ILS or LOC RWY 19R

TAMPA INTL (TPA)

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

T DME required. Simultanous approach authorized.
A 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.)

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	

DME or RADAR REQUIRED

MSA PIE 25 NM 2700

(IF/IAF) MERRA I-JRT 15.6 RADAR

007° 187° 1 min

3000 187° (3.9) FADDI I-JRT 11.8 RADAR

2000 187° (3.7) JMBOB I-JRT 8 RADAR

3000 028° (20.4) ZESHY I-JRT 3.4

ST. PETERSBURG 116.4 PIE Chan 111

LOCALIZER 108.5 I-JRT Chan 22

R-276 096° 276°

ALTERNATE MISSED APCH FIX

CARIR SRQ 16.8

116.0 LAL R-237 Chan 107

117.0 SRQ R-007 Chan 117

LAFAL INT PIE 8

116.4 PIE R-276 Chan 111

TACAN MISSED APCH FIX

117.0 SRQ R-339 Chan 17

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

500 3000 PIE

*LOC only.

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

I-JRT 2

3000 007° 187° 3000 2000 2000 *520

GS 3.00° TCH 54

3.9 NM 3.7 NM 4.6 NM 1.4 NM

ELEV 26 D TDZE 21

187° 6 NM from FAF

19R 19L 10 28 1R 1L

TWR 233

11002 X 150 8300 X 150 6999 X 150

REIL Rwy 1R
TDZ/CL Rwys 1L and 19L
HIRL Rwys 1L-19R, 1R-19L, and 10-28

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)		
C CIRCLING	560-1 534 (600-1)		680-1¾ 654 (700-1¾)	980-3 954 (1000-3)	

SE-3, 30 DEC 2021 to 27 JAN 2022
SE-3, 30 DEC 2021 to 27 JAN 2022