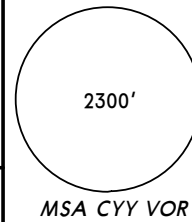


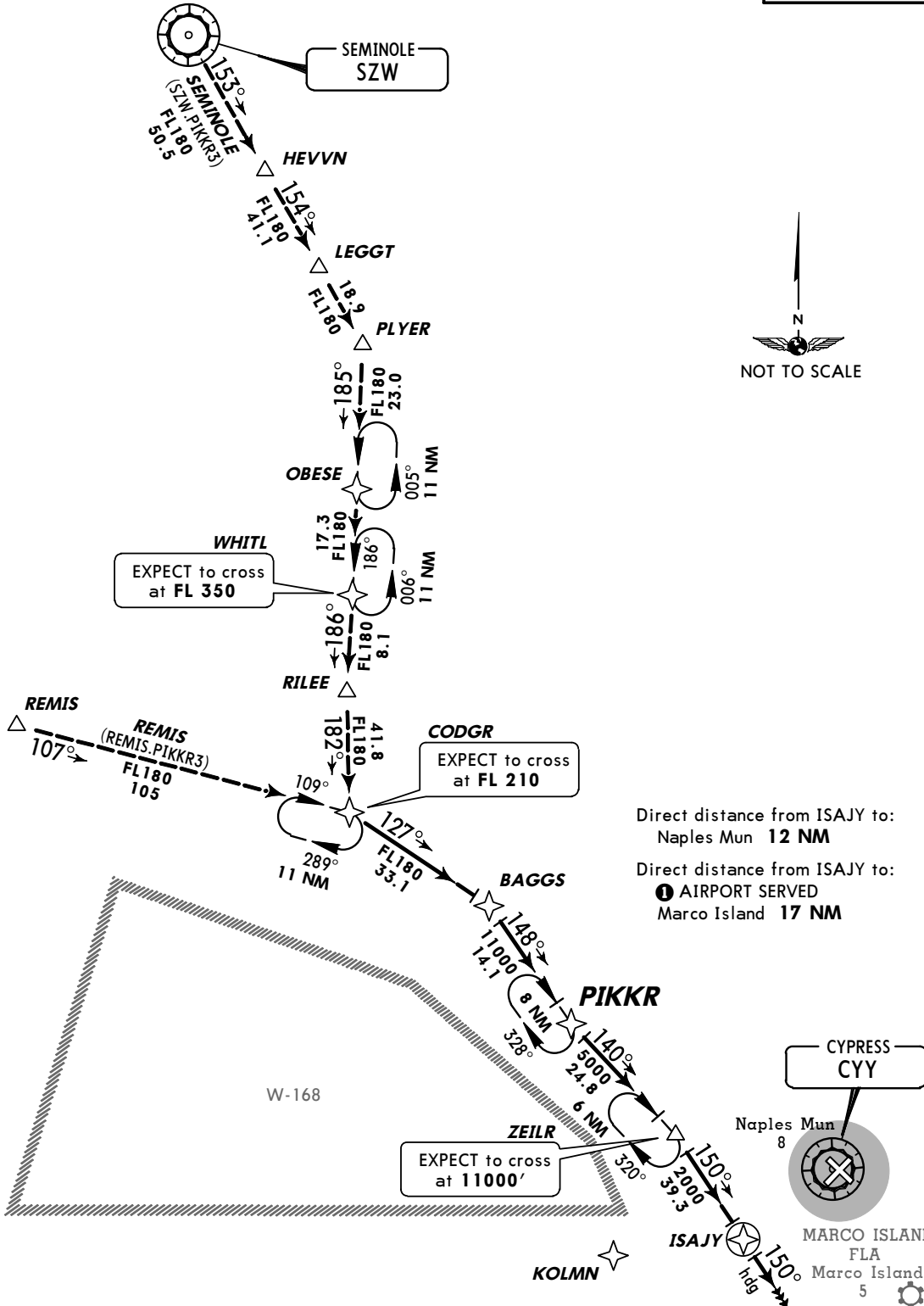
NAPLES MUN  
ATIS  
(ASOS when Twr inop)  
**134.22**

Apt Elev  
See graphic

Alt set: INCHES  
Trans level: FL 180 Trans alt: 18000'  
1. GPS required.  
2. RNAV 1.  
3. RADAR required.  
4. Turbojet/Turboprop aircraft only.  
5. Also serves **1**



**PIKKR THREE RNAV ARRIVAL (PIKKR.PIKKR3)**



**ROUTING**

From over CODGR via 127° track to BAGGS, then as depicted to ISAJY, then via 150° heading.  
EXPECT RADAR vectors.

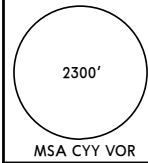
NAPLES MUN  
ATIS  
(ASOS when TWR Inop)  
**134.225**

Apt Elev  
See graphic

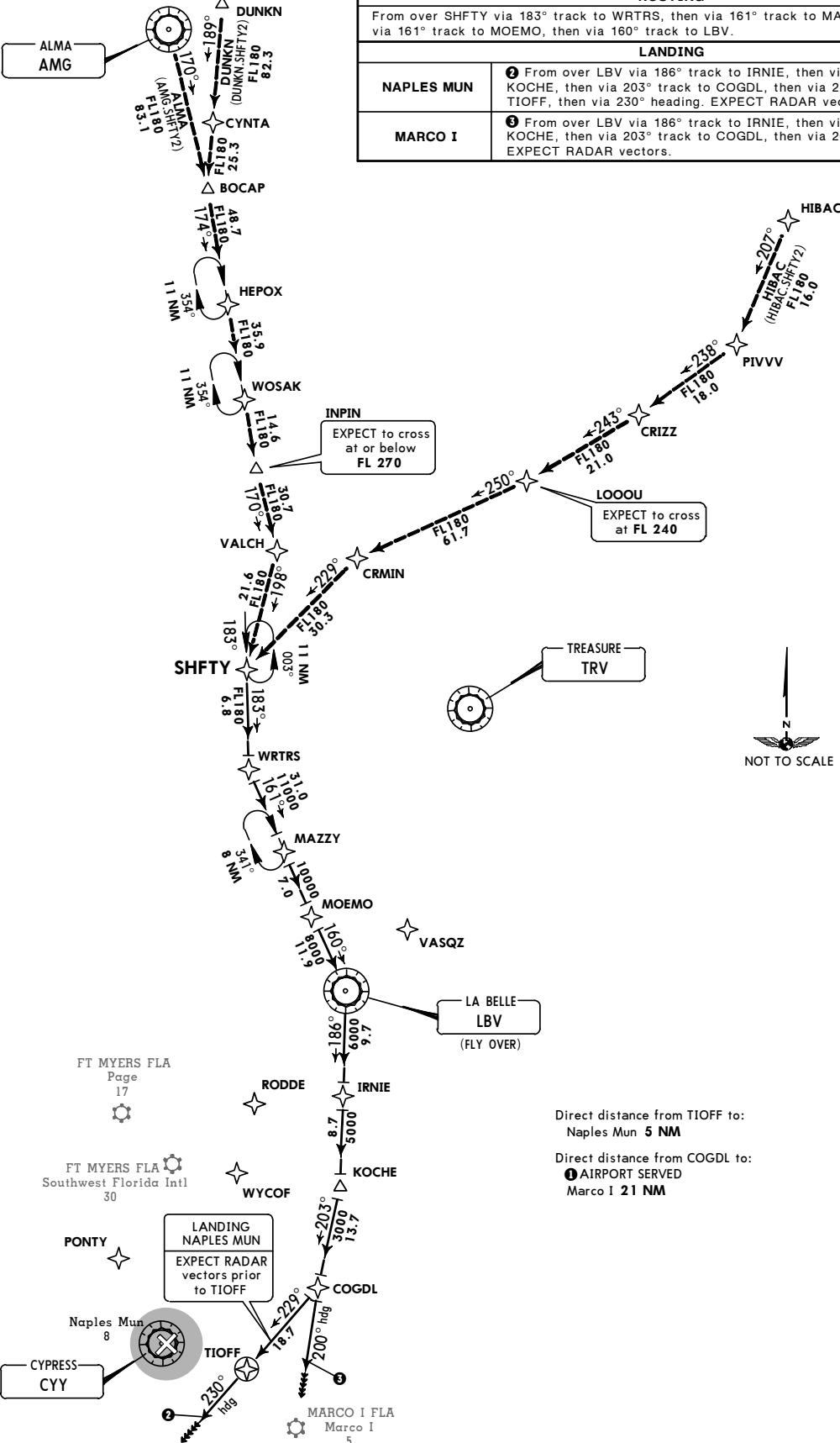
Alt Set: INCHES  
Trans level: FL 180  
Trans alt: 18000

1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. RADAR required.

4. Turbopjet/Turboprop aircraft only.
5. Also Serves **1**
6. For non-GPS equipped aircraft, LBV and RSW must be operational.



ROUTING	
From over SHFTY via 183° track to WRTRS, then via 161° track to MAZZY, then via 161° track to MOEMO, then via 160° track to LBV.	
LANDING	
<b>NAPLES MUN</b>	<b>1</b> From over LBV via 186° track to IRNIE, then via 186° track to KOICHE, then via 203° track to COGDL, then via 229° track to TIOFF, then via 230° heading. EXPECT RADAR vectors.
<b>MARCO I</b>	<b>2</b> From over LBV via 186° track to IRNIE, then via 186° track to KOICHE, then via 203° track to COGDL, then via 200° heading. EXPECT RADAR vectors.



Direct distance from TIOFF to:  
Naples Mun **5 NM**

Direct distance from COGDL to:  
**1** AIRPORT SERVED  
Marco I **21 NM**

LANDING  
NAPLES MUN  
EXPECT RADAR  
vectors prior  
to TIOFF

CHANGES: None

FT MYERS FLA Page 17

FT MYERS FLA Southwest Florida Intl 30

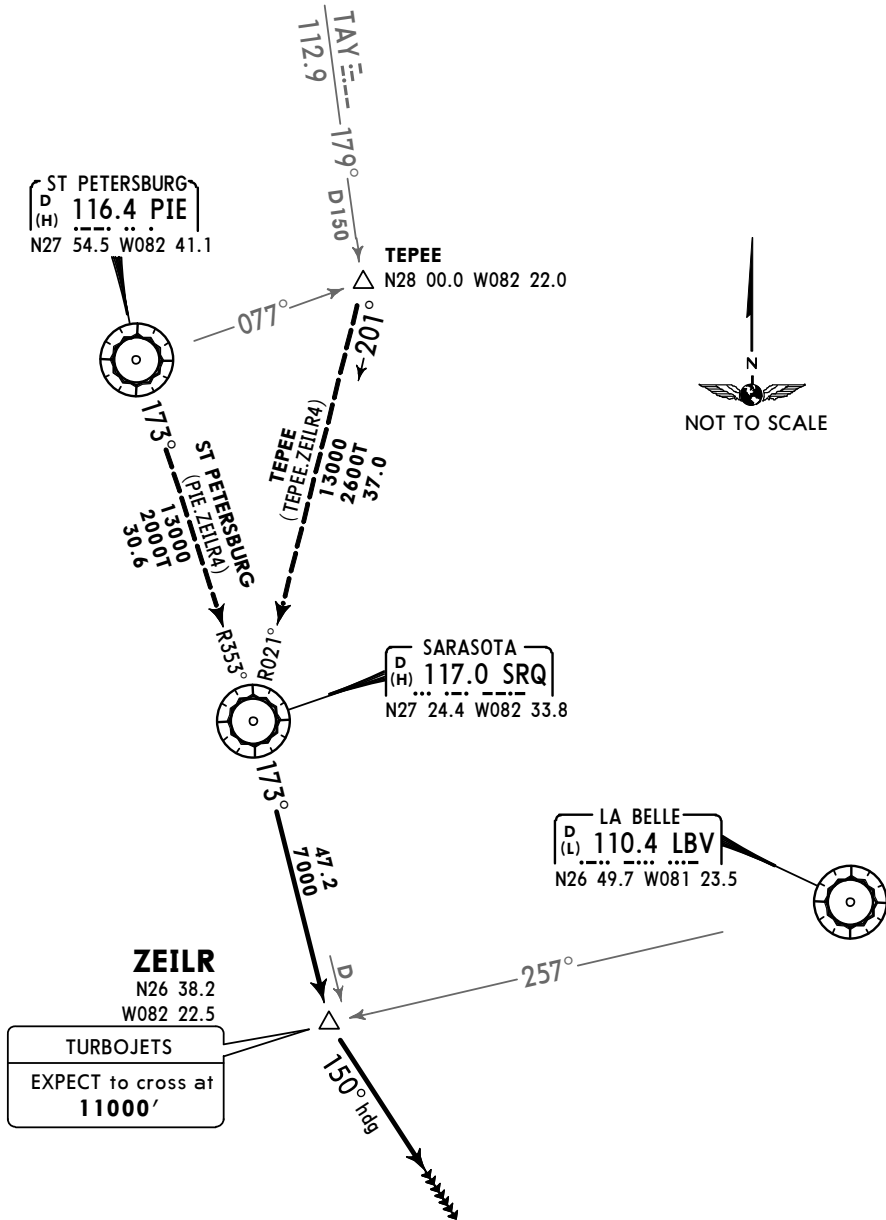
Naples Mun 8

MARCO I FLA Marco I 5

© JEPPESEN, 2008, 2012. ALL RIGHTS RESERVED.

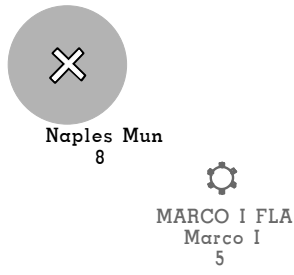
NAPLES MUN ATIS (ASOS when Twr inop) <b>134.225</b>	Apt Elev See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000' 1. TEEPE transition not applicable for turbojet aircraft, file for ST PETERSBURG transition. 2. Also serves <b>1</b>
--	-------------------------	---

**ZEILR 4 ARRIVAL (ZEILR.ZEILR4)**



Direct distance from ZEILR to:  
Naples Mun 43 NM

Direct distance from ZEILR to:  
**1** AIRPORT SERVED  
Marco I 54 NM



**ROUTING**

From over SRQ VOR on SRQ R-173 to ZEILR, then heading 150°. EXPECT RADAR vectors to final approach course.

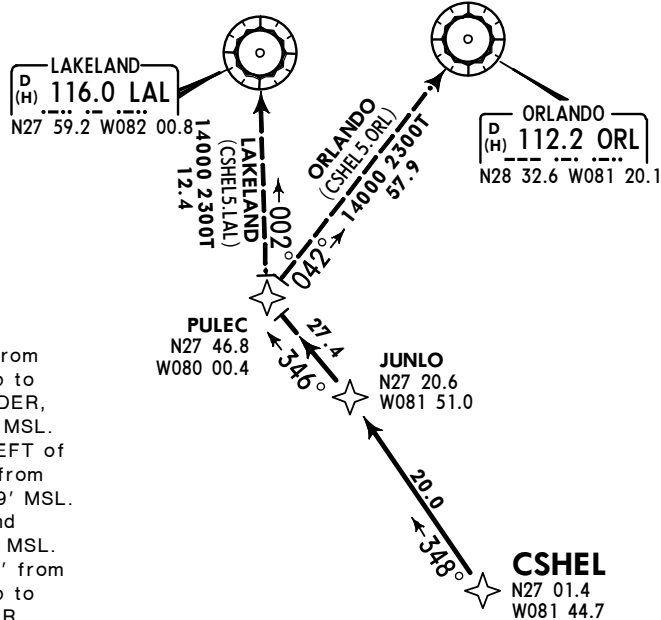
\*FT MYERS  
Departure (R)  
119.75

MIAMI Center (R)  
134.75  
when Dep inop.

Apt Elev  
see  
graphic

Trans level: FL180 Trans alt: 18000'  
1. DME/DME/IRU or GPS required. 2. RNAV 1.  
3. RADAR required. 4. For turbojet aircraft only.  
5. For non-GPS equipped aircraft LAL, LBV, RSW and SRQ  
DMEs must be operational. 6. Also Serves ①

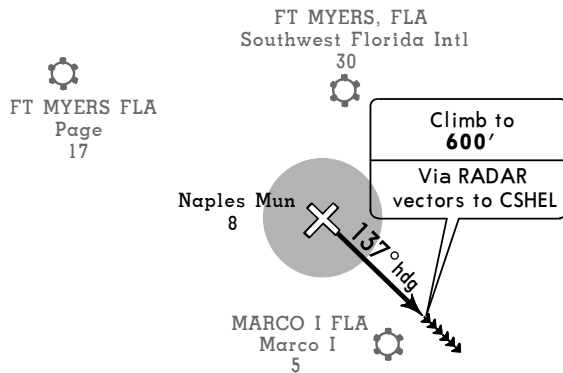
CSHEL FIVE RNAV DEPARTURE (CSHEL5.CSHEL)



OBSTACLES

Marco I: 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.  
Naples Mun: 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.

Direct distance from Naples Mun to:  
CSHEL 52 NM  
Direct distance to CSHEL from:  
① AIRPORT SERVED  
Marco I 62 NM



This SID requires take-off minimums (for standard minimums, refer to airport chart):  
MARCO I: Rws 17, 35: Standard (or lower than standard, if authorized).  
NAPLES MUN: Rws 5, 14, 23, 32: Standard (or lower than standard, if authorized).

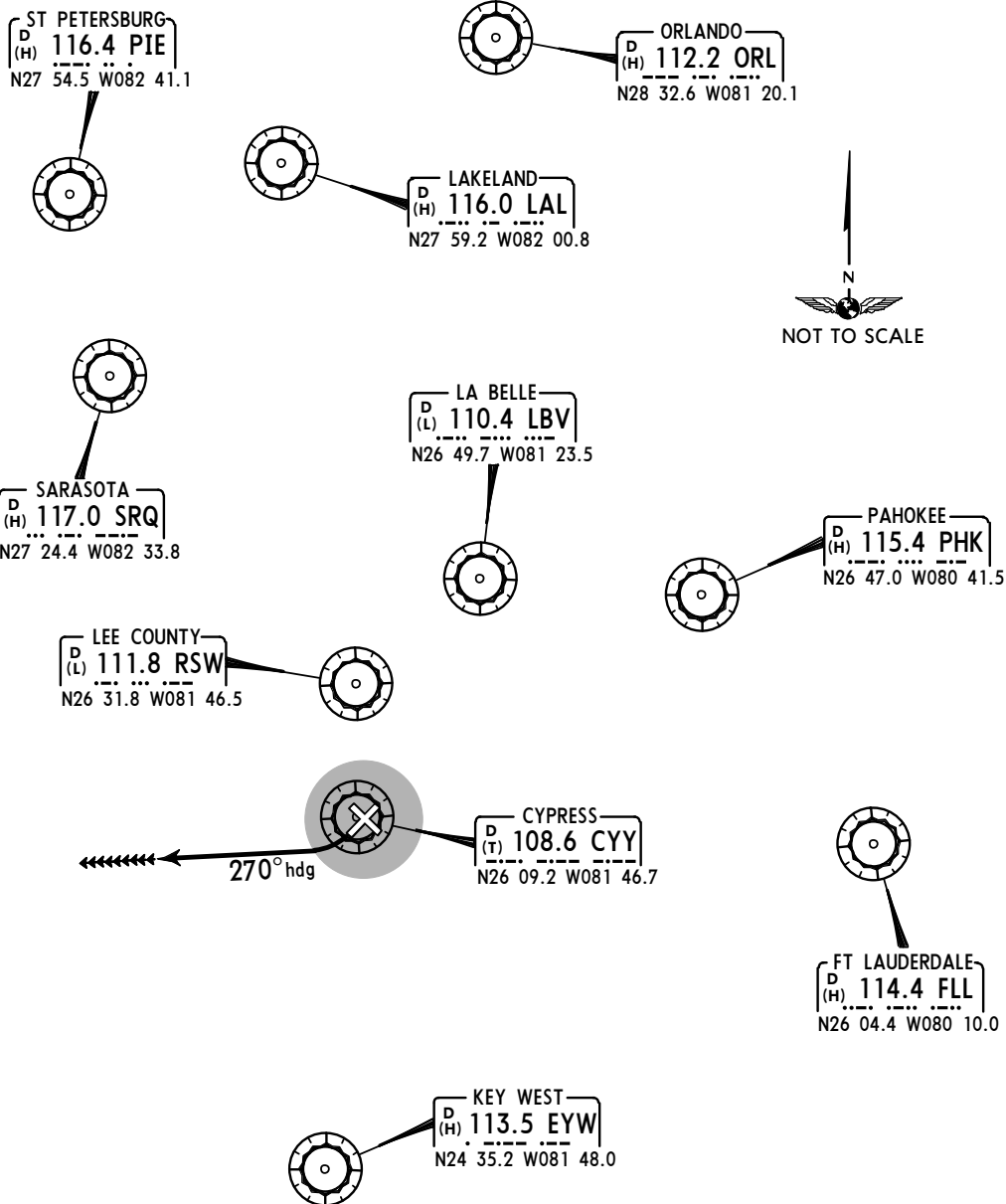
AIRPORT	INITIAL CLIMB	TOP ALTITUDE
NAPLES MUN	Rws 5, 23, 32: Climb on assigned heading for RADAR vectors to CSHEL, then via depicted route to PULEC.	2000'
	Rwy 14: Climb heading 137° to 600', then via RADAR vectors to CSHEL, then via depicted route to PULEC.	
MARCO I	Rwy 17: Climb on assigned heading for RADAR vectors to CSHEL, then via depicted route to PULEC.	2000'
	Rwy 35: Climb heading 005° to 700', then via RADAR vectors to CSHEL, then via depicted route to PULEC.	

ROUTING

From PULEC via transition. MAINTAIN 2000' or as assigned by ATC. EXPECT filed altitude/flight level 10 minutes after departure.

<p>*FT MYERS Departure (R) <b>119.75</b></p>	<p>MIAMI Center (R) <b>134.75</b> when Dep inop.</p>	<p>Apt Elev <b>8'</b></p>	<p>Trans level: FL180 Trans alt: 18000'  <b>1. RADAR required.</b>                  2. 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.</p>
--	--	-------------------------------	---

**NAPLES 4 DEPARTURE (APF4.APF)**  
**(RWY 23)**



This SID requires take-off minimums:  
 Rwy 5, 14, 32: Not authorized - ATC.  
 Rwy 23: 300-1.

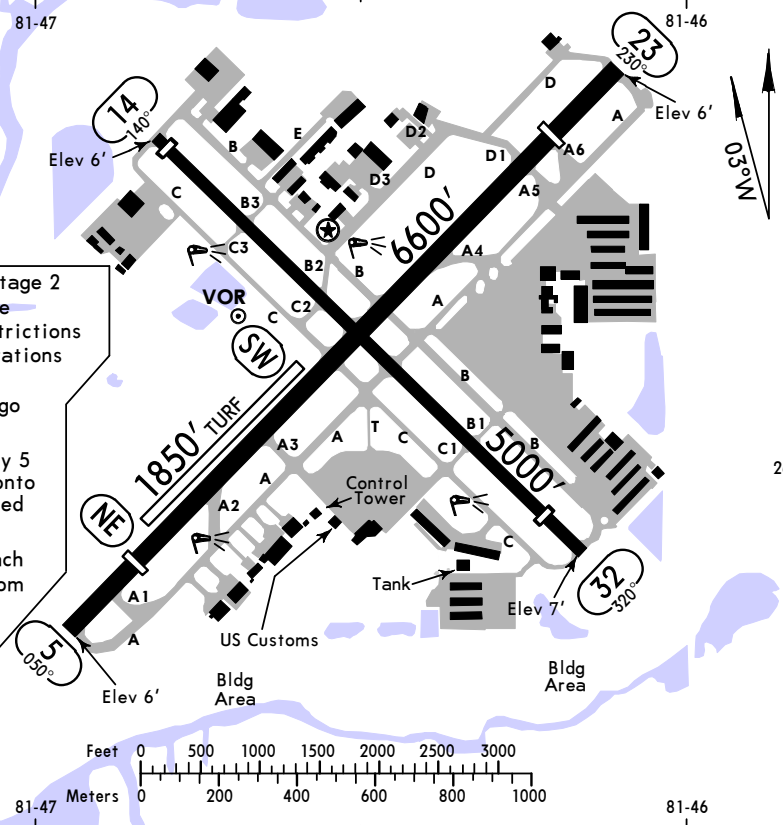
**OBSTACLES**  
 Trees 400' LEFT and RIGHT of DER, up to  
 100' AGL/110' MSL.

INITIAL CLIMB	TOP ALTITUDE
Turn RIGHT heading 270°. Climb and MAINTAIN 2000'. EXPECT RADAR vectors to join assigned route. EXPECT clearance to filed altitude 10 minutes after departure.	2000'

ATIS (ASOS when Twr inop)		*NAPLES Clearance		*Ground	
134.22		118.0		121.6	
*Tower		UNICOM 128.82		*FT MYERS Departure (R)	
CTAF 128.5				MIAMI Center (R)	
				134.75 when Dep inop.	

Closed to all acft exceeding 75,000 lbs max gross weight dual gear as indicated on the aircraft operating certificate issued by the aircraft manufacturer.

Stage 1 jet aircraft and Stage 2 jet aircraft operations are prohibited. Voluntary restrictions exist for all aircraft operations 2200-0700 LT. Voluntary restraint from touch and go operations 2200-0700 LT.  
 Use care when exiting Rwy 5 onto Twy G. Do not turn onto Rwy 14-32 unless instructed by ATC.  
 Twy C from C-1 to approach end Rwy 32 not visible from the tower.  
 Rwy 5, 14 right traffic.



**ADDITIONAL RUNWAY INFORMATION**

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
				Threshold	Glide Slope			
5	① MIRL	① REIL	PAPI-R (angle 3.5°)	grooved	② 5000'		5800'	150'
23	① MIRL	① REIL	PAPI-L (angle 3.0°)	grooved	② 5000'			
14	① MIRL	① REIL	① PAPI-L (angle 3.5°)		③ 4420'			100'
32	① MIRL	① REIL	① PAPI-L (angle 3.0°)		④ 4420'			
SW								100'
NE								

- ① Activate on 128.5 when Twr inop.
- ② Last 800' of Rwy 5 and 23 is unavailable for landing distance computations.
- ③ Last 450' of Rwy 14 is unavailable for landing distance computations.
- ④ Last 130' of Rwy 32 is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			FOR FILING AS ALTERNATE		
All Rwys			Authorized Only When Local Weather Available		
Adequate Vis Ref		STD	VOR Rwy 5 VOR Rwy 23	RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23	RNAV (GPS)-A RNAV (GPS)-B
1 & 2 Eng	1/4	1	800-2	800-2	800-2
3 & 4 Eng		1/2			800-2 1/4

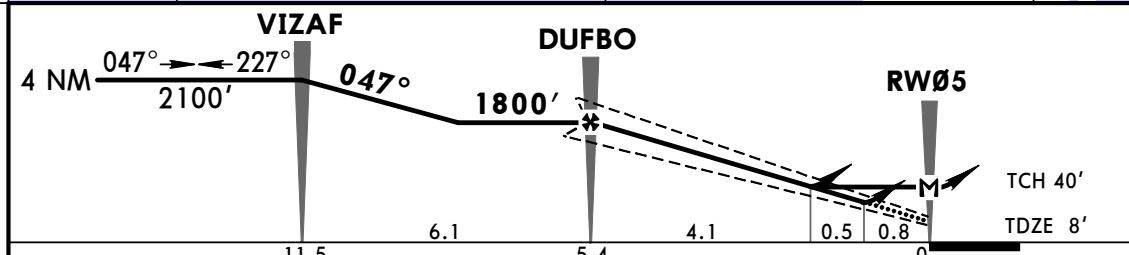
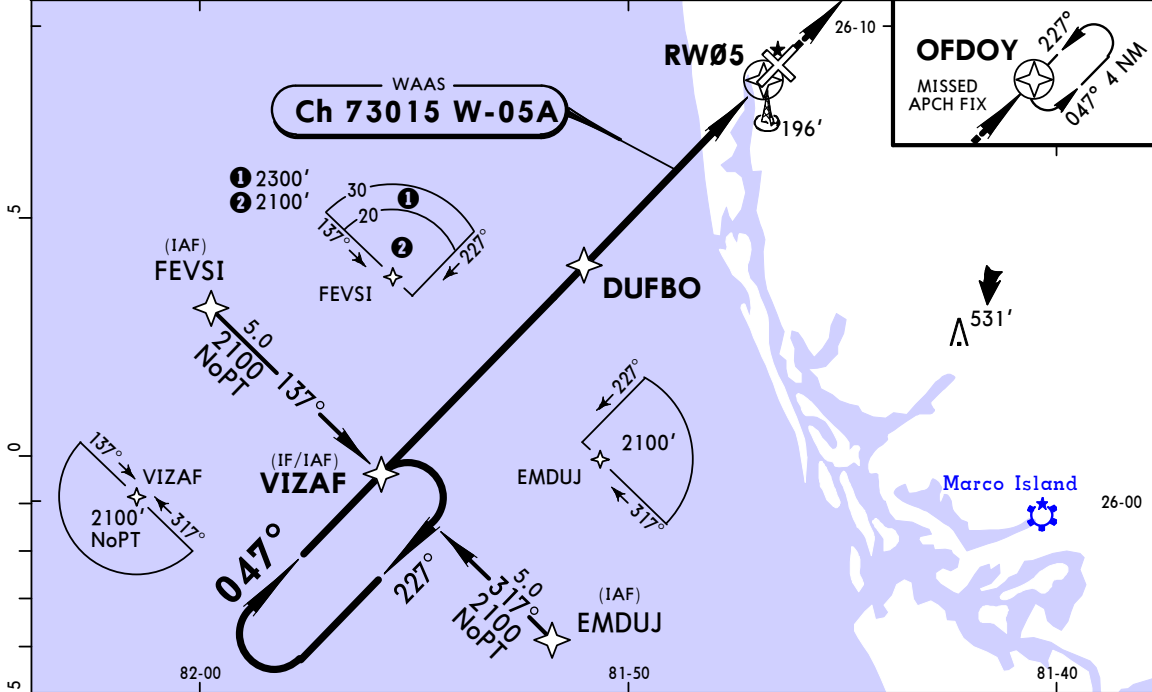
OBSTACLE DP: Rwy 14, climb heading 137° to 600' before turning left.

ATIS (ASOS when Twr inop) <b>134.225</b>	*FT MYERS Approach (R) <b>119.75</b>	MIAMI Center (R) <b>134.75</b> when App inop.	*NAPLES Tower <b>CTAF 128.5</b>	*Ground <b>121.6</b>
WAAS <b>Ch 73015</b> <b>W-05A</b>	Final Apch Crs <b>047°</b>	Minimum Alt <b>DUFBO</b> <b>1800'</b> (1792')	LPV DA(H) (CONDITIONAL) <b>295'</b> (287')	Apt Elev 8' TDZE 8'
				TAA 30 NM IAF

**MISSED APCH: Climb to 2100' direct OFDOY and hold.**

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Southwest Florida Intl altimeter setting. 2. Baro-VNAV not authorized when using Southwest Florida Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 128.5.



Gnd speed-Kts	70	90	100	120	140	160	REIL	2100'	OFDOY
Glide Path Angle	3.00°	372	478	531	637	849	PAPI-R		
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW05									

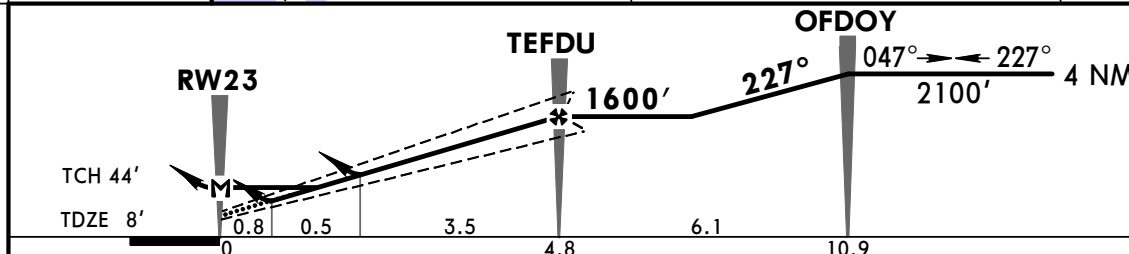
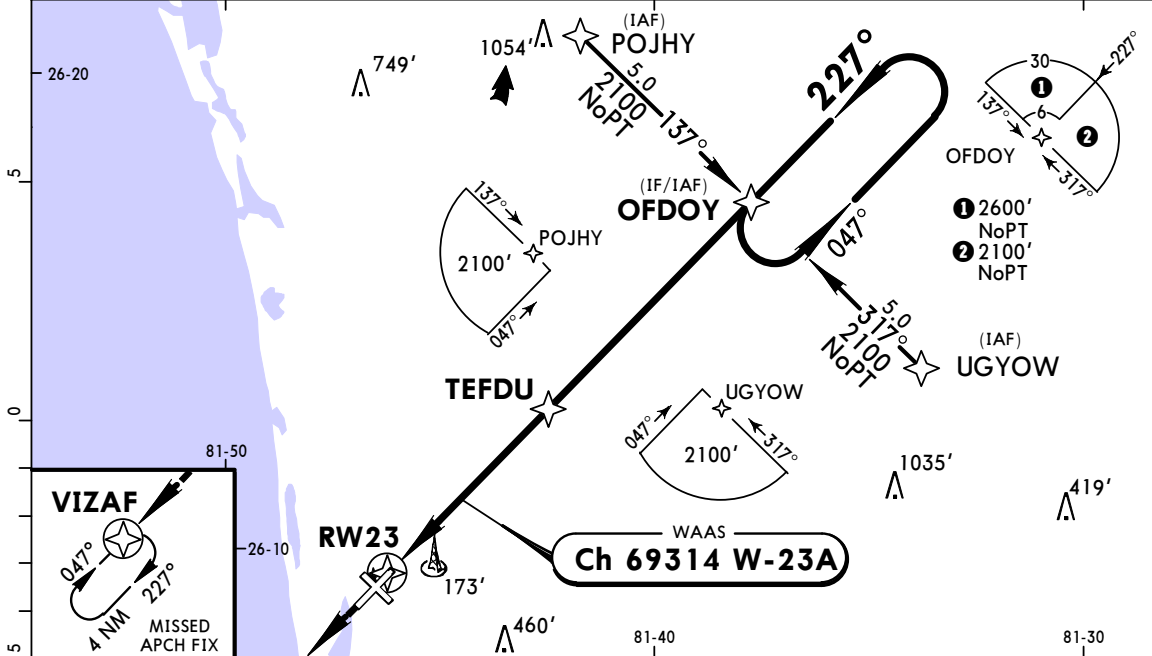
STRAIGHT-IN LANDING RWY 5				CIRCLE-TO-LAND			
With Local Altimeter Setting				With Local Altimeter Setting			
LPV	LNAV/VNAV	LNAV	Max Kts	LPV	LNAV/VNAV	LNAV	Max Kts
DA(H)	DA(H)	MDA(H)		DA(H)	DA(H)	MDA(H)	
295' (287')	446' (438')	460' (452')	90	500' (492') - 1			
1	1½	1	120	500' (492') - 1½			
		1¼	140	560' (552') - 2			
		1½	165				
With Southwest Florida Intl Altimeter Setting				With Southwest Florida Intl Altimeter Setting			
LPV	LNAV/VNAV	LNAV	Max Kts	LPV	LNAV/VNAV	LNAV	Max Kts
DA(H)	DA(H)	MDA(H)		DA(H)	DA(H)	MDA(H)	
351' (343')	502' (494')	520' (512')	90	560' (552') - 1			
1¼	1¾	1	120	560' (552') - 1½			
		1½	140	620' (612') - 2			
		1¾	165				

TERPS AMEND 2 17 DEC 2009

ATIS (ASOS when Twr inop) <b>134.225</b>		*FT MYERS Approach (R) <b>119.75</b>		MIAMI Center (R) <b>134.75</b> when App inop.		*NAPLES Tower <b>CTAF 128.5</b>		*Ground <b>121.6</b>	
WAAS <b>Ch 69314</b> <b>W-23A</b>		Final Apch Crs <b>227°</b>		Minimum Alt <b>TEFDU</b> <b>1600'</b> (1592')		LPV DA(H) (CONDITIONAL) <b>313'</b> (305')		Apt Elev 8' TDZE 8'	

**MISSED APCH: Climb to 2100' direct VIZAF and hold.**

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. Use local altimeter setting; if not received, use Southwest Florida Intl altimeter setting. 2. Baro-VNAV not authorized when using Southwest Florida Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 128.5.



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	743	849			
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW23										

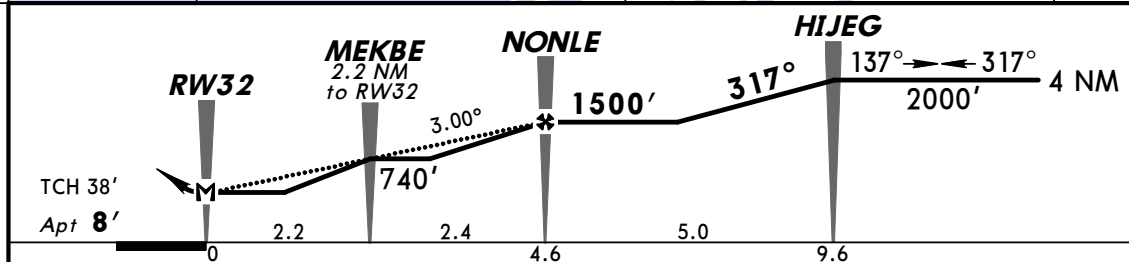
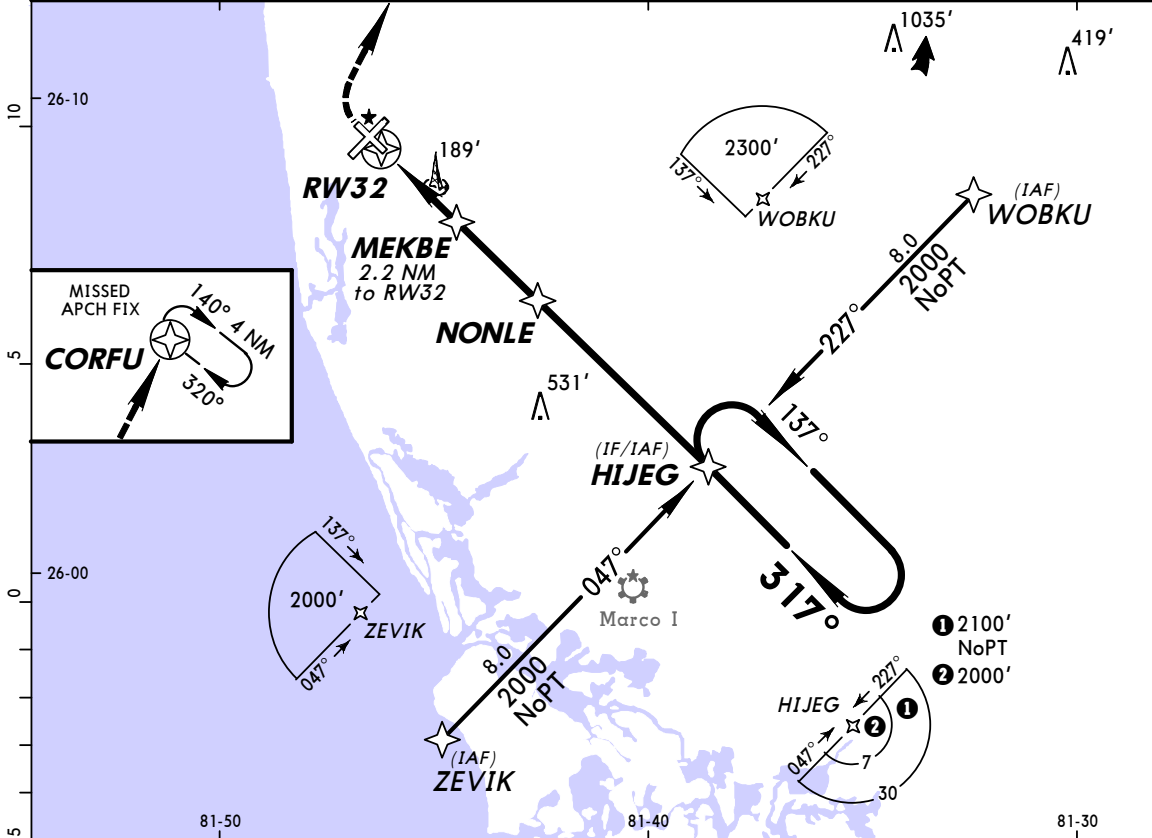
STRAIGHT-IN LANDING RWY 23 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) <b>313'</b> (305')		LNAV/VNAV DA(H) <b>461'</b> (453')		LNAV MDA(H) <b>440'</b> (432')	
A				Max Kts	MDA(H)
B	1	1½	1	90	<b>500'</b> (492') - 1
C			1¼	120	<b>500'</b> (492') - 1½
D			1½	140	<b>560'</b> (552') - 2

With Southwest Florida Intl Altimeter Setting				With Southwest Florida Intl Altimeter Setting	
LPV DA(H) <b>369'</b> (361')		LNAV/VNAV DA(H) <b>517'</b> (509')		LNAV MDA(H) <b>500'</b> (492')	
A				Max Kts	MDA(H)
B	1¼	1¾	1	90	<b>560'</b> (552') - 1
C			1¼	120	<b>560'</b> (552') - 1½
D			1½	140	<b>620'</b> (612) - 2



BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*FT MYERS Approach (R)	MIAMI Center (R)	*NAPLES Tower	*Ground
134.22	119.75	134.75 when App inop.	CTAF 128.5	121.6
RNAV	Final Apch Crs <b>317°</b>	Minimum Alt <b>NONLE</b> 1500' (1492')	MDA(H) Refer to Minimums	Apt Elev <b>8'</b>
MISSED APCH: Climbing RIGHT turn to 2300' direct CORFU and hold.				TAA 30 NM IAF
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Southwest Florida Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 128.5.				

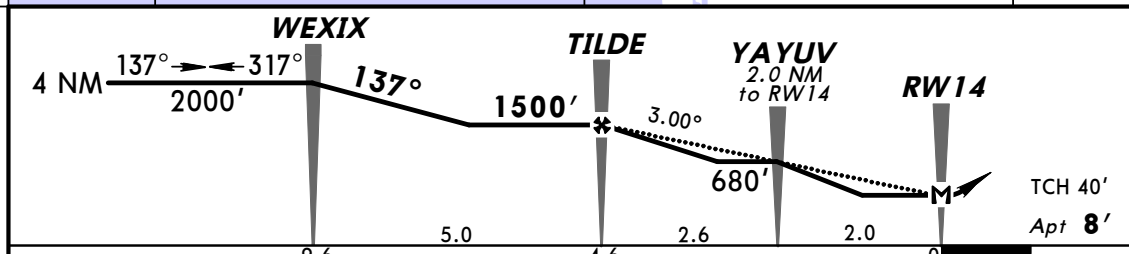
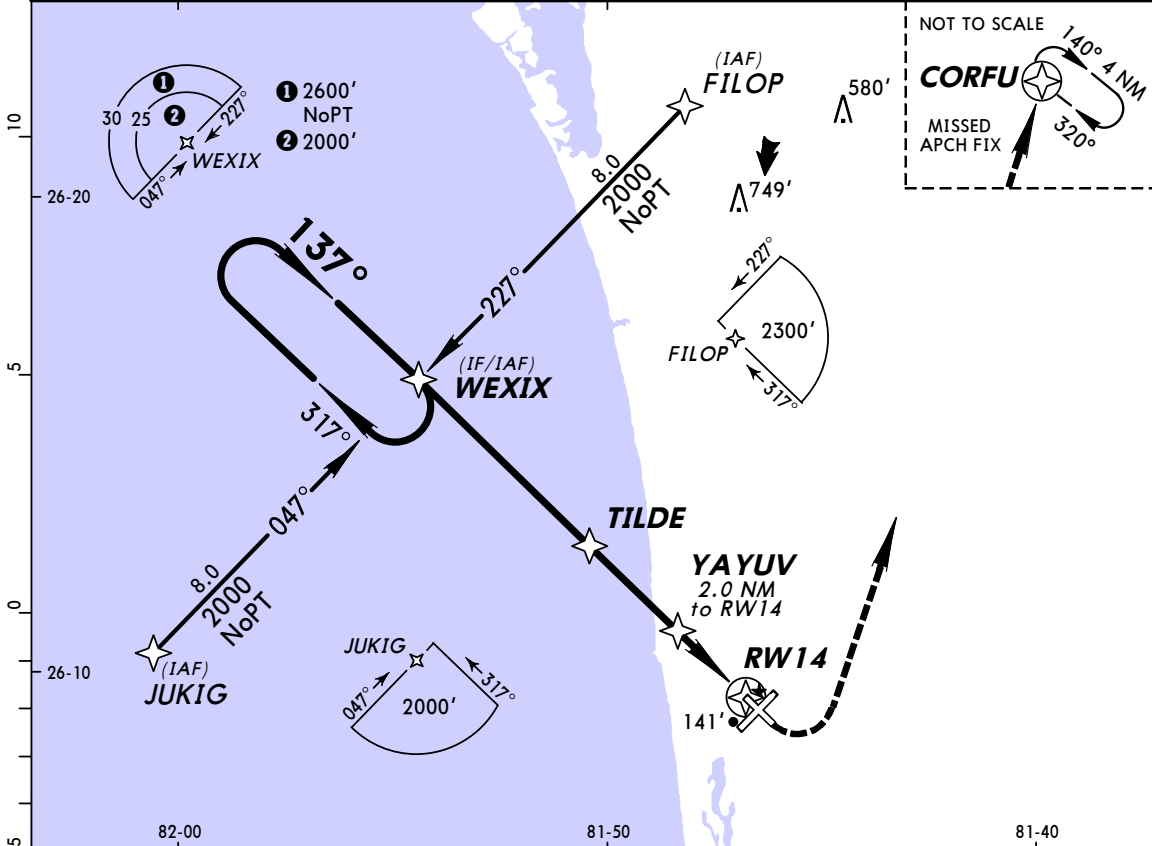


Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2300'	D → CORFU
Descent angle 3.00°	372	478	531	637	743	849			
MAP at RW32									

		CIRCLE-TO-LAND	
		With Local Altimeter Setting	With Southwest Florida Intl Altimeter Setting
Max Kts	MDA(H)	MDA(H)	MDA(H)
A 90	500' (492')-1	560' (552')-1	
B 120	680' (672')-2	740' (732')-2	
C 140	720' (712')-2 1/4	780' (772')-2 1/2	
D 165			

TERPS AMEND 0 18 SEP 2014

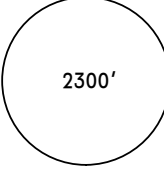
ATIS (ASOS when Twr inop)	*FT MYERS Approach (R)	MIAMI Center (R)	*NAPLES Tower	*Ground
134.22	119.75	134.75 when App inop.	CTAF 128.5	121.6
RNAV	Final Apch Crs <b>137°</b>	Minimum Alt <b>TILDE</b> <b>1500'</b> (1492')	MDA(H) Refer to Minimums	Apt Elev <b>8'</b>
<b>MISSED APCH: Climbing LEFT turn to 2300' direct CORFU and hold.</b>				TAA 30 NM IAF
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Southwest Florida Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 128.5.				

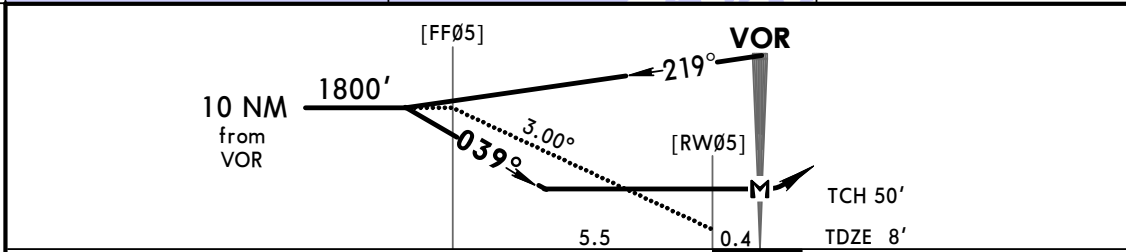
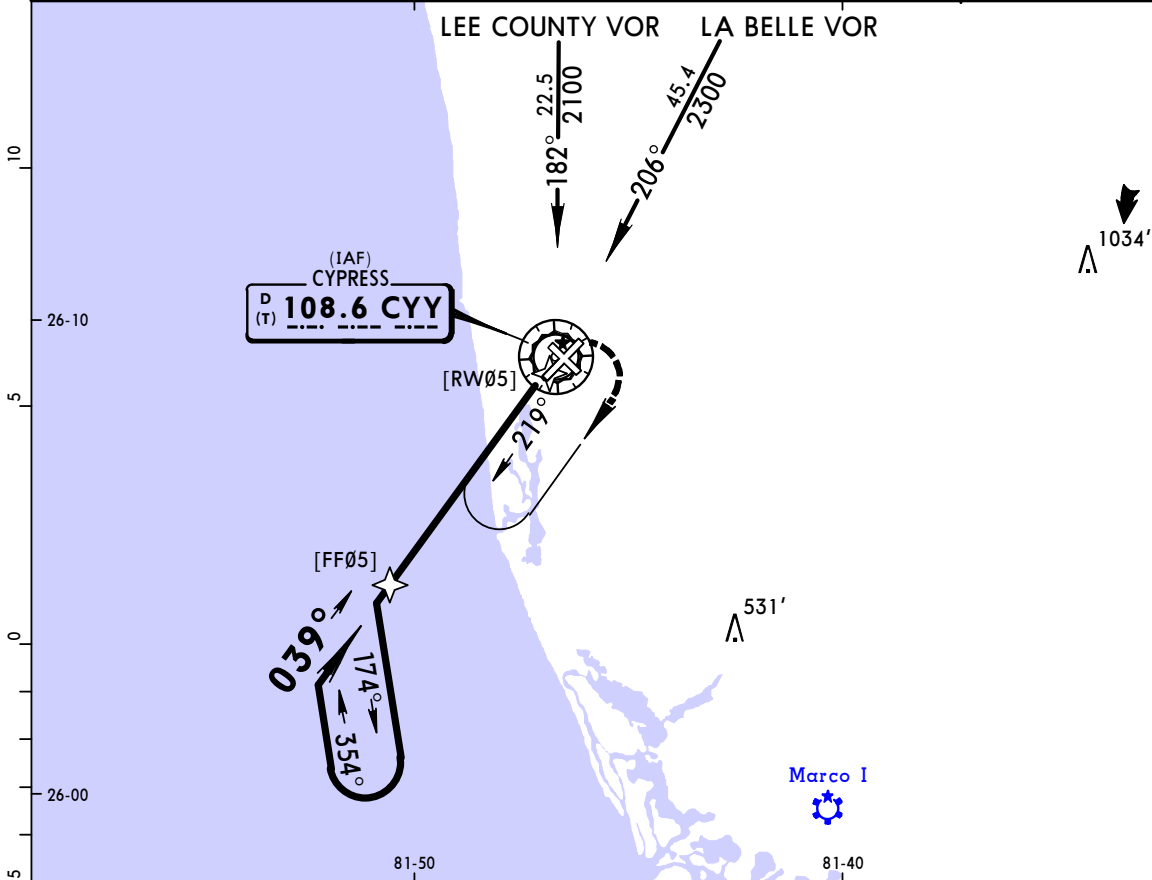



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2300'	D	CORFU
Descent angle 3.00°	372	478	531	637	743	849				
MAP at RW14										

Max Kts	CIRCLE-TO-LAND	
	With Local Altimeter Setting	With Southwest Florida Intl Altimeter Setting
A 90	500' (492') -1	560' (552') -1
B 120	680' (672') -2	740' (732') -2
C 140	720' (712') -2 1/4	780' (772') -2 1/2
D 165		

TERPS AMEND 0 18 SEP 2014

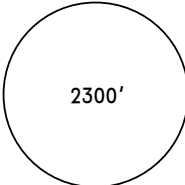
ATIS (ASOS when Twr Inop) <b>134.225</b>		*FT MYERS Approach (R) <b>119.75</b>		MIAMI Center (R) <b>134.75</b> when App inop.		*NAPLES Tower <b>CTAF 128.5</b>		*Ground <b>121.6</b>	
VOR CYY <b>108.6</b>	Final Apch Crs <b>039°</b>	No FAF		MDA(H) <b>500'</b> (492')		Apt Elev 8' TDZE 8'			
<b>MISSED APCH: Climbing RIGHT turn to 1800' in CYY VOR holding pattern.</b>									
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'				
1. Helicopter visibility reduction below 3/4 SM not authorized. 2. Pilot controlled lighting 128.5.								MSA CYY VOR	

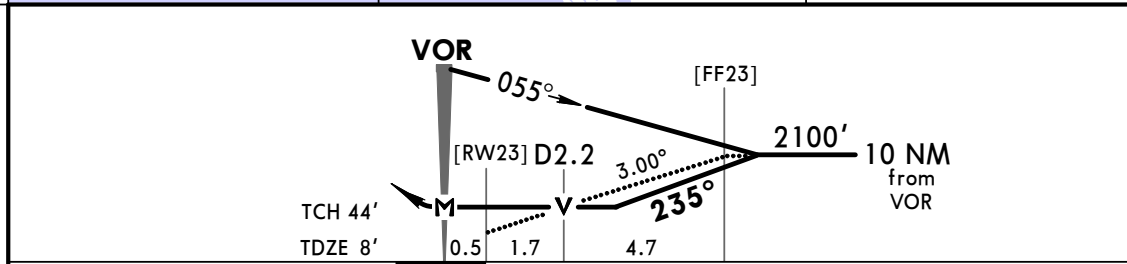
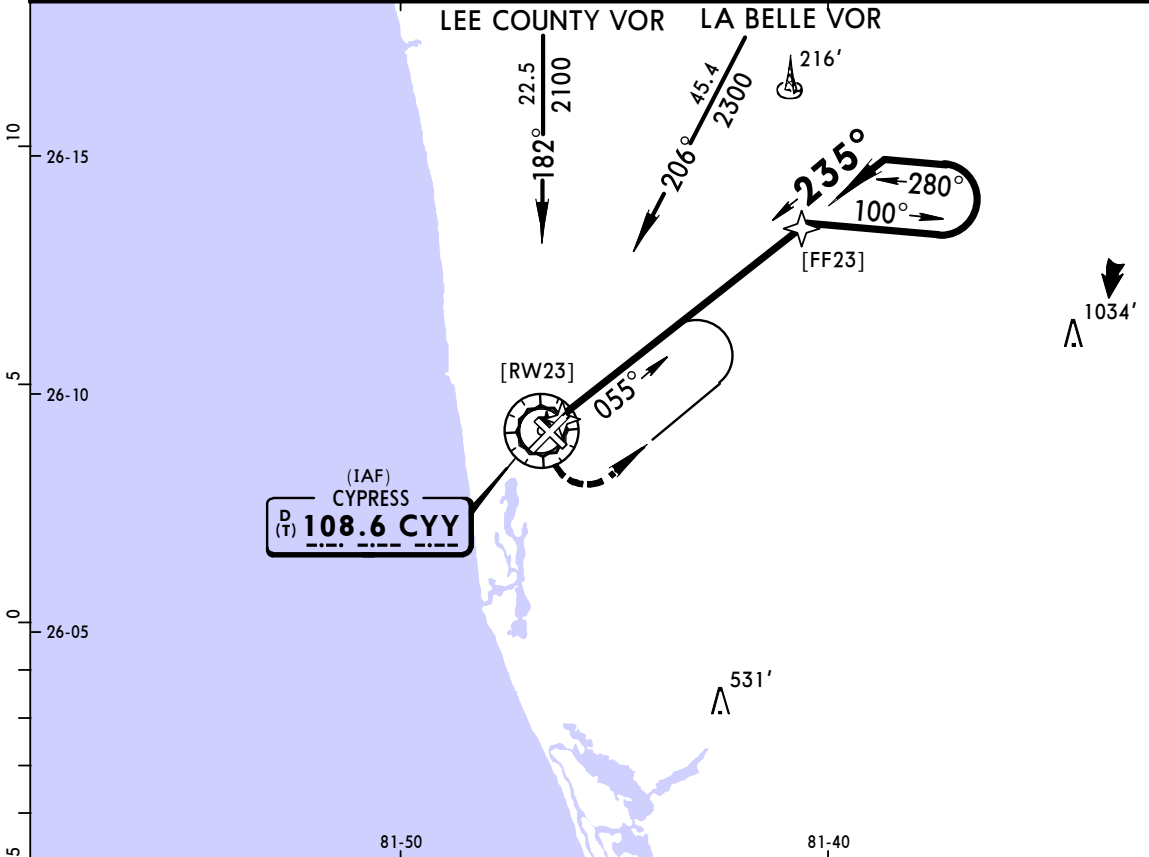



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	<b>1800'</b>  in <b>108.6</b> HOLDING PATTERN
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VOR								

STRAIGHT-IN LANDING RWY 5				CIRCLE-TO-LAND	
MDA(H) <b>500'</b> (492')				Max Kts	MDA(H)
A	1			90	<b>500'</b> (492') - 1
B	1			120	<b>500'</b> (492') - 1
C	1 1/4			140	<b>500'</b> (492') - 1 1/2
D	1 1/2			165	<b>560'</b> (552') - 2

TERPS AMEND 5A 25 JUN 2015

ATIS (ASOS when Twr Inop) <b>134.225</b>	*FT MYERS Approach (R) <b>119.75</b>	MIAMI Center (R) <b>134.75</b> when App inop.	*NAPLES Tower CTAF <b>128.5</b>	*Ground <b>121.6</b>
VOR CYY <b>108.6</b>	Final Apch Crs <b>235°</b>	No FAF	MDA(H) <b>600'</b> (592')	Apt Elev 8' TDZE 8'
<b>MISSED APCH: Climbing LEFT turn to 2000' in CYY VOR holding pattern.</b>				 <p>2300'</p> <p>MSA CYY VOR</p>
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000' 1. Helicopter visibility reduction below 3/4 SM not authorized. 2. Pilot controlled lighting 128.5.				



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2000'  in CYY 108.6 HOLDING PATTERN
Descent Angle	3.00°	372	478	531	637	743		
MAP at VOR								

STRAIGHT-IN LANDING RWY23		CIRCLE-TO-LAND	
MDA(H) <b>600'</b> (592')		Max Kts	MDA(H)
A	1	90	<b>600'</b> (592') - 1
B	1	120	<b>600'</b> (592') - 1
C	1½	140	<b>600'</b> (592') - 1½
D	1¾	165	<b>600'</b> (592') - 2

TERPS AMEND 6E 20 AUG 2015