

LOC/DME I-JRT 108.5 Chan 22	APP CRS 187°	Rwy Ldg 11002 TDZE 21 Apt Elev 26
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ILS or LOC RWY 19R

TAMPA INTL (TPA)

DME or RADAR required.

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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

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.)

ARR	D-ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL	CPDLC
126.45	128.475	118.5	307.175	119.5 269.4	121.7 269.4	133.6	

ALTERNATE MISSED APCH FIX

CARIR SRQ 16.8

117.0 SRQ

R-007

Chan 117

116.0 LAL

R-237

Chan 107

HOLD

4500

3000

007°

min

187°

(IF/IAF)

MERRA

I-JRT 16

RADAR

3000

187° (4.3)

2000

187° (3.7)

FADDI

I-JRT 11.8

RADAR

JMBOB

I-JRT 8

RADAR

ZESHY

I-JRT 3.4

145

3000 to MERRA

028°

(20.8)

145

LOCALIZER 108.5

I-JRT

Chan 22

LAFAL INT

PIE 8

R-276

096°

276°

ST PETERSBURG

116.4 PIE

Chan 111

276°

MSA PIE 25 NM

2700

ELEV 26

TDZE 21

REIL Rwy 1R

TDZ/CL Rwys 1L and 19L

HIRL Rwys 1L-19R, 1R-19L, and 10-28

661

161

TWR

8300 X 150

6999 X 150

28

1R

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

500

2000

PIE

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

One Minute Holding Pattern

FADDI

I-JRT 11.8

RADAR

MERRA

I-JRT 16

RADAR

JMBOB

I-JRT 8

RADAR

ZESHY

I-JRT 3.4

2000

187°

007°

4500

3000

GS 3.00°

TCH 54

1.4 NM

4.6 NM

3.7 NM

4.3 NM

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 (400-⅝)		
CIRCLING	600-1 574 (600-1)		680-1¾ 654 (700-1¾) 980-3 954 (1000-3)		

TAMPA, FLORIDA

Amtd 7 17APR25

27°59'N-82°32'W

TAMPA INTL (TPA)

ILS or LOC RWY 19R