

LOC/DME I-PIE 109.1 Chan 28	APP CRS 176°	Rwy Idg TDZE Apt Elev	9180 7 11
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ILS or LOC RWY 18

ST PETE-CLEARWATER INTL (PIE)

DME, RADAR, or ADF required.

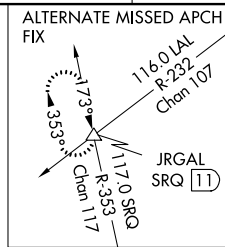
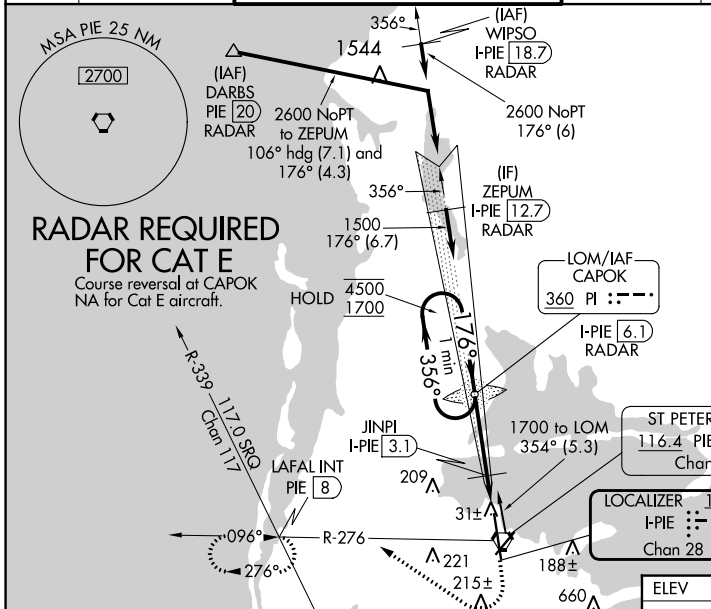
MALSR



MISSED APPROACH: Climb to 600 then climbing right turn to 1700 on heading 330° and PIE VORTAC R-276 to LAFAL INT/PIE VORTAC 8 DME and hold, continue climb-in-hold to 1700.

⚠ Circling Rwy 22 NA at night. For inop ALS, increase S-ILS 18 Cat E visibility to RVR 4000 and S-LOC 18 Cat E visibility to 1 $\frac{3}{8}$ SM.
 JINPI FIX MINIMUMS: For inop ALS, increase S-LOC 18 Cats C, D, and E visibility to RVR 4500.

ATIS 134.5	TAMPA APP CON 125.3 316.05	ST PETERSBURG-CLEARWATER TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 120.6 350.2	UNICOM 122.95
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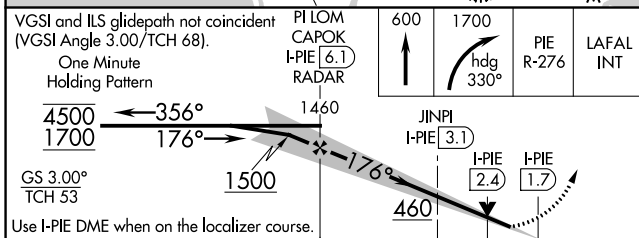


RADAR REQUIRED FOR CAT E

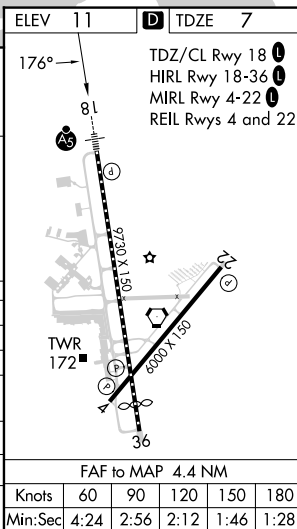
Course reversal at CAPOK NA for Cat E aircraft.

SE-3, 28 NOV 2024 to 26 DEC 2024

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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68). One Minute Holding Pattern	PI LOM CAPOK I-PIE 6.1 RADAR	600	1700	PIE R-276	LAFAL INT
GS 3.00° TCH 53	Use I-PIE DME when on the localizer course.	3 NM	0.6 NM	0.7 NM	
CATEGORY	A	B	C	D	E
S-ILS 18		207/18	200 (200- $\frac{1}{2}$)		
S-LOC 18	460/24	453 (500- $\frac{1}{2}$)	460/45	453 (500- $\frac{7}{8}$)	
CIRCLING	520-1	509 (600-1)	640-1 $\frac{3}{4}$ 629 (700-1 $\frac{3}{4}$)	680-2 669 (700-2)	960-3 949 (1000-3)
JINPI FIX MINIMUMS					
S-LOC 18		300/24	293 (300- $\frac{1}{2}$)		
CIRCLING	520-1	509 (600-1)	640-1 $\frac{3}{4}$ 629 (700-1 $\frac{3}{4}$)	680-2 669 (700-2)	960-3 949 (1000-3)



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28