

|                |             |          |      |
|----------------|-------------|----------|------|
| LOC/DME I-PIE  | APP CRS     | Rwy Idg  | 9180 |
| <b>109.1</b>   | <b>176°</b> | TDZE     | 7    |
| Chan <b>28</b> |             | Apt Elev | 11   |

ILS RWY 18 (SA CAT I & II)

ST PETE-CLEARWATER INTL (PIE)

DME, RADAR, or ADF required.

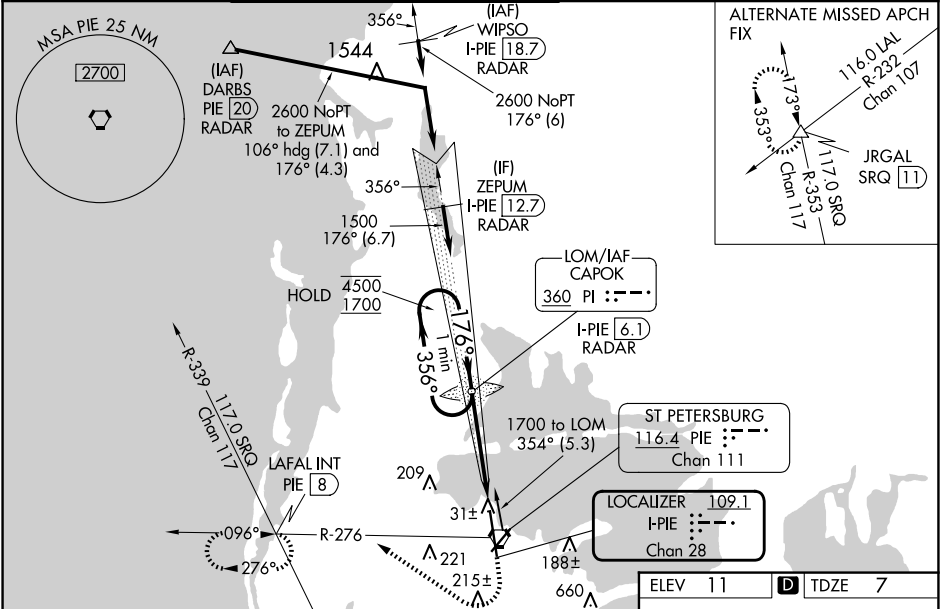
SA CAT I & II: Requires specific OPSPEC, MSPEC, or LOA approval.

SA CAT I & II S-ILS 18 NA when control tower closed.

MALSR

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

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



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).

One Minute Holding Pattern

PI LOM CAPOK I-PIE 6.1 RADAR

GS 3.00° TCH 53

4.4 NM 1000'

| CATEGORY | A                   | B          | C | D |
|----------|---------------------|------------|---|---|
| S-ILS 18 | SA CAT I RA 157/14  | 150 DA 157 |   |   |
| S-ILS 18 | SA CAT II RA 107/12 | 100 DA 107 |   |   |

ELEV 11

TDZE 7

7200 X 150

6000 X 150

36

TWR 172

81

4

3

2

1

0

A5

TDZ/CL Rwy 18

HIRL Rwy 18-36

MIRL Rwy 4-22

REIL Rwy 4 and 22