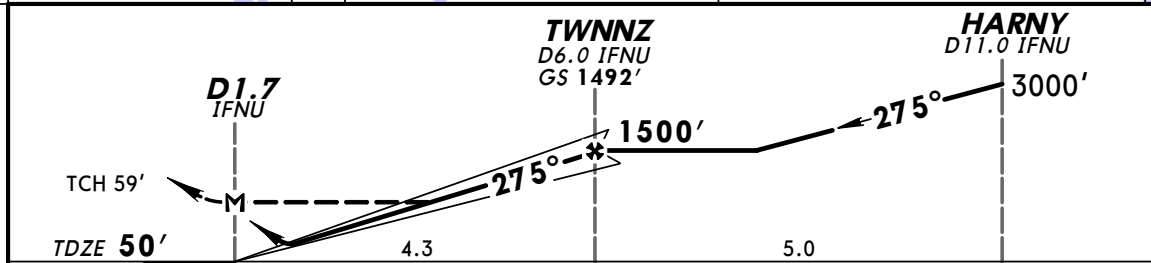
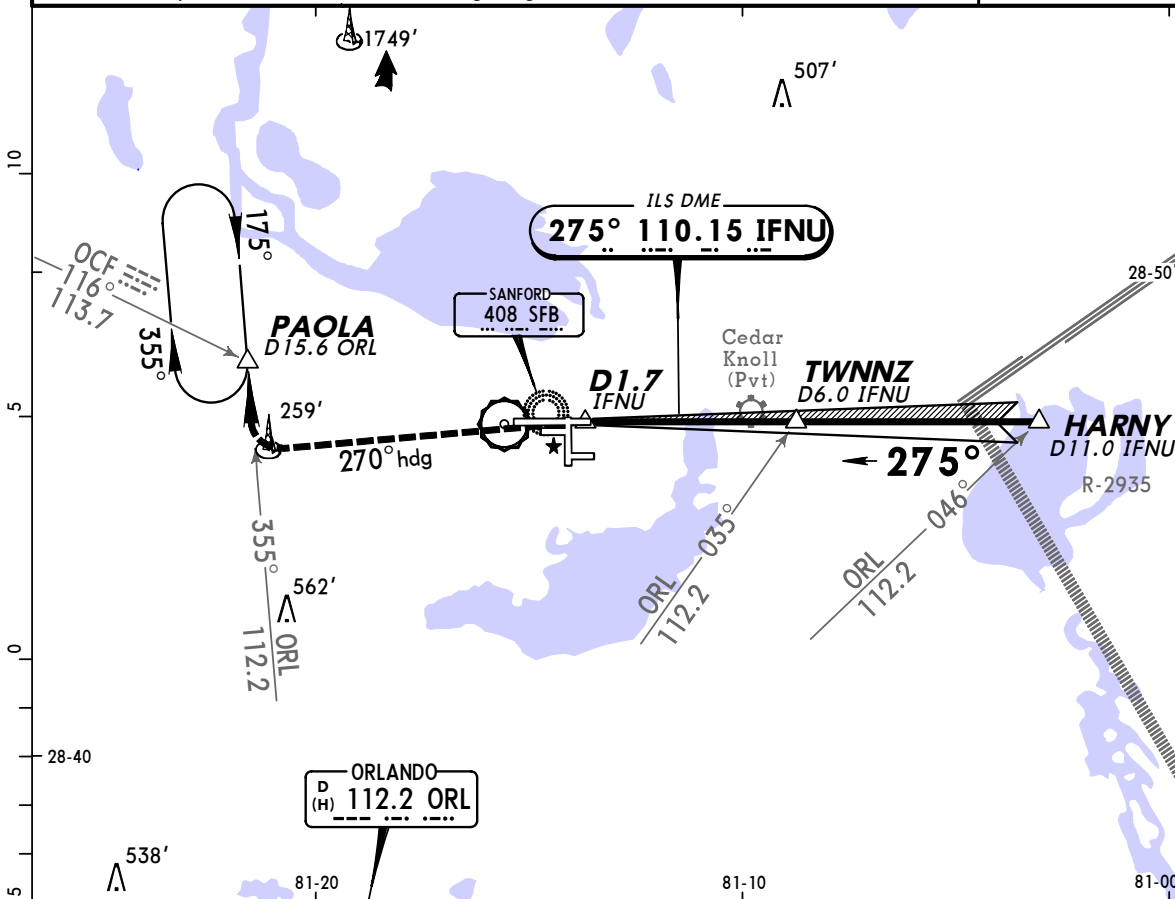


**KSFB/SFB**  
**ORLANDO SANFORD INTL**

**JEPPESEN**  
 23 SEP 05 (41-2)

**ORLANDO, FLA**  
**ILS Rwy 27R**

ATIS 125.97		ORLANDO Approach (R) 121.1		*SANFORD Tower CTAF 120.3		*Ground 121.35	
LOC IFNU <b>110.15</b>	Final Apch Crs <b>275°</b>	GS TWNNZ <b>1492' (1442')</b>	ILS DA(H) <b>250' (200')</b>	Apt Elev 55' TDZE <b>50'</b>		3000'	
MISSED APCH: Climb to 2700' via heading 270° and ORL VOR R-355 to PAOLA INT/D15.6 ORL and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. RADAR required. 2. Pilot controlled lighting 120.3.							MSA ORL VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2700'	via 270° and 112.2 ORL	PAOLA R-355	
GS	3.00°	377	484	538	646	753					861
MAP at D1.7 IFNU or TWNNZ to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37					

STRAIGHT-IN LANDING RWY 27R					CIRCLE-TO-LAND				
ILS DA(H) <b>250' (200')</b>			LOC (GS out) MDA(H) <b>380' (330')</b>						
FULL		RAIL or ALS out		RAIL out		ALS out		Max Kts	MDA(H)
A						90	580' (525')-1		
B						120	580' (525')-1 1/2		
C	1/2	3/4	1/2	3/4	1	140	620' (565')-2		
D			3/4		1	165			

TERPS

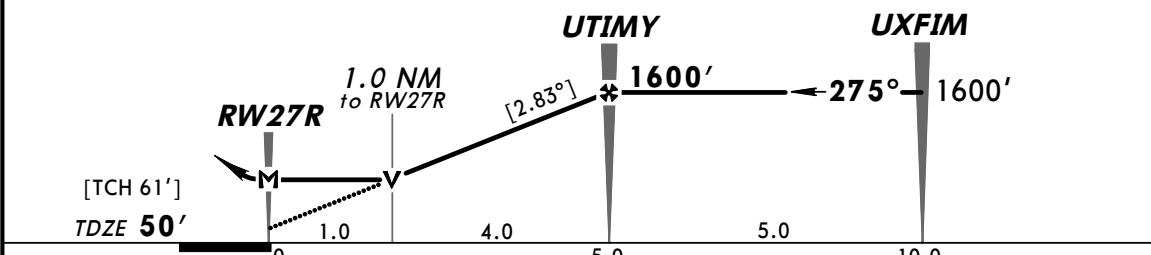
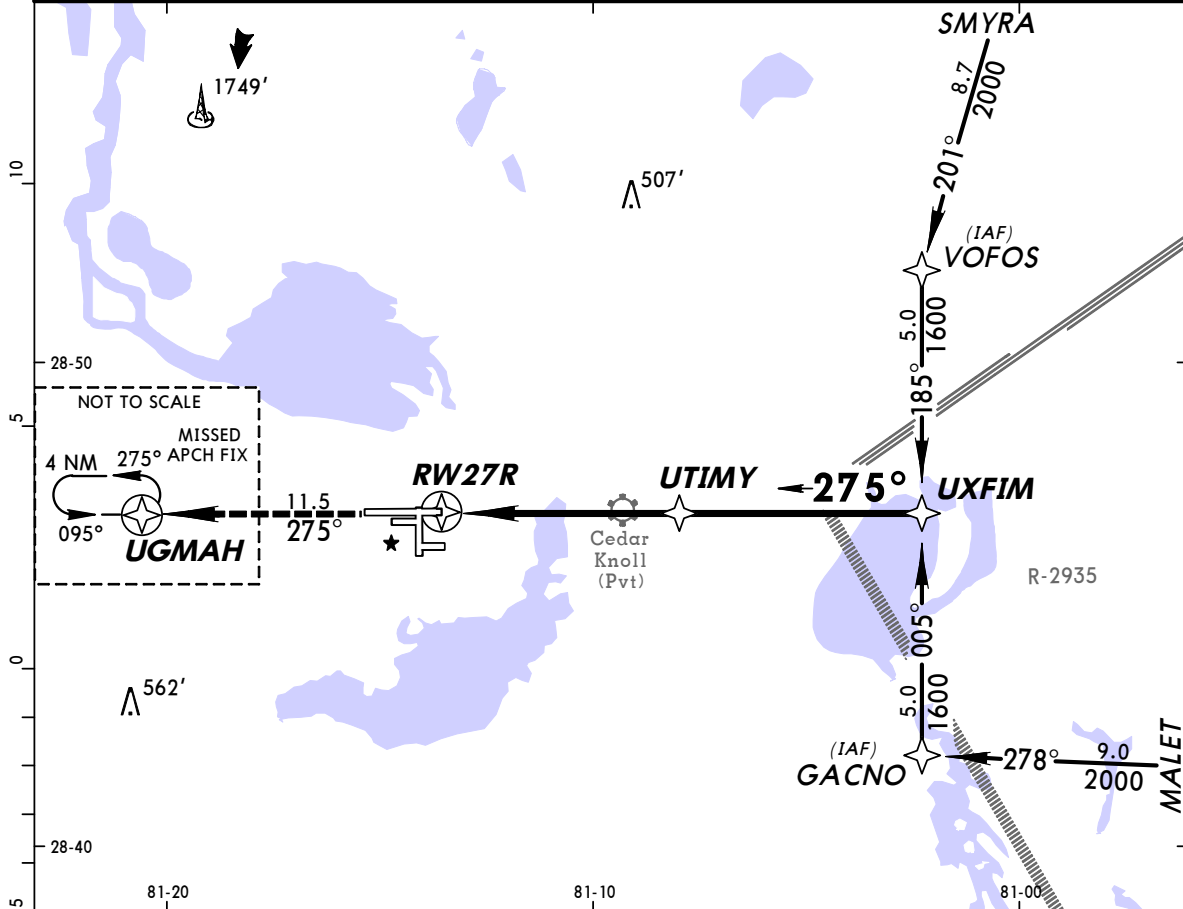
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**KSFB/SFB**  
**ORLANDO SANFORD INTL**

**JEPPESEN**  
 23 SEP 05 (42-2)

**ORLANDO, FLA**  
**RNAV (GPS) Rwy 27R**

ATIS <b>125.97</b>		ORLANDO Approach (R) <b>121.1</b>		*SANFORD Tower CTAF <b>120.3</b>		*Ground <b>121.35</b>	
RNAV	Final Apch Crs <b>275°</b>	Minimum Alt <b>UTIMY</b> <b>1600' (1550')</b>	LNAV MDA(H) <b>420' (370')</b>	Apt Elev <b>55'</b> TDZE <b>50'</b>		2800' MSA RW27R	
<b>MISSED APCH: Climb to 2000' via 275° course to UGMAH and hold.</b> Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. Pilot controlled lighting 120.3.							



Gnd Speed-Kts	70	90	100	120	140	160	MALSR PAPI	2000' via 275° UGMAH
Descent angle [2.83°]	350	451	501	601	701	801		
MAP at RW27R								

STRAIGHT-IN LANDING RWY 27R				CIRCLE-TO-LAND	
LNAV				MDA(H)	
MDA(H) <b>420' (370')</b>					
	RAIL out	ALS out	Max Kts		
A			90	580' (525')-1	
B	1		120	580' (525')-1 1/2	
C			140	580' (525')-1 1/2	
D	1 1/4		165	620' (565')-2	

TERPS

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**KDAB/DAB**  
DAYTONA BEACH INTL



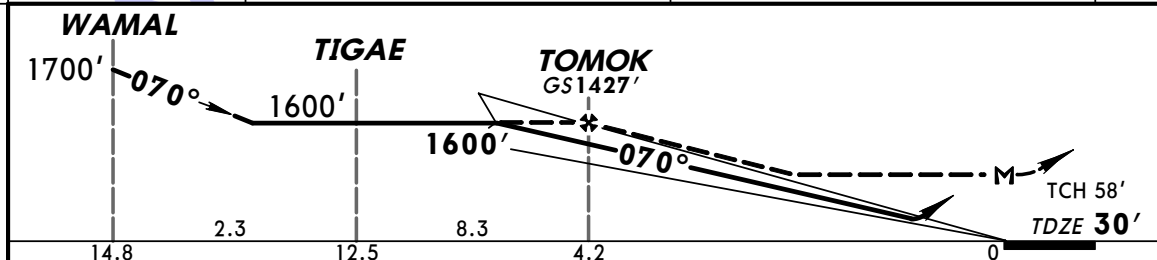
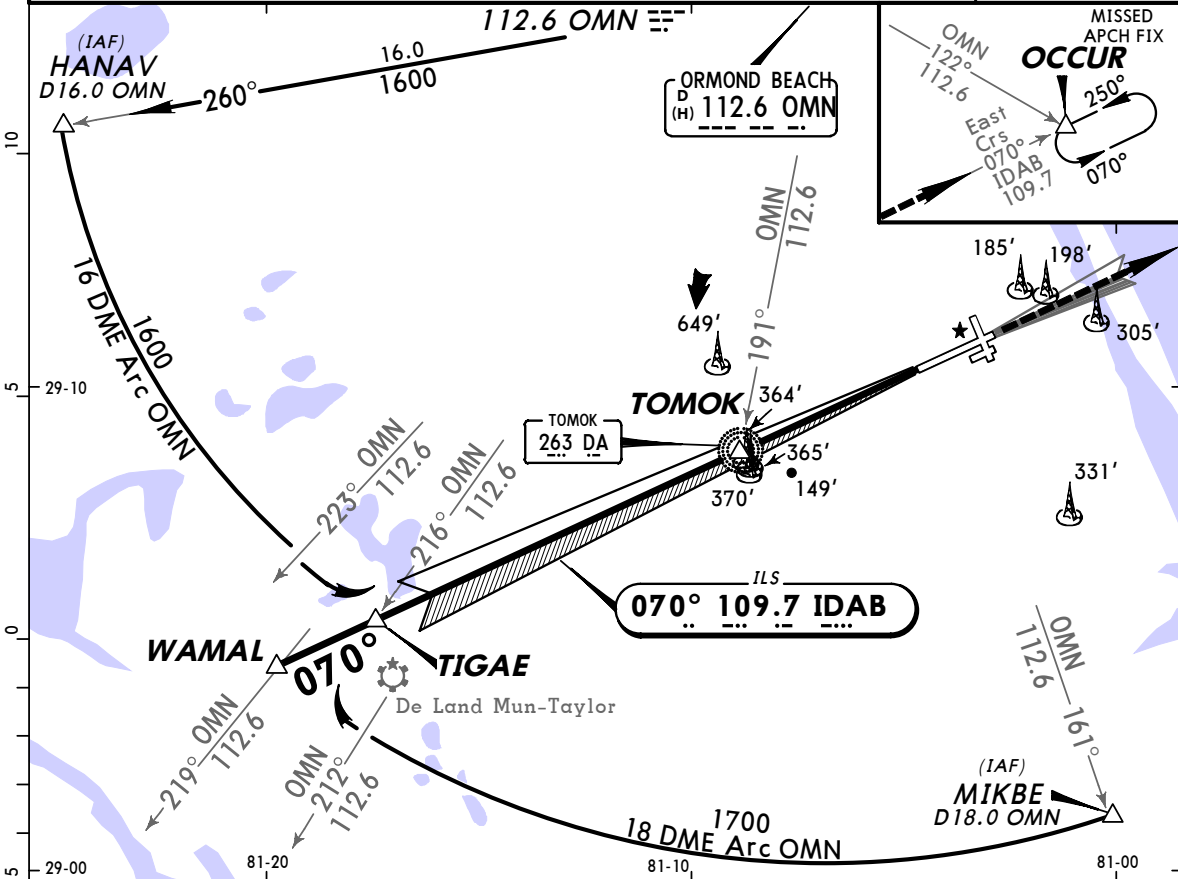
**DAYTONA BEACH, FLA**

29 JUN 07 (11-1)

Eff 5 Jul

ILS or LOC Rwy 7L

BRIEFING STRIP™	ATIS 120.05	DAYTONA Approach (R) 125.72	DAYTONA Tower 120.7	Ground 121.9	
	LOC IDAB 109.7	Final Apch Crs 070°	GS TOMOK 1427' (1397')	ILS DA(H) (CONDITIONAL) 230' (200')	Apt Elev 34' TDZE 30'
	<b>MISSED APCH:</b> Climb to 1600' via IDAB LOC EAST course to OCCUR INT and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. <b>RADAR or DME required.</b> 2. If local altimeter setting not received, use Ormond Beach altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. VGSI and ILS glidepath not coincident.				2800'  MSA OMN VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1600' via IDAB EAST COURSE	OCCUR	
GS	3.00°	377	484	538	646	753				861
TOMOK to MAP	4.2	3:36	2:48	2:31	2:06	1:48				1:35

	1 ILS DA(H) 230' (200')			2 LOC (GS out) MDA(H) 400' (370')		Max Kts	CIRCLE-TO-LAND	
	FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out		With Local Altimeter Setting MDA(H)	With Ormond Beach Altimeter Setting MDA(H)
A						90	540' (506') - 1	560' (526') - 1
B						120	540' (506') - 1	560' (526') - 1
C						140	540' (506') - 1 1/2	560' (526') - 1 1/2
D						165	620' (586') - 2	640' (606') - 2

1 DA(H) 274' (244') with Ormond Beach altimeter setting.  
 2 MDA(H) 420' (390') with Ormond Beach altimeter setting.

CHANGES: Procedure.

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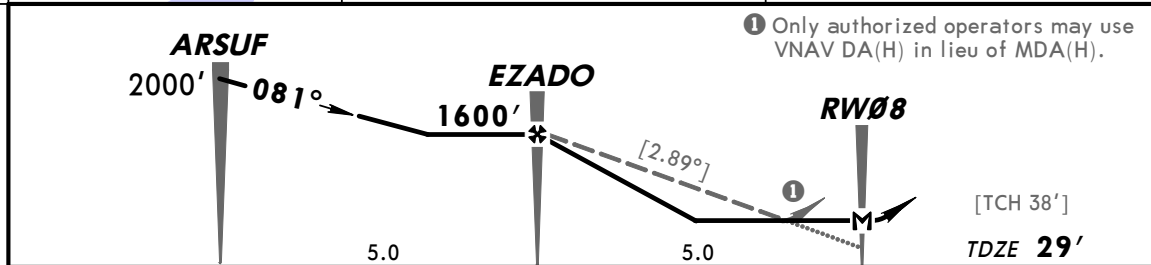
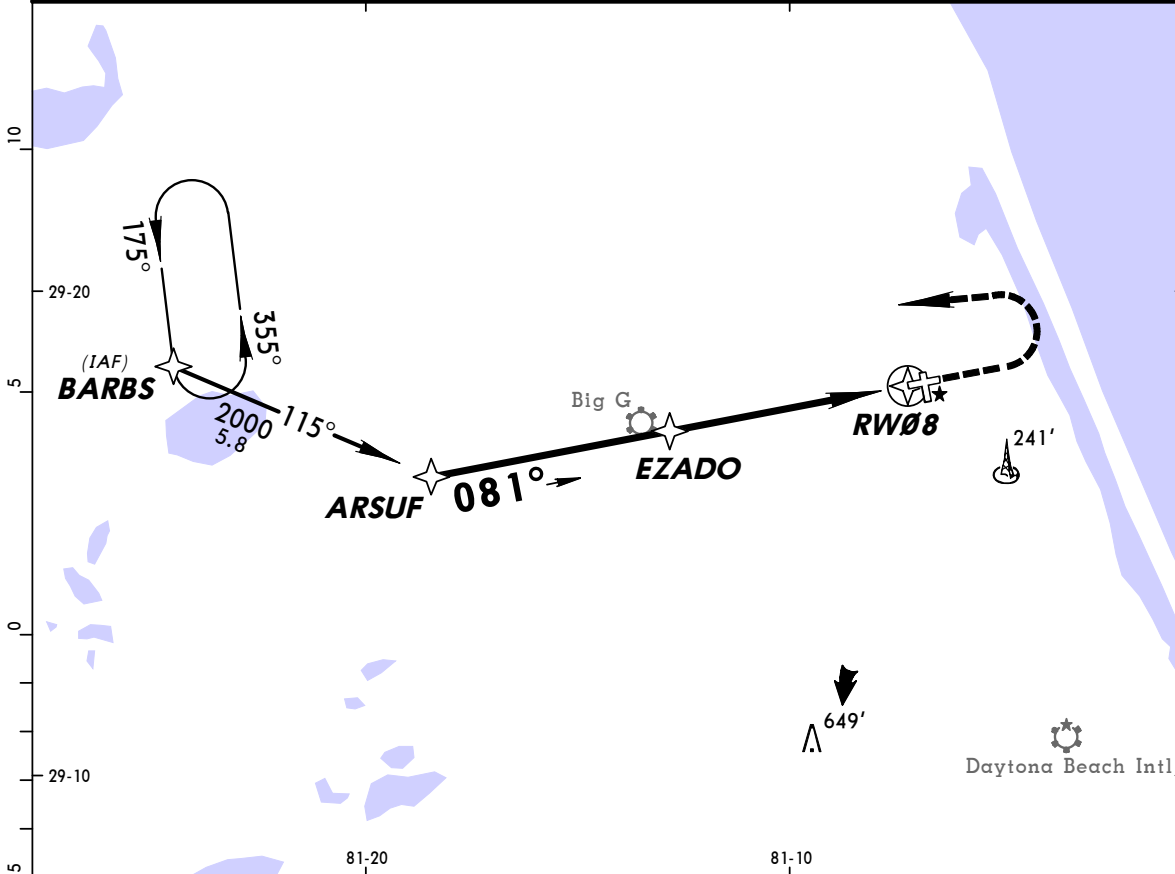
**KOMN**  
**ORMOND BEACH MUN**



**ORMOND BEACH, FLA**  
**GPS Rwy 8**

28 JAN 05 (18-10)

ATIS (AWOS when Twr inop) <b>118.47</b>		DAYTONA Approach (R) <b>125.8</b>		*ORMOND BEACH Tower CTAF <b>119.07</b>		*Ground <b>121.62</b>	
GPS	Final Apch Crs <b>081°</b>	Minimum Alt <b>EZADO</b> <b>1600'</b> (1571')	MDA(H) <b>420'</b> (391')	Apt Elev <b>29'</b>	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;">2800'</div>		
<b>MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' direct BARBS and hold.</b>							<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;">MSA RW08</div>
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000' 1. Use Daytona Beach Intl altimeter setting. 2. Pilot controlled lighting 119.07.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	800'	3000'	D	BARBS
Descent angle [2.89°]	358	460	511	613	716	818					
MAP at RW08											

STRAIGHT-IN LANDING RWY 8		CIRCLE-TO-LAND	
MDA(H) <b>420'</b> (391')		MDA(H)	
A	1	Max Kts	
B		90	<b>500'</b> (471') - 1
C		120	<b>500'</b> (471') - 1½
D		140	NA
TERPS		D	NA

FOR TRAINING PURPOSES ONLY

TERPS