

WAAS CH <b>86238</b> <b>W05A</b>	APP CRS <b>049°</b>	Rwy ldg TDZE Apt Elev	<b>5001</b> <b>85</b> <b>90</b>
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# RNAV (GPS) RWY 5

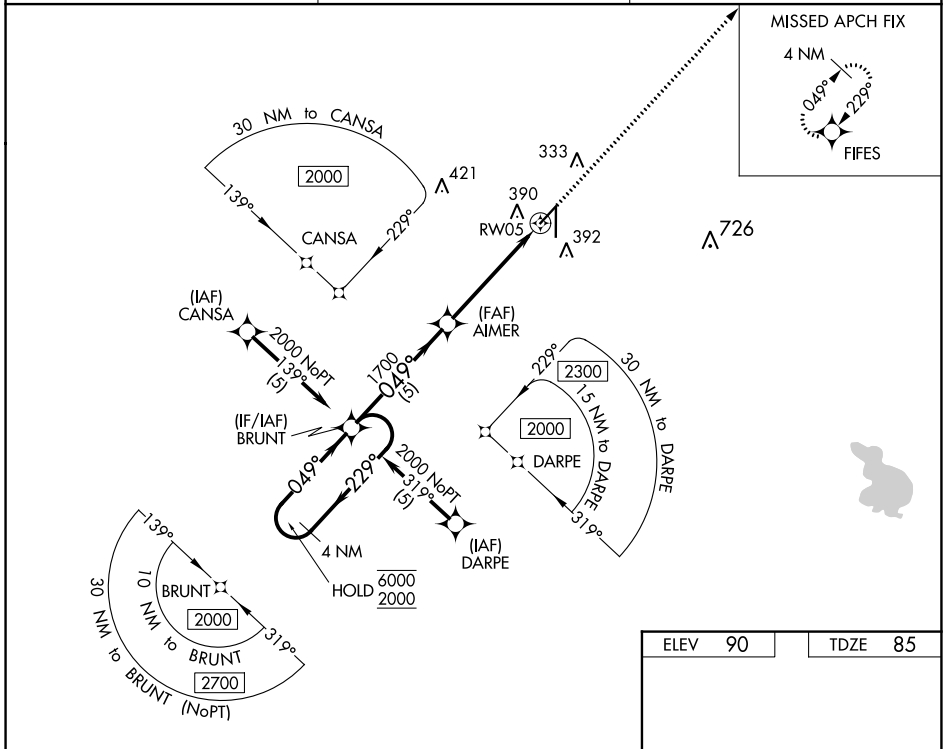
ZEPHYRHILLS MUNI (ZPH)

RNP APCH.

**⚠** Rwy 5 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct FIFES and hold.

AWOS-3PT <b>118.975</b>	TAMPA APP CON <b>119.9 290.3</b>	UNICOM <b>123.075 (CTAF)</b> <b>📻</b>
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ELEV 90	TDZE 85
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Diagram illustrating the runway layout and missed approach procedure. Key features include: ELEV 90, TDZE 85, and a missed approach procedure to FIFES. The diagram shows the runway layout with RWY 5, RWY 19, and RWY 23, and the missed approach procedure to FIFES.

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.63/TCH 41).

2000 FIFES

BRUNT

6000 ← 229°

2000 → 049°

GP 3.00° TCH 55

AIMER 1700

\*1.2 NM to RW05

\*LNAV only.

RW05

5 NM 3.7 NM 1.2 NM

CATEGORY	A	B	C	D
LPV DA	373-1	288 (300-1)		NA
LNAV/VNAV DA	582-1 $\frac{1}{8}$	497 (500-1 $\frac{1}{8}$ )		NA
LNAV MDA	600-1	515 (600-1)		NA
<b>☑</b> CIRCLING	740-1	650 (700-1)		NA

MIRL Rwy 5-23 **📻**  
HIRL Rwy 1-19 **📻**  
REIL Rws 1 and 19 **📻**

SE-3, 31 OCT 2024 to 28 NOV 2024

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