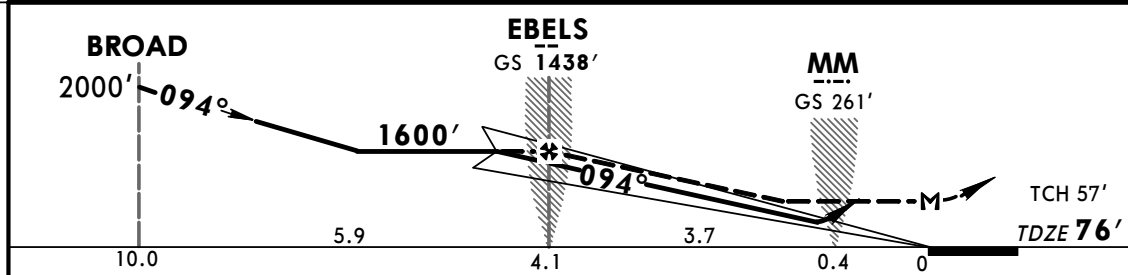
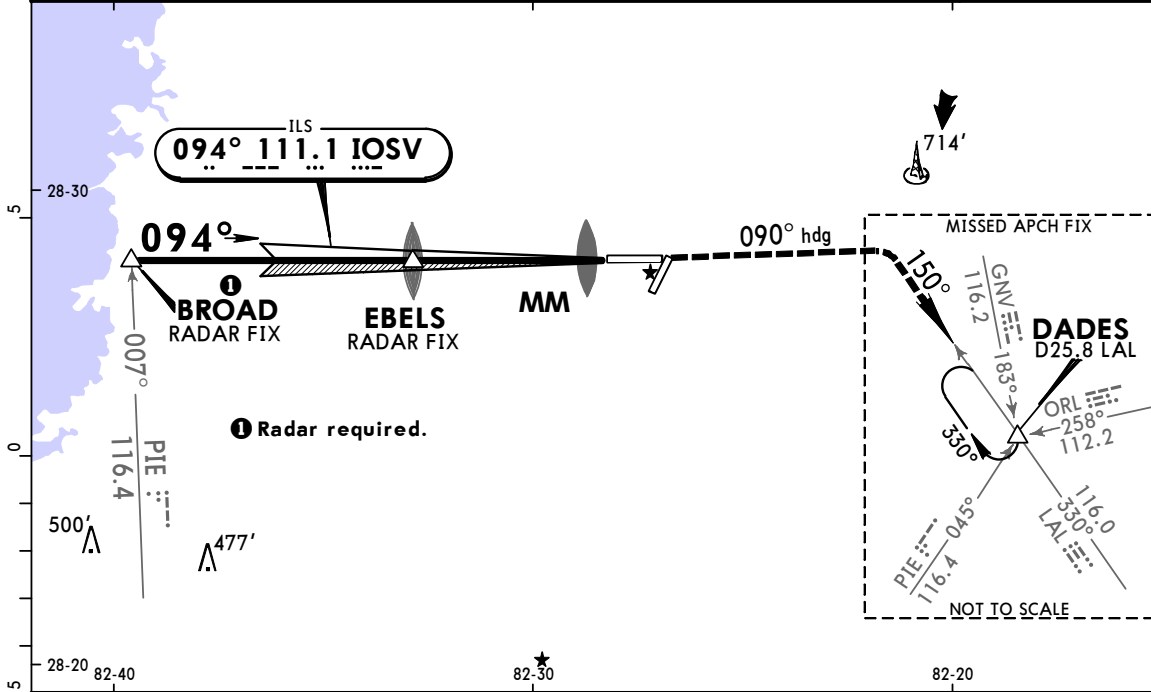


ASOS 134.72		TAMPA Approach (R) 125.3		*BROOKSVILLE Tower CTAF 118.55		*Ground 121.4		
LOC IOSV 111.1	Final Apch Crs 094°	GS EBELS 1438' (1362')	ILS DA(H) (CONDITIONAL) 276' (200')	Apt Elev 76' TDZE 76'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;"> No MSA published </div>		
MISSED APCH: Climb to 3000' via 090° heading and inbound on LAL VOR R-330 to DADES INT/D25.8 LAL and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Use local altimeter setting; if not received, use Tampa Intl altimeter setting. 3. Pilot controlled lighting 118.55.								

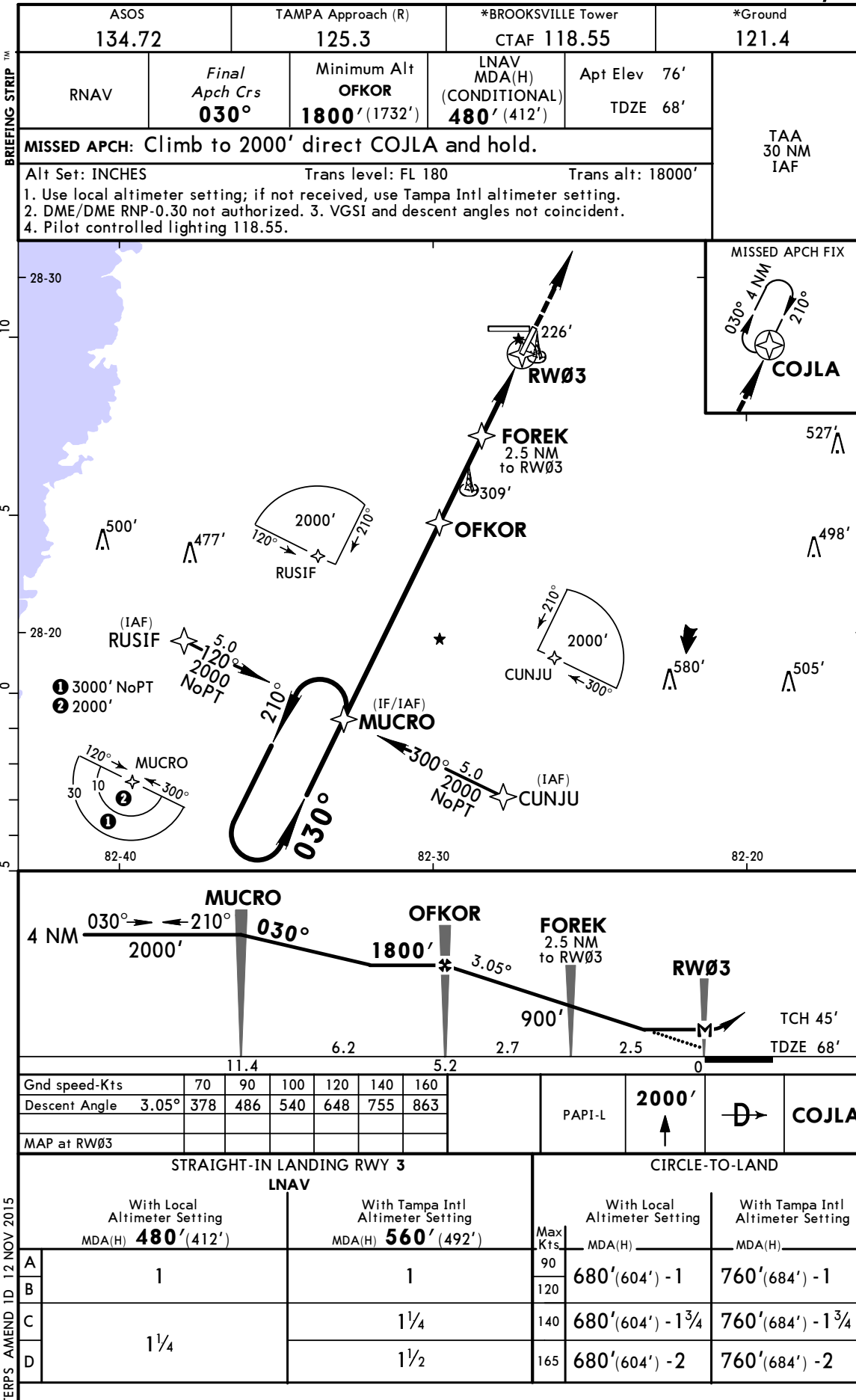


Gnd speed-Kts	70	90	100	120	140	160	MALS R PAPI	3000' ↑ via 090° hdg	LAL and 116.0 R-330	DADES	
GS	3.00°	372	478	531	637	743					849
EBELS to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32				

STRAIGHT-IN LANDING RWY 9 With Local Altimeter Setting					CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 276' (200')		LOC (GS out) MDA(H) 480' (404')			Max Kts	MDA(H)
FULL	RAIL or ALS out	RAIL out	ALS out			
A		1/2	3/4	1	90	680'(604') - 1
B	1/2	3/4			120	
C			3/4	1 1/4	140	680'(604') - 1 3/4
D					165	680'(604') - 2
With Tampa Intl Altimeter Setting					With Tampa Intl Altimeter Setting	
ILS DA(H) 353' (277')		LOC (GS out) MDA(H) 560' (484')			Max Kts	MDA(H)
FULL	RAIL or ALS out	RAIL out	ALS out			
A		1/2	3/4	1	90	760'(684') - 1
B	1/2	1			120	
C			3/4	1 1/4	140	760'(684') - 2
D				1 1/2	165	760'(684') - 2 1/4

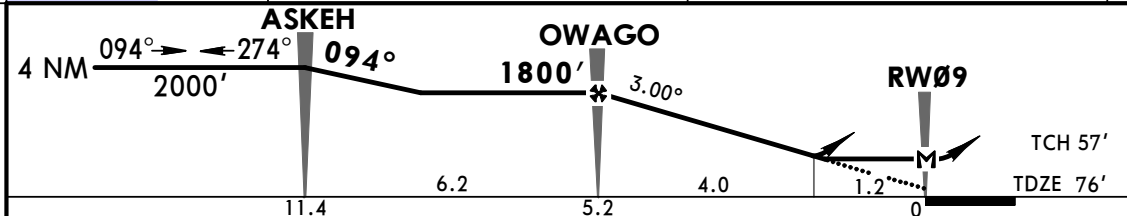
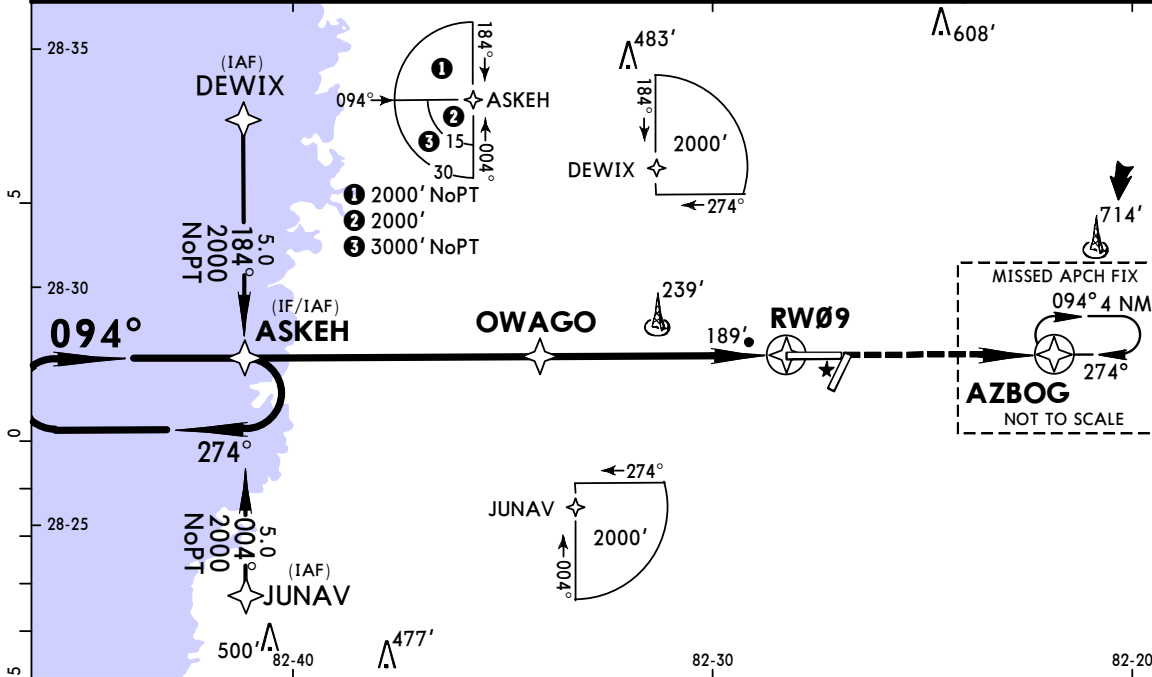
1 Circling Rwy 3/21/27 not authorized at night.

TERPS AMEND 2E 24 JUL 2014



TERPS AMEND ID 12 NOV 2015

ASOS 134.72		TAMPA Approach (R) 125.3		*BROOKSVILLE Tower CTAF 118.55		*Ground 121.4	
RNAV	Final Apch Crs 094°	Minimum Alt OWAGO 1800' (1724')	LNAV MDA(H) (CONDITIONAL) 500' (424')	Apt Elev 76' TDZE 76'	TAA 30 NM IAF		
MISSED APCH: Climb to 2000' direct AZBOG and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Circling Rwy 3/21/27 not authorized at night. 2. Use local altimeter setting, if not received, use Tampa Intl altimeter setting. 3. Baro-VNAV not authorized when using Tampa Intl altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 5. DME/DME RNP -0.30 not authorized. 6. Pilot controlled lighting 118.55.							

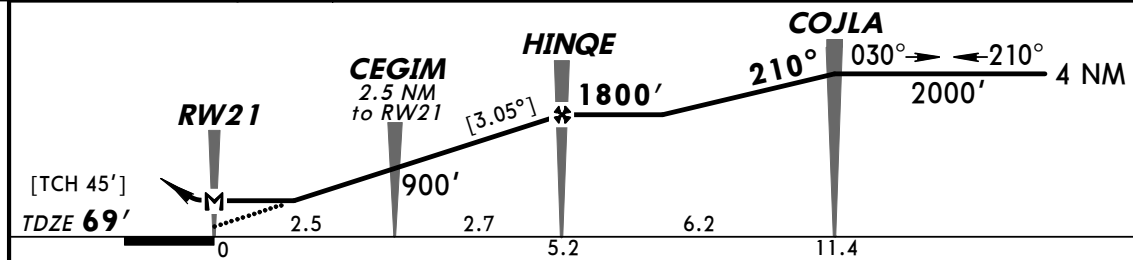
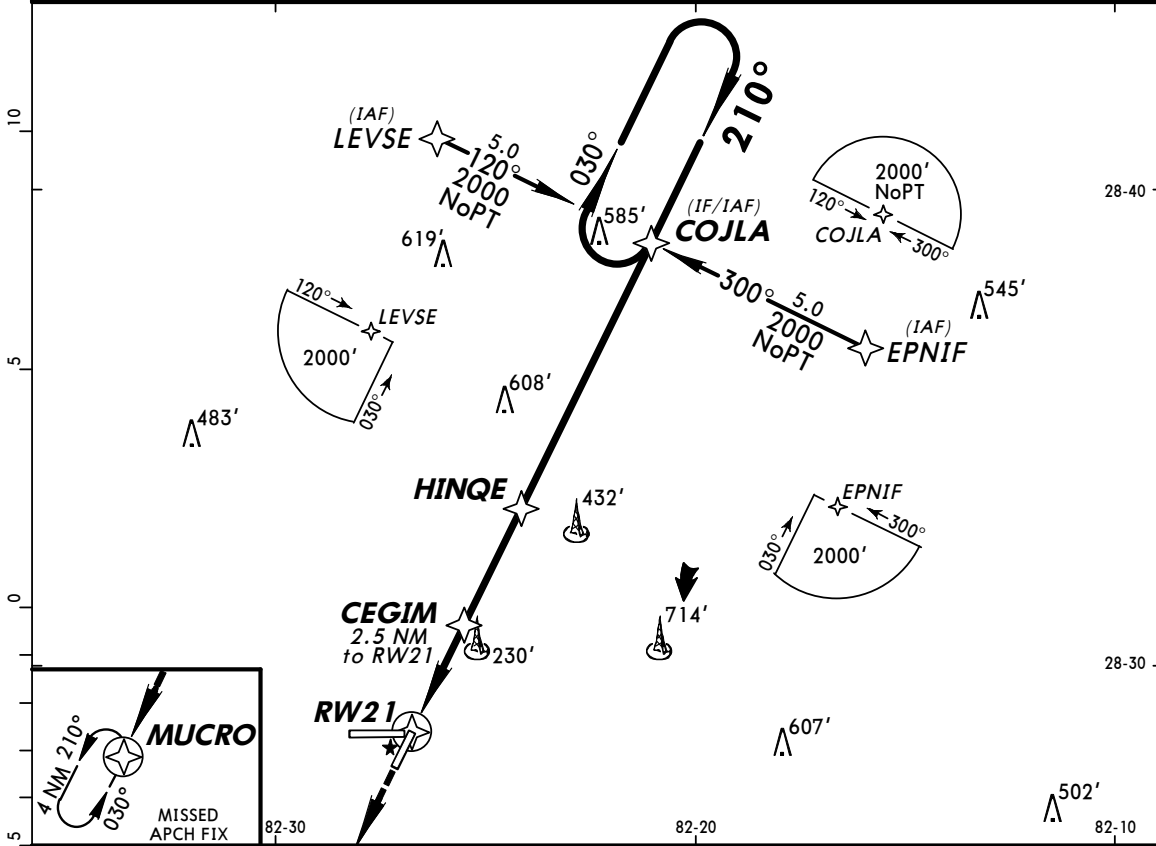


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2000'	D	AZBOG
Descent Angle	3.00°	372	478	531	637	743				
MAP at RW09										

STRAIGHT-IN LANDING RWY 9 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting		
LNAV/VNAV DA(H) 507'(431')			LNAV MDA(H) 500'(424')			MDA(H)		
	RAIL or ALS out		RAIL out	ALS out		Max Kts		
A			1/2	3/4	1	90	680'(604') - 1	
B	1	1 1/2	3/4	1 1/4		120	680'(604') - 1 3/4	
C			1			140	680'(604') - 2	
D						165	680'(604') - 2	
With Tampa Intl Altimeter Setting						With Tampa Intl Altimeter Setting		
LNAV/VNAV DA(H) 584'(508')			LNAV MDA(H) 580'(504')			MDA(H)		
	RAIL or ALS out		RAIL out	ALS out		Max Kts		
A			1/2	3/4	1	90	760'(684') - 1	
B	1 1/4	1 3/4	3/4	1 1/2		120	760'(684') - 1 3/4	
C			1			140	760'(684') - 2	
D						165	760'(684') - 2	

TERPS AMEND 1C 24 JUL 2014

ASOS 134.72		TAMPA Approach (R) 125.3		*BROOKSVILLE Tower CTAF 118.55		*Ground 121.4	
RNAV	Final Apch Crs 210°	Minimum Alt HINQE 1800' (1731')	LNAV MDA (H) (CONDITIONAL) 500' (431')	Apt Elev 76' TDZE 69'		TAA 30 NM IAF	
MISSED APCH: Climb to 2000' direct MUCRO and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Tampa Intl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 118.55.							

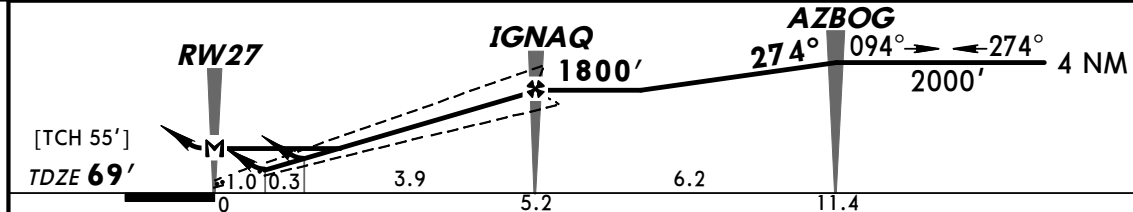
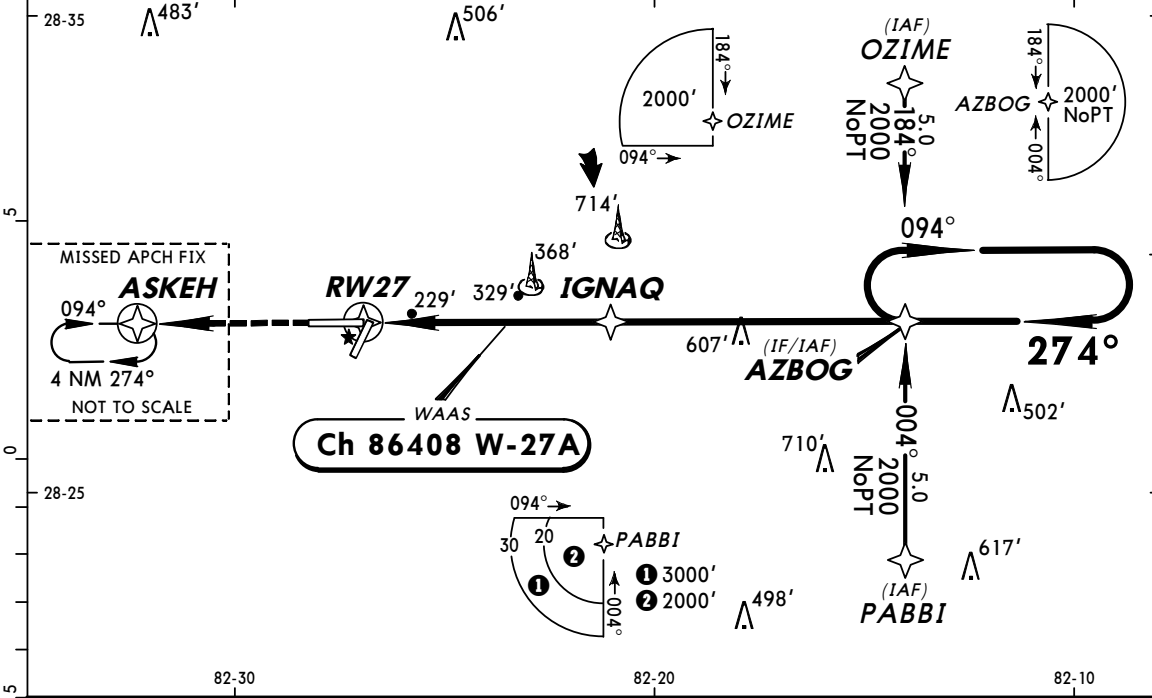


Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle [3.05°]	378	486	540	648	755	863			
MAP at RW21									

	STRAIGHT-IN LANDING RWY 21		CIRCLE-TO-LAND		
	With Local Altimeter Setting MDA(H) 500' (431')	With Tampa Intl Altimeter Setting MDA(H) 580' (511')	With Local Altimeter Setting MDA(H)	With Tampa Intl Altimeter Setting MDA(H)	
A	1	1	90	680'(604')-1	760'(684')-1
B			120	680'(604')-1	760'(684')-1
C	1 1/4	1 1/2	140	680'(604')-1 3/4	760'(684')-2
D	1 1/2		165	680'(604')-2	760'(684')-2 1/4

TERPS AMEND. ID 24 JUL 2014

ASOS 134.72		TAMPA Approach (R) 125.3		*BROOKSVILLE Tower CTAF 118.55		*Ground 121.4	
WAAS Ch 86408 W-27A		Final Apch Crs 274°		Minimum Alt IGNAQ 1800' (1731')		LPV DA(H) (CONDITIONAL) 442' (373')	
				Apt Elev 76'		TDZE 69'	
MISSED APCH: Climb to 2000' direct ASKEH 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 Tampa Intl altimeter setting. 2. Baro-VNAV not authorized when using Tampa 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. Helicopter visibility reduction below 1 SM not authorized. 6. Pilot controlled lighting 118.55.							

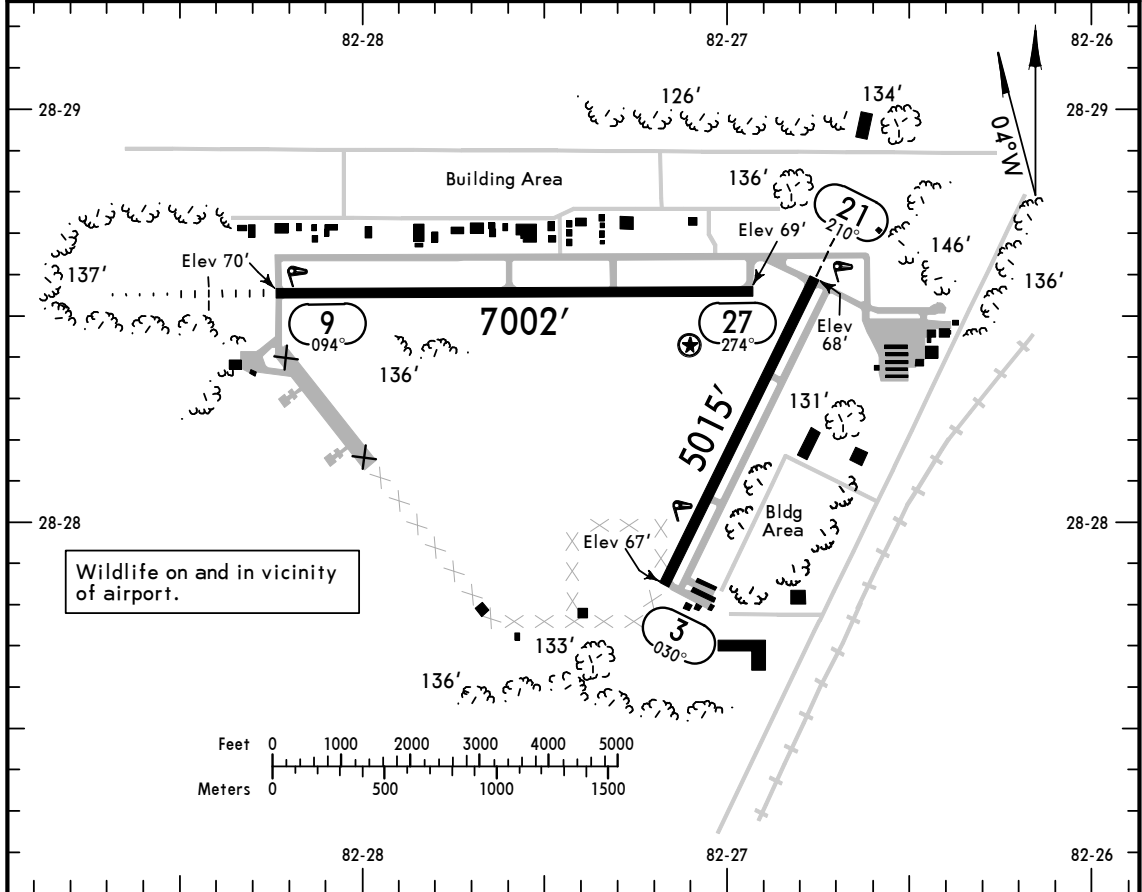


Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW27										

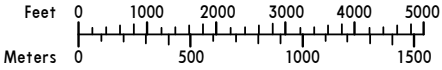
1 STRAIGHT-IN LANDING RWY 27			1 2 CIRCLE-TO-LAND		
With Local Altimeter Setting			With Local Altimeter Setting		
LPV DA(H)	LNAV/VNAV DA(H)	LNAV MDA(H)	Max Kts	MDA(H)	
442' (373')	595' (526')	620' (551')	90	680' (604')-1	
1 1/4	1 3/4	1	120	680' (604')-1	
			140	680' (604')-1 3/4	
1 3/4	1 3/4	1 3/4	165	680' (604')-2	
With Tampa Intl Altimeter Setting			With Tampa Intl Altimeter Setting		
LPV DA(H)	LNAV/VNAV DA(H)	LNAV MDA(H)	Max Kts	MDA(H)	
519' (450')	672' (603')	700' (631')	90	760' (684')-1	
1 1/2	2	1	120	760' (684')-1	
			140	760' (684')-2	
2	2	2	165	760' (684')-2 1/4	

1 Rwy 27 Straight-in/Circling not authorized at night. 2 Circling Rwy 3/21 not authorized at night.

ASOS 134.72	*BROOKSVILLE Clearance 121.4	Clearance Delivery 119.12 when Twr inop.
*BROOKSVILLE Ground 121.4	*Tower CTAF 118.55	TAMPA Departure (R) 125.3



Wildlife on and in vicinity of airport.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	
3	1 2 MIRL PAPI-L (angle 3.0°)				150'
21	1 2 MIRL PAPI-L (angle 3.0°)				150'
9	1 2 MIRL MALSR PAPI-L (angle 3.0°)		6031'		150'
27	1 2 MIRL PAPI-L (angle 3.0°)				150'

- 1** Operate dusk-2200 LT, preset low intensity.
- 2** Increase intensity and activate after 2200 LT on 118.55.

TAKE-OFF

	Rwys 3, 21, 27		Rwy 9		Other
	Adequate Vis Ref	STD	1 With Min climb of 220'/NM to 300'		
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	300-1 1/4
3 & 4 Eng		1/2		1/2	

1 Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available		Other	
RNAV (GPS) Rwy 3	RNAV (GPS) Rwy 21		
RNAV (GPS) Rwy 9	RNAV (GPS) Rwy 27		
A	800-2	NA	
B			
C			
D			