

WAAS CH 97426 W05A	APP CRS 046°	Rwy Idg TDZE Apt Elev 4956 21 21
--	------------------------	--

RNAV (GPS) RWY 5

TAMPA EXEC (VDF')

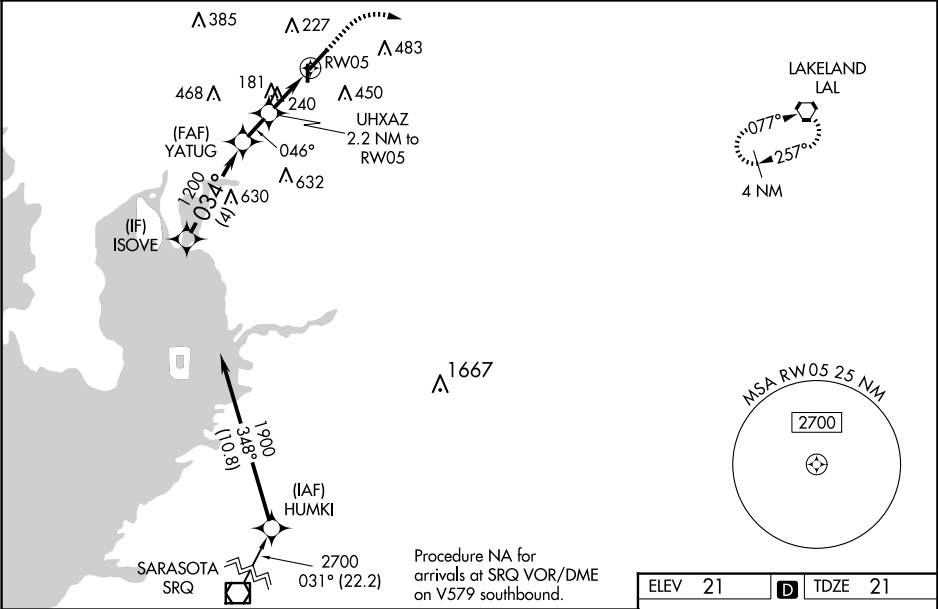
RNP APCH-GPS.

▼

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-3 121.125	TAMPA APP CON 119.9 290.3	UNICOM 122.7 (CTAF) 0
--------------------------	-------------------------------------	---------------------------------



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

600

2000

LAL

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 $\frac{3}{8}$ 479 (500-1 $\frac{5}{8}$)	NA
CIRCLING	540-1 519 (600-1)	760-1 739 (800-1)	800-2 $\frac{1}{4}$ 779 (800-2 $\frac{1}{4}$)	NA

ELEV 21

D

TDZE 21

REIL Rwy 5, 18, and 36 0
MRL Rwy 5-23 and 18-36 0