

|                                        |                        |                                                 |
|----------------------------------------|------------------------|-------------------------------------------------|
| WAAS<br>CH <b>97426</b><br><b>W05A</b> | APP CRS<br><b>046°</b> | Rwy Idg<br>TDZE <b>21</b><br>Apt Elev <b>21</b> |
|----------------------------------------|------------------------|-------------------------------------------------|

RNAV (GPS) RWY 5

TAMPA EXEC (VDF)

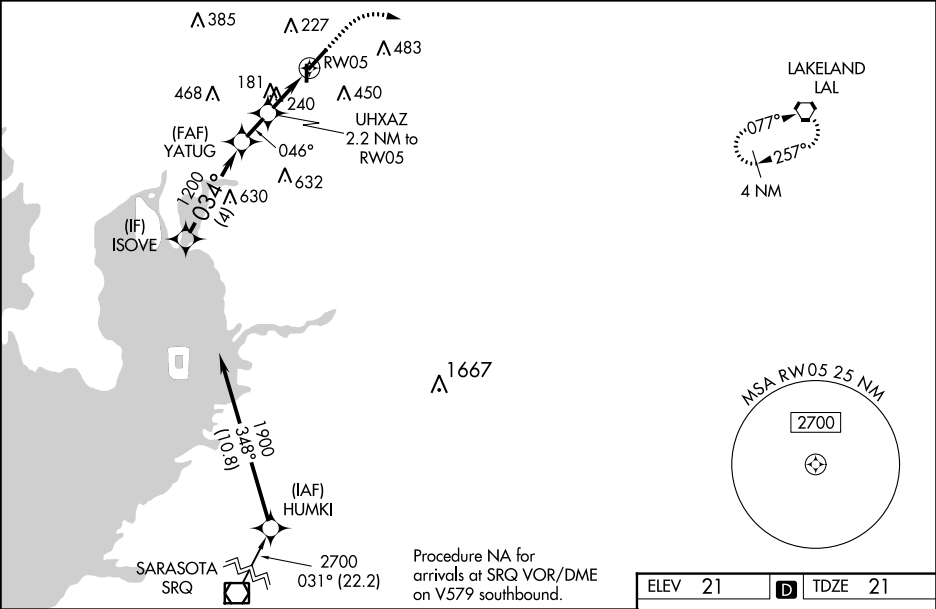
RNP APCH-GPS.

▼

Rwy 5 helicopter visibility reduction below  $\frac{3}{4}$  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 LPV DA to 316 feet, LNAV/VNAV DA to 507 feet; increase all MDAs 40 feet and increase LNAV and Circling Cat C visibilities  $\frac{1}{4}$  SM. Baro-VNAV and VDP NA when using Tampa Intl altimeter setting. Circling Rwy 18, 36 NA at night.

MISSED APPROACH:  
Climb to 600 then climbing right turn to 2000 direct LAL VORTAC and hold.

|                          |                                     |                                 |
|--------------------------|-------------------------------------|---------------------------------|
| AWOS-3<br><b>121.125</b> | TAMPA APP CON<br><b>119.9 290.3</b> | UNICOM<br><b>122.7 (CTAF)</b> ① |
|--------------------------|-------------------------------------|---------------------------------|



VGSI and RNAV glidepath not coincident (VGSI Angle 3.02/TCH 45).

600

2000

LAL

ISOVE

GP 3.00° TCH 40

1900

034°

1200

YATUG

1200

UHXAZ

2.2 NM to RW05

\*1.4 NM to RW05

RW05

\*LNNAV only.

4 NM

1.4 NM

0.8 NM

1.4 NM

| CATEGORY     | A                    | B                          | C                                                 | D  |
|--------------|----------------------|----------------------------|---------------------------------------------------|----|
| LPV DA       | 271- $\frac{7}{8}$   | 250 (300- $\frac{7}{8}$ )  |                                                   | NA |
| LNAV/VNAV DA | 507-1 $\frac{5}{8}$  | 486 (500-1 $\frac{5}{8}$ ) |                                                   | NA |
| LNAV MDA     | 500-1                | 479 (500-1)                | 500-1 $\frac{3}{8}$<br>479 (500-1 $\frac{3}{8}$ ) | NA |
| CIRCLING     | 540-1<br>519 (600-1) | 760-1<br>739 (800-1)       | 800-2 $\frac{1}{4}$<br>779 (800-2 $\frac{1}{4}$ ) | NA |

046° to RW05

5000 X 100

81

3219 X 75

36° x

REIL Rwy 5, 18, and 36 ①

MIRL Rwy 5-23 and 18-36 ①