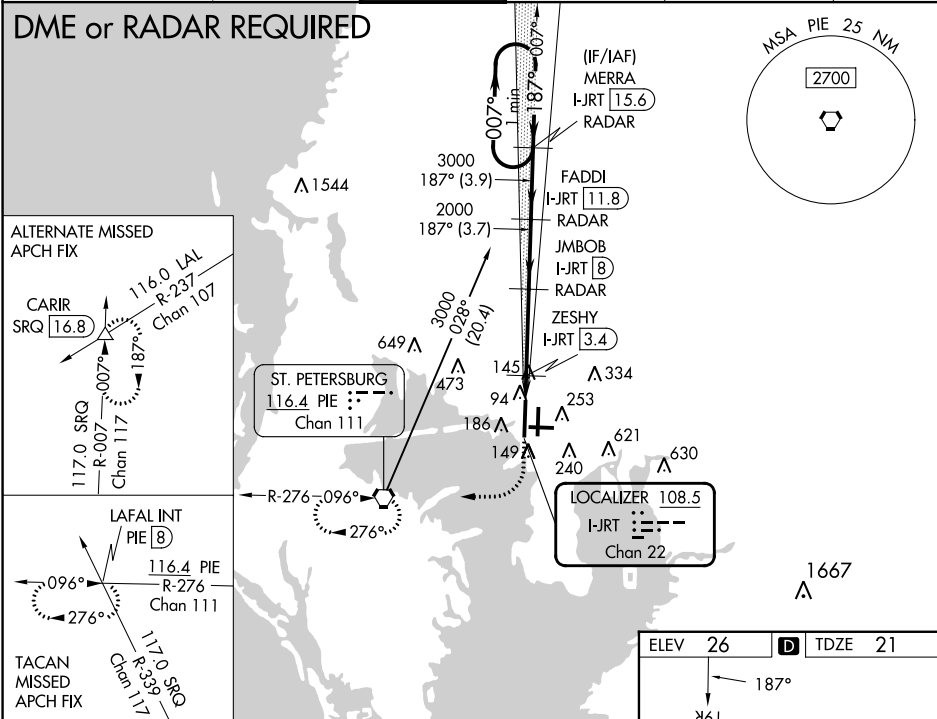


LOC/DME I-JRT 108.5 Chan 22	APP CRS 187°	Rwy Idg 11002 TDZE 21 Apt Elev 26
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ILS or LOC RWY 19R
TAMPA INTL (TPA)

▼ DME required. 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 3000 direct PIE VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft climb to 500 then climbing right turn to 4000 direct PIE VORTAC then on PIE VORTAC R-276 to LAFAL/PIE 8 DME and hold W, 096° inbound.)
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ARR 126.45	D-ATIS 128.475	DEP 118.5 307.175	TAMPA APP CON 119.5 269.4	TAMPA TOWER 121.7 269.4	GND CON 133.6	CLNC DEL CPDLC
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).					
One Minute Holding Pattern	MERRA I-JRT 15.6 RADAR	FADDI I-JRT 11.8 RADAR	JMBOB I-JRT 8 RADAR	ZESHY I-JRT 3.4	
3000 ← 007°	187°	3000	2000	500	PIE
GS 3.00° TCH 54	3.9 NM	3.7 NM	4.6 NM	1.4 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 (400-¾)	
CIRCLING	560-1	534 (600-1)	680-1¾ 654 (700-1¾)	980-3	954 (1000-3)

