

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

ST PETE-CLEARWATER INTL (PIE)

DME, RADAR, or ADF required.

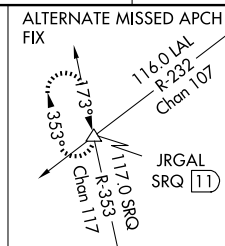
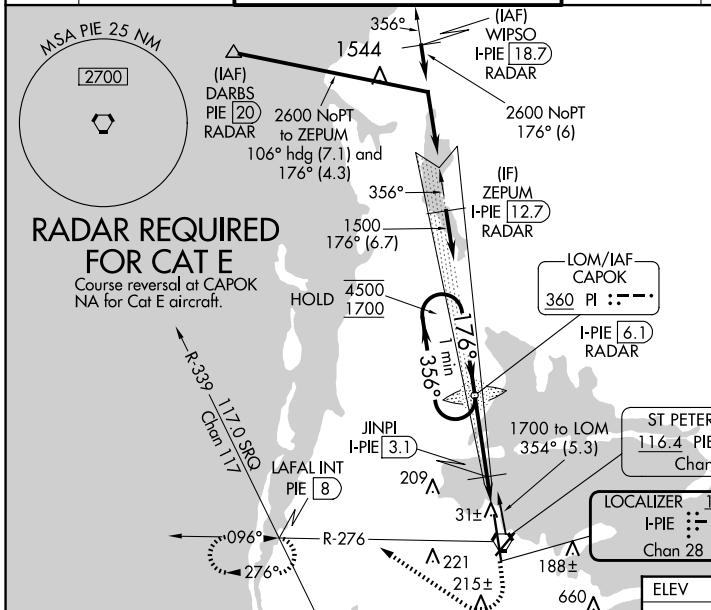
MALSR



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 3/8 SM.
- ▲ JINPI FIX MINIMUMS: For inop ALS, increase S-LOC 18 Cats C, D, and E visibility to RVR 4500.

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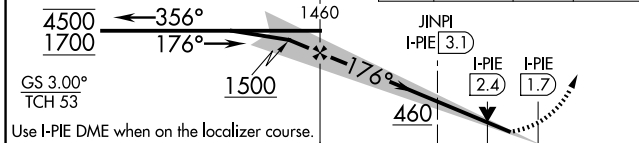
## RADAR REQUIRED FOR CAT E

Course reversal at CAPOK NA for Cat E aircraft.

SE-3, 15 MAY 2025 to 12 JUN 2025

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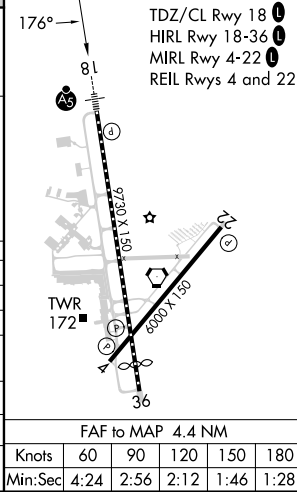
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).  
One Minute Holding Pattern



Use I-PIE DME when on the localizer course.

CATEGORY	A	B	C	D	E
S-ILS 18	207/18 200 (200-1/2)				
S-LOC 18	460/24	453 (500-1/2)	460/45 453 (500-7/8)		
☑ CIRCLING	520-1	509 (600-1)	640-1 3/4 629 (700-1 3/4)	680-2 669 (700-2)	960-3 949 (1000-3)
JINPI FIX MINIMUMS					
S-LOC 18	300/24 293 (300-1/2)				
☑ CIRCLING	520-1	509 (600-1)	640-1 3/4 629 (700-1 3/4)	680-2 669 (700-2)	960-3 949 (1000-3)

ELEV 11	D TDZE 7
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FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28