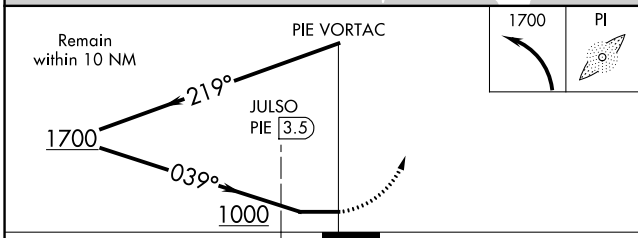
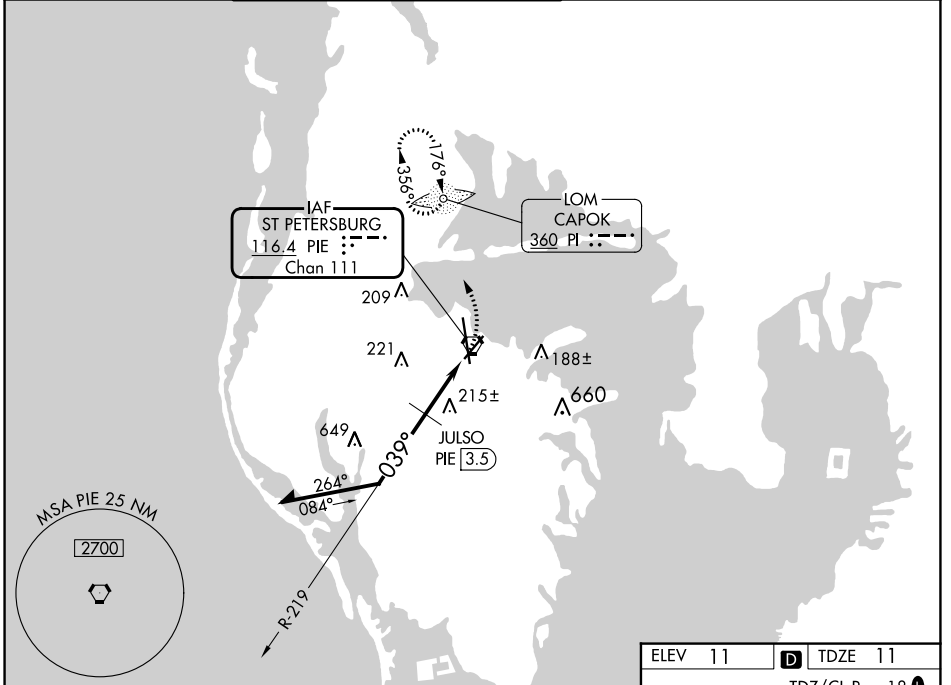


| | | | |
|-----------------|-------------|----------|-------------|
| VORTAC PIE | APP CRS | Rwy Idg | 6000 |
| 116.4 | 039° | TDZE | 11 |
| Chan 111 | | Apt Elev | 11 |

VOR RWY 4
ST PETE-CLEARWATER INTL (PIE)

| | | | | | |
|---------------|---------------------|--|--------------------|---|---------------|
| ADF required. | | When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 40 feet; JULSO fix minimums: increase Circling Cat C/D visibility ¼ SM. Helicopter visibility reduction below ¾ SM NA. | | MISSED APPROACH: Climbing left turn to 1700 direct CAPOK LOM and hold. | |
| ATIS | TAMPA APP CON | ST PETERSBURG-CLEARWATER TOWER ★ | GND CON | CLNC DEL | UNICOM |
| 134.5 | 125.3 316.05 | 118.3 (CTAF) 0 257.8 | 121.9 348.6 | 120.6 350.2 | 122.95 |



| | | | | |
|--|----|---|------|----|
| ELEV | 11 | D | TDZE | 11 |
| TDZ/CL Rwy 18 HIRL Rwy 18-36 MRL Rwy 4-22 REIL Rws 4 and 22 | | | | |

The diagram shows the runway layout for ST PETE-CLEARWATER INTL (PIE). It includes RWY 4, RWY 18, and RWY 36. The diagram also shows the tower (TWR 172) and the altimeter setting (1700) for the VOR RWY 4.

| CATEGORY | A | B | C | D |
|--------------------|--------------------------|--------------------------|------------------------|----------------------|
| S-4 | 1000-1¼ 989 (1000-1¼) | 1000-1½ 989 (1000-1½) | 1000-3 | 989 (1000-3) |
| CIRCLING | 1000-1¼ 989 (1000-1¼) | 1000-1½ 989 (1000-1½) | 1000-3 | 989 (1000-3) |
| JULSO FIX MINIMUMS | | | | |
| S-4 | 480-1 | 469 (500-1) | 480-1¾ | 469 (500-1¾) |
| CIRCLING | 520-1 | 509 (600-1) | 600-1½ 589 (600-1½) | 620-2 609 (700-2) |

SE-3, 13 JUN 2024 to 11 JUL 2024

SE-3, 13 JUN 2024 to 11 JUL 2024