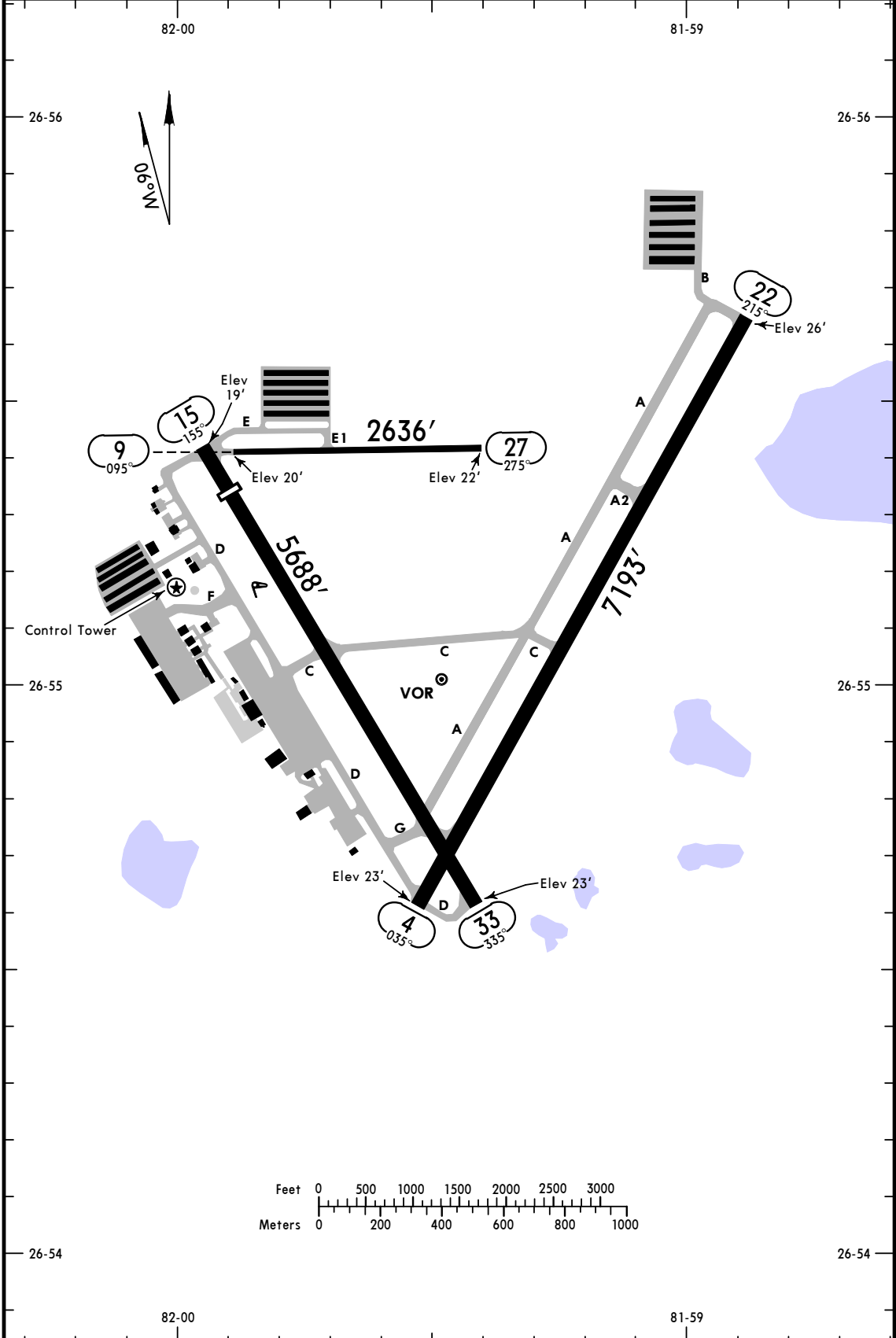


|                             |   |   |  |
|-----------------------------|---|---|--|
| ASOS<br><b>135.67</b>       | *PUNTA GORDA Clearance<br><b>119.55</b> | *FT MYERS Clearance<br><b>127.05</b> when Twr inop. | *PUNTA GORDA Ground<br><b>119.55</b>             |
| *Tower<br><b>CTAF 121.0</b> | UNICOM 122.97                           | *FT MYERS Departure (R)<br><b>125.15</b>            | MIAMI Center (R)<br><b>134.75</b> when Dep inop. |

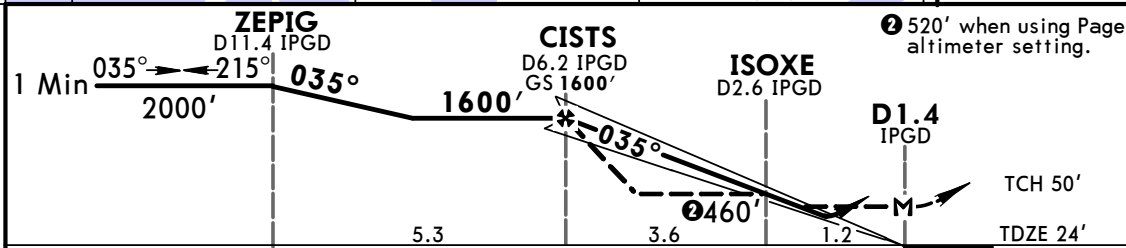
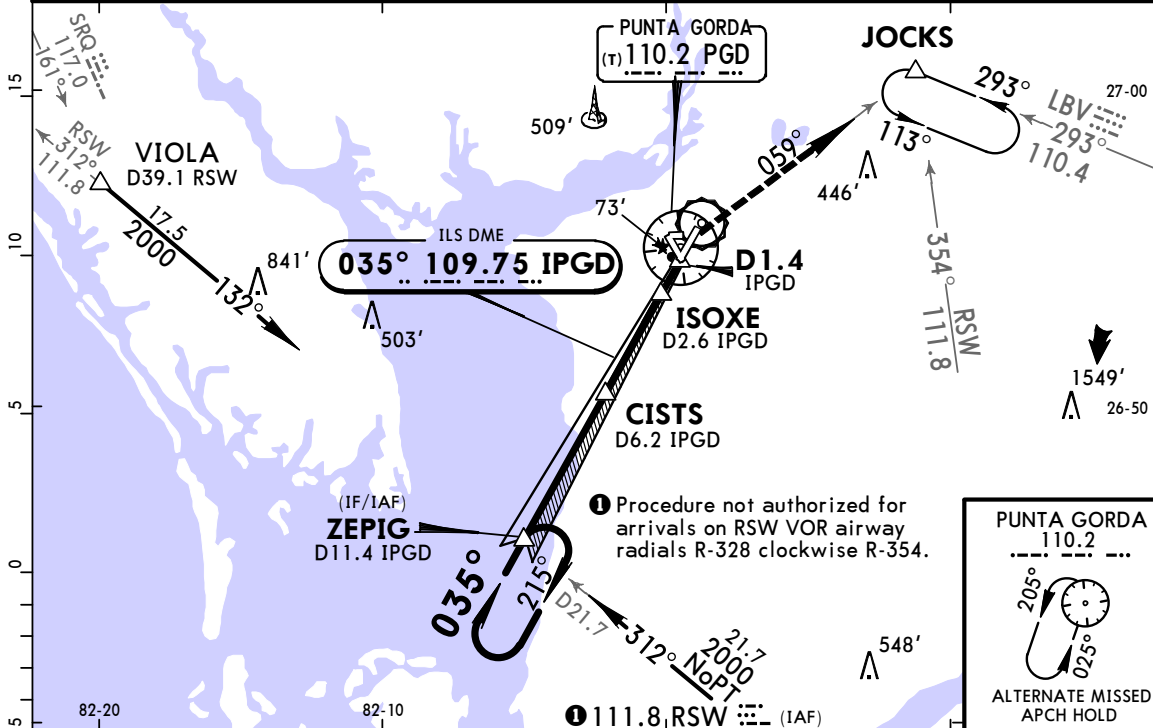


CHANGES: Taxiway A extended.

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| <b>GENERAL</b>  |   |           |                   |  |          |  |
|---|---|-----------|-------------------|--|----------|--|
| Arriving jet aircraft & all aircraft over 12,500 lbs. maintain 2000' AGL until established on final approach.   |   |           |                   |  |          |  |
| <b>ADDITIONAL RUNWAY INFORMATION</b>  |   |           |                   |  |          |  |
| RWY   |   | LANDING   | USABLE LENGTHS    |  | TAKE-OFF | WIDTH  |
|   |   |           | Threshold         | Glide Slope  |          |  |
| 4<br>22   | ① HIRL ② REIL ③ PAPI-L (angle 3.0°) grooved |           | 6233'             |  |          | 150'   |
| ① Increase intensity on 121.0.<br>② Activate on 121.0.  |   |           |                   |  |          |  |
| 9<br>27   |   |           |                   |  |          | 60'  |
| ③ Restricted to aircraft less than 6000 lbs. Closed to air carrier operations.  |   |           |                   |  |          |  |
| 15<br>33  | ④ MIRL ⑤ REIL ⑥ PAPI-L (angle 3.0°)         | 5127'     |                   |  |          | 150'   |
| ④ Increase intensity on 121.0.<br>⑤ Activate on 121.0.  |   |           |                   |  |          |  |
|   |   |           |                   |  |          |  |
| <b>TAKE-OFF</b>   |   |           |                   |  |          |  |
| <b>Rwys 4, 15, 22, 33</b>   |   |           | <b>Rwys 9, 27</b> |  |          |  |
| Adequate Vis Ref  |   |           | STD               |  |          |  |
| 1 & 2<br>Eng  | 1/4   |           | 1                 |  | NA       |  |
| 3 & 4<br>Eng  |   |           | 1/2               |  |          |  |
| <b>TAKE-OFF OBSTACLE NOTES</b>  |   |           |                   |  |          |  |
| <p><b>Rwy 4:</b><br/>Trees beginning 34' from DER, 291' right of centerline, up to 18' AGL/38' MSL.<br/>Tree 537' from DER, 633' right of centerline, 55' AGL/70' MSL.<br/>Tree 1034' from DER, 683' right of centerline, 69' AGL/84' MSL.</p> <p><b>Rwy 15:</b><br/>Trees beginning 43' from DER, 305' left of centerline, up to 47' AGL/67' MSL.<br/>Tree 132' from DER, 449' right of centerline, 9' AGL/29' MSL.<br/>Trees beginning 1028' from DER, 190' left of centerline, up to 44' AGL/64' MSL.<br/>Tree 2444' from DER, 619' right of centerline, 84' AGL/104' MSL.</p> <p><b>Rwy 22:</b><br/>Tree 138' from DER, 425' left of centerline, 15' AGL/29' MSL.</p> <p><b>Rwy 33:</b><br/>Tree 638' from DER, 618' left of centerline, 38' AGL/53' MSL.</p> |   |           |                   |  |          |  |
| <b>FOR FILING AS ALTERNATE</b><br>Authorized Only When Local Weather Available  |   |           |                   |  |          |  |
| Authorized Only When<br>Control Tower Operating   |   |           |                   | RNAV (GPS) Rwy 4<br>RNAV (GPS) Rwy 15<br>RNAV (GPS) Rwy 22 |          | RNAV (GPS) Rwy 33<br>VOR Rwy 4<br>VOR Rwy 22 |
|   | ILS Rwy 4                                   | LOC Rwy 4 |                   |  |          |  |
| A   |   |           |                   |  |          |  |
| B   | 600-2                                       | 800-2     | 800-2             |  |          |  |
| C   |   |           |                   |  |          |  |
| D   | 800-2 1/4                                   | 800-2 1/4 | 800-2 1/4         |  |          |  |
| <b>A<br/>M<br/>E<br/>N<br/>D<br/>3</b>  |   |           |                   |  |          |  |

|  |   |   |   |                          |
|--|---|---|---|--------------------------|
| ASOS<br><b>135.67</b>  | *FT MYERS Approach (R)<br><b>125.15</b> | MIAMI Center (R)<br>when App inop.<br><b>134.75</b> | *PUNTA GORDA Tower<br>CTAF <b>121.0</b>             | *Ground<br><b>119.55</b> |
| LOC<br>IPGD<br><b>109.75</b>   | Final<br>Apch Crs<br><b>035°</b>        | GS<br>CISTS<br><b>1600'</b> (1576')                 | ILS<br>DA(H)<br>(CONDITIONAL)<br><b>224'</b> (200') | Apt Elev 26'<br>TDZE 24' |
| <b>MISSED APCH:</b> Climb to 500' then climbing RIGHT turn to 2000' on heading 040° and PGD VOR R-059 direct JOCKS INT and hold, or as directed by ATC.                      |   |   |   |                          |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Page altimeter setting.<br>2. Pilot controlled lighting 121.0. |   |   |   |                          |
|  |   |   |   | MSA PGD VOR              |

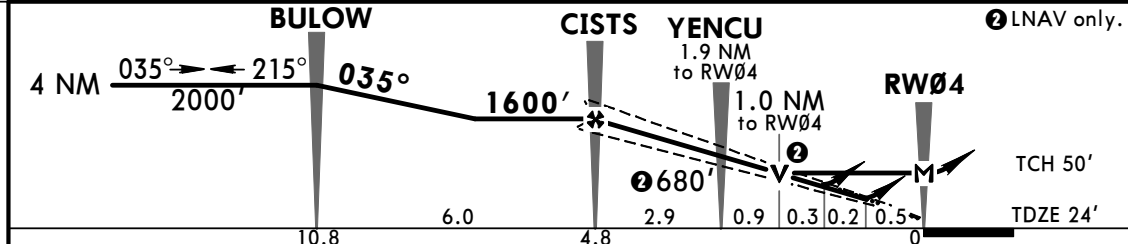
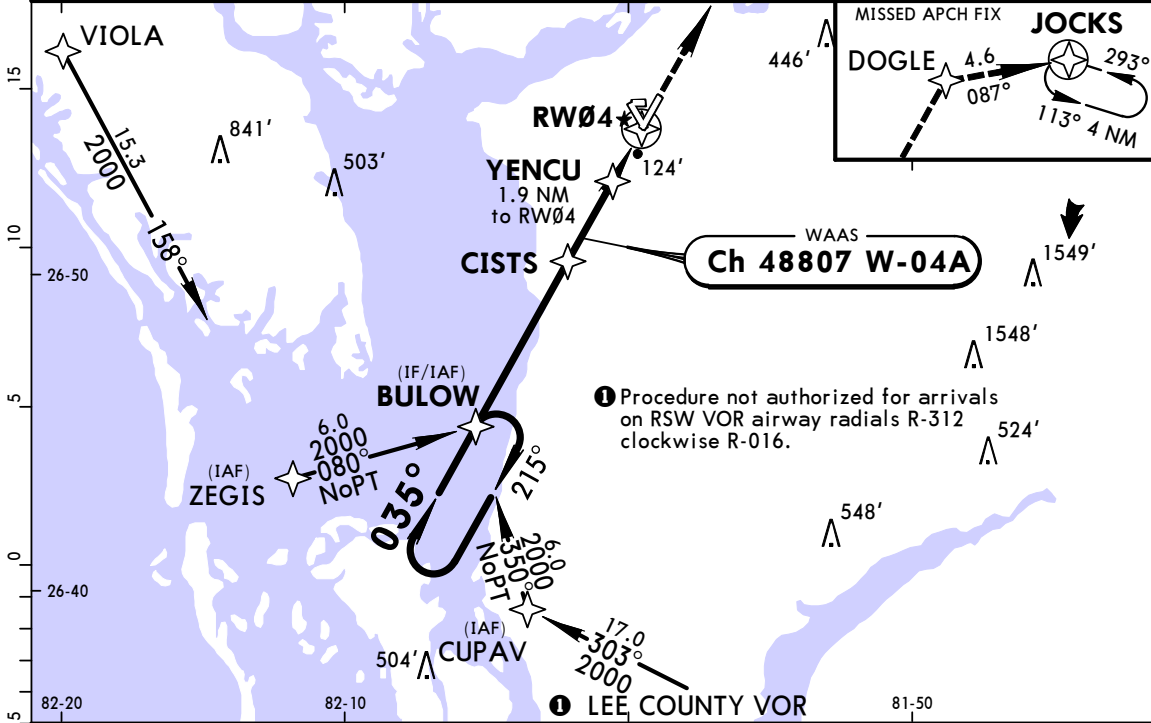


|                                  |       |      |      |      |      |      |        |             |              |      |
|----------------------------------|-------|------|------|------|------|------|--------|-------------|--------------|------|
| Gnd speed-Kts                    | 70    | 90   | 100  | 120  | 140  | 160  | REIL   | <b>500'</b> | <b>2000'</b> | 040° |
| GS                               | 3.00° | 372  | 478  | 531  | 637  | 743  | PAPI-L | ↑           | RT           | hdg  |
| MAP at D1.4 IPGD or CISTS to MAP | 4.8   | 4:07 | 3:12 | 2:53 | 2:24 | 2:03 |        |             |              |      |

|   | STRAIGHT-IN LANDING RWY 4<br>With Local Altimeter Setting |   |  | CIRCLE-TO-LAND<br>With Local Altimeter Setting |                            |
|---|---|---|--|--|----------------------------|
|   | ILS<br>DA(H) <b>224'</b> (200')                           | LOC (GS out)<br>With ISOXE<br>MDA(H) <b>360'</b> (336') | Without ISOXE<br>MDA(H) <b>460'</b> (436') | With ISOXE<br>MDA(H)                           | Without ISOXE<br>MDA(H)    |
| A |   |   |  | 90 <b>440'</b> (414') - 1                      | <b>460'</b> (434') - 1     |
| B | 3/4   | 1   | 1  | 120 <b>580'</b> (554') - 1                     | <b>580'</b> (554') - 1     |
| C |   |   | 1 1/4                                      | 140 <b>600'</b> (574') - 1 1/2                 | <b>600'</b> (574') - 1 1/2 |
| D |   |   |  | 165 <b>740'</b> (714') - 2 1/4                 | <b>740'</b> (714') - 2 1/4 |
|   | With Page Altimeter Setting                               |   |  | With Page Altimeter Setting                    |                            |
|   | DA(H) <b>274'</b> (250')                                  | MDA(H) <b>420'</b> (396')                               | MDA(H) <b>520'</b> (496')                  | With ISOXE<br>MDA(H)                           | Without ISOXE<br>MDA(H)    |
| A |   |   |  | 90 <b>500'</b> (474') - 1                      | <b>520'</b> (494') - 1     |
| B | 3/4   | 1   | 1  | 120 <b>640'</b> (614') - 1                     | <b>640'</b> (614') - 1     |
| C |   | 1 1/8   | 1 3/8                                      | 140 <b>660'</b> (634') - 1 3/4                 | <b>660'</b> (634') - 1 3/4 |
| D |   |   |  | 165 <b>800'</b> (774') - 2 1/2                 | <b>800'</b> (774') - 2 1/2 |

TERPS AMEND 0 15 OCT 2015

|  |   |   |   |                          |
|--|---|---|---|--------------------------|
| ASOS<br><b>135.67</b>  | *FT MYERS Approach (R)<br><b>125.15</b> | MIAMI Center (R)<br>when App inop.<br><b>134.75</b> | *PUNTA GORDA Tower<br>CTAF <b>121.0</b>             | *Ground<br><b>119.55</b> |
| WAAS<br><b>Ch 48807</b><br>W-04A   | Final<br>Apch Crs<br><b>035°</b>        | Minimum Alt<br>CISTS<br><b>1600'</b> (1576')        | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>224'</b> (200') | Apt Elev 26'<br>TDZE 24' |
| <b>MISSED APCH: Climb to 2000' direct DOGLE and 087° track to JOCKS and hold.</b>  |   |   |   |                          |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Page altimeter setting.<br>2. Baro-VNAV and VDP not authorized when using Page altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 0°C (32°F) or above 54°C (130°F). 5. Pilot controlled lighting 121.0. |   |   |   |                          |

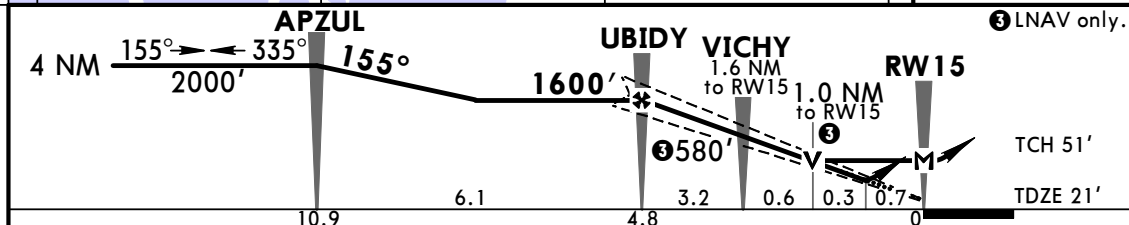
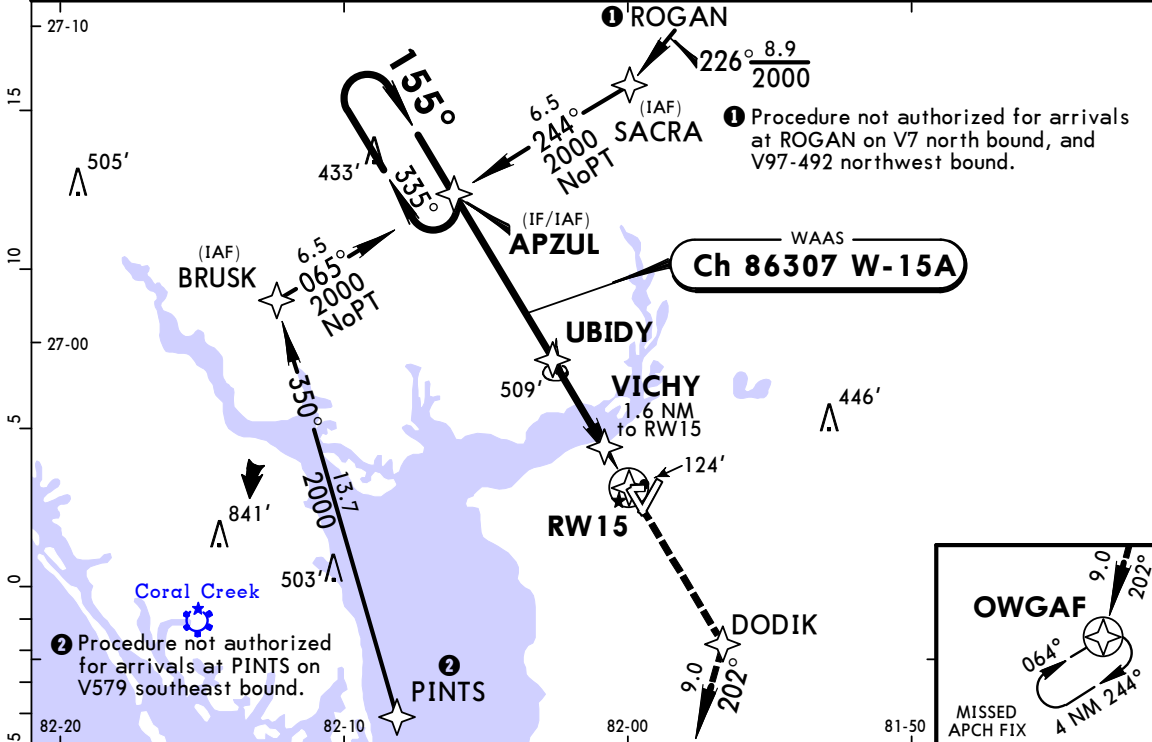


|                           |       |     |     |     |     |     |        |       |       |
|---------------------------|-------|-----|-----|-----|-----|-----|--------|-------|-------|
| Gnd speed-Kts             | 70    | 90  | 100 | 120 | 140 | 160 | REIL   | 2000' | DOGLE |
| Glide Path Angle          | 3.00° | 372 | 478 | 531 | 637 | 849 | PAPI-L | ↑     | →     |
| LPV, LNAV/VNAV: MAP at DA |       |     |     |     |     |     |        |       |       |
| LNAV: MAP at RW04         |       |     |     |     |     |     |        |       |       |

| TERPS |                          |                                | STRAIGHT-IN LANDING RWY 4<br>With Local Altimeter Setting |  |  | CIRCLE-TO-LAND<br>With Local Altimeter Setting |                     |  |
|-------|--------------------------|--------------------------------|---|--|--|--|---------------------|--|
|       | LPV<br>DA(H) 224' (200') | LNAV/VNAV<br>DA(H) 306' (282') | LNAV<br>MDA(H) 380' (356')                                |  |  | Max Kts  | MDA(H)              |  |
| A     |                          |                                |   |  |  | 90   | 440' (414') - 1     |  |
| B     |                          |                                |   |  |  | 120  | 580' (554') - 1     |  |
| C     | 3/4                      | 7/8                            | 1   |  |  | 140  | 600' (574') - 1 1/2 |  |
| D     |                          |                                |   |  |  | 165  | 740' (714') - 2 1/4 |  |
|       |                          |                                | With Page Altimeter Setting                               |  |  | With Page Altimeter Setting                    |                     |  |
|       | LPV<br>DA(H) 274' (250') | LNAV/VNAV<br>DA(H) 356' (332') | LNAV<br>MDA(H) 440' (416')                                |  |  | Max Kts  | MDA(H)              |  |
| A     |                          |                                |   |  |  | 90   | 500' (474') - 1     |  |
| B     |                          |                                |   |  |  | 120  | 640' (614') - 1     |  |
| C     | 3/4                      | 1 1/8                          | 1   |  |  | 140  | 660' (634') - 1 3/4 |  |
| D     |                          |                                | 1 1/8   |  |  | 165  | 800' (774') - 2 1/2 |  |

TERPS AMEND 2 15 OCT 2015

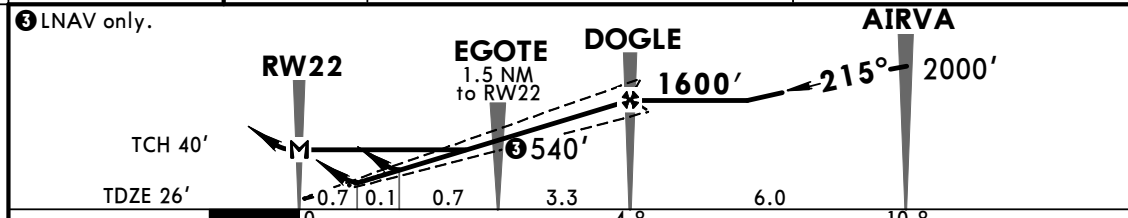
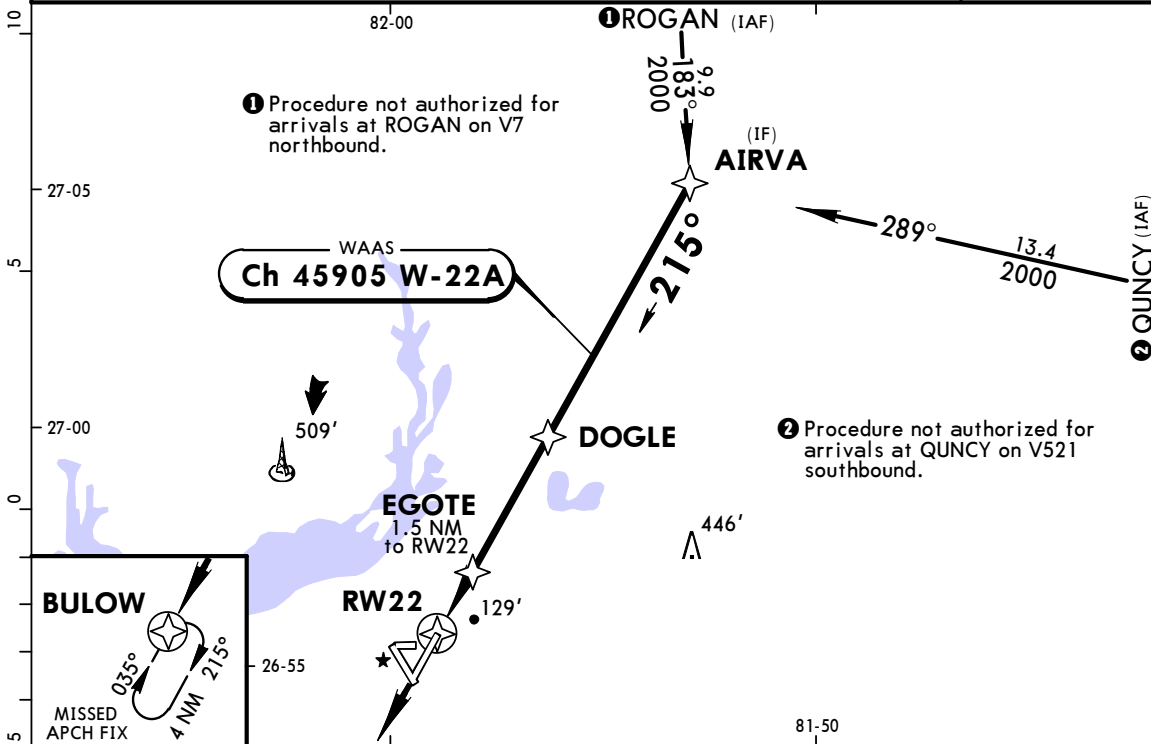
|   |   |   |   |                          |
|---|---|---|---|--------------------------|
| ASOS<br><b>135.67</b>   | *FT MYERS Approach (R)<br><b>125.15</b> | MIAMI Center (R)<br><b>134.75</b> when App inop.    | *PUNTA GORDA Tower<br>CTAF <b>121.0</b>             | *Ground<br><b>119.55</b> |
| WAAS<br><b>Ch 86307</b><br><b>W-15A</b>   | Final<br>Apch Crs<br><b>155°</b>        | Minimum Alt<br><b>UBIDY</b><br><b>1600'</b> (1579') | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>271'</b> (250') | Apt Elev 26'<br>TDZE 21' |
| <b>MISSED APCH:</b> Climb to 2500' direct DODIK and 202° track to OWGAF and hold.   |   |   |   | 2600'                    |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Page altimeter setting.<br>2. Baro-VNAV and VDP not authorized when using Page altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 0°C (32°F) or above 54°C (130°F).<br>5. Pilot controlled lighting 121.0. |   |   |   |                          |
| MSA RW15  |   |   |   |                          |



|                           |       |     |     |     |     |     |                |       |           |
|---------------------------|-------|-----|-----|-----|-----|-----|----------------|-------|-----------|
| Gnd speed-Kts             | 70    | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 2500' | D → DODIK |
| Glide Path Angle          | 3.00° | 372 | 478 | 531 | 637 | 849 |                |       |           |
| LPV, LNAV/VNAV: MAP at DA |       |     |     |     |     |     |                |       |           |
| LNAV: MAP at RW15         |       |     |     |     |     |     |                |       |           |

|   | STRAIGHT-IN LANDING RWY 15<br>With Local Altimeter Setting |                                |                            | CIRCLE-TO-LAND<br>With Local Altimeter Setting |
|---|--|--------------------------------|----------------------------|--|
|   | LPV<br>DA(H) 271' (250')                                   | LNAV/VNAV<br>DA(H) 306' (285') | LNAV<br>MDA(H) 380' (359') |  |
| A |  |                                |                            | Max Kts: 90 MDA(H) 440' (414') - 1             |
| B |  |                                |                            | 120 580' (554') - 1                            |
| C | 3/4  | 1                              | 1                          | 140 600' (574') - 1 1/2                        |
| D |  |                                |                            | 165 740' (714') - 2 1/4                        |
|   | With Page Altimeter Setting                                |                                |                            | CIRCLE-TO-LAND<br>With Page Altimeter Setting  |
|   | LPV<br>DA(H) 321' (300')                                   | LNAV/VNAV<br>DA(H) 356' (335') | LNAV<br>MDA(H) 440' (419') |  |
| A |  |                                |                            | Max Kts: 90 MDA(H) 500' (474') - 1             |
| B |  |                                |                            | 120 640' (614') - 1                            |
| C | 1  | 1 1/8                          | 1 1/8                      | 140 660' (634') - 1 3/4                        |
| D |  |                                |                            | 165 800' (774') - 2 1/2                        |

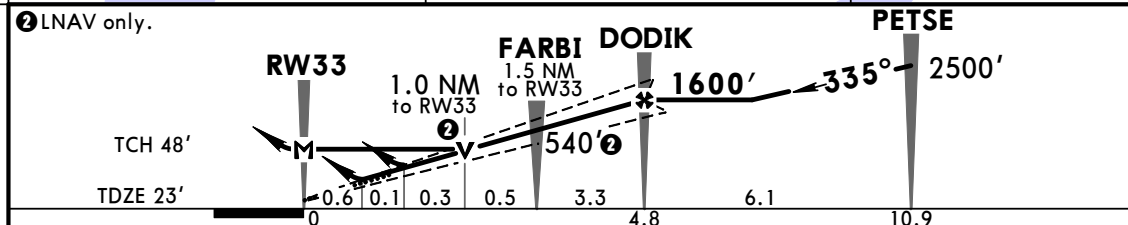
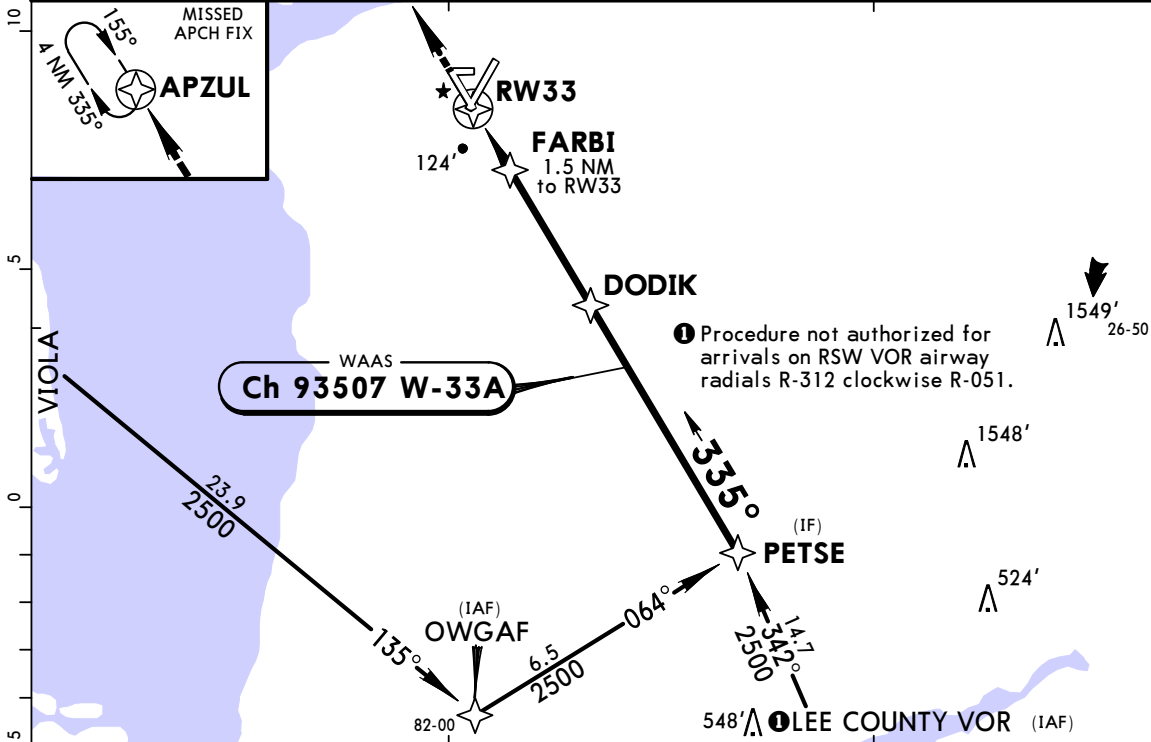
|   |                                  |  |   |                          |
|---|----------------------------------|--|---|--------------------------|
| ASOS<br>135.67  | *FT MYERS Approach (R)<br>125.15 | MIAMI Center (R)<br>134.75 when App inop.    | *PUNTA GORDA Tower<br>CTAF 121.0                    | *Ground<br>119.55        |
| WAAS<br><b>Ch 45905</b><br>W-22A  | Final<br>Apch Crs<br><b>215°</b> | Minimum Alt<br><b>DOGLE</b><br>1600' (1574') | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>276'</b> (250') | Apt Elev 26'<br>TDZE 26' |
| <b>MISSED APCH: Climb to 2000' direct BULOW and hold.</b>   |                                  |  |   | 2600'<br><br>MSA RW22    |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Page altimeter setting.<br>2. Baro-VNAV not authorized when using Page altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 0°C (32°F) or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.0°/TCH 31'). 6. Pilot controlled lighting 121.0. |                                  |  |   |                          |



|                           |       |     |     |     |     |     |     |        |       |  |  |       |
|---------------------------|-------|-----|-----|-----|-----|-----|-----|--------|-------|--|--|-------|
| 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 RW22         |       |     |     |     |     |     |     |        |       |  |  |       |
|                           |       |     |     |     |     |     |     | REIL   | 2000' |  |  |       |
|                           |       |     |     |     |     |     |     | PAPI-L |       |  |  |       |
|                           |       |     |     |     |     |     |     |        |       |  |  | BULOW |

| TERPS |                          |                                |                            | STRAIGHT-IN LANDING RWY 22<br>With Local Altimeter Setting |                  |  | CIRCLE-TO-LAND<br>With Local Altimeter Setting |  |  |
|-------|--------------------------|--------------------------------|----------------------------|--|------------------|--|--|--|--|
|       | LPV<br>DA(H) 276' (250') | LNAV/VNAV<br>DA(H) 310' (284') | LNAV<br>MDA(H) 380' (354') | Max Kts  | MDA(H)           |  |  |  |  |
| A     |                          |                                |                            | 90   | 440' (414') - 1  |  |  |  |  |
| B     |                          |                                |                            | 120  | 580' (554') - 1  |  |  |  |  |
| C     | 7/8                      | 1                              | 1                          | 140  | 600' (574') - 1½ |  |  |  |  |
| D     |                          |                                |                            | 165  | 740' (714') - 2¼ |  |  |  |  |
|       |                          |                                |                            | STRAIGHT-IN LANDING RWY 22<br>With Page Altimeter Setting  |                  |  | CIRCLE-TO-LAND<br>With Page Altimeter Setting  |  |  |
|       | LPV<br>DA(H) 326' (300') | LNAV/VNAV<br>DA(H) 360' (334') | LNAV<br>MDA(H) 440' (414') | Max Kts  | MDA(H)           |  |  |  |  |
| A     |                          |                                |                            | 90   | 500' (474') - 1  |  |  |  |  |
| B     |                          |                                |                            | 120  | 640' (614') - 1  |  |  |  |  |
| C     | 1                        | 1½                             | 1                          | 140  | 660' (634') - 1¾ |  |  |  |  |
| D     |                          |                                | 1½                         | 165  | 800' (774') - 2½ |  |  |  |  |

|  |   |   |   |                          |
|--|---|---|---|--------------------------|
| ASOS<br><b>135.67</b>  | *FT MYERS Approach (R)<br><b>125.15</b> | MIAMI Center (R)<br><b>134.75</b> when App inop.    | *PUNTA GORDA Tower<br>CTAF <b>121.0</b>             | *Ground<br><b>119.55</b> |
| WAAS<br><b>Ch 93507</b><br>W-33A   | Final<br>Apch Crs<br><b>335°</b>        | Minimum Alt<br><b>DODIK</b><br><b>1600'</b> (1577') | LPV<br>DA(H)<br>(CONDITIONAL)<br><b>273'</b> (250') | Apt Elev 26'<br>TDZE 23' |
| <b>MISSED APCH: Climb to 2000' direct APZUL and hold.</b>  |   |   |   | 2600'<br><br>MSA RW33    |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Page altimeter setting.<br>2. Baro-VNAV and VDP not authorized when using Page altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 0°C (32°F) or above 54°C (130°F). 5. Helicopter visibility reduction below 3/4 SM not authorized. 6. Pilot controlled lighting 121.0. |   |   |   |                          |

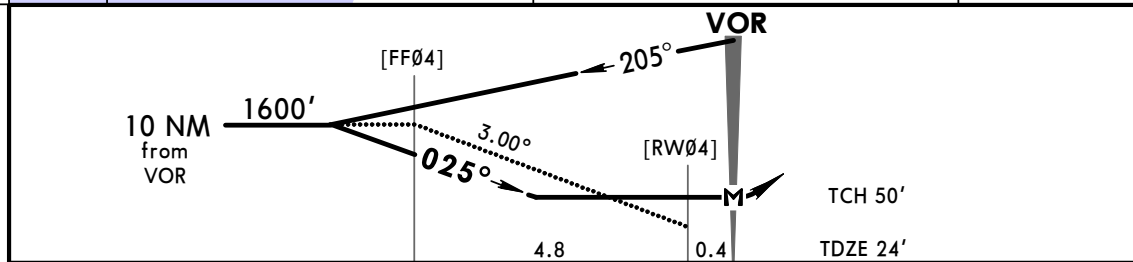
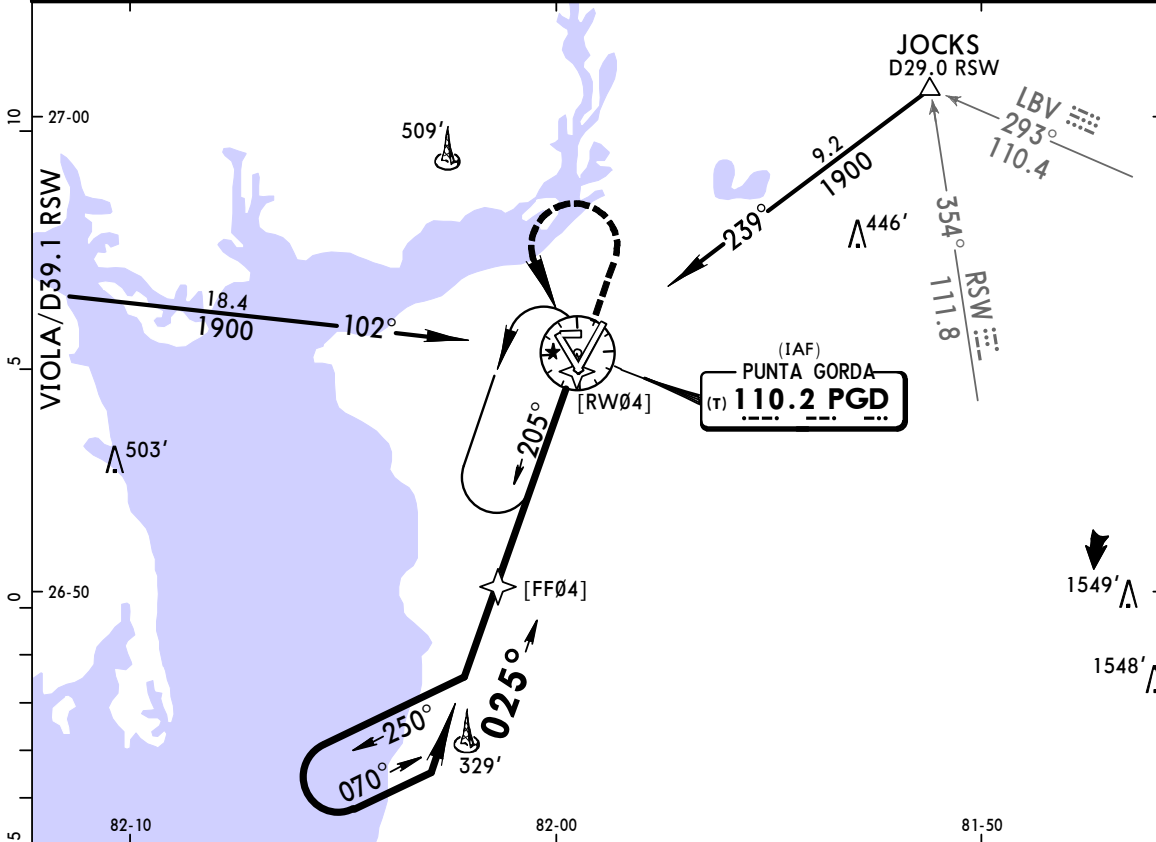


|                           |       |     |     |     |     |     |                |       |     |       |
|---------------------------|-------|-----|-----|-----|-----|-----|----------------|-------|-----|-------|
| Gnd speed-Kts             | 70    | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 2000' | D → | APZUL |
| Glide Path Angle          | 3.00° | 372 | 478 | 531 | 637 | 849 |                |       |     |       |
| LPV, LNAV/VNAV: MAP at DA |       |     |     |     |     |     |                |       |     |       |
| LNAV: MAP at RW33         |       |     |     |     |     |     |                |       |     |       |

| TERPS |                          |                                |                            | STRAIGHT-IN LANDING RWY 33<br>With Local Altimeter Setting |                     | CIRCLE-TO-LAND<br>With Local Altimeter Setting |  |
|-------|--------------------------|--------------------------------|----------------------------|--|---------------------|--|--|
|       | LPV<br>DA(H) 273' (250') | LNAV/VNAV<br>DA(H) 305' (282') | LNAV<br>MDA(H) 380' (357') | Max Kts  | MDA(H)              |  |  |
| A     |                          |                                |                            | 90   | 440' (414') - 1     |  |  |
| B     |                          |                                |                            | 120  | 580' (554') - 1     |  |  |
| C     | 3/4                      | 7/8                            | 1                          | 140  | 600' (574') - 1 1/2 |  |  |
| D     |                          |                                |                            | 165  | 740' (714') - 2 1/4 |  |  |
|       |                          |                                |                            | With Page Altimeter Setting                                |                     | With Page Altimeter Setting                    |  |
|       | LPV<br>DA(H) 323' (300') | LNAV/VNAV<br>DA(H) 355' (332') | LNAV<br>MDA(H) 440' (417') | Max Kts  | MDA(H)              |  |  |
| A     |                          |                                |                            | 90   | 500' (474') - 1     |  |  |
| B     |                          |                                |                            | 120  | 640' (614') - 1     |  |  |
| C     | 1                        | 1 1/8                          | 1 1/8                      | 140  | 660' (634') - 1 3/4 |  |  |
| D     |                          |                                |                            | 165  | 800' (774') - 2 1/4 |  |  |

TERPS AMEND 1 15 OCT 2015

|   |  |   |  |   |                          |
|---|--|---|--|---|--------------------------|
| BRIEFING STRIP™   | ASOS<br><b>135.67</b>  | *FT MYERS Approach (R)<br><b>125.15</b> | MIAMI Center (R)<br><b>134.75</b> when App inop. | *PUNTA GORDA Tower<br>CTAF <b>121.0</b>       | *Ground<br><b>119.55</b> |
|   | VOR<br>PGD<br><b>110.2</b>   | Final<br>Apch Crs<br><b>025°</b>        | No FAF   | MDA(H)<br>(CONDITIONAL)<br><b>680'</b> (656') | Apt Elev 26'<br>TDZE 24' |
|   | <b>MISSED APCH: Climb to 1100' then climbing LEFT turn to 1600'</b><br><b>direct PGD VOR and hold.</b> |   |  |   |                          |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Page altimeter setting. 2. VNAV not applicable when using Page altimeter setting. 3. Pilot controlled lighting 121.0. |  |   |  |   |                          |



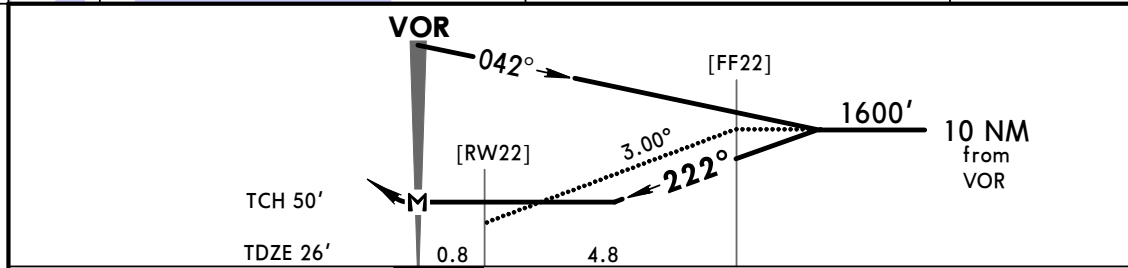
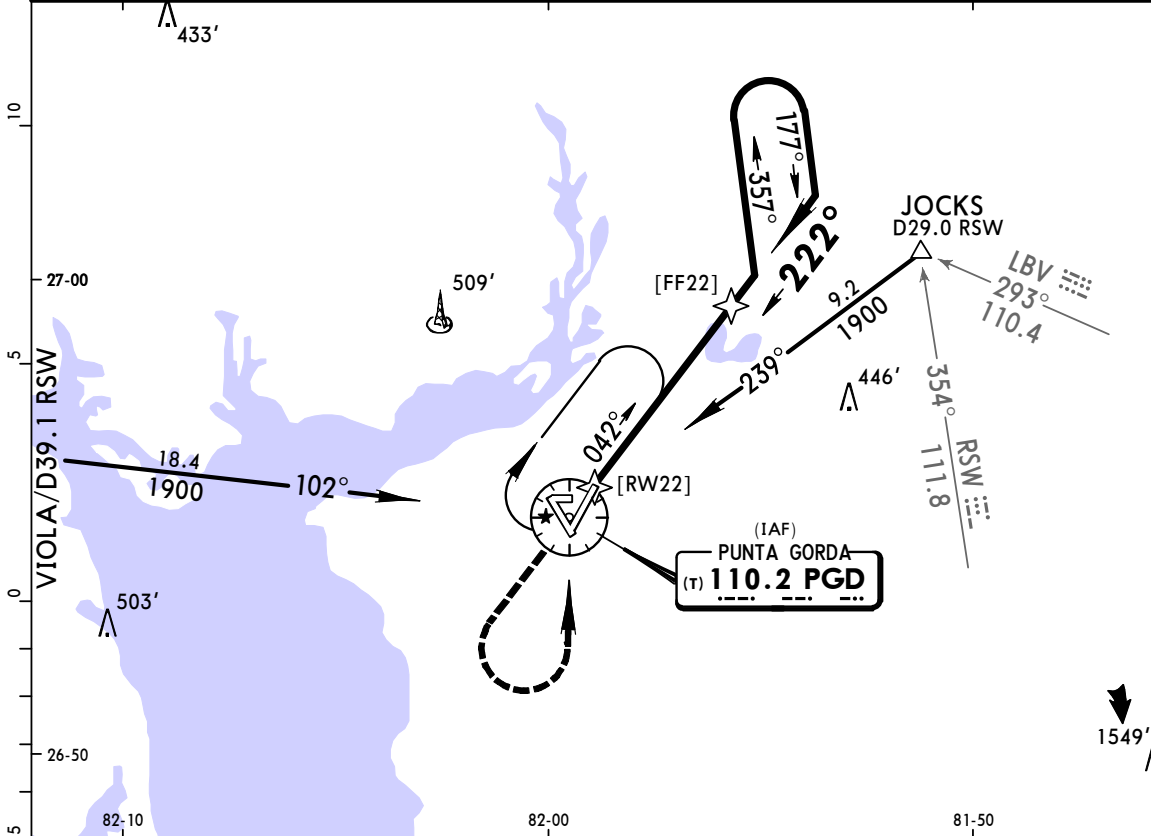
|                     |     |     |     |     |     |     |                |       |       |              |
|---------------------|-----|-----|-----|-----|-----|-----|----------------|-------|-------|--------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 1100' | 1600' | PGD<br>110.2 |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                | ↑     | ←     |              |
| MAP at VOR          |     |     |     |     |     |     |                |       |       |              |

|   | STRAIGHT-IN LANDING RWY 4                                    |   | CIRCLE-TO-LAND                            |  |
|---|--|---|---|--|
|   | MDA(H) <b>680'</b> (656')<br>With Local<br>Altimeter Setting | MDA(H) <b>740'</b> (716')<br>With Page<br>Altimeter Setting | With Local<br>Altimeter Setting<br>MDA(H) | With Page<br>Altimeter Setting<br>MDA(H) |
| A | 1  | 1   | 680'(654') -1                             | 740'(714') -1                            |
| B | 1  | 1   | 680'(654') -1                             | 740'(714') -1                            |
| C | 1 7/8  | 2   | 680'(654') -1 7/8                         | 740'(714') -2                            |
| D | 1 7/8  | 2   | 740'(714') -2 1/4                         | 800'(774') -2 1/2                        |

TERPS AMEND 1 15 OCT 2015



|   |  |   |  |   |                          |
|---|--|---|--|---|--------------------------|
| BRIEFING STRIP™   | ASOS<br><b>135.67</b>  | *FT MYERS Approach (R)<br><b>125.15</b> | MIAMI Center (R)<br><b>134.75</b> when App inop. | *PUNTA GORDA Tower<br>CTAF <b>121.0</b>       | *Ground<br><b>119.55</b> |
|   | VOR<br>PGD<br><b>110.2</b>   | Final<br>Apch Crs<br><b>222°</b>        | No FAF   | MDA(H)<br>(CONDITIONAL)<br><b>560'</b> (534') | Apt Elev 26'<br>TDZE 26' |
|   | <b>MISSED APCH: Climb to 1000' then climbing LEFT turn to 1600'</b><br><b>direct PGD VOR and hold.</b> |   |  |   |                          |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'<br>1. Use local altimeter setting; if not received, use Page altimeter setting. 2. VNAV not applicable when using Page altimeter setting. 3. Pilot controlled lighting 121.0. |  |   |  |   |                          |



|                     |     |     |     |     |     |     |                |       |       |              |
|---------------------|-----|-----|-----|-----|-----|-----|----------------|-------|-------|--------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 1000' | 1600' | PGD<br>110.2 |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                | ↑     | ↶     |              |
| MAP at VOR          |     |     |     |     |     |     |                |       |       |              |

|   | STRAIGHT-IN LANDING RWY 22                                   |   | CIRCLE-TO-LAND                  |                                |                 |
|---|--|---|---------------------------------|--------------------------------|-----------------|
|   | MDA(H) <b>560'</b> (534')<br>With Local<br>Altimeter Setting | MDA(H) <b>620'</b> (594')<br>With Page<br>Altimeter Setting | With Local<br>Altimeter Setting | With Page<br>Altimeter Setting |                 |
| A | 1  | 1   | Max Kts 90                      | 560'(534') - 1                 | 620'(594') - 1  |
| B |  |   | 120                             | 580'(554') - 1                 | 640'(614') - 1  |
| C |  |   | 140                             | 600'(574') - 1½                | 660'(634') - 1¾ |
| D |  |   | 165                             | 740'(714') - 2¼                | 800'(774') - 2½ |

TERPS AMEND 5 15 OCT 2015