ILS or LOC RWY 19R

TAMPA INTL (TPA)

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

DME or RADAR required.

Simultanous 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.)

D-ATIS	TAMPA APP CON	TAMPA TOWER	GND CON
126.45	118.5 307.175	119.5 269.4	121.7 269.4

ALTERNATE MISSED APCH FIX

CARIR
SRQ 16.8
116.0 LAL
R-237
Chan 107
007°
187°
117.0 SRQ
R-007
Chan 117

HOLD 4500 3000
007°
187°
1 min
(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
3000 to MERRA
028° (20.8)
145
ZESHY
I-JRT 3.4
LOCALIZER 108.5
I-JRT
Chan 22
LAFAL INT
PIE 8
R-276
096°
276°
ST PETERSBURG
116.4 PIE
Chan 111

MSA PIE 25 NM
2700

ELEV 26 D TDZE 21

187°
REIL Rwy 1R
TDZL/RCLS Rwys 1L and 19L
HIRL Rwys 1L-19R, 1R-19L, and 10-28
19R
19L
TWR
11002 X 150
8300 X 150
10
6999 X 150
28
1R
1L

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

JMBOB I-JRT 8 RADAR
FADDI I-JRT 11.8 RADAR
MERRA I-JRT 16 RADAR
ZESHY I-JRT 3.4
I-JRT 2
2000
187° 3000
007° 4500 3000
187°
GS 3.00°
TCH 54
520
2000
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)	

SE-3, 29 OCT 2026 to 26 NOV 2026
SE-3, 29 OCT 2026 to 26 NOV 2026