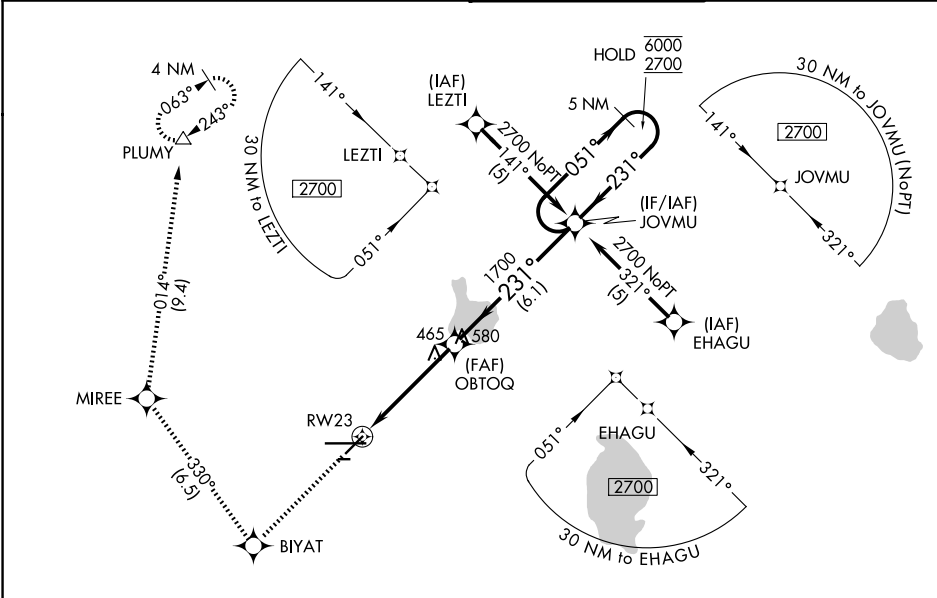


|                                        |                        |                                                   |
|----------------------------------------|------------------------|---------------------------------------------------|
| WAAS<br>CH <b>77805</b><br><b>W23A</b> | APP CRS<br><b>231°</b> | Rwy Ldg<br>TDZE <b>141</b><br>Apt Elev <b>142</b> |
|----------------------------------------|------------------------|---------------------------------------------------|

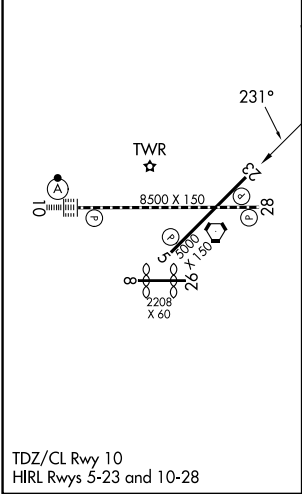
RNAV (GPS) RWY 23  
LAKELAND LINDER INTL (LAL)

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| RNP APCH.<br>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Plant City altimeter setting: increase LPV DA to 444 feet; increase LNAV/VNAV DA to 540 feet; increase all MDAs 20 feet and LNAV Cat C/D and Circling Cat C visibility ½ SM. Baro-VNAV and VDP NA when using Plant City altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy's 8 and 26. | MISSED APPROACH: Climb to 2000 direct BIYAT and right turn on track 330° to MIREE then on track 014° to PLUMY and hold. |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|

|                        |                                      |                                        |                         |
|------------------------|--------------------------------------|----------------------------------------|-------------------------|
| ATIS<br><b>118.025</b> | TAMPA APP CON<br><b>120.65 290.3</b> | LAKELAND TOWER<br><b>124.5 236.775</b> | GND CON<br><b>121.4</b> |
|------------------------|--------------------------------------|----------------------------------------|-------------------------|



|                 |          |                 |
|-----------------|----------|-----------------|
| ELEV <b>142</b> | <b>D</b> | TDZE <b>141</b> |
|-----------------|----------|-----------------|



|              |                     |             |                     |                     |                                                                  |
|--------------|---------------------|-------------|---------------------|---------------------|------------------------------------------------------------------|
| 2000         | BIYAT               | MIREE       | tr 014°             | PLUMY               | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 46). |
|              |                     |             |                     |                     | 5 NM Holding Pattern                                             |
|              |                     |             |                     |                     | JOVMU                                                            |
|              |                     |             |                     |                     | 6000 2700                                                        |
|              |                     |             |                     |                     | GP 3.00° TCH 50                                                  |
|              |                     |             |                     |                     | 1700                                                             |
|              |                     |             |                     |                     | 1.7 NM                                                           |
|              |                     |             |                     |                     | 3 NM                                                             |
|              |                     |             |                     |                     | 6.1 NM                                                           |
| CATEGORY     | A                   | B           | C                   | D                   |                                                                  |
| LPV DA       | 426-1 285 (300-1)   |             |                     |                     |                                                                  |
| LNAV/VNAV DA | 522-1¼ 381 (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) | 840-2¼ 698 (700-2¼) |                                                                  |