

WAAS CH 78136 W28A	APP CRS 279°	Rwy Idg 3950 TDZE 153 Apt Elev 153
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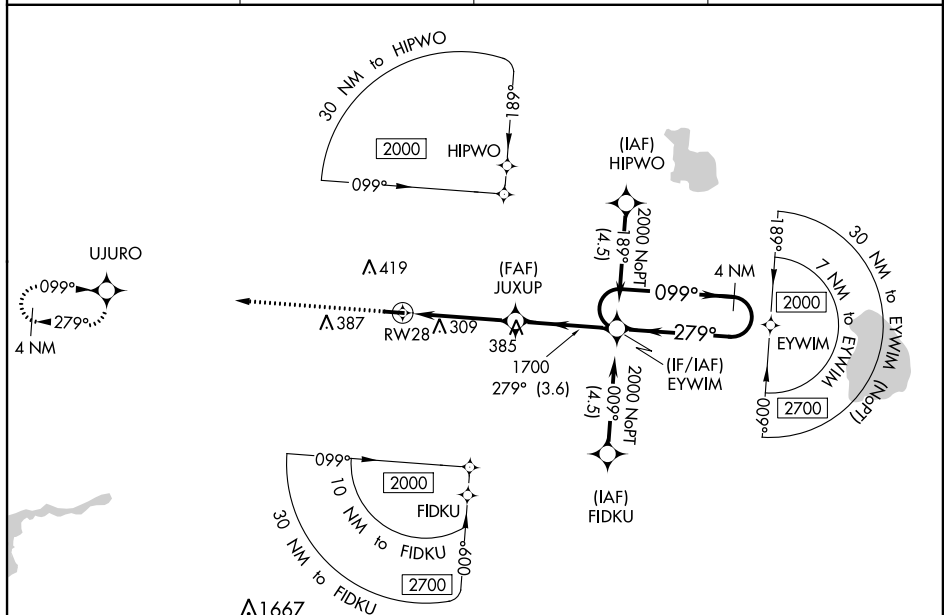
RNAV (GPS) RWY 28

PLANT CITY (PCM)

T Baro-VNAV NA when using Lakeland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Night landing: Rwy 28 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Lakeland altimeter setting and increase all DA/MDA 20 feet.

MISSED APPROACH:
Climb to 2000 direct
UJURO and hold.

AWOS-3 120.025	TAMPA APP CON 120.65 290.3	CLNC DEL 121.725 (GCO)	UNICOM 123.05 (CTAF) 0
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ELEV 153		TDZE 153
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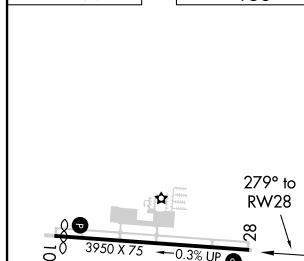


Figure 1 illustrates a non-coincident VGS1 and RNAV glidepath. The diagram shows a 4 NM Holding Pattern with a 4.1 NM segment and a 3.6 NM segment. The glidepath is non-coincident, with a 279° angle between the segments. The VGS1 angle is 3.00/TCH 36. The RNAV angle is 3.50/TCH 57. The diagram includes a 2000 ft MSL reference, a 1700 ft MSL reference, and a 2000 ft MSL reference. The diagram also shows a 4 NM Holding Pattern with a 4.1 NM segment and a 3.6 NM segment. The glidepath is non-coincident, with a 279° angle between the segments. The VGS1 angle is 3.00/TCH 36. The RNAV angle is 3.50/TCH 57. The diagram includes a 2000 ft MSL reference, a 1700 ft MSL reference, and a 2000 ft MSL reference.