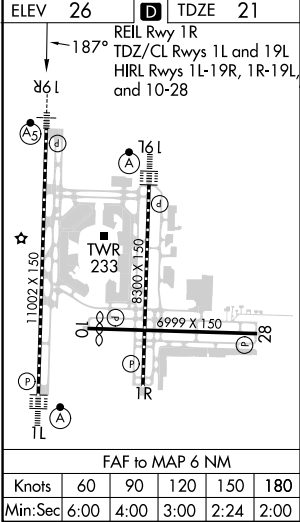
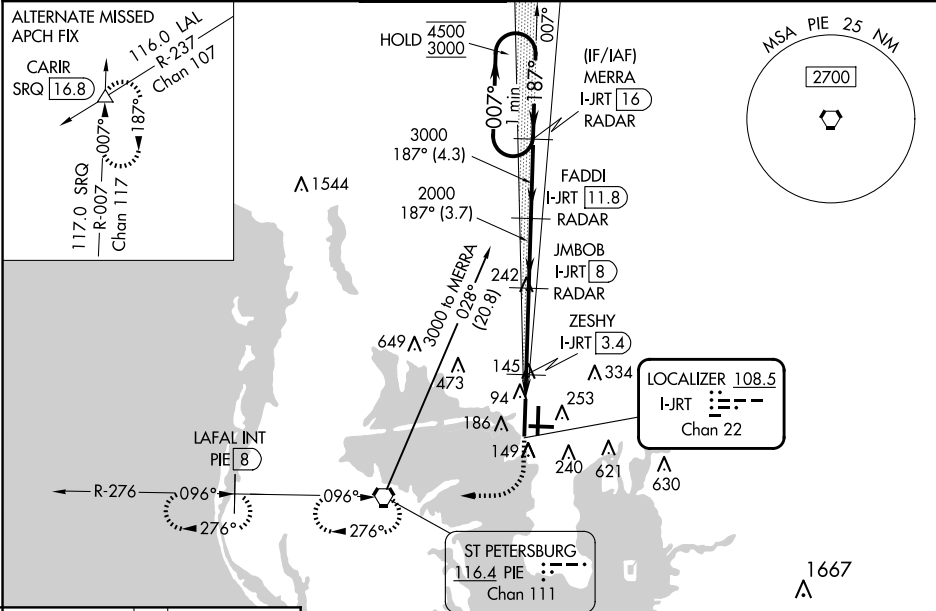


LOC/DME I-JRT <b>108.5</b> Chan <b>22</b>	APP CRS <b>187°</b>	Rwy Idg <b>11002</b> TDZE <b>21</b> Apt Elev <b>26</b>
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ILS or LOC RWY 19R  
TAMPA INTL (TPA)

DME or RADAR required.			MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct PIE VORTAC and hold, continue climb-in-hold 2000. (TACAN aircraft climb to 500 then climbing right turn to 2000 direct PIE VORTAC then on PIE VORTAC R-276 to LAFAL INT/PIE 8 DME and hold W, RT, 096° inbound.)	
Simultaneous approach authorized. For inop ALS, increase S-ILS 19R Cat E visibility to RVR 4000 and S-LOC 19R Cats C/D/E visibility to RVR 5500. *RVR 1800 authorized with use of FD or AP or HUD to DA.			MALSR	
ARR <b>126.45</b>	D-ATIS <b>128.475</b>	DEP <b>118.5 307.175</b>	TAMPA APP CON <b>119.5 269.4</b>	TAMPA TOWER <b>119.5 269.4</b>
			GND CON <b>121.7 269.4</b>	CLNC DEL <b>133.6</b>
			CPDLC	



ELEV 26	TDZE 21	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).		One Minute Holding Pattern	
REIL Rwy 1R TDZ/CL Rwy 1L and 19L HIRL Rwy 1L-19R, 1R-19L, and 10-28		FADDI I-JRT 11.8 JIMBOB I-JRT 8 RADAR		MERRA I-JRT 16 RADAR	
ZESHY I-JRT 3.4 I-JRT 2		2000		187° 007° 4500 3000 187° 3000	
1.4 NM 4.6 NM 3.7 NM 4.3 NM		520 2000		GS 3.00° TCH 54	
CATEGORY	A	B	C	D	E
S-ILS 19R*	221/24 200 (200-½)				
S-LOC 19R	400/24 379 (400-½)		400/35 379 (400-¾)		
CIRCLING	600-1 574 (600-1)		680-1¾ 654 (700-1¾) 980-3 954 (1000-3)		

SE-3, 10 JUL 2025 to 07 AUG 2025

SE-3, 10 JUL 2025 to 07 AUG 2025