' from DER, 160' left of centerline, 34' AGL/48' MSL.
- Rwy 27: Numerous poles and light poles beginning 2056' from DER, 93' left of centerline up to 62' AGL/76' MSL. Train on tracks 750' from DER, 576' left of centerline, 23' AGL/53' MSL. Sign 2005' from DER, 386' left of centerline, 44' AGL/58' MSL. Tree 1067' from DER, 680' left of centerline, 23' AGL/37' MSL. Pole 2056' from DER, 95' right of centerline, 46' AGL/60' MSL. Pole 2067' from DER, 273' right of centerline, 46' AGL/60' MSL.
- Rwy 30: Pole 560' from DER, 563' left of centerline, 33' AGL/47' MSL. Rod on tower 2451' from DER, 434' right of centerline, 34' AGL/48' MSL. Antenna on tower 1733' from DER, 911' right of centerline, 41' AGL/55' MSL. Antenna on tower 4427' from DER, 1451' right of centerline, 109' AGL/123' MSL. Trees beginning 2658' from DER, 188' right of centerline, up to 63' AGL/77' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

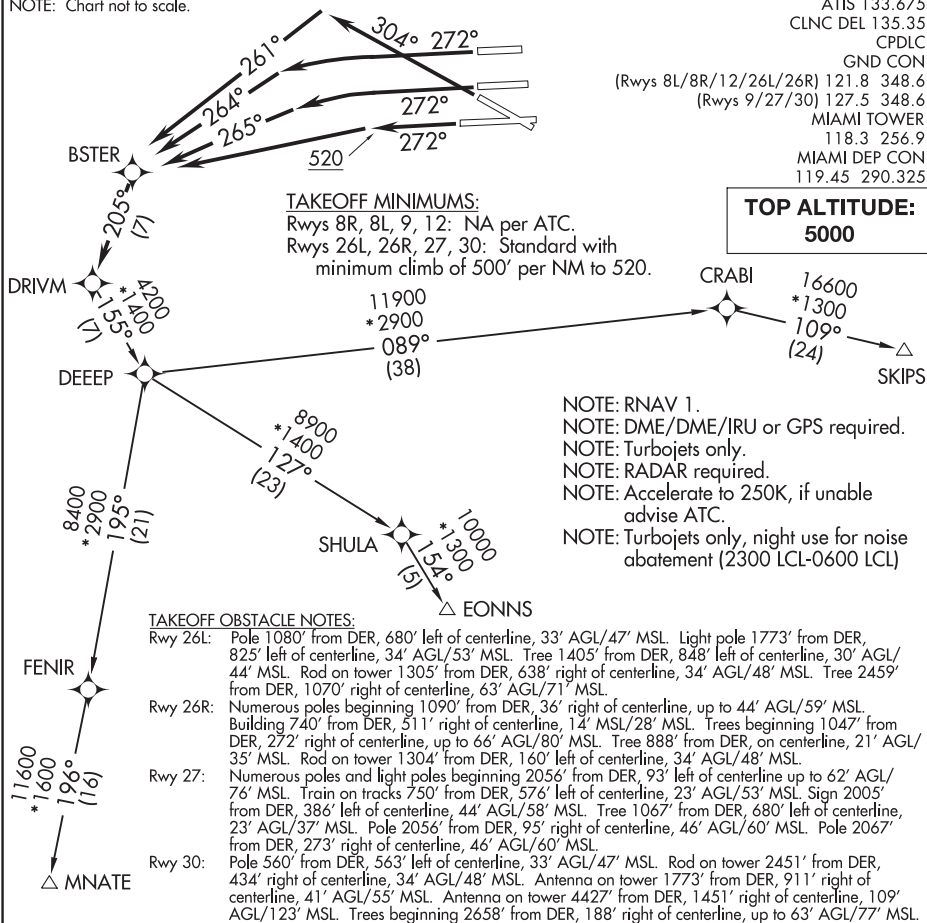
BSTER TWO DEPARTURE (RNAV)

(BSTER2.BSTER) 15120

MIAMI, FLORIDA
MIAMI INTL (MIA)

DEEEP TWO DEPARTURE (RNAV)

NOTE: Chart not to scale.



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 26L: Climb heading 272° to intercept course 265° to BSTER, then on depicted route to DRIVM, thence. . . .

TAKEOFF RUNWAY 26R: Climb heading 272° to intercept course 264° to BSTER, then on depicted route to DRIVM, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 272° to 520, then direct BSTER, then on depicted route to DRIVM, thence. . . .

TAKEOFF RUNWAY 30: Climb heading 304° to intercept course 261° to BSTER, then on depicted route to DRIVM, thence. . . .

....via transition or assigned route, maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

- EONNS TRANSITION (DEEEP2.EONNS):**
- MNATE TRANSITION (DEEEP2.MNATE):**
- SKIPS TRANSITION (DEEEP2.SKIPS):**

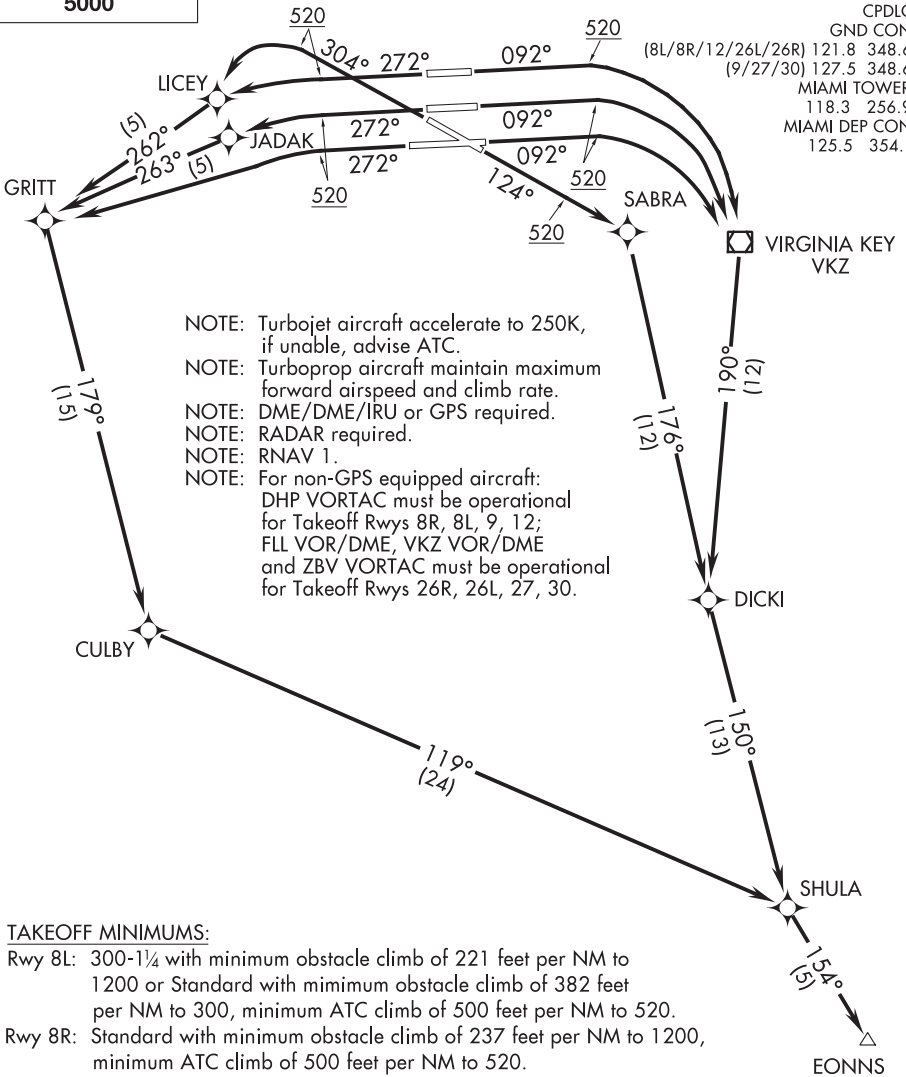
DEEEP TWO DEPARTURE (RNAV)

(DEEEP2.DEEEP) 30APR15

EONNS TWO DEPARTURE(RNAV)

**TOP ALTITUDE:
5000**

ATIS 133.675
 CLNC DEL 135.35
 CPDLC
 GND CON
 (8L/8R/12/26L/26R) 121.8 348.6
 (9/27/30) 127.5 348.6
 MIAMI TOWER
 118.3 256.9
 MIAMI DEP CON
 125.5 354.1



- NOTE: Turbojet aircraft accelerate to 250K, if unable, advise ATC.
- NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: For non-GPS equipped aircraft: DHP VORTAC must be operational for Takeoff Rwy 8R, 8L, 9, 12; FLL VOR/DME, VKZ VOR/DME and ZBV VORTAC must be operational for Takeoff Rwy 26R, 26L, 27, 30.

TAKEOFF MINIMUMS:

- Rwy 8L: 300-1¼ with minimum obstacle climb of 221 feet per NM to 1200 or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.
- Rwy 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
- Rwy 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
- Rwy 12: Standard with minimum obstacle climb of 226 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
- Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EONNS TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RUNWAYS 8L/R, 9: Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to EONNS, thence. . . .

TAKEOFF RUNWAY 12: Climb heading 124° to 520, then right turn direct SABRA, then via depicted route to EONNS, thence. . . .

TAKEOFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence. . . .

TAKEOFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to EONNS, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 272° to 520, then left turn direct GRITT, then left turn via track 179° to CULBY, then via depicted route to EONNS, thence. . . .

TAKEOFF RUNWAY 30: Climb heading 304° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence. . . .

. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 8L: Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL.
Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL.
Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.
- Rwy 8R: Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL.
Antenna and multiple trees beginning 2719' from DER, 194' left of centerline, up to 85' AGL/98' MSL.
- Rwy 9: Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.
Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.
- Rwy 12: Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL.
Building and tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.
- Rwy 26R: Tower, building, multiple light poles and trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.
- Rwy 26L: Tower and multiple trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.
- Rwy 27: Railroad, tree, and multiple light poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.
- Rwy 30: Pole, multiple towers and trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

(HEDLY2.HEDLY) 16259

SL-257 (FAA)

MIAMI INTL (MIA)

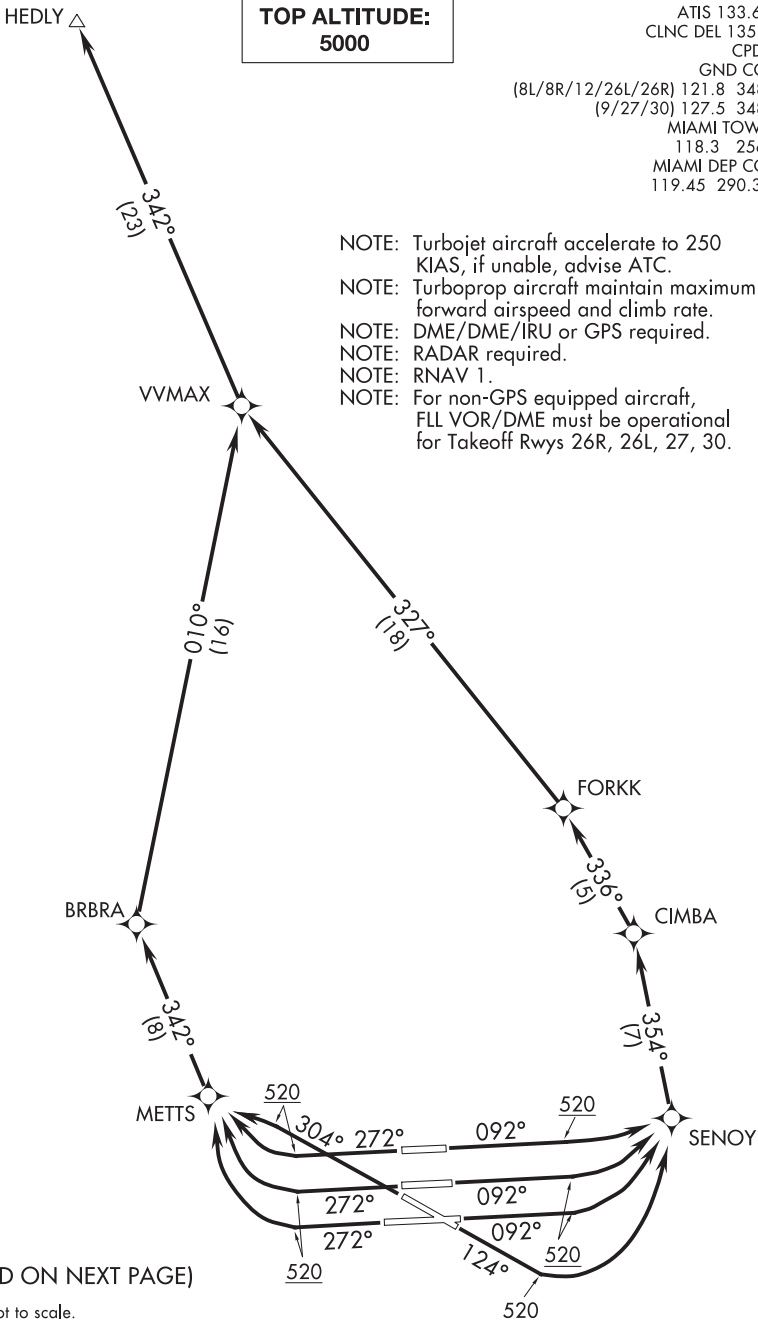
HEDLY TWO DEPARTURE (RNAV)

MIAMI, FLORIDA

**TOP ALTITUDE:
5000**

ATIS 133.675
 CLNC DEL 135.35
 CPDLC
 GND CON
 (8L/8R/12/26L/26R) 121.8 348.6
 (9/27/30) 127.5 348.6
 MIAMI TOWER
 118.3 256.9
 MIAMI DEP CON
 119.45 290.325

- NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.
- NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: For non-GPS equipped aircraft, FLL VOR/DME must be operational for Takeoff Rwy 26R, 26L, 27, 30.



(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

HEDLY TWO DEPARTURE (RNAV)

(HEDLY2.HEDLY) 30APR15

MIAMI, FLORIDA
MIAMI INTL (MIA)

HEDLY TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to HEDLY, thence. . . .

TAKEOFF RUNWAY 12: Climb heading 124° to 520, then left turn direct SENOY, then via depicted route to HEDLY, thence. . . .

TAKEOFF RUNWAYS 26L/R, 27: Climb heading 272° to 520, then right turn direct METTS, then via depicted route to HEDLY, thence. . . .

TAKEOFF RUNWAY 30: Climb heading 304° to 520, then left turn direct METTS, then via depicted route to HEDLY, thence. . . .

. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKEOFF MINIMUMS:

Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.

Rwys 8R, 9: Standard with minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

TAKEOFF OBSTACLE NOTES:

Rwy 8L: Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL.
Glideslope Antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL.
Multiple Towers and Bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.

Rwy 8R: Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL.
Antenna and Multiple Trees beginning 2719' from DER, 194' left of centerline, up to 85' AGL/98' MSL.

Rwy 9: Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.
Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.

Rwy 12: Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL.
Building and Tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL.
Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.

Rwy 26R: Tower, Building, Multiple Light Poles and Trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, Bldg, and Tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.

Rwy 26L: Tower and Multiple Trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and Light Pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.

Rwy 27: Railroad, Tree, and Multiple Light Poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.

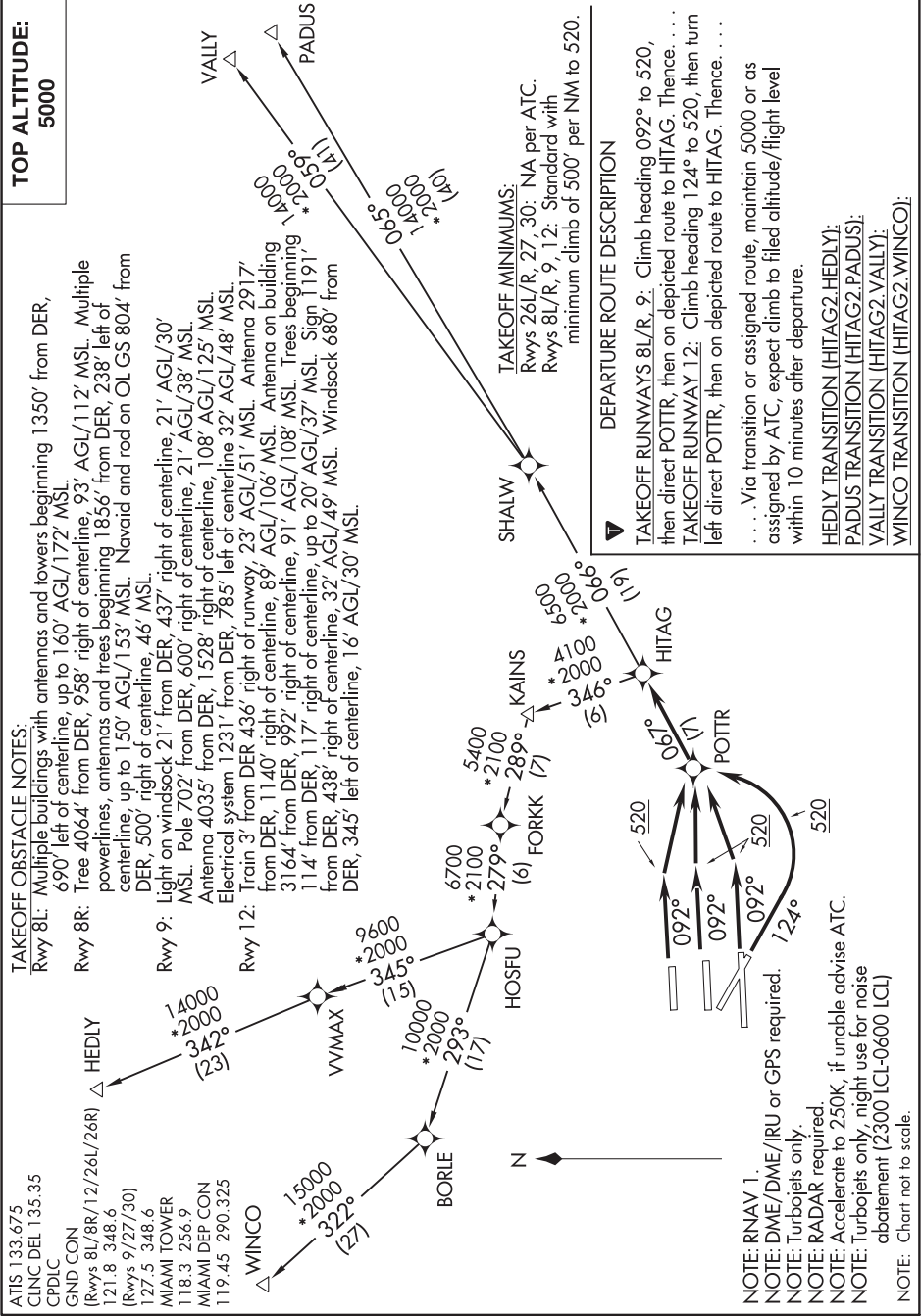
Rwy 30: Pole, Multiple Towers and Trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

HITAG TWO DEPARTURE (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017



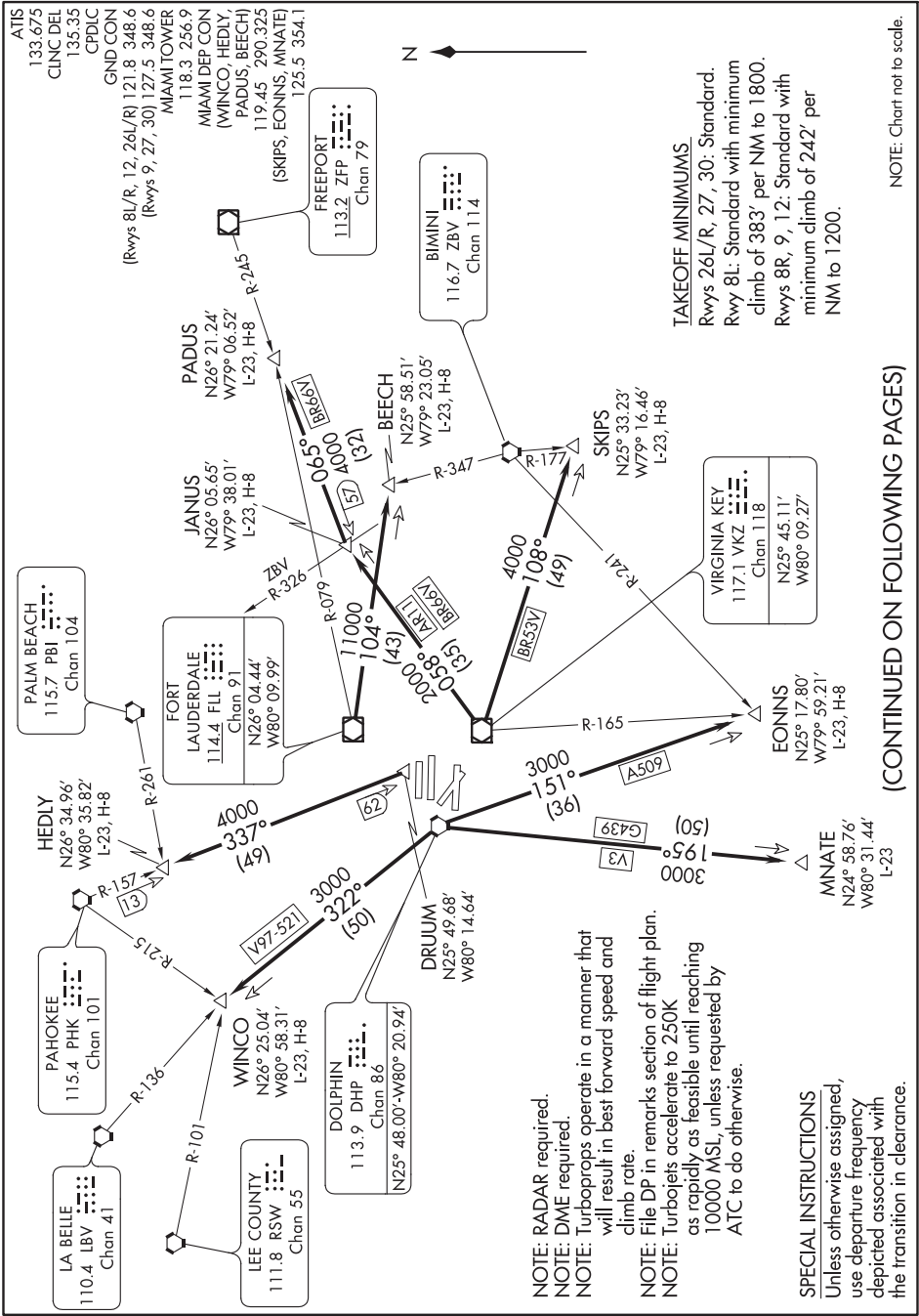
HITAG TWO DEPARTURE (RNAV)

(HITAG2.HITAG) 30APR15

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI FIVE DEPARTURE

SE-3, 10 NOV 2016 to 05 JAN 2017



(CONTINUED ON FOLLOWING PAGES)

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RWYS: Climb on assigned heading for RADAR vectors to assigned transition. Climb and maintain 5000 or assigned lower altitude. Expect filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA5.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH INT.

EONNS TRANSITION (MIA5.EONNS): From over DHP VORTAC on DHP R-151 to EONNS INT.

HEDLY TRANSITION (MIA5.HEDLY): From over DRUUM DME FIX on PHK R-157 to HEDLY INT.

MNATE TRANSITION (MIA5.MNATE): From over DHP VORTAC on DHP R-195 to MNATE DME FIX.

PADUS TRANSITION (MIA5.PADUS): From over VKZ VOR/DME on VKZ R-058 to JANUS INT and ZFP R-245 to PADUS INT.

SKIPS TRANSITION (MIA5.SKIPS): From over VKZ VOR/DME on VKZ R-108 to SKIPS INT.

WINCO TRANSITION (MIA5.WINCO): From over DHP VORTAC on DHP R-322 to WINCO INT.

(NOTES CONTINUED ON FOLLOWING PAGE)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI FIVE DEPARTURE

TAKEOFF OBSTACLE NOTES

- Rwy 8L: Multiple buildings with antennas and towers beginning 1350' from DER, 690' left of centerline, up to 160' AGL/172' MSL.
- Rwy 8R: Tree 4064' from DER, 958' right of centerline, 93' AGL/112' MSL.
Multiple power lines, antennas and trees beginning 1856' from DER, 238' left of centerline, up to 150' AGL/153' MSL.
Navaid and rod on OL GS 804' from DER, 500' right of centerline, 46' MSL.
- Rwy 9: Light on windsock 21' from DER, 437' right of centerline, 21' AGL/30' MSL.
Pole 702' from DER, 600' right of centerline, 21' AGL/38' MSL.
Antenna 4035' from DER, 1528' right of centerline, 108' AGL/125' MSL.
Electrical system 1231' from DER, 785' left of centerline, 32' AGL/48' MSL.
- Rwy 12: Train 3' from DER, 436' right of runway, 23' AGL/51' MSL.
Antenna 2917' from DER, 1140' right of centerline, 89' AGL/106' MSL.
Antenna on building 3164' from DER, 992' right of centerline, 91' AGL/108' MSL.
Trees beginning 114' from DER, 117' right of centerline, up to 20' AGL/37' MSL.
Sign 1191' from DER, 438' right of centerline, 32' AGL/49' MSL.
Windsock 680' from DER, 345' left of centerline, 16' AGL/30' MSL.
- Rwy 26L: Pole 1080' from DER, 680' left of centerline, 33' AGL/47' MSL.
Light pole 1773' from DER, 825' left of centerline, 34' AGL/53' MSL.
Tree 1405' from DER, 848' left of centerline, 30' AGL/44' MSL.
Rod on tower 1305' from DER, 638' right of centerline, 34' AGL/48' MSL.
Tree 2459' from DER, 1070' right of centerline, 63' AGL/71' MSL.
- Rwy 26R: Numerous poles beginning 1090' from DER, 36' right of centerline, up to 44' AGL/59' MSL.
Building 740' from DER, 511' right of centerline, 14' AGL/28' MSL.
Trees beginning 1047' from DER, 272' right of centerline, up to 66' AGL/80' MSL.
Tree 888' from DER, on centerline, 21' AGL/35' MSL.
Rod on tower 1304' from DER, 160' left of centerline, 34' AGL/48' MSL.
- Rwy 27: Train on tracks 750' from DER, 576' left of centerline, 23' AGL/37' MSL.
Tree 1067' from DER, 680' left of centerline, 23' AGL/37' MSL.
Roadway beginning 1874' from DER, 502' left of centerline, up to 71' AGL/85' MSL.
Numerous poles and signs beginning 1876' from DER, 93' left of centerline, up to 63' AGL/77' MSL.
Poles beginning 2056' from DER, 95' right of centerline, up to 46' AGL/60' MSL.
- Rwy 30: Pole 560' from DER, 563' left of centerline, 33' AGL/47' MSL.
Rod on tower 2451' from DER, 434' right of centerline, 34' AGL/48' MSL.
Antenna on tower 1733' from DER, 911' right of centerline, 41' AGL/55' MSL.
Antenna on tower 4427' from DER, 1451' right of centerline, 109' AGL/123' MSL.
Trees beginning 2658' from DER, 188' right of centerline, up to 63' AGL/77' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

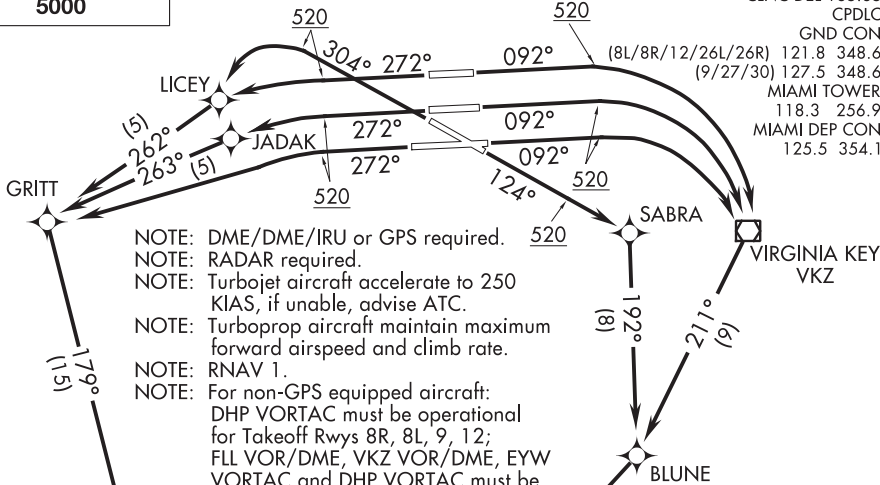
SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI FIVE DEPARTURE

MNATE TWO DEPARTURE(RNAV)

TOP ALTITUDE:
5000

ATIS 133.675
CLNC DEL 135.35
CPDLC
GND CON 121.8 348.6
(9/27/30) 127.5 348.6
MIAMI TOWER 118.3 256.9
MIAMI DEP CON 125.5 354.1



NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: DHP VORTAC must be operational for Takeoff Rwy 8R, 8L, 9, 12; FLL VOR/DME, VKZ VOR/DME, EYW VORTAC and DHP VORTAC must be operational for Takeoff Rwy 26R, 26L, 27, 30.

TAKEOFF MINIMUMS:

- Rwy 8L: 300-1¼ with minimum obstacle climb of 221 feet per NM to 1200 or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.
- Rwy 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
- Rwy 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
- Rwy 12: Standard with minimum obstacle climb of 226 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
- Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

MNATE Δ

(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

MNATE TWO DEPARTURE(RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017

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MNATE TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8L/R, 9: Climb heading 092° to 520', then right turn direct VKZ VOR/DME, then via depicted route to MNATE, thence. . . .

TAKEOFF RUNWAY 12: Climb heading 124° to 520', then direct SABRA, then via depicted route to MNATE, thence. . . .

TAKEOFF RUNWAY 26R: Climb heading 272° to 520', then direct LICEY, then via depicted route to MNATE, thence. . . .

TAKEOFF RUNWAY 26L: Climb heading 272° to 520', then left turn direct JADAK, then via depicted route to MNATE, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 272° to 520', then left turn direct GRITT, then via depicted route to MNATE, thence. . . .

TAKEOFF RUNWAY 30: Climb heading 304° to 520', then left turn direct LICEY, then via depicted route to MNATE, thence. . . .

. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

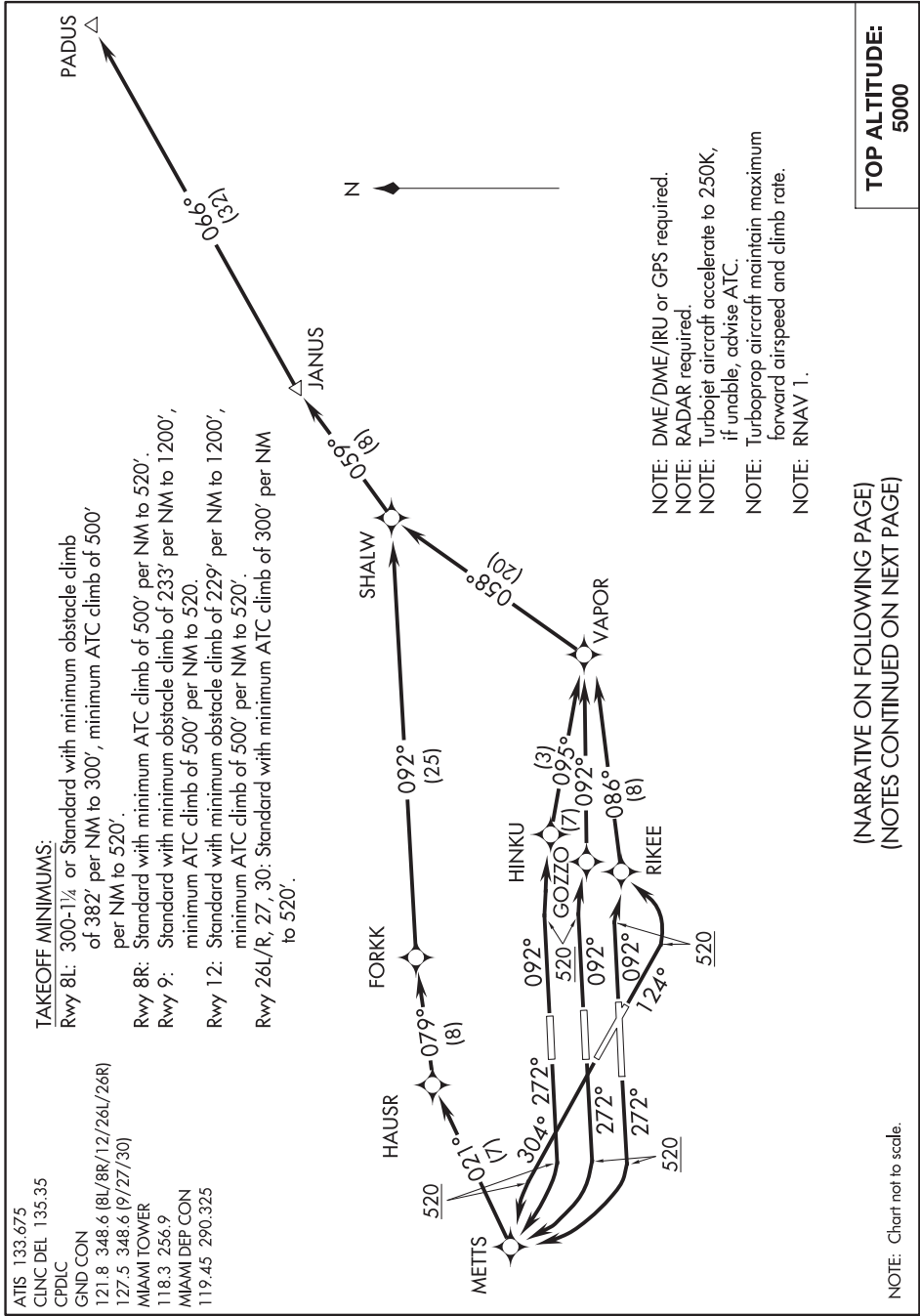
- Rwy 8L: Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL.
Glideslope Antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple Towers and Bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.
- Rwy 8R: Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL.
Antenna and Multiple Trees beginning 2719' from DER, 194' left of centerline, up to 85' AGL/98' MSL.
- Rwy 9: Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.
Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.
- Rwy 12: Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL. Building and Tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL.
Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.
- Rwy 26R: Tower, Building, Multiple Light Poles and Trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, Bldg, and Tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.
- Rwy 26L: Tower and Multiple Trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and Light Pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.
- Rwy 27: Railroad, Tree, and Multiple Light Poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.
- Rwy 30: Pole, Multiple Towers and Trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

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PADUS TWO DEPARTURE (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017



PADUS TWO DEPARTURE (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017

PADUS TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8L: Climb heading 092° to 520', then right turn direct HINKU, then via depicted route to PADUS, thence. . . .

TAKEOFF RUNWAY 8R: Climb heading 092° to 520', then right turn direct GOZZO, then via depicted route to PADUS, thence. . . .

TAKEOFF RUNWAY 9: Climb heading 092° to 520', then right turn direct RIKEE, then via depicted route to PADUS, thence. . . .

TAKEOFF RUNWAY 12: Climb heading 124° to 520', then left turn direct RIKEE, then via depicted route to PADUS, thence. . . .

TAKEOFF RUNWAY 26L/R, 27: Climb heading 272° to 520', then right turn direct METTS, then via depicted route to PADUS, thence. . . .

TAKEOFF RUNWAY 30: Climb heading 304° to 520', then left turn direct METTS, then via depicted route to PADUS, thence. . . .

. . . . maintain 5000' or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

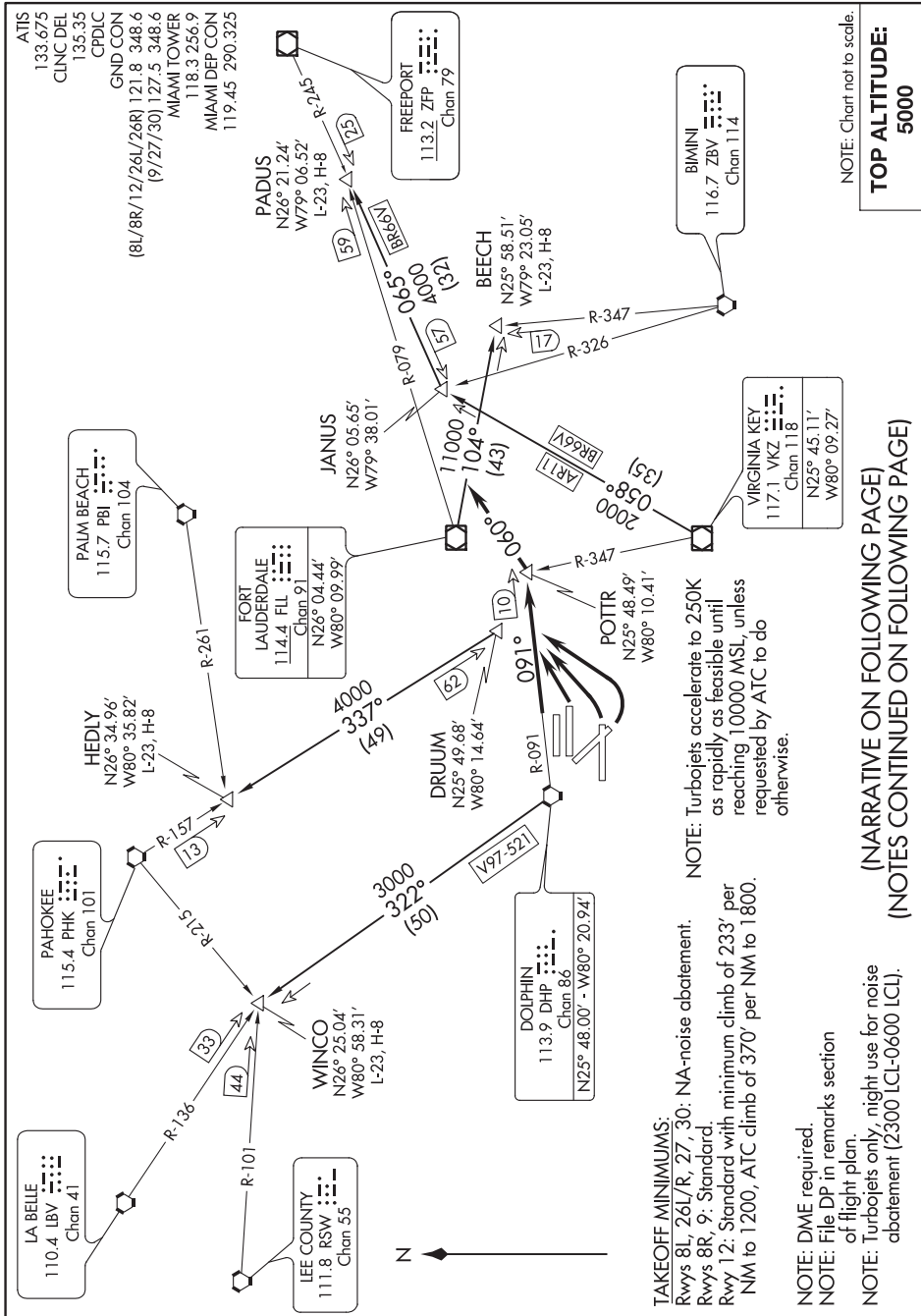
- Rwy 8L: Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL.
Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL.
Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.
- Rwy 8R: Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL.
Antenna and multiple trees beginning 2719' from DER, 194' left of centerline, up to 85' AGL/98' MSL.
- Rwy 9: Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.
Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.
- Rwy 12: Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL.
Building and tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.
- Rwy 26R: Tower, building, multiple light poles and trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.
- Rwy 26L: Tower and multiple trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.
- Rwy 27: Railroad, tree, and multiple light poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.
- Rwy 30: Pole, multiple towers and trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

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SE-3, 10 NOV 2016 to 05 JAN 2017

POTTR SIX DEPARTURE

SE-3, 10 NOV 2016 to 05 JAN 2017



POTTR SIX DEPARTURE

SE-3, 10 NOV 2016 to 05 JAN 2017

POTTR SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8R: Climb to intercept DHP VORTAC R-091 to POTTR INT. Thence

TAKEOFF RWYS 9, 12: Climbing left turn to intercept DHP VORTAC R-091 to POTTR INT. Thence

. . . . turn left heading 060°. Expect radar vectors to appropriate transition. All aircraft maintain 5000 or assigned lower altitude. Expect clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (POTTR6.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH INT. Thence as filed.

HEDLY TRANSITION (POTTR6.HEDLY): From over DRUUM DME FIX on PHK VOR/DME R-157 to HEDLY INT. Thence as filed.

PADUS TRANSITION (POTTR6.PADUS): From over VKZ VOR/DME on VKZ R-058 to JANUS INT and ZFP VOR/DME R-245 to PADUS INT. Thence as filed.

WINCO TRANSITION (POTTR6.WINCO): From over DHP VORTAC on DHP R-322 to WINCO INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:

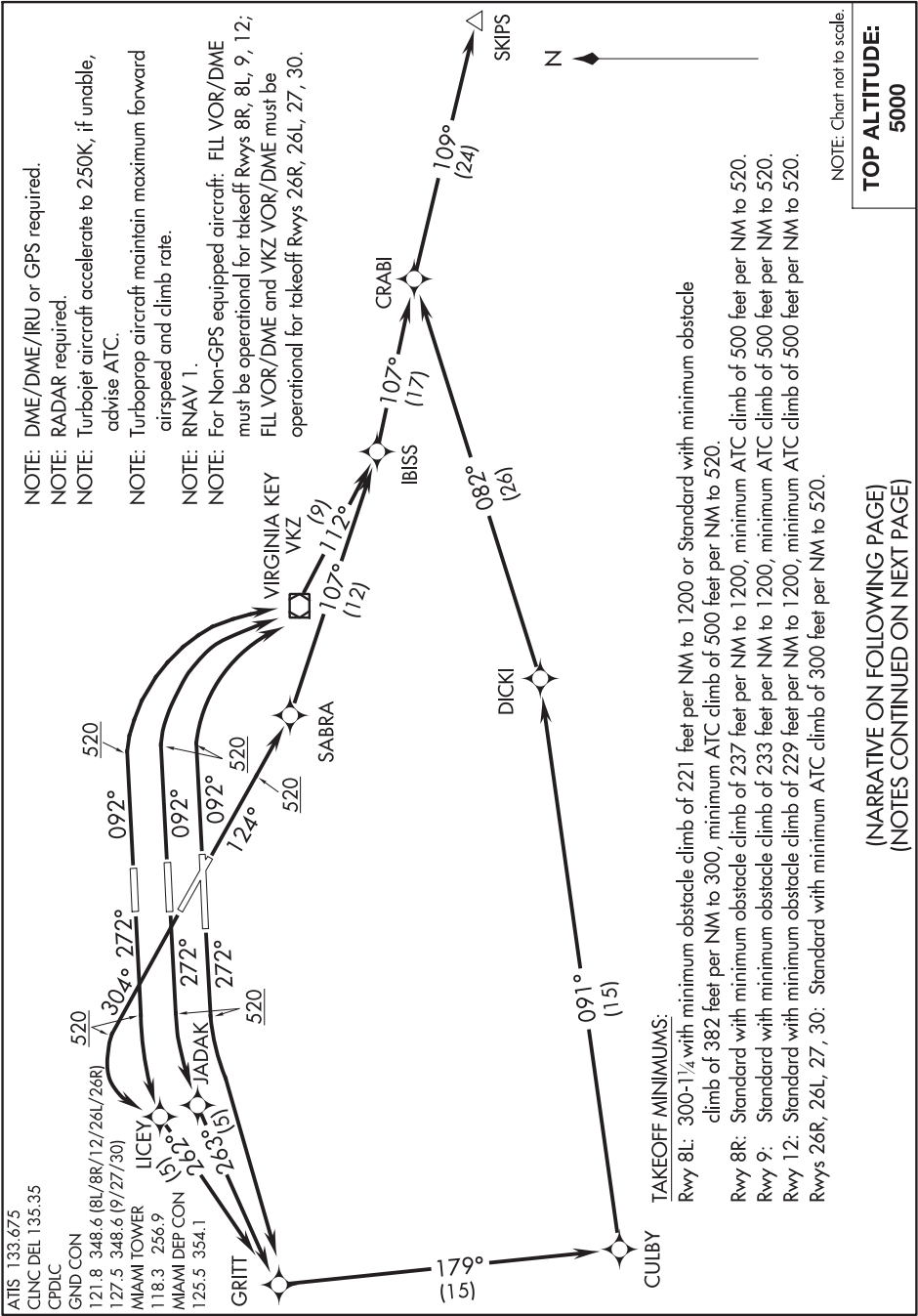
- Rwy 8R: Tree 4064' from DER, 958' right of centerline, 93' AGL/112' MSL.
Multiple powerlines, antennas and trees beginning 1856' from DER, 238' left of centerline, up to 150' AGL/153' MSL.
Navaid and rod on OL GS 804' from DER, 500' right of centerline, 44' AGL/46' MSL.
- Rwy 9: Light on windsock 21' from DER, 437' right of centerline, 21' AGL/30' MSL.
Pole 702' from DER, 600' right of centerline, 21' AGL/38' MSL.
Antenna 4035' from DER, 1528' right of centerline, 108' AGL/125' MSL.
Electrical system 1231' from DER, 785' left of centerline, 32' AGL/48' MSL.
- Rwy 12: Train 3' from DER, 436' right of centerline, 23' AGL/51' MSL.
Antenna 2917' from DER, 1140' right of centerline, 89' AGL/106' MSL.
Antenna on building 3164' from DER, 992' right of centerline, 91' AGL/108' MSL.
Trees beginning 114' from DER, 117' right of centerline, up to 20' AGL/37' MSL.
Sign 1191' from DER, 438' right of centerline, 32' AGL/49' MSL.
Windsock 680' from DER, 345' left of centerline, 16' AGL/30' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

SKIPS TWO DEPARTURE (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017



NOTE: DME/DME/IRU or GPS required.
 NOTE: RADAR required.
 NOTE: Turbojet aircraft accelerate to 250K, if unable, advise ATC.
 NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
 NOTE: RNAV 1.
 NOTE: For Non-GPS equipped aircraft: FLL VOR/DME must be operational for takeoff Rwys 8R, 8L, 9, 12; FLL VOR/DME and VKZ VOR/DME must be operational for takeoff Rwys 26R, 26L, 27, 30.

TAKEOFF MINIMUMS:
 Rwy 8L: 300-1/4 with minimum obstacle climb of 221 feet per NM to 1200 or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.
 Rwy 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
 Rwy 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
 Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
 Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

NOTE: Chart not to scale.
TOP ALTITUDE:
5000

SKIPS TWO DEPARTURE (RNAV)

(SKIPS2.SKIPS) 30APR15

(NARRATIVE ON FOLLOWING PAGE)
 (NOTES CONTINUED ON NEXT PAGE)

SE-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8L/R, 9: Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to SKIPS, thence

TAKEOFF RUNWAY 12: Climb heading 124° to 520, then direct SABRA, then via depicted route to SKIPS, thence

TAKEOFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to SKIPS, thence

TAKEOFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to SKIPS, thence

TAKEOFF RUNWAY 27: Climb heading 272° to 520, then left turn direct GRITT, then left turn via track 179° to CULBY, then via depicted route to SKIPS, thence

TAKEOFF RUNWAY 30: Climb heading 304° to 520, then left turn direct LICEY, then via depicted route to SKIPS, thence

. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 8L: Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL.
Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL.
Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.
- Rwy 8R: Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL.
Antenna and multiple trees beginning 2719' from DER, 194' left of centerline, up to 85' AGL/98' MSL.
- Rwy 9: Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.
Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.
- Rwy 12: Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL.
Building and tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.
- Rwy 26R: Tower, building, multiple light poles and trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.
- Rwy 26L: Tower and multiple trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.
- Rwy 27: Railroad, tree, and multiple light poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.
- Rwy 30: Pole, multiple towers and trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

(SOUBY5.SOUBY) 16259
SOUBY FIVE DEPARTURE

SL-257 (FAA)

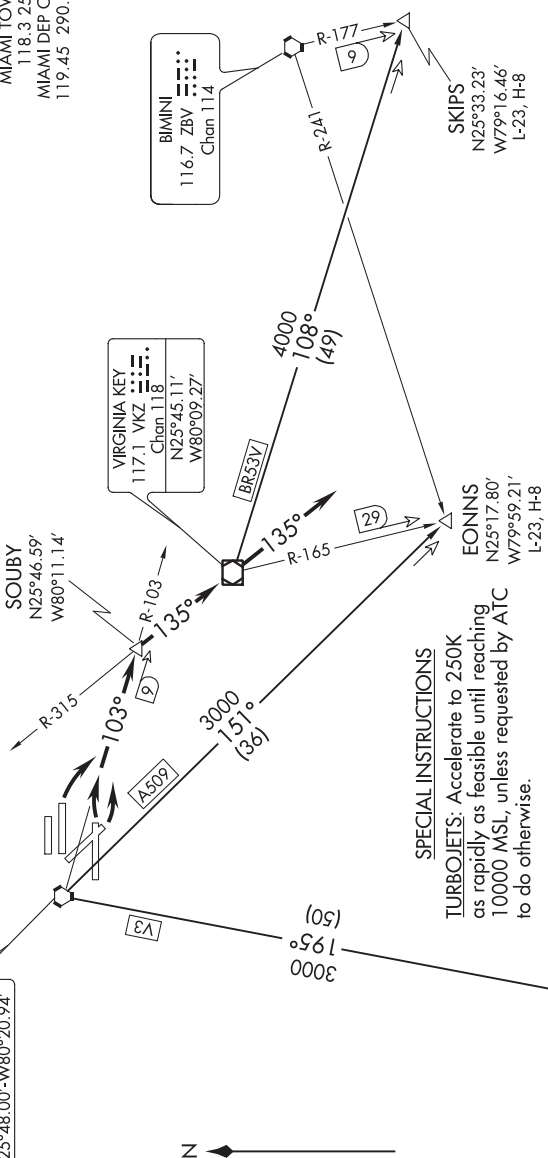
MIAMI INTL (MIA)
 MIAMI, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:
 5000**

ATIS 133.675
 CLNC DEL 135.33
 CPDLC
 GND CON
 (8L/8R/12/26L/26R) 121.8 348.6
 (9/27/30) 127.5 348.6
 MIAMI TOWER
 118.3 256.9
 MIAMI DEP CON
 119.45 290.325

DOLPHIN
 113.9 DHP
 Chan 86
 N25°48.00' - W80°20.94'



SPECIAL INSTRUCTIONS
TURBOJET: Accelerate to 250K as rapidly as feasible until reaching 10000 MSL, unless requested by ATC to do otherwise.

NOTE: Unless otherwise instructed, continue heading 135° after VKZ VOR/DME until ATC issues vectors to appropriate transition.

NOTE: Turbojets Only, night use for noise abatement (2300 LCL - 0600 LCL).
NOTE: File DP in remarks section of flight plan.
NOTE: DME required.

NOTE: Chart not to scale.

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

TAKEOFF MINIMUMS:
 Rwy's 8R, 9, 12: Standard with minimum climb of 370' per NM to 1800'.
 Rwy's 26L, 27, 30: NA - NOISE ABATEMENT.

(SOUBY5.SOUBY) 30APR15
SOUBY FIVE DEPARTURE

MIAMI, FLORIDA
 MIAMI INTL (MIA)

SE-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8R, 9: Turn right. Thence. . . .

TAKEOFF RUNWAY 12: Turn left. Thence. . . .

. . . . intercept DHP R-103 to SOUBY INT/DHP 9 DME, then turn right to VKZ R-315 to VKZ VOR/DME. Thence to heading 135°. Expect radar vectors to appropriate transition. All aircraft maintain 5000' or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure. Unless otherwise assigned, departure frequency for SKIPS, EONNS, and MNATE transitions use 125.5.

EONNS TRANSITION (SOUBY5.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.

MNATE TRANSITION (SOUBY5.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.

SKIPS TRANSITION (SOUBY5.SKIPS): Intercept the VKZ VOR/DME R-108 to SKIPS INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:

- Rwy 8R: Tree 4064' from DER, 958' right of centerline, 93' AGL/112' MSL.
Multiple powerlines, antennas and trees beginning 1856' from DER, 238' left of centerline, up to 150' AGL/153' MSL.
Navaid and rod on OL GS 804' from DER, 500' right of centerline, 44' AGL/46' MSL.
- Rwy 9: Light on windsock 21' from DER, 437' right of centerline, 21' AGL/30' MSL.
Pole 702' from DER, 600' right of centerline, 21' AGL/38' MSL.
Antenna 4035' from DER, 1528' right of centerline, 108' AGL/125' MSL.
Electrical system 1231' from DER, 785' left of centerline, 32' AGL/48' MSL.
- Rwy 12: Train 3' from DER, 436' right of centerline, 23' AGL/51' MSL.
Antenna 2917' from DER, 1140' right of centerline, 89' AGL/106' MSL.
Antenna on building 3164' from DER, 992' right of centerline, 91' AGL/108' MSL.
Trees beginning 114' from DER, 117' right of centerline, up to 20' AGL/37' MSL.
Sign 1191' from DER, 438' right of centerline, 32' AGL/49' MSL.
Windsock 680' from DER, 345' left of centerline, 16' AGL/30' MSL.

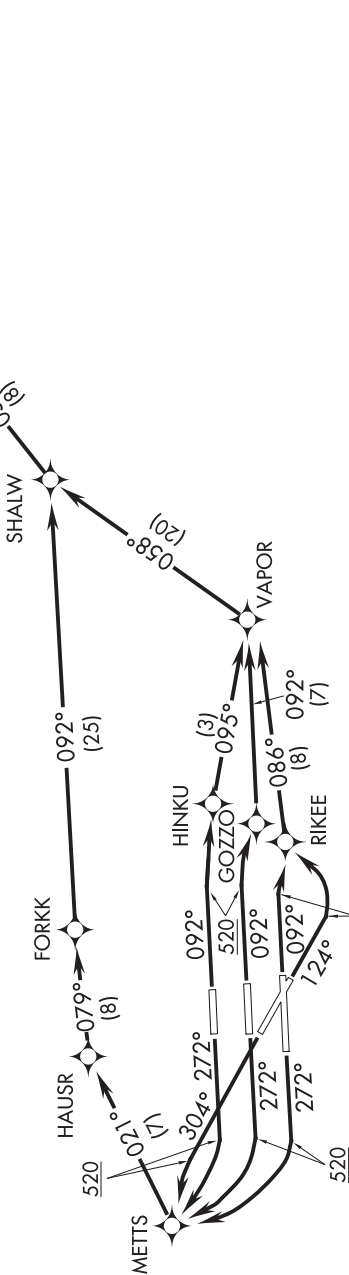
VALLY TWO DEPARTURE (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS:

- Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382' per NM to 300', minimum ATC climb of 500' per NM to 520'.
- Rwy 8R: Standard with minimum ATC climb of 500' per NM to 520'.
- Rwy 9: Standard with minimum obstacle climb of 233' per NM to 1200', minimum ATC climb of 500' per NM to 520'.
- Rwy 12: Standard with minimum obstacle climb of 229' per NM to 1200', minimum ATC climb of 500' per NM to 520'.
- Rwy 26L/R, 27, 30: Standard with minimum ATC climb of 300' per NM to 520'.

- ATIS 133.675
- CLNC DEL 135.35
- CPDIC
- GND CON
- 121.8 348.6 (8L/8R/12/26L/26R)
- 127.5 348.6 (9/27/30)
- MIAMI TOWER
- 118.3 256.9
- MIAMI DEP CON
- 119.45 290.325



- NOTE: Turbojet aircraft accelerate to 250K, if unable, advise ATC.
- NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required
- NOTE: RNAV 1.

TOP ALTITUDE:
5000

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

SE-3, 10 NOV 2016 to 05 JAN 2017

VALLY TWO DEPARTURE (RNAV)

(VALLY2.VALLY) 30SEP15

(VALLY2.VALLY) 15120

VALLY TWO DEPARTURE (RNAV) SL-257 (FAA)

MIAMI INTL (MIA)
MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8L: Climb heading 092° to 520, then right turn direct HINKU, then via depicted route to VALLY, thence

TAKEOFF RUNWAY 8R: Climb heading 092° to 520, then right turn direct GOZZO, then via depicted route to VALLY, thence

TAKEOFF RUNWAY 9: Climb heading 092° to 520, then right turn direct RIKEE, then via depicted route to VALLY, thence

TAKEOFF RUNWAY 12: Climb heading 124° to 520, then left turn direct RIKEE, then via depicted route to VALLY, thence

TAKEOFF RUNWAY 26L/R, 27: Climb heading 272° to 520, then right turn direct METTS, then via depicted route to VALLY, thence

TAKEOFF RUNWAY 30: Climb heading 304° to 520, then left turn direct METTS, then via depicted route to VALLY, thence

. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 8L: Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL.
Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL.
Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.
- Rwy 8R: Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL.
Antenna and multiple trees beginning 2719' from DER, 194' left of centerline, up to 85' AGL/98' MSL.
- Rwy 9: Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.
Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.
- Rwy 12: Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL.
Building and tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.
- Rwy 26R: Tower, building, multiple light poles and trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.
- Rwy 26L: Tower and multiple trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.
- Rwy 27: Railroad, tree, and multiple light poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.
- Rwy 30: Pole, multiple towers and trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VALLY TWO DEPARTURE (RNAV)
(VALLY2.VALLY) 15120MIAMI, FLORIDA
MIAMI INTL (MIA)

WINCO TWO DEPARTURE (RNAV)

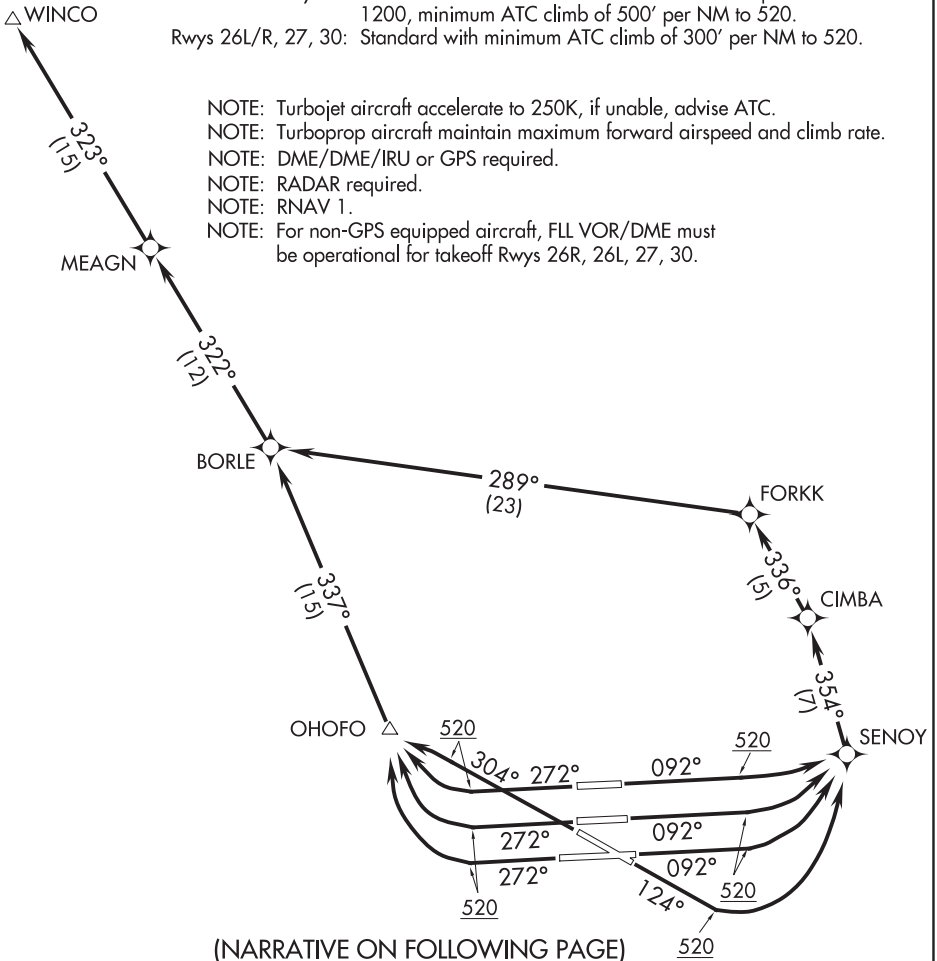
**TOP ALTITUDE:
5000**

ATIS 133.675
CLNC DEL 135.35
CPDLC
GND CON
121.8 348.6(8L/8R/12/26L/26R)
127.5 348.6(9/27/30)
MIAMI TOWER
118.3 256.9
MIAMI DEP CON
119.45 290.325

TAKEOFF MINIMUMS

- Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382' per NM to 300, minimum ATC climb of 500' per NM to 520.
- Rwys 8R, 9: Standard with minimum ATC climb of 500' per NM to 520.
- Rwy 12: Standard with minimum obstacle climb of 229' per NM to 1200, minimum ATC climb of 500' per NM to 520.
- Rwys 26L/R, 27, 30: Standard with minimum ATC climb of 300' per NM to 520.

- NOTE: Turbojet aircraft accelerate to 250K, if unable, advise ATC.
- NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: For non-GPS equipped aircraft, FLL VOR/DME must be operational for takeoff Rwys 26R, 26L, 27, 30.



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

NOTE: Chart not to scale.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WINCO TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 8L/R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . .

TAKEOFF RWY 12: Climb heading 124° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . .

TAKEOFF RWYS 26L/R, 27: Climb heading 272° to 520, then right turn direct OHOFO, then via depicted route to WINCO, thence. . . .

TAKEOFF RWY 30: Climb heading 304° to 520, then left turn direct OHOFO, then via depicted route to WINCO, thence. . . .

. . . . maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 8L: Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL.
Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL.
Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.
- Rwy 8R: Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL.
Antenna and multiple trees beginning 2719' from DER, 194' left of centerline, up to 85' AGL/98' MSL.
- Rwy 9: Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.
Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.
- Rwy 12: Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL.
Building and tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.
- Rwy 26R: Tower, building, multiple light poles and trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.
- Rwy 26L: Tower and multiple trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.
- Rwy 27: Railroad, tree, and multiple light poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.
- Rwy 30: Pole, multiple towers and trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

MIAMI, FLORIDA

AL-256 (FAA)

16259

LOC/DME I-OLX 111.55 Chan 52 (Y)	APP CRS 128°	Rwy Idg TDZE Apt Elev	6000 8 8
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ILS or LOC RWY 12

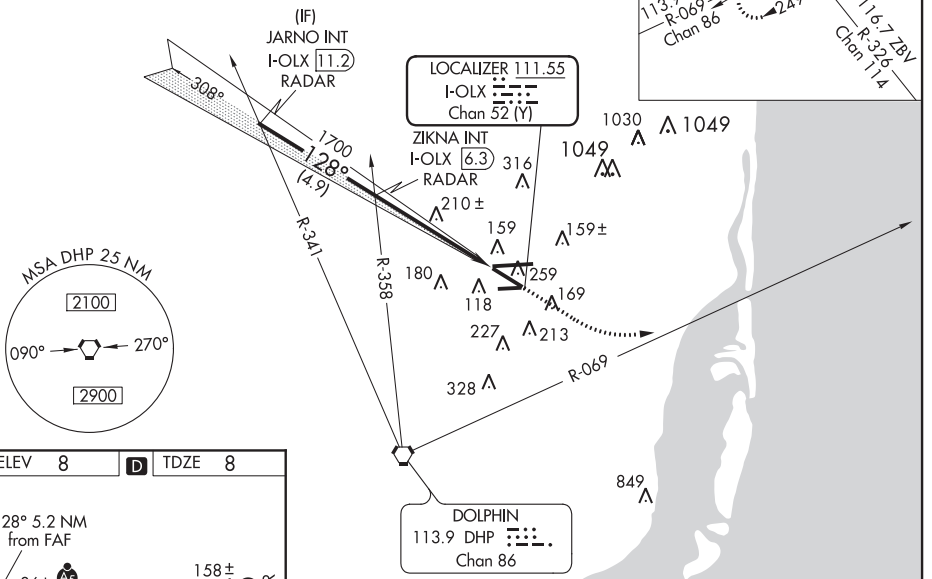
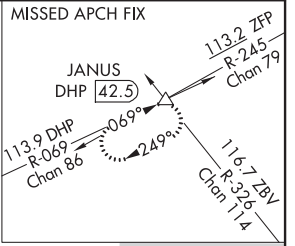
OPA-LOCKA EXECUTIVE (OPF)

⚠ Inoperative table does not apply to S-ILS 12. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA with Miami Intl altimeter setting. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet. For inoperative MALS, increase S-LOC 12 Cats A and B visibility to 1 mile and Cats C and D visibility to $1\frac{1}{2}$ miles.

MALS
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 125.9	MIAMI APP CON 128.6 306.975	OPA LOCKA TOWER * 134.675 (CTAF)	GND CON 120.025	CLNC DEL 119.2
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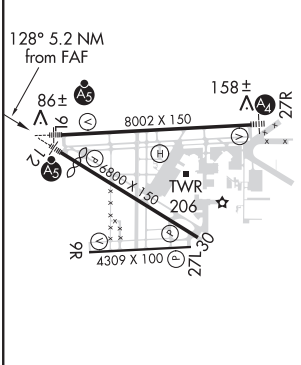
RADAR REQUIRED



SE-3, 10 NOV 2016 to 05 JAN 2017

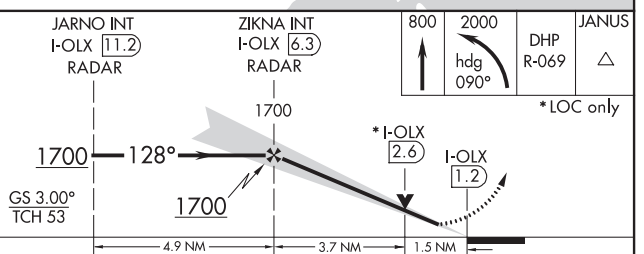
SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 8	D	TDZE 8
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MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30
FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 12	208- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
S-LOC 12	520- $\frac{3}{4}$	512 (600- $\frac{3}{4}$)	520-1	512 (600-1)
CIRCLING	540-1	532 (600-1)	540-1 $\frac{1}{2}$ 532 (600-1 $\frac{1}{2}$)	560-2 552 (600-2)

MIAMI, FLORIDA
Amdt 2A 28MAY15

25°54'N-80°17'W


OPA-LOCKA EXECUTIVE (OPF) ILS or LOC RWY 12

LOC/DME I-PLJ 111.35 Chan 50 (Y)	APP CRS 273°	Rwy Idg TDZE Apt Elev	8002 8 8
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ILS or LOC RWY 27R

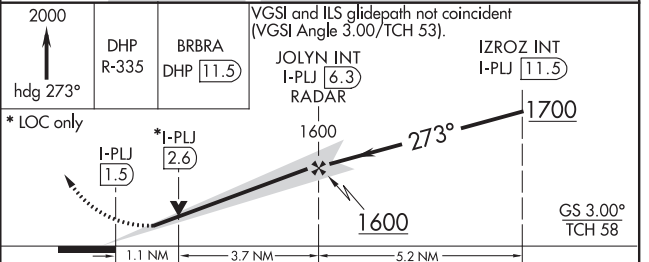
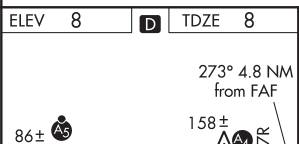
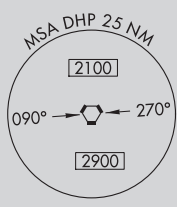
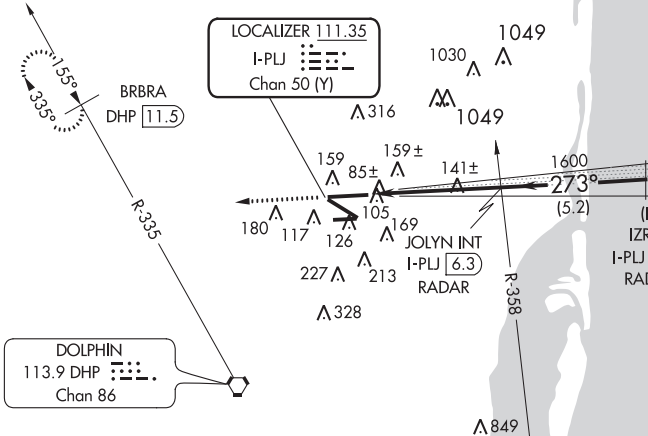
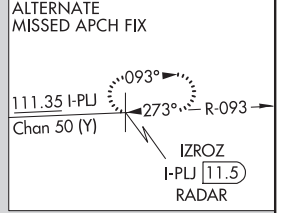
OPA-LOCKA EXECUTIVE (OPF)

⚠ DME Required.
⚠ When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet.
 For inop MALS, increase S-ILS 27R all Cats visibility to ¾ mile and S-LOC Cats C/D visibility to 1 ½ mile.
 Helicopter visibility reduction below ¾ SM NA.

MALS

MISSED APPROACH: Climb to 2000 heading 273° and DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

ATIS 125.9	MIAMI APP CON 128.6 306.975	OPA LOCKA TOWER ★ 134.675 (CTAF) 0	GND CON 120.025	CLNC DEL 119.2
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RADAR REQUIRED



MIRL Rwy 9R-27L
 HIRL Rwys 9L-27R and 12-30

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 27R	291-¾ 283 (300-¾)			
S-LOC 27R	420-¾	412 (500-¾)	420-1	412 (500-1)
CIRCLING	540-1	532 (600-1)	540-1½	560-2
			532 (600-1½)	552 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI, FLORIDA

AL-256 (FAA)


16259

WAAS CH 53422 W09A	APP CRS 093°	Rwy Idg 8002 TDZE 8 Apt Elev 8
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RNAV (GPS) RWY 9L

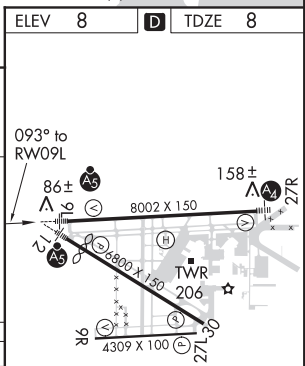
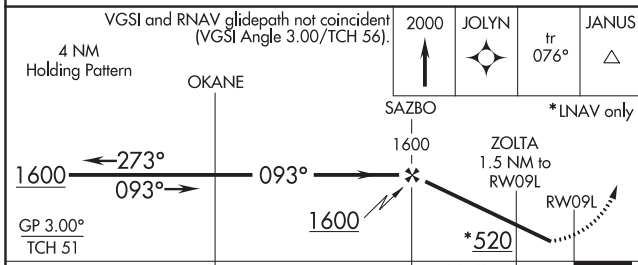
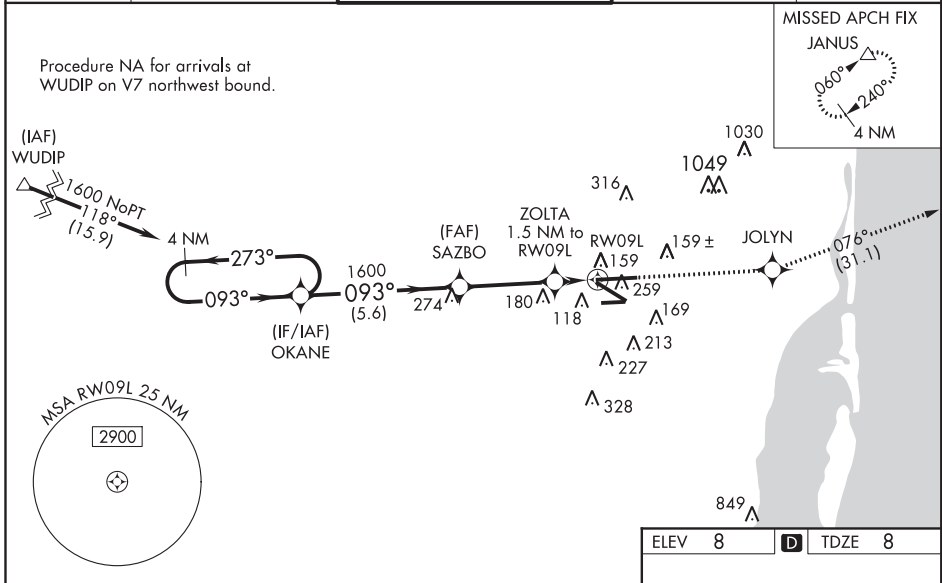
OPA-LOCKA EXECUTIVE (OPF)

⚠ Baro-VNAV NA when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet. For inoperative MALS, increase LNAV/VNAV all Cats visibility to 1 mile, LNAV Cats A and B visibility to 1 mile and Cats C and D visibility to 1 1/8 miles. For inoperative MALS, when using Miami Intl altimeter setting, increase LPV all Cats visibility to 3/8 mile, LNAV/VNAV all Cats visibility to 1 1/8 miles and LNAV Cats A and B visibility to 1 mile. Inoperative table does not apply to LPV all Cats. Caution: Lights on highway 0.7 NM north may be mistaken for runway.

MALS 

MISSED APPROACH:
Climb to 2000 direct JOLYN and on track 076° to JANUS and hold.

ATIS 125.9	MIAMI APP CON 128.6 306.975	OPA LOCKA TOWER * 134.675 (CTAF) 0	GND CON 120.025	CLNC DEL 119.2
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CATEGORY	A	B	C	D
LPV DA		258-3/4	250 (300-3/4)	
LNAV/VNAV DA		321-3/4	313 (400-3/4)	
LNAV MDA		420-3/4	412 (500-3/4)	
CIRCLING	540-1	532 (600-1)	540-1 1/2 532 (600-1 1/2)	560-2 552 (600-2)

MIRL Rwy 9R-27L
HIRL Rwy 9L-27R and 12-30 0

MIAMI, FLORIDA
Orig-A 28MAY15

25°54'N-80°17'W

OPA-LOCKA EXECUTIVE (OPF) RNAV (GPS) RWY 9L

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69522 W12A	APP CRS 128°	Rwy Idg TDZE Apt Elev	6000 8 8
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RNAV (GPS) RWY 12

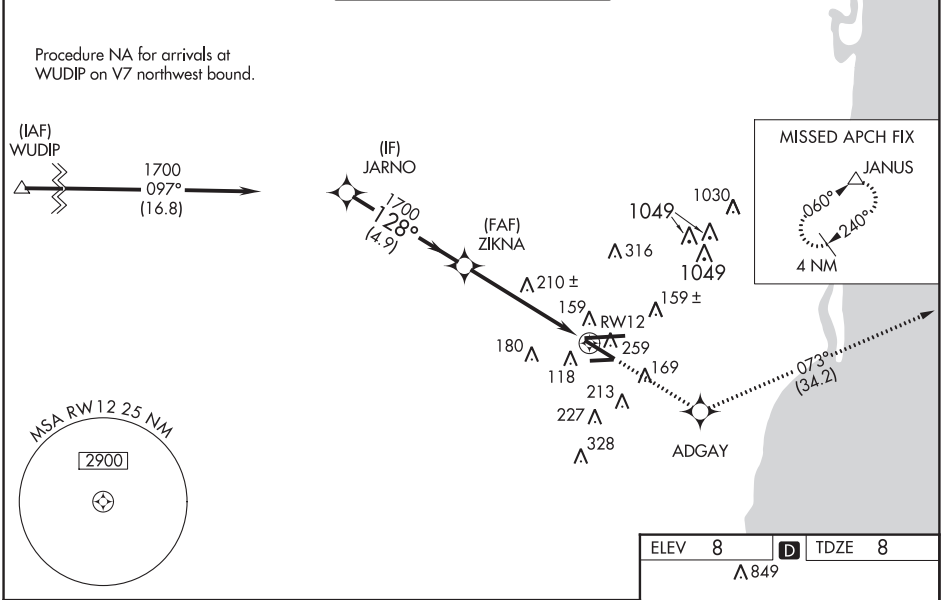
OPA-LOCKA EXECUTIVE (OPF)

⚠ Baro-VNAV NA when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). Helicopter visibility reduction below 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. Inoperative table does not apply. For inoperative MALSR, increase LNAV/VNAV all Cats visibility and LNAV Cats A and B to 1 mile and LNAV Cats C and D visibility to 1 1/8 miles. For inoperative MALSR, when using Miami Intl altimeter setting, increase LNAV/VNAV all Cats visibility and LNAV Cats A and B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 2000 direct ADGAY and on track 073° to JANUS and hold.

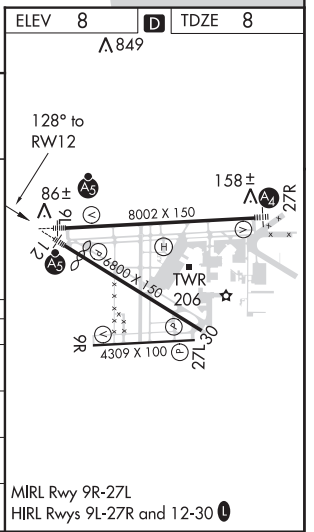
ATIS 125.9	MIAMI APP CON 128.6 306.975	OPA LOCKA TOWER ★ 134.675 (CTAF)	GND CON 120.025	CLNC DEL 119.2
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

	JARNO	ZIKNA	ADGAY	JANUS
	1700	1700	2000	ir 073°
	GP 3.00° TCH 53	128°	*1.5 NM to RW12	*LNAV only
	4.9 NM	3.7 NM	1.5 NM	
CATEGORY	A	B	C	D
LPV DA		208-3/4	200 (200-3/4)	
LNAV/VNAV DA		320-3/4	312 (400-3/4)	
LNAV MDA	520-3/4	512 (600-3/4)	520-1	512 (600-1)
CIRCLING	540-1	532 (600-1)	540-1 1/2 532 (600-1 1/2)	560-2 552 (600-2)



MIAMI, FLORIDA

AL-256 (FAA)

16259

WAAS CH 62922 W27A	APP CRS 273°	Rwy Idg 8002 TDZE 8 Apt Elev 8
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RNAV (GPS) RWY 27R

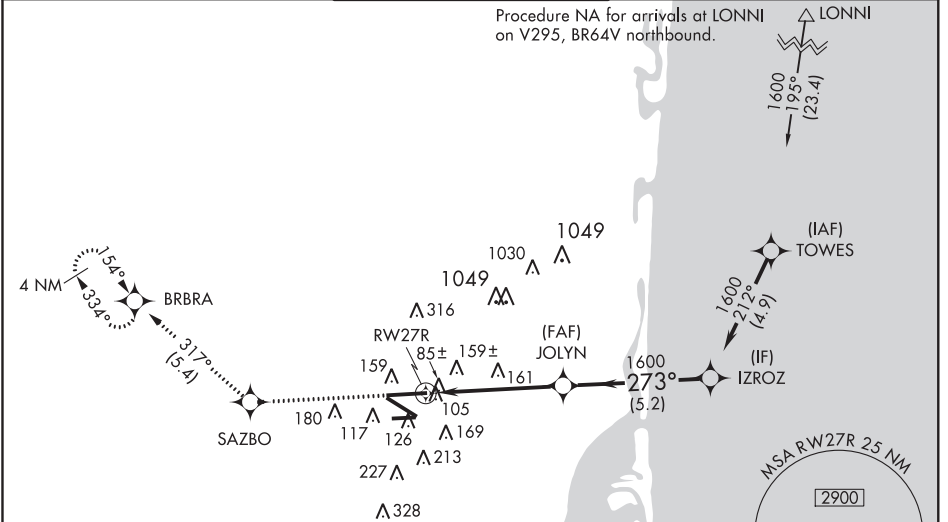
OPA-LOCKA EXECUTIVE (OPF)

Baro-VNAV NA when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA/MDA 20 feet. For inop MALS, increase LPV all Cats visibility to 7/8 mile, LNAV/VNAV all Cats to 1 3/8, and LNAV Cats C and D visibility to 1 1/8 mile. Helicopter visibility reduction below 3/4 SM NA.

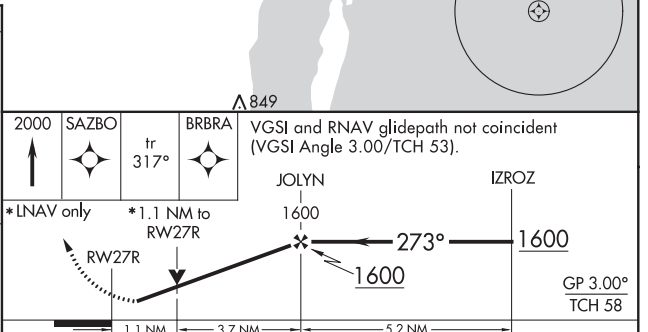
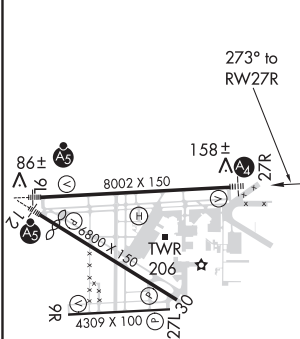
MALS
A2

MISSED APPROACH: Climb to 2000 direct SAZBO and on track 317° to BRBRA and hold.

ATIS 125.9	MIAMI APP CON 128.6 306.975	OPA LOCKA TOWER * 134.675 (CTAF) 1	GND CON 120.025	CLNC DEL 119.2
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ELEV 8	D	TDZE 8
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CATEGORY	A	B	C	D
LPV DA		291-3/4	283 (300-3/4)	
LNAV/VNAV DA		413-1	405 (500-1)	
LNAV MDA	420-3/4	412 (500-3/4)	420-1	412 (500-1)
CIRCLING	540-1	532 (600-1)	540-1 1/2 532 (600-1 1/2)	560-2 552 (600-2)

MIRL Rwy 9R-27L
HIRL Rwy 9L-27R and 12-30 **1**

MIAMI, FLORIDA
Orig-B 28MAY15

25°54'N-80°17'W

OPA-LOCKA EXECUTIVE (OPF) RNAV (GPS) RWY 27R

SE-3, 10 NOV 2016 to 05 JAN 2017

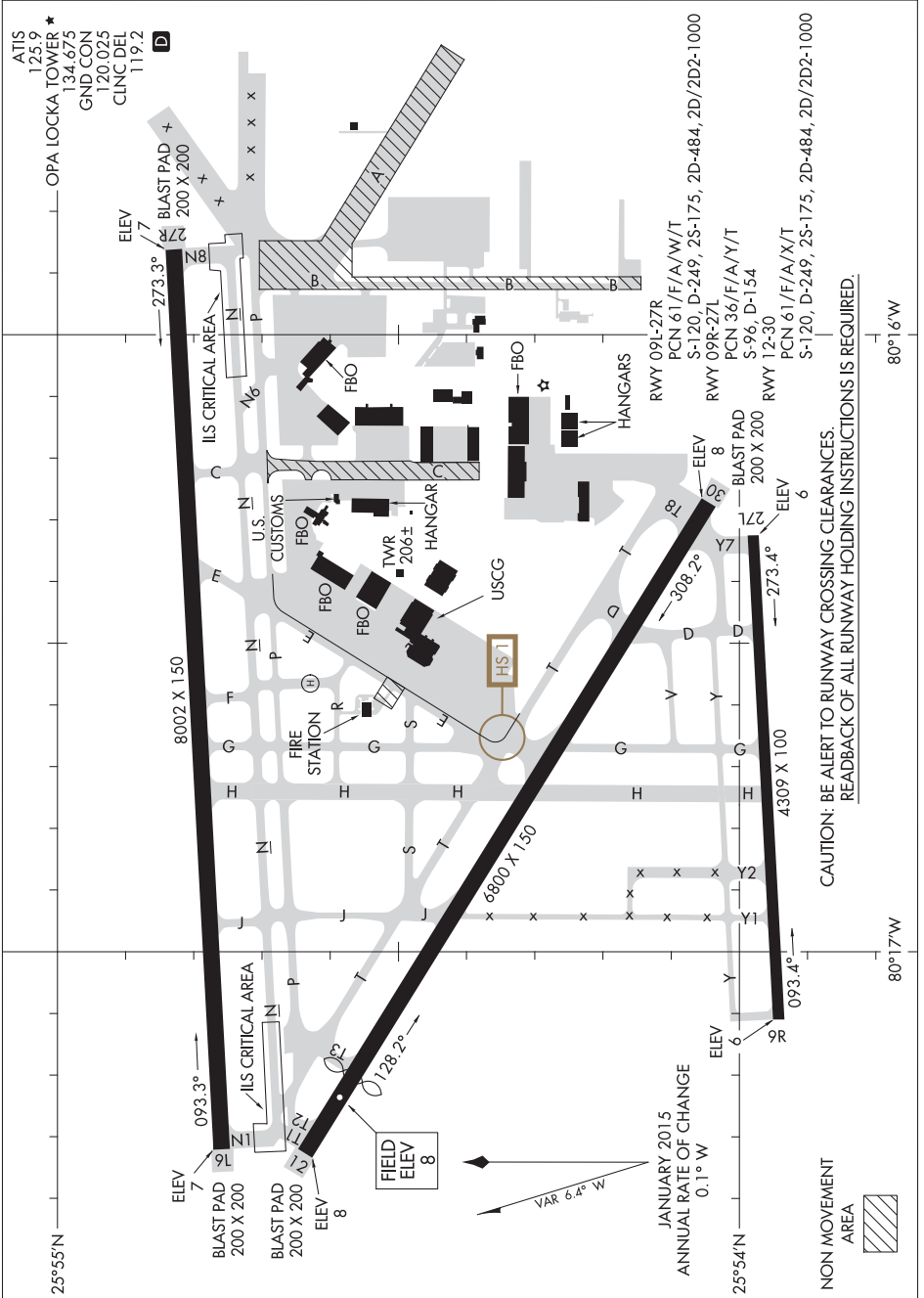
SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-256 (FAA)

OPA-LOCKA EXECUTIVE (OPF)
MIAMI, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017



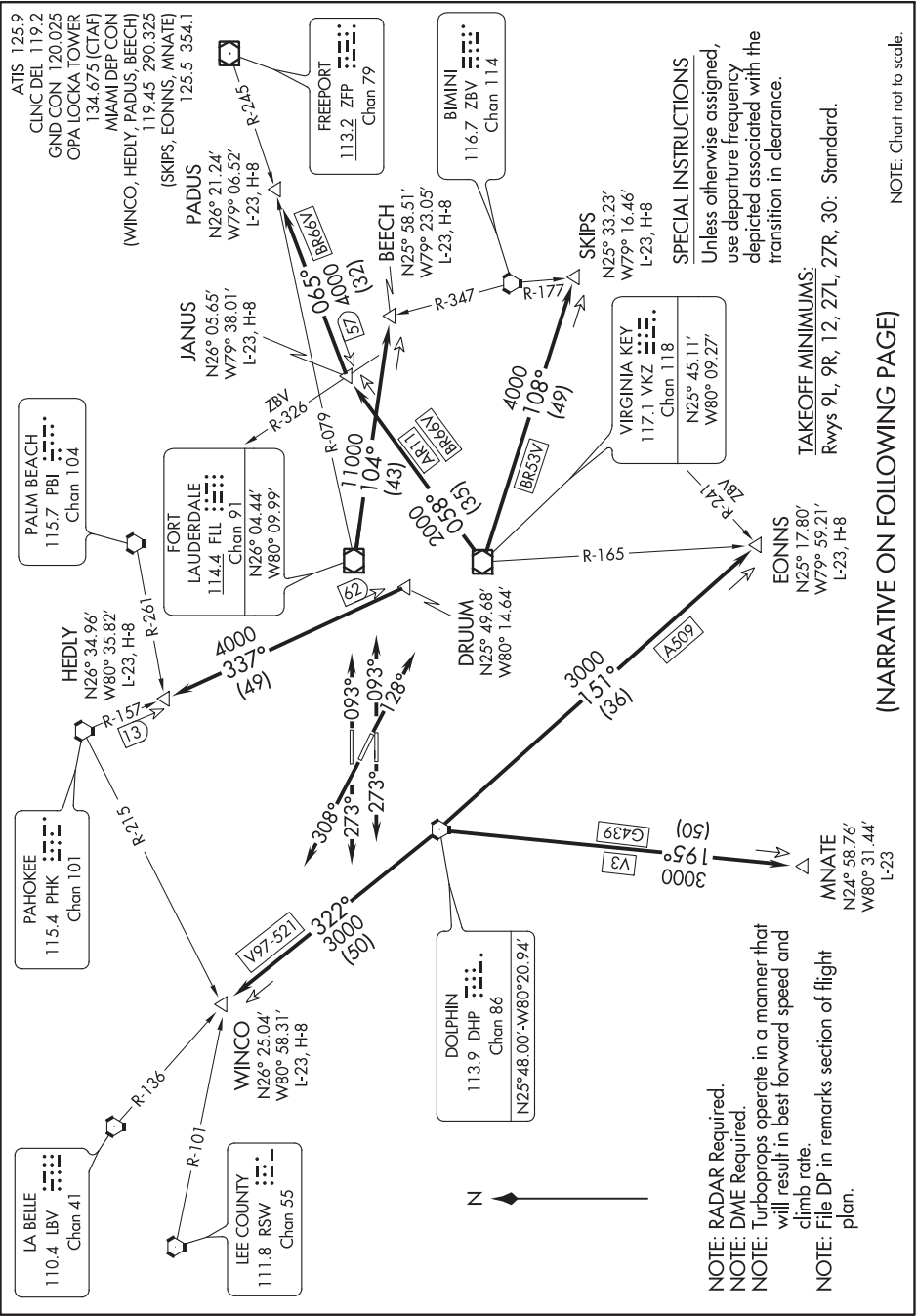
AIRPORT DIAGRAM

MIAMI, FLORIDA
OPA-LOCKA EXECUTIVE (OPF)

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI FIVE DEPARTURE

SE-3, 10 NOV 2016 to 05 JAN 2017



NOTE: RADAR Required.
 NOTE: DME Required.
 NOTE: Turboprops operate in a manner that will result in best forward speed and climb rate.
 NOTE: File DP in remarks section of flight plan.

SPECIAL INSTRUCTIONS
 Unless otherwise assigned, use departure frequency depicted associated with the transition in clearance.

TAKEOFF MINIMUMS:
 Rwy's 9L, 9R, 12, 27L, 27R, 30: Standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9L: Climb heading 093°, thence

TAKEOFF RWY 9R: Climb heading 093°, thence

TAKEOFF RWY 12: Climb heading 128°, thence

TAKEOFF RWY 27R: Climb heading 273°, thence

TAKEOFF RWY 27L: Climb heading 273°, thence

TAKEOFF RWY 30: Climb heading 308°, thence

. . . . maintain 2000 or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA5.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH INT.

EONNS TRANSITION (MIA5.EONNS): From over DHP VORTAC on DHP R-151 to EONNS INT.

HEDLY TRANSITION (MIA5.HEDLY): From over DRUUM DME FIX on PHK R-157 to HEDLY INT.

MNATE TRANSITION (MIA5.MNATE): From over DHP VORTAC on DHP R-195 to MNATE DME FIX.

PADUS TRANSITION (MIA5.PADUS): From over VKZ VOR/DME on VKZ R-058 to JANUS INT and ZFP R-245 to PADUS INT.

SKIPS TRANSITION (MIA5.SKIPS): From over VKZ VOR/DME on VKZ R-108 to SKIPS INT.

WINCO TRANSITION (MIA5.WINCO): From over DHP VORTAC on DHP R-322 to WINCO INT.

(NOTES CONTINUED ON FOLLOWING PAGE)

MIAMI FIVE DEPARTURE

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI FIVE DEPARTURE

TAKEOFF OBSTACLE NOTES:

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

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MIAMI FIVE DEPARTURE

APP CRS 003°	Rwy Idg 3701
	TDZE 82
	Apt Elev 82

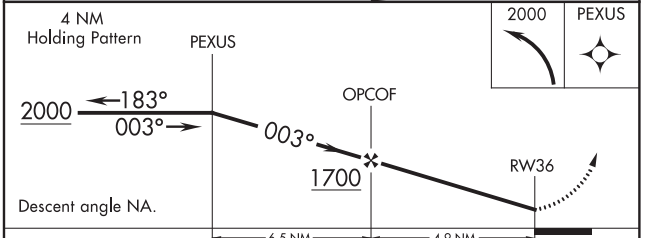
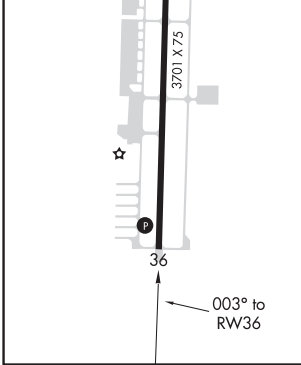
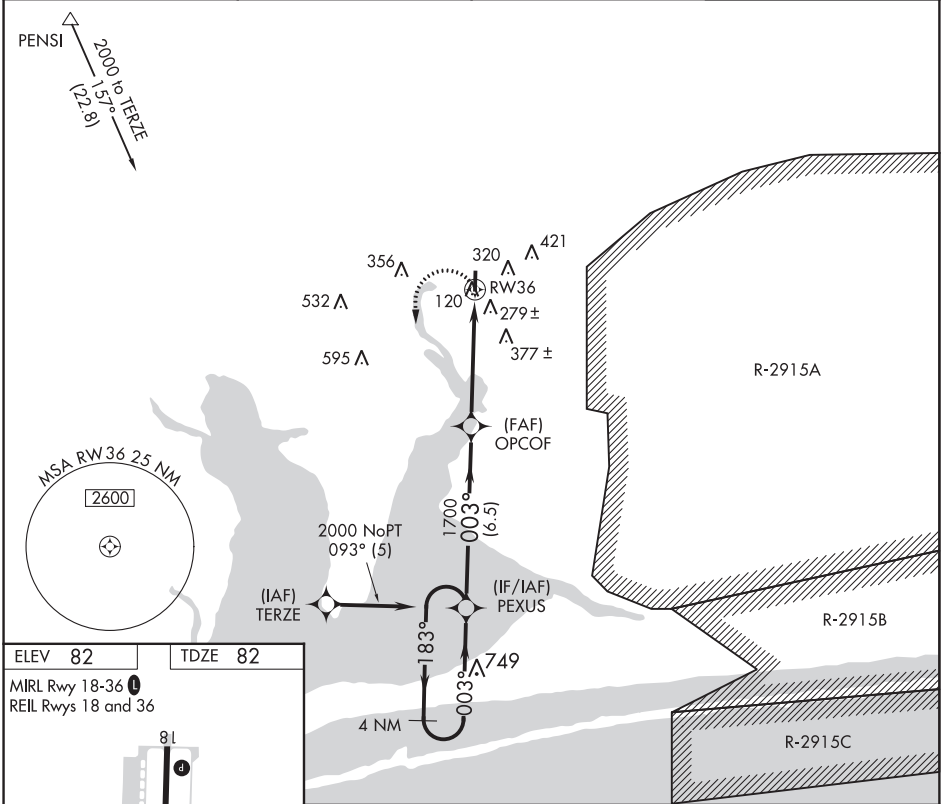
RNAV (GPS) RWY 36

PETER PRINCE FIELD (2R4)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Pensacola Inl altimeter setting; when not received, use Crestview altimeter setting and increase all MDA 40 feet and increase LNAV and Circling visibility Cat C ¼ mile. Procedure NA at night.

MISSED APPROACH:
Climbing left turn to 2000 direct PEXUS and hold.

PENSACOLA APP CON 124.85 235.775	GCO 121.725	UNICOM 122.975 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	580-1	498 (500-1)	580-1¼ 498 (500-1¼)	NA
CIRCLING	660-1	578 (600-1)	660-1½ 578 (600-1½)	NA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

NAPLES, FLORIDA

AL-6020 (FAA)

15120

RNAV (GPS) RWY 5

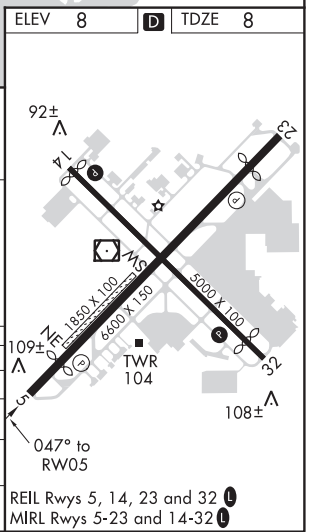
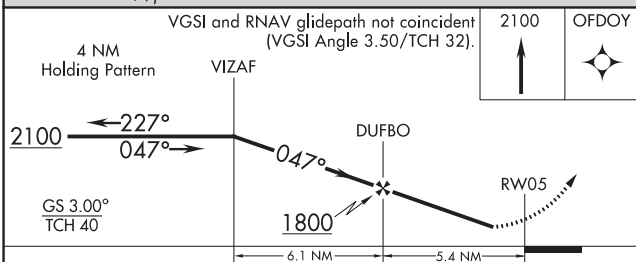
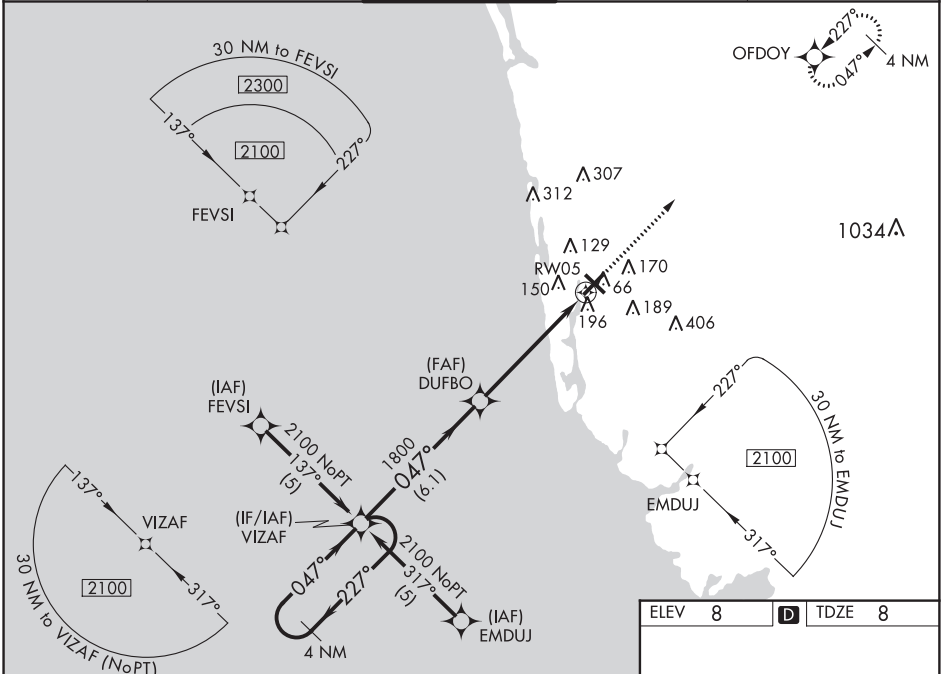
NAPLES MUNI (APF)

WAAS CH 73015 W05A	APP CRS 047°	Rwy ldg 5000 TDZE 8 Apt Elev 8
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Baro-VNAV NA when using Southwest Florida Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV, LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile

MISSED APPROACH:
Climb to 2100 direct OFDOY and hold.

ATIS 134.225	FORT MYERS APP CON* 119.75 327.8	NAPLES TOWER* 128.5 (CTAF) 0	GND CON 121.6	NAPLES CLNC DEL 118.0
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CATEGORY	A	B	C	D
LPV DA		295-1	287 (300-1)	
LNAV/VNAV DA		446-1½	438 (500-1½)	
LNAV MDA	460-1	452 (500-1)	460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)
CIRCLING	500-1	492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)

NAPLES, FLORIDA
Amdt 2 17DEC09

26°09'N-81°47'W

RNAV (GPS) RWY 5

NAPLES MUNI (APF)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69314 W23A	APP CRS 227°	Rwy ldg TDZE Apt Elev	5000 8 8
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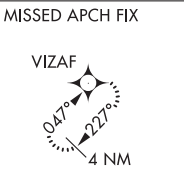
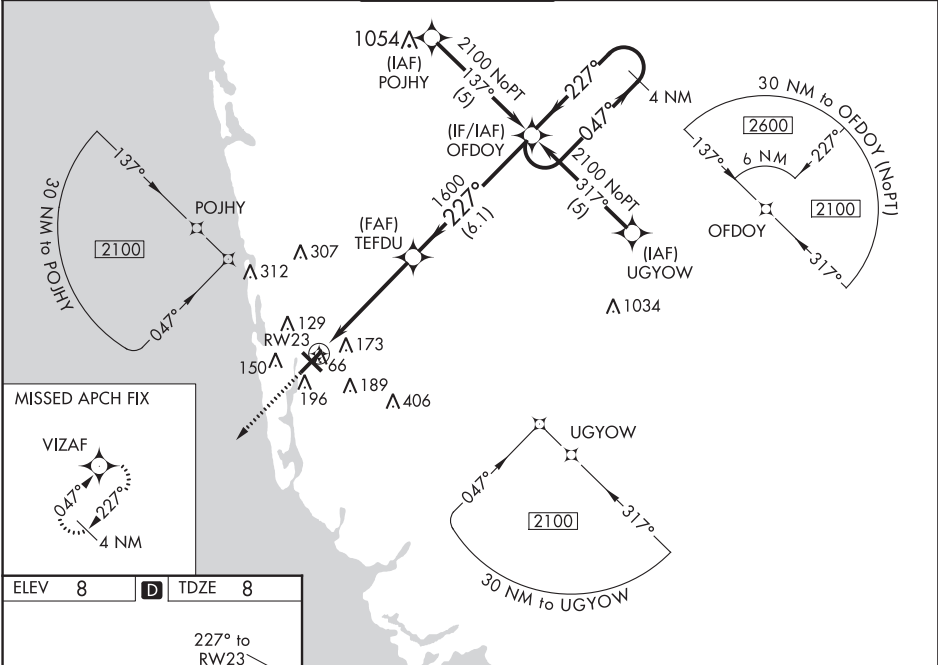
RNAV (GPS) RWY 23

NAPLES MUNI (APF)

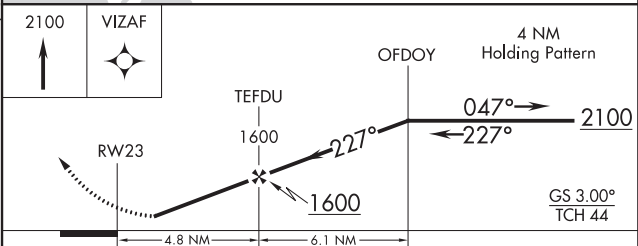
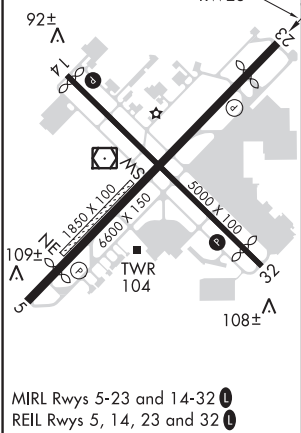
⚠ Inoperative table does not apply. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH:
Climb to 2100 direct VIZAF and hold.

ATIS 134.225	FORT MYERS APP CON* 119.75 327.8	NAPLES TOWER* 128.5 (CTAF) 0	GND CON 121.6	NAPLES CLNC DEL 118.0
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ELEV 8	D	TDZE 8
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CATEGORY	A	B	C	D
LPV DA	313-1		305 (400-1)	
LNAV/VNAV DA	461-1½		453 (500-1½)	
LNAV MDA	440-1	432 (500-1)	440-1¼ 432 (500-1¼)	440-1½ 432 (500-1½)
CIRCLING	500-1	492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 137°	Rwy Idg TDZE Apt Elev	N/A N/A 8
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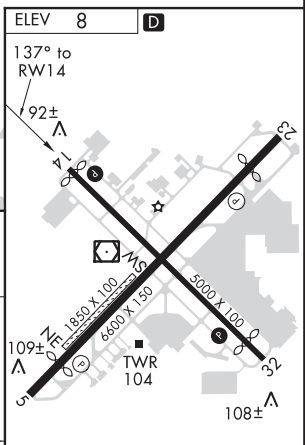
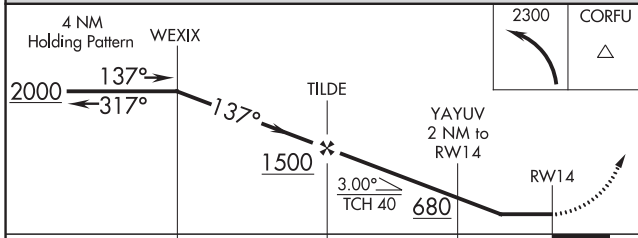
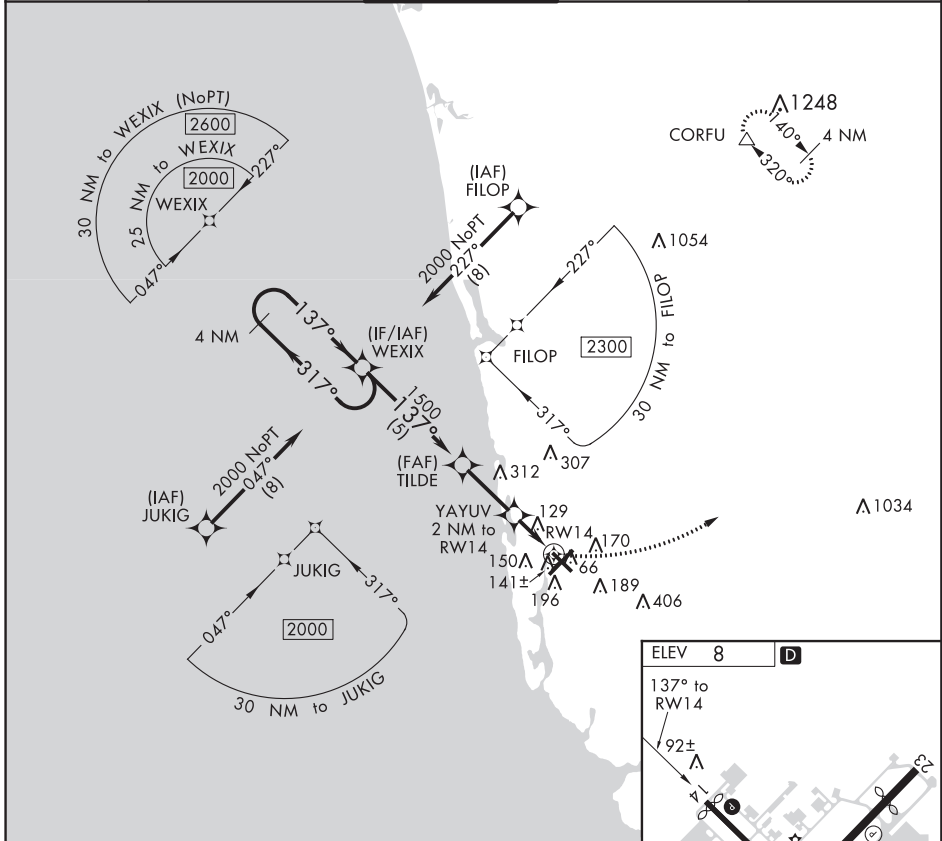
RNAV (GPS)-B

NAPLES MUNI (APF)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all MDA 60 feet and increase Cat D visibility ¼ mile.

▲ MISSED APPROACH: Climbing left turn to 2300 direct CORFU and hold.

ATIS 134.225	FORT MYERS APP CON* 119.75 327.8	NAPLES TOWER* 128.5 (CTAF) 0	GND CON 121.6	NAPLES CLNC DEL 118.0
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CATEGORY	A	B	C	D
C CIRCLING	500-1	492 (500-1)	680-2 672 (700-2)	720-2¼ 712 (800-2¼)

REIL Rwy 5, 14, 23 and 32 **0**
MIRL Rwy 5-23 and 14-32 **0**

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

NAPLES, FLORIDA

AL-6020 (FAA)

15176

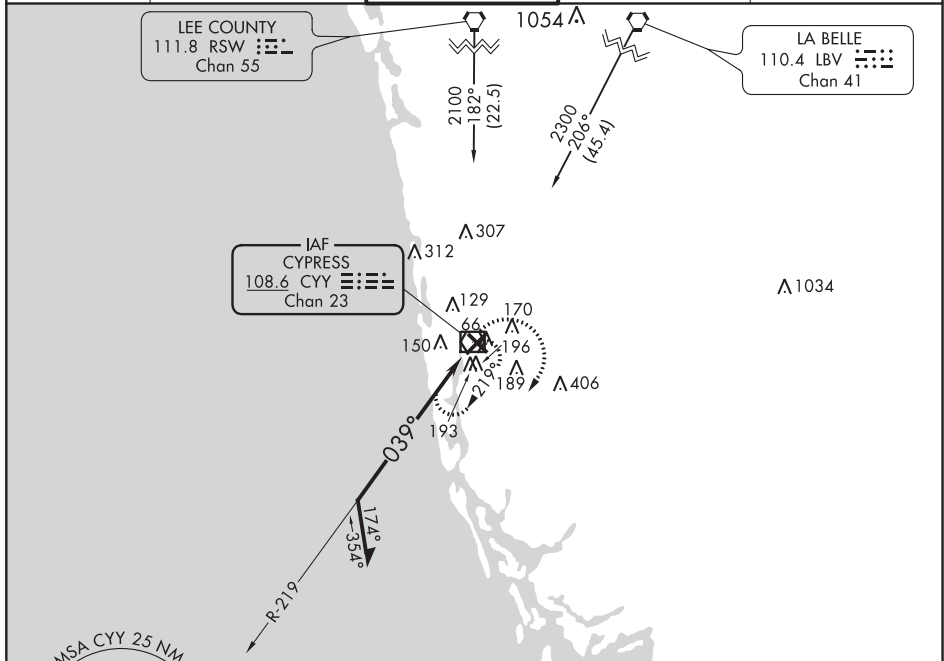
VOR/DME CYY 108.6 Chan 23	APP CRS 039°	Rwy Idg TDZE Apt Elev	5000 8 8
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VOR RWY 5

NAPLES MUNI (APF)

▼ Helicopter visibility reduction below $\frac{3}{4}$ SM NA. MISSED APPROACH: Climbing right turn to 1800 in CYY VOR/DME holding pattern.

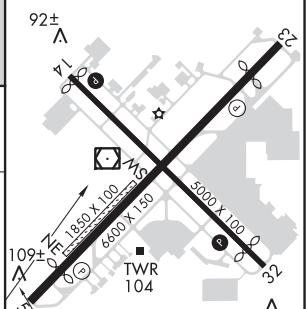
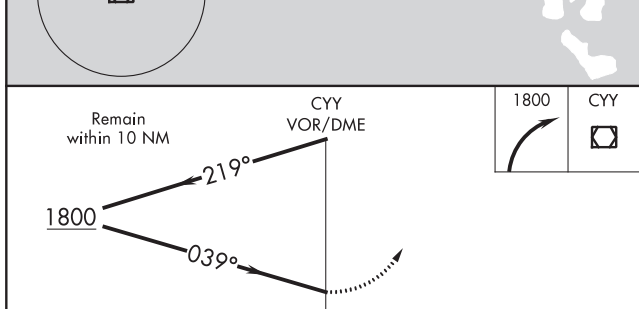
ATIS 134.225	FORT MYERS APP CON* 119.75 327.8	NAPLES TOWER* 128.5 (CTAF) 0	GND CON 121.6	NAPLES CLNC DEL 118.0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 8	D TDZE 8
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CATEGORY	A	B	C	D
S-5	500-1 492 (500-1)		500-1 $\frac{1}{4}$ 492 (500-1 $\frac{1}{4}$)	500-1 $\frac{1}{2}$ 492 (500-1 $\frac{1}{2}$)
CIRCLING	500-1 492 (500-1)		500-1 $\frac{1}{2}$ 492 (500-1 $\frac{1}{2}$)	560-2 552 (600-2)

MRL Rwy 5-23 and 14-32
REIL Rwy 5, 14, 23 and 32

NAPLES, FLORIDA
Amdt 5A 25JUN15

26°09'N-81°47'W

NAPLES MUNI (APF) VOR RWY 5

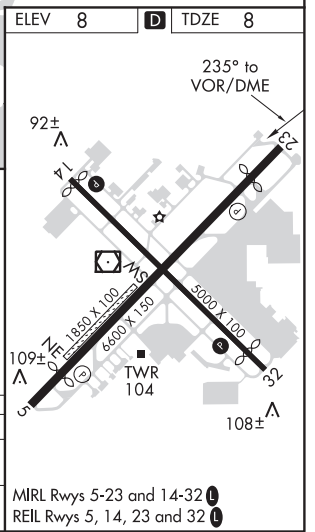
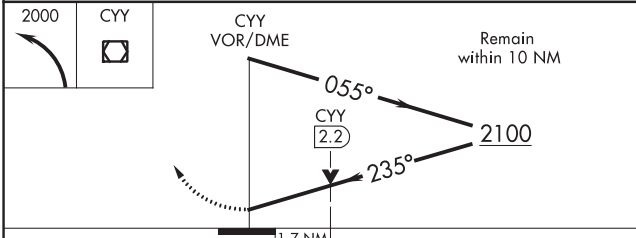
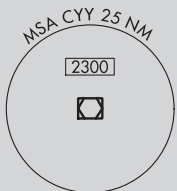
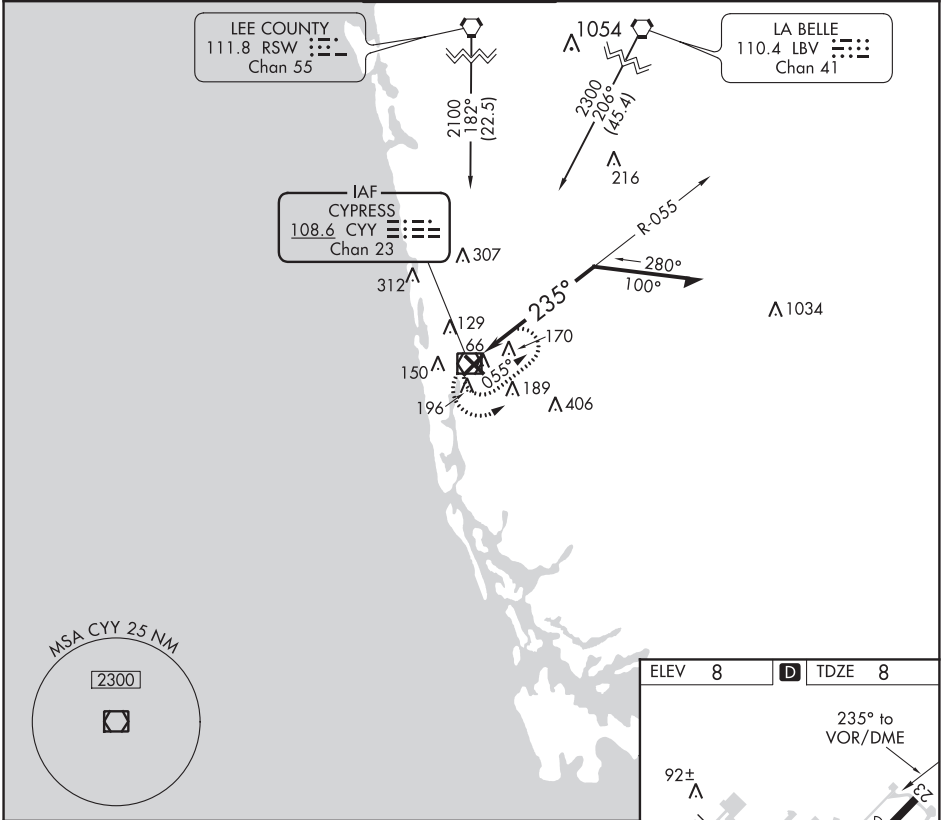
VOR/DME CY Y 108.6 Chan 23	APP CRS 235°	Rwy Idg TDZE Apt Elev 5000 8 8
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VOR RWY 23

NAPLES MUNI (APF)

Helicopter visibility reduction below 3/4 SM NA. MISSED APPROACH: Climbing left turn to 2000 in CY Y VOR/DME holding pattern.

ATIS 134.225	FORT MYERS APP CON* 119.75 327.8	NAPLES TOWER* 128.5 (CTAF) 1	GND CON 121.6	NAPLES CLNC DEL 118.0
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CATEGORY	A	B	C	D
S-23	600-1	592 (600-1)	600-1½ 592 (600-1½)	600-1¾ 592 (600-1¾)
CIRCLING	600-1	592 (600-1)	600-1½ 592 (600-1½)	600-2 592 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-6020 (FAA)

NAPLES MUNI (APF)
NAPLES, FLORIDA

ATIS
134.225
NAPLES TOWER*
128.5
GND CON
121.6
CLNC DEL
118.0

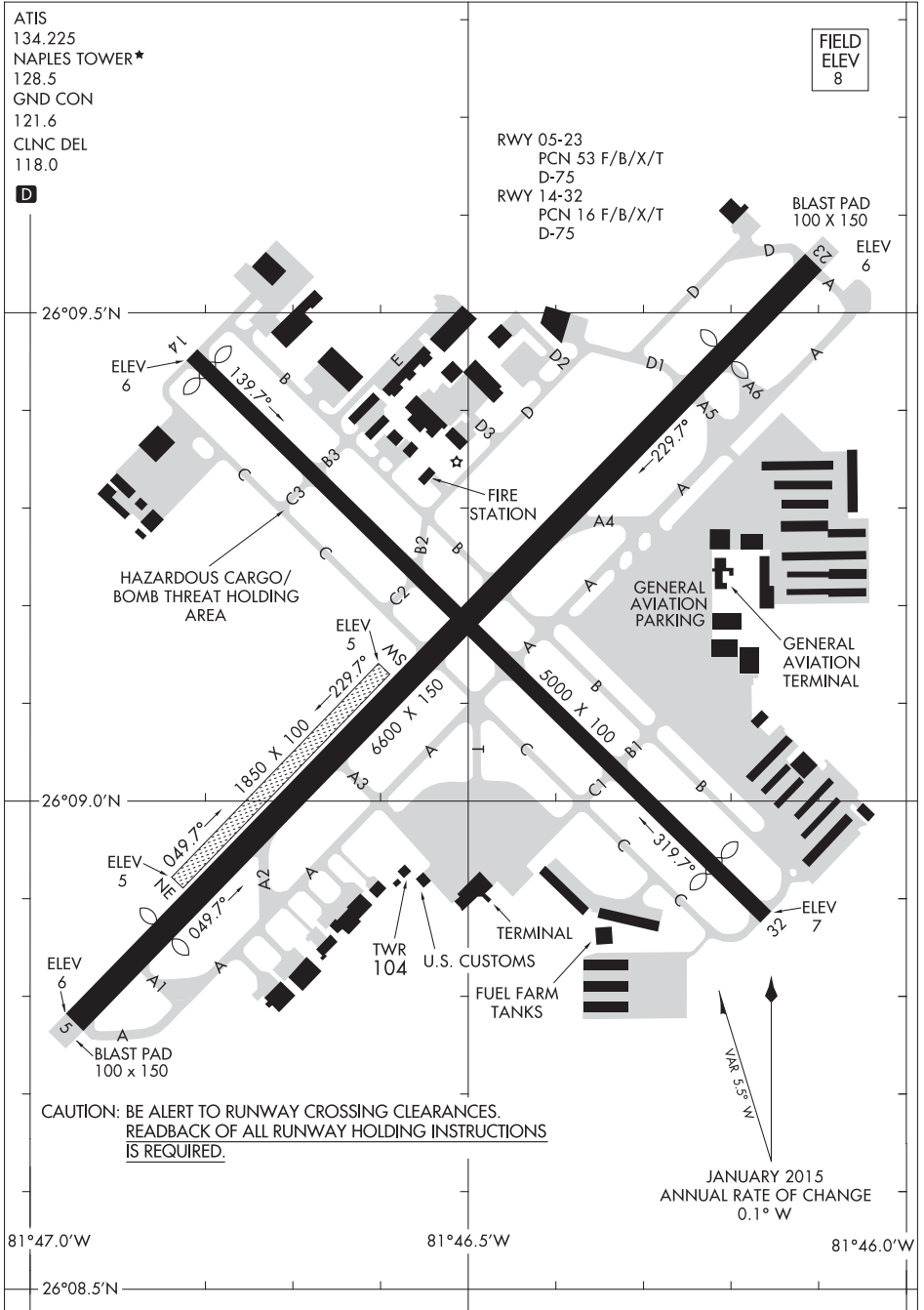
FIELD
ELEV
8

RWY 05-23
PCN 53 F/B/X/T
D-75
RWY 14-32
PCN 16 F/B/X/T
D-75

BLAST PAD
100 X 150
ELEV
6

SE-3, 10 NOV 2016 to 05 JAN 2017

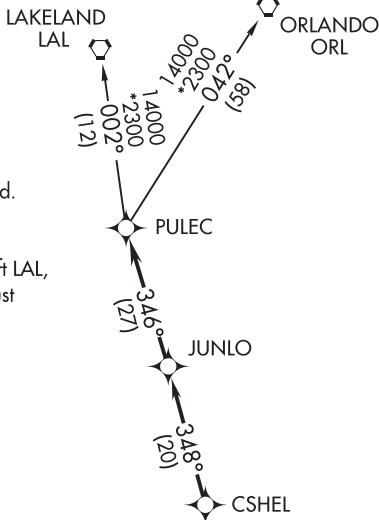
SE-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

CSHEL FIVE DEPARTURE (RNAV)

**TOP ALTITUDE:
2000**



ATIS 134.225
 CLNC DEL 118.0
 GND CON 121.6
 NAPLES TOWER ★ 128.5 (CTAF)
 FORT MYERS DEP CON ★ 119.75 327.8

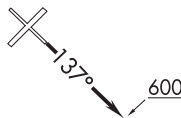
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: RNAV 1.
- NOTE: For Turbojet aircraft only.
- NOTE: For NON-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.

TAKEOFF OBSTACLES:

- 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.

TAKEOFF MINIMUMS

Rwy 5, 14, 23, 32: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5, 23, 32: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence....

TAKEOFF RUNWAY 14: Climb heading 137° to 600, then via radar vectors to CSHEL, then via depicted route to PULEC, thence....


...via (transition). Maintain 2000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.


LAKELAND TRANSITION (CSHEL5.LAL):


ORLANDO TRANSITION (CSHEL5.ORN):

NAPLES FOUR DEPARTURE


**TOP ALTITUDE:
2000**


ST. PETERSBURG
116.4 PIE 
Chan 111
N27°54.47' - W82°41.06'
L-21-24, H-8


LAKELAND
116.0 LAL 
Chan 107
N27°59.17'
W82°00.83'
L-21-23-24, H-8


ORLANDO
112.2 ORL 
Chan 59
N28°32.56'
W81°20.10'
L-21-23-24, H-8


ATIS 134.225
CLNC DEL
118.0
GND CON
121.6
NAPLES TOWER*
128.5 (CTAF)
FORT MYERS DEP CON*
119.75 327.8

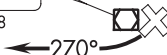
SARASOTA
117.0 SRQ 
Chan 117
N27°24.42'
W82°33.82'
L-21-23, H-8


LEE COUNTY
111.8 RSW 
Chan 55
N26°31.79'
W81°46.55'
L-21-23, H-8

LA BELLE
110.4 LBV 
Chan 41
N26°49.69'
W81°23.49'
L-21-23, H-8

CYPRESS
108.6 CYY 
Chan 23
N26°09.21'
W81°46.69'
L-21-23, H-8

PAHOKEE
115.4 PHK 
Chan 101
N26°46.96'
W80°41.49'
L-23, H-8



FT. LAUDERDALE
114.4 FLL 
Chan 91
N26°04.44'
W80°09.99'
L-23, H-8

NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwys 5, 14, 32: NA-ATC.
Rwy 23: 300-1.

TAKEOFF OBSTACLE NOTES

Rwy 23: Trees 400' left and right of DER, up to 100' AGL/110' MSL.

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.

WAAS CH 77737 W18A	APP CRS 181°	Rwy Idg TDZE Apt Elev	4045 11 11
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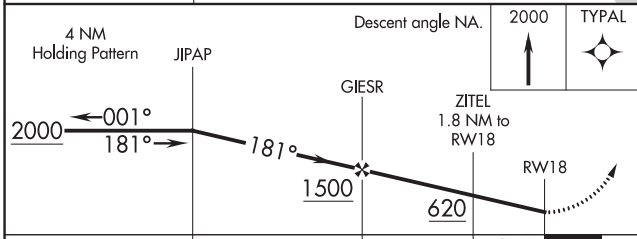
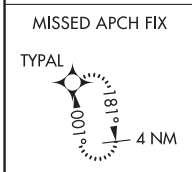
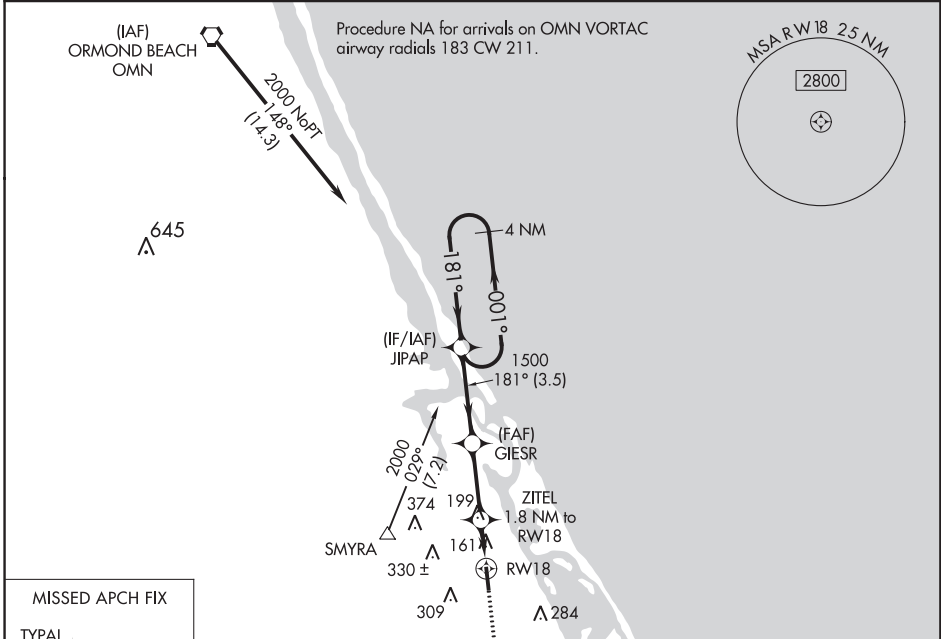
RNAV (GPS) RWY 18

MASSEY RANCH AIRPARK (X50)

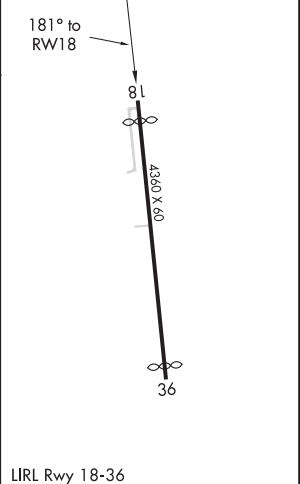
▽ DME/DME RNP-0.3 NA. Procedure NA at night. Use Daytona Beach altimeter setting. Helicopter visibility reduction below 1 SM NA.

▲ NA MISSED APPROACH: Climb to 2000 direct TYPAL and hold.

DAYTONA BEACH ASOS-3 120.05	DAYTONA APP CON 125.35 322.3	UNICOM 122.7 (CTAF)
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ELEV 11	TDZE 11
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CATEGORY	A	B	C	D
LP MDA	460-1	449 (500-1)	460-1 ³ / ₈ 449 (500-1 ³ / ₈)	NA
LNAV MDA	500-1	489 (500-1)	500-1 ³ / ₈ 489 (500-1 ³ / ₈)	NA
C CIRCLING	500-1 489 (500-1)	660-1 649 (700-1)	720-2 709 (800-2)	NA

LIRL Rwy 18-36

SE-3, 10 NOV 2016 to 05 JAN 2017

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APP CRS **Rwy Idg 4160**
001° TDZE **11**
 Apt Elev **11**

RNAV (GPS) RWY 36
 MASSEY RANCH AIRPARK (X50)

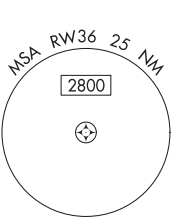
NA DME/DME RNP-0.3 NA. Procedure NA at night. Use Daytona Beach altimeter setting. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct JIPAP and hold.

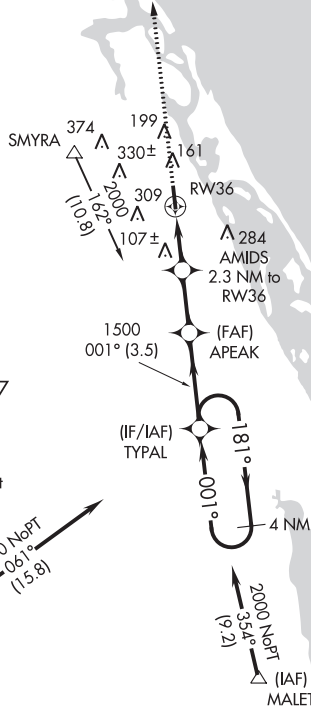
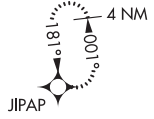
DAYTONA BEACH ASOS-3
120.05

DAYTONA APP CON
125.35 322.3

UNICOM
122.7 (CTAF)



MISSED APCH FIX

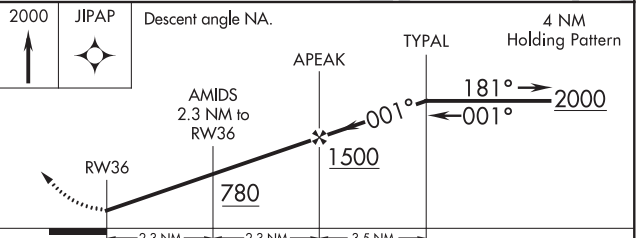
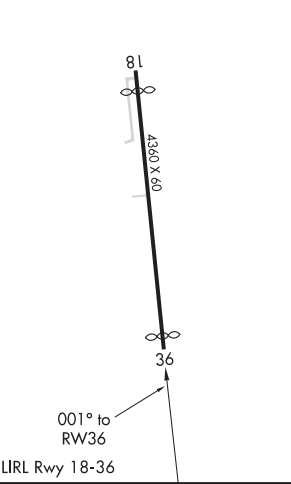


Procedure NA for arrival at OVIDO on V437 northwest bound, V533 southwest bound and V51 southbound.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 11 TDZE 11



CATEGORY	A	B	C	D
LNAV MDA	400-1	389 (400-1)	400-1½ 389 (400-1½)	NA
C CIRCLING	500-1 489 (500-1)	660-1 649 (700-1)	720-2 709 (800-2)	NA

WAAS CH 45900 W02A	APP CRS 021°	Rwy Idg TDZE Apt Elev	3215 9 10
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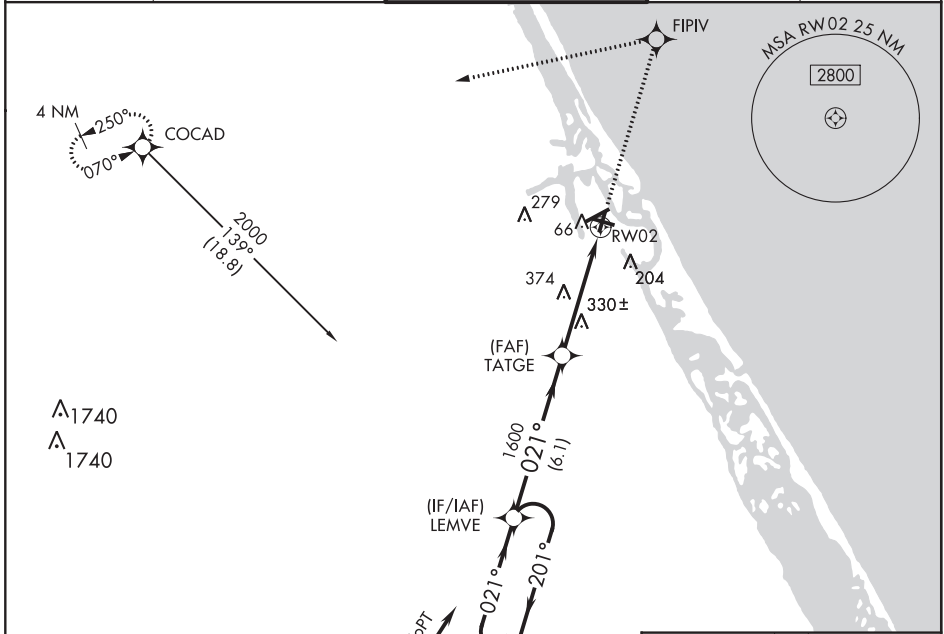
RNAV (GPS) RWY 2

NEW SMYRNA BEACH MUNI (EVB)

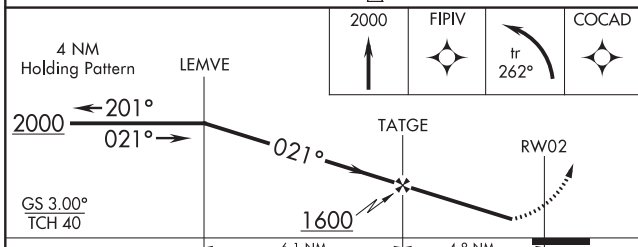
▲ NA Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase DA to 370 feet and all MDAs 40 feet. Night landing: Rwy 2 Cats C and D, 7, 11, 25 NA. DME/DME RNP-0.3 NA.

▲ NA MISSED APPROACH: Climb to 2000 direct FIPIV and left turn via 262° track to COCAD and hold.

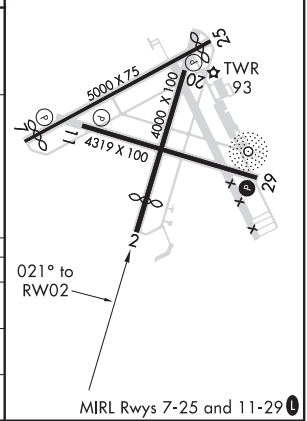
ATIS 124.625	DAYTONA APP CON 125.35 322.3	NEW SMYRNA TOWER ★ 119.675 (CTAF) 0	GND CON 121.325	UNICOM 122.8
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Procedure NA for arrivals at OVIDO via V51 southbound and V533 southwest bound.



ELEV 10	TDZE 9
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CATEGORY	A	B	C	D
LPV DA	336-1¼		327 (400-1¼)	
RNAV MDA	700-1	691 (700-1)	700-2 691 (700-2)	700-2¼ 691 (700-2¼)
CIRCLING	700-1¼	690 (700-1¼)	700-2 690 (700-2)	700-2¼ 690 (700-2¼)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

NEW SMYRNA BEACH, FLORIDA

AL-6459 (FAA)

15232

APP CRS	Rwy Idg	4665
066°	TDZE	9
	Apt Elev	10

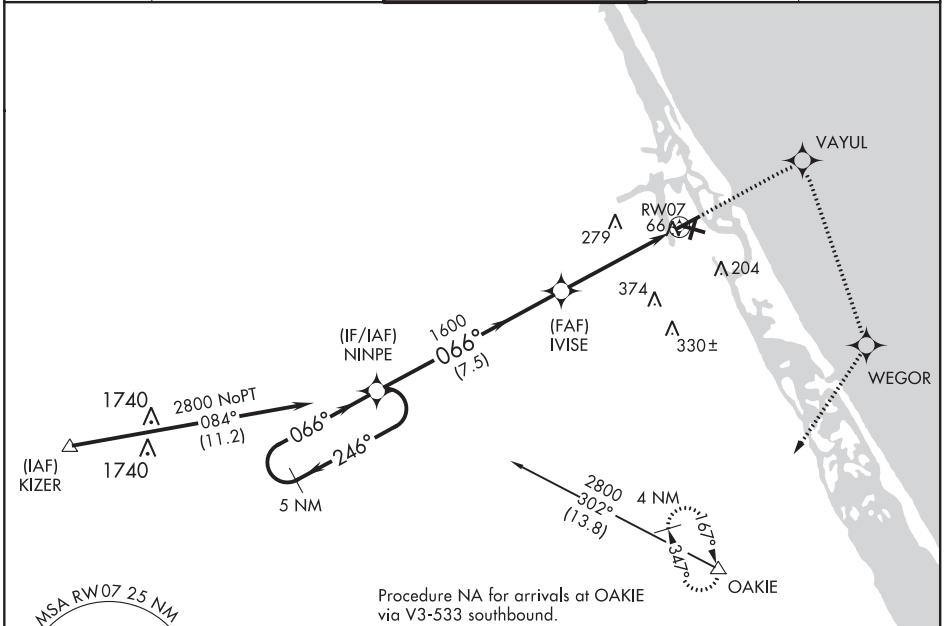
RNAV (GPS) RWY 7

NEW SMYRNA BEACH MUNI (EVB)

NA Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase all MDAs 40 feet. Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Night landing: Rwy 7, 11, 25 NA.

MISSED APPROACH: Climb to 2800 direct VAYUL and right turn via 165° track to WEGOR and via 218° track to OAKIE and hold.

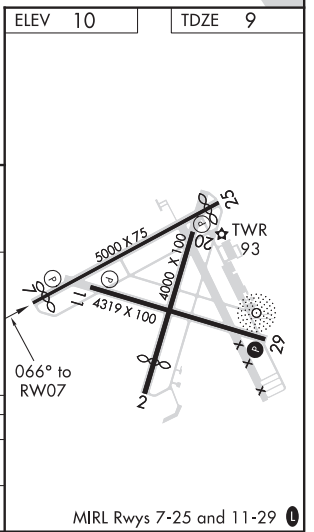
ATIS 124.625	DAYTONA APP CON 125.35 322.3	NEW SMYRNA TOWER ★ 119.675 (CTAF) 0	GND CON 121.325	UNICOM 122.8
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

		<table border="1"> <tr> <td>ELEV</td> <td>10</td> <td>TDZE</td> <td>9</td> </tr> </table>		ELEV	10	TDZE	9		
ELEV	10	TDZE	9						
<p>5 NM Holding Pattern</p>		<table border="1"> <tr> <td>2800 VAYUL</td> <td>WEGOR</td> <td>OAKIE</td> </tr> <tr> <td>↑</td> <td>tr 165°</td> <td>↑</td> </tr> </table>		2800 VAYUL	WEGOR	OAKIE	↑	tr 165°	↑
2800 VAYUL	WEGOR	OAKIE							
↑	tr 165°	↑							
<p>2800 ← 246°</p> <p>066° →</p> <p>066°</p> <p>1600</p> <p>3.04° TCH 40</p> <p>7.5 NM</p> <p>4.8 NM</p>									
CATEGORY	A	B	C	D					
LNVA MDA	440-1	431 (500-1)	440-1¼ 431 (500-1¼)	440-1½ 431 (500-1½)					
CIRCLING	440-1 430 (500-1)	460-1 450 (500-1)	580-1½ 570 (600-1½)	620-2 610 (700-2)					



NEW SMYRNA BEACH, FLORIDA
Orig-A 03APR14

29°03'N-80°57'W

NEW SMYRNA BEACH MUNI (EVB)
RNAV (GPS) RWY 7

WAAS CH 50500 W25A	APP CRS 246°	Rwy Idg TDZE Apt Elev	4700 10 10
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RNAV (GPS) RWY 25

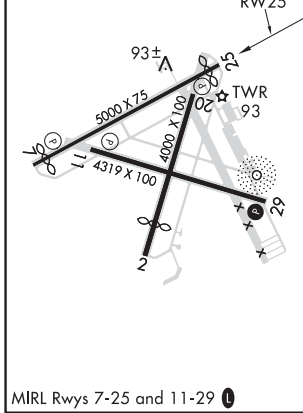
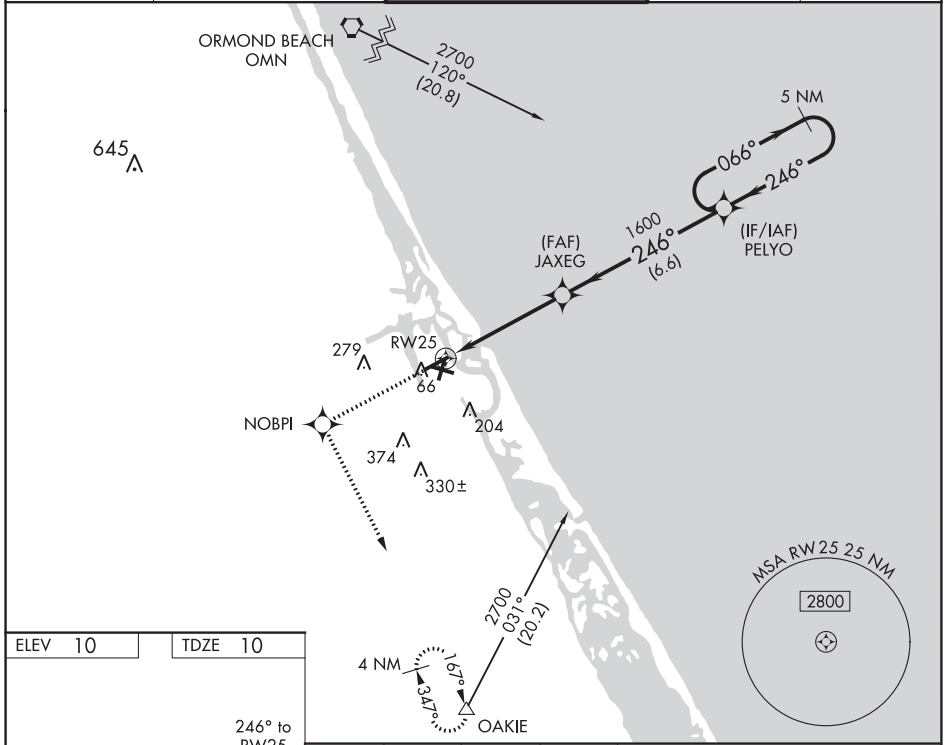
NEW SMYRNA BEACH MUNI (EVB)

▼ Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase DA to 337 feet and all MDA's 40 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 7, 11, 25 NA.

▲ NA ASR

MISSED APPROACH: Climb to 4000 direct NOBPI and via 157° track to OAKIE and hold, continue climb-in-hold to 4000.

ATIS 124.625	DAYTONA APP CON 125.35 322.3	NEW SMYRNA TOWER★ 119.675 (CTAF) 0	GND CON 121.325	UNICOM 122.8
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ELEV 10	TDZE 10	4000		NOBPI	OAKIE	PELYO	5 NM Holding Pattern
		↑	↑	✧	△		
		fr 157°					
		JAXEG		PELYO		5 NM Holding Pattern	
		RW25		246°		066° → 2700	
		1600		← 246°		GS 3.00° TCH 60	
		4.7 NM		6.6 NM			
CATEGORY	A	B	C	D			
LPV DA	303-1	293 (300-1)		NA			
LNAV MDA	380-1	370 (400-1)		NA			
CIRCLING	440-1 430 (500-1)	460-1 450 (500-1)	580-1½ 570 (600-1½)	NA			

MIRL Rwy's 7-25 and 11-29 0
NEW SMYRNA BEACH, FLORIDA
Orig-A 03APR14

29°03'N-80°57'W
413

NEW SMYRNA BEACH MUNI (EVB)
RNAV (GPS) RWY 25

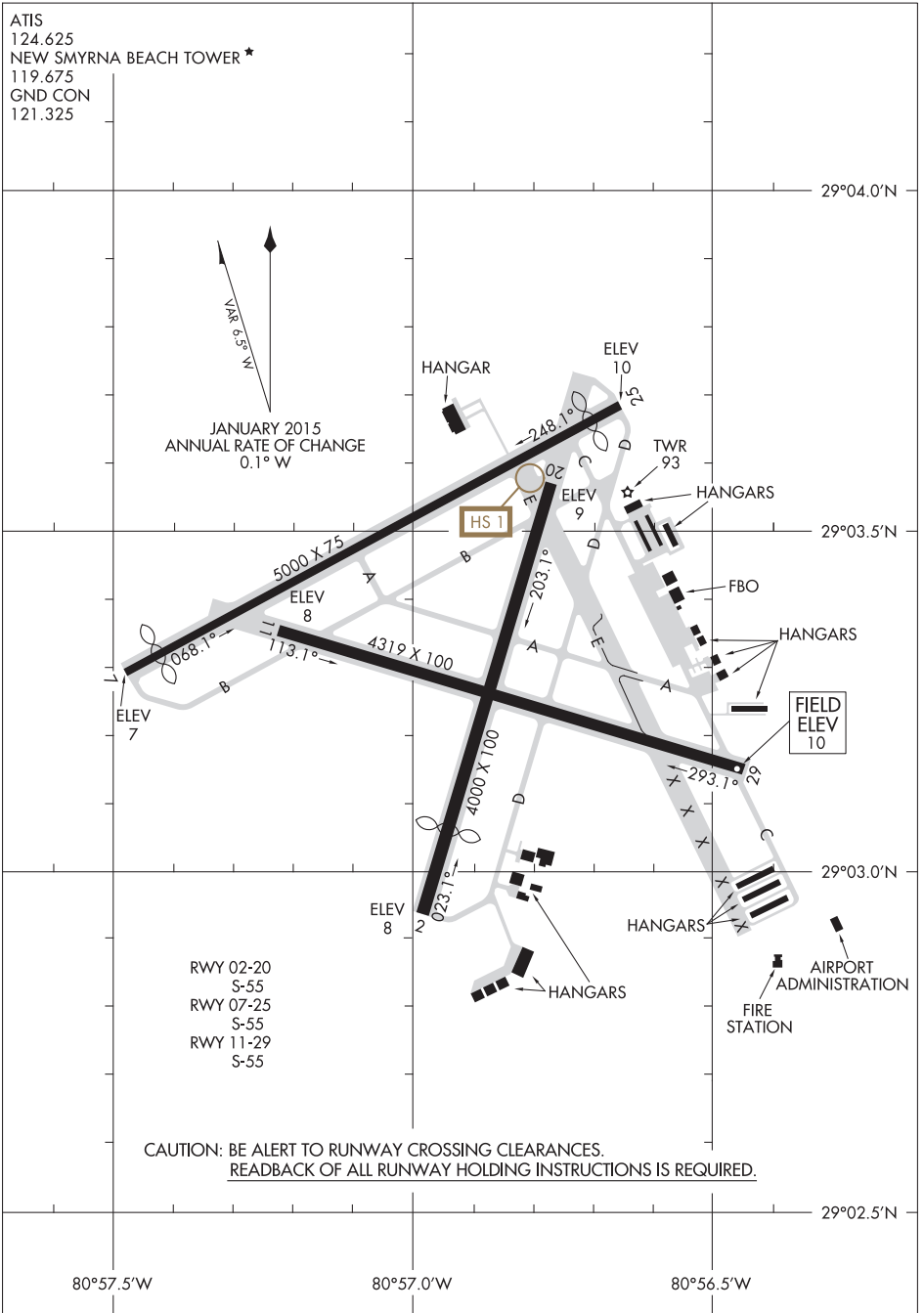
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ATIS
 124.625
 NEW SMYRNA BEACH TOWER ★
 119.675
 GND CON
 121.325

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



RWY 02-20
 S-55
 RWY 07-25
 S-55
 RWY 11-29
 S-55

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

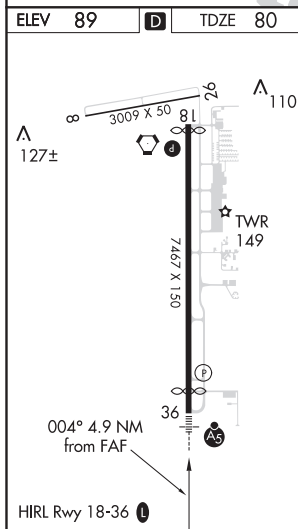
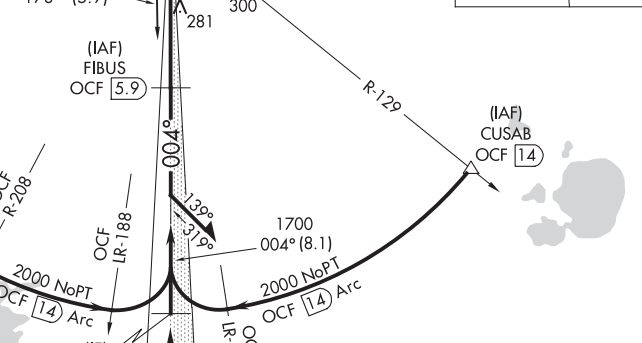
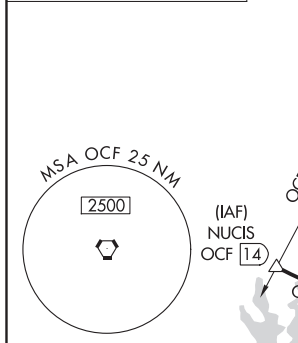
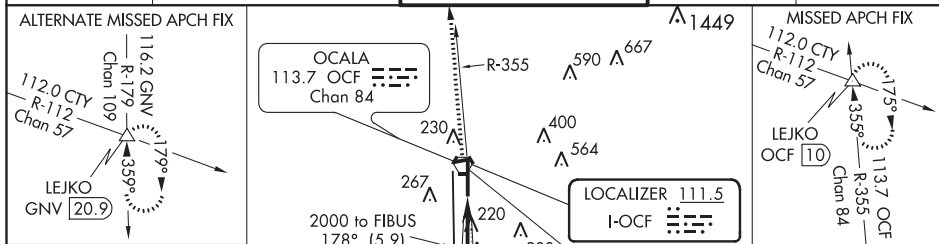
LOC I-OCF 111.5	APP CRS 004°	Rwy Idg 6347
		TDZE 80
		Apt Elev 89

ILS or LOC/DME RWY 36

OCALA INTL-JIM TAYLOR FIELD (OCF)

<p>▼ DME from OCF VORTAC. Simultaneous reception of I-OCF and OCF DME required.</p> <p>▲ When local altimeter setting not received, use Gainesville altimeter setting and increase S-ILS 36 DA to 361 and all MDA 100 feet; increase S-LOC 36 Cats C and D visibility ¼ mile. Inoperative table does not apply to S-ILS 36 all Cats when using local altimeter setting. For inoperative MALSR, increase S-LOC 36 Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainesville altimeter setting, increase S-LOC 36 Cats A and B visibility to 1 mile.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000 via OCF VORTAC R-355 to LEJKO INT/OCF VORTAC 10 DME and hold continue climb-in-hold to 3000.</p>

ATIS 128.125	JACKSONVILLE APP CON 118.6 251.15	OCALA TOWER ★ 119.25 (CTAF) 0	GND CON 121.4	UNICOM 123.0
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OCALA, FLORIDA

AL-5055 (FAA)

16035

WAAS CH 58110 W36A	APP CRS 004°	Rwy Idg TDZE Apt Elev	6347 80 89
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RNAV (GPS) RWY 36

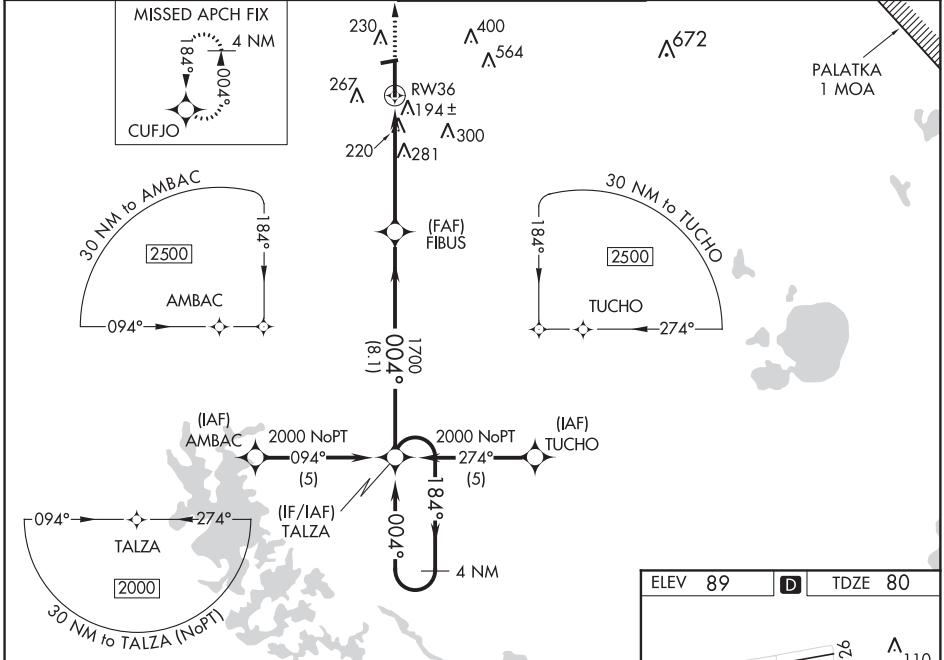
OCALA INTL-JIM TAYLOR FIELD (OCF)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 361, LNAV/VNAV DA to 644, and all MDA 100 feet; increase LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Gainesville altimeter setting. Inoperative table does not apply to LPV when using local altimeter setting. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainesville altimeter setting, increase LNAV Cats A and B visibility to 1 mile.



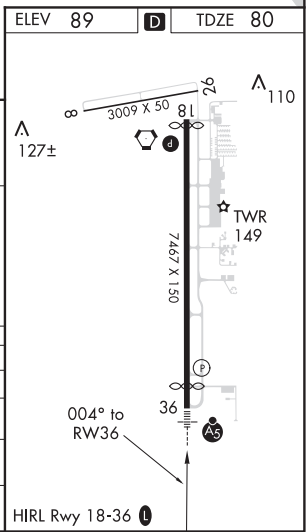
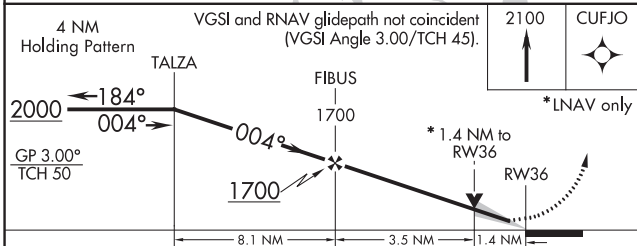
MISSED APPROACH:
Climb to 2100 direct CUFJO and hold.

ATIS 128.125	JACKSONVILLE APP CON 118.6 251.15	OCALA TOWER ★ 119.25 (CTAF) 0	GND CON 121.4	UNICOM 123.0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	280-¾		200 (200-¾)	
LNAV/VNAV DA	563-1¼		483 (500-1¼)	
LNAV MDA	540-¾ 460 (500-¾)		540-1 460 (500-1)	
CIRCLING	580-1 491 (500-1)		580-1½ 491 (500-1½) 640-2 551 (600-2)	

OCALA, FLORIDA
Amdt 1 15JAN09

29°10'N-82°13'W

OCALA INTL-JIM TAYLOR FIELD (OCF) RNAV (GPS) RWY 36

AIRPORT DIAGRAM

AL-5055 (FAA)

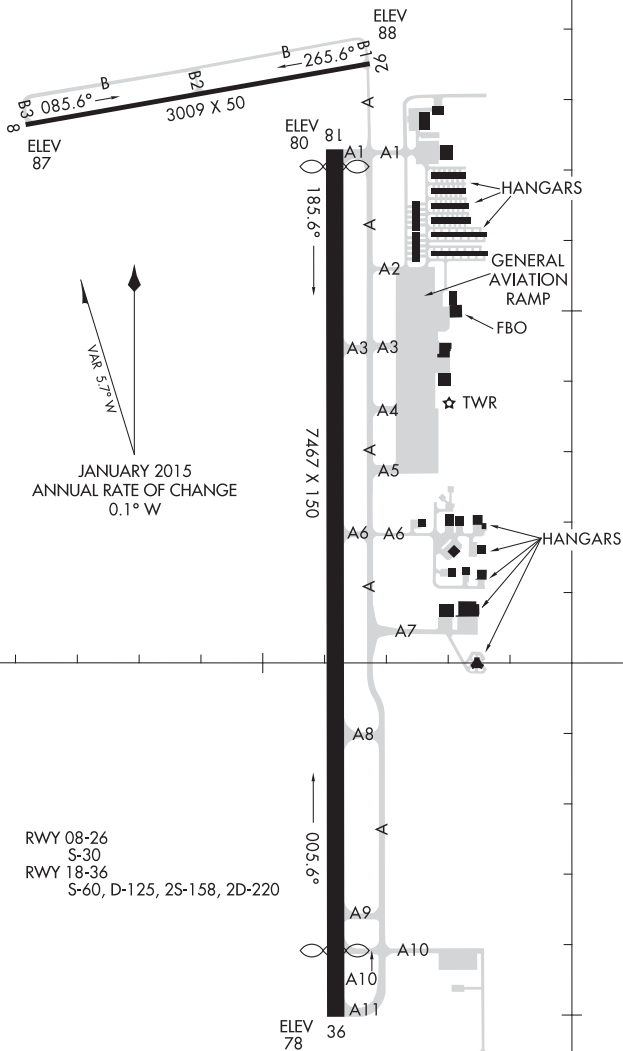
OCALA INTL-JIM TAYLOR FIELD (OCF)
OCALA, FLORIDA

ATIS
128.125
OCALA TOWER ★
119.25
GND CON
121.4

FIELD
ELEV
90

D

29°11'N



RWY 08-26
S-30
RWY 18-36
S-60, D-125, 2S-158, 2D-220

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

82°14'W

82°13'W

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

OCALA, FLORIDA
OCALA INTL-JIM TAYLOR FIELD (OCF)

WAAS CH 53517 W05A	APP CRS 051°	Rwy Idg 5000 TDZE 33 Apt Elev 33
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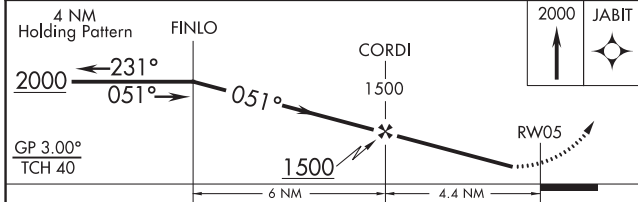
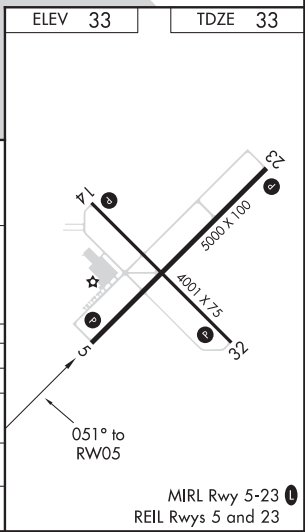
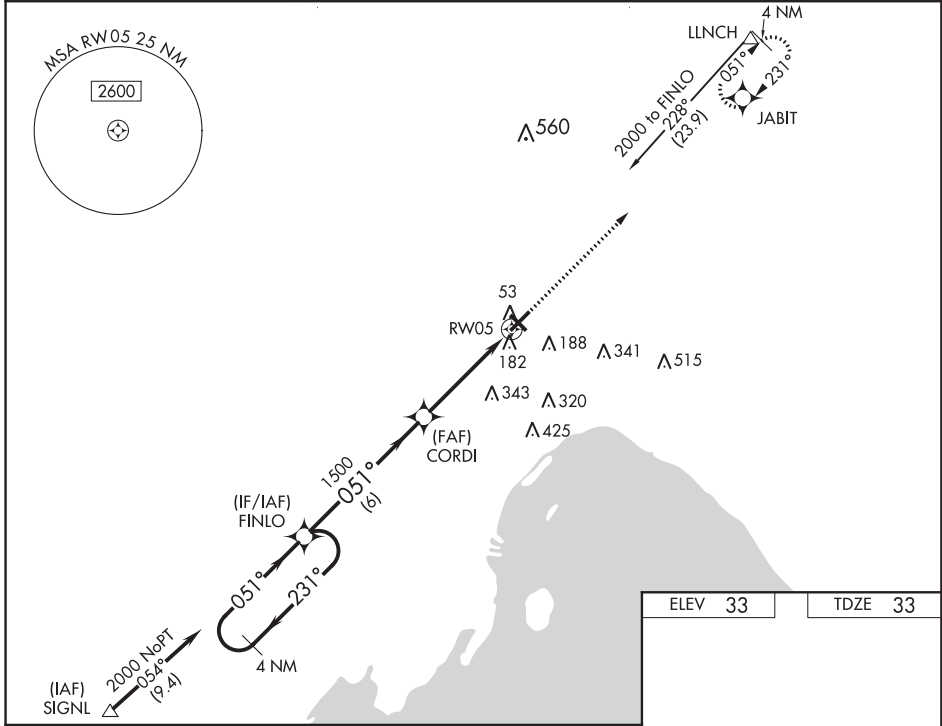
RNAV (GPS) RWY 5

OKEECHOBEE COUNTY (OBE)

⚠ Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. Night landing: Rwy 5,23 NA.

MISSED APPROACH: Climb to 2000 direct JABIT and hold.

AWOS-3 118.675	MIAMI CENTER 132.25 370.9	UNICOM 123.0 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	283-1 250 (300-1)			
LNAV/VNAV DA	454-1½ 421 (500-1½)			
LNAV MDA	480-1 447 (500-1)	480-1¼ 447 (500-1¼)	480-1½ 447 (500-1½)	480-1½ 447 (500-1½)
CIRCLING	500-1 467 (500-1)	500-1½ 467 (500-1½)	600-2 567 (600-2)	

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

OKEECHOBEE, FLORIDA

AL-10337 (FAA)

15344

WAAS CH 82629 W14A	APP CRS 141°	Rwy Idg TDZE Apt Elev	4001 33 33
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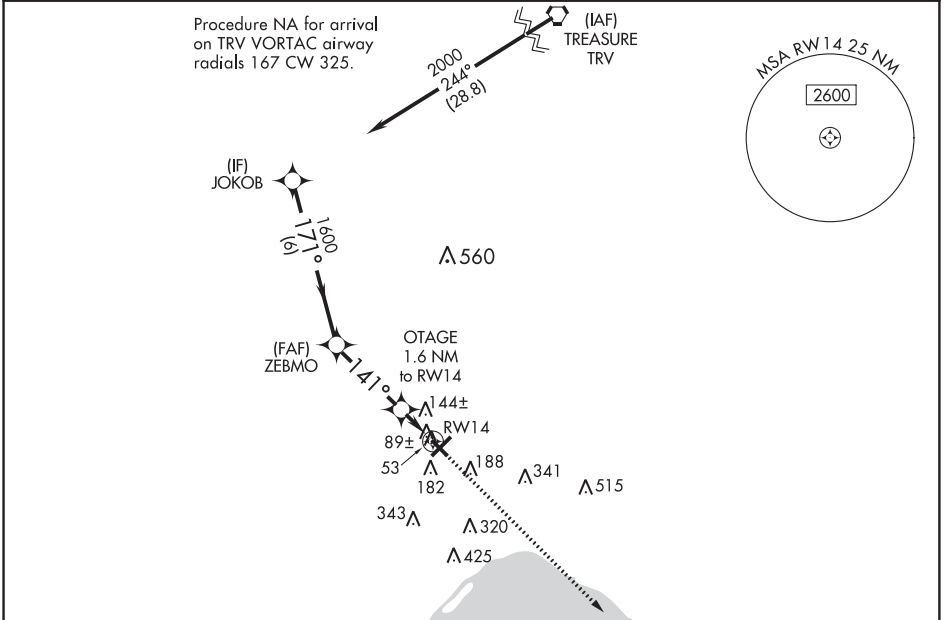
RNAV (GPS) RWY 14

OKEECHOBEE COUNTY (OBE)

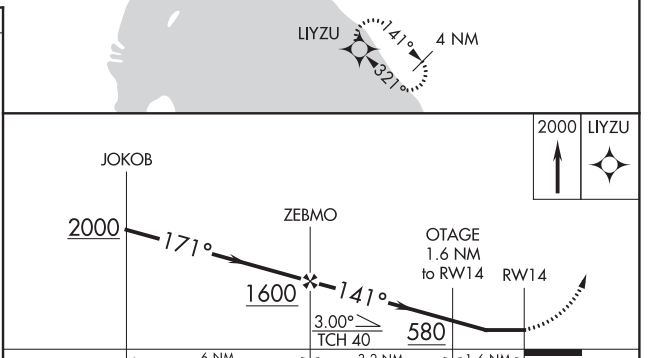
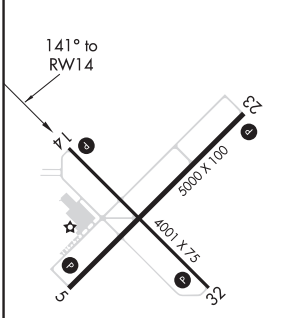
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 80 feet, increase LP Cats C and D visibility 1/8 mile and increase LNAV Cats C and D visibility 3/8 mile. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct LIYZU and hold.

AWOS-3 118.675	MIAMI CENTER 132.25 370.9	UNICOM 123.0 (CTAF)
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ELEV 33	TDZE 33
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CATEGORY	A	B	C	D
LP MDA	340-1 307 (400-1)			
LNAV MDA	400-1 367 (400-1)			
CIRCLING	500-1	467 (500-1)	500-1½ 467 (500-1½)	600-2 567 (600-2)

OKEECHOBEE, FLORIDA
Amdt 1B 20AUG15

27°16'N-80°51'W

OKEECHOBEE COUNTY (OBE) RNAV (GPS) RWY 14

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58117 W23A	APP CRS 231°	Rwy Idg TDZE 33 Apt Elev 33	5000
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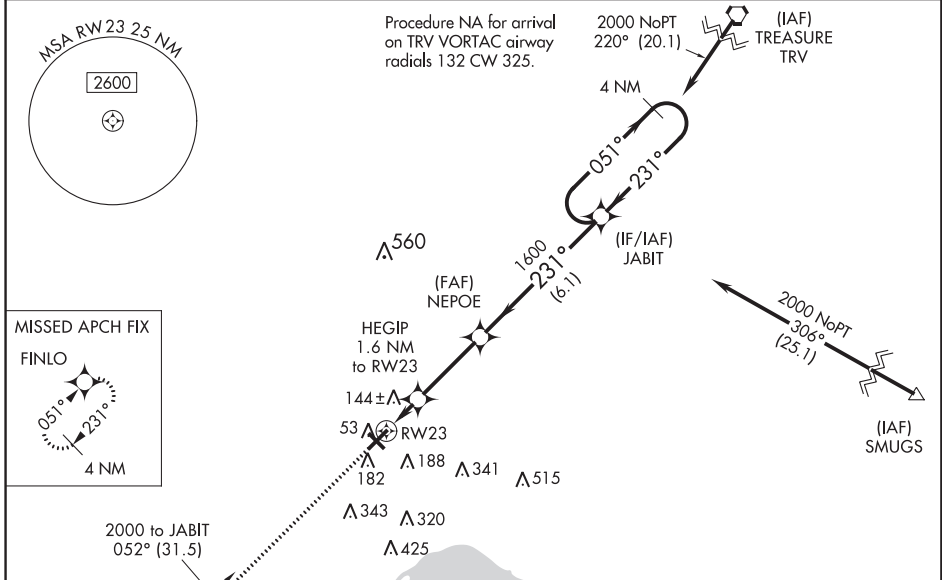
RNAV (GPS) RWY 23

OKEECHOBEE COUNTY (OBE)

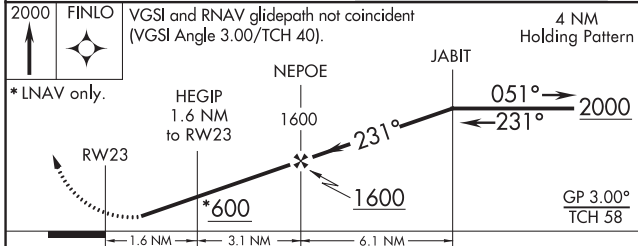
⚠ Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C (29°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV all Cats visibility 1/8 mile, and increase LNAV/VNAV all Cats and LNAV Cats C and D visibility 3/8 mile. Procedure NA at night.

MISSED APPROACH:
Climb to 2000 direct FINLO and hold.

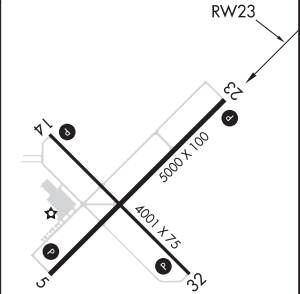
AWOS-3 118.675	MIAMI CENTER 132.25 370.9	UNICOM 123.0 (CTAF)
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2000	FINLO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).	4 NM Holding Pattern
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ELEV 33	TDZE 33
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CATEGORY	A	B	C	D
LPV DA		315-1	282 (300-1)	
LNAV/VNAV DA		435-1¼	402 (500-1¼)	
LNAV MDA		400-1	367 (400-1)	
CIRCLING	500-1	467 (500-1)	500-1½ 467 (500-1½)	600-2 567 (600-2)

MIRL Rwy 5-23

REIL Rws 5 and 23

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

OKEECHOBEE, FLORIDA

AL-10337 (FAA)

16259

WAAS CH 93916 W32A	APP CRS 321°	Rwy Idg 4001 TDZE 33 Apt Elev 33
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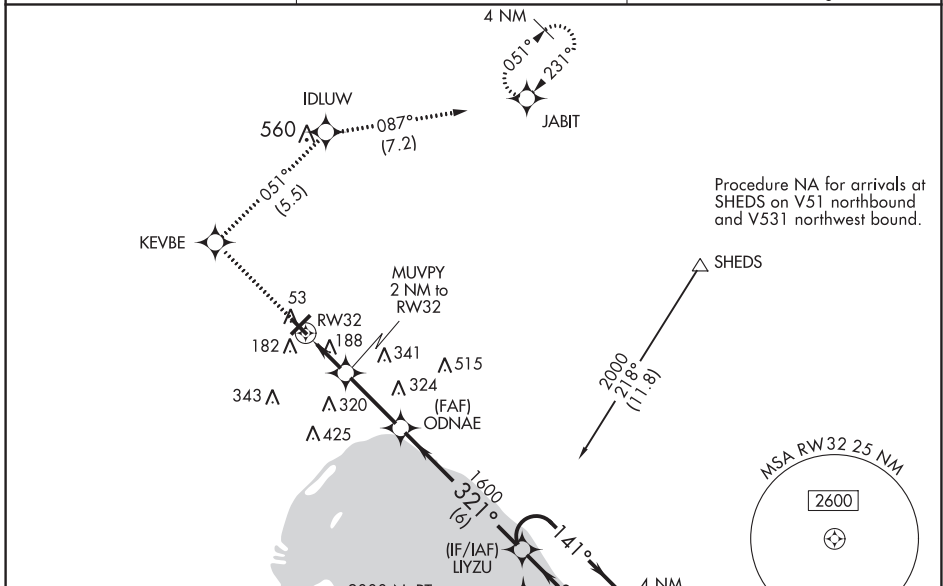
RNAV (GPS) RWY 32

OKEECHOBEE COUNTY (OBE)

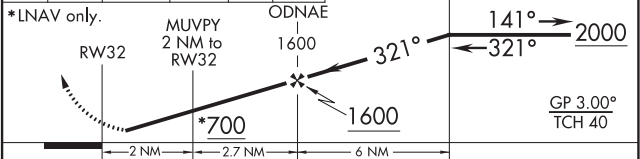
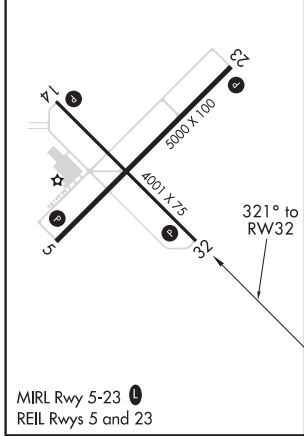
⚠ Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 77 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct KEVBE and right turn on track 051° to IDLUW and on track 087° to JABIT and hold.

AWOS-3 118.675	MIAMI CENTER 132.25 370.9	UNICOM 123.0 (CTAF) 📻
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ELEV 33	TDZE 33
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CATEGORY	A	B	C	D
LPV DA	283-1 250 (300-1)			
LNAV/VNAV DA	498-1¾ 465 (500-1¾)			
LNAV MDA	440-1 407 (500-1)	440-1¼ 407 (500-1¼)		
CIRCLING	500-1 467 (500-1)	500-1½ 467 (500-1½)	600-2 567 (600-2)	

OKEECHOBEE, FLORIDA
Orig-C 20AUG15

27°16'N-80°51'W

OKEECHOBEE COUNTY (OBE) RNAV (GPS) RWY 32

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ORLANDO, FLORIDA

AL-305 (FAA)

16259

LOC/DME I-EXO 109.35 Chan 30(Y)	APP CRS 253°	Rwy Idg TDZE Apt Elev	6004 113 113
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ILS or LOC RWY 25

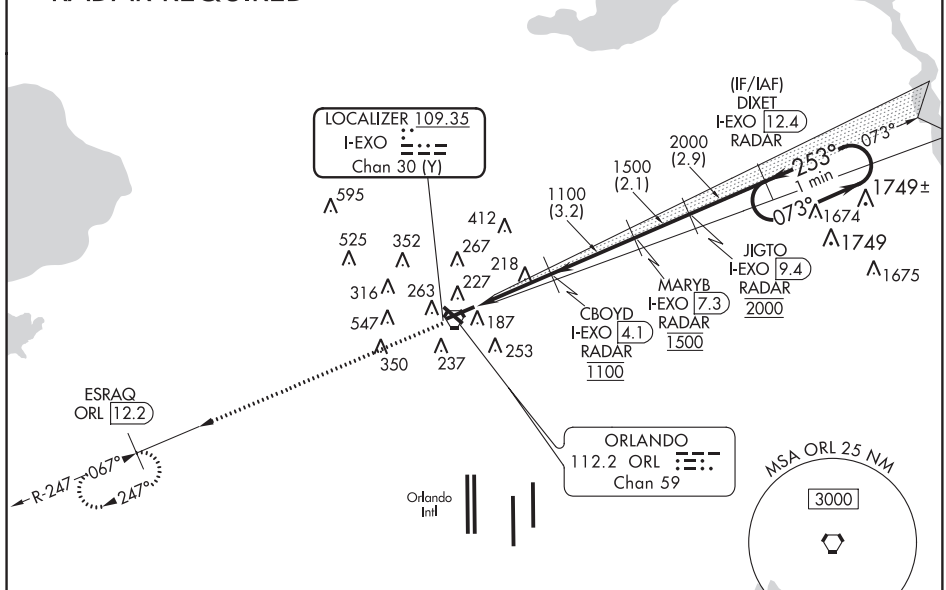
EXECUTIVE (ORL)

⚠ Circling Rwy 31 NA at night. DME or RADAR Required. In minimum visibility conditions, bright lights on highway 1/2 mile south of airport may be mistaken for runway lights.

MISSED APPROACH: Climb to 2000 on ORL VORTAC R-247 to ESRAQ/ORL VORTAC 12.2 DME and hold.

ATIS 127.25	ORLANDO APP CON 124.8 351.9	EXECUTIVE TOWER * 118.7(CTAF) 0 239.0	GND CON 121.4 239.0	CLNC DEL 128.45	UNICOM 122.95
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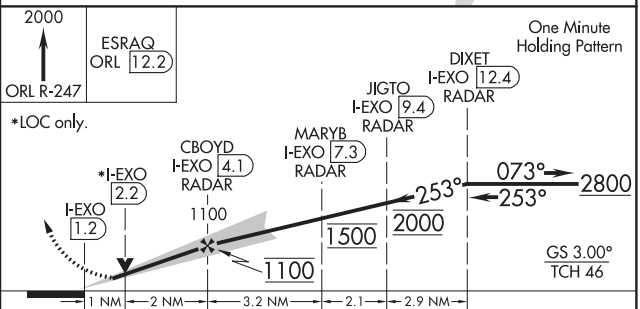
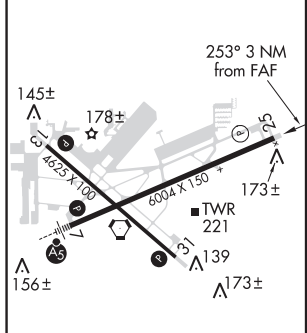
RADAR REQUIRED



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 113	D	TDZE 113
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REIL Rwy 13, 25 and 31 HIRL Rwy 7-25 and 13-31	FAF to MAP 3 NM	CIRCLING	580-1 467 (500-1)	680-1 567 (500-1)	860-2 1/4 747 (800-2 1/4)	860-2 1/2 747 (800-2 1/2)
Knots	60 90 120 150 180					
Min:Sec	3:00 2:00 1:30 1:12 1:00					

ORLANDO, FLORIDA
Amdt 1 15SEP16

28°33'N-81°20'W

EXECUTIVE (ORL)

ILS or LOC RWY 25

WAAS CH 70729 W07A	APP CRS 073°	Rwy Idg 5704 TDZE 109 Apt Elev 113
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RNAV (GPS) RWY 7

EXECUTIVE (ORL)

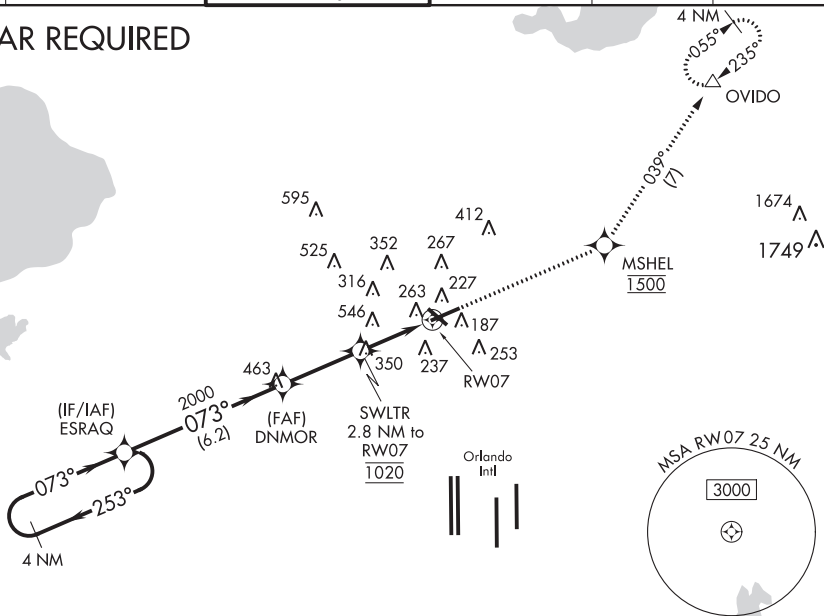
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C (36°F) or above 54°C (130°F). Circling Rwy 31 NA at night. DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cats C/D visibility to 1½. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for 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 127.25	ORLANDO APP CON 124.8 351.9	EXECUTIVE TOWER ★ 118.7 (CTAF) 0 239.0	GND CON 121.4 239.0	CLNC DEL 128.45	UNICOM 122.95
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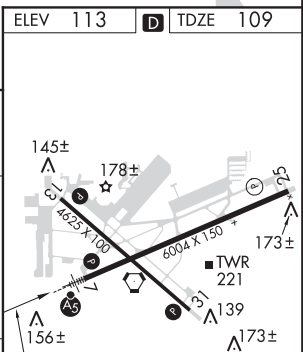
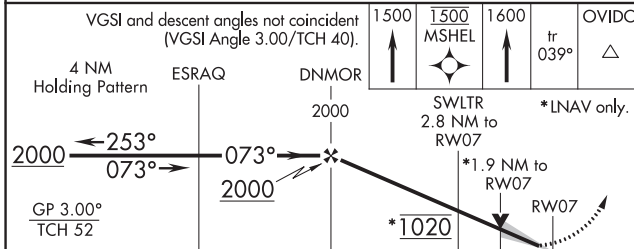
RADAR REQUIRED



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 113	TDZE 109
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CATEGORY	A	B	C	D
LPV DA		309/24	200 (200-½)	
LNAV/VNAV DA		447/30	338 (400-⅓)	
LNAV MDA	740/24	631 (700-½)	740-1⅓	631 (700-1⅓)
CIRCLING	740-1	627 (700-1)	860-2¼	860-2½
			747 (800-2¼)	747 (800-2½)

073° to RW07

REIL Rwy 13, 25 and 31
HIRL Rwy 7-25 and 13-31

ORLANDO, FLORIDA

AL-305 (FAA)

16259

WAAS CH 58125 W25A	APP CRS 253°	Rwy Idg TDZE Apt Elev	6004 113 113
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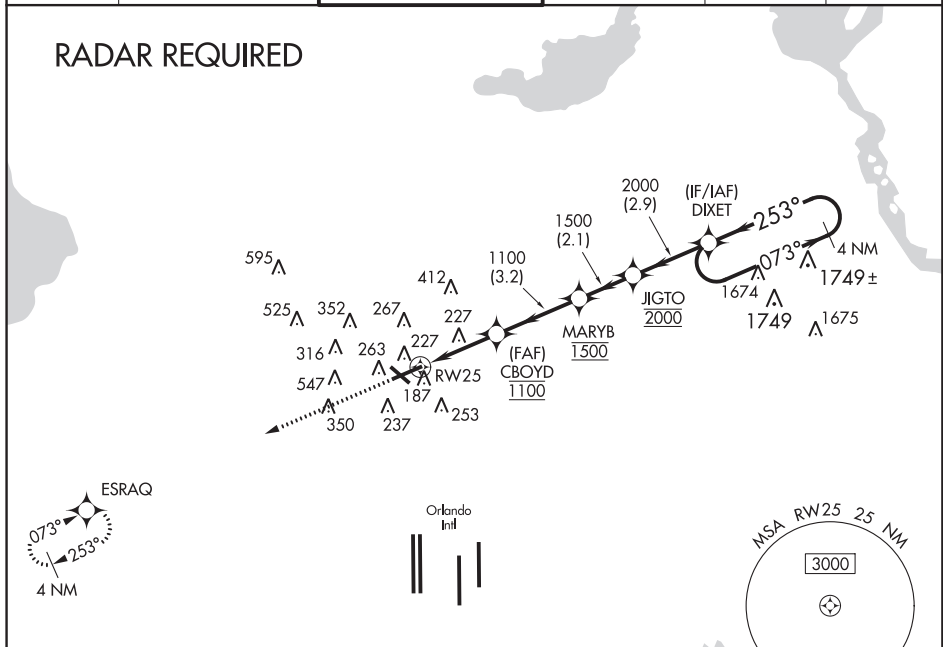
RNAV (GPS) RWY 25

EXECUTIVE (ORL)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C (36°F) or above 54°C (130°F). Circling Rwy 31 NA at night. DME/DME RNP-0.3 NA. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

MISSED APPROACH:
Climb to 2000 direct
ESRAQ and hold.

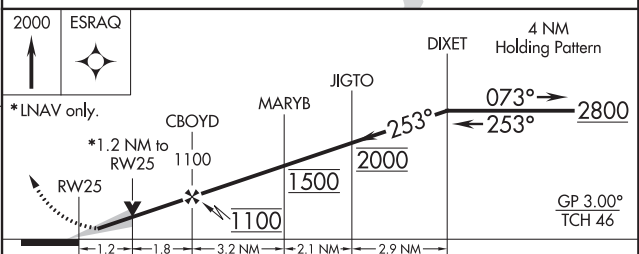
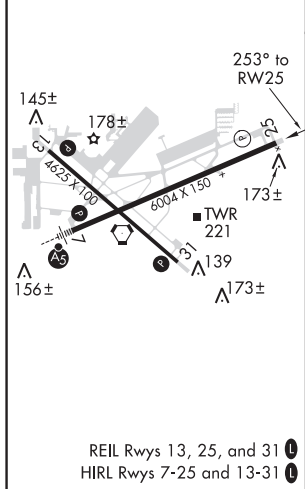
ATIS 127.25	ORLANDO APP CON 124.8 351.9	EXECUTIVE TOWER * 118.7(CTAF) 0 239.0	GND CON 121.4 239.0	CLNC DEL 128.45	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 113	D	TDZE 113
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CATEGORY	A	B	C	D
LPV DA		313-¾	200 (200-¾)	
LNAV/VNAV DA		371-⅞	258 (300-⅞)	
LNAV MDA	540-1	427 (500-1)	540-1¼	427 (500-1¼)
CIRCLING	580-1 467 (500-1)	680-1 567 (600-1)	860-2¼ 747 (800-2¼)	860-2½ 747 (800-2½)

ORLANDO, FLORIDA
Amdt 3 15SEP16

28°33'N-81°20'W

EXECUTIVE (ORL)

RNAV (GPS) RWY 25

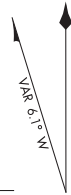
AIRPORT DIAGRAM

AL-305 (FAA)

EXECUTIVE (ORL)
ORLANDO, FLORIDA

ATIS
 127.25
 EXECUTIVE TOWER*
 118.7 239.0
 GND CON
 121.4 239.0
 CLNC DEL
 128.45

D



JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.1° W

28°33.5'N

COMPASS ROSE

560 X 150

AIRPORT
 ADMINISTRATION
 &
 CUSTOMS (CBP)

NORTHEAST RAMP

RESTRICTED RAMP

EAST RAMP

NORTH RAMP

FBO

ELEV 110

28°33.0'N

A

A6

A5

A4

A3

A2

A1

ELEV 113

6004 X 150

HS 3

252.8°

ELEV 106

72.8°

4625 X 100

HS 2

LAHSO

E3

E2

E1

ELEV 109

316.9°

374 X 100

HS 1

RWY 07-25
 S-45, D-65, 2S-82, 2D-115
 RWY 13-31
 S-35, D-60

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

81°20.5'W

81°20.0'W

81°19.5'W

28°32.5'N

28°32.0'N

AIRPORT DIAGRAM

ORLANDO, FLORIDA
EXECUTIVE (ORL)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69229 W06A	APP CRS 063°	Rwy Idg TDZE Apt Elev	5001 82 82
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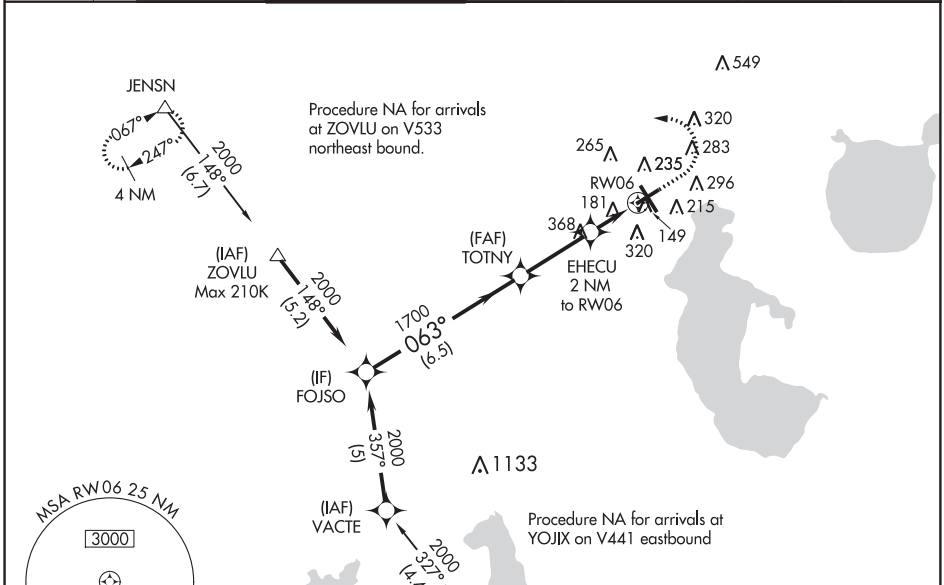
RNAV (GPS) RWY 6

KISSIMMEE GATEWAY (ISM)

⚠ Baro-VNAV NA when using Orlando Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F).
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.
 When local altimeter setting not received, use Orlando Intl altimeter setting and increase all DA 27 feet and all MDA 40 feet. Increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/8 mile.

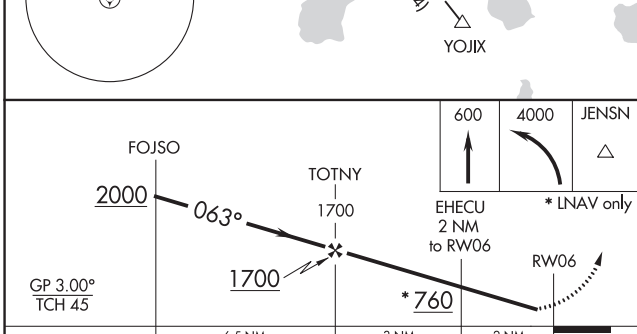
MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct JENSN and hold, continue climb-in-hold to 4000.

ATIS 128.775	ORLANDO APP CON 119.4 351.9	KISSIMMEE TOWER * 124.45 (CTAF) 0	CLNC DEL 121.7	ORLANDO CLNC DEL 119.95 (when twr closed)	GND CON 121.7	UNICOM 122.95
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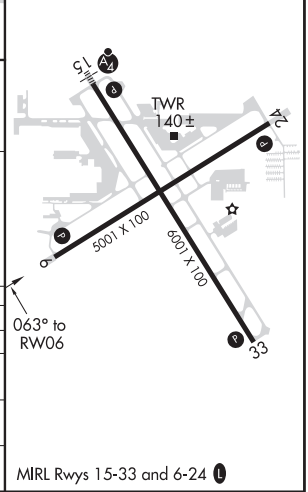


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 82	TDZE 82
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GP 3.00° TCH 45	FOJSO		TOTNY		EHECU		JENSN
	2000		1700		* 760		△
	6.5 NM		3 NM		2 NM		
CATEGORY	A	B	C	D			
LPV DA		348-1	266 (300-1)				
LNAV/VNAV DA		457-1 1/4	375 (400-1 1/4)				
LNAV MDA		440-1	358 (400-1)				
CIRCLING	620-1	538 (600-1)	620-1 1/2 538 (600-1 1/2)	640-2 558 (600-2)			

MIRL Rwy's 15-33 and 6-24 **0**

ORLANDO, FLORIDA

AL-5793 (FAA)

16259

WAAS CH 45507 W15A	APP CRS 153°	Rwy Idg TDZE Apr Elev	6001 82 82
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RNAV (GPS) RWY 15

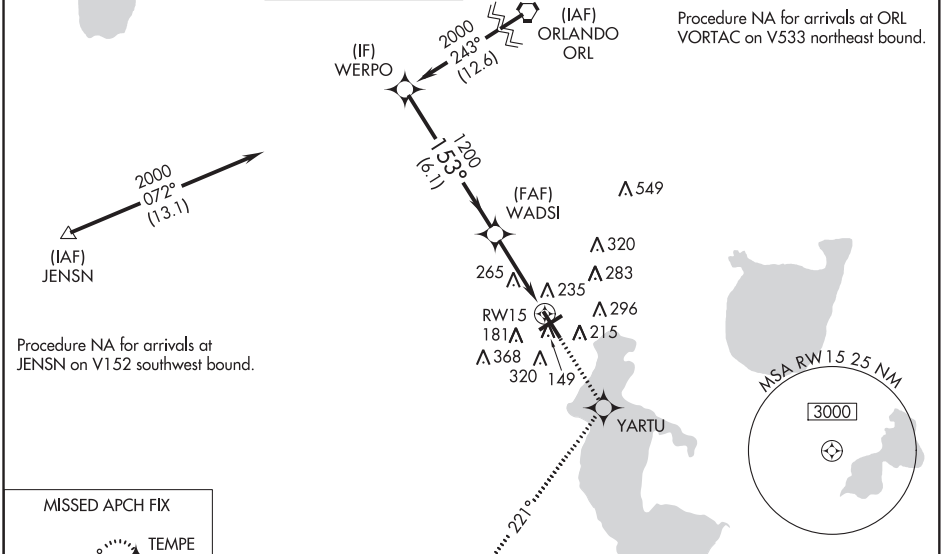
KISSIMMEE GATEWAY (ISM)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Orlando Intl altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. When local altimeter setting not received, use Orlando Intl altimeter setting and increase LPV DA all Cats to 309, LNAV/VNAV DA all Cats to 559, and all MDA 40 feet; increase LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

MALSF

MISSED APPROACH: Climb to 2200 direct YARTU and on track 221° to TEMPE and hold

ATIS 128.775	ORLANDO APP CON 119.4 351.9	KISSIMMEE TOWER * 124.45 (CTAF)	CLNC DEL 121.7	ORLANDO CLNC DEL 119.95 (when twr closed)	GND CON 121.7	UNICOM 122.95
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	ELEV 82	TDZE 82		
CATEGORY	A	B	C	D
LPV DA	282-¾		200 (200-¾)	
LNAV/VNAV DA	532-1½		450 (500-1½)	
LNAV MDA	520-¾	438 (500-¾)	520-1¼ 438 (500-1¼)	520-1½ 438 (500-1½)
CIRCLING	680-1	598 (600-1)	680-1½ 598 (600-1½)	680-2 598 (600-2)

MIRL Rwy 15-33 and 6-24

ORLANDO, FLORIDA
Amdt 1 26AUG10

28°17'N-81°26'W

KISSIMMEE GATEWAY (ISM)

RNAV (GPS) RWY 15

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42900 W33A	APP CRS 333°	Rwy Idg TDZE Apt Elev	6001 82 82
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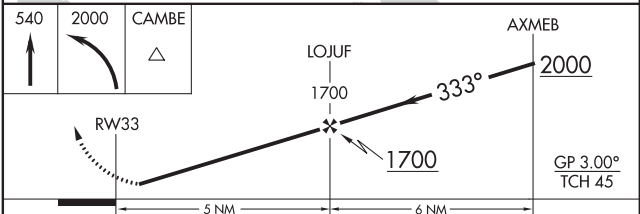
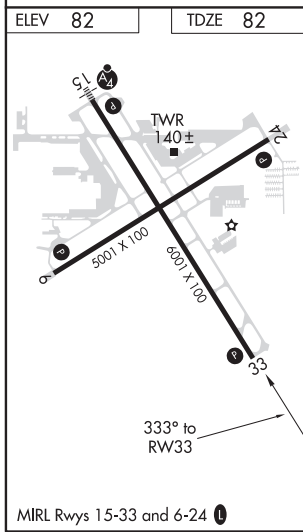
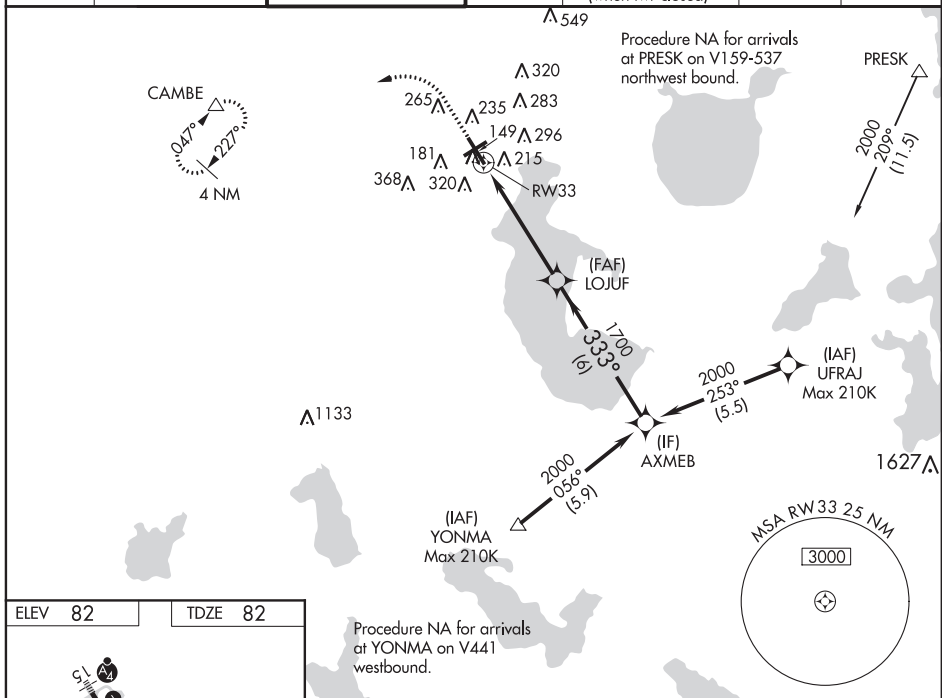
RNAV (GPS) RWY 33

KISSIMMEE GATEWAY (ISM)

⚠ Baro-VNAV NA when using Orlando Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 43°C (109°F). Helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all DA 27 feet and all MDA 40 feet. Increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cats C/D 1/4 mile.

MISSED APPROACH:
Climb to 540 then climbing left turn to 2000 direct CAMBE and hold.

ATIS 128.775	ORLANDO APP CON 119.4 351.9	KISSIMMEE TOWER ★ 124.45 (CTAF) 0	CLNC DEL 121.7	ORLANDO CLNC DEL 119.95 (when twr closed)	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		332-1	250 (300-1)	
LNAV/VNAV DA		402-1	320 (400-1)	
LNAV MDA	480-1	398 (400-1)	480-1 1/8	398 (400-1 1/8)
CIRCLING	620-1	538 (600-1)	620-1 1/2	640-2
			538 (600-1 1/2)	558 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ORLANDO, FLORIDA

AL-5793 (FAA)

16259

VORTAC ORL 112.2 Chan 59	APP CRS 020°	Rwy Idg TDZE Apt Elev	N/A N/A 82
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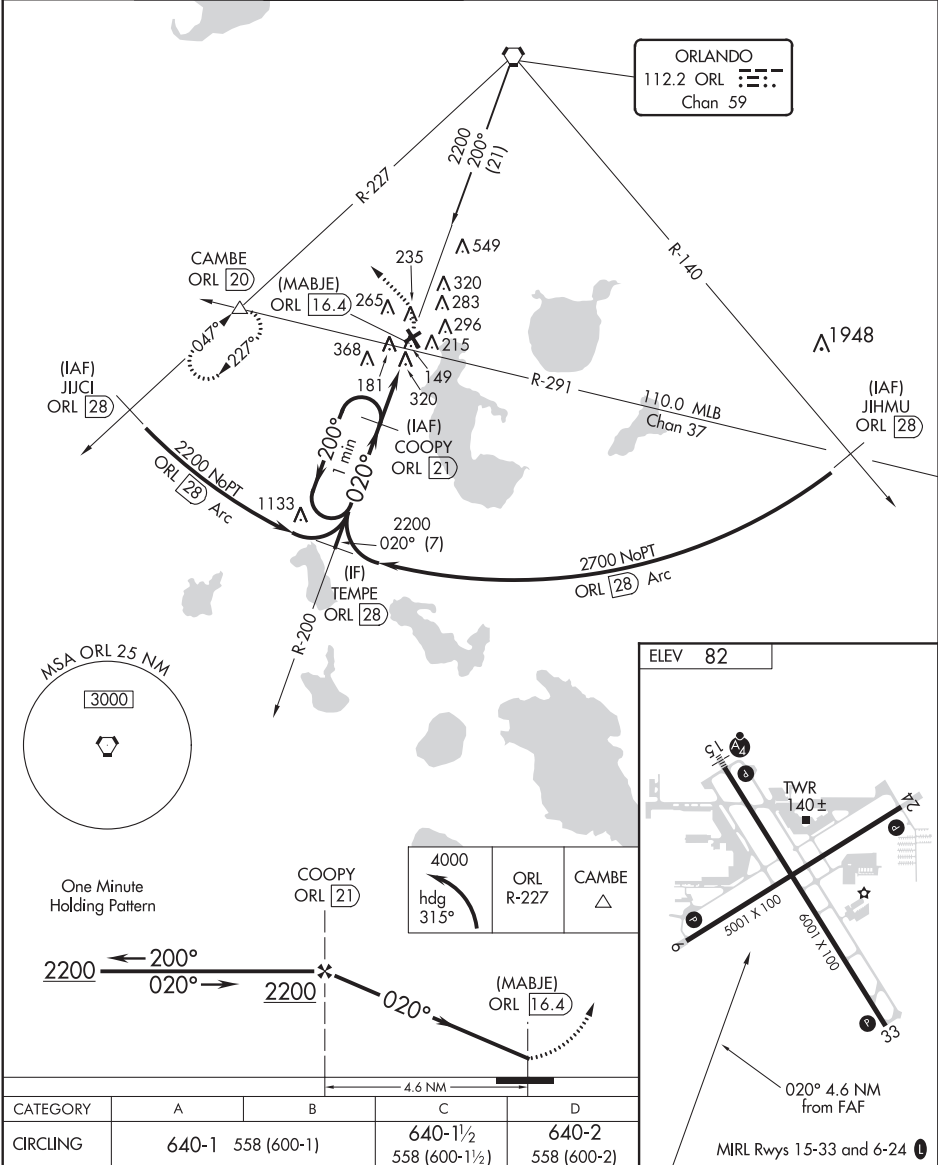
VOR/DME-A
KISSIMMEE GATEWAY (ISM)



When local altimeter setting not received, use Orlando Intl altimeter setting and increase all MDA 40 feet.

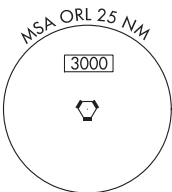
MISSED APPROACH: Climbing left turn to 4000 on heading 315° and ORL R-227 to CAMBE INT/ORL VORTAC 20 DME and hold.

ATIS 128.775	ORLANDO APP CON 119.4 351.9	KISSIMMEE TOWER * 124.45 (CTAF) 0	CLNC DEL 121.7	ORLANDO CLNC DEL 119.95 (when twr closed)	GND CON 121.7	UNICOM 122.95
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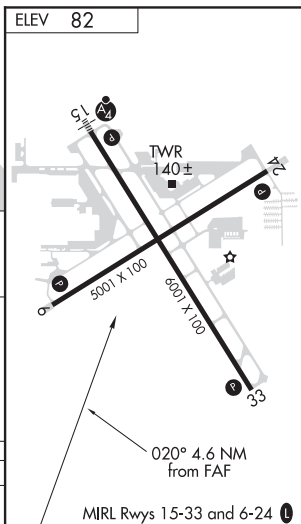
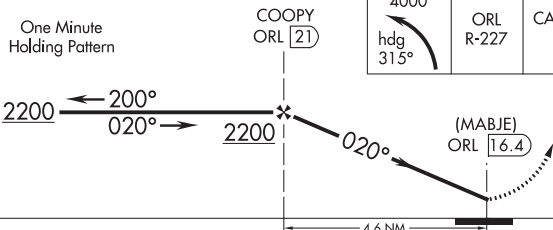


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



One Minute Holding Pattern



CATEGORY	A	B	C	D
CIRCLING	640-1	558 (600-1)	640-1½ 558 (600-1½)	640-2 558 (600-2)

ORLANDO, FLORIDA
Amdt 1 20SEP12

28°17'N-81°26'W

KISSIMMEE GATEWAY (ISM)
VOR/DME-A

AIRPORT DIAGRAM

AL-5793 (FAA)

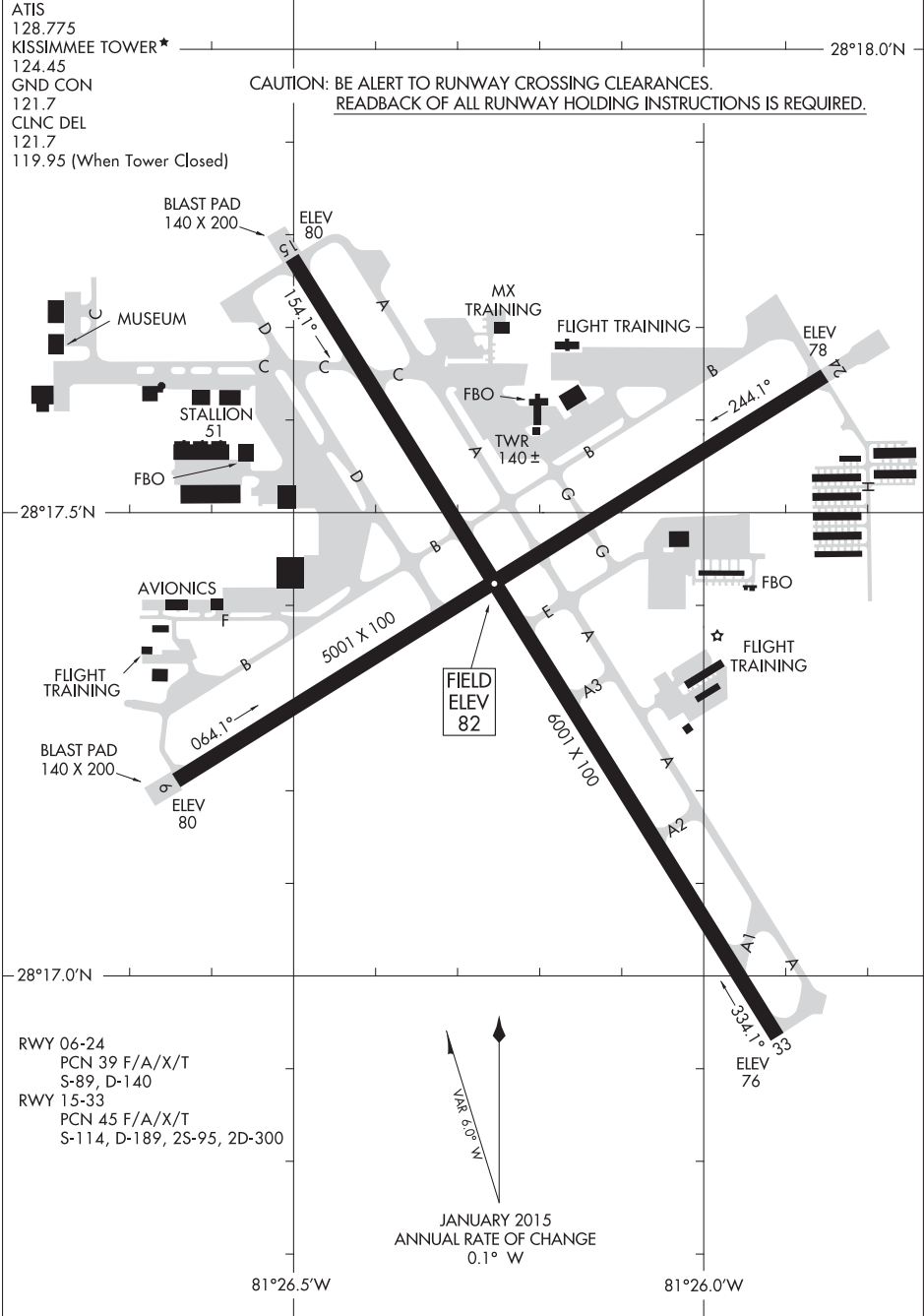
KISSIMMEE GATEWAY (ISM)
ORLANDO, FLORIDA

ATIS
 128.775
 KISSIMMEE TOWER*
 124.45
 GND CON
 121.7
 CLNC DEL
 121.7
 119.95 (When Tower Closed)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

ORLANDO, FLORIDA
KISSIMMEE GATEWAY (ISM)

ORLANDO, FLORIDA

AL-571 (FAA)

16315

LOC/DME I-ARK 110.95 Chan 46(Y)	APP CRS 185°	Rwy Idg 9000 TDZE 90 Apt Elev 96
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ILS or LOC RWY 17L

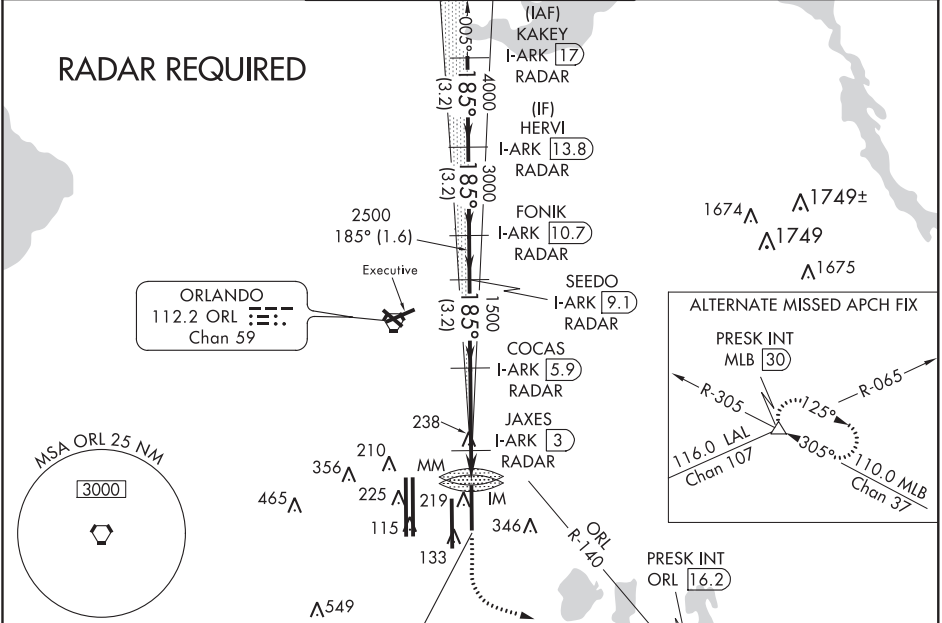
ORLANDO INTL (MCO)

⚠ Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized with Rwy 17R and Rwy 18L, or Rwy 17R and Rwy 18R. DME or Radar required. For inop ALSF-2, increase S-LOC 17L Cats C/D visibility to RVR 6000.

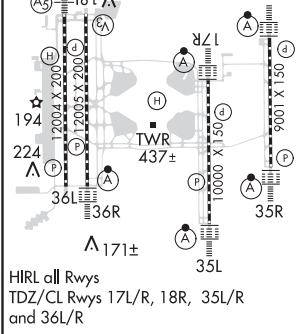
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold.

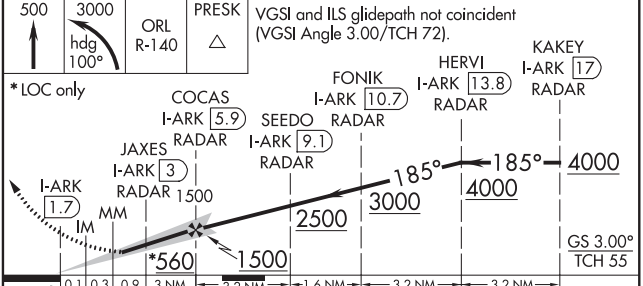
ATIS ARR 121.25 DEP 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 124.3 (Rwys 18L-36R, 18R-36L) 118.45 (Rwys 17L-35R, 17R-35L)	253.5	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 125.475 341.7
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ELEV 96	TDZE 90
185° 4.3 NM from FAF	



LOCALIZER 110.95 I-ARK Chan 46(Y)	500	3000	ORL R-140	PRESK	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).
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CATEGORY	A	B	C	D
S-ILS 17L	290/18 200 (200-1/2)			
S-LOC 17L	500/24	410 (500-1/2)	500/40	410 (500-3/4)
CIRCLING	740-1	644 (700-1)	740-1 3/4	740-2
			644 (700-1 3/4)	644 (700-2)

ORLANDO, FLORIDA
Amdt 2 05FEB15

28°26'N-81°19'W

ORLANDO INTL (MCO) ILS or LOC RWY 17L

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-DIZ 111.75 Chan 54 (Y)	APP CRS 185°	Rwy Idg 10000 TDZE 90 Apt Elev 96
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ILS or LOC RWY 17R

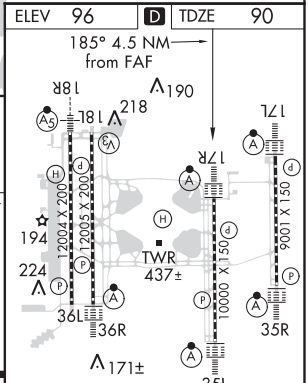
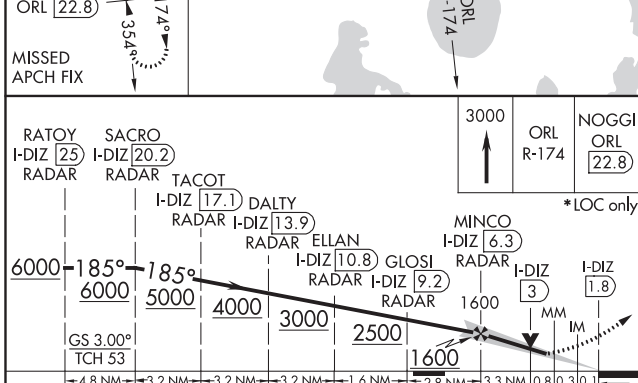
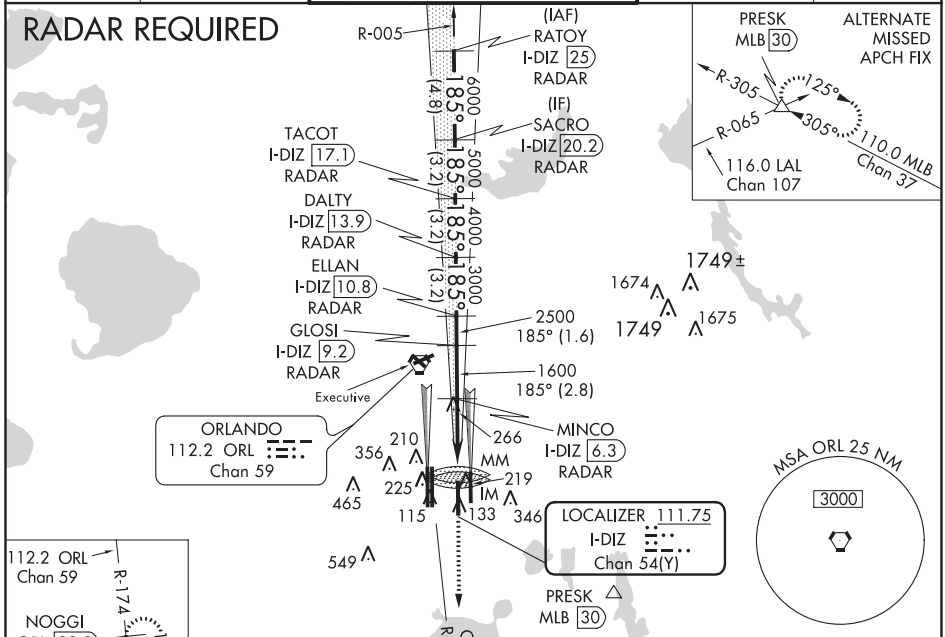
ORLANDO INTL (MCO)

⚠ Simultaneous approach authorized with ILS or LOC Rwy 17L, ILS Rwy 17L (Cat II), RNAV (GPS) Rwy 18L/R, ILS or LOC Rwy 18R. DME or Radar Required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 via ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

ARR ATIS 121.25	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 124.3 (Rwys 18L-36R, 18R-36L) 253.5 118.45 (Rwys 17L-35R, 17R-35L) 253.5	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 125.475 341.7
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CATEGORY	A	B	C	D
S-ILS 17R	290/18 200 (200-½)			
S-LOC 17R	520/24 430 (500-½)	520/40 430 (500-¾)	520/50 430 (500-1)	
CIRCLING	740-1 644 (700-1)	740-1¼ 644 (700-1¾)	740-2 644 (700-2)	

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I- DDO	APP CRS	Rwy Idg	10000
110.5	005°	TDZE	88
Chan 42		Apt Elev	96

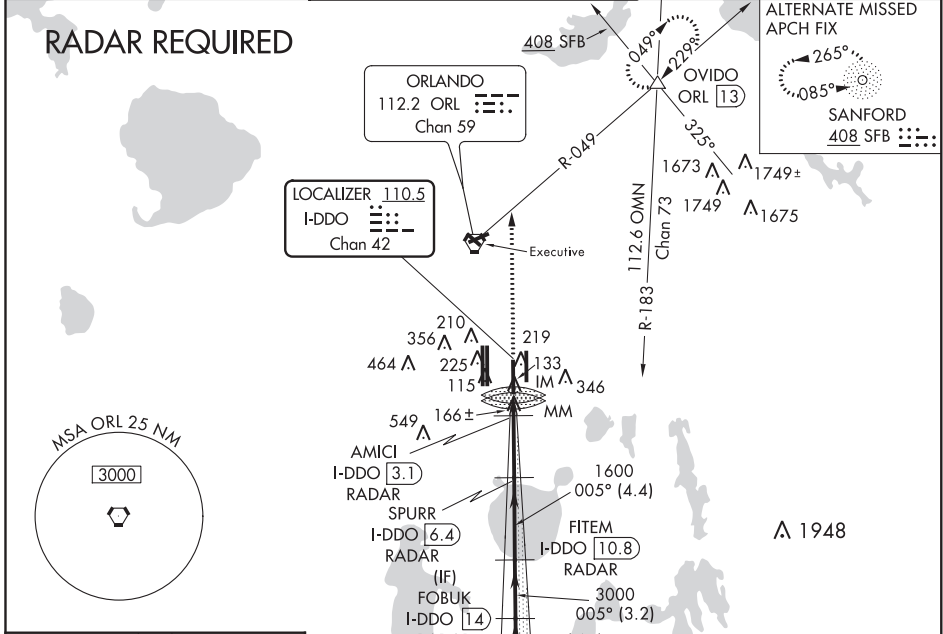
ILS or LOC RWY 35L

ORLANDO INTL (MCO)

⚠ DME or Radar required. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. Simultaneous approach authorized with Rwy 35R and Rwy 36L or Rwy 35R and Rwy 36R.

ALSF-2
MISSED APPROACH: Climb to 3000 on heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

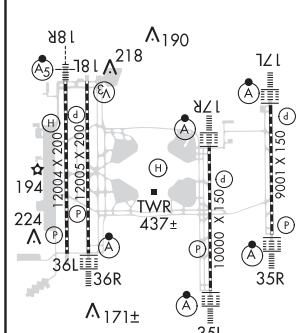
ARR ATIS 121.25	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 124.3 (Rwys 18L-36R, 18R-36L) 118.45 (Rwys 17L-35R, 17R-35L)	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 125.475 341.7
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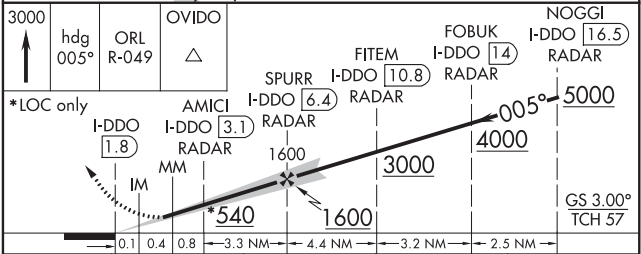
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 96	D	TDZE 88
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Categories	A	B	C	D
S-ILS 35L	288/18 200 (200-½)			
S-LOC 35L	420/24	332 (400-½)	420/26	332 (400-¾)
C CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)
Knots	60	90	120	150
Min:Sec	4:36	3:04	2:18	1:50



LOC/DME I-CER 111.15 Chan 48(Y)	APP CRS 005°	Rwy Idg 9000 TDZE 90 Apt Elev 96
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ILS or LOC RWY 35R

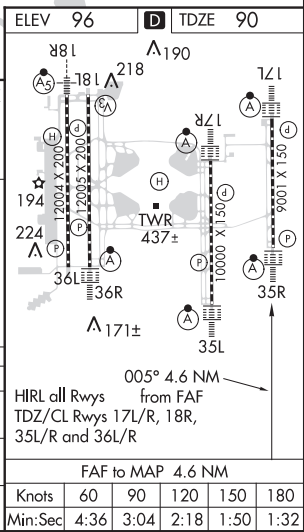
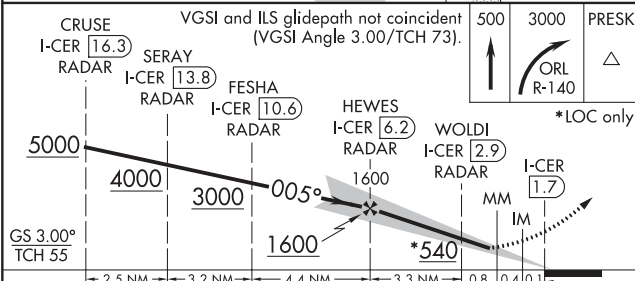
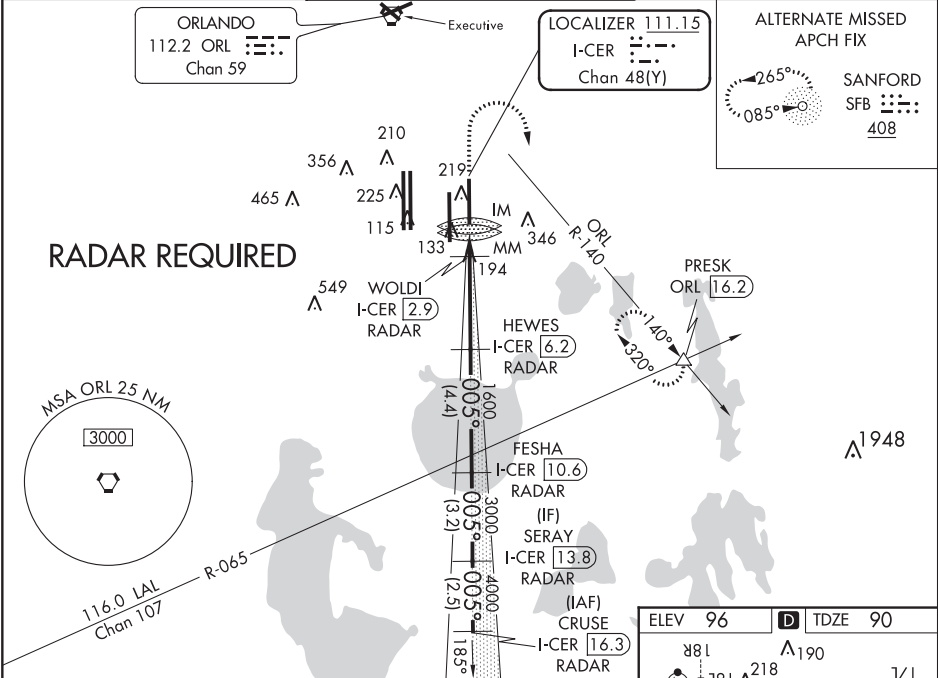
ORLANDO INTL (MCO)

⚠ Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. For inop ALSF-2, increase S-LOC 35R Cts C/D visibility to RVR 5500. Simultaneous approach authorized with Rwy 35L and Rwy 36L, or 35L and Rwy 36R. DME or Radar required.

ALSF-2
(A)

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.

ARR 121.25	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 124.3 (Rwys 18L-36R, 18R-36L) 118.45 (Rwys 17L-35R, 17R-35L)	253.5 253.5	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 125.475 341.7
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CATEGORY	A	B	C	D
S-ILS 35R	290/18		200 (200-½)	
S-LOC 35R	460/24	370 (400-½)	460/35	370 (400-¾)
CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

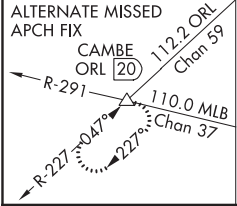
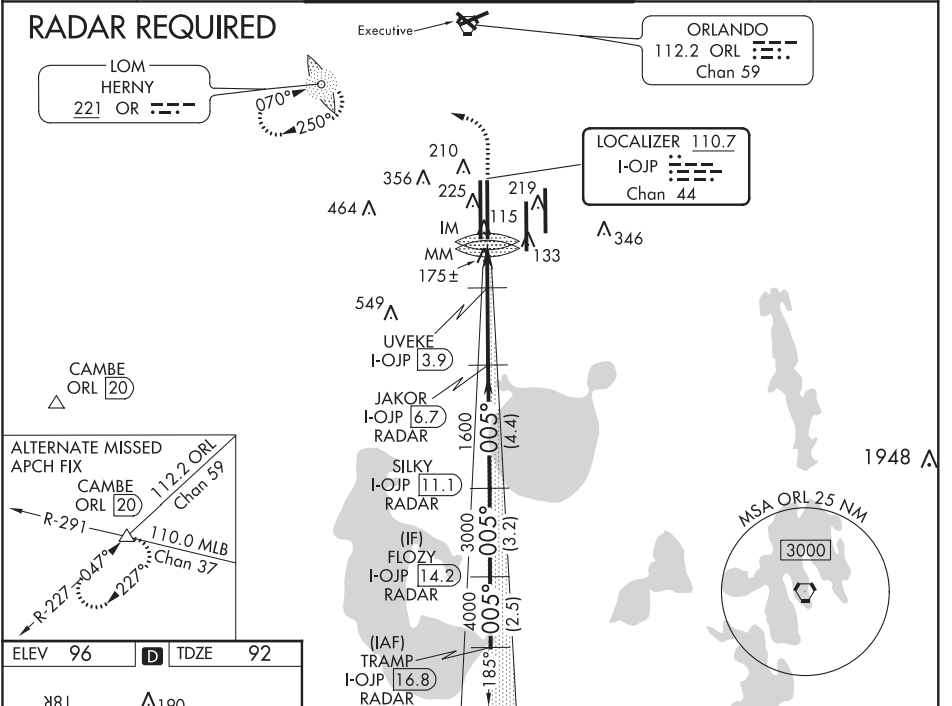
SE-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-OJP 110.7 Chan 44	APP CRS 005°	Rwy Idg TDZE Apt Elev 11601 92 96
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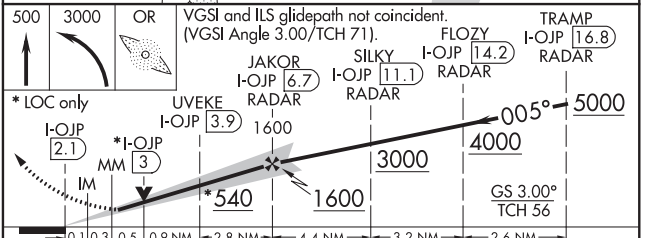
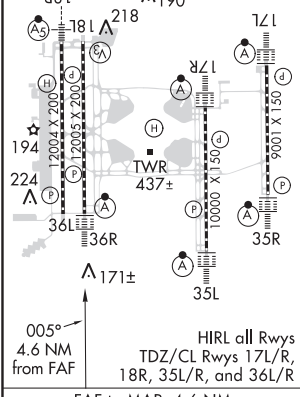
ILS or LOC RWY 36R

ORLANDO INTL (MCO)

ARR 121.25	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER		GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 125.475 341.7
		(Rwys 18L-36R, 18R-36L)	253.5		



ELEV 96	D	TDZE 92
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FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 36R	292/18 200 (200-½)			
S-LOC 36R	540/24	448 (500-½)	540/45	448 (500-¾)
C CIRCLING	740-1	644 (700-1)	740-1¾	740-2 644 (700-2)
UVEKE FIX MINIMUMS (DME REQUIRED)				
S-LOC 36R	440/24	348 (400-½)	440/30	348 (400-½)
C CIRCLING	740-1	644 (700-1)	740-1¾	740-2 644 (700-1¾)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-ARK	APP CRS	Rwy Idg	9000
110.95	185°	TDZE	90
Chan 46 (Y)		Apt Elev	96

ILS RWY 17L (SA CAT I)

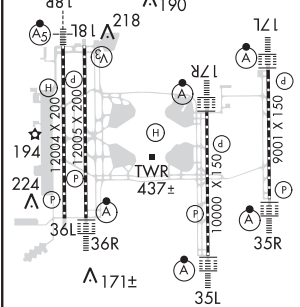
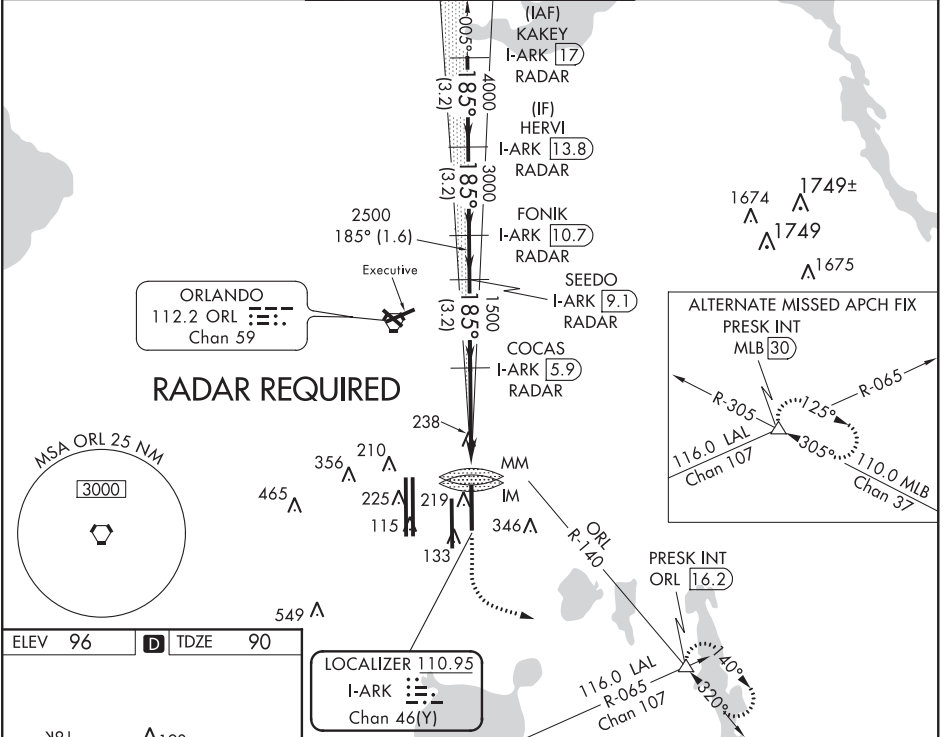
ORLANDO INTL (MCO)

⚠ Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized with Rwy 17R and Rwy 18L, or Rwy 17R and Rwy 18R. DME or Radar required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	(Rwys 18L-36R, 18R-36L) 253.5	126.4 275.8 (East)	125.475
DEP 120.525		(Rwys 17L-35R, 17R-35L) 253.5	121.8 275.8 (West)	341.7



CATEGORY	A	B	C	D
S-ILS 17L	RA 145/14 150 DA 240			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-OJP 110.7 Chan 44	APP CRS 005°	Rwy Idg 11601 TDZE 92 Apt Elev 96
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ILS RWY 36R (SA CAT I)

ORLANDO INTL (MCO)

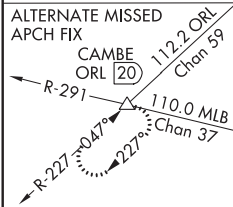
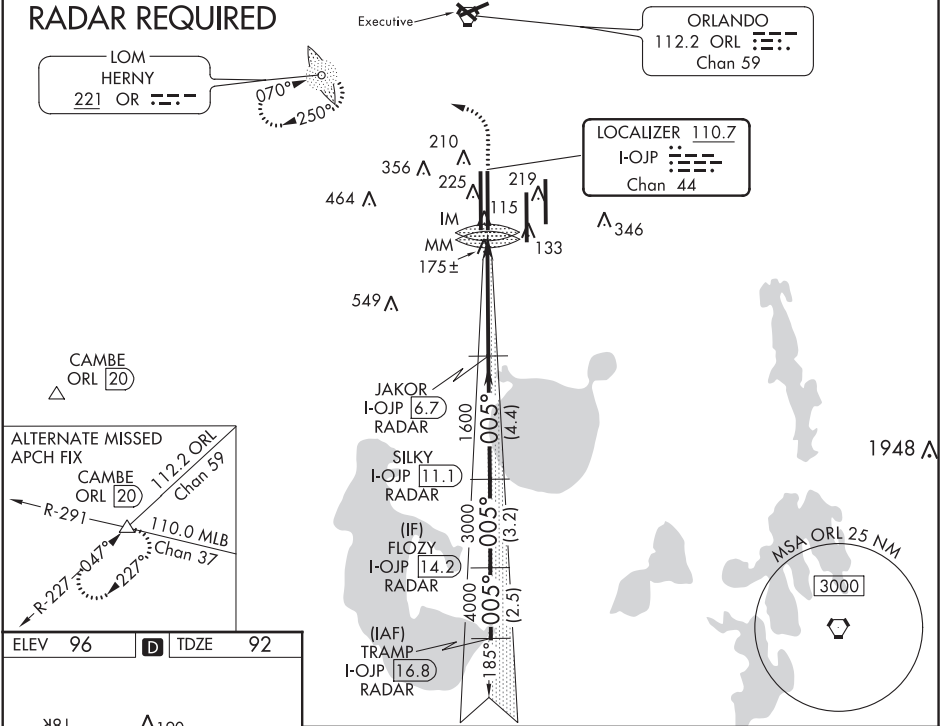
Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH. ADF Required. DME or RADAR required. Simultaneous approach authorized with Rwy 35L/R.

ALSF-2

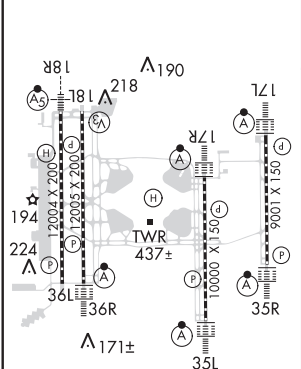
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct HERNY LOM and hold, continue climb-in-hold to 3000.

ATIS ARR 121.25 DEP 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 124.3 (Rwys 18L-36R, 18R-36L) 118.45 (Rwys 17L-35R, 17R-35L)	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 125.475 341.7
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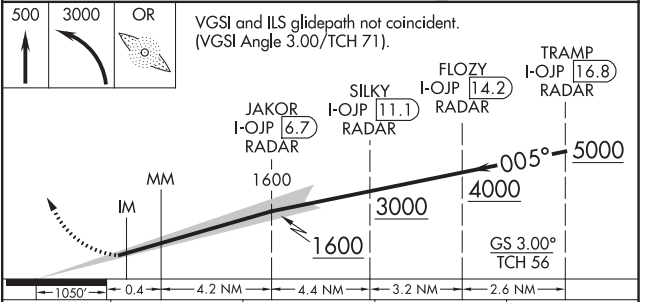
RADAR REQUIRED



ELEV 96	D	TDZE 92
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HIRL all Rwys
TDZ/CL Rwys 17L/R,
18R, 35L/R, and 36L/R



CATEGORY	A	B	C	D
S-ILS 36R	RA 158/14 150 DA 242			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ORLANDO, FLORIDA

AL-571 (FAA)

16315

LOC/DME I-ARK 110.95 Chan 46 (Y)	APP CRS 185°	Rwy Idg 9000 TDZE 90 Apt Elev 96
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ILS RWY 17L (CAT II)

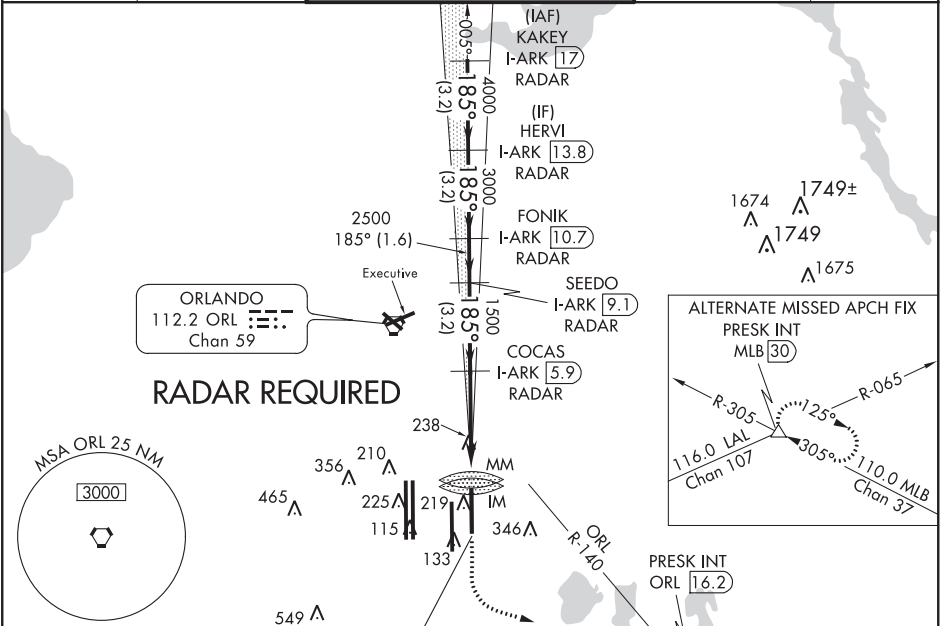
ORLANDO INTL (MCO)

⚠ Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized with Rwy 17R and Rwy 18L, or Rwy 17R and Rwy 18R. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold.

ATIS ARR 121.25 DEP 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 124.3 (Rwys 18L-36R, 18R-36L) 253.5 118.45 (Rwys 17L-35R, 17R-35L) 253.5	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 125.475 341.7
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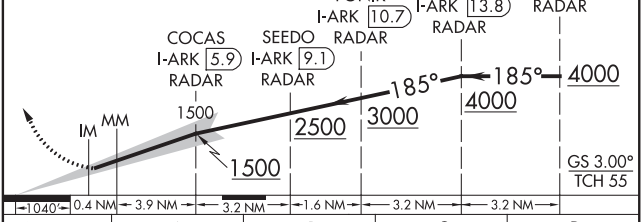
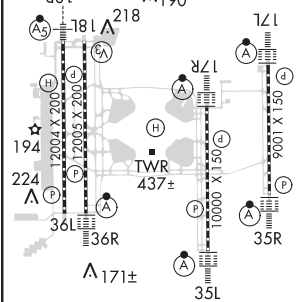


ELEV 96	D	TDZE 90
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LOCALIZER 110.95
I-ARK Chan 46(Y)

500 3000 ORL PRESK
hdg 100° R-140 Δ

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
S-ILS 17L	RA 101/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ORLANDO, FLORIDA
Amdt 2 05FEB15

28°26'N-81°19'W

ORLANDO INTL (MCO)
ILS RWY 17L (CAT II)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-DIZ 111.75 Chan 54 (Y)	APP CRS 185°	Rwy Idg 10000 TDZE 90 Apt Elev 96
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ILS RWY 17R (CAT II)

ORLANDO INTL (MCO)

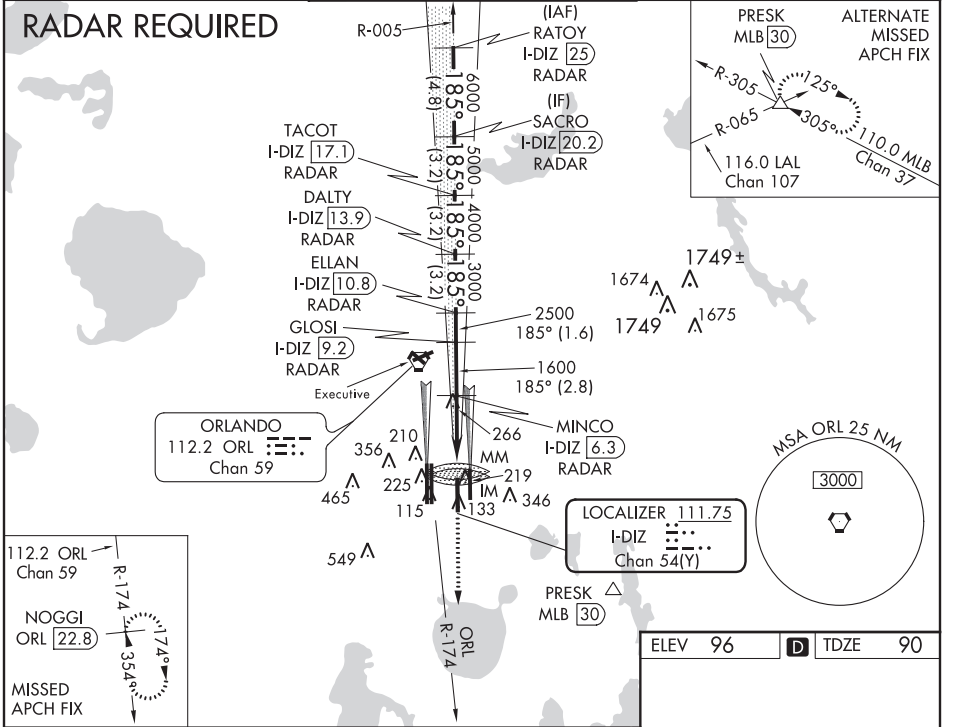
⚠ Simultaneous approach authorized with ILS or LOC Rwy 17L, ILS Rwy 17L (Cat II), RNAV (GPS) Rwy 18L/R, ILS or LOC Rwy 18R.
⚠ DME or Radar Required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.



MISSED APPROACH: Climb to 3000 via ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

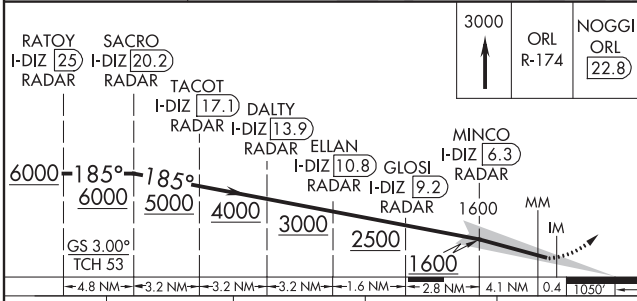
ATIS ARR 121.25 DEP 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 124.3 (Rwys 18L-36R, 18R-36L) 253.5 118.45 (Rwys 17L-35R, 17R-35L) 253.5	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 125.475 341.7
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RADAR REQUIRED

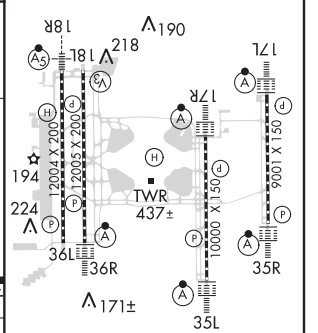


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 96	D	TDZE 90
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CATEGORY	A	B	C	D
S-ILS 17R	RA 104/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
 TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

WAAS CH 69214 W17B	APP CRS 185°	Rwy Idg TDZE Apt Elev	9000 90 96
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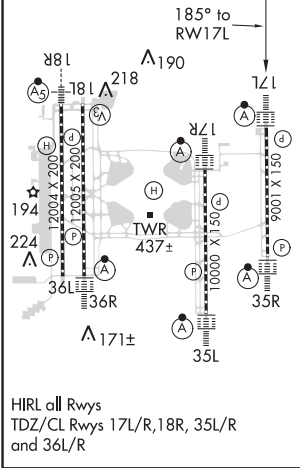
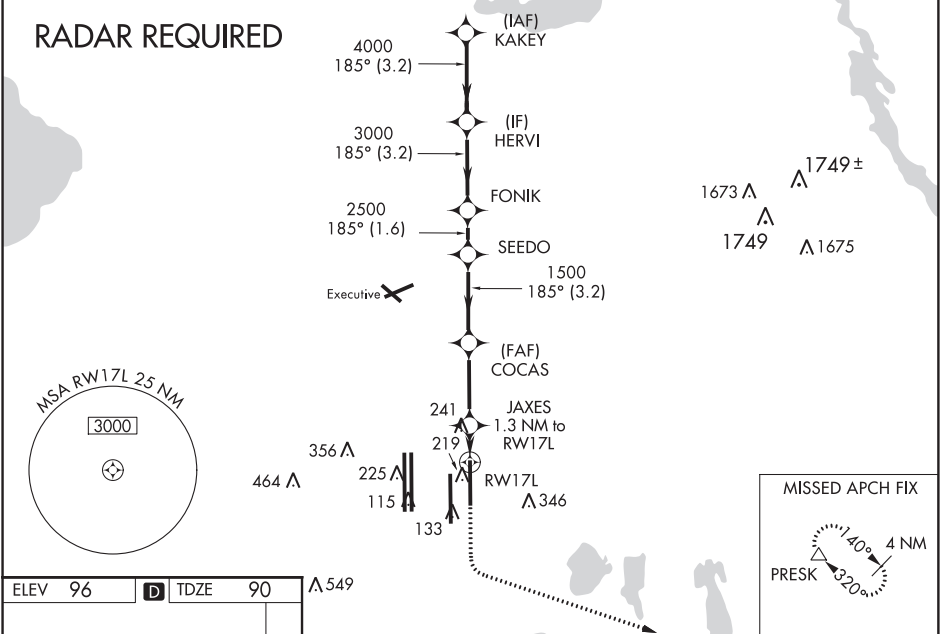
RNAV (GPS) RWY 17L

ORLANDO INTL (MCO)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized with Rwy 17R and 18L, or Rwy 17R and Rwy 18R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required for simultaneous operations. For inop ALSF, increase LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cats C/D visibility to RVR 6000.

ALSF-2
 MISSED APPROACH:
 Climb to 500 then climbing left turn to 3000 direct PRESK and hold, continue climb-in-hold to 3000.

ARR DEP	ATIS 121.25 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER (Rwys 18L-36R, 18R-36L) 124.3 253.5 (Rwys 17L-35R, 17R-35L) 118.45 253.5	GND CON (East) 126.4 275.8 (West) 121.8 275.8	CLNC DEL 125.475 341.7
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ELEV 96	D	TDZE 90	△ 549
500	3000	PRESK	△
*LNAV only VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).			
*RNAV only FONIK 3000 HERVI 4000 KAKEY 4000 SEEDO 2500 COCAS 1500 JAXES 1.3 NM to RW17L RW17L 1500 *560 GP 3.00° TCH 55			
CATEGORY	A	B	C
LPV DA		290/24	200 (200-½)
LNAV/VNAV DA		515/48	425 (500-1)
LNAV MDA	500/24	410 (500-½)	500/40 410 (500-¾)
C CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾) 740-2 644 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ORLANDO, FLORIDA

AL-571 (FAA)

16315

WAAS CH 72913 W17A	APP CRS 185°	Rwy Idg 10000 TDZE 90 Apt Elev 96
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RNAV (GPS) RWY 17R

ORLANDO INTL (MCO)

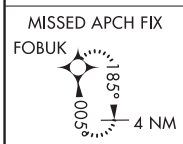
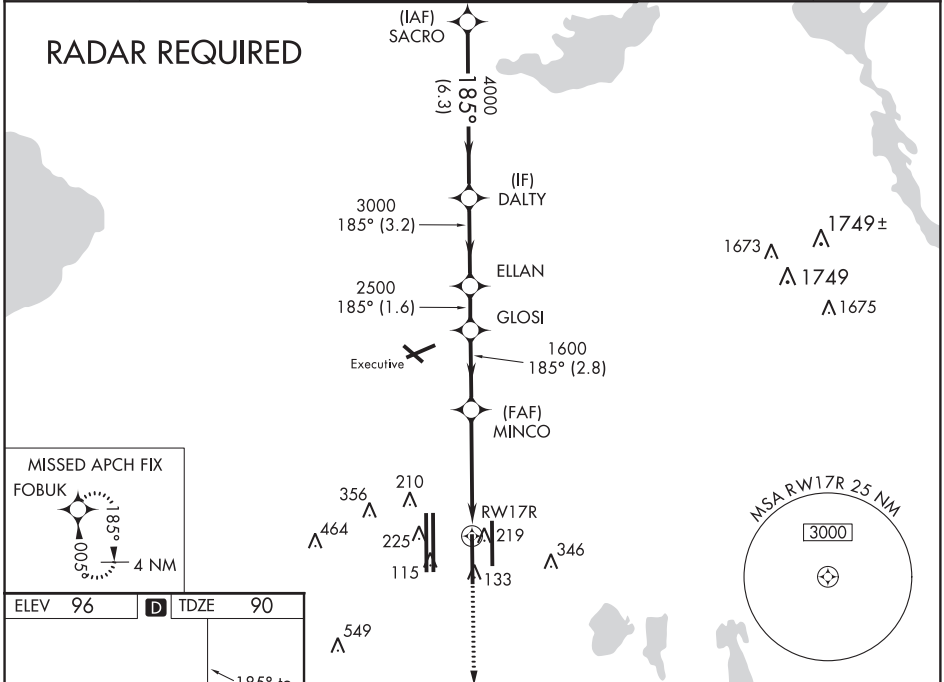
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized with Rwy 17L and Rwy 18L, or Rwy 17L and Rwy 18R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF-2, increase LNAV Cats C/D visibility to 1½ mile.



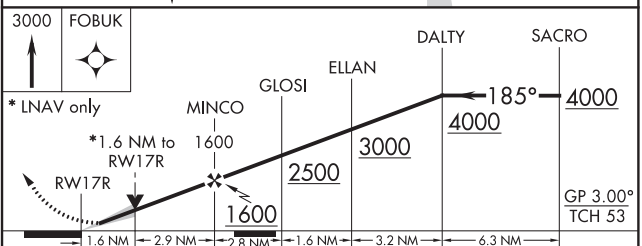
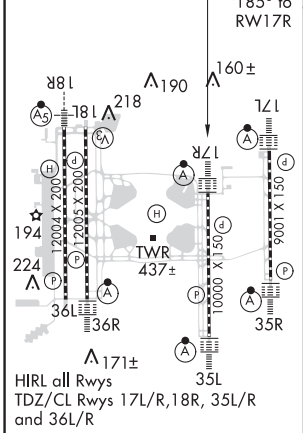
MISSED APPROACH:
Climb to 3000 direct
FOBUK and hold.

ARR DEP	ATIS 121.25 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER (Rwys 18L-36R, 18R-36L) 253.5 (Rwys 17L-35R, 17R-35L) 253.5	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 125.475 341.7
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RADAR REQUIRED



ELEV 96	D	TDZE 90
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CATEGORY	A	B	C	D
LPV DA		290/24	200 (200-½)	
LNAV/VNAV DA		526/50	436 (500-1)	
LNAV MDA	660/24	570 (600-½)	660-1¼	570 (600-1¼)
C CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)

ORLANDO, FLORIDA
Orig-C 05FEB15

28°26'N-81°19'W

ORLANDO INTL (MCO) RNAV (GPS) RWY 17R

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 66012 W18A	APP CRS 185°	Rwy Idg 12004 TDZE 96 Apt Elev 96
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RNAV (GPS) RWY 18L

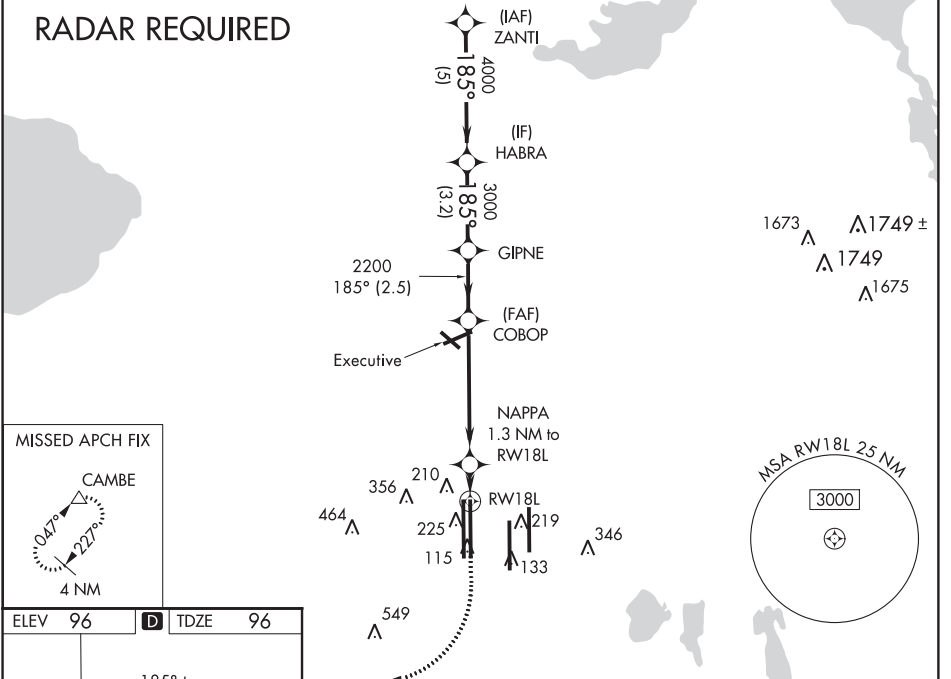
ORLANDO INTL (MCO)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 17L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH:
Climb to 500 then climbing right turn to 4000 direct CAMBE and hold, continue climb-in-hold to 4000.

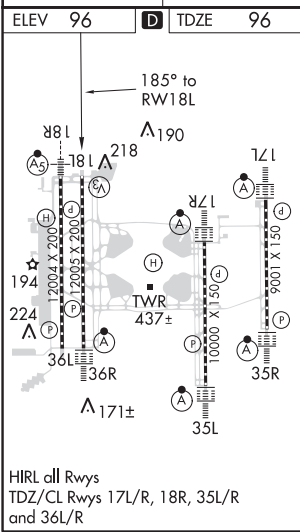
ARR DEP	ATIS 121.25	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 124.3 (Rwys 18L-36R, 18R-36L) 253.5 118.45 (Rwys 17L-35R, 17R-35L) 253.5	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 125.475 341.7
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RADAR REQUIRED



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 96	D	TDZE 96		
500	4000	CAMBE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).	
*LNAV only		NAPPA	COBOP	
*1.3 NM to RWY 18L		*560	2200	
RWY 18L		1.3 NM	5.2 NM	
		2.5 NM	3.2 NM	
		5 NM		
GP 3.00°	TCH 55			
CATEGORY	A	B	C	D
LPV DA		296/40	200 (200-¾)	
LNAV/VNAV DA		398/50	302 (400-1)	
LNAV MDA	480/55	384 (400-1¼)	480/60	384 (400-1¼)
C CIRCLING	740-1	644 (700-1)	740-1¾	740-2
			644 (700-1¾)	644 (700-2)

ORLANDO, FLORIDA

AL-571 (FAA)

16315

WAAS CH 63212 W18B	APP CRS 185°	Rwy Idg 12005 TDZE 94 Apt Elev 96
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RNAV (GPS) RWY 18R

ORLANDO INTL (MCO)

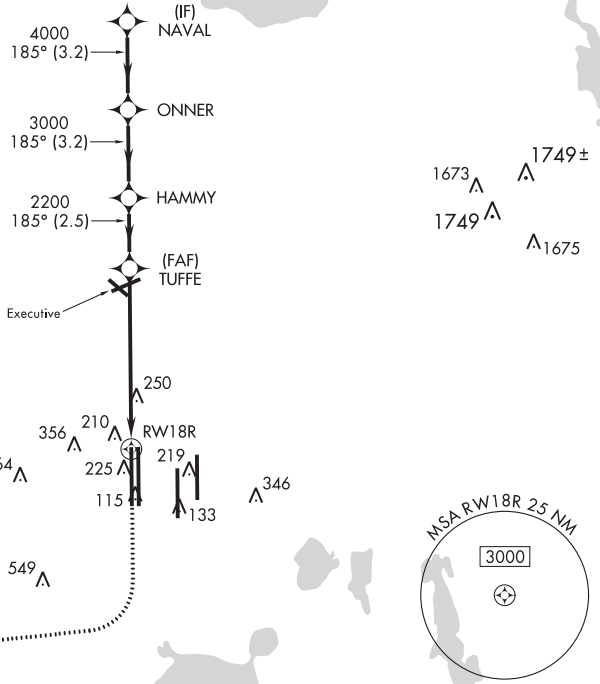
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 17L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



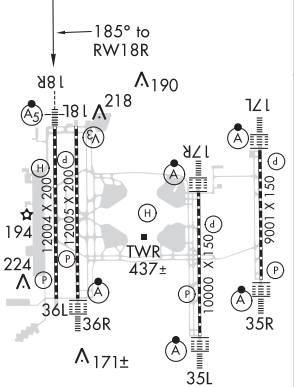
MISSED APPROACH: Climb to 500 then climbing right turn to 4000 direct CAMBE and hold, continue climb-in-hold to 4000.

ARR DEP	ATIS 121.25	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 124.3 (Rwys 18L-36R, 18R-36L) 118.45 (Rwys 17L-35R, 17R-35L)	253.5 253.5	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 125.475 341.7
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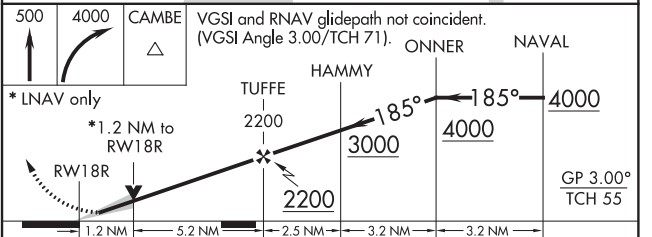
RADAR REQUIRED



ELEV 96	D	TDZE 94
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HIRL all Rwys
TDZ/CL Rwys 17L/R, 18R, 35L/R
and 36L/R



CATEGORY	A	B	C	D
LPV DA		294/24	200 (200-½)	
LNAV/VNAV DA		390/24	296 (300-½)	
LNAV MDA	540/24	446 (500-½)	540/45	446 (500-¾)
C CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)

ORLANDO, FLORIDA
Amdt 1 05FEB15

28°26'N-81°19'W

ORLANDO INTL (MCO) RNAV (GPS) RWY 18R

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45813 W35E	APP CRS 005°	Rwy ldg 10000 TDZE 88 Apt Elev 96
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RNAV (GPS) RWY 35L

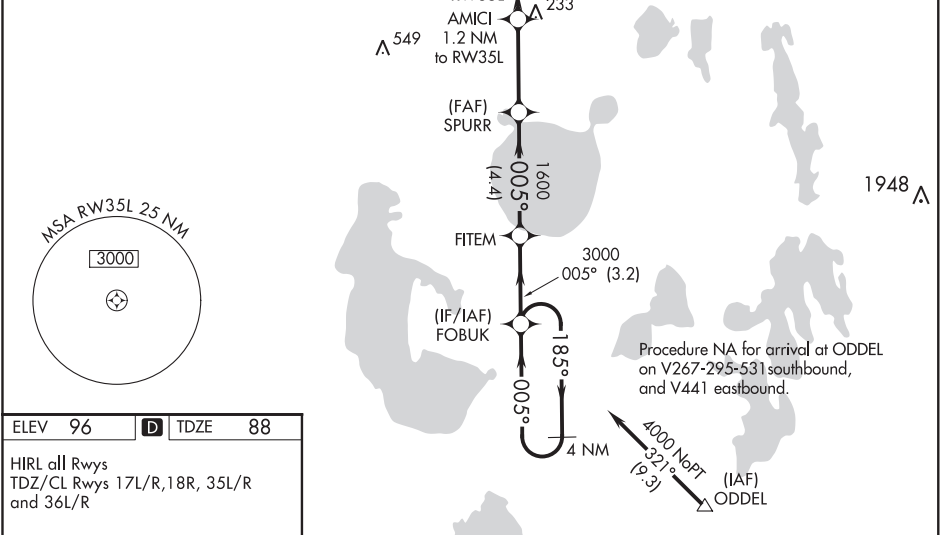
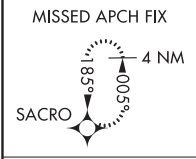
ORLANDO INTL (MCO)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. Simultaneous approach authorized with Rwy 35R, Rwy 36L, or Rwy 35R and Rwy 36R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to RVR 5100 and LNAV Cat C/D visibility to RVR 6000.



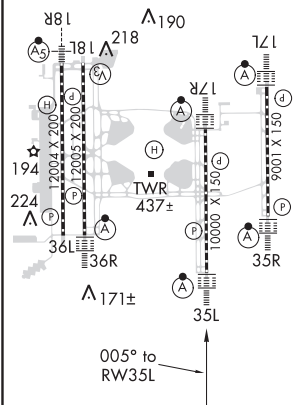
MISSED APPROACH:
Climb to 4000 direct
SACRO and hold.

ARR DEP	ATIS 121.25 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 124.3 (Rwys 18L-36R, 18R-36L) 253.5 118.45 (Rwys 17L-35R, 17R-35L) 253.5	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 125.475 341.7
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ELEV 96	D TDZE 88
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HIRL all Rwys
TDZ/CL Rwys 17L/R, 18R, 35L/R
and 36L/R



4000 SACRO	AMICI 1.2 NM to RW35L	SPURR 1600	FITEM	FOBUK	4 NM Holding Pattern
*LNAV only	*540	1600	3000	005°	185° → 4000
	1.2 NM	3.3 NM	4.4 NM	3.2 NM	← 005°
CATEGORY	A	B	C	D	
LPV DA	288/24		200 (200-½)		
LNAV/VNAV DA	407/27		319 (400-¾)		
LNAV MDA	500/24	412 (500-½)	500/40	412 (500-¾)	
C CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)	

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ORLANDO, FLORIDA

AL-571 (FAA)

16315

WAAS CH 86314 W35A	APP CRS 005°	Rwy Idg TDZE Apt Elev	9000 90 96
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RNAV (GPS) RWY 35R

ORLANDO INTL (MCO)

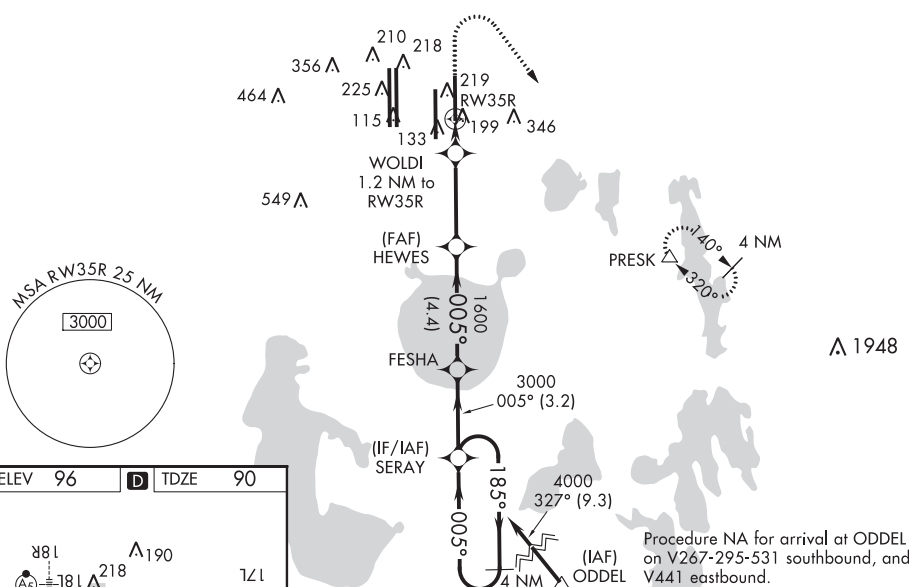
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LPV all Cats visibility to RVR 2800, LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C/D visibility to RVR 5500. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 35L and Rwy 36L, or Rwy 35L and Rwy 36R. LNAV procedure NA during simultaneous operations.

ALSF-2
(A)

MISSED APPROACH:
Climb to 500 then climbing right turn 3000 direct PRESK and hold, continue climb-in-hold to 3000.

ARR DEP	ATIS 121.25 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 124.3 (Rwys 18L-36R, 18R-36L) 253.5 118.45 (Rwys 17L-35R, 17R-35L) 253.5	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 125.475 341.7
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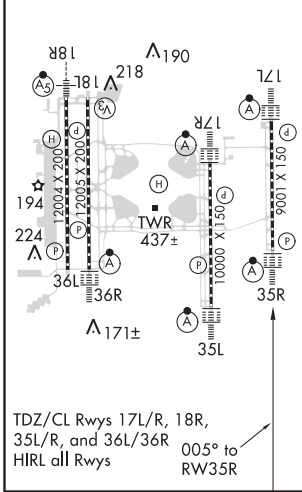
Executive ✂



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 96	D	TDZE 90
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TDZ/CL Rwys 17L/R, 18R, 35L/R, and 36L/36R
HIRL all Rwys
005° to RWY 35R

500	3000	PRESK	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).	4 NM
			SERAY	Holding Pattern
*LNAV only		WOLDI 1.2 NM to RWY 35R	HEWES 1600	FESHA 4000
		RWY 35R *540	1600	3000
		1.2 NM	3.3 NM	4.4 NM
		3.2 NM		
CATEGORY	A	B	C	D
LPV DA		290/24	200 (200-½)	
LNAV/VNAV DA		360/24	270 (300-½)	
LNAV MDA	460/24	370 (400-½)	460/35	370 (400-¾)
C CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)

ORLANDO, FLORIDA
Amdt 1 05FEB15

28°26'N-81°19'W

ORLANDO INTL (MCO) RNAV (GPS) RWY 35R

WAAS CH 82313 W36B	APP CRS 005°	Rwy Idg 11621 TDZE 93 Apt Elev 96
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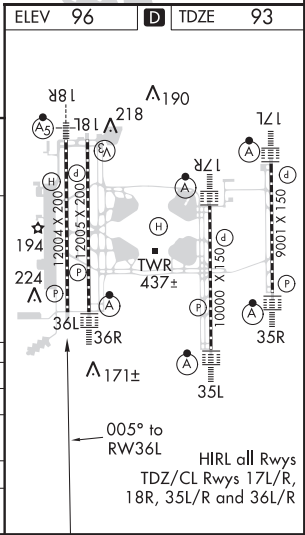
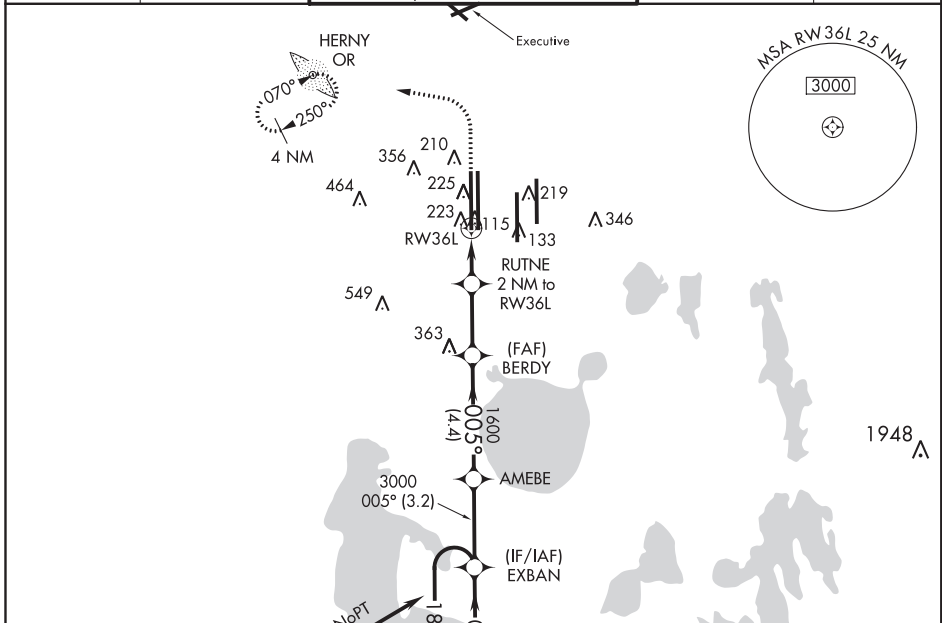
RNAV (GPS) RWY 36L

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 35L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct HERNY LOM and hold, continue climb-in-hold to 3000.

ATIS ARR 121.25 DEP 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER (Rwys 18L-36R, 18R-36L) 253.5 (Rwys 17L-35R, 17R-35L) 253.5	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 125.475 341.7
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ORLANDO, FLORIDA

AL-571 (FAA)


16315

WAAS CH 40212 W36A	APP CRS 005°	Rwy Idg 11601 TDZE 92 Apt Elev 96
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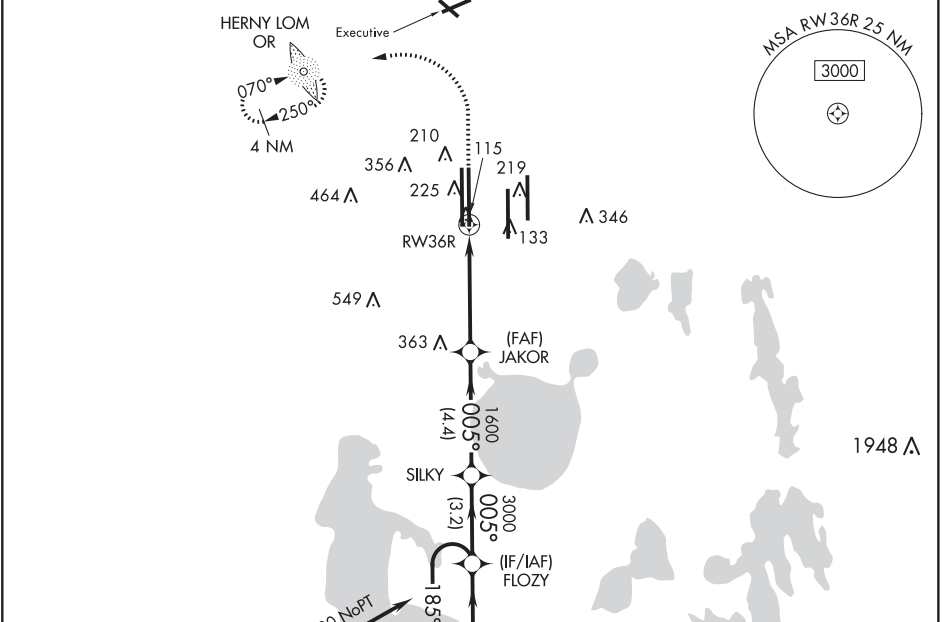
RNAV (GPS) RWY 36R

ORLANDO INTL (MCO)

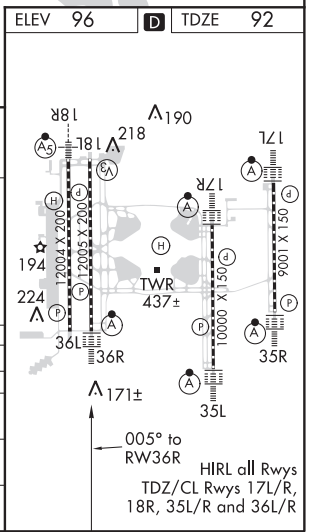
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 35L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSIF-2  MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct HERNY LOM and hold, continue climb-in-hold to 3000.

ATIS ARR 121.25 DEP 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 124.3 (Rwys 18L-36R, 18R-36L) 253.5 118.45 (Rwys 17L-35R, 17R-35L) 253.5	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 125.475 341.7
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4000 Holding Pattern GP 3.00° TCH 56		VGSIs and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).		500	3000	OR
← 185°		→ 005°		*LNAV only.		
SILKY		JAKOR	RW36R	*1.2 NM to RW36R		
3.2 NM		4.4 NM	3.4 NM	1.2 NM		
CATEGORY	A	B	C	D		
LPV DA		292/24	200 (200-½)			
LNAV/VNAV DA		454/35	362 (400-¾)			
LNAV MDA	540/24	448 (500-½)	540/45	448 (500-¾)		
C CIRCLING	740-1	644 (700-1)	740-1¾	644 (700-1¾)	740-2	644 (700-2)



ORLANDO, FLORIDA
Amdt 1 05FEB15

28°26'N-81°19'W

ORLANDO INTL (MCO) RNAV (GPS) RWY 36R

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ORLANDO, FLORIDA

AL-571 (FAA)

16315

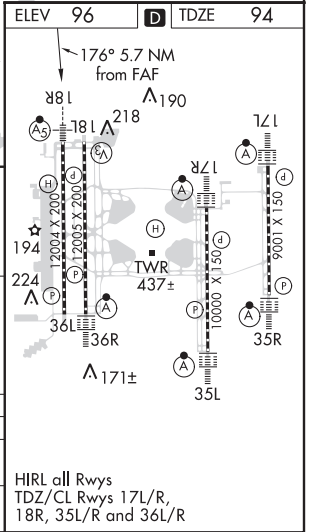
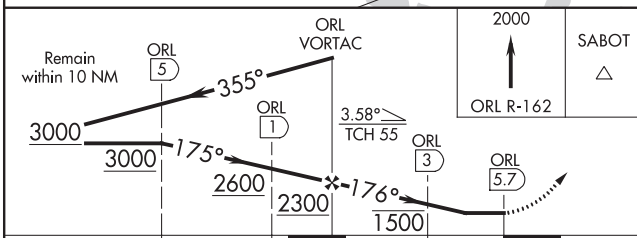
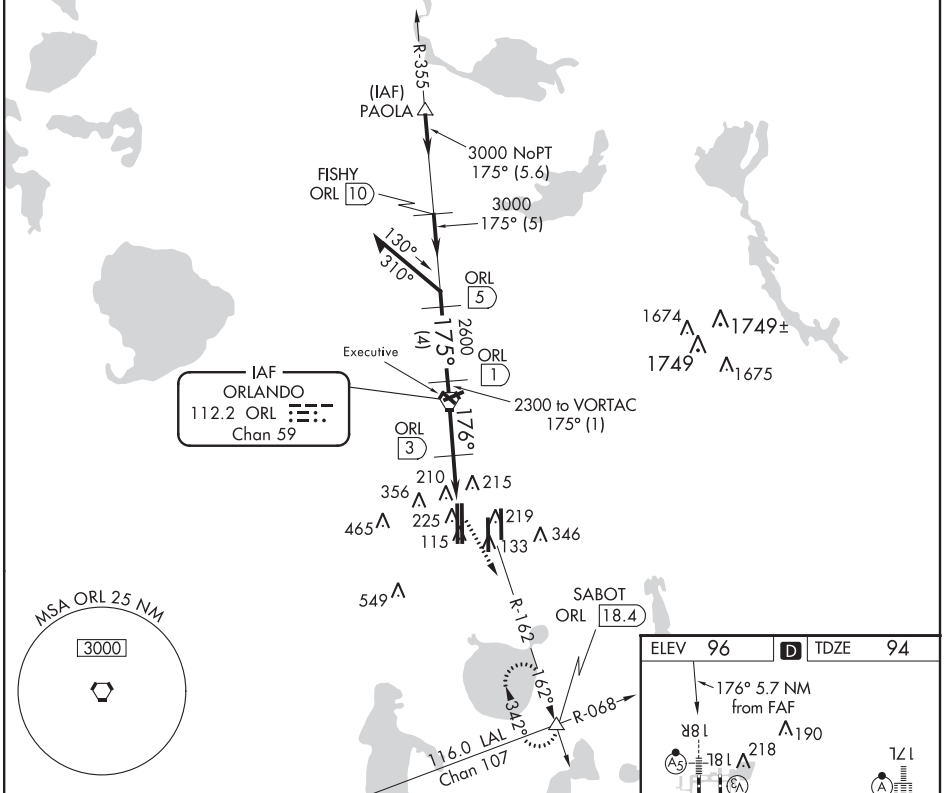
VORTAC ORL 112.2 Chan 59	APP CRS 176°	Rwy Idg 12005 TDZE 94 Apt Elev 96
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VOR/DME RWY 18R

ORLANDO INTL (MCO)

			MISSED APPROACH: Climb to 2000 via ORL R-162 to SABOT INT and hold.		
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ATIS ARR 121.25 DEP 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 124.3 (Rwys 18L-36R, 18R-36L) 118.45 (Rwys 17L-35R, 17R-35L)	GND CON 126.4 275.8 (East) 121.8 275.8 (West)	CLNC DEL 125.475 341.7
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CATEGORY	A	B	C	
S-18R	540/24	446 (500-½)	540/40 446 (500-¾)	540/50 446 (500-1)
CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)

ORLANDO, FLORIDA
Amdt 5E 29JUL10

28°26'N-81°19'W

ORLANDO INTL (MCO) VOR/DME RWY 18R

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

AL-571 (FAA)

FIELD
ELEV
96

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all twys and rwys.
Runway Status Lights in operation.

ATIS
ARR 121.25
DEP 120.525
ORLANDO TOWER
118.45 (RWYs 17L-35R, 17R-35L) 253.5
124.3 (RWYs 18L-36R, 18R-36L) 253.5
126.4 275.8 (EAST)
121.8 275.8 (WEST)
CLNC DEL
125.475 341.7
CPDLC

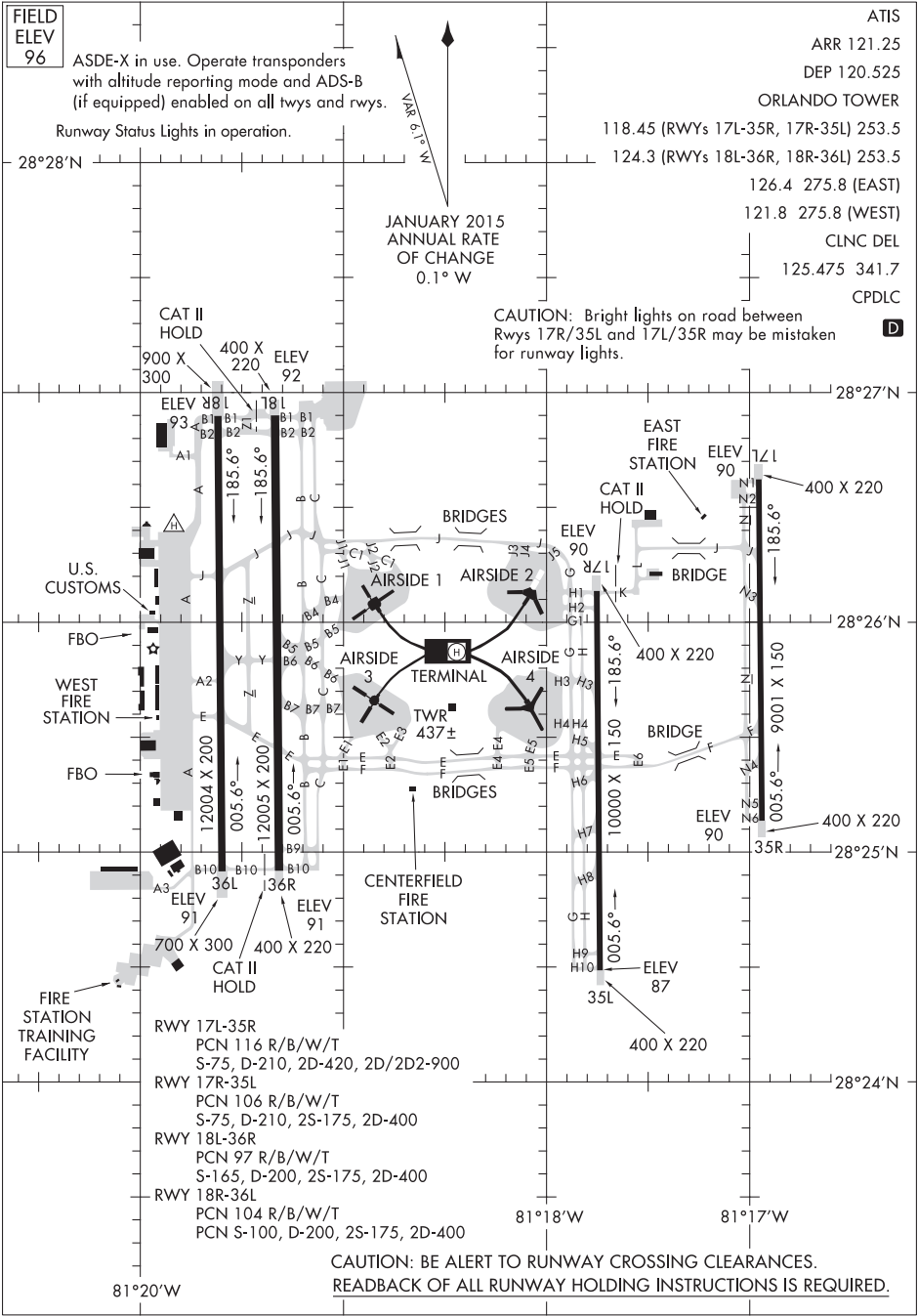
JANUARY 2015
ANNUAL RATE
OF CHANGE
0.1° W

CAUTION: Bright lights on road between
Rwys 17R/35L and 17L/35R may be mistaken
for runway lights.



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



RWY 17L-35R
PCN 116 R/B/W/T
S-75, D-210, 2D-420, 2D/2D2-900

RWY 17R-35L
PCN 106 R/B/W/T
S-75, D-210, 2S-175, 2D-400

RWY 18L-36R
PCN 97 R/B/W/T
S-165, D-200, 2S-175, 2D-400

RWY 18R-36L
PCN 104 R/B/W/T
PCN S-100, D-200, 2S-175, 2D-400

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

ORLANDO, FLORIDA
ORLANDO INTL (MCO)

CITRUS EIGHT DEPARTURE

NOTE: Chart not to scale.

**TOP ALTITUDE:
1500**

SEMINOLE
117.5 SZW
Chan 122
N30°33.37'
W84°22.44'
L-21-22, H-8

CRAIG
114.5 CRG
Chan 92
N30°20.33'
W8°30.60'
L-21-23-24, H-8-12

ATIS DEP 120.525
CLNC DEL 125.475 341.7
GND CON 126.4 275.8 (EAST)
121.8 275.8 (WEST)
ORLANDO INTL TOWER
(Rwys 17L-35R, 17R-35L)
118.45 253.5
(Rwys 18L-36R, 18R-36L)
124.3 253.5

OCALA
113.7 OCF
Chan 84
N29°10.65'
W82°13.58'
L-21-24

CROSS CITY
112.0 CTY
Chan 57
N29°35.94'
W83°02.93'
L-21-24, H-8

ORMOND BEACH
112.6 OMN
Chan 73
N29°18.20'
W81°06.76'
L-21-23-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56'
W81°20.10'
L-21-23-24, H-8

MELBOURNE
110.0 MLB
Chan 37
N28°06.32'
W80°38.12'
L-23-24

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47'
W82°41.06'
L-21-24, H-8

LAKELAND
116.0 LAL
Chan 107
N27°59.17'
W82°00.83'
L-21-24, H-8

TREASURE
117.3 TRV
Chan 120
N27°40.70'
W80°29.38'
L-23-24, H-8

SARASOTA
117.0 SRQ
Chan 117
N27°24.42'
W82°33.82'
L-21-23, H-8

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79' - W81°46.55'
L-21-23, H-8

PAHOKEE
115.4 PHK
Chan 101
N26°46.96'
W80°41.49'
L-23, H-8

PALM BEACH
115.7 PBI
Chan 104
N26°40.80'
W80°05.19'
L-23, H-8

TAKEOFF MINIMUMS

Rwys 17L/R, 18L/R, 35L/R, 36L/R: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 17L: Trees beginning 1072' from DER, 123' left of centerline, up to 67' AGL/151' MSL.

Rwy 17R: Trees 1783' from DER, 964' right of centerline, up to 64' AGL/138' MSL.

Rwy 35L: Electrical system and bushes beginning 133' from DER, 455' left of centerline, up to 43' AGL/129' MSL.

Rwy 35R: Trees beginning 2707' from DER, 54' left of centerline, up to 81' AGL/170' MSL.
Trees beginning 2163' from DER, 607' right of centerline, up to 95' AGL/184' MSL.

Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 34' AGL/123' MSL.

Rwy 36R: Light on sign 1063' from DER, 725' left of centerline, 34' AGL/123' MSL.
Trees beginning 1364' from DER, 193' right of centerline, up to 64' AGL/153' MSL.



DEPARTURE ROUTE DESCRIPTION

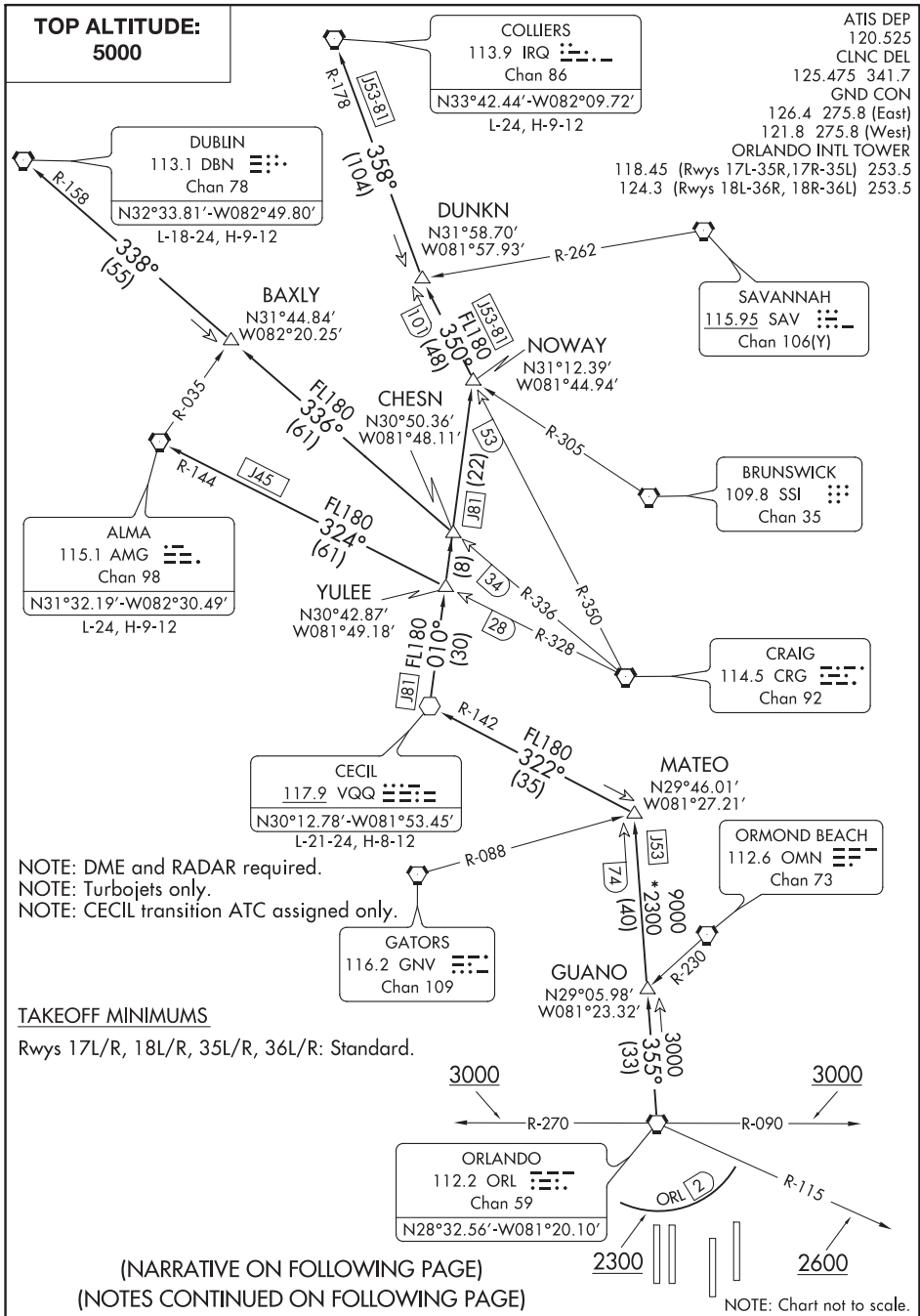
All aircraft climb on heading as assigned for vectors to appropriate fix, maintain 1500'. Expect further clearance to filed altitude/flight level 10 minutes after departure.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

JAGUAR FIVE DEPARTURE

ORLANDO, FLORIDA



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

JAGUAR FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R, 18L/R: Climb on heading assigned by ATC, thence

TAKEOFF RUNWAYS 35L/R: Climb on heading assigned by ATC, cross ORL VORTAC R-115 at or above 2600, cross ORL VORTAC R-090 or R-270 at or above 3000, thence

TAKEOFF RUNWAYS 36L/36R: Climb on heading assigned by ATC, cross ORL VORTAC 2 DME at or above 2300, cross ORL VORTAC R-090 or R-270 at or above 3000, thence

. . . . expect vectors to appropriate transition. Maintain 5000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

ALMA TRANSITION (JAG5.AMG): From over ORL VORTAC on ORL R-355 to MATEO INT, then on VQQ R-142 to VQQ VOR, then on VQQ R-010 to YULEE INT, then on CRG VORTAC R-328 and AMG VORTAC R-144 to AMG VORTAC.

CECIL TRANSITION (JAG5.VQQ): From over ORL VORTAC on ORL R-355 to MATEO INT, then on VQQ R-142 to VQQ VOR.

COLLIERS TRANSITION (JAG5.IRQ): From over ORL VORTAC on ORL R-355 to MATEO INT, then on VQQ R-142 to VQQ VOR, then on VQQ R-010 to NOWAY INT, then on CRG VORTAC R-350 to DUNKN INT, then on IRQ R-178 to IRQ VORTAC.

DUBLIN TRANSITION (JAG5.DBN): From over ORL VORTAC on ORL R-355 to MATEO INT, then on VQQ R-142 to VQQ VOR, then on VQQ R-010 to CHESN INT, then on CRG VORTAC R-336 and DBN VORTAC R-158 to BAXLY INT, then on DBN R-158 to DBN VORTAC.

TAKEOFF OBSTACLE NOTES

Rwy 17L: Navaid 10' from DER, on centerline, 1' AGL/90' MSL.

Pole 10' from DER, 120' left of centerline, 3' AGL/91' MSL.

Tree 1534' from DER, 902' left of centerline, 74' AGL/152' MSL.

Rwy 17R: Trees beginning 1373' from DER, 855' right of centerline, up to 60' AGL/136' MSL.

Rwy 18L: Light pole 13' from DER, 283' right of centerline, 3' AGL/94' MSL.

Trees beginning 2863' from DER, 1079' 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, 284' right of centerline, 5' AGL/92' MSL.

Poles 1250' from DER, 683' left of centerline, 45' AGL/131' MSL.

Rwy 35R: Navaid 9' from DER, on centerline, 1' AGL/90' MSL.

Navaid 1190' from DER, 767' 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 78' AGL/167' MSL.

Rwy 36L: Sign 3' from DER, 373' left of centerline, 3' AGL/93' MSL.

Sign 1063' from DER, 775' right of centerline, 38' AGL/123' MSL.

Rwy 36R: Tree 963' from DER, 582' right of centerline, 30' AGL/121' MSL.

Building 1001' from DER, 692' right of centerline, 26' AGL/119' MSL.

Sign 1063' from DER, 725' left of centerline, 38' AGL/123' MSL.

(MCOY1.ORK) 16315

MCCOY ONE DEPARTURE

SL-571 (FAA)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

ATIS DEP
120.525
CLNC DEL
125.475 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R, 17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5

**TOP ALTITUDE:
5000**

SAVANNAH
115.95 SAV
Chan 106 (Y)
N32°08.78'-W81°11.95'
L-24, H-9-12

TAKEOFF MINIMUMS:
Rwys 17L/R, 18L/R, 35L,
36L/R: Standard.

NOTE: Rwy 35R, 300-1 or Standard
with minimum climb of 340 feet
per NM to 400.
NOTE: Rwys 35L, 35R, 36L, 36R require
an ATC climb gradient of 600 feet
per NM to 2800 feet. If unable to
accept this ATC climb gradient, advise
ATC on initial contact.
NOTE: Turbojets only.
NOTE: DME Required.

TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from
1080 feet to 1725 feet from DER, from
600 feet to 740 feet left of centerline,
from 44 feet AGL/134 feet MSL to 53
feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from
DER, 730 feet right of centerline, 94
feet AGL/184 feet MSL.

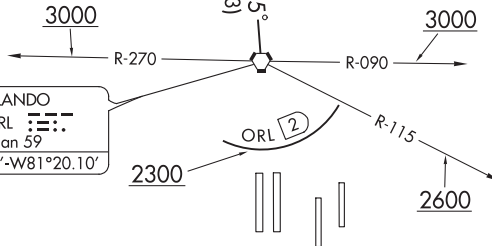
VIIAP
N31°15.14'
W81°26.14'

CRAIG
114.5 CRG
Chan 92
N30°20.33'-W81°30.60'

ORMOND BEACH
112.6 OMN
Chan 73

GUANO
N29°05.98'
W81°23.32'

ORLANDO
112.2 ORL
Chan 59
N28°32.56'-W81°20.10'



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MCCOY ONE DEPARTURE
(MCOY1.ORK) 30APR15

ORLANDO, FLORIDA
ORLANDO INTL (MCO)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MCCOY ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 17L/R, 18L/R: Climb on heading as assigned.

Thence . . .

TAKEOFF RWYS 35L/R: Climb on heading as assigned, cross ORL R-115 at above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence . . .

TAKEOFF RWYS 36L/R: Climb on heading as assigned, cross 2 DME south of ORL VORTAC at or above 2300 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence . . .

... All aircraft maintain 5000 feet, expect vectors to the Savannah transition. Expect further clearance to filed altitude ten (10) minutes after departure.

SAVANNAH TRANSITION (MCOY1.SAV): From over ORL VORTAC via ORL R-355 and CRG R-178 to CRG VORTAC, then via CRG R-007 and SAV R-199 to SAV VORTAC. Thence as filed.

SE-3, 10 NOV 2016 to 05 JAN 2017

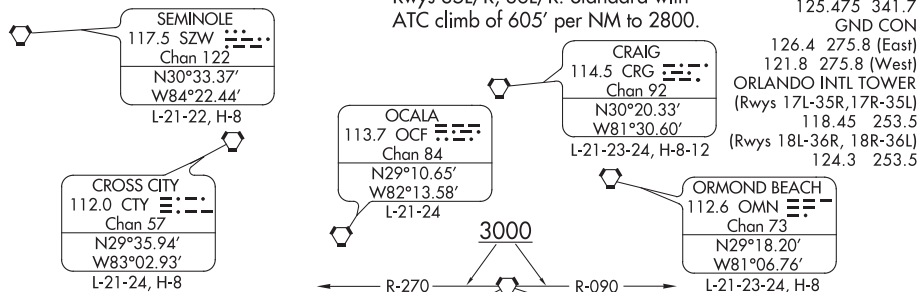
SE-3, 10 NOV 2016 to 05 JAN 2017

ORLANDO TWO DEPARTURE

NOTE: If unable to accept ATC climb gradient, advise ATC on initial contact.

TAKEOFF MINIMUMS:
Rwys 17L/R, 18L/R: Standard.
Rwys 35L/R, 36L/R: Standard with ATC climb of 605' per NM to 2800.

ATIS DEP 120.525
CLNC DEL 125.475 341.7
GND CON 126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER (Rwys 17L-35R, 17R-35L) 118.45 253.5
(Rwys 18L-36R, 18R-36L) 124.3 253.5



TOP ALTITUDE:
5000

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47'
W82°41.06'
L-21-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56'
W81°20.10'
L-21-23-24, H-8

LAKELAND
116.0 LAL
Chan 107
N27°59.17'
W82°00.83'
L-21-24, H-8

MELBOURNE
110.0 MLB
Chan 37
N28°06.32'
W80°38.12'
L-23-24

SARASOTA
117.0 SRQ
Chan 117
N27°24.42'
W82°33.82'
L-21-23, H-8

TREASURE
117.3 TRV
Chan 120
N27°40.70'
W80°29.38'
L-23-24, H-8

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79'-W81°46.55'
L-21-23, H-8

PAHOKEE
115.4 PHK
Chan 101
N26°46.96'
W80°41.49'
L-23, H-8

PALM BEACH
115.7 PBI
Chan 104
N26°40.80'
W80°05.19'
L-23, H-8

TAKEOFF OBSTACLE NOTES

- Rwy 17L: Trees beginning 1072' from DER, 123' left of centerline, up to 67' AGL/151' MSL.
- Rwy 17R: Trees 1783' from DER, 964' right of centerline, up to 64' AGL/138' MSL.
- Rwy 35L: Electrical system and bushes beginning 133' from DER, 455' left of centerline, up to 43' AGL/129' MSL.
- Rwy 35R: Trees beginning 2707' from DER, 54' left of centerline, up to 81' AGL/170' MSL. Trees beginning 2163' from DER, 607' right of centerline, up to 95' AGL/184' MSL.
- Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 34' AGL/123' MSL.
- Rwy 36R: Light on sign 1063' from DER, 725' left of centerline, 34' AGL/123' MSL. Trees beginning 1364' from DER, 193' right of centerline, up to 64' AGL/153' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 17L/R, 18L/R: Climb on heading as assigned for vectors to filed/assigned route. Thence. . . .

TAKEOFF RWYS 35L/R, 36L/R: Climb on heading as assigned for vectors to filed/assigned route. Cross 2 DME south of the ORL VORTAC at or above 2300, cross ORL VORTAC R-115 at or above 2600, cross ORL VORTAC R-090 or R-270 at or above 3000. Thence. . . .

. . . . Maintain 5000, expect further clearance to filed altitude 10 minutes after departure.

ORLANDO TWO DEPARTURE

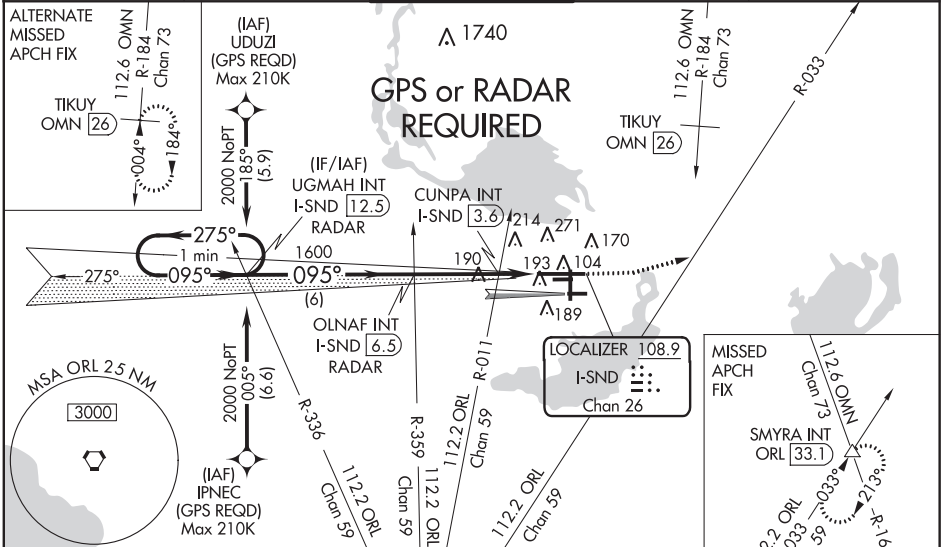
LOC/DME I-SND 108.9 Chan 26	APP CRS 095°	Rwy ldg 10002 TDZE 55 Apt Elev 55
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ILS or LOC RWY 9L
ORLANDO SANFORD INTL (SFB)

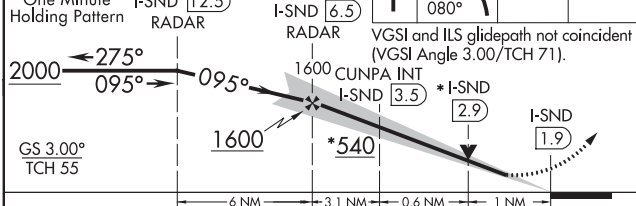
▽ VDP NA with Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase S-ILS 9L DA 43 feet, increase all MDA 60 feet and S-LOC 9L Cat C/D visibility 1/8 mile and CUNPA fix minimums S-LOC 9L Cat C/D visibility 1/4 mile. Simultaneous approach authorized with Rwy 9R. Circling to Rwy 27C NA at night.

⚠ MALSR MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on heading 080° and ORL VORTAC R-033 to SMYRA INT/ORL 33.1 DME and hold.

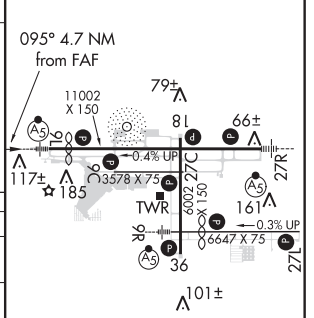
ATIS 125.975	ORLANDO APP CON 121.1 351.9 (North) 119.4 351.9 (South)	SANFORD TOWER★ 120.3 (CTAF) 0 254.35	GND CON 121.35 254.35	CLNC DEL 123.975 121.35 (when twr closed)
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* 600 when using Executive altimeter setting. * LOC only.	500	2000	SMYRA
One Minute Holding Pattern	↑	hdg 080°	ORL R-033
UGMAH INT I-SND (12.5) RADAR	OLNAF INT I-SND (6.5) RADAR		△



ELEV 55	TDZE 55
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CATEGORY	A	B	C	D
S-ILS 9L	255-1/2 200 (200-1/2)			
S-LOC 9L	540-1/2	485 (500-1/2)	540-1	485 (500-1)
CIRCLING	580-1	525 (600-1)	580-1 1/2 525 (600-1 1/2)	620-2 565 (600-2)
CUNPA FIX MINIMUMS (DUAL VOR RECEIVER OR DME REQUIRED)				
S-LOC 9L	440-1/2	385 (400-1/2)	440-5/8	385 (400-5/8)
CIRCLING	580-1	525 (600-1)	580-1 1/2 525 (600-1 1/2)	620-2 565 (600-2)

MIRL Rwy 18-36	
MIRL Rwy 9C-27C	
HIRL Rwy 9L-27R and 9R-27L	
REIL Rwy 9C, 18, 27L and 36	
FAF to MAP 4.7 NM	
Knots	60 90 120 150 180
Min:Sec	4:42 3:08 2:21 1:53 1:34

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-FNU 110.15 Chan 38 (Y)	APP CRS 275°	Rwy ldg 11002 TDZE 45 Apt Elev 55
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ILS or LOC RWY 27R

ORLANDO SANFORD INTL (SFB)

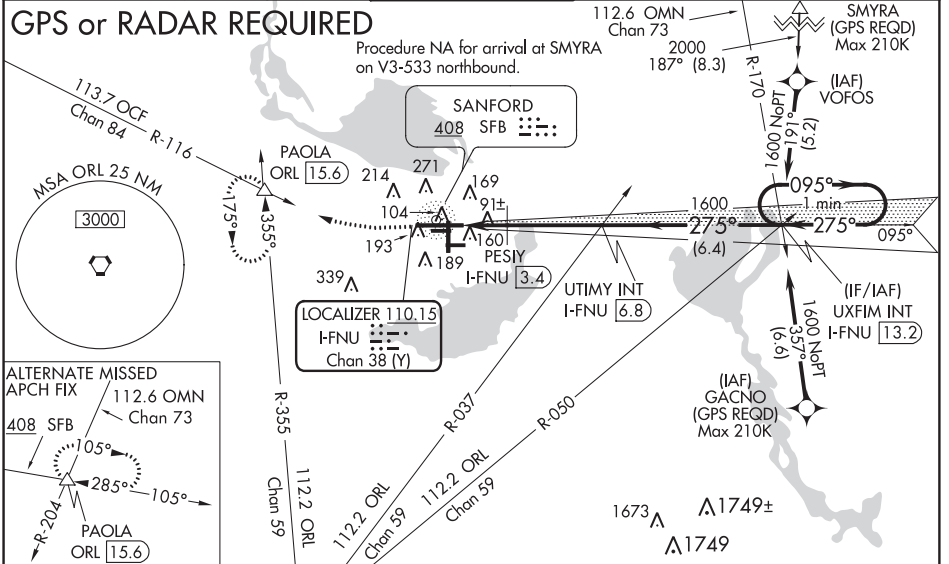
▼ When local altimeter setting not received, use Executive altimeter setting and increase S-ILS 27R DA to 288 and all MDA 60 feet; increase Circling Cat C visibility ¼ mile.
 ▲ For inoperative MALSRS, increase S-ILS 27R Cat C/D visibility to 1 mile, PESIY fix minimums increase S-LOC 27R Cats C/D visibility to 1 mile. For inoperative MALSRS when using Executive altimeter setting, increase S-LOC 27R Cats C/D visibility to 1 ½ mile and increase PESIY fix minimums Cats C/D visibility to 1 ½ mile and Circling Cat C to 1 ¾ mile. VDP NA when using Executive altimeter setting. Night Landing: Rwy 27C NA.

MALSRS

 MISSED APPROACH: Climb to 500 then dimbing right turn to 2800 on heading 280° and ORL VORTAC R-355 to PAOLA INT/ORL 15.6 DME and hold, continue climb-in-hold to 2800.

ATIS 125.975	ORLANDO APP CON 121.1 351.9 (North) 119.4 351.9 (South)	SANFORD TOWER* 120.3 (CTAF) 0 254.35	GND CON 121.35 254.35	CLNC DEL 123.975 121.35 (when twr closed)
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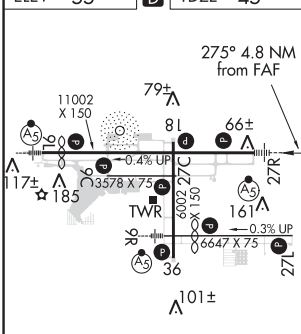
GPS or RADAR REQUIRED



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 55	D	TDZE 45
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500	2800	PAOLA ORL R-355	* 540 when using Executive altimeter setting. * LOC only				
hdg 280°	UTIMY INT I-FNU [6.8]	UXFIM INT I-FNU [13.2]	One Minute Holding Pattern				
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).							
I-FNU [2]	I-FNU [2.9]	PESIY I-FNU [3.4]	1600				
			GS 3.00° TCH 45				
<table border="1"> <tr> <td>0.9 NM</td> <td>0.5 NM</td> <td>3.4 NM</td> <td>6.4 NM</td> </tr> </table>				0.9 NM	0.5 NM	3.4 NM	6.4 NM
0.9 NM	0.5 NM	3.4 NM	6.4 NM				

CATEGORY	A	B	C	D
S-ILS 27R	245-½ 200 (200-½)			
S-LOC 27R	480-½	435 (500-½)	480-¾	435 (500-¾)
CIRCLING	580-1	525 (600-1)	600-1½	640-2
PESIY FIX MINIMUMS				
S-LOC 27R	400-½	355 (400-½)	400-¾	355 (400-¾)
CIRCLING	580-1	525 (600-1)	600-1½	640-2

MIRL Rwy 18-36 **0**
 MIRL Rwy 9C-27C
 HIRL Rwy 9L-27R and 9R-27L **0**
 REIL Rwy 9C, 18, 27L and 36

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

ORLANDO, FLORIDA

AL-917 (FAA)

15148

WAAS CH 48810 W09B	APP CRS 095°	Rwy ldg 5000 TDZE 47 Apt Elev 55
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RNAV (GPS) RWY 9R

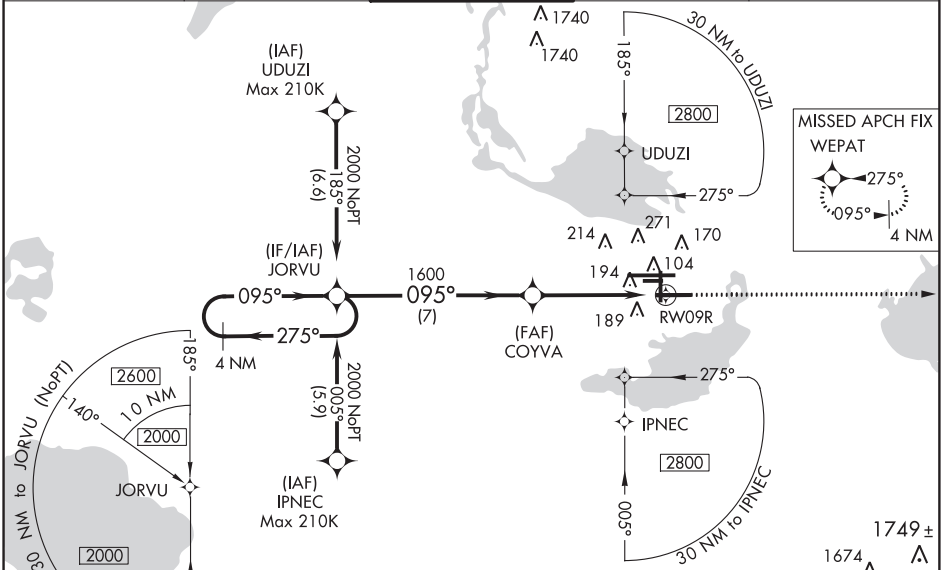
ORLANDO SANFORD INTL (SF'B)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19° C (-2° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase all DA 43 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cat C/D visibility 1/4 mile. Night Landing: Rwy 27C NA.



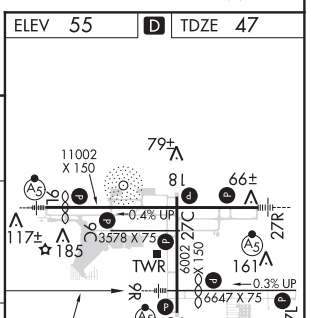
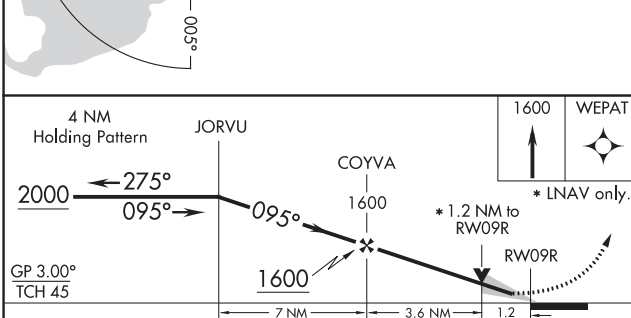
MISSED APPROACH:
Climb to 1600 direct WEPAT and hold.

ATIS 125.975	ORLANDO APP CON 121.1 351.9 (North) 119.4 351.9 (South)	SANFORD TOWER* 120.3 (CTAF) 0 254.35	GND CON 121.35 254.35	CLNC DEL 123.975 121.35 (when twr closed)
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	247-1/2		200 (200-1/2)	
LNAV/VNAV DA	466-1		419 (500-1)	
LNAV MDA	460-1/2	413 (500-1/2)	460-3/4	413 (500-3/4)
CIRCLING	580-1	525 (600-1)	580-1/2	620-2 565 (600-2)

MIRL Rwy 18-36 **Ⓛ**
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L **Ⓛ**
REIL Rwys 9C, 18, 27L and 36

ORLANDO, FLORIDA
Amdt 1A 28MAY15

28°47'N-81°14'W

ORLANDO SANFORD INTL (SF'B) RNAV (GPS) RWY 9R

WAAS CH 45923 W18A	APP CRS 185°	Rwy Idg 5956 TDZE 49 Apt Elev 55
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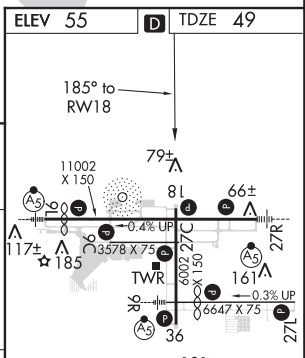
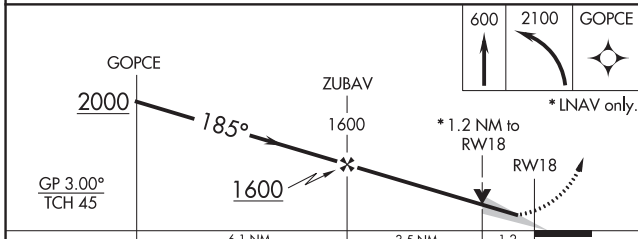
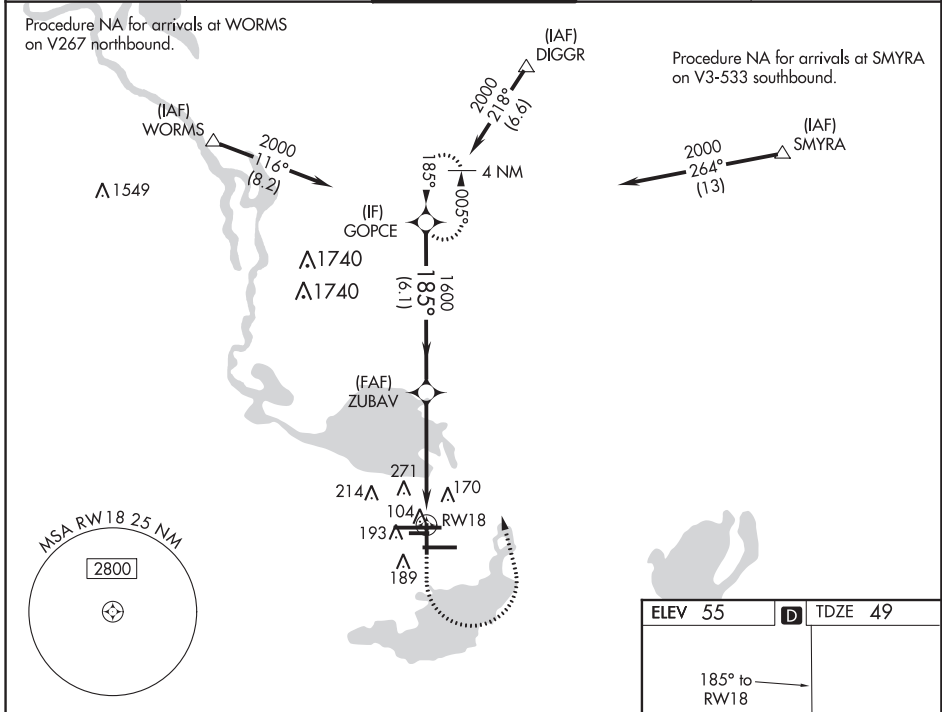
RNAV (GPS) RWY 18

ORLANDO SANFORD INTL (SFB)

⚠ Night Landing: Rwy 27C NA. Baro-VNAV NA when using Executive altimeter setting. For uncompensated Baro-VNAV systems. LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA with Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LNAV/VNAV all Cats visibility 1/4 mile, and LNAV Cat C and D visibility 1/2 mile.

MISSED APPROACH:
Climb to 600 then climbing left turn to 2100 direct GOPCE and hold.

ATIS 125.975	ORLANDO APP CON 121.1 351.9 (North) 119.4 351.9 (South)	SANFORD TOWER★ 120.3 (CTAF) 0 254.35	GND CON 121.35 254.35	CLNC DEL 123.975 121.35 (when twr closed)
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CATEGORY	A	B	C	D
LPV DA		249-3/4	200 (200-3/4)	
LNAV/VNAV DA		299-3/4	250 (300-3/4)	
LNAV MDA	480-1	431 (500-1)	480-1 1/4	431 (500-1 1/4)
CIRCLING	580-1	525 (600-1)	580-1 1/2	620-2
			525 (600-1 1/2)	565 (600-2)

MIRL Rwy 18-36 **⓪**
MIRL Rwy 9C-27C
HIRL Rwy 9L-27R and 9R-27L **⓪**
REIL Rwy 9C, 18, 27L and 36

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ORLANDO, FLORIDA

AL-917 (FAA)

15148

RNAV (GPS) RWY 27L

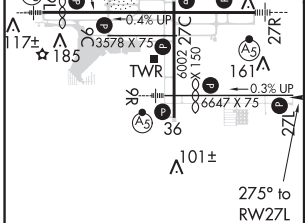
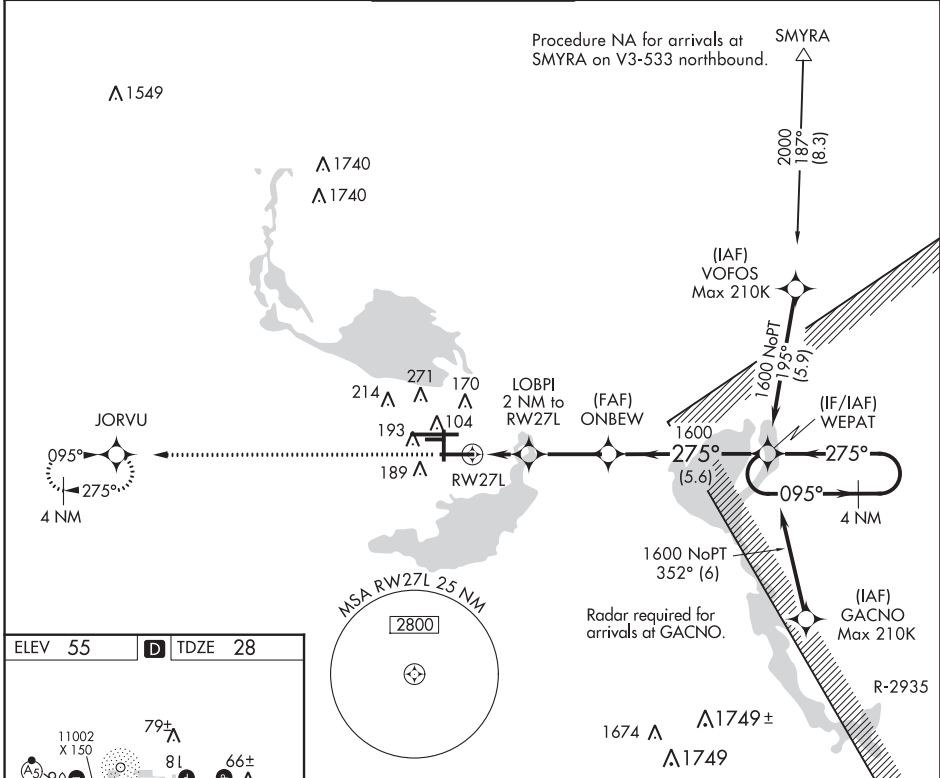
ORLANDO SANFORD INTL (SF'B)

APP CRS 275°	Rwy Idg 6132
	TDZE 28
	Apt Elev 55

⚠ Night Landing: Rwy 27C NA. DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Executive altimeter setting and increase all MDA 60 feet. VDP NA when using Executive altimeter setting.

MISSED APPROACH:
 Climb to 2000 direct JORVU and hold.

ATIS 125.975	ORLANDO APP CON 121.1 351.9 (North) 119.4 351.9 (South)	SANFORD TOWER★ 120.3 (CTAF) 0 254.35	GND CON 121.35 254.35	CLNC DEL 123.975 121.35 (when twr closed)
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MIRL Rwy 18-36 Ⓛ
MIRL Rws 9C-27C
HIRL Rwy 9L-27R and 9R-27L Ⓛ
REIL Rws 9C, 18, 27L and 36

2000	JORVU	ONBEW	WEPAT	4 NM Holding Pattern
1.1	0.9	2.8 NM	5.6 NM	

CATEGORY	A	B	C	D
LNAV MDA	420-1	392 (400-1)	420-1½ 392 (400-1½)	420-2 392 (400-2)
CIRCLING	580-1	525 (600-1)	580-1½ 525 (600-1½)	620-2 565 (600-2)

ORLANDO, FLORIDA
 Orig-A 28MAY15

28°47'N-81°14'W

ORLANDO SANFORD INTL (SF'B)

RNAV (GPS) RWY 27L

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ORLANDO, FLORIDA

AL-917 (FAA)

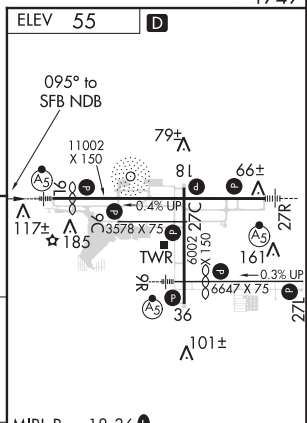
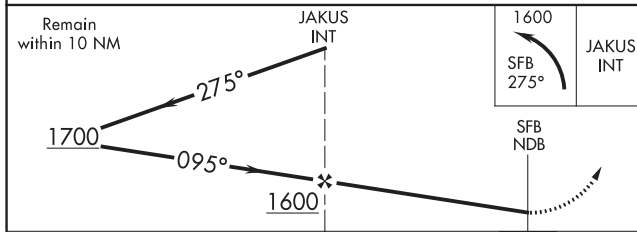
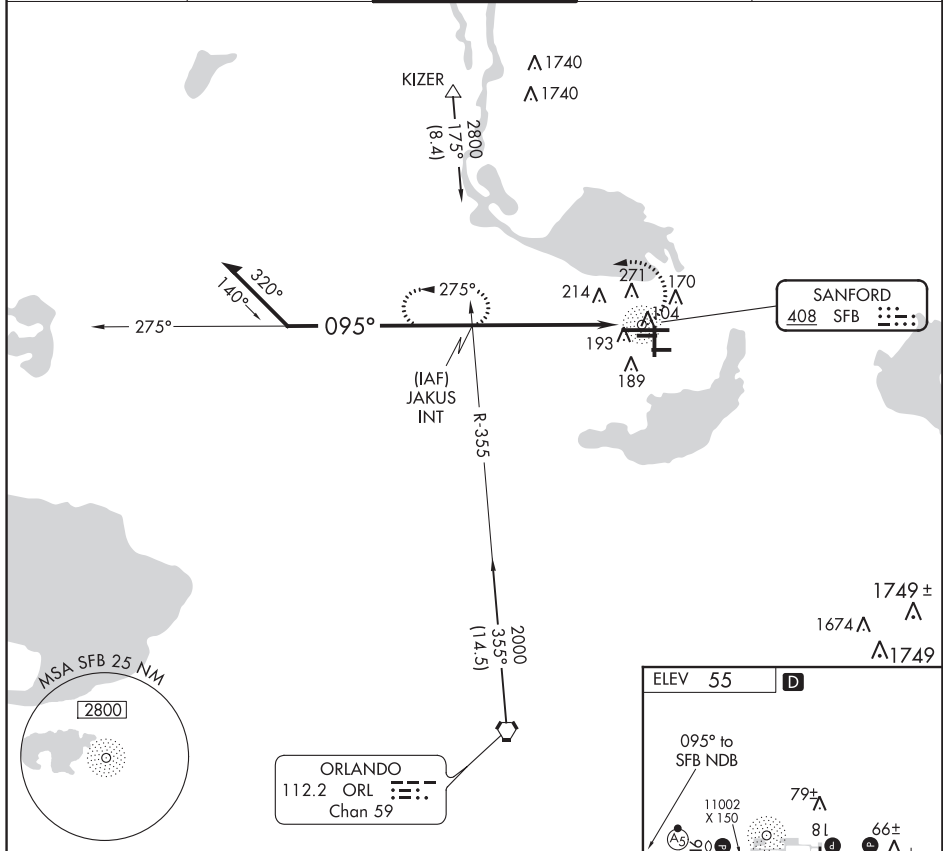
14149

NDB SFB 408	APP CRS 095°	Rwy Idg TDZE Apt Elev	N/A N/A 55
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NDB-B
ORLANDO SANFORD INTL (SFB)

⚠ Circling to Rwy 27C NA at night. MISSED APPROACH: Climbing left turn to 1600 via SFB 275° course to JAKUS INT and hold.

ATIS 125.975	ORLANDO APP CON 121.1 351.9 (North) 119.4 351.9 (South)	SANFORD TOWER★ 120.3 (CTAF) 0 254.35	GND CON 121.35 254.35	CLNC DEL 123.975 121.35 (when twr closed)
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CATEGORY	A	B	C	D
CIRCLING	600-1	545 (600-1)	600-1½ 545 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 **⓪**
HIRL Rwy 9L-27R and 9R-27L **⓪**
MIRL Rwys 9C-27C
REIL Rwys 9C, 18, 27L and 36

ORLANDO, FLORIDA
Orig-B 12JAN12

28°47'N-81°14'W

ORLANDO SANFORD INTL (SFB)
NDB-B

SE-3, 10 NOV 2016 to 05 JAN 2017

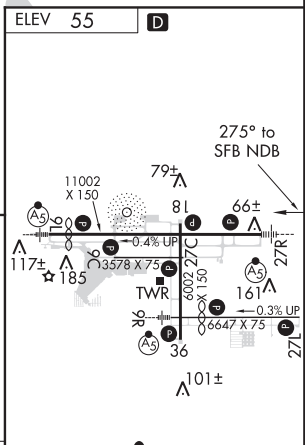
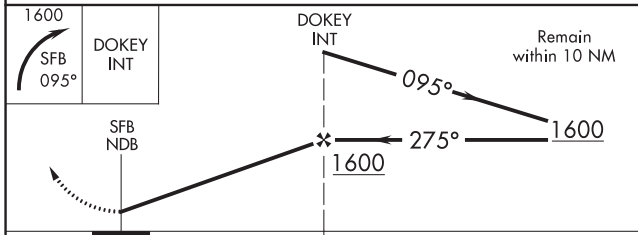
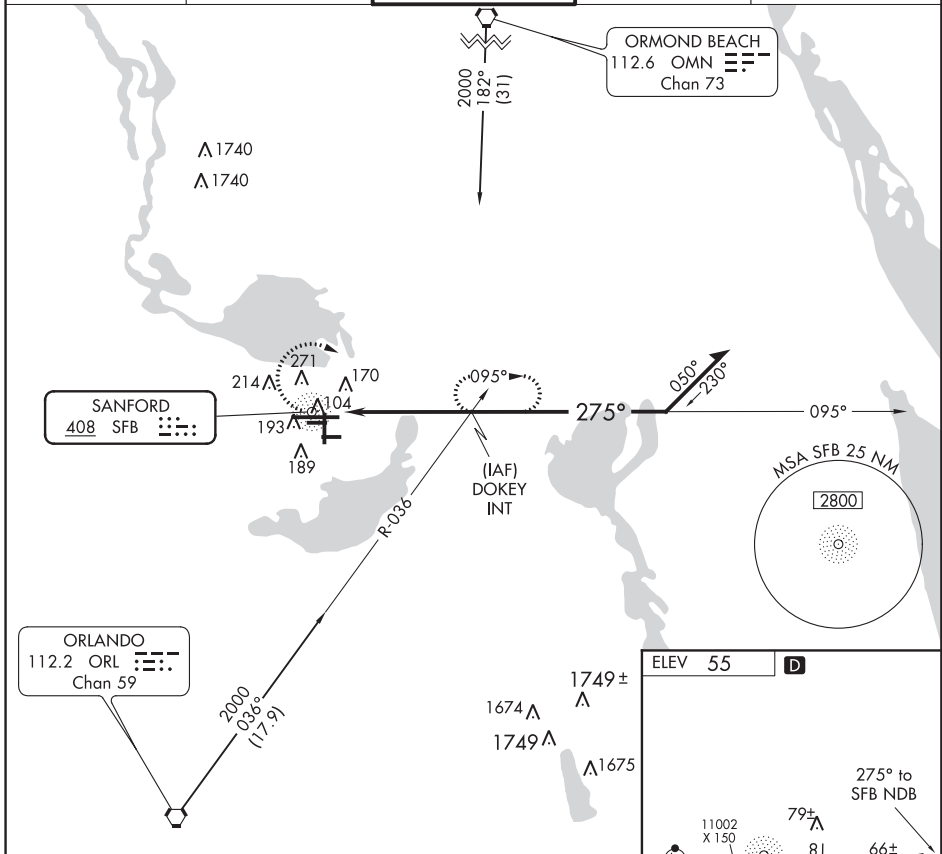
SE-3, 10 NOV 2016 to 05 JAN 2017

NDB SFB 408	APP CRS 275°	Rwy Idg TDZE Apt Elev	N/A N/A 55
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NDB-C
ORLANDO SANFORD INTL (SFB)

⚠ Circling to Rwy 27C NA at night. MISSED APPROACH: Climbing right turn to 1600 via SFB 095° course to DOKEY Int and hold.

ATIS 125.975	ORLANDO APP CON 121.1 351.9 (North) 119.4 351.9 (South)	SANFORD TOWER★ 120.3 (CTAF) 0 254.35	GND CON 121.35 254.35	CLNC DEL 123.975 121.35 (when twr closed)
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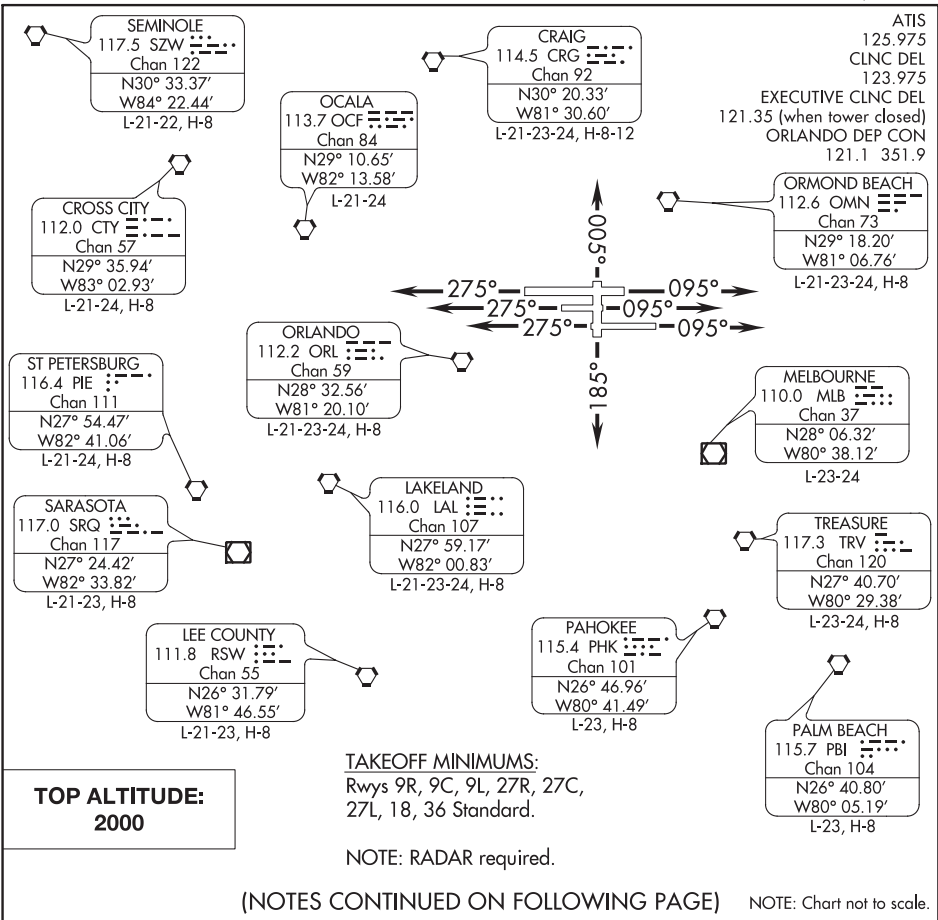
CATEGORY	A	B	C	D
CIRCLING	580-1	525 (600-1)	580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L
REIL Rwys 9C, 18, 27L and 36

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

SANFORD SEVEN DEPARTURE



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 9R, 9C, 9L: Climb heading 095°, thence. . . .

TAKEOFF RWYS 27R, 27C, 27L: Climb heading 275°, thence. . . .

TAKEOFF RWY 18: Climb heading 185°, thence. . . .

TAKEOFF RWY 36: Climb heading 005°, thence. . . .

. . . .expect vectors to appropriate fix. Maintain 2000. Expect further clearance to filed altitude/flight level ten (10) minutes after departure.

SANFORD SEVEN DEPARTURE

TAKEOFF OBSTACLE NOTES

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

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 8

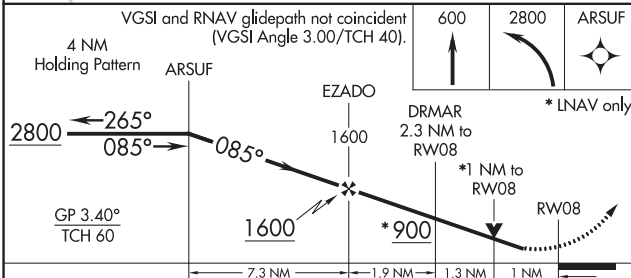
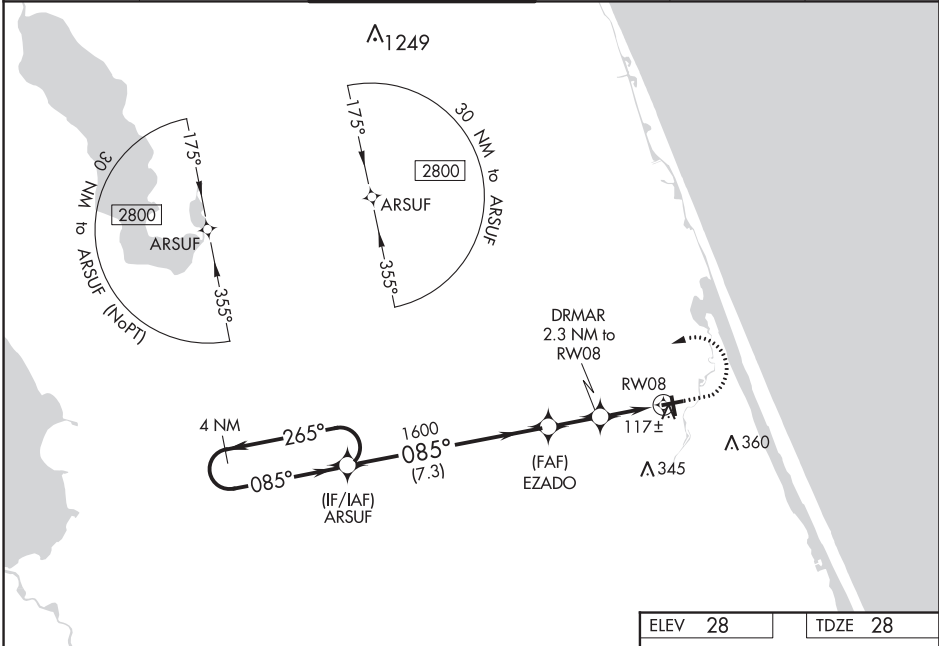
ORMOND BEACH MUNI (OMN)

WAAS CH 82334 W08A	APP CRS 085°	Rwy Idg TDZE Apt Elev	4005 28 28
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⚠ 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 3/4 SM NA. Baro-VNAV NA with Daytona Beach altimeter setting. When local altimeter setting not received, use Daytona Beach altimeter setting and increase all DA 19 feet and all MDA 20 feet. VDP NA when using Daytona Beach altimeter setting.

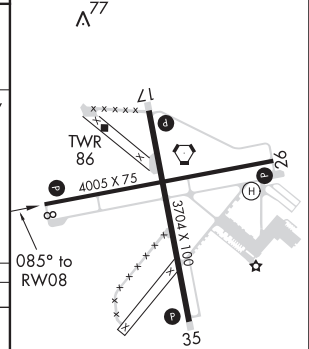
MISSED APPROACH: Climb to 600 then climbing left turn to 2800 direct ARSUF and hold.

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
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ELEV 28	TDZE 28
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CATEGORY	A	B	C	D
LPV DA	313-1	285 (300-1)		NA
LNAV/VNAV DA	278-1	250 (300-1)		NA
LNAV MDA	380-1	352 (400-1)		NA
C CIRCLING	500-1	472 (500-1)	740-2 712 (800-2)	NA



REIL Rwy 8, 17, 26 and 35 **📻**
MRL Rwy 8-26 and 17-35 **📻**

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40234 W17A	APP CRS 175°	Rwy Idg 3704 TDZE 27 Apt Elev 28
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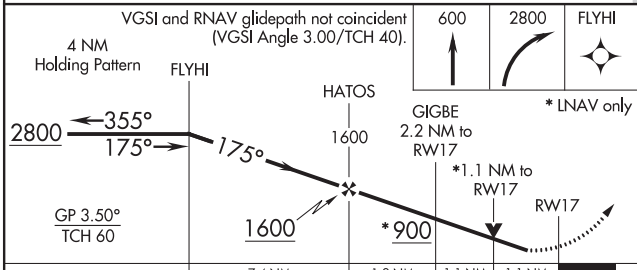
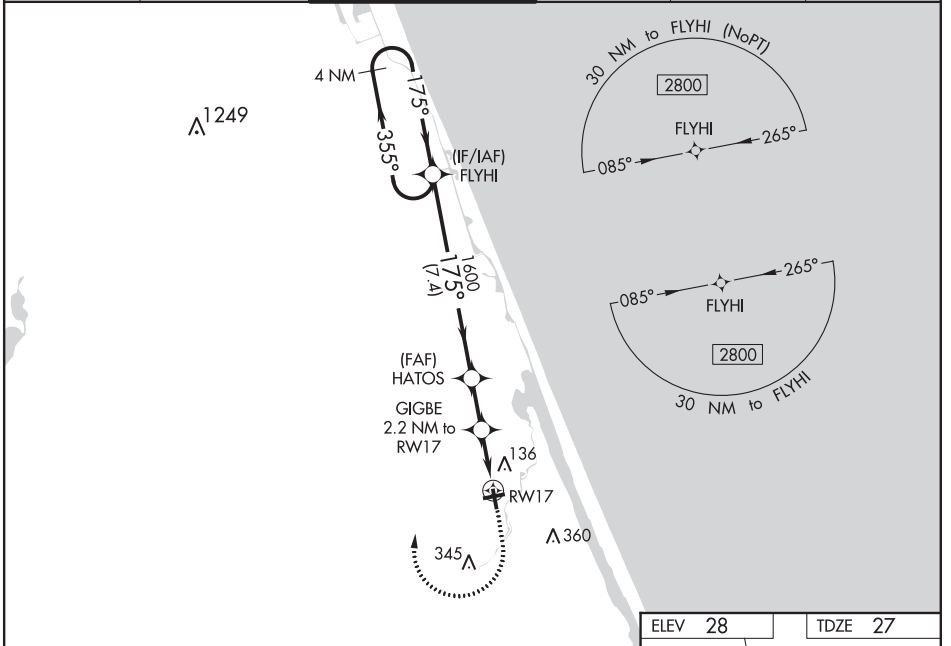
RNAV (GPS) RWY 17

ORMOND BEACH MUNI (OMN)

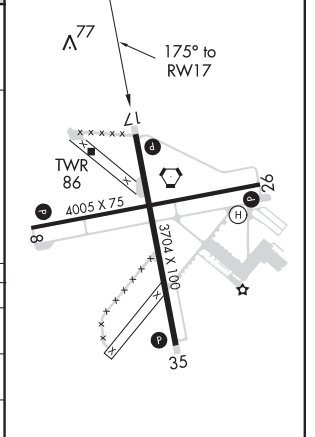
⚠ Baro-VNAV NA when using Daytona Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Daytona Beach altimeter setting and increase all DA 19 feet and all MDA 20 feet; increase LNAV Cat C visibility 1/8 mile. VDP NA when using Daytona Beach altimeter setting.

MISSED APPROACH: Climb to 600 then climbing right turn to 2800 direct FLYHI and hold.

ATIS 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
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ELEV 28	TDZE 27
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CATEGORY	A	B	C	D
LPV DA	302-1	275 (300-1)		NA
LNAV/VNAV DA	288-1	261 (300-1)		NA
LNAV MDA	400-1	373 (400-1)		NA
C CIRCLING	500-1	471 (500-1)	740-2 711 (800-2)	NA

REIL Rwy's 8, 17, 26, and 35
MIRL Rwy's 8-26 and 17-35

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

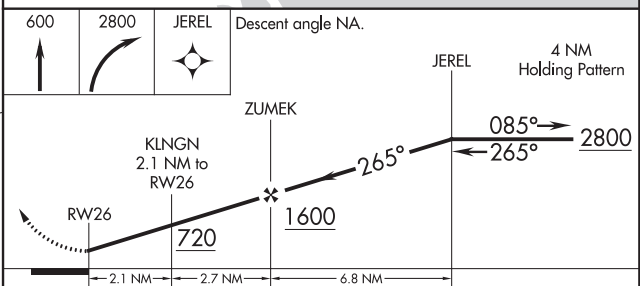
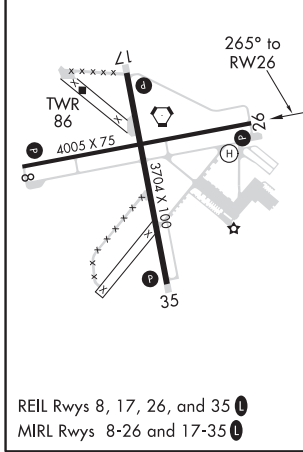
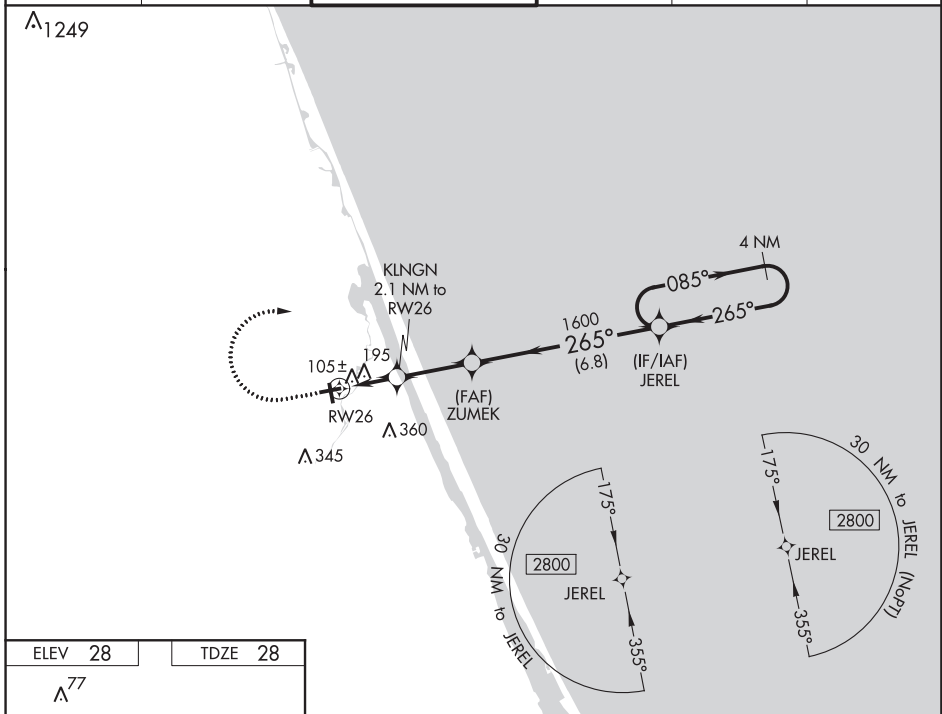
WAAS CH 77634 W26A	APP CRS 265°	Rwy Idg TDZE Apt Elev	4005 28 28
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RNAV (GPS) RWY 26

ORMOND BEACH MUNI (OMN)

▽ ▲	DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDA 20 feet and increase LNAV Cat C visibility 1/8 mile.	MISSED APPROACH: Climb to 600 then climbing right turn to 2800 direct JEREL and hold.
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ATIS 118.475	DAYTONA APP CON 125.8 269.075	ORMOND BEACH TOWER* 119.075 (CTAF) 0	GND CON 121.625	CLNC DEL 121.625	UNICOM 123.05
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CATEGORY	A	B	C	D
LP MDA	360-1		332 (400-1)	
LNAV MDA	460-1	432 (500-1)		460-1 1/4 432 (500-1 1/4)
C CIRCLING	500-1	472 (500-1)		740-2 712 (800-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ORMOND BEACH, FLORIDA

AL-5459 (FAA)

15176

VORTAC OMN 112.6 Chan 73	APP CRS 161°	Rwy Idg TDZE Apt Elev	3704 27 29
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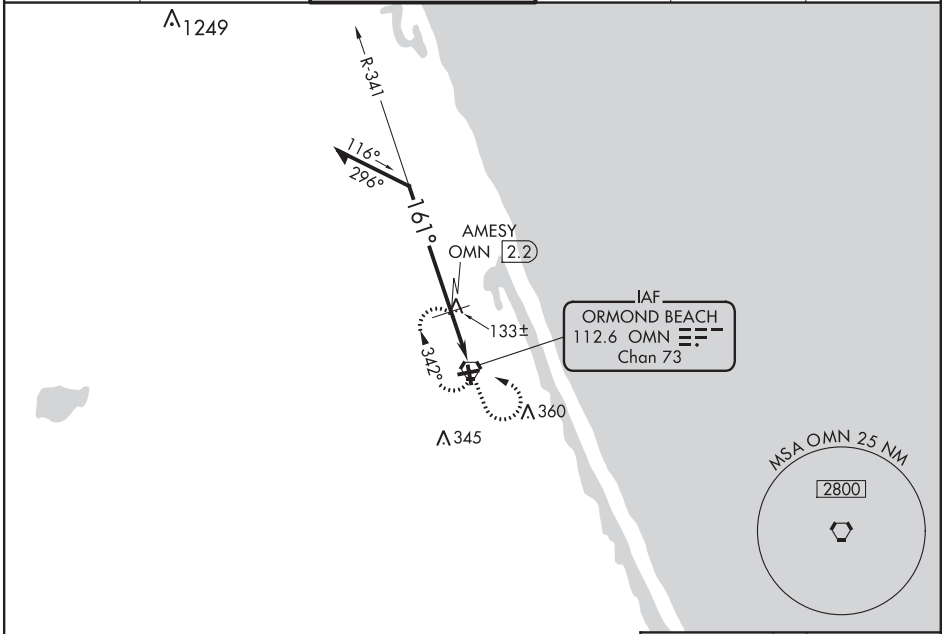
VOR RWY 17

ORMOND BEACH MUNI (OMN)

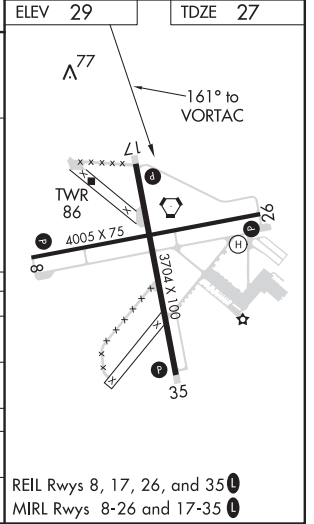
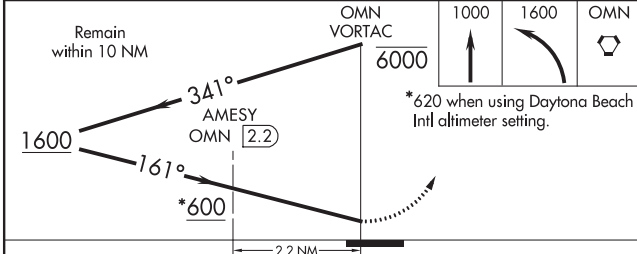
NA When local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all MDA 20 feet and increase S-17 Cat C visibility to 1 3/4 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct OMN VORTAC and hold.

ATIS 118.475	DAYTONA APP CON 125.8 269.075	ORMOND BEACH TOWER* 119.075 (CTAF) 0	GND CON 121.625	CLNC DEL 121.625	UNICOM 123.05
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ELEV 29	TDZE 27
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CATEGORY	A	B	C	D
S-17	600-1	573 (600-1)	600-1 5/8 573 (600-1 5/8)	NA
C CIRCLING	600-1	571 (600-1)	740-2 712 (800-2)	NA
AMESY FIX MINIMUMS				
S-17	480-1	453 (500-1)	480-1 3/8 453 (500-1 3/8)	NA
C CIRCLING	500-1	472 (500-1)	740-2 712 (800-2)	NA

REIL Rwy 8, 17, 26, and 35 **0**
MIRL Rwy 8-26 and 17-35 **0**

ORMOND BEACH, FLORIDA
Amdt 2B 25JUN15

29°18'N-81°07'W

ORMOND BEACH MUNI (OMN) VOR RWY 17

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

16147

AIRPORT DIAGRAM

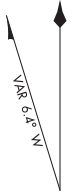
AL-5459 (FAA)

ORMOND BEACH MUNI (OMN)
ORMOND BEACH, FLORIDA

ATIS
118.475
ORMOND BEACH TOWER ★
119.075
GND CON
121.625
CLNC DEL
121.625

FIELD
ELEV
28

29°18.5'N



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

150 X 120

ELEV 25

175.6°

TWR 86

4005 X 75

265.6°

ELEV 21

ELEV 28

085.6°

HANGARS

29°18.0'N

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

RWY 08-26
S-30, D-40
RWY 17-35
S-30, D-40

A1

A

A2

B

C

D

H

FBO

FBO

A

B

C

D

F

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

29°17.5'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

81°07.0'W

81°06.5'W

AIRPORT DIAGRAM

16147

ORMOND BEACH, FLORIDA
ORMOND BEACH MUNI (OMN)

PAHOKEE, FLORIDA

AL-5232 (FAA)

16259

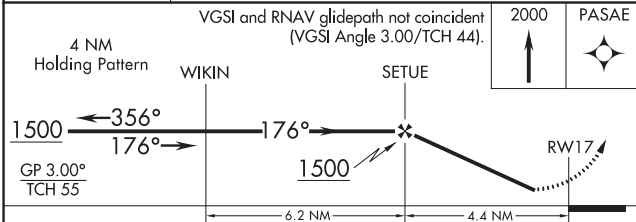
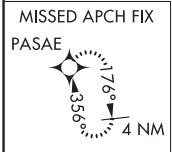
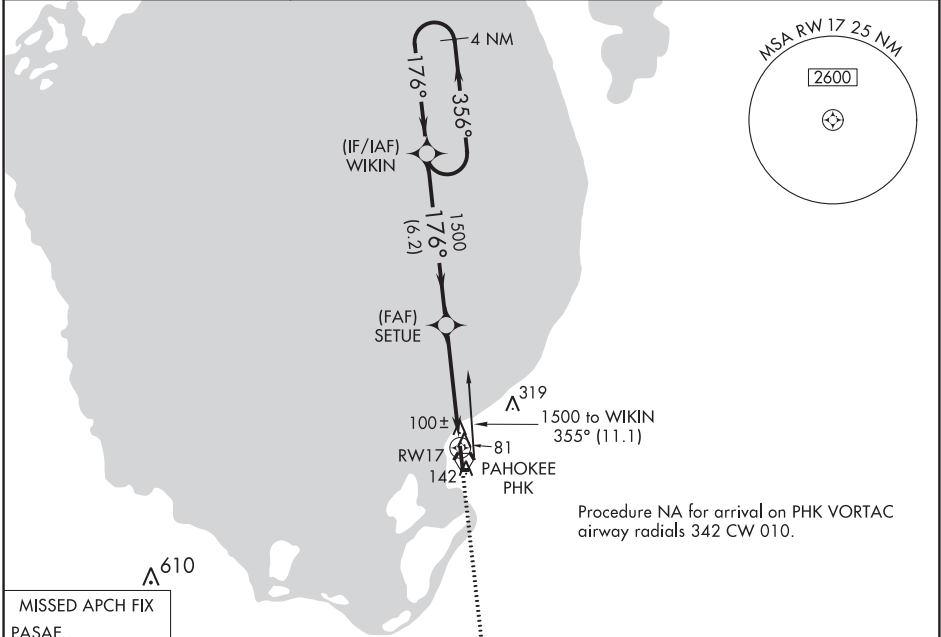
WAAS CH 53408 W17A	APP CRS 176°	Rwy Idg 4016 TDZE 16 Apt Elev 16
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RNAV (GPS) RWY 17

PALM BEACH COUNTY GLADES (PHK)

<p>▽ Baro-VNAV NA. DME/DME RNP-0.3 NA. △ NA Visibility reduction by helicopters NA. Use Palm Beach Intl altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2000 direct PASAE and hold.</p>
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<p>PALM BEACH INTL ASOS 123.75</p>	<p>PALM BEACH APP CON 128.3 317.4</p>	<p>UNICOM 122.8 (CTAF) 0</p>
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ELEV 16	D TDZE 16
<p>176° to RWY 17</p>	
<p>REIL Rwy 17 and 35 MIRL Rwy 17-35 0</p>	

CATEGORY	A	B	C	D
LPV DA		416-1¼	400 (400-1¼)	
LNAV/VNAV DA		436-1½	420 (500-1½)	
LNAV MDA	440-1	424 (500-1)	440-1¼	424 (500-1¼)
CIRCLING	580-1	564 (600-1)	580-1½	580-2 564 (600-2)

PAHOKEE, FLORIDA
Orig 25SEP08

26°47'N-80°42'W

PALM BEACH COUNTY GLADES (PHK) RNAV (GPS) RWY 17

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56408 W35A	APP CRS 356°	Rwy Idg TDZE Apt Elev	4064 16 16
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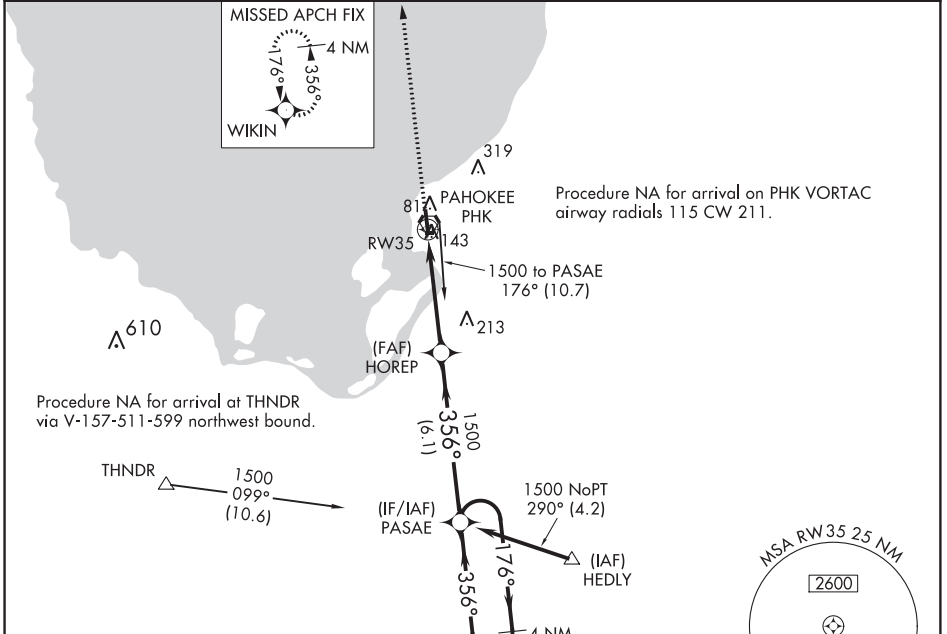
RNAV (GPS) RWY 35

PALM BEACH COUNTY GLADES (PHK)

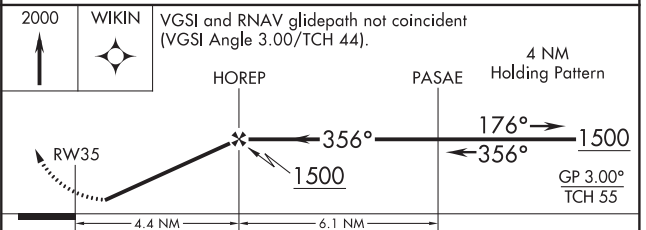
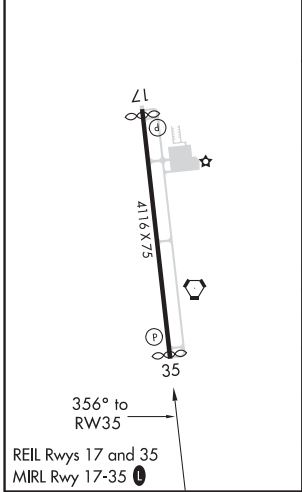
▽ Baro-VNAV NA. DME/DME RNP-0.3 NA.
△ NA Visibility reduction by helicopters NA.
 Use Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct WIKIN and hold.

PALM BEACH INTL ASOS 123.75	PALM BEACH APP CON 128.3 317.4	UNICOM 122.8 (CTAF)
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ELEV 16	D	TDZE 16
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CATEGORY	A	B	C	D
LPV DA	534-1¾ 518 (600-1¾)			
LNAV/VNAV DA	519-1¾ 503 (600-1¾)			
LNAV MDA	580-1	564 (600-1)	580-1½ 564 (600-1½)	580-1¾ 564 (600-1¾)
CIRCLING	580-1	564 (600-1)	580-1½ 564 (600-1½)	580-2 564 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

PAHOKEE, FLORIDA

AL-5232 (FAA)

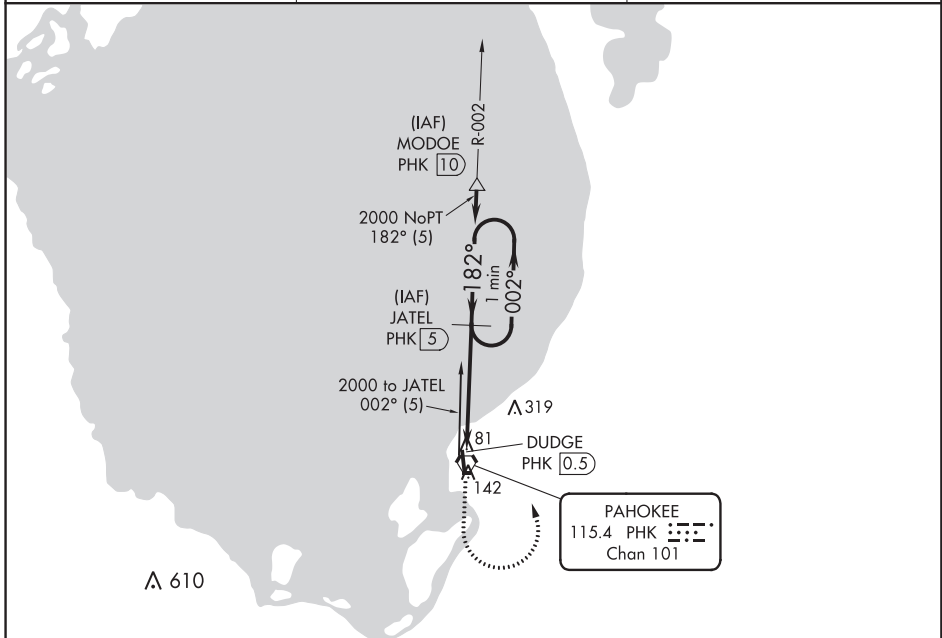
16147

VOR/DME PHK 115.4 Chan 101	APP CRS 182°	Rwy Idg TDZE Apt Elev	N/A N/A 16
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VOR/DME-A
PALM BEACH COUNTY GLADES (PHK)

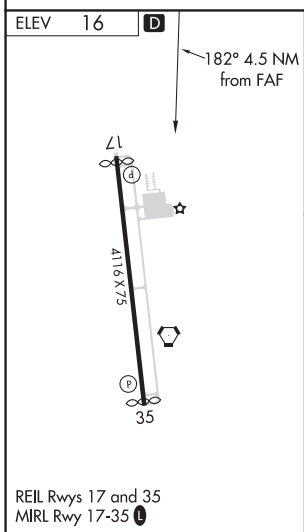
▽ NA Use Palm Beach Intl altimeter setting.	MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via PHK R-002 to JATEL/5 DME and hold.
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PALM BEACH INTL ASOS 123.75	PALM BEACH APP CON 128.3 317.4	UNICOM 122.8 (CTAF) 📞
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



1000	2000	PHK R-002	JATEL PHK 5	JATEL PHK 5	One Minute Holding Pattern
		DUDGE PHK 0.5			
CATEGORY	A	B	C	D	
CIRCLING	580-1	564 (600-1)	580-1½ 564 (600-1½)	580-2 564 (600-2)	

PAHOKEE, FLORIDA
Orig 08AUG02

26°47'N-80°42'W

PALM BEACH COUNTY GLADES (PHK)
VOR/DME-A

WAAS CH 53320 W09A	APP CRS 092°	Rwy Idg TDZE 34 Apt Elev 48	6000
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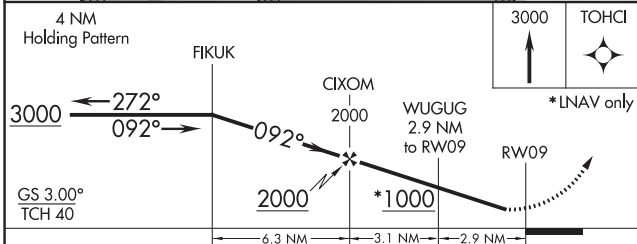
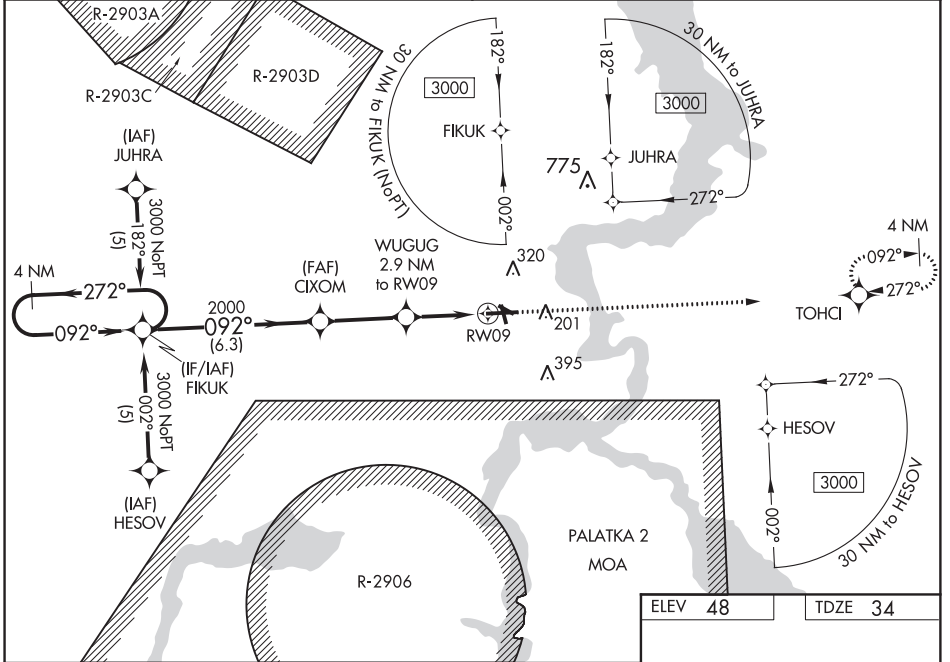
RNAV (GPS) RWY 9

PALATKA MUNI-LT KAY LARKIN FIELD (28J)

⚠ Baro-VNAV NA when using St. Augustine altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use St. Augustine altimeter setting and increase LPV DA all Cats to 379, LNAV/VNAV DA all Cats to 457, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct TOHCl and hold.

AWOS-3 119.92	JACKSONVILLE APP CON 118.175 338.25	UNICOM 122.8 (CTAF)
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ELEV 48	TDZE 34
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CATEGORY	A	B	C	D
LPV DA	314-1		280 (300-1)	
LNAV/VNAV DA	392-1¼		358 (400-1¼)	
LNAV MDA	480-1	446 (500-1)	480-1¼ 446 (500-1¼)	480-1½ 446 (500-1½)
CIRCLING	620-1	572 (600-1)	620-1½ 572 (600-1½)	620-2 572 (600-2)

REIL Rwy 9 and 27
MIRL Rwy 9-27 and 17-35

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99320 W27A	APP CRS 272°	Rwy Idg TDZE 34 Apt Elev 48	5551
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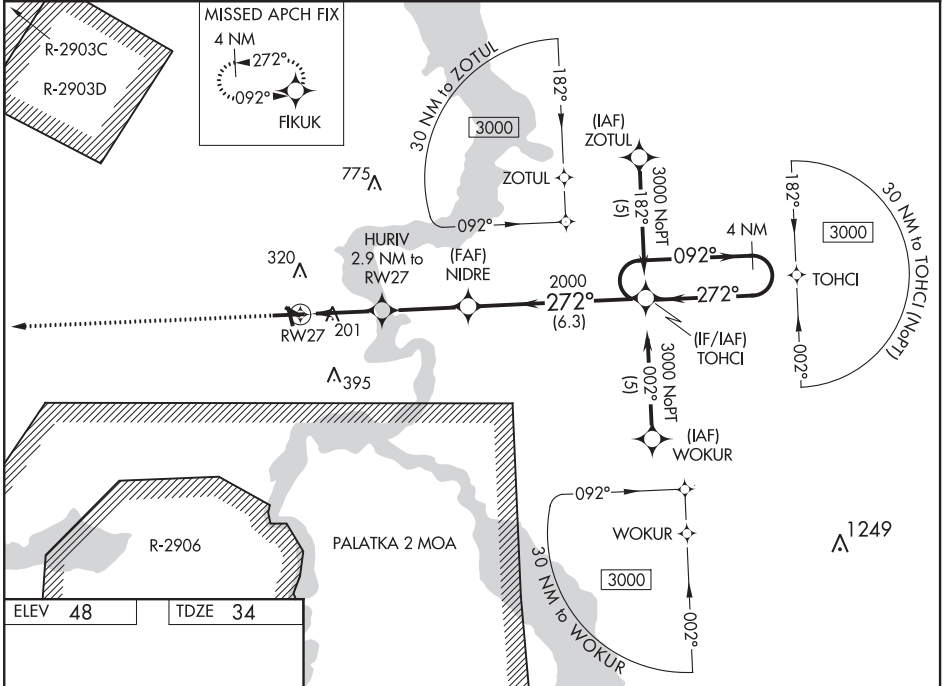
RNAV (GPS) RWY 27

PALATKA MUNI-LT KAY LARKIN FIELD (28J)

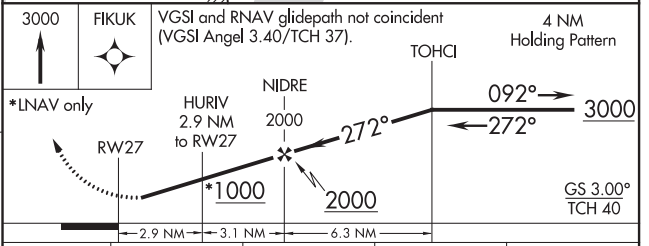
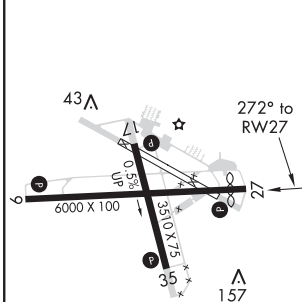
⚠ Baro-VNAV NA when using St. Augustine altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use St. Augustine altimeter setting and increase LPV DA all Cats to 419, LNAV/VNAV DA all Cats to 557, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct FIKUK and hold.

AWOS-3 119.92	JACKSONVILLE APP CON 118.175 338.25	UNICOM 122.8 (CTAF) 0
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ELEV 48	TDZE 34
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CATEGORY	A	B	C	D
LPV DA		354-1¼	320 (400-1¼)	
LNAV/VNAV DA		512-1¾	478 (500-1¾)	
LNAV MDA	460-1	426 (500-1)	460-1¼ 426 (500-1¼)	460-1¼ 426 (500-1¼)
CIRCLING	620-1	572 (600-1)	620-1½ 572 (600-1½)	620-2 572 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49209 W06A	APP CRS 060°	Rwy Idg TDZE Apt Elev	5000 32 33
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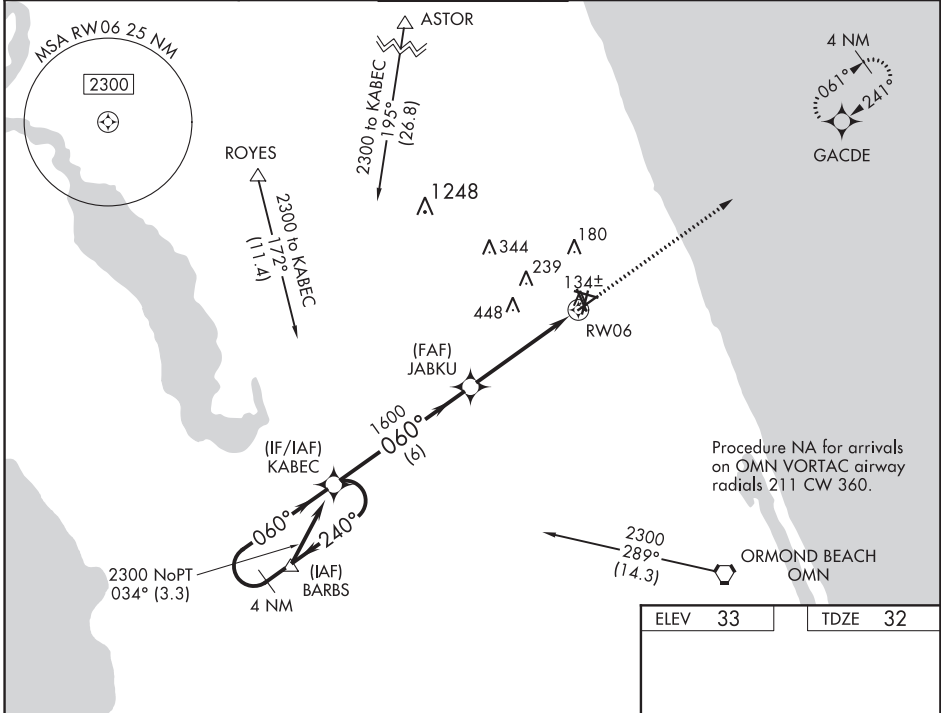
RNAV (GPS) RWY 6

FLAGLER EXECUTIVE (FIN)

⚠ 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 Daytona Beach altimeter setting and increase all DA 44 feet all MDA 60 feet; increase LNAV Cats C/D visibilities 1/8 mile, and Circling Cats C/D visibility 1/4 mile. VDP and Baro-VNAV NA when using Daytona Beach altimeter setting.

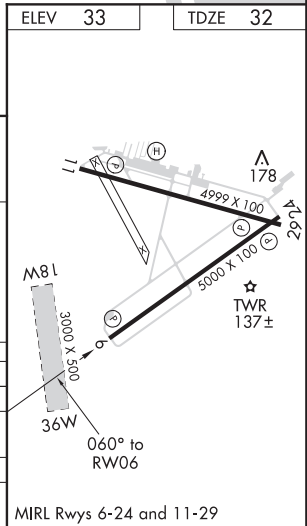
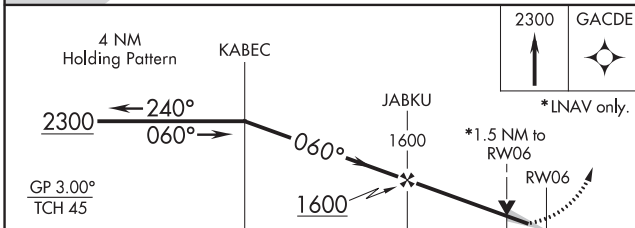
MISSED APPROACH:
Climb to 2300 direct GACDE and hold.

ATIS 128.325	DAYTONA APP CON 125.8 269.075	FLAGLER TOWER ★ 118.95 (CTAF)	GND CON 121.75	CLNC DEL 121.75	UNICOM 123.0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	282-1 250 (300-1)			
LNAV/VNAV DA	361-1¼ 329 (400-1¼)			
LNAV MDA	540-1	508 (600-1)	540-1½	508 (600-1½)
CIRCLING	540-1 507 (600-1)	600-1 567 (600-1)	760-2 727 (800-2)	800-2½ 767 (800-2½)

PALM COAST, FLORIDA

AL-6440 (FAA)

16203

WAAS CH 66009 W11A	APP CRS 112°	Rwy Idg TDZE Apt Elev	4999 33 33
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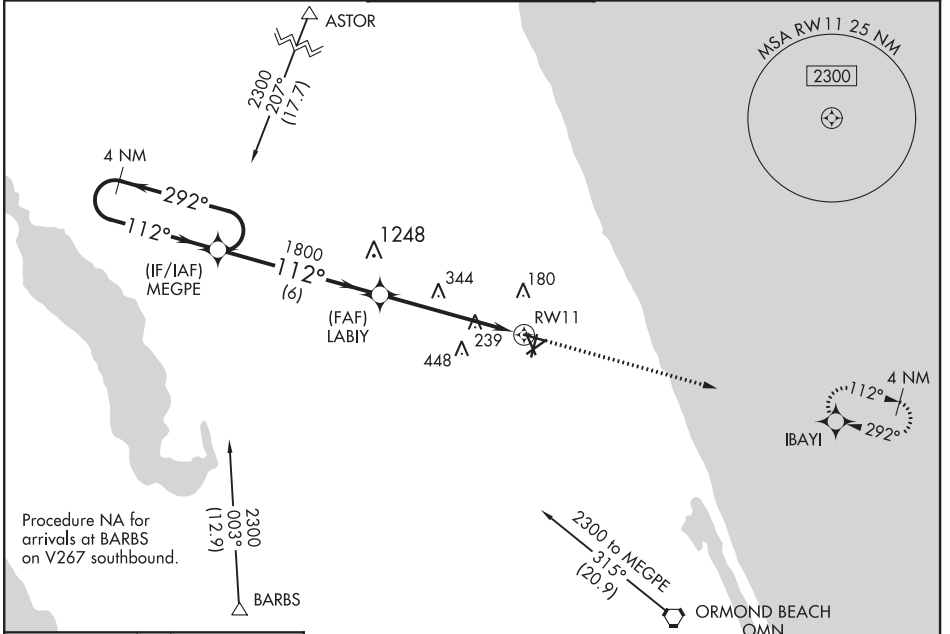
RNAV (GPS) RWY 11

FLAGLER EXECUTIVE (FIN)

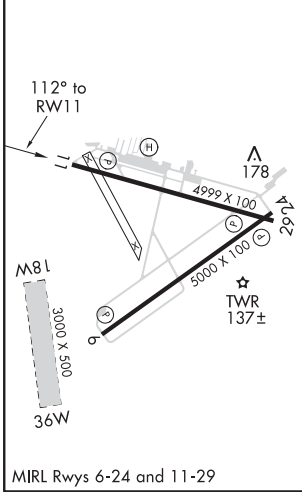
⚠ Baro-VNAV NA when using Daytona Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Daytona Beach altimeter setting and increase all DA 44 feet all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cat C visibilities 1/8 mile, increase Circling Cats C/D visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 11 NA.

MISSED APPROACH:
Climb to 2300 direct IBAYI and hold.

ATIS 128.325	DAYTONA APP CON 125.8 269.075	FLAGLER TOWER ★ 118.95 (CTAF)	GND CON 121.75	CLNC DEL 121.75	UNICOM 123.0
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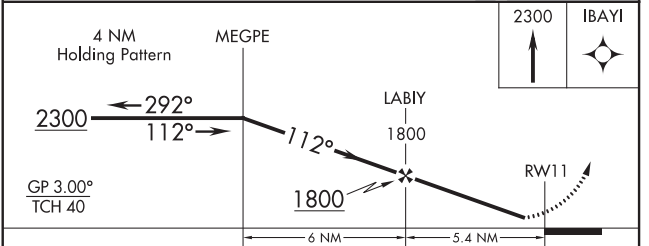


ELEV 33	TDZE 33
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Procedure NA for arrivals at BARBS on V267 southbound.

Procedure NA for arrivals at OMN VORTAC on airway radials 342 CW 360.



CATEGORY	A	B	C	D
LPV DA		353-1¼	320 (400-1¼)	
LNAV/VNAV DA		460-1½	427 (500-1½)	
LNAV MDA	640-1	607 (700-1)	640-1¾ 607 (700-1¾)	640-2 607 (700-2)
C CIRCLING	640-1	607 (700-1)	760-2 727 (800-2)	800-2½ 767 (800-2½)

PALM COAST, FLORIDA
Amdt 1C 21JUL16

29°28'N-81°12'W

FLAGLER EXECUTIVE (FIN) RNAV (GPS) RWY 11

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 241°	Rwy Idg 5000
	TDZE 32
	Apt Elev 33

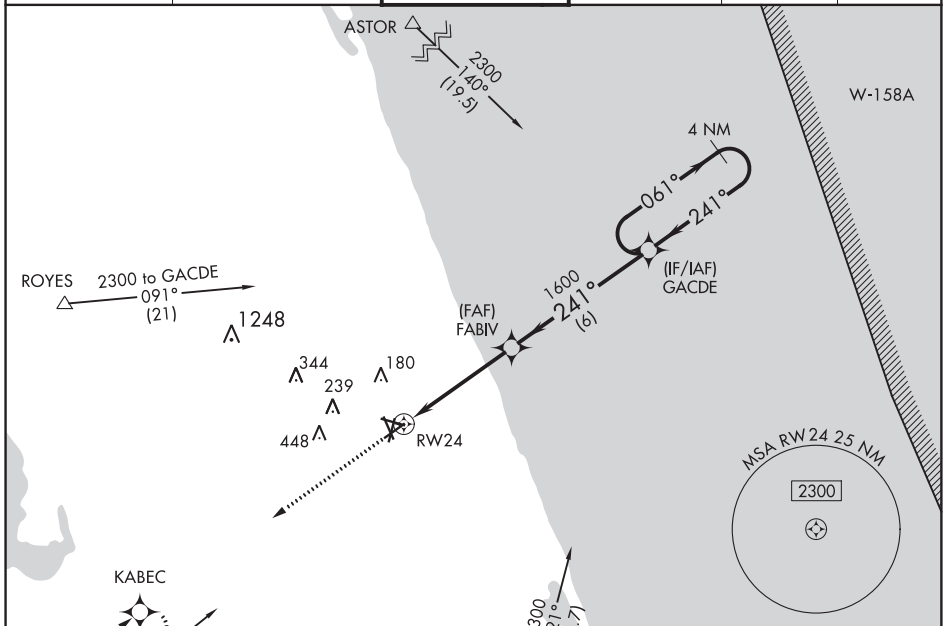
RNAV (GPS) RWY 24

FLAGLER EXECUTIVE (FIN)

▼ DME/DME RNP-0.3 NA. VDP NA with Daytona Beach altimeter setting.
▲ When local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDA 60 feet; increase LNAV Cat C visibility 1/8 mile and Circling Cats C/D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2300 direct KABEC and hold.

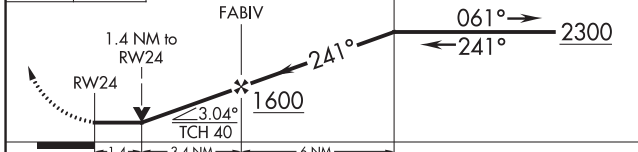
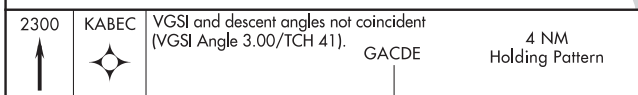
ATIS 128.325	DAYTONA APP CON 125.8 269.075	FLAGLER TOWER ★ 118.95 (CTAF)	GND CON 121.75	CLNC DEL 121.75	UNICOM 123.0
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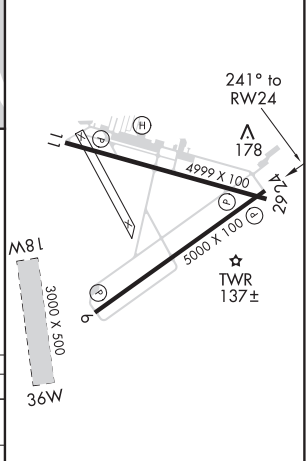
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

Procedure NA for arrivals on OMN VORTAC airway radials 351 CW 360.



ELEV 33	TDZE 32
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CATEGORY	A	B	C	D
LNAV MDA	500-1	468 (500-1)	500-1 3/8 468 (500-1 3/8)	500-1 1/2 468 (500-1 1/2)
CIRCLING	500-1 467 (500-1)	600-1 567 (600-1)	760-2 727 (800-2)	800-2 1/2 767 (800-2 1/2)

MIRL Rwy 6-24 and 11-29

PALM COAST, FLORIDA

AL-6440 (FAA)

16203

APP CRS	Rwy Idg	4999
292°	TDZE	33
	Apt Elev	33

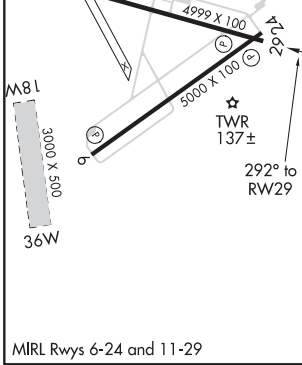
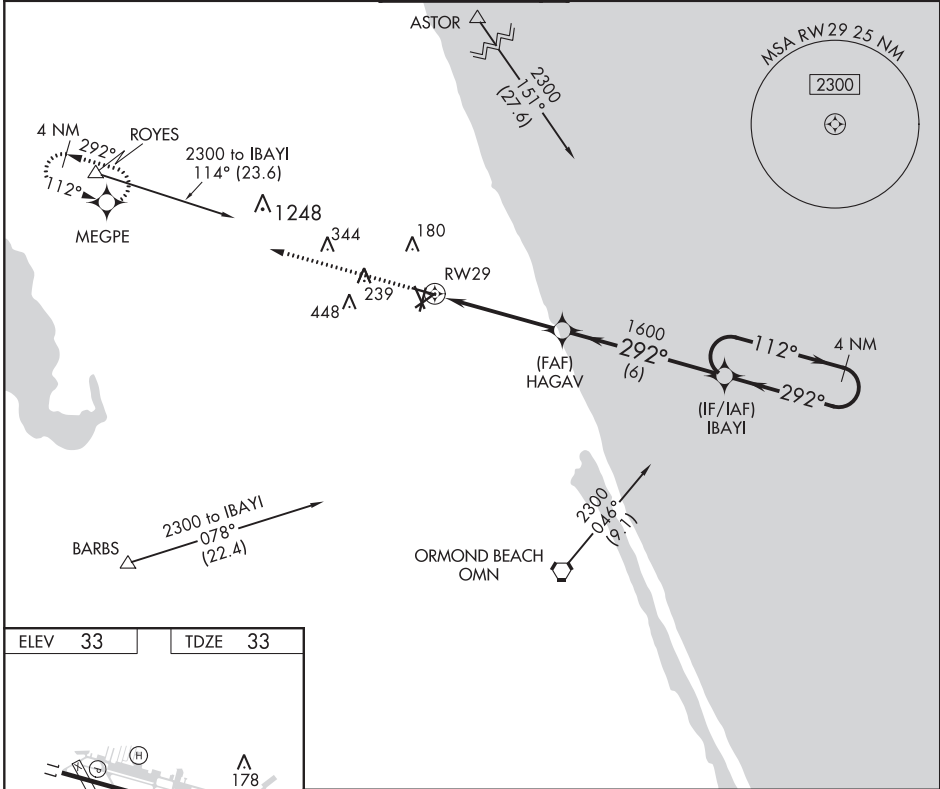
RNAV (GPS) RWY 29

FLAGLER EXECUTIVE (FIN)

⚠ DME/DME RNP-0.3 NA. VDP NA with Daytona Beach altimeter setting. When altimeter setting not received, use Daytona Beach altimeter setting and increase all MDA 60 feet; increase LNAV Cat C and Circling Cats C/D visibilities ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 direct MEGPE and hold.

ATIS 128.325	DAYTONA APP CON 125.8 269.075	FLAGLER TOWER ★ 118.95 (CTAF)	GND CON 121.75	CLNC DEL 121.75	UNICOM 123.0
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ELEV	33	TDZE	33
CATEGORY	A	B	C
LNAV MDA	560-1	527 (600-1)	560-1½ 527 (600-1½)
C CIRCLING	560-1 527 (600-1)	600-1 567 (600-1)	760-2 727 (800-2)
			D
			560-1¾ 527 (600-1¾)
			800-2½ 767 (800-2½)

MIRL Rwy 6-24 and 11-29
PALM COAST, FLORIDA
Orig-E 21JUL16

29°28'N-81°12'W

FLAGLER EXECUTIVE (FIN)

RNAV (GPS) RWY 29

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

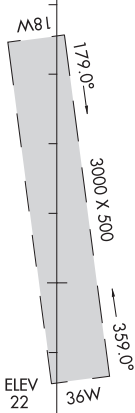
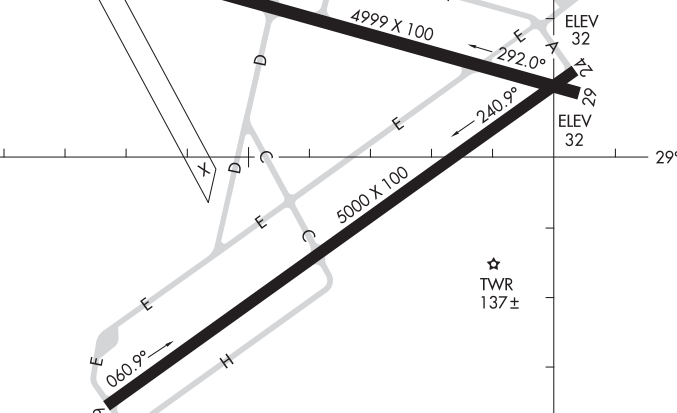
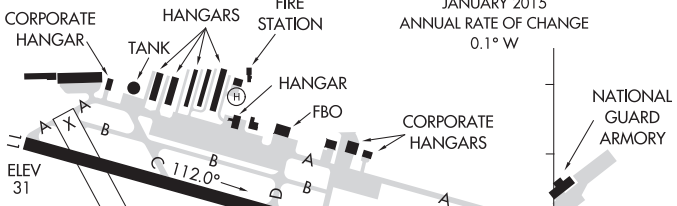
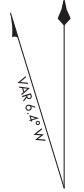
AIRPORT DIAGRAM

AL-6440 (FAA)

FLAGLER EXECUTIVE (FIN)
PALM COAST, FLORIDA

ATIS
 128.325
 FLAGLER TOWER ★
 118.95
 GND CON
 121.75
 CLNC DEL
 121.75

FIELD
 ELEV
 33



★ TWR
 137±
 RWY 06-24
 S-60
 RWY 11-29
 S-60

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

PALM COAST, FLORIDA
FLAGLER EXECUTIVE (FIN)

LOC/DME I-PUK 111.15 Chan 48 (Y)	APP CRS 162°	Rwy Idg TDZE Apt Elev	10000 69 69
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ILS or LOC/DME RWY 16

NORTHWEST FLORIDA BEACHES INTL (ECP)

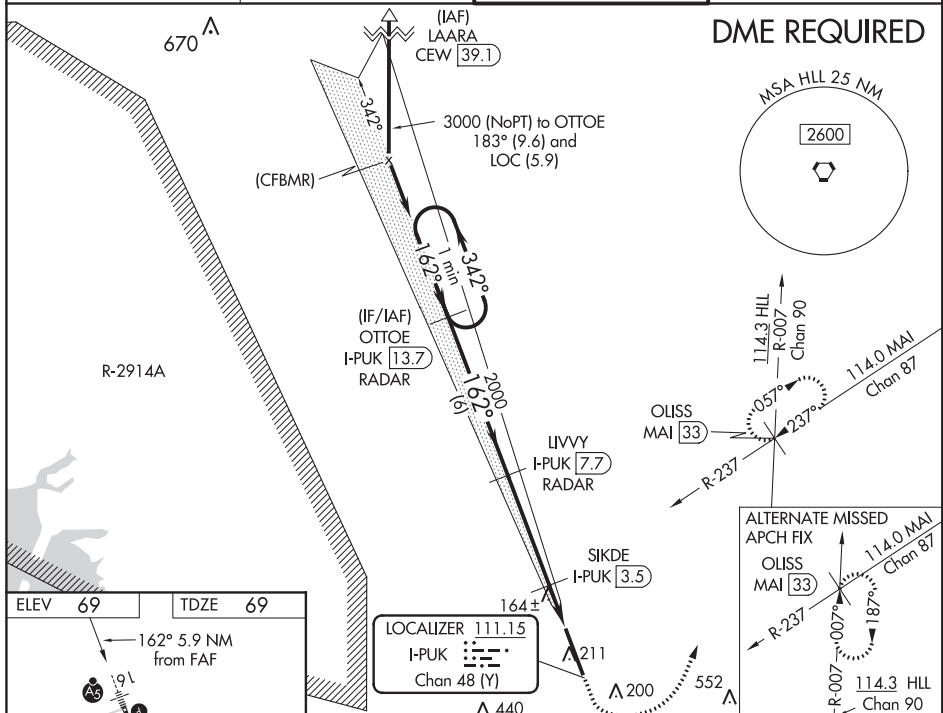
⚠ DME required. VDP NA with Destin altimeter setting. When local altimeter setting not received, use Destin altimeter setting and increase all DA 88 feet, increase all MDA 100 feet and increase S-LOC 16 Cat C and D visibility 1/2 mile. For inop MALSRR, increase S-LOC 16 Cat C and D visibility to 1 mile. For inop MALSRR when using Destin altimeter setting, increase all S-ILS 16 all Cats visibility to 7/8 mile.

MALSRR



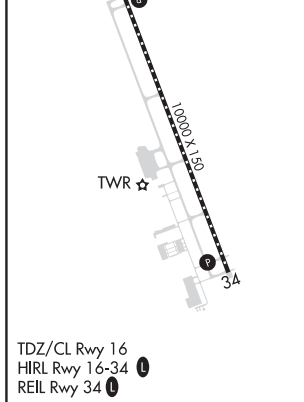
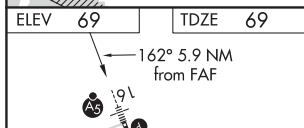
MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 025° and on MAI VORTAC R-237 to OLISS/MAI 33 DME and hold, continue climb-in-hold to 4000.

ATIS 119.975	TYNDALL APP CON* 125.2 (N above 5000')	PANAMA CITY TOWER* 118.95 (CTAF) 0	GND CON 121.65
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



One Minute Holding Pattern	OTTOE I-PUK [13.7] RADAR	LIVVY I-PUK [7.7] RADAR	SIKDE I-PUK [3.5] RADAR	600	4000	MAI R-237	OLISS MAI [33]
3000	162°	162°	162°	↑	hdg 025°		
GS 3.00° TCH 55							
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 66)							
							* LOC only.
CATEGORY	A	B	C	D			
S-ILS 16		269-1/2	200 (200-1/2)				
S-LOC 16	420-1/2	351 (400-1/2)	420-5/8	351 (400-5/8)			
C CIRCLING	520-1	451 (500-1)	520-1/2	620-2			
			451 (500-1/2)	551 (600-2)			

WAAS CH 63017 W16A	APP CRS 162°	Rwy Idg 10000 TDZE 69 Apt Elev 69
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RNAV (GPS) RWY 16

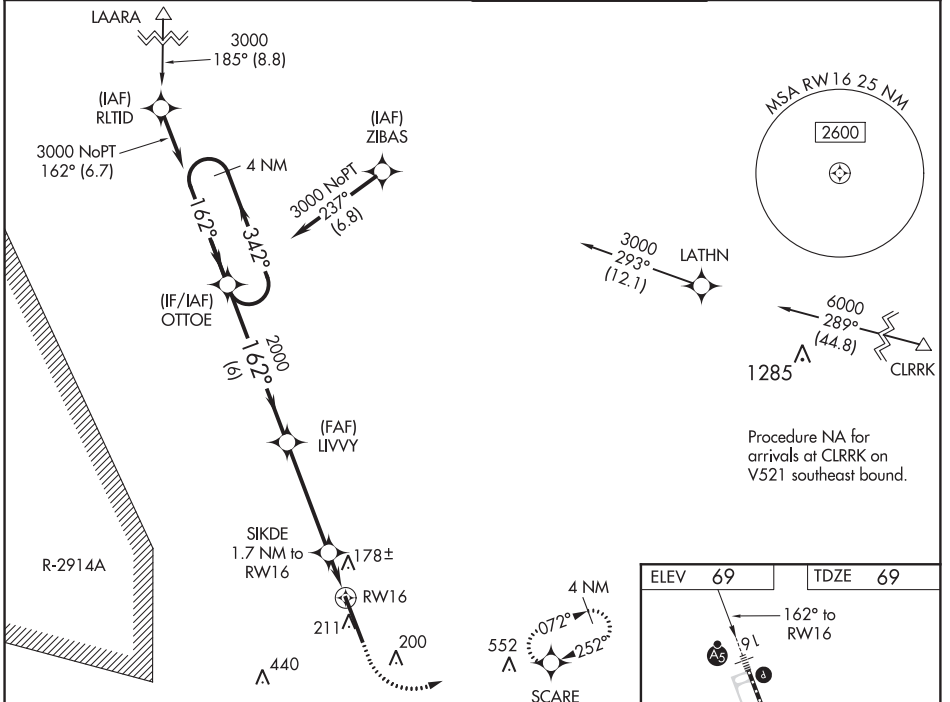
NORTHWEST FLORIDA BEACHES INTL (ECP)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Destin altimeter setting and increase all DA 88 feet, increase all MDA 100 feet, and increase LNAV/VNAV all Cats visibility and LNAV Cat C and D visibility 3/8 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 7/8 mile, increase all LNAV/VNAV visibility to 1 3/8 mile, and increase LNAV Cat C and D visibility to 1 3/8 mile.

MALSR

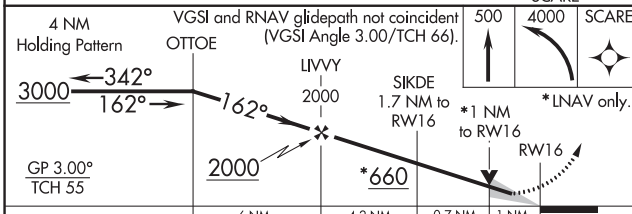
MISSED APPROACH: Climb to 500 then climbing left turn to 4000 direct SCARE and hold, continue climb-in-hold to 4000.

ATIS 119.975	TYNDALL APP CON* 125.2 (N above 5000')	PANAMA CITY TOWER* 118.95 (CTAF) 0	GND CON 121.65
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 69	TDZE 69
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TWR ☆

1000 x 150

HIRL Rwy 16-34 **0**

REIL Rwy 34 **0**

CATEGORY	A	B	C	D
LPV DA		269-1/2	200 (200-1/2)	
LNAV/VNAV DA		478-7/8	409 (500-7/8)	
LNAV MDA	440-1/2	371 (400-1/2)	440-5/8	371 (400-5/8)
C CIRCLING	520-1	451 (500-1)	520-1 1/2	620-2
			451 (500-1 1/2)	551 (600-2)

PANAMA CITY, FLORIDA

AL-10416 (FAA)

15232

WAAS CH 93817 W34A	APP CRS 342°	Rwy Idg 10000 TDZE 62 Apt Elev 69
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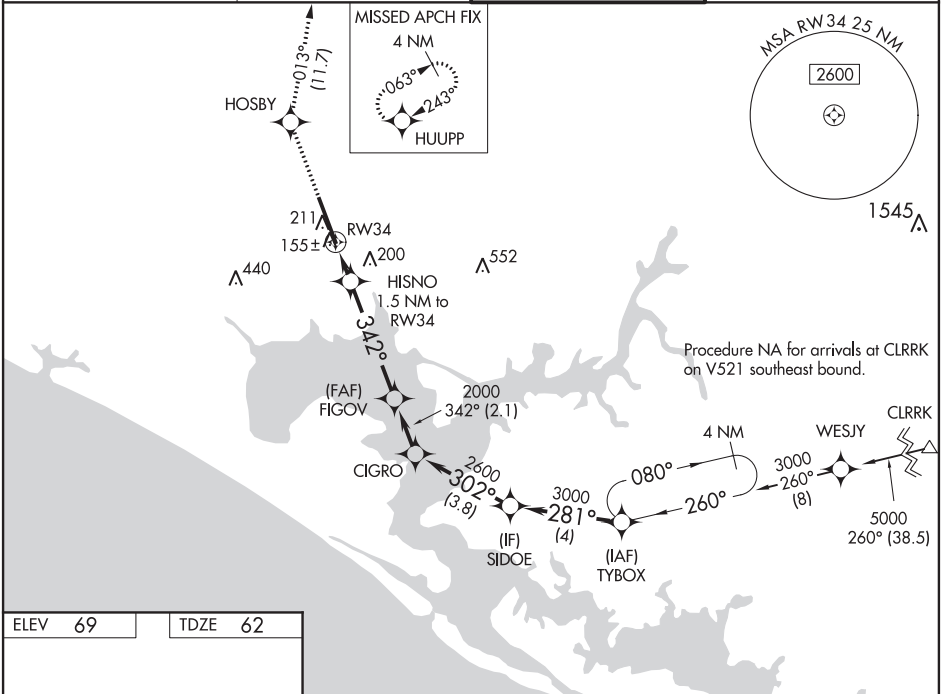
RNAV (GPS) RWY 34

NORTHWEST FLORIDA BEACHES INTL (E/C/P)

⚠ 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 1/8 mile, increase LNAV/VNAV all Cats visibility 3/8 mile, and increase LNAV Cat C and D visibility 3/8 mile. Baro-VNAV and VDP NA with Destin altimeter setting.

MISSED APPROACH: Climb to 4000 direct HOSBY and on track 013° to HUUPP and hold, continue climb-in-hold to 4000.

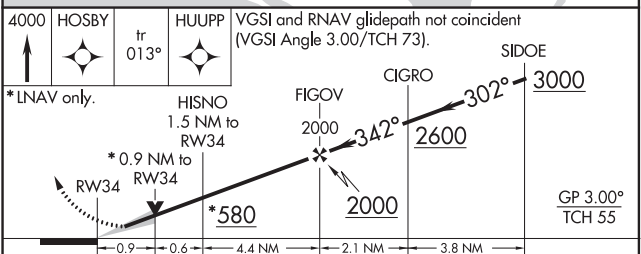
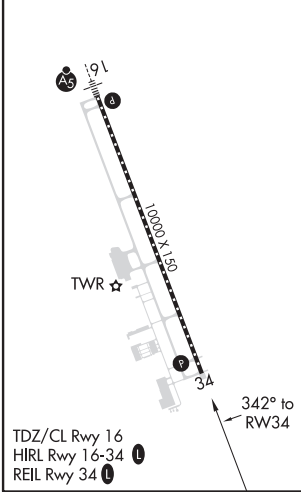
ATIS 119.975	TYNDALL APP CON* 125.2 (N above 5000')	PANAMA CITY TOWER* 118.95 (CTAF) 0	GND CON 121.65
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 69	TDZE 62
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CATEGORY	A	B	C	D
LPV DA		262 3/4	200 (200-3/4)	
LNAV/VNAV DA		344 7/8	282 (300-7/8)	
LNAV MDA		420-1	358 (400-1)	
C CIRCLING	520-1	451 (500-1)	520-1 1/2 451 (500-1 1/2)	620-2 551 (600-2)

PANAMA CITY, FLORIDA
Amdt 2B 11 DEC 14

30°22'N-85°48'W

NORTHWEST FLORIDA BEACHES INTL (E/C/P)
RNAV (GPS) RWY 34

VORTAC HLL 114.3 Chan 90	APP CRS 161°	Rwy Idg 10000 TDZE 69 Apt Elev 69
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VOR/DME RWY 16

NORTHWEST FLORIDA BEACHES INTL (ECP)

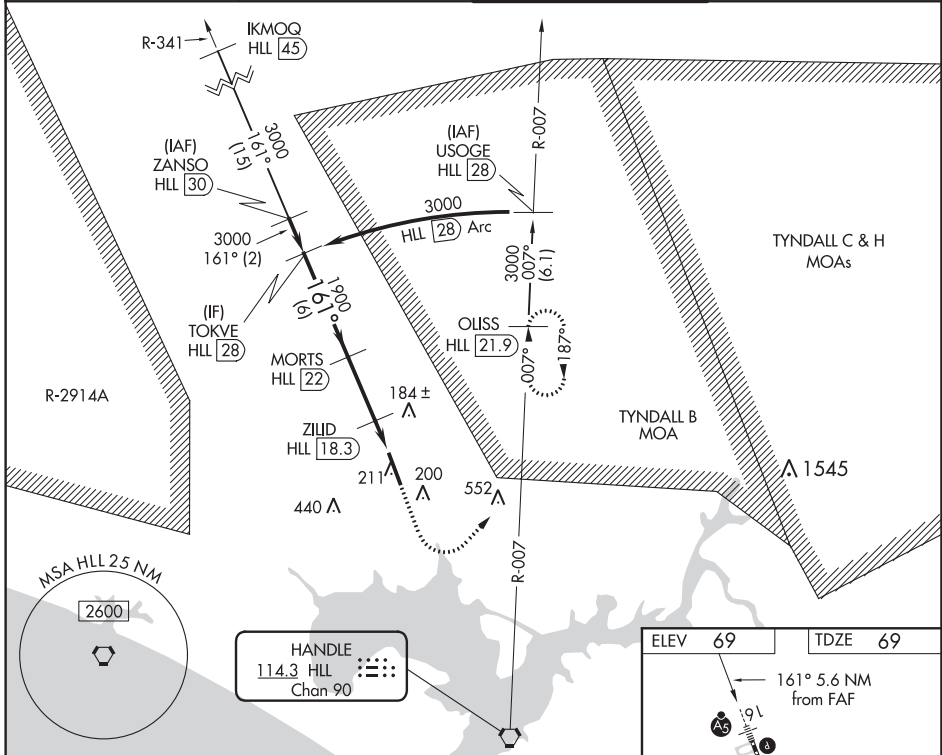
NA When local altimeter setting not received, use Destin altimeter setting and increase all MDA 100 feet and increase S-16 visibility Cat C/D/E 3/8 mile; and Circling Cat E 1/4 mile. For inoperative MALSRR increase S-16 all Cats visibility to 1. For inoperative MALSRR when using Destin altimeter setting, increase S-16 visibility Cat A/B to 1 and Cat C/D/E to 1 3/8.

MALSRR



MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on HLL VORTAC R-007 to OLISS/HLL 21.9 DME and hold.

ATIS 119.975	TYNDALL APP CON* 125.2 (N above 5000')	PANAMA CITY TOWER* 118.95 (CTAF) 1	GND CON 121.65
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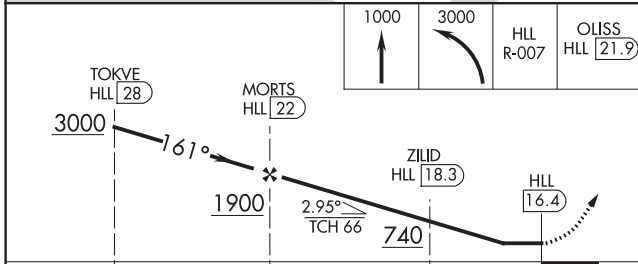
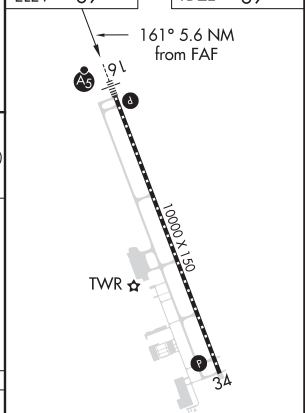


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

HANDLE
114.3 HLL
Chan 90

ELEV 69	TDZE 69
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CATEGORY	A	B	C	D	E
S-16	440-1/2	371 (400-1/2)	440-5/8	371 (400-5/8)	
C CIRCLING	520-1	451 (500-1)	520-1 1/2 451 (500-1 1/2)	620-2 551 (600-2)	740-2 1/2 671 (700-2 1/2)

TDZ/CL Rwy 16
HIRL Rwy 16-34 **1**
REIL Rwy 34 **1**

PANAMA CITY, FLORIDA

AL-10416 (FAA)

15232

VORTAC HLL 114.3 Chan 90	APP CRS 341°	Rwy Idg TDZE Apt Elev	10000 62 69
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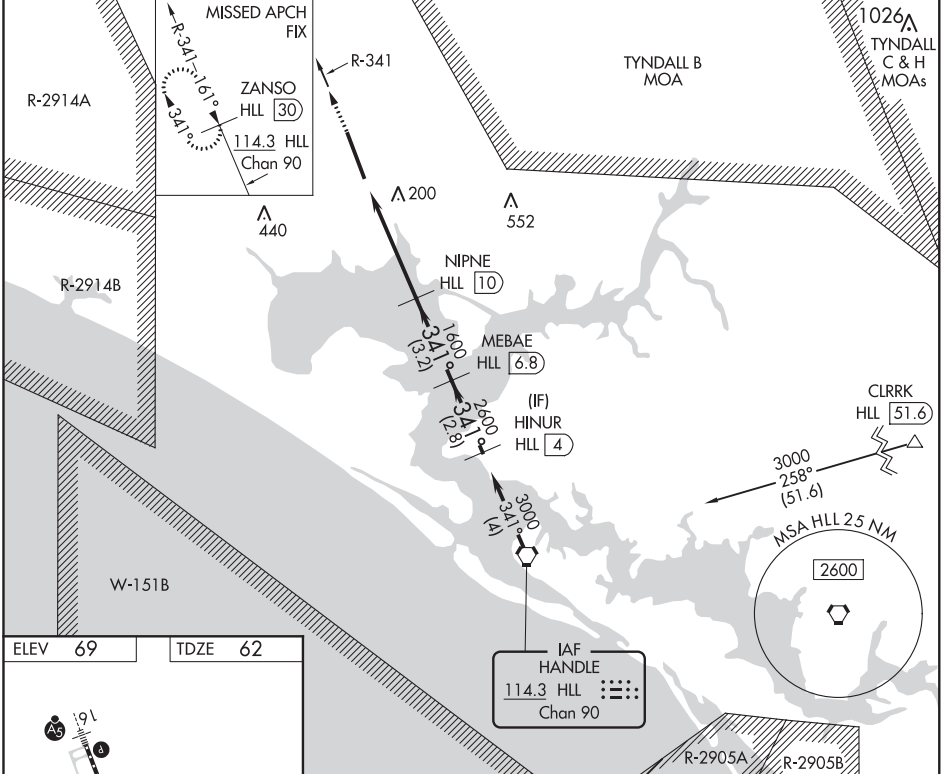
VOR/DME RWY 34

NORTHWEST FLORIDA BEACHES INTL (E/CP)

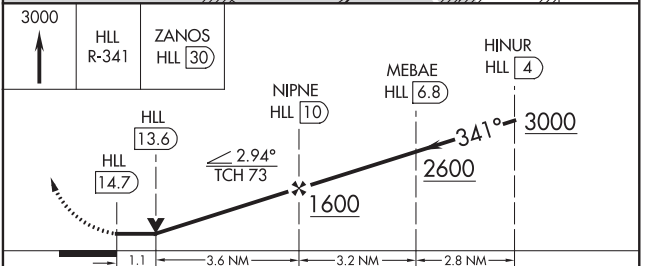
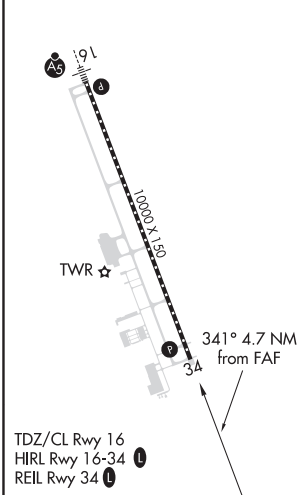
V VDP NA with Destin altimeter setting. When local altimeter setting not received, use Destin altimeter setting and increase all MDA 100 feet.
Δ NA increase S-34 visibility Cat C/D/E ¼ mile and Circling Cat E ½ mile.

MISSED APPROACH: Climb to 3000 on HLL VORTAC R-341 to ZANOS HLL 30 DME and hold.

ATIS 119.975	TYNDALL APP CON* 125.2 (N above 5000')	PANAMA CITY TOWER* 118.95 (CTAF) 0	GND CON 121.65
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ELEV 69	TDZE 62
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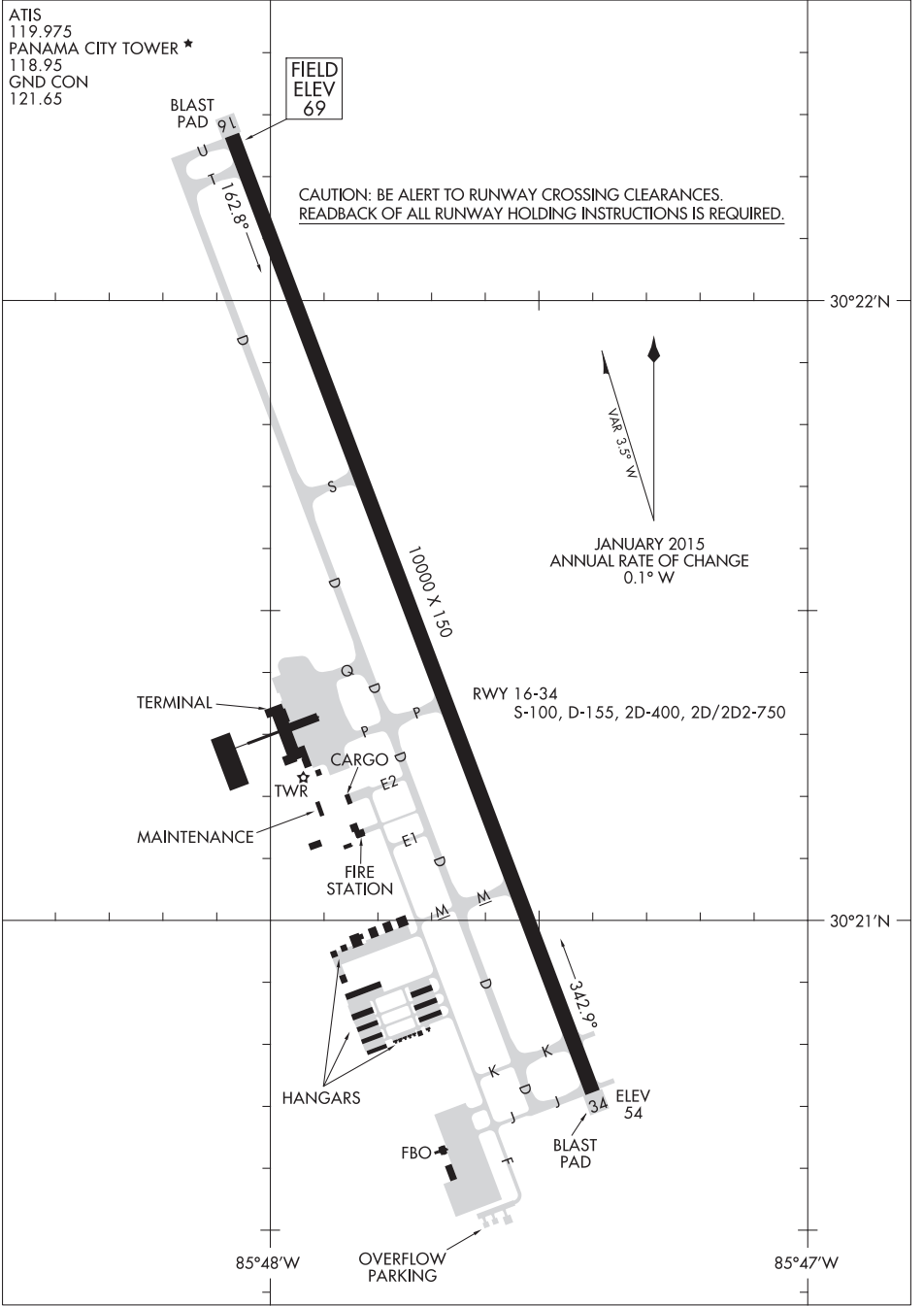
CATEGORY	A	B	C	D	E
S-34	480-1	418 (500-1)	480-1½	418 (500-1½)	
C CIRCLING	520-1	451 (500-1)	520-1½ 451 (500-1½)	620-2 551 (600-2)	740-2½ 671 (700-2½)

PANAMA CITY, FLORIDA
Orig 05MAR15

NORTHWEST FLORIDA BEACHES INTL (E/CP)
30°22'N-85°48'W
VOR/DME RWY 34

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

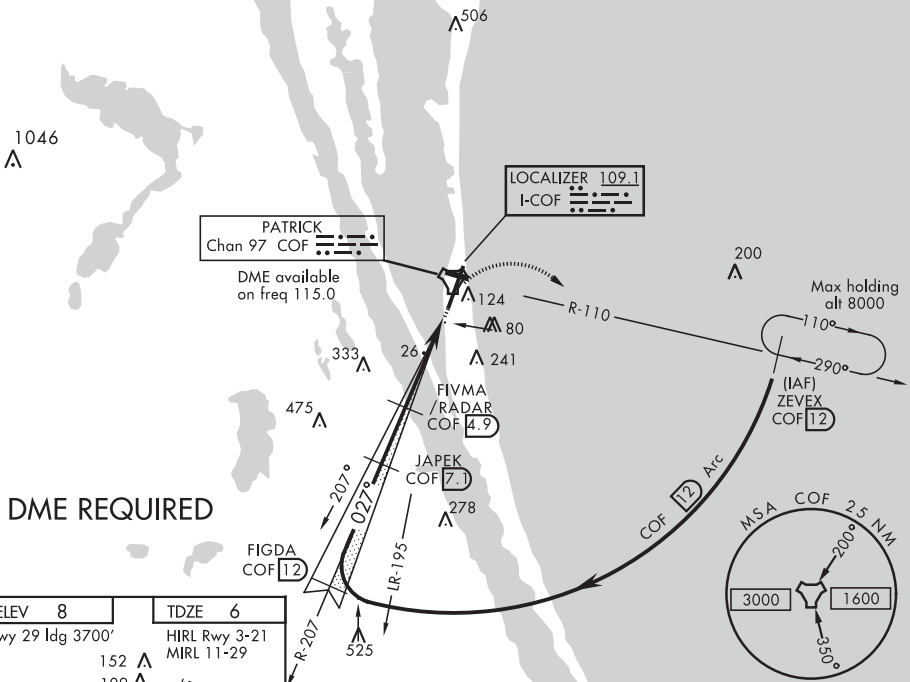
COCOA BEACH, FLORIDA

ILS or LOC/DME RWY 3

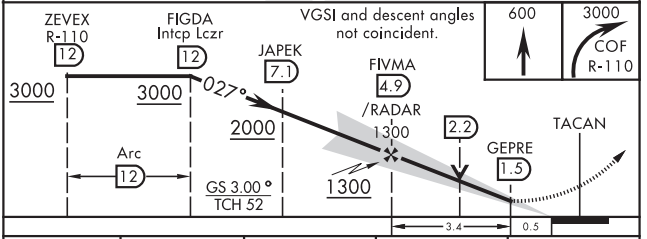
LOC I-COF 109.1	APCH CRS 027°	Rwy Idg TDZE Arpt Elev 9003 6 8	AL-38 [USAF]	PATRICK AFB (KCOF)
* When ALS inop increase RVR to 40 and vis to 3/8 mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1 1/4 miles.			ALSF-1 	MISSED APPROACH: Climb to 600, then turn right to intercept the COF R-110 direct ZEVEX, maintain 3000 and hold.

ATIS * 119.175 273.5	ORLANDO APP CON 132.65 281.425	PATRICK TOWER * 133.75 269.375	GND CON 124.35 335.8	CLNC DEL 118.4 289.4
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*** Circling not authorized W of Rwy 3-21. When Rwy 29 VGSi inop, circling to Rwy 29 NA at night. USAF only. When Rwy 29 VGSi inop, circling to Rwy 29 at night authorized with MAJCOM A3 approval.



ELEV 8	TDZE 6
Rwy 29 Idg 3700'	HIRL Rwy 3-21 MIRL 11-29
027° 3.9 NM 3 from FAF	
LOC FAF to MAP 3.4 NM	
Knots	60 90 120 150 180
Min:Sec	3:24 2:16 1:42 1:22 1:08



CATEGORY	A	B	C	D
S-ILS 3 *	205/24		200	(200-1/2)
S-LOC 3 **	440/24	435 (500-1/2)	440/40	435 (500-3/4)
CIRCLING ***	480-1 472 (500-1)	500-1 492 (500-1)	500-1 1/2 492 (500-1 1/2)	560-2 552 (600-2)

COCOA BEACH, FLORIDA
Amdt 1 31MAR16

28° 14'N-80° 37'W

PATRICK AFB (KCOF)

ILS or LOC/DME RWY 3

SE-3, 10 NOV 2016 to 05 JAN 2017

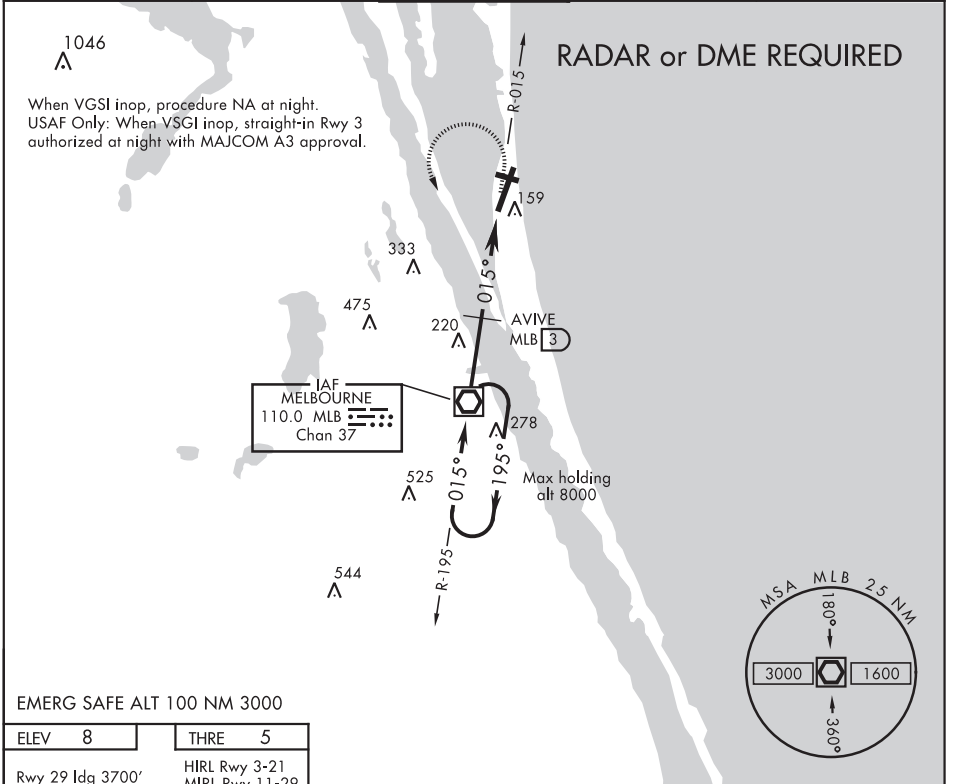
SE-3, 10 NOV 2016 to 05 JAN 2017

COCOA BEACH, FLORIDA

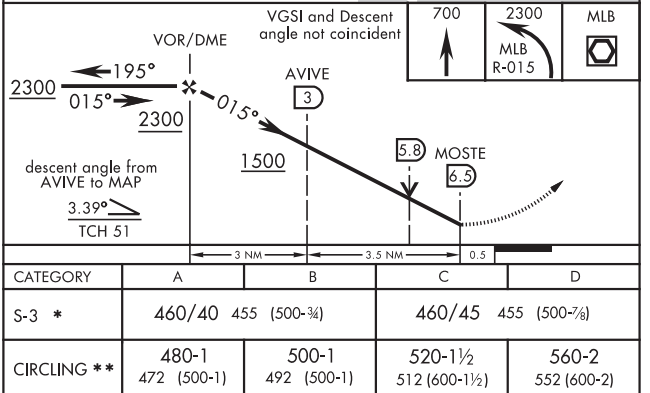
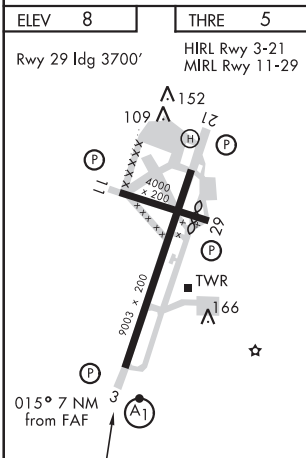
VOR/DME RWY 3

VOR/DME MLB 110.0 Chan 37	APCH CRS 015°	Rwy Idg 9003 THRE 5 Arpt Elev 8	AL-38 [USAF]	PATRICK AFB (KCOF)
▼ *When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1½ miles. ** CAUTION: When Rwy 29 VGS I inop, circling to Rwy 29 not authorized at night.			ALSF-1 	MISSED APPROACH: Climb to 700, then turn left to intercept MLB VOR/DME R-015 then direct MLB. Maintain 2300 and hold. Climb in hold required.

ATIS * 119.175 273.5	ORLANDO APP CON 132.65 281.425	PATRICK TOWER * 133.75 269.375	GND CON 124.35 335.8	CLNC DEL 118.4 289.4
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EMERG SAFE ALT 100 NM 3000



COCOA BEACH, FLORIDA
 Amdt 3 31MAR16

28°14'N-80°37'W

PATRICK AFB (KCOF)

VOR/DME RWY 3

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

COCOA BEACH, FLORIDA

TACAN RWY 3

TACAN COF Chan 97	APCH CRS 017°	Rwy ldg TDZE 6 Arpt Elev 8	AL-38 [USAF]	PATRICK AFB (KCOF)
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD RVR to 60 and vis to 1½ miles. ** Circling NA W of Rwy 3/21.			ALSF-1 	† MISSED APPROACH: Climb to 800, then climbing right turn to 3000, intercept the COF R-110 outbound to ZEVEX and hold, continue climb in hold to 3000.

ATIS * 119.175 273.5	ORLANDO APP CON 132.65 281.425	PATRICK TOWER * 133.75 269.375	GND CON 124.35 335.8	CLNC DEL 118.4 289.4
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** When RWY 29 VGSI inop, Circling to RWY 29 NA at night.
 When VGSI inop, procedure NA at night.
 USAF only: When VGSI inop, straight-in Rwy 3 authorized at night with MAJCOM A3 approval.

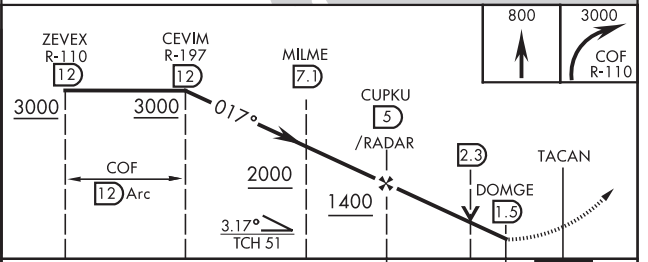
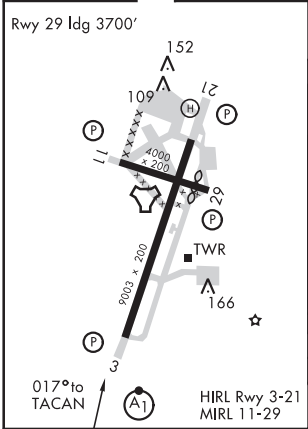
† Missed approach requires use of RNAV or ATC RADAR monitoring.

CAUTION: RWY 3, Unlit terrain 20' MSL, 200' from threshold, 697' right of course.



EMERG SAFE ALT 100 NM 3000

ELEV 8	TDZE 6
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CATEGORY	A	B	C	D	E
S-03 *	420/40 415 (500-¾)				
CIRCLING **	480-1	472 (500-1)	480-1½ 472 (500-1½)	560-2 552 (600-2)	600-2 592 (600-2)

COCOA BEACH, FLORIDA 28° 14'N-80° 37'W PATRICK AFB (KCOF)

Amdt 3 28APR16

TACAN RWY 3

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AFD-38 [USAF]

PATRICK AFB (KCOF)

COCOA BEACH, FLORIDA

ATIS ★ 119.175 273.5
 PATRICK TOWER ★
 133.75 269.375
 GND CON
 124.35 335.8
 CLNC DEL
 118.4 289.4

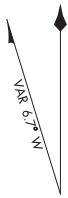
80°37'W

80°36'W

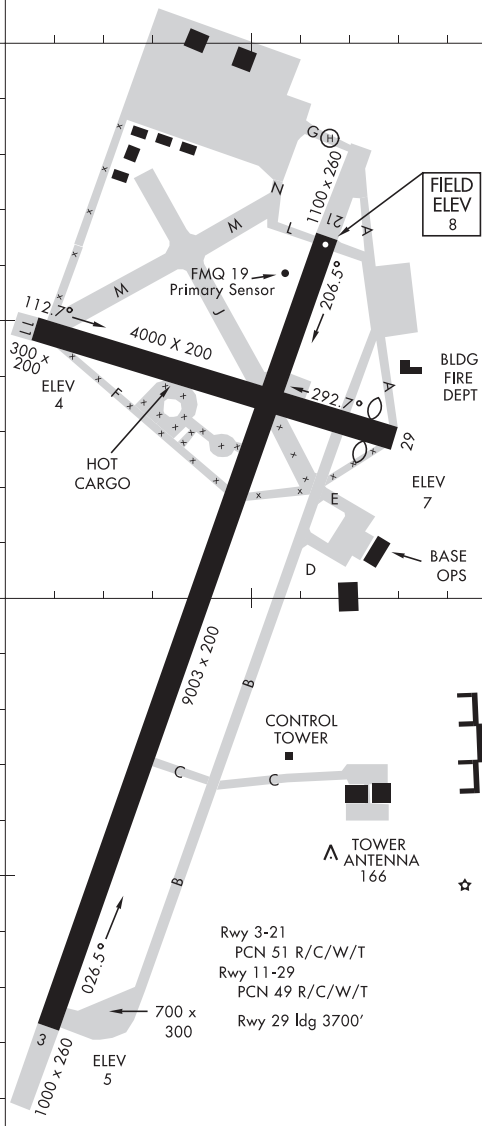
28°15'N

28°14'N

28°13'N



SEPTEMBER 2016
 ANNUAL RATE OF CHANGE
 0.1° W



FMQ 19
 Secondary Sensor

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

COCOA BEACH, FLORIDA

PATRICK AFB (KCOF)

RIVER FOUR DEPARTURE


SHL-38 [USAF]


COCOA BEACH, FLORIDA

ATIS ★ 119.175 273.5
 CLNC DEL
 118.4 289.4
 GND CON
 124.35 335.8
 PATRICK TOWER ★
 133.75 269.375
 ORLANDO DEP CON
 132.65 281.425


Rwy	Knots	60	120	180	240	300	360
03/21	V/V(fpm)	210	420	630	840	1050	1260


Minimum Climb Rate to 500.


ORMOND BEACH
 112.6 OMN 
 Chan 73
 L-21-23-24, H-5


ORLANDO
 112.2 ORL 
 Chan 59
 L-21-23-24, H-5

DME REQUIRED

PATRICK
 Chan 97 COF 
 L-24
 (DME available on 115.0)

MELBOURNE
 110.0 MLB 
 Chan 37
 L-23-24

LAKELAND
 116.0 LAL 
 Chan 107
 L-21-24, H-5

PAHOKEE
 115.4 PHK 
 Chan 101
 L-23, H-5

TREASURE
 117.3 TRV 
 Chan 120
 L-24, H-5

NOTE: Chart not to scale.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

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

TAKE-OFF RWY 03: Track runway heading, climb and maintain 2000.

At COF TACAN 2.5 DME turn left direct PUTVE (COF R-285/25 DME). Cross PUTVE at or below 10,000. Note: All aircraft shall not commence turn prior to 2.5 DME due to noise abatement.

TAKE-OFF RWY 21: Track runway heading, climb and maintain 2000. After departure end of runway, turn right direct PUTVE (COF R-285/25 DME). Cross PUTVE at or below 10,000.

RIVER FOUR DEPARTURE

COCOA BEACH, FLORIDA

PATRICK AFB (KCOF)

RNAV (GPS) RWY 8

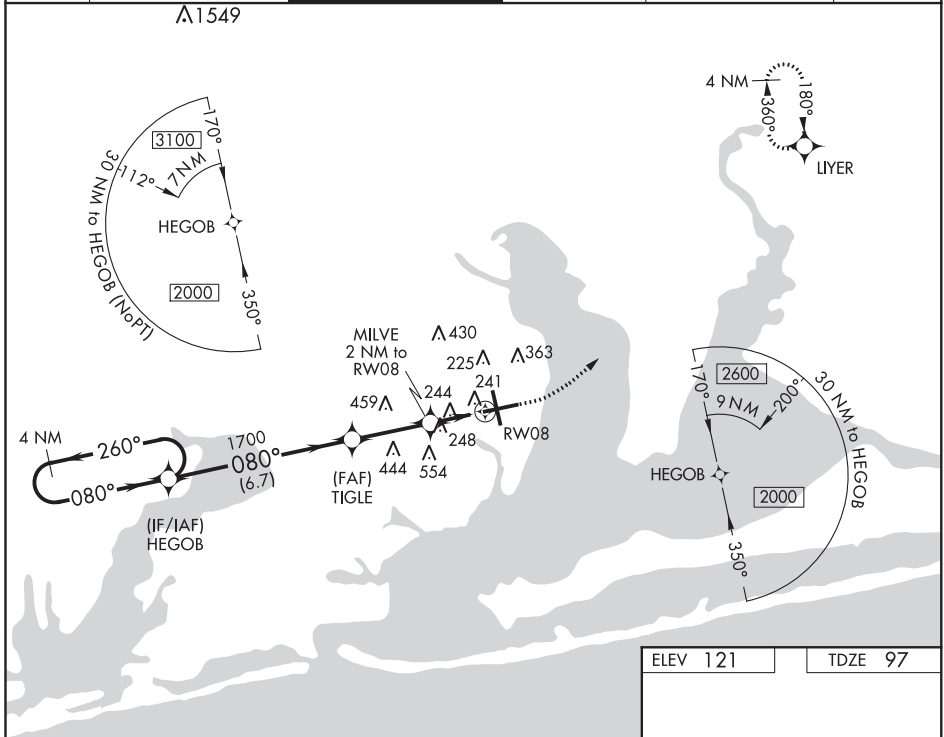
PENSACOLA INTL (PNS)

WAAS CH 86219 W08A	APP CRS 080°	Rwy Idg 7000 TDZE 97 Apt Elev 121
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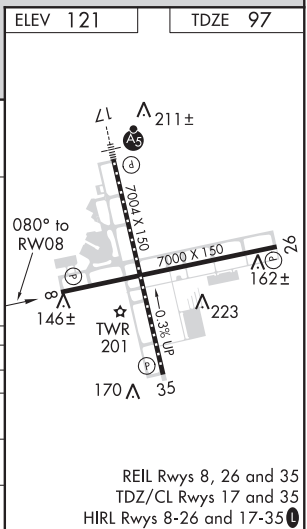
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Caution: Intensive VFR student training in/ov airport.

MISSED APPROACH: Climb to 600 then climbing left turn to 2200 direct LIYER and hold.

ATIS 121.25	PENSACOLA APP CON 119.0 269.375	PENSACOLA TOWER ★ 119.9 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 123.725 256.875	UNICOM 122.95
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4 NM Holding Pattern HEGOB	* LNAV only.	600	2200	LIYER
2000 ← 260° 080° →	TIGLE 1700	MILVE 2 NM to RWY 8	* 1.3 NM to RWY 8	RWY 8
GP 3.00° TCH 55	1700	* 780	0.7 NM	1.3 NM
CATEGORY	A	B	C	D
LPV DA		347-¾	250 (300-¾)	
LNAV/VNAV DA		402-1	305 (300-1)	
LNAV MDA	560-1	463 (500-1)	560-1⅓	463 (500-1⅓)
CIRCLING	560-1 439 (500-1)	720-1 599 (600-1)	720-1½ 599 (600-1½)	720-2 599 (600-2)



SE-3, 10 NOV 2016 to 05 JAN 2017

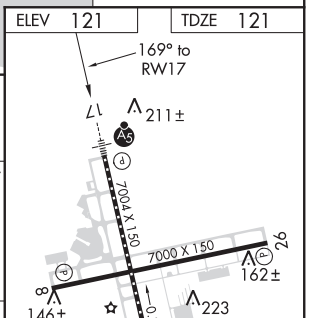
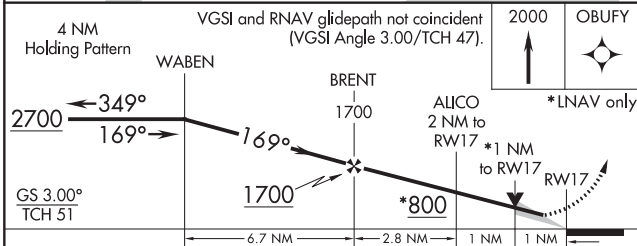
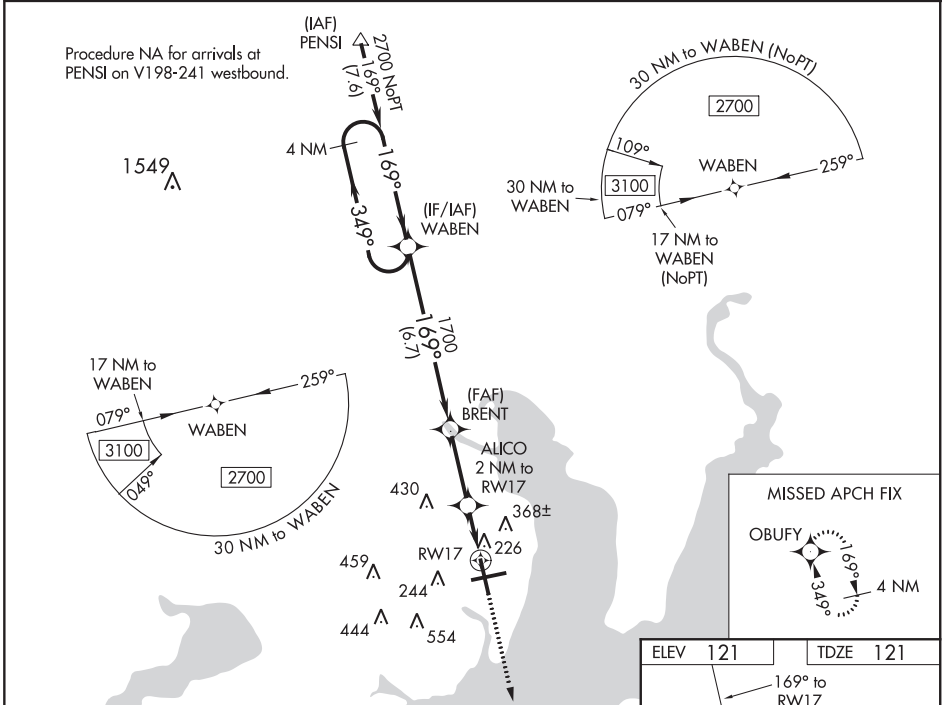
SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97319 W17A	APP CRS 169°	Rwy Idg TDZE Apt Elev	7004 121 121
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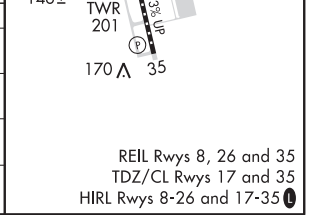
RNAV (GPS) RWY 17

PENSACOLA INTL (PNS)

<p>▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C/D visibility to RVR 5000. Caution: Intensive VFR student training in/ov airport.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2000 direct OBUFY and hold.</p>			
		<p>ATIS 121.25</p>	<p>PENSACOLA APP CON 119.0 269.375</p>	<p>PENSACOLA TOWER ★ 119.9 (CTAF) 0 257.8</p>	<p>GND CON 121.9 348.6</p>



CATEGORY	A	B	C	D
LPV DA		321/24	200 (200-½)	
LNAV/VNAV DA		387/24	266 (300-½)	
LNAV MDA	480/24	359 (400-½)	480/30	359 (400-¾)
CIRCLING	560-1 439 (500-1)	720-1 599 (600-1)	720-1½ 599 (600-1½)	720-2 599 (600-2)



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90119 W26A	APP CRS 260°	Rwy Idg TDZE 114 Apt Elev 121	7000
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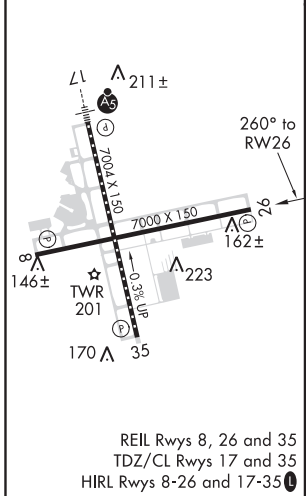
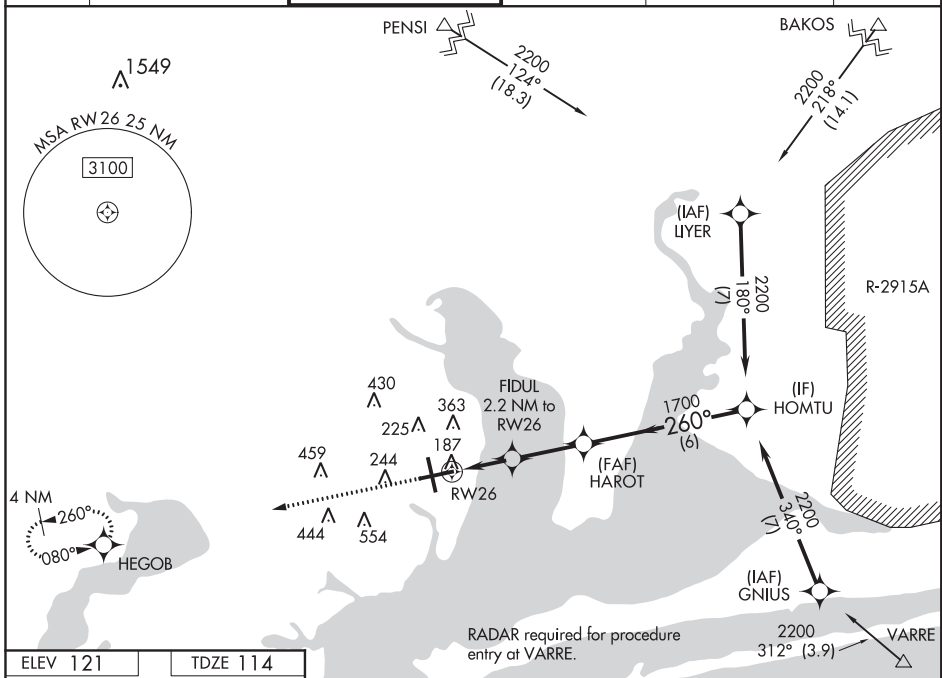
RNAV (GPS) RWY 26

PENSACOLA INTL (PNS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Caution: Intensive VFR student training in/ov airport.

MISSED APPROACH: Climb to 2000 direct HEGOB and hold

ATIS 121.25	PENSACOLA APP CON 119.0 269.375	PENSACOLA TOWER ★ 119.9 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 123.725 256.875	UNICOM 122.95
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2000 HEGOB	HOMTU 2200			
*LNAV only.	GP 3.00° TCH 55			
	0.9	1.3	2.6 NM	6 NM
CATEGORY	A	B	C	D
LPV DA		314-¾	200 (200-¾)	
LNAV/VNAV DA		364-¾	250 (300-¾)	
LNAV MDA		440-1	326 (400-1)	
CIRCLING	560-1 439 (500-1)	720-1 599 (600-1)	720-1½ 599 (600-1½)	720-2 599 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40020 W35A	APP CRS 349°	Rwy Idg TDZE Apt Elev	7004 103 121
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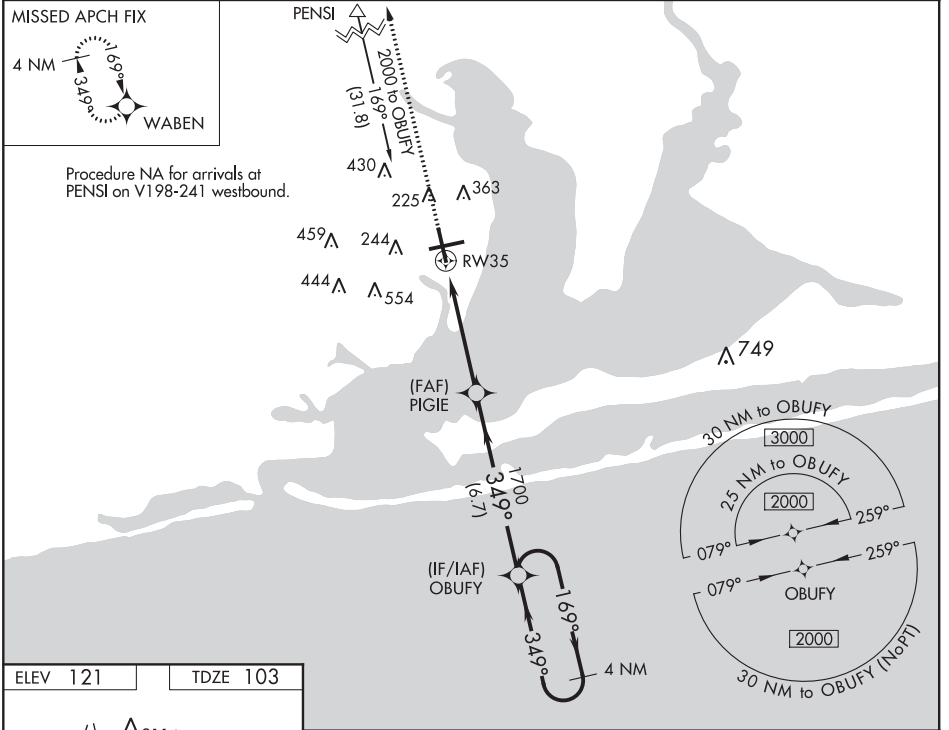
RNAV (GPS) RWY 35

PENSACOLA INTL (PNS)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Caution: Intensive VFR student training in/ovf airport.

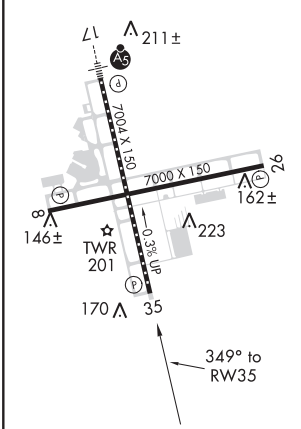
MISSED APPROACH: Climb to 2700 direct WABEN and hold.

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
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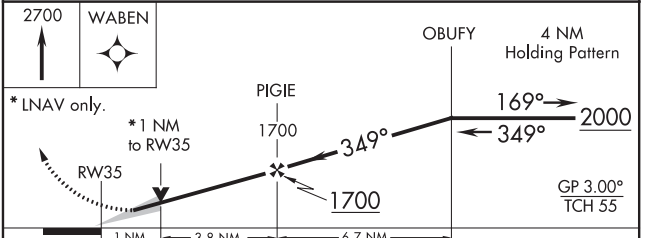


Procedure NA for arrivals at PENSI on V198-241 westbound.

ELEV 121	TDZE 103
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REIL Rws 8, 26 and 35
TDZ/CL Rws 17 and 35
HIRL Rws 8-26 and 17-35



CATEGORY	A	B	C	D
LPV DA		303/40	200 (200-¾)	
LNAV/VNAV DA		384/45	281 (300-¾)	
LNAV MDA		480/55	377 (400-1¼)	
CIRCLING	560-1 439 (500-1)	720-1 599 (600-1)	720-1½ 599 (600-1½)	720-2 599 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

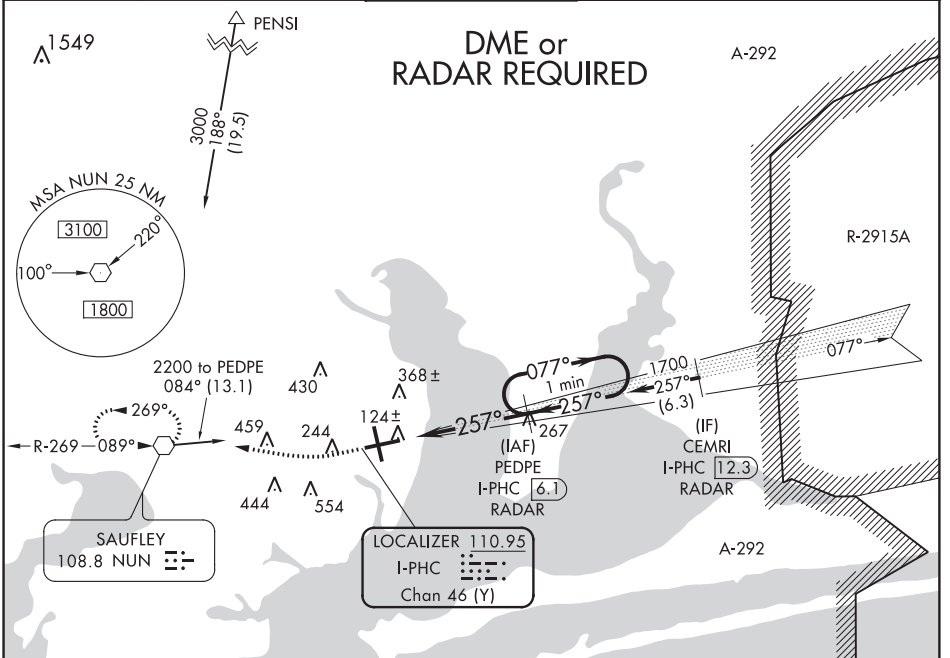
SE-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I- PHC 110.95 Chan 46 (Y)	APP CRS 257°	Rwy Idg TDZE Apt Elev	7000 114 121
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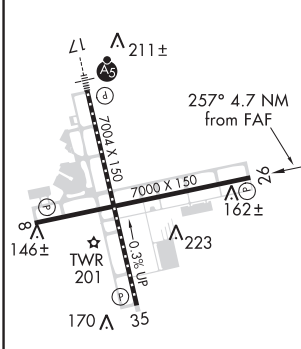
LOC RWY 26

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	
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ELEV 121	TDZE 114
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REIL Rwy 8, 26 and 35
TDZ/CL Rwy 17 and 35
HIRL Rwy 8-26 and 17-35

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-26	420-1 306 (300-1)			
CIRCLING	560-1 439 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

PENSACOLA, FLORIDA

AL-318 (FAA)

14205

NUN VOR 108.8	APP CRS 089°	Rwy Idg TDZE Apt Elev	7000 97 121
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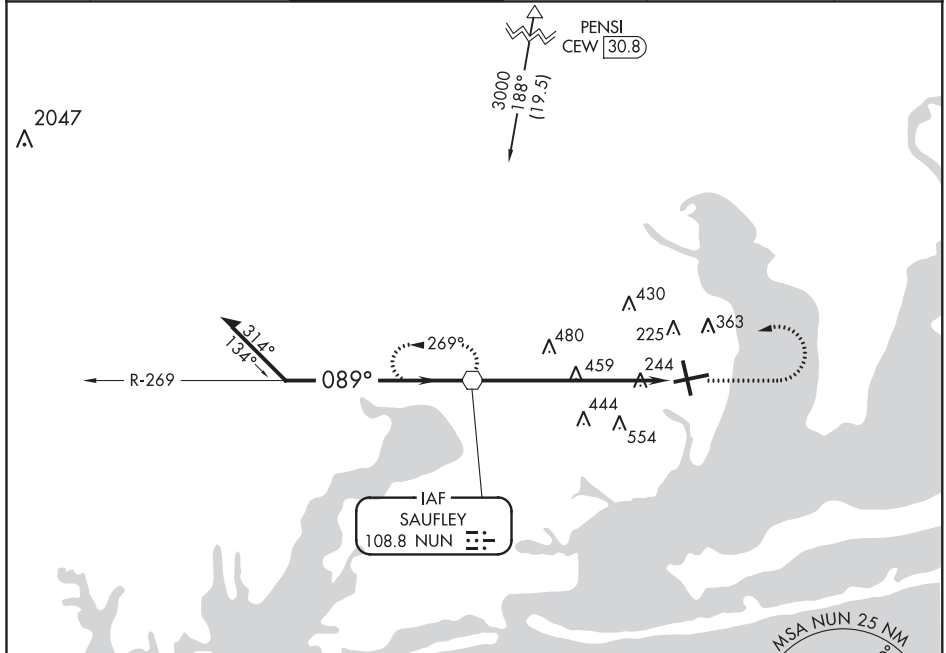
VOR RWY 8

PENSACOLA INTL (PNS)

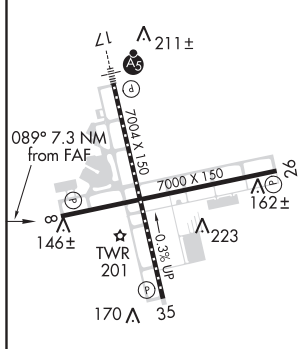
⚠ Helicopter visibility reduction below 3/4 SM NA.
Caution: Intensive student training in/ov airport.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct NUN VOR and hold.

ATIS 121.25	PENSACOLA APP CON 119.0 269.375	PENSACOLA TOWER ★ 119.9 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 123.725 256.875	UNICOM 122.95
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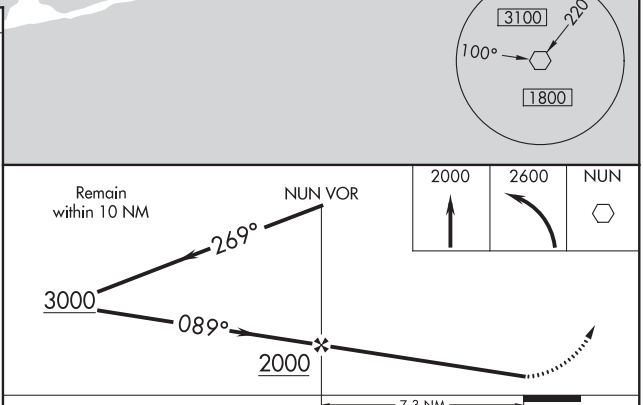
ELEV 121	TDZE 97
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REIL Rws 8, 26 and 35
 TDZ/CL Rws 17 and 35
 HIRL Rws 8-26 and 17-35

FAF to MAP 7.3 NM

Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26



CATEGORY	A	B	C	D
S-8	800-1 703 (700-1)		800-2 703 (700-2)	
CIRCLING	800-1 679 (700-1)		800-2 679 (700-2)	800-2 1/4 679 (700-2 1/4)

PENSACOLA, FLORIDA
 Amdt 4B 24JUL14

30°28'N-87°11'W

PENSACOLA INTL (PNS) VOR RWY 8

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

NDB PKZ 326	APP CRS 349°	Rwy Idg TDZE Apt Elev	7004 103 121
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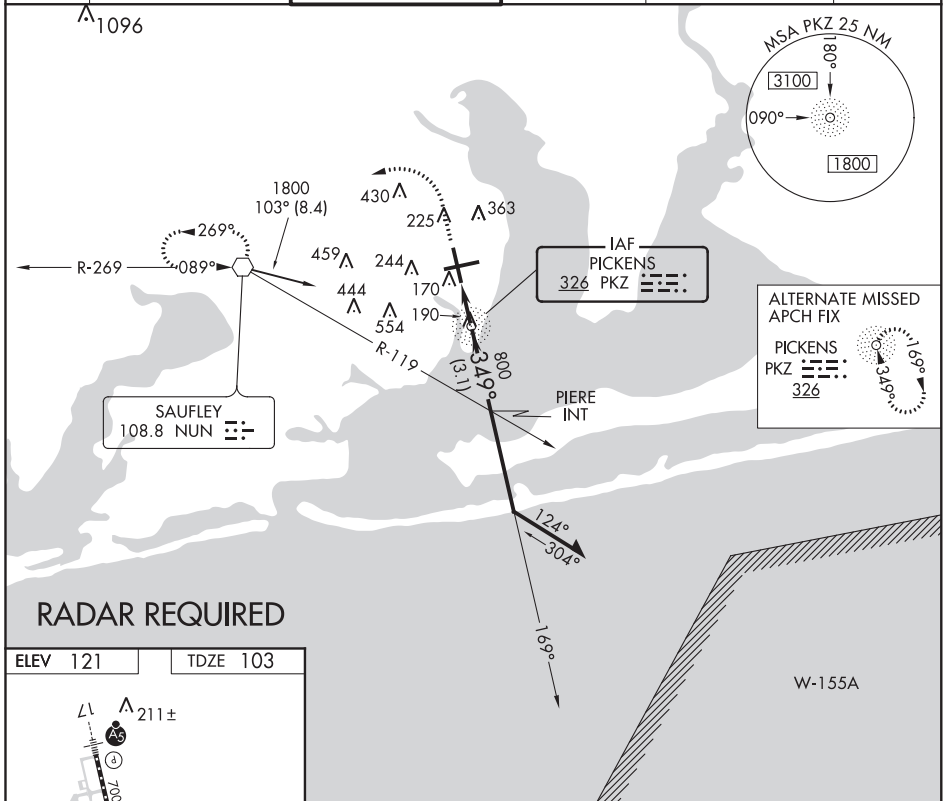
NDB RWY 35

PENSACOLA INTL (PNS)

Intense VFR student training in/ov airport.

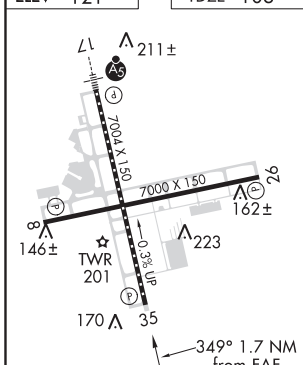
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct NUN VOR and hold.

ATIS 121.25	PENSACOLA APP CON 119.0 269.375	PENSACOLA TOWER ★ 119.9 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 123.725 256.875	UNICOM 122.95
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RADAR REQUIRED

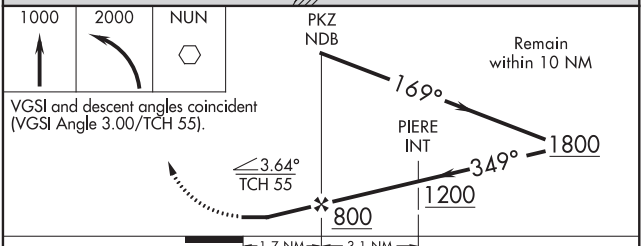
ELEV 121	TDZE 103
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REIL Rwy 8, 26 and 35
TDZ/CL Rwy 17 and 35
HIRL Rwy 8-26 and 17-35

FAF to MAP 1.7 NM

Knots	60	90	120	150	180
Min:Sec	1:42	1:08	0:51	0:41	0:34



CATEGORY	A	B	C	D
S-35	520/55	417 (400-1 ¼)	520/60 417 (400-1 ¼)	NA
CIRCLING	560-1 439 (500-1)	720-1 599 (600-1)	720-1½ 599 (600-1½)	NA

SE-3, 10 NOV 2016 to 05 JAN 2017

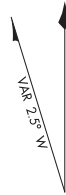
SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-318 (FAA)

PENSACOLA INTL (PNS)
PENSACOLA, FLORIDA

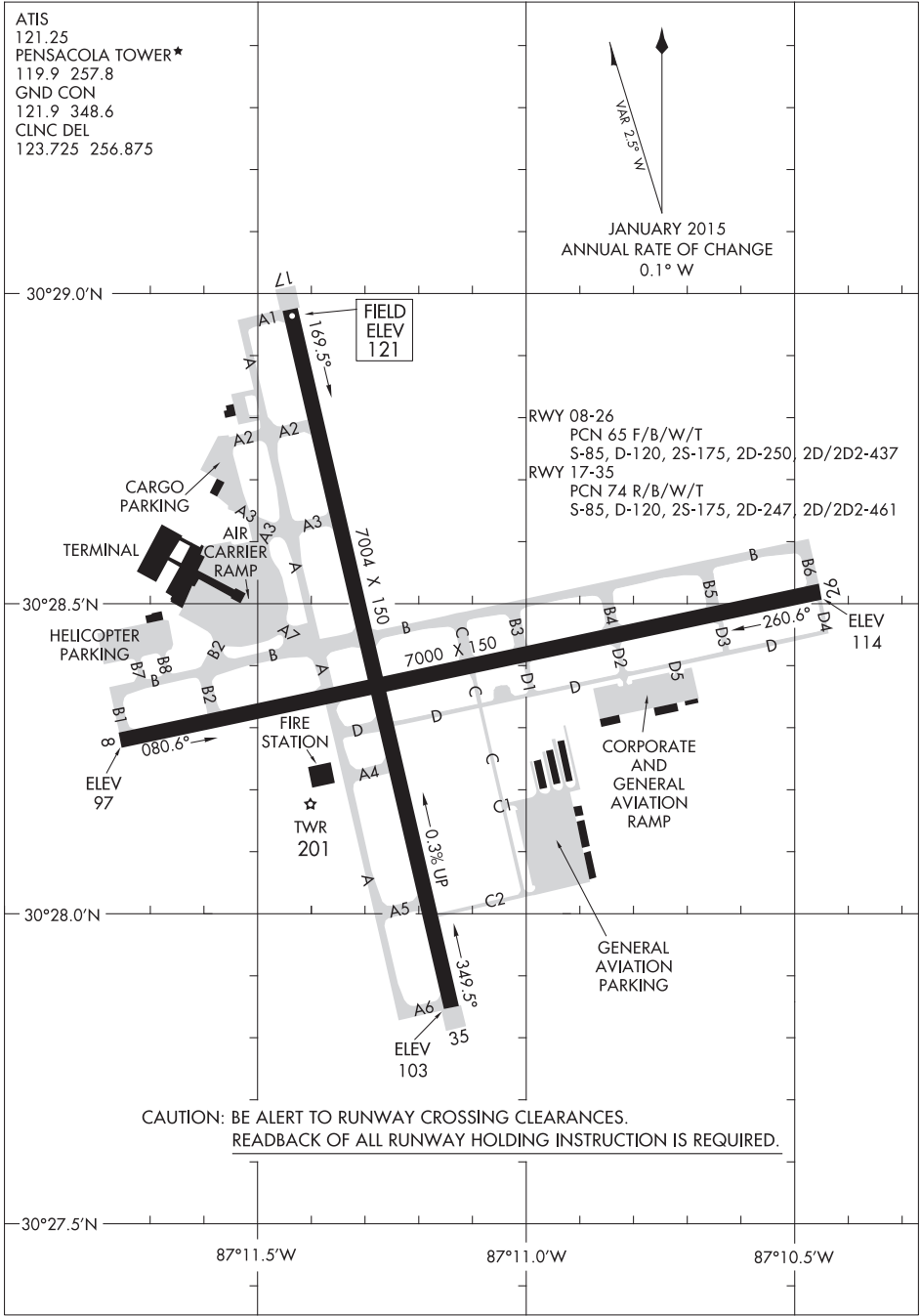
ATIS
121.25
PENSACOLA TOWER★
119.9 257.8
GND CON
121.9 348.6
CLNC DEL
123.725 256.875



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTION IS REQUIRED.

AIRPORT DIAGRAM

LOC I-NPA 109.3	APCH CRS 069°	Rwy Idg 8002 TDZE 23 Arprt Elev 28
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AL-736 [USN]

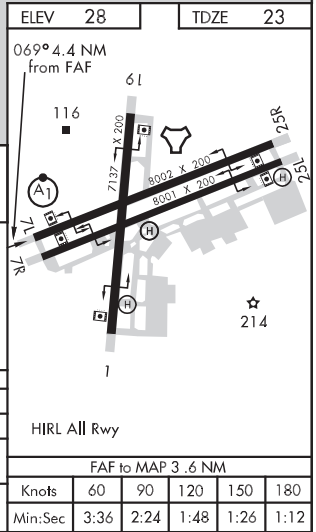
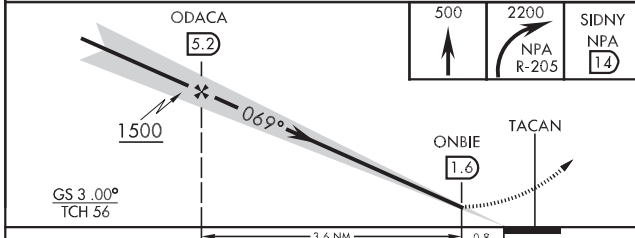
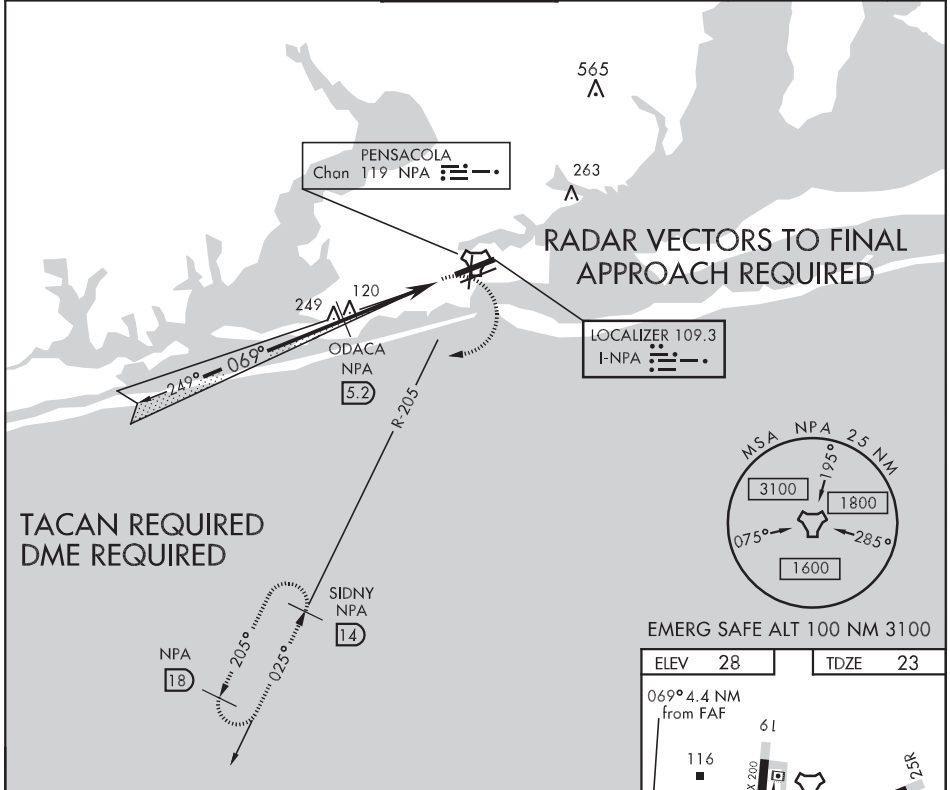
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

* When ALS inop, increase vis to ¼ mile.
** When ALS inop, increase vis CAT ABC to 1 mile, CAT DE vis to 1¼ miles.



MISSED APPROACH: Climb to 500. Then climbing right turn to 2200 via NPA R-205 to SIDNY and hold.

ATIS 124.35 266.8	PENSACOLA APP CON 120.65 270.8	SHERMAN TOWER 120.7 340.2	GND CON 121.7 336.4	CLNC DEL 134.1 268.7	ASR/ PAR
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CATEGORY	A	B	C	D	E
S-ILS 7L*	223-½		200	(200-½)	
S-LOC/DME 7L**	380-½	357 (400-½)	380-¾		357 (400-¾)
CIRCLING	520-1	492 (500-1)	520-1½	580-2	552 (600-2)

PENSACOLA, FLORIDA 30° 21' N - 87° 19' W PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

Amdt 1 13290

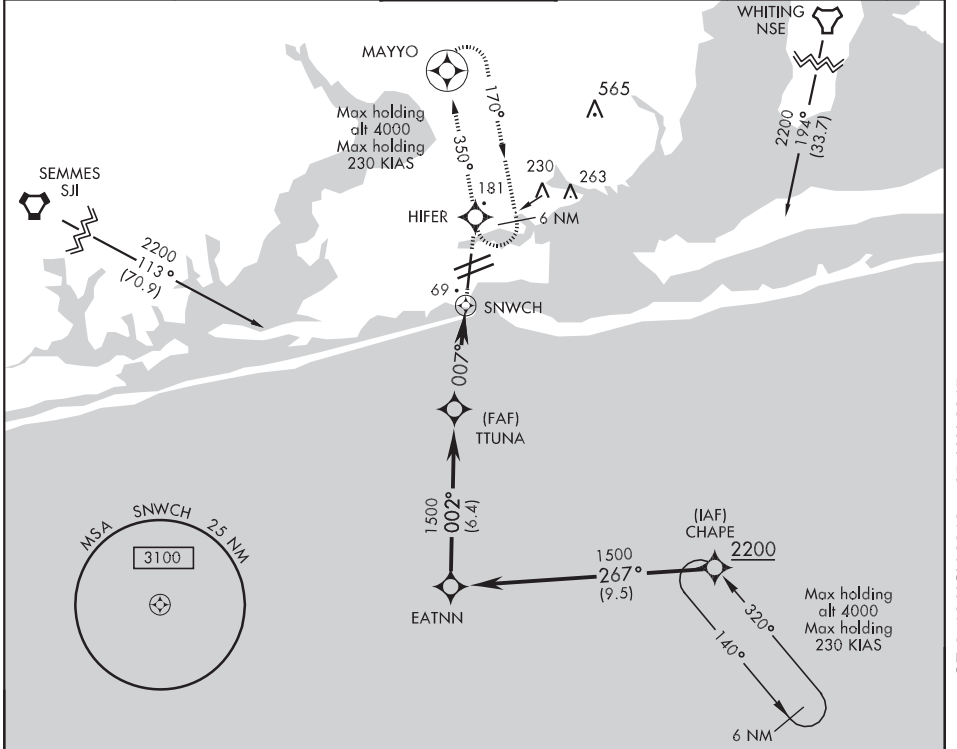
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

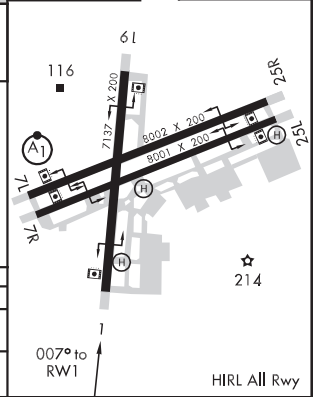
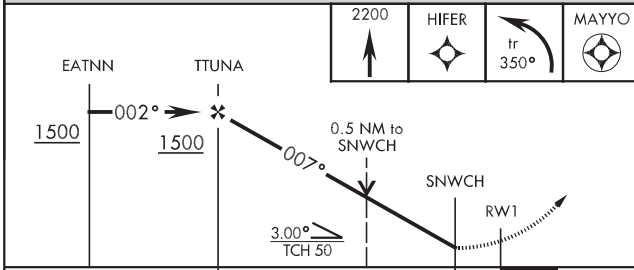
APCH CRS 007°	Rwy Idg 7137 TDZE 28 Arprt Elev 28	AL-736 [USN]	PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)
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DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2200 direct HIFER then via track 350° to MAYYO and hold.
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ATIS 124.35 266.8	PENSACOLA APP CON 120.65 270.8	SHERMAN TOWER 120.7 340.2	GND CON 121.7 336.4	CLNC DEL 134.1 268.7	ASR/ PAR
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EMERG SAFE ALT 100 NM 3100	ELEV 28	TDZE 28
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CATEGORY	A	B	C	D	E
LNVA MDA	460-1 432 (500-1)	460-1 432 (500-1)	460-1 1/4 432 (500-1 1/4)	460-1 1/2 432 (500-1 1/2)	
CIRCLING	520-1 492 (500-1)	520-1 492 (500-1)	520-1 1/2 492 (500-1 1/2)	580-2 552 (600-2)	

PENSACOLA, FLORIDA

RNAV (GPS) RWY 7R

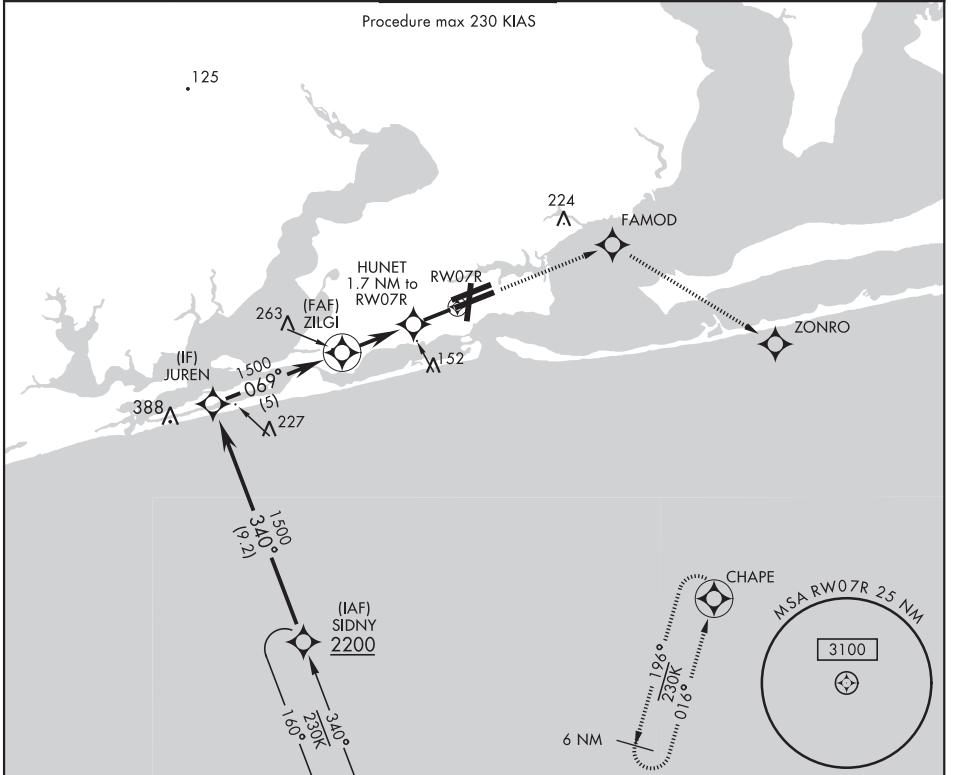
APCH CRS	Rwy Idg	8001
069°	TDZE	25
	Arpt Elev	28

AL-736 [USN]

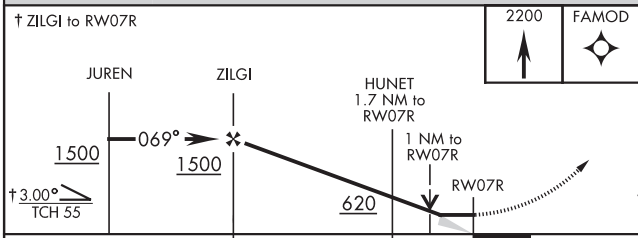
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 2200 direct FAMOD, then track 122° to ZONRO, then track 195° to CHAPE and hold.			
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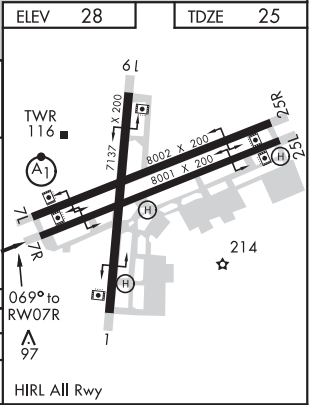
ATIS 124.35 266.8	PENSACOLA APP CON 120.65 270.8	SHERMAN TOWER 120.7 340.2	GND CON 121.7 336.4	CLNC DEL 134.1 268.7	ASR/PAR
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EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
LNAV MDA	400-1	375	(400-1)	
CIRCLING	520-1	492 (500-1)	540-1½ 512 (600-1½)	580-2 552 (600-2)



PENSACOLA, FLORIDA
Orig 18AUG16

30°21'N-87°19'W

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

RNAV (GPS) RWY 7R

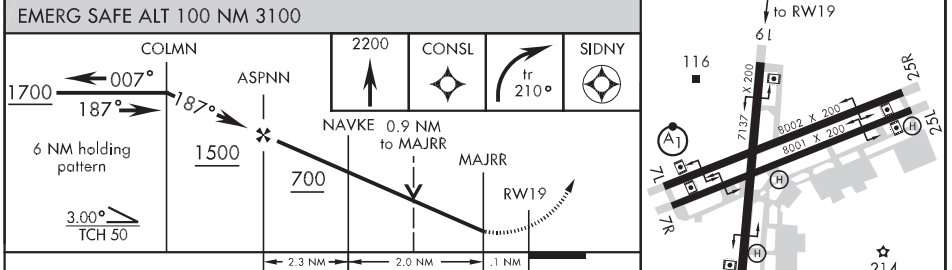
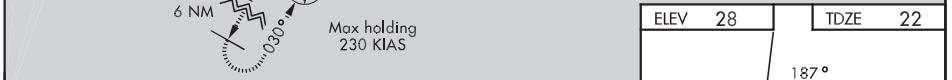
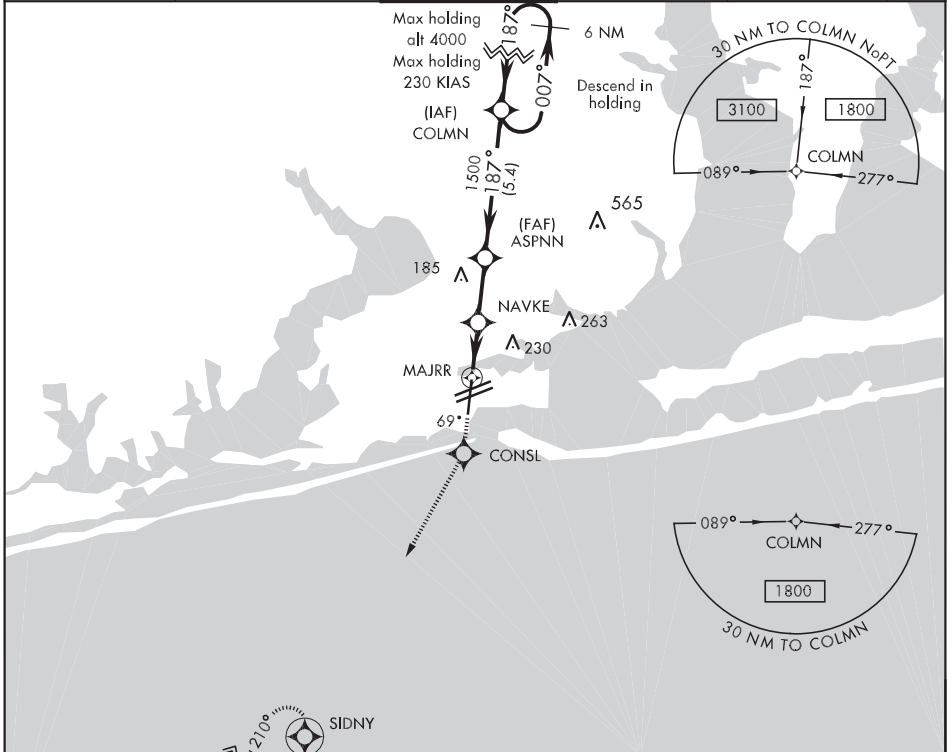
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

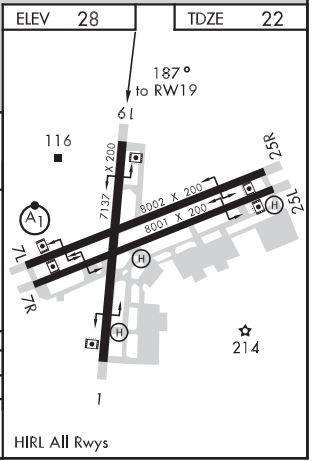
APCH CRS 187°	Rwy Idg 7137	AL-736 [USN]	PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)
	TDZE 22		
	Arpt Elev 28		

CAUTION: CAT CDE intmed seg len 5.4 NM. MISSED APPROACH: Climb to 2200 direct CONSL, then turn right via track 210° to SIDNY and hold.

ATIS 124.35 266.8	PENSACOLA APP CON 120.65 270.8	SHERMAN TOWER 120.7 340.2	GND CON 121.7 336.4	CLNC DEL 134.1 268.7	ASR/ PAR
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CATEGORY	A	B	C	D	E
LNVA MDA	380-1	358	(400-1)	380-1½	358 (400-1½)
CIRCLING	520-1	492 (500-1)	520-1½ 492 (500-1½)	580-2	552 (600-2)



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PENSACOLA, FLORIDA

RNAV (GPS) RWY 25L

APCH CRS	Rwy Idg	8001
249°	TDZE	22
	Arpt Elev	28

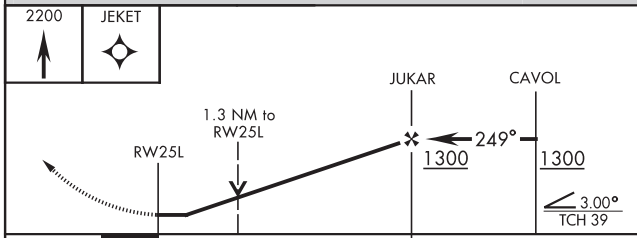
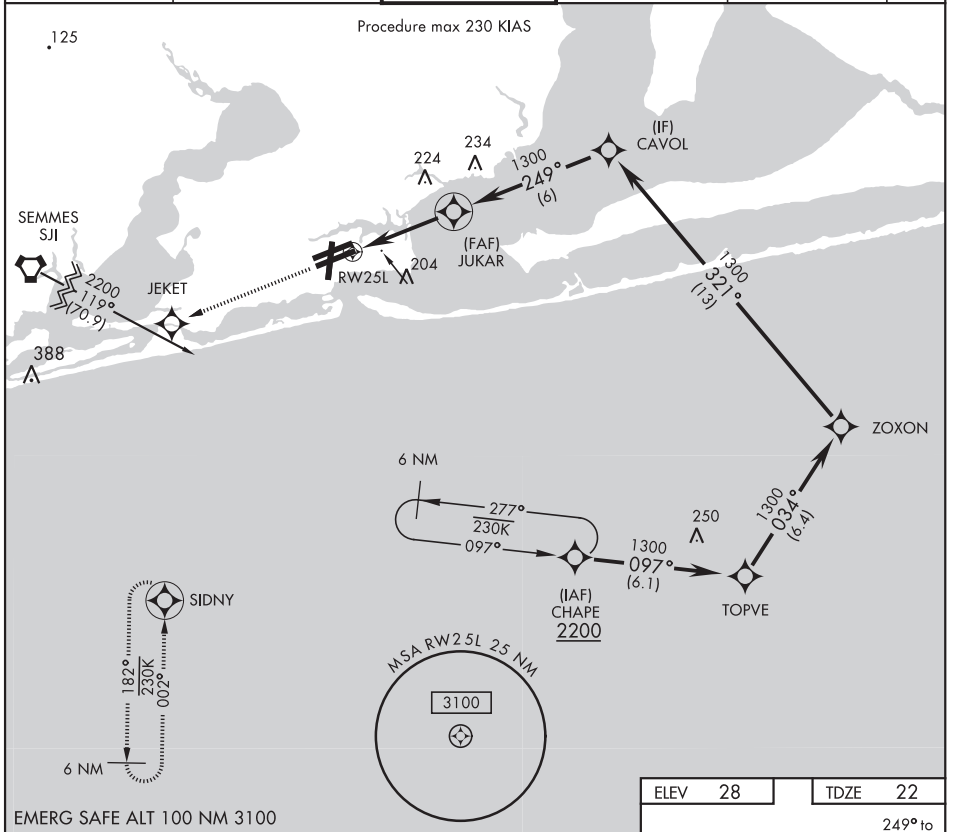
AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

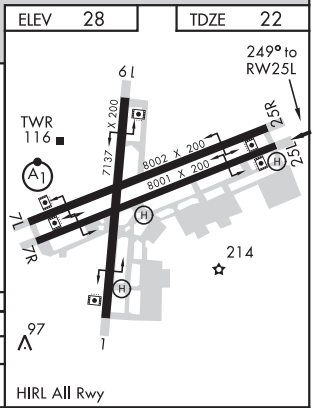
LNAV visibility reduction by helicopter not authorized.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct JEKET, then track 182° to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



CATEGORY	A	B	C	D
LNAV MDA	460-1 438 (500-1)	460-1 438 (500-1)	460-1 438 (500-1)	460-1 438 (500-1)
CIRCLING	520-1 492 (500-1)	540-1 512 (600-1)	540-1 512 (600-1)	580-2 552 (600-2)



PENSACOLA, FLORIDA
Orig 18AUG16

30°21'N-87°19'W

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

RNAV (GPS) RWY 25L

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RNAV (GPS) RWY 25R

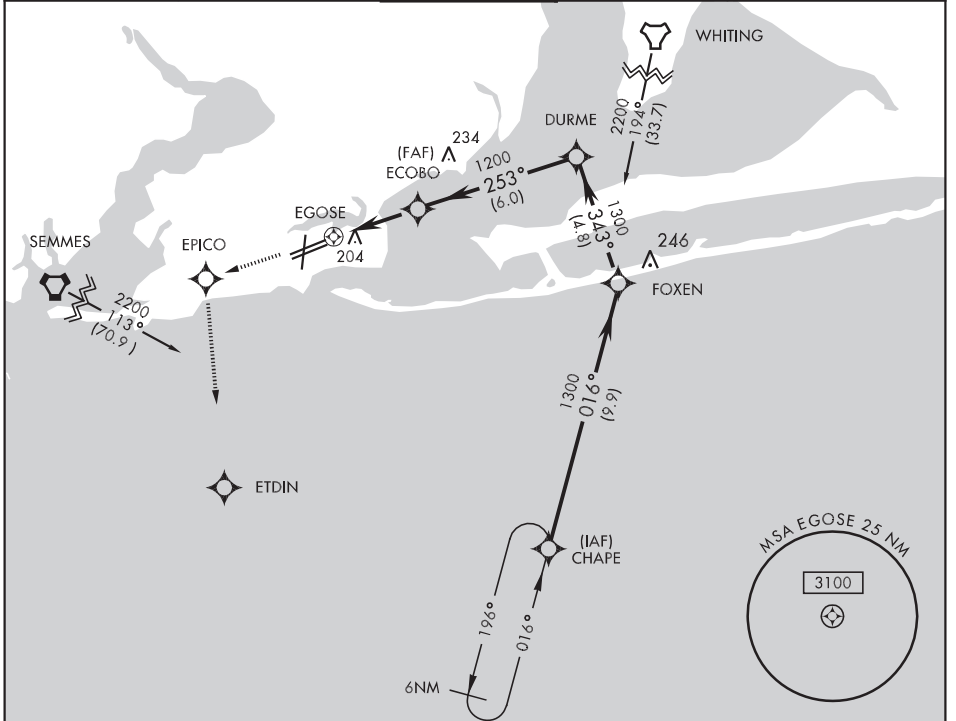
APCH CRS	Rwy Idg	8002
253°	TDZE	21
	Arpt Elev	28

AL-736 [USN] PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct EPICO. Then via track 176° to ETDIN. Then via track 102° to CHAPE and hold. Max missed approach speed 265 KIAS.

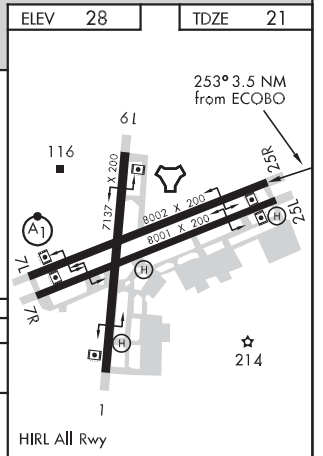
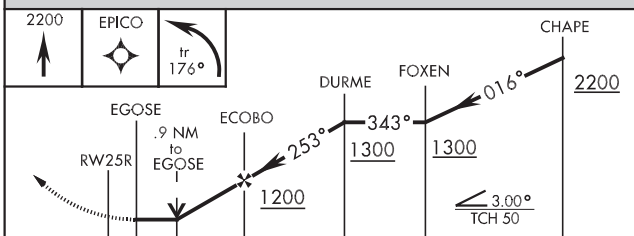
ATIS 124.35 266.8	PENSACOLA APP CON 120.65 270.8	SHERMAN TOWER 120.7 340.2	GND CON 121.7 336.4	CLNC DEL 134.1 268.7	ASR/PAR
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SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3100



RNAV (GPS) RWY 25R

PENSACOLA, FLORIDA

VOR RWY 19

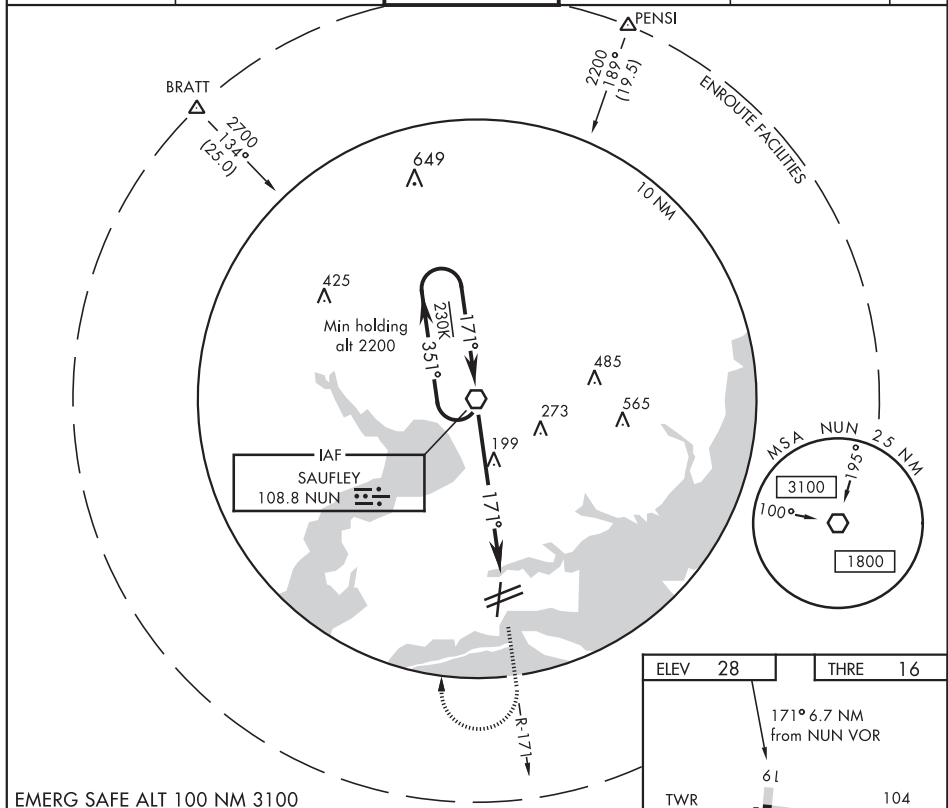
VOR NUN 108.8	APCH CRS 171°	Rwy Idg THRE Arprt Elev 7137 16 28
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AL-736 [USN]

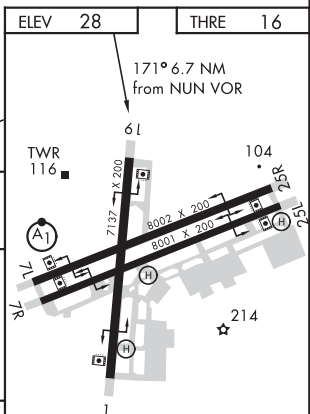
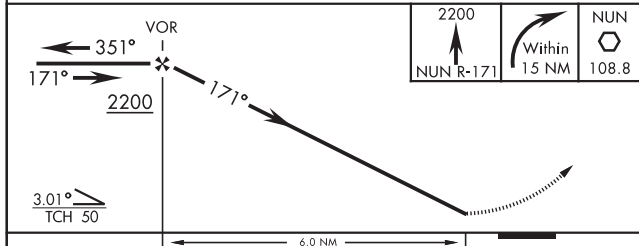
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climb to 2200 via NUN R-171. Then turn right direct NUN VOR and hold. Remain within 15 NM of NUN VOR.

ATIS 124.35 266.8	PENSACOLA APP CON 120.65 270.8	SHERMAN TOWER 120.7 340.2	GND CON 121.7 336.4	CLNC DEL 134.1 268.7	ASR/ PAR
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EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
S-19	540-1 524 (600-1)		540-1½ 524 (600-1½)	
CIRCLING	540-1 512 (600-1)		540-1½ 512 (600-1½)	580-2 552 (600-2)

HIRL All Rwy					
FAF to MAP 6.0 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

PENSACOLA, FLORIDA
Amdt 2 11DEC14

30°21'N-87°19'W

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

VOR RWY 19

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TACAN RWY 1

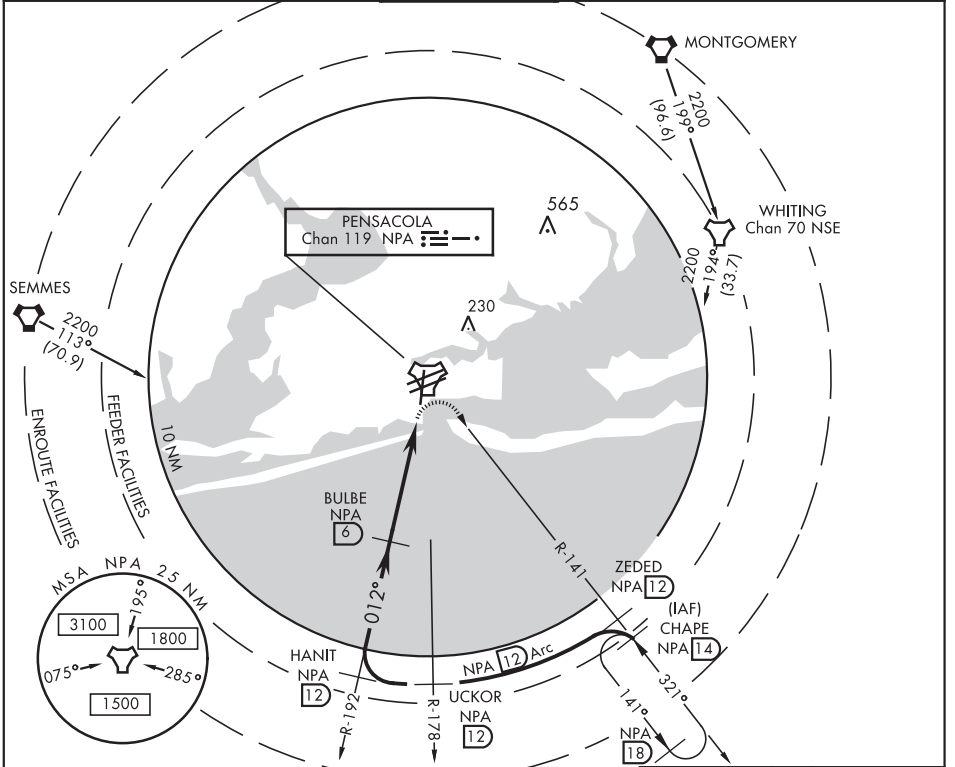
TACAN NPA Chan 119	APCH CRS 012°	Rwy Idg THRE Arpt Elev 7137 28 28
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AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climbing right turn to 2200 via NPA TACAN R-141 to CHAPE and hold.

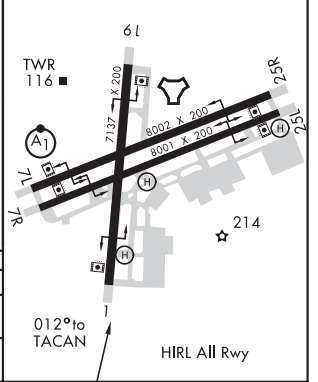
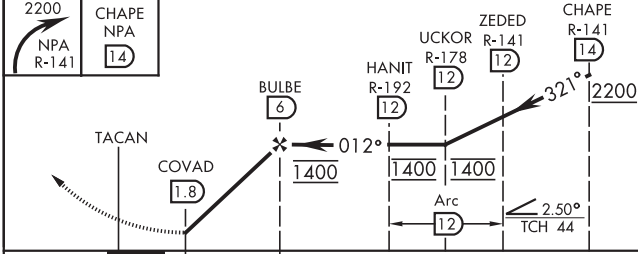
ATIS 124.35 266.8	PENSACOLA APP CON 120.65 270.8	SHERMAN TOWER 120.7 340.2	GND CON 121.7 336.4	CLNC DEL 134.1 268.7	ASR/ PAR
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SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3100	ELEV 28	THRE 28
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CATEGORY	A	B	C	D
S-1	460-1	432 (500-1)	460-1½ 432 (500-1½)	
CIRCLING	520-1	492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

TACAN RWY 1

PENSACOLA, FLORIDA

TACAN RWY 7L

TACAN NPA Chan 119	APCH CRS 061°	Rwy Idg THRE Arpt Elev 8002 24 28
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AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

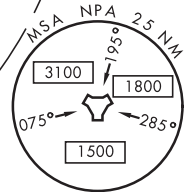
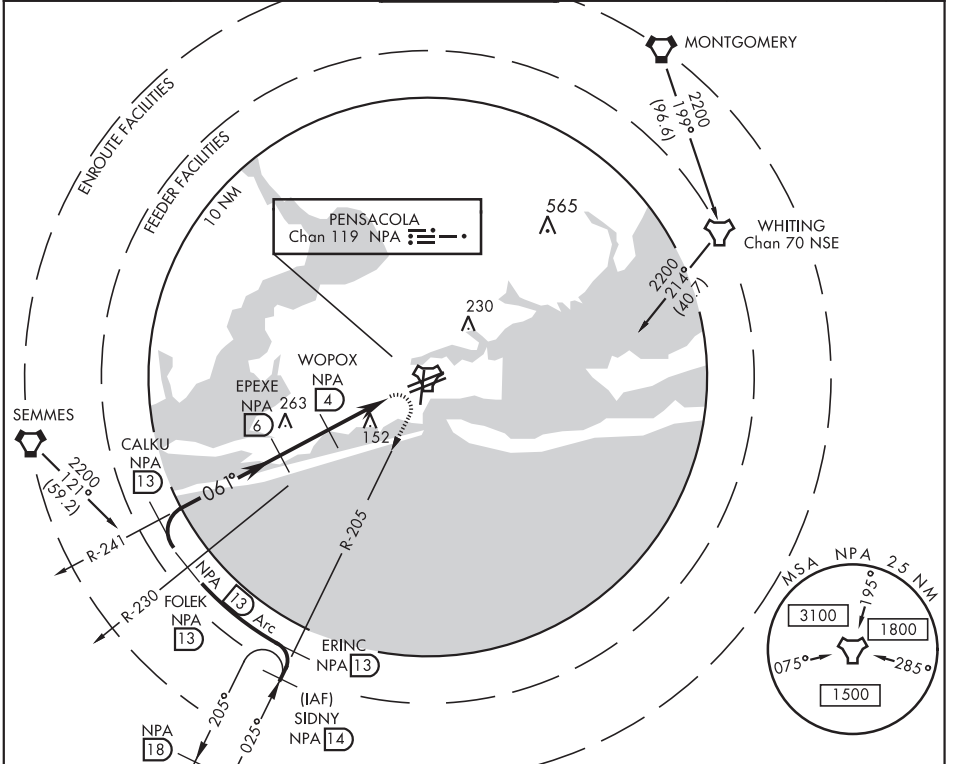
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 1/8 miles.

ALS-F-1

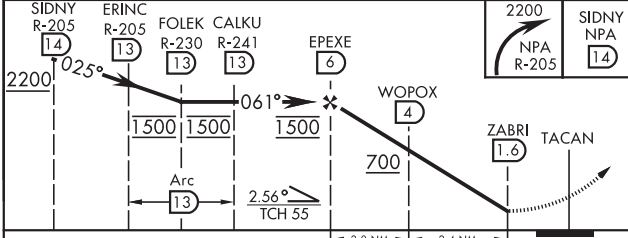


MISSED APPROACH: Climbing right turn to 2200 via NPA TACAN R-205 to SIDNY and hold.

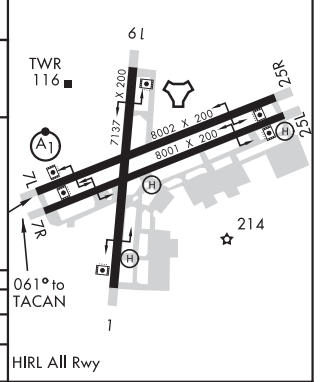
ATIS 124.35 266.8	PENSACOLA APP CON 120.65 270.8	SHERMAN TOWER 120.7 340.2	GND CON 121.7 336.4	CLNC DEL 134.1 268.7	ASR/ PAR
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EMERG SAFE ALT 100 NM 3100



ELEV	28	THRE	24
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CATEGORY	A	B	C	D
S-7L*	440-5/8	416 (500-5/8)	440-3/4	416 (500-3/4)
CIRCLING	520-1	492 (500-1)	520-1 1/2 492 (500-1 1/2)	580-2 552 (600-2)

PENSACOLA, FLORIDA 30°21'N-87°19'W PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

Amdt 4 11DEC14

TACAN RWY 7L

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SE-3, 10 NOV 2016 to 05 JAN 2017

PENSACOLA, FLORIDA

TACAN RWY 7R

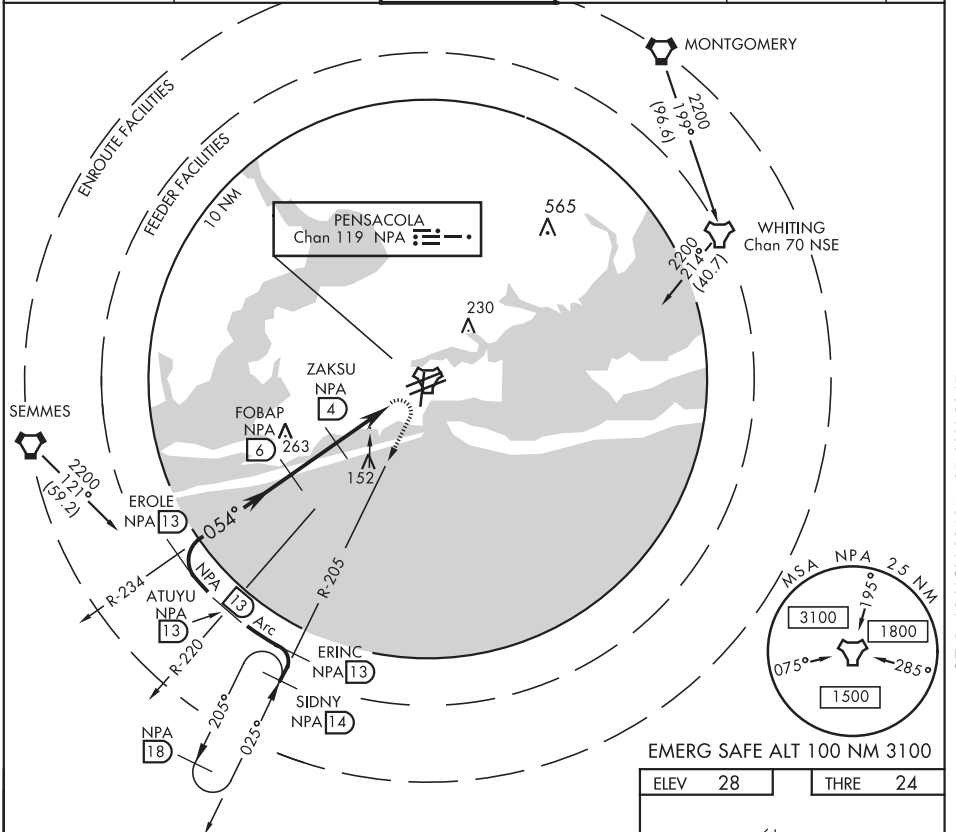
TACAN NPA Chan 119	APCH CRS 054°	Rwy ldg THRE Arpt Elev 8001 24 28
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AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

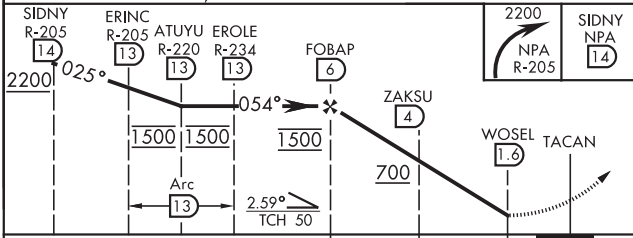
MISSED APPROACH: Climbing right turn to 2200 via NPA TACAN R-205 to SIDNY and hold.

ATIS 124.35 266.8	PENSACOLA APP CON 120.65 270.8	SHERMAN TOWER 120.7 340.2	GND CON 121.7 336.4	CLNC DEL 134.1 268.7	ASR/ PAR
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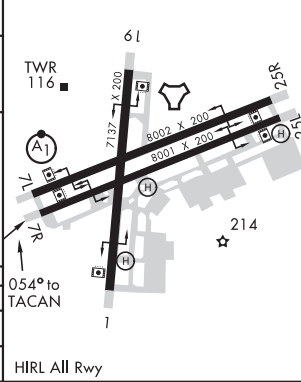
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SE-3, 10 NOV 2016 to 05 JAN 2017



EMERG SAFE ALT 100 NM 3100

ELEV 28	THRE 24
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PENSACOLA, FLORIDA
Amdt 4 11DEC14

30°21'N-87°19'W

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

TACAN RWY 7R

PENSACOLA, FLORIDA

TACAN RWY 19

TACAN NPA Chan 119	APCH CRS 171°	Rwy ldg THRE 16 Arprt Elev 28
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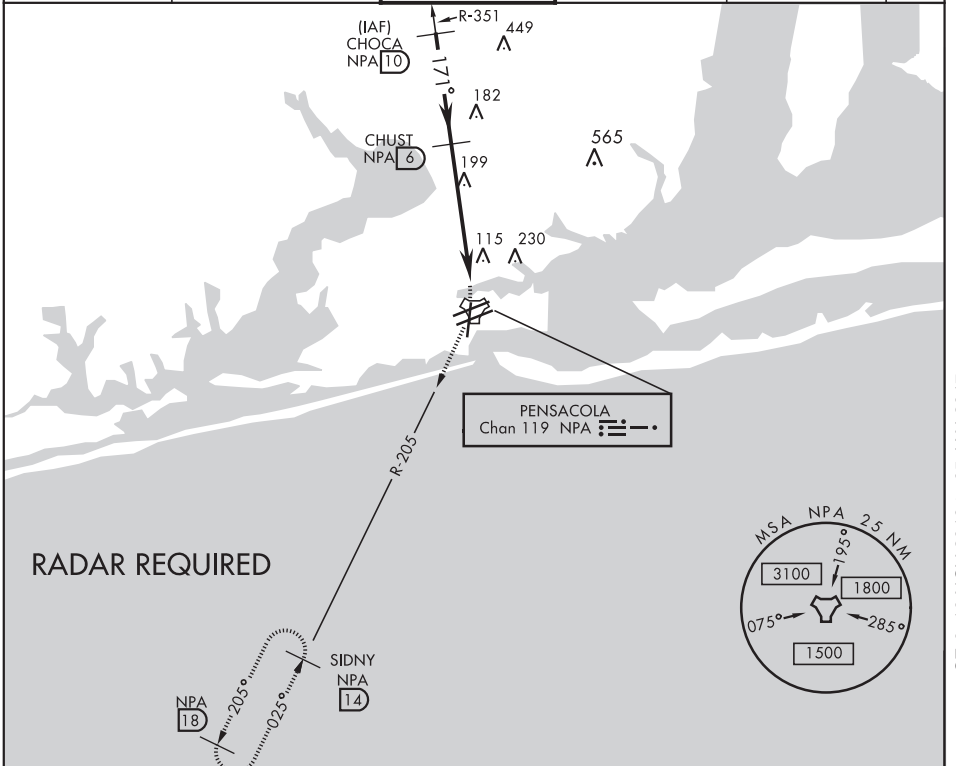
AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

CAUTION: intmed seg len is 4.0 NM.

MISSED APPROACH: Climbing right turn to 2200 via NPA TACAN R-205 to SIDNY and hold.

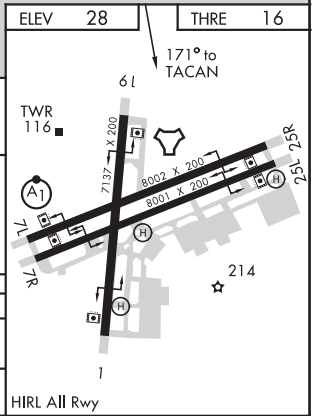
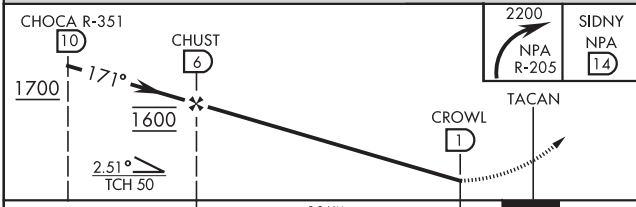
ATIS 124.35 266.8	PENSACOLA APP CON 120.65 270.8	SHERMAN TOWER 120.7 340.2	GND CON 121.7 336.4	CLNC DEL 134.1 268.7	ASR/ PAR
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
S-19	500-1 484 (500-1)		500-1 ³ / ₈ 484 (500-1 ³ / ₈)	
CIRCLING	520-1 492 (500-1)		520-1 ¹ / ₂ 492 (500-1 ¹ / ₂)	580-2 552 (600-2)

PENSACOLA, FLORIDA
Amdt 3 11DEC14

30°21'N-87°19'W

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

TACAN RWY 19

PENSACOLA, FLORIDA

TACAN RWY 25L

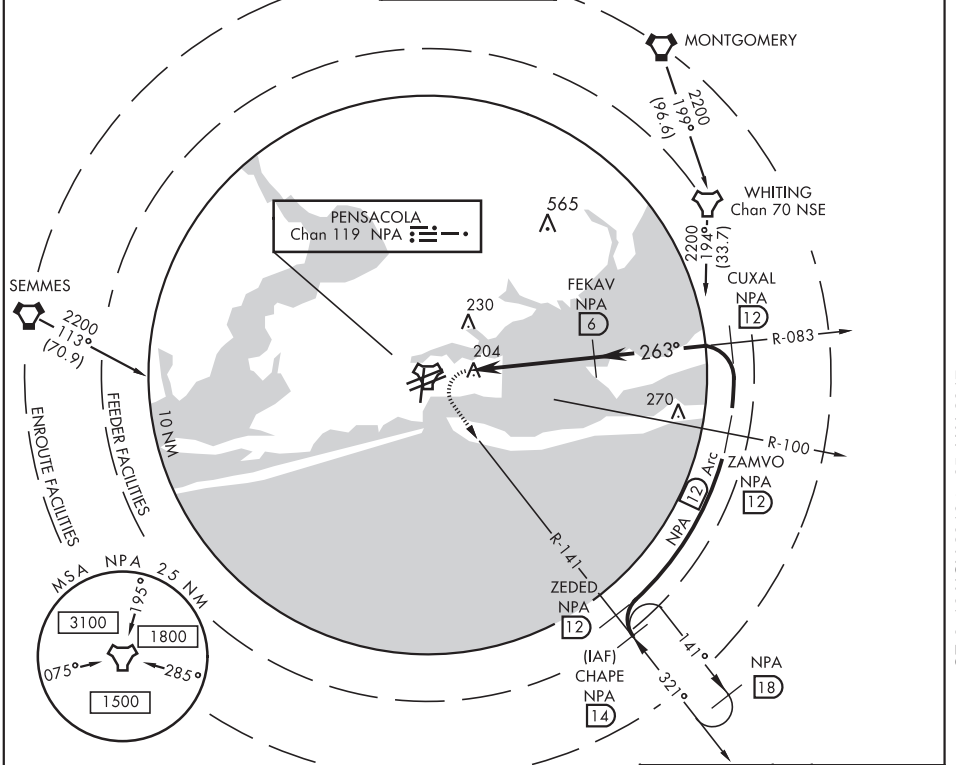
TACAN NPA Chan 119	APCH CRS 263°	Rwy ldg THRE Arpt Elev 8001 15 28
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AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

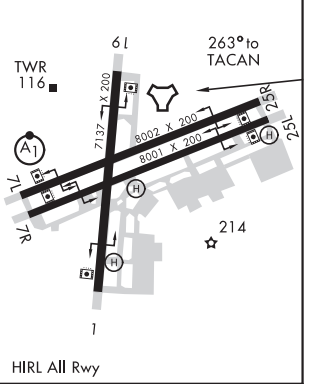
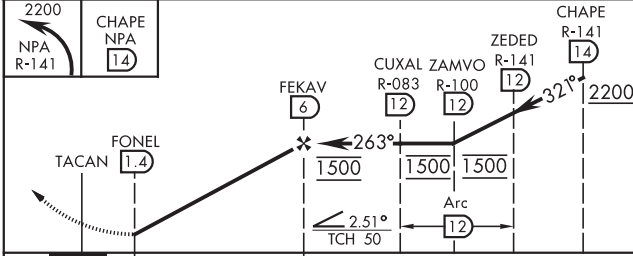
MISSED APPROACH: Climbing left turn to 2200 via NPA TACAN R-141 to CHAPE and hold.

ATIS 124.35 266.8	PENSACOLA APP CON 120.65 270.8	SHERMAN TOWER 120.7 340.2	GND CON 121.7 336.4	CLNC DEL 134.1 268.7	ASR/ PAR
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EMERG SAFE ALT 100 NM 3100

ELEV 28	THRE 15
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CATEGORY	A	B	C	D
S-25L	460-1	445 (500-1)	460-1 3/8	445 (500-1 3/8)
CIRCLING	520-1	492 (500-1)	520-1 1/2	580-2
			492 (500-1 1/2)	552 (600-2)

HIRL All Rwy

PENSACOLA, FLORIDA
Amdt 4 11DEC14

30°21'N-87°19'W

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

TACAN RWY 25L

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SE-3, 10 NOV 2016 to 05 JAN 2017

PENSACOLA, FLORIDA

TACAN RWY 25R

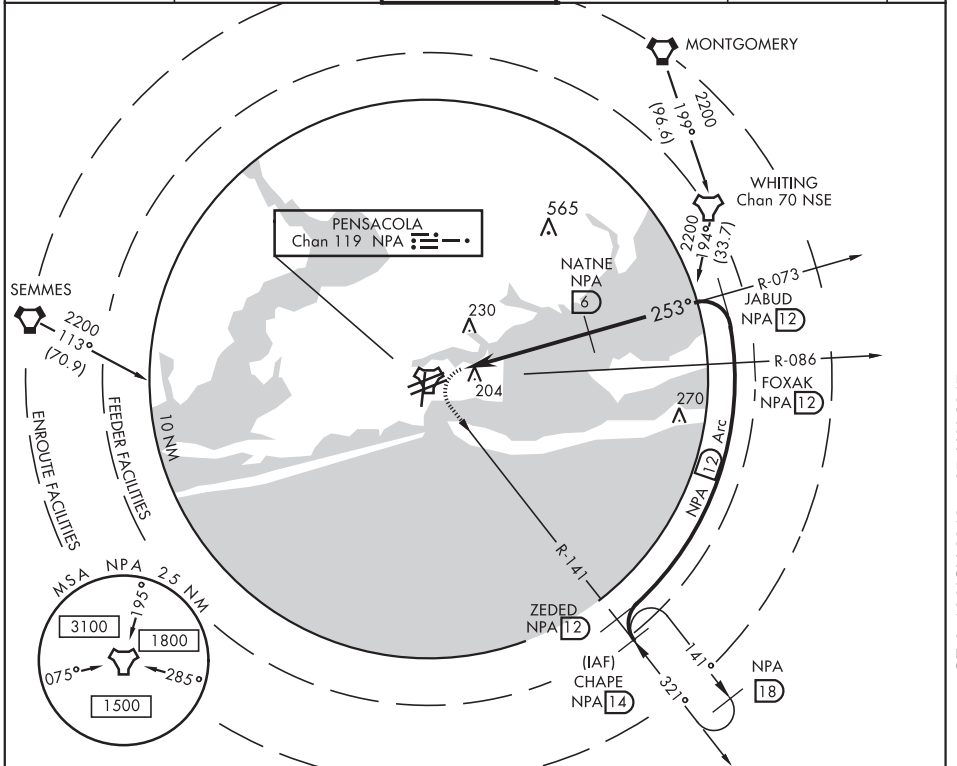
TACAN NPA Chan 119	APCH CRS 253°	Rwy ldg THRE Arpt Elev 8002 16 28
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AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climbing left turn to 2200 via NPA TACAN R-141 to CHAPE and hold.

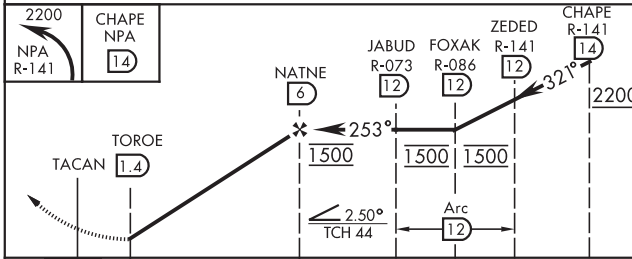
ATIS 124.35 266.8	PENSACOLA APP CON 120.65 270.8	SHERMAN TOWER 120.7 340.2	GND CON 121.7 336.4	CLNC DEL 134.1 268.7	ASR/ PAR
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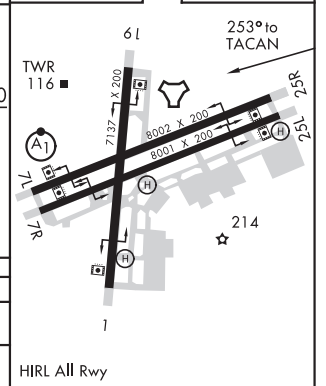
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3100



ELEV	28	THRE	16
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CATEGORY	A	B	C	D
S-25R	460-1 444 (500-1)	460-1 3/8 444 (500-1 3/8)		
CIRCLING	520-1 492 (500-1)	520-1 1/2 492 (500-1/2)	580-2 552 (600-2)	

PENSACOLA, FLORIDA
Amdt 4 11DEC14

30°21'N-87°19'W

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

TACAN RWY 25R

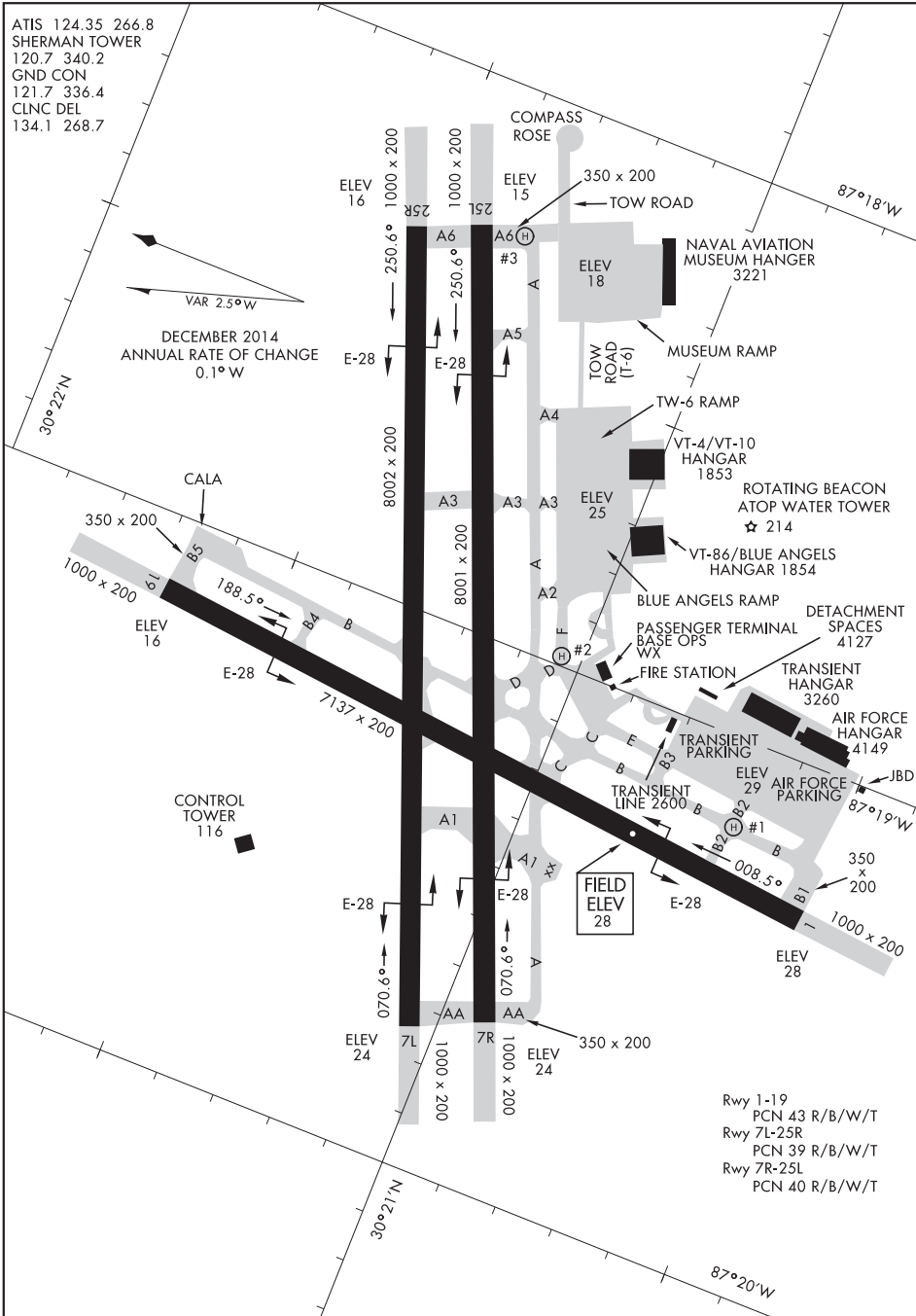
AIRPORT DIAGRAM

ATIS 124.35 266.8
 SHERMAN TOWER
 120.7 340.2
 GND CON
 121.7 336.4
 CLNC DEL
 134.1 268.7

VAR 2.5°W
 DECEMBER 2014
 ANNUAL RATE OF CHANGE
 0.1°W

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AIRPORT DIAGRAM

WAAS CH 49019 W18A	APP CRS 184°	Rwy Idg 4986 TDZE 43 Apt Elev 44
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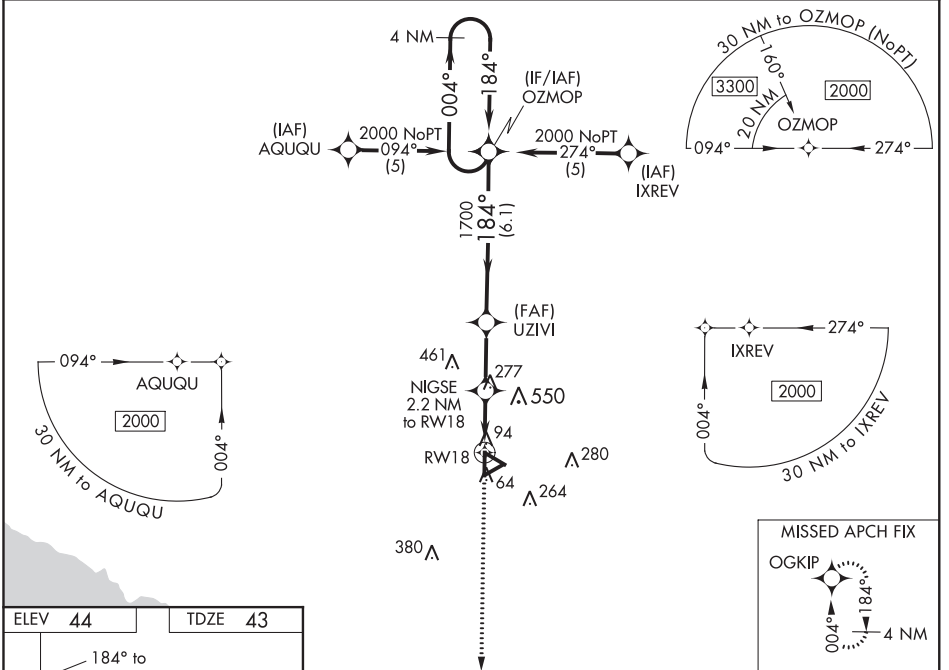
RNAV (GPS) RWY 18

PERRY-FOLEY (40J)

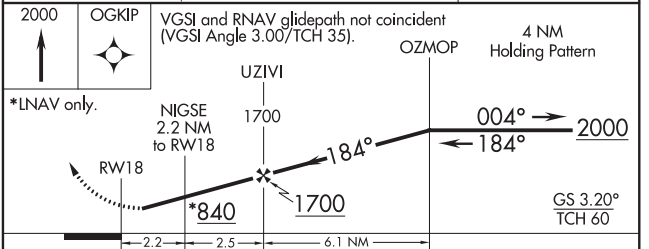
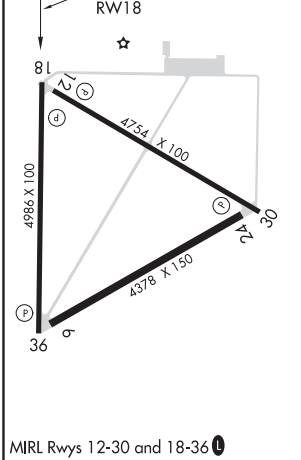
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Tallahassee altimeter setting. When local altimeter setting not received, use Tallahassee altimeter setting and increase LPV DA to 464, LNAV/VNAV DA to 1085 and all MDA 120 feet; increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility all Cats 1 mile, and LNAV and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 2000 direct OGKIP and hold.

AWOS-3PT 118.375	JACKSONVILLE CENTER 127.8 352.0	UNICOM 122.8 (CTAF) 0
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ELEV 44	TDZE 43
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CATEGORY	A	B	C	D
LPV DA		356-1	313 (400-1)	NA
LNAV/VNAV DA		977-3	934 (1000-3)	NA
LNAV MDA	660-1	617 (700-1)	660-1 ³ / ₄ 617 (700-1 ³ / ₄)	660-2 617 (700-1)
CIRCLING	660-1	616 (700-1)	660-1 ³ / ₄ 616 (700-1 ³ / ₄)	860-2 ³ / ₄ 816 (900-2 ³ / ₄)

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APP CRS	Rwy Idg	4986
004°	TDZE	42
	Apt Elev	44

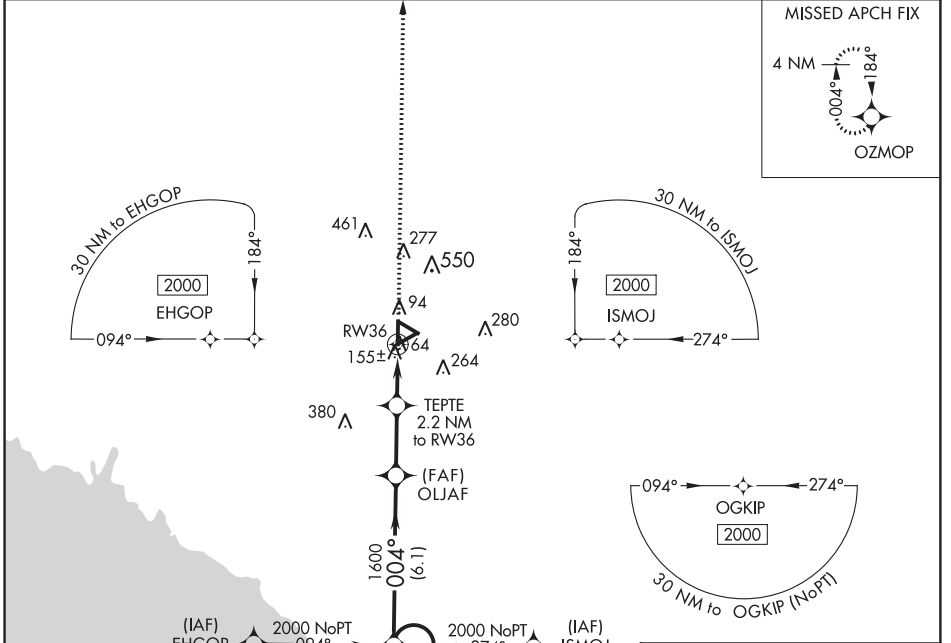
RNAV (GPS) RWY 36

PERRY-FOLEY (40J)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tallahassee altimeter setting and increase all MDA 120 feet; increase LNAV Cat C and Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

⚠ MISSED APPROACH: Climb to 2000 direct OZMOP and hold.

AWOS-3PT 118.375	JACKSONVILLE CENTER 127.8 352.0	UNICOM 122.8 (CTAF) Ⓛ
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

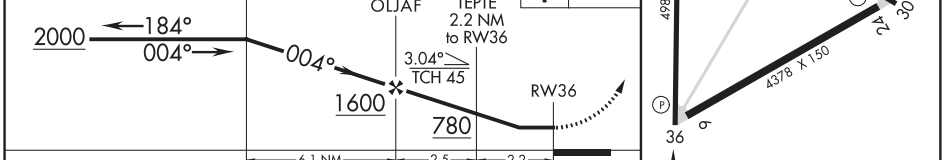
ELEV 44	TDZE 42
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4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 33).

2000 OZMOP



CATEGORY	A	B	C	D
LNAV MDA	460-1	418 (500-1)	460-1¼	418 (500-1¼)
CIRCLING	620-1	576 (600-1)	620-1½ 576 (600-1½)	860-2¾ 816 (900-2¾)

PLANT CITY, FLORIDA

AL-5941 (FAA)

16203

WAAS CH 90422 W10A	APP CRS 099°	Rwy Idg TDZE Apt Elev	3752 153 153
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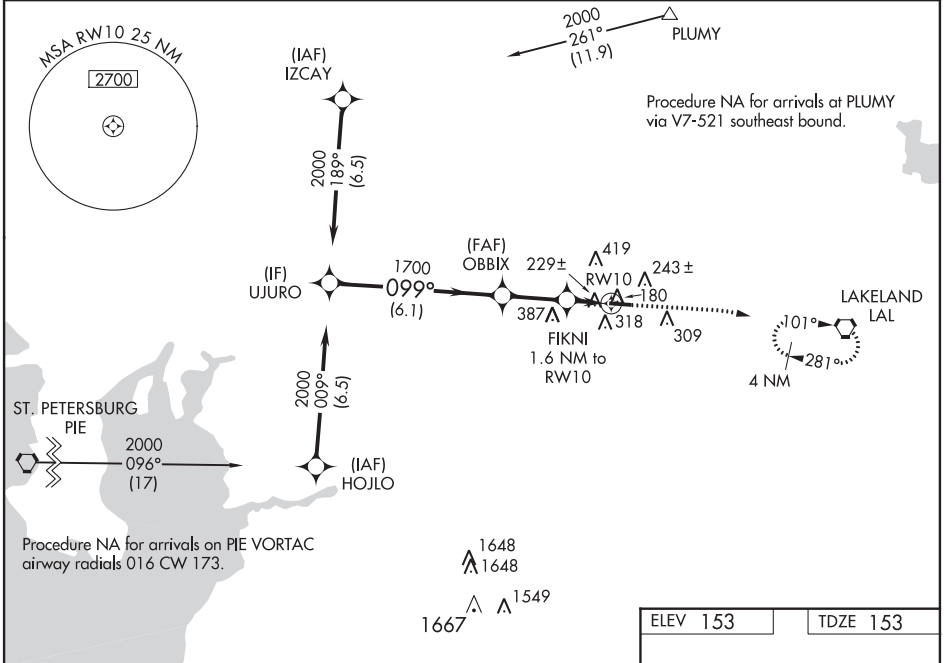
RNAV (GPS) RWY 10

PLANT CITY (PCM)

⚠ Baro-VNAV NA when using Lakeland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Night landing: Rwy 28 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lakeland altimeter setting and increase all DA/MDA 20 feet.

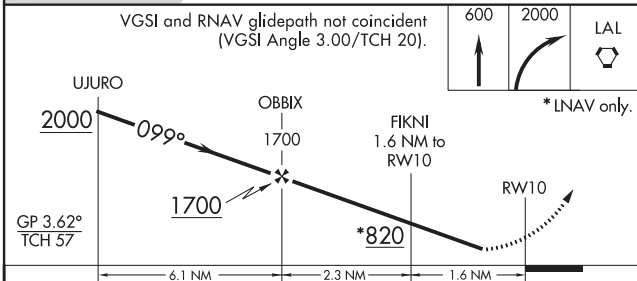
⚠ MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct LAL VORTAC and hold.

AWOS-3 120.025	TAMPA APP CON 120.65 290.3	CLNC DEL 121.725 (GCO)	UNICOM 123.05 (CTAF) 📻
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 153	TDZE 153
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099° to RW10

3950 X 75 0.3% UP

CATEGORY	A	B	C	D
LPV DA	455-1	302 (400-1)		NA
LNAV/VNAV DA	510-1	357 (400-1)		NA
LNAV MDA	500-1	347 (400-1)		NA
CIRCLING	680-1 527 (600-1)	720-1 567 (600-1)		NA

MIRL Rwy 10-28 **📻**
REIL Rwy 10 and 28 **📻**

PLANT CITY, FLORIDA
Amdt 1C 31MAR16

28°00'N-82°10'W

RNAV (GPS) RWY 10

WAAS CH 78136 W28A	APP CRS 279°	Rwy Idg TDZE Apt Elev	3950 153 153
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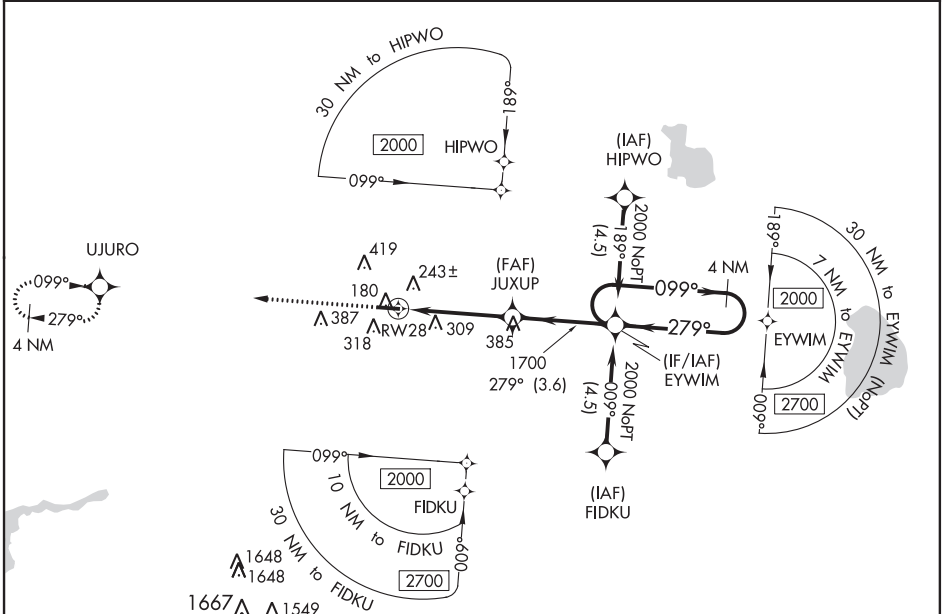
RNAV (GPS) RWY 28

PLANT CITY (PCM)

⚠ Baro-VNAV NA when using Lakeland 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. Night landing: Rwy 28 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Lakeland altimeter setting and increase all DA/MDA 20 feet.

MISSED APPROACH:
Climb to 2000 direct UJURO and hold.

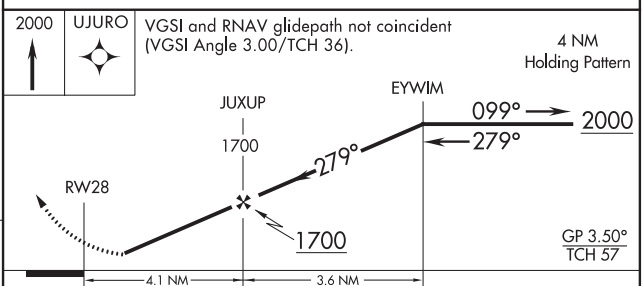
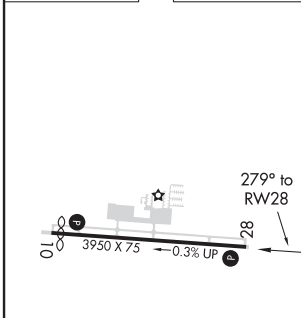
AWOS-3 120.025	TAMPA APP CON 120.65 290.3	CLNC DEL 121.725 (GCO)	UNICOM 123.05 (CTAF) ①
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 153	TDZE 153
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CATEGORY	A	B	C	D
LPV DA	414-1	261 (300-1)		NA
LNAV/VNAV DA	459-1	306 (400-1)		NA
LNAV MDA	600-1	447 (500-1)		NA
C CIRCLING	680-1 527 (600-1)	720-1 567 (600-1)		NA

PLANT CITY, FLORIDA

AL-5941 (FAA)

16203

VORTAC LAL 116.0 Chan 107	APP CRS 275°	Rwy Idg 3950 TDZE 154 Apt Elev 154
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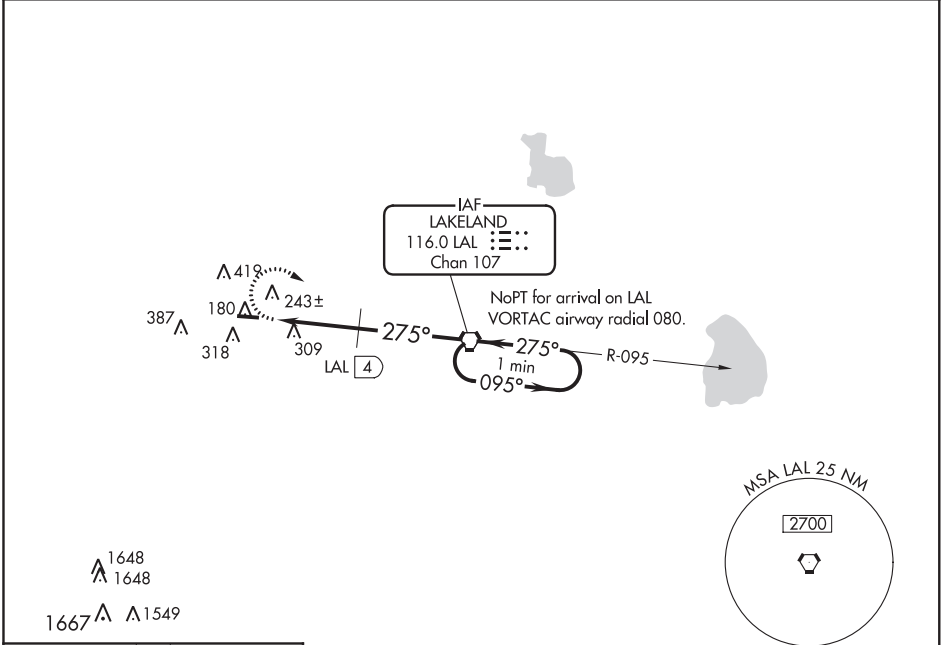
VOR RWY 28

PLANT CITY (PCM)

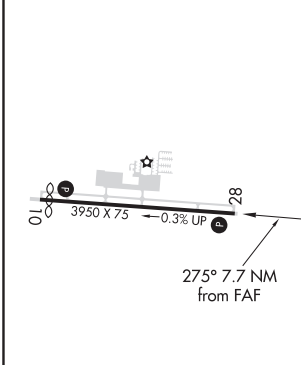
NA When local altimeter setting not received, use Lakeland altimeter setting and increase all MDA 20 feet. Night landing: Rwy 28 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2000 direct LAL VORTAC and hold.

AWOS-3 120.025	TAMPA APP CON 120.65 290.3	CLNC DEL 121.725 (GCO)	UNICOM 123.05 (CTAF) 0
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ELEV 154	TDZE 154
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MIRL Rwy 10-28 0
REIL Rwys 10 and 28 0

FAF to MAP 7.7 NM

Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

	2000	LAL	One Minute Holding Pattern	
			LAL VORTAC	
			095° → 2000	← 275°
			800	
			3.7 NM	4 NM
CATEGORY	A	B	C	D
S-28	800-1	646 (700-1)		NA
CIRCLING	800-1	646 (700-1)		NA
DME MINIMUMS				
S-28	600-1	446 (500-1)		NA
CIRCLING	700-1 546 (600-1)	800-1 646 (700-1)		NA

PLANT CITY, FLORIDA
Amdt 3C 20AUG15

28°00'N - 82°10'W

PLANT CITY (PCM) VOR RWY 28

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

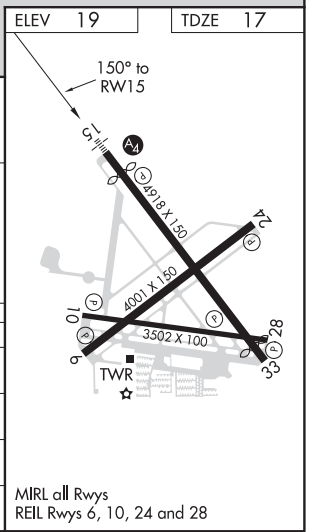
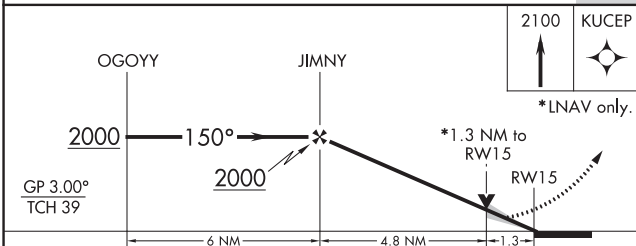
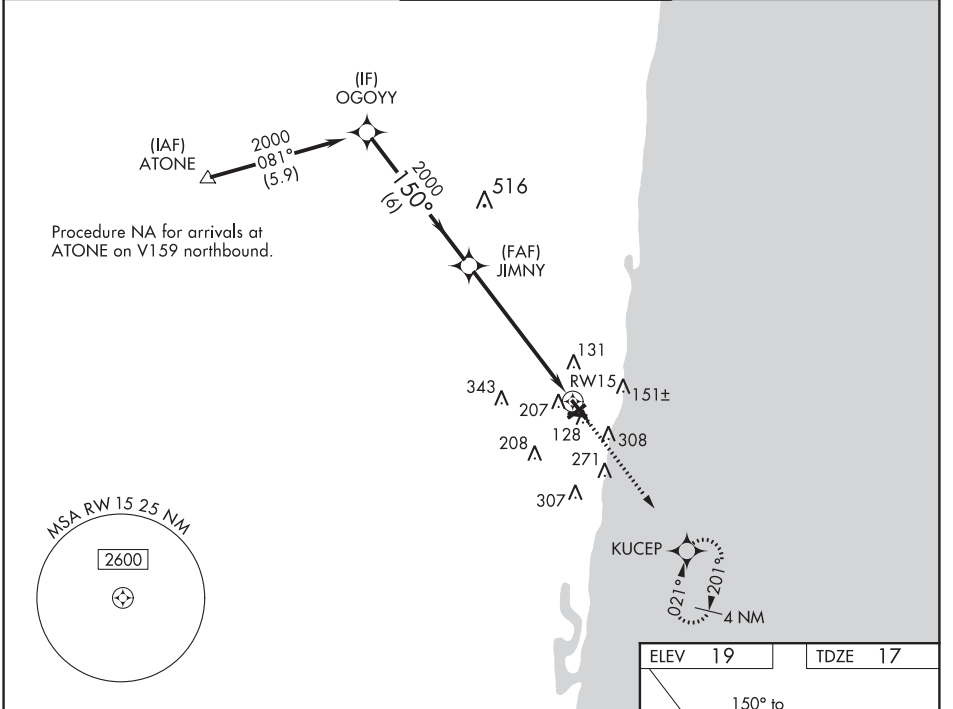
WAAS CH 82500 W15A	APP CRS 150°	Rwy Idg TDZE Apt Elev	4418 17 19
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RNAV (GPS) RWY 15

POMPANO BEACH AIRPARK (PMP)

<p>⚠ Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Lauderdale Executive altimeter setting.</p>	MALS	MISSED APPROACH: Climb to 2100 direct KUCEP and hold.

ATIS 120.55	MIAMI APP CON 119.7 306.3	POMPANO BEACH TOWER * 125.4 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	296-¾	279 (300-¾)		NA
LNAV/VNAV DA	399-1	382 (400-1)		NA
LNAV MDA	480-1	463 (500-1)		NA
CIRCLING	660-1	641 (700-1)		NA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70500 W24A	APP CRS 240°	Rwy Idg TDZE Apt Elev	4001 18 19
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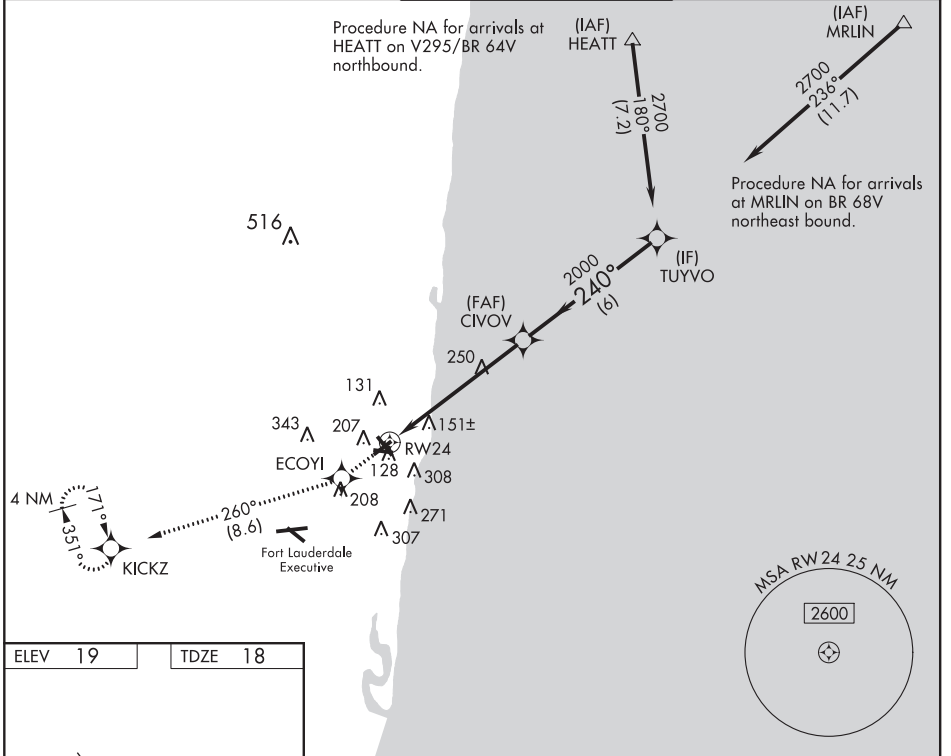
RNAV (GPS) RWY 24

POMPANO BEACH AIRPARK (PMP)

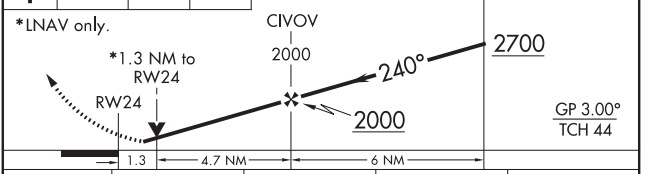
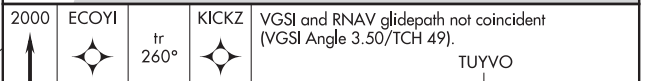
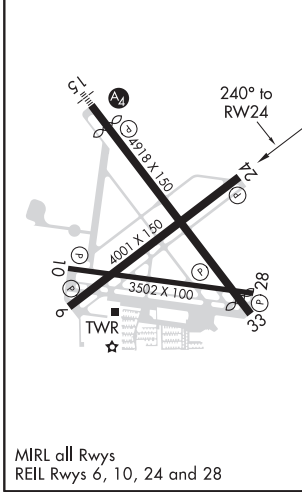
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

⚠ MISSED APPROACH: Climb to 2000 direct ECOYI and on track 260° to KICKZ and hold.

ATIS 120.55	MIAMI APP CON 119.7 306.3	POMPANO BEACH TOWER * 125.4 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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ELEV 19	TDZE 18
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CATEGORY	A	B	C	D
LPV DA	319-1	301 (300-1)		NA
LNAV MDA	500-1	482 (500-1)		NA
C CIRCLING	660-1	641 (700-1)		NA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

POMPANO BEACH, FLORIDA

AL-5972 (FAA)

16035

WAAS CH 40300 W33A	APP CRS 330°	Rwy Idg TDZE Apt Elev	4578 15 19
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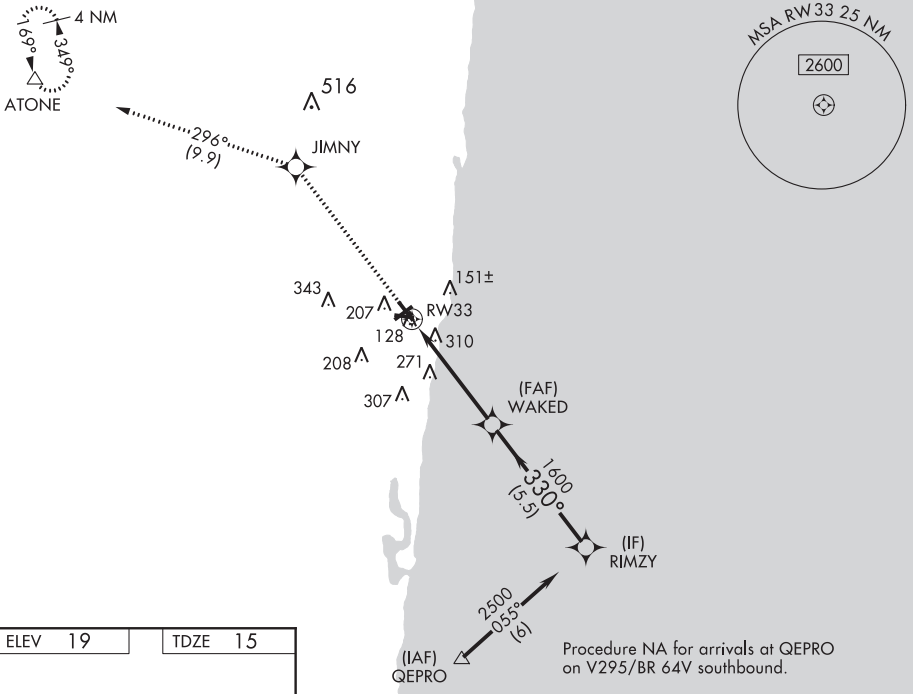
RNAV (GPS) RWY 33

POMPANO BEACH AIRPARK (PMP)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2000 direct JIMNY and on track 296° to ATONE and hold.

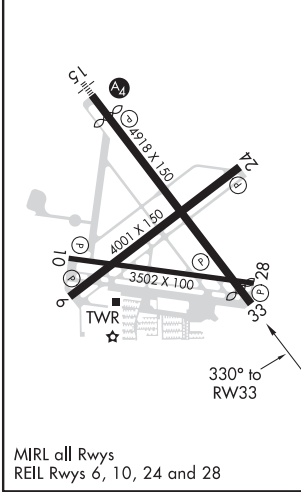
ATIS 120.55	MIAMI APP CON 119.7 306.3	POMPANO BEACH TOWER* 125.4 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 19	TDZE 15
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2000	JIMNY	tr 296°	ATONE	RIMZY
*LNAV only.				
RW33		1.7 NM	3.1 NM	5.5 NM
WAKED		1600	330°	2500
RIMZY		GP 3.01°	TCH 53	
CATEGORY	A	B	C	D
LPV DA	265-3/4	250 (300-3/4)		NA
LNAV/VNAV DA	700-2 1/2	685 (700-2 1/2)		NA
LNAV MDA	620-1	605 (700-1)		NA
C CIRCLING	660-1	641 (700-1)		NA

POMPANO BEACH, FLORIDA
Amdt 1 18SEP14

26°15'N-80°07'W

RNAV (GPS) RWY 33

LOC/DME I-PMP 109.75 Chan 34(Y)	APP CRS 150°	Rwy Idg 4418 TDZE 17 Apt Elev 19
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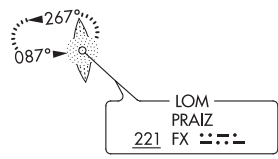
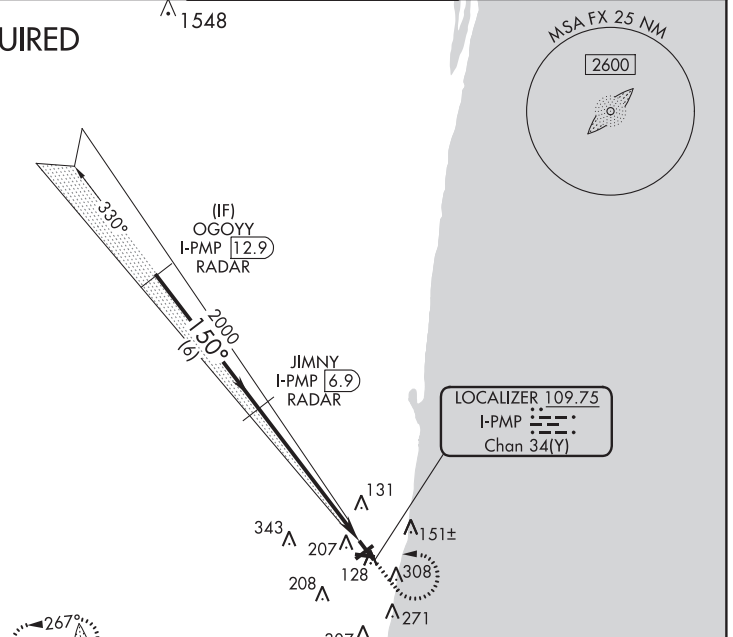
LOC RWY 15

POMPANO BEACH AIRPARK (PMP)

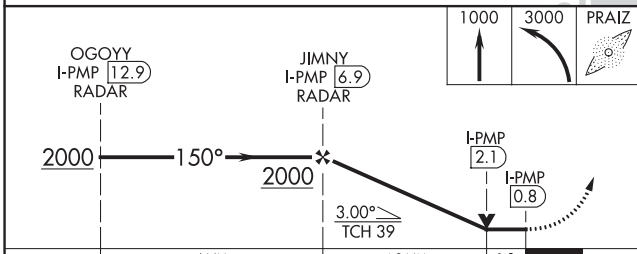
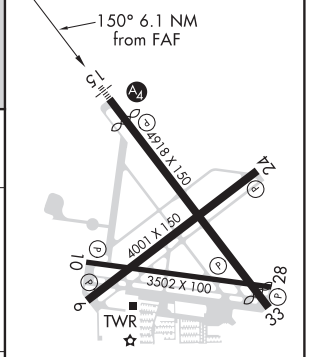
⚠ When local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. ADF and DME or RADAR Required. Helicopter visibility reduction below 3/4 SM NA. For inop MALS/R, increase S-15 Cats A, B visibility to 1 mile.	MALS 24	MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct PRAIZ LOM and hold.
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ATIS 120.55	MIAMI APP CON 119.7 306.3	POMPANO BEACH TOWER ★ 125.4 (CTAF) 1	GND CON 121.9	UNICOM 122.95
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RADAR REQUIRED



ELEV 19	TDZE 17
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CATEGORY	A	B	C	D
S-15	480-3/4	463 (500-3/4)		NA
C CIRCLING	660-1	641 (700-1)		NA

MIRL all Rwys
REIL Rwy's 6, 10, 24 and 28

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5972 (FAA)

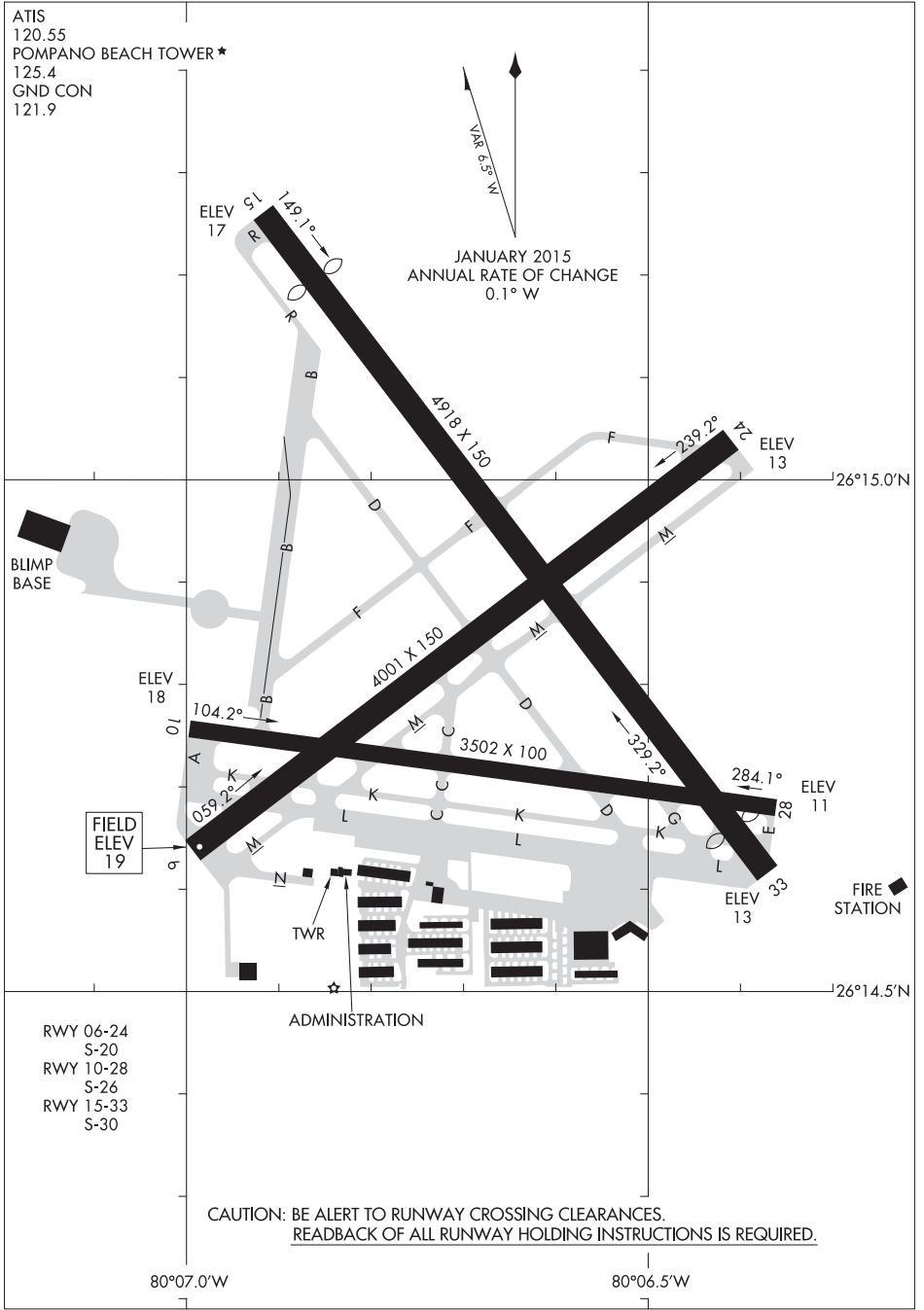
POMPANO BEACH AIRPARK (PMP)
POMPANO BEACH, FLORIDA

ATIS
120.55
POMPANO BEACH TOWER ★
125.4
GND CON
121.9

VAR 3.5° N
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



RWY 06-24
S-20
RWY 10-28
S-26
RWY 15-33
S-30

ADMINISTRATION

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

80°07.0'W

80°06.5'W

AIRPORT DIAGRAM

FORT LAUDERDALE SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6, 10, 24, 28, 33: Climb on assigned heading. Thence . . .

TAKEOFF RWY 15: Climb heading 146° to 500, then climb on assigned heading. Thence . . .

. . . Maintain 2000 or higher assigned altitude and expect radar vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

ARKES TRANSITION (FLL6.ARKES): From over VKZ VOR/DME on VKZ R-348 to ARKES INT.

BEECH TRANSITION (FLL6.BEECH): From over FLL VOR/DME on FLL R-104 to BEECH INT.

MNATE TRANSITION (FLL6.MNATE): From over DHP VORTAC on DHP R-195 to MNATE.

PREDA TRANSITION (FLL6.PREDA): From over DHP VORTAC on DHP R-057 to PREDA INT.

THNDR TRANSITION (FLL6.THNDR): From over DHP VORTAC on DHP R-335 to THNDR INT.

ZAPPA TRANSITION (FLL6.ZAPPA): From over DHP VORTAC on DHP R-057 to ZAPPA INT.

TAKEOFF OBSTACLE NOTES:

Rwy 6: Trees beginning 101' from DER, 26' left and 232' right of centerline, up to 70' AGL/84' MSL.

Rwy 10: Pole 154' from DER, 131' left of centerline, 9' AGL/18' MSL. Trees, pole, and building beginning 427' from DER, 12' left and 343' right of centerline, up to 49' AGL/63' MSL. Poles and building beginning 1264' from DER, 166' left and 286' right of centerline, up to 64' AGL/72' MSL. Building 5670' from DER, 604' right of centerline, 186' AGL/190' MSL. Buildings 1 NM from DER, 887' left of centerline, up to 201' AGL/210' MSL.

Rwy 15: Building, trees, and poles beginning 502' from DER, 306' left and 434' right of centerline, 44' AGL/54' MSL. Trees beginning 1229' from DER, 152' left and 190' right of centerline, up to 71' AGL/62' MSL. Building 5994' from DER, 1491' left of centerline, 213' AGL/221' MSL. Building 1.1 NM from DER, 1259' left of centerline, 300' AGL/310' MSL. Building 1.7 NM from DER, 1385' right of centerline, 255' AGL/265' MSL.

Rwy 24: Trees beginning 190' from DER, 304' right of centerline, up to 30' AGL/49' MSL. Trees beginning 423' from DER, 3' left of centerline, up to 47' AGL/66' MSL. Tanks, building, tree, and pole beginning 630' from DER, 23' right of centerline, 60' AGL/80' MSL. Trees beginning 2179' from DER, 253' left of centerline, up to 91' AGL/110' MSL.

Rwy 28: Trees beginning 358' from DER, 255' left of centerline, up to 25' AGL/44' MSL. Poles, building, trees, and tank beginning 722' from DER, 33' left and 238' right of centerline, up to 45' AGL/64' MSL.

Rwy 33: Buildings beginning 29' from DER, 398' left of centerline, 18' AGL/34' MSL. Trees beginning 629' from DER, 518' left of centerline, up to 59' AGL/77' MSL. Trees beginning 202' from DER. 548' right of centerline, up to 38' AGL/56' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5488
104°	TDZE	29
	Apt Elev	29

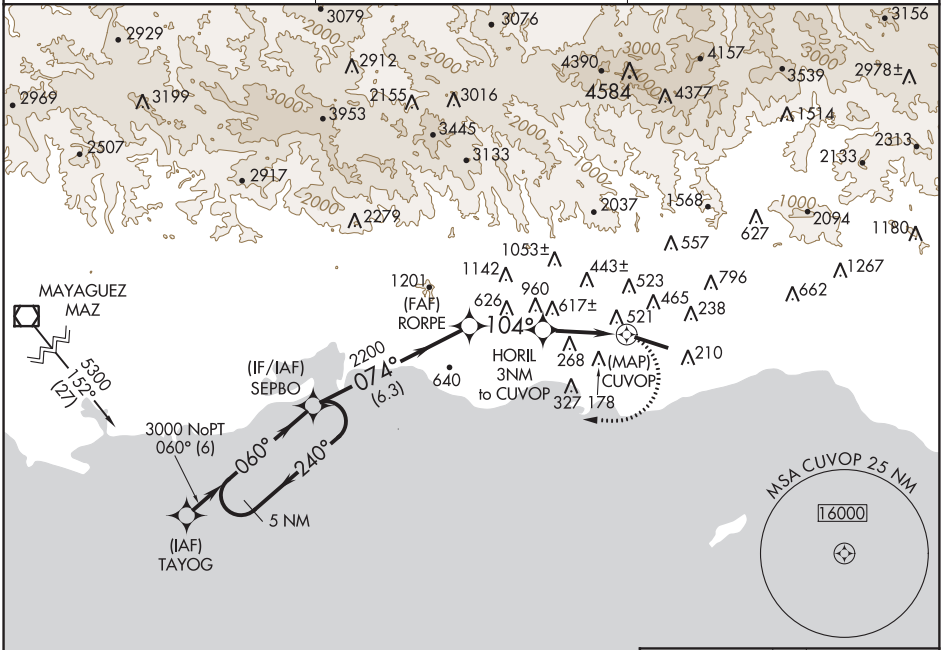
RNAV (GPS) RWY 12

MERCEDITA (PSE) (TJPS)

▼ DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received use Luis Munoz Marin Intl altimeter setting.
▲ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct SEPBO and hold.

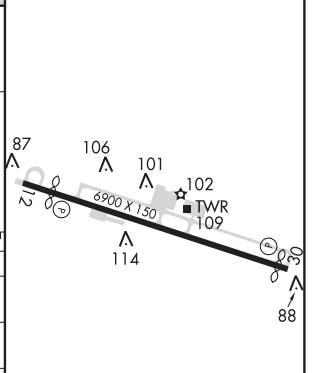
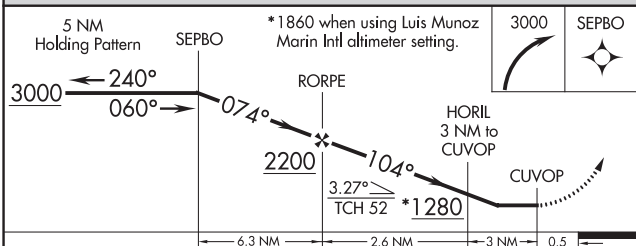
SAN JUAN CENTER 118.75 269.0	CLNC DEL 121.9	UNICOM 122.7 (CTAF) 0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 29	D	TDZE 29
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CATEGORY	A	B	C	D
LNAV MDA	880-1 851 (900-1)	880-1¼ 851 (900-1¼)	880-2½ 851 (900-2½)	880-2¾ 851 (900-2¾)
CIRCLING	880-1 851 (900-1)	880-1¼ 851 (900-1¼)	880-2½ 851 (900-2½)	880-2¾ 851 (900-2¾)
LUIS MUNOZ MARIN INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	NA			
CIRCLING	1460-1¼ 1431 (1500-1¼)	1460-1½ 1431 (1500-1½)	1460-3	1431 (1500-3)

HIRL Rwy 12-30 **0**
 REIL Rwy 12 and 30 **0**

APP CRS 299°	Rwy Idg 6652
	TDZE 27
	Apt Elev 29

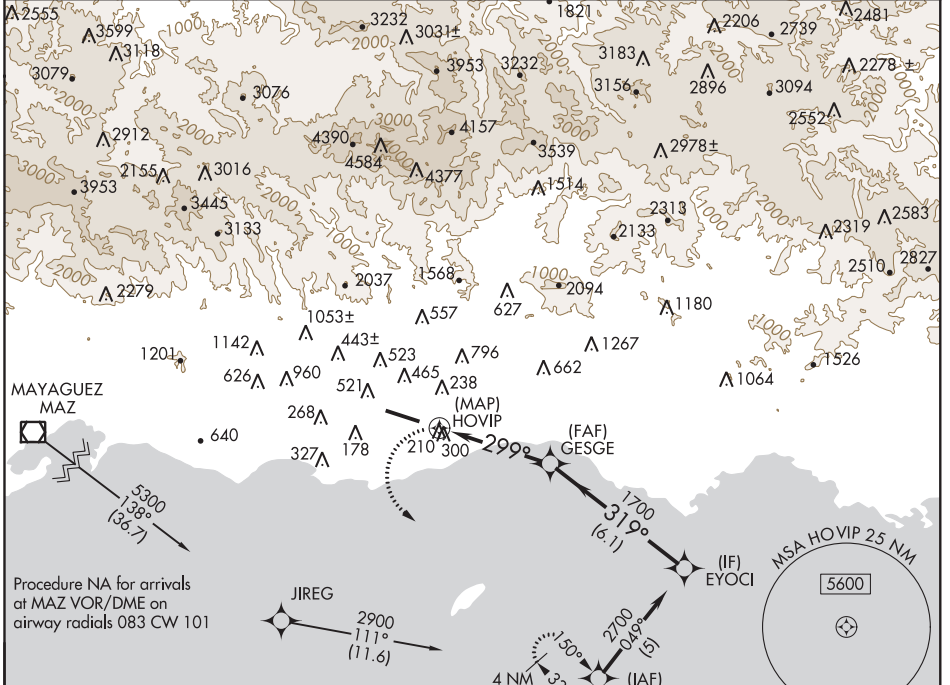
RNAV (GPS) RWY 30

MERCEDITA (PSE) (TJPS)

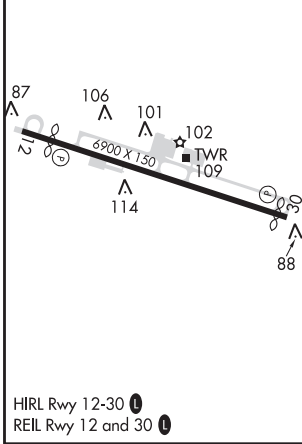
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Luis Munoz Marin Intl altimeter setting.

▲ NA MISSED APPROACH: Climbing left turn to 2900 direct CULEB and hold.

SAN JUAN CENTER 118.75 269.0	CLNC DEL 121.9	UNICOM 122.7 (CTAF) 0
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ELEV 29	D	TDZE 27
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CATEGORY	A	B	C	D
LNAV MDA	600-1	573 (600-1)	600-1½ 573 (600-1½)	600-1¾ 573 (600-1¾)
CIRCLING	840-1 811 (900-1)	840-1¼ 811 (900-1¼)	840-2½ 811 (900-2½)	840-2¾ 811 (900-2¾)

LUIS MUNOZ MARIN INTL ALTIMETER SETTING MINIMUMS

LNAV MDA	1200-1¼ 1173 (1200-1¼)	1200-1½ 1173 (1200-1½)	1200-3	1173 (1200-3)
CIRCLING	1420-1¼ 1391 (1400-1¼)	1420-1½ 1391 (1400-1½)	1420-3	1391 (1400-3)

HIRL Rwy 12-30 0
REIL Rwy 12 and 30 0

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

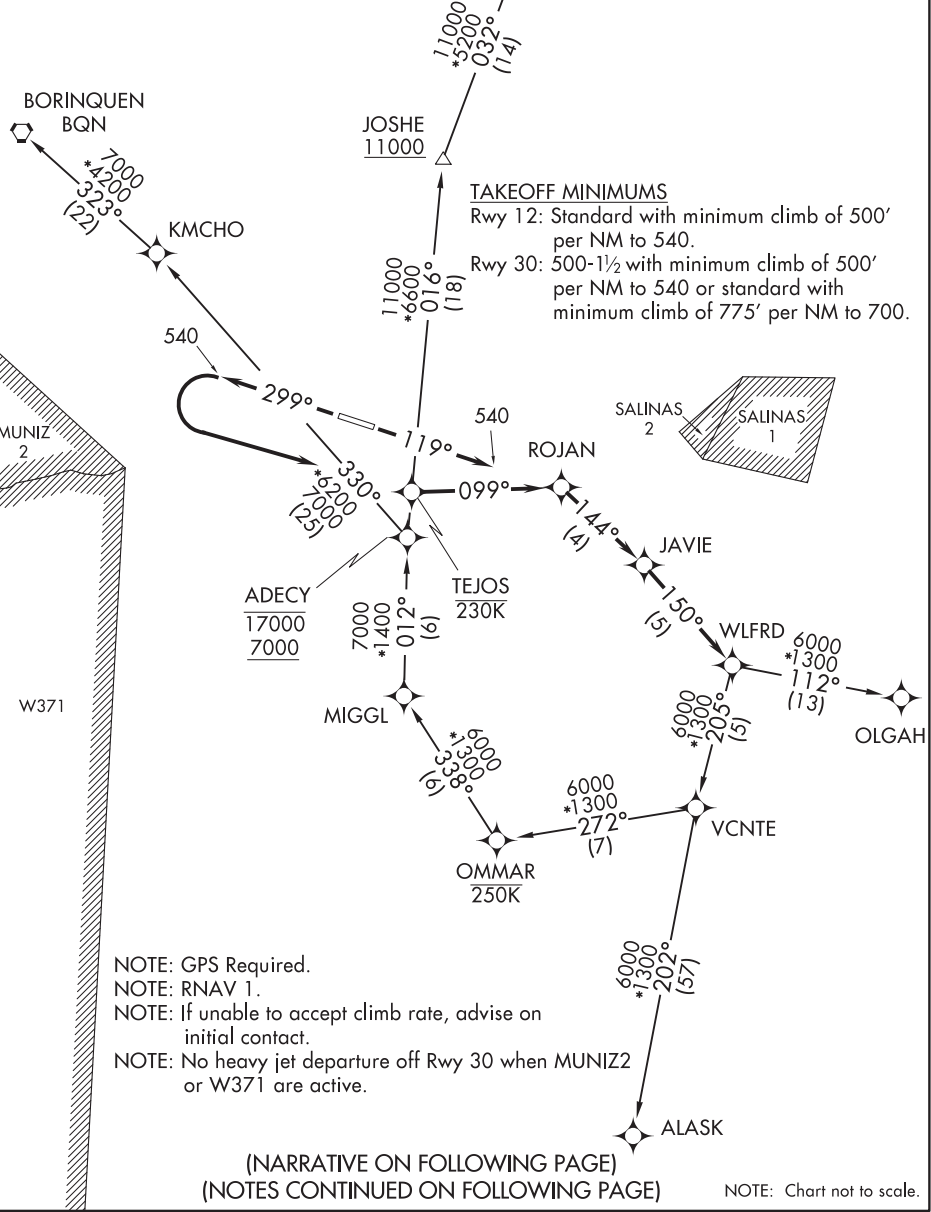
WLFRD TWO DEPARTURE (RNAV)

SL-5248 (FAA)

MERCEDITA (PSE)(TJPS)
PONCE, PUERTO RICO

CLNC DEL
121.9
CTAF
122.7
SAN JUAN CENTER
118.75 269.0

**TOP ALTITUDE:
ASSIGNED BY ATC**



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WLFRD TWO DEPARTURE (RNAV)

WLFRD TWO DEPARTURE (RNAV)

PONCE, PUERTO RICO



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)

TAKEOFF OBSTACLE NOTES

Rwy 12: Terrain and tree beginning 25' from DER, 178' left of centerline, up to 50' MSL. Terrain 118' from DER, 109' right of centerline, 43' MSL.

Pole 125' from DER, 432' right of centerline, 47' AGL/82' MSL.

Pole and terrain beginning 126' from DER, 396' right of centerline, up to 68' AGL/87' MSL. Terrain and tree beginning 207' from DER, 267' left of centerline, up to 56' MSL. Terrain and tree beginning 306' from DER, 69' left of centerline, up to 33' AGL/64' MSL. Terrain, trees, and poles beginning 322' from DER, 19' right of centerline, up to 71' AGL/88' MSL. Trees beginning 1003' from DER, 369' left of centerline, up to 33' AGL/71' MSL. Tree 2559' from DER, 448' right of centerline, 76' AGL/93' MSL. Stack 5535' from DER, 1749' right of centerline, 184' AGL/210' MSL.

Rwy 30: Pole 95' from DER, 478' left of centerline, up to 40' AGL/63' MSL.

Pole 96' from DER, 453' right of centerline, 77' MSL.

Obstruction light and pole beginning 99' from DER, 491' left of centerline, 64' MSL.

Pole 239' from DER, 443' left of centerline, 39' AGL/65' MSL.

Pole 538' from DER, 425' left of centerline, up to 68' MSL.

Pole and obstruction light on pole beginning 1013' from DER, 358' left of centerline, up to 41' AGL/74' MSL. Obstruction light on pole 1021' from DER, 281' right of centerline, up to 87' MSL. Pole and obstruction light on pole beginning 1247' from DER, 238' left of centerline, up to 43' AGL/76' MSL. Pole, tree, and obstruction light on pole beginning 4321' from DER, 705' right of centerline, up to 353' MSL.

Tree and obstruction light on pole beginning 4387' from DER, 341' right of centerline, up to 41' AGL/355' MSL. Tree 4597' from DER, 326' left of centerline, 164' MSL.

Building and antenna on building beginning 4663' from DER, 1576' right of centerline, up to 39' AGL/440' MSL. Towers and pole beginning 5092' from DER, 136' right of centerline, up to 154' AGL/522' MSL. Tree 5510' from DER, 193' left of centerline, 55' AGL/172' MSL. Tree 5869' from DER, 109' left of centerline, 34' AGL/176' MSL. Poles beginning 1 NM from DER, 513' left of centerline, up to 106' AGL/197' MSL.

Pole 1 NM from DER, 504' left of centerline, 73' AGL/216' MSL.

Pole 1.1 NM from DER, 777' right of centerline, 50' AGL/330' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

PUNTA GORDA, FLORIDA

AL-6178 (FAA)

16315

WAAS CH 48807 W04A	APP CRS 035°	Rwy Idg TDZE Apt Elev	7193 24 26
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RNAV (GPS) RWY 4

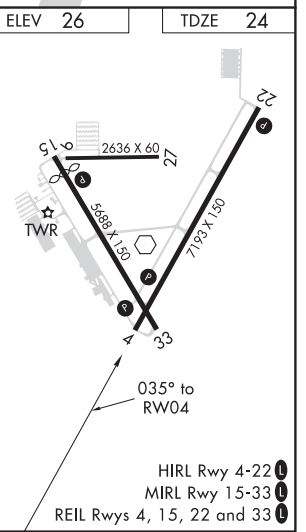
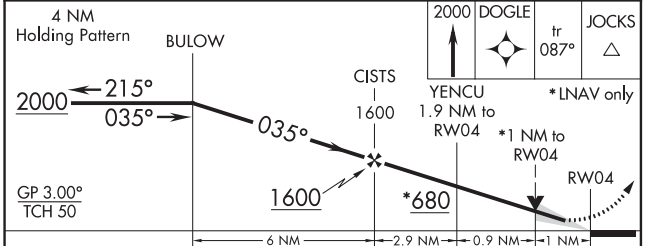
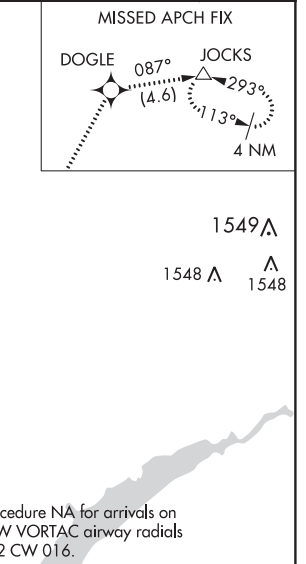
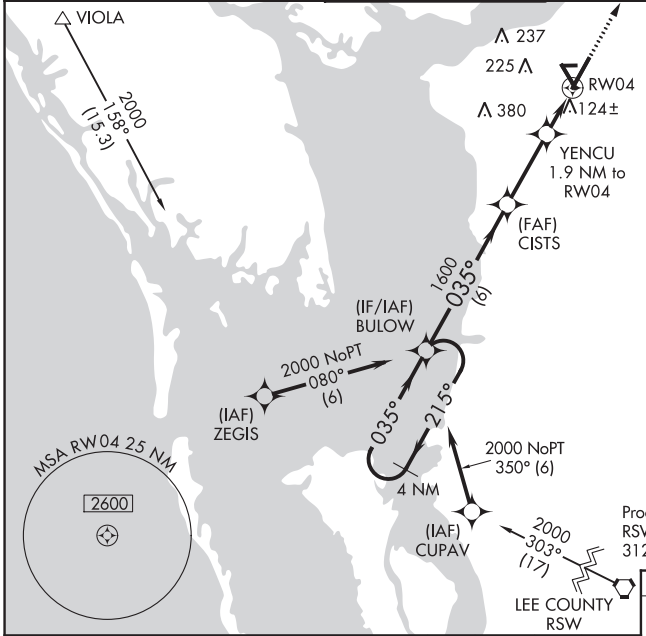
PUNTA GORDA (PGD)

⚠ 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 Page Field altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Page Field altimeter setting.

MISSED APPROACH: Climb to 2000 direct DOGLE and track 087° to JOCKS and hold.

ASOS 135.675	FORT MYERS APP CON ★ 125.15 306.2	PUNTA GORDA TOWER ★ 121.0 (CTAF) 0	GND CON 119.55
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CLNC DEL 119.55 127.05 when twr closed	UNICOM 122.975
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CATEGORY	A	B	C	D
LPV DA		224-¾	200 (200-¾)	
LNAV/VNAV DA		306-⅞	282 (300-⅞)	
LNAV MDA		380-1	356 (400-1)	
CIRCLING	440-1	580-1	600-1½	740-2¼
	414 (500-1)	554 (600-1)	574 (600-1½)	714 (800-2¼)

PUNTA GORDA, FLORIDA
Amdt 2 15OCT15

26°55'N-81°59'W

PUNTA GORDA (PGD) RNAV (GPS) RWY 4

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

- HIRL Rwy 4-22 **0**
- MIRL Rwy 15-33 **0**
- REIL Rws 4, 15, 22 and 33 **0**

WAAS CH 86307 W15A	APP CRS 155°	Rwy Idg TDZE Apt Elev	5127 21 26
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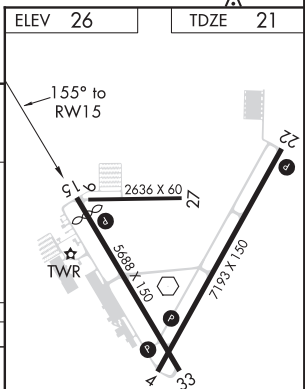
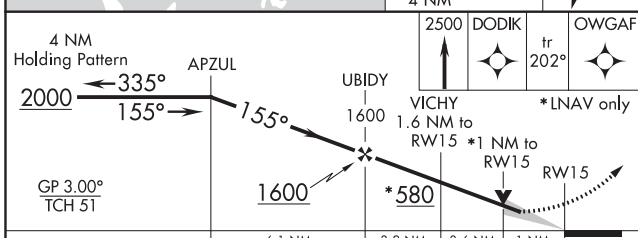
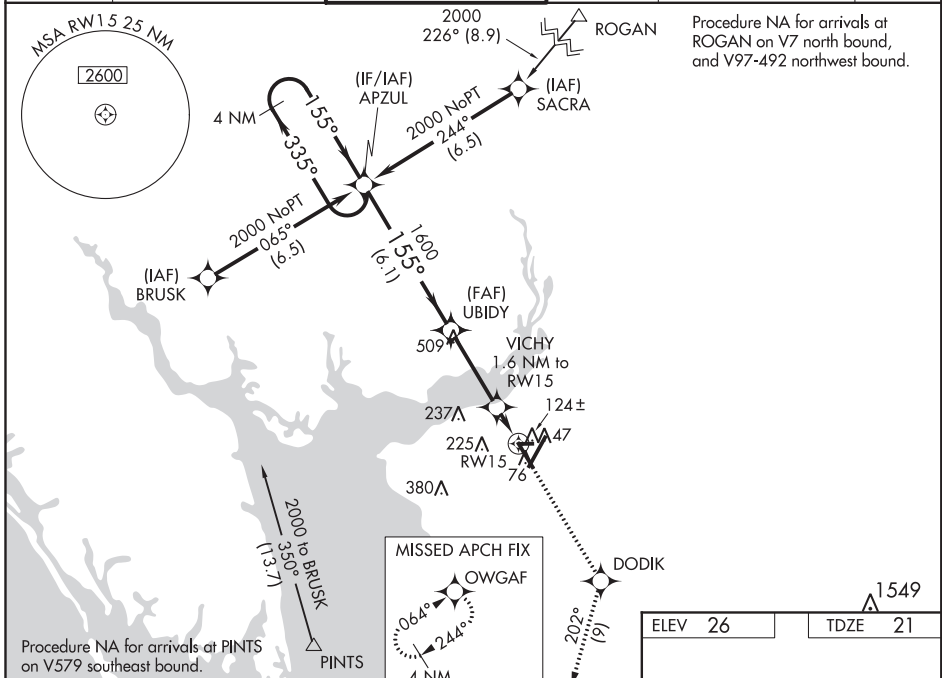
RNAV (GPS) RWY 15

PUNTA GORDA (PGD)

⚠ 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 Page Field altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats, and LNAV Cats C/D ¼ mile, and increase Circling Cats C/D ¼ mile. Baro-VNAV and VDP NA when using Page Field altimeter setting.

⚠ MISSED APPROACH: Climb to 2500 direct DODIK and track 202° to OWGAF and hold.

ASOS 135.675	FORT MYERS APP CON * 125.15 306.2	PUNTA GORDA TOWER * 121.0 (CTAF) 0	GND CON 119.55	CLNC DEL 119.55 127.05 when twr closed	UNICOM 122.975
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CATEGORY	A	B	C	D
LPV DA		271-¾	250 (300-¾)	
LNAV/VNAV DA		306-1	285 (300-1)	
LNAV MDA		380-1	359 (400-1)	
CIRCLING	440-1	580-1	600-1½	740-2¼
	414 (500-1)	554 (600-1)	574 (600-1½)	714 (800-2¼)

HIRL Rwy 4-22
MIRL Rwy 15-33
REIL Rws 4, 15, 22 and 33

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45905 W22A	APP CRS 215°	Rwy Idg TDZE 26 Apt Elev 26	7193
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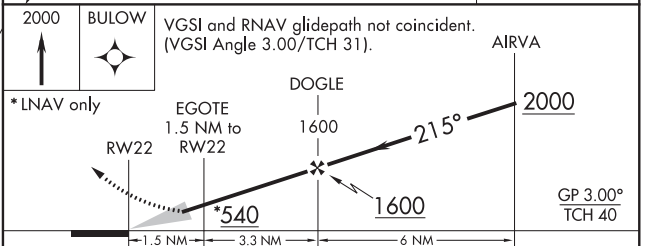
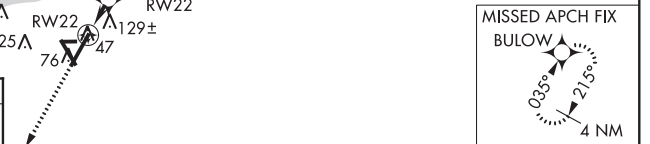
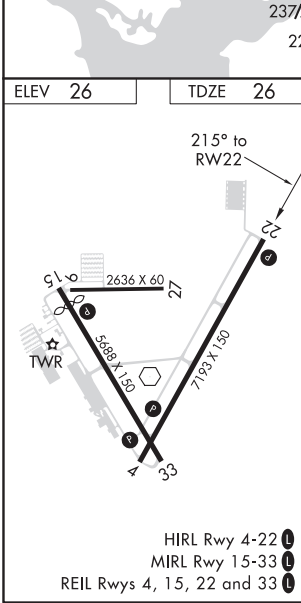
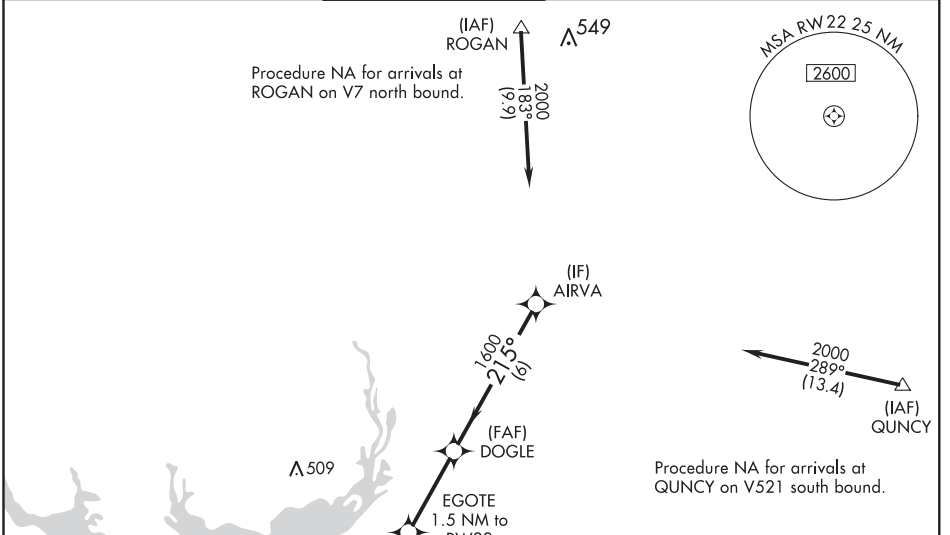
RNAV (GPS) RWY 22

PUNTA GORDA (PGD)

⚠ 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 Page Field altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LPV and LNAV/VNAV visibility all Cats and, LNAV Cats C/D 1/8 mile and Circling Cats C/D 1/4 mile. Baro-VNAV NA when using Page Field altimeter setting.

MISSED APPROACH:
Climb to 2000 direct BULOW and hold.

ASOS 135.675	FORT MYERS APP CON * 125.15 306.2	PUNTA GORDA TOWER * 121.0 (CTAF) 0	GND CON 119.55	CLNC DEL 119.55 127.05 when twr closed	UNICOM 122.975
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CATEGORY	A	B	C	D
LPV DA		276-7/8	250 (300-7/8)	
LNAV/VNAV DA		310-1	284 (300-1)	
LNAV MDA		380-1	354 (400-1)	
CIRCLING	440-1	580-1	600-1½	740-2¼
	414 (500-1)	554 (600-1)	574 (600-1½)	714 (800-2¼)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93507 W33A	APP CRS 335°	Rwy Idg TDZE Apt Elev	5688 23 26
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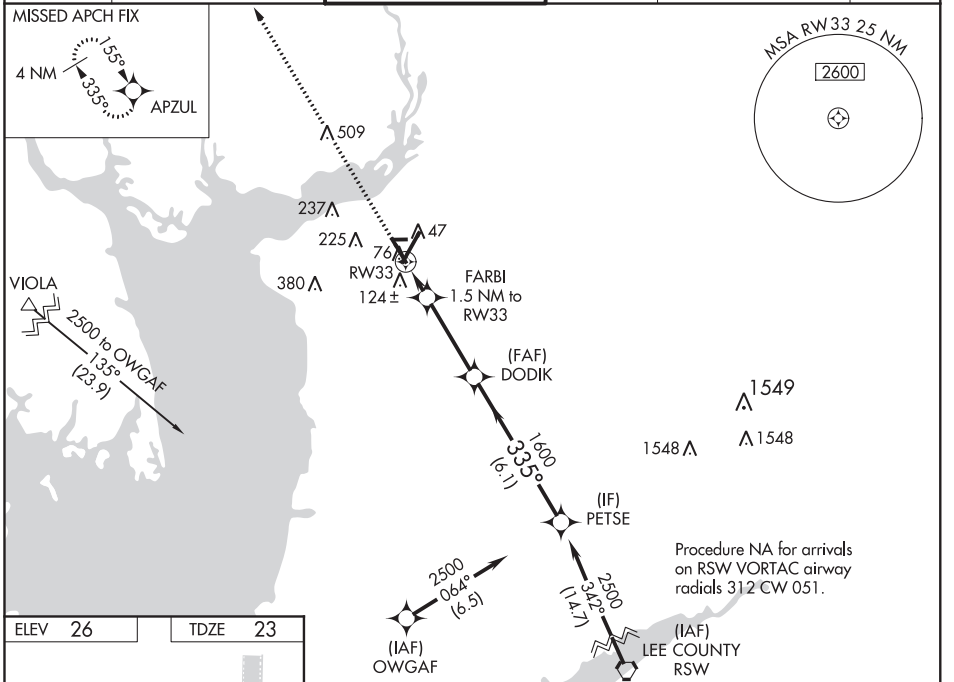
RNAV (GPS) RWY 33

PUNTA GORDA (PGD)

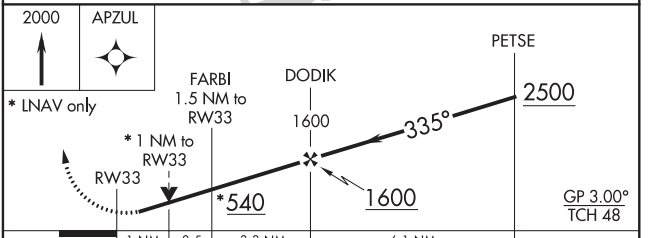
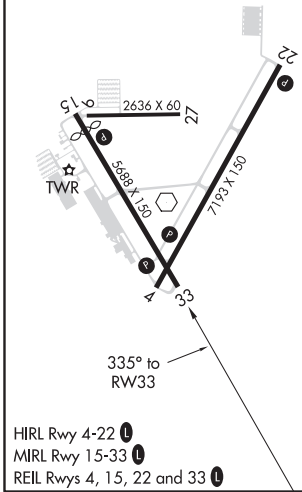
▼ Baro-VNAV and VDP NA when using Page Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
▲ When local altimeter setting not received, use Page Field altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C and D visibility ½ mile, and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2000 direct APZUL and hold.

ASOS 135.675	FORT MYERS APP CON * 125.15 306.2	PUNTA GORDA TOWER * 121.0 (CTAF) 0	GND CON 119.55	CLNC DEL 119.55 127.05 when twr closed	UNICOM 122.975
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ELEV 26	TDZE 23
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CATEGORY	A	B	C	D
LPV DA		273-¾	250 (300-¾)	
LNAV/VNAV DA		305-7/8	282 (300-7/8)	
LNAV MDA		380-1	357 (400-1)	
CIRCLING	440-1	580-1	600-1½	740-2¼
	414 (500-1)	554 (600-1)	574 (600-1½)	714 (800-2¼)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VOR PGD 110.2	APP CRS 025°	Rwy Idg TDZE Apt Elev	7193 24 26
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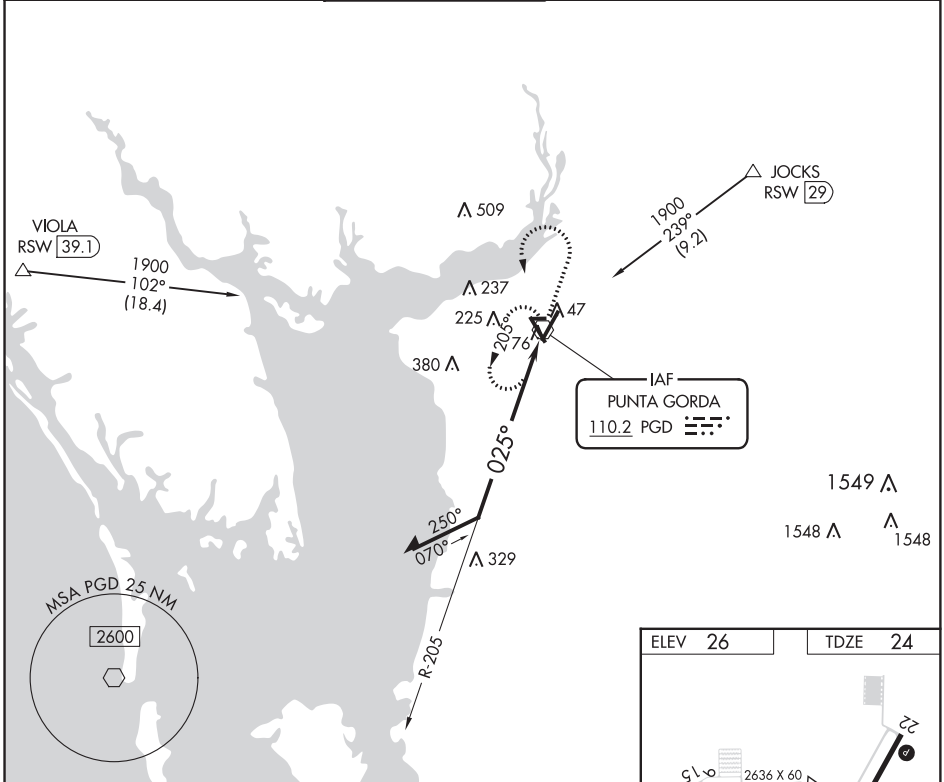
VOR RWY 4

PUNTA GORDA (PGD)

▼ When local altimeter setting not received, use Page Field altimeter setting and increase all MDA 60 feet; increase S-4 Cats C/D and Circling Cat C visibility 1/8 mile and Circling Cat D visibility 1/4 mile.

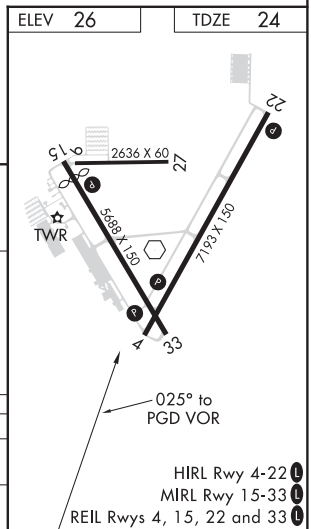
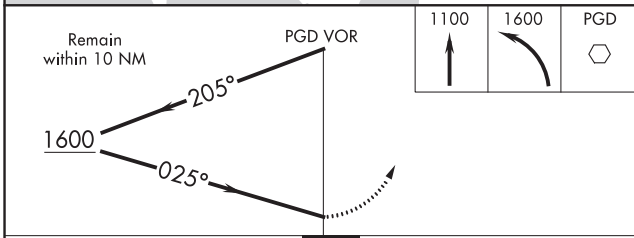
MISSED APPROACH: Climb to 1100 then climbing left turn to 1600 direct PGD VOR and hold.

ASOS 135.675	FORT MYERS APP CON ★ 125.15 306.2	PUNTA GORDA TOWER ★ 121.0 (CTAF) 0	GND CON 119.55	CLNC DEL 119.55 127.05 when twr closed	UNICOM 122.975
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-4	680-1	656 (700-1)	680-1 7/8	656 (700-1 7/8)
C CIRCLING	680-1	654 (700-1)	680-1 7/8 654 (700-1 7/8)	740-2 1/4 714 (800-2 1/4)

VOR PGD 110.2	APP CRS 222°	Rwy Idg TDZE Apt Elev	7193 26 26
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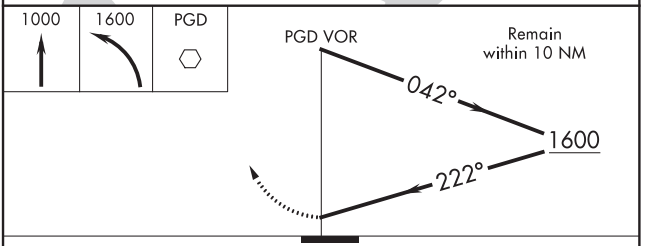
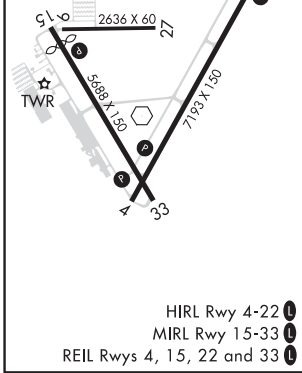
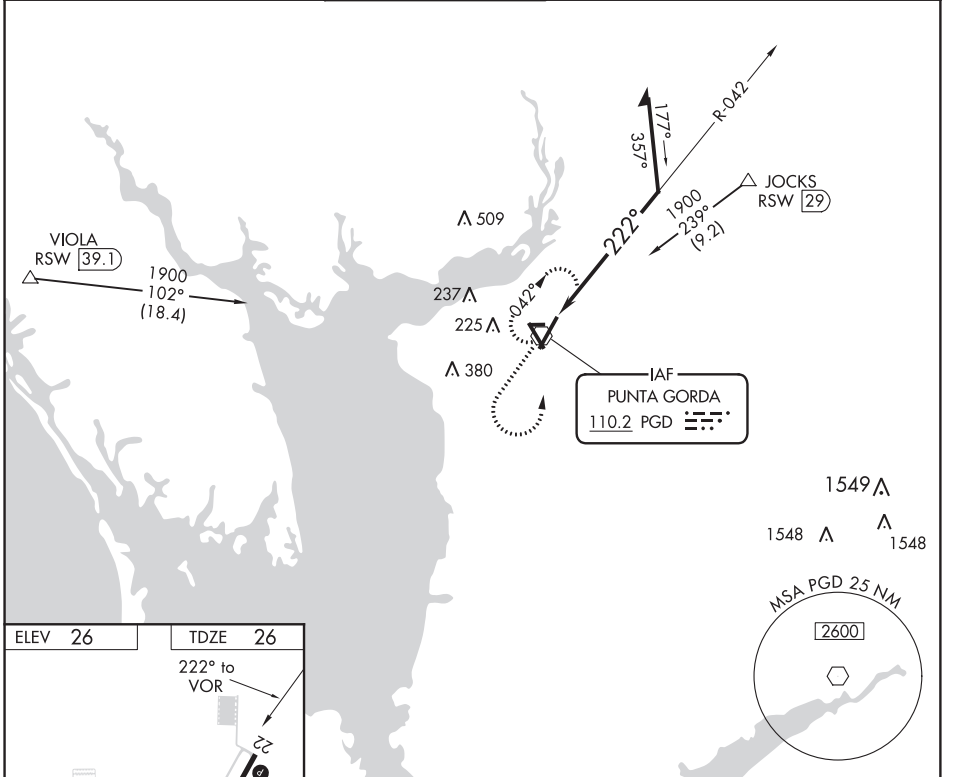
VOR RWY 22

PUNTA GORDA (PGD)

▽ When local altimeter setting not received, use Page Field altimeter setting and increase all MDA 60 feet; increase S-22 Cats C and D visibility 1/8 mile and increase Circling Cats C and D visibility 1/4 mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct PGD GORDA VOR and hold.

ASOS 135.675	FORT MYERS APP CON ★ 125.15 306.2	PUNTA GORDA TOWER ★ 121.0 (CTAF) 0	GND CON 119.55	CLNC DEL 119.55 127.05 when twr closed	UNICOM 122.975
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CATEGORY	A	B	C	D
S-22	560-1	534 (600-1)	560-1½	534 (600-1½)
C CIRCLING	560-1 534 (600-1)	580-1 554 (600-1)	600-1½ 574 (600-1½)	740-2¼ 714 (800-2¼)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-6178 (FAA)

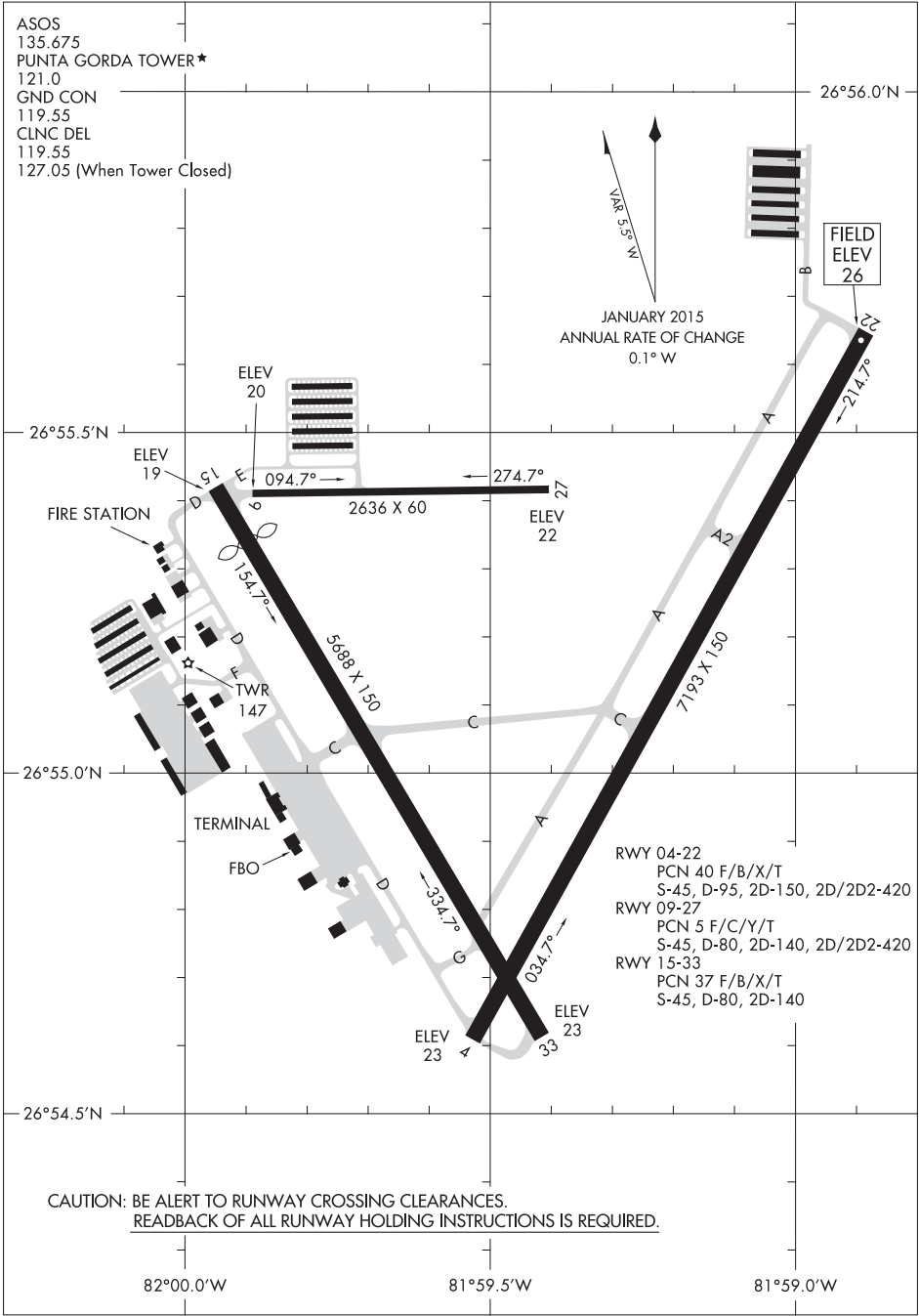
PUNTA GORDA (PGD)
PUNTA GORDA, FLORIDA

ASOS
135.675
PUNTA GORDA TOWER ★
121.0
GND CON
119.55
CLNC DEL
119.55
127.05 (When Tower Closed)

↑
VAR 5.5° N
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 04-22
PCN 40 F/B/X/T
S-45, D-95, 2D-150, 2D/2D2-420

RWY 09-27
PCN 5 F/C/Y/T
S-45, D-80, 2D-140, 2D/2D2-420

RWY 15-33
PCN 37 F/B/X/T
S-45, D-80, 2D-140

AIRPORT DIAGRAM

LOC/DME I-GUH 111.1 Chan 48	APP CRS 312°	Rwy Idg 5925 TDZE 8 Apt Elev 10
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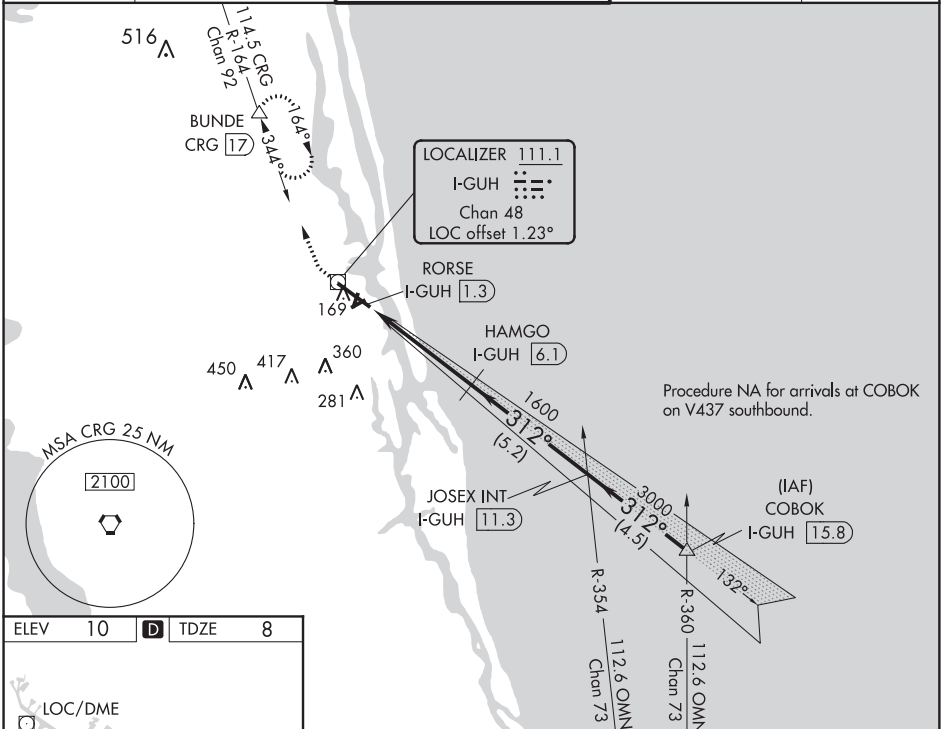
ILS or LOC/DME RWY 31

NORTHEAST FLORIDA RGNL (SGJ)

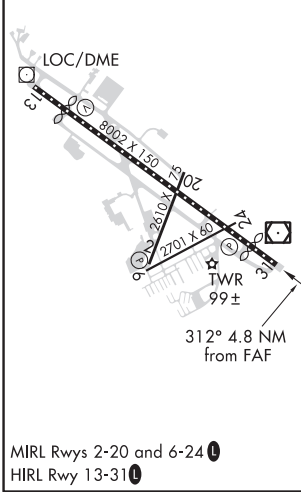
▼ DME REQUIRED. When local altimeter setting not received, use Jacksonville NAS (Towers Field) altimeter setting and increase all DA 57 feet and all MDA 60 feet, and increase S-ILS 31 all Cats and Circling Cat C visibility ¼ mile. VDP NA with Jacksonville NAS (Towers Field) altimeter setting.

MISSED APPROACH: Climb to 3000 on heading 312° and CRG R-164 to BUNDE/CRG 17 DME and hold, continue climb-in-hold to 3000.

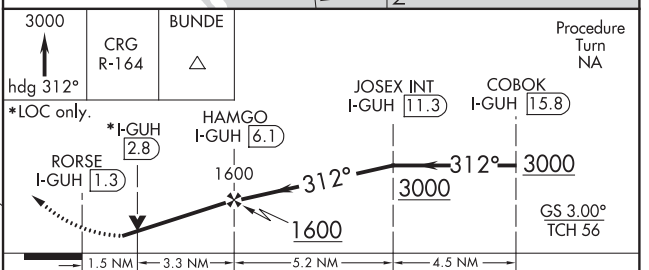
ATIS 119.625	JACKSONVILLE APP CON 120.75	ST AUGUSTINE TOWER ★ 127.625 (CTAF) 269.475	GND CON 121.175 251.125	UNICOM 122.95
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ELEV 10	D	TDZE 8
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MIRL Rwy 2-20 and 6-24
HIRL Rwy 13-31



CATEGORY	A	B	C	D
S-ILS 31	258-¾ 250 (300-¾)			
S-LOC 31	520-1	512 (600-1)	520-1½ 512 (600-1½)	520-1¾ 512 (600-1¾)
CIRCLING	520-1 510 (600-1)	580-1 570 (600-1)	580-1½ 570 (600-1½)	580-2 570 (600-2)

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SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77711	APP CRS 130°	Rwy ldg TDZE Apt Elev	6144 10 10
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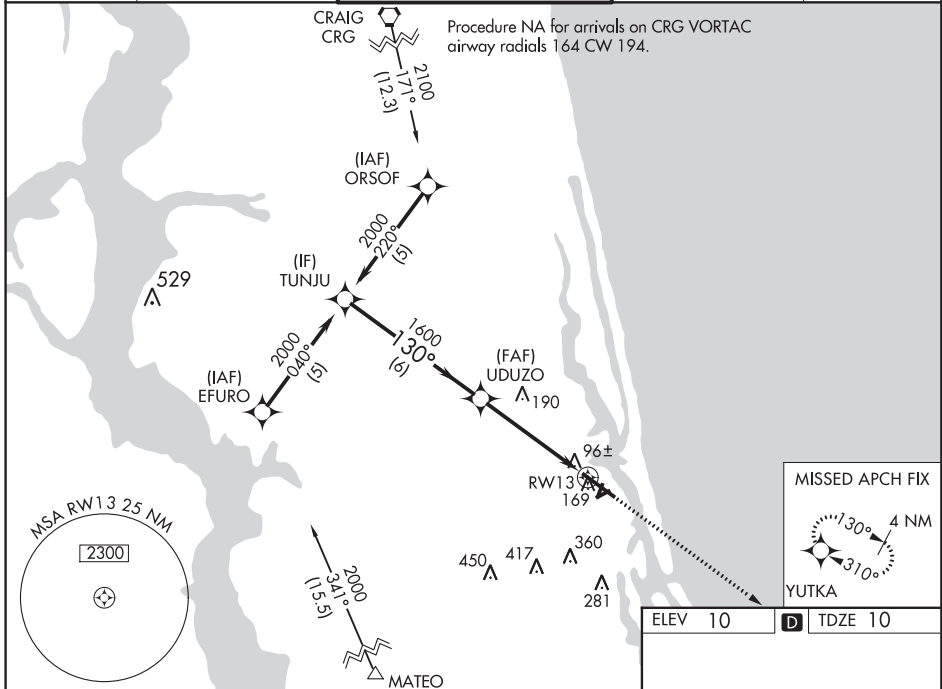
RNAV (GPS) RWY 13

NORTHEAST FLORIDA RGNL (SGJ)

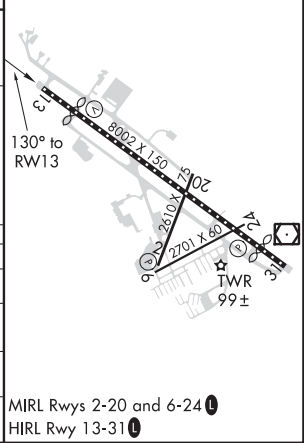
▼ Baro-VNAV NA when using Jacksonville NAS/Towers Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Jacksonville NAS (Towers Field) altimeter setting and increase all DA 57 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cat C and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct YUTKA and hold.

ATIS 119.625	JACKSONVILLE APP CON 120.75	ST AUGUSTINE TOWER ★ 127.625 (CTAF) 269.475	GND CON 121.175 251.125	UNICOM 122.95
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Procedure Turn NA	TUNJU	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 44).		2000	YUTKA
GP 3.00° TCH 58	130°		1600	RW13	
CATEGORY	A	B	C	D	
LPV DA		357-1¼	347 (400-1¼)		
LNAV/DA VNAV		391-1¼	381 (400-1¼)		
LNAV MDA	460-1	450 (500-1)	460-1¼ 450 (500-1¼)	460-1½ 450 (500-1½)	
CIRCLING	480-1 470 (500-1)	580-1 570 (600-1)	580-1½ 570 (600-1½)	580-2 570 (600-2)	



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ST. AUGUSTINE, FLORIDA

AL-692 (FAA)

16091

WAAS CH 77727 W31A	APP CRS 310°	Rwy Idg TDZE Apt Elev	5925 8 10
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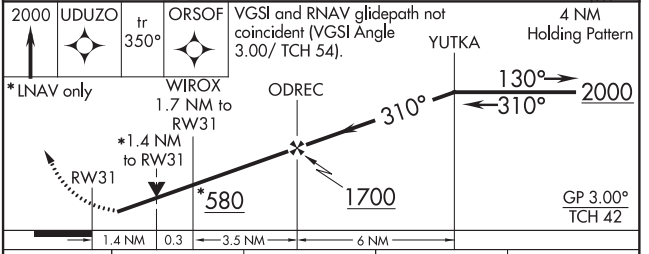
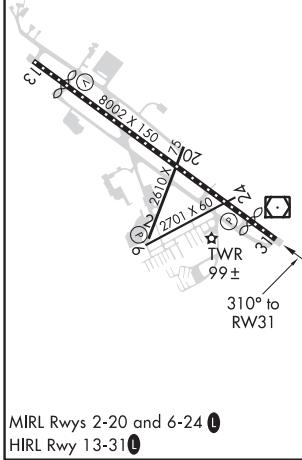
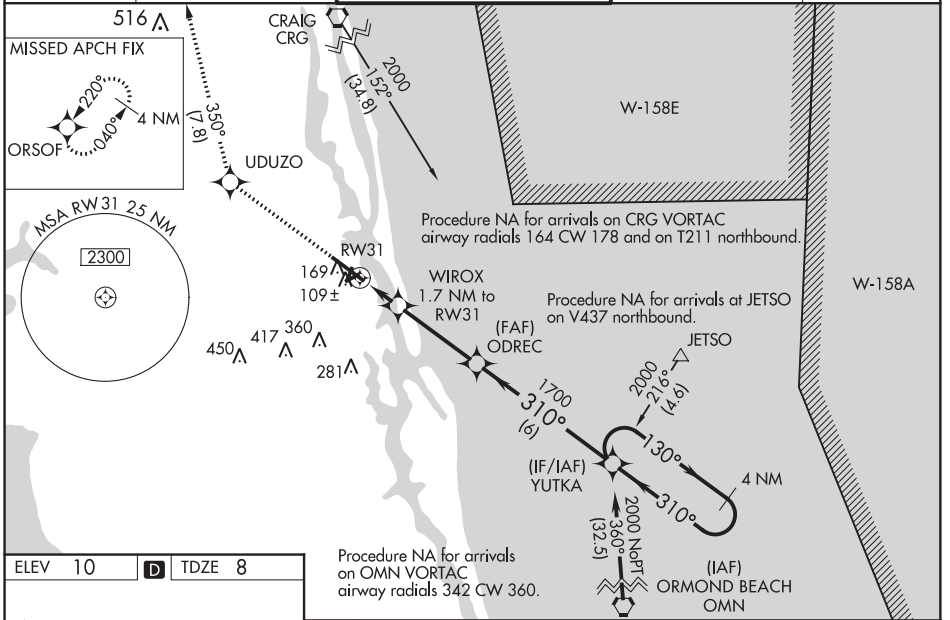
RNAV (GPS) RWY 31

NORTHEAST FLORIDA RGNL (SGJ)

⚠ Baro-VNAV and VDP NA when using Jacksonville NAS (Towers Field) altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jacksonville NAS (Towers Field) altimeter setting and increase all DA 57 feet and all MDA 60 feet; increase LPV all Cats visibility 1/8 mile and increase LNAV/VNAV all Cats and LNAV Cats C/D and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 2000 direct UDUZO and on track 350° to ORSOFF and hold.

ATIS 119.625	JACKSONVILLE APP CON 120.75	ST AUGUSTINE TOWER ★ 127.625 (CTAF) 269.475	GND CON 121.175 251.125	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		258-7/8	250 (300-7/8)	
LNAV/VNAV DA		292-7/8	284 (300-7/8)	
LNAV MDA	520-1	512 (600-1)	520-1 3/8	512 (600-1 1/8)
CIRCLING	520-1 510 (600-1)	580-1 570 (600-1)	580-1 1/2 570 (600-1 1/2)	580-2 570 (600-2)

ST. AUGUSTINE, FLORIDA
Amdt 1D 20AUG15

29°58'N-81°20'W

NORTHEAST FLORIDA RGNL (SGJ) RNAV (GPS) RWY 31

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME SGJ	APP CRS	Rwy Idg 6144
109.4	128°	TDZE 10
Chan 31		Apt Elev 10

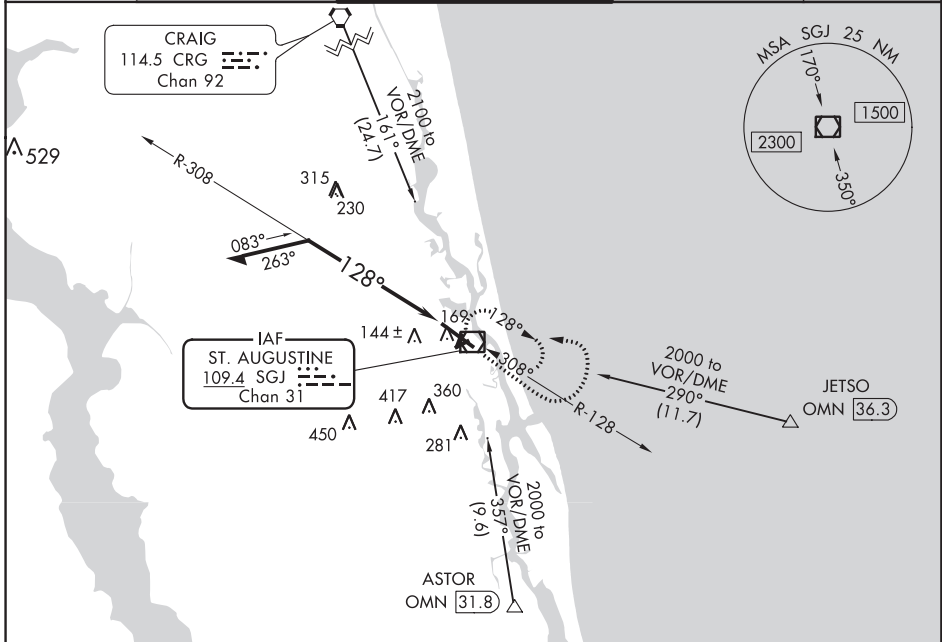
VOR RWY 13

NORTHEAST FLORIDA RGNL (SGJ)

▽ When local altimeter not received, use Jacksonville NAS (Towers Field) altimeter setting and increase all MDA 60 feet and S-13 visibility Cat C/D and Circling Cat C 1/8 mile. Helicopter visibility reduction below 3/4 SM NA.

▲ MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct SGJ VOR/DME and hold.

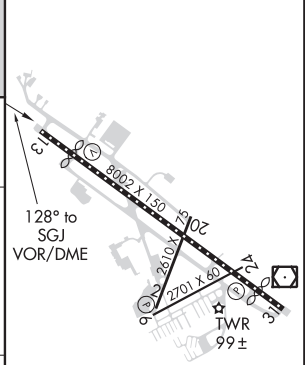
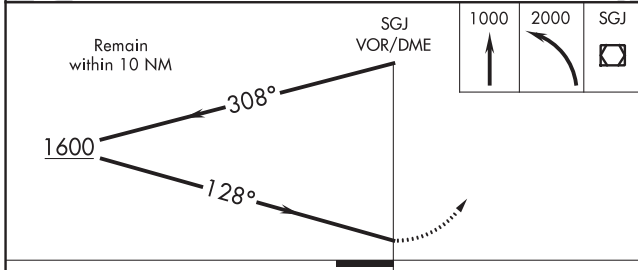
ATIS 119.625	JACKSONVILLE APP CON 120.75	ST AUGUSTINE TOWER ★ 127.625 (CTAF) 269.475	GND CON 121.175 251.125	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 10	D TDZE 10
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CATEGORY	A	B	C	D
S-13	620-1	610 (700-1)	620-1 3/4	610 (700-1 3/4)
CIRCLING	620-1	610 (700-1)	620-1 3/4 610 (700-1 3/4)	620-2 610 (700-2)

MIRL Rwy 2-20 and 6-24
HIRL Rwy 13-31

AIRPORT DIAGRAM

AL-692 (FAA)

NORTHEAST FLORIDA RGNL (SGJ)
ST. AUGUSTINE, FLORIDA

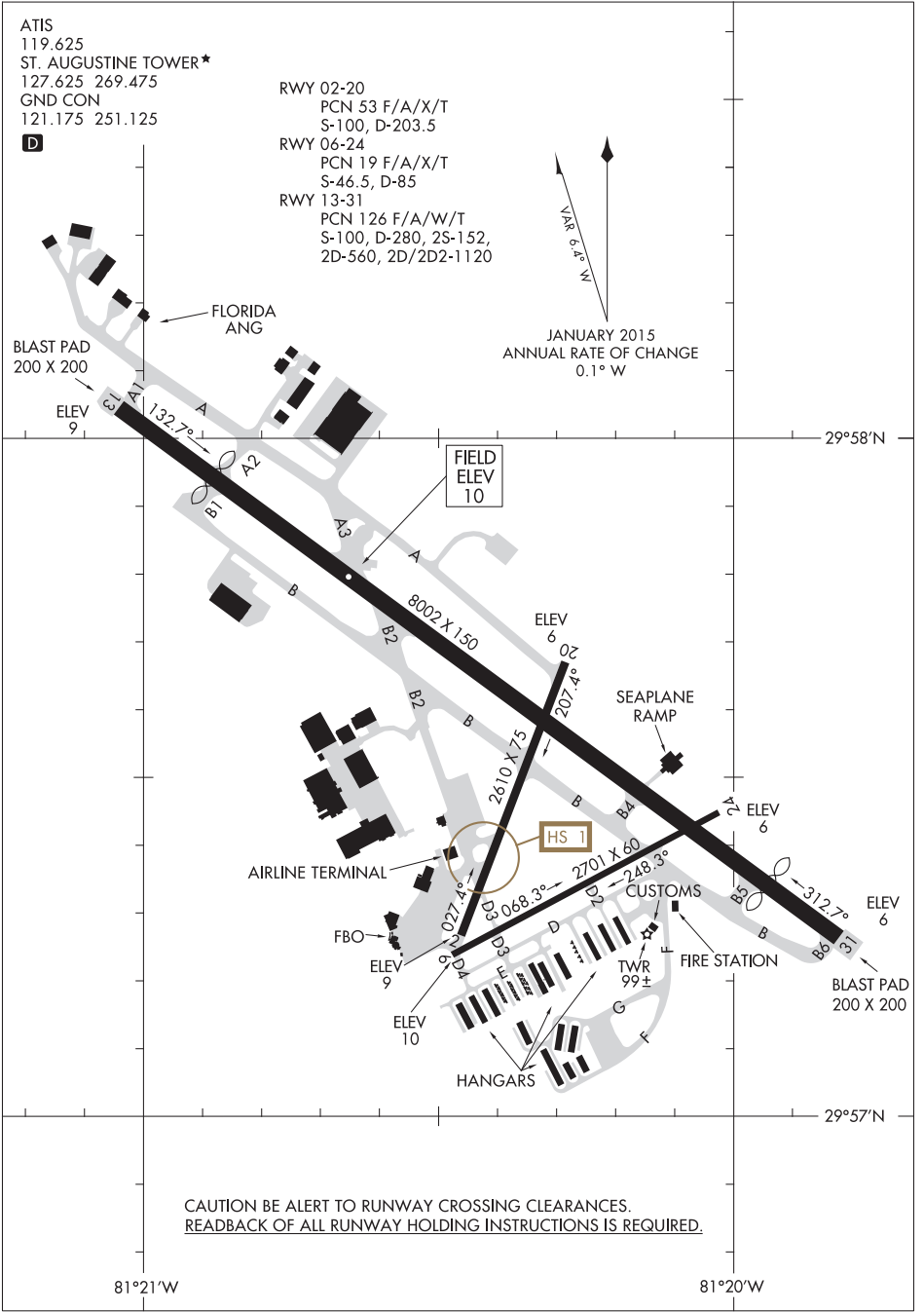
ATIS
119.625
ST. AUGUSTINE TOWER*
127.625 269.475
GND CON
121.175 251.125

RWY 02-20
PCN 53 F/A/X/T
S-100, D-203.5
RWY 06-24
PCN 19 F/A/X/T
S-46.5, D-85
RWY 13-31
PCN 126 F/A/W/T
S-100, D-280, 2S-152,
2D-560, 2D/2D2-1120

VAR 5° 4' N
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

15120

ST. AUGUSTINE, FLORIDA
NORTHEAST FLORIDA RGNL (SGJ)

APP CRS	Rwy Idg	2919
067°	TDZE	7
	Apt Elev	7

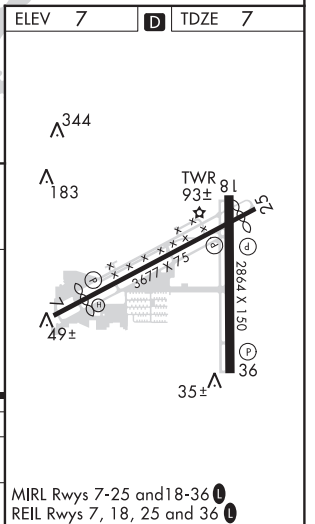
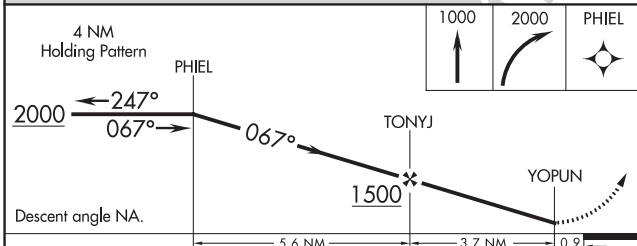
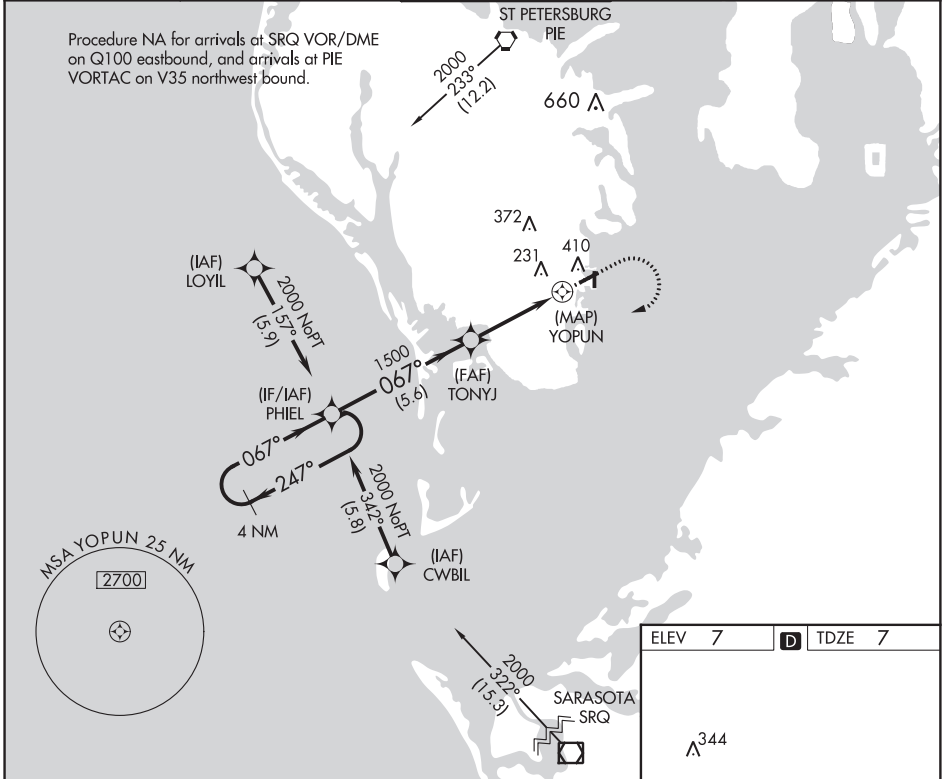
RNAV (GPS) RWY 7

ALBERT WHITTED (SPG)

▼ Night landing: Rwy 36 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet, LNAV Cir C visibility 1/8 mile and Circling Cir C visibility 1/4 mile.

▲ MISSED APPROACH: Climb to 1000 then climbing right turn 2000 direct PHIEL and hold.

ASOS 118.875	TAMPA APP CON 119.65 316.05 (EAST) 125.3 316.05 (WEST)	ALBERT WHITTED TOWER * 127.4 (CTAF) 0 257.6	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	660-1	653 (700-1)	660-1 1/8 653 (700-1 1/8)	NA
CIRCLING	720-1	713 (800-1)	720-2 713 (800-2)	NA

MIRL Rws 7-25 and 18-36
REIL Rws 7, 18, 25 and 36

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 7

ST. PETERSBURG, FLORIDA

AL-613 (FAA)

16259

APP CRS 172°	Rwy Idg	2864
	Rwy Idg (night only)	2824
	TDZE	6
	Apt Elev	7

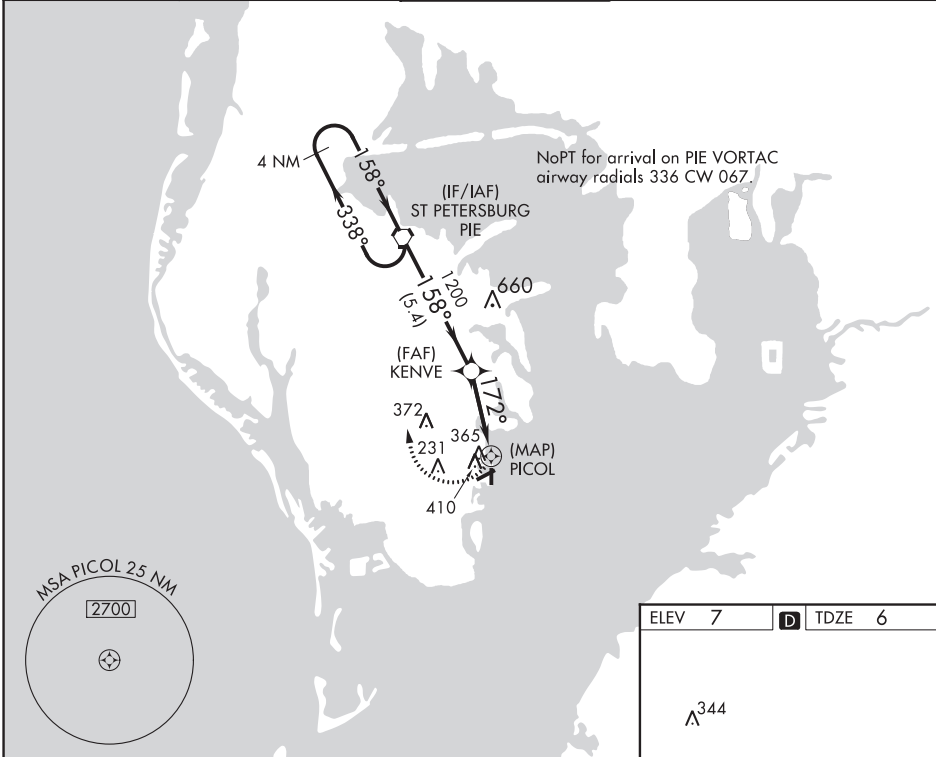
RNAV (GPS) RWY 18

ALBERT WHITTED (SPG)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet, and Circling Cat B visibility $\frac{1}{4}$ mile. VDP NA with Tampa Intl altimeter setting. Night Landing: Rwy 36 NA.

MISSED APPROACH: Climbing right turn to 2000 direct PIE VORTAC and hold.

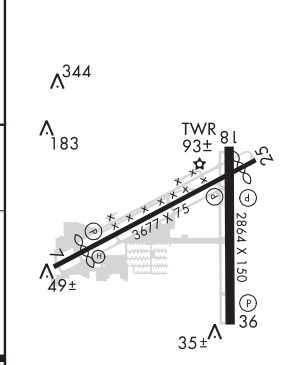
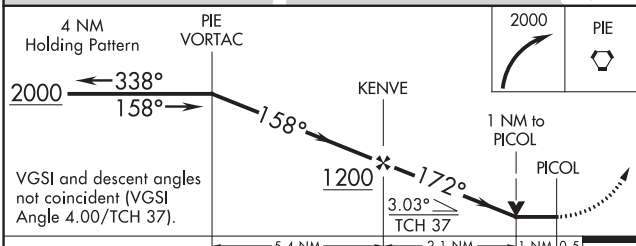
ASOS 118.875	TAMPA APP CON 119.65 316.05 (EAST) 125.3 316.05 (WEST)	ALBERT WHITTED TOWER * 127.4 (CTAF) 0 257.6	GND CON 121.8	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 7	D TDZE 6
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CATEGORY	A	B	C	D
LNAV MDA	680-1	674 (700-1)		NA
CIRCLING	720-1	713 (800-1)		NA

MIRL Rwy 7-25 and 18-36
REIL Rwy 7, 18, 25 and 36

ST. PETERSBURG, FLORIDA
Orig-D 28APR16

27°46'N-82°38'W

ALBERT WHITTED (SPG)

RNAV (GPS) RWY 18

ST. PETERSBURG, FLORIDA

AL-613 (FAA)

16259

APP CRS	Rwy Idg	2864
005°	TDZE	6
	Apt Elev	7

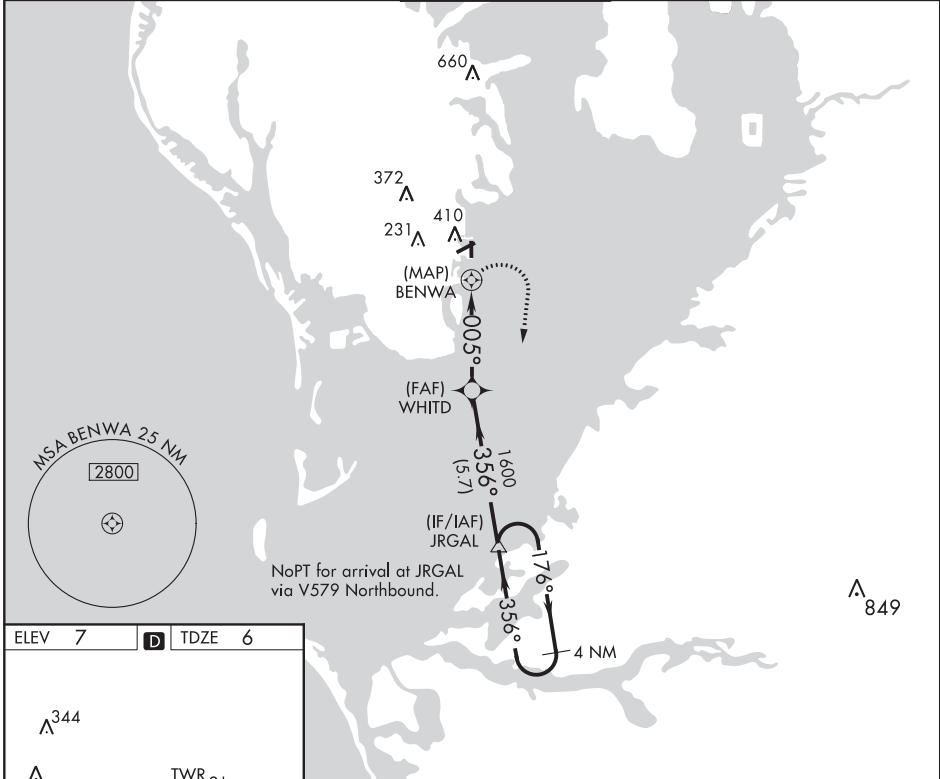
RNAV (GPS) RWY 36

ALBERT WHITTED (SPG)

▼ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet and Circling Cat B visibility 1/4 mile.

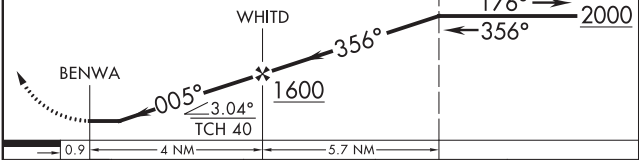
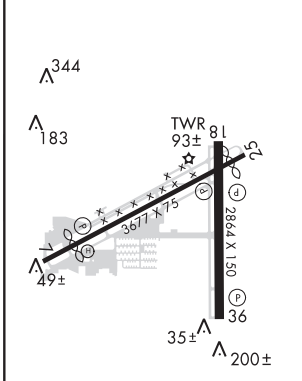
▲ MISSED APPROACH: Climbing right turn to 2000 direct JRGAL and hold.

ASOS 118.875	TAMPA APP CON 119.65 316.05 (EAST) 125.3 316.05 (WEST)	ALBERT WHITTED TOWER * 127.4 (CTAF) 0 257.6	GND CON 121.8	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 7	D	TDZE 6
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MIRL Rwy 7-25 and 18-36
REIL Rwy 7, 18, 25 and 36

ST. PETERSBURG, FLORIDA
Amdt 1 25SEP08

27°46'N-82°38'W

ALBERT WHITTED (SPG)

RNAV (GPS) RWY 36

ST. PETERSBURG, FLORIDA

AL-613 (FAA)

16259

VORTAC PIE 116.4 Chan 111	APP CRS 164°	Rwy Idg Rwy Idg (night only) TDZE Apt Elev	2864 2825 6 7
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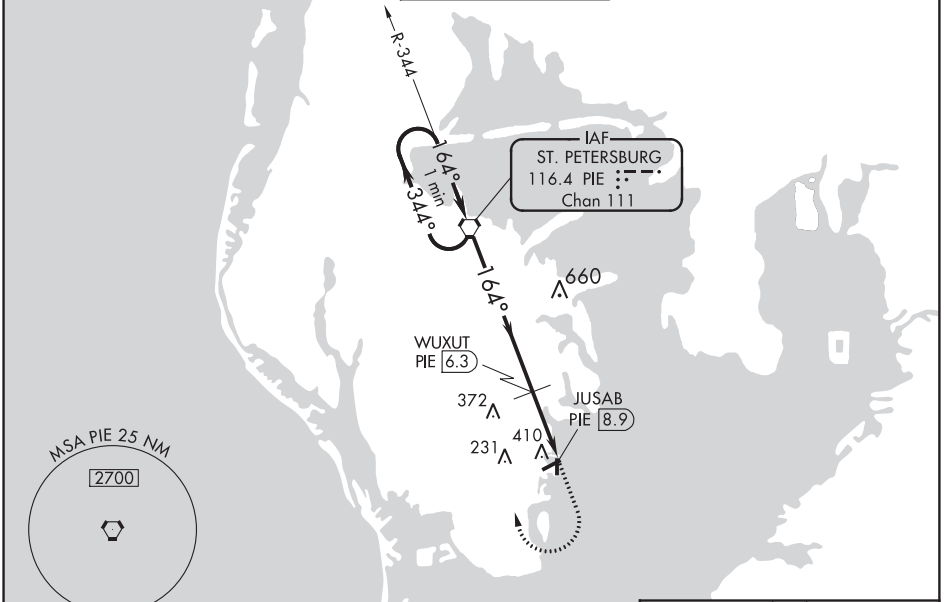
VOR RWY 18

ALBERT WHITTED (SPG)

▽ VDP NA with Tampa Intl altimeter setting. Night landing: Rwy 36 NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

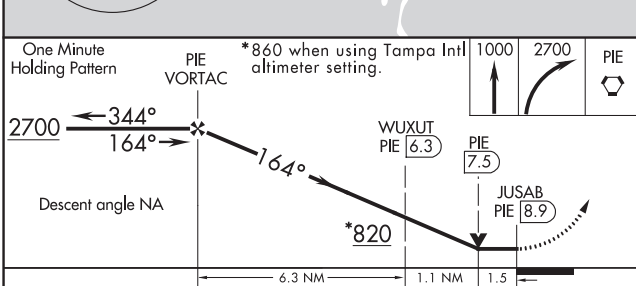
▲ MISSED APPROACH: Climb to 1000 then climbing right turn to 2700 direct PIE VORTAC and hold.

ASOS 118.875	TAMPA APP CON 119.65 316.05 (EAST) 125.3 316.05 (WEST)	ALBERT WHITTED TOWER * 127.4 (CTAF) 0 257.6	GND CON 121.8	UNICOM 122.95
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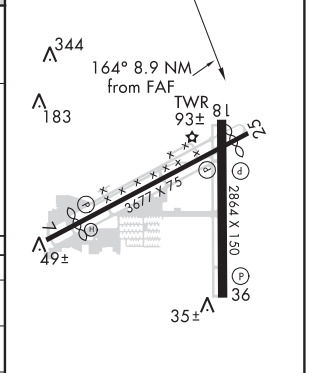


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 7	D TDZE 6
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CATEGORY	A	B	C	D
S-18	820-1 814 (900-1)	820-1¼ 814 (900-1¼)		NA
C CIRCLING	820-1¼	813 (900-1¼)		NA
WUXUT FIX MINIMUMS (DME REQUIRED)				
S-18	660-1	654 (700-1)		NA
C CIRCLING	720-1	713 (800-1)		NA

MIRL Rwy 7-25 and 18-36	0
REIL Rwy 7, 18, 25 and 36	0
FAF to MAP 8.9 NM	
Knots	60 90 120 150 180
Min:Sec	8:54 5:56 4:27 3:34 2:58

ST. PETERSBURG, FLORIDA
Amdt 9A 28APR16

27°46'N-82°38'W

ALBERT WHITTED (SPG)

VOR RWY 18


ILS or LOC RWY 18

ST PETE-CLEARWATER INTL (PIE)

LOC I-PIE 109.1	APP CRS 176°	Rwy Idg TDZE Apt Elev	9180 7 11
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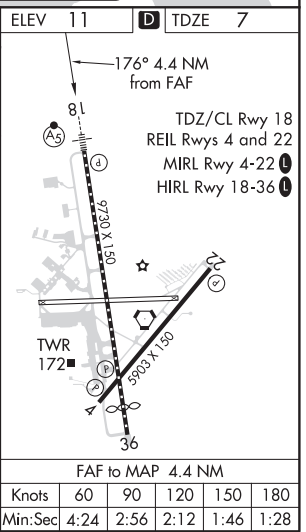
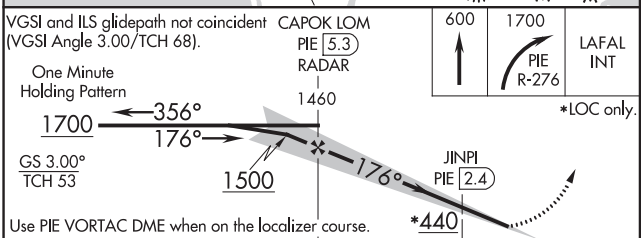
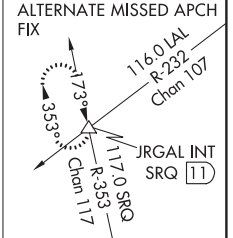
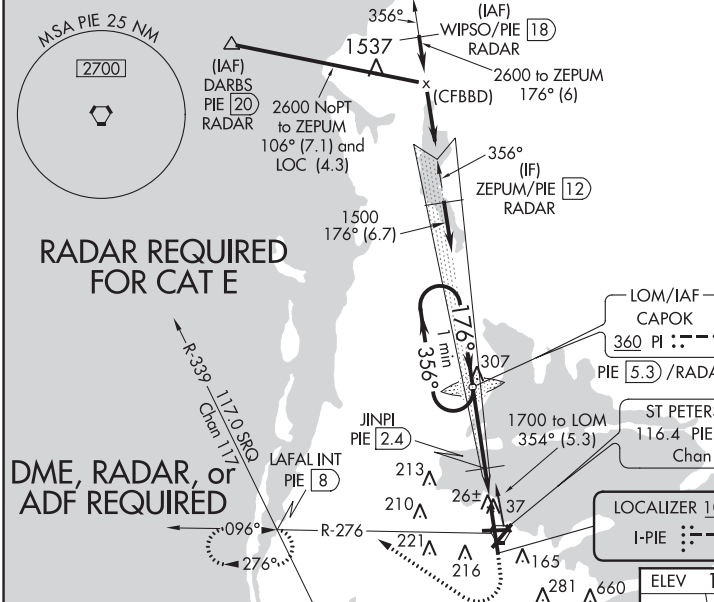
⚠ S-ILS 18 NA when control tower closed.
 For inop MALSR, increase S-ILS 18 Cat E visibility to RVR 4000 and S-LOC 18 Cat A/B to RVR 5500 and C/D/E visibility to 1/4 mile.
⚠ JINPI FIX MINIMUMS: For inop MALSR increase S-LOC 18 Cat C, D and E visibility to RVR 4500. DME, RADAR, or ADF required.
 **Use DME from PIE VORTAC.

MALSR



MISSED APPROACH:
 Climb to 600 then climbing right turn to 1700 on PIE VORTAC R-276 to LAFAL INT/PIE 8 DME and hold.

ATIS 134.5	TAMPA APP CON 125.3 316.05	ST. PETERSBURG TOWER* 118.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 120.6 350.2	UNICOM 122.95
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CATEGORY	A		B		C		D		E	
	2.9 NM		1.5 NM							
S-ILS 18	207/18 200 (200-1/2)									
S-LOC 18	440/24		443 (500-1/2)		440/40		443 (500-3/4)			
C CIRCLING	520-1		509 (600-1)		640-1 3/4 629 (700-1 3/4)		680-2 669 (700-2)		960-3 949 (1000-3)	
**JINPI FIX MINIMUMS										
S-LOC 18	280/24 273 (300-1/2)									
C CIRCLING	520-1		509 (600-1)		640-1 3/4 629 (700-1 3/4)		680-2 669 (700-2)		960-3 949 (1000-3)	

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-CWT 108.7 Chan 24	APP CRS 356°	Rwy Idg TDZE Apt Elev	8720 10 11
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AL-625 (FAA)

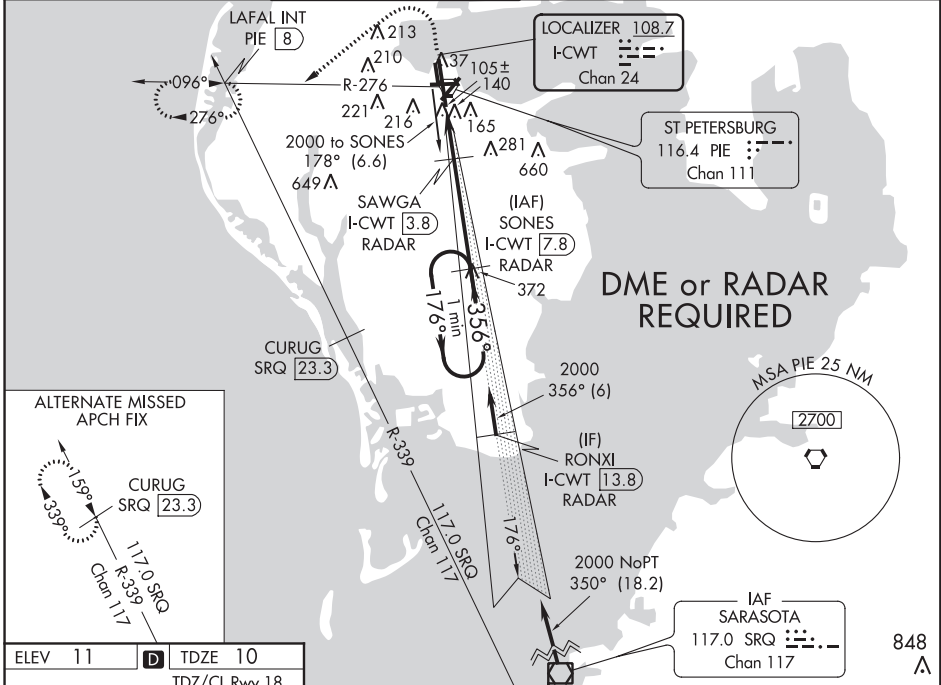
ILS or LOC RWY 36

ST PETE-CLEARWATER INTL (PIE)

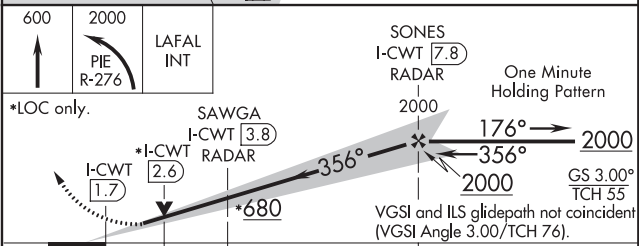
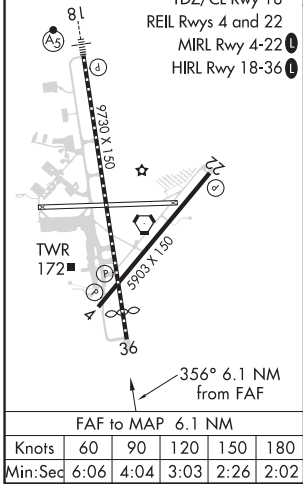
▽ **▲** DME or RADAR required. Procedure NA when control tower closed.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 on PIE VORTAC R-276 to LAFAL INT/PIE 8 DME and hold.

ATIS 134.5	TAMPA APP CON 125.3 316.05	ST. PETERSBURG TOWER★ 118.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 120.6 350.2	UNICOM 122.95
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ELEV 11	D	TDZE 10
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CATEGORY	A	B	C	D	E
S-ILS 36	210/40 200 (200-¾)				
S-LOC 36	680/55	670 (700-1¼)	680-17/8 670 (700-1¾)		
C CIRCLING	680-1	669 (700-1)	680-1½ 669 (700-½)	680-2 669 (700-2)	960-3 949 (1000-3)
SAWGA FIX MINIMUMS					
S-LOC 36	360/55 350 (400-1¼)				
C CIRCLING	520-1	509 (600-1)	640-1½ 629 (700-½)	680-2 669 (700-2)	960-3 949 (1000-3)

SE-3, 10 NOV 2016 to 05 JAN 2017

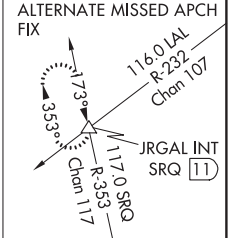
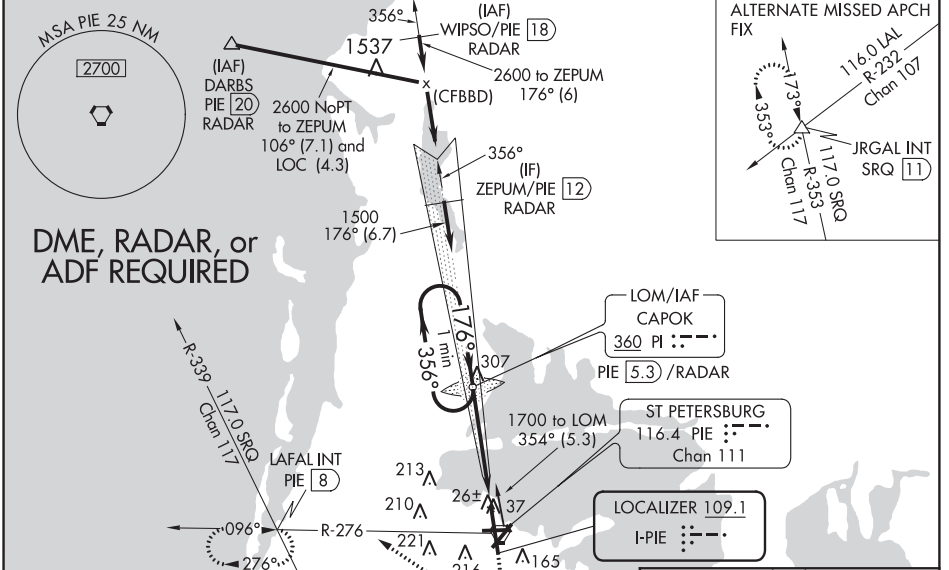
SE-3, 10 NOV 2016 to 05 JAN 2017

LOC I-PIE 109.1	APP CRS 176°	Rwy Idg TDZE Apt Elev	9180 7 11
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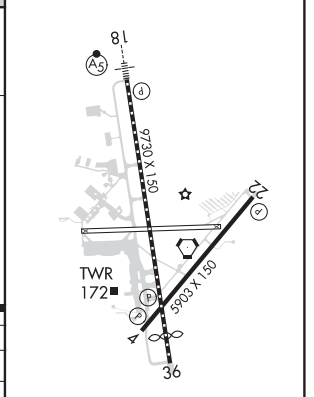
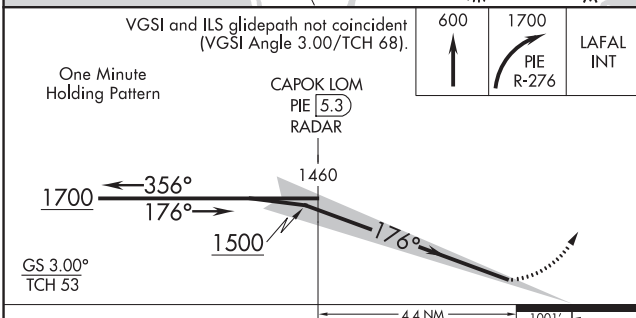
ILS RWY 18 (SA CAT I)
ST PETE-CLEARWATER INTL (PIE)

<p>Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA category I S-ILS 18 NA when control tower closed. DME, RADAR, or ADF required.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 600 then climbing right turn to 1700 on PIE VORTAC R-276 to LAFAL INT/PIE 8 DME and hold.</p>

ATIS 134.5	TAMPA APP CON 125.3 316.05	ST. PETERSBURG TOWER* 118.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 120.6 350.2	UNICOM 122.95
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ELEV 11	D	TDZE 7
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CATEGORY	A	B	C	D
S-ILS 18		RA 157/14	150 DA 157	

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 18
REIL Rwy 4 and 22
MIRL Rwy 4-22
HIRL Rwy 18-36

SE-3, 10 NOV 2016 to 05 JAN 2017


SE-3, 10 NOV 2016 to 05 JAN 2017

LOC I-PIE 109.1	APP CRS 176°	Rwy Idg TDZE Apt Elev	9180 7 11
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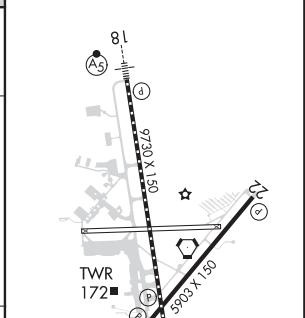
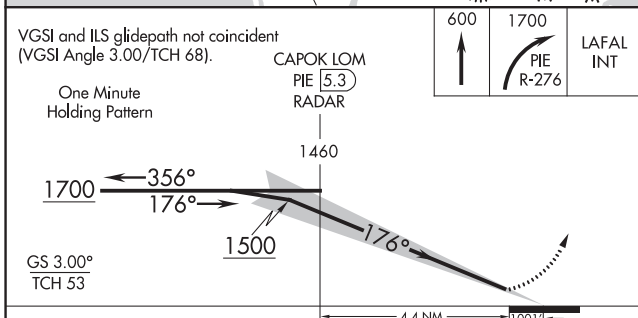
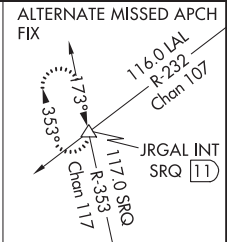
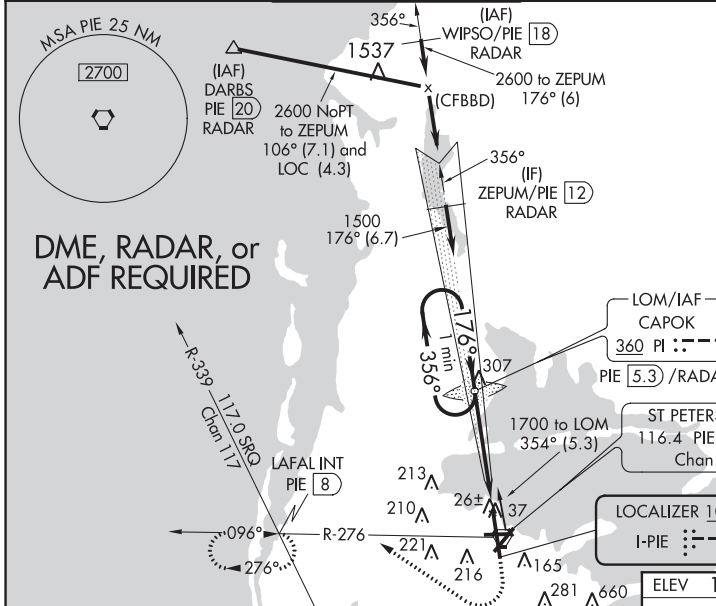
ILS RWY 18 (CAT II)

ST PETE-CLEARWATER INTL (PIE)

⚠ Category II S-ILS 18 NA when control tower closed.
⚠ Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval of autoland or HUD to touchdown.
 DME, RADAR or ADF required.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 1700 on PIE VORTAC R-276 to LAFAL INT/PIE 8 DME and hold.

ATIS 134.5	TAMPA APP CON 125.3 316.05	ST. PETERSBURG TOWER* 118.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 120.6 350.2	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 18		RA 107/12	100 DA 107	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 18
 REIL Rwys 4 and 22
 MIRL Rwy 4-22
 HIRL Rwy 18-36

SE-3, 10 NOV 2016 to 05 JAN 2017


SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61039 W18A	APP CRS 176°	Rwy Idg TDZE Apt Elev	9180 7 11
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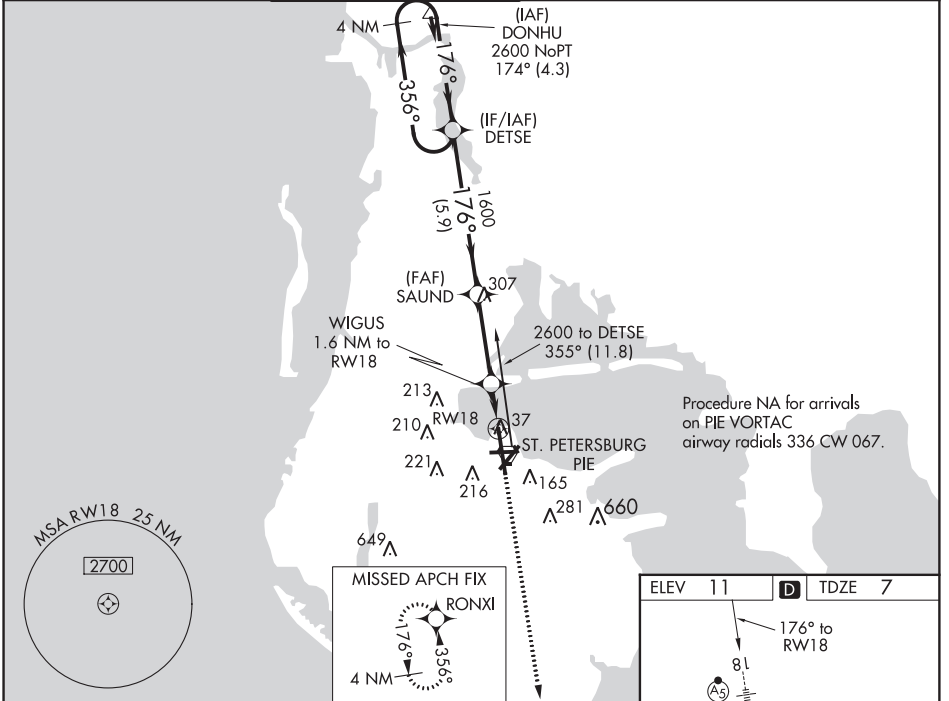
RNAV (GPS) RWY 18

ST PETE-CLEARWATER INTL (PIE)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C (38°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV visibility Cats C/D to RVR 4500.

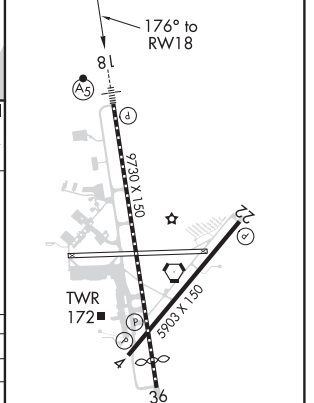
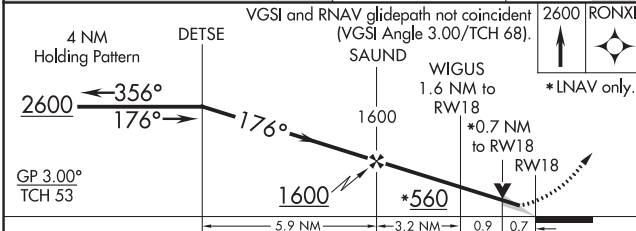
MALSR
 MISSED APPROACH: Climb to 2600 direct RONXI and hold.

ATIS 134.5	TAMPA APP CON 125.3 316.05	ST. PETERSBURG TOWER★ 118.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 120.6 350.2	UNICOM 122.95
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Procedure NA for arrivals on PIE VORTAC airway radials 336 CW 067.

ELEV 11	D TDZE 7
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CATEGORY	A	B	C	D
LPV DA		207/24	200 (200-½)	
LNAV/VNAV DA		257/24	250 (300-½)	
LNAV MDA		300/24	293 (300-½)	
C CIRCLING	520-1	509 (600-1)	640-1¼ 629 (700-1¼)	680-2 669 (700-2)

TDZ/CL Rwy 18
REIL Rwy 4 and 22
MIRL Rwy 4-22
HIRL Rwy 18-36

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SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65739 W36A	APP CRS 356°	Rwy Idg 8720
		TDZE 10
		Apt Elev 11

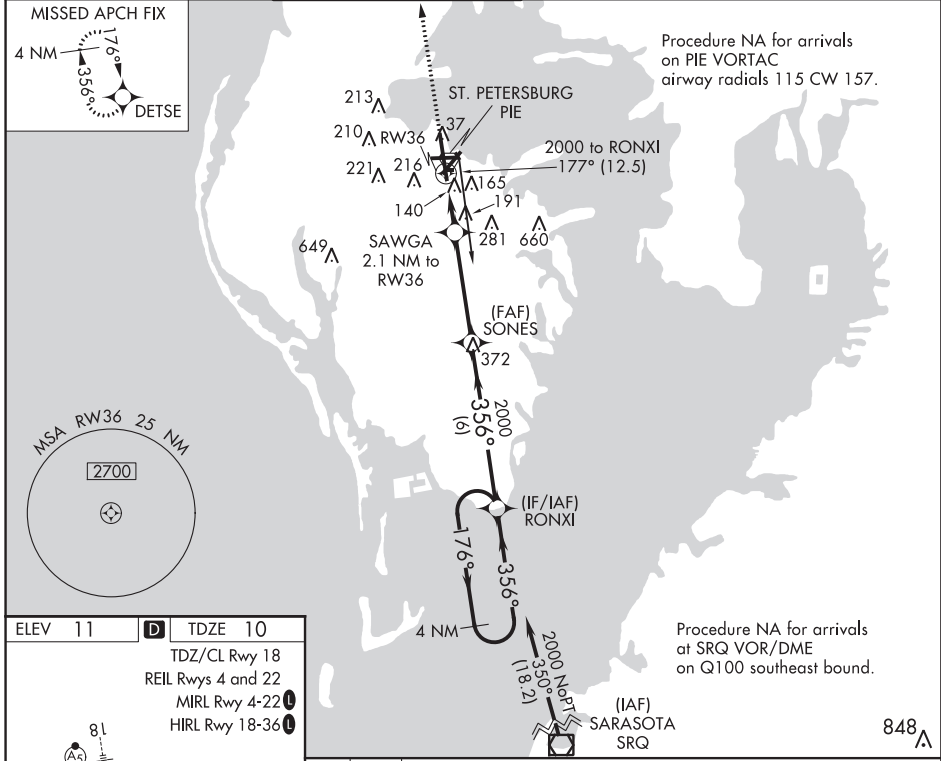
RNAV (GPS) RWY 36

ST PETE-CLEARWATER INTL (PIE)

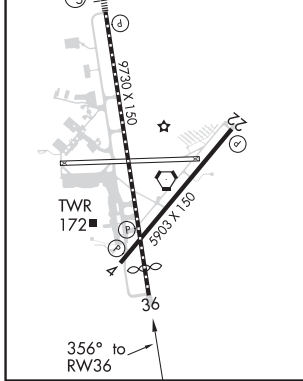
V **A** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C (38°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 2600 direct DETSE and hold.

ATIS 134.5	TAMPA APP CON 125.3 316.05	ST. PETERSBURG TOWER* 118.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 120.6 350.2	UNICOM 122.95
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ELEV 11	D TDZE 10
TDZ/CL Rwy 18	
REIL Rwys 4 and 22	
MIRL Rwy 4-22 U	
HIRL Rwy 18-36 U	



2600 DETSE	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 76).		
*LNAV only.	SAWGA 2.1 NM to RW36	SONES 2000	RONXI 4 NM Holding Pattern
	*1.2 NM to RW36	2000	2000
	*720	356°	176°
	1.2 NM	0.9	4 NM
			6 NM
CATEGORY	A	B	C
LPV DA	210/40 200 (200-¾)		
LNAV/VNAV DA	318/50 308 (400-1)		
LNAV MDA	460/55	450 (500-1¼)	460-1¾ 450 (500-1¾)
C CIRCLING	520-1	509 (600-1)	640-1¾ 629 (700-1¾) 669 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	N/A
198°	TDZE	N/A
	Apt Elev	11

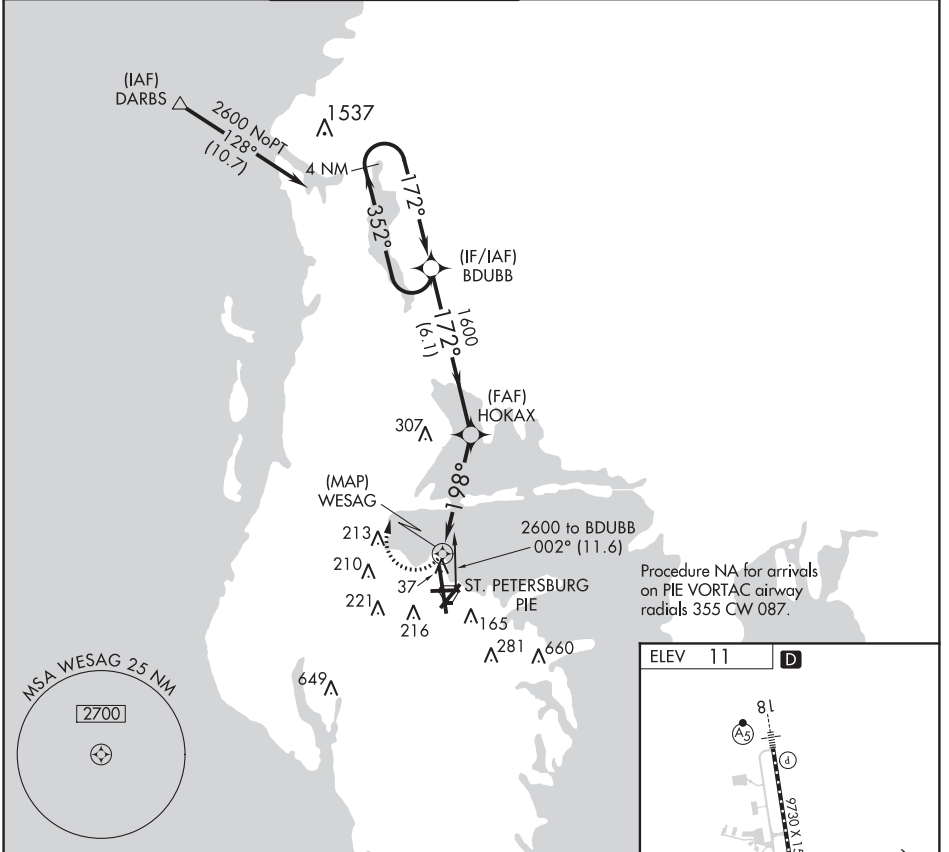
RNAV (GPS)-A

ST PETE-CLEARWATER INTL (PIE)

⚠ When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA.

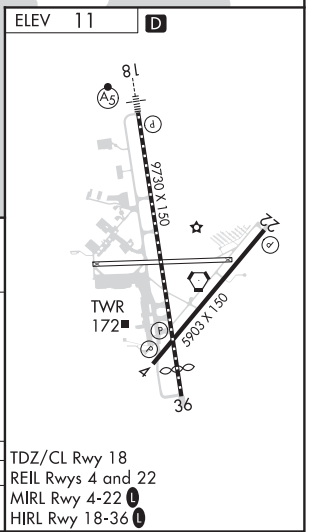
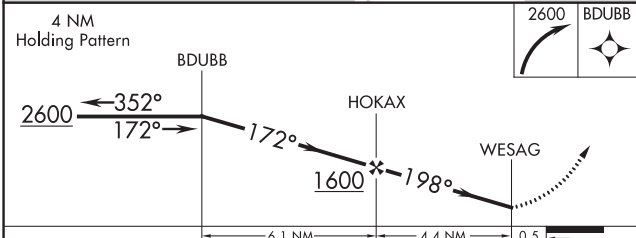
⚠ MISSED APPROACH: Climbing right turn to 2600 direct BDUBB and hold.

ATIS 134.5	TAMPA APP CON 125.3 316.05	ST. PETERSBURG TOWER* 118.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 120.6 350.2	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	520-1	509 (600-1)	520-1½ 509 (600-1½)	580-2 569 (600-2)

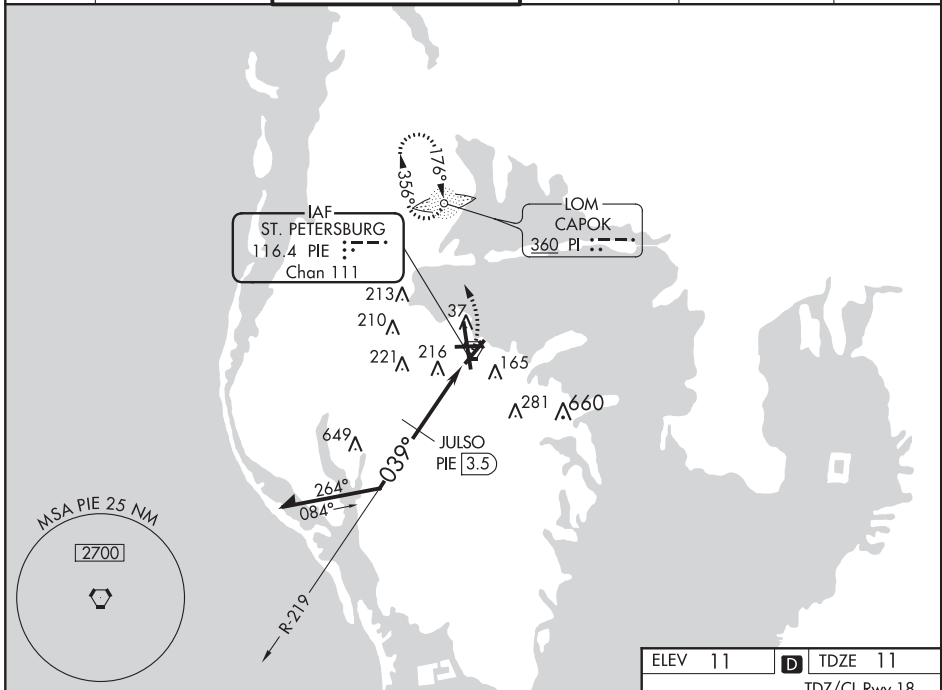
VORTAC PIE	APP CRS	Rwy Idg	5903
116.4	039°	TDZE	11
Chan 111		Apt Elev	11

VOR RWY 4
ST PETE-CLEARWATER INTL (PIE)

⚠ When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 40 feet. ADF Required. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

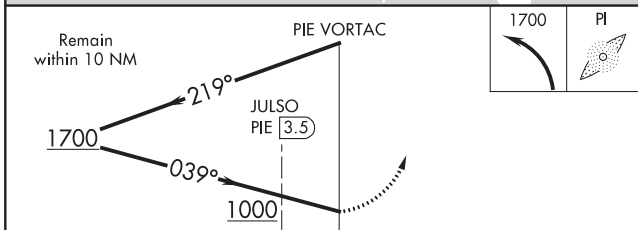
MISSED APPROACH: Climbing left turn to 1700 direct CAPOK LOM and hold.

ATIS 134.5	TAMPA APP CON 125.3 316.05	ST. PETERSBURG TOWER* 118.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 120.6 350.2	UNICOM 122.95
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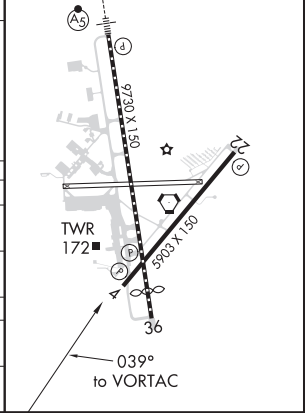
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 11	D TDZE 11
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TDZ/CL Rwy 18
REIL Rws 4 and 22
MIRL Rwy 4-22
HIRL Rwy 18-36



CATEGORY	A	B	C	D
S-4	1000-1 $\frac{1}{4}$ 989 (1000-1 $\frac{1}{4}$)	1000-1 $\frac{1}{2}$ 989 (1000-1 $\frac{1}{2}$)	1000-3	989 (1000-3)
CIRCLING	1000-1 $\frac{1}{4}$ 989 (1000-1 $\frac{1}{4}$)	1000-1 $\frac{1}{2}$ 989 (1000-1 $\frac{1}{2}$)	1000-3	989 (1000-3)
JULSO FIX MINIMUMS				
S-4	480-1	469 (500-1)	480-1 $\frac{3}{8}$	469 (500-1 $\frac{3}{8}$)
CIRCLING	520-1	509 (600-1)	520-1 $\frac{1}{2}$ 509 (600-1 $\frac{1}{2}$)	580-2 569 (600-2)

NORTH BAY VISUAL RWY 18L

AL-625 (FAA)

ST. PETE-CLEARWATER INTL (PIE)
ST. PETERSBURG-CLEARWATER, FLORIDA

ATIS
 134.5
 TAMPA APP CON
 125.3 316.05
 ST. PETERSBURG TOWER ★
 118.3 (CTAF) 257.8
 GND CON
 121.9 348.6
 CLNC DEL
 120.6 350.2
 UNICOM
 122.95

LAKE TARPON

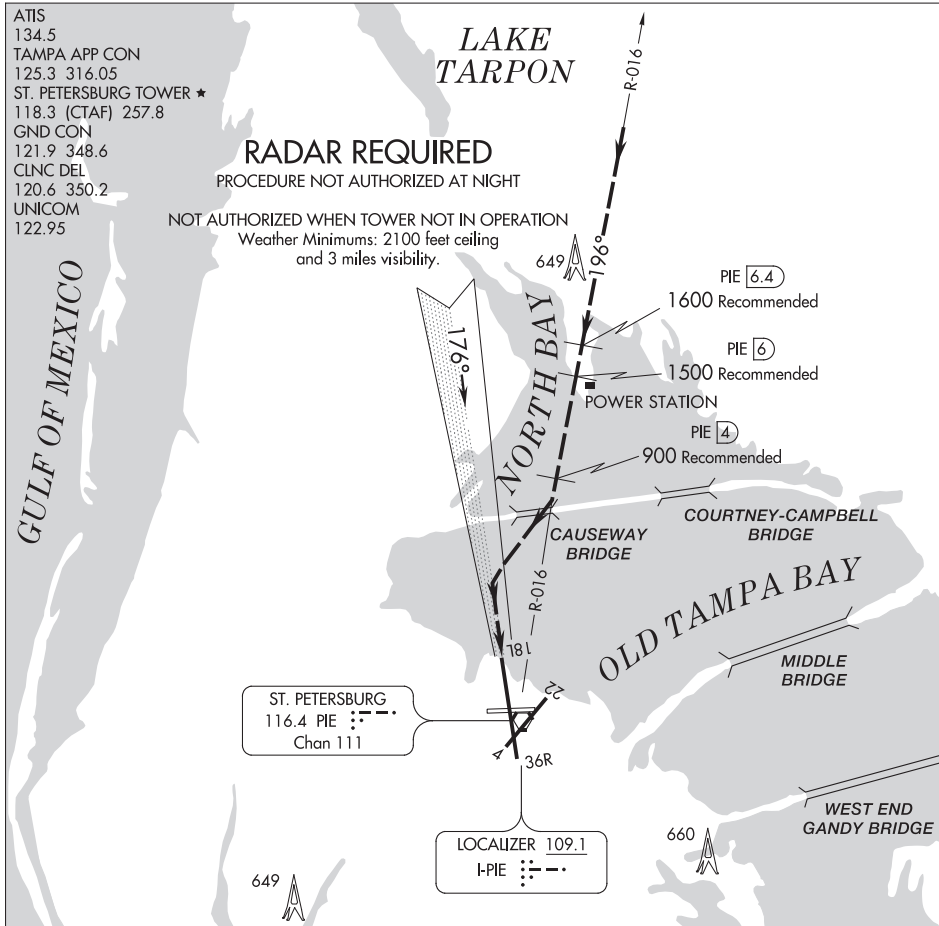
RADAR REQUIRED

PROCEDURE NOT AUTHORIZED AT NIGHT

NOT AUTHORIZED WHEN TOWER NOT IN OPERATION

Weather Minimums: 2100 feet ceiling
and 3 miles visibility.

GULF OF MEXICO



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

1NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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NORTH BAY VISUAL APPROACH

When cleared for a NORTH BAY VISUAL APPROACH, aircraft will proceed visually from over the power station (PIE R-016 6 DME) heading 196° direct to the Causeway Bridge, then turn right to intercept the final approach course to Rwy 18L.

NORTH BAY VISUAL RWY 18L

Amdt 5 03APR14

27°55'N-82°41'W

ST. PETERSBURG-CLEARWATER, FLORIDA
ST. PETE-CLEARWATER INTL (PIE)

AIRPORT DIAGRAM

AL-625 (FAA)

ST. PETE-CLEARWATER INTL (PIE)
ST. PETERSBURG-CLEARWATER, FLORIDA

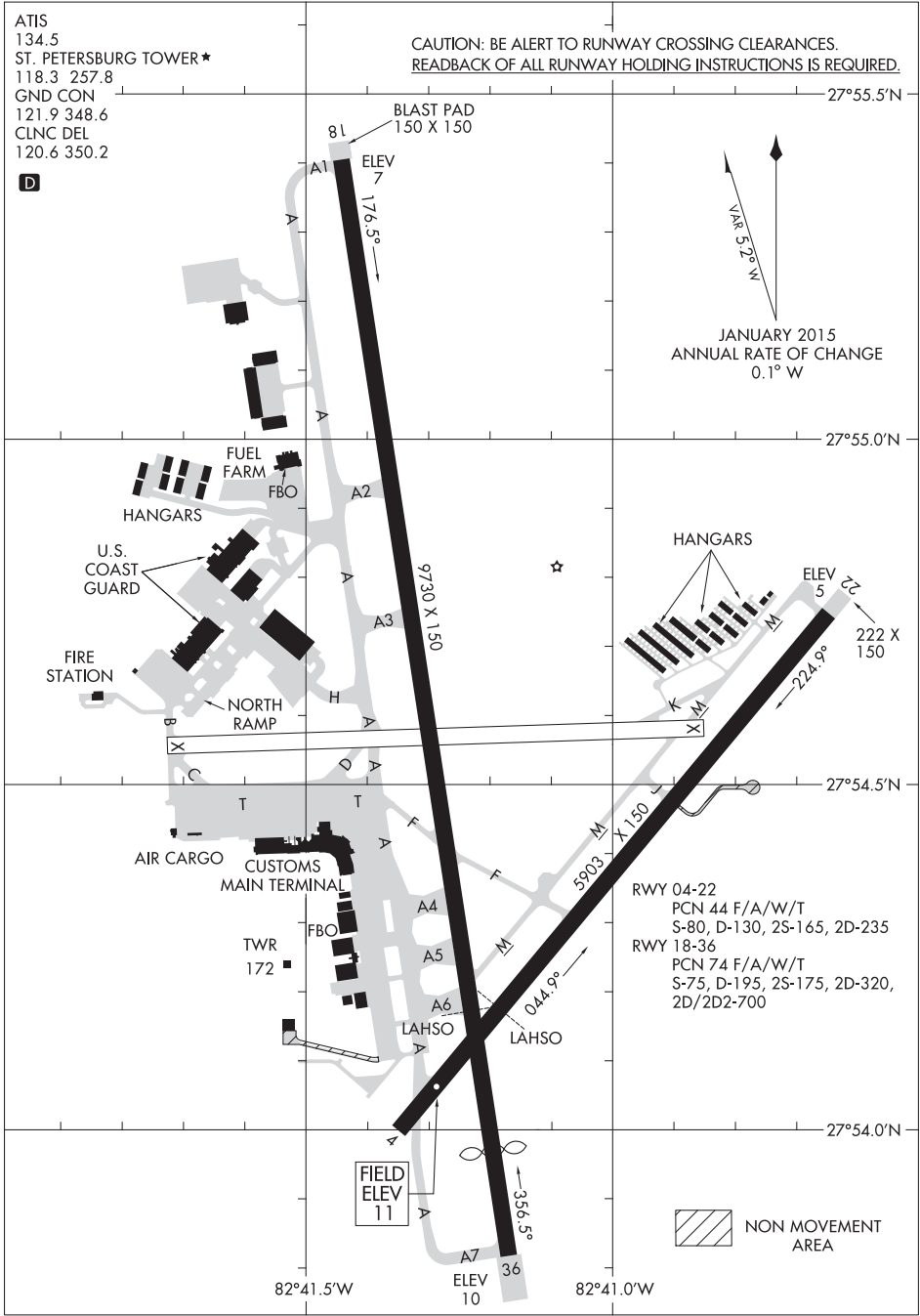
ATIS
134.5
ST. PETERSBURG TOWER ★
118.3 257.8
GND CON
121.9 348.6
CLNC DEL
120.6 350.2

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

▲
VAR 52° W
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



RWY 04-22
PCN 44 F/A/W/T
S-80, D-130, 2S-165, 2D-235

RWY 18-36
PCN 74 F/A/W/T
S-75, D-195, 2S-175, 2D-320,
2D/2D2-700

NON MOVEMENT AREA

AIRPORT DIAGRAM

ST. PETERSBURG-CLEARWATER, FLORIDA
ST. PETE-CLEARWATER INTL (PIE)

ST. PETE SEVEN DEPARTURE

SEMINOLE
117.5 SZW
Chan 122
N30°33.37'-W84°22.44'
L-21-22, H-8

TAYLOR
112.9 TAY
Chan 76
N30°30.28'-W82°33.17'
L-21-24, H-8

ATIS 134.5
GND CON
121.9 348.6
ST. PETERSBURG TOWER *
118.3 (CTAF) 257.8
TAMPA DEP CON
125.3 316.05

CROSS CITY
112.0 CTY
Chan 57
N29°35.94'-W83°02.93'
L-21-24, H-8

GATORS
116.2 GNV
Chan 109
N29°41.53'-W82°16.38'
L-21-24, H-8

TOP ALTITUDE:
1600

OCALA
113.7 OCF
Chan 84
N29°10.65'-W82°13.58'
L-21-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56'-W81°20.10'
L-21-23-24, H-8

COVIA
▲ N27°56.18'
W84°44.16'

PIE 1.5
356°
033°
(Turbojets)

LAKELAND
116.0 LAL
Chan 107
N27°59.17'-W82°00.83'
L-21-24, H-8

ST. PETERSBURG
116.4 PIE
Chan 111
N27°54.47'-W82°41.06'
L-21-24, H-8

SARASOTA
117.0 SRQ
Chan 117
N27°24.42'-W82°33.82'
L-21-23, H-8

PAHOKEE
115.4 PHK
Chan 101
N26°46.96'-W80°41.49'
L-23, H-8

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79'-W81°46.55'
L-21-23, H-8

NOTE: DME Required.

TAKEOFF MINIMUMS:

Rwys 18L, 36R: Standard.

TAKEOFF OBSTACLE NOTES:

Rwy 18L: 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 36R: Boats beginning 646' from DER, 655' left of centerline, up to 25' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb heading 176° until PIE VORTAC 3.5 DME, then turn right heading 203° or as assigned. Expect RADAR vectors to filed/assigned route, thence. . . .

TAKEOFF RWY 36R: 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. Expect RADAR vectors to filed/assigned route. Thence. . . .

. . . .maintain 1600, expect further clearance to filed altitude 10 minutes after departure.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

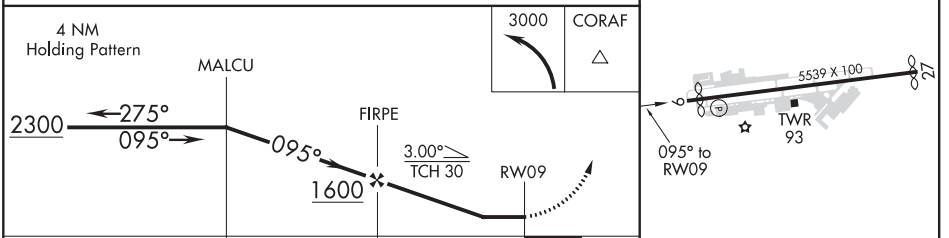
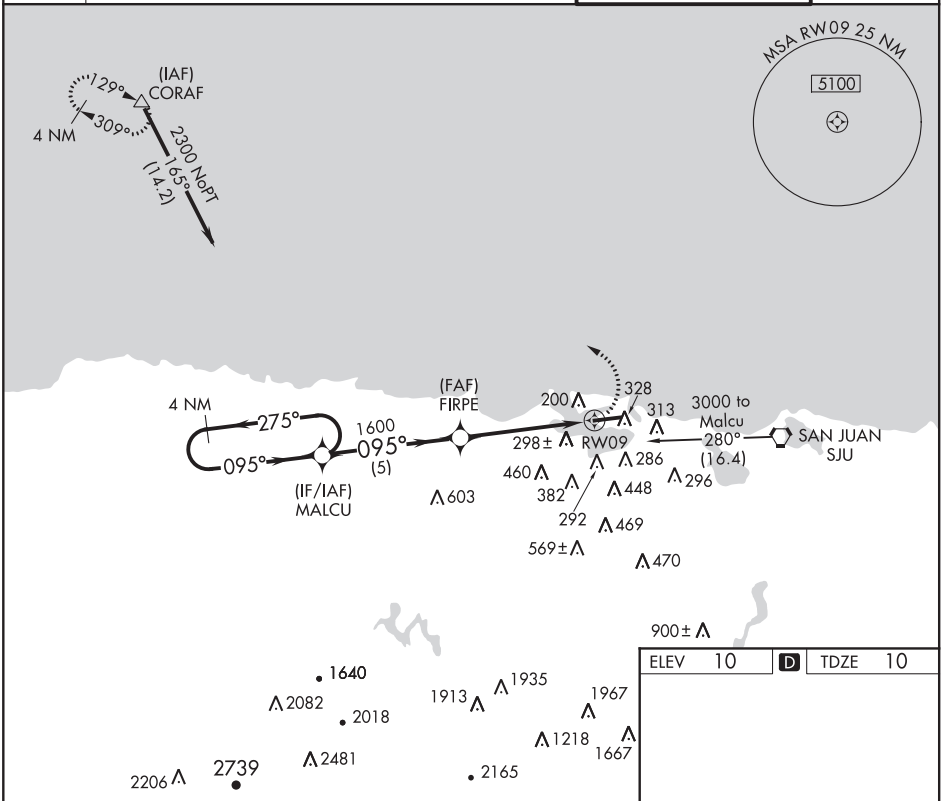
APP CRS	Rwy Idg	5125
095°	TDZE	10
	Apt Elev	10

RNAV (GPS) RWY 9

FERNANDO LUIS RIBAS DOMINICCI (SIG) (TJIG)

NA	Use Luis Munoz Marin Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 3000 direct CORAF WP and hold.
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ATIS	SAN JUAN APP CON	ISLA GRANDE TOWER* 135.875 (CTAF) 298.85	GND CON 121.7
120.4	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)		



CATEGORY	A	B	C	D
INAV MDA	540-1	530 (600-1)		NA
CIRCLING	660-1	650 (700-1)		NA

ELEV	10	D	TDZE	10
MIRL Rwy 9-27				

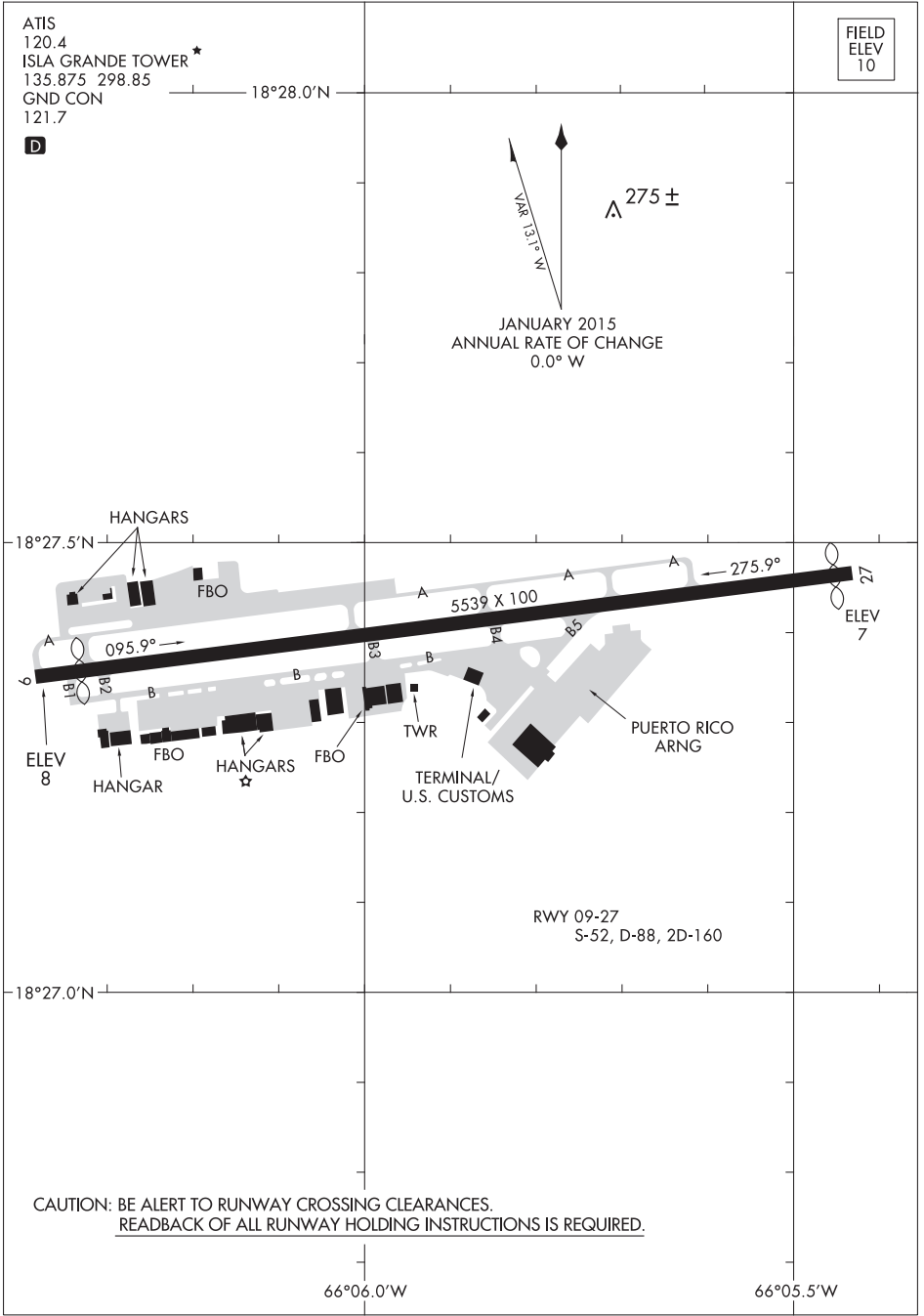
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

15064

AIRPORT DIAGRAM

FERNANDO LUIS RIBAS DOMINICCI (SIG) (TJIG)
AL-1019 (FAA)
SAN JUAN, PUERTO RICO



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

15064

FERNANDO LUIS RIBAS DOMINICCI (SIG) (TJIG)
SAN JUAN, PUERTO RICO

ILS or LOC RWY 8

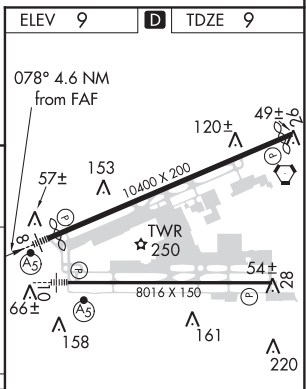
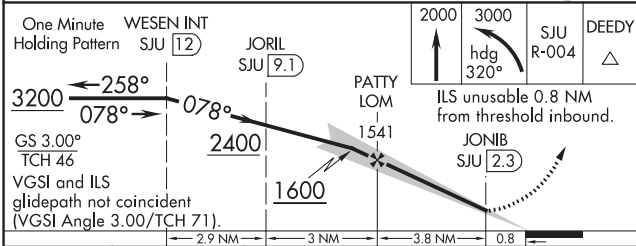
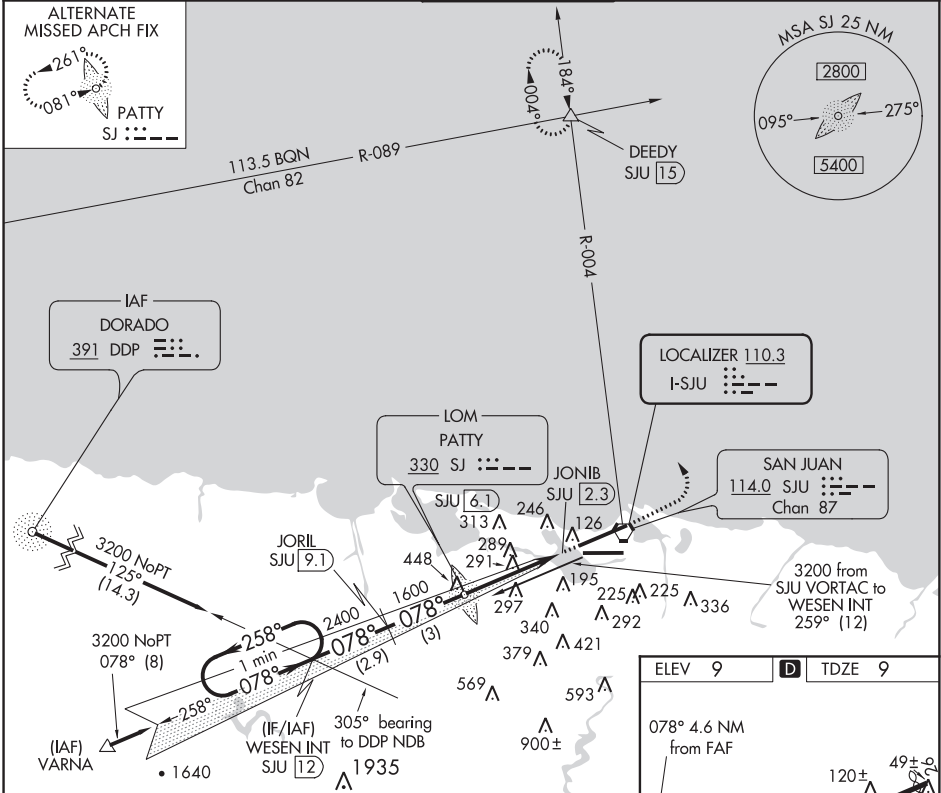
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

LOC I-SJU	APP CRS	Rwy Idg	9384
110.3	078°	TDZE	9
		Apt Elev	9

For inoperative MALSRS, increase S-ILS 8 all Cats visibility to 1 mile. DME Required.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 320° and SJU VORTAC R-004 to DEEDY Int/SJU 15 DME and hold.

ATIS 125.8	SAN JUAN APP CON 119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	SAN JUAN TOWER 132.05 257.8	GND CON 121.9 348.6	CLNC DEL 126.4 284.6
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CATEGORY	A	B	C	D
S- ILS-8	311-½		302 (400-½)	
S- LOC-8	560-½	551 (600-½)	560-1 551 (600-1)	560-1½ 551 (600-1¼)
CIRCLING	600-1 591 (600-1)		600-1½ 591 (600-1½)	

REIL Rwy 26

HIRL Rwy 8-26 and 10-28

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 8

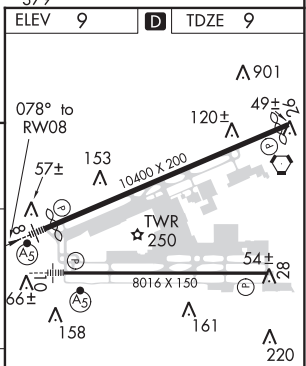
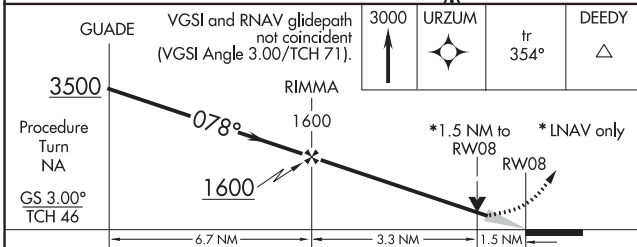
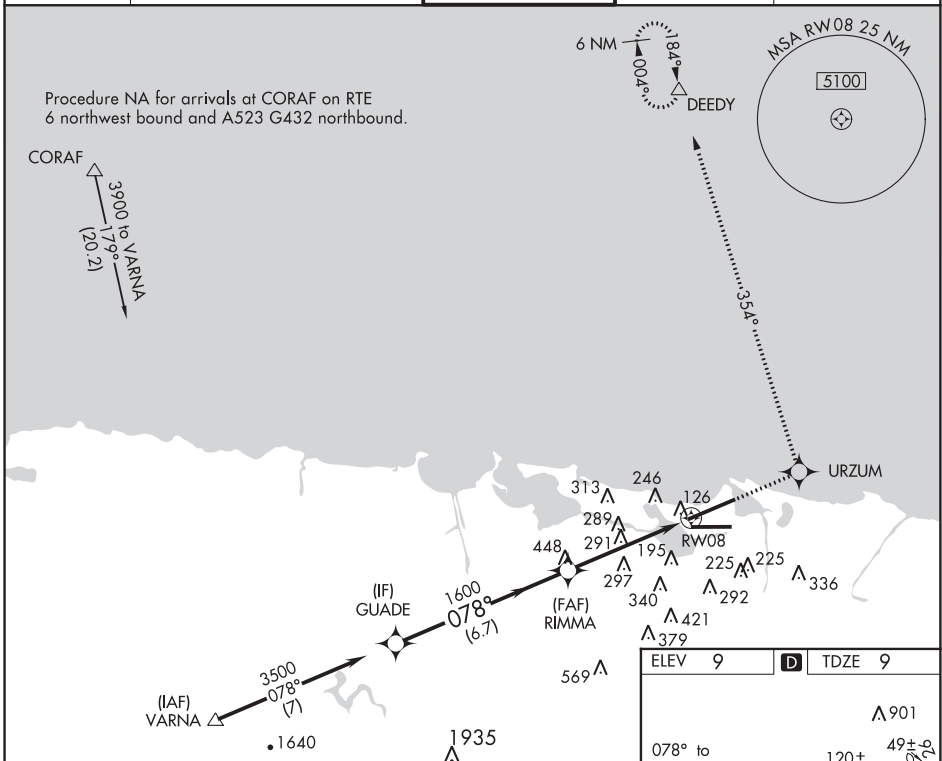
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

APP CRS	Rwy Idg	9384
078°	TDZE	9
	Apt Elev	9

T WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct URZUM and on track 354° to DEEDY and hold.

ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6



CATEGORY	A	B	C	D
LNAV/VNAV DA	530-1¼ 521 (600-1¼)			
LNAV MDA	560-½ 551 (600-½)	560-1 551 (600-1)		560-1¼ 551 (600-1¼)
CIRCLING	600-1 591 (600-1)	600-½ 591 (600-½)		600-2 591 (600-2)

REIL Rwy 26

HIRL Rws 8-26 and 10-28

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

SAN JUAN, PUERTO RICO

AL-784 (FAA)

RNAV (GPS) RWY 26

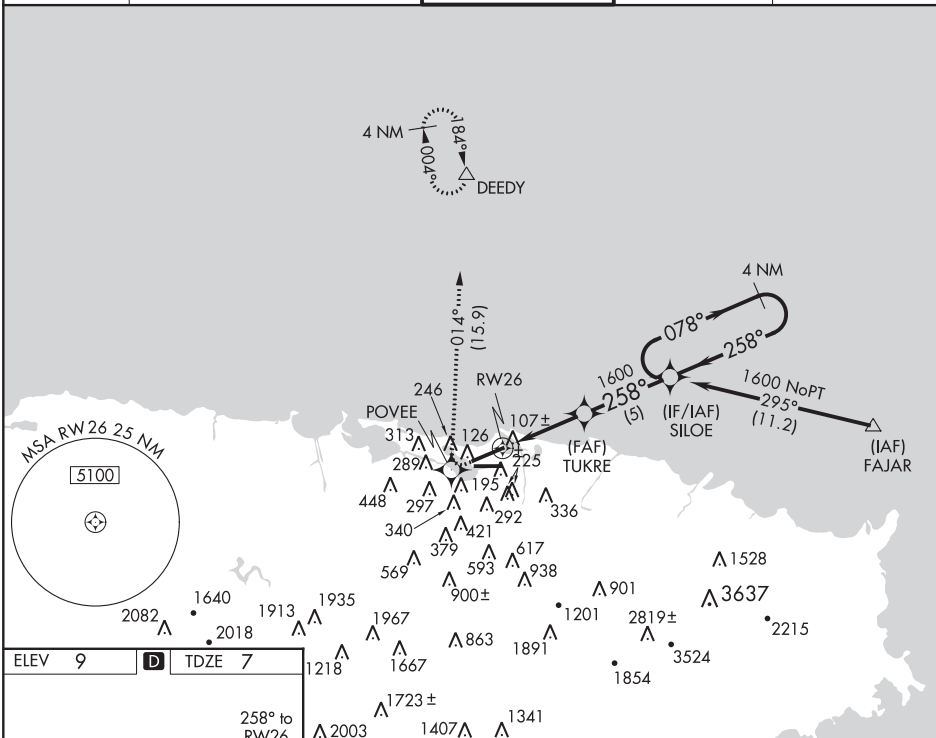
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

APP CRS	Rwy Idg	9600
258°	TDZE	7
	Apt Elev	9

▽ GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). WAAS VNAV NA.

MISSED APPROACH: Climb to 3000 direct POVEE WP and then right turn via 014° track to DEEDY WP and hold.

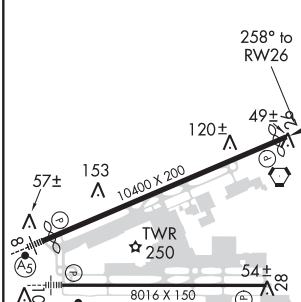
ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 120.9 290.2 (WEST & SW) (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6



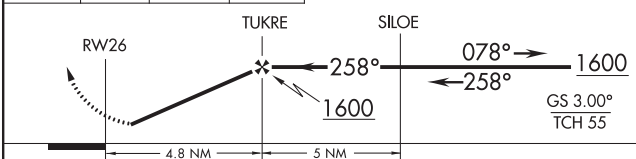
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV	9	D	TDZE	7
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3000	POVEE	014° tr	DEEDY	VGSI and descent angles not coincident.	4 NM Holding Pattern
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	360-1¼ 353 (400-1¼)			
LNAV MDA	400-1 393 (400-1)			400-1¼ 393 (400-1¼)
CIRCLING	560-1¼	551 (600-1¼)	560-1½ 551 (600-1½)	560-2 551 (600-2)

REIL Rwy 26
HIRL Rwy 8-26 and 10-28

SAN JUAN, PUERTO RICO
Orig-B 14149

18°26'N-66°00'W

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
RNAV (GPS) RWY 26

VORTAC SJU 114.0 Chan 87	APP CRS 082°	Rwy Idg TDZE Apt Elev	9384 9 9
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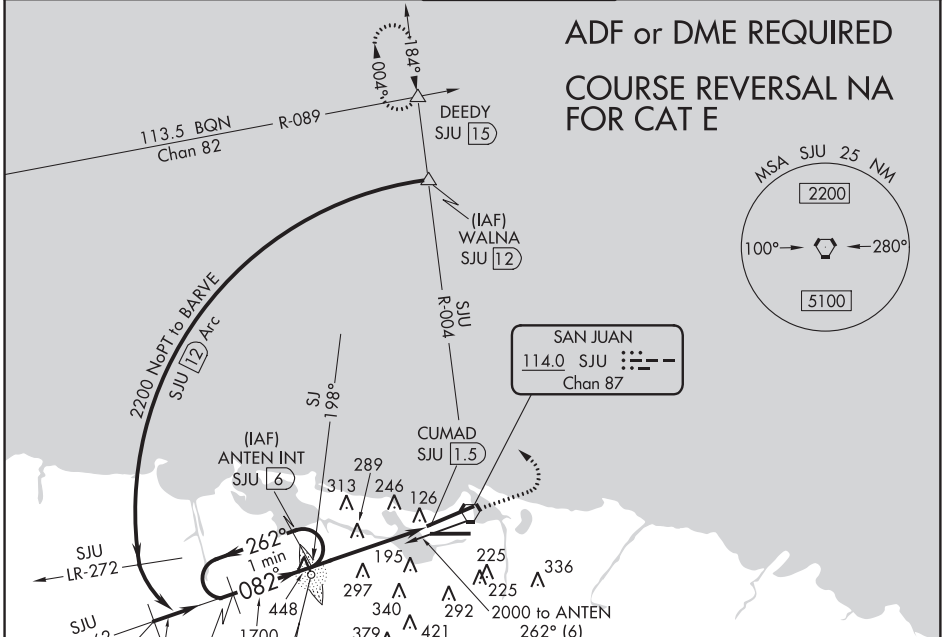
VOR or TACAN RWY 8

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

▽ For inoperative MALSRL, increase 5-8 Cat E visibility to 2 miles.

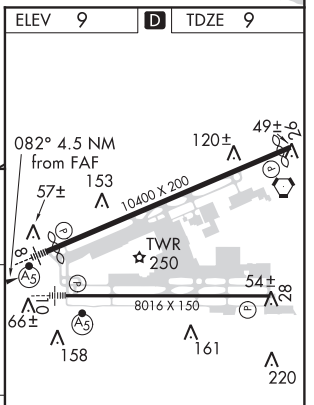
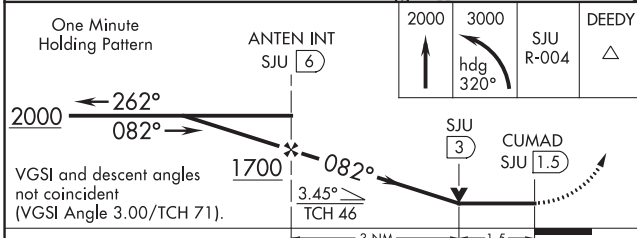
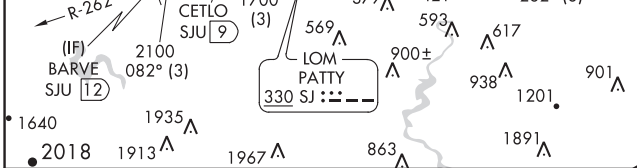
▲ MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 320° and SJU VORTAC R-004 outbound to DEEDY INT/SJU 15 DME and hold.

ATIS 125.8	SAN JUAN APP CON 119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	SAN JUAN TOWER 132.05 257.8	GND CON 121.9 348.6	CLNC DEL 126.4 284.6
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
S-8	560-1/2	551 (600-1/2)	560-1 551 (600-1)	560-1 1/4 551 (600-1 1/4)	560-1 1/2 551 (600-1 1/2)
CIRCLING	600-1	591 (600-1)	600-1 1/2 591 (600-1 1/2)	600-2 591 (600-2)	900-3 891 (900-3)

REIL Rwy 26
HIRL Rwys 8-26 and 10-28
FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Seq	4:30	3:00	2:15	1:48	1:30

VORTAC SJU 114.0 Chan 87	APP CRS 082°	Rwy Idg THRE Apt Elev 9 9	8016
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VOR or TACAN RWY 10

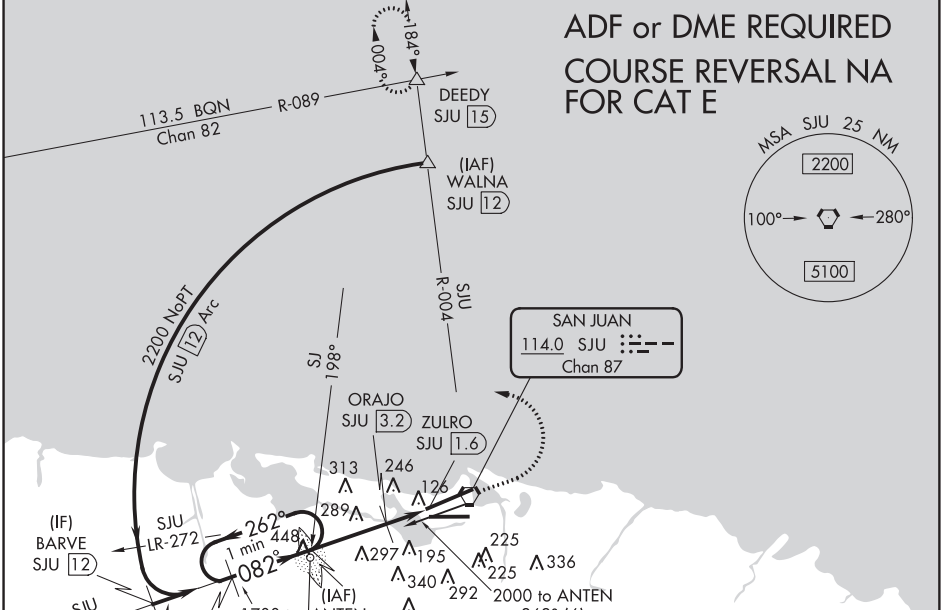
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

▼ When VGSI inop, Straight-in/Circling Rwy 10 procedure NA at night. Visibility reduction by helicopters NA. Circling NA for Cat E south of Rwy 10-28.
▲ Inop table does not apply to S-10 Cats A, B and ORAJO fix minimums S-10 Cats A, B. For inop MALSR, increase S-10 Cats C, D, E visibility to 1 3/4, increase ORAJO fix minimums S-10 Cats C, D, E visibility to 1 1/2.

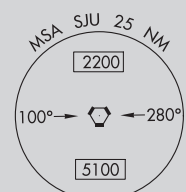


MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 320° and SJU VORTAC R-004 to DEEDY INT/15 DME and hold.

ATIS 125.8	SAN JUAN APP CON 119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	SAN JUAN TOWER 132.05 257.8	GND CON 121.9 348.6	CLNC DEL 126.4 284.6
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ADF or DME REQUIRED
COURSE REVERSAL NA
FOR CAT E

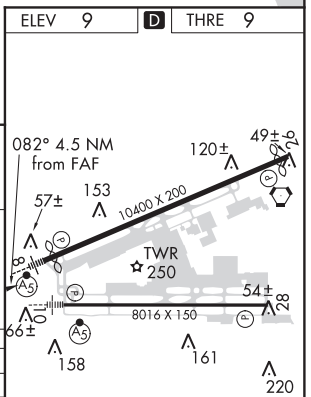
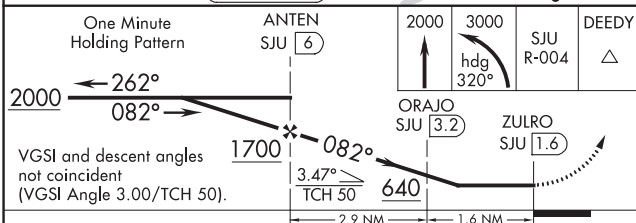


SAN JUAN
114.0 SJU
Chan 87

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 9	D THRE 9
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CATEGORY	A	B	C	D	E
S-10	640-1	631 (700-1)	640-1 3/8	631 (700-1 3/8)	
CIRCLING	640-1	631 (700-1)	640-1 3/4	640-2	640-2 1/4
ORAJO FIX MINIMUMS (DME REQUIRED)					
S-10	500-1 491 (500-1)				
CIRCLING	600-1	591 (600-1)	600-1 1/2	600-2	640-2 1/4
			591 (600-1 1/2)	591 (600-2)	631 (700-2 1/4)

REIL Rwy 26
HIRL Rws 8-26 and 10-28

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Seq	4:30	3:00	2:15	1:48	1:30

VORTAC SJU 114.0 Chan 87	APP CRS 249°	Rwy Idg TDZE Apt Elev	9600 7 9
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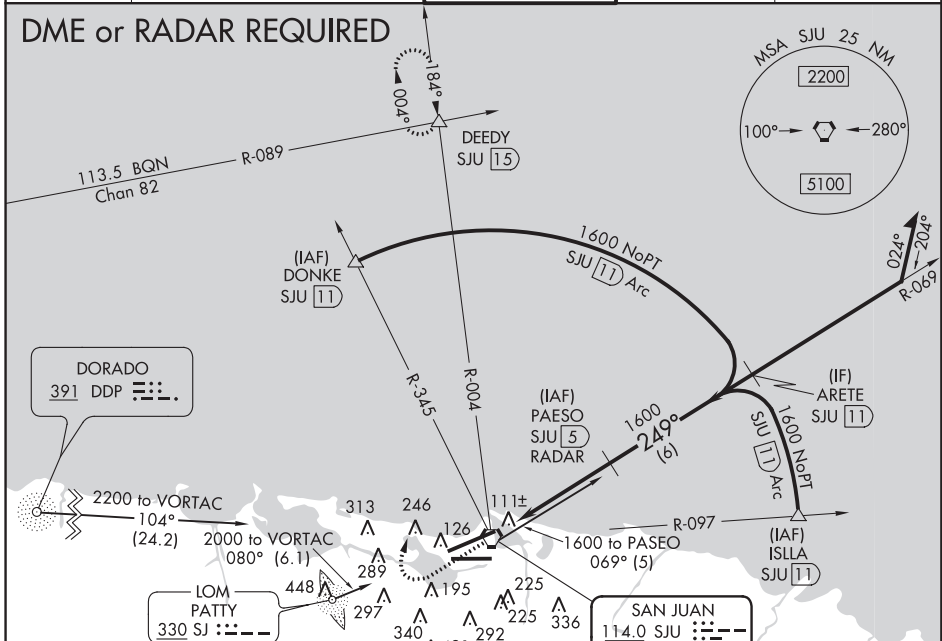
VOR or TACAN RWY 26

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

		MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 045° and SJU VORTAC R-004 to DEEDY INT/SJU 15 DME and hold.		
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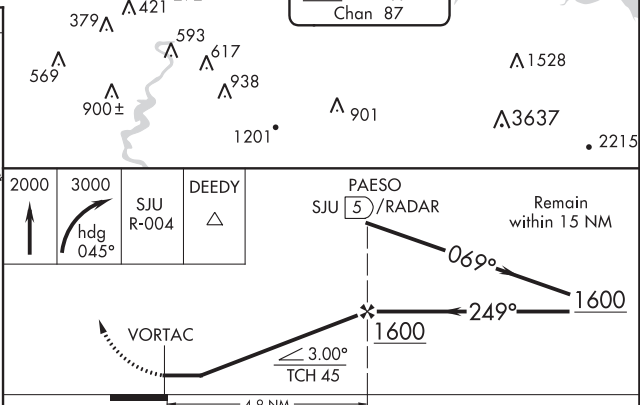
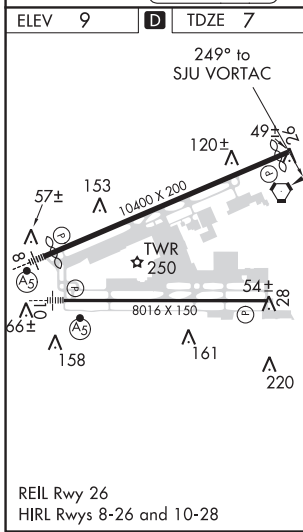
ATIS 125.8	SAN JUAN APP CON 119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	SAN JUAN TOWER 132.05 257.8	GND CON 121.9 348.6	CLNC DEL 126.4 284.6
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DME or RADAR REQUIRED



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
S-26	440-1	433 (500-1)	440-1¼ 433 (500-1¼)	440-1½	433 (500-1½)
CIRCLING	600-1	591 (600-1)	600-1½ 591 (600-1½)	600-2	900-3 891 (900-3)

SAN JUAN, PUERTO RICO

AL-784 (FAA)

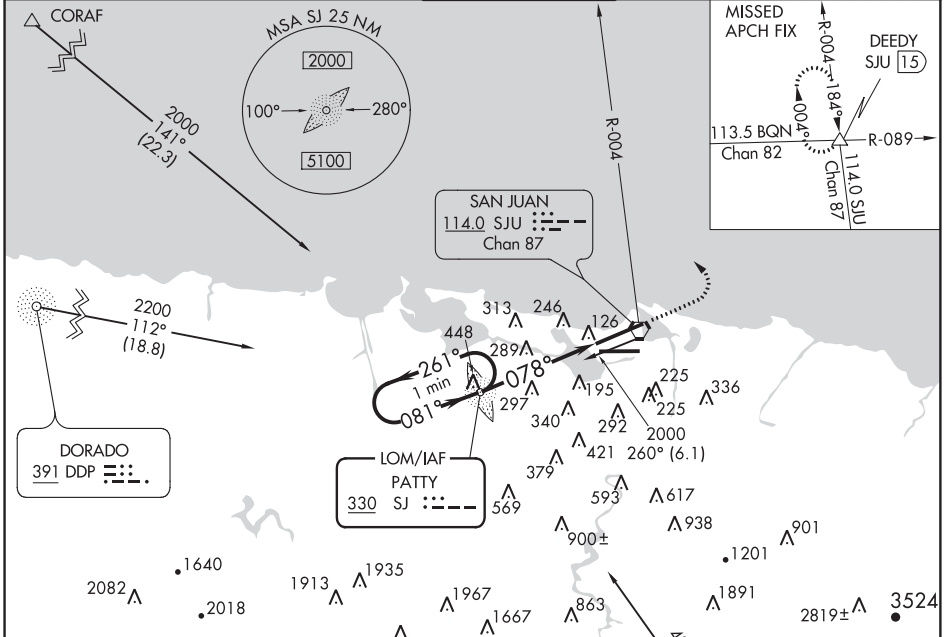
NDB RWY 8

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

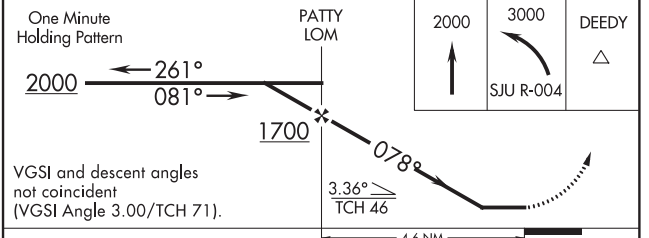
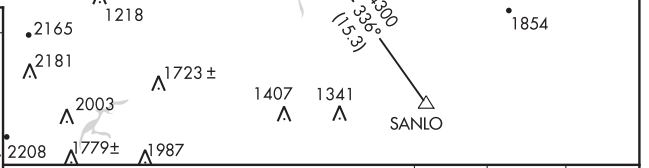
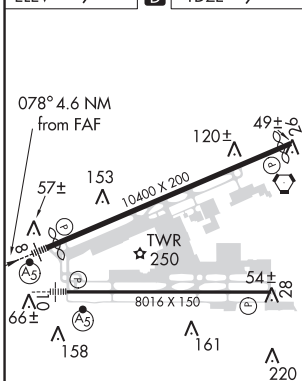
LOM SJ	APP CRS	Rwy Idg	9384
330	078°	TDZE	9
		Apt Elev	9

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via SJU VORTAC R-004 to DEEDY Int/SJU 15 DME and hold.

ATIS 125.8	SAN JUAN APP CON 119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	SAN JUAN TOWER 132.05 257.8	GND CON 121.9 348.6	CLNC DEL 126.4 284.6
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ELEV 9	D	TDZE 9
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REIL Rwy 26
HIRL Rwys 8-26 and 10-28
FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-8	600-¾ 591 (600-¾)	591 (600-1)	600-1 591 (600-1)	600-1½ 591 (600-1½)
CIRCLING	600-1 591 (600-1)	591 (600-1)	600-1½ 591 (600-1½)	600-2 591 (600-2)

SAN JUAN, PUERTO RICO
Amdt 8 14149

18°26'N-66°00'W

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
NDB RWY 8

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

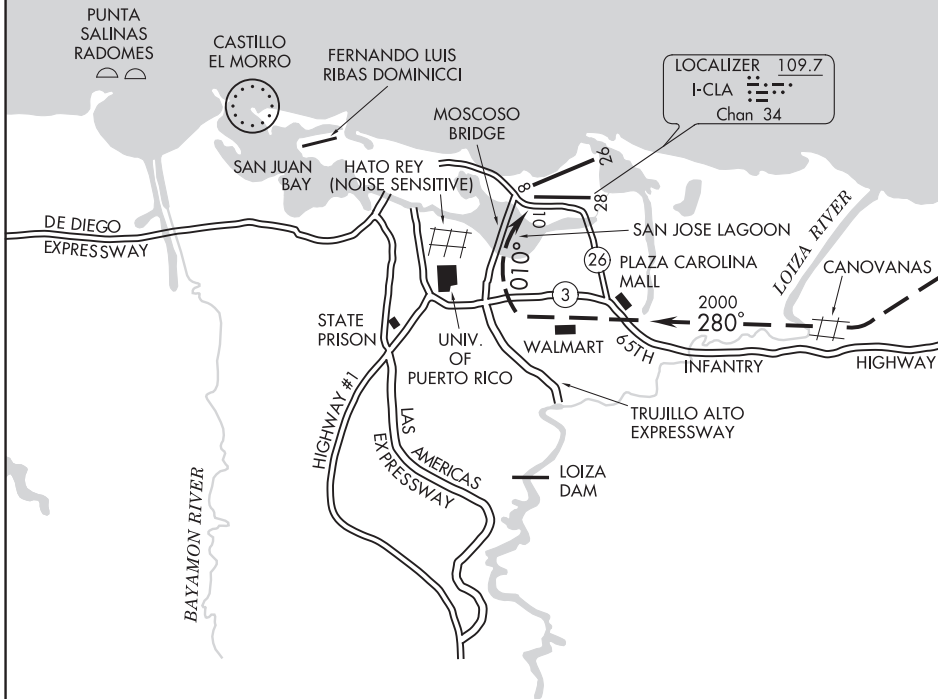
BRIDGE VISUAL RWY 10

AL-784 (FAA)

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
SAN JUAN, PUERTO RICO

ATIS 125.8
 SAN JUAN APP CON
 119.4 269.2 (WEST & SW)
 120.9 290.2 (NORTH & EAST)
 SAN JUAN TOWER
 132.05 257.8
 GND CON
 121.9 348.6
 CLNC DEL
 126.4 284.6

RADAR REQUIRED



Weather Minima: 2500 foot ceiling and 5 mile visibility.

NOTE: Chart not to scale.

Vertical Guidance Navaid and Angle
VASI Rwy 10 (3.00°)

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.

BRIDGE VISUAL RWY 10

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

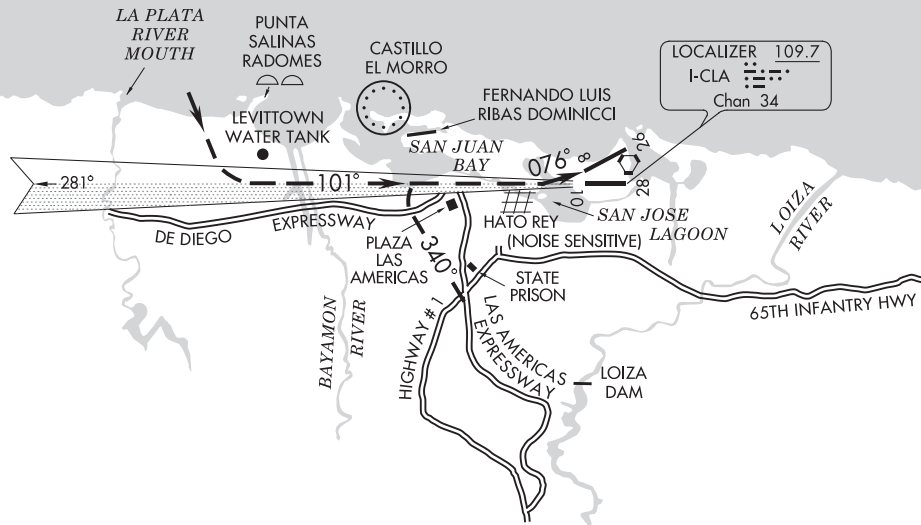
LAGOON VISUAL RWY 8

AL-784 (FAA)

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
SAN JUAN, PUERTO RICO

ATIS 125.8
SAN JUAN APP CON
119.4 269.2 (WEST & SW)
120.9 290.2 (NORTH & EAST)
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
CLNC DEL
126.4 284.6

RADAR REQUIRED



Vertical Guidance Navaid
and Angle
VASI Rwy 8 (3.00°)

Weather Minima: 2000 foot ceiling and 5 mile visibility.

NOTE: Chart not to scale.

LAGOON VISUAL APPROACH RUNWAY 8 PROCEDURE NOT AUTHORIZED AT NIGHT

When cleared for the Lagoon Visual Runway 8 Approach aircraft will proceed visually to intercept and fly the Runway 10 final approach course until the west end of the San Jose Lagoon, then make left turn to land Runway 8.

LAGOON VISUAL RWY 8

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-784 (FAA)

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
SAN JUAN, PUERTO RICO

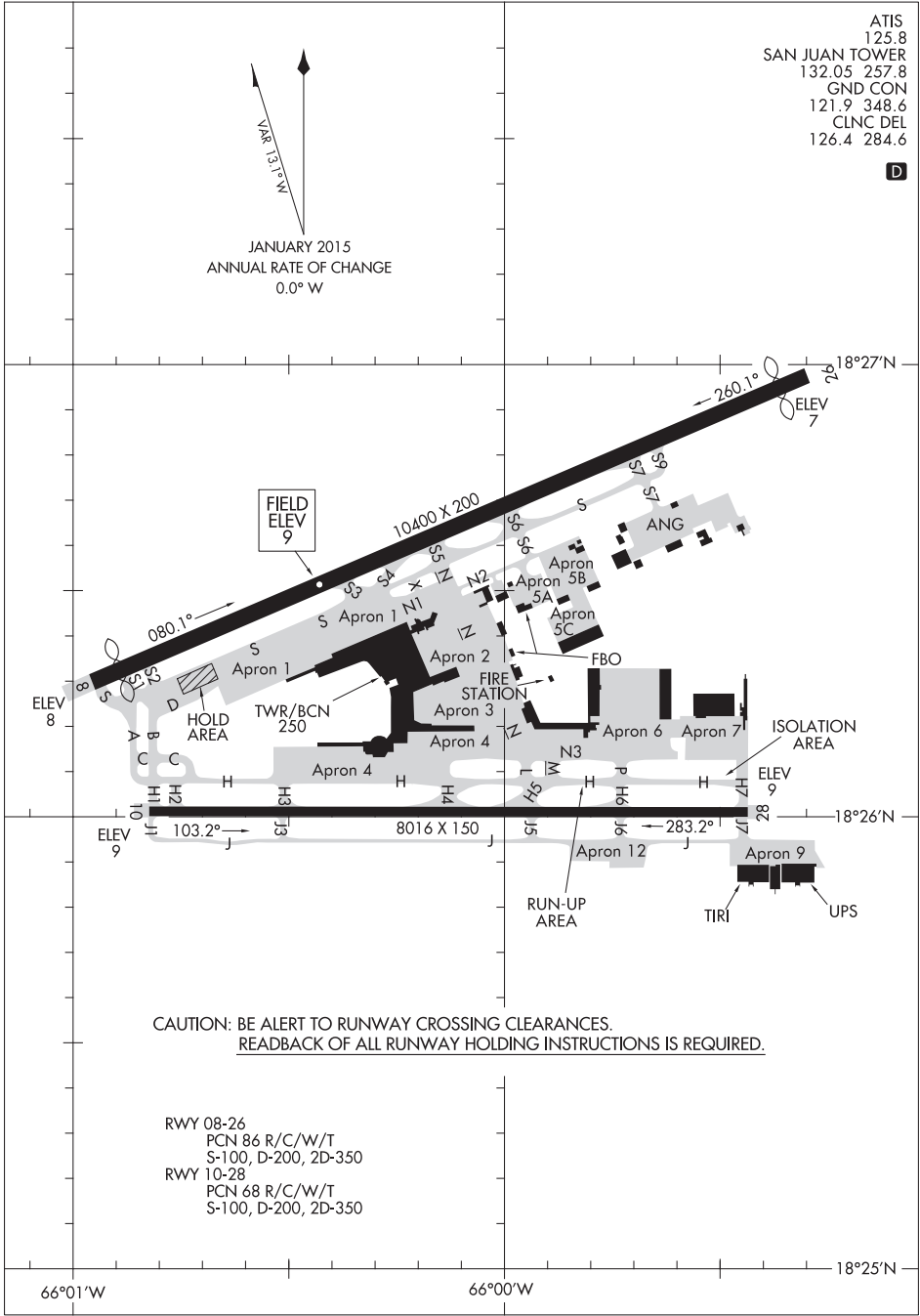
ATIS 125.8
 SAN JUAN TOWER 132.05 257.8
 GND CON 121.9 348.6
 CLNC DEL 126.4 284.6



JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.0° W

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

SAN JUAN, PUERTO RICO
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

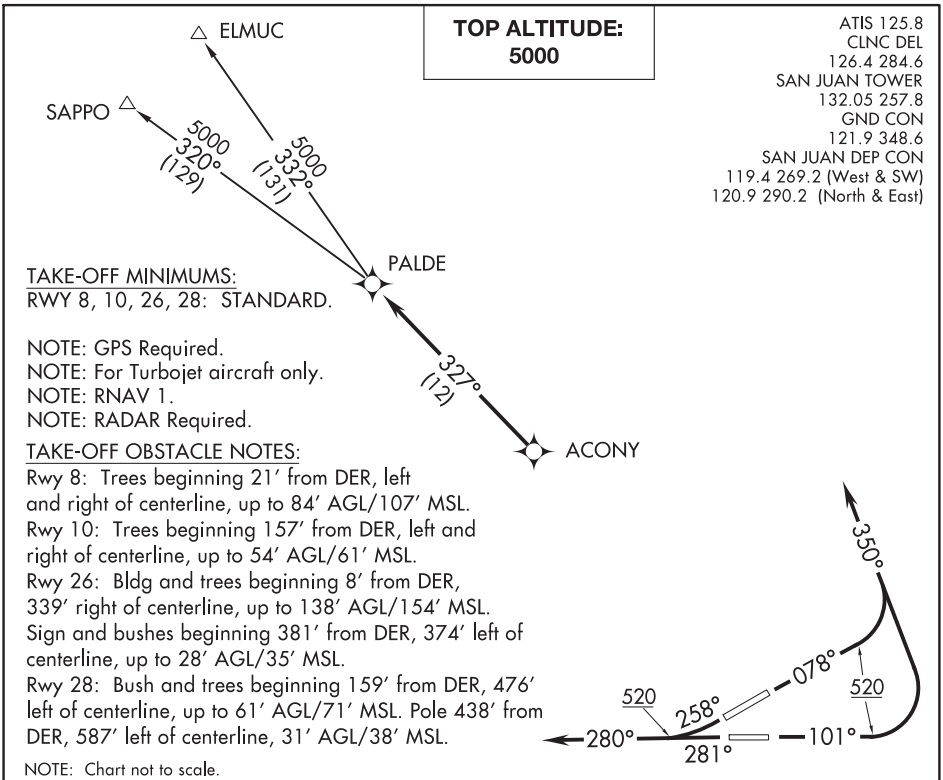
(ACONY2.ACONY) 15344

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

ACONY TWO DEPARTURE (RNAV)

SL-784 (FAA)

SAN JUAN, PUERTO RICO



TAKE-OFF MINIMUMS:
RWY 8, 10, 26, 28: STANDARD.

NOTE: GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR Required.

TAKE-OFF OBSTACLE NOTES:
Rwy 8: Trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL.
Rwy 10: Trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL.
Rwy 26: Bldg and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL.
Rwy 28: Bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 078° to 520, then climbing left turn heading 350° or as assigned by ATC, expect vectors to ACONY, then via 327° track to PALDE. Thence. . . .

TAKE-OFF RUNWAY 10: Climb heading 101° to 520, then climbing left turn heading 350° or as assigned by ATC, expect vectors to ACONY, then via 327° track to PALDE. Thence. . . .

TAKE-OFF RUNWAY 26: Climb heading 258° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to ACONY, then via 327° track to PALDE. Thence. . . .

TAKE-OFF RUNWAY 28: Climb heading 281° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to ACONY, then via 327° track to PALDE. Thence. . . .

. . . .Via assigned transition. Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

ELMUC TRANSITION (ACONY2.ELMUC)
SAPPO TRANSITION (ACONY2.SAPPO)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ACONY TWO DEPARTURE (RNAV)
(ACONY2.ACONY) 15344

SAN JUAN, PUERTO RICO
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

(CRSTL1.CRSTL) 15120

CRSTL ONE DEPARTURE

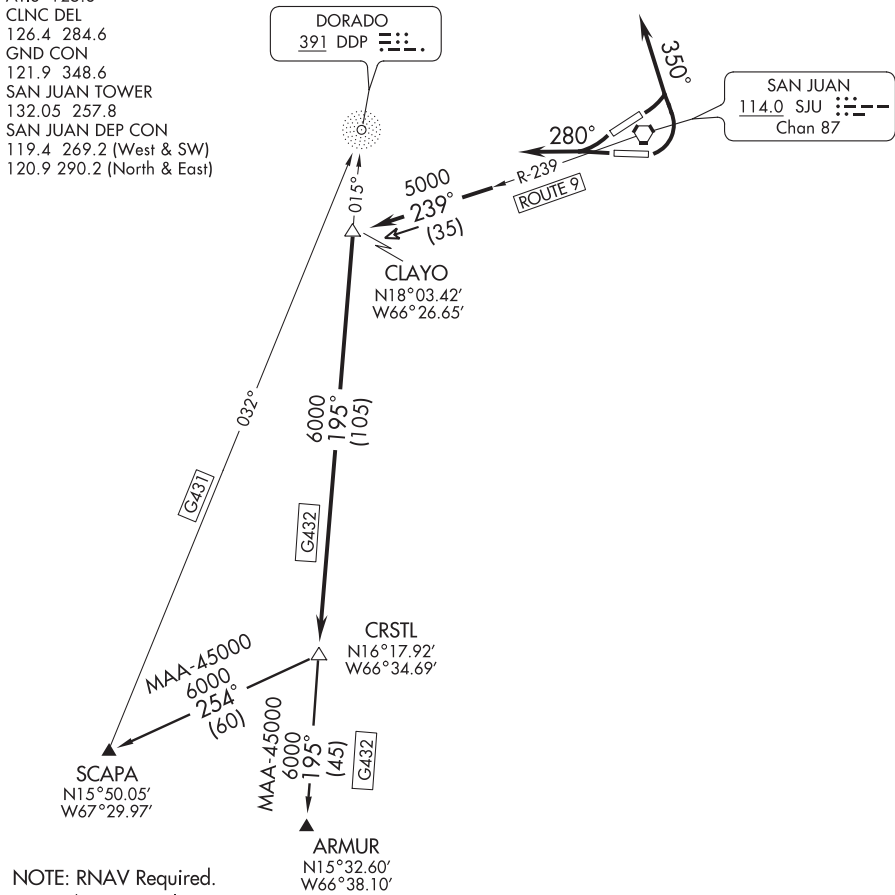
SL-784 (FAA)

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
SAN JUAN, PUERTO RICO

ATIS 125.8
CLNC DEL
126.4 284.6
GND CON
121.9 348.6
SAN JUAN TOWER
132.05 257.8
SAN JUAN DEP CON
119.4 269.2 (West & SW)
120.9 290.2 (North & East)

DORADO
391 DDP

SAN JUAN
114.0 SJU
Chan 87



NOTE: RNAV Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8 AND 10: Turn left heading 350° for vector to intercept SJU R-239 to CLAYO INT. Then via G432 to CRSTL INT. Thence....

TAKE-OFF RUNWAYS 26 AND 28: Fly heading 280° for vector to intercept SJU R-239 to CLAYO INT. Then via G432 to CRSTL INT. Thence....

....Maintain 5000' unless assigned lower altitude. Expect clearance to FL280 or requested altitude, if lower, ten minutes after departure.

ARMUR TRANSITION (CRSTL1.ARMUR): From over CRSTL INT via G432 (DDP bearing 015°) to ARMUR INT.

SCAPA TRANSITION (CRSTL1.SCAPA): From over CRSTL INT direct to SCAPA INT.

CRSTL ONE DEPARTURE
(CRSTL1.CRSTL) 15120

SAN JUAN, PUERTO RICO
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

(GANBO1.GANBO) 14093

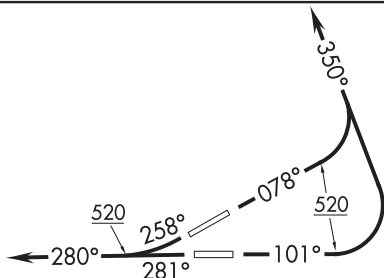
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

GANBO ONE DEPARTURE (RNAV)

SL-784 (FAA)

SAN JUAN, PUERTO RICO

ATIS 125.8
 CLNC DEL
 126.4 284.6
 SAN JUAN TOWER
 132.05 257.8
 GND CON
 121.9 348.6
 SAN JUAN DEP CON
 119.4 269.2 (West & SW)
 120.9 290.2 (North & East)

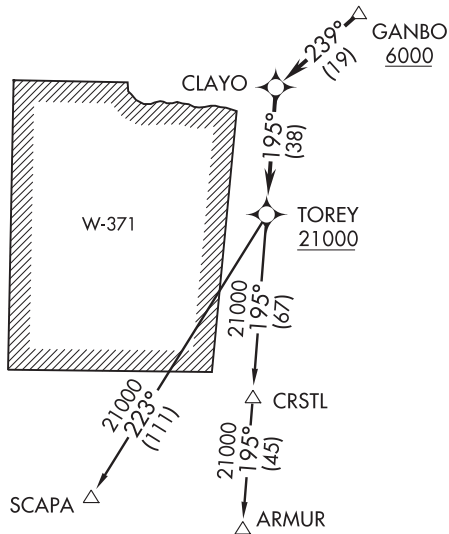


TAKE-OFF MINIMUMS:
 Rwy 8, 10, 26, 28: Standard.
 Minimum obstacle climb of 390' per NM to 4900. ATC climb of 420' per NM to 6000.

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.

TAKE-OFF OBSTACLE NOTES:

Rwy 8: Trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL.
 Rwy 10: Trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL.
 Rwy 26: Bldg and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL.
 Rwy 28: Bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.



NOTE: Chart not to scale.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF 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. . . .

TAKE-OFF 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. . . .

TAKE-OFF 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. . . .

TAKE-OFF 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):

GANBO ONE DEPARTURE (RNAV)

(GANBO1.GANBO) 14093

SAN JUAN, PUERTO RICO

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

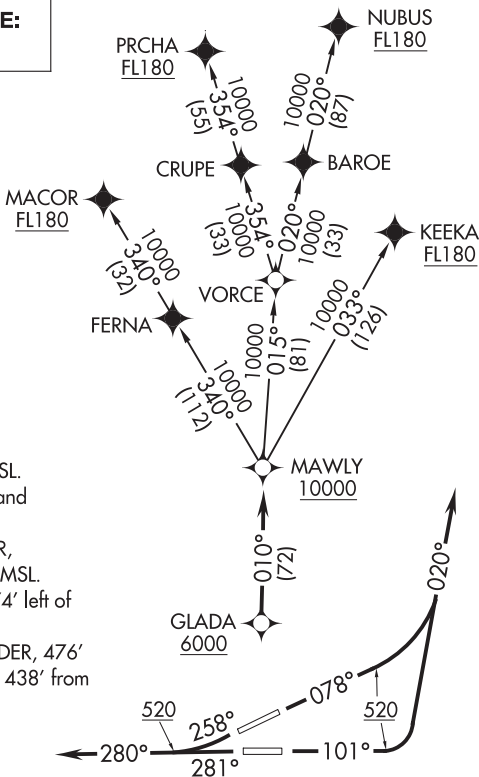
GLADA THREE DEPARTURE (RNAV)

SL-784 (FAA)

SAN JUAN, PUERTO RICO

ATIS 125.8
 CLNC DEL
 126.4 284.6
 SAN JUAN TOWER
 132.05 257.8
 GND CON
 121.9 348.6
 SAN JUAN DEP CON
 119.4 269.2 (West & SW)
 120.9 290.2 (North & East)

TOP ALTITUDE:
5000



TAKE-OFF MINIMUMS:
 Rwsy 8, 10, 26, 28: STANDARD.

NOTE: GPS Required.
 NOTE: For Turbojet aircraft only.
 NOTE: RNAV 1.
 NOTE: RADAR Required.

TAKE-OFF OBSTACLES:
 Rwy 8: Trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL.
 Rwy 10: Trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL.
 Rwy 26: Bldg and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL.
 Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL.
 Rwy 28: Bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKE-OFF 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. . .
- TAKE-OFF 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. . .
- TAKE-OFF 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. . .
- TAKE-OFF 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)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

(HAMAR2.HAMAR) 15344

HAMAR TWO DEPARTURE (RNAV)

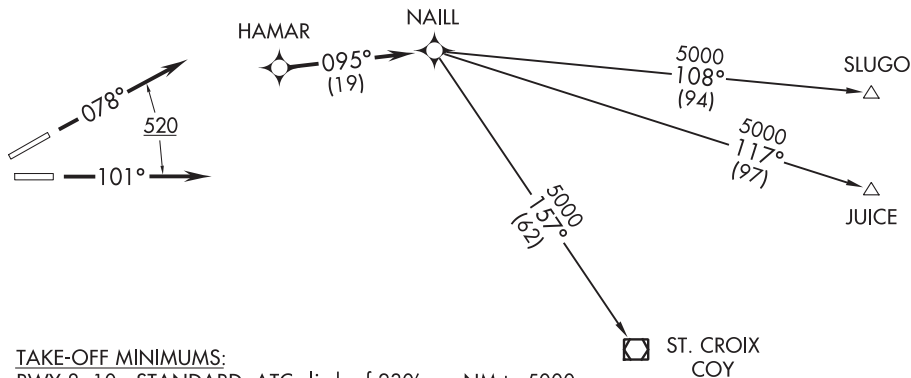
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

SL-784 (FAA)

SAN JUAN, PUERTO RICO

ATIS 125.8
 CLNC DEL
 126.4 284.6
 SAN JUAN TOWER
 132.05 257.8
 GND CON
 121.9 348.6
 SAN JUAN DEP CON
 119.4 269.2 (West & SW)
 120.9 290.2 (North & East)

**TOP ALTITUDE:
 5000**



TAKE-OFF MINIMUMS:

RWY 8, 10: STANDARD. ATC climb of 230' per NM to 5000.
 RWY 26, 28: NA-ATC.

NOTE: GPS Required.

NOTE: For Prop and Turboprop aircraft only.

NOTE: RNAV 1.

NOTE: RADAR Required.

TAKE-OFF OBSTACLE NOTES:

Rwy 8: Trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL.

Rwy 10: Trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 078° to 520, continue climb expect vectors to HAMAR, then via 095° track to NAILL. Thence. . . .

TAKE-OFF 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)

HAMAR TWO DEPARTURE (RNAV)

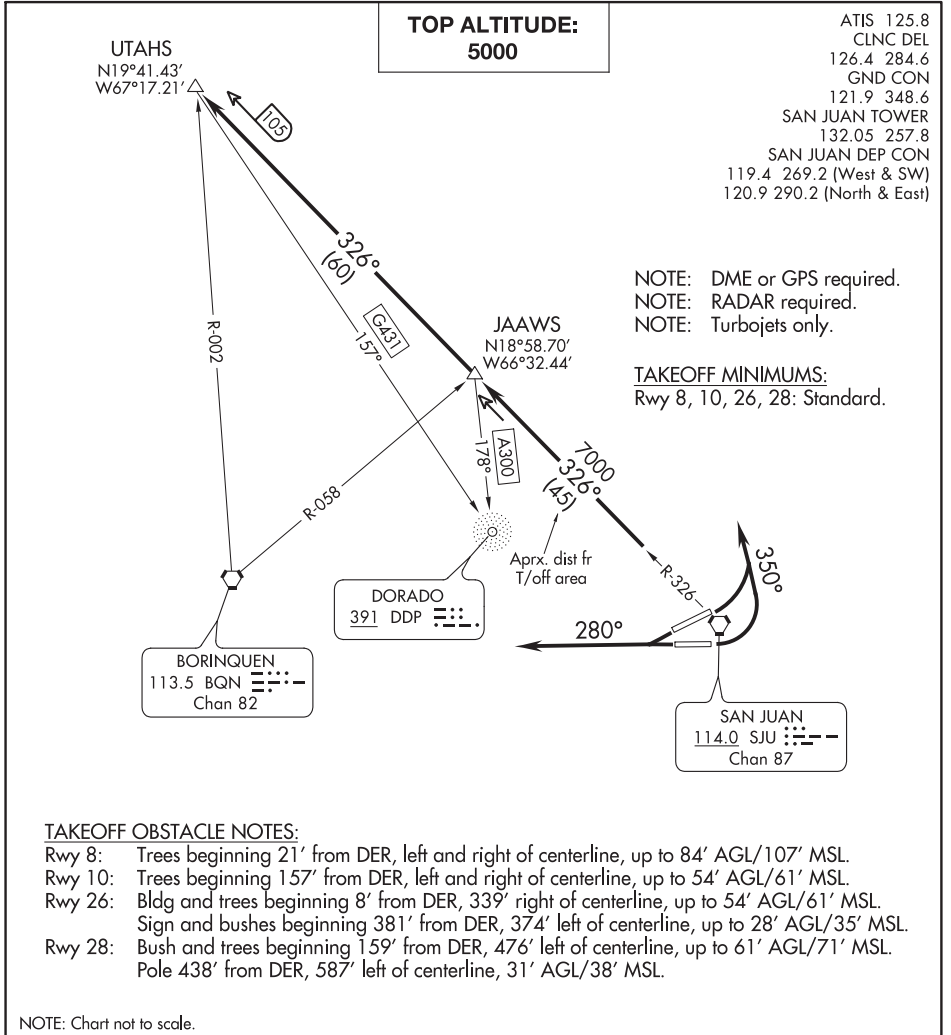
(HAMAR2.HAMAR) 15344

SAN JUAN, PUERTO RICO

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 8, 10: Climbing left turn heading 350° for RADAR vector to intercept SJU R-326 to UTAHS. Thence. . . .

TAKEOFF RWYS 26, 28: Climb heading 280° for RADAR vector to intercept SJU R-326 to UTAHS. Thence. . . .

. . . .maintain 5000 unless assigned lower altitude. Expect clearance to flight level 280 or requested altitude if lower ten minutes after departure.

JETSS ONE DEPARTURE

SL-784 (FAA)

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
SAN JUAN, PUERTO RICO

SE-3, 10 NOV 2016 to 05 JAN 2017

ATIS 125.8
CLNC DEL 126.4 284.6
GND CON 121.9 348.6
SAN JUAN TOWER 132.05 257.8
SAN JUAN DEP CON 119.4 269.2 Rwys 26 and 28
120.9 290.2 Rwys 8 and 10

JETSS
N18°40.40'
W65°21.96'

090°
080°
280°

SAN JUAN
114.0 SJU
Chan 87
N18° 26.78'-W65° 59.37'

5000
*2400
110°
(98)

5000
*2700
118°
(102)

SLUGO
N18°23.37'
W63°40.00'

ST. THOMAS
108.6 STT
Chan 23
N18°21.35'-W65°01.47'

JUICE
N18°07.86'
W63°40.00'

ST. CROIX
108.2 COY
Chan 19
N17°44.07'-W64°42.04'

ST. MAARTEN
113.0 PJM
Chan 77



NOTE: RNAV Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8 AND 10: Turn left heading 060° for vector to intercept SJU R-080 to JETSS INT. Thence...
TAKE-OFF RUNWAYS 26 AND 28: Fly heading 280° for vector to intercept SJU R-080 to JETSS INT. Thence...
...Maintain 5000' unless assigned lower altitude. Expect clearance to FL 280 or requested altitude, if lower, ten (10) minutes after departure.
JUICE TRANSITION (JETSS1.JUICE): From over JETSS INT direct to JUICE DME. Thence as filed.
SLUGO TRANSITION (JETSS1.SLUGO): From over JETSS INT direct to SLUGO DME. Thence as filed.
ST. CROIX TRANSITION (JETSS1.COY): From over JETSS INT direct to COY VOR/DME. Thence as filed.

SE-3, 10 NOV 2016 to 05 JAN 2017

(SNGRA2.SNGRA) 15344

SNGRA TWO DEPARTURE (RNAV)

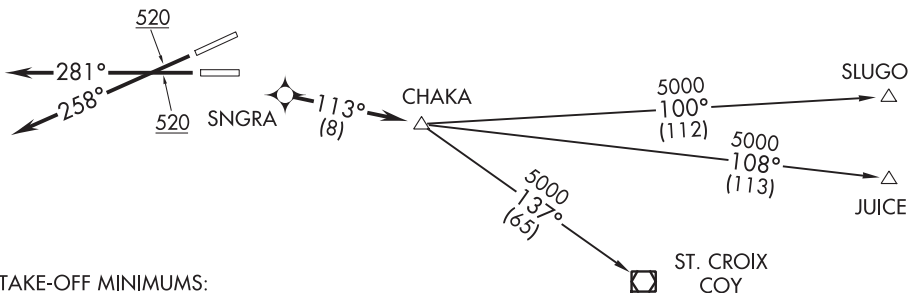
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

SL-784 (FAA)

SAN JUAN, PUERTO RICO

ATIS 125.8
 CLNC DEL
 126.4 284.6
 SAN JUAN TOWER
 132.05 257.8
 GND CON
 121.9 348.6
 SAN JUAN DEP CON
 119.4 269.2 (West & SW)
 120.9 290.2 (North & East)

TOP ALTITUDE:
5000



TAKE-OFF MINIMUMS:

RWY 8, 10: NA-ATC.

RWY 26: STANDARD with minimum obstacle climb of 311' per NM to 4800.
ATC climb of 350' per NM to 5000.

RWY 28: STANDARD with minimum obstacle climb of 323' per NM to 4800.
ATC climb of 350' per NM to 5000.

NOTE: GPS Required.

NOTE: For Prop and Turboprop aircraft only.

NOTE: RNAV 1.

NOTE: RADAR Required.

TAKE-OFF OBSTACLE NOTES:

Rwy 26: Bldg and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL.
Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL.

Rwy 28: Bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL.
Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 26: Climb heading 258° to 520, continue climb expect vectors to SNGRA, then via 113° track to CHAKA. Thence. . . .

TAKE-OFF 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)

SNGRA TWO DEPARTURE (RNAV)

(SNGRA2.SNGRA) 15344

SAN JUAN, PUERTO RICO

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

(VERMO5.VERMO) 14093

VERMO FIVE DEPARTURE

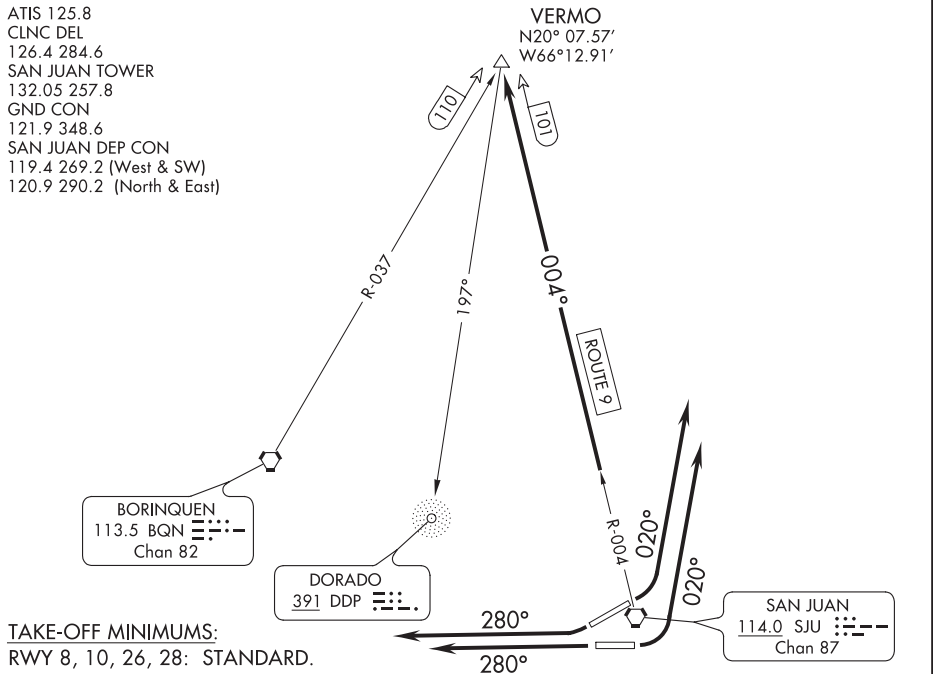
LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

SL-784 (FAA)

SAN JUAN, PUERTO RICO

ATIS 125.8
 CLNC DEL 126.4 284.6
 SAN JUAN TOWER 132.05 257.8
 GND CON 121.9 348.6
 SAN JUAN DEP CON 119.4 269.2 (West & SW)
 120.9 290.2 (North & East)

VERMO
 N20° 07.57'
 W66° 12.91'



TAKE-OFF MINIMUMS:
 RWY 8, 10, 26, 28: STANDARD.

TAKE-OFF OBSTACLE NOTES:

- Rwy 8: Trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL.
- Rwy 10: Trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL.
- Rwy 26: Bldg and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL.
- Rwy 28: Bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKE-OFF RUNWAY 8:** Climbing left turn heading 020° or as assigned by ATC, expect vectors to intercept SJU R-004 to VERMO INT. Thence. . . .
- TAKE-OFF RUNWAY 10:** Climbing left turn heading 020° or as assigned by ATC, expect vectors to intercept SJU R-004 to VERMO INT. Thence. . . .
- TAKE-OFF RUNWAY 26:** Climb heading 280° or as assigned by ATC, expect vectors to intercept SJU R-004 to VERMO INT. Thence. . . .
- TAKE-OFF RUNWAY 28:** Climb heading 280° or as assigned by ATC, expect vectors to intercept SJU R-004 to VERMO INT. Thence. . . .

. . . . Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VERMO FIVE DEPARTURE
 (VERMO5.VERMO) 14093

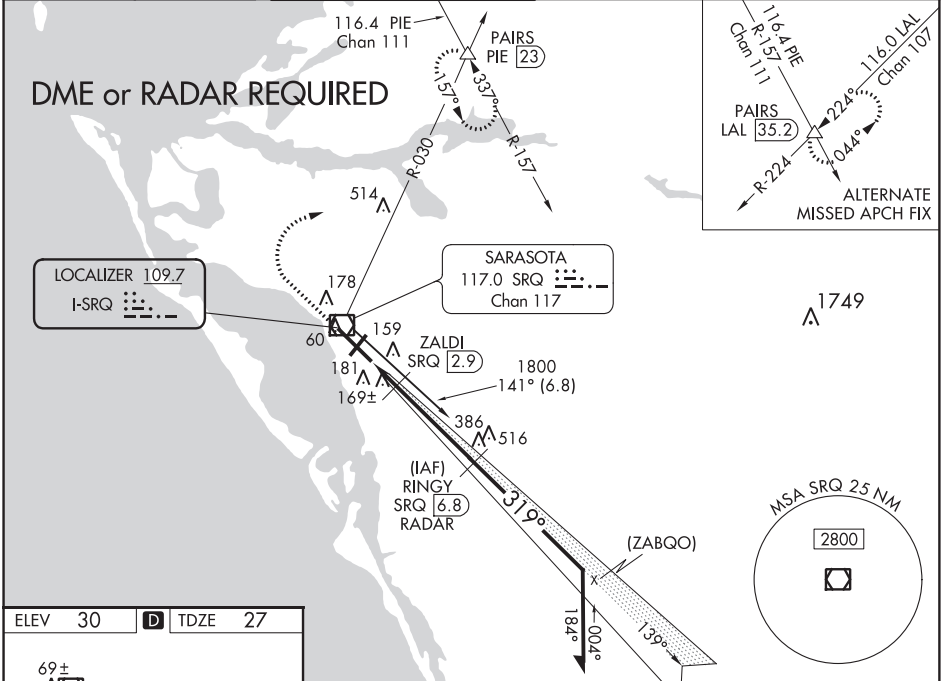
SAN JUAN, PUERTO RICO
 LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

LOC I-SRQ 109.7	APP CRS 319°	Rwy Idg TDZE Apt Elev	7510 27 30
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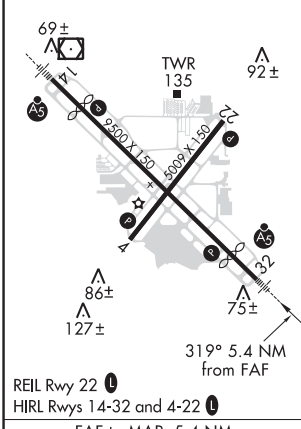
ILS or LOC RWY 32
SARASOTA/BRADENTON INTL (SRQ)

<p>▼ Night landing: Rwy 4, 22 NA. Autopilot coupled approach NA below 840. When control tower closed, S-ILS 32 Minimums NA, increase S-LOC 32 and ZALDI Fix Minimums S-LOC 32 all Cats visibility to 1. When control tower closed, inop table does not apply to S-LOC 32 and ZALDI Fix Minimums all Cats.</p>	<p>MALSR AS</p>	<p>MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 065° and SRQ VOR/DME R-030 to PAIRS INT/PIE VORTAC 23 DME and hold, continue climb-in-hold to 3000.</p>
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ATIS 124.375	TAMPA APP CON 119.65 353.575	SARASOTA-BRADENTON TOWER* 120.1(CTAF) 256.8	GND CON 121.9 273.6	CLNC DEL 118.25	UNICOM 122.95
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ELEV 30	D	TDZE 27
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1000	3000	SRQ R-030	PAIRS	RINGY SRQ 6.8 RADAR	Remain within 10 NM
↑	hdg 065°		△		
*LOC only.					
GS 3.00° TCH 53					

CATEGORY	A	B	C	D
S-ILS 32	227-1/2 200 (200-1/2)			
S-LOC 32	480-1/2	453 (500-1/2)	480-7/8	453 (500-7/8)
CIRCLING	500-1	470 (500-1)	500-1/2 470 (500-1/2)	580-2 550 (600-2)
ZALDI FIX MINIMUMS				
S-LOC 32	360-1/2 333 (400-1/2)			
CIRCLING	500-1	470 (500-1)	500-1/2 470 (500-1/2)	580-2 550 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99420 W04A	APP CRS 043°	Rwy Idg 5009 TDZE 23 Apt Elev 30
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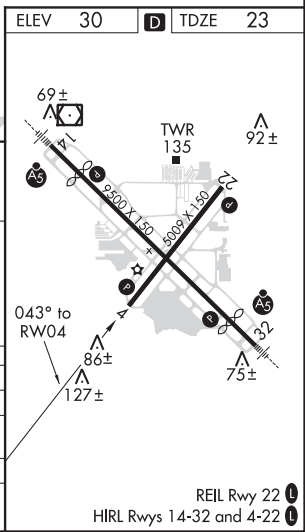
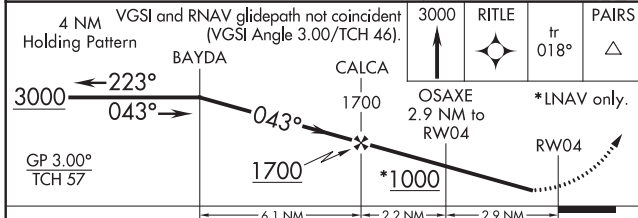
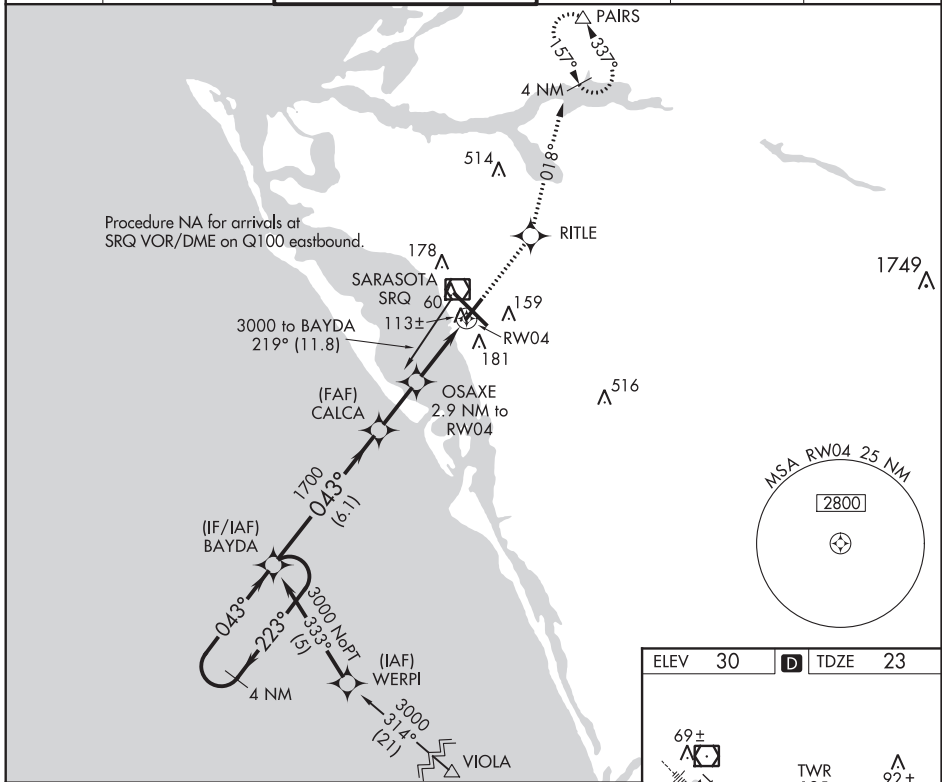
RNAV (GPS) RWY 4

SARASOTA/BRADENTON INTL (SRQ)

▼ Night landing: Rwy 4, 22 NA. 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 1 SM NA.

MISSED APPROACH: Climb to 3000 direct RITLLE and on track 018° to PAIRS and hold, continue climb-in-hold to 3000.

ATIS 124.375	TAMPA APP CON 119.65 353.575	SARASOTA-BRADENTON TOWER* 120.1(CTAF) 0 256.8	GND CON 121.9 273.6	CLNC DEL 118.25	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		273-1	250 (300-1)	
LNAV/VNAV DA		295-1	272 (300-1)	
LNAV MDA		380-1	357 (400-1)	
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

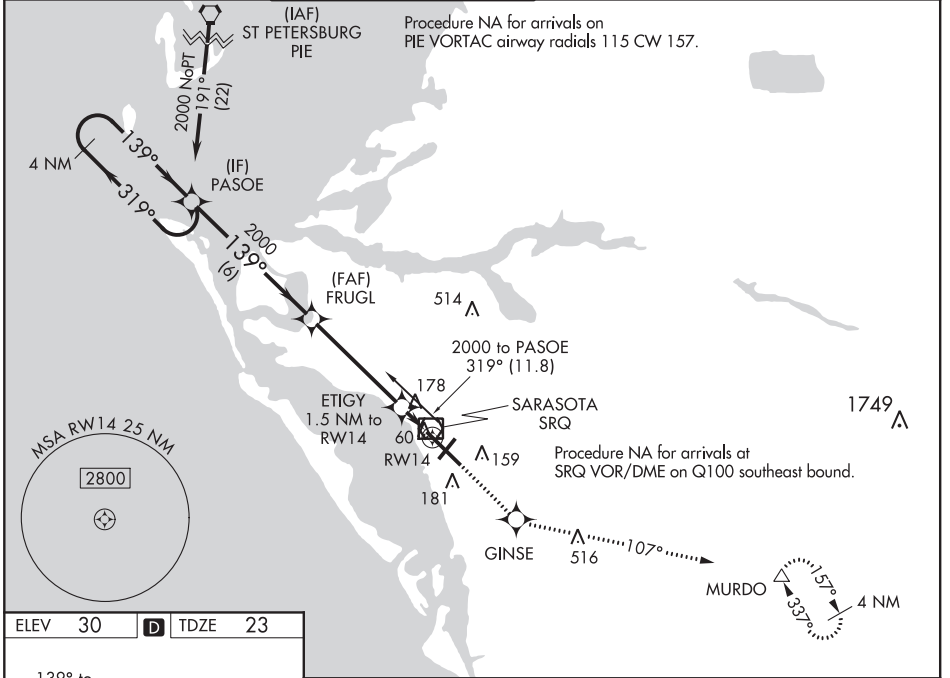
SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86705 W14A	APP CRS 139°	Rwy Idg 7540 TDZE 23 Apt Elev 30
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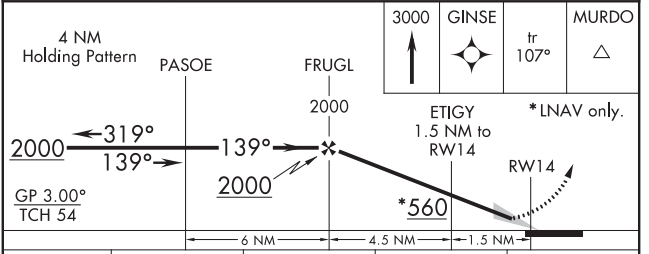
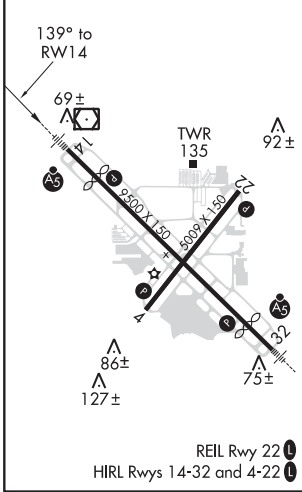
RNAV (GPS) RWY 14

SARASOTA/BRADENTON INTL (SRQ)

<p>▼ Night landing: Rwy 4, 22 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 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 MALSRS, increase LNAV Cats C and D visibility to 1½ mile.</p>		<p>MALSRS</p>	<p>MISSED APPROACH: Climb to 3000 direct GINSE and on track 107° to MURDO and hold.</p>		
<p>ATIS 124.375</p>	<p>TAMPA APP CON 119.65 353.575</p>	<p>SARASOTA-BRADENTON TOWER* 120.1(CTAF) 0 256.8</p>	<p>GND CON 121.9 273.6</p>	<p>CLNC DEL 118.25</p>	<p>UNICOM 122.95</p>



ELEV 30	D	TDZE 23
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CATEGORY	A	B	C	D
LPV DA		223-½	200 (200-½)	
LNAV/VNAV DA		489-1⅛	466 (500-1⅛)	
LNAV MDA	440-½	417 (500-½)	440-¾	417 (500-¾)
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

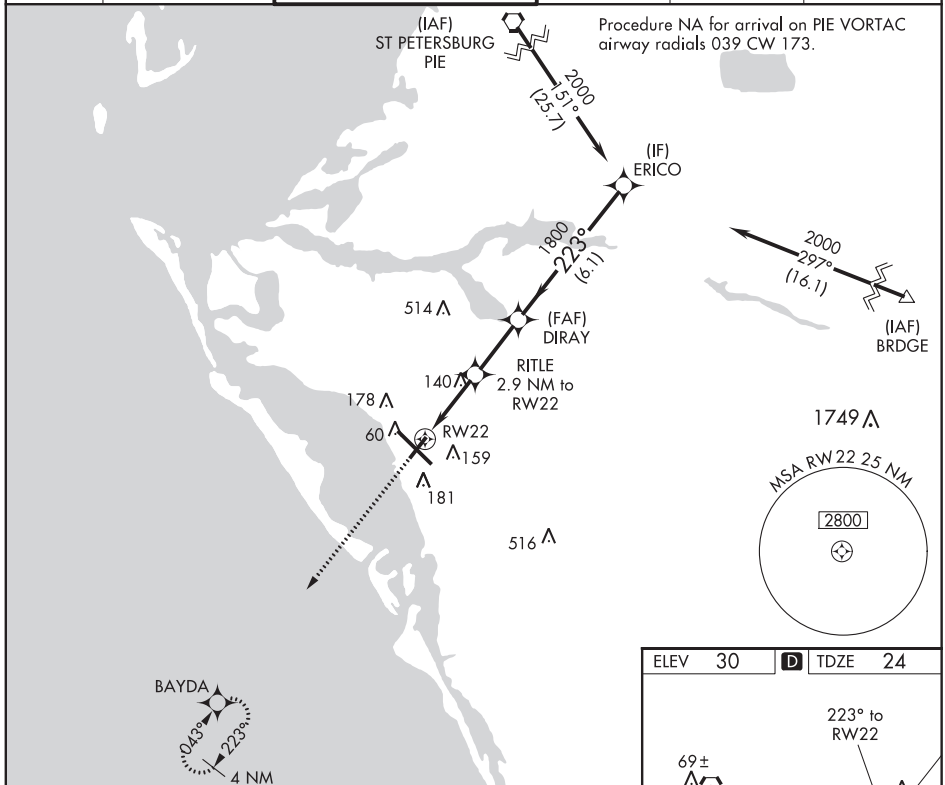
SE-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5009
223°	TDZE	24
	Apt Elev	30

RNAV (GPS) RWY 22

SARASOTA/BRADENTON INTL (SRQ)

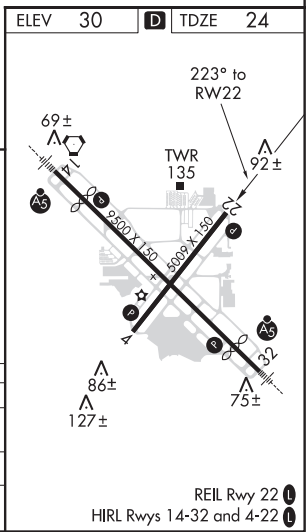
<p>▼ Night landing: Rwy 4, 22 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.</p>			<p>MISSED APPROACH: Climb to 2000 direct BAYDA and hold.</p>		
ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER*	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1(CTAF) 256.8	121.9 273.6	118.25	122.95



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

2000	BAYDA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).		ERICO	2000
					Procedure Turn NA
*LNAV only		RITLE 2.9 NM to RW22	DIRAY 1800		GP 3.00° TCH 57
		1000*			
		2.9 NM	2.5 NM	6.1 NM	
CATEGORY	A	B	C	D	
LNAV/VNAV DA		295-1	271 (300-1)		
LNAV MDA		400-1	376 (400-1)		
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)	



WAAS CH 72605	APP CRS 319°	Rwy Idg TDZE Apt Elev	7510 27 30
W32A			

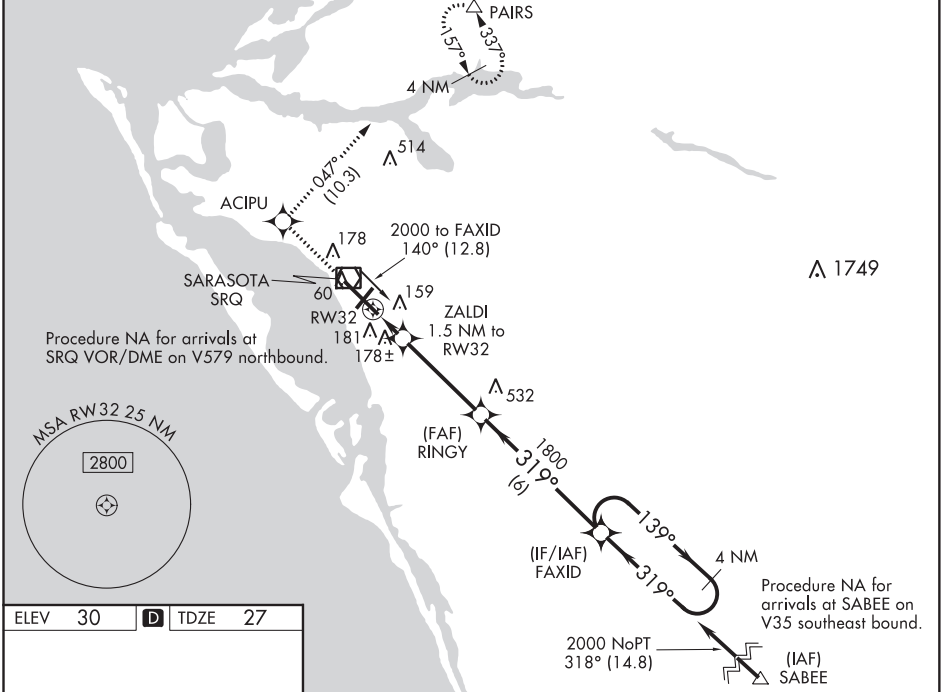
RNAV (GPS) RWY 32

SARASOTA/BRADENTON INTL (SRQ)

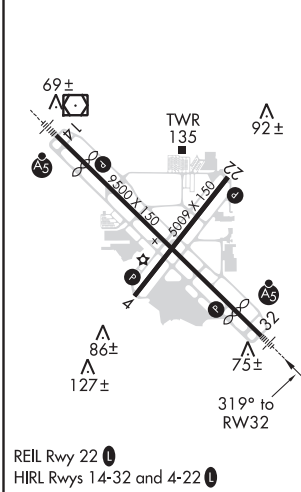
▼ Night landing: Rwy 4, 22 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When control tower closed, LPV and LNAV/VNAV NA; increase LNAV all Cats visibility to 1 mile. When control tower closed, inop table does not apply to LNAV Cats A and B. When control tower closed, for inop MALSR, increase LNAV Cat C and D visibility to 1½ mile.

MALSR MISSED APPROACH: Climb to 3000 direct ACIPU and on track 047° to PAIRS and hold, continue climb-in-hold to 3000.

ATIS 124.375	TAMPA APP CON 119.65 353.575	SARASOTA-BRADENTON TOWER* 120.1(CTAF) 256.8	GND CON 121.9 273.6	CLNC DEL 118.25	UNICOM 122.95
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ELEV 30	D	TDZE 27
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3000	ACIPU	PAIRS	FAXID		4 NM Holding Pattern
↑	☀	△			
	tr 047°				
*LNAV only.					
	ZALDI 1.5 NM to RWY 32	RINGY 1800	139° → 2000		GP 3.00° TCH 53
	RWY 32	*540	← 319°		
	1.5 NM	3.9 NM	6 NM		
CATEGORY	A	B	C	D	
LPV DA	227-½		200 (200-½)		
LNAV/DA VNAV	463-1		436 (500-1)		
LNAV MDA	440-½	413 (500-½)	440-¾	413 (500-¾)	
CIRCLING	500-1	470 (500-1)	500-1½	580-2 550 (600-2)	

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

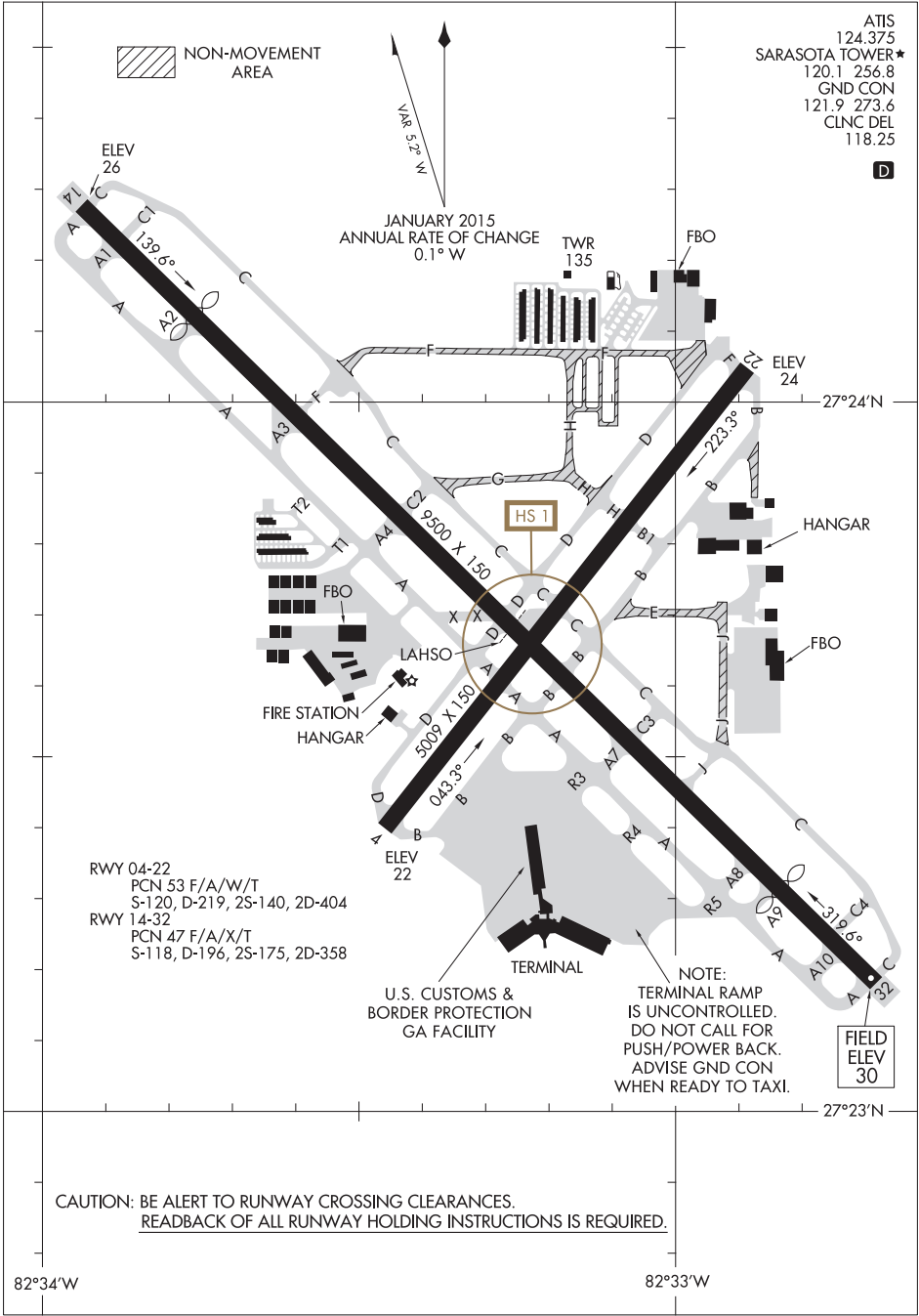
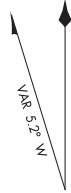
AIRPORT DIAGRAM

AL-640 (FAA)

BRADENTON INTL (SRQ)
SARASOTA/BRADENTON, FLORIDA

ATIS 124.375
 SARASOTA TOWER* 120.1 256.8
 GND CON 121.9 273.6
 CLNC DEL 118.25
D

NON-MOVEMENT AREA



RWY 04-22
 PCN 53 F/A/W/T
 S-120, D-219, 2S-140, 2D-404
 RWY 14-32
 PCN 47 F/A/X/T
 S-118, D-196, 2S-175, 2D-358

U.S. CUSTOMS &
 BORDER PROTECTION
 GA FACILITY

NOTE:
 TERMINAL RAMP
 IS UNCONTROLLED.
 DO NOT CALL FOR
 PUSH/POWER BACK.
 ADVISE GND CON
 WHEN READY TO TAXI.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

SARASOTA/BRADENTON, FLORIDA
BRADENTON INTL (SRQ)

SARASOTA FIVE DEPARTURE

SARASOTA/BRADENTON INTL (SRQ)
SARASOTA (BRADENTON), FLORIDA

SEMINOLE
117.5 SZW
Chan 122
N30°33.37'-W84°22.44'
L-21-22, H-8

**TOP ALTITUDE:
3000**

TAYLOR
112.9 TAY
Chan 76
N30°30.28'-W82°33.17'
L-21-24, H-8-12

SRQ ATIS
124.375
TPA DEP ATIS
128.475
CLNC DEL 118.25
SRQ GND CON
121.9 273.6
SARASOTA TOWER *
120.1 (CTAF) 256.8
TAMPA DEP CON
119.65 353.575

CROSS CITY
112.0 CTY
Chan 57
N29°35.94'-W83°02.93'
L-21-24, H-8

GATORS
116.2 GNV
Chan 109
N29°41.53'-W82°16.38'
L-21-24, H-8-12

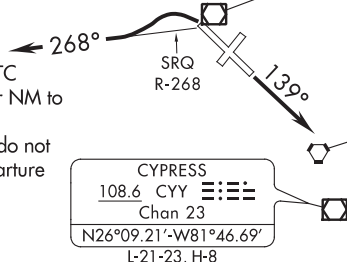
ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47'-W82°41.06'
L-21-24, H-8

LAKELAND
116.0 LAL
Chan 107
N27°59.17'-W82°00.83'
L-21-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56'-W81°20.10'
L-21-23-24, H-8

SARASOTA
117.0 SRQ
Chan 117
N27°24.42'-W82°33.82'
L-21-23, H-8

TAKEOFF MINIMUMS:
Rwys 4, 22: NA-ATC.
Rwy 14: Standard.
Rwy 32: Standard with ATC
climb of 500' per NM to
540.
Rwy 32: Turbojet aircraft do not
turn prior to departure
end of Rwy.



LEE COUNTY
111.8 RSW
Chan 55
N26°31.79'-W81°46.55'
L-21-23, H-8

CYPRESS
108.6 CYY
Chan 23
N26°09.21'-W81°46.69'
L-21-23, H-8

NOTE: Radar Required.

TAKEOFF OBSTACLE NOTES:

- Rwy 14: Trees beginning 119' from DER, 430' left of centerline, up to 32' AGL/55' MSL.
Trees beginning 345' from DER, 362' left of centerline, up to 74' AGL/94' MSL.
Railroad 431' from DER, 533' left of centerline, 24' AGL/44' MSL.
- Rwy 32: Wall 199' from DER, 465' left of centerline, up to 39' AGL/49' MSL.
Antenna 732' from DER, 168' left of centerline, 44' AGL/54' MSL.
Trees beginning 775' from DER, 274' left of centerline, up to 78' AGL/88' MSL.
Trees beginning 606' from DER, 645' right of centerline, 61' AGL/71' MSL.

NOTE: Chart not scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Climb heading 139°. Expect RADAR vectors to join assigned route, thence

TAKEOFF RWY 32: Climbing left turn to intercept SRQ R-268 westbound or as assigned by ATC. Expect RADAR vectors to join assigned route, thence

. . . . maintain 3000 or as assigned by ATC. Expect clearance to filed altitude ten minutes after departure.

SARASOTA FIVE DEPARTURE

(SRQ5.SRQ) 15SEP16

SARASOTA (BRADENTON), FLORIDA
SARASOTA/BRADENTON INTL (SRQ)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

(SRKUS2.SRKUS) 14205

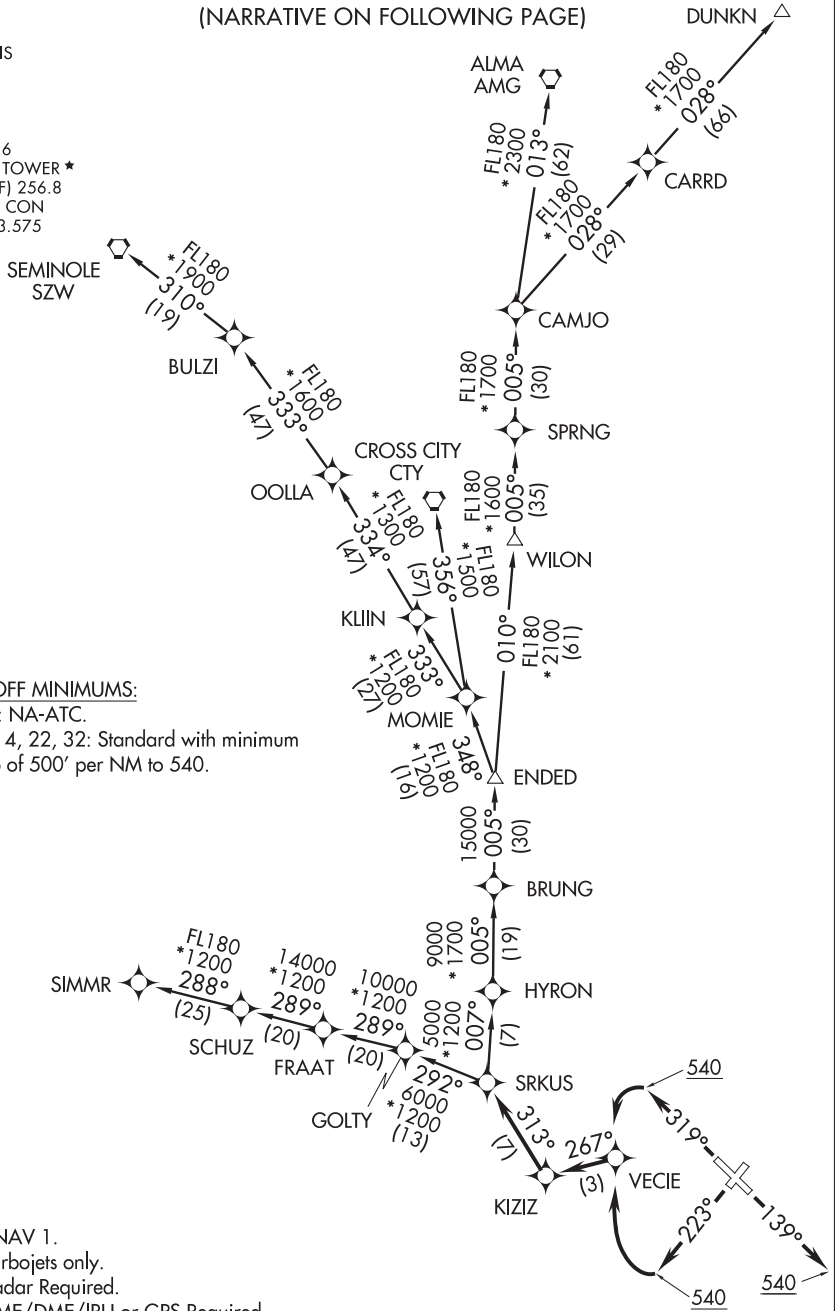
SL-640 (FAA)

SRKUS TWO DEPARTURE (RNAV)

SARASOTA/BRADENTON INTL (SR.Q)
SARASOTA/BRADENTON, FLORIDA

(NARRATIVE ON FOLLOWING PAGE)

SRQ ATIS
124.375
TPA DEP ATIS
128.475
CLNC DEL
118.25
GND CON
121.9 273.6
SARASOTA TOWER *
120.1 (CTAF) 256.8
TAMPA DEP CON
119.65 353.575



TAKEOFF MINIMUMS:

Rwy 4: NA-ATC.
Rwys 14, 22, 32: Standard with minimum
climb of 500' per NM to 540.

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.

NOTE: Chart not to scale.

SRKUS TWO DEPARTURE (RNAV)

(SRKUS2.SRKUS) 14205

SARASOTA/BRADENTON, FLORIDA
SARASOTA/BRADENTON INTL (SR.Q)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

SRKUS TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: NA-ATC.

TAKEOFF RWY 14: Climb heading 139°, or as assigned by ATC, to at or above 540, expect vectors to KIZIZ, then on track 313° to SRKUS, Thence. . . .

TAKEOFF RWY 22: Climb heading 223° to at or above 540, then right turn direct VECIE, then on track 267° to KIZIZ, then on track 313° to SRKUS. Thence. . . .

TAKEOFF RWY 32: Climb heading 319° to at or above 540, then left turn direct VECIE, then on track 267° to KIZIZ, then on track 313° to SRKUS. Thence...

. . . .Maintain 3000 or as assigned by ATC. Expect climb to filed altitude within ten minutes after departure.

ALMA TRANSITION (SRKUS2.AMG):

CROSS CITY TRANSITION (SRKUS2.CTY):

DUNKN TRANSITION (SRKUS2.DUNKN):

SEMINOLE TRANSITION (SRKUS2.SZW):

SIMMR TRANSITION (SRKUS2.SIMMR):

TAKEOFF OBSTACLE NOTES:

Rwy 14: Trees beginning 119' from DER, 430' left of centerline, up to 32' AGL/55' MSL.

Trees beginning 345' from DER, 362' left of centerline, up to 74' AGL/94' MSL.

Railroad 431' from DER, 533' left of centerline, 24' AGL/44' MSL.

Rwy 22: Vehicles on road 125' from DER, through centerline, up to 17' AGL/38' MSL.

Trees beginning 235' from DER, 518' right of centerline, up to 103' AGL/113' MSL.

Trees beginning 819' from DER, 18' left of centerline, up to 95' AGL/102' MSL.

Poles/Signs beginning 346' from DER, 528' right of centerline, up to 39' AGL/53' MSL.

Poles/Signs beginning 882' from DER, 38' left of centerline, up to 46' AGL/63' MSL.

Buildings beginning 1689' from DER, 61' left of centerline, up to 65' AGL/75' MSL.

Rwy 32: Wall 199' from DER, 465' left of centerline, up to 39' AGL/49' MSL.

Antenna 732' from DER, 168' left of centerline, 44' AGL/54' MSL.

Trees beginning 775' from DER, 274' left of centerline, up to 78' AGL/88' MSL.

Trees beginning 606' from DER, 645' right of centerline, 61' AGL/ 71' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82127 W23A	APP CRS 231°	Rwy ldg THRE 21 Apt Elev 21	4023
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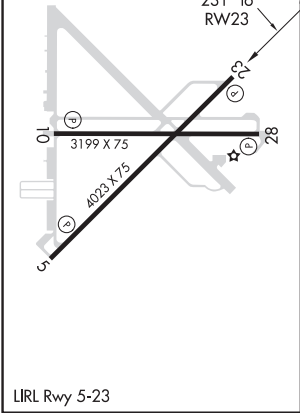
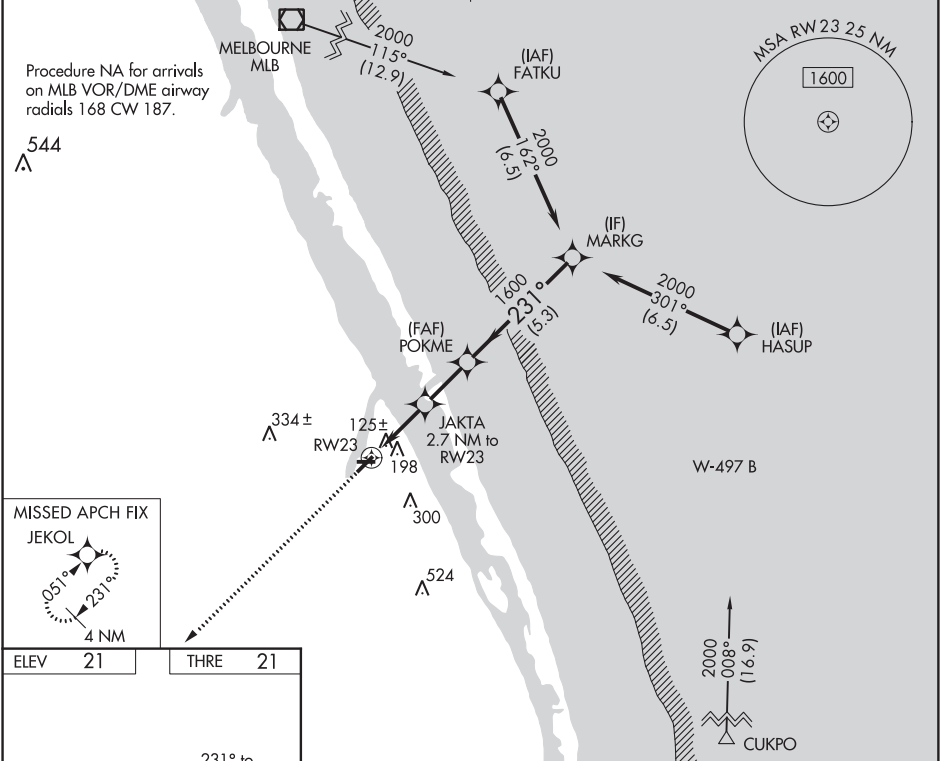
RNAV (GPS) RWY 23

SEBASTIAN MUNI (X26)

When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet, and increase LP and LNAV Cat C visibility $\frac{1}{8}$ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM not authorized.

MISSED APPROACH: Climb to 2000 direct JEKOL and hold.

MIAMI CENTER 132.25 370.9	UNICOM 123.05 (CTAF)
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	2.7 NM	2.1 NM	5.3 NM	
CATEGORY	A	B	C	D
LP MDA	380-1 359 (400-1)			NA
LNAV MDA	460-1	439 (500-1)	460-1 $\frac{1}{4}$ 439 (500-1 $\frac{1}{4}$)	NA
CIRCLING	500-1	479 (500-1)	500-1 $\frac{1}{2}$ 479 (500-1 $\frac{1}{2}$)	NA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5234
185°	TDZE	62
	Apt Elev	62

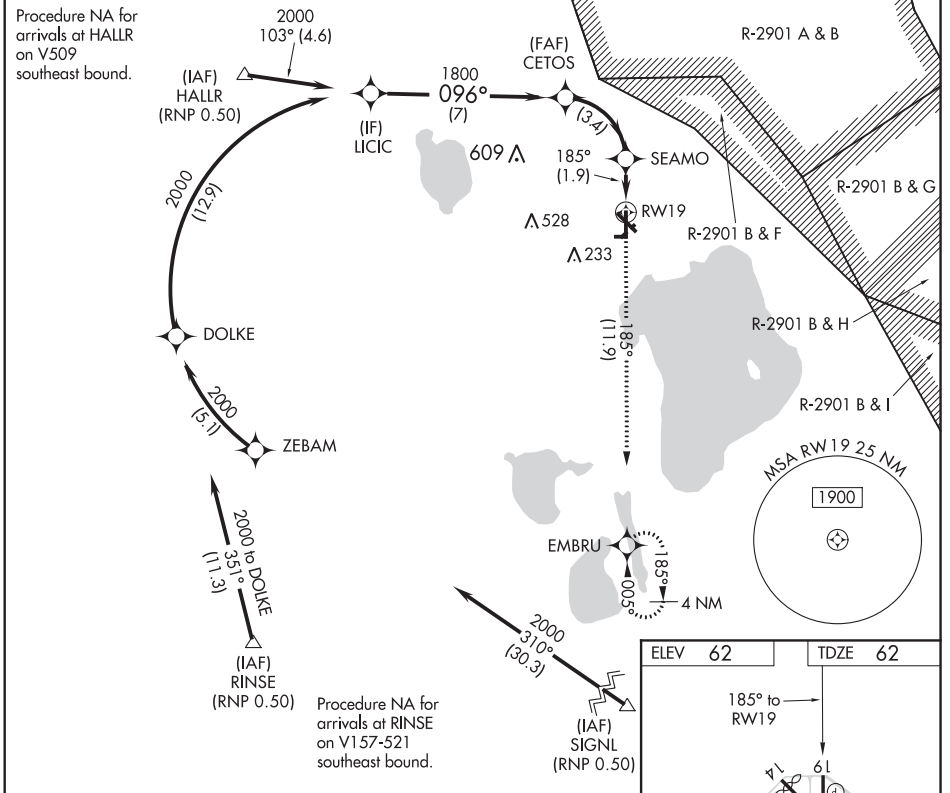
RNAV (RNP) RWY 19

SEBRING RGNL (SEF)

▽ For uncompensated Baro-VNAV systems, procedure NA below -1.5°C (5°F) or above 54°C (130°F). GPS and RF required. Night landing: Rwy 14, 32 NA.

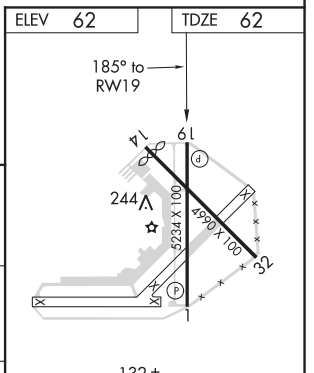
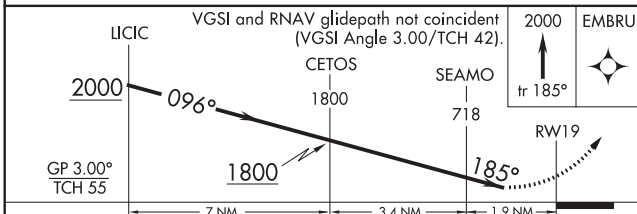
△ NA MISSED APPROACH: Climb to 2000 on track 185° to EMBRU and hold.

AWOS-3 119.475	MIAMI CENTER 127.2 317.75	UNICOM 122.7 (CTAF)
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
RNP 0.30 DA	440-1¼		378 (400-1¼)	

AUTHORIZATION REQUIRED

MIRL Rwy 1-19
REIL Rwy 1 and 19

WAAS CH 40311 W01A	APP CRS 005°	Rwy Idg TDZE Apt Elev	5234 62 62
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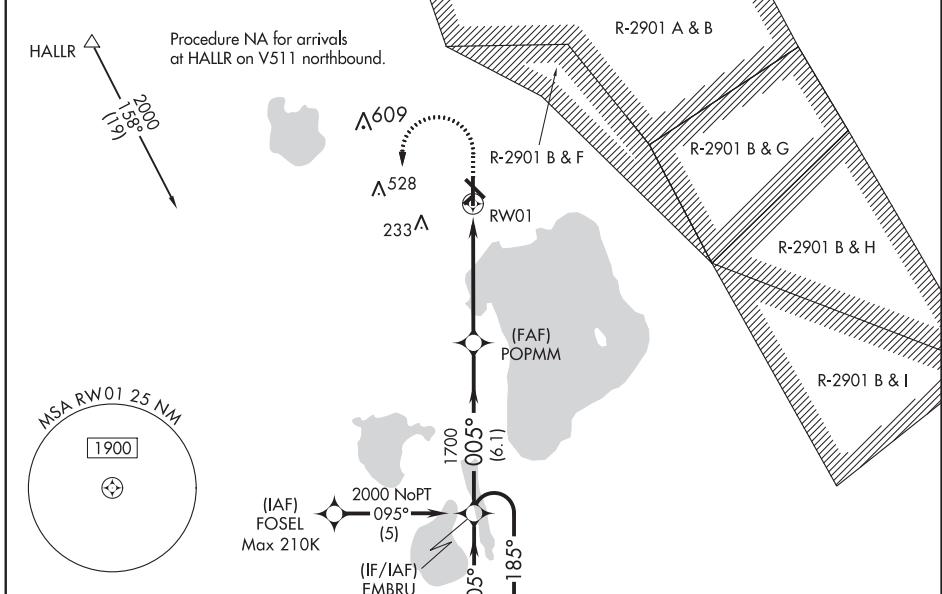
RNAV (GPS) RWY 1

SEBRING RGNL (S/E/F)

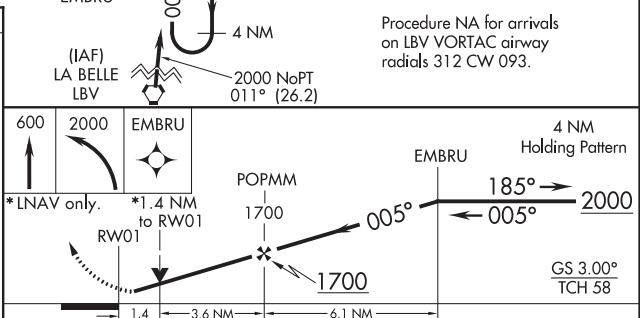
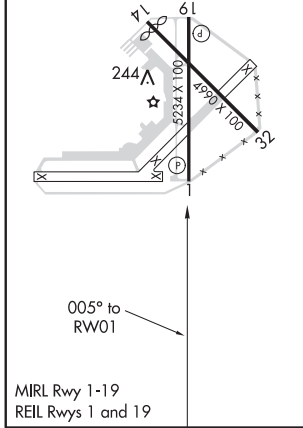
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vero Beach Muni altimeter setting and increase all DA 122 feet and all MDA 140 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility and LNAV Cats C and D visibility ¾ mile, increase Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. Night landing: Rwy 14, 32 NA. VDP and Baro-VNAV NA when using Vero Beach altimeter. Helicopter visibility reduction below ¾ SM NA.

△ NA MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct EMBRU and hold.

AWOS-3 119.475	MIAMI CENTER 127.2 317.75	UNICOM 122.7 (CTAF)
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ELEV 62	TDZE 62
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CATEGORY	A	B	C	D
LPV DA	381-1 319 (400-1)			
LNAV/VNAV DA	408-1½ 346 (400-1½)			
LNAV MDA	540-1 478 (500-1)	540-1¾ 478 (500-1¾)		
CIRCLING	600-1 538 (600-1)	600-1½ 538 (600-1½)	620-2 558 (600-2)	

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 66024 W14A	APP CRS 140°	Rwy Idg TDZE 60 Apt Elev 62	4701
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RNAV (GPS) RWY 14

SEBRING RGNL (SEF)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Vero Beach Muni altimeter setting and increase all MDA 140 feet; increase LP Cat C and D visibility $\frac{3}{8}$ mile, LNAV Cat C and D and Circling Cat C visibility $\frac{1}{2}$ mile and Cat D Circling $\frac{1}{4}$ mile. Night landing: Rwy 14, 32 NA.

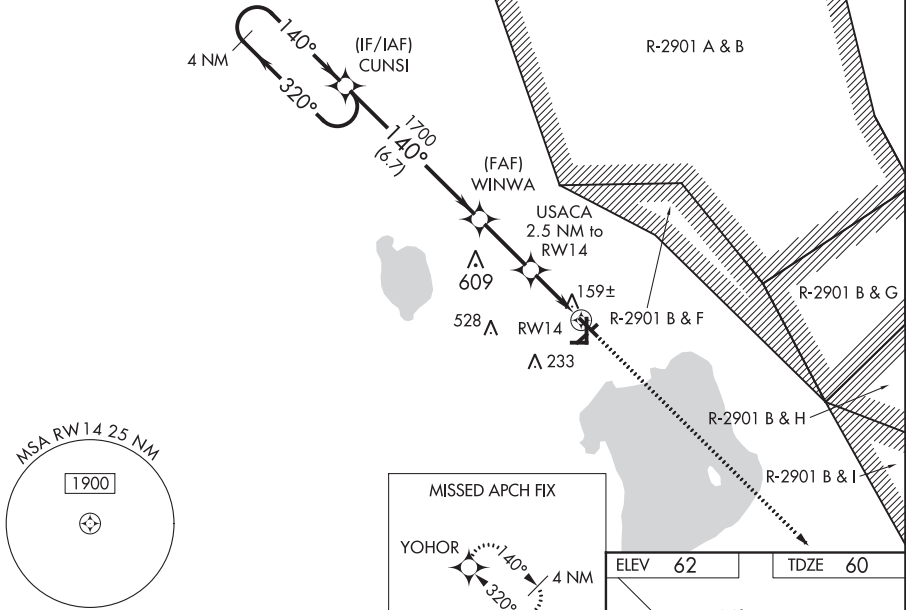
MISSED APPROACH:
Climb to 2000 direct YOHOR and hold.

AWOS-3
119.475

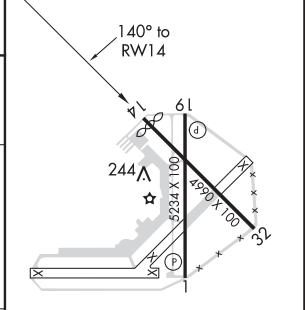
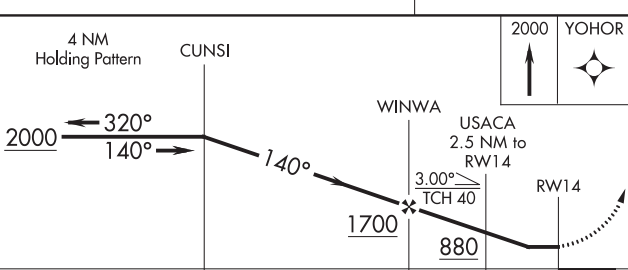
MIAMI CENTER
127.2 317.75

UNICOM
122.7 (CTAF)

RADAR REQUIRED



ELEV	62	TDZE	60
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CATEGORY	A	B	C	D
LP MDA	420-1 360 (400-1)			
LNAV MDA	560-1	500 (500-1)	560-1 $\frac{3}{8}$	500 (500-1 $\frac{3}{8}$)
CIRCLING	600-1	538 (600-1)	600-1 $\frac{1}{2}$ 538 (600-1 $\frac{1}{2}$)	620-2 558 (600-2)

MIRL Rwy 1-19
REIL Rwy 1 and 19

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 48925 W32A	APP CRS 320°	Rwy Idg TDZE Apt Elev	4990 60 62
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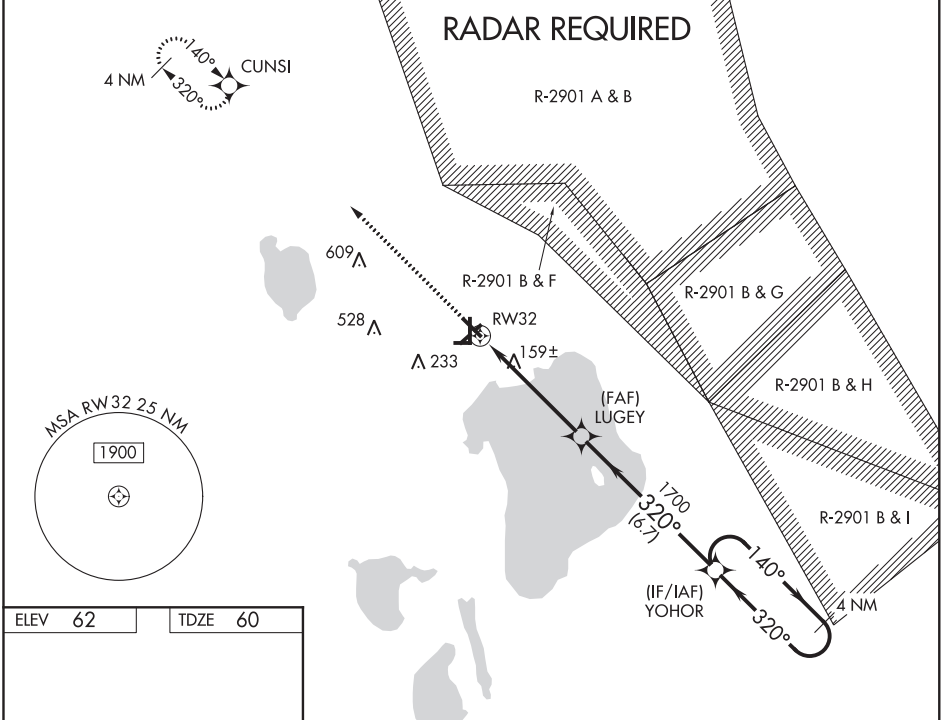
RNAV (GPS) RWY 32

SEBRING RGNL (SEF)

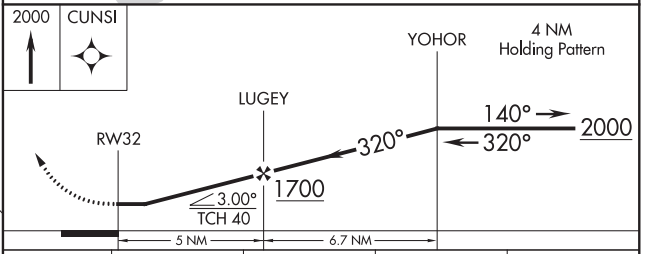
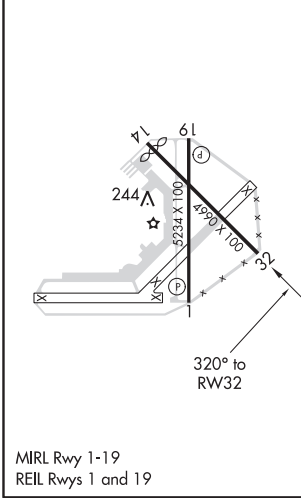
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 140 feet; increase LP and LNAV Cats C and D visibility $\frac{3}{8}$ mile and Circling Cat C visibility $\frac{1}{2}$ mile and Circling Cat D visibility $\frac{1}{4}$ mile. Night landing: Rwy 14, 32 NA.

⚠ MISSED APPROACH: Climb to 2000 direct CUNSI and hold.

AWOS-3 119.475	MIAMI CENTER 127.2 317.75	UNICOM 122.7 (CTAF)
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ELEV 62	TDZE 60
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CATEGORY	A	B	C	D
LP MDA	420-1 360 (400-1)			
LNAV MDA	420-1 360 (400-1)			
CIRCLING	600-1	538 (600-1)	600-1½ 538 (600-1½)	620-2 558 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77716 W30A	APP CRS 296°	Rwy Idg 5828 TDZE 16 Apt Elev 16
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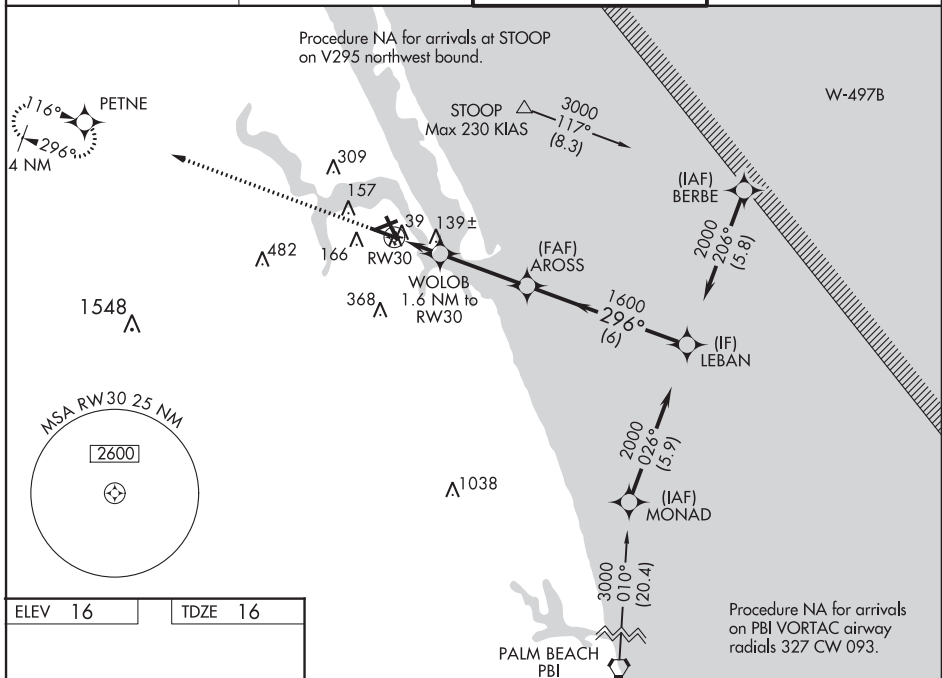
RNAV (GPS) RWY 30

WITHAM FIELD (SUA)

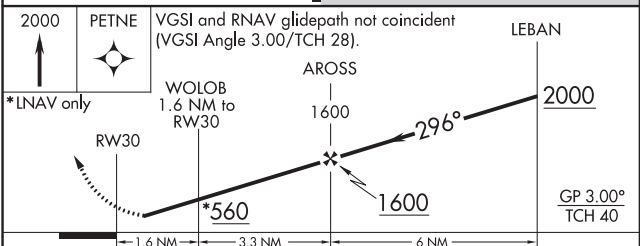
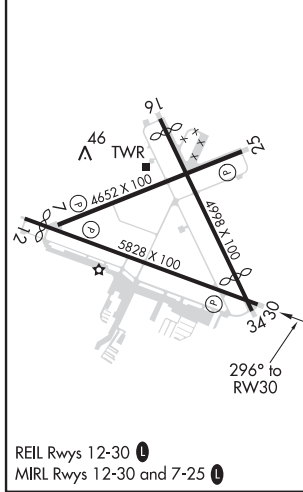
⚠ Circling to Rwy 07 NA at night. Baro-VNAV NA when using Palm Beach Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C (40°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DA 71 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/4 mile.

⚠ MISSED APPROACH: Climb to 2000 direct PETNE and hold.

ATIS 134.475	PALM BEACH APP CON 128.3 317.4	STUART TOWER ★ 126.6 (CTAF) 0	GND CON 121.7
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ELEV 16	TDZE 16
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CATEGORY	A	B	C	D
LPV DA		266-7/8	250 (300-7/8)	
LNAV/VNAV DA		404-13/8	388 (400-13/8)	
LNAV MDA	400-1	384 (400-1)	400-1 1/8	384 (400-1 1/8)
CIRCLING	480-1	464 (500-1)	480-1 1/2 464 (500-1 1/2)	580-2 564 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

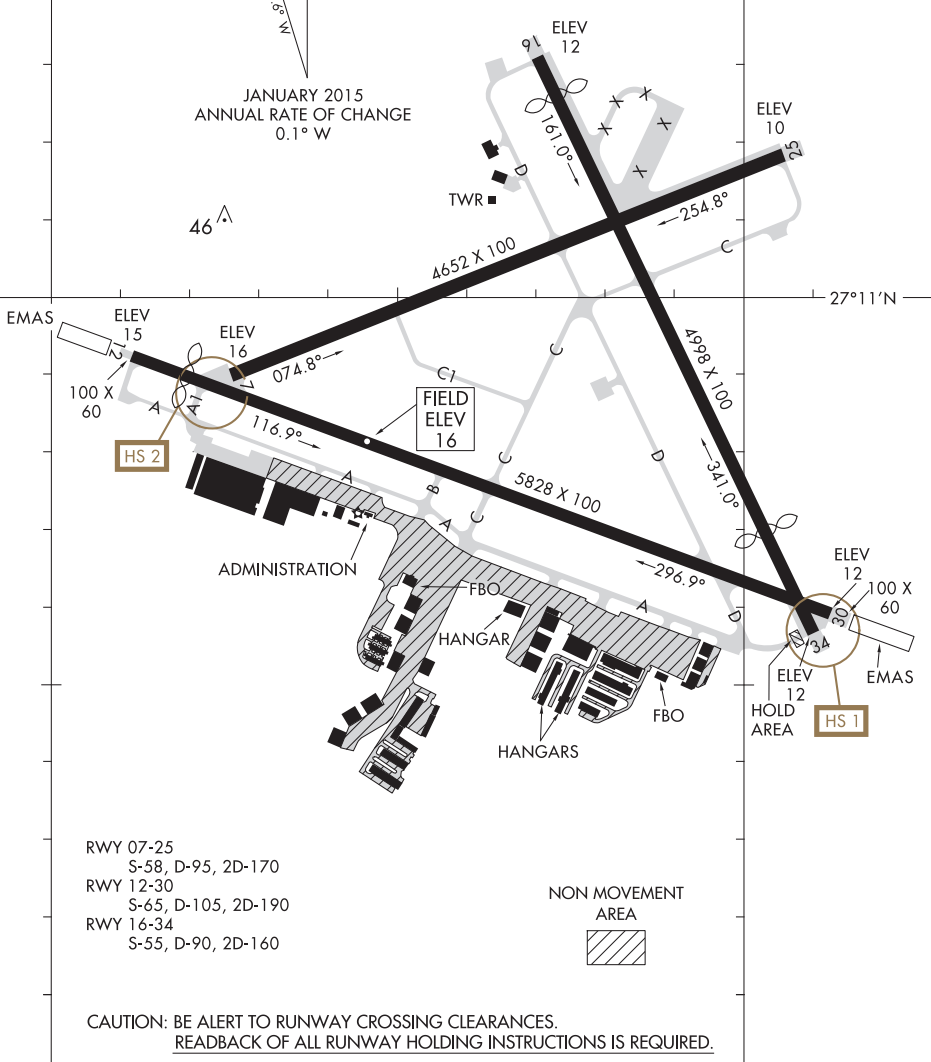
AIRPORT DIAGRAM

AL-9217 (FAA)

WITHAM FIELD (SUA)
STUART, FLORIDA

ATIS
134.475
STUART TOWER*
126.6
GND CON
121.7

VAR 6.8° N
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

RWY 07-25
S-58, D-95, 2D-170
RWY 12-30
S-65, D-105, 2D-190
RWY 16-34
S-55, D-90, 2D-160

NON MOVEMENT
AREA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
REDBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

STUART, FLORIDA
WITHAM FIELD (SUA)

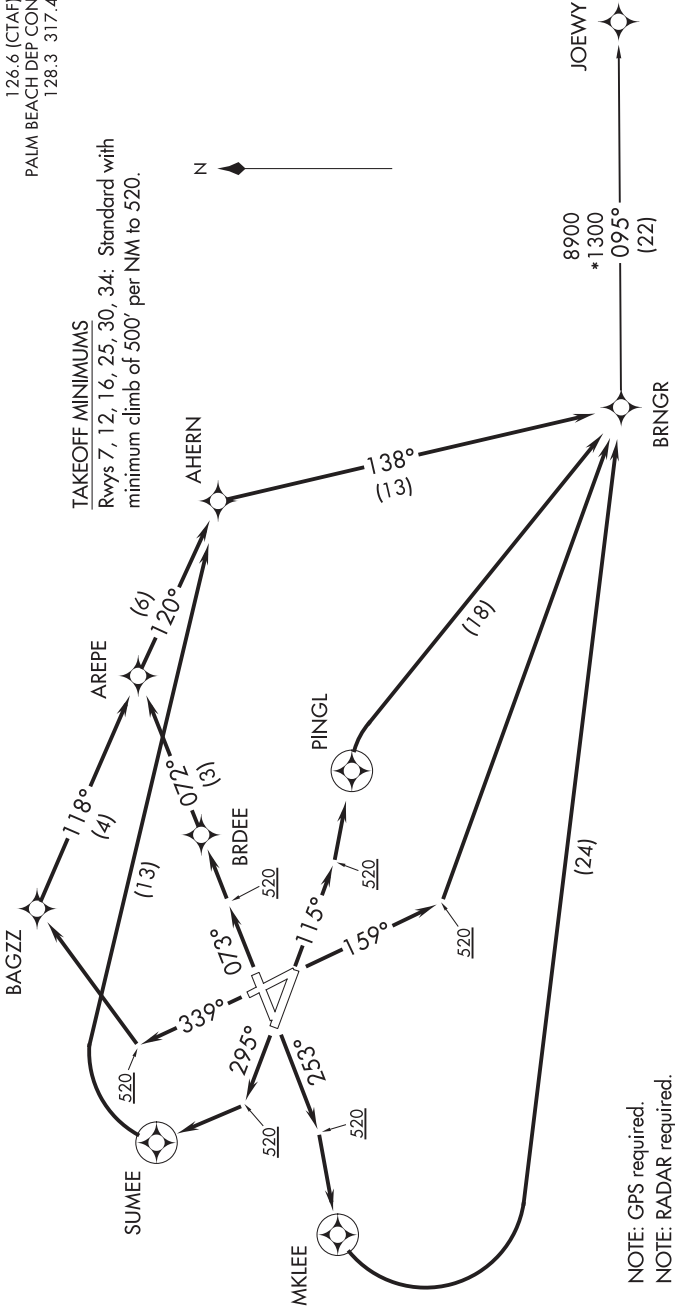
BRNGR TWO DEPARTURE (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
3000

ATIS
134.475
GND CON
121.7
STUART TOWER*
126.6 (CTAF)
PALM BEACH DEP CON
128.3 317.4

TAKEOFF MINIMUMS
Rvys 7, 12, 16, 25, 30, 34: Standard with
minimum climb of 500' 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.

NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

SE-3, 10 NOV 2016 to 05 JAN 2017

BRNGR TWO DEPARTURE (RNAV)

BRNGR TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 7: Climb heading 073° to 520, then direct BRDEE, then via depicted route to BRNGR. Thence....

TAKEOFF RWY 12: Climb heading 115° to 520, then left turn direct PINGL, then right turn direct BRNGR. Thence....

TAKEOFF RWY 16: Climb heading 159° to 520, then left turn direct BRNGR. Thence....

TAKEOFF RWY 25: Climb heading 253° to 520, then right turn direct MKLEE, then left turn direct BRNGR. Thence....

TAKEOFF RWY 30: Climb heading 295° to 520, then right turn direct SUMEE, then right turn direct AHERN, then via depicted route to BRNGR. Thence....

TAKEOFF RWY 34: Climb heading 339° to 520, then right turn direct BAGZZ, then via depicted route to BRNGR. Thence....

....via JOEWY transition, maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

JOEWY TRANSITION (BRNGR2.JOEWY):

TAKEOFF OBSTACLE NOTES:

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

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

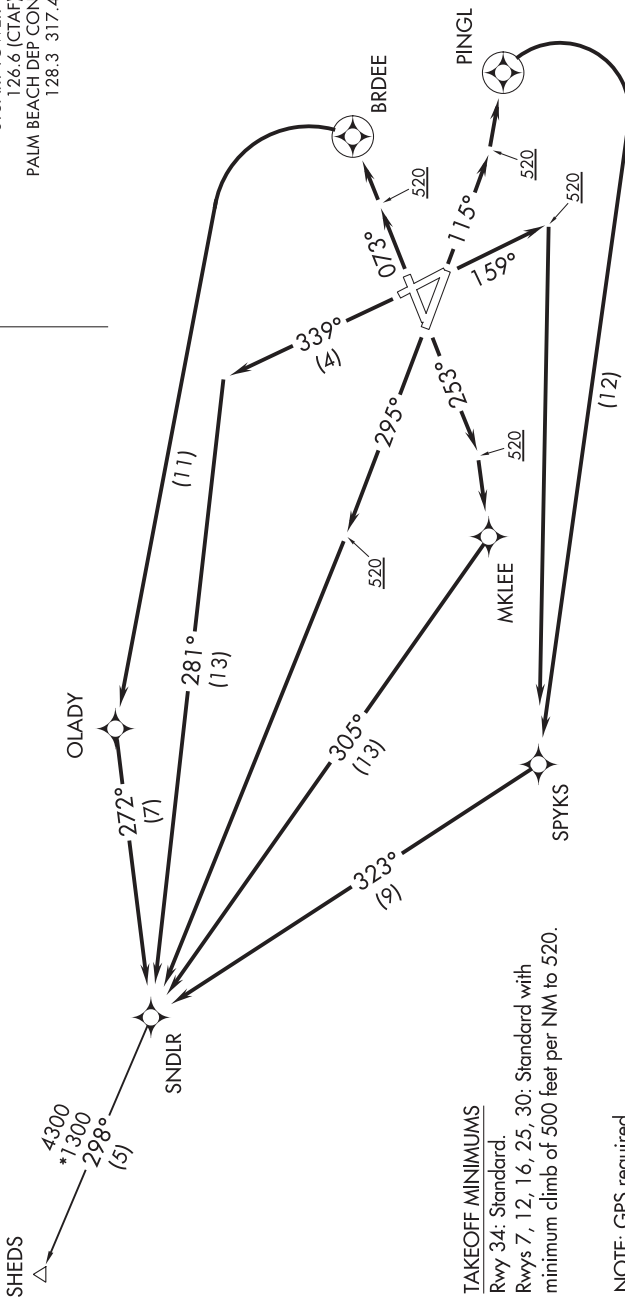
BRNGR TWO DEPARTURE (RNAV)

SNDLR TWO DEPARTURE (RNAV)

ATIS
134.475
GND CON
121.7
STUART TOWER*
126.6 (CTAF)
PALM BEACH DEP CON
128.3 317.4



**TOP ALTITUDE:
3000**



NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

SE-3, 10 NOV 2016 to 05 JAN 2017

SNDLR TWO DEPARTURE (RNAV)

SNDLR TWO DEPARTURE (RNAV)**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RWY 7: Climb heading 073° to 520, then direct BRDEE, then left turn direct OLADY, then via depicted route to SNDLR. Thence....

TAKEOFF RWY 12: Climb heading 115° to 520, then left turn direct PINGL, then right turn direct SPYKS, then via depicted route to SNDLR. Thence....

TAKEOFF RWY 16: Climb heading 159° to 520, then right turn direct SPYKS, then via depicted route to SNDLR. Thence....

TAKEOFF RWY 25: Climb heading 253° to 520, then right turn direct MKLEE, then via depicted route to SNDLR. Thence....

TAKEOFF RUNWAY 30: Climb heading 295° to 520, then direct SNDLR. Thence....

TAKEOFF RUNWAY 34: Climb heading 339° to intercept the 281° course to SNDLR. Thence....

...via SHEDS transition, maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

SHEDS TRANSITION (SNDLR2.SHEDS):TAKEOFF OBSTACLE NOTES:

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

LOC/DME I-PLQ 111.9 Chan 56	APP CRS 272°	Rwy Idg TDZE 58 Apt Elev 83	8000
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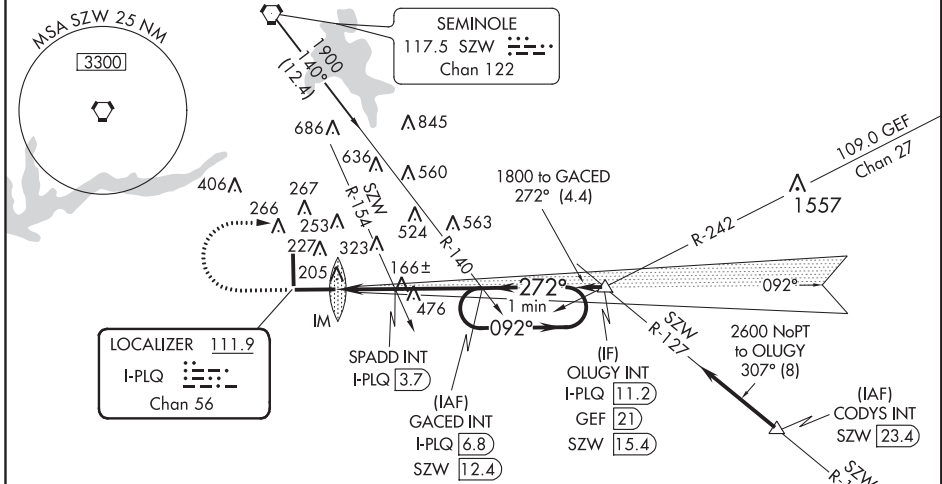
ILS or LOC RWY 27

TALLAHASSEE INTL (TLH)

⚠ When local altimeter setting not received, use Quincy altimeter setting and increase all DA 57 feet and all MDA 60 feet. Increase S-LOC 27 Cats C, D and E visibility to 1½ miles and Circling Cats C and D to 2½ miles. SPADD fix minimums S-LOC 27 increase Cats C, D and E visibility to RVR 4000 and Circling Cat C to 1¾ miles, Cat D to 2½ miles. For inop ALSF, increase S-ILS 27 Cat E visibility to RVR 4000 and S-LOC 27 Cats C, D and E visibility to 2 miles. SPADD fix minimums increase S-LOC 27 Cats C, D and E visibility to RVR 5500. For inop ALSF when using Quincy altimeter setting increase S-ILS 27 all Cats visibility to RVR 4500, S-LOC 27 Cat A to RVR 5500, Cat B to RVR 6000 and Cats C, D and E to 2½ miles. SPADD fix minimums increase S-LOC 27 Cats A and B visibility to RVR 5500 and Cats C, D and E to 1½ miles. VDP NA when using Quincy altimeter setting. DME required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 090° and on SZW VORTAC R-140 to GACED INT/SZW 12.4 DME and hold, continue climb-in-hold to 4000.

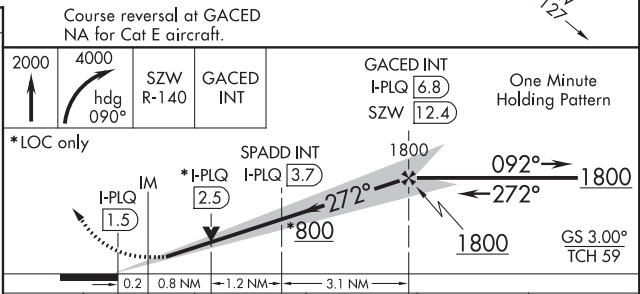
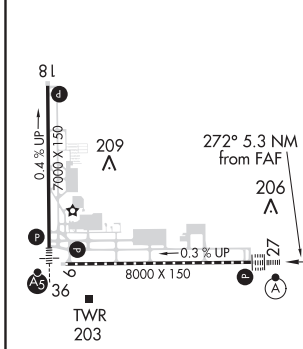
ATIS 119.45 239.25	TALLAHASSEE APP CON ★ 135.8 317.4	TALLAHASSEE TOWER ★ 118.7 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 126.65 275.8	UNICOM 123.075
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 83	TDZE 58
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TDZ/CL Rwy 27
REIL Rws 9 and 18
HIRL Rws 9-27 and 18-36

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D	E
S-ILS 27	258/18 200 (200-½)				
S-LOC 27	800/24 742 (800-½)	800/40 742 (800-¾)	800-1¾ 742 (800-1¾)		
CIRCLING	800-1 717 (800-1)	800-1¼ 717 (800-¼)	800-2 717 (800-2)	800-2¼ 717 (800-2¼)	1000-3 917 (1000-3)
SPADD FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-LOC 27	420/24	362 (400-½)	420/35 362 (400-¾)		
CIRCLING	580-1	497 (500-1)	640-1½ 557 (600-1½)	780-2¼ 697 (700-2¼)	1000-3 917 (1000-3)

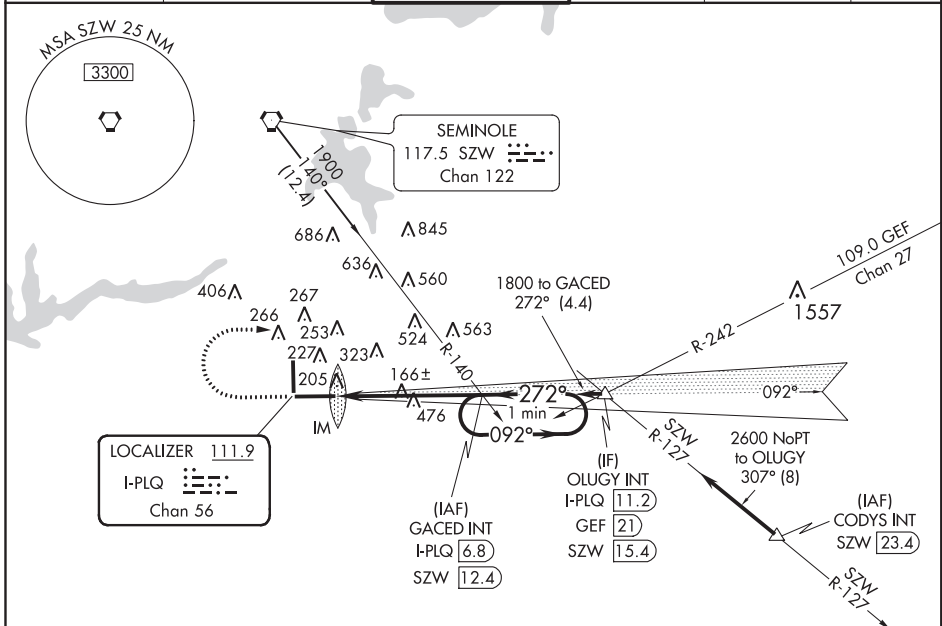
LOC/DME I-PLQ 111.9 Chan 56	APP CRS 272°	Rwy Idg TDZE Apt Elev	8000 58 83
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ILS RWY 27 (CAT II)

TALLAHASSEE INTL (TLH)

<p>S-ILS 27 NA when control tower closed. S-ILS 27 NA when using Quincy altimeter setting. DME required.</p>	ALSF-2 	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 090° 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
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ELEV 83	TDZE 58
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81

0.4% UP

7000 X 150

209 A

206 A

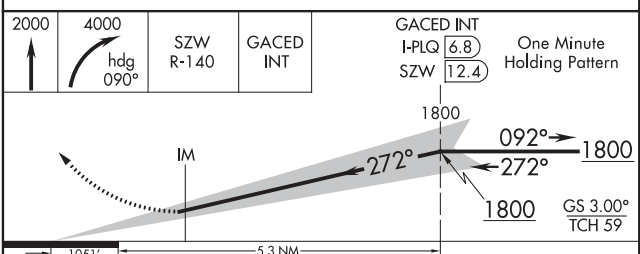
0.3% UP

8000 X 150

36

TWR 203

ASR



CATEGORY	A	B	C	D
S-ILS 27		RA 114/12	100 DA 158	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65600 W18A	APP CRS 182°	Rwy Idg 7000 TDZE 83 Apt Elev 83
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RNAV (GPS) RWY 18

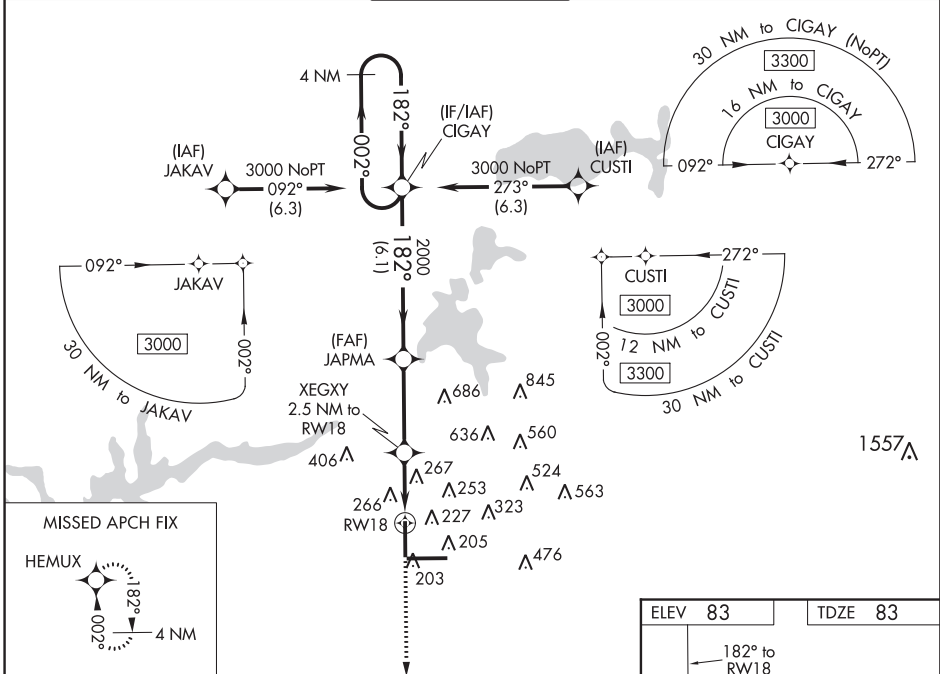
TALLAHASSEE INTL (TLH)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Quincy altimeter setting and increase LPV DA to 340 feet; increase LNAV/VNAV DA to 555 feet and all Cats visibility ½ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ½ mile and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Quincy altimeter setting.

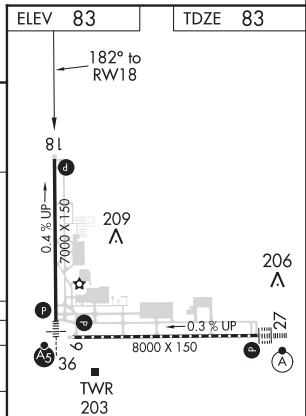
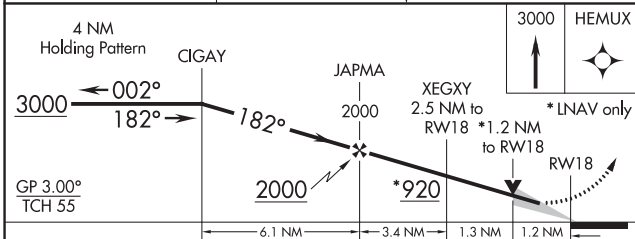
MISSED APPROACH:
Climb to 3000 direct HEMUX and hold.

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
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		283-¾	200 (200-¾)	
LNAV/VNAV DA		498-1⅜	415 (500-1⅜)	
LNAV MDA	520-1	437 (500-1)	520-1¼	437 (500-1¼)
C CIRCLING	580-1	497 (500-1)	640-1½ 557 (600-1½)	780-2¼ 697 (700-2¼)

TALLAHASSEE, FLORIDA

AL-5048 (FAA)

16203

WAAS CH 97302 W27A	APP CRS 273°	Rwy Idg TDZE 58 Apt Elev 83
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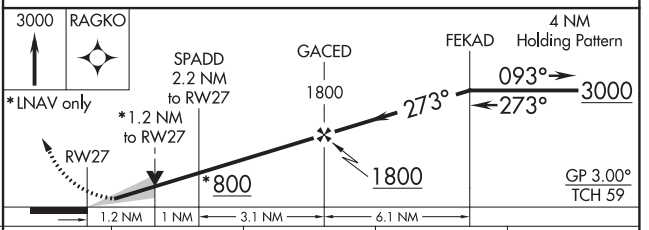
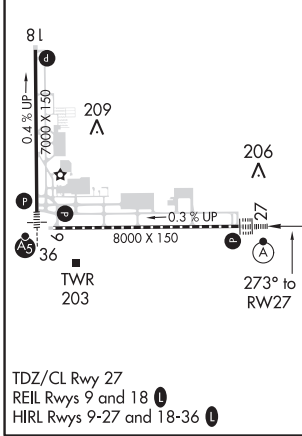
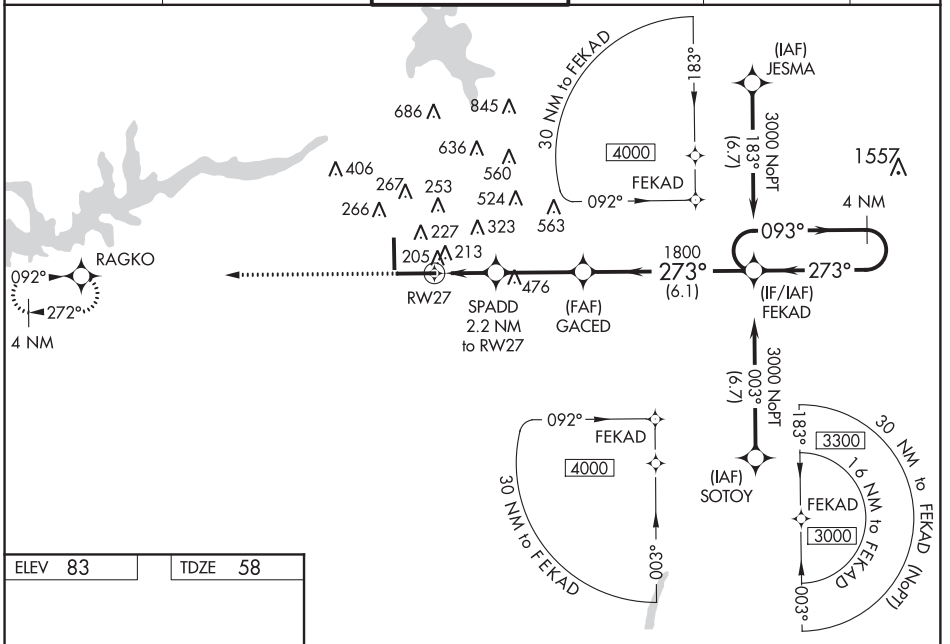
RNAV (GPS) RWY 27

TALLAHASSEE INTL (TLH)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Quincly altimeter setting and increase all DA 57 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cats C and D to RVR 5000. For inop ALSF when using Quincly altimeter setting increase LPV all Cats visibility to RVR 4500, LNAV Cats A and B to RVR 5500, LNAV Cats C and D to 1½ SM, Circling Cat C to 1½ SM and Cat D to 2½ SM. VDP and Baro-VNAV NA when using Quincly altimeter setting.

ALSF-2 MISSED APPROACH: Climb to 3000 direct RAGKO and hold.

ATIS 119.45 239.25	TALLAHASSEE APP CON ★ 135.8 317.4	TALLAHASSEE TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 126.65 275.8	UNICOM 123.075
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CATEGORY	A	B	C	D
LPV DA		258/24	200 (200-½)	
LNAV/VNAV DA		374/30	316 (300-¾)	
LNAV MDA	480/24	422 (400-½)	480/40	422 (400-¾)
CIRCLING	580-1 497 (500-1)	600-1 517 (600-1)	640-1½ 557 (600-1½)	780-2¼ 697 (700-2¼)

TALLAHASSEE, FLORIDA
Amdt 2A 21JUL16

30°24'N-84°21'W

TALLAHASSEE INTL (TLH) RNAV (GPS) RWY 27

SE-3, 10 NOV 2016 to 05 JAN 2017

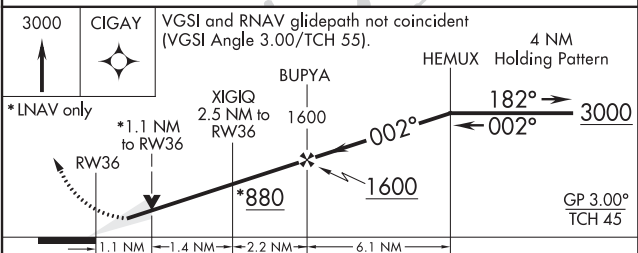
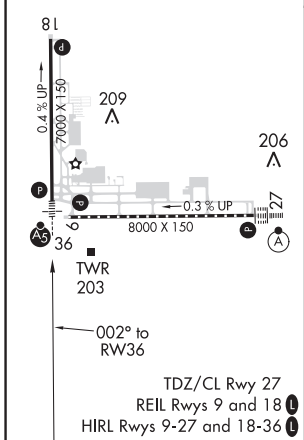
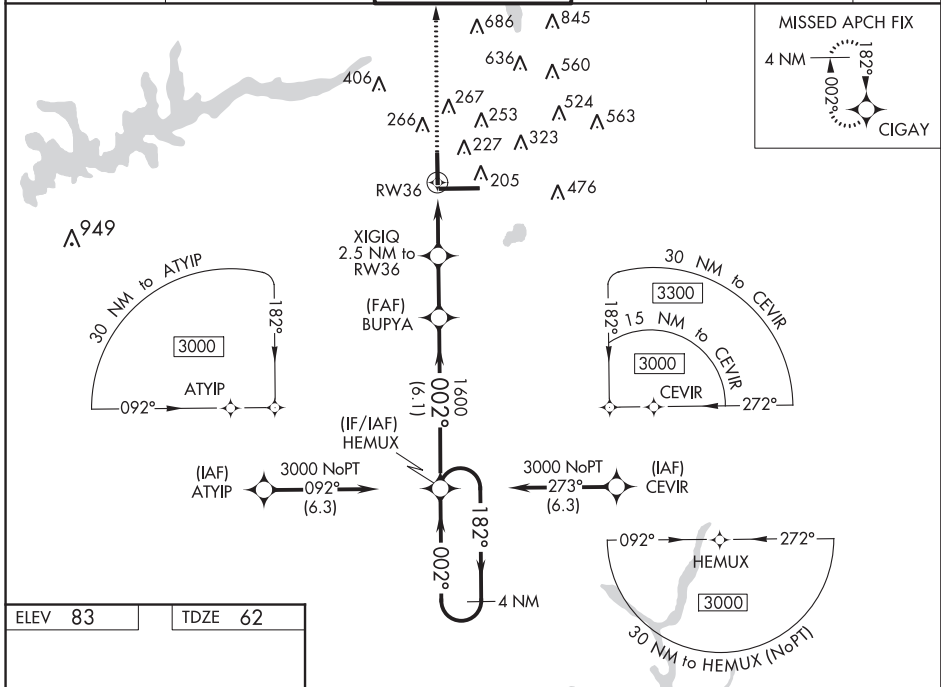
SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 60900 W36A	APP CRS 002°	Rwy Idg 7000 TDZE 62 Apt Elev 83
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RNAV (GPS) RWY 36

TALLAHASSEE INTL (TLH)

<p>DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). For inop MALSRR when using Quincy altimeter setting, increase LPV all Cats visibility to RVR 4500. When local altimeter setting not received, use Quincy altimeter setting; increase LPV DA to 319 feet; increase LNAV/VNAV DA to 421 feet and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV and Circling Cats C/D visibility to ¼ mile. Baro-VNAV and VDP NA when using Quincy altimeter setting.</p>	<p>MALSRR</p>	<p>MISSED APPROACH: Climb to 3000 direct CIGAY and hold.</p>			
			<p>ATIS 119.45 239.25</p>	<p>TALLAHASSEE APP CON * 135.8 317.4</p>	<p>TALLAHASSEE TOWER * 118.7 (CTAF) 257.8</p>



CATEGORY	A	B	C	D
LPV DA		262/24	200 (200-½)	
LNAV/VNAV DA		364/24	302 (300-½)	
LNAV MDA	460/24	398 (400-½)	460/35	398 (400-¾)
CIRCLING	580-1	497 (500-1)	640-1½ 557 (600-1½)	780-2¼ 697 (700-2¼)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TALLAHASSEE, FLORIDA

AL-5048 (FAA)

15232

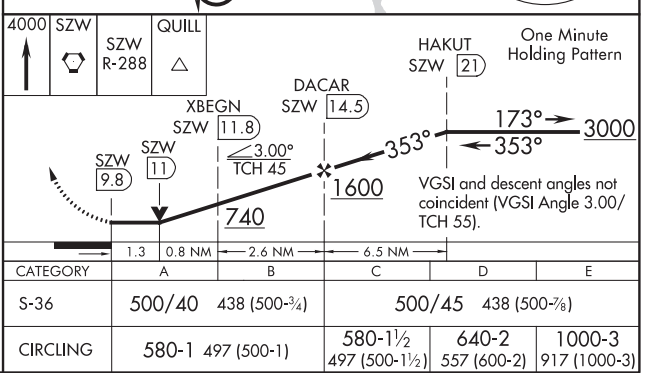
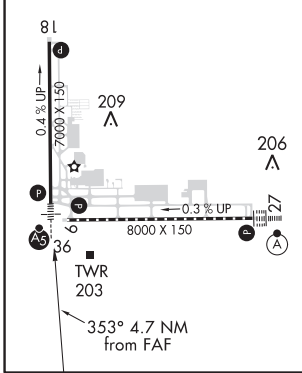
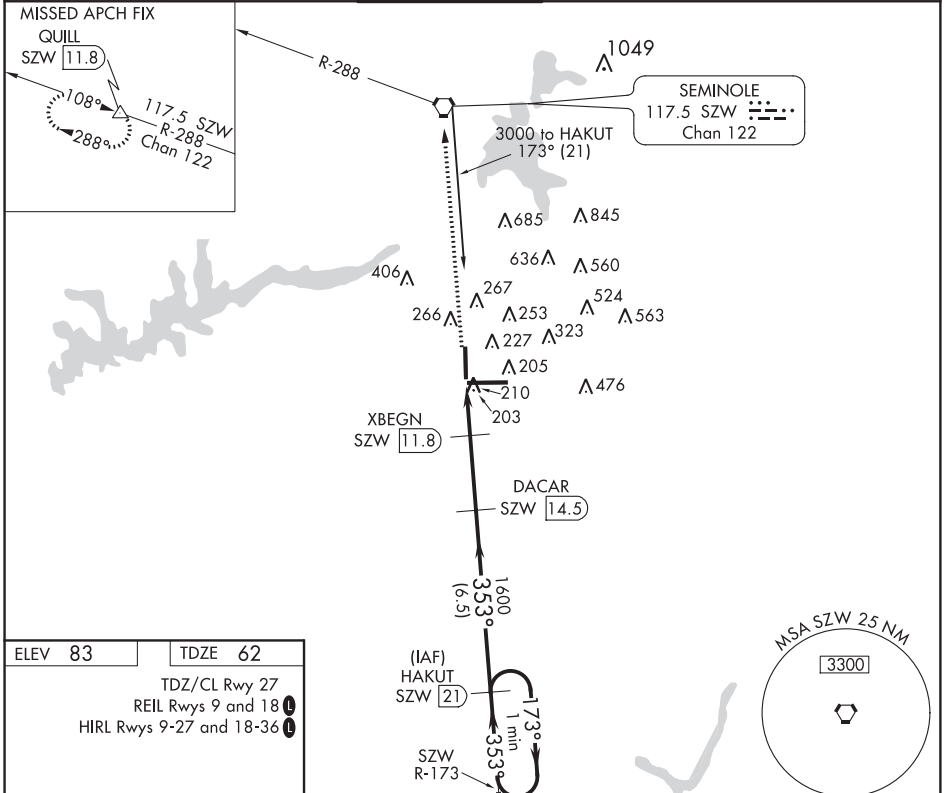
VORTAC SZW 117.5 Chan 122	APP CRS 353°	Rwy Idg TDZE Apt Elev	7000 62 83
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VOR/DME or TACAN RWY 36

TALLAHASSEE INTL (TLH)

For inoperative MALSR, increase S-36 Cats A/B visibility to 1 mile and Cat E to 1 1/2 mile. Visibility reduction by helicopters NA. ASR	MALSR 	MISSED APPROACH: Climb to 4000 direct SZW VORTAC then on SZW VORTAC R-288 to QUILL/SZW 11.8 DME and hold.
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ATIS 119.45 239.25	TALLAHASSEE APP CON* 135.8 317.4	TALLAHASSEE TOWER* 118.7(CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 126.65 275.8	UNICOM 123.075
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TALLAHASSEE, FLORIDA
Amdt 1B 20AUG15

30°24'N-84°21'W

VOR/DME or TACAN RWY 36

TALLAHASSEE INTL (TLH)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VORTAC SZW 117.5 Chan 122	APP CRS 173°	Rwy Idg 7000 TDZE 83 Apt Elev 83
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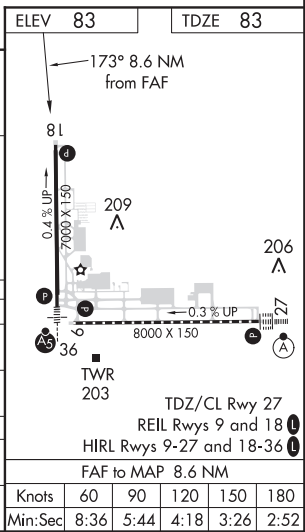
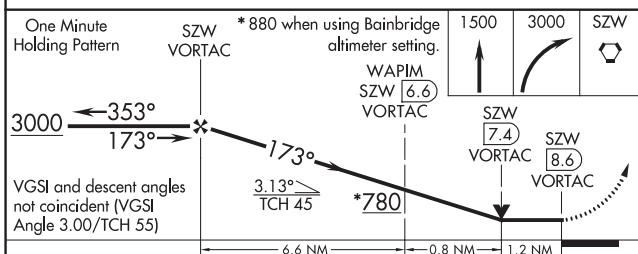
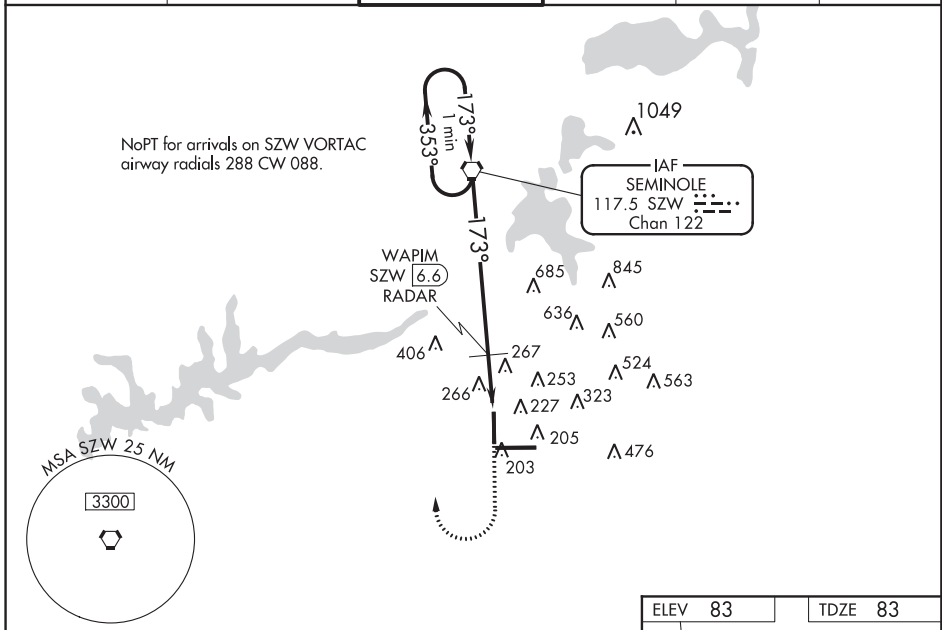
VOR RWY 18

TALLAHASSEE INTL (TLH)

⚠ Helicopter visibility reduction below 3/4 SM NA. VDP NA with Bainbridge altimeter setting. When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDA 100 feet. Increase S-18 Cat B and Circling Cats B/D visibility 1/4 mile and S-18 Cats C/D and Circling Cat C visibility 1/2 mile. Increase WAPIM fix minimums S-18 Cats C/D and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SZW VORTAC and hold.

ATIS 119.45 239.25	TALLAHASSEE APP CON * 135.8 317.4	TALLAHASSEE TOWER * 118.7 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 126.65 275.8	UNICOM 123.075
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CATEGORY	A	B	C	D
S-18	780-1	697 (700-1)	780-2	697 (700-2)
CIRCLING	780-1	697 (700-1)	780-2	780-2 1/4
			697 (700-2)	697 (700-2 1/4)
WAPIM FIX MINIMUMS				
S-18	540-1	457 (500-1)	540-1 3/8	457 (500-1 3/8)
CIRCLING	580-1	497 (500-1)	580-1 1/2	640-2
			497 (500-1 1/2)	557 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5048 (FAA)

TALLAHASSEE INTL (TLH)
TALLAHASSEE, FLORIDA

ATIS
119.45 239.25
TALLAHASSEE TOWER ★
118.7 257.8
GND CON
121.9 348.6
CLNC DEL
126.65 275.8

30°25'N

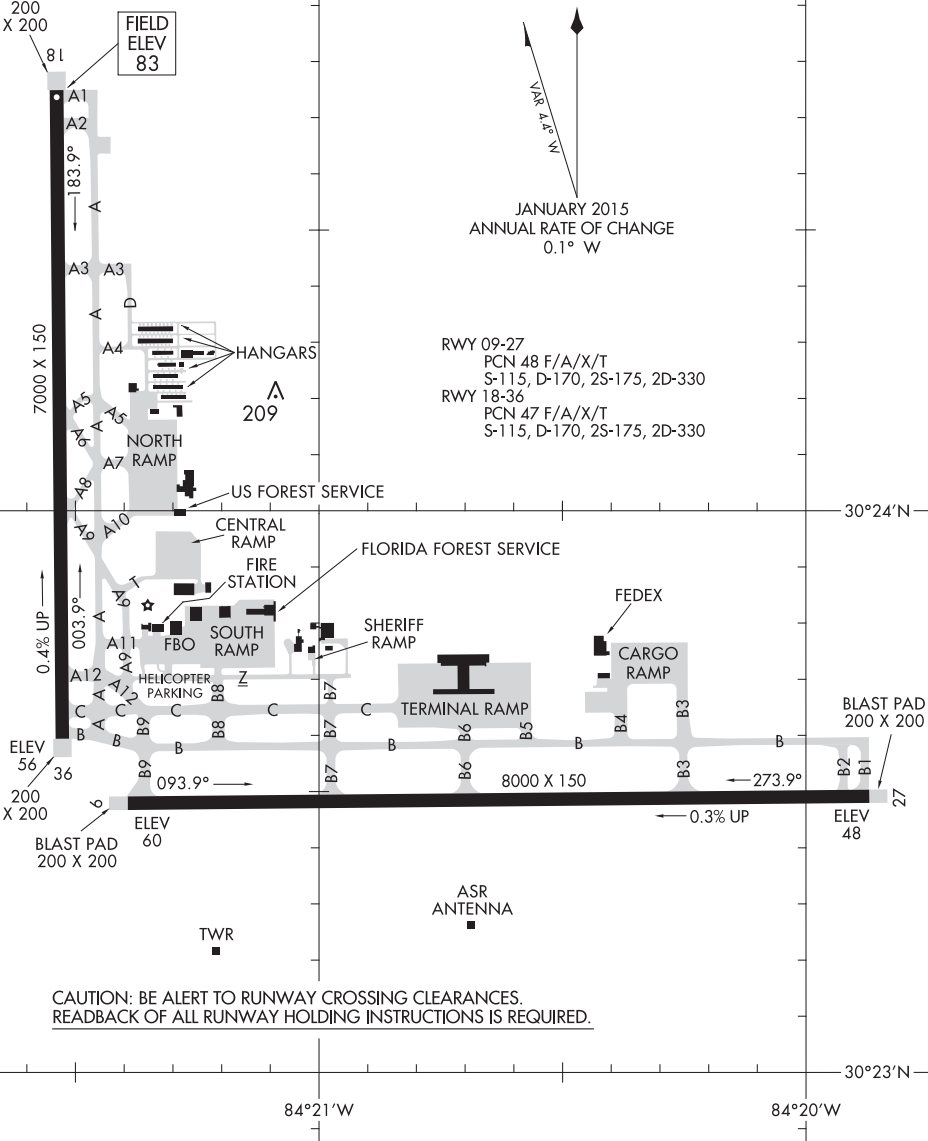
200 X 200
81
FIELD ELEV 83

VAR 4° W
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

RWY 09-27
PCN 48 F/A/X/T
S-115, D-170, 2S-175, 2D-330
RWY 18-36
PCN 47 F/A/X/T
S-115, D-170, 2S-175, 2D-330

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



30°24'N

30°23'N

84°21'W

84°20'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

TALLAHASSEE, FLORIDA
TALLAHASSEE INTL (TLH)

APP CRS	Rwy Idg	3405
222°	TDZE	7
	Apt Elev	8

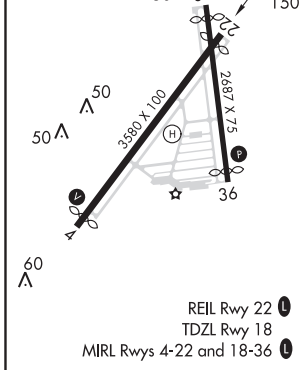
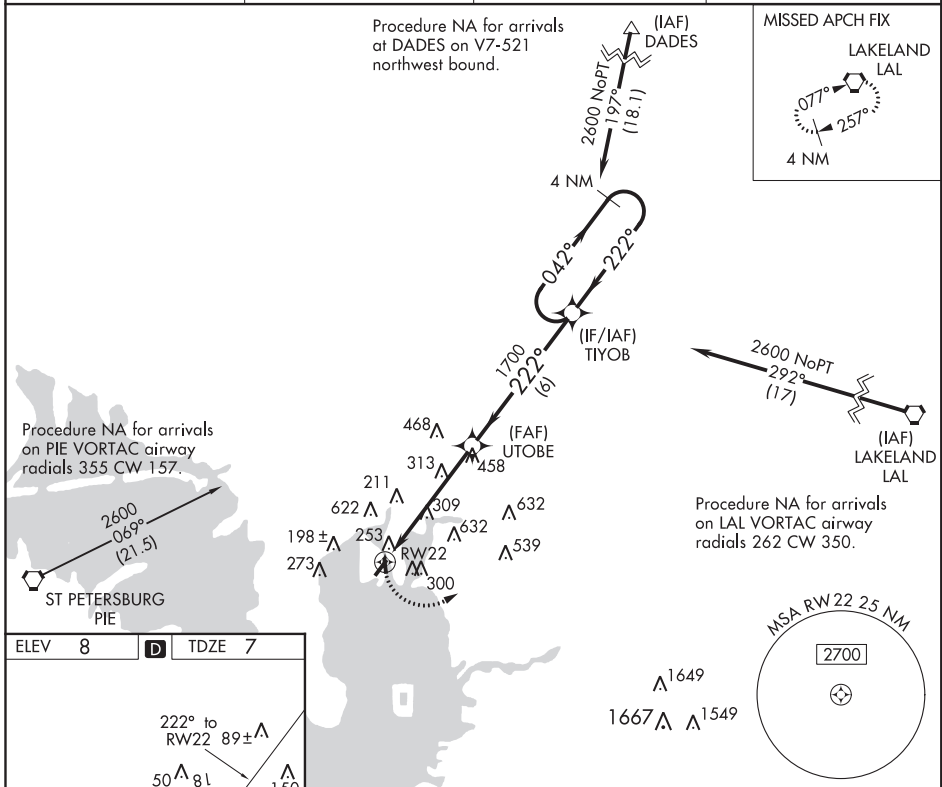
RNAV (GPS) RWY 22

PETER O KNIGHT (TPF)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 20 feet. Night landing: Rwy 4, 22 NA. Circling NA to Rwy 18. Circling NA northwest of Rwy 4-22.

⚠ MISSED APPROACH: Climbing left turn to 2700 direct LAL VORTAC and hold.

AWOS-3 118.925	TAMPA APP CON 119.9 290.3	CLNC DEL 119.8	UNICOM 122.725 (CTAF) 0
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	2700	LAL	4 NM	TIYOB	4 NM	Holding Pattern	
				UTOBE			
CATEGORY	A		B		C		D
LNVA MDA	580-1		573 (600-1)		NA		NA
CIRCLING	660-1 652 (700-1)		700-1 692 (700-1)		NA		NA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TAMPA, FLORIDA

AL-417 (FAA)

16287

WAAS CH 63220 W36A	APP CRS 344°	Rwy Idg 2283 TDZE 8 Apt Elev 8
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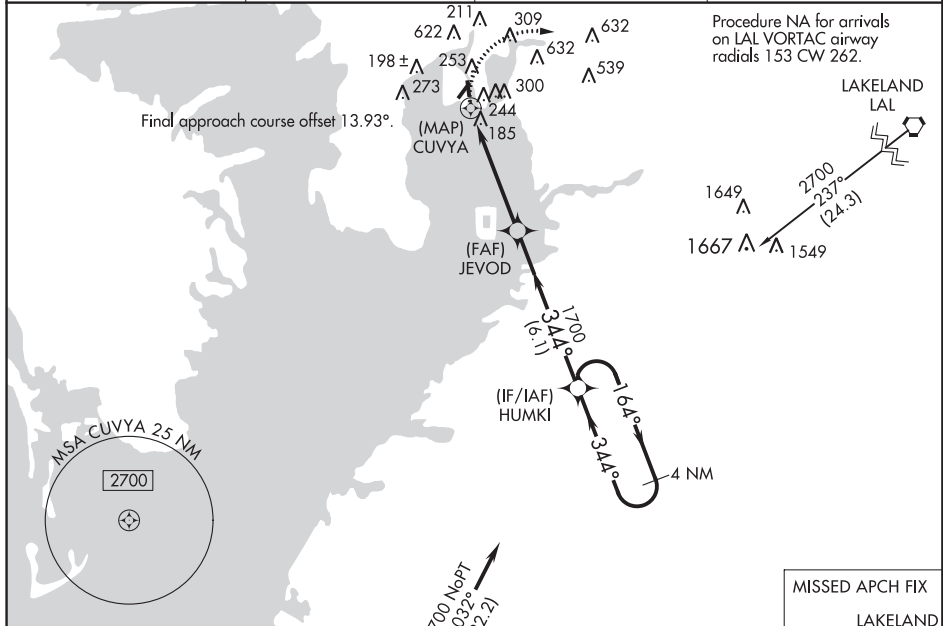
RNAV (GPS) RWY 36

PETER O KNIGHT (TPF)

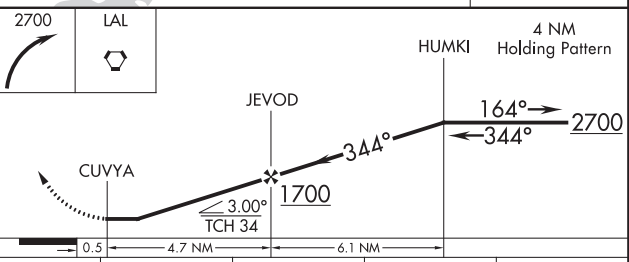
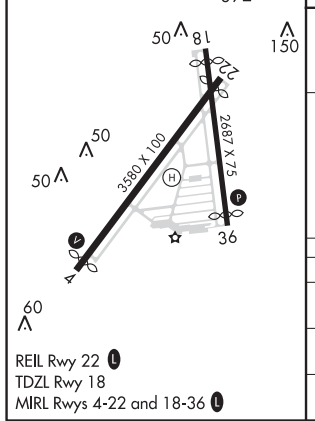
⚠ Circling NA northwest of Rwy 4-22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1 SM NA. Straight-in minimums NA at night. Night Landing: Rwy 4, 22 NA. Circling NA to Rwy 18.

⚠ MISSED APPROACH: Climbing right turn to 2700 direct LAL VORTAC and hold.

AWOS-3 118.925	TAMPA APP CON 119.9 290.3	CLNC DEL 119.8	UNICOM 122.725 (CTAF)
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ELEV 8	D	TDZE 8
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CATEGORY	A	B	C	D
LP MDA	440-1	432 (500-1)	NA	
LNAV MDA	500-1	492 (500-1)	NA	
CIRCLING	660-1 652 (700-1)	700-1 692 (700-1)	NA	

TAMPA, FLORIDA
Amdt 2D 13OCT16

27°55'N-82°27'W

PETER O KNIGHT (TPF)
RNAV (GPS) RWY 36

SE-3, 10 NOV 2016 to 05 JAN 2017


SE-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-VDF 111.35 Chan 50 (Y)	APP CRS 226°	Rwy Idg 4200 TDZE 21 Apt Elev 22
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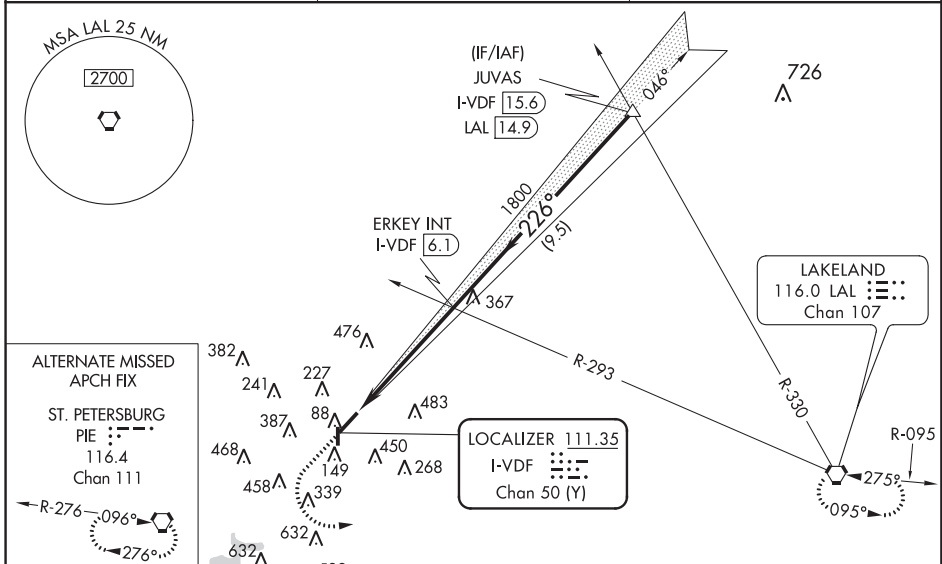
ILS or LOC RWY 23

TAMPA EXECUTIVE (VDF)

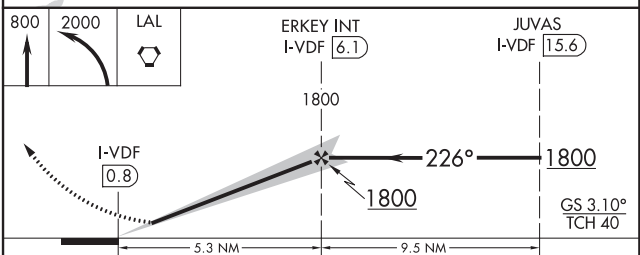
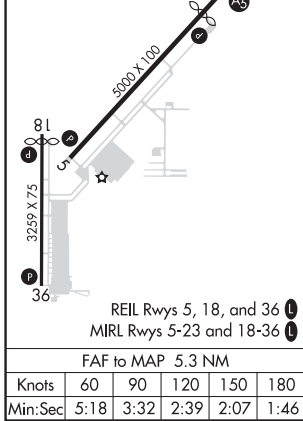
⚠ When local altimeter setting not received, use Tampa Intl altimeter setting and increase DA to 323, and all MDA 40 feet; increase S-LOC 23 Cat C and Circling Cat C visibility 1/4 mile. For inop MALSRR when using Tampa Intl altimeter setting, increase S-LOC 23 Cat C visibility to 1/2 mile. Inop table does not apply to S-ILS 23 and S-LOC 23 Cats A/B. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 18, 36 NA.

MALSRR  MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct LAL VORTAC and hold.

AWOS-3 121.125	TAMPA APP CON 119.9 290.3	UNICOM 122.7 (CTAF) 0
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ELEV 22	D	TDZE 21
226° 5.3 NM from FAF		



CATEGORY	A	B	C	D
S-ILS 23	298-1	277 (300-1)		NA
S-LOC 23	560-1	539 (600-1)		NA
CIRCLING	560-1 538 (600-1)	760-1 738 (800-1)	760-2 738 (800-2)	NA

SE-3, 10 NOV 2016 TO 05 JAN 2017

SE-3, 10 NOV 2016 TO 05 JAN 2017

TAMPA, FLORIDA

AL-9241 (FAA)

16315

WAAS CH 97426 W05A	APP CRS 046°	Rwy Idg TDZE Apt Elev	4600 21 21
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RNAV (GPS) RWY 5

TAMPA EXECUTIVE (VDF)

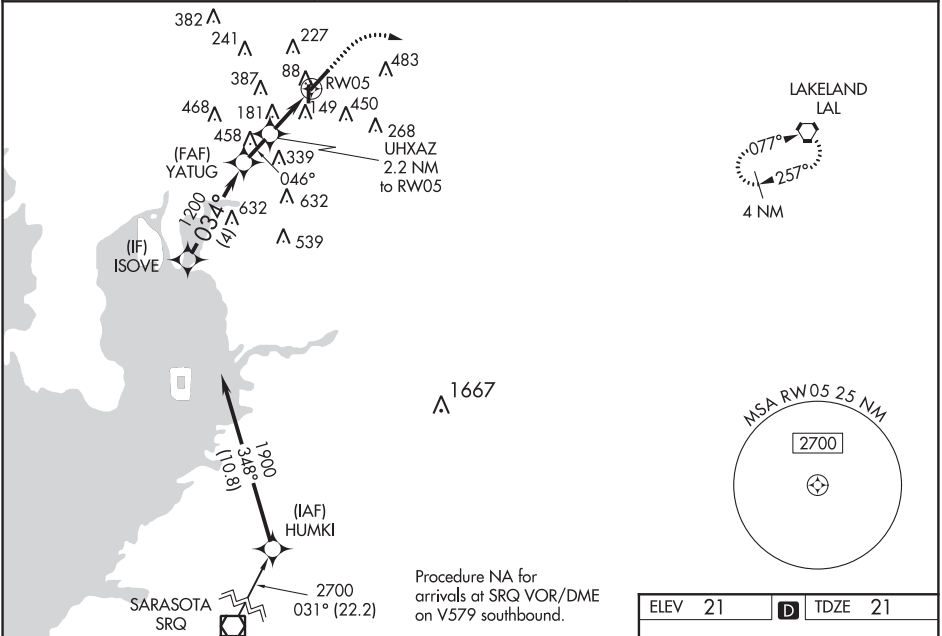
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). When local altimeter setting not received, use Tampa Intl altimeter setting and increase all DA 25 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cat C visibility 1/4 mile, and Circling Cat C visibility 1/4 mile. Baro-VNAV and VDP NA when using Tampa Intl altimeter setting. Night landing: Rwy 18, 36 NA.

MISSED APPROACH:
Climb to 600 then climbing right turn to 2000 direct LAL VORTAC and hold.

AWOS-3
121.125

TAMPA APP CON
119.9 290.3

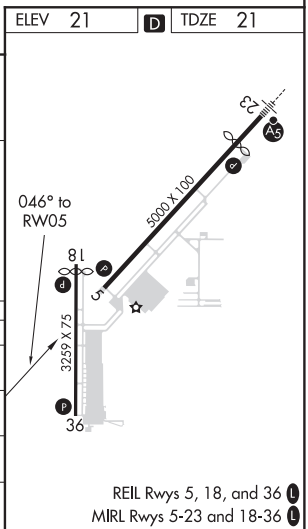
UNICOM
122.7 (CTAF)



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

	ISOVE	YATUG	UHHAZ 2.2 NM to RW05	RW05
	1900	1200		
	034°	046°	*1.4 NM to RW05	
	GP 3.00° TCH 40	*740		
	4 NM	1.4 NM	0.8 NM	1.4 NM
CATEGORY	A	B	C	D
LPV DA	271-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	506-1 5/8	485 (500-1 5/8)		NA
LNAV MDA	500-1	479 (500-1)	500-1 3/8 479 (500-1 3/8)	NA
CIRCLING	500-1 479 (500-1)	760-7/8 739 (800-7/8)	760-2 739 (800-2)	NA



TAMPA, FLORIDA
Orig-C 10NOV16

28°01'N-82°21'W

TAMPA EXECUTIVE (VDF) RNAV (GPS) RWY 5

APP CRS 184°	Rwy Idg TDZE Apt Elev	3219 19 21
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RNAV (GPS) RWY 18

TAMPA EXECUTIVE (VDF)

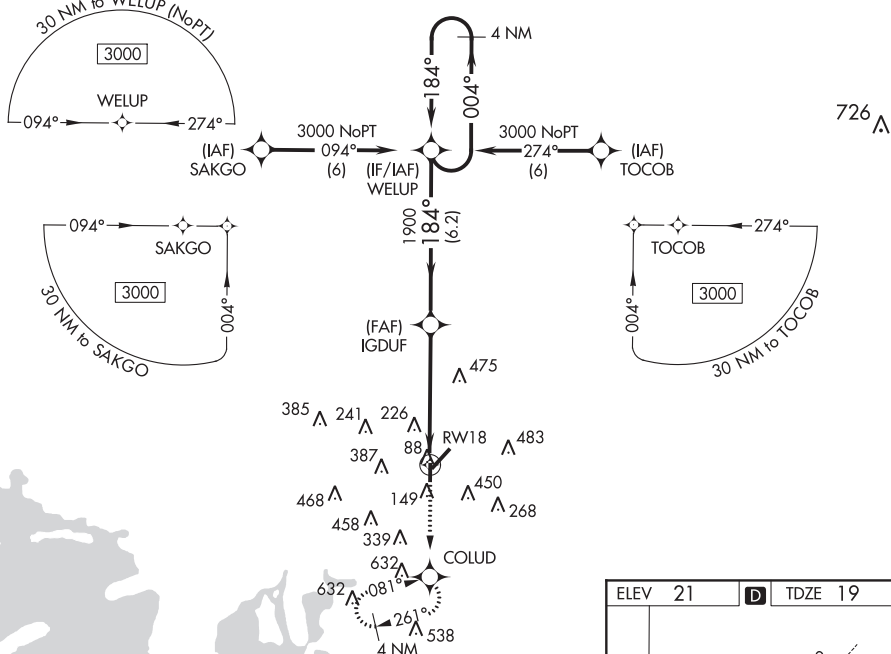
⚠ DME/DME RNP-0.3 NA. When local altimeter not received, use Tampa Intl altimeter setting and increase all MDA 40 feet.
⚠ Night landing: Rwy 18, 23, 36 NA. Helicopter visibility reduction below 1 SM NA.

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

AWOS-3
121.125

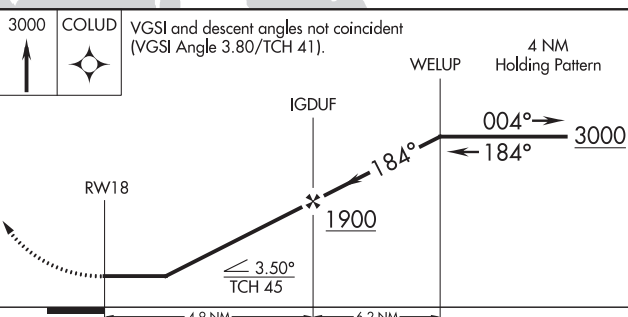
TAMPA APP CON
119.9 290.3

UNICOM
122.7 (CTAF) **0**



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 21	D	TDZE 19
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REIL Rws 5, 18, and 36 **0**
 MIRL Rws 5-23 and 18-36 **0**

TAMPA, FLORIDA

AL-9241 (FAA)

15064

WAAS CH 78100 W23A	APP CRS 226°	Rwy Idg TDZE Apt Elev	4200 21 22
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RNAV (GPS) RWY 23

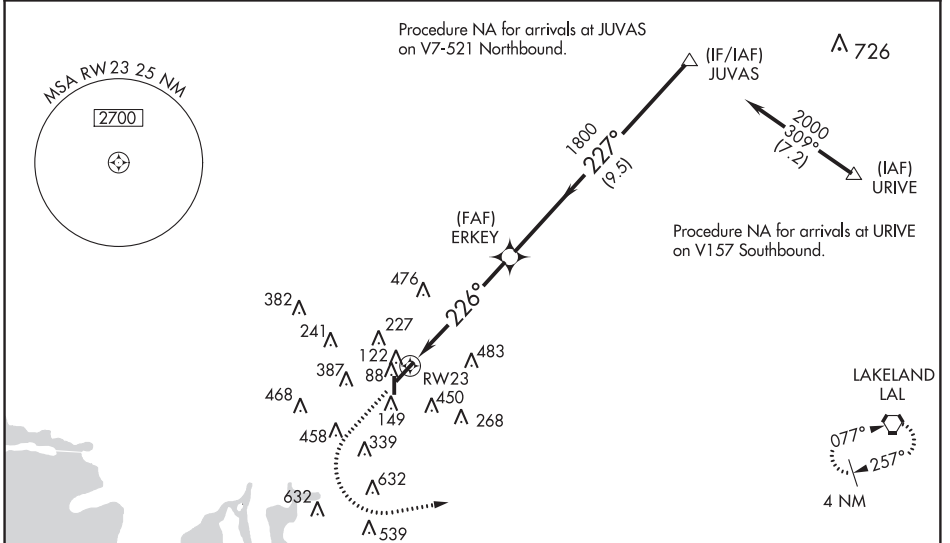
TAMPA EXECUTIVE (VDF)

⚠ 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). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 323, LNAV/VNAV DA to 513, and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Night landing: Rwy 18, 36 NA.

MALSR
AS

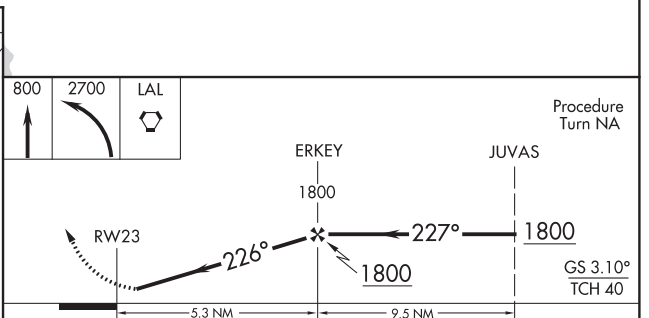
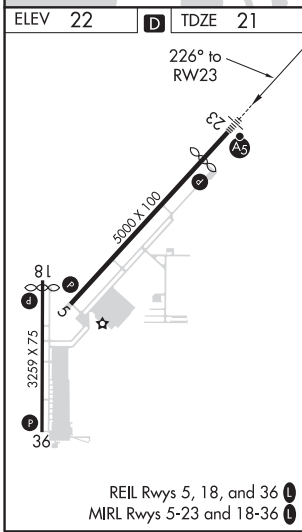
MISSED APPROACH:
Climb to 800 then climbing left turn to 2700 direct to LAL VORTAC and hold.

AWOS-3 121.125	TAMPA APP CON 119.9 290.3	UNICOM 122.7(CTAF)
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	298-1	277 (300-1)		NA
LNAV/VNAV DA	488-1 1/8	467 (500-1 1/8)		NA
LNAV MDA	560-1	539 (600-1)		NA
CIRCLING	560-1 538 (600-1)	760-1 738 (800-1)	760-2 738 (800-2)	NA

TAMPA, FLORIDA
Amdt 1C 05MAR15

28°01'N-82°21'W

TAMPA EXECUTIVE (VDF) RNAV (GPS) RWY 23

AIRPORT DIAGRAM

AL-9241 (FAA)

TAMPA EXECUTIVE (VDF)
TAMPA, FLORIDA

AWOS-3
121.125
CTAF/UNICOM
122.7

D

FIELD
ELEV
21

VAR 3.5° W
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

ELEV 21
227.8°

5000 X 100

ELEV 19

047.8°

HANGARS

FBO

HANGAR

RWY 05-23
S-30
RWY 18-36
S-12.5

HANGARS

ELEV 19
36

82°21.0'W

82°20.5'W

28°01.0'N

28°00.5'N

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

TAMPA, FLORIDA
TAMPA EXECUTIVE (VDF)

TAMPA, FLORIDA

AL-416 (FAA)

16259

LOC/DME I-AMP 108.9 Chan 26	APP CRS 007°	Rwy Idg 10800 TDZE 11 Apt Elev 26
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ILS or LOC RWY 1L

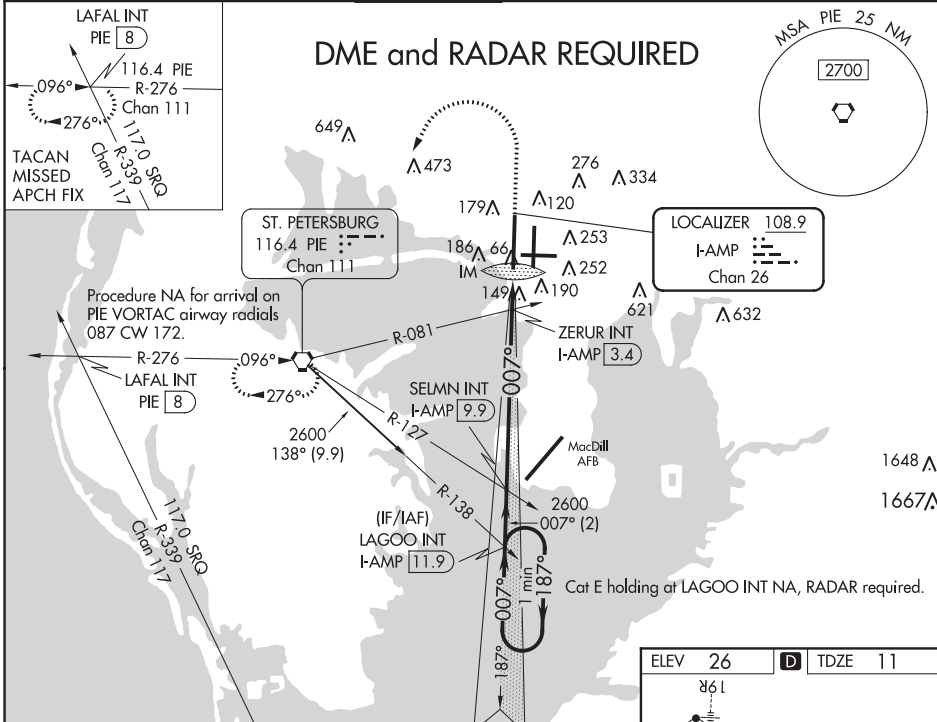
TAMPA INTL (TPA)

Simultaneous approach authorized with Rwy 1R. For inop ALSF-2, increase S-ILS 1L Cat E visibility to RVR 4000 and S-LOC 1L Cat E visibility to RVR 6000.

ALSF-2

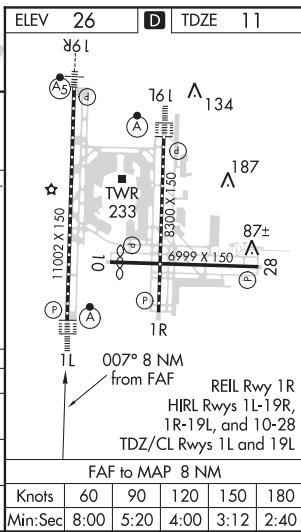
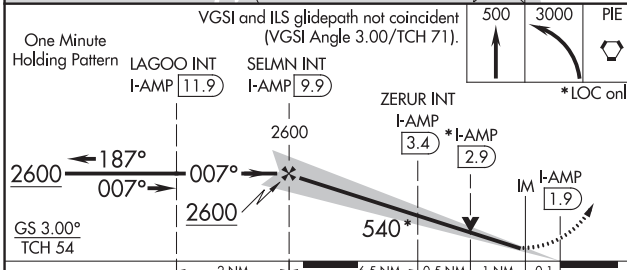
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft then continue to 4000 direct PIE VORTAC then via PIE VORTAC R-276 to LAFAL INT/PIE 8 DME and hold W, RT, 096° inbound.)

ARR 126.45	ATIS 128.475	DEP 118.5 290.3	TAMPA APP CON 119.5 269.4	TAMPA TOWER 121.7 269.4	GND CON 121.7 269.4	CLNC DEL 133.6	CPDLC
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
S-ILS 1L	211/18 200 (200-½)				
S-LOC 1L	400/24	389 (400-½)	400/35	389 (400-¾)	
CIRCLING	560-1	534 (600-1)	680-1¾ 654 (700-1¾)	980-3	954 (1000-3)

TAMPA, FLORIDA

Amdt 17A 20AUG15

27°59'N-82°32'W

ILS or LOC RWY 1L

TAMPA INTL (TPA)

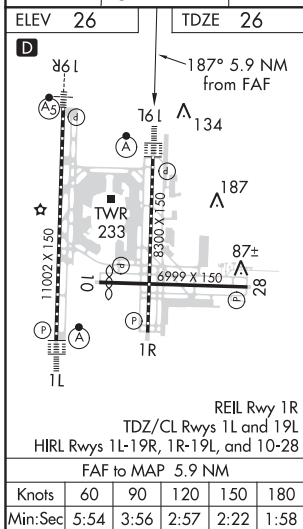
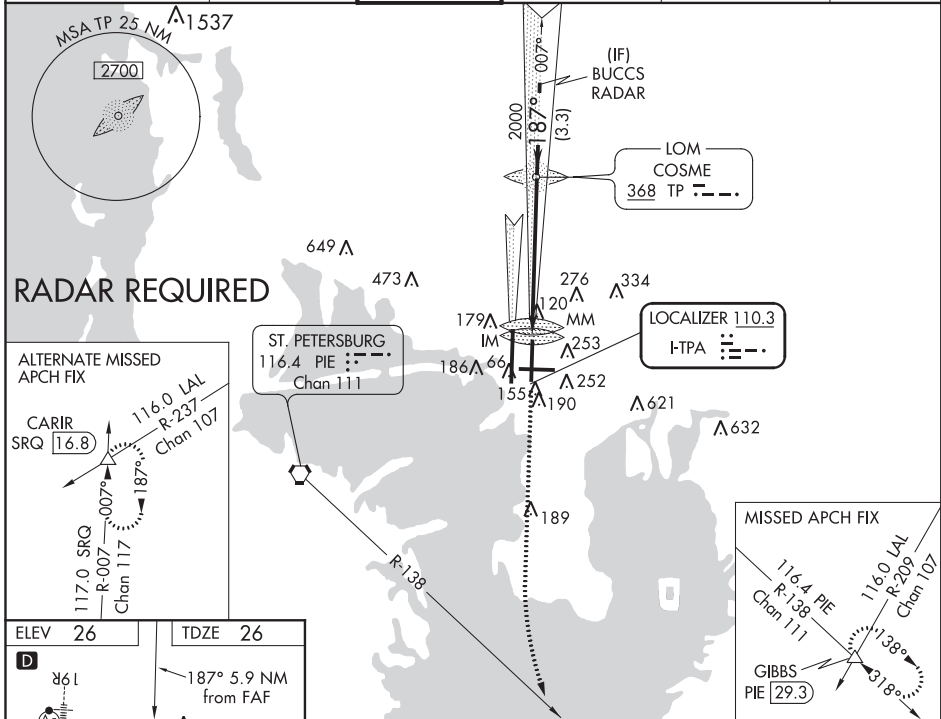
LOC I-TPA 110.3	APP CRS 187°	Rwy ldg 8300
		TDZE 26
		Apt Elev 26

ILS or LOC RWY 19L

TAMPA INTL (TPA)

<p>Simultaneous approach authorized with Rwy 19R. For inoperative ALSF-2, increase S-ILS 19L Cat E visibility to RVR 4000 and S-LOC 19L Cat E visibility to RVR 6000.</p>	<p>ALSF-2</p>	<p>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.</p>

ARR 126.45	ATIS 128.475	DEP 118.5 290.3	TAMPA APP CON 119.5 269.4	TAMPA TOWER 121.7 269.4	GND CON 121.7 269.4	CLNC DEL 133.6	CPDLC
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600	2800	PIE R-138	GIBBS	COSME TP LOM	BUCCS RADAR
↑	hdg 160°				
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 61).					
0.2 0.3		5.4 NM		3.3 NM	
CATEGORY	A	B	C	D	E
S-ILS 19L	226/18 200 (200-½)				
S-LOC 19L	440/24	414 (500-½)	440/40 414 (500-¾)		
CIRCLING	560-1	534 (600-1)	560-1½ 534 (600-1½)	580-2 554 (600-2)	NA

TAMPA, FLORIDA

AL-416 (FAA)

16259

LOC/DME I-JRT 108.5 Chan 22	APP CRS 187°	Rwy Idg 11002 TDZE 21 Apt Elev 26
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ILS or LOC RWY 19R

TAMPA INTL (TPA)

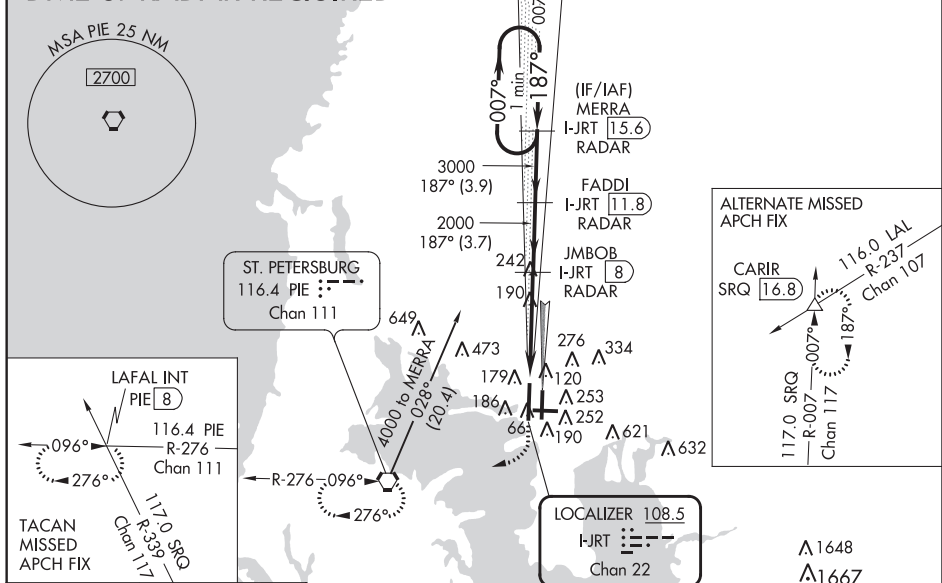
Simultaneous approach authorized with Rwy 19L. For inop MALSR, increase S-ILS 19R Cat E visibility to RVR 4000 and S-LOC 19R Cat E visibility to 1/4 mile.

MALSR
AS

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct PIE VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft climb to 500 then climbing right turn to 4000 direct PIE VORTAC then on PIE VORTAC R-276 to LAFAL INT/PIE 8 DME and hold W, RT, 096° inbound.)

ARR 126.45	ATIS 128.475	DEP 118.5 290.3	TAMPA APP CON 119.5 269.4	TAMPA TOWER 119.5 269.4	GND CON 121.7 269.4	CLNC DEL 133.6	CPDLC
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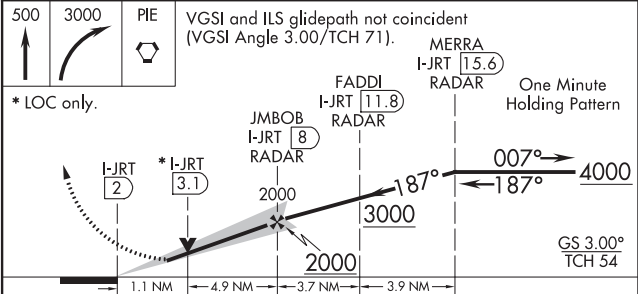
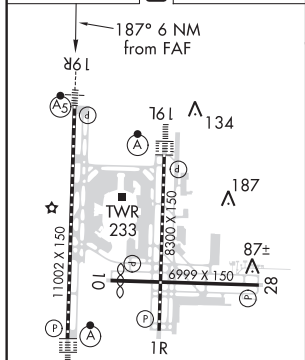
DME or RADAR REQUIRED



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 26	D	TDZE 21
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CATEGORY	A	B	C	D	E
S-ILS 19R	221/18 200 (200-1/2)				
S-LOC 19R	460/24	439 (500-1/2)	460/40 439 (500-3/4)		
CIRCLING	560-1	534 (600-1)	560-1 1/2 534 (600-1 1/2)	580-2 554 (600-2)	980-3 954 (1000-3)

TAMPA, FLORIDA
Amdt 5C 23JUN16

27°59'N-82°32'W

TAMPA INTL (TPA) ILS or LOC RWY 19R

LOC I-TPA 110.3	APP CRS 187°	Rwy ldg TDZE Apt Elev	8300 26 26
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ILS RWY 19L (SA CAT I)

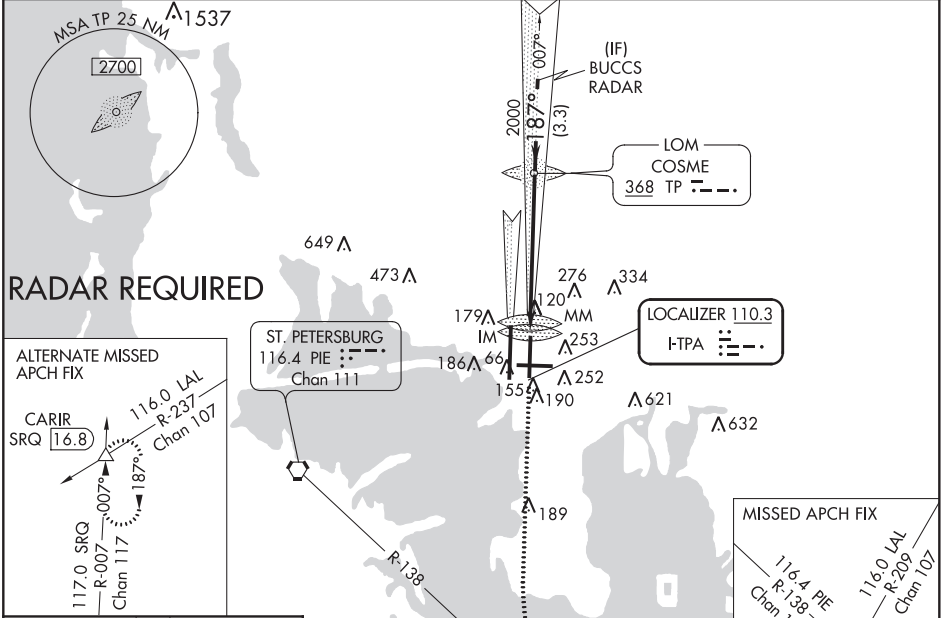
TAMPA INTL (TPA)

Simultaneous approach authorized with Rwy 19R. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

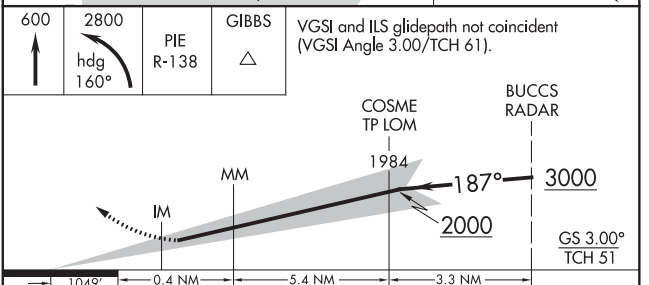
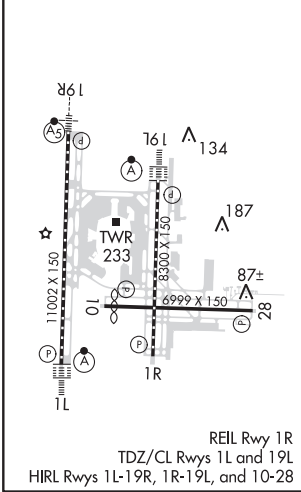
ALSIF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 2800 on heading 160° and on PIE VORTAC R-138 to GIBBS INT/PIE 29.3 DME and hold.

ARR 126.45	ATIS 128.475	DEP 118.5 290.3	TAMPA APP CON 119.5 269.4	TAMPA TOWER 119.5 269.4	GND CON 121.7 269.4	CLNC DEL 133.6	CPDLC
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ELEV 26	D	TDZE 26
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1049'	0.4 NM	5.4 NM	3.3 NM
CATEGORY	A	B	C
S-ILS 19L	RA 150/14	150	DA 176

SA CATEGORY I - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

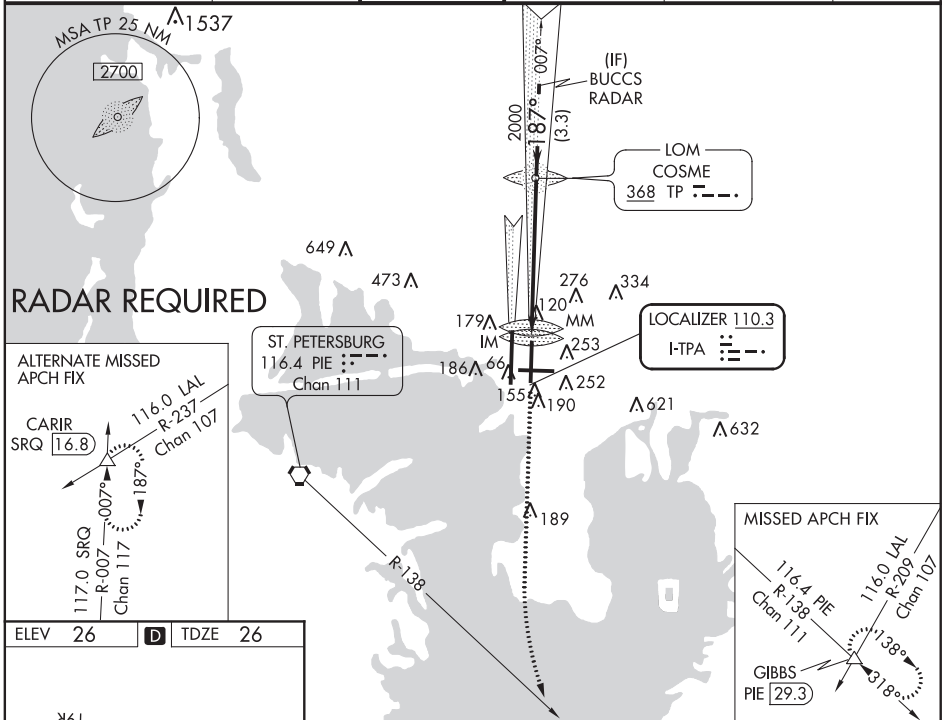
LOC I-TPA 110.3	APP CRS 187°	Rwy ldg 3300	TDZE 26
		Apt Elev 26	

ILS RWY 19L (CAT II)

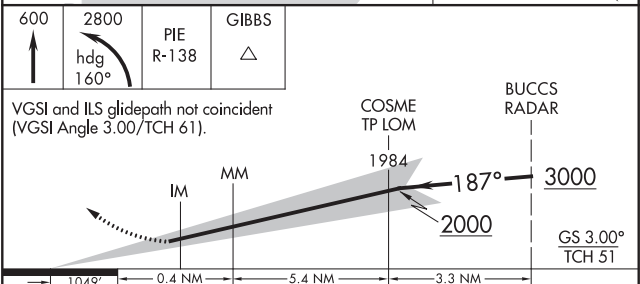
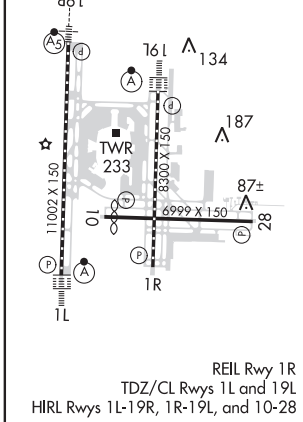
TAMPA INTL (TPA)

<p>Simultaneous approach authorized with Rwy 19R. RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.</p>	<p>ALSIF-2</p>	<p>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.</p>

ARR 126.45	ATIS 128.475	DEP 118.5 290.3	TAMPA APP CON 119.5 269.4	TAMPA TOWER 119.5 269.4	GND CON 121.7 269.4	CLNC DEL 133.6	CPDLC
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ELEV 26	D	TDZE 26
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CATEGORY	A	B	C	D
S-ILS 19L	RA 101/12	100	DA 126	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TAMPA, FLORIDA

AL-416 (FAA)

16259

LOC/DME I-AMP 108.9 Chan 26	APP CRS 007°	Rwy Idg TDZE Apt Elev 10800 11 26
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ILS RWY 1L (CAT II & III)

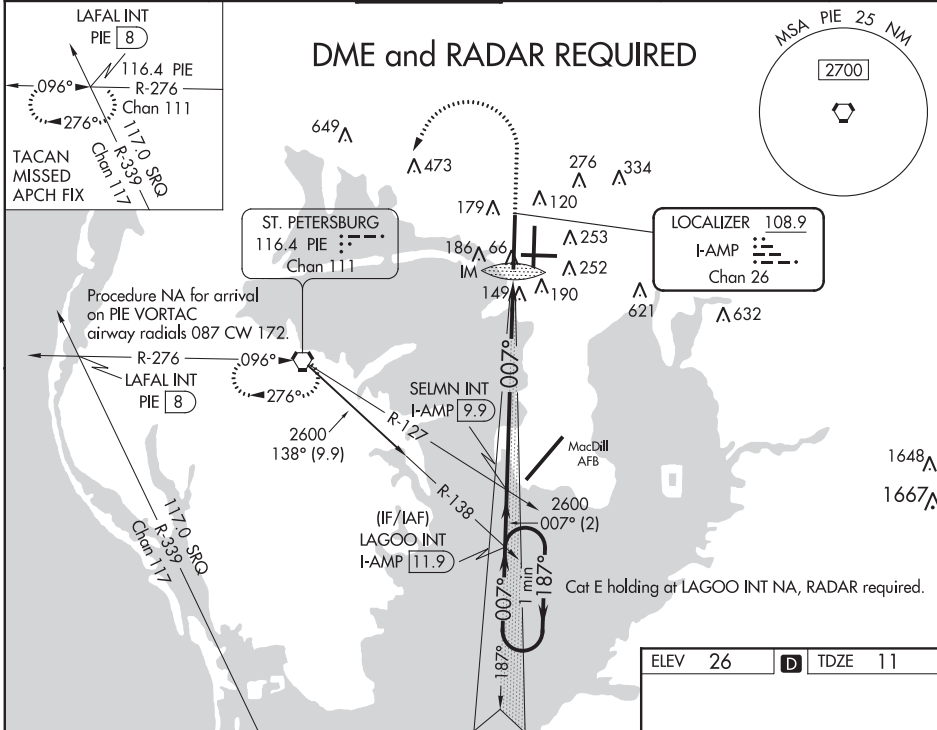
TAMPA INTL (TPA)

Simultaneous approach authorized with Rwy 1R. RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

ALSF-2
A

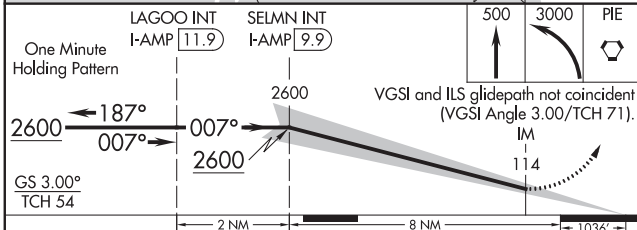
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft then continue to 4000 direct PIE VORTAC then via PIE VORTAC R-276 to LAFAL INT/PIE 8 DME and hold W, RT, 096° inbound.)

ARR 126.45	ATIS 128.475	DEP 128.475	TAMPA APP CON 118.5 290.3	TAMPA TOWER 119.5 269.4	GND CON 121.7 269.4	CLNC DEL 133.6	CPDLC
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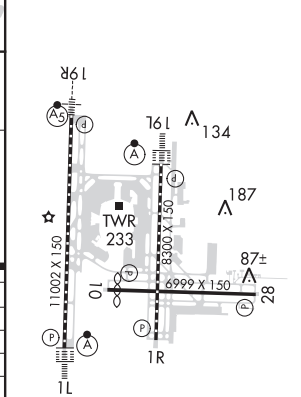
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 1L	CAT II RA 105/12 100 DA 111			
S-ILS 1L	CAT IIIa RVR 07			
S-ILS 1L	CAT IIIb RVR 06			
S-ILS 1L	CAT IIIc NA			

ELEV 26	TDZE 11
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REIL Rwy 1R
TDZ/CL Rwy 1L and 19L
HIRL Rwy 1L-19R, 1R-19L, and 10-28

CATEGORY II and III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TAMPA, FLORIDA
Amdt 17A 20AUG15

27°59'N-82°32'W


TAMPA INTL (TPA)
ILS RWY 1L (CAT II & III)

RNAV (RNP) Y RWY 19L

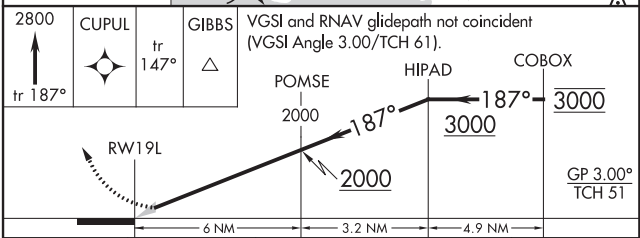
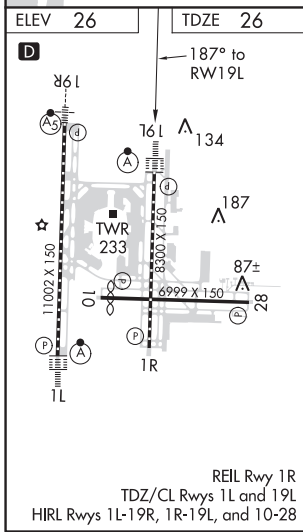
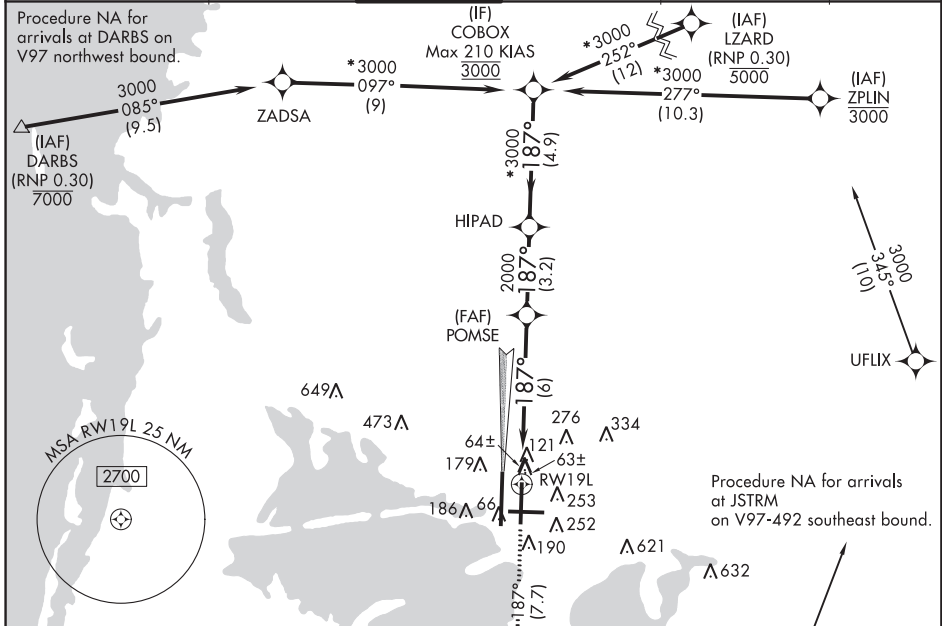
TAMPA INTL (TPA)

APP CRS	Rwy Idg	8300
187°	TDZE	26
	Apt Elev	26

▼ For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 49°C (120°F). GPS Required. For inop ALSF, increase RNP 0.11 all Cats visibility to 1, RNP 0.23 all Cats visibility to 1½ and RNP 0.30 all Cats visibility to 1¾. Simultaneous approach authorized with Rwy 19R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

 MISSED APPROACH: Climb to 2800 on track 187° to CUPUL and on track 147° to GIBBS and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6	



CATEGORY	A	B	C	D
RNP 0.11 DA		329/24	303 (400-½)	
RNP 0.23 DA		368/32	342 (400-¾)	
RNP 0.30 DA		442/45	416 (500-¾)	

AUTHORIZATION REQUIRED

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TAMPA, FLORIDA

AL-416 (FAA)

16259

WAAS CH 50406 W01A	APP CRS 007°	Rwy Idg 10800 TDZE 11 Apt Elev 26
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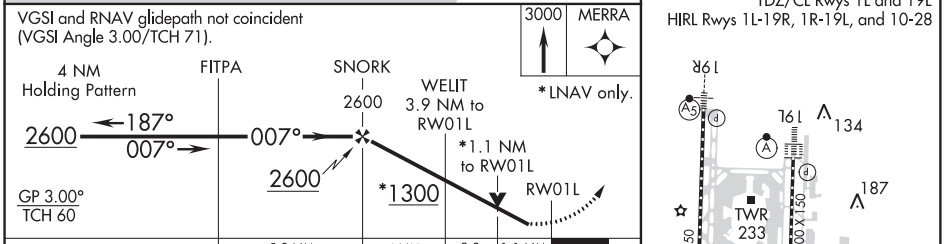
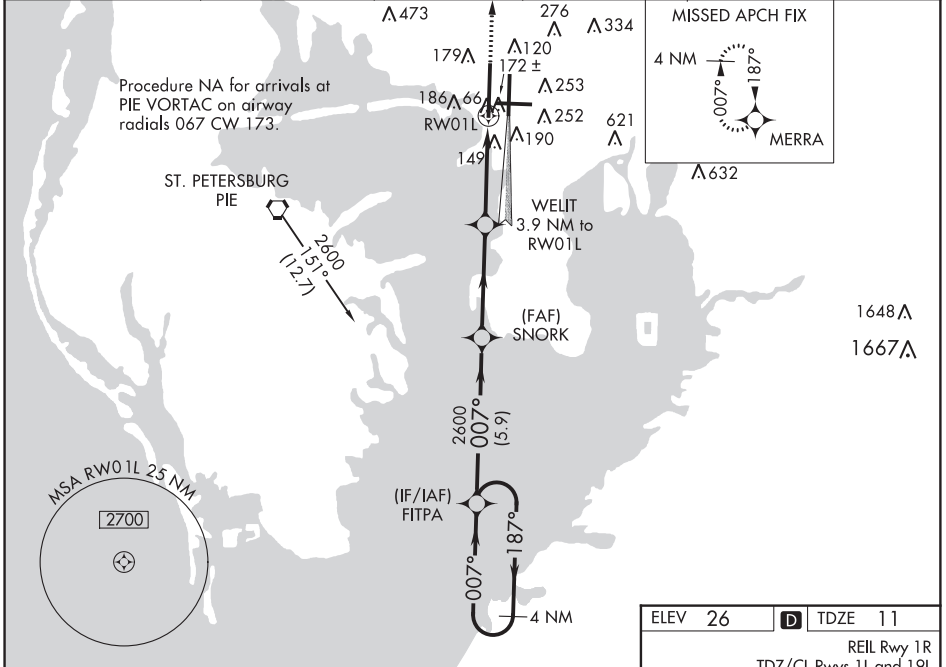
RNAV (GPS) RWY 1L

TAMPA INTL (TPA)

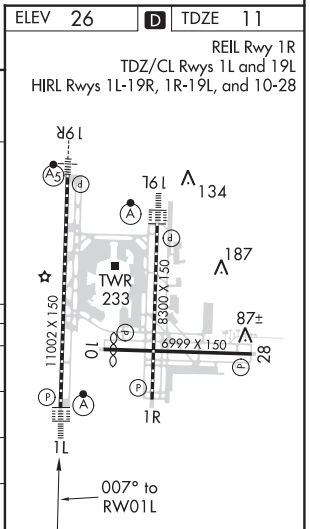
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. For inop ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1 3/8 mile, and LNAV Cat E visibility to RVR 6000.
▲ Simultaneous approach authorized with Rwy 1R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2
 MISSED APPROACH:
 Climb to 3000 direct MERRA and hold.

ARR 126.45	ATIS 128.475	DEP 118.5 290.3	TAMPA APP CON 119.5 269.4	TAMPA TOWER 119.5 269.4	GND CON 121.7 269.4	CLNC DEL 133.6	CPDLC
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CATEGORY	A	B	C	D	E
LPV DA	211/24		200 (200-1/2)		
LNAV/VNAV DA	431/45		420 (500-3/8)		
LNAV MDA	440/24	429 (500-1/2)	440/40	429 (500-3/4)	
CIRCLING	560-1	534 (600-1)	560-1 1/2 534 (600-1 1/2)	580-2 554 (600-2)	980-3 954 (1000-3)



TAMPA, FLORIDA
 Amdt 2B 26JUN14

27°59'N-82°32'W

TAMPA INTL (TPA) RNAV (GPS) RWY 1L

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 87105 W01B	APP CRS 007°	Rwy Idg 8300 TDZE 20 Apt Elev 26
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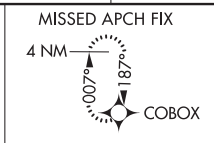
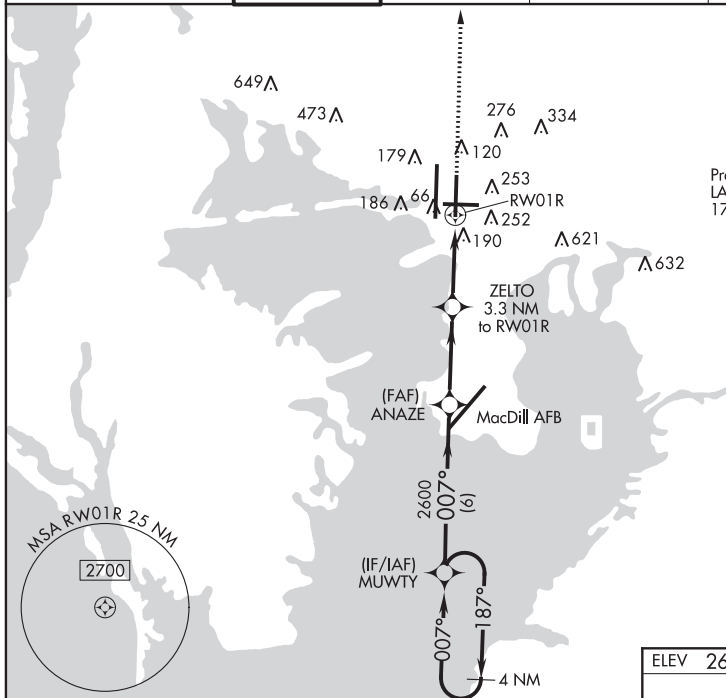
RNAV (GPS) RWY 1R

TAMPA INTL (TPA)

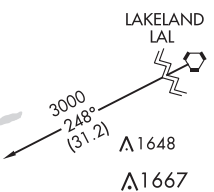
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 1L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH:
Climb to 2000 direct COBOX and hold.

ARR 126.45	ATIS 128.475	DEP 118.5 290.3	TAMPA APP CON 119.5 269.4	TAMPA TOWER 121.7 269.4	GND CON 133.6	CPDLC
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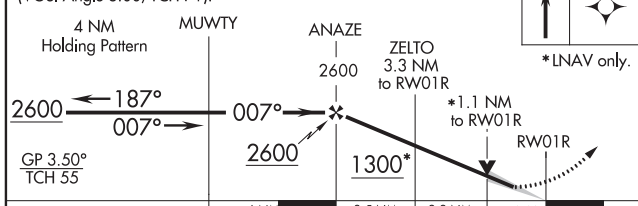
Procedure NA for arrivals on LAL VORTAC airway radials 171 CW 330.



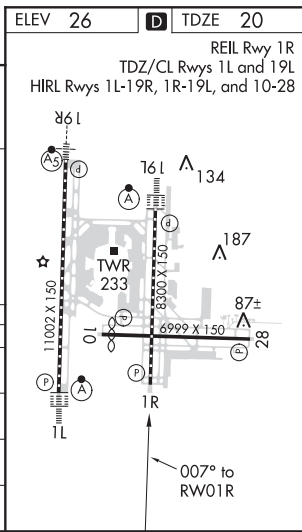
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D	E
LPV DA	290-7/8	270 (300-7/8)			NA
LNAV/VNAV DA	491-13/8	471 (500-13/8)			NA
LNAV MDA	440-1	420 (500-1)	440-1 1/4	420 (500-1 1/4)	
CIRCLING	560-1	534 (600-1)	680-1 1/4 654 (700-1 1/4)	980-3	954 (1000-3)



TAMPA, FLORIDA

AL-416 (FAA)

16259

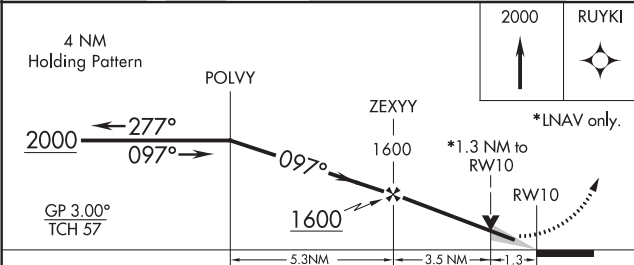
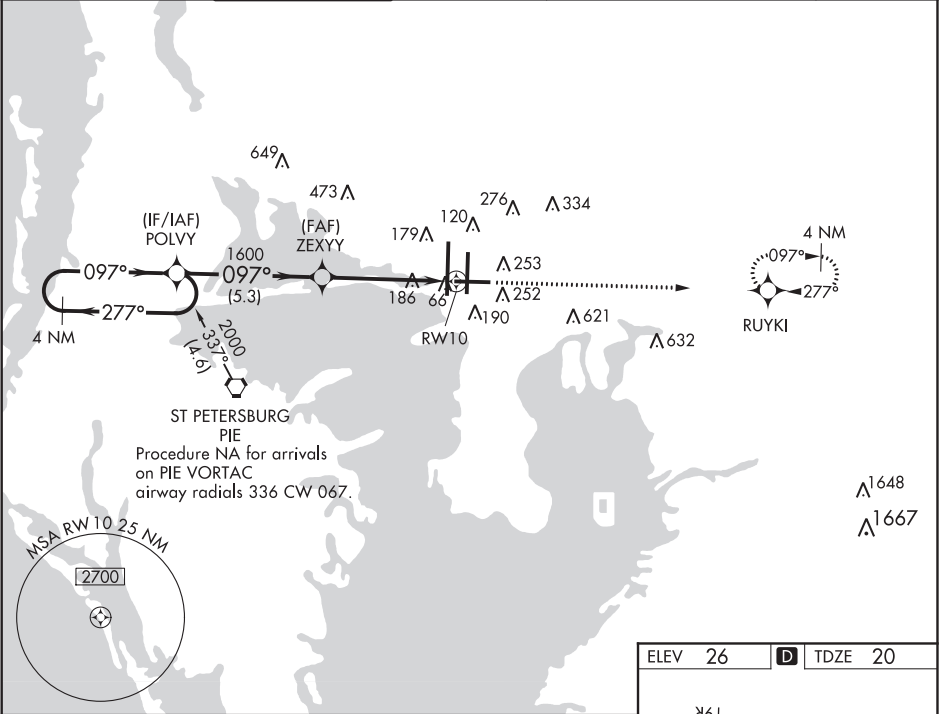
WAAS CH 77720 W10A	APP CRS 097°	Rwy Idg TDZE Apt Elev	6501 20 26
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RNAV (GPS) RWY 10

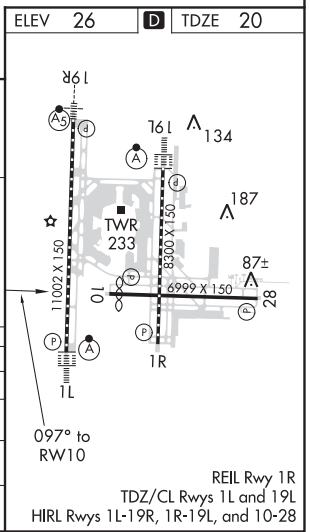
TAMPA INTL (TPA)

	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C (36°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2000 direct RUYKI and hold.
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ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45	128.475		118.5 290.3	119.5 269.4	121.7 269.4	133.6	



CATEGORY	A	B	C	D
LPV DA		270-3/4	250 (300-3/4)	
LNAV/VNAV DA		432-1 3/8	412 (500-1 3/8)	
LNAV MDA	480-1	460 (500-1)	480-1 3/8	460 (500-1 3/8)
CIRCLING	560-1	534 (600-1)	680-1 3/4	980-3
			654 (700-1 3/4)	954 (1000-3)



TAMPA, FLORIDA
Amdt 2 25JUN15

27°59'N-82°32'W

TAMPA INTL (TPA)

RNAV (GPS) RWY 10

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40406 W19B	APP CRS 187°	Rwy Idg 11002 TDZE 21 Apt Elev 26
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RNAV (GPS) RWY 19R

TAMPA INTL (TPA)

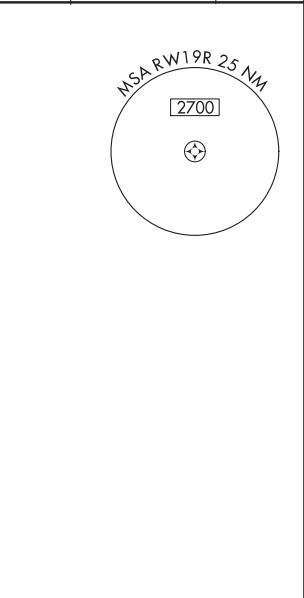
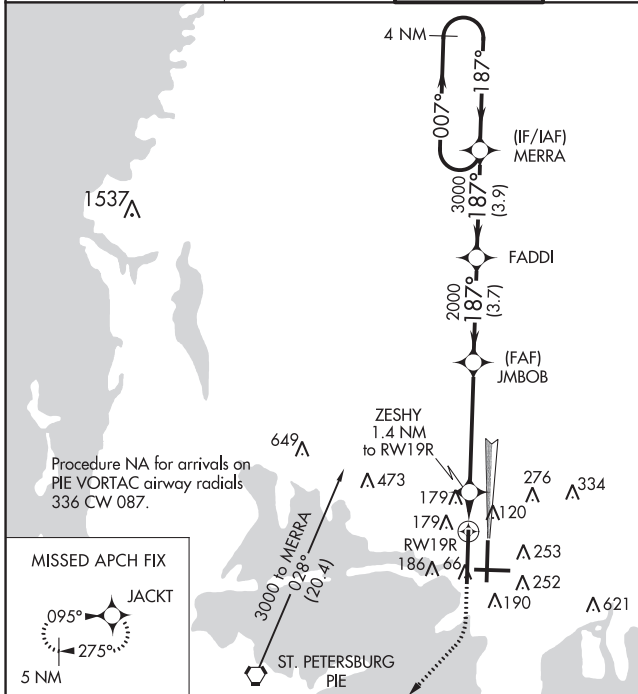
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV Cat E visibility to ¾ mile, LNAV/VNAV Cat E visibility to 1½ mile, and LNAV Cat E visibility to 1½ mile. Simultaneous approach authorized with Rwy 19L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

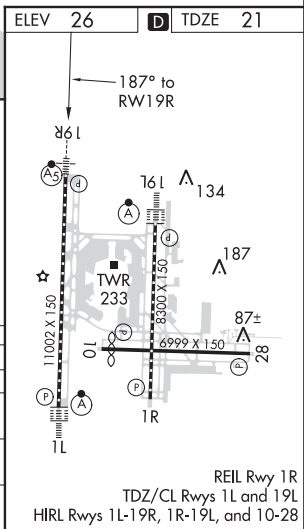


MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct JACT and hold, continue climb-in-hold to 3000.

ARR 126.45	ATIS	DEP 128.475	TAMPA APP CON 118.5 290.3	TAMPA TOWER 119.5 269.4	GND CON 121.7 269.4	CLNC DEL 133.6	CPDLC
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800	3000	JACT	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).				
*LNAV only.		ZESHY 1.4 NM to RWY 19R	JMBOB	FADDI	MERRA	4 NM Holding Pattern	
RWY 19R		520*	2000	3000	187°	007°	3000
		1.4 NM	4.6 NM	3.7 NM	3.9 NM	GP 3.00° TCH 54	
CATEGORY	A	B	C	D	E		
LPV DA	221/24		200 (200-½)				
LNAV/VNAV DA	466/50		445 (500-1)				
LNAV MDA	440/24	419 (500-½)	440/40		419 (500-¾)		
CIRCLING	560-1	534 (600-1)	560-1½	580-2	980-3	534 (600-1½) 554 (600-2) 954 (1000-3)	



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TAMPA, FLORIDA

AL-416 (FAA)

16259

WAAS CH 70520 W28A	APP CRS 277°	Rwy Idg TDZE Apt Elev	6501 26 26
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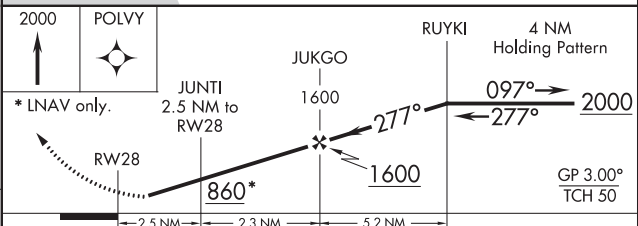
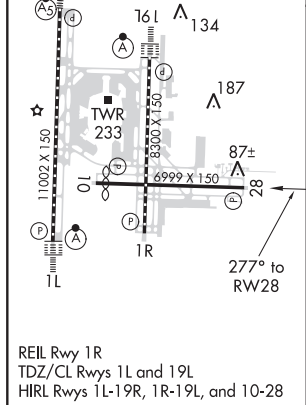
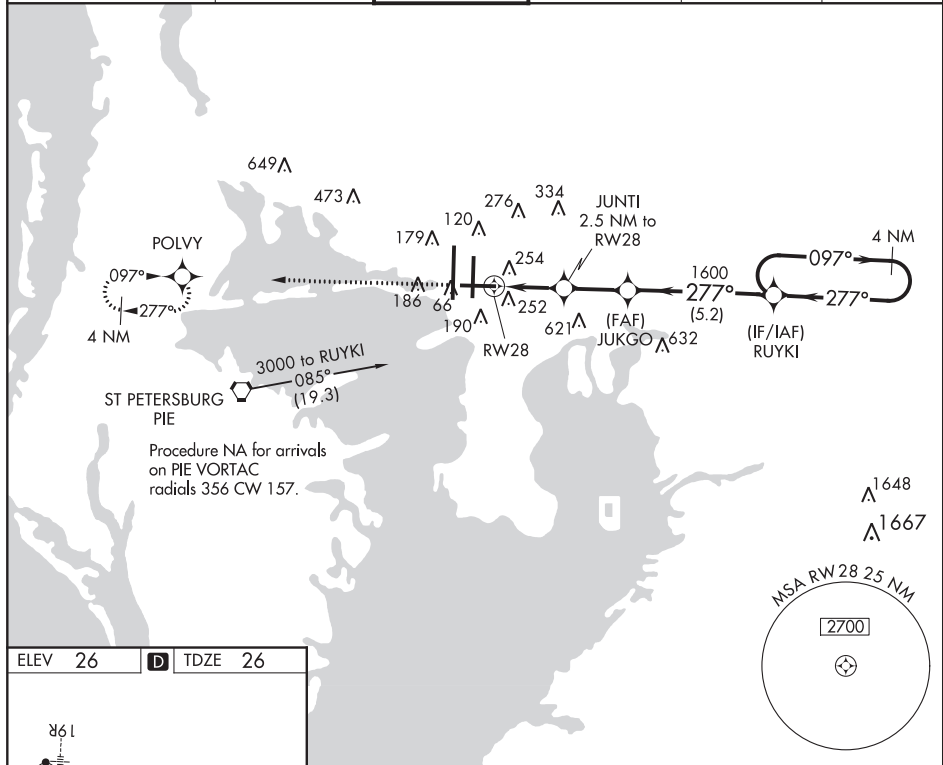
RNAV (GPS) RWY 28

TAMPA INTL (TPA)

▽ 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 3/4 SM NA.

MISSED APPROACH: Climb to 2000 direct POLY and hold.

ARR 126.45	ATIS 128.475	DEP 128.475	TAMPA APP CON 118.5 290.3	TAMPA TOWER 119.5 269.4	GND CON 121.7 269.4	CLNC DEL 133.6	CPDLC
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CATEGORY	A	B	C	D
LPV DA		389-1 1/8	363 (400-1 1/8)	
LNAV/VNAV DA		468-1 1/2	442 (500-1 1/2)	
LNAV MDA	520-1	494 (500-1)	520-1 3/8	494 (500-1 3/8)
CIRCLING	560-1	534 (600-1)	560-1 1/2	580-2 554 (600-2)

TAMPA, FLORIDA
Amdt 1B 30APR15

27°59'N-82°32'W

TAMPA INTL (TPA) RNAV (GPS) RWY 28

SE-3, 10 NOV 2016 to 05 JAN 2017

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WAAS CH 49100 W19A	APP CRS 187°	Rwy Idg TDZE Apt Elev	8300 26 26
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RNAV (GPS) Z RWY 19L

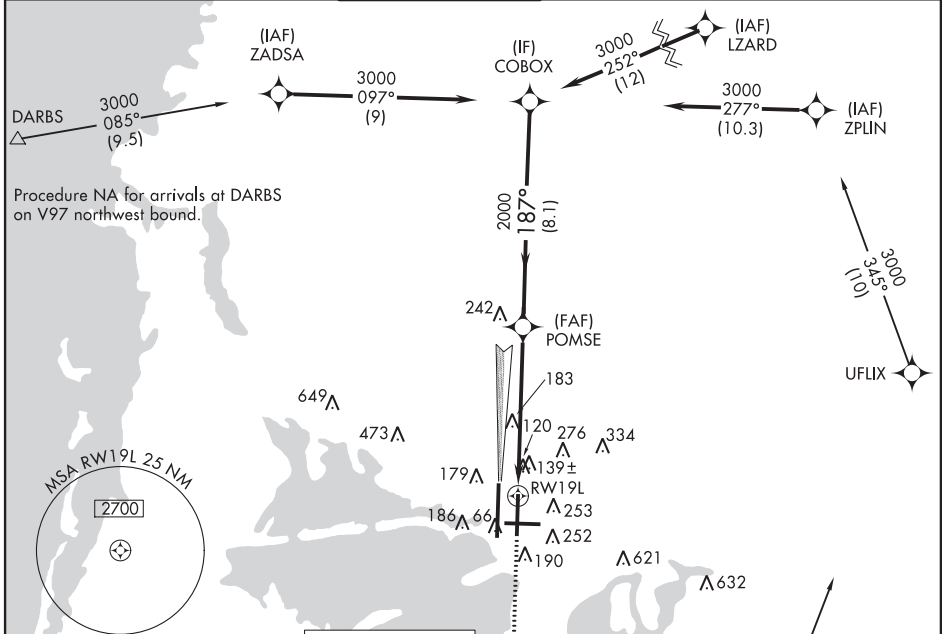
TAMPA INTL (TPA)

▽ 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 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



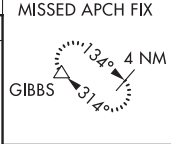
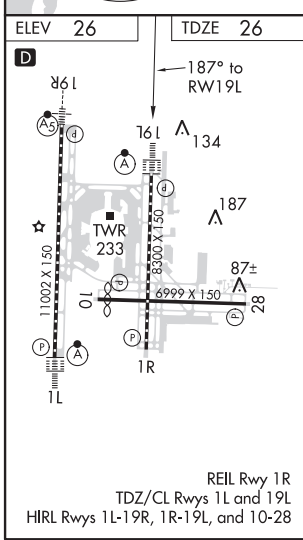
MISSED APPROACH:
Climb to 2800 direct CUPUL and on track 147° to GIBBS and hold.

ARR 126.45	ATIS 128.475	DEP 128.475	TAMPA APP CON 118.5 290.3	TAMPA TOWER 119.5 269.4	GND CON 121.7 269.4	CLNC DEL 133.6	CPDLC
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SE-3, 10 NOV 2016 to 05 JAN 2017

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2800	CUPUL	GIBBS	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 61).		Procedure Turn NA
↑	✧	tr 147°	△		
*LNAV only. *1.2 NM to RWY 19L					
			POMSE 2000 COBOX 3000 GP 3.00° TCH 51		
CATEGORY	A	B	C	D	
LPV DA	226/24		200 (200-½)		
LNAV/VNAV DA	440/45		414 (500-¾)		
LNAV MDA	460/24	434 (500-½)	460/40	434 (500-¾)	
CIRCLING	560-1	534 (600-1)	560-1½	580-2	554 (600-2)

TAMPA, FLORIDA

AL-416 (FAA)

126259

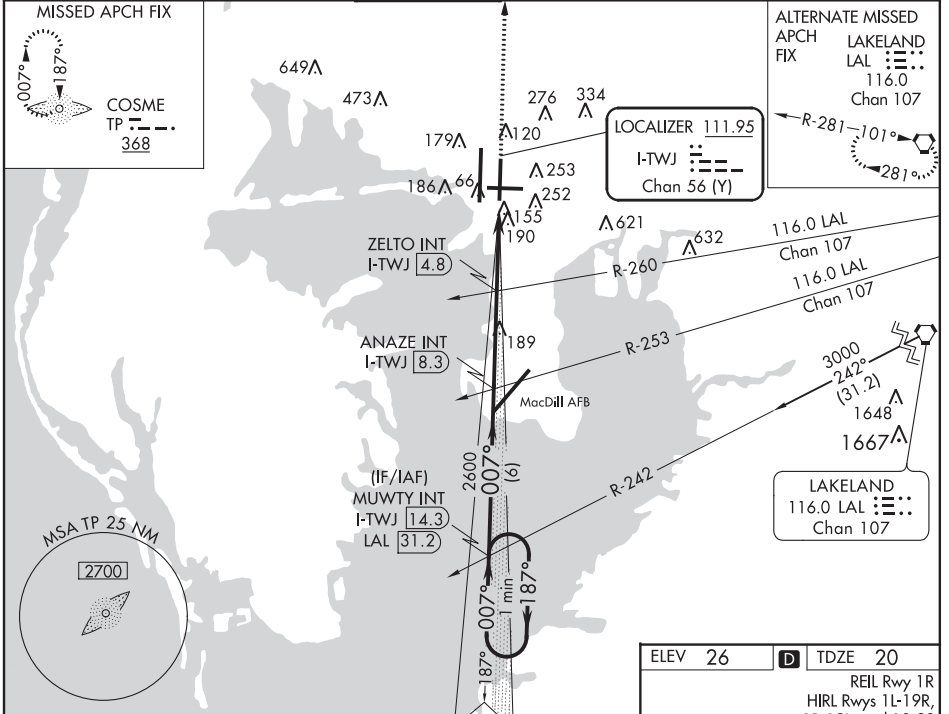
LOC/DME I-TWJ 111.95 Chan 56 (Y)	APP CRS 007°	Rwy Idg TDZE Apt Elev	8300 20 26
--	------------------------	-----------------------------	---------------------------------------

LOC RWY 1R

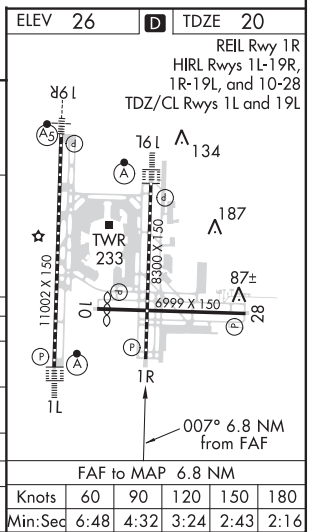
TAMPA INTL (TPA)

ADF required.				MISSED APPROACH: Climb to 2000 direct COSME LOM and hold.			
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ARR 126.45	ATIS 128.475	DEP 128.475	TAMPA APP CON 118.5 290.3	TAMPA TOWER 119.5 269.4	GND CON 121.7 269.4	CLNC DEL 133.6	CPDLC
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One Minute Holding Pattern	MUWTY INT I-TWJ 14.3	ANAZE INT I-TWJ 8.3	2000	TP
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 71).				
CATEGORY	A	B	C	D
S-1R	1300-1¼ 1280 (1300-1¼)	1300-1½ 1280 (1300-1½)	1300-3	1280 (1300-3)
CIRCLING	1300-1¼ 1274 (1300-1¼)	1300-1½ 1274 (1300-1½)	1300-3	1274 (1300-3)
ZELTO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-1R	460-1	440 (500-1)	460-1⅔ 654 (700-1¾)	440 (500-1½) 980-3 954 (1000-3)
CIRCLING	560-1	534 (600-1)		



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TAMPA, FLORIDA
Amdt 4 24JUL14

27°59'N-82°32'W

TAMPA INTL (TPA)
LOC RWY 1R

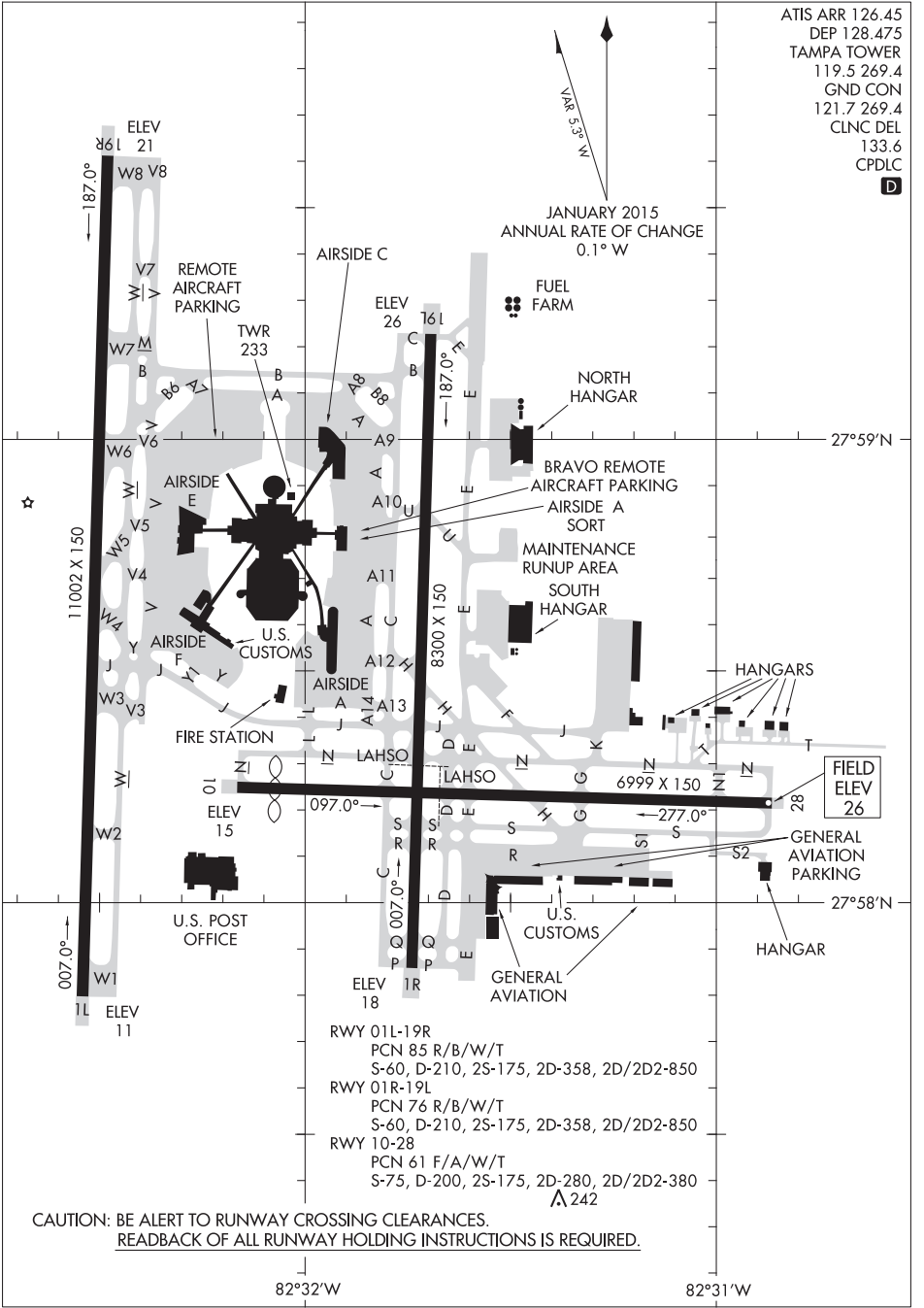
AIRPORT DIAGRAM

AL-416 (FAA)

TAMPA INTL (TPA)

TAMPA, FLORIDA

- ATIS ARR 126.45
- DEP 128.475
- TAMPA TOWER 119.5 269.4
- GND CON 121.7 269.4
- CLNC DEL 133.6
- CPDLC



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

TAMPA, FLORIDA
TAMPA INTL (TPA)

(BAYPO7.BAYPO) 16259

SL-416 (FAA)

TAMPA INTL (TPA)
TAMPA, FLORIDA

BAYPO SEVEN DEPARTURE (RNAV)

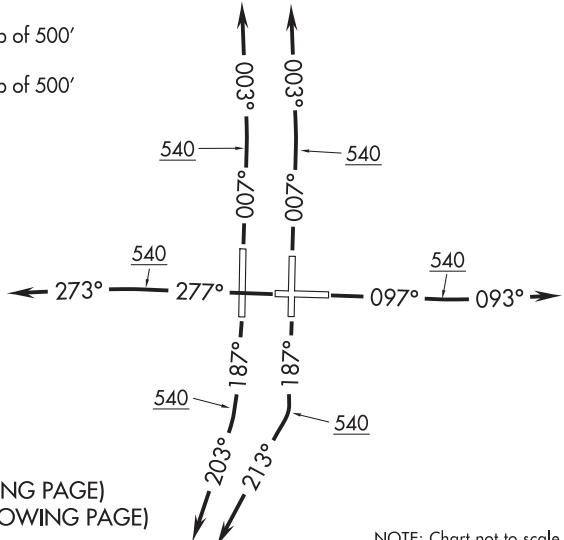
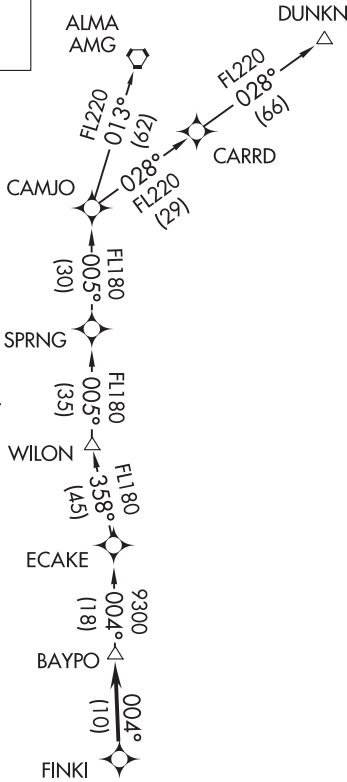
ATIS DEP
128.475
TAMPA DEP CON
118.8 239.3
CLNC DEL
133.6
CPDLC
GND CON
121.7 269.4
TAMPA TOWER
119.5 269.4

**TOP ALTITUDE:
6000**

- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Accelerate to 250K, if unable, advise ATC.

TAKEOFF MINIMUMS

- Rwy 1L: Standard with minimum climb of 500' per NM to 2600.
- Rwy 1R: Standard with minimum climb of 500' per NM to 2400.
- Rwy 10: Standard with minimum climb of 500' per NM to 2000.
- Rwy 19L: Standard with minimum climb of 500' per NM to 2100.
- Rwy 19R: Standard with minimum climb of 500' per NM to 2000.
- Rwy 28: Standard with minimum climb of 500' per NM to 2100.



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

NOTE: Chart not to scale.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

BAYPO SEVEN DEPARTURE (RNAV)

(BAYPO7.BAYPO) 25JUN15

TAMPA, FLORIDA
TAMPA INTL (TPA)

BAYPO SEVEN DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 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 FINKI, then on track 004° to BAYPO. Maintain 6000 or as assigned by ATC, expect clearance to filed altitude within 10 minutes after departure.

ALMA TRANSITION (BAYPO7.AMG):

DUNKN TRANSITION (BAYPO7.DUNKN):

TAKEOFF OBSTACLE NOTES:

Rwy 1L: Tree 753' from DER, 697' right of centerline, 42' AGL/66' MSL.

Rwy 1R: Powerlines 2091' from DER, 1018' right of centerline, 50' AGL/84' MSL.

Rwy 10: Trees beginning 1282' from DER, 1' right of centerline, up to 106' AGL/118' MSL.

Tower 4214' from DER, 266' right of centerline, 105' AGL/145' MSL.

Ground 135' from DER, 494' left of centerline, 30' MSL.

Trees beginning 1643' from DER, 205' left of centerline, up to 103' AGL/114' MSL.

Rwy 19L: Antenna on building 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL.

Building 4755' from DER, 1523' left of centerline, 146' AGL/155' MSL.

Rwy 19R: Trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.

Rwy 28: Trees beginning 479' from DER, 359' right of centerline, up to 53' AGL/67' MSL.

Sign 764' from DER, 436' right of centerline, 26' AGL/40' MSL.

Multiple trees beginning 129' from DER, 84' left of centerline, up to 54' AGL/68' MSL.

Pole 475' from DER, 437' left of centerline, 30' AGL/35' MSL.

Plane on taxiway 1497' from DER, right and left of centerline, up to 65' AGL/74' MSL.

Building 4355' from DER, 1647' left of centerline, 146' AGL/151' MSL.

Antenna on Pole 5583' from DER, 1162' left of centerline, 146' AGL/158' MSL.

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SE-3, 10 NOV 2016 to 05 JAN 2017

CROWD SEVEN DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 1L/R: Climb on heading 007° to 540, then climb to assigned altitude on heading 003° or as assigned by ATC, thence....

TAKEOFF RWY 10: Climb on heading 097° to 540, then climb to assigned altitude on heading 093° or as assigned by ATC, thence....

TAKEOFF RWY 19L: Climb on heading 187° to 540, then climb to assigned altitude on heading 213° or as assigned by ATC, thence....

TAKEOFF RWY 19R: Climb on heading 187° to 540, then climb to assigned altitude on heading 203° or as assigned by ATC, thence....

TAKEOFF RWY 28: Climb on heading 277° to 540, then climb to assigned altitude on heading 273° or as assigned by ATC, thence....

....Expect radar vectors to MILEJ, then on track 116° to CROWD. Maintain 6000 or as assigned by ATC, expect clearance to filed altitude within 10 minutes after departure.

HALLR TRANSITION (CROWD7.HALLR):

TAKEOFF OBSTACLE NOTES:

Rwy 1L: Tree 753' from DER, 697' right of centerline, 42' AGL/66' MSL.

Rwy 1R: Powerlines 2091' from DER, 1018' right of centerline, 50' AGL/84' MSL.

Rwy 10: Trees beginning 1282' from DER, 1' right of centerline, up to 106' AGL/118' MSL. Tower 4214' from DER, 266' right of centerline, 105' AGL/145' MSL. Ground 135' from DER, 494' left of centerline, 30' MSL. Trees beginning 1643' from DER, 205' left of centerline, up to 103' AGL/114' MSL.

Rwy 19L: Antenna on building 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1523' left of centerline, 146' AGL/155' MSL.

Rwy 19R: Trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.

Rwy 28: Trees beginning 479' from DER, 359' right of centerline, up to 53' AGL/67' MSL. Sign 764' from DER, 436' right of centerline, 26' AGL/40' MSL. Multiple trees beginning 129' from DER, 84' left of centerline, up to 54' AGL/68' MSL. Pole 475' from DER, 437' left of centerline, 30' AGL/35' MSL. Plane on taxiway 1497' from DER, right and left of centerline, up to 65' AGL/74' MSL. Building 4355' from DER, 1647' left of centerline, 146' AGL/151' MSL. Antenna on Pole 5583' from DER, 1162' left of centerline, 146' AGL/158' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

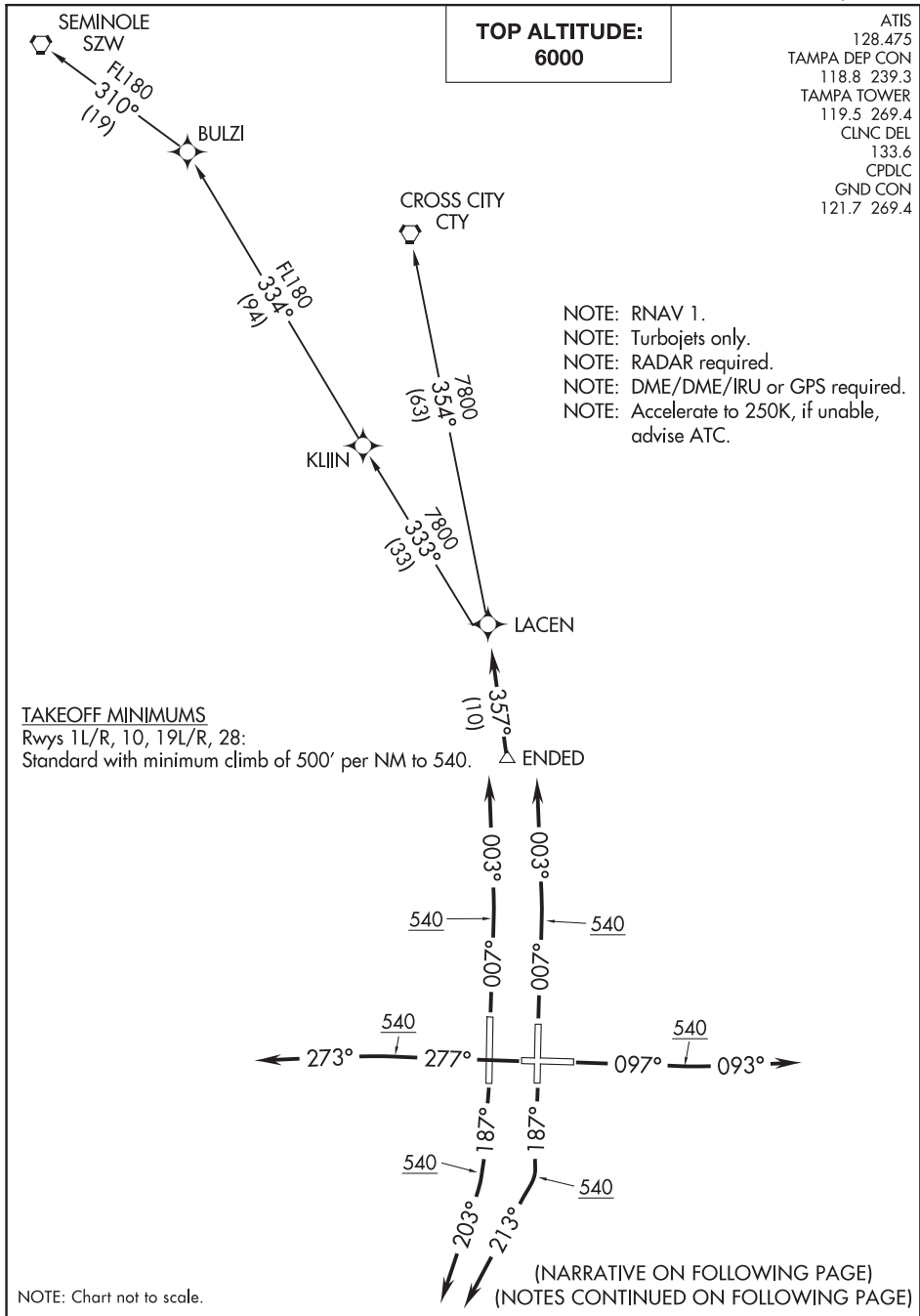
SE-3, 10 NOV 2016 to 05 JAN 2017

(ENED7.ENED) 16259

SL-416 (FAA)

TAMPA INTL (TPA)
TAMPA, FLORIDA

ENED SEVEN DEPARTURE (RNAV)



SE-3, 10 NOV 2016 to 05 JAN 2017

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ENED SEVEN DEPARTURE (RNAV)

(ENED7.ENED) 25JUN15

TAMPA, FLORIDA
TAMPA INTL (TPA)

ENDE SEVEN DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 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 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 ENDE, then on track 357° to LACEN. Maintain 6000 or as assigned by ATC, expect clearance to filed altitude within 10 minutes after departure.

CROSS CITY TRANSITION (ENDE7.CTY):
SEMINOLE TRANSITION (ENDE7.SZW):

TAKEOFF OBSTACLE NOTES:

Rwy 1L: Tree 753' from DER, 697' right of centerline, 42' AGL/66' MSL.

Rwy 1R: Powerlines 2091' from DER, 1018' right of centerline, 50' AGL/84' MSL.

Rwy 10: Trees beginning 1282' from DER, 1' right of centerline, up to 106' AGL/118' MSL. Tower 4214' from DER, 266' right of centerline, 105' AGL/145' MSL. Ground 135' from DER, 494' left of centerline, 30' MSL. Trees beginning 1643' from DER, 205' left of centerline, up to 103' AGL/114' MSL.

Rwy 19L: Antenna on building 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1523' left of centerline, 146' AGL/155' MSL.

Rwy 19R: Trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.

Rwy 28: Trees beginning 479' from DER, 359' right of centerline, up to 53' AGL/67' MSL. Sign 764' from DER, 436' right of centerline, 26' AGL/40' MSL. Multiple trees beginning 129' from DER, 84' left of centerline, up to 54' AGL/68' MSL. Pole 475' from DER, 437' left of centerline, 30' AGL/35' MSL. Plane on taxiway 1497' from DER, right and left of centerline, up to 65' AGL/74' MSL. Building 4355 from DER, 1647' left of centerline, 146' AGL/151' MSL. Antenna on pole 5583' from DER, 1162' left of centerline, 146' AGL/158' MSL.

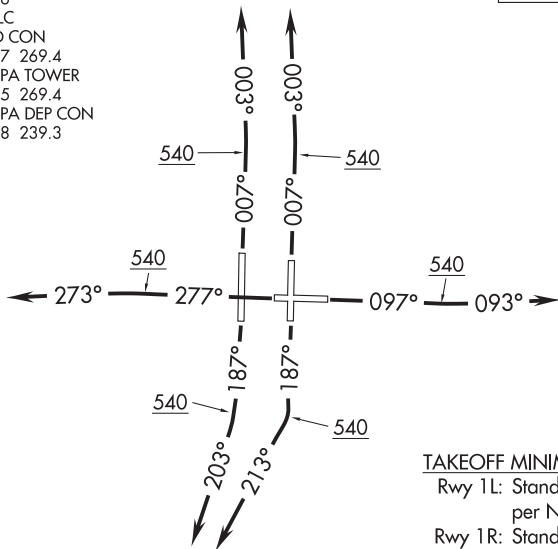
SE-3, 10 NOV 2016 to 05 JAN 2017

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GANDY SEVEN DEPARTURE (RNAV)

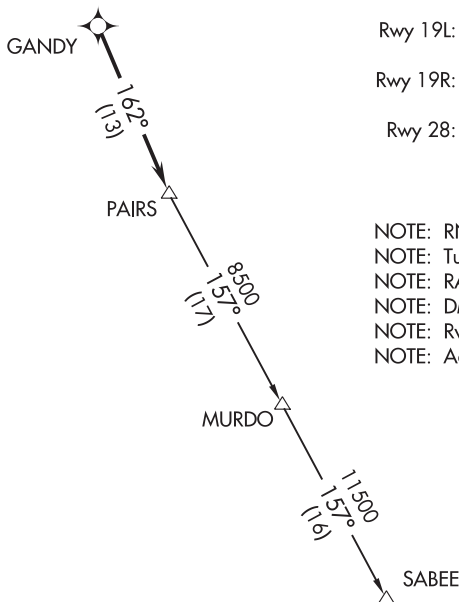
**TOP ALTITUDE:
6000**

ATIS DEP
128.475
CLNC DEL
133.6
CPDLC
GND CON
121.7 269.4
TAMPA TOWER
119.5 269.4
TAMPA DEP CON
118.8 239.3



TAKEOFF MINIMUMS

- Rwy 1L: Standard with minimum climb of 500' per NM to 3800.
- Rwy 1R: Standard with minimum climb of 500' per NM to 3900.
- Rwy 10: Standard with minimum climb of 500' per NM to 4200.
- Rwy 19L: Standard with minimum climb of 500' per NM to 4400.
- Rwy 19R: Standard with minimum climb of 500' per NM to 4400.
- Rwy 28: Standard with minimum climb of 500' per NM to 4300.



- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Rwy 1L/1R expect left turn to GANDY
- NOTE: Accelerate to 250K, if unable advise ATC.

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

NOTE: Chart not to scale.

GANDY SEVEN DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 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 10 minutes after departure.

SABEE TRANSITION (GANDY7.SABEE):

TAKEOFF OBSTACLE NOTES:

Rwy 1L: Tree 753' from DER, 697' right of centerline, 42' AGL/66' MSL.

Rwy 1R: Powerlines 2091' from DER, 1018' right of centerline, 50' AGL/84' MSL.

Rwy 10: Trees beginning 1282' from DER, 1' right of centerline, up to 106' AGL/118' MSL. Tower 4214' from DER, 266' right of centerline, 105' AGL/145' MSL. Ground 135' from DER, 494' left of centerline, 30' MSL. Trees beginning 1643' from DER, 205' left of centerline, up to 103' AGL/114' MSL.

Rwy 19L: Antenna on building 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1523' left of centerline, 146' AGL/155' MSL.

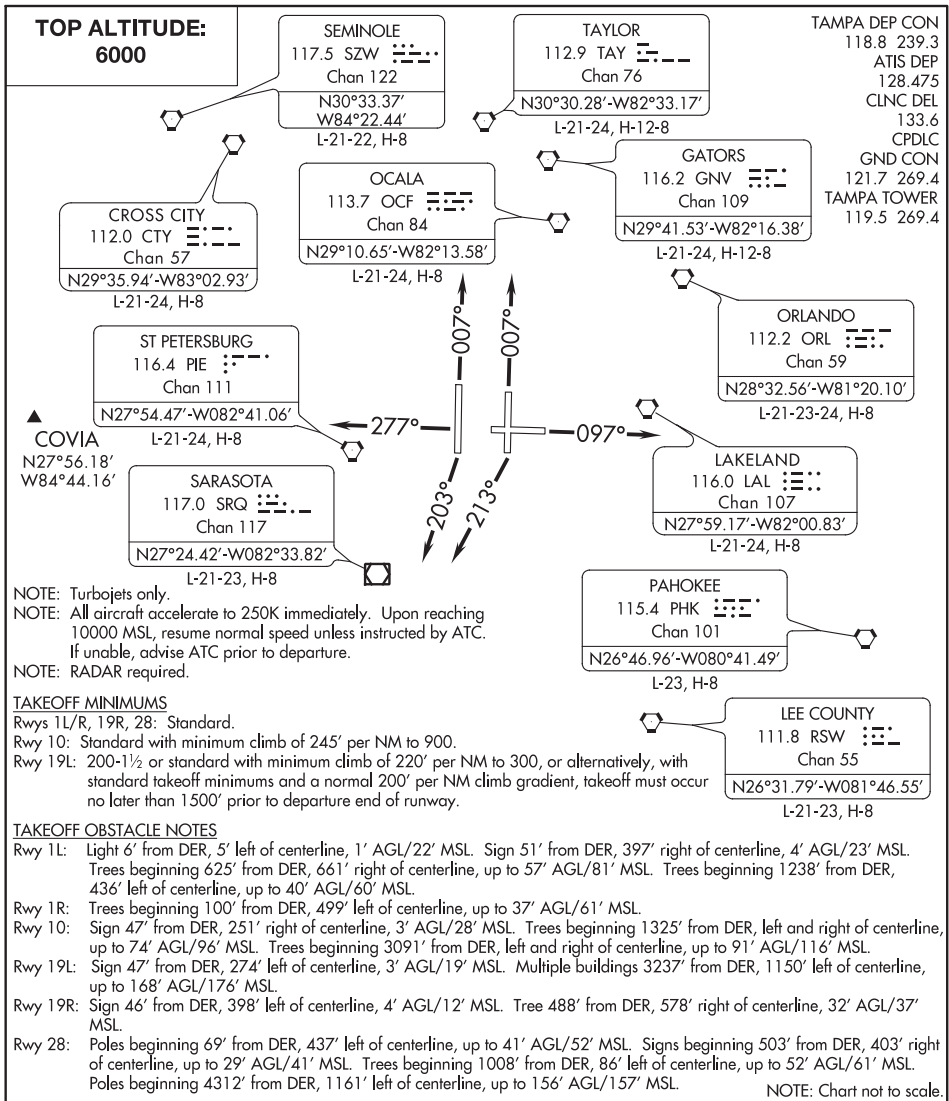
Rwy 19R: Trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.

Rwy 28: Trees beginning 479' from DER, 359' right of centerline, up to 53' AGL/67' MSL. Sign 764' from DER, 436' right of centerline, 26' AGL/40' MSL. Multiple trees beginning 129' from DER, 84' left of centerline, up to 54' AGL/68' MSL. Pole 475' from DER, 437' left of centerline, 30' AGL/35' MSL. Plane on taxiway 1497' from DER, right and left of centerline, up to 65' AGL/74' MSL. Building 4355' from DER, 1647' left of centerline, 146' AGL/151' MSL. Antenna on Pole 5583' from DER, 1162' left of centerline, 146' AGL/158' MSL.

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SE-3, 10 NOV 2016 to 05 JAN 2017

LGTNG ONE DEPARTURE



NOTE: Turbojets only.
 NOTE: All aircraft accelerate to 250K immediately. Upon reaching 10000 MSL, resume normal speed unless instructed by ATC. If unable, advise ATC prior to departure.
 NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwys 1L/R, 19R, 28: Standard.
 Rwy 10: Standard with minimum climb of 245' per NM to 900.
 Rwy 19L: 200-1½ or standard with minimum climb of 220' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.

TAKEOFF OBSTACLE NOTES

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb heading 007°, or as directed by ATC, thence
TAKEOFF RUNWAY 10: Climb heading 097°, or as directed by ATC, thence
TAKEOFF RUNWAY 19L: Climb heading 213°, or as directed by ATC, thence
TAKEOFF RUNWAY 19R: Climb heading 203°, or as directed by ATC, thence
TAKEOFF RUNWAY 28: Climb heading 277°, or as directed by ATC, thence

. . . . expect RADAR vectors to join filed/assigned route. Maintain 6000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

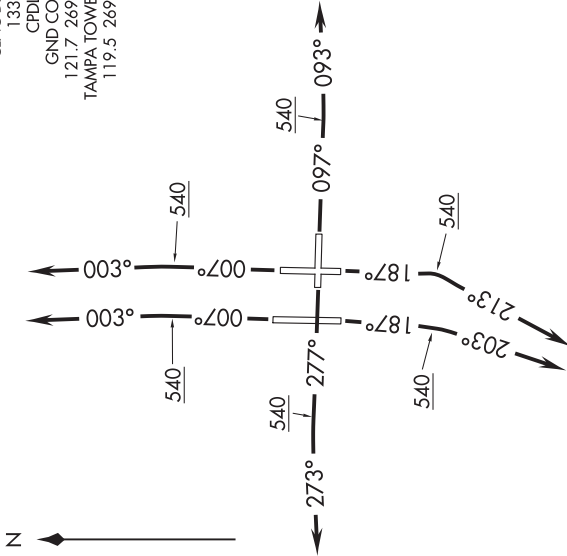
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

LGTNG ONE DEPARTURE

SYKES SEVEN DEPARTURE (RNAV)

ATIS DEP 128.475
 TAMPA DEP CON 118.8 239.3
 CLINC DEL 133.6
 CPDLC
 GND CON 121.7 269.4
 TAMPA TOWER 119.5 269.4



TAKEOFF MINIMUMS

Rwys 1L/R, 10, 19L/R, 28: Standard with minimum climb of 500' per NM to 540.

NOTE: RNAV 1.

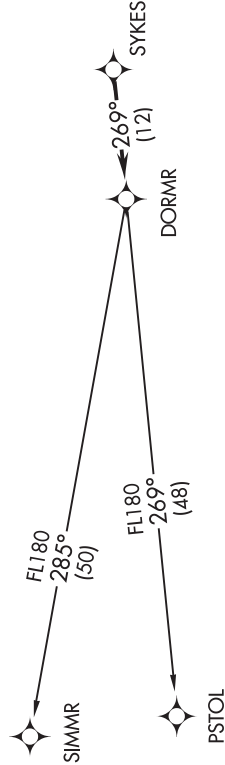
NOTE: Turbojets only.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: Accelerate to 250K, if unable, advise ATC.

NOTE: Minimum climb of 275 ft per NM to 9000 is required beginning at SYKES.



NOTE: Chart not to scale.

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

SE-3, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
6000

SYKES SEVEN DEPARTURE (RNAV)

SYKES SEVEN DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 1L/R: Climb on heading 007° to 540, then climb to assigned altitude on heading 003°, or as assigned by ATC thence. . . .

TAKEOFF RWY 10: Climb on heading 097° to 540, then climb to assigned altitude on heading 093° or as assigned by ATC, thence. . . .

TAKEOFF RWY 19L: Climb on heading 187° to 540, then climb to assigned altitude on heading 213°, or as assigned by ATC thence. . . .

TAKEOFF RWY 19R: Climb on heading 187° to 540, then climb to assigned altitude on heading 203°, or as assigned by ATC thence. . . .

TAKEOFF RWY 28: Climb on heading 277° to 540, then climb to assigned altitude on heading 273° or as assigned by ATC, thence. . . .

. . . .Expect RADAR vectors to SYKES, then on track 269° to DORMR. Maintain 6000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

PSTOL TRANSITION (SYKES7.PSTOL):

SIMMR TRANSITION (SYKES7.SIMMR):

TAKEOFF OBSTACLE NOTES:

Rwy 1L: Tree 753' from DER, 697' right of centerline, 42' AGL/66' MSL.

Rwy 1R: Powerlines 2091' from DER, 1018' right of centerline, 50' AGL/84' MSL.

Rwy 10: Trees beginning 1282' from DER, 1' right of centerline, up to 106' AGL/118' MSL. Tower 4214' from DER, 266' right of centerline 105', AGL/145' MSL. Ground 135' from DER, 494' left of centerline, 30' MSL. Trees beginning 1643' from DER, 205' left of centerline, up to 103' AGL/114' MSL.

Rwy 19L: Antenna on building 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1523' left of centerline, 146' AGL/155' MSL.

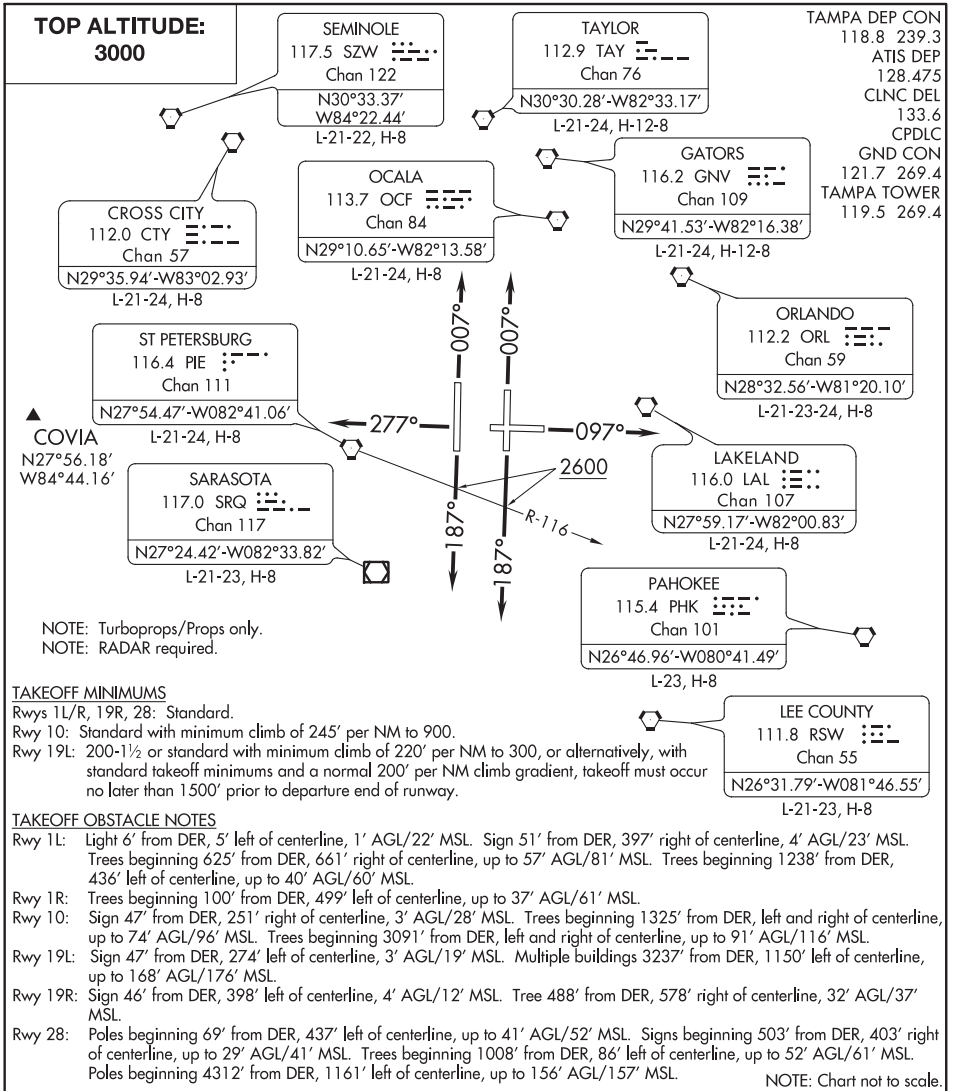
Rwy 19R: Trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.

Rwy 28: Trees beginning 479' from DER, 359' right of centerline, up to 53' AGL/67' MSL. Sign 764' from DER, 436' right of centerline, 26' AGL/40' MSL. Multiple trees beginning 129' from DER, 84' left of centerline, up to 54' AGL/68' MSL. Pole 475' from DER, 437' left of centerline 30' AGL/35' MSL. Plane on taxiway 1497' from DER, right and left of centerline, up to 65' AGL/74' MSL. Building 4355' from DER, 1647' left of centerline, 146' AGL/151' MSL. Antenna on pole 5583' from DER, 1162' left of centerline 146' AGL/158' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TAMPA SIX DEPARTURE



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb heading 007°, or as assigned by ATC, thence

TAKEOFF RUNWAY 10: Climb heading 097°, or as assigned by ATC, thence

TAKEOFF RUNWAYS 19L/R: Climb heading 187° to cross PIE R-116 at or above 2600, or as assigned by ATC, thence

TAKEOFF RUNWAY 28: Climb heading 277°, or as assigned by ATC, thence

. . . . expect RADAR vectors to join filed/assigned route. Maintain 3000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

APP CRS	Rwy Idg	2961
154°	TDZE	30
	Apt Elev	30

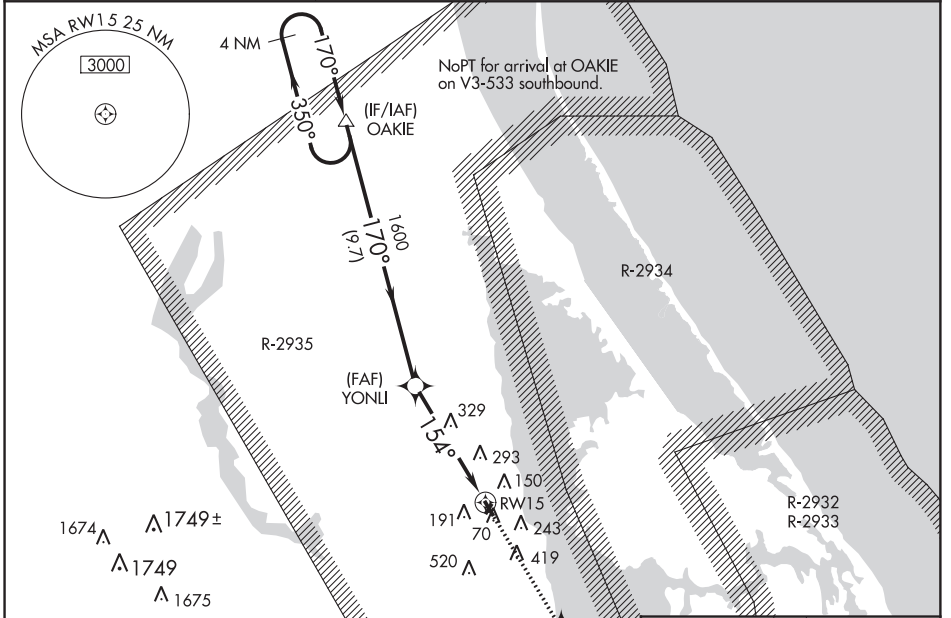
RNAV (GPS) RWY 15

ARTHUR DUNN AIR PARK (X21)

NA Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 4/22. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C visibility $\frac{1}{8}$ mile, and Circling Cat C $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2000 direct KIQTU and on track 176° to INDIA and hold.

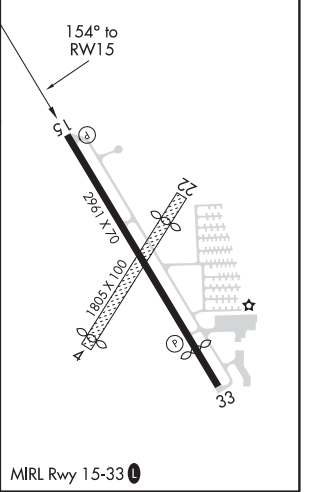
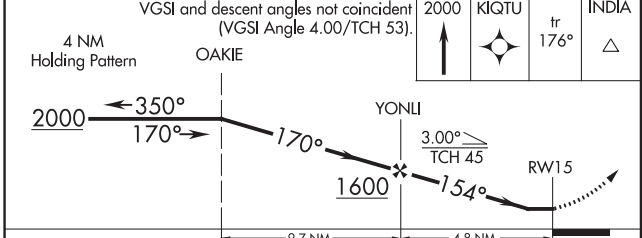
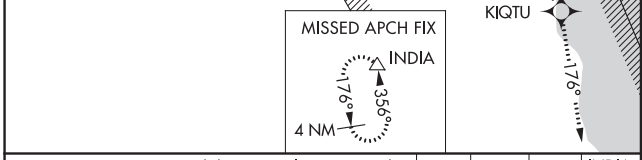
AWOS-3 119.725	ORLANDO APP CON 134.95 281.425	UNICOM 123.0 (CTAF) 0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 30	TDZE 30
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CATEGORY	A	B	C	D
LNAV MDA	580-1	550 (600-1)	580- $\frac{1}{8}$ 550 (600- $\frac{1}{8}$)	NA
CIRCLING	580-1	550 (600-1)	680- $\frac{3}{4}$ 650 (700- $\frac{3}{4}$)	NA

MIRL Rwy 15-33 0

APP CRS	Rwy Idg	2532
334°	TDZE	30
	Apt Elev	30

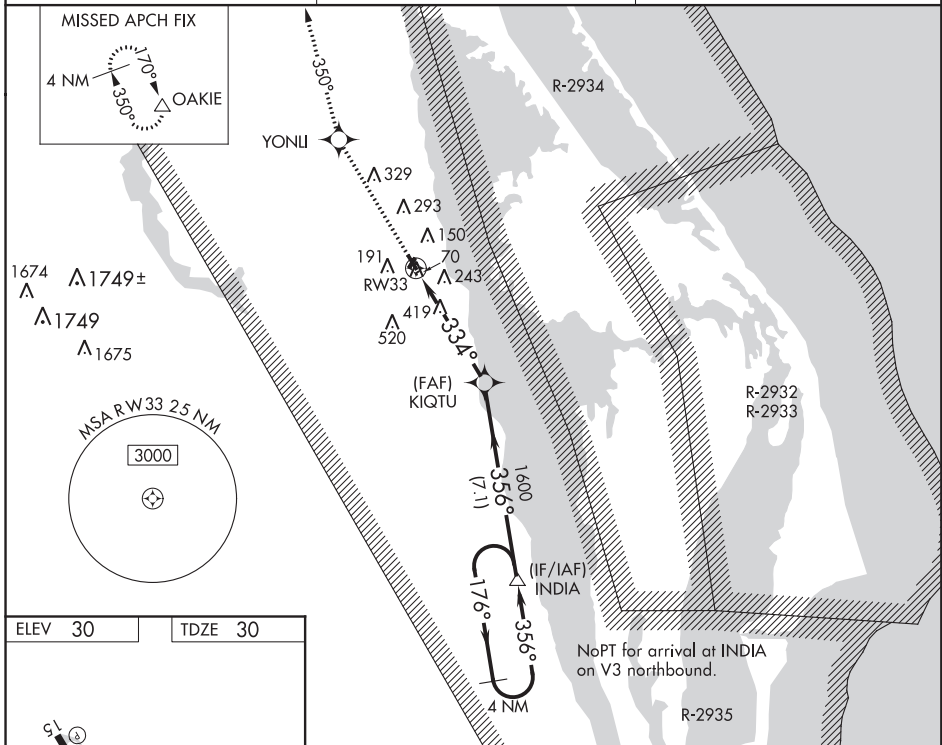
RNAV (GPS) RWY 33

ARTHUR DUNN AIR PARK (X21)

▼ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1SM NA. Procedure NA night.
▲ NA Circling NA to Rwys 4/22. When local altimeter setting not received, use Orlando Intl altimeter setting and increase all MDA 80 feet, and increase LNAV Cat B visibility ¼ mile, and Cat C visibility ½ mile. Increase Circling Cat B visibility ¼ mile and Cat C visibility ½ mile.

MISSED APPROACH:
 Climb to 2000 direct YONLI and on track 350° to OAKIE and hold.

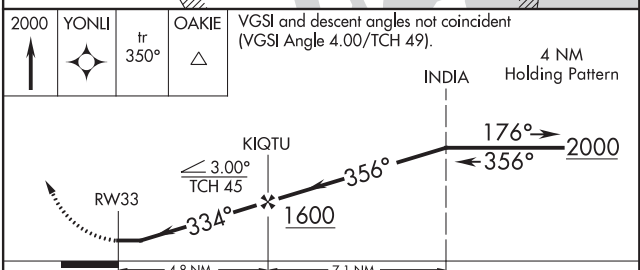
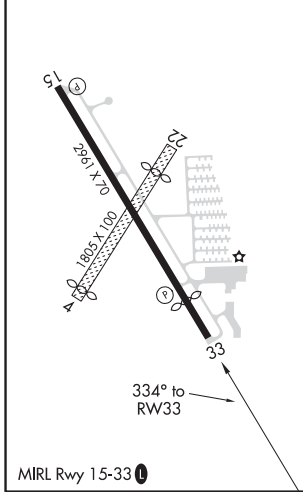
AWOS-3 119.725	ORLANDO APP CON 134.95 281.425	UNICOM 123.0 (CTAF) 0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 30	TDZE 30
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CATEGORY	A	B	C	D
LNAV MDA	720-1	690 (700-1)	720-2 690 (700-2)	NA
CIRCLING	720-1	690 (700-1)	720-2 690 (700-2)	NA

TITUSVILLE, FLORIDA

AL-8000 (FAA)

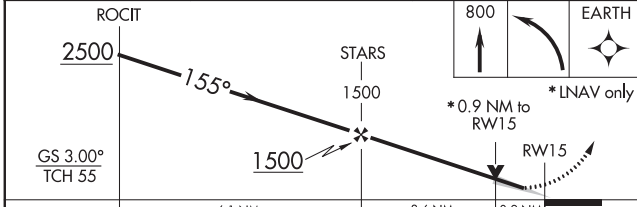
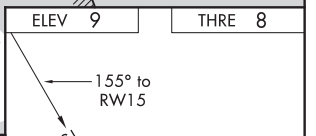
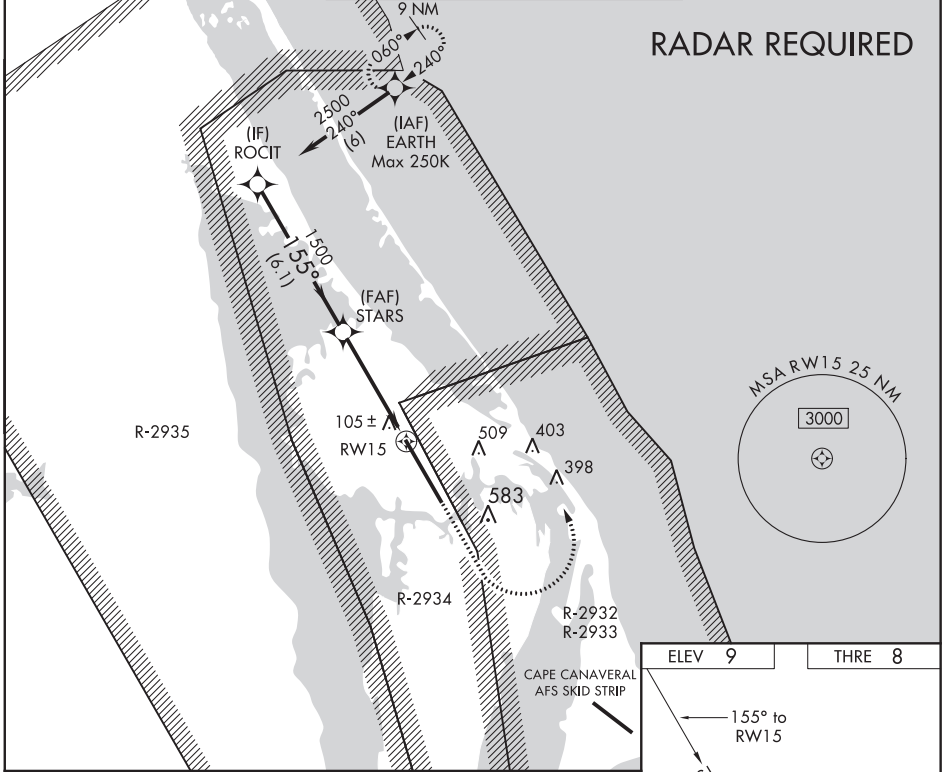
14037

WAAS CH 50534 W15A	APP CRS 155°	Rwy Idg 15001 THRE 8 Apt Elev 9
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RNAV (GPS) RWY 15
NASA SHUTTLE LANDING FACILITY (TTS)

<p>▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Inop table does not apply.</p> <p>▲</p>	ALS-F-2	MISSED APPROACH: Climb to 800, then climbing left turn to 2500 direct EARTH and hold.
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ORLANDO APP CON 134.95 281.425	NASA TOWER * 128.55 (CTAF) 284.0	GND CON 121.75
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CATEGORY	A	B	C	D	E
LPV DA		208-1	200 (200-1)		
LNAV/VNAV DA		286-1	278 (300-1)		
LNAV MDA		360-1	352 (400-1)		
CIRCLING	420-1 411 (500-1)	460-1 451 (500-1)	940-2¾ 931 (1000-2¾)	940-3	931 (1000-3)

HIRL Rwy 15-33

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TITUSVILLE, FLORIDA
Amdt 1 19SEP13

28°37'N-80°42'W

NASA SHUTTLE LANDING FACILITY (TTS)
RNAV (GPS) RWY 15

APP CRS	Rwy Idg	15001
349°	TDZE	10
	Apt Elev	10

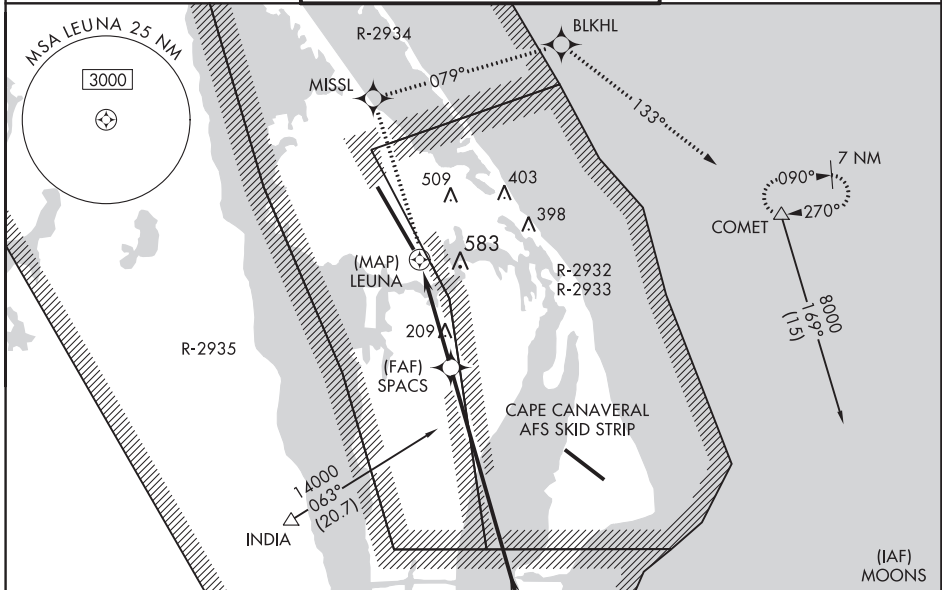
RNAV (GPS) RWY 33

NASA SHUTTLE LANDING FACILITY (TTS)

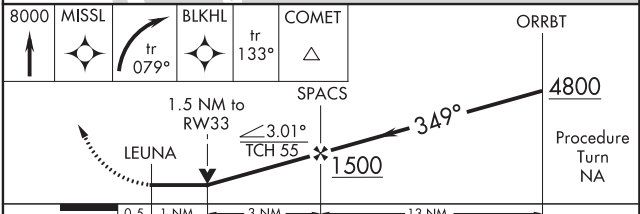
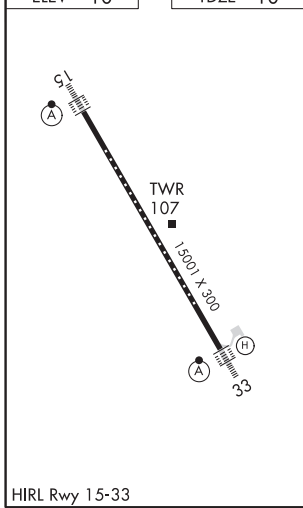
▼ Inop table does not apply to LNAV Cats A/B. For inop ALSF, increase LNAV Cat E visibility to 1¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Melbourne altimeter setting and increase all MDA 80 feet; increase LNAV Cats C and D, and Circling Cat C visibility ¼ mile, increase LNAV Cat E visibility ½ mile. VDP NA when using Melbourne altimeter setting. For inop ALSF when using Melbourne altimeter setting, increase LNAV Cat E visibility to 1¼.

ALSF-2
(A) MISSED APPROACH: Climb to 8000 direct MISSL and right turn on track 079° to BLKHL and on track 133° to COMET and hold, continue climb-in-hold to 8000.

ORLANDO APP CON 134.95 281.425	NASA TOWER * 128.55 (CTAF) 284.0	GND CON 121.75
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ELEV 10	TDZE 10
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CATEGORY	A	B	C	D	E
LNAV MDA	540-1	530 (600-1)		540-1¼	530 (600-1¼)
CIRCLING	540-1	530 (600-1)	540-1½ 530 (600-1½)	940-3	930 (1000-3)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

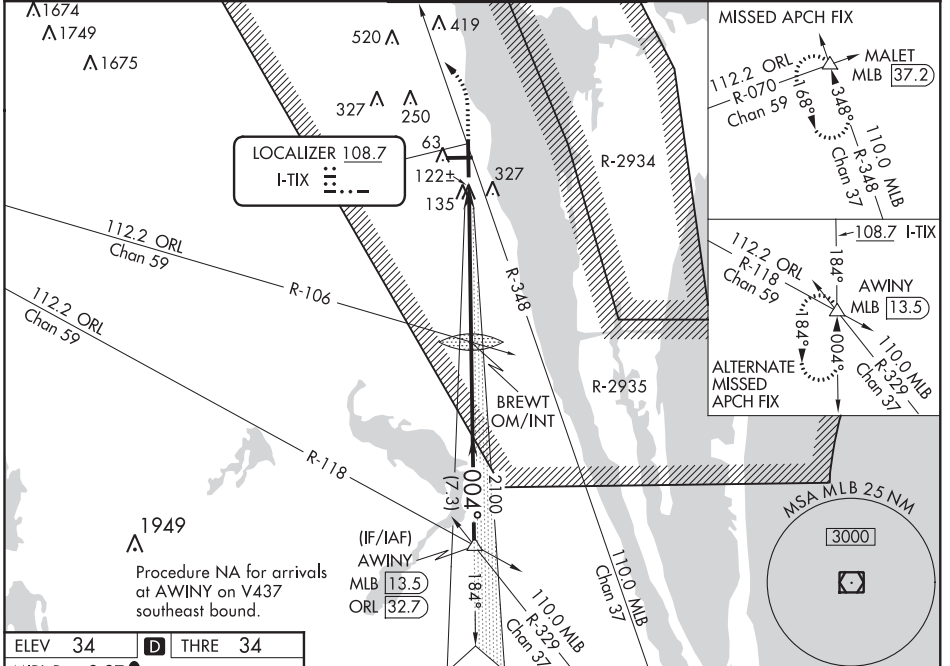
LOC I-TIX 108.7	APP CRS 004°	Rwy Idg THRE 34 Apt Elev 34
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ILS or LOC RWY 36

SPACE COAST RGNL (TIX)

<p>⚠ Circling to Rwy 9 and 27 NA at night. For inop MALSRL increase S-LOC 36 visibility Cats C and D to 1 mile, when using Melbourne altimeter setting increase S-LOC 36 Cats C and D to 1½ miles. When control tower closed, use Melbourne altimeter setting.</p>	<p>MALSRL </p>	<p>MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on MLB VOR/DME R-348 to MALET INT/37.2 DME and hold.</p>
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ATIS 120.625	ORLANDO APP CON 134.95 281.425	SPACE COAST TOWER ★ 118.9 (CTAF) 0	GND CON 121.85	UNICOM 122.95
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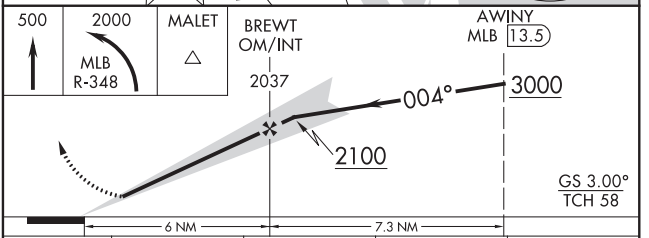
ELEV 34 **D** THRE 34

MIRL Rwy 9-27 **L**
HIRL Rwy 18-36 **L**
REIL Rwys 9, 18, 27 and 36 **L**

004° 6 NM from FAF

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 36	234-½ 200 (200-½)			
S-LOC 36	380-½ 346 (400-½)	380-⅝ 346 (400-⅝)		
CIRCLING	640-1 606 (700-1)	640-1¾ 606 (700-1¾)		640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
S-ILS 36	294-½ 260 (300-½)			
S-LOC 36	440-½ 406 (500-½)	440-¾ 406 (500-¾)		
CIRCLING	700-1 666 (700-1)	700-1¾ 666 (700-1¾)		700-2 666 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86536 W09A	APP CRS 094°	Rwy Idg THRE 32 Apt Elev 34	5000
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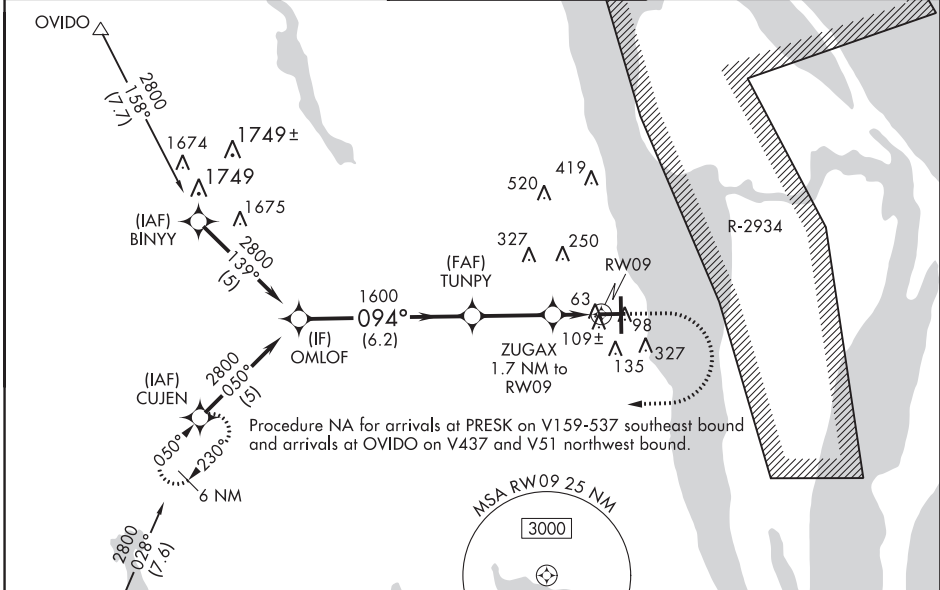
RNAV (GPS) RWY 9

SPACE COAST RGNL (TIX)

⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 46°C (115°F). When local altimeter setting not received, use Melbourne altimeter setting and increase all DA and MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D visibility ⅓ mile. Helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Melbourne altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2800 direct CUJEN and hold.

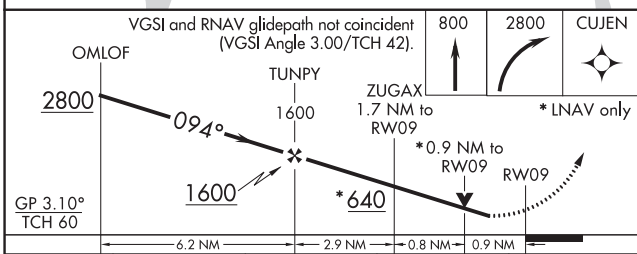
ATIS 120.625	ORLANDO APP CON 134.95 281.425	SPACE COAST TOWER ★ 118.9 (CTAF) 0	GND CON 121.85	UNICOM 122.95
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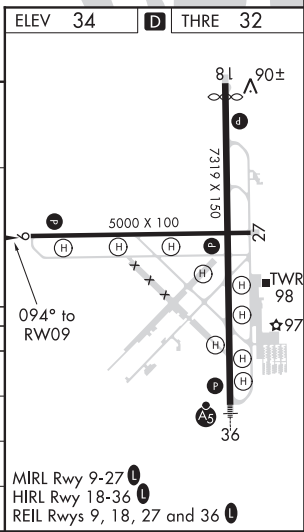
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 34	D THRE 32
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CATEGORY	A	B	C	D
LPV DA		292-¾	260 (300-¾)	
LNAV/VNAV DA		290-¾	258 (300-¾)	
LNAV MDA		360-1	328 (400-1)	
C CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)



APP CRS	Rwy Idg	6930
169°	TDZE	32
	Apt Elev	34

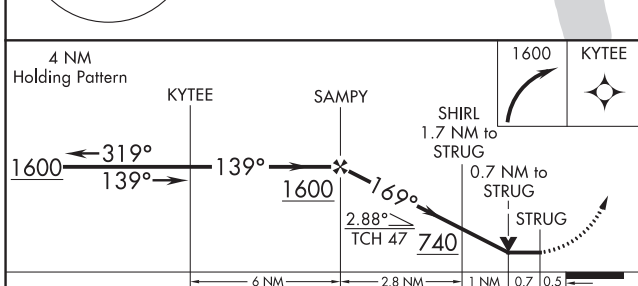
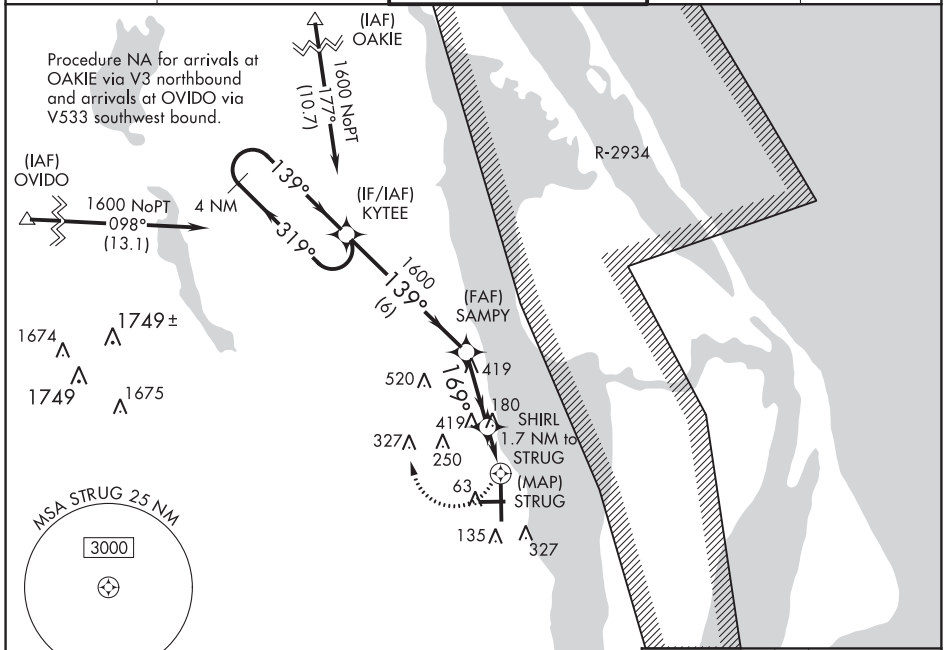
RNAV (GPS) Y RWY 18

SPACE COAST RGNL (TIX)

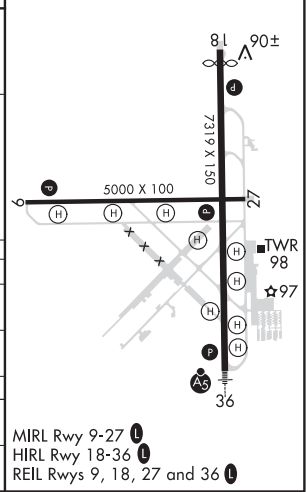
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When control tower closed, use Melbourne altimeter setting.
 VDP NA when using Melbourne altimeter setting.

MISSED APPROACH: Climbing right turn to 1600 direct KYTEE and hold.

ATIS 120.625	ORLANDO APP CON 134.95 281.425	SPACE COAST TOWER * 118.9 (CTAF) 0	GND CON 121.85	UNICOM 122.95
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ELEV 34	D TDZE 32
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CATEGORY	A	B	C	D
RNAV MDA	440-1 408 (500-1)		440-1¼ 408 (500-1¼)	
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
RNAV MDA	500-1 468 (500-1)		500-1¼ 468 (500-1¼)	500-1½ 468 (500-1½)
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TITUSVILLE, FLORIDA

AL-5760 (FAA)

16147

WAAS CH 56612 W18B	APP CRS 181°	Rwy Idg 6930 TDZE 32 Apt Elev 34
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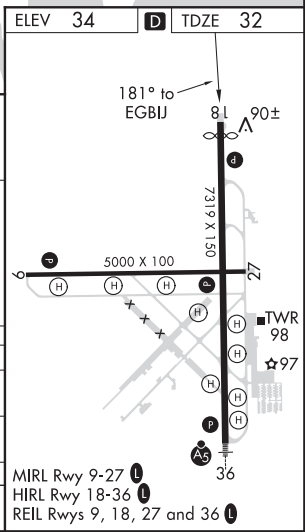
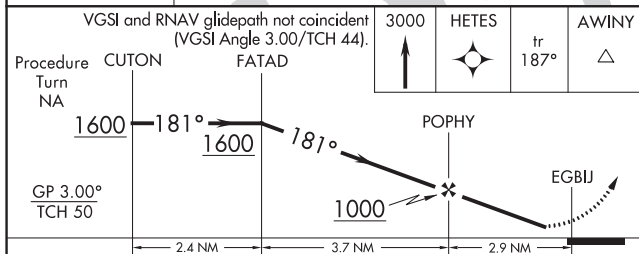
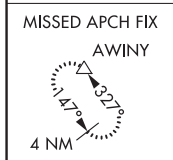
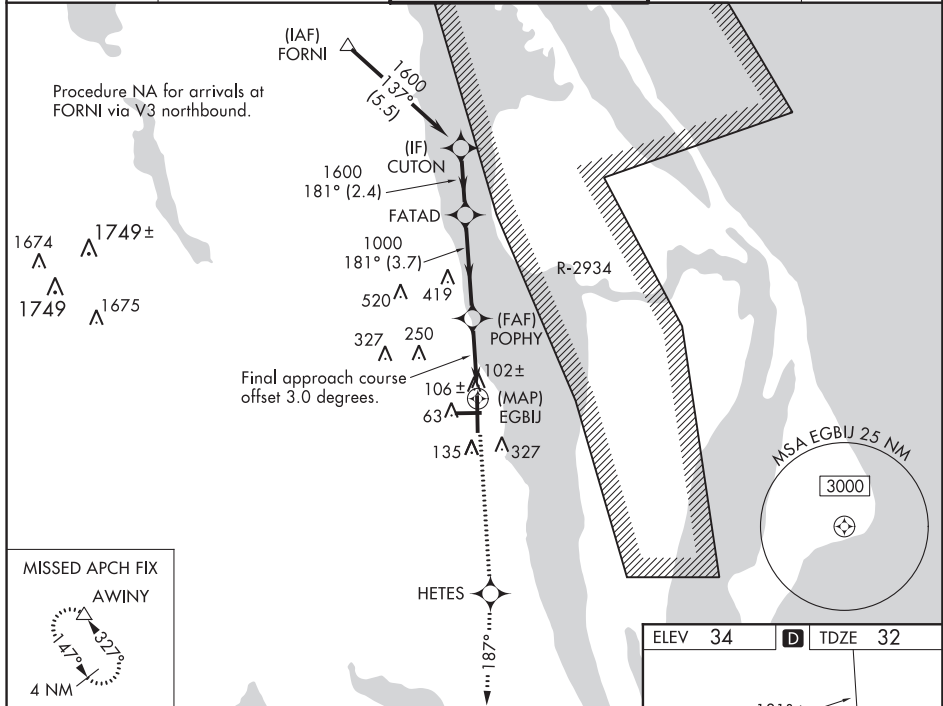
RNAV (GPS) Z RWY 18

SPACE COAST RGNL (TIX)

▼ Baro-VNAV NA when using Melbourne altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Melbourne altimeter setting.

MISSED APPROACH: Climb to 3000 direct HETES and via track 187° to AWINY and hold.

ATIS 120.625	ORLANDO APP CON 134.95 281.425	SPACE COAST TOWER ★ 118.9 (CTAF) 0	GND CON 121.85	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

TITUSVILLE, FLORIDA
Orig 27AUG09

28°31'N-80°48'W

SPACE COAST RGNL (TIX) RNAV (GPS) Z RWY 18

PANAMA CITY, FLORIDA

ILS or LOC Z RWY 14L

LOC I-TYF 111.5	APCH CRS 138°	Rwy Idg 10,008 THRE 14 Arpt Elev 17
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AL-312 [USAF]

TYNDALL AFB (KPAM)

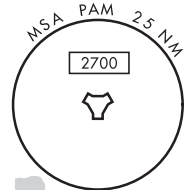
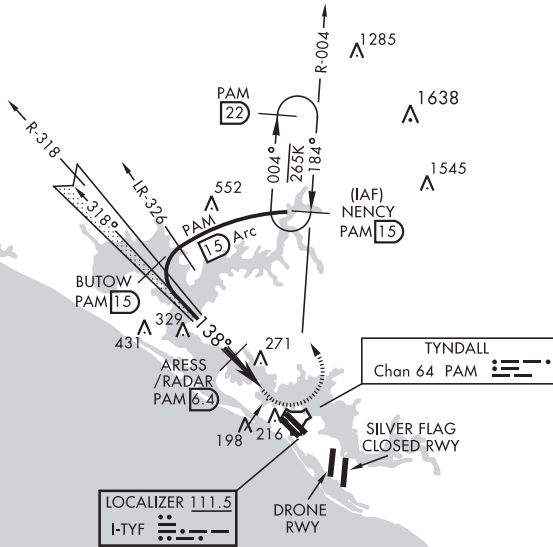
▼ * When ALS inop, increase all CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 ⅜ miles.



† MISSED APPROACH: Climbing left turn to 3000, intercept PAM TACAN R-004 to 1.5 DME (NENCY) and hold.

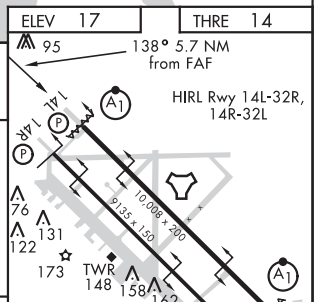
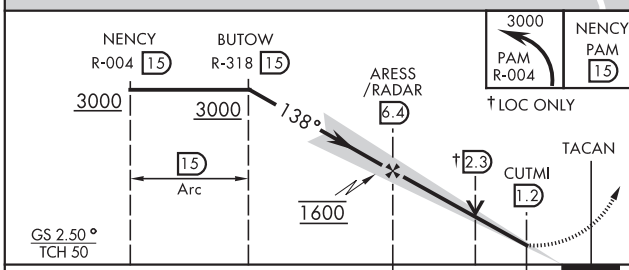
ATIS ★ 254.4	TYNDALL APP CON 125.2 392.1 (N abv 5000') 120.825 379.3 (N blw 5000') 124.15 338.35 (S abv 5000') 119.775 317.45 (S blw 5000')	TYNDALL TOWER ★ 133.95 263.15	GND CON 121.9 259.3	CLNC DEL 118.05 348.7	ASR/PAR
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† Missed approach requires use of RNAV or ATC radar monitoring



DME or RADAR REQUIRED

EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-ILS 14L *	214/24		200	(200-½)	
S-LOC 14L**	480/24	466 (500-½)	480/50 466 (500-1)		
CIRCLING	540-1	523 (600-1)	560-1½	580-2	620-2¼
			543 (600-1½)	563 (600-2)	603 (700-2¼)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

PANAMA CITY, FLORIDA
Amdt 1 02APR15

30°04'N-85°35'W

TYNDALL AFB (KPAM)

ILS or LOC Z RWY 14L

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

PANAMA CITY, FLORIDA

VOR DME Z RWY 14L

VORTAC HLL 114.3 Chan 90	APCH CRS 120°	Rwy Idg 10,008 THRE 14 Arprt Elev 17
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AL-312 [USAF]

TYNDALL AFB (KPAM)

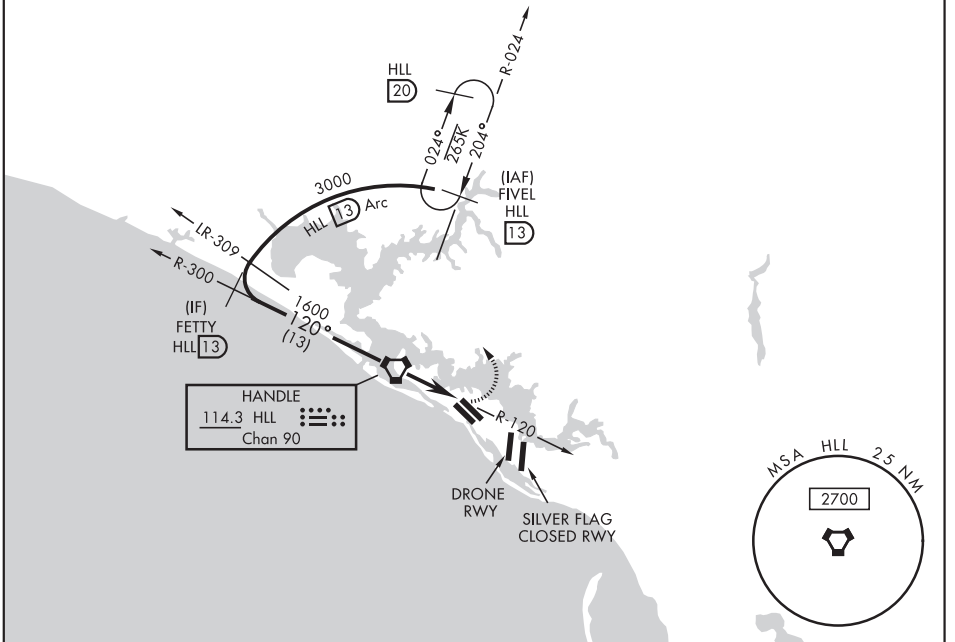
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.

ALSF-1 

† MISSED APPROACH: Climbing left turn to 3000, intercept HLL VORTAC R-024 to 13 DME (FIVEL) and hold.

ATIS ★ 254.4	TYNDALL APP CON 125.2 392.1 (N abv 5000') 120.825 379.3 (N blw 5000') 124.15 338.35 (S abv 5000') 119.775 317.45 (S blw 5000')	TYNDALL TOWER ★ 133.95 263.15	GND CON 121.9 259.3	CLNC DEL 118.05 348.7	ASR/PAR
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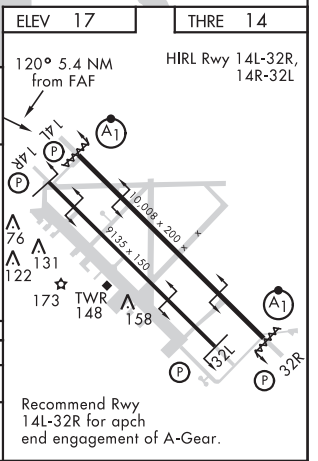
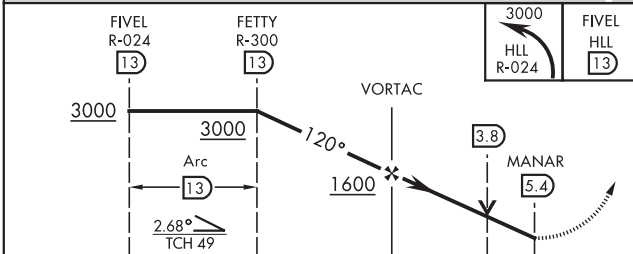
† Missed approach requires use of RNAV or ATC radar monitoring.




SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-14L*	480/24	466 (500-1/2)	480/50	466 (500-1)	
 CIRCLING	540-1	523 (600-1)	560-1 1/2 543 (600-1 1/2)	580-2 563 (600-2)	620-2 1/4 603 (700-2 1/4)

PANAMA CITY, FLORIDA

30°04'N-85°35'W

TYNDALL AFB (KPAM)

Orig 04FEB16

VOR DME Z RWY 14L

PANAMA CITY, FLORIDA

VOR DME Z RWY 14R

VORTAC HLL 114.3 Chan 90	APCH CRS 122°	Rwy ldg 9135 THRE 14 Arprt Elev 17
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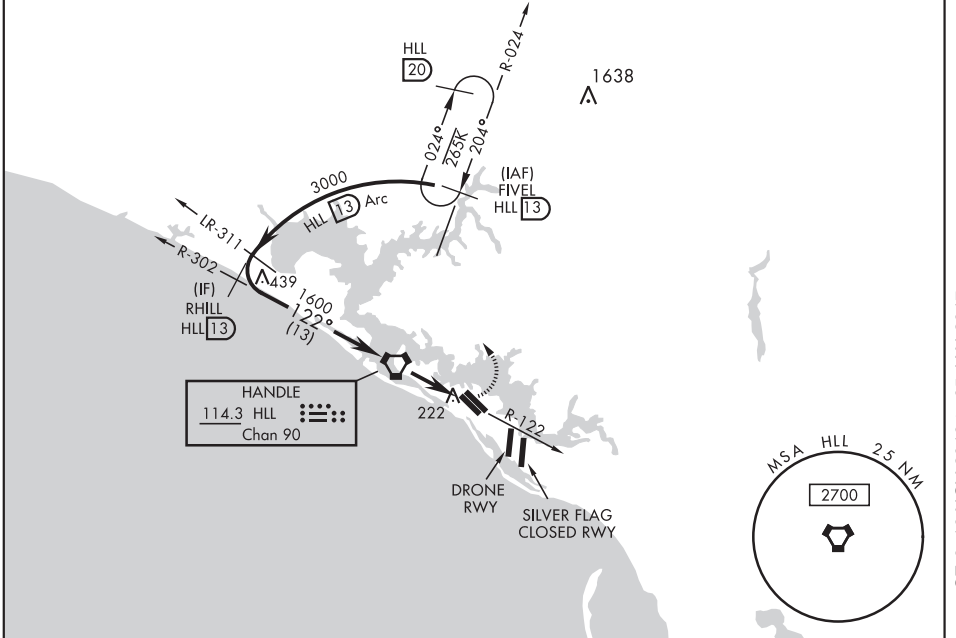
AL-312 [USAF]

TYNDALL AFB (KPAM)

† MISSED APPROACH: Climbing left turn to 3000, intercept HLL VORTAC R-024 to 13 DME (FIVEL) and hold.

ATIS ★ 254.4	TYNDALL APP CON 125.2 392.1 (N abv 5000') 120.825 379.3 (N blw 5000') 124.15 338.35 (S abv 5000') 119.775 317.45 (S blw 5000')	TYNDALL TOWER ★ 133.95 263.15	GND CON 121.9 259.3	CLNC DEL 118.05 348.7	ASR/PAR
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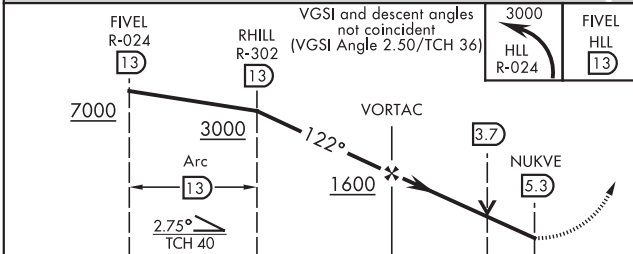
† Missed approach requires use of RNAV or ATC radar monitoring.



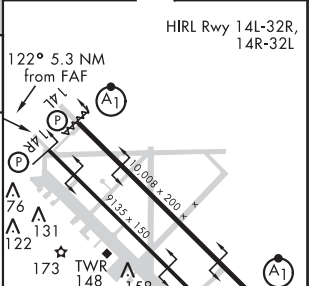
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3300



ELEV 17	THRE 14
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CATEGORY	A	B	C	D	E
S-14R	480-1	466 (500-1)	480-1 3/8	466 (500-1 3/8)	
CIRCLING	540-1	523 (600-1)	560-1 1/2 543 (600-1 1/2)	580-2 563 (600-2)	620-2 1/4 603 (700-2 1/4)

Recommend Rwy 14L-32R for opch end engagement of A-Gear.

PANAMA CITY, FLORIDA
Orig 04FEB16

30°04'N-85°35'W

TYNDALL AFB (KPAM)

VOR DME Z RWY 14R

PANAMA CITY, FLORIDA

VOR DME Z RWY 32L

VORTAC HLL 114.3 Chan 90	APCH CRS 306°	Rwy Idg 9135 THRE 17 Arprt Elev 17
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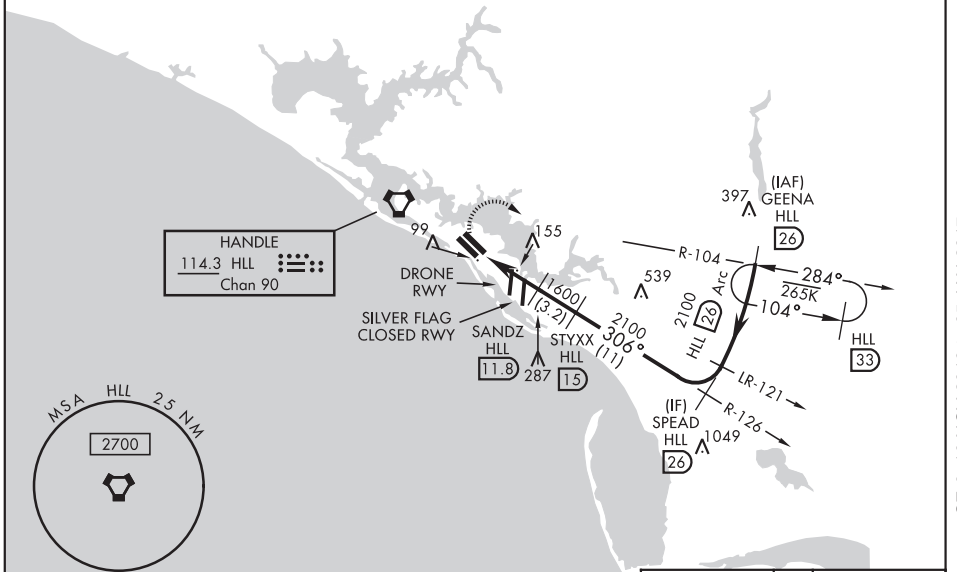
AL-312 [USAF]

TYNDALL AFB (KPAM)

† MISSED APPROACH: Climbing right turn to 3000, intercept HLL TACAN R-104 to 26 DME (GEENA) and hold.

ATIS ★ 254.4	TYNDALL APP CON 125.2 392.1 (N abv 5000') 120.825 379.3 (N blw 5000') 124.15 338.35 (S abv 5000') 119.775 317.45 (S blw 5000')	TYNDALL TOWER ★ 133.95 263.15	GND CON 121.9 259.3	CLNC DEL 118.05 348.7	ASR/PAR
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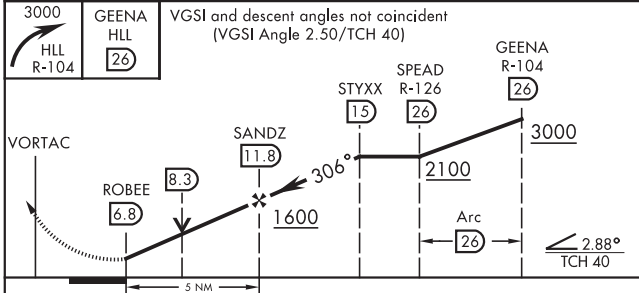
† Missed approach requires use of RNAV or ATC radar monitoring.



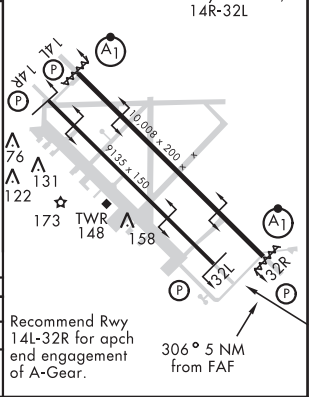
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 17	THRE 17
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CATEGORY	A	B	C	D	E
S-32L	460-1 443 (500-1)		460-1 3/8 443 (500-1 3/8)		
CIRCLING	540-1 523 (600-1)		560-1 1/2 543 (600-1 1/2)	580-2 563 (600-2)	620-2 1/4 603 (700-2 1/4)



PANAMA CITY, FLORIDA 30°04'N-85°35'W TYNDALL AFB (KPAM)

Orig 04FEB16

VOR DME Z RWY 32L

PANAMA CITY, FLORIDA

VOR DME Z RWY 32R

VORTAC HLL 114.3 Chan 90	APCH CRS 304°	Rwy Idg 10,008 THRE 14 Arprt Elev 17
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AL-312 [USAF]

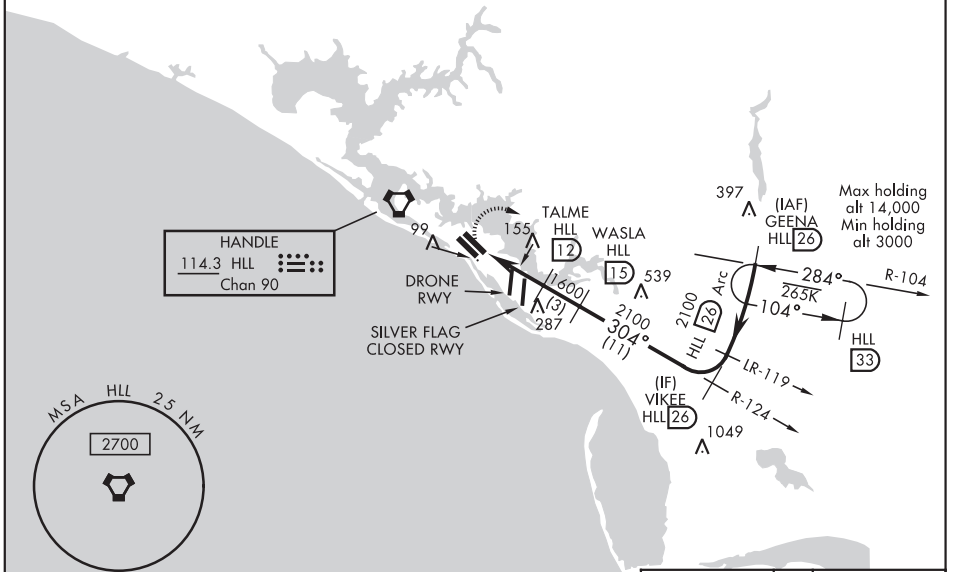
TYNDALL AFB (KPAM)

⚠ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/4 miles.

⚠ MISSED APPROACH: Climbing right turn to 3000, intercept HLL TACAN R-104 to 26 DME (GEENA) and hold.

ATIS ★ 254.4	TYNDALL APP CON 125.2 392.1 (N abv 5000') 120.825 379.3 (N blw 5000') 124.15 338.35 (S abv 5000') 119.775 317.45 (S blw 5000')	TYNDALL TOWER ★ 133.95 263.15	GND CON 121.9 259.3	CLNC DEL 118.05 348.7	ASR/PAR
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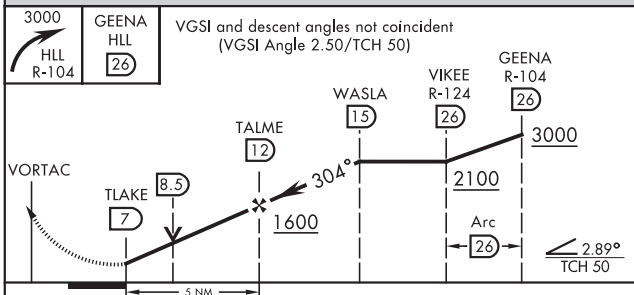
† Missed approach requires use of RNAV or ATC radar monitoring.



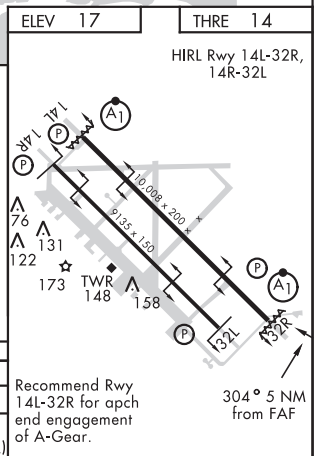
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-32R*	460/40 446 (500-3/4)		460/45 446 (500-7/8)		
CIRCLING	540-1 523 (600-1)		560-1 1/2 543 (600-1 1/2)	580-2 563 (600-2)	620-2 1/4 603 (700-2 1/4)



PANAMA CITY, FLORIDA
Orig 04FEB16

30°04'N-85°35'W

TYNDALL AFB (KPAM)

VOR DME Z RWY 32R

PANAMA CITY, FLORIDA

TACAN Z RWY 14L

TACAN PAM Chan 64	APCH CRS 130°	Rwy Idg 10,008 THRE 14 Arpt Elev 17
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AL-312 [USAF]

TYNDALL AFB (KPAM)

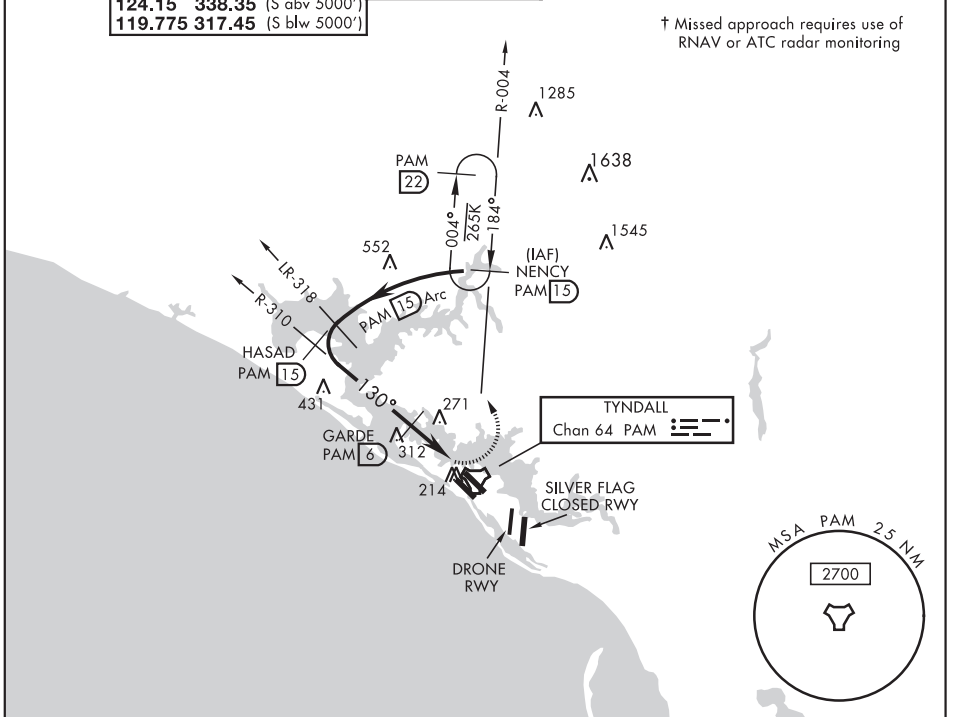
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.

▲ ALSF-1

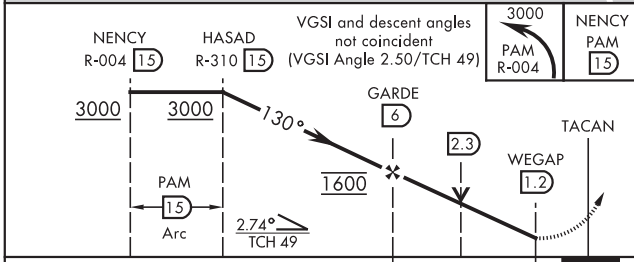
† MISSED APPROACH: Climbing left turn to 3000, intercept PAM TACAN R-004 to 15 DME (NENCY) and hold.

ATIS ★ 254.4	TYNDALL APP CON 125.2 392.1 (N abv 5000') 120.825 379.3 (N blw 5000') 124.15 338.35 (S abv 5000') 119.775 317.45 (S blw 5000')	TYNDALL TOWER ★ 133.95 263.15	GND CON 121.9 259.3	CLNC DEL 118.05 348.7	ASR/PAR
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† Missed approach requires use of RNAV or ATC radar monitoring



EMERG SAFE ALT 100 NM 3300



ELEV 17	THRE 14
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130° to TACAN

HIRL Rwy 14L-32R, 14R-32L

Recommend Rwy 14L-32R for apch end engagement of A-Gear.

CATEGORY	A	B	C	D	E
S-14L*	480/24	466 (500-1/2)	480/50	466	(500-1)
☐ CIRCLING	540-1	523 (600-1)	560-1 1/2 543 (600-1 1/2)	580-2 563 (600-2)	620-2 1/4 603 (700-2 1/4)

PANAMA CITY, FLORIDA
Amdt 1 20AUG15

30°04'N-85°35'W

TYNDALL AFB (KPAM)

TACAN Z RWY 14L

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

PANAMA CITY, FLORIDA

TACAN Z RWY 32R

TACAN PAM Chan 64	APCH CRS 326°	Rwy Idg 10,008 THRE 14 Arpt Elev 17
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AL-312 [USAF]

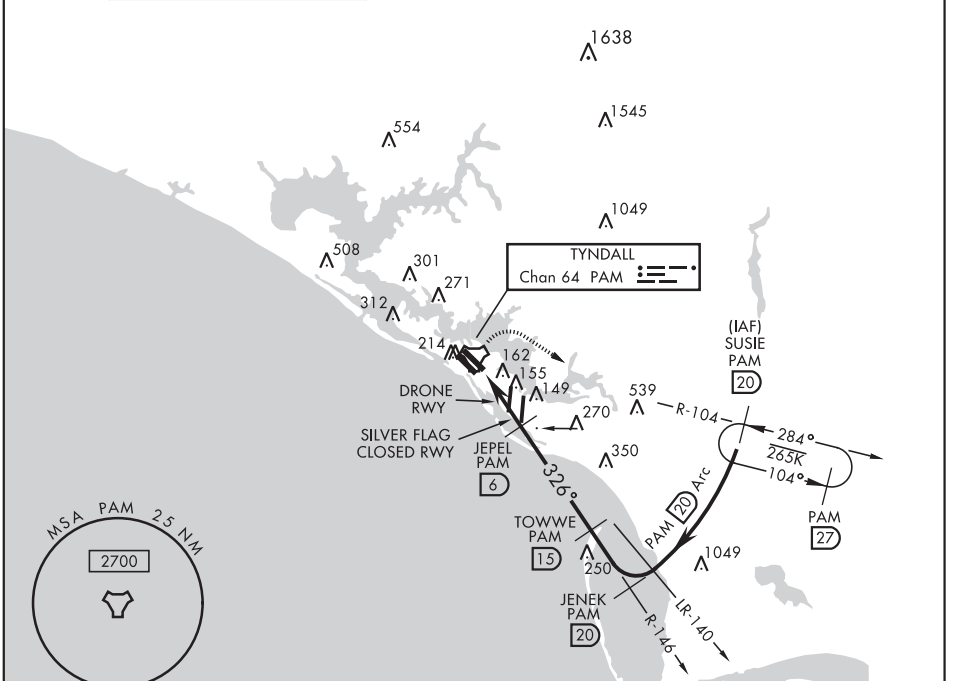
TYNDALL AFB (KPAM)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/2 miles.

ALS-F-1

MISSED APPROACH: Climbing right turn to 3000, intercept PAM TACAN R-104 to 20 DME (SUSIE) and hold.

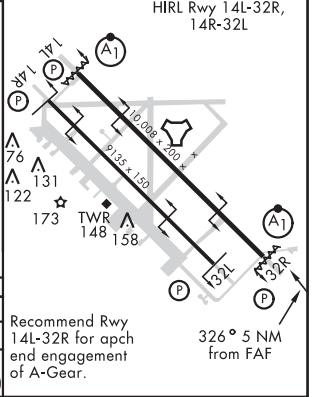
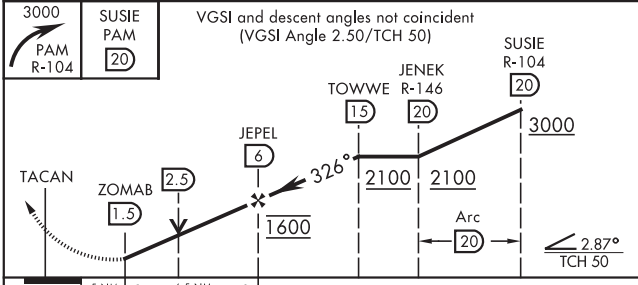
ATIS ★ 254.4	TYNDALL APP CON 125.2 392.1 (N abv 5000') 120.825 379.3 (N blw 5000') 124.15 338.35 (S abv 5000') 119.775 317.45 (S blw 5000')	TYNDALL TOWER ★ 133.95 263.15	GND CON 121.9 259.3	CLNC DEL 118.05 348.7	ASR/PAR
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 17	THRE 14
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CATEGORY	A	B	C	D	E
S-32R*	460/24 446 (500-1/2)		460/45 446 (500-3/4)		
CIRCLING	540-1 523 (600-1)		560-1 1/2 543 (600-1 1/2)	580-2 563 (600-2)	620-2 1/2 603 (700-2 1/4)

PANAMA CITY, FLORIDA
Amdt 1 20AUG15

30°04'N-85°35'W

TYNDALL AFB (KPAM)

TACAN Z RWY 32R

AIRPORT DIAGRAM

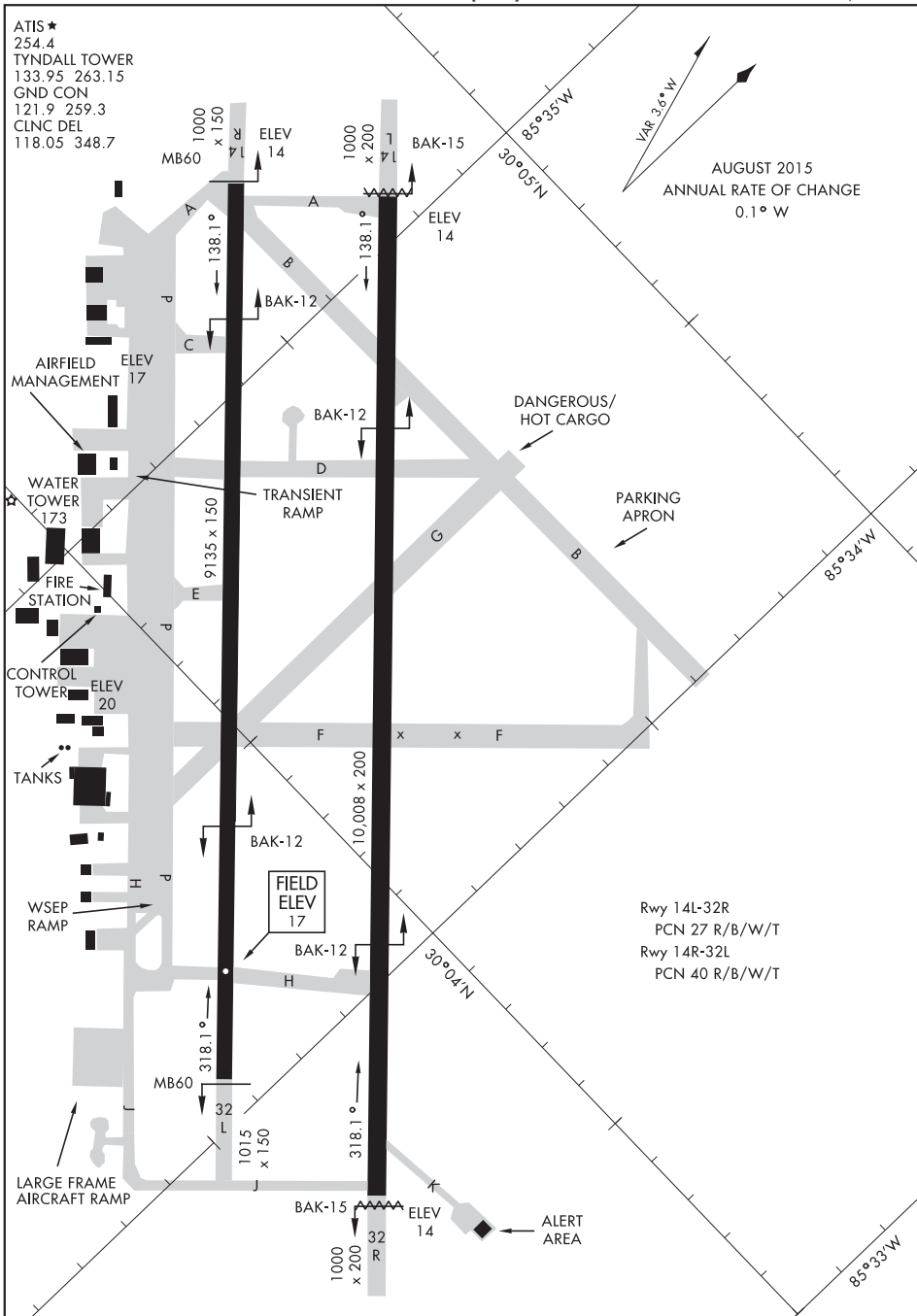
TYNDALL AFB (KPM)

PANAMA CITY, FLORIDA

AFD-312 [USAF]

ATIS ★
 254.4
 TYNDALL TOWER
 133.95 263.15
 GND CON
 121.9 259.3
 CLNC DEL
 118.05 348.7

VAR 36° W
 AUGUST 2015
 ANNUAL RATE OF CHANGE
 0.1° W



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

Rwy 14L-32R
 PCN 27 R/B/W/T
 Rwy 14R-32L
 PCN 40 R/B/W/T

AIRPORT DIAGRAM

PANAMA CITY, FLORIDA

TYNDALL AFB (KPM)

APP CRS	Rwy Idg	2500
009°	TDZE	105
	Apt Elev	107

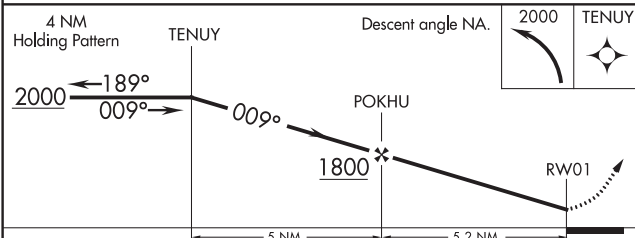
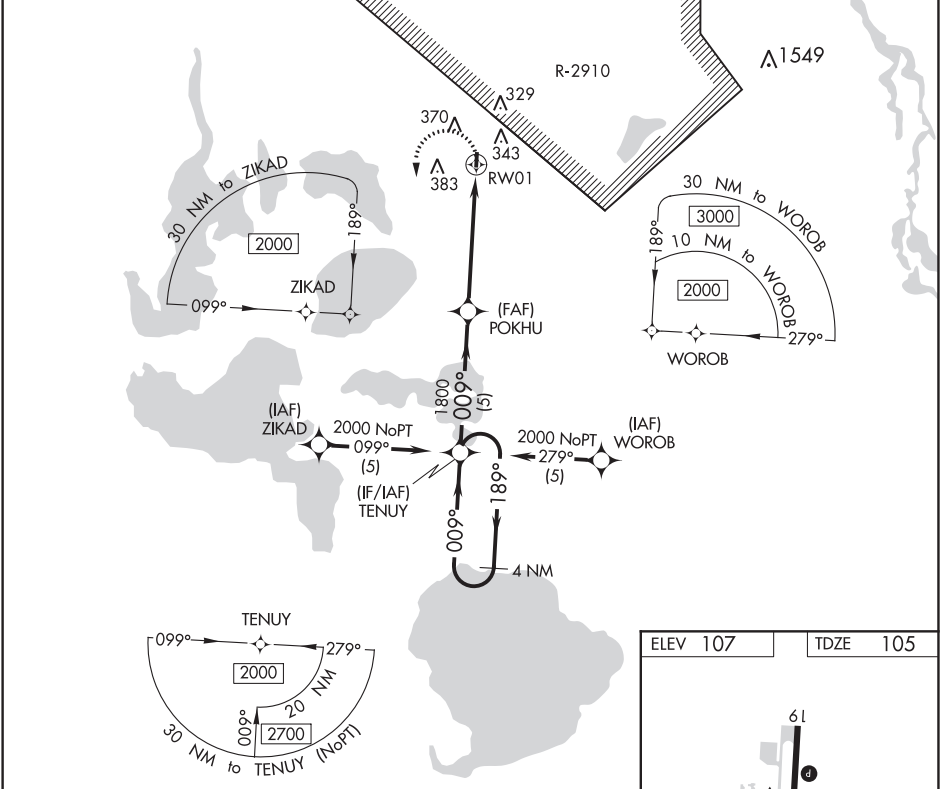
RNAV (GPS) RWY 1

UMATILLA MUNI (X23)

▽ DME/DME RNP-0.3 NA. Procedure NA at night. Use Leesburg Intl altimeter setting; when not received, use Deland Muni-Sidney H Taylor Field altimeter setting and increase all MDA 40 feet. Helicopter visibility reduction below 1 SM NA.

△ NA MISSED APPROACH: Climbing left turn to 2000 direct TENUY and hold.

LEESBURG INTL ASOS 134.325	ORLANDO APP CON 121.1 351.9	CTAF 122.9
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ELEV 107	TDZE 105
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MIRL Rwy 1-19

009° to RWY 01

CATEGORY	A	B	C	D
LNVA MDA	660-1	555 (600-1)		NA
C CIRCLING	760-1 653 (700-1)	780-1 673 (700-1)		NA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

UMATILLA, FLORIDA

AL-10991 (FAA)

16035

WAAS CH 40334 W19A	APP CRS 189°	Rwy Idg TDZE Apt Elev	2500 107 107
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RNAV (GPS) RWY 19

UMATILLA MUNI (X23)

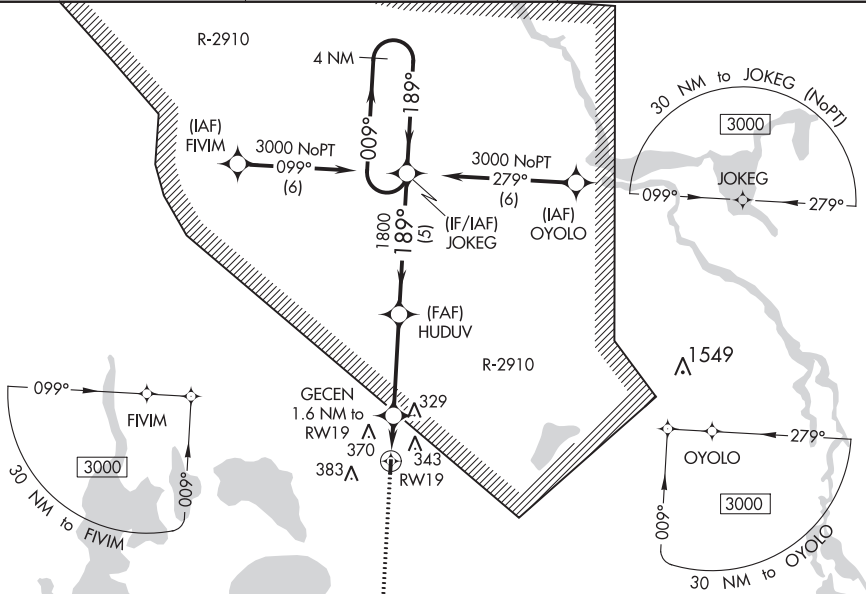
▽ DME/DME RNP-0.3 NA. Procedure NA at night. Use Leesburg Intl altimeter setting; when not received, use Deland Muni-Sidney H Taylor Field altimeter setting and increase all MDA 40 feet. Helicopter visibility reduction below 1 SM NA.

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

LEESBURG INTL ASOS
134.325

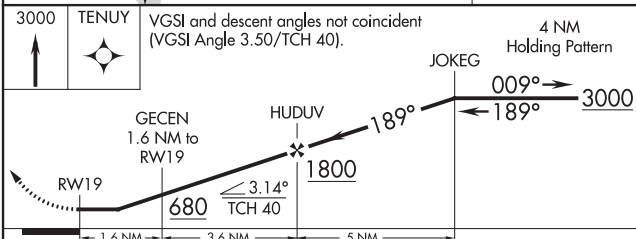
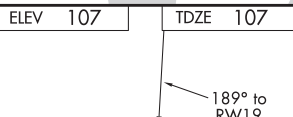
ORLANDO APP CON
121.1 351.9

CTAF
122.9



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LP MDA	600-1	493 (500-1)		NA
LNAV MDA	620-1	513 (600-1)		NA
C CIRCLING	760-1 653 (700-1)	780-1 673 (700-1)		NA

MIRL Rwy 1-19

UMATILLA, FLORIDA
Orig-B 04FEB16

28°55'N-81°39'W

UMATILLA MUNI (X23)

RNAV (GPS) RWY 19

WAAS CH 69234 W05A	APP CRS 050°	Rwy Idg 5000 TDZE 17 Apt Elev 18
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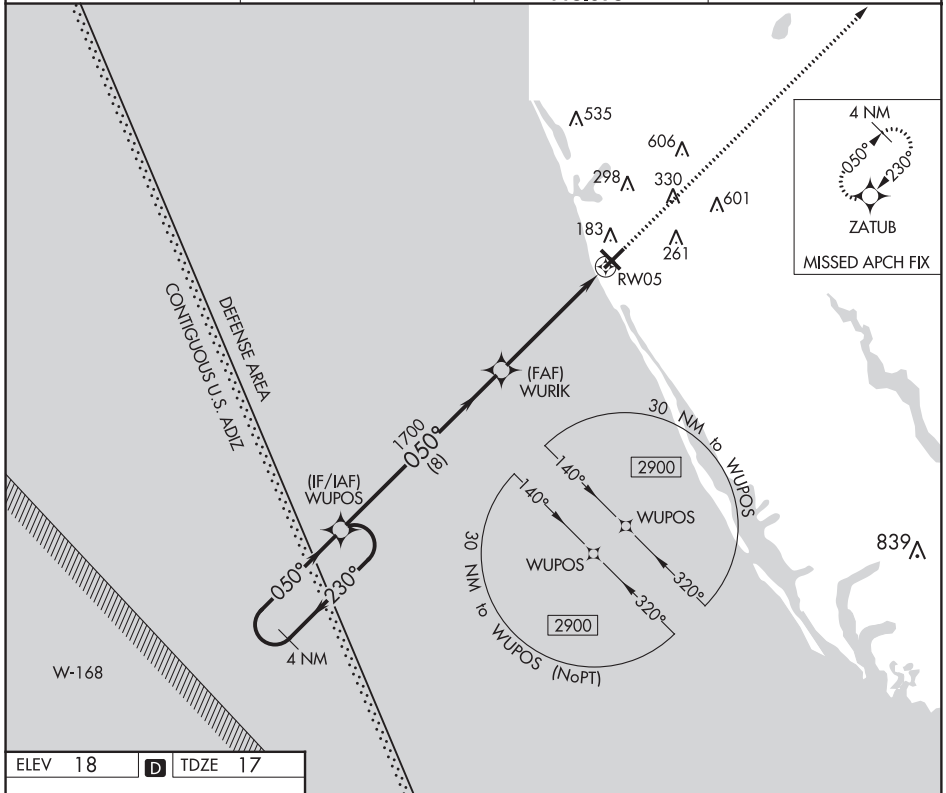
RNAV (GPS) RWY 5

VENICE MUNI (VNC)

▼ When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet, increase LNAV Cat C, D visibility $\frac{1}{8}$ mile, and Circling Cat C visibility $\frac{1}{4}$ mile. DME/DME RNP-0.3 NA.
▲ Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 2900 direct ZATUB and hold.

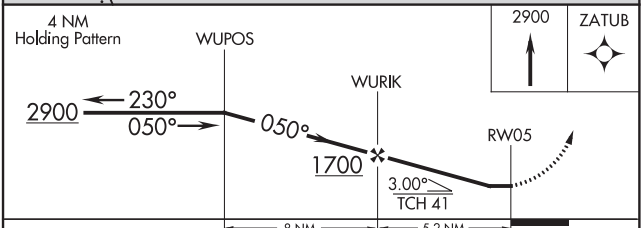
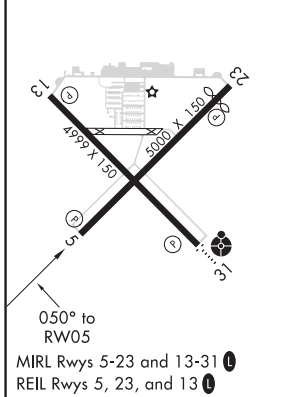
AWOS-3 119.275	TAMPA APP CON 119.65 353.575	CLNC DEL 118.075	UNICOM 122.725 (CTAF)
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 18	D TDZE 17
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CATEGORY	A	B	C	D
LP MDA	460-1	443 (500-1)	460- $\frac{1}{8}$	443 (500- $\frac{1}{8}$)
LNAV MDA	480-1	463 (500-1)	480- $\frac{1}{8}$	463 (500- $\frac{1}{8}$)
C CIRCLING	500-1	482 (500-1)	700-2 682 (700-2)	920-3 902 (1000-3)

VENICE, FLORIDA

AL-5960 (FAA)

16091

WAAS CH 86423 W13A	APP CRS 140°	Rwly Idg TDZE Apt Elev	4999 16 18
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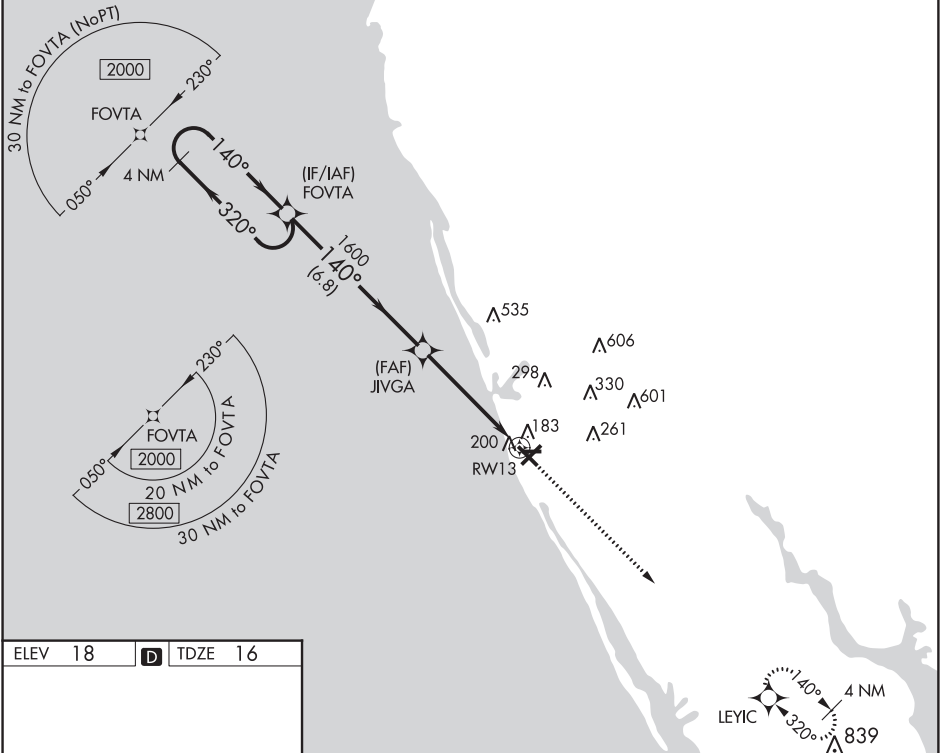
RNAV (GPS) RWY 13

VENICE MUNI (VNC)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.
⚠ When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 2000 direct LEYIC and hold.

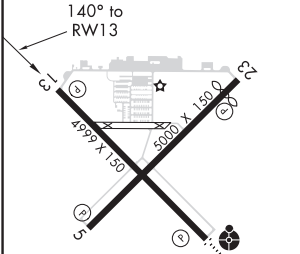
AWOS-3 119.275	TAMPA APP CON 119.65 353.575	CLNC DEL 118.075	UNICOM 122.725 (CTAF) 📻
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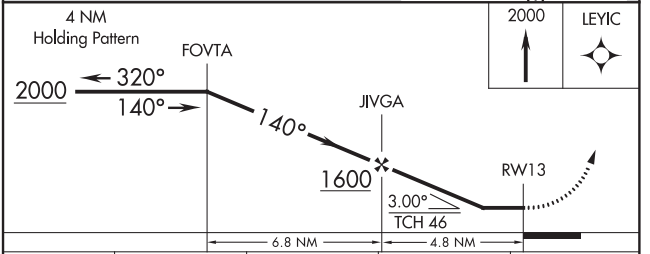
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 18	D	TDZE 16
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MIRL Rwy 5-23 and 13-31 **📻**
 REL Rwy 5, 23, and 13 **📻**



CATEGORY	A	B	C	D
LP MDA	460-1	444 (500-1)	460-1 3/8	444 (500-1 3/8)
LNAV MDA	460-1	444 (500-1)	460-1 3/8	444 (500-1 3/8)
C CIRCLING	500-1	482 (500-1)	700-2 682 (700-2)	920-3 902 (1000-3)

VENICE, FLORIDA
 Amdt 1D 10DEC15

27°04'N-82°26'W

VENICE MUNI (VNC) RNAV (GPS) RWY 13

VENICE, FLORIDA

AL-5960 (FAA)

16091

WAAS CH 53433 W23A	APP CRS 230°	Rwy Idg TDZE Apt Elev	4377 18 18
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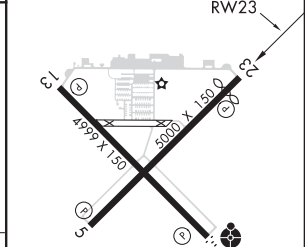
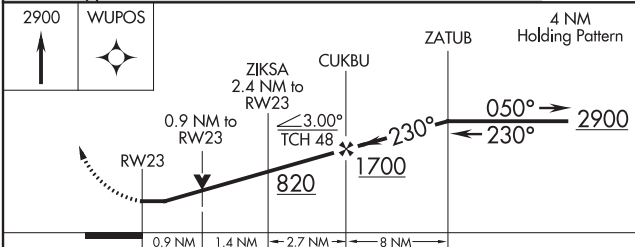
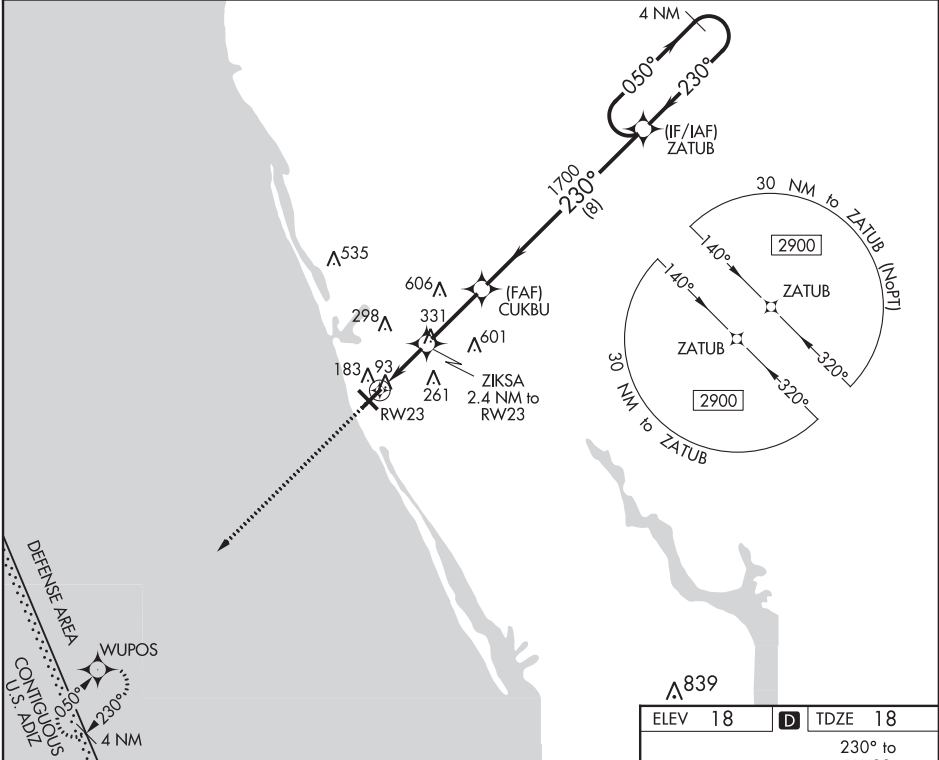
RNAV (GPS) RWY 23

VENICE MUNI (VNC)

⚠ When local climeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet and increase LP and LNAV Cats C, D visibility $\frac{1}{8}$ mile, and Circling Cat C visibility $\frac{1}{4}$ mile. DME/DME RNP-0.3 NA. VDP NA with Sarasota altimeter setting. Helicopter visibility reduction below $\frac{1}{4}$ SM NA.

MISSED APPROACH:
Climb to 2900 direct WUPOS and hold.

AWOS-3 119.275	TAMPA APP CON 119.65 353.575	CLNC DEL 118.075	UNICOM 122.725 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	360-1		342 (400-1)	
LNAV MDA	440-1	422 (500-1)	440-1 $\frac{1}{4}$	422 (500-1 $\frac{1}{4}$)
C CIRCLING	500-1	482 (500-1)	700-2 682 (700-2)	920-3 902 (1000-3)

ELEV 18	D TDZE 18
230° to RWY 23	
MIRL Rwy 5-23 and 13-31 0	
REIL Rwy 5, 23, and 13 0	

VENICE, FLORIDA
Orig-B 16OCT14

27°04'N-82°26'W
697

VENICE MUNI (VNC) RNAV (GPS) RWY 23

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VENICE, FLORIDA

AL-5960 (FAA)

16091

WAAS CH 78223 W31A	APP CRS 320°	Rwy Idg 4999 TDZE 16 Apt Elev 18
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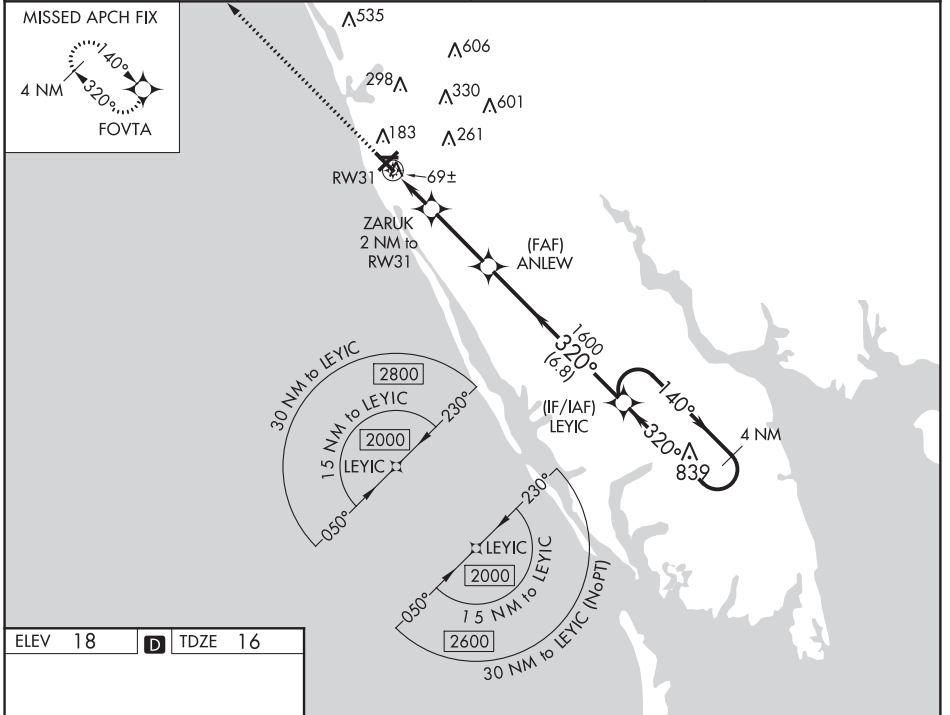
RNAV (GPS) RWY 31

VENICE MUNI (VNC)

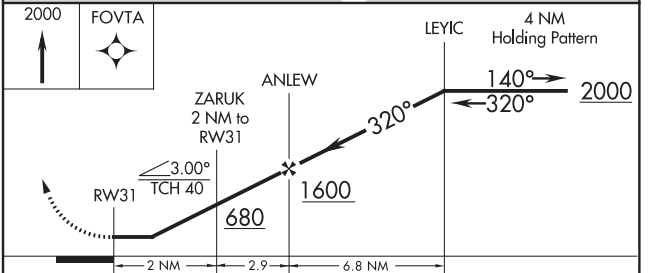
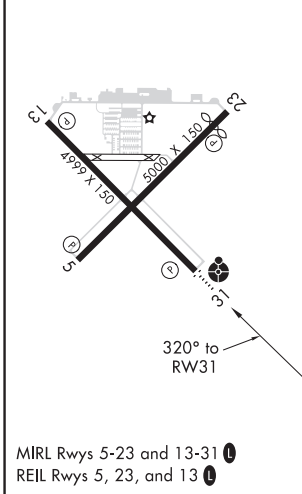
⚠ Inop table does not apply. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet LP/LNAV Cat C and D visibility 1/8 mile and Circling Cat C visibility 1/4 mile.

ODALS MISSED APPROACH: Climb to 2000 direct FOVTA and hold.

AWOS-3 119.275	TAMPA APP CON 119.65 353.575	CLNC DEL 118.075	UNICOM 122.725 (CTAF) ①
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ELEV 18	D	TDZE 16
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CATEGORY	A	B	C	D
LP MDA	360-1 344 (400-1)			
LNAV MDA	360-1 344 (400-1)			
C CIRCLING	500-1	482 (500-1)	700-2 682 (700-2)	920-3 902 (1000-3)

VENICE, FLORIDA
Amdt 1D 10DEC15

27°04'N-82°26'W

RNAV (GPS) RWY 31

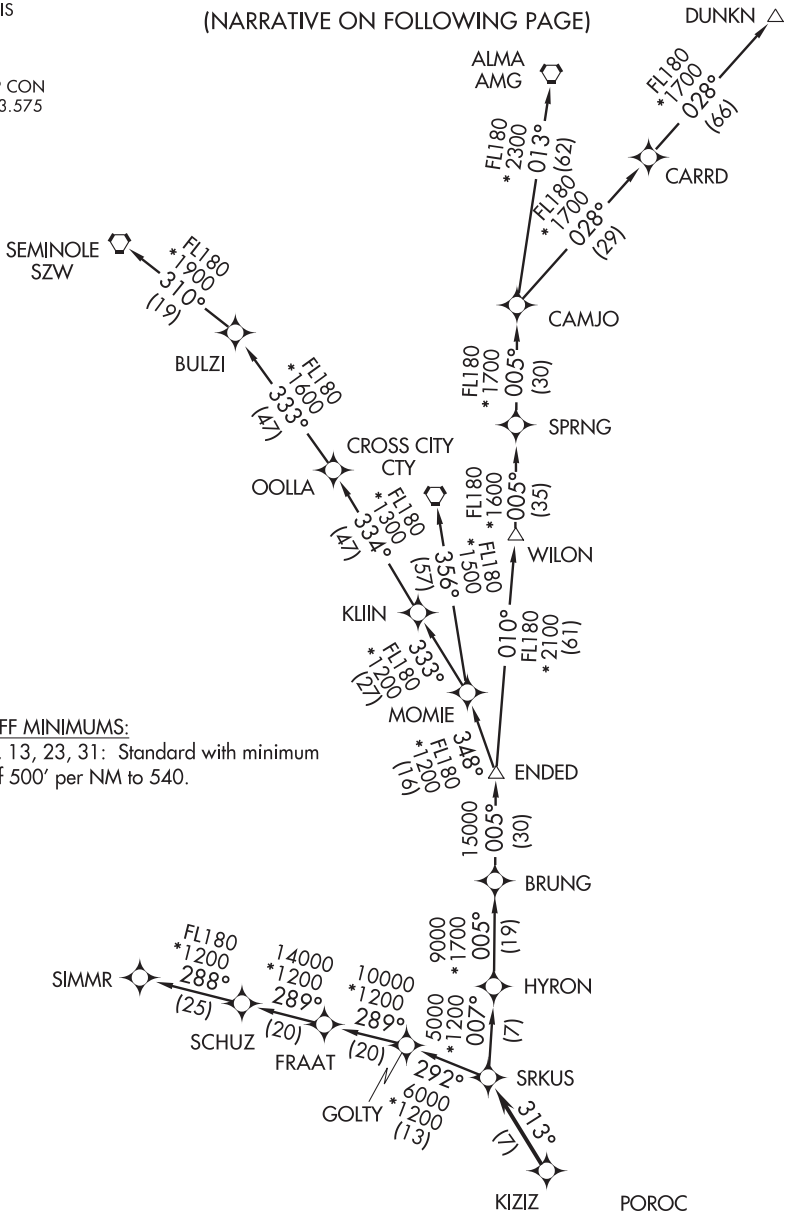
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

SRKUS TWO DEPARTURE (RNAV)

TPA DEP ATIS
128.475
CLNC DEL
118.075
TAMPA DEP CON
119.65 353.575

(NARRATIVE ON FOLLOWING PAGE)



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

SRKUS TWO DEPARTURE (RNAV)

SRKUS TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5, 13, 23, 31: Climb on assigned heading to at or above 540, expect vectors to KIZIZ, then on track 313° to SRKUS, thence. . . .

. . . .Maintain 2000 or as assigned by ATC. Expect clearance to filed altitude/flight level 10 minutes after departure.

ALMA TRANSITION (SRKUS2.AMG):

CROSS CITY TRANSITION (SRKUS2.CTY):

DUNKN TRANSITION (SRKUS2.DUNKN):

SEMINOLE TRANSITION (SRKUS2.SZW):

SIMMR TRANSITION (SRKUS2.SIMMR):

TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 511' from DER, 586' right of centerline, up to 40' AGL/54' MSL.
Poles/buildings beginning 526' from DER, 578' left of centerline, up to 50' AGL/64' MSL.

Rwy 13: Trees beginning 861' from DER, 419' left of centerline, up to 40' AGL/54' MSL.
Trees beginning 965' from DER, 610' right of centerline, up to 40' AGL/49' MSL.

Rwy 23: Building 805' from DER, 327' left of centerline, 30' AGL/39' MSL.

Rwy 31: Trees beginning 691' from DER, 617' left of centerline, up to 40' AGL/54' MSL.
Poles/buildings beginning 853' from DER, 693' right of centerline, up to 50' AGL/69' MSL.

Tower 1193' from DER, 515' left of centerline, 40' AGL/50' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61311 W04A	APP CRS 043°	Rwy Idg TDZE Apt Elev	4974 24 24
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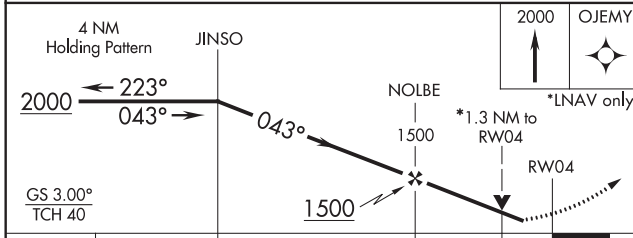
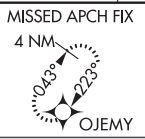
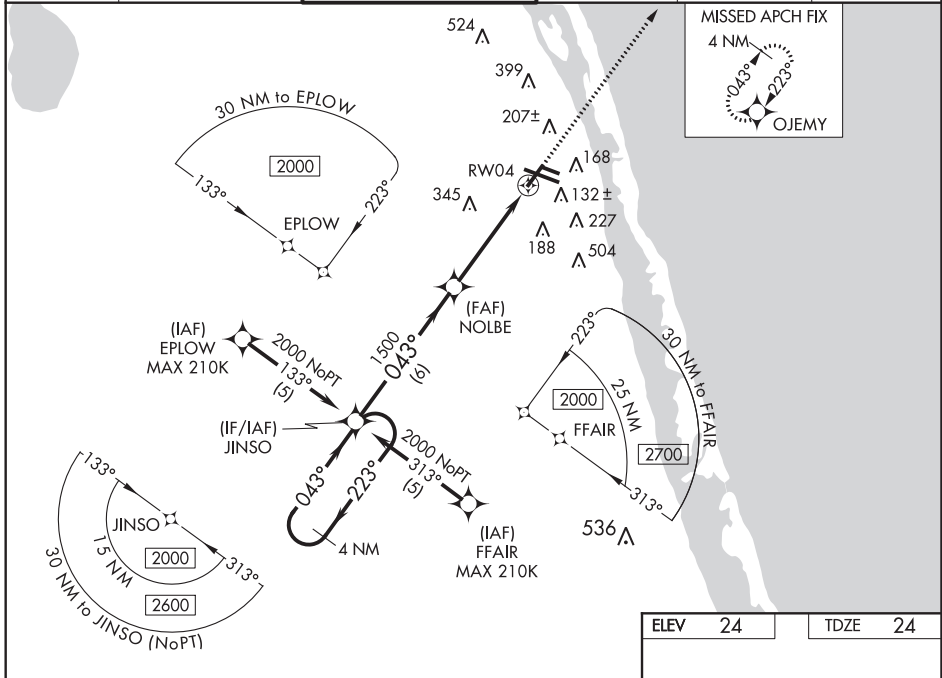
RNAV (GPS) RWY 4

VERO BEACH MUNI (VRB)

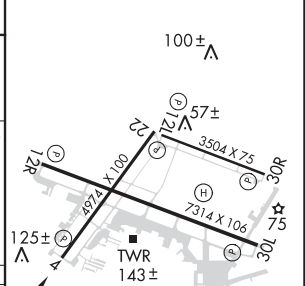
⚠ Circling to Rwy 30R at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and MDA 40 feet, increase LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cat C/D visibility 1/4 mile and Circling Cat D visibility 1/4 mile. Baro-VNAV and VDP NA when using Fort Pierce altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 2000 direct OJEMY and hold.

ATIS 120.575	MIAMI CENTER 132.25 370.9	VERO BEACH TOWER * 126.3 (CTAF) 0	GND CON 127.45	CLNC DEL 134.975	UNICOM 122.95
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ELEV 24	TDZE 24
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CATEGORY	A	B	C	D
LPV DA	297-7/8		273 (300-7/8)	
LNAV/VNAV DA	355-1 1/8		331 (400-1 1/8)	
LNAV MDA	480-1	456 (500-1)	480-1 3/8	456 (500-1 1/8)
CIRCLING	560-1	536 (600-1)	560-1 1/2	660-2 636 (700-2)

MIRL Rwy 4-22 and 12L-30R
REIL Rwy 12R and 30L
MIRL Rwy 12R-30L
REIL Rwy 4 and 22

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VERO BEACH, FLORIDA

AL-437 (FAA)

14177

WAAS CH 53511 W12A	APP CRS 118°	Rwy Idg TDZE Apt Elev	7314 23 24
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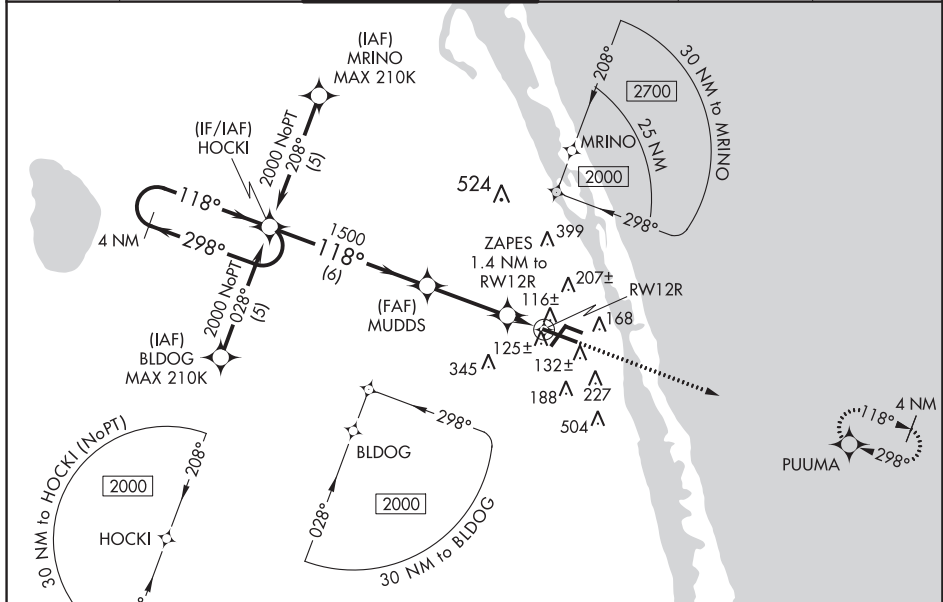
RNAV (GPS) RWY 12R

VERO BEACH MUNI (VRB)

⚠ Circling to Rwy 30R NA at night. Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and increase LNAV Cats C and D visibility 1/8 mile and Circling Cat D visibility 1/4 mile.

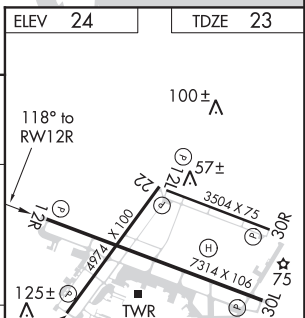
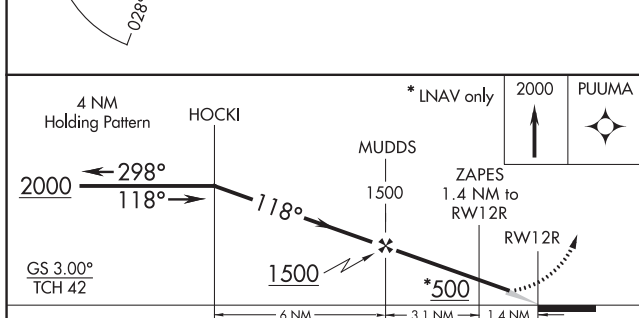
MISSED APPROACH:
Climb to 2000 direct PUUMA and hold.

ATIS 120.575	MIAMI CENTER 132.25 370.9	VERO BEACH TOWER * 126.3 (CTAF) 0	GND CON 127.45	CLNC DEL 134.975	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		279-3/4	256 (300-3/4)	
LNAV/VNAV DA		294-7/8	271 (300-7/8)	
LNAV MDA		380-1	357 (400-1)	
CIRCLING	560-1	536 (600-1)	560-1 1/2 536 (600-1 1/2)	660-2 636 (700-2)

MIRL Rwy 4-22 and 12L-30R
REIL Rwy 12R and 30L
MIRL Rwy 12R-30L
REIL Rwy 4 and 22

VERO BEACH, FLORIDA
Amdt 2B 26JUN14

27°39'N-80°25'W

VERO BEACH MUNI (VRB) RNAV (GPS) RWY 12R

WAAS CH 53611 W22A	APP CRS 223°	Rwy Idg TDZE Apt Elev	4974 23 24
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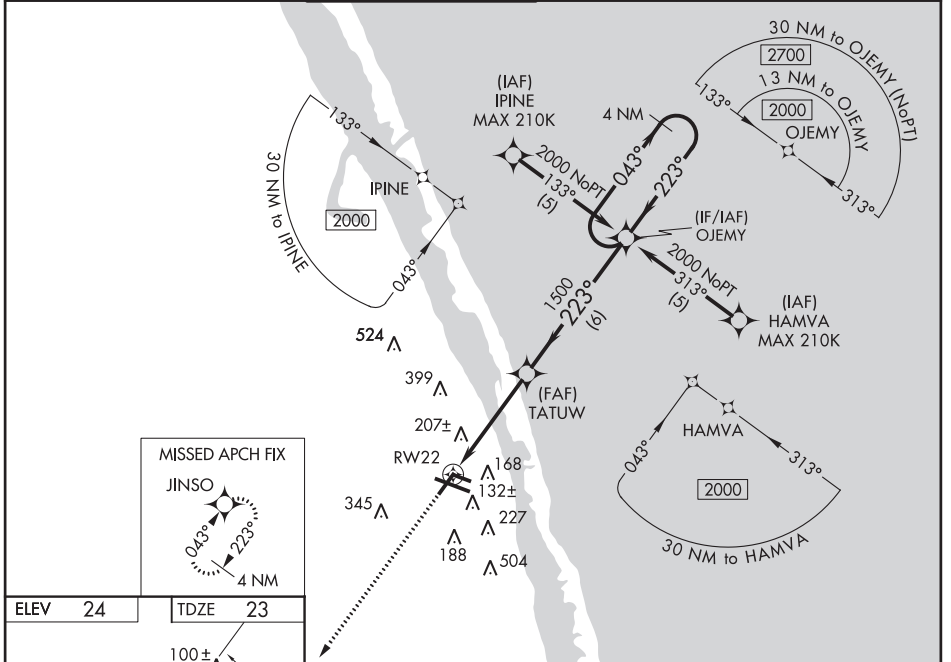
RNAV (GPS) RWY 22

VERO BEACH MUNI (VRB)

⚠ Circling to Rwy 30R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 43°C (109°F). DME/DME-0.3 NA. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and increase LPV and LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cats C/D 1/8 mile and Circling Cat D visibility 1/4 mile. Baro-VNAV and VDP NA when using Fort Pierce altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 2000 direct JINSO and hold.

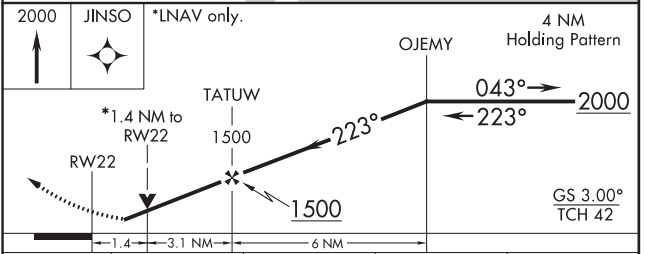
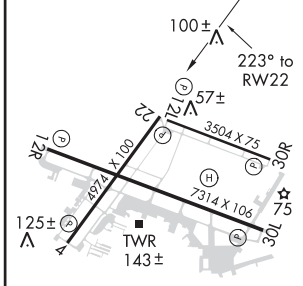
ATIS 120.575	MIAMI CENTER 132.25 370.9	VERO BEACH TOWER * 126.3 (CTAF) 0	GND CON 127.45	CLNC DEL 134.975	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 24	TDZE 23
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CATEGORY	A	B	C	D
LPV DA		340-1	317 (400-1)	
LNAV/VNAV DA		544-1 3/4	521 (600-1 3/4)	
LNAV MDA	520-1	497 (500-1)	520-1 3/8	497 (500-1 3/8)
CIRCLING	560-1	536 (600-1)	560-1 1/2	660-2 536 (600-1 1/2) 636 (700-2)

MIRL Rwy 4-22 and 12L-30R
 REIL Rwy 12R and 30L
 MIRL Rwy 12R-30L
 REIL Rwy 4 and 22

VERO BEACH, FLORIDA

AL-437 (FAA)

14177

WAAS CH 69411 W30A	APP CRS 298°	Rwy ldg TDZE Apt Elev	7314 22 24
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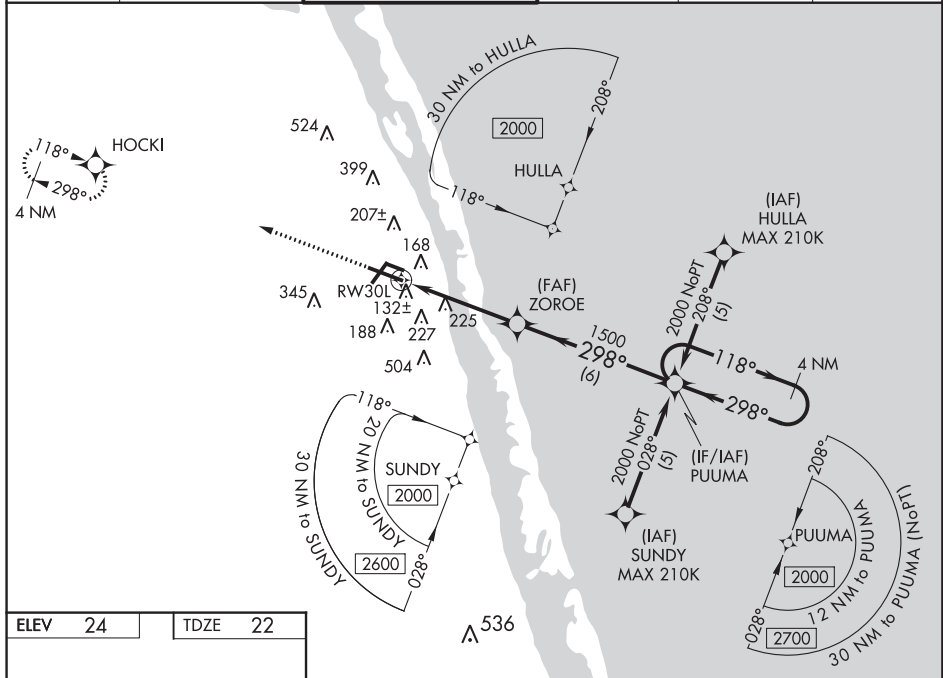
RNAV (GPS) RWY 30L

VERO BEACH MUNI (VRB)

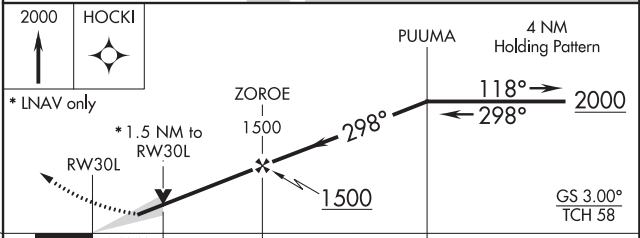
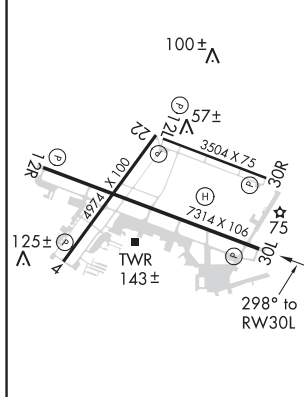
⚠ Circling to Rwy 30R NA at night. Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME-0.3 NA. VDP NA when using Fort Pierce altimeter setting. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and increase LNAV/VNAV all Cats visibility 1/8 mile LNAV Cats C/D and Circling visibility Cats C/D 1/4 mile.

⚠ MISSED APPROACH: Climb to 2000 direct HOCKI and hold.

ATIS 120.575	MIAMI CENTER 132.25 370.9	VERO BEACH TOWER ★ 126.3 (CTAF) 0	GND CON 127.45	CLNC DEL 134.975	UNICOM 122.95
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ELEV 24	TDZE 22
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CATEGORY	A	B	C	D
LPV DA		222-3/4	200 (200-3/4)	
LNAV/VNAV DA		346-1	324 (400-1)	
LNAV MDA	540-1	518 (600-1)	540-1 3/8	518 (600-1 3/8)
CIRCLING	560-1	536 (600-1)	560-1 1/2	660-2
			536 (600-1 1/2)	636 (700-2)

MIRL Rwy 4-22 and 12L-30R
 REIL Rwy 12R and 30L
 MIRL Rwy 12R-30L
 REIL Rwy 4 and 22

VERO BEACH, FLORIDA
 Amdt 2B 26JUN14

27°39'N-80°25'W

VERO BEACH MUNI (VRB) RNAV (GPS) RWY 30L

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VORTAC TRV 117.3 Chan 120	APP CRS 298°	Rwy ldg 7314 TDZE 22 Apt Elev 24
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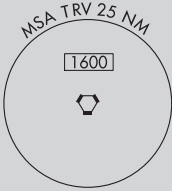
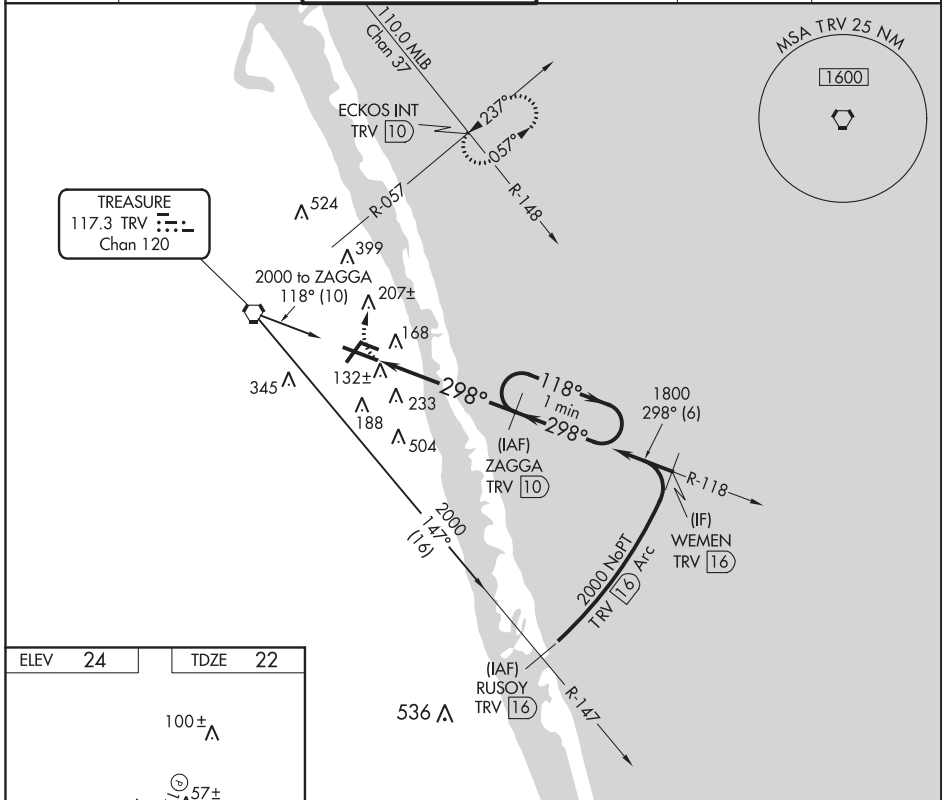
VOR/DME RWY 30L

VERO BEACH MUNI (VRB)

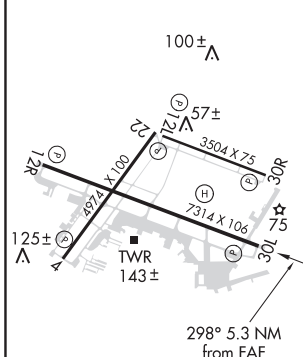
⚠ Circling to Rwy 30R NA at night. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all MDAs 40 feet. VDP NA with Fort Pierce altimeter setting.

⚠ MISSED APPROACH: Climbing right turn to 2000 on heading 360° and TRV VORTAC R-057 to ECKOS INT/TRV 10 DME and hold.

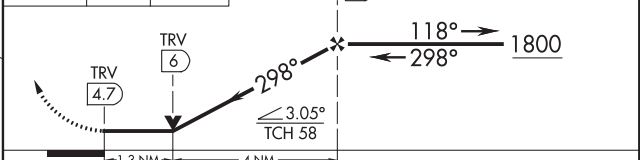
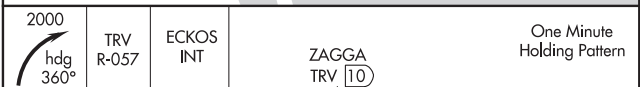
ATIS 120.575	MIAMI CENTER 132.25 370.9	VERO BEACH TOWER ★ 126.3 (CTAF) 0	GND CON 127.45	CLNC DEL 134.975	UNICOM 122.95
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ELEV 24	TDZE 22
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MIRL Rwy 4-22 and 12L-30R
REIL Rwy 12R and 30L
MIRL Rwy 12R-30L
REIL Rwy 4 and 22



CATEGORY	A	B	C	D
S-30L	500-1	478 (500-1)	500-1½	478 (500-1½)
CIRCLING	560-1	536 (600-1)	560-1½	660-2 536 (600-1½) 636 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

VERO BEACH, FLORIDA

AL-437 (FAA)

14177

VORTAC TRV 117.3 Chan 120	APP CRS 118°	Rwy Idg TDZE 23 Apt Elev 24	7314
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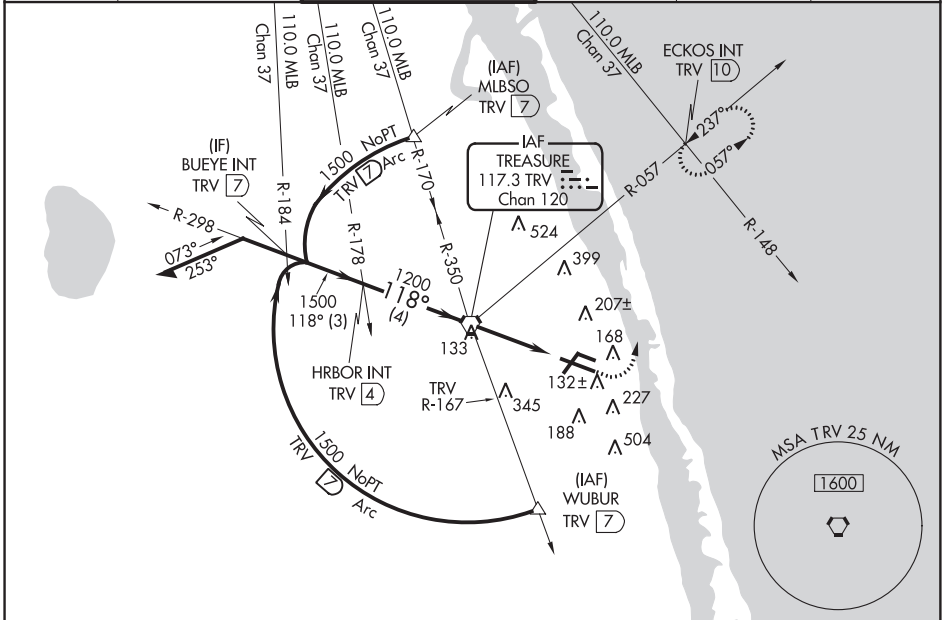
VOR RWY 12R

VERO BEACH MUNI (VRB)

⚠ Circling to Rwy 30R NA at night. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all MDAs 40 feet.

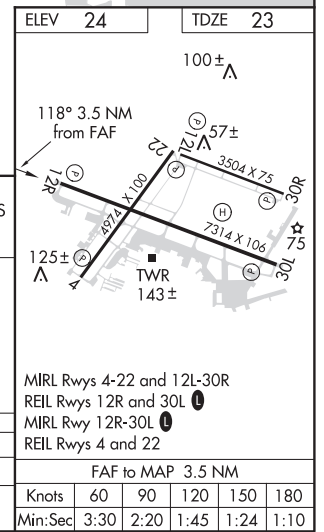
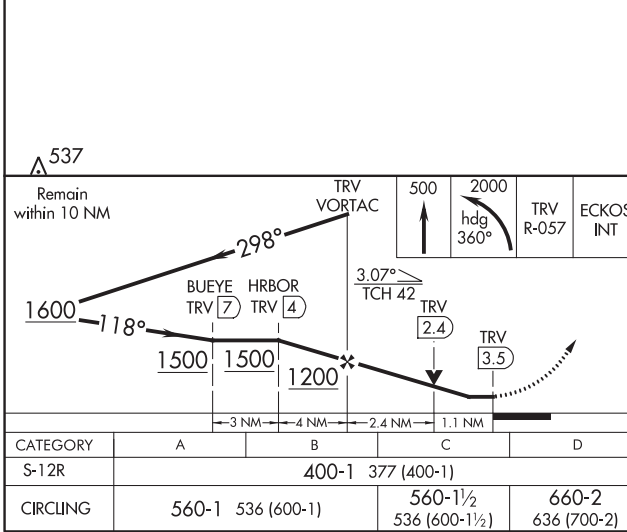
MISSED APPROACH: Climb to 500 then climbing left turn to 2000 heading 360° and on TRV VORTAC R-057 to ECKOS INT/TRV 10 DME and hold.

ATIS 120.575	MIAMI CENTER 132.25 370.9	VERO BEACH TOWER * 126.3 (CTAF) 📻	GND CON 127.45	CLNC DEL 134.975	UNICOM 122.95
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



VERO BEACH, FLORIDA
Amdt 14C 26JUN14

27°39'N-80°25'W

VERO BEACH MUNI (VRB) VOR RWY 12R

AIRPORT DIAGRAM

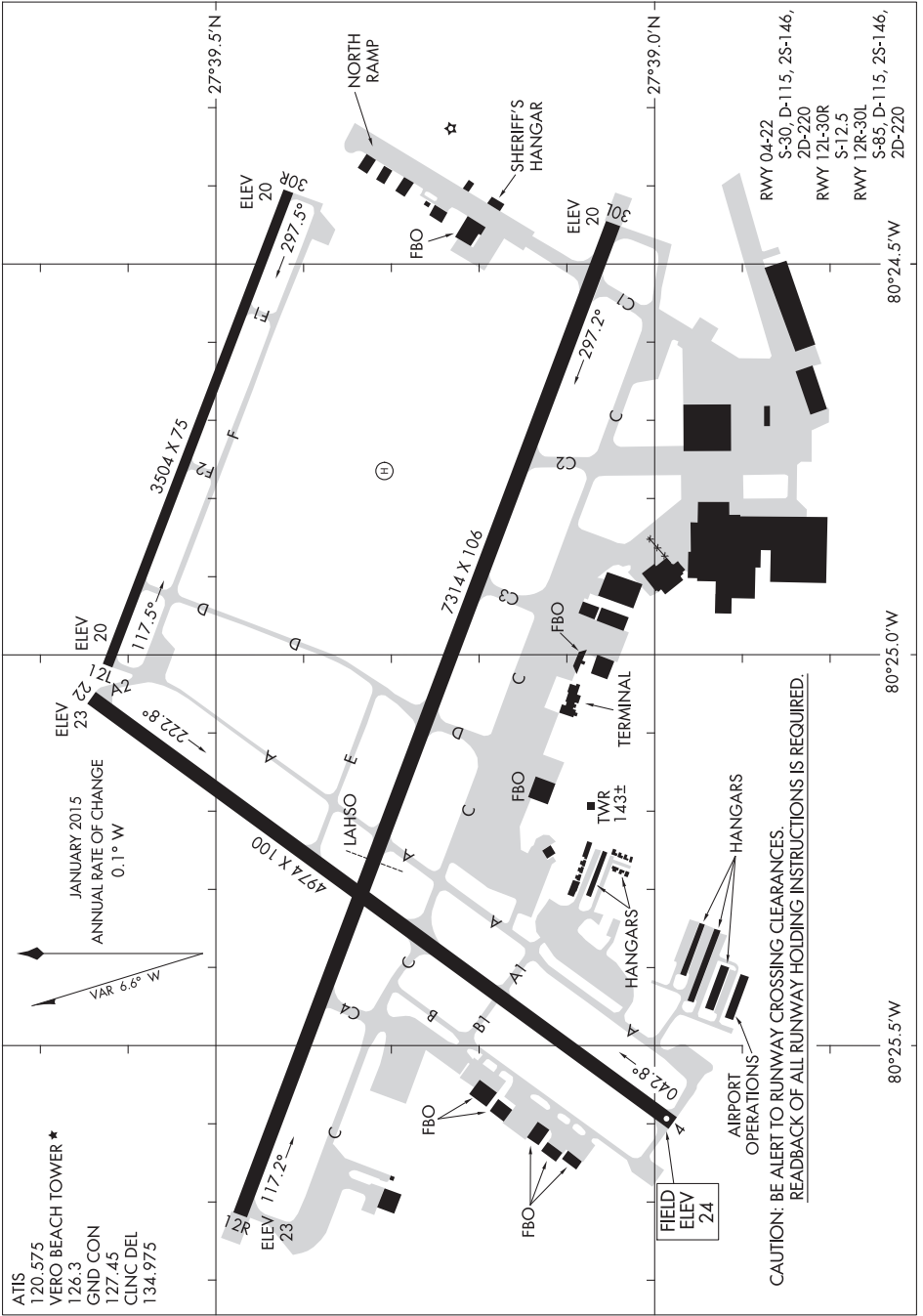
AL-437 (FAA)

VERO BEACH MUNI (VRB)

VERO BEACH, FLORIDA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ATIS 120.575
 VERO BEACH TOWER ★ 126.3
 GND CON 127.45
 CLNC DEL 134.975

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

VERO BEACH, FLORIDA

VERO BEACH MUNI (VRB)

WAUCHULA, FLORIDA

AL-9986 (FAA)

15176

WAAS CH 90329 W18A	APP CRS 184°	Rwy Idg TDZE Apt Elev	4005 108 108
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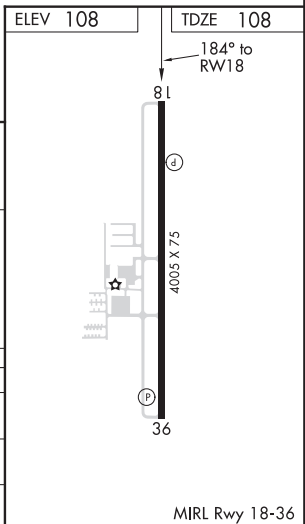
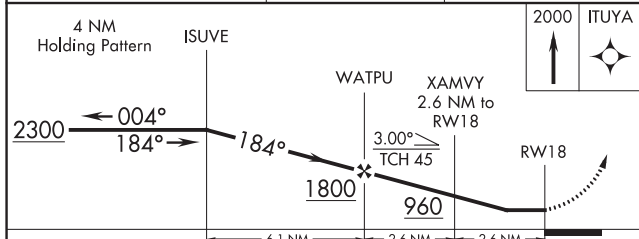
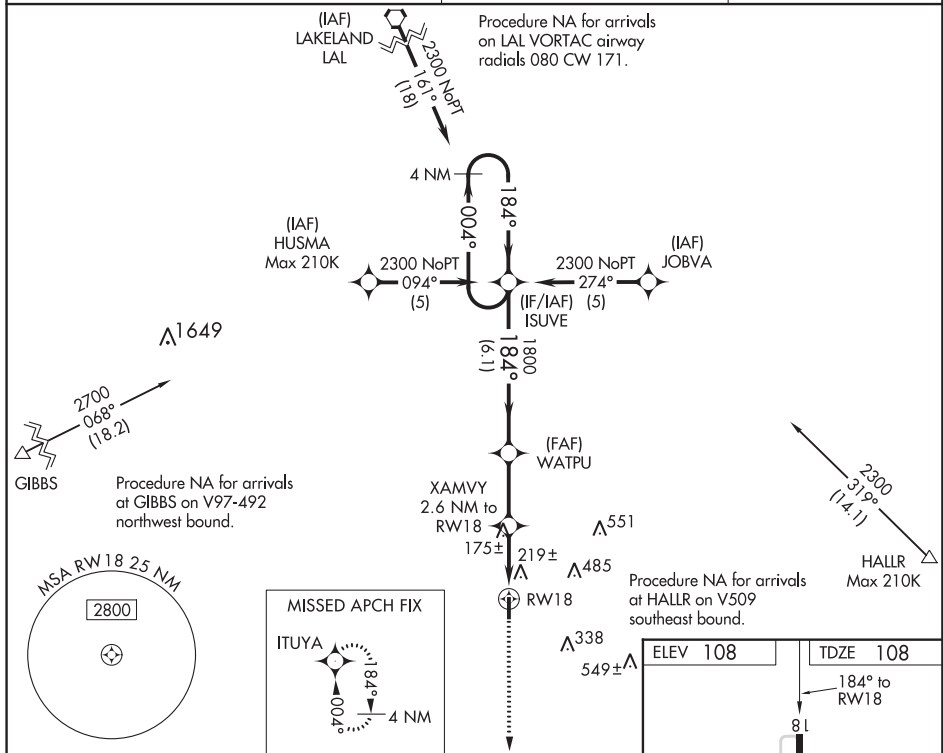
RNAV (GPS) RWY 18

WAUCHULA MUNI (CHN)

NA Use Sarasota/Bradenton altimeter setting; when not received, use Tampa Intl altimeter setting and increase all MDA 20 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct ITUYA and hold.

SARASOTA/BRADENTON INTL ASOS 124.375	MIAMI CENTER 134.55 257.7	CTAF 122.9
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CATEGORY	A	B	C	D
LP MDA	540-1	432 (500-1)	540-1 3/8 432 (500-1 3/8)	NA
LNNAV MDA	580-1	472 (500-1)	580-1 3/8 472 (500-1 3/8)	NA
CIRCLING	620-1	512 (600-1)	620-1 1/2 512 (600-1 1/2)	NA

WAUCHULA, FLORIDA
Amdt 1B 25JUN15

27°31'N-81°53'W

WAUCHULA MUNI (CHN) RNAV (GPS) RWY 18

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

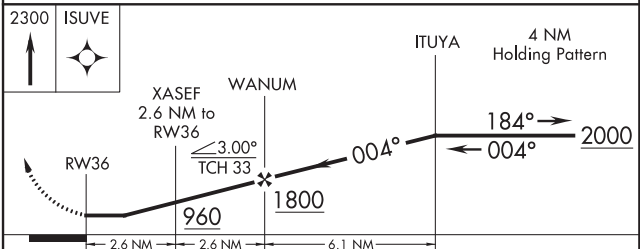
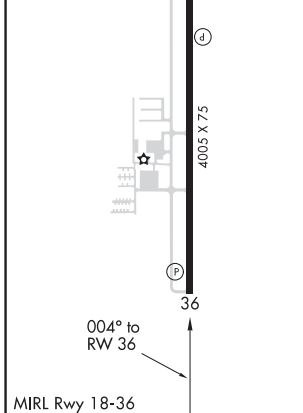
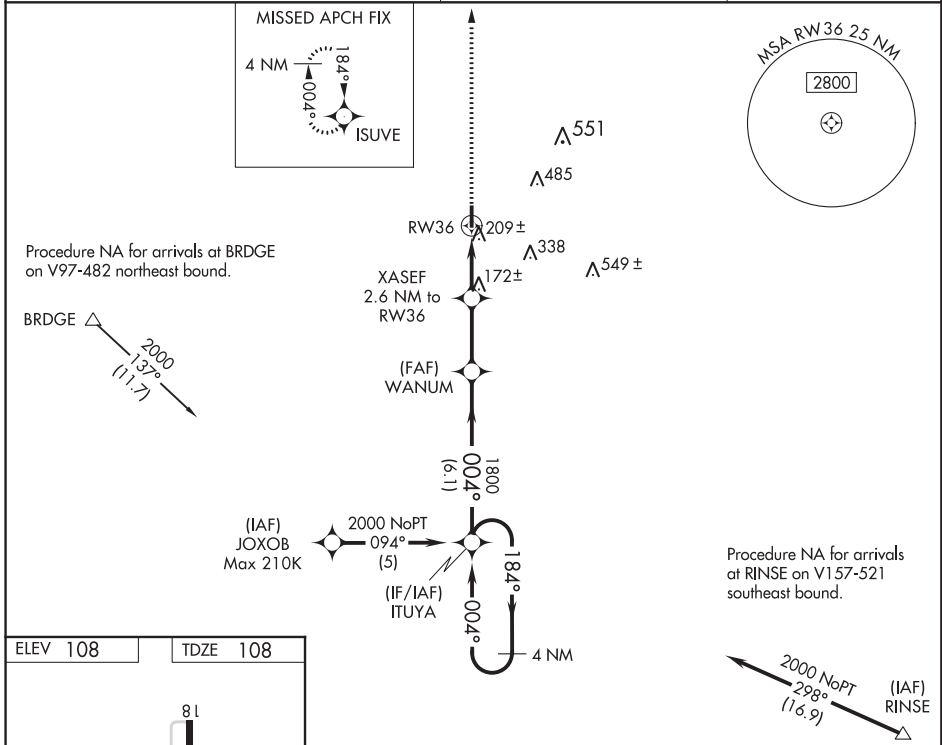
WAAS CH 62929 W36A	APP CRS 004°	Rwy Idg 4005 TDZE 108 Apf Elev 108
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RNAV (GPS) RWY 36

WAUCHULA MUNI (CHN)

▽ 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 1/8 mile. DME/DME RNP-0.3 NA.
△ NA MISSED APPROACH: Climb to 2300 direct ISUVE and hold.

SARASOTA/BRADENTON INTL ASOS 124.375	MIAMI CENTER 134.55 257.7	CTAF 122.9
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CATEGORY		A	B	C	D
LP	MDA	520-1	412 (500-1)	520-1 1/8 412 (500-1 1/8)	NA
	LNAV MDA	560-1	452 (500-1)	560-1 3/8 452 (500-1 3/8)	NA
	CIRCLING	620-1	512 (600-1)	620-1 1/2 512 (600-1 1/2)	NA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-GHO 110.75 Chan 44 (Y)	APP CRS 089°	Rwy Idg 4300 TDZE 22 Apt Elev 22
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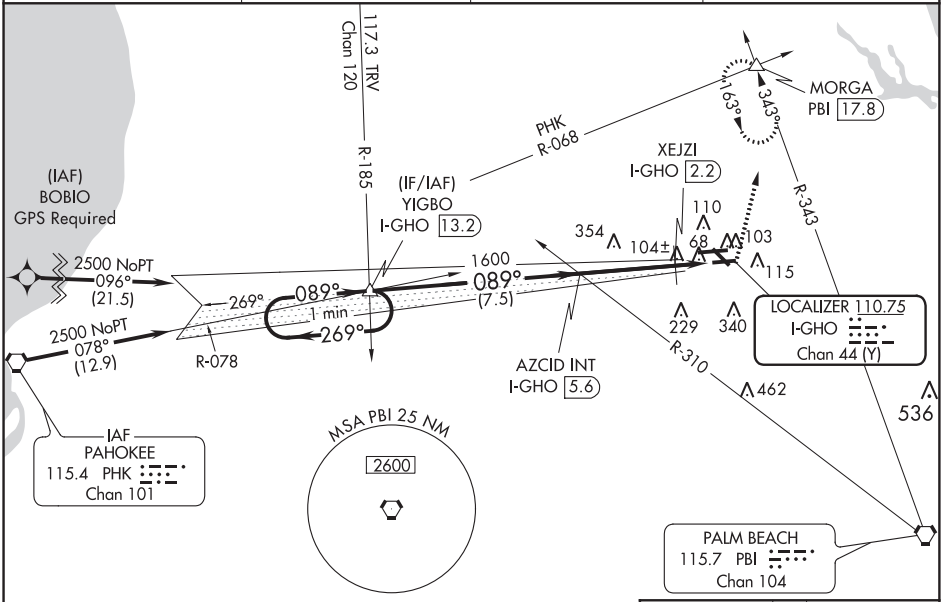
ILS or LOC RWY 8R

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

NA When VGSI inop, Circling Rwy 13 and Rwy 31 NA at night. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DA 28 feet and all MDA 40 feet; increase S-ILS 8R all Cats visibility 1/8 mile, and increase Circling Cat D visibility 1/4 mile; increase XEJZI Fix Minimums S-LOC 8R Cats C/D visibility 1/8 mile and Circling Cat D visibility 1/4 mile.

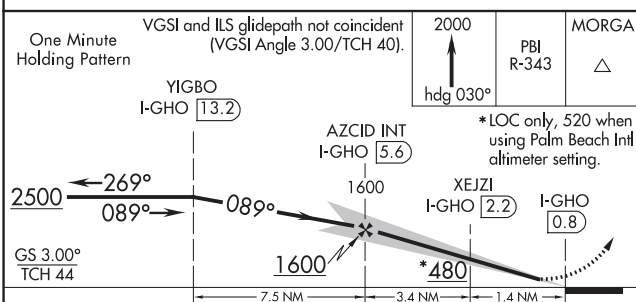
MISSED APPROACH:
Climb to 2000 on heading 030° and PBI VORTAC R-343 to MORGA INT/PBI 17.8 DME and hold.

AWOS-3 119.975	PALM BEACH APP CON 128.3 317.4	CLNC DEL 120.825	1988 UNCOM 123.075 (CTAF) 0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 22	TDZE 22
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MORGA **△**

PBI R-343

hdg 030°

***LOC only, 520 when using Palm Beach Intl altimeter setting.**

HIRL Rwy 8R-26L **0**

MIRL Rwy 13-31 **0**

REIL Rwy 8R, 13, 26L and 31 **0**

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 8R		272-3/4	250 (300-3/4)	
S-LOC 8R	480-1	458 (500-1)	480-1 3/8	458 (500-1 1/8)
CIRCLING	480-1	458 (500-1)	480-1 1/2	680-2
			458 (500-1 1/2)	658 (700-2)
XEJZI FIX MINIMUMS				
S-LOC 8R	420-1	398 (400-1)	420-1 1/8	398 (400-1 1/8)
CIRCLING	460-1	480-1	480-1 1/2	680-2
	438 (500-1)	458 (500-1)	458 (500-1 1/2)	658 (700-2)

WAAS CH 78024 W08A	APP CRS 089°	Rwy Idg 4300 TDZE 22 Apt Elev 22
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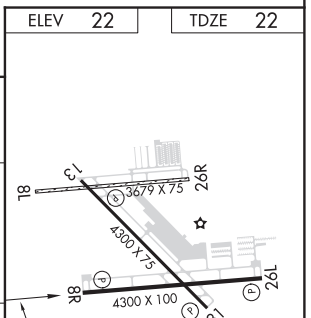
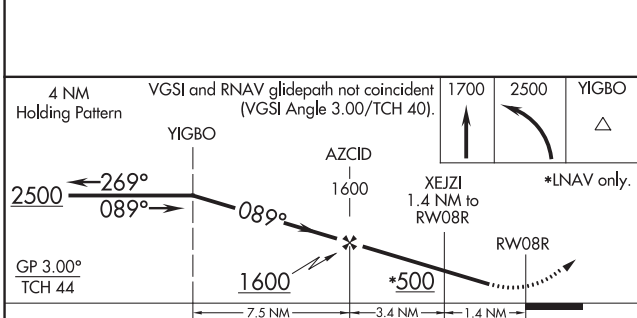
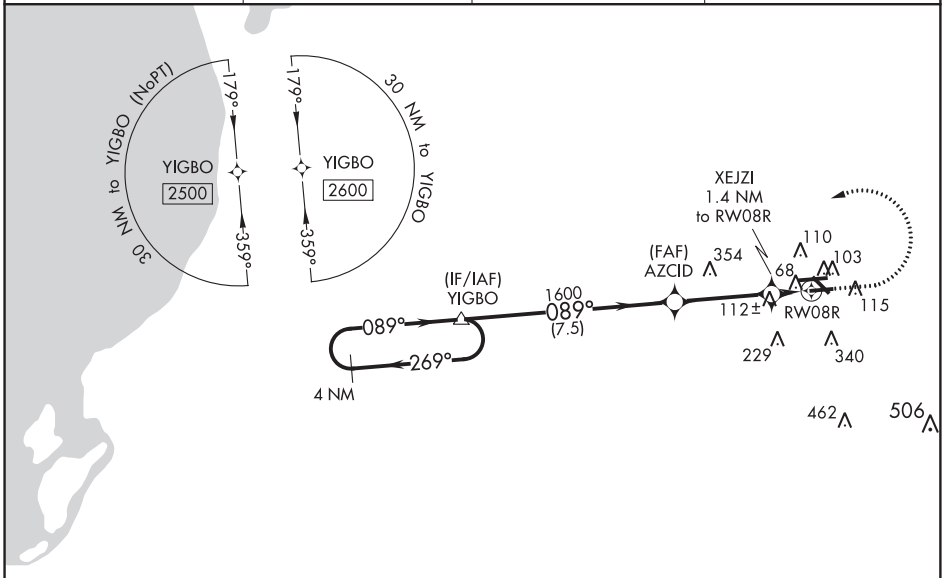
RNAV (GPS) RWY 8R

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

⚠ Helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV NA when using Palm Beach Intl 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. When local altimeter not received, use Palm Beach Intl altimeter setting and increase LPV DA to 300 feet and all visibilities $\frac{1}{2}$ SM; increase LNAV/VNAV DA to 315 feet and all visibilities $\frac{1}{2}$ SM; increase all MDA 40 feet and LNAV Cats C/D visibility $\frac{1}{2}$ SM and Circling Cats C/D $\frac{1}{4}$ mile.

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) 📞
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CATEGORY	A	B	C	D
LPV DA		272- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		287- $\frac{7}{8}$	265 (300- $\frac{7}{8}$)	
LNAV MDA	420-1	398 (400-1)	420-1 $\frac{1}{8}$	398 (400-1 $\frac{1}{8}$)
C CIRCLING	460-1 438 (500-1)	480-1 458 (500-1)	700-2 678 (700-2)	720-2 698 (700-2)

ELEV 22 TDZE 22

HIRL Rwy 8R-26L **📞**
MIRL Rwy 13-31 **📞**
REIL Rwy 8R, 13, 26L and 31 **📞**

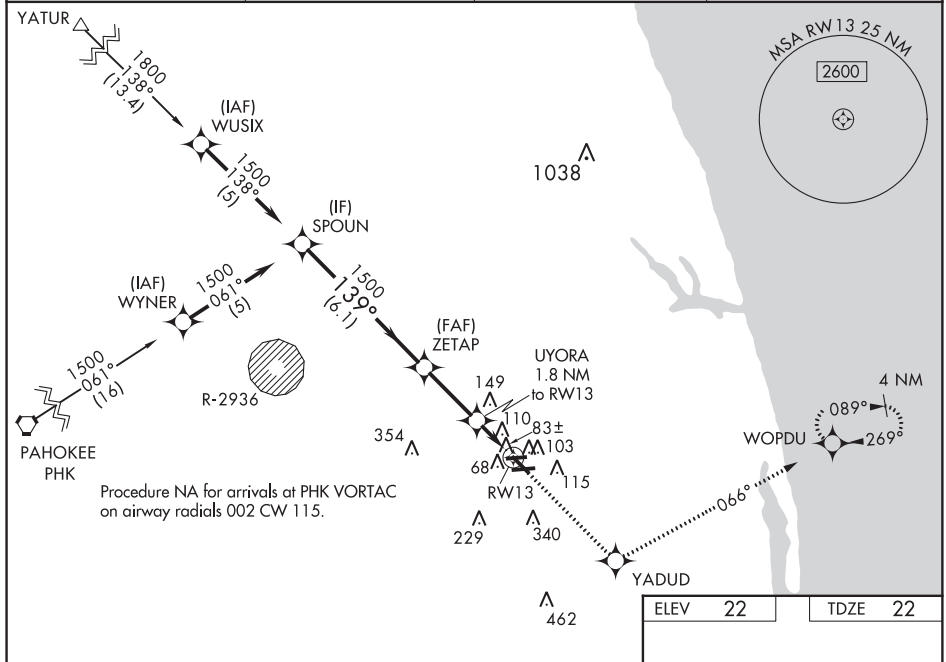
SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40310 W13A	APP CRS 139°	Rwy Idg 4300 TDZE 22 Apt Elev 22
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RNAV (GPS) RWY 13
NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

<p>NA 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 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DA 28 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile.</p>		<p>MISSED APPROACH: Climb to 2300 direct YADUD and via 066° track to WOPDU and hold.</p>	
AWOS-3 119.975	PALM BEACH APP CON 128.3 317.4	CLNC DEL 120.825	UNICOM 123.075 (CTAF)



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

<p>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).</p>		2300	YADUD	tr 066°	WOPDU
Procedure Turn NA	SPOUN	ZETAP	UYORA 1.8 NM to RW13	*LNAV only.	
GP 3.00° TCH 51	1500	1500	*640	RW13	
	6.1 NM	2.6 NM	1.8 NM		
CATEGORY	A	B	C	D	
LPV DA	324-1		302 (400-1)		
LNAV/VNAV DA	384-1¼		362 (400-1¼)		
LNAV MDA	380-1		358 (400-1)		380-1¼ 358 (400-1¼)
CIRCLING	460-1 438 (500-1)	480-1 458 (500-1)	480-1½ 458 (500-1½)	680-2 658 (700-2)	

HIRL Rwy 8R-26L
MIRL Rwy 13-31
REIL Rwy 8R, 13, 26L and 31

WAAS CH 93910 W26A	APP CRS 269°	Rwy Idg 4300 TDZE 22 Apt Elev 22
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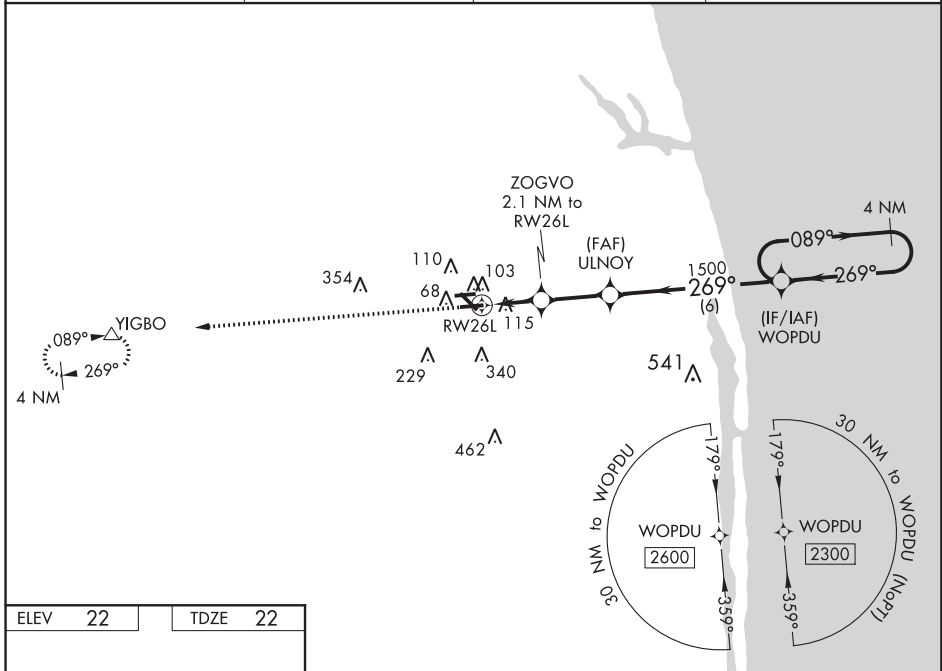
RNAV (GPS) RWY 26L

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Palm Beach Intl altimeter setting.
⚠ NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase LPV DA to 368 feet; LNAV/VNAV DA to 422 and increase visibility 1/2 SM. Increase all MDA 40 feet. Circling Rwy 26R NA at night.

MISSED APPROACH:
Climb to 2500 direct YIGBO and hold.

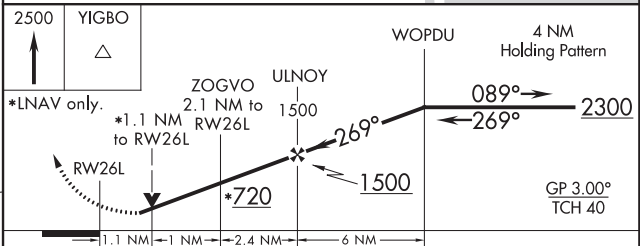
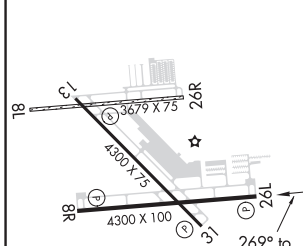
AWOS-3 119.975	PALM BEACH APP CON 128.3 317.4	CLNC DEL 120.825	UNICOM 123.075 (CTAF) 0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 22	TDZE 22
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CATEGORY	A	B	C	D
LPV DA		340-1 1/8	318 (400-1 1/8)	
LNAV/VNAV DA		394-1 1/4	372 (400-1 1/4)	
LNAV MDA		380-1	358 (400-1)	
C CIRCLING	460-1 438 (500-1)	480-1 458 (500-1)	700-2 678 (700-2)	720-2 1/4 698 (700-2 1/4)

HIRL Rwy 8R-26L **0**
MIRL Rwy 13-31 **0**
REIL Rwy 8R, 13, 26L and 31 **0**

WEST PALM BEACH, FLORIDA

AL-9151 (FAA)

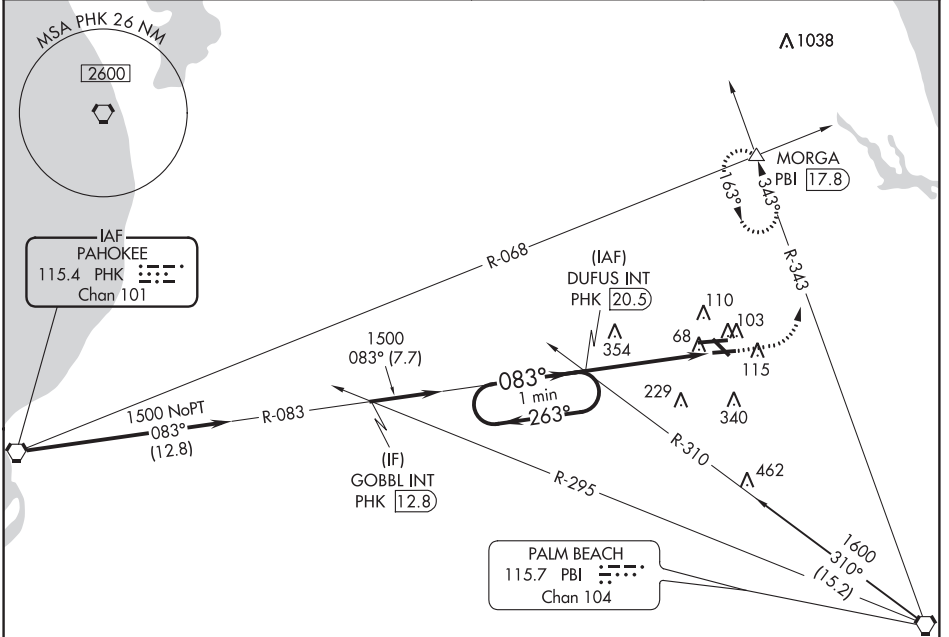
16315

VORTAC PHK 115.4 Chan 101	APP CRS 083°	Rwy Idg 4300 TDZE 23 Apt Elev 23
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VOR RWY 8R

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

<p>When local altimeter setting not received, use Palm Beach altimeter setting.</p>		<p>MISSED APPROACH: Climb to 900 then climbing left turn to 2000 via PBI VORTAC R-343 to MORGA INT/17.8 DME and hold.</p>	
AWOS-3 119.975	PALM BEACH APP CON 128.3 317.4	CLNC DEL 120.825	UNICOM 123.075 (CTAF)



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 23	TDZE 23
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083° 4.7 NM from FAF

HIRL Rwy 8R-26L
MIRL Rwy 13-31
REIL Rwy 8R, 13, 26L and 31

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

One Minute Holding Pattern

DUFUS INT PHK (20.5)

1500 ← 263° / 083° →

2.90° TCH 40

900

2000

MORGA

PHK (25.2)

4.7 NM

CATEGORY	A	B	C	D
S-8R	700-1 677 (700-1)	700-1¼ 677 (700-1¼)	700-2 677 (700-2)	700-2¼ 677 (700-2¼)
CIRCLING	700-1 677 (700-1)	700-1¼ 677 (700-1¼)	700-2 677 (700-2)	700-2¼ 677 (700-2¼)

WEST PALM BEACH, FLORIDA
Amdt 1B 29JUL10

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)
26°51'N-80°13'W
VOR RWY 8R

WAAS CH 69232 W33A	APP CRS 318°	Rwy Ldg THRE 13 Apt Elev 14	3421
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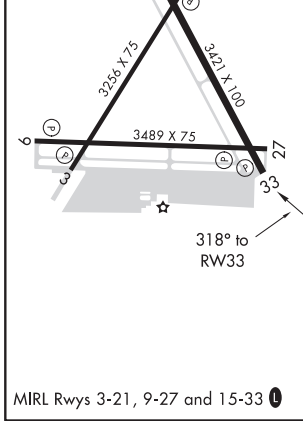
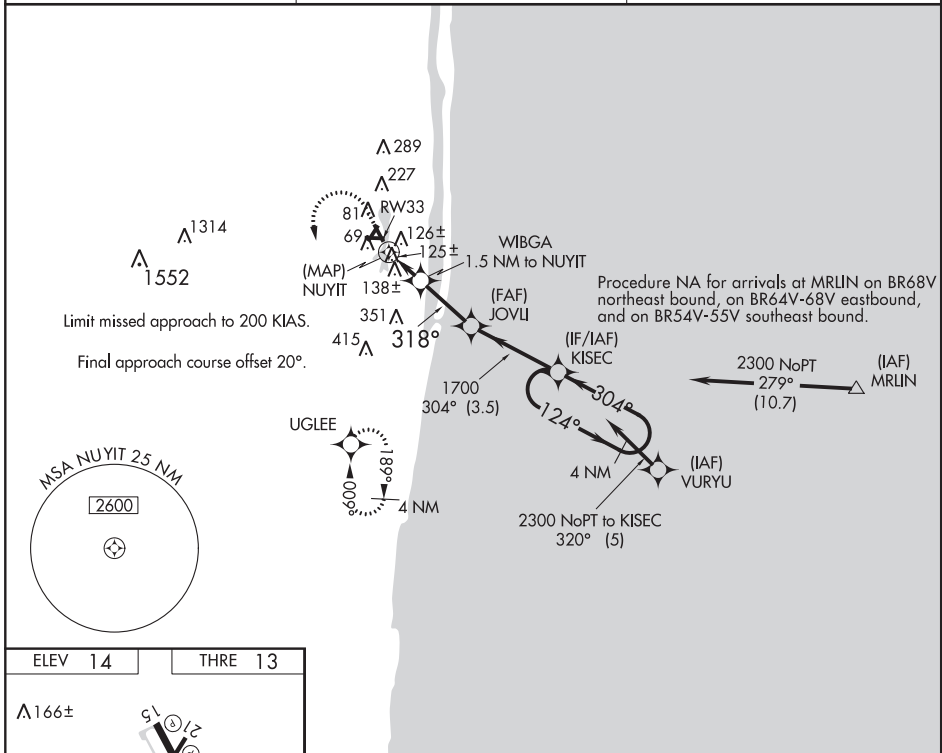
RNAV (GPS) RWY 33

PALM BEACH COUNTY PARK (L.N.A)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting: increase all MDA 20 feet and LP Cat C visibility $\frac{1}{8}$ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

⚠ NA MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct UGLEE and hold. Do not exceed 200 KIAS until turn completion.

AWOS-3 119.925	PALM BEACH APP CON 125.2 343.6	UNICOM 122.7 (CTAF) 0
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ELEV 14	THRE 13				
700	2000	UGLEE	Descent angle NA.	KISEC	4 NM Holding Pattern
CATEGORY	A	B	C	D	
LP MDA	380-1 367 (400-1)			NA	
LNAV MDA	400-1	387 (400-1)		400-1 $\frac{1}{8}$ 387 (400-1 $\frac{1}{8}$)	
C CIRCLING	460-1 446 (500-1)	580-1 566 (600-1)	660-1 $\frac{3}{4}$ 646 (700-1 $\frac{3}{4}$)		NA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	NA
098°	TDZE	NA
	Apt Elev	14

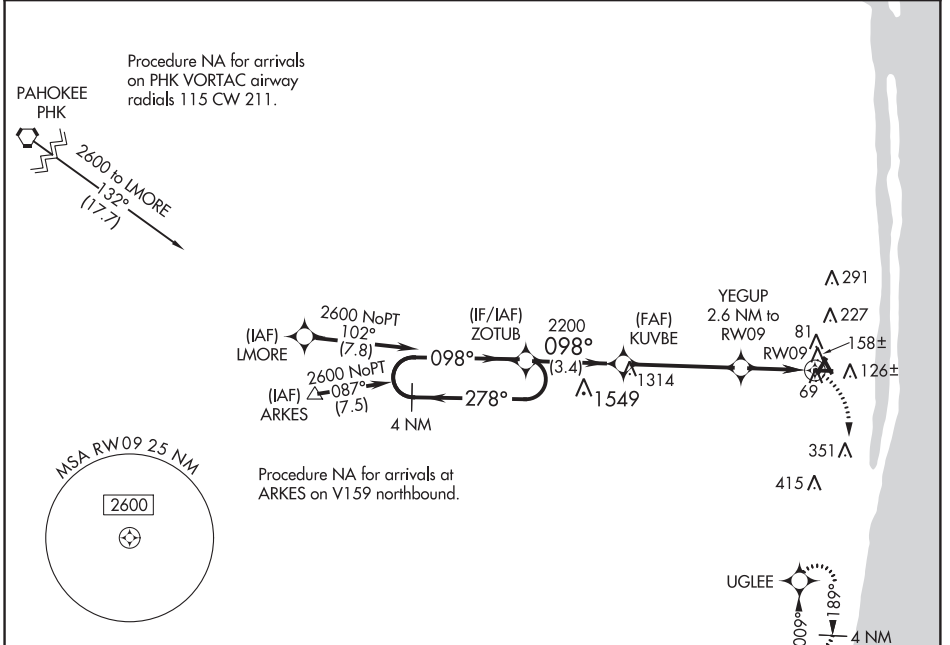
RNAV (GPS)-A

PALM BEACH COUNTY PARK (L.N.A)

NA DME/DME RNP-0.3 NA. When local altimeter setting is not received, use Palm Beach Intl altimeter setting: increase all MDA 20 feet. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

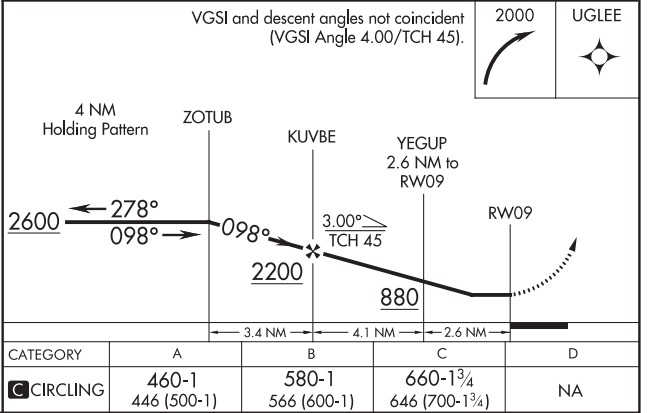
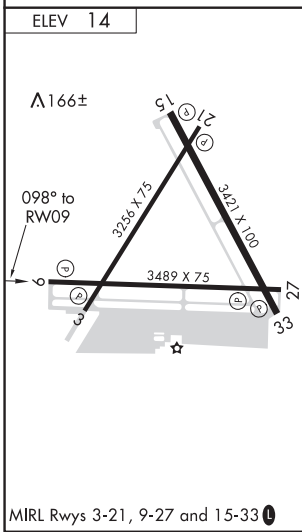
MISSED APPROACH: Climbing right turn to 2000 direct UGLEE and hold. Do not exceed 210K until turn completion.

AWOS-3 119.925	PALM BEACH APP CON 125.2 343.6	UNICOM 122.7 (CTAF)
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



APP CRS	Rwy Idg	NA
278°	TDZE	NA
	Apt Elev	14

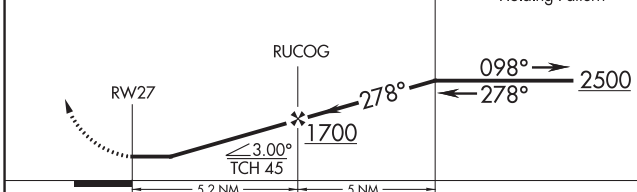
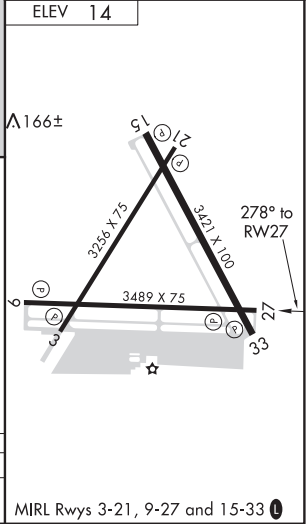
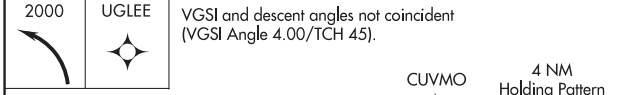
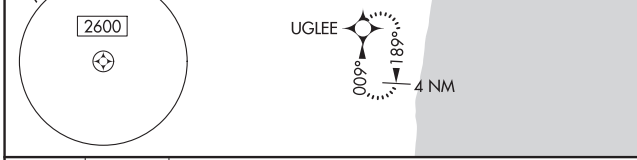
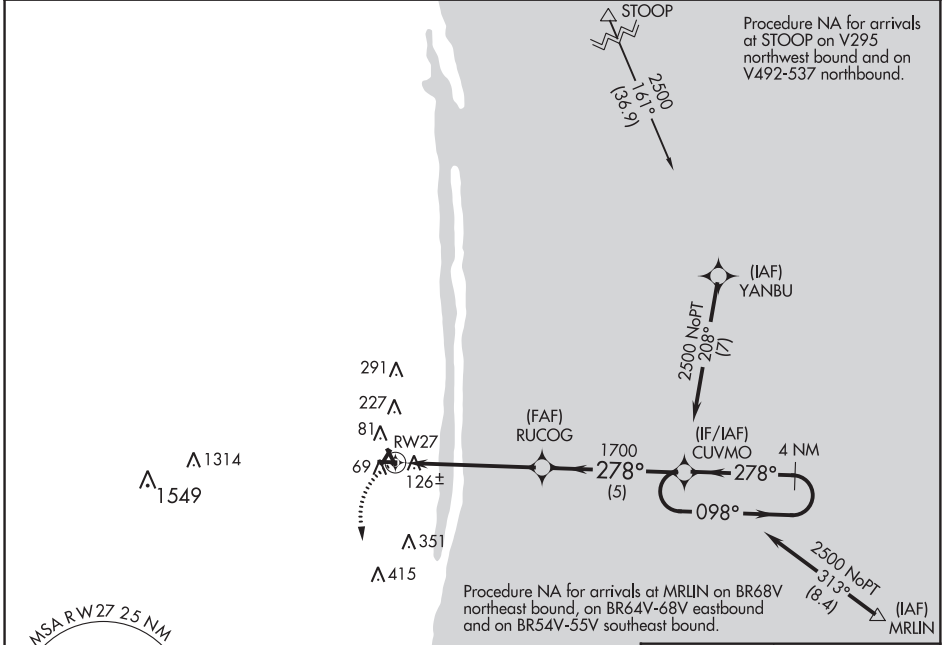
RNAV (GPS)-B

PALM BEACH COUNTY PARK (L.N.A)

▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting: increase call MDA 20 feet.
▲ NA Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2000 direct UGLEE and hold. Do not exceed 210K until turn completion.

AWOS-3 119.925	PALM BEACH APP CON 125.2 343.6	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
C CIRCLING	460-1 446 (500-1)	580-1 566 (600-1)	660-1 ³ / ₄ 646 (700-1 ³ / ₄)	NA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

LOC I-PWB 111.9	APP CRS 279°	Rwy Idg TDZE Apt Elev	9189 18 20
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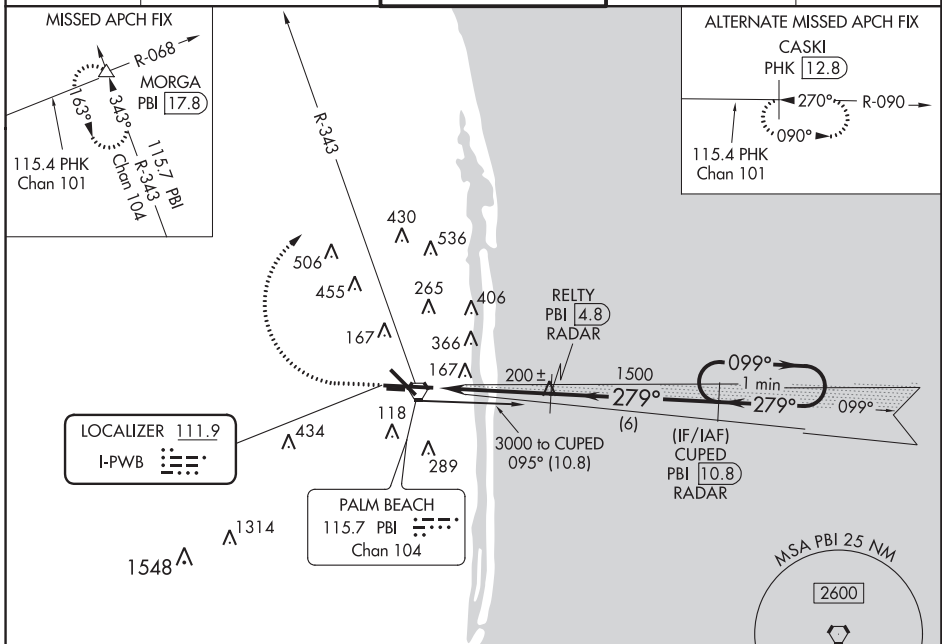
ILS or LOC RWY 28R

PALM BEACH INTL (PBI)

▽ **▲** DME or RADAR required.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via PBI VORTAC R-343 to MORGA INT/PBI 17.8 DME and hold.

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
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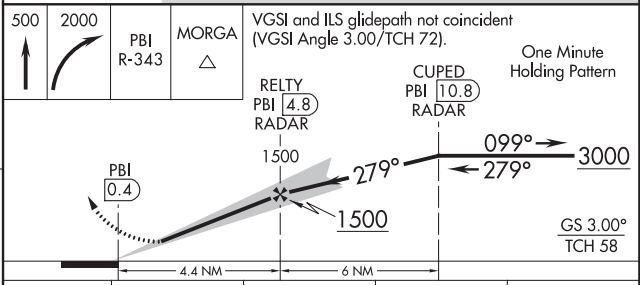
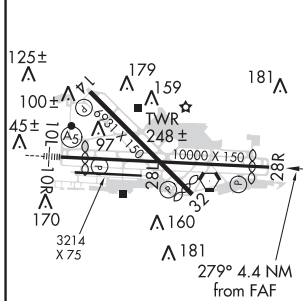


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 20	D	TDZE 18
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DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 28R	218/40 200 (200-3/4)			
S-LOC 28R	460/50	442 (500-1)	460/60 442 (500-1/4)	460-1/2 442 (500-1/2)
CIRCLING	560-1	540 (600-1)	640-1/2 620 (700-1/2)	680-2 660 (700-2)

APP CRS	Rwy ldg	6000
141°	TDZE	17
	Apt Elev	19

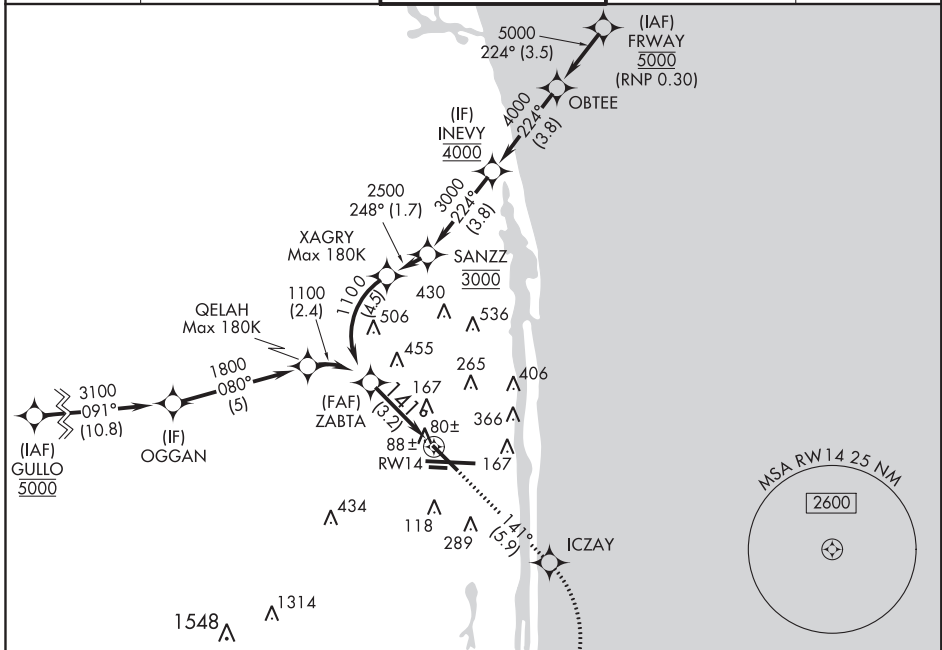
RNAV (RNP) Z RWY 14

PALM BEACH INTL (PBI)

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 47°C (118°F). When VGSI inoperative, procedure NA at night.

MISSED APPROACH: (Do not exceed 200 KIAS until VNDAL) Climb to 2000 on track 141° to ICZAY and right turn to VNDAL and on track 275° to LANCH and hold.

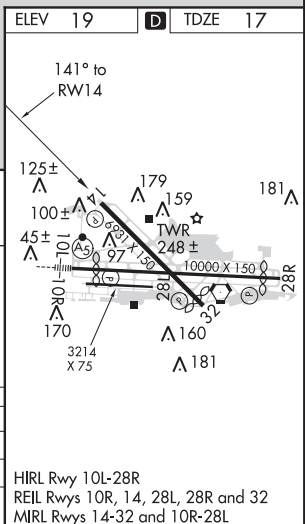
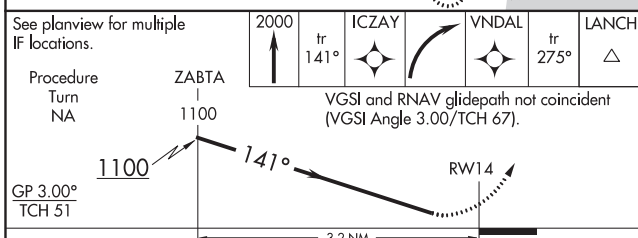
ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	128.3 317.4	119.1 257.8	121.9 284.6	121.6 284.6



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV	19	TDZE	17
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CATEGORY	A	B	C	D
RNP 0.11 DA		320-1	303 (400-1)	
RNP 0.30 DA		364-1¼	347 (400-1¼)	

AUTHORIZATION REQUIRED

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

APP CRS 279°	Rwy Idg 9189
	TDZE 18
	Apt Elev 19

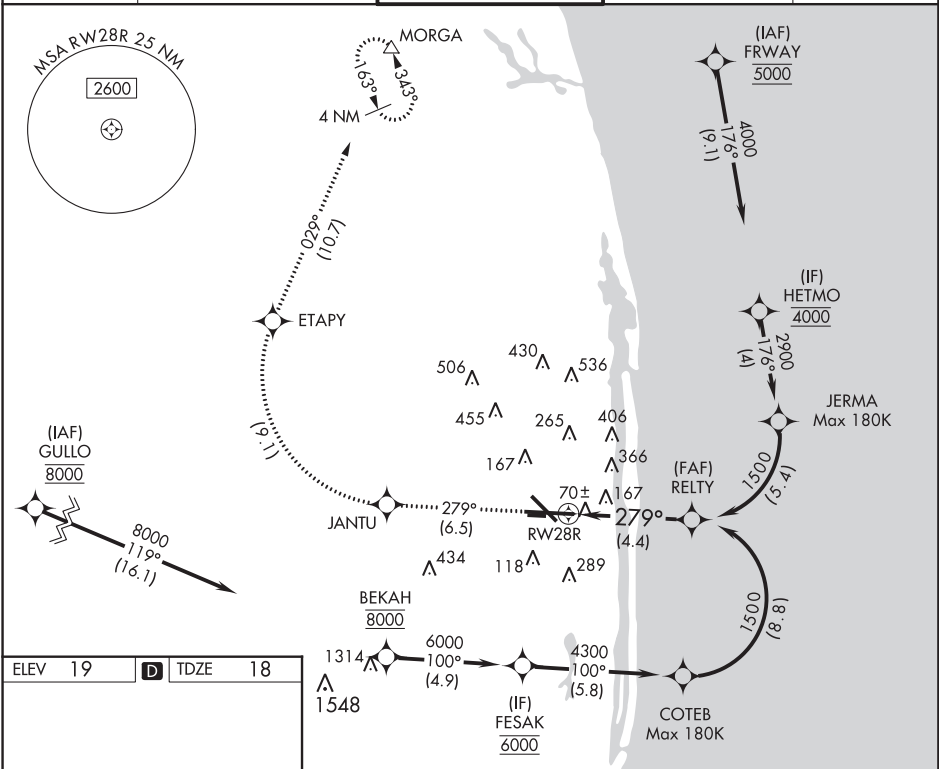
RNAV (RNP) Z RWY 28R

PALM BEACH INTL (PBI)

RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2000 on track 279° to JANTU and right turn to ETAPY and on track 029° to MORGA and hold.

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
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 19	D	TDZE 18
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HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

2000	JANTU	ETAPY	MORGA	Procedure Turn NA
tr 279°			tr 029°	

See planview for multiple IF locations.

RELTY 1500
RWY 28R
279°
1500
GP 3.00°
TCH 58

CATEGORY	A	B	C	D
RNP 0.30 DA	404/60		386 (400-1¼)	

AUTHORIZATION REQUIRED

WAAS CH 40018 W14A	APP CRS 141°	Rwy Idg TDZE Apt Elev	6000 17 19
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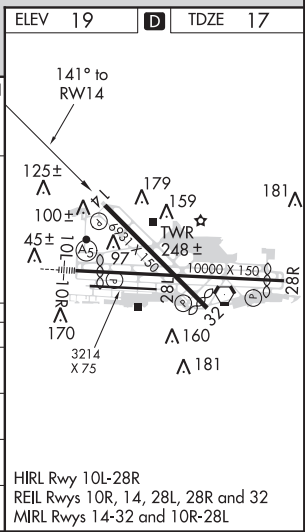
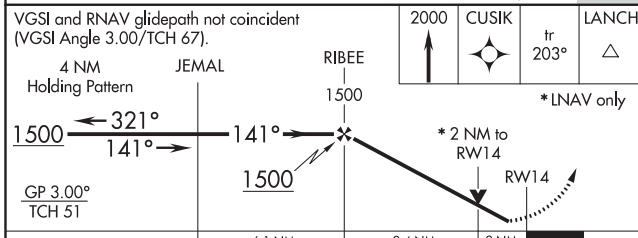
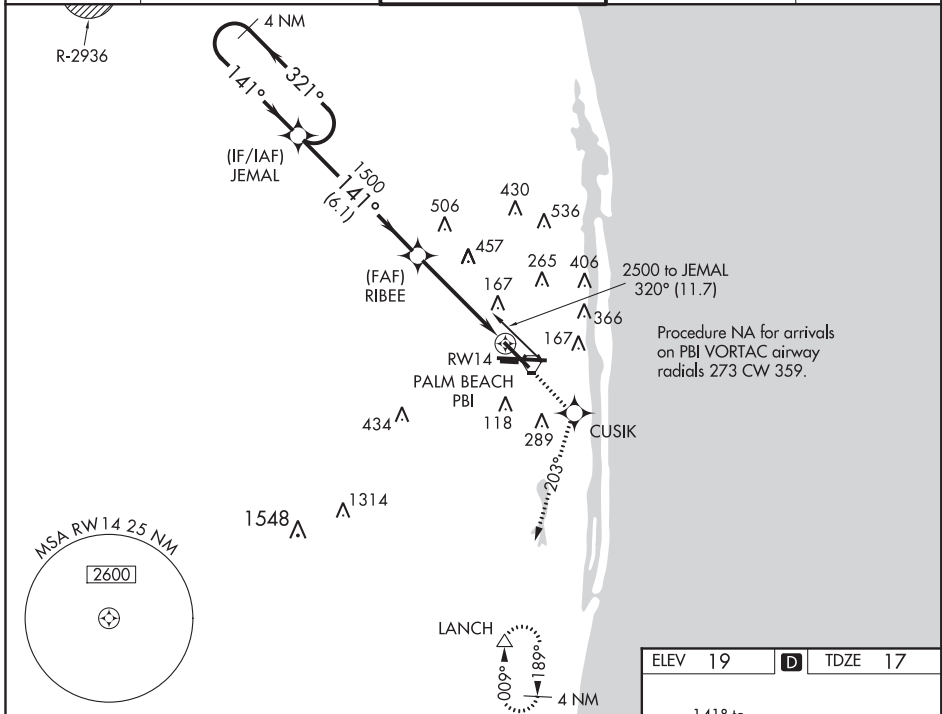
RNAV (GPS) Y RWY 14

PALM BEACH INTL (PBI)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct CUSIK and on track 203° to LANCH and hold.

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
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CATEGORY	A	B	C	D
LPV DA		293-1	276 (300-1)	
LNAV/VNAV DA		475-1½	458 (500-1½)	
LNAV MDA	720-1	703 (800-1)	720-2 703 (800-2)	720-2¼ 703 (800-2¼)
CIRCLING	720-1	701 (800-1)	720-2 701 (800-2)	720-2¼ 701 (800-2¼)

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SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45518 W28A	APP CRS 279°	Rwy Idg TDZE Apt Elev	9189 18 20
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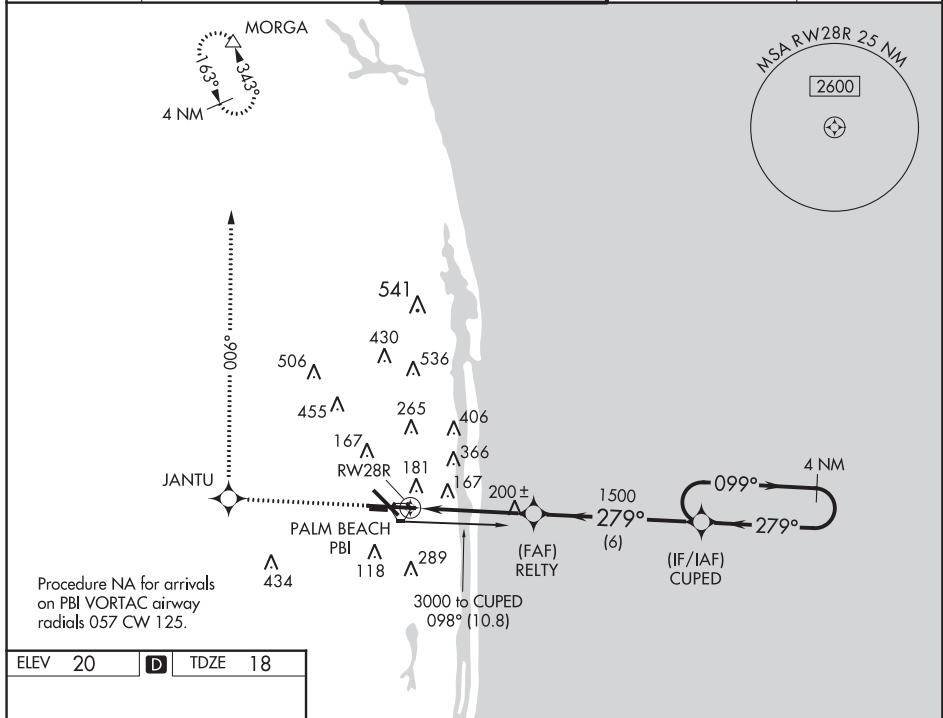
RNAV (GPS) Y RWY 28R

PALM BEACH INTL (PBI)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

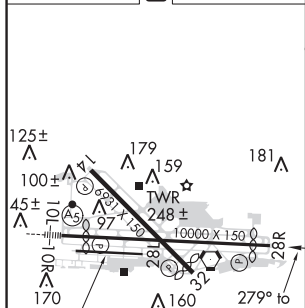
MISSED APPROACH: Climb to 2000 direct JANTU and via track 006° to MORGA and hold.

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
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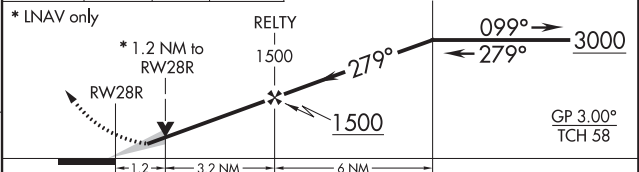


Procedure NA for arrivals on PBI VORTAC airway radials 057 CW 125.

ELEV 20	D	TDZE 18
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2000	JANTU	MORGA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).
↑	✦	tr 006°	4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA		356/60	338 (400-1¼)	
LNAV/VNAV DA		484-1½	466 (500-1½)	
LNAV MDA	460/50	442 (500-1)	460/60 442 (500-1¼)	460-1½ 442 (500-1½)
CIRCLING	560-1	540 (600-1)	640-1¾ 620 (700-1¾)	680-2 660 (700-2)

HIRL Rwy 10L-28R
REIL Rwy 10R, 14, 28L, 28R and 32
MIRL Rwy 14-32 and 10R-28L

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 62903 W32A	APP CRS 321°	Rwy Idg 6513 TDZE 16 Apt Elev 20
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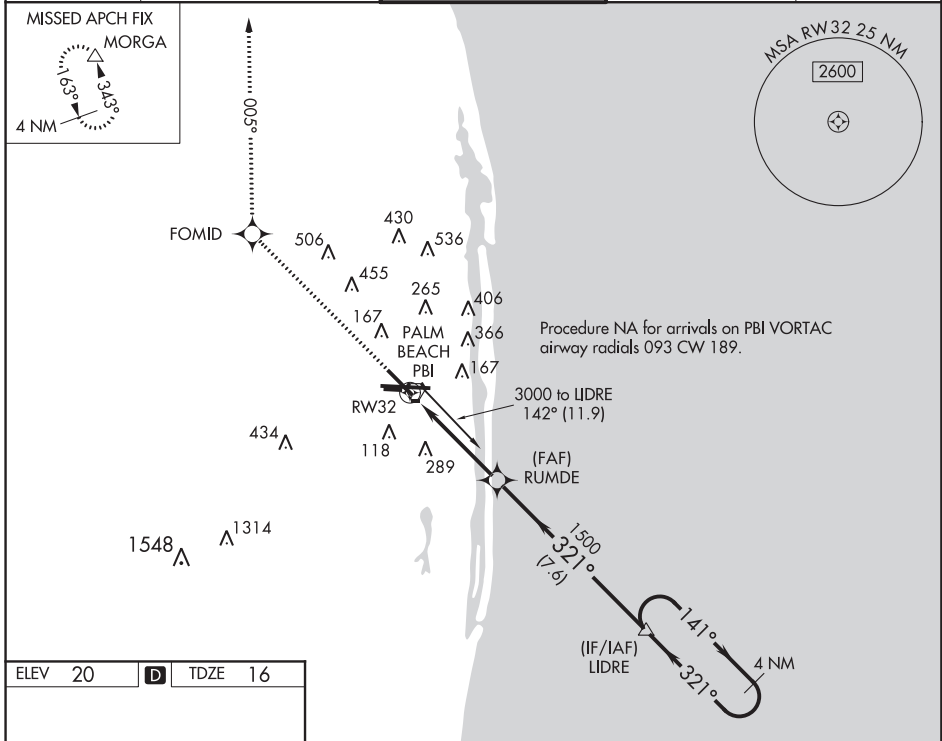
RNAV (GPS) Y RWY 32

PALM BEACH INTL (PBI)

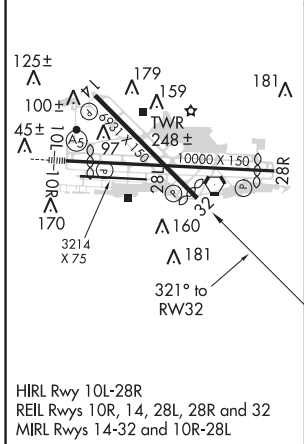
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct FOMID and via track 005° to MORGA and hold.

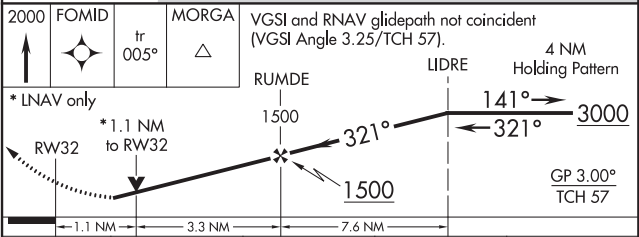
ATIS 123.75	PALM BEACH APP CON 128.3 317.4	PALM BEACH TOWER 119.1 257.8	GND CON 121.9 284.6	CLNC DEL 121.6 284.6
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ELEV 20	D	TDZE 16
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HIRL Rwy 10L-28R
REIL Rwy 10R, 14, 28L, 28R and 32
MIRL Rwy 14-32 and 10R-28L



2000	FOMID	tr 005°	MORGA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 57).
* LNAV only				4 NM Holding Pattern
* 1.1 NM to RWY 32				GP 3.00° TCH 57
CATEGORY	A	B	C	D
LPV DA	336-1		320 (400-1)	
LNAV/VNAV DA	431-1½		415 (500-1½)	
LNAV MDA	440-1	424 (500-1)	440-1¼	424 (500-1¼)
CIRCLING	560-1	540 (600-1)	640-1¾ 620 (700-1¾)	680-2 660 (700-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-449 (FAA)

PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA

ATIS
123.75
PALM BEACH TOWER
119.1 257.8
GND CON
121.9 284.6
CLNC DEL
121.6 284.6

FIELD
ELEV
20

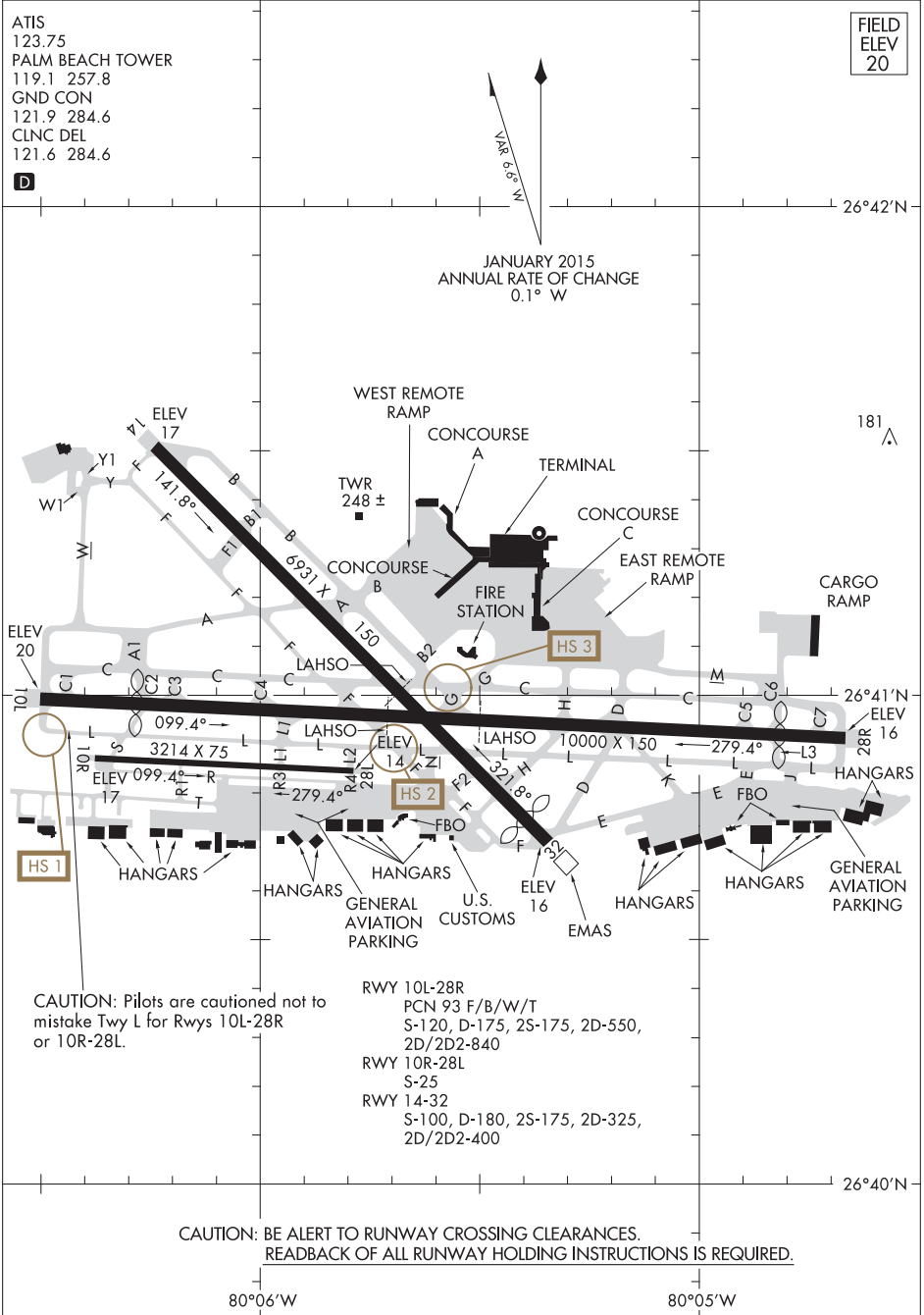
D

26°42'N

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

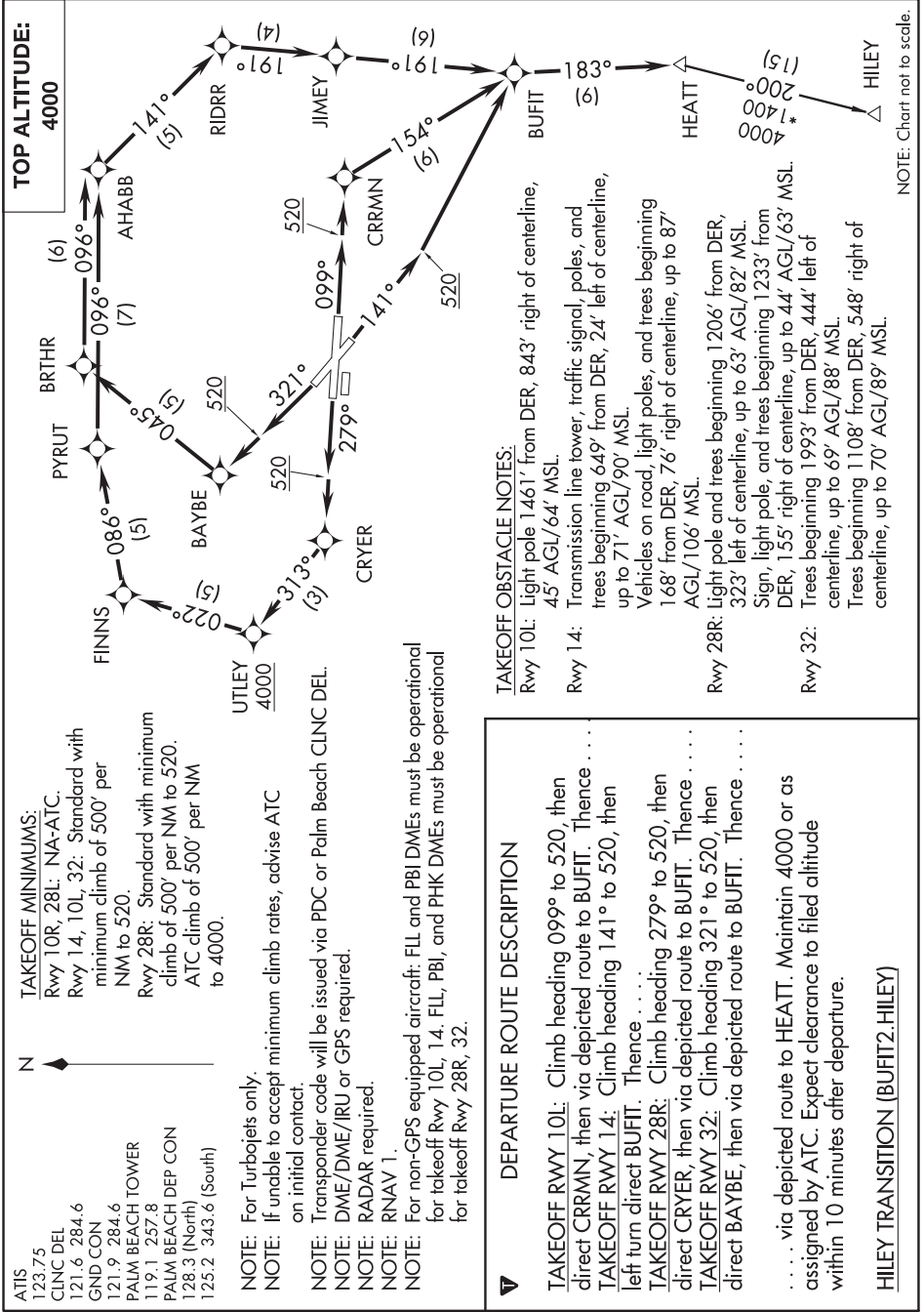


AIRPORT DIAGRAM

WEST PALM BEACH, FLORIDA
PALM BEACH INTL (PBI)

BUFIT TWO DEPARTURE (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017



BUFIT TWO DEPARTURE (RNAV)

LMORE TWO DEPARTURE (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct CRRMN, then via track 154° to BUFIT, then right turn via track 244° to SHRKY, then via depicted route to LMORE. Thence...

TAKEOFF RWY 14: Climb heading 141° to 520, then right turn direct BLINKT, then via depicted route to LMORE. Thence...

TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to LMORE. Thence...

TAKEOFF RWY 32: Climb heading 321° to 520, then left turn direct CRYER, then via depicted route to LMORE. Thence...

... via depicted route to DONVN. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

MKYDGD TRANSITION (LMORE2.MKYDGD)



TAKEOFF OBSTACLE NOTES:

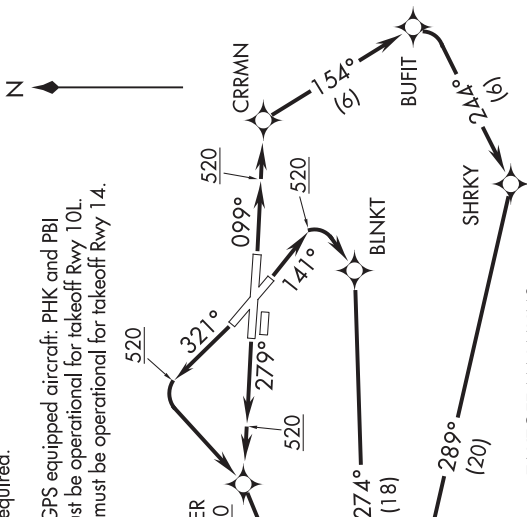
- Rwy 10L: Light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL.
- Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL.
- Rwy 28R: Light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL.
- Rwy 32: Trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

Note: Chart not to scale.

TOP ALTITUDE:
4000

- For Turbojets only.
- If unable to accept minimum climb rates, advise ATC on initial contact.
- Transponder code will be issued via PDC or Palm Beach CLNC DEL.
- DME/DME/IRU or GPS required.
- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: For non-GPS equipped aircraft: PIK and PBI DMEs must be operational for takeoff Rwy 10L. FLL DME must be operational for takeoff Rwy 14.

- ATIS 123.75
- CLNC DEL 121.6 284.6
- GND CON 121.9 284.6
- PALM BEACH TOWER 119.1 257.8
- PALM BEACH DEP CON 128.3 (North)
- 125.2 343.6 (South)



TAKEOFF MINIMUMS:

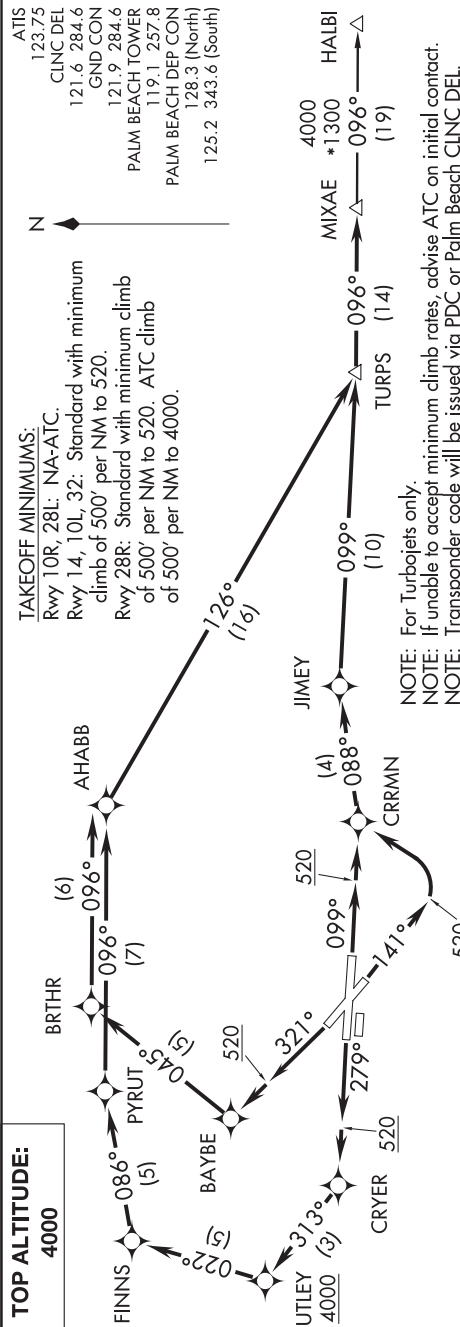
- Rwy 10R, 28L: NA-ATC.
- Rwy 14, 10L, 32: Standard with minimum climb of 500' per NM to 520.
- Rwy 28R: Standard with minimum climb of 500' per NM to 520. ATC climb of 500' per NM to 2500.

LMORE TWO DEPARTURE (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017

MIXAE TWO DEPARTURE (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017



TOP ALTITUDE:
4000

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct CRRMN, then via depicted route to TURPS, thence....

TAKEOFF RWY 14: Climb heading 141° to 520, then turn left direct CRRMN, then via depicted route to TURPS, thence....

TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to TURPS, thence....

TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to TURPS, thence....

... via depicted route to MIXAE. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

HALBI TRANSITION (MIXAE2.HALBI)

TAKEOFF MINIMUMS:

Rwy 10R, 28L: NA-ATC.
 Rwy 14, 10L, 32: Standard with minimum climb of 500' per NM to 520.
 Rwy 28R: Standard with minimum climb of 500' per NM to 520. ATC climb of 500' per NM to 4000.

ATIS 123.75
 CLNC DEL 121.6 284.6
 GND CON 121.9 284.6
 PALM BEACH TOWER 119.1 257.8
 PALM BEACH DEP CON 128.3 (North)
 125.2 343.6 (South)

NOTE: For Turbojets only.
 NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
 NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: RADAR required.
 NOTE: RNAV 1.
 NOTE: For non-GPS equipped aircraft: FLL and PBI DMEs must be operational for takeoff Rwy 10L, 14, FLL, PBI, and PHK DMEs must be operational for takeoff Rwy 28R, 32.

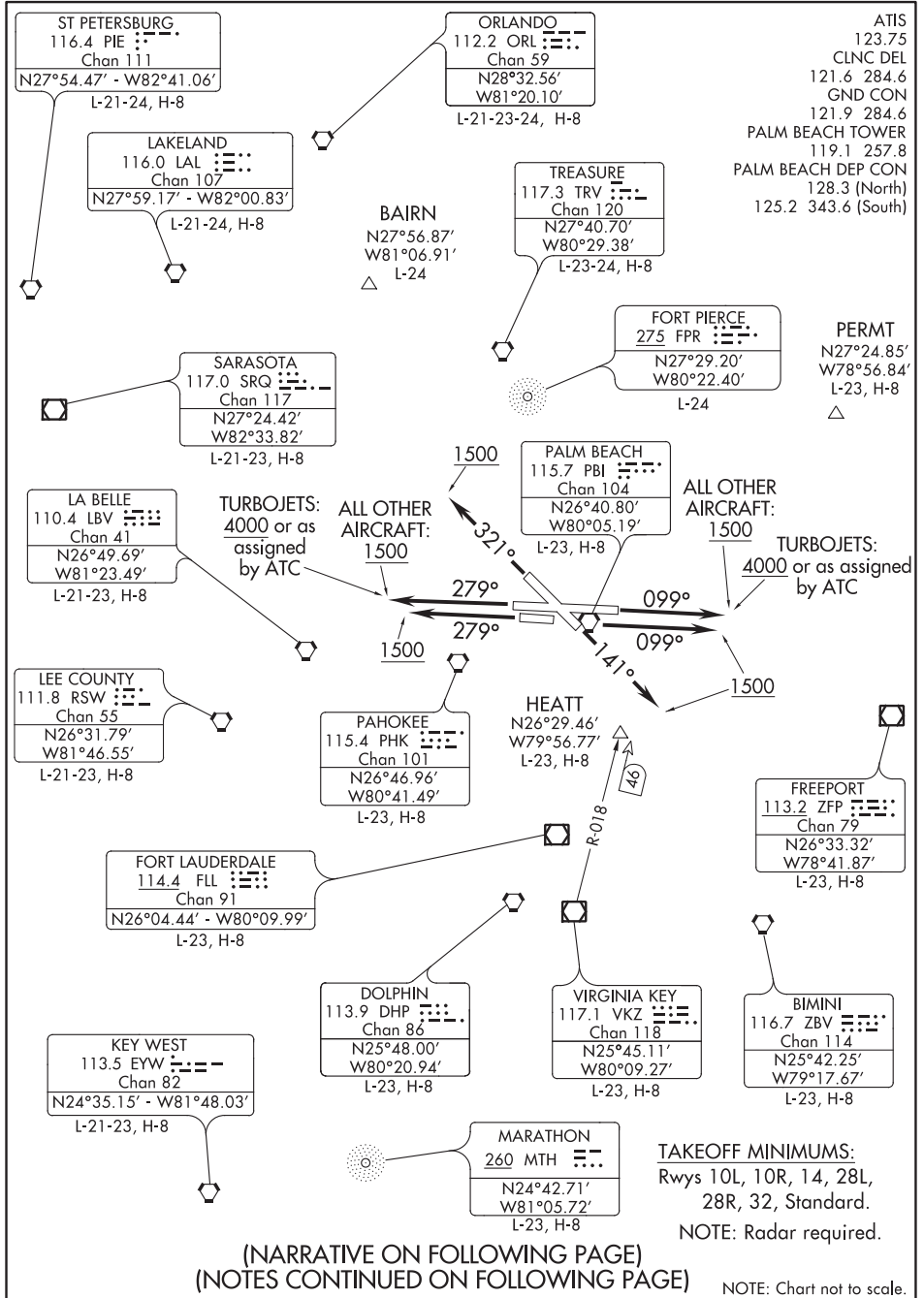
TAKEOFF OBSTACLE NOTES:

Rwy 10L: Light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL.
 Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL.
 Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL.
 Rwy 28R: Light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL.
 Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL.
 Rwy 32: Trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL.
 Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

NOTE: Chart not to scale.

PALM BEACH EIGHT DEPARTURE

PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

PALM BEACH EIGHT DEPARTURE

PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TURBOJETS:

TAKEOFF RWY 10L: Climb heading 099° to 4000 or as assigned by ATC, thence. . . .

TAKEOFF RWY 14: Climb heading 141° to 1500, thence. . . .

TAKEOFF RWY 28R: Climb heading 279° to 4000 or as assigned by ATC, thence. . . .

TAKEOFF RWY 32: Climb heading 321° to 1500, thence. . . .

ALL OTHER AIRCRAFT:

TAKEOFF RWYS 10R/L: Climb heading 099° to 1500, thence. . . .

TAKEOFF RWY 14: Climb heading 141° to 1500, thence. . . .

TAKEOFF RWYS 28R/L: Climb heading 279° to 1500, thence. . . .

TAKEOFF RWY 32: Climb heading 321° to 1500, thence. . . .

. . . .expect RADAR vectors to assigned/filed route. Expect further clearance to filed altitude 10 minutes after departure.

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 poles, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL.

Rwy 32: Trees beginning 1993' from DER, 444' left of centerline, 69' AGL/88' MSL.

Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

SLIDZ ONE DEPARTURE (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct CRRMN, then via depicted route to RBACK, thence. . . .

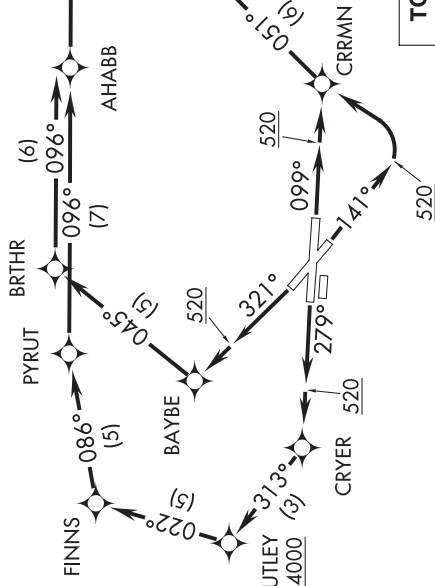
TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct CRRMN, then via depicted route to RBACK, thence. . . .

TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to RBACK, thence. . . .

TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to RBACK, thence. . . .

. . . . via depicted route to SLIDZ. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

AMNDA TRANSITION (SLIDZ1.SLIDZ)



NOTE: Chart not to scale.

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB and PBI DMEs must be operational for takeoff Rwy 10L, 14, 32. VRB, PBI, and PHK DMEs must be operational for takeoff Rwy 28R.

TAKEOFF MINIMUMS:
 Rwy 10R, 28L: NA-ATC.
 Rwy 14, 10L, 32: Standard with minimum climb of 500' per NM to 520.
 Rwy 28R: Standard with minimum climb of 500' per NM to 520. ATC climb of 500' per NM to 4000.

TAKEOFF OBSTACLE NOTES:
 Rwy 10L: Light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL.
 Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL.
 Rwy 28R: Light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL.
 Rwy 32: Trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

TOP ALTITUDE:
4000

SE-3, 10 NOV 2016 to 05 JAN 2017

TBIRD TWO DEPARTURE (RNAV)

SE-3, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
4000

TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L: Standard with minimum climb of 500' per NM to 520.
Rwy 28R, 32: Standard with minimum climb of 500' per NM to 520. ATC climb of 500' per NM to 4000.

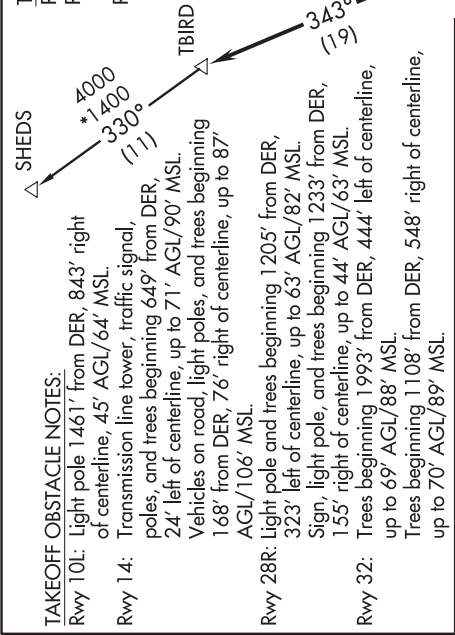
SHEDS
4000
*1400
3300
(111)

TAKEOFF OBSTACLE NOTES:
Rwy 10L: Light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL.
Rwy 28R: Light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL.
Rwy 32: Trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RWY 10L: Climb heading 099° to 520, then direct CRRMN, then via depicted route to DIAPR, thence
TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct CRRMN, then via depicted route to DIAPR, thence
TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to DIAPR, thence
TAKEOFF RWY 32: Climb heading 321° to 520, then left turn direct UTLEY, then via depicted route to DIAPR, thence
. via depicted route to TBIRD. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

SHEDS TRANSITION (TBIRD2.SHEDS)

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: PHK and PBI DMEs must be operational.



TBIRD TWO DEPARTURE (RNAV)

NOTE: Chart not to scale.

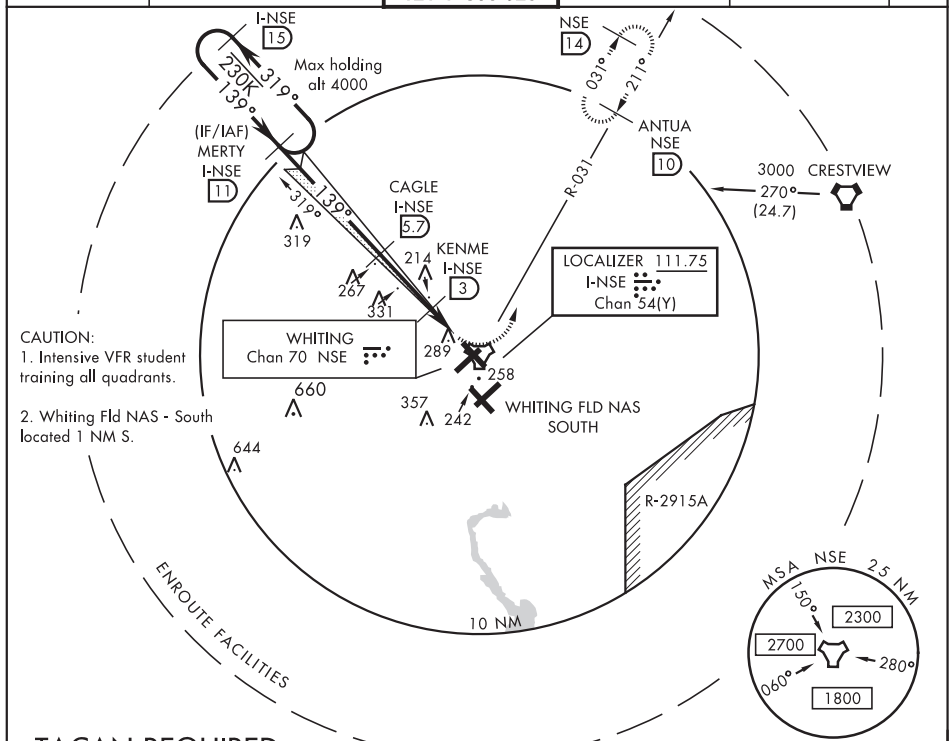
SE-3, 10 NOV 2016 to 05 JAN 2017

MILTON, FLORIDA

ILS Y or LOC/DME RWY 14

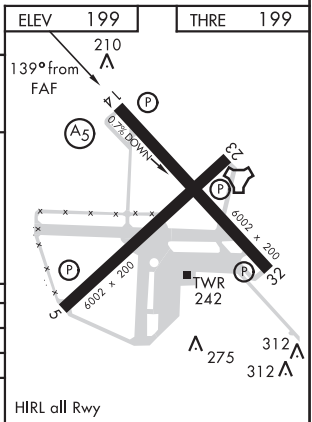
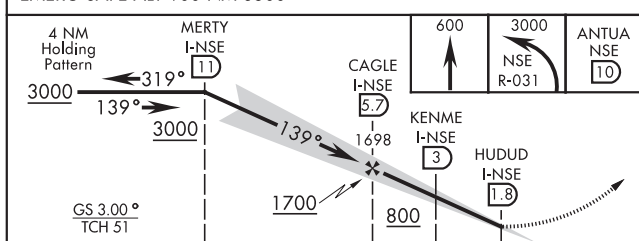
LOC/DME I-NSE 111.75 Chan 54(Y)	APCH CRS 139°	Rwy Idg 6002 THRE 199 Arpt Elev 199	AL-602 [UN]	WHITING FLD NAS - NORTH (KNSE)
* When ALS inop, increase vis CAT ABCD to ¾ mile. ** When ALS inop, increase vis CAT ABCD to 1 mile. *** Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.			MALSR (A5)	MISSED APPROACH: Climb to 600. Then climbing left turn to 3000. Intercept NSE TACAN R-031 to ANTUA and hold. Contact Pensacola APP CON.

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	ASR
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TACAN REQUIRED

EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D
S-ILS 14 *	399-½	200	(200-½)	
S-LOC 14 **	460-½	261	(300-½)	
CIRCLING ***	600-1 401 (500-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

MILTON, FLORIDA
Amdt 1 02MAY13

30° 43'N-87° 01'W

WHITING FLD NAS - NORTH (KNSE)

ILS Y or LOC/DME RWY 14

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MILTON, FLORIDA

ILS Z or RNAV (GPS) RWY 14

LOC I-NSE 111.75	APCH CRS 139°	Rwy Idg THRE Arpt Elev 6002 199 199
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AL-602 [UN]

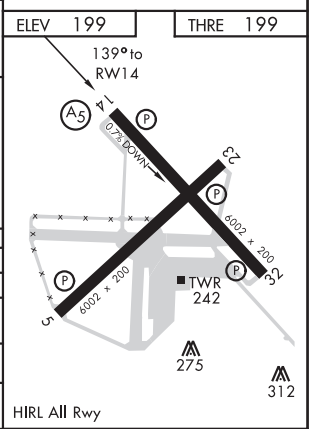
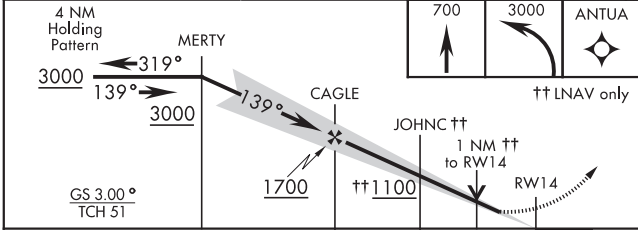
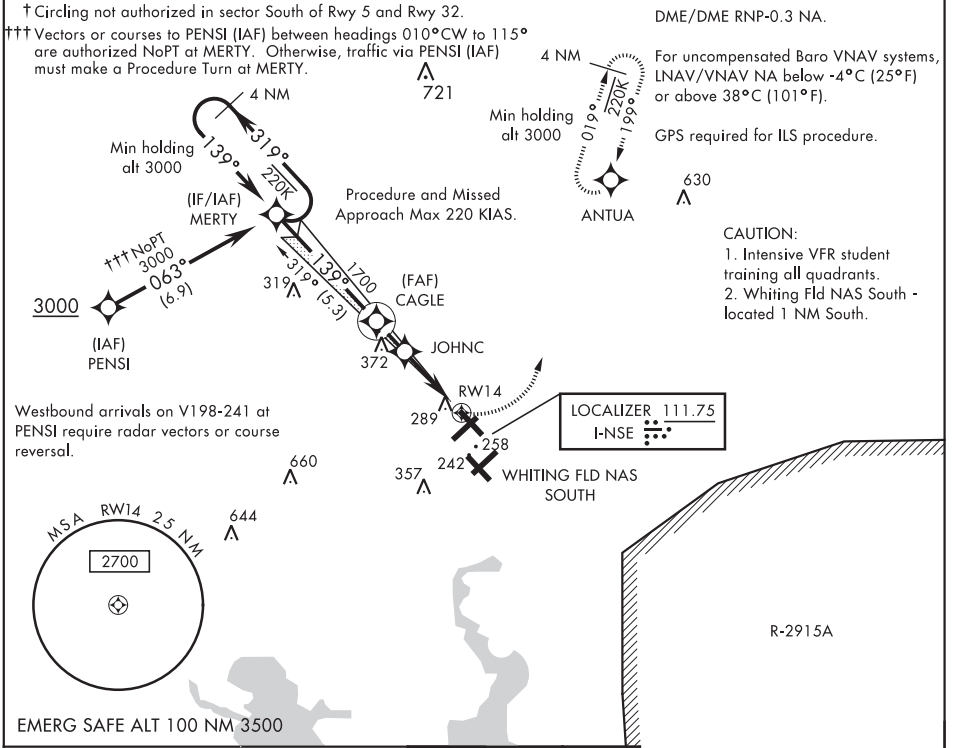
WHITING FLD NAS - NORTH (KNSE)

* When ALS inop, increase vis CAT ABCD to ¼ mile.
 ** When ALS inop, increase vis CAT ABCD to ⅞ mile.
 *** When ALS inop, increase vis CAT ABCD to 1 mile.

MALSR 

MISSED APPROACH: Climb to 700, then climbing left turn to 3000 direct to ANTUA and hold. Max airspeed 220 KIAS. Contact Pensacola APP CON.

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	ASR
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CATEGORY	A	B	C	D
S-ILS 14 *	399-½	200	(200-½)	
LNAV/VNAV DA **	460-½	261	(300-½)	
LNAV MDA ***	560-½ 361 (400-½)	560-⅝ 361 (400-⅝)		
CIRCLING †	600-1 401 (500-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

MILTON, FLORIDA

30°43'N-87°01'W

WHITING FLD NAS - NORTH (KNSE)

Amdt 1 07FEB13

ILS Z or RNAV (GPS) RWY 14

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MILTON, FLORIDA

RNAV (GPS) RWY 23

APCH CRS 229°	Rwy Idg THRE Arprt Elev	6002 183 199
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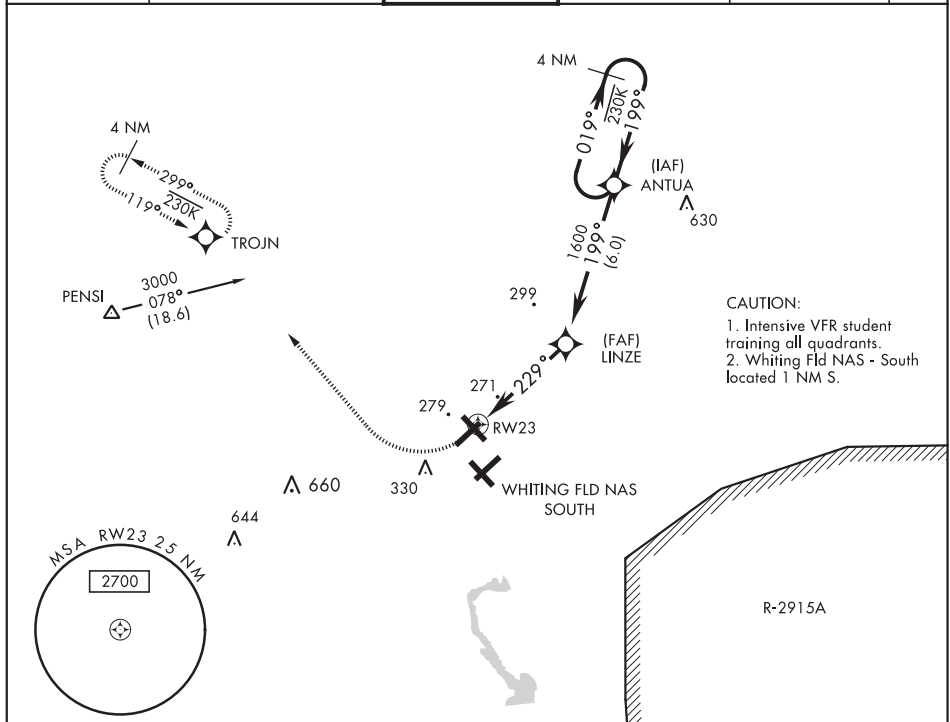
AL-602 [USN]

WHITING FLD NAS - NORTH (KNSE)

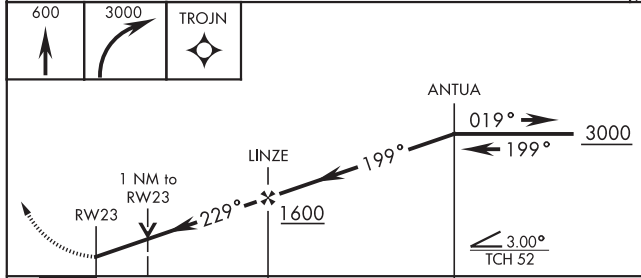
* Circling not authorized in sector S of Rwy 5 and Rwy 32.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct TROJN and hold. Continue climb in hold to 3000. Max airspeed 230 KIAS. Contact Pensacola APP CON.

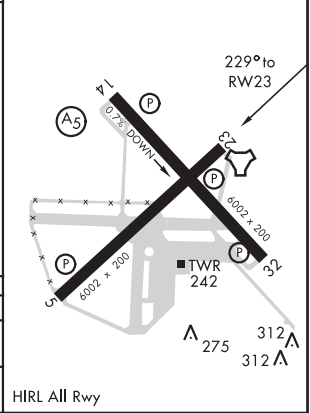
ATIS ★ 290.325	PENSACOLA APP CON 127.35 278.8	NORTH WHITING TOWER ★ 121.4 306.925	GND CON 251.15	CLNC DEL 257.775	ASR
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EMERG SAFE ALT 100 NM 3500	ELEV 199	THRE 183
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CATEGORY	A	B	C	D
RNAV MDA	540-1		357	(400-1)
CIRCLING *	600-1 401 (500-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)



MILTON, FLORIDA
Amdt 1 13DEC12

30°43'N-87°01'W

WHITING FLD NAS - NORTH (KNSE)

RNAV (GPS) RWY 23

SE-3, 10 NOV 2016 to 05 JAN 2017

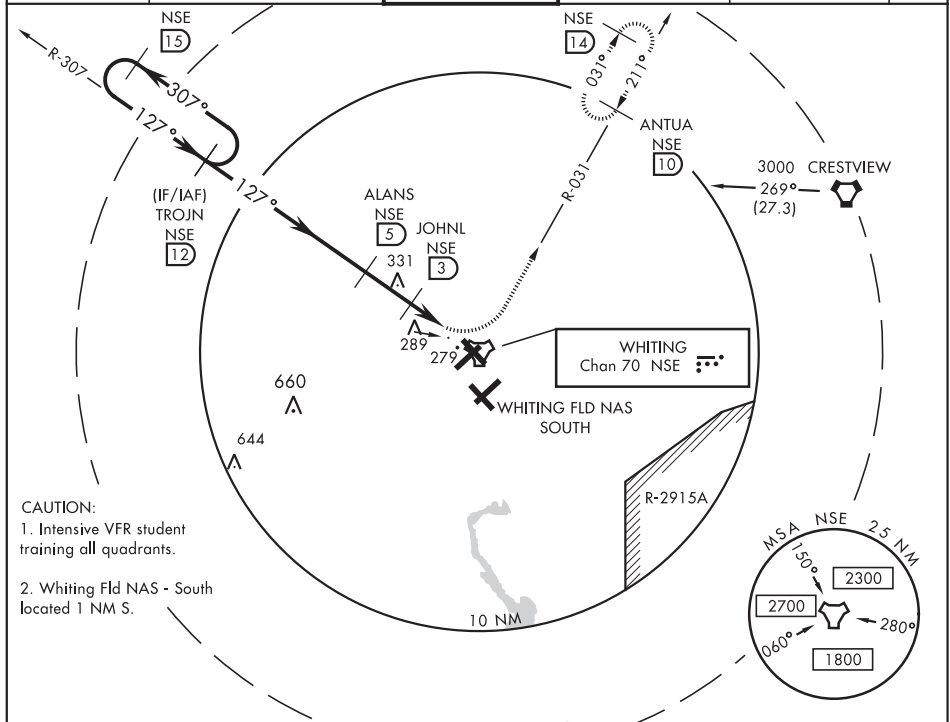
SE-3, 10 NOV 2016 to 05 JAN 2017

MILTON, FLORIDA

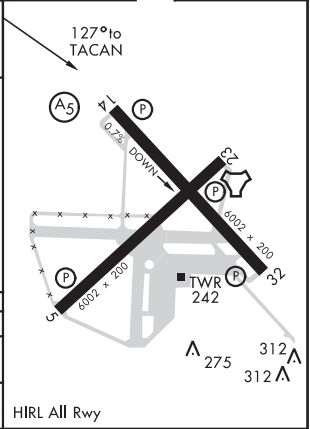
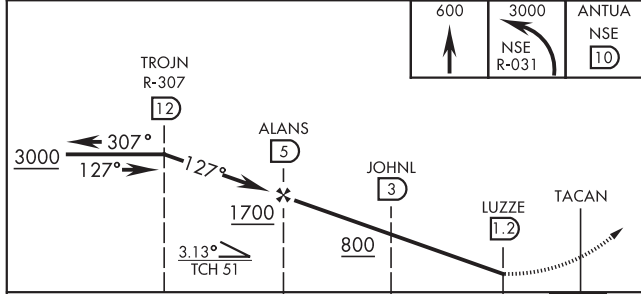
TACAN RWY 14

TACAN NSE Chan 70	APCH CRS 127°	Rwy ldg THRE Arpt Elev 6002 199 199	AL-602 [UNSN]	WHITING FLD NAS - NORTH (KNSE)
* When ALS inop, increase vis CAT ABCD to 1 mile. ** Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.			MALSR (A5)	MISSED APPROACH: Climb to 600, then climbing left turn to 3000, intercept NSE R-031 to ANTUA and hold. Contact Pensacola APP CON.

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	ASR
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EMERG SAFE ALT 100 NM 3500	ENROUTE FACILITIES	ELEV 199	THRE 199
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CATEGORY	A	B	C	D
S-14 *	540-½ 341	(400-½)	540-¾ 341	(400-¾)
CIRCLING **	600-1 401 (500-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

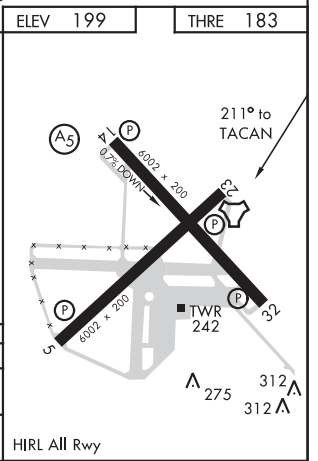
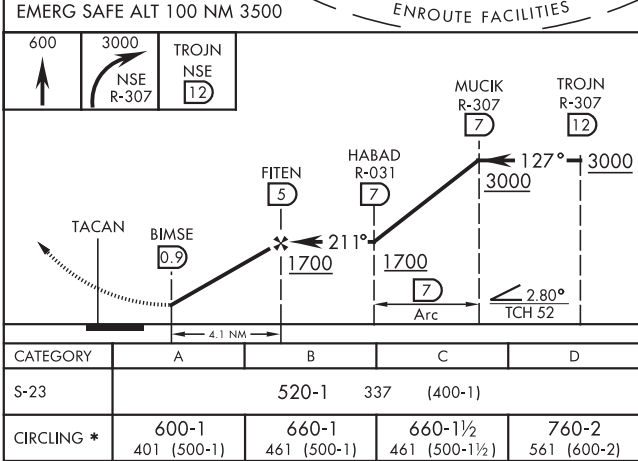
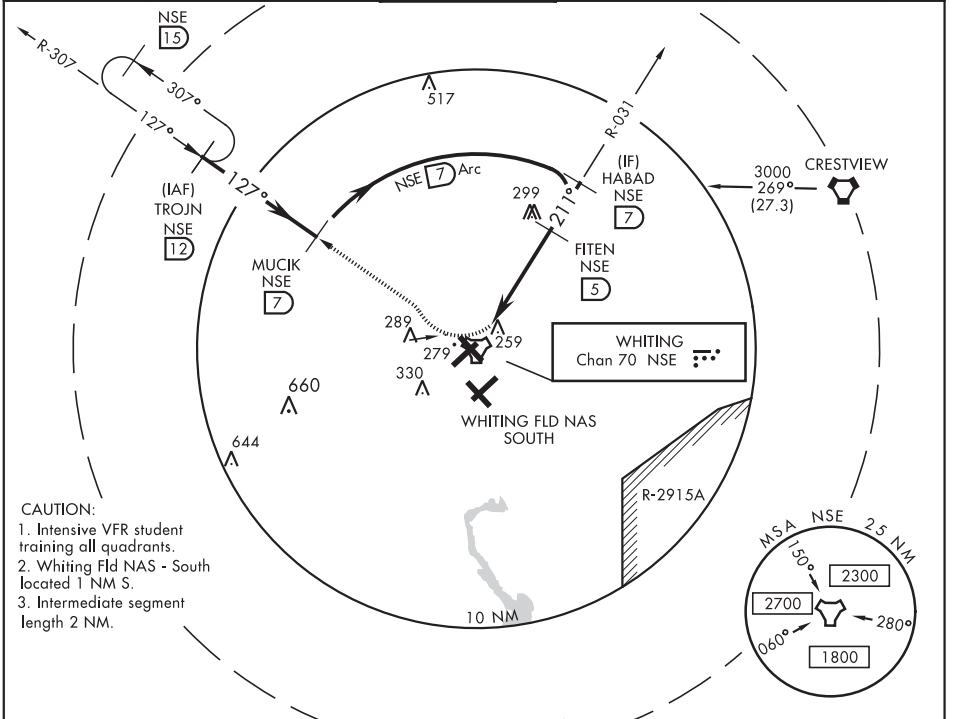
MILTON, FLORIDA

TACAN RWY 23

TACAN NSE Chan 70	APCH CRS 211°	Rwy ldg THRE 183 Arpt Elev 199	AL-602 [USN]	WHITING FLD NAS - NORTH (KNSE)
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* Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32. MISSED APPROACH: Climb to 600. Then climbing right turn to 3000. Intercept NSE TACAN R-307 to TROJN and hold. Contact Pensacola APP CON.

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	ASR
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MILTON, FLORIDA
Amdt 2 02MAY13

30° 43'N-87° 01'W

WHITING FLD NAS - NORTH (KNSE)

TACAN RWY 23

AIRPORT DIAGRAM

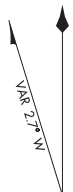
AFD-602 [USN]

MILTON, FLORIDA

ATIS ★
 290.325
 NORTH WHITING TOWER ★
 121.4 306.925
 GND CON
 251.15
 CLNC DEL
 257.775

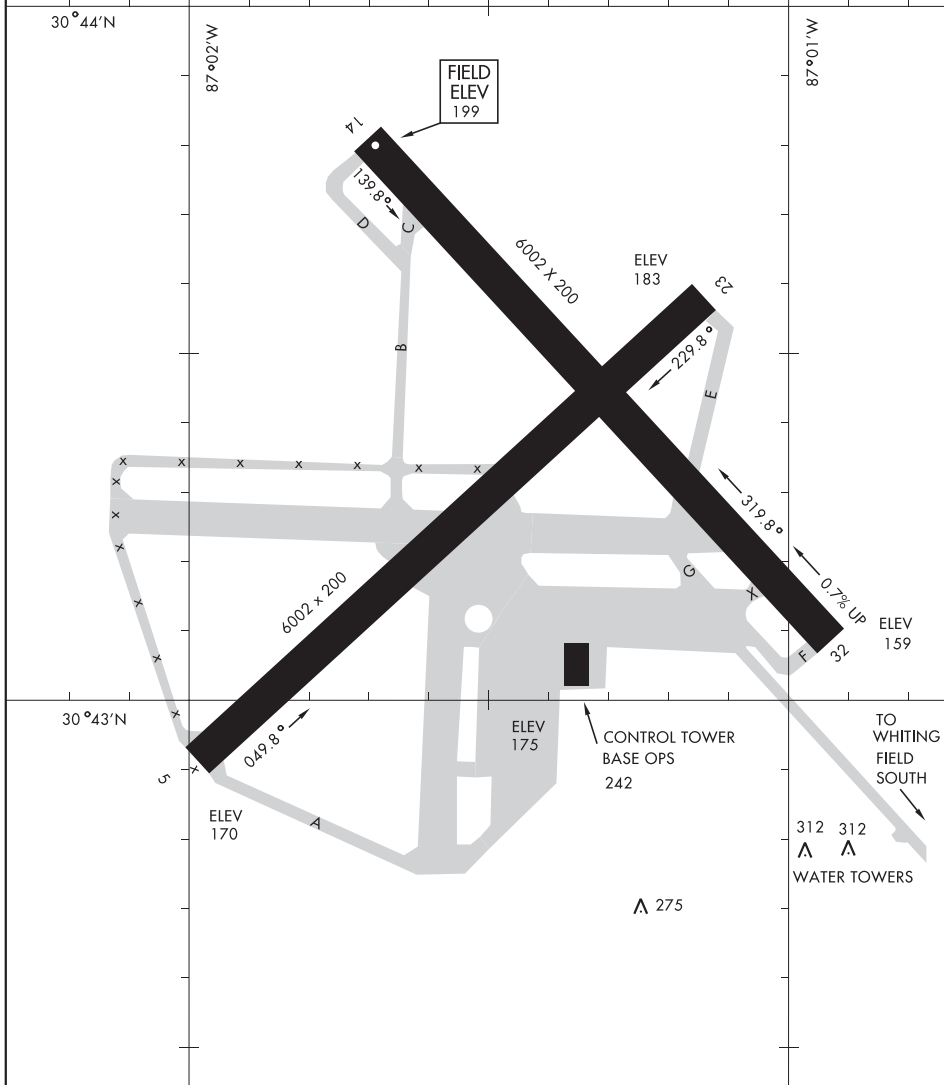
OCTOBER 2015
 ANNUAL RATE OF CHANGE
 0.1° W

Rwy 5-23
 PCN 31 F/A/W/T
 Rwy 14-32
 PCN 23 F/A/W/T



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

MILTON, FLORIDA
 WHITING FLD NAS-NORTH (KNSE)

MILTON, FLORIDA

ILS Y or LOC/DME RWY 32

LOC/DME I-NDZ 110.55 Chan 42(Y)	APCH CRS 319°	Rwy Idg THRE 164 Arpt Elev 177	6001
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AL-1909 [USN]

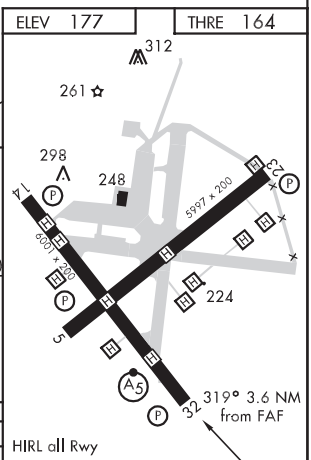
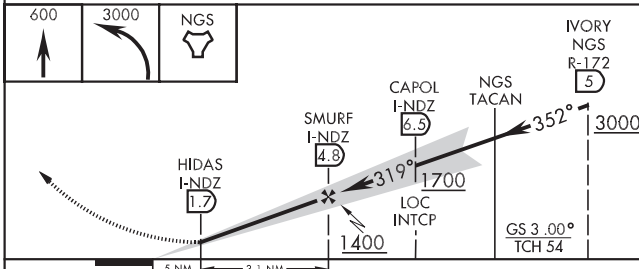
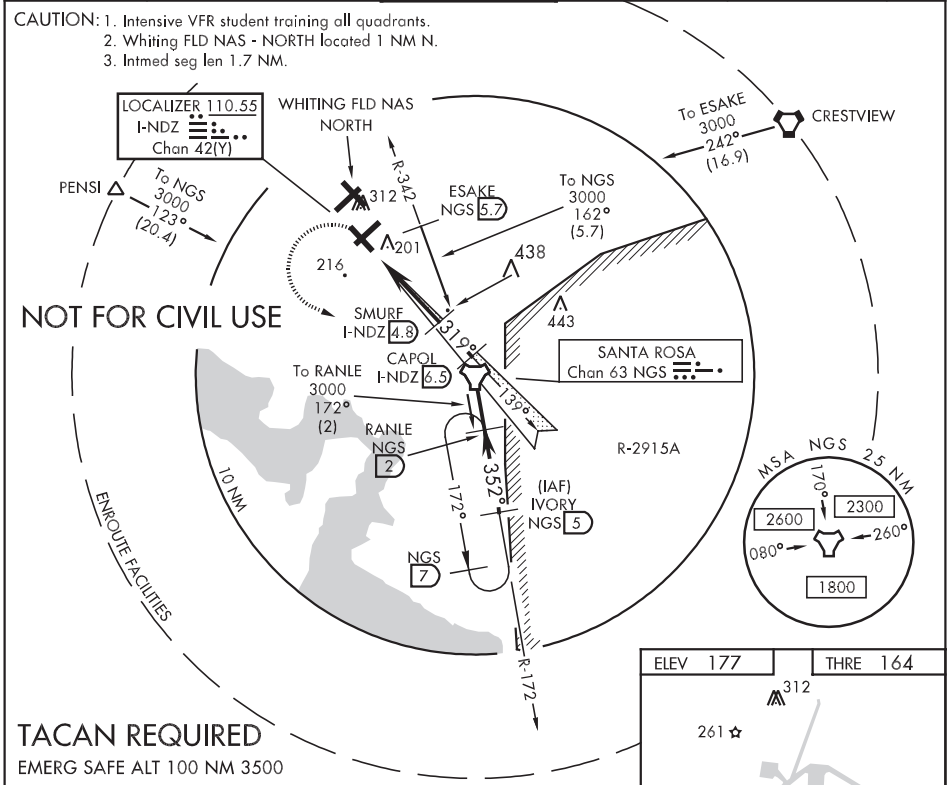
WHITING FLD NAS - SOUTH (KNDZ)

⚠ * When ALS inop, increase CAT ABCD vis to ¾ mile.
 ** When ALS inop, increase CAT ABCD vis to 1 mile.
 *** Circling not authorized NE of Rwy 14-32 and NW of Rwy 5-23.

MALS R **A5**

MISSED APPROACH: Climb to 600. Then climbing left turn to 3000 direct NGS TACAN. Then via R-172 to RANLE and hold. Contact Pensacola Approach Control.

ATIS ★ 273.575	PENSACOLA APP CON 124.85 385.4	SOUTH WHITING TOWER ★ 121.4 348.675	GND CON 317.65	CLNC DEL 355.6	ASR/PAR
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CATEGORY	A	B	C	D
S-ILS 32*	364-½	200	(200-½)	
S-LOC 32**	420-½	256 (300-½)	420-¾	256 (300-¾)
CIRCLING***	560-1 383 (400-1)	640-1 463 (500-1)	640-1½ 463 (500-1½)	740-2 563 (600-2)

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

MILTON, FLORIDA
 Amdt 3 20SEP12

30°42'N-87°01'W

WHITING FLD NAS - SOUTH (KNDZ)

ILS Y or LOC/DME RWY 32

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

MILTON, FLORIDA

ILS Z or RNAV (GPS) RWY 32

LOC/DME I-NDZ 110.55 Chan 42(Y)	APCH CRS 319°	Rwy Idg THRE 164 Arpt Elev 177	6001
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AL-1909 [USN]

WHITING FLD NAS - SOUTH (KNDZ)

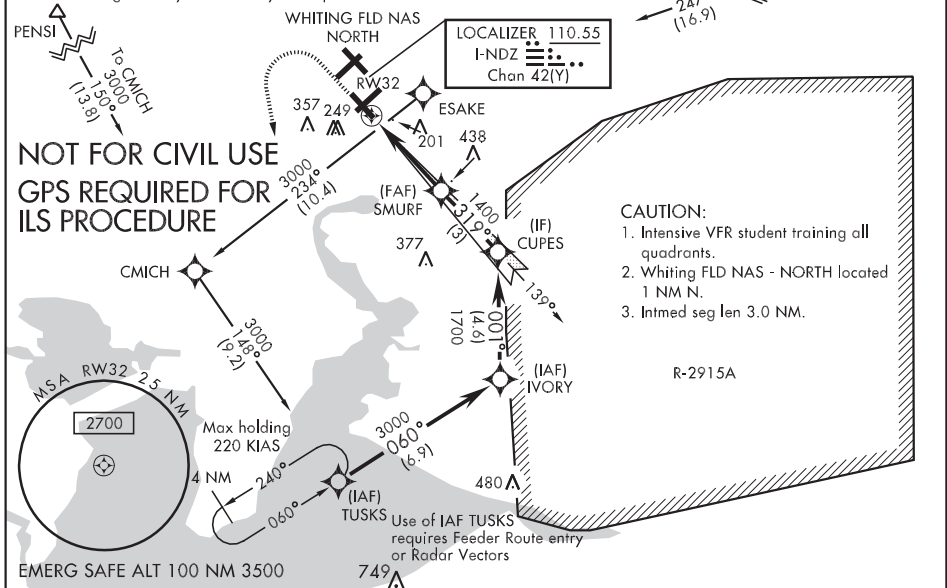
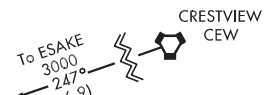
▼ * When ALS inop, increase CAT ABCD vis to 3/4 mile.
 ** When ALS inop, increase CAT ABCD vis to 7/8 mile.
 *** When ALS inop, increase CAT ABCD vis to 1 mile.

⊙ MALSR
A5 MISSED APPROACH: Climb to 800. Then climbing left turn to 3000, direct to TUSKS and hold. Continue climb in hold to 3000. Max airspeed 220 KIAS. Contact Pensacola Approach Control.

ATIS ★ 273.575	PENSACOLA APP CON 124.85 385.4	SOUTH WHITING TOWER ★ 121.4 348.675	GND CON 317.65	CLNC DEL 355.6	ASR/PAR
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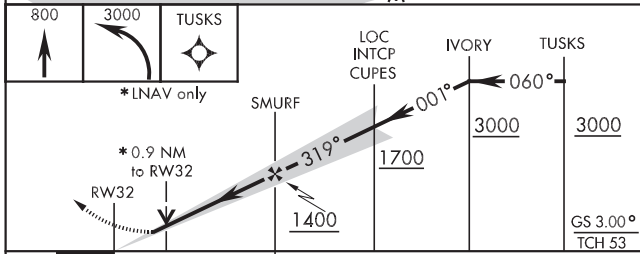
**** Circling not authorized in sector NE of Rwy 14-32 and NW of Rwy 5-23. Max approach speed all segments 220 KIAS.
 Circling to Rwy 14 NA at night.

For uncompensated BARO VNAV systems,
 LNAV/VNAV NA below -15°C (5°F) or above 39°C (103°F).
 DME/DME RNP-0.3 NA.
 RNAV Circling visibility reduction by helicopters NA.

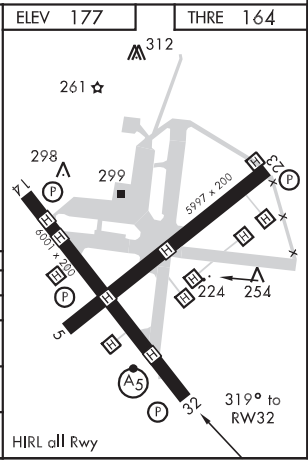


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 32*	364-1/2	200	(200-1/2)	
LNAV/VNAV DA**	461-1/2	297	(300-1/2)	
LNAV MDA***	520-1/2 356 (400-1/2)		520-5/8 356 (400-3/8)	
CIRCLING****	600-1 423 (500-1)	640-1 463 (500-1)	720-1 1/2 543 (600-1 1/2)	740-2 563 (600-2)



MILTON, FLORIDA
Amdt 4 04APR13

30°42'N-87°01'W

WHITING FLD NAS - SOUTH (KNDZ)

ILS Z or RNAV (GPS) RWY 32

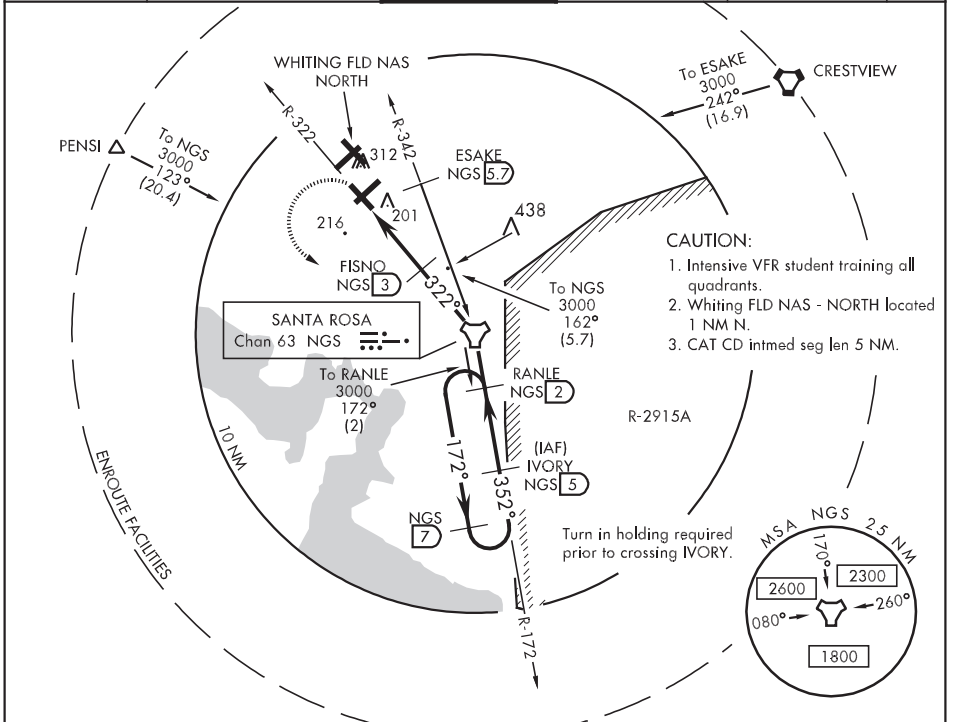
TACAN RWY 32

TACAN NGS Chan 63	APCH CRS 322°	Rwy Idg THRE Arpt Elev 6001 164 177	AL-1909 [USN]	WHITING FLD NAS - SOUTH (KNDZ)
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▼ * When ALS inop, increase CAT ABCD vis to 1 mile.
 ** Circling not authorized NE of Rwy 14-32 and NW of Rwy 5-23.

MALSR (A5) MISSED APPROACH: Climb to 600. Then climbing left turn to 3000 direct NGS TACAN. Then via R-172 to RANLE and hold. Contact Pensacola Approach Control.

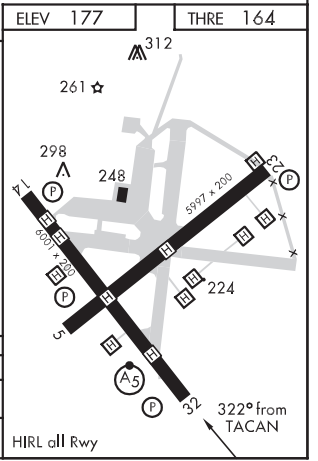
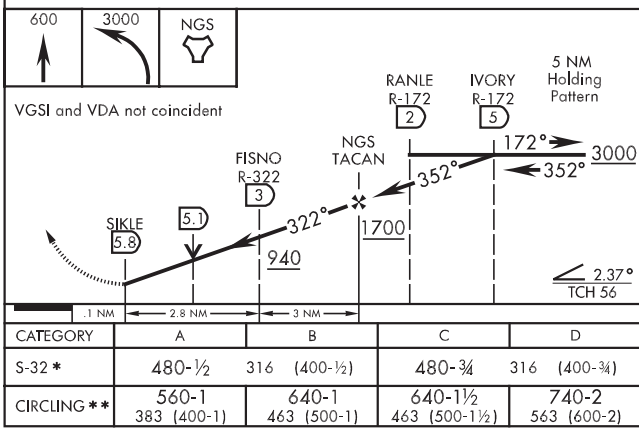
ATIS ★ 273.575	PENSACOLA APP CON 124.85 385.4	SOUTH WHITING TOWER ★ 121.4 348.675	GND CON 317.65	CLNC DEL 355.6	ASR/PAR
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3500



MILTON, FLORIDA 30° 42'N-87° 01'W WHITING FLD NAS - SOUTH (KNDZ)

Amdt 3 20SEP12

TACAN RWY 32

MILTON, FLORIDA

COPTER RNAV (GPS) 004

APCH CRS 004°	Rwy Idg THRE Arpt Elev 5997 N/A 177
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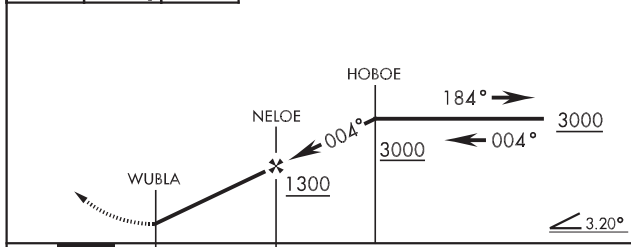
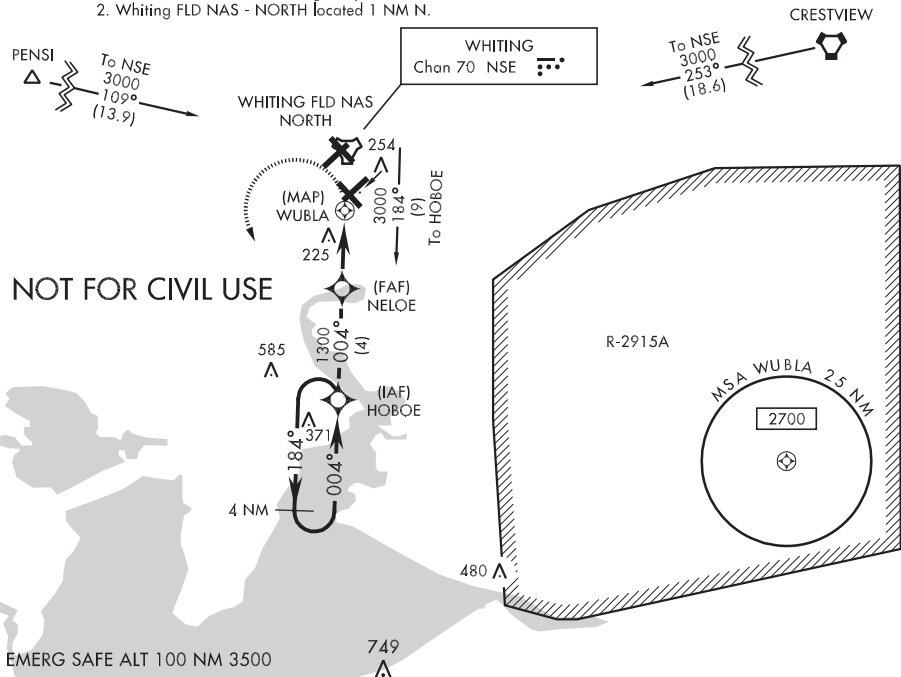
AL-1909 [USN]

WHITING FLD NAS - SOUTH (KNDZ)

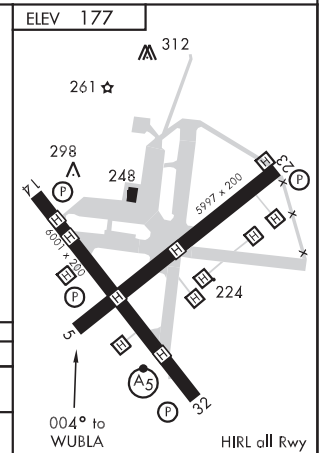
<p>▼ DME/DME RNP-0.3 NA. Max procedure airspeed 90 KIAS. Arm approach mode 30 NM from airport.</p>	<p>MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct HOBEO and hold. Continue climb-in-hold to 3000. Contact Pensacola Approach Control.</p>
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<p>ATIS ★ 273.575</p>	<p>PENSACOLA APP CON 124.85 385.4</p>	<p>SOUTH WHITING TOWER ★ 121.4 348.675</p>	<p>GND CON 317.65</p>	<p>CLNC DEL 355.6</p>	<p>ASR/PAR</p>
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CAUTION: 1. Intensive VFR student training all quadrants.
2. Whiting FLD NAS - NORTH located 1 NM N.



CATEGORY	COPTER		
LNAV MDA	520-1	343	(400-1)
CIRCLING	NOT AUTHORIZED		



MILTON, FLORIDA
Amdt 1 15NOV12

30°42'N-87°01'W

WHITING FLD NAS - SOUTH (KNDZ)

COPTER RNAV (GPS) 004

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AFD-1909 [USN]

MILTON, FLORIDA

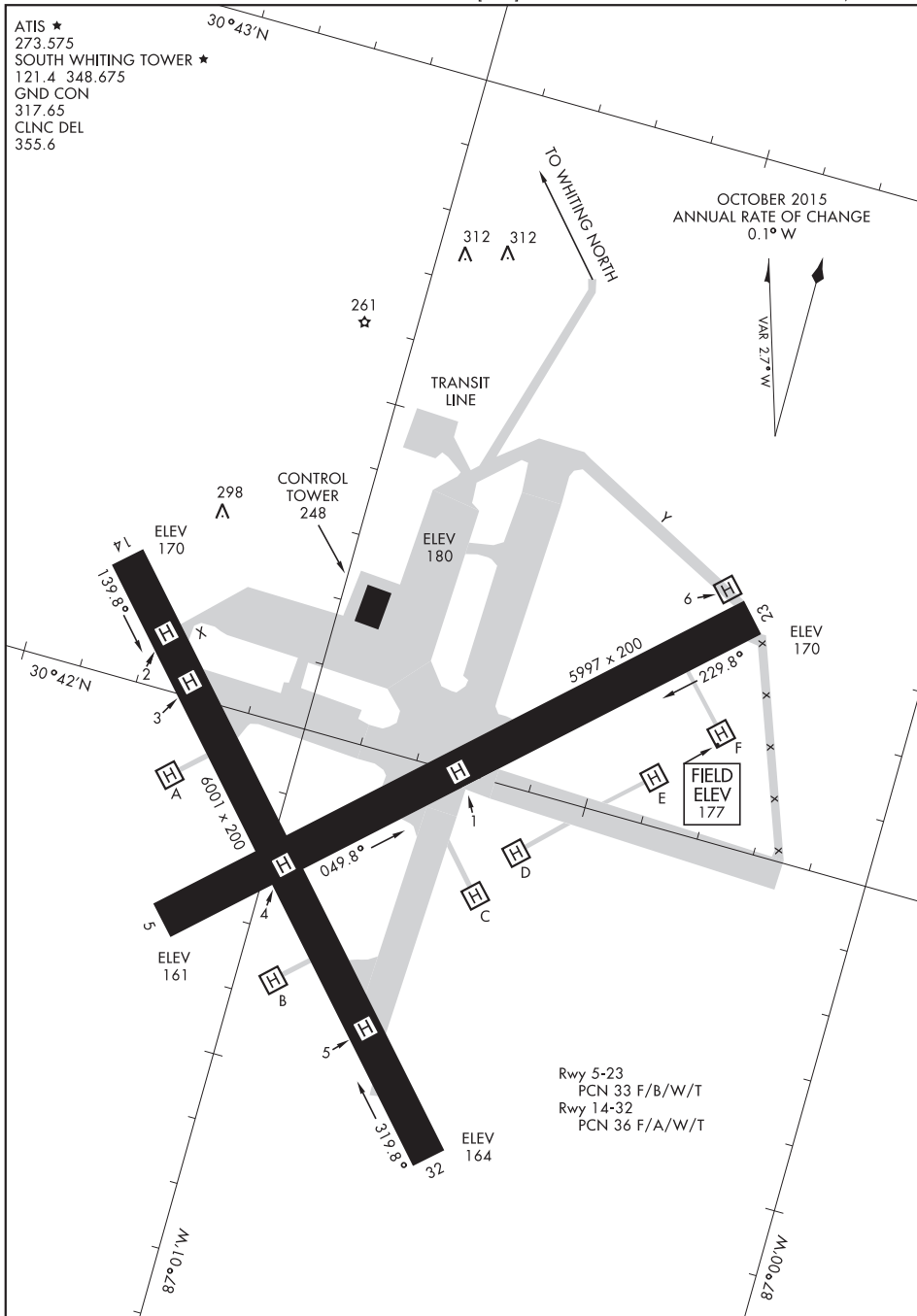
ATIS ★
 273.575
 SOUTH WHITING TOWER ★
 121.4 348.675
 GND CON
 317.65
 CLNC DEL
 355.6

OCTOBER 2015
 ANNUAL RATE OF CHANGE
 0.1° W



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



Rwy 5-23
 PCN 33 F/B/W/T
 Rwy 14-32
 PCN 36 F/A/W/T

AIRPORT DIAGRAM

APP CRS	Rwy Idg	6669
049°	TDZE	74
	Apt Elev	76

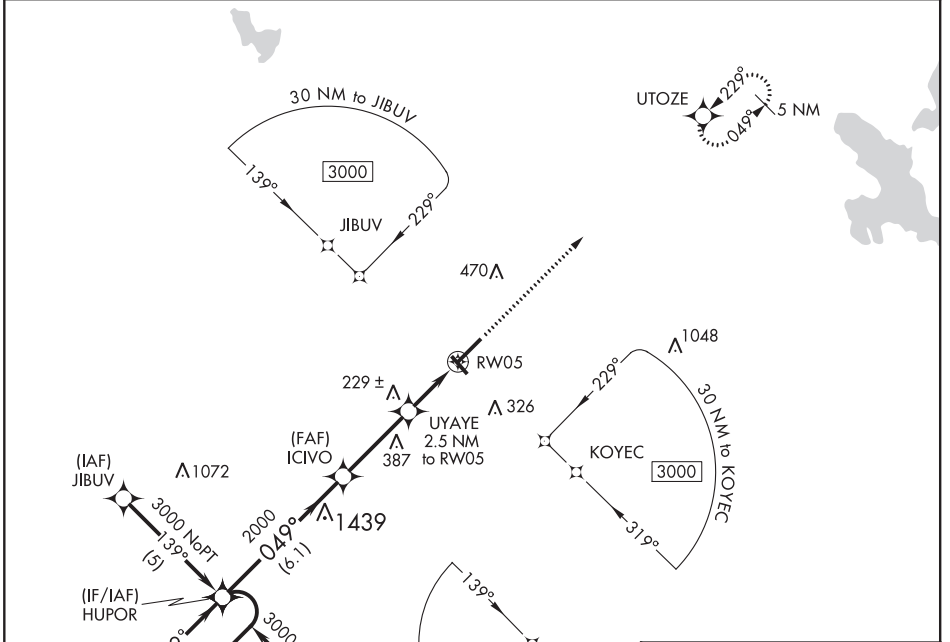
RNAV (GPS) RWY 5

WILLISTON MUNI (X60)

⚠ When local altimeter setting not received, use Ocala altimeter setting and increase all MDA 60 feet. Night Landing: Rwy 5, 14, 23 NA.
⚠ NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct UTOZE and hold.

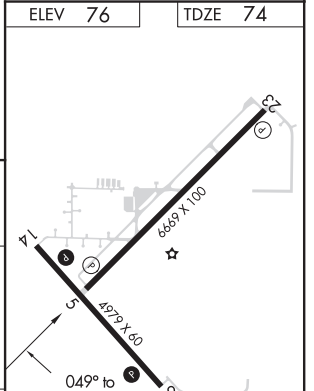
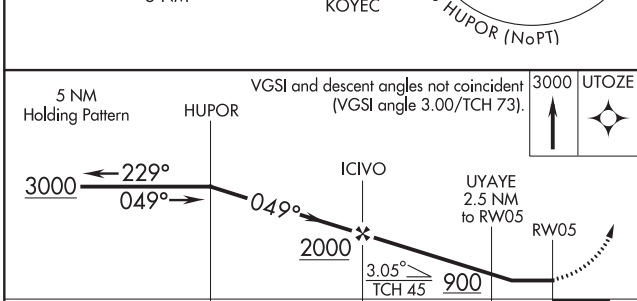
AWOS-3T 118.425	JACKSONVILLE APP CON 118.6 251.15	UNICOM 122.8 (CTAF) 📻
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 76	TDZE 74
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CATEGORY	A	B	C	D
LNVA MDA	480-1	406 (500-1)	480-1¼ 406 (500-1¼)	NA
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	NA

MIRL Rwy 14-32 **📻**
 REIL Rws 5, 14, 23 and 32 **📻**
 HIRL Rwy 5-23 **📻**

APP CRS	Rwy Idg	6669
229°	TDZE	71
	Apt Elev	76

RNAV (GPS) RWY 23

WILLISTON MUNI (X60)

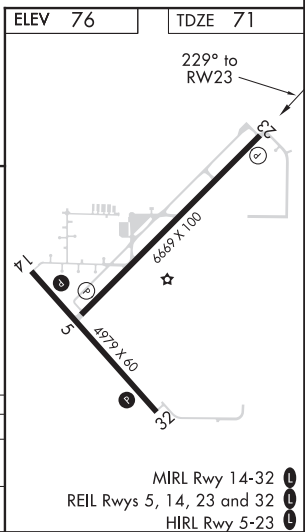
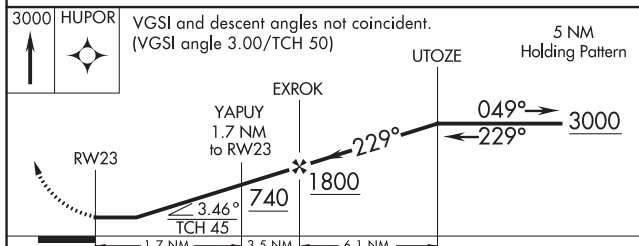
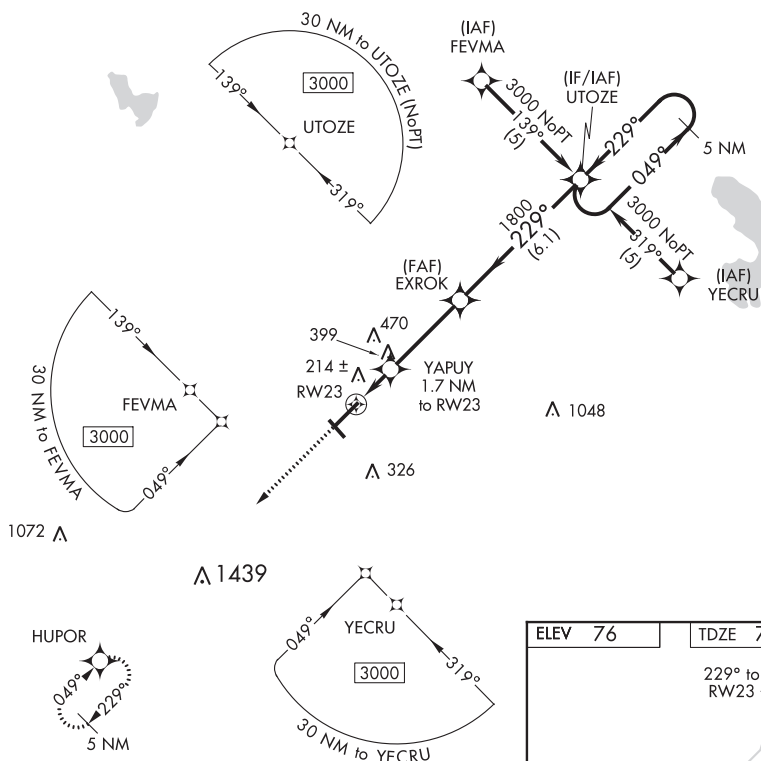
⚠ When local altimeter setting not received, use Ocala altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 5, 14, 23 NA.

⚠ NA MISSED APPROACH: Climb to 3000 direct HUPOR and hold.

AWOS-3T 118.425	JACKSONVILLE APP CON 118.6 251.15	UNICOM 122.8 (CTAF) 0
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNNAV MDA	480-1	409 (500-1)	480-1¼ 409 (500-1¼)	NA
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	NA

VORTAC GNV 116.2 Chan 109	APP CRS 211°	Rwy Idg 6669 TDZE 71 Apt Elev 76
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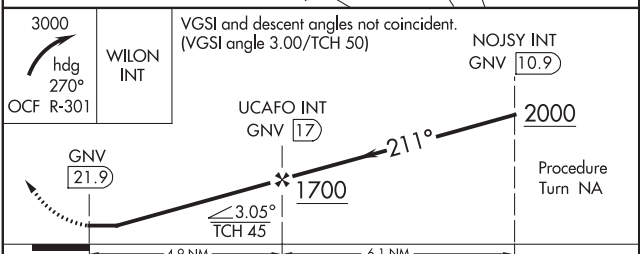
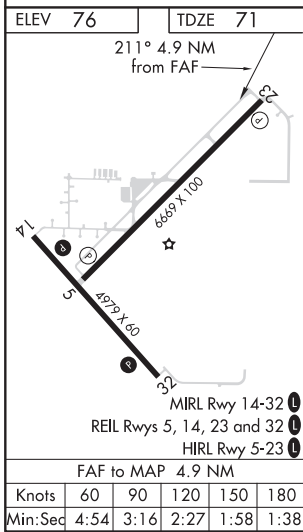
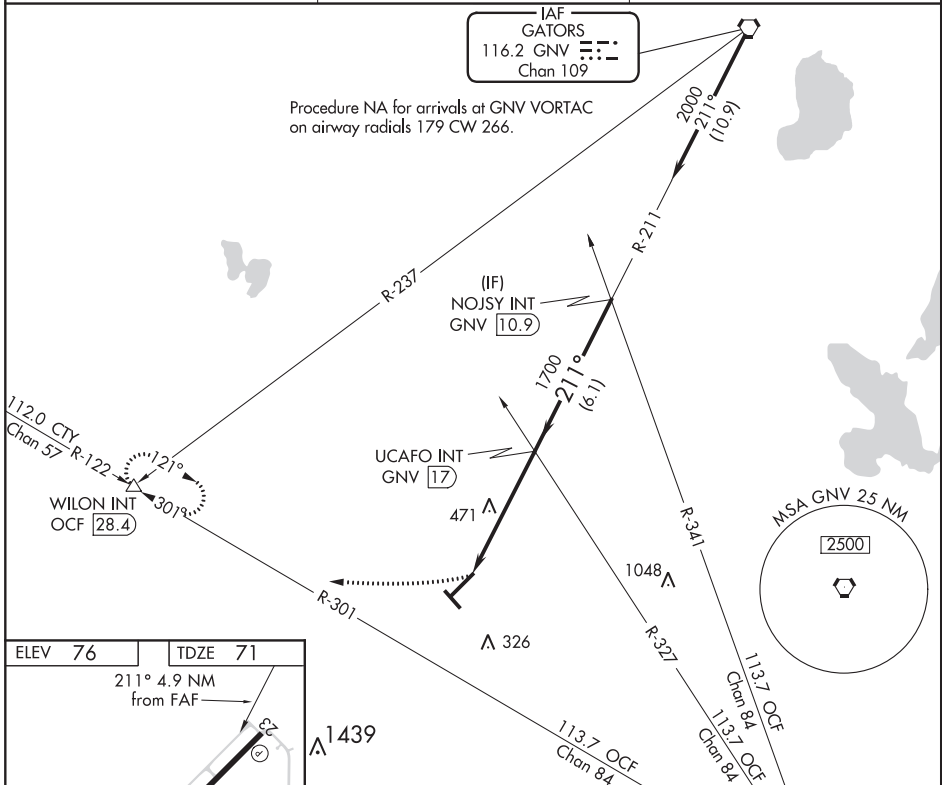
VOR RWY 23

WILLISTON MUNI (X60)

⚠ When local altimeter setting not received, use Ocala altimeter setting and increase all MDA 60 feet, increase S-23 Cat C and Circling Cat C visibility ¼ mile. Night Landing: Rwy 5, 14, 23 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 via heading 270° and OCF VORTAC R-301 to WILON Int/OCF 28.4 DME and hold.

AWOS-3T 118.425	JACKSONVILLE APP CON 118.6 251.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-23	780-1 709 (800-1)	780-1¼ 709 (800-1¼)	780-2 709 (800-2)	NA
CIRCLING	780-1 704 (800-1)	780-1¼ 704 (800-1¼)	780-2 704 (800-2)	NA

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WINTER HAVEN, FLORIDA

AL-5953 (FAA)

16091

APP CRS 049°	Rwy Idg 5006
	TDZE 145
	Apt Elev 145

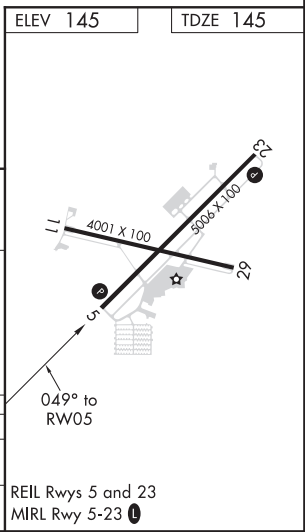
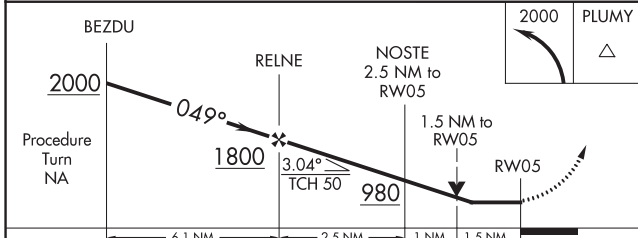
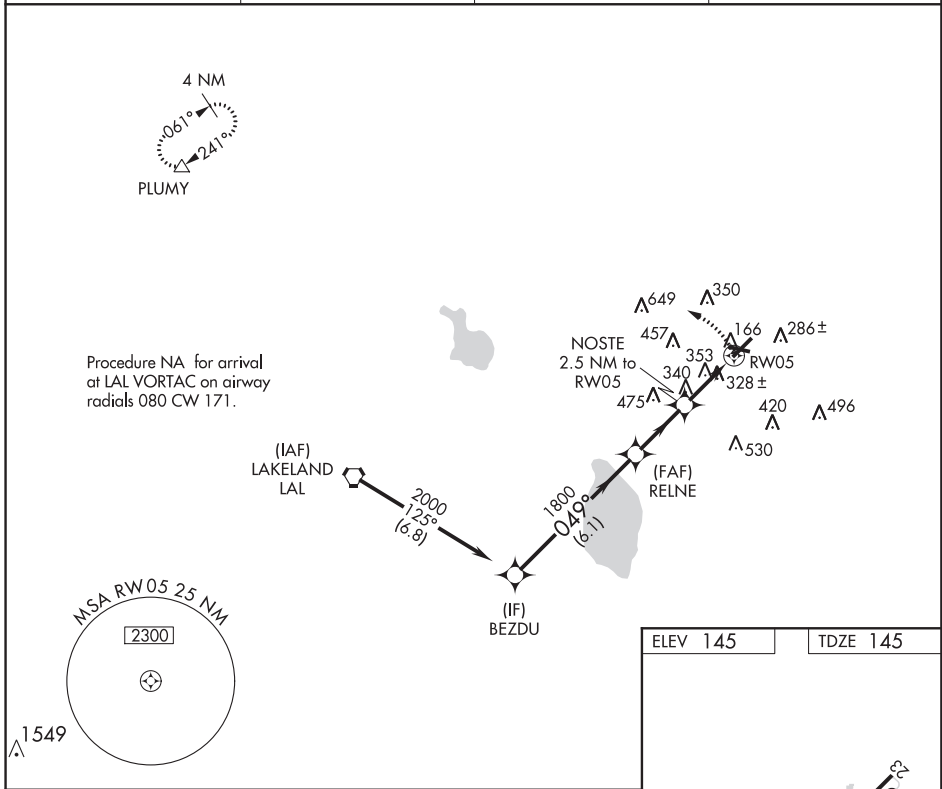
RNAV (GPS) RWY 5

WINTER HAVEN'S GILBERT (GIF)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Bartow altimeter setting and increase all MDA 20 feet, increase LNAV Cat C and D visibility 1/8 mile. VDP NA when using Bartow altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct PLUMY and hold.

ASOS 133.675	TAMPA APP CON 120.65 290.3	CLNC DEL (GCO) 121.725	UNICOM 123.05 (CTAF) ①
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CATEGORY	A	B	C	D
LNAV MDA	660-1	515 (600-1)	660-1 3/8	515 (600-1 3/8)
CIRCLING	720-1	575 (600-1)	720-1 1/2	820-2 1/4
			575 (600-1 1/2)	675 (700-2 1/4)

WINTER HAVEN, FLORIDA
Amdt1B 31MAR16

28°04'N-81°45'W

WINTER HAVEN'S GILBERT (GIF)
RNAV (GPS) RWY 5

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 11

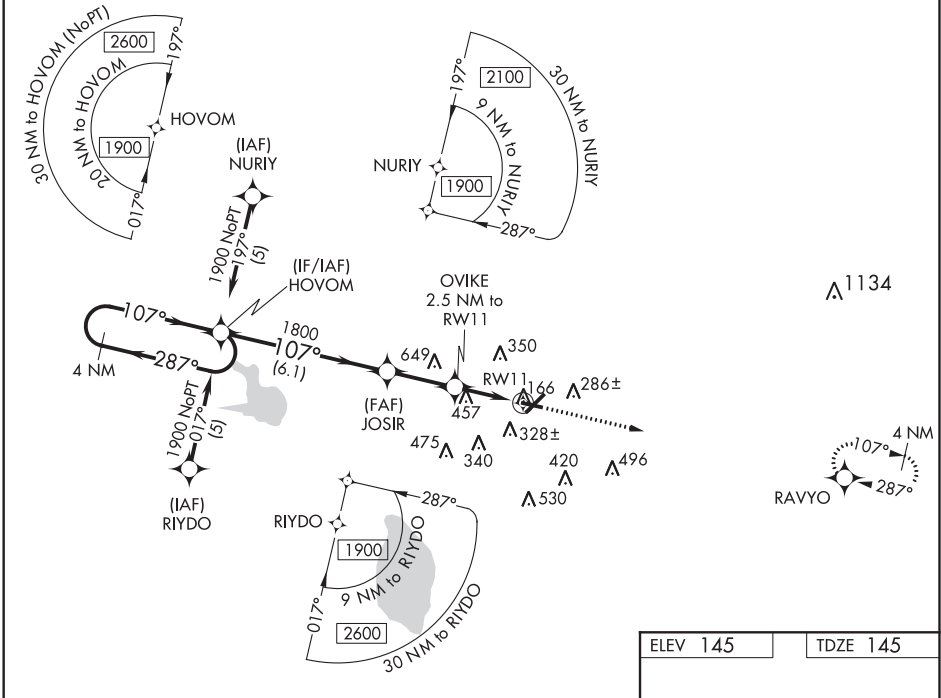
WINTER HAVEN'S GILBERT (GIF)

WAAS CH 86502 W11A	APP CRS 107°	Rwy Idg TDZE 145 Apt Elev 145	4001
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⚠ Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bartow Muni altimeter setting and increase all DAs/MDAs 20 feet. Baro-VNAV NA when using Bartow Muni altimeter setting.

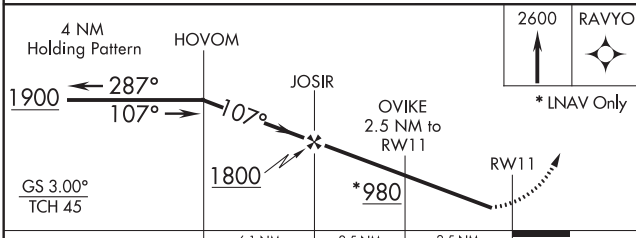
MISSED APPROACH:
Climb to 2600 direct RAVYO and hold.

ASOS 133.675	TAMPA APP CON 120.65 290.3	CLNC DEL (GCO) 121.725	UNICOM 123.05 (CTAF) 0
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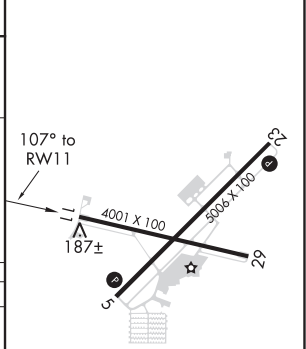


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 145	TDZE 145
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CATEGORY	A	B	C	D
LPV DA	395-1 250 (300-1)			
LNAV/VNAV DA	647-1¾ 502 (600-1¾)			
LNAV MDA	760-1 615 (700-1)	760-1¾ 615 (700-1¾)	760-2 615 (700-2)	
CIRCLING	760-1¾ 615 (700-1¾)	820-2¼ 675 (700-2¼)		

REIL Rwys 5 and 23
MIRL Rwy 5-23 0

WINTER HAVEN, FLORIDA

AL-5953 (FAA)

14093

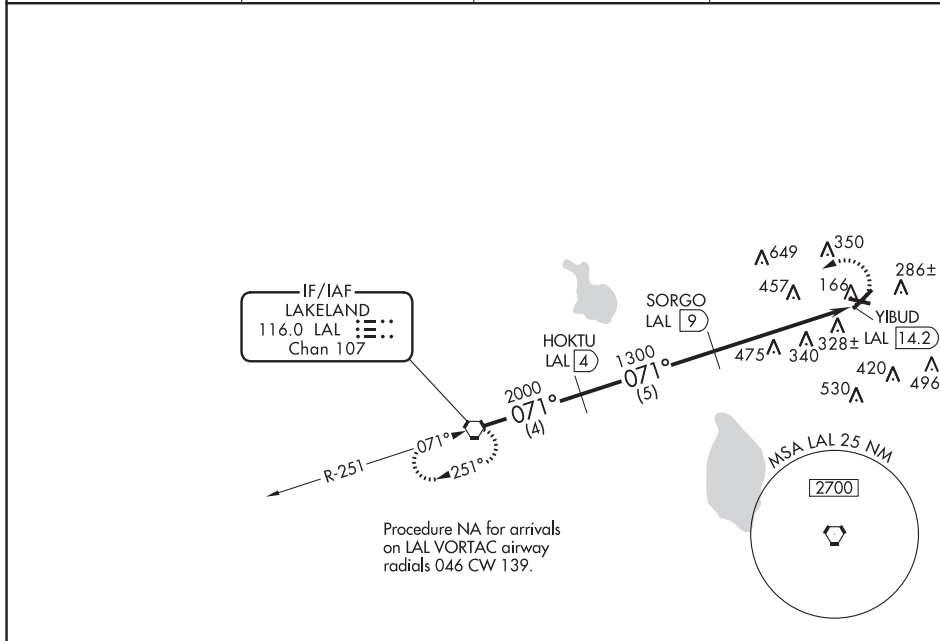
VORTAC LAL 116.0 Chan 107	APP CRS 071°	Rwy Idg TDZE Apt Elev	N/A N/A 145
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VOR/DME-A
WINTER HAVEN'S GILBERT (GIF)

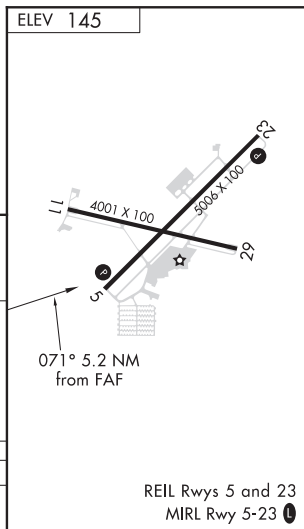
⚠ When local altimeter setting not received, use Bartow altimeter setting and increase all MDA 20 feet.

⚠ MISSED APPROACH: Climbing left turn to 2000 direct LAL VORTAC and hold.

ASOS 133.675	TAMPA APP CON 120.65 290.3	CLNC DEL (GCO) 121.725	UNICOM 123.05 (CTAF) ⓪
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⚠1670



LAL VORTAC	HOKTU LAL (4)	SORG LAL (9)	YIBUD LAL (14.2)
2000	2000	1300	
Procedure Turn NA			
4 NM	5 NM	5.2 NM	
CATEGORY	A	B	C
CIRCLING	780-1	635 (700-1)	780-1¼ 635 (700-1¼)
			820-2¼ 675 (700-2¼)

REIL Rwy 5 and 23
MIRL Rwy 5-23

SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

WINTER HAVEN, FLORIDA
Amdt 7 18NOV10

28°04'N-81°45'W

WINTER HAVEN'S GILBERT (GIF)
VOR/DME-A

WAAS CH 69636 W01A	APP CRS 006°	Rwy Idg 4388 TDZE 87 Apt Elev 90
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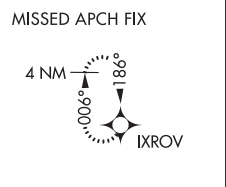
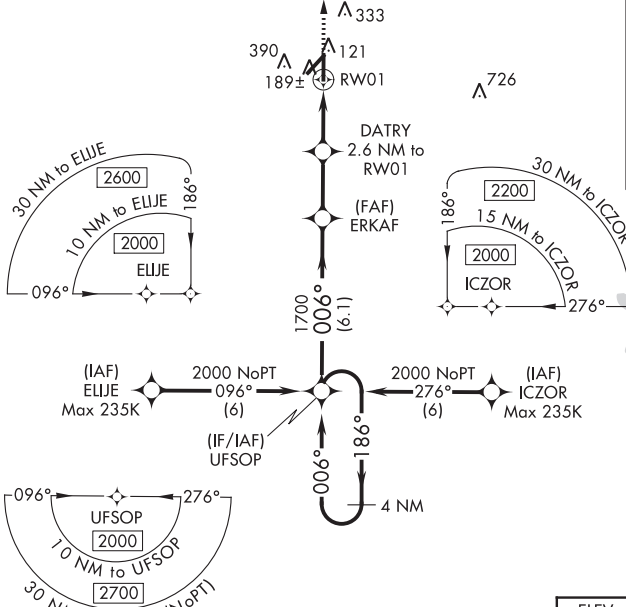
RNAV (GPS) RWY 1

ZEPHYRHILLS MUNI (ZPH)

▼ Baro-VNAV NA when using Tampa Executive 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 3/4 SM NA. When local altimeter setting not received, use Tampa Executive altimeter setting and increase all DA 48 feet and all MDA 60 feet. Increase LPV all Cats and LNAV Cat C/D visibility 1/8 mile, LNAV/VNAV all Cats and Circling Cat C/D visibility 1/4 mile.

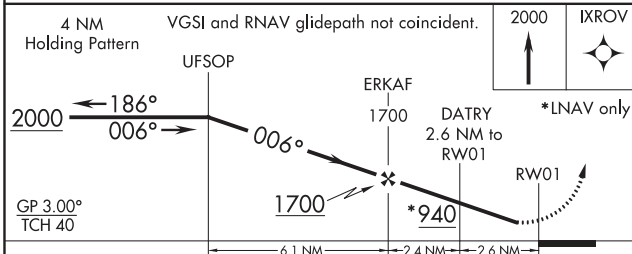
MISSED APPROACH:
Climb to 2000 direct IXROV and hold.

ASOS 118,975	TAMPA APP CON 119.9 290.3	GCO 135,075	UNICOM 123,075 (CTAF) 1
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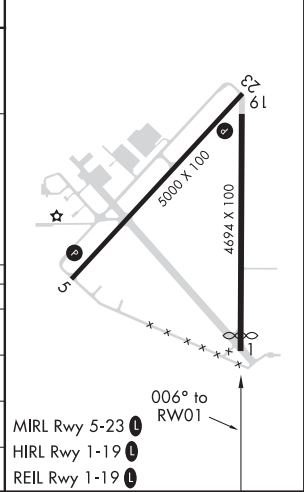


829

ELEV 90	D	TDZE 87
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CATEGORY	A	B	C	D
LPV DA		337-7/8	250 (300-7/8)	
LNAV/VNAV DA		366-7/8	279 (300-7/8)	
LNAV MDA		440-1	353 (400-1)	
C CIRCLING	740-1	650 (700-1)	740-1 3/4 650 (700-1 3/4)	740-2 650 (700-2)



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ZEPHYRHILLS, FLORIDA

AL-6963 (FAA)

16259

RNAV (GPS) RWY 5

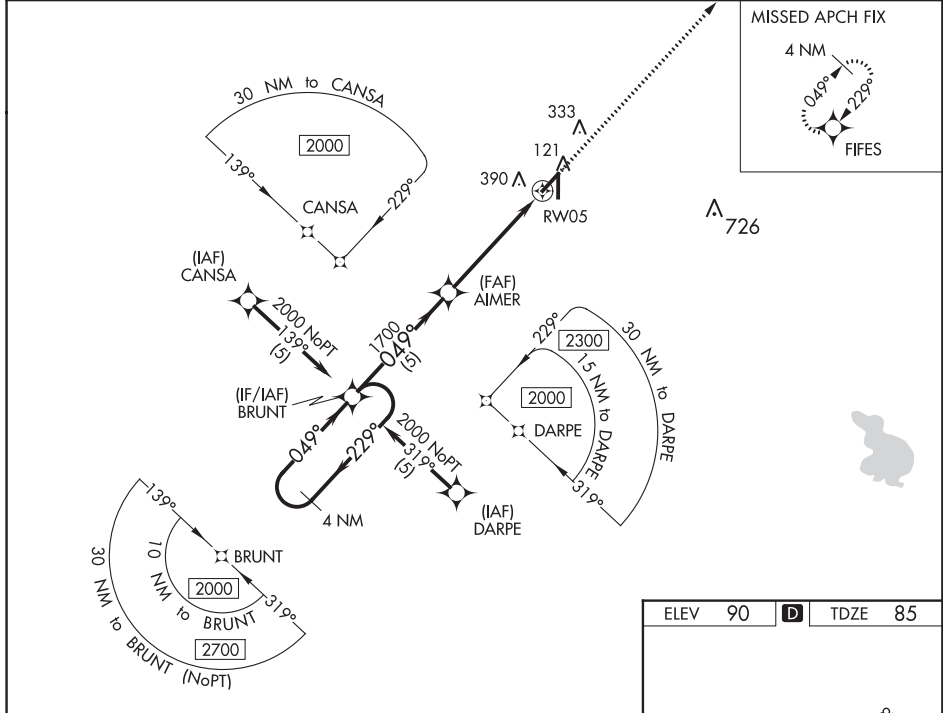
ZEPHYRHILLS MUNI (ZPH)

WAAS CH 86238 W05A	APP CRS 049°	Rwy ldg 5000 TDZE 85 Apt Elev 90
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⚠ Baro-VNAV and VDP NA when using Tampa Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction by 1 SM NA. When local altimeter setting not received, use Tampa Executive altimeter setting and increase all DA 48 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

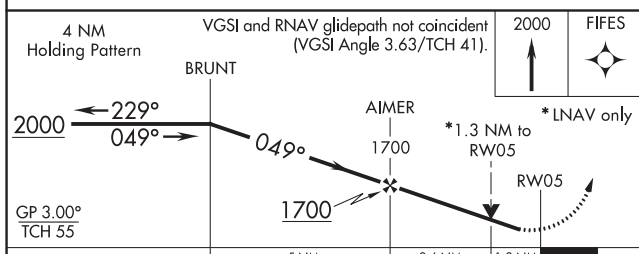
MISSED APPROACH:
Climb to 2000 direct FIFES and hold.

ASOS 118,975	TAMPA APP CON 119,9 290,3	GCO 135,075	UNICOM 123,075 (CTAF) 1
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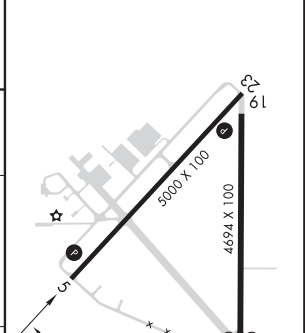


SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017



ELEV 90	D	TDZE 85
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CATEGORY	A	B	C	D
LPV DA	373-1	288 (300-1)		NA
LNAV/VNAV DA	582-1½	497 (500-1½)		NA
LNAV MDA	540-1	455 (500-1)		NA
C CIRCLING	740-1	650 (700-1)		NA

MIRL Rwy 5-23 **1**
 HIRL Rwy 1-19 **1**
 REIL Rwy 1-19 **1**

ZEPHYRHILLS, FLORIDA
Orig 18SEP14

28°14'N-82°09'W

ZEPHYRHILLS MUNI (ZPH) RNAV (GPS) RWY 5

WAAS CH 78436 W19A	APP CRS 186°	Rwy Idg TDZE Apt Elev	4694 90 90
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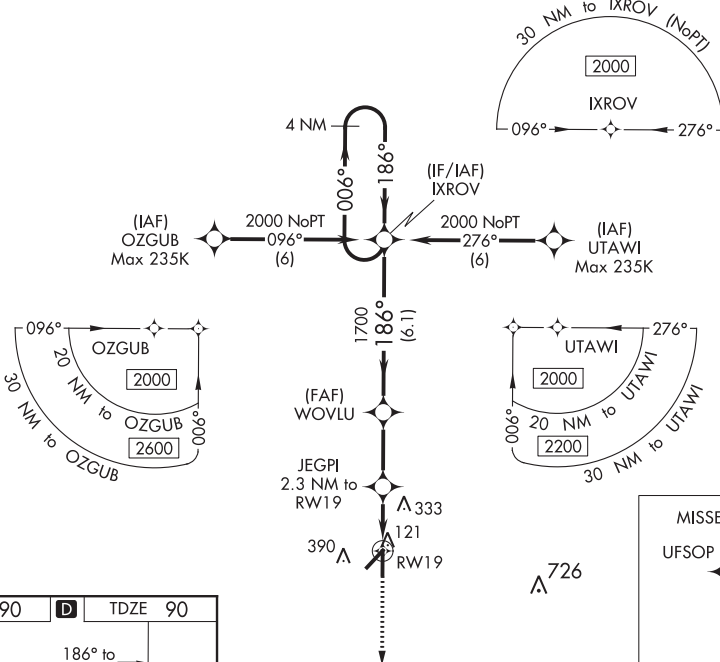
RNAV (GPS) RWY 19

ZEPHYRHILLS MUNI (ZPH)

⚠ Baro-VNAV and VDP NA when using Tampa Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tampa Executive altimeter setting and increase all DA 48 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cat C/D and Circling Cat C/D visibility 1/4 mile.

MISSED APPROACH:
Climb to 2000 direct UFSOP and hold.

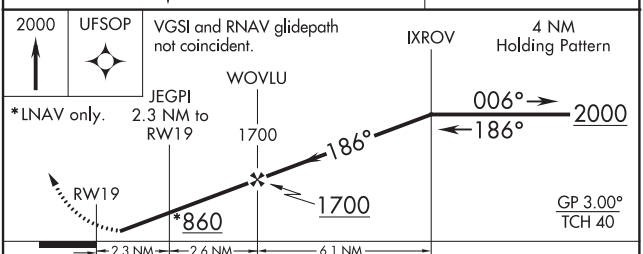
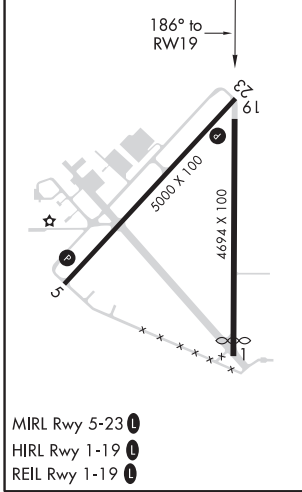
ASOS 118.975	TAMPA APP CON 119.9 290.3	GCO 135.075	UNICOM 123.075 (CTAF) 📻
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SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 90	D	TDZE 90
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CATEGORY	A	B	C	D
LPV DA		340-7/8	250 (300-7/8)	
LNAV/VNAV DA		380-1	290 (300-1)	
LNAV MDA		460-1	370 (400-1)	
C CIRCLING	740-1	650 (700-1)	740-1 3/4 650 (700-1 3/4)	740-2 650 (700-2)

WAAS CH 45538 W23A	APP CRS 229°	Rwy Idg TDZE 88 Apt Elev 90
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RNAV (GPS) RWY 23

ZEPHYRHILLS MUNI (ZPH)

⚠ Baro-VNAV and VDP NA when using Tampa Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Tampa Executive altimeter setting and increase all DA 48 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV all Cats, LNAV and Circling Cat C/D visibility ¼ mile.

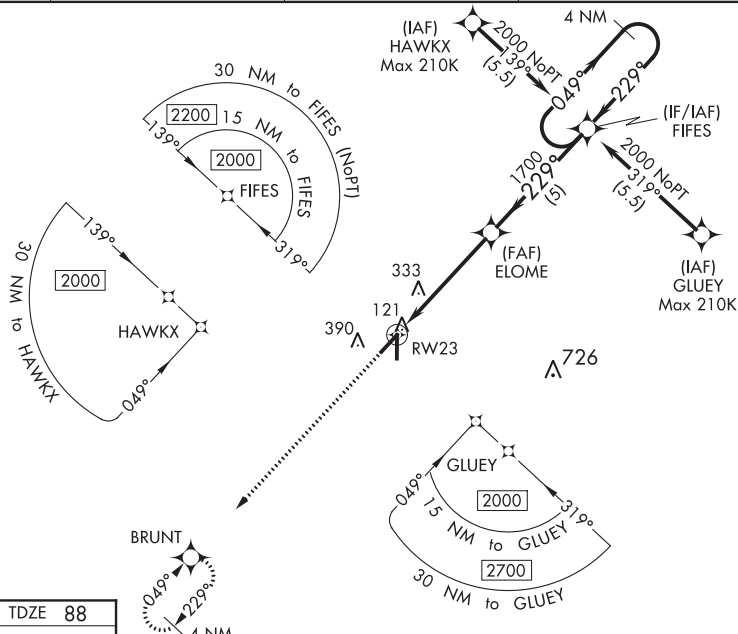
MISSED APPROACH:
Climb to 2000 direct BRUNT and hold.

ASOS
118.975

TAMPA APP CON
119.9 290.3

GCO
135.075

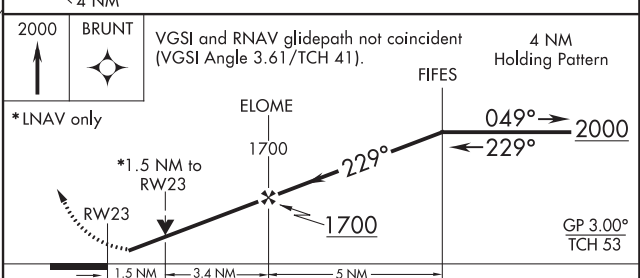
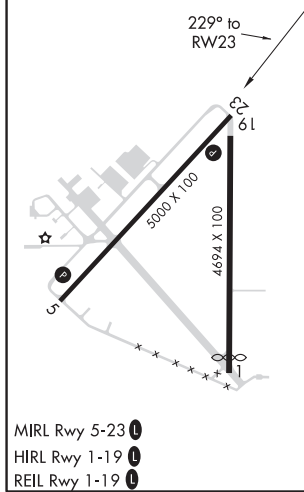
UNICOM
123.075 (CTAF) 0



SE-3, 10 NOV 2016 to 05 JAN 2017

SE-3, 10 NOV 2016 to 05 JAN 2017

ELEV 90	D	TDZE 88
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CATEGORY	A	B	C	D
LPV DA		377-1	289 (300-1)	
LNAV/VNAV DA		409-1	321 (400-1)	
LNAV MDA	600-1	512 (600-1)	600-1 $\frac{3}{8}$	512 (600-1 $\frac{3}{8}$)
C CIRCLING	740-1	650 (700-1)	740-1 $\frac{3}{4}$ 650 (700-1 $\frac{3}{4}$)	740-2 650 (700-2)

CLIMB/DESCENT TABLE 10042

INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

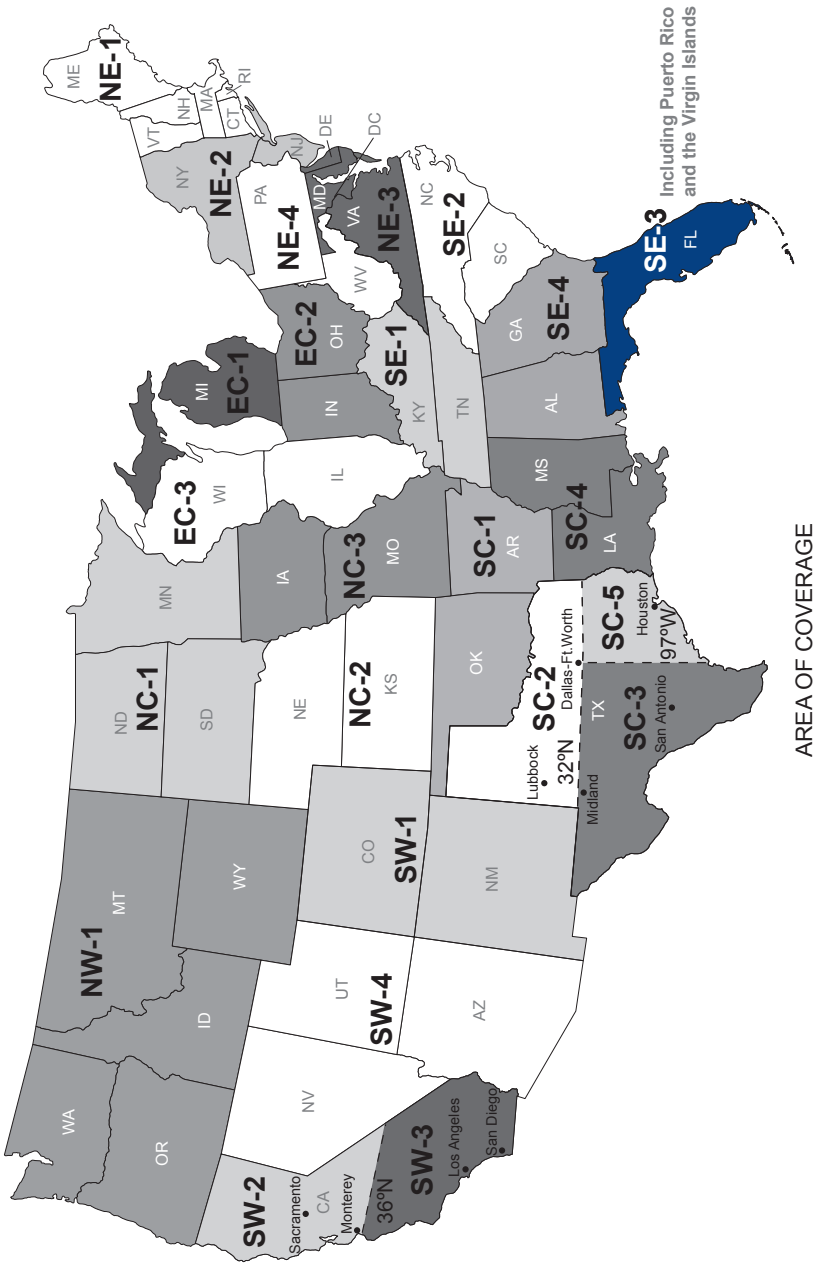
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

CLIMB/ DESCENT ANGLE (degrees and tenths)	ft/NM	GROUND SPEED (knots)											
		60	90	120	150	180	210	240	270	300	330	360	
2.0	210	210	320	425	530	635	743	850	955	1060	1165	1275	
2.5	265	265	400	530	665	795	930	1060	1195	1325	1460	1590	
VERTICAL PATH ANGLE	2.7	287	287	430	574	717	860	1003	1147	1290	1433	1576	1720
	2.8	297	297	446	595	743	892	1041	1189	1338	1486	1635	1783
	2.9	308	308	462	616	770	924	1078	1232	1386	1539	1693	1847
	3.0	318	318	478	637	797	956	1115	1274	1433	1593	1752	1911
	3.1	329	329	494	659	823	988	1152	1317	1481	1646	1810	1975
	3.2	340	340	510	680	850	1020	1189	1359	1529	1699	1869	2039
	3.3	350	350	526	701	876	1052	1227	1402	1577	1752	1927	2103
	3.4	361	361	542	722	903	1083	1264	1444	1625	1805	1986	2166
3.5	370	370	555	745	930	1115	1300	1485	1670	1860	2045	2230	
4.0	425	425	640	850	1065	1275	1490	1700	1915	2125	2340	2550	
4.5	480	480	715	955	1195	1435	1675	1915	2150	2390	2630	2870	
5.0	530	530	795	1065	1330	1595	1860	2125	2390	2660	2925	3190	
5.5	585	585	880	1170	1465	1755	2050	2340	2635	2925	3220	3510	
6.0	640	640	960	1275	1595	1915	2235	2555	2875	3195	3510	3830	
6.5	690	690	1040	1385	1730	2075	2425	2770	3115	3460	3805	4155	
7.0	745	745	1120	1490	1865	2240	2610	2985	3355	3730	4105	4475	
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800	
8.0	855	855	1280	1710	2135	2560	2990	3415	3845	4270	4695	5125	
8.5	910	910	1360	1815	2270	2725	3180	3630	4085	4540	4995	5450	
9.0	960	960	1445	1925	2405	2885	3370	3850	4330	4810	5295	5775	
9.5	1015	1015	1525	2035	2540	3050	3560	4065	4575	5085	5590	6100	
10.0	1070	1070	1605	2145	2680	3215	3750	4285	4820	5355	5890	6430	

CLIMB/DESCENT TABLE 10042

U.S. TERMINAL PUBLICATION VOLUMES



AREA OF COVERAGE

FAA Product ID: BTPPSE3



NSN 7641015059595

NGA REF. NO. OK-10-2859 TERMXFAABTPPSE3



EFF. DATE 16315