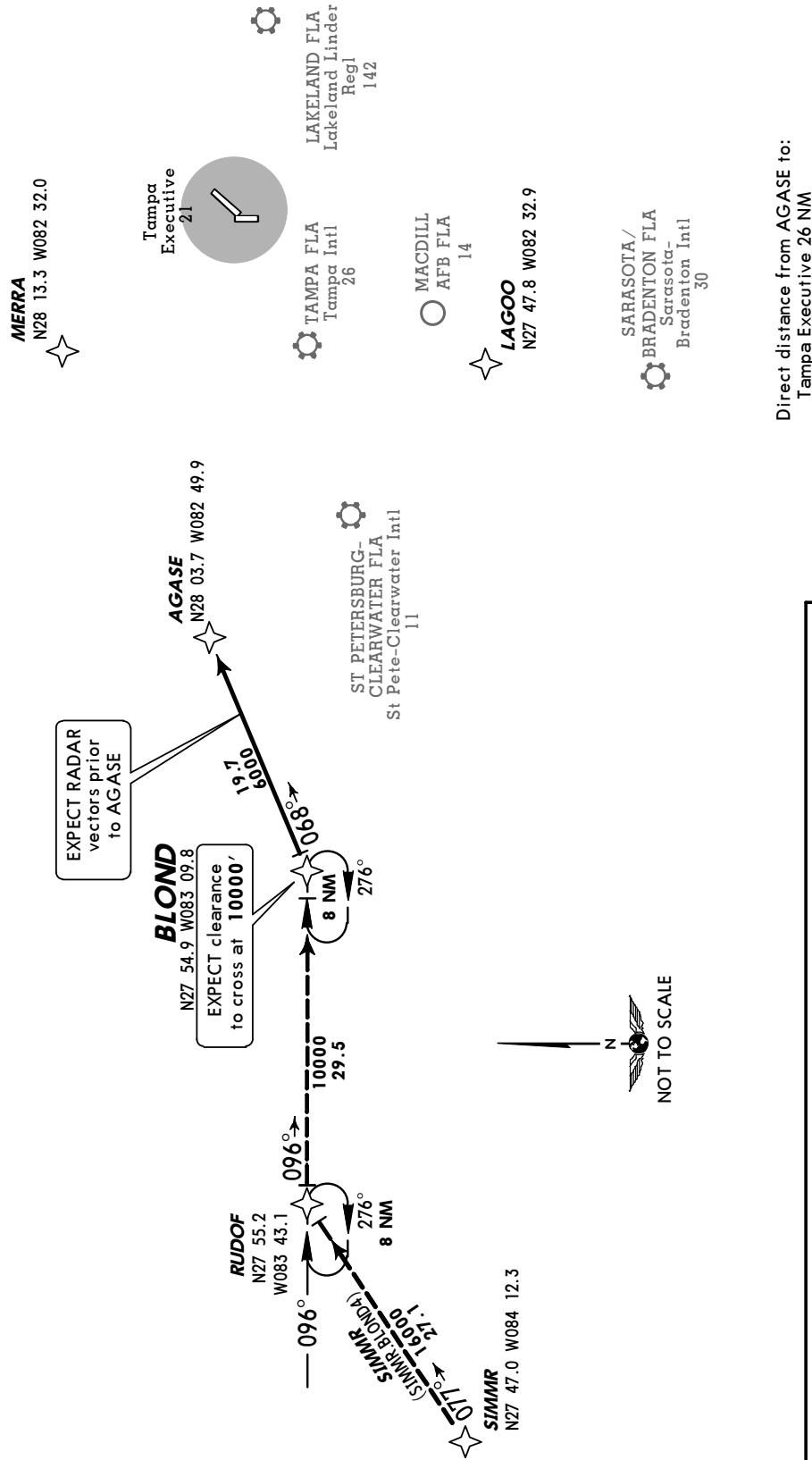


Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required.
3. RNAV 1. 4. Turbojet/turboprop aircraft only.

BLOND FOUR RNAV ARRIVAL (BLOND.BLOND4)



Direct distance from AGASE to:
Tampa Executive 26 NM

ROUTING

From BLOND on track 068° to AGASE, then via assigned runway transition.

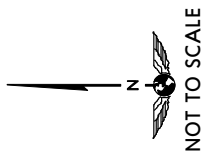
Apt Elev Alt Set: INCHES
See graphic Trans level: FL180 Trans alt: 18000'

BRDGE SEVEN ARRIVAL (BRDGE.BRDGE7)

ROUTING

From over BRDGE on PIE R-138 to PIE. EXPECT RADAR vector to final approach course/airport after BRDGE.

Direct distance from JSTRM to:
Tampa Executive 20 NM
Direct distance from PIE to:
Tampa Executive 19 NM



LAKELAND
D 116.0 LAL
N27 59.2 W082 00.8

Tampa Executive
21

CLEARWATER FLA
Clearwater
71

TAMPA FLA
Tampa Intl
26

ST PETERSBURG-CLEARWATER
FLA
St Pete-Clearwater Intl
11

TAMPA FLA
Knight
8

MACDILL
AFB FLA
14

ST PETERSBURG
FLA
Whitted
7

JSTRM
N27 41.5
W082 25.4

BRDGE
N27 27.2
W082 08.1

EXPECT RADAR vector to final approach course/airport

PAHOKEE
(PHK.BRDGE7)
110.0
87.0

LA BELLE
(LBV.BRDGE7)
20.0
36.9

LEE COUNTY
(RSW.BRDGE7)
26.0

LEE COUNTY
RSW
N26 31.8 W081 46.5

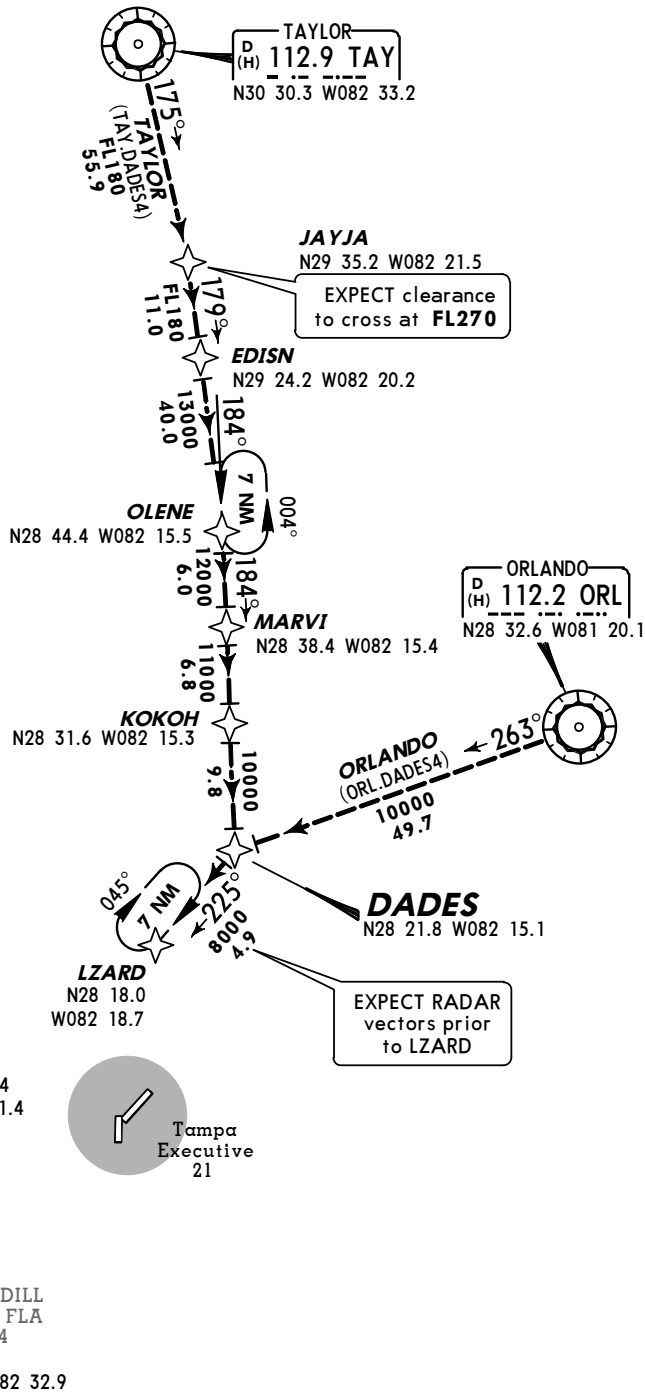
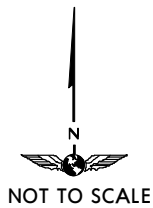
LA BELLE
(LBV)
N26 49.7 W081 23.5

PAHOKEE
(PHK)
N26 47.0 W080 41.5

Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required.
3. RNAV 1. 4. Turbojet/turboprop aircraft only.

DADES FOUR RNAV ARRIVAL (DADES.DADES4)



Direct distance from LZARD to:
Tampa Executive 17 NM

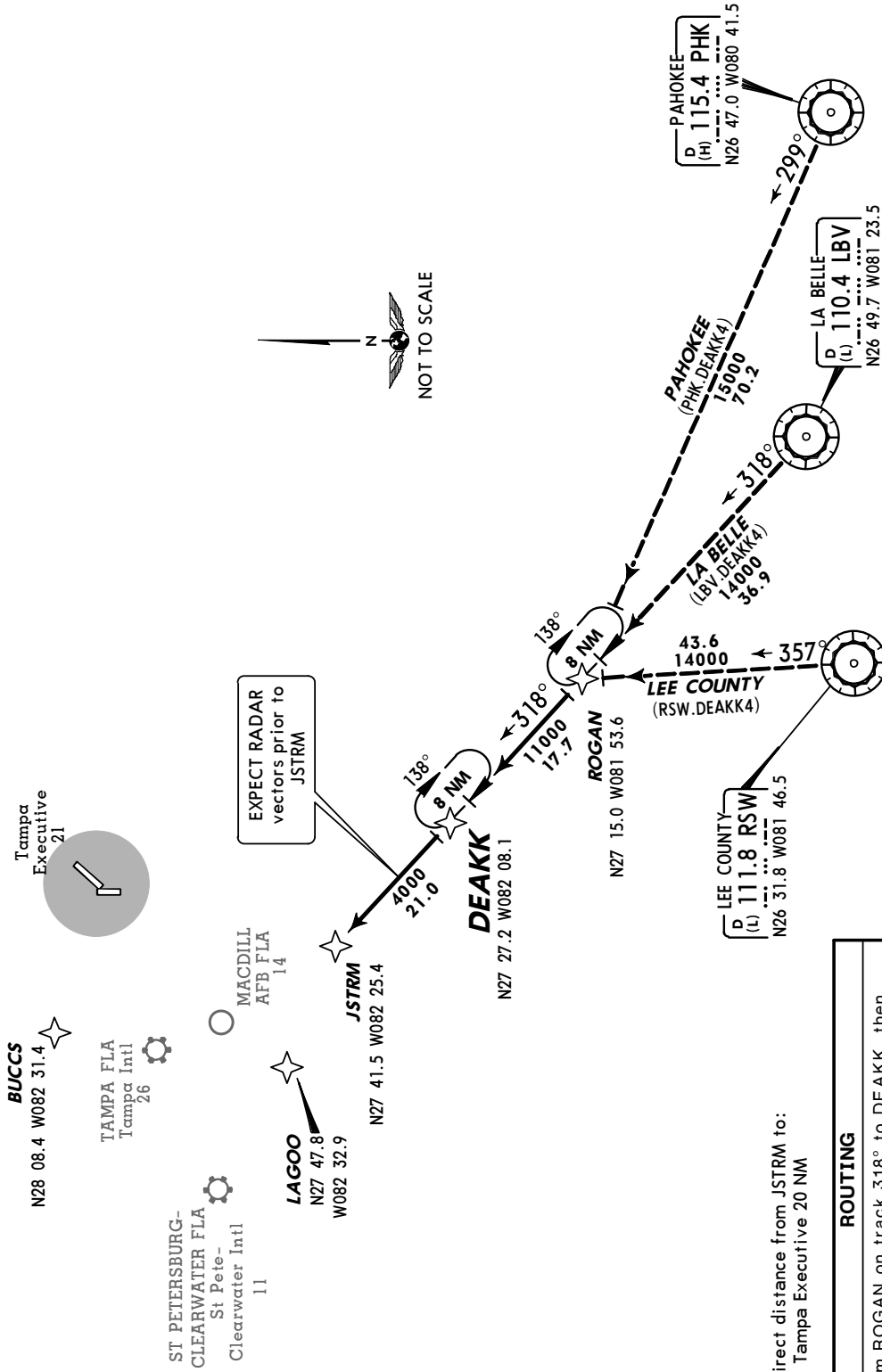
ROUTING

From DADES on track 225° to LZARD, then via assigned runway transition.

Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required.
3. RNAV 1. 4. Turbojet/turboprop aircraft only.

DEAKK FOUR RNAV ARRIVAL (DEAKK.DEAKK4)



Direct distance from JSTRM to:
Tampa Executive 20 NM

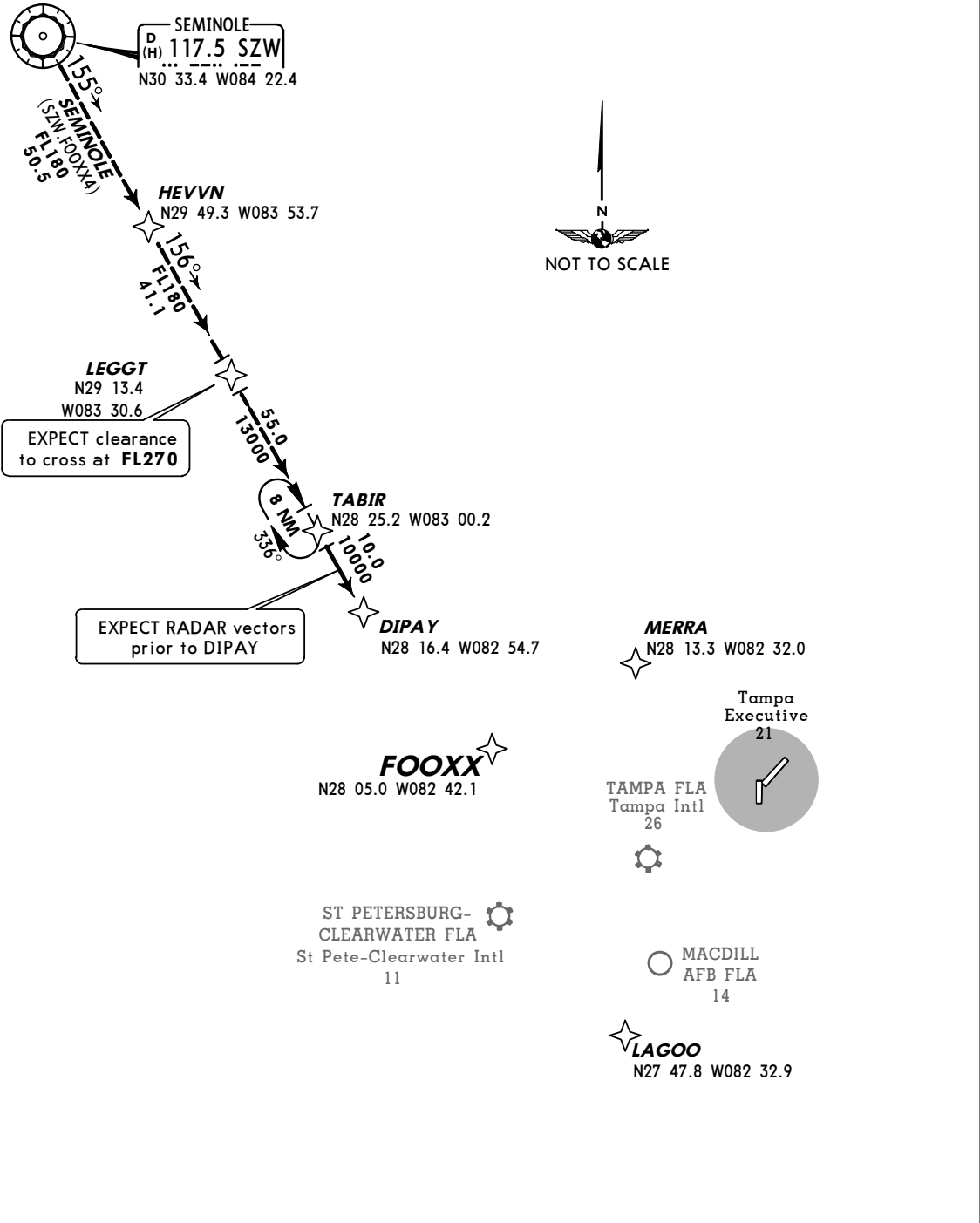
ROUTING
From ROGAN on track 318° to DEAKK, then
via assigned runway transition.

Apt Elev
See graphic

Alt set: INCHES
Trans level: FL180 Trans alt: 18000'

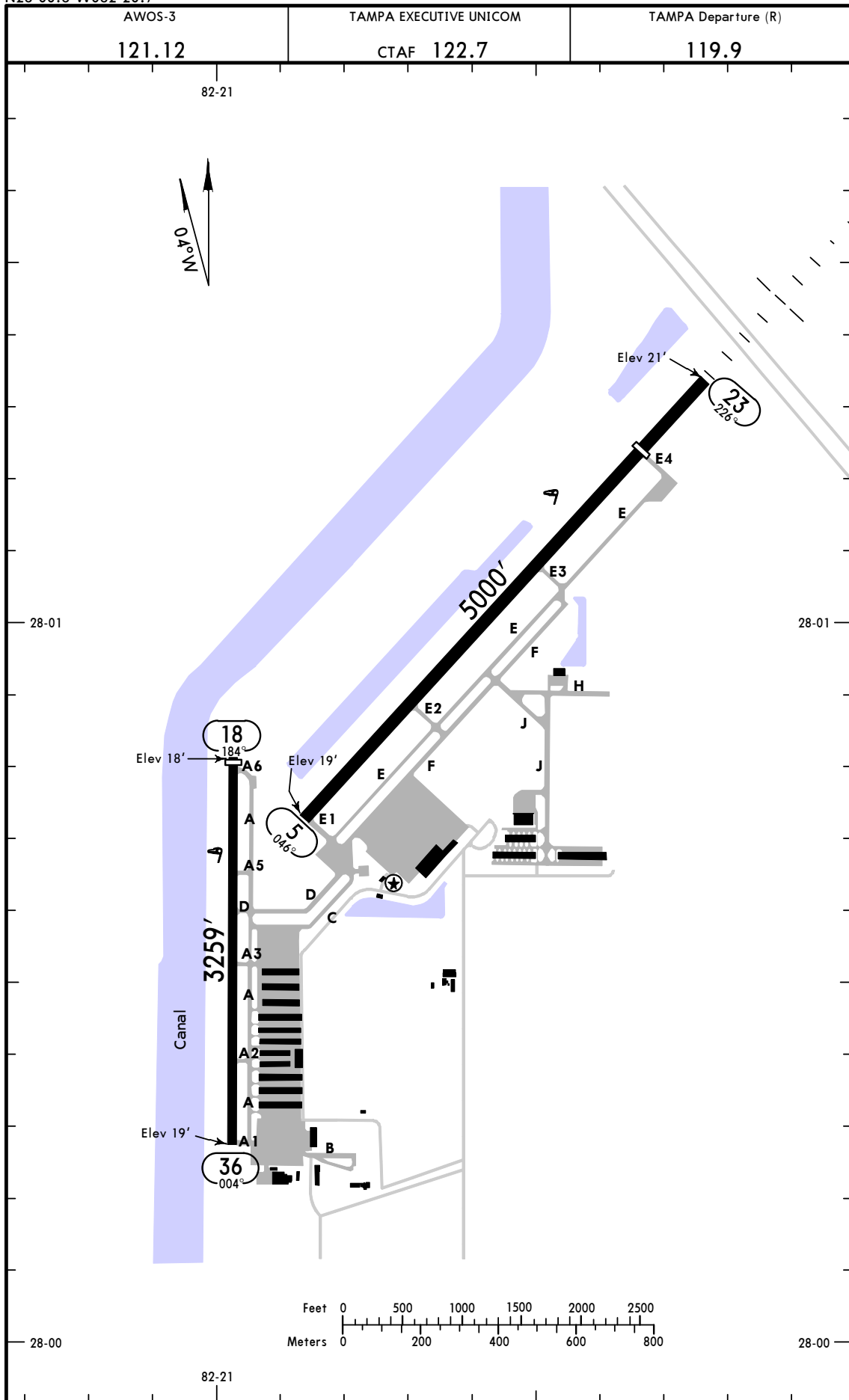
- 1. RADAR required.**
- 2. DME/DME/IRU or GPS required.**
- 3. RNAV 1.**
- Turbojet/turboprop aircraft only.
- For non-GPS equipped aircraft LAL, OCF and PIE must be operational.

**FOOXX FOUR RNAV ARRIVAL
(FOOXX.FOOXX4)**



ROUTING

From **TABIR** on track 156° to **DIPAY**, then via assigned runway transition.



GENERAL
Prior permission required for transient aircraft 38,000 lbs or over.

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
5	① MIRL ① REIL ① PAPI-L (angle 3.02°)	② 4600'			100'
23	① MIRL ① MALSR ① PAPI-L (angle 3.10°)	4200'	3463'		
① Activate on 122.7. ② Last 400' is unavailable for landing distance computations.					
18	③ MIRL ③ REIL ③ PAPI-R (angle 3.80°)	3219'			75'
36	③ MIRL ③ REIL ③ PAPI-L (angle 3.40°)				
③ Activate on 122.7.					

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE					
	Rwys 5, 23, 36		Rwy 18		For Climb In Visual Conditions
	Adequate Vis Ref	STD	With Min climb of 230'/NM to 900'		
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	900-2 1/2
3 & 4 Eng		1/2		1/2	

OBSTACLE DP: Rwy 5, Climb heading 046° to 500' before turning left. Rwy 18, For climb in visual conditions cross Tampa Executive Airport at or above 800' before proceeding on course.

FOR FILING AS ALTERNATE			
Authorized Only When Local Weather Available			
	ILS Rwy 23	LOC Rwy 23 RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23	RNAV (GPS) Rwy 18
A	600-2	800-2	800-2
B	800-2		
C			NA
D	NA	NA	

CHANGES: None.

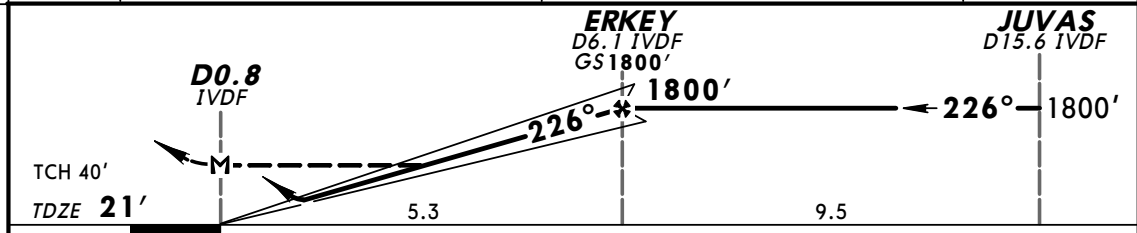
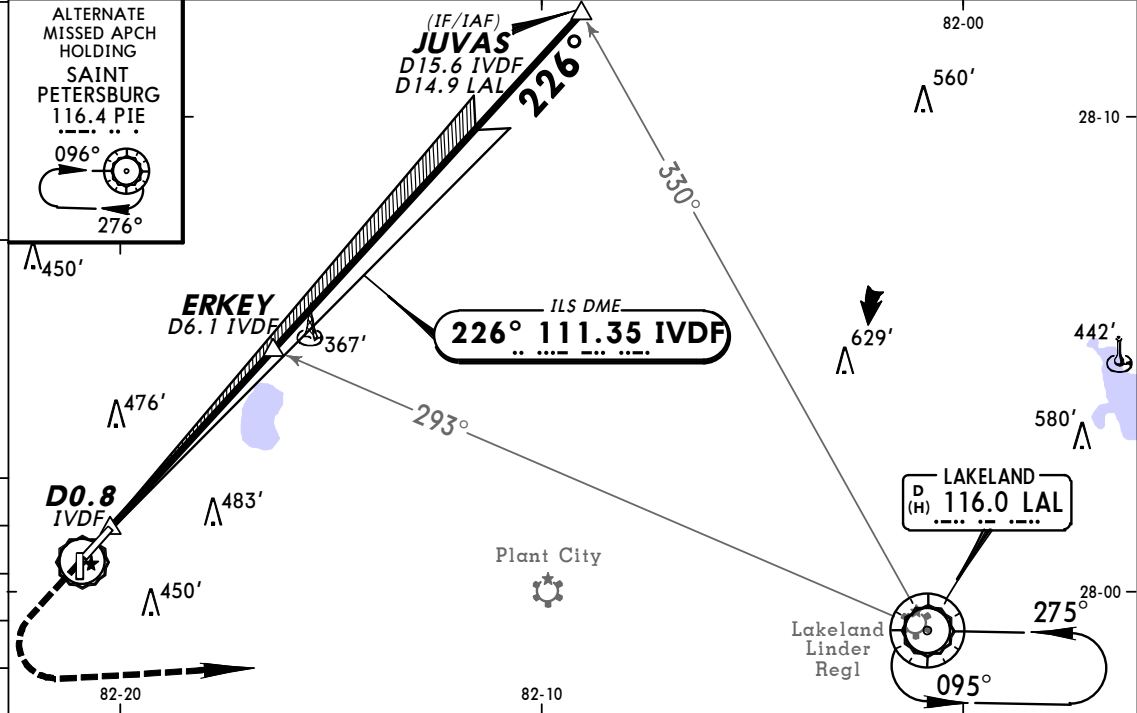
AMEND 1

AWOS-3 121.12		TAMPA Approach (R) 119.9		TAMPA EXECUTIVE UNICOM CTAF 122.7	
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LOC IVDF 111.35	Final Apch Crs 226°	GS ERKEY 1800' (1779')	ILS DA(H) (CONDITIONAL) 298' (277')	Apt Elev 22' TDZE 21'	2700'
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MISSED APCH: Climb to 800' then climbing LEFT turn to 2000' direct LAL VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Use local altimeter setting; if not received, use Tampa Intl altimeter setting. 2. Helicopter visibility reduction below 1 SM not authorized. 3. Night landing: Rwy 18, 36 not authorized.
 4. Pilot controlled lighting 122.7.

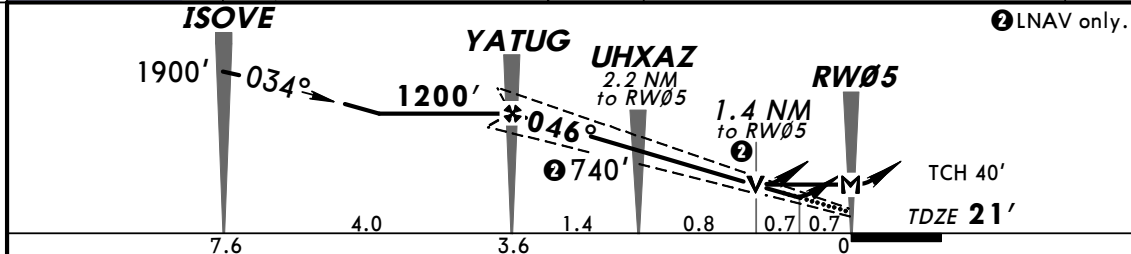
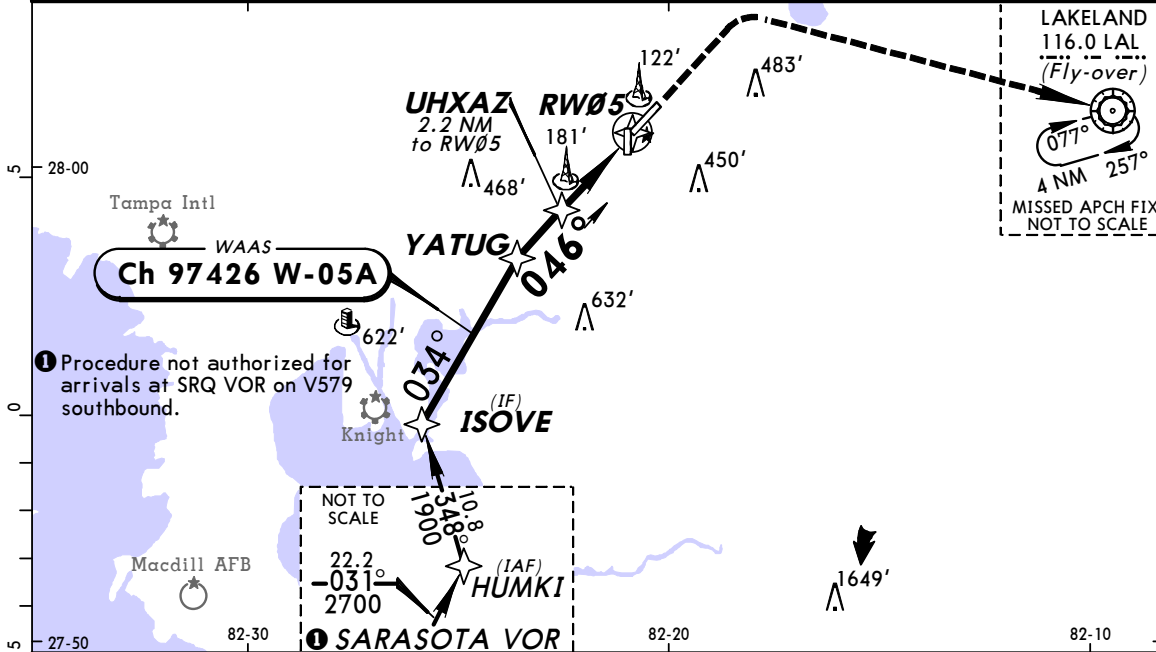


Gnd speed-Kts	70	90	100	120	140	160	MALSR 800'	2000'	D	LAL 116.0
GS	3.10°	384	494	548	658	878				
MAP at D0.8 IVDF or ERKEY to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59	PAPI	LT	

TERPS					STRAIGHT-IN LANDING RWY 23 With Local Altimeter Setting		CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 298' (277')		LOC (GS out) MDA(H) 560' (539')			Max Kts	MDA(H)		
FULL	RAIL or ALS out	RAIL out	ALS out	90		120		
A					90	560' (538')-1		
B	1			1	120	760' (738')-1		
C				1	140	760' (738')-2		
D	NA			NA	D	NA		
TERPS					STRAIGHT-IN LANDING RWY 23 With Tampa Intl Altimeter Setting		CIRCLE-TO-LAND With Tampa Intl Altimeter Setting	
ILS DA(H) 323' (302')		LOC (GS out) MDA(H) 600' (579')			Max Kts	MDA(H)		
FULL	RAIL or ALS out	RAIL out	ALS out	90		120		
A					90	600' (578')-1		
B	1			1	120	800' (778')-1		
C				1 1/4	140	800' (778')-2 1/4		
D	NA			NA	D	NA		

1 Night landing: Rwy 18, 36 not authorized.

AWOS-3 121.12		TAMPA Approach (R) 119.9		TAMPA EXECUTIVE UNICOM CTAF 122.7	
WAAS Ch 97426 W-05A	Final Apch Crs 046°	Minimum Alt YATUG 1200' (1179')	LPV DA(H) (CONDITIONAL) 271' (250')	Apt Elev 21'	TDZE 21'
MISSED APCH: Climb to 600' then climbing RIGHT turn to 2000' direct LAL VOR and hold.					<p>2700'</p> <p>MSA RW05</p>
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. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 1°C (34°F) or above 54°C (130°F). 4. Baro-VNAV and VDP not authorized when using Tampa Intl altimeter setting. 5. Helicopter visibility reduction below 3/4 SM not authorized. 6. Night landing: Rwy 18, 36 not authorized. 7. Pilot controlled lighting 122.7.					



Gnd speed-Kts	70	90	100	120	140	160	REIL	600'	2000'	LAL
Glide Path Angle	3.00°	372	478	531	637	849	PAPI-L	↑	RT	116.0
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) 271' (250')	LNAV/VNAV DA(H) 506' (485')	LNAV MDA(H) 500' (479')			Max Kts	MDA(H)	
A						90	500' (479')-1	
B	7/8	1 5/8	1			120	760' (739')-1	
C			1 3/8			140	760' (739')-2	
D	NA	NA	NA			D	NA	
			With Tampa Intl Altimeter Setting			With Tampa Intl Altimeter Setting		
	LPV DA(H) 296' (275')	LNAV/VNAV DA(H) 531' (510')	LNAV MDA(H) 540' (519')			Max Kts	MDA(H)	
A						90	540' (519')-1	
B	7/8	1 3/4	1			120	800' (779')-1	
C			1 1/2			140	800' (779')-2 1/4	
D	NA	NA	NA			D	NA	

1 Night landing: Rwy 18, 36 not authorized.

TERPS AMEND 08 5 MAR 2015

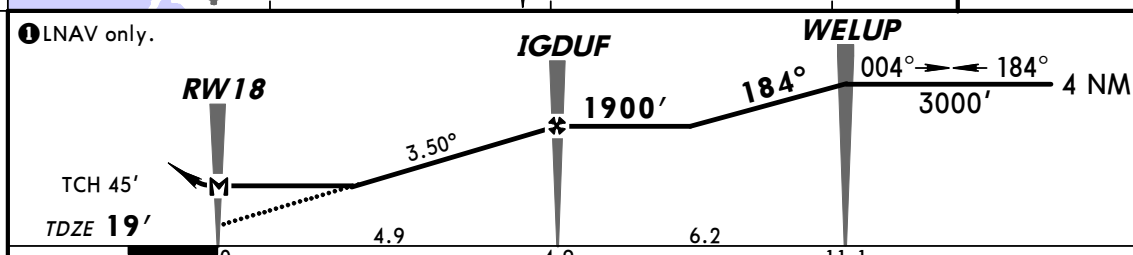
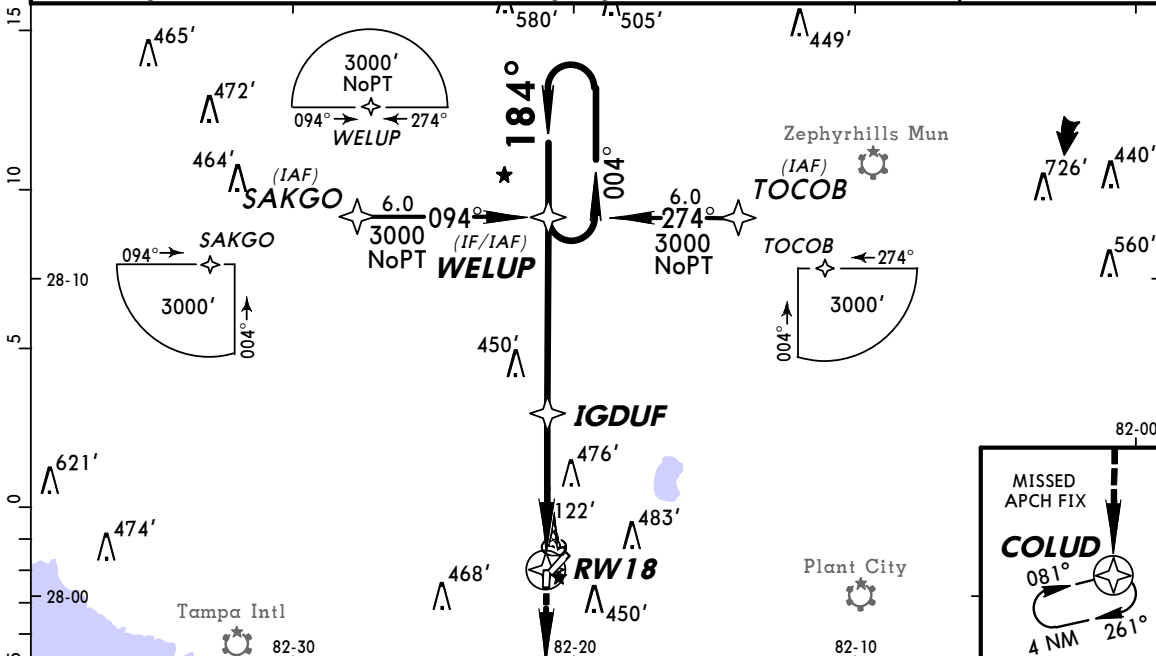
AWOS-3 121.12	TAMPA Approach (R) 119.9	TAMPA EXECUTIVE UNICOM CTAF 122.7
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RNAV	Final Apch Crs 184°	Minimum Alt IGDUF 1900' (1881')	LNAV MDA(H) (CONDITIONAL) 580' (561')	Apt Elev 21' TDZE 19'	TAA 30 NM IAF
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MISSED APCH: Climb to 3000' direct COLUD and hold, continue climb-in-hold to 3000'.

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. Night landing runways 18, 23, 36 not authorized. 4. Helicopter visibility reduction below 1SM not authorized. 5. VGSI and descent angles not coincident. 6. Pilot controlled lighting 122.7.



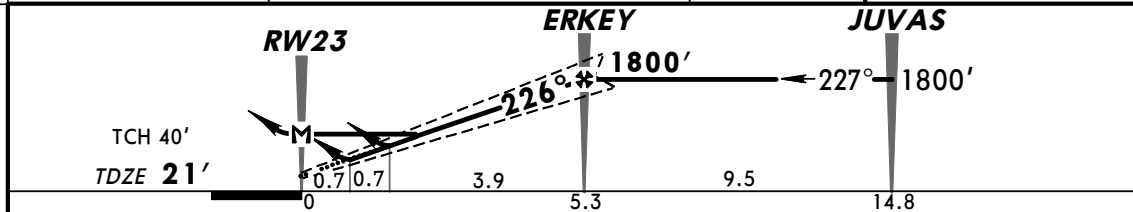
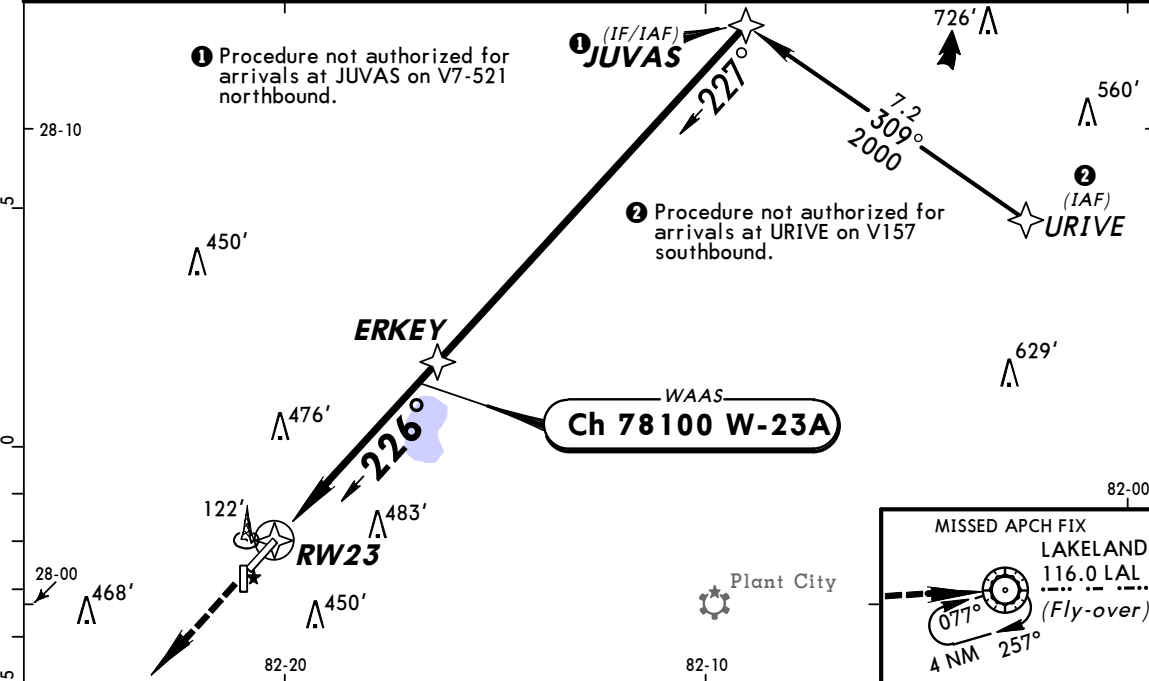
<i>Gnd speed-Kts</i>	70	90	100	120	140	160	REIL PAPI-R	3000'	D →	COLUD
<i>Descent angle</i>	3.50°	434	557	619	743	867				
MAP at RW18										

TERPS		STRAIGHT-IN LANDING RWY 18 With Local Altimeter Setting	CIRCLE-TO-LAND With Local Altimeter Setting
		LNAV MDA(H) 580' (561')	Max Kts MDA(H)
A		1	90 580' (559')-1
B			120 760' (739')-1
C		NA	C NA
D			D NA
		With Tampa Intl Altimeter Setting	Max Kts MDA(H)
		LNAV MDA(H) 620' (601')	MDA(H)
A		1	90 620' (599')-1
B			120 800' (779')-1
C		NA	C NA
D			D NA

CHANGES: None.

TERPS AMEND 1A 24 JUL 2014

AWOS-3 121.12		TAMPA Approach (R) 119.9		TAMPA EXECUTIVE UNICOM CTAF 122.7	
WAAS Ch 78100 W-23A	Final Apch Crs 226°	Minimum Alt ERKEY 1800' (1779')	LPV DA(H) (CONDITIONAL) 298' (277')	Apt Elev 22'	
MISSED APCH: Climb to 800', then climbing LEFT turn to 2700' direct to LAL VOR 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. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 4. Baro-VNAV not authorized when using Tampa Intl altimeter setting. 5. Helicopter visibility reduction below 1 SM not authorized. 6. Night landing: Rwy 18, 36 not authorized. 7. Pilot controlled lighting 122.7.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	800'	2700'	LAL
Glide Path Angle 3.10°	384	494	548	658	768	878	PAPI	↑	LT	116.0
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW23										

TERPS	STRAIGHT-IN LANDING RWY 23 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting	
	LPV DA(H) 298' (277')	LNAV/VNAV DA(H) 488' (467')		LNAV MDA(H) 560' (539')		Max Kts	MDA(H)	
A	RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	90	560' (538') - 1	
B	1	1 1/8	1 1/2	1		120	760' (738') - 1	
C				1	1 1/4	140	760' (738') - 2	
D	NA	NA		NA		D	NA	
TERPS	STRAIGHT-IN LANDING RWY 23 With Tampa Intl Altimeter Setting						CIRCLE-TO-LAND With Tampa Intl Altimeter Setting	
	LPV DA(H) 323' (302')	LNAV/VNAV DA(H) 513' (492')		LNAV MDA(H) 600' (579')		Max Kts	MDA(H)	
A	RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	90	600' (578') - 1	
B	1	1 1/4	1 5/8	1		120	800' (778') - 1	
C				1 1/8	1 3/8	140	800' (778') - 2 1/4	
D	NA	NA		NA		D	NA	

1 Night landing: Rwy 18, 36 not authorized.

TERPS AMEND 1C 5 MAR 2015

BRIEFING STRIP™