

APP CRS 184°	Rwy Idg 3219 TDZE 19 Apt Elev 21
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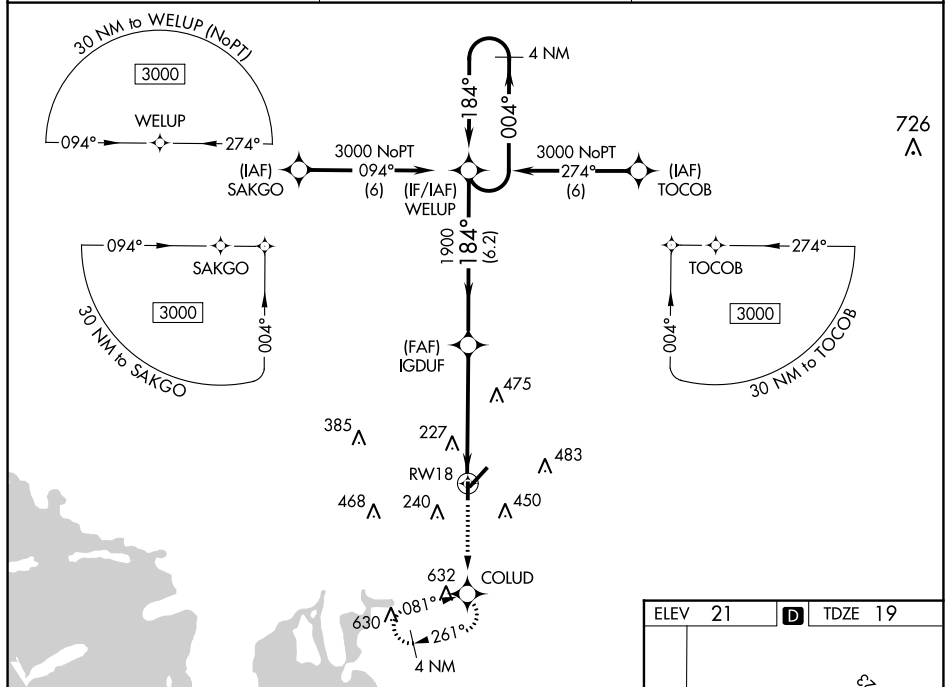
RNAV (GPS) RWY 18
TAMPA EXEC (VDF)

RNP APCH.

- T** When local altimeter not received, use Tampa Intl altimeter setting and increase all MDA 40 feet. Straight-in Rwy 18 NA at night, Circling Rwy 18, 36 NA at night.
A Rwy 18 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct COLUD and hold, continue climb-in-hold to 3000.

AWOS-3 121.125	TAMPA APP CON 119.9 290.3	UNICOM 122.7 (CTAF) ①
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The profile view diagram illustrates the vertical path of the RW18 approach. It begins with a climb from the runway threshold (indicated by a thick black bar) to a height of 1900 feet at the IGDUF fix. The climb gradient is specified as $\leq 3.50^\circ$ TCH 45'. From 1900 feet, the descent continues to the final approach segment, which is a 4 NM holding pattern at 3000 feet. The descent angle for this segment is 184° . The final approach segment is also labeled with a heading of 004° and a distance of 4 NM. The diagram includes symbols for COLUD (Climb Over Land Under Descent) and VGS (Vertical Gradient Slope) angles not coincident (VGS Angle 3.80/TCH 41). The diagram is divided into four categories (A, B, C, D) along the horizontal axis.

CATEGORY	A	B	C	D
LNAV MDA	580-1	561 (600-1)		NA
C CIRCLING	580-1 559 (600-1)	760-1 739 (800-1)		NA

