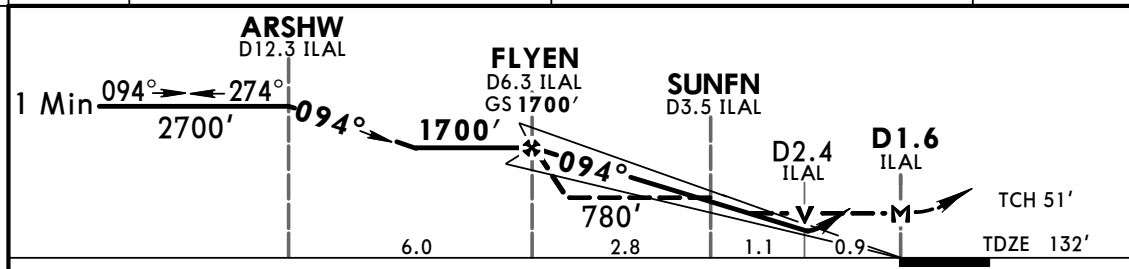
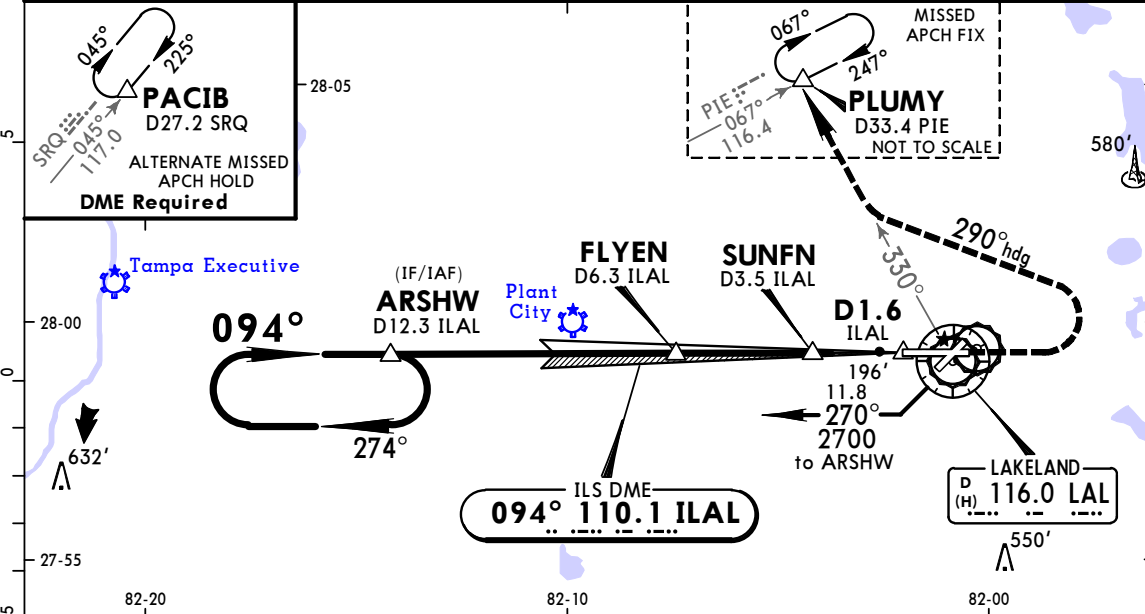


ATIS (AWOS-3 when Twr Inop) 118.02		TAMPA Approach (R) 120.65		*LAKELAND Tower CTAF 124.5		*Ground 121.4	
LOC ILAL 110.1	Final Apch Crs 094°	GS FLYEN 1700' (1568')	ILS DA(H) (CONDITIONAL) 332' (200')	Apt Elev 142' TDZE 132'			
MISSED APCH: Climb to 1000' then climbing LEFT turn to 2000' on heading 290° and outbound on LAL VOR R-330 to PLUMY INT/D33.4 PIE and hold, or as directed by ATC.							MSA LAL VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Plant City altimeter setting. 2. Use ILAL DME on the localizer course. 3. Pilot controlled lighting 124.5.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1000'	2000'	on	290°	LAL
GS	3.00°	372	478	531	637	743	PAPI	↑	LT	←	hdg	R-330
MAP at D1.6 ILAL												

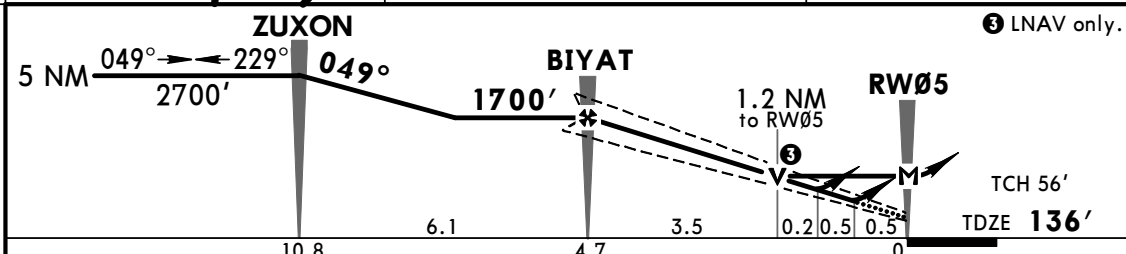
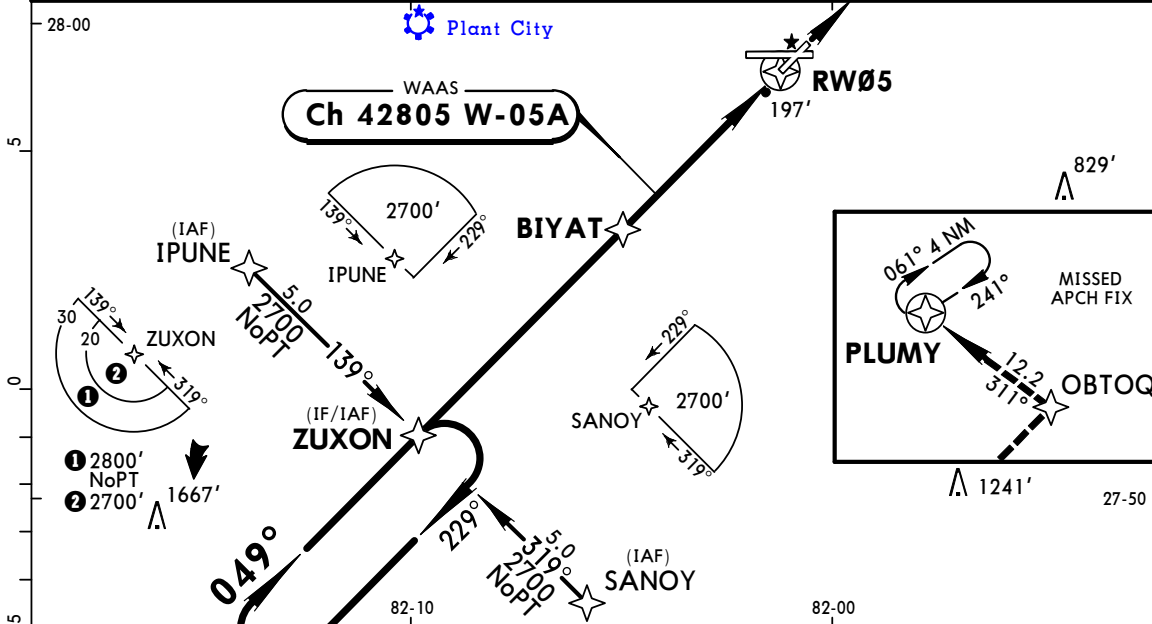
TERPS				STRAIGHT-IN LANDING RWY 9 With Local Altimeter Setting		CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 332' (200')		LOC (GS out) MDA(H) 460' (328')		Max Kts		MDA(H)	
FULL	RAIL/ALS out	FULL	RAIL/ALS out	90	600' (458') - 1		
A				120	660' (518') - 1		
B	1/2	3/4	1/2	140	660' (518') - 1 1/2		
C				165	700' (558') - 2		
D							

TERPS				STRAIGHT-IN LANDING RWY 9 With Plant City Altimeter Setting		CIRCLE-TO-LAND With Plant City Altimeter Setting	
ILS DA(H) 352' (220')		LOC (GS out) MDA(H) 480' (348')		Max Kts		MDA(H)	
FULL	RAIL/ALS out	FULL	RAIL/ALS out	90	620' (478') - 1		
A				120	680' (538') - 1		
B	1/2	3/4	1/2	140	680' (538') - 1 1/2		
C				165	720' (578') - 2		
D			5/8				

TERPS AMEND 0A 26 JUN 2014

BRIEFING STRIP™

ATIS (AWOS-3 when Twr Inop) 118.02		TAMPA Approach (R) 120.65		*LAKELAND Tower CTAF 124.5		*Ground 121.4	
WAAS Ch 42805 W-05A	Final Apch Crs 049°	Minimum Alt BIYAT 1700' (1564')	LPV DA(H) (CONDITIONAL) 336' (200')	Apt Elev 142'	TDZE 136'		
MISSED APCH: Climb to 2000' direct OBTOQ and LEFT turn on track 311° to PLUMY 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 Plant City altimeter setting. 2. Baro-VNAV and VDP not authorized when using Plant City altimeter setting. 3. DME/DME RNP-0.30 not authorized.							
4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 5. Pilot controlled lighting 124.5.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	D	OBTOQ	
Glide Path Angle	3.00°	372	478	531	637	743					849
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW05											

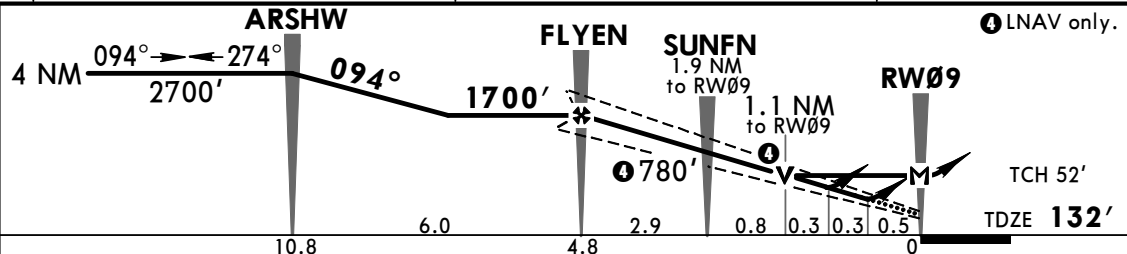
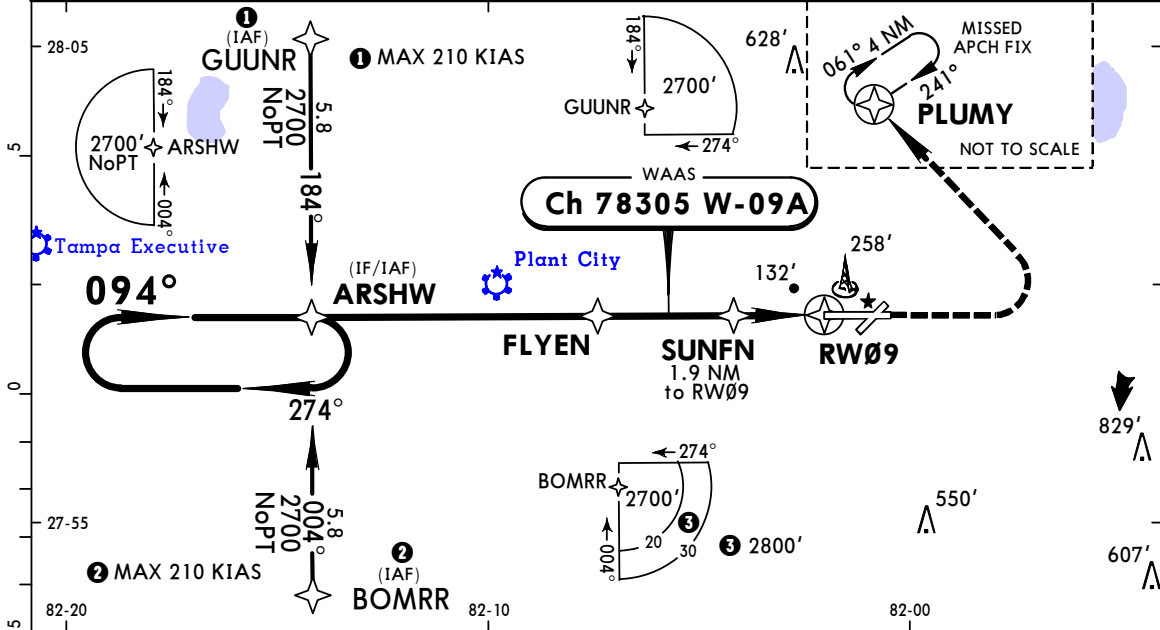
TERPS				STRAIGHT-IN LANDING RWY 5 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting		
	LPV DA(H) 336' (200')	LNAV/VNAV DA(H) 505' (369')	LNAV MDA(H) 560' (424')	Max Kts	MDA(H)				
A			1	90	600' (458') - 1				
B	3/4	1/4		120	660' (518') - 1				
C			1 1/4	140	660' (518') - 1 1/2				
D				165	700' (558') - 2				
				With Plant City Altimeter Setting			With Plant City Altimeter Setting		
	LPV DA(H) 356' (220')	LNAV/VNAV DA(H) 525' (389')	LNAV MDA(H) 580' (444')	Max Kts	MDA(H)				
A			1	90	620' (478') - 1				
B	3/4	1/4		120	680' (538') - 1				
C			1 3/8	140	680' (538') - 1 1/2				
D				165	720' (578') - 2				

TERPS AMEND 0D 28 MAY 2015

BRIEFING STRIP™	ATIS (AWOS-3 when Twr Inop) 118.02	TAMPA Approach (R) 120.65	*LAKELAND Tower CTAF 124.5	*Ground 121.4
	WAAS Ch 78305 W-09A	Final Apch Crs 094°	Minimum Alt FLYEN 1700' (1568')	LPV DA(H) 332' (200')
				Apt Elev 142' TDZE 132'

MISSED APCH: Climb to 1100' then climbing LEFT turn to 2000' direct PLUMY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Use local altimeter setting; if not received, use Plant City altimeter setting. 2. Baro-VNAV and VDP not authorized when using Plant City altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 124.5.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	2000'	PLUMY
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	LT	
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW09										

	STRAIGHT-IN LANDING RWY 9 With Local Altimeter Setting					CIRCLE-TO-LAND With Local Altimeter Setting			
	LPV DA(H) 332' (200')		LNAV/VNAV DA(H) 439' (307')			LNAV MDA(H) 520' (388')			
	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	
A					1/2	3/4	1	90	600' (458') -1
B	1/2	3/4	1/2	3/4	5/8	7/8	1 1/8	120	660' (518') -1
C								140	660' (518') -1 1/2
D								165	700' (558') -2

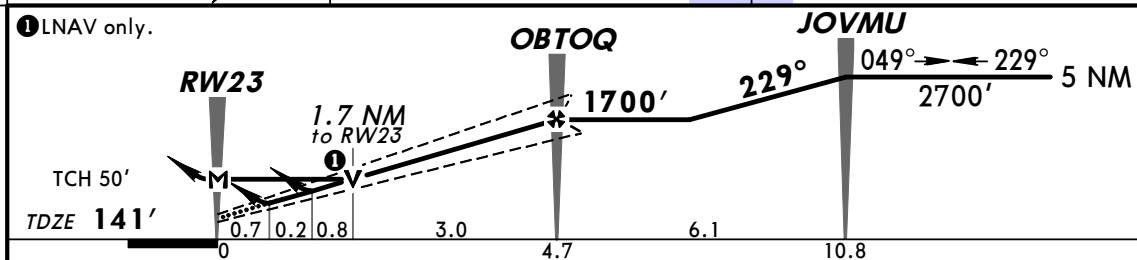
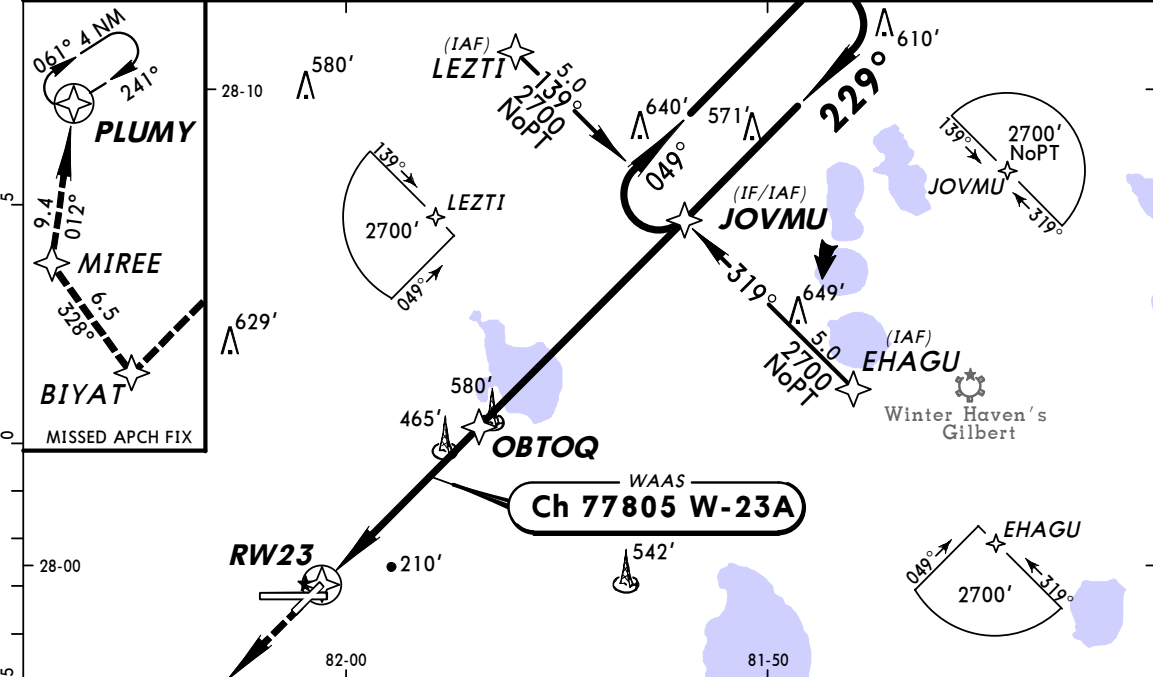
	With Plant City Altimeter Setting					CIRCLE-TO-LAND With Plant City Altimeter Setting			
	LPV DA(H) 352' (220')		LNAV/VNAV DA(H) 459' (327')			LNAV MDA(H) 540' (408')			
	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	
A					1/2	3/4	1	90	620' (478') -1
B	1/2	3/4	5/8	3/4	3/4	1	1 1/8	120	680' (538') -1
C								140	680' (538') -1 1/2
D								165	720' (578') -2

TERPS AMEND 2B 26 JUN 2014

ATIS (AWOS-3 when Twr Inop) 118.02		TAMPA Approach (R) 120.65		*LAKELAND Tower CTAF 124.5		*Ground 121.4	
WAAS Ch 77805 W-23A	Final Apch Crs 229°	Minimum Alt 1700' (1559')	LPV DA(H) (CONDITIONAL) 426' (285')	Apt Elev 142'	TDZE 141'		
MISSED APCH: Climb to 2000' direct BIYAT and RIGHT turn on track 328° to MIREE then on track 012° to PLUMY 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 Plant City altimeter setting. 2. Baro-VNAV and VDP not authorized when using Plant City altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. Helicopter visibility reduction below 3/4 SM not authorized. 6. Pilot controlled lighting 124.5.

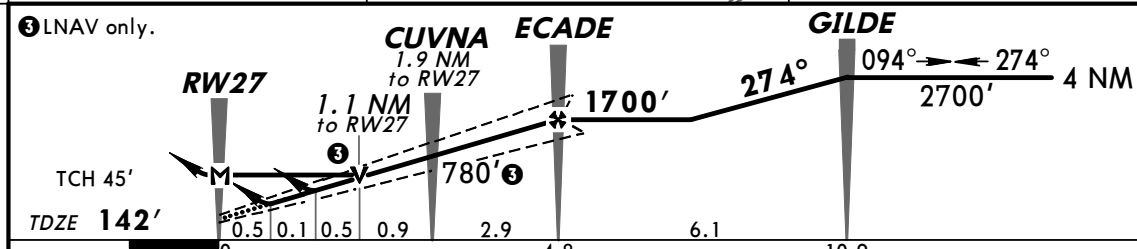
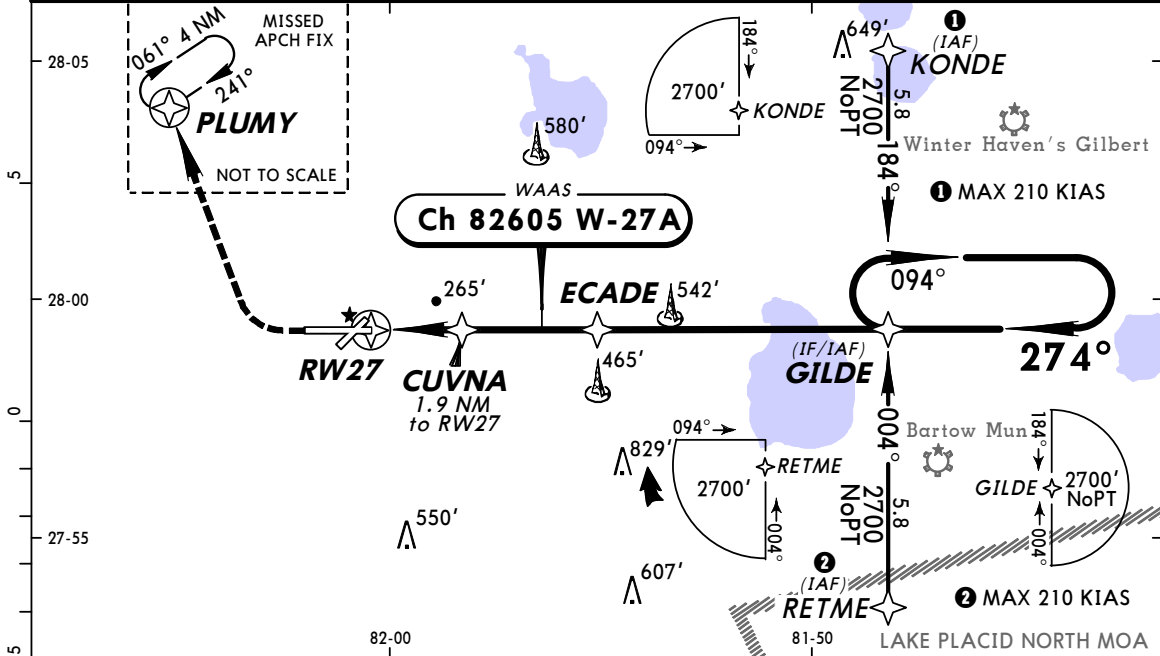


Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	D	BIYAT
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW23										

TERPS				STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND	
				With Local Altimeter Setting		With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV		MDA(H)	
DA(H) 426' (285')		DA(H) 480' (339')		MDA(H) 720' (579')		Max Kts	
A				1		90	720' (578') - 1
B	1	1 1/4		1 5/8		120	720' (578') - 1 5/8
C				1 3/4		140	720' (578') - 1 3/4
D						165	720' (578') - 2
				With Plant City Altimeter Setting		With Plant City Altimeter Setting	
LPV		LNAV/VNAV		LNAV		MDA(H)	
DA(H) 446' (305')		DA(H) 500' (359')		MDA(H) 740' (599')		Max Kts	
A				1		90	740' (598') - 1
B	1	1 1/4		1 3/4		120	740' (598') - 1 3/4
C				1 7/8		140	740' (598') - 1 7/8
D						165	740' (598') - 2

TERPS AMEND 0B 26 JUN 2014

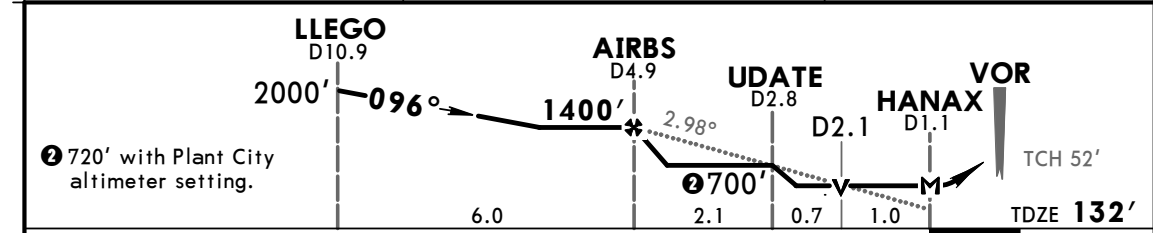
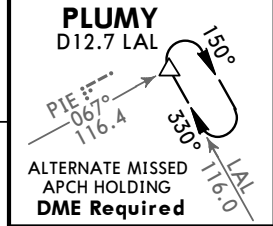
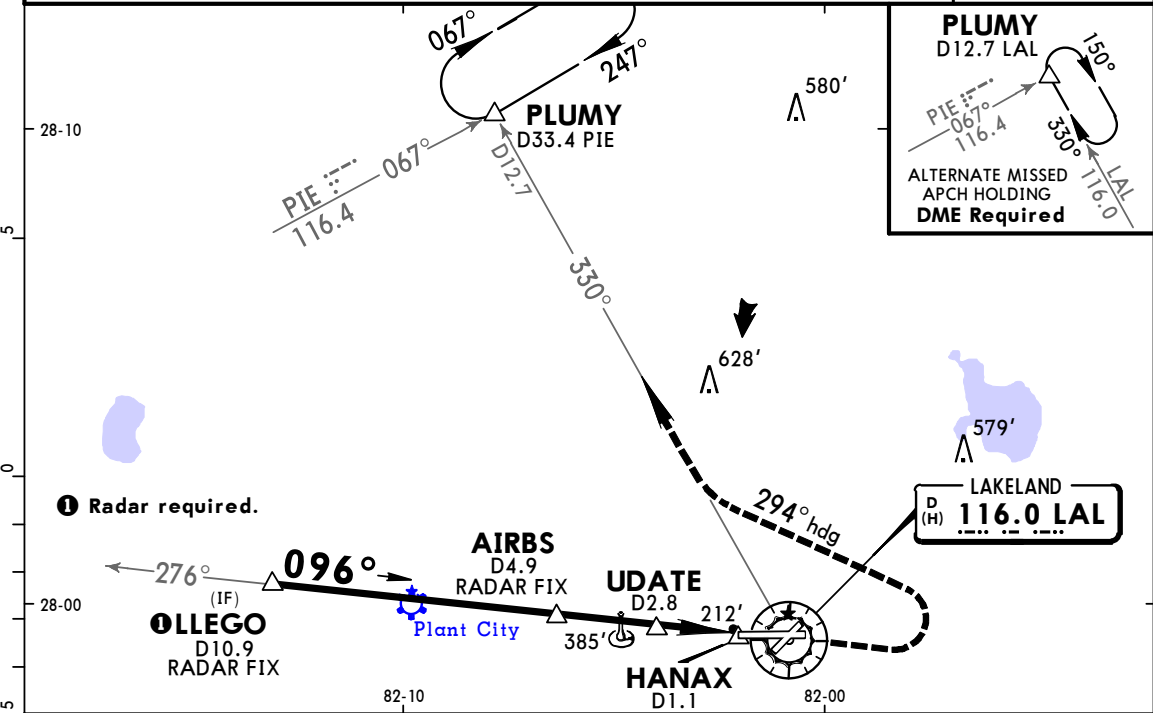
BRIEFING STRIP™	ATIS (AWOS-3 when Twr Inop) 118.02		TAMPA Approach (R) 120.65		*LAKELAND Tower CTAF 124.5		*Ground 121.4	
	WAAS Ch 82605 W-27A	Final Apch Crs 274°	Minimum Alt ECADE 1700' (1558')	LPV DA(H) (CONDITIONAL) 342' (200')	Apt Elev 142'	TDZE 142'		
	MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2000' direct PLUMY 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 Plant City altimeter setting. 2. Baro-VNAV and VDP not authorized when using Plant City altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 124.5.								



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	1000'	2000'	D → PLUMY
Glide Path Angle	3.00°	372	478	531	637	849		↑	↗ RT	
MAP at RW27										

	STRAIGHT-IN LANDING RWY 27 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting		
	LPV DA(H) 342' (200')	LNAV/VNAV DA(H) 392' (250')	LNAV MDA(H) 520' (378')	Max Kts	MDA(H)	
A				90	600' (458') - 1	
B	3/4	3/4	1	120	660' (518') - 1	
C				140	660' (518') - 1 1/2	
D				165	700' (558') - 2	
	With Plant City Altimeter Setting			With Plant City Altimeter Setting		
	LPV DA(H) 362' (220')	LNAV/VNAV DA(H) 412' (270')	LNAV MDA(H) 540' (398')	Max Kts	MDA(H)	
A				90	620' (478') - 1	
B	3/4	7/8	1	120	680' (538') - 1	
C				140	680' (538') - 1 1/2	
D			1 1/8	165	720' (578') - 2	

ATIS (AWOS-3 when Twr Inop) 118.02		TAMPA Approach (R) 120.65		*LAKELAND Tower CTAF 124.5		*Ground 121.4	
VOR LAL 116.0	Final Apch Crs 096°	Minimum Alt AIRBS 1400' (1268')	MDA(H) (CONDITIONAL) 500' (368')	Apt Elev 142' TDZE 132'		<p>MSA LAL VOR</p>	
<p>MISSED APCH: Climb to 1000' then climbing LEFT turn to 2000' on heading 294° and on LAL VOR R-330 to PLUMY INT/D33.4 PIE and hold, or as directed by ATC.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. DME or Radar required. 2. Use local altimeter setting; if not received, use Plant City altimeter setting. 3. VDP not authorized when using Plant City altimeter setting. 4. Pilot controlled lighting 124.5.</p>							



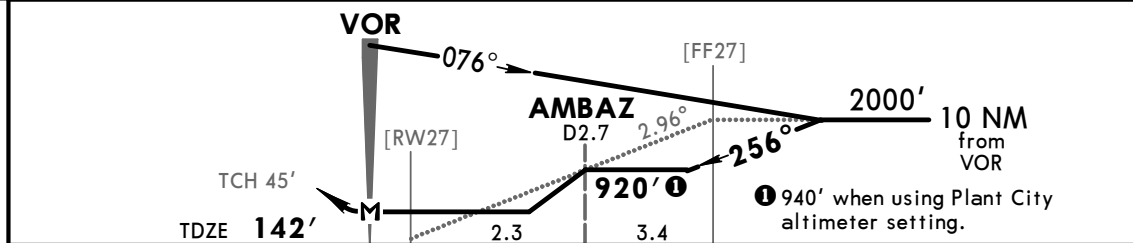
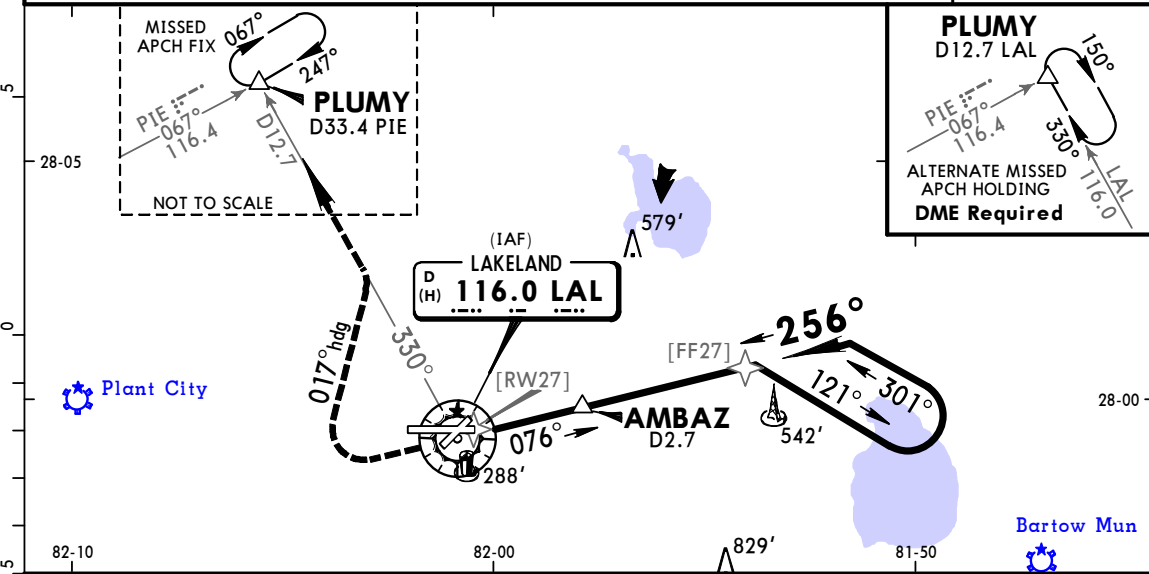
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1000'	2000'	294° on LT	LAL 116.0 R-330	
Descent Angle	2.98°	369	474	527	633	738						843
MAP at HANAX or AIRBS to MAP	3.8	3:15	2:32	2:17	1:54	1:38						1:26

	STRAIGHT-IN LANDING RWY 9 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting			
	With UDATE MDA(H) 500' (368')			Without UDATE MDA(H) 700' (568')			With UDATE		Without UDATE	
	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)	MDA(H)
A	1/2	3/4	1	1/2	3/4	1	90	600'(458') - 1	700'(558') - 1	
B							120	660'(518') - 1		
C							140	660'(518') - 1 3/4	700'(558') - 1 3/4	
D							165	700'(558') - 2	700'(558') - 2	

	With Plant City Altimeter Setting						With Plant City Altimeter Setting			
	With UDATE MDA(H) 520' (388')			Without UDATE MDA(H) 720' (588')			With UDATE		Without UDATE	
	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)	MDA(H)
A	1/2	3/4	1	1/2	3/4	1	90	620'(478') - 1	720'(578') - 1	
B							120	680'(538') - 1		
C							140	680'(538') - 1 3/4	720'(578') - 1 3/4	
D							165	720'(578') - 2	720'(578') - 2	

TERPS AMEND 4C 26 JUN 2014

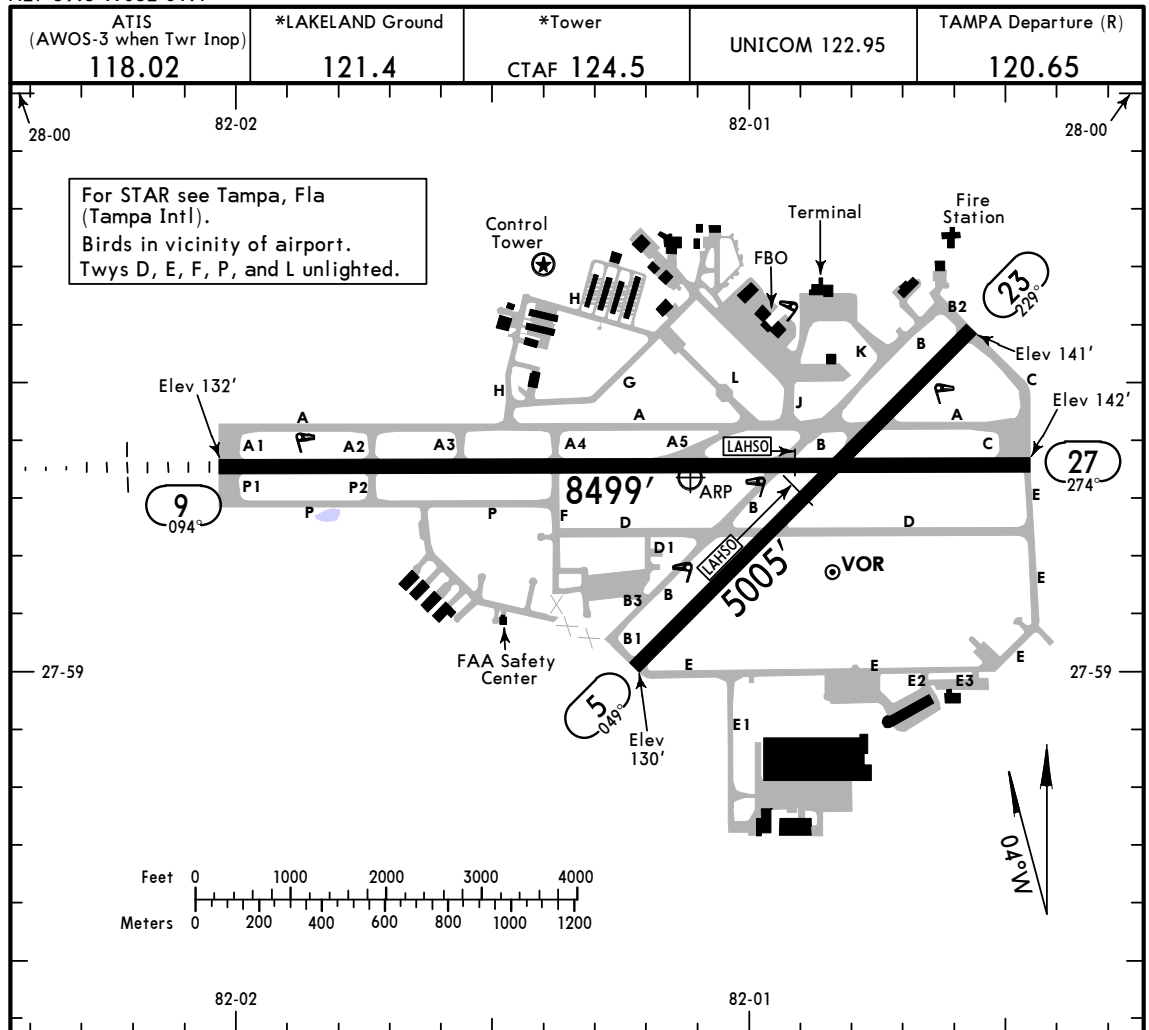
ATIS (AWOS-3 when Twr Inop) 118.02		TAMPA Approach (R) 120.65		*LAKELAND Tower CTAF 124.5		*Ground 121.4	
VOR LAL 116.0	Final Apch Crs 256°	Minimum Alt (CONDITIONAL) AMBZ 920' (778')	MDA(H) (CONDITIONAL) 540' (398')	Apt Elev 142'	TDZE 142'	<p>MSA LAL VOR</p>	
<p>MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2000' on heading 017° and on LAL VOR R-330 to PLUMY INT/D33.4 PIE and hold, or as directed by ATC.</p>							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
<p>1. Use local altimeter setting; if not received, use Plant City altimeter setting. 2. Pilot controlled lighting 124.5.</p>							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	1000'	2000'	017° on hdg	LAL R-330
Descent Angle	2.96°	367	471	524	628	733					
MAP at VOR											

	STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
	With AMBAZ	Without AMBAZ	With AMBAZ	Without AMBAZ
	With Local Altimeter Setting		With Local Altimeter Setting	
	MDA(H) 540' (398')	MDA(H) 920' (778')	Max Kts	MDA(H)
A	1	1	90	600' (458') - 1
B			120	660' (518') - 1
C	1 1/8	2 1/2	140	660' (518') - 1 1/2
D			165	700' (558') - 2
	With Plant City Altimeter Setting		With Plant City Altimeter Setting	
	MDA(H) 560' (418')	MDA(H) 940' (798')	Max Kts	MDA(H)
A	1	1	90	620' (478') - 1
B			120	680' (538') - 1
C	1 1/8	2 1/2	140	680' (538') - 1 1/2
D			165	720' (578') - 2

TERPS AMEND 7E 28 MAY 2015



ADDITIONAL RUNWAY INFORMATION

RWY		LANDING BEYOND Threshold	USABLE LENGTHS		TAKE-OFF	WIDTH
			GLIDE Slope	LAHSO Distance		
5	① HIRL PAPI-L (angle 3.0°) grooved			9/27 2500'		150'
23	① HIRL PAPI-L (angle 3.0°) grooved					
9	① HIRL ① MALSR PAPI-R (angle 3.0°) grooved	8414'	7426'	5/23 6000'		150'
27	① HIRL PAPI-L (angle 3.0°) grooved					

① Activate on 124.5 when Twr inop.

TAKE-OFF		FOR FILING AS ALTERNATE Authorized Only When Local Weather Available		
All Rwys			LOC Rwy 9 VOR Rwy 9 RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 27	VOR Rwy 27
1 & 2 Eng	Adequate Vis Ref	STD	ILS Rwy 9	
	1/4	1	600-2	800-2
3 & 4 Eng		1/2		800-2 1/2