

LOC/DME I-JRT 108.5 Chan 22	APP CRS 187°	Rwy Idg 11002 TDZE 21 Apt Elev 26
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ILS or LOC RWY 19R
TAMPA INTL (TPA)

T DME required. Simultaneous 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 LAFAI/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

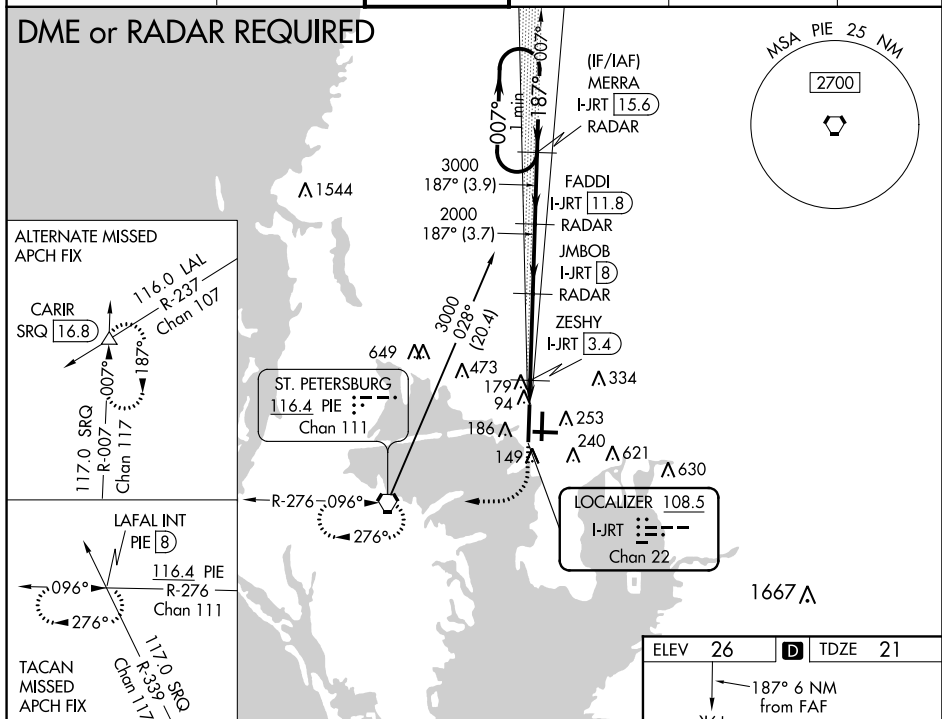
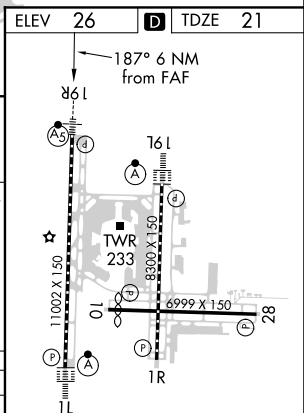


Diagram illustrating a non-precision approach for Runway 54, showing the VGS and ILS glidepaths not coincident (VGS Angle 3.00/TCH 71).

Key elements and distances:

- 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** (Radar)
- I-JRT 2** (Radar)
- GS 3.00° TCH 54**
- 3000** (Altitude)
- 2000** (Altitude)
- 3.9 NM**, **3.7 NM**, **4.6 NM**, **1.4 NM** (Distances)
- 500** (Altitude)
- 3000** (Altitude)
- PIE** (Symbol)
- *LOC only**

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)		680-1 ³ / ₄ 654 (700-1 ³ / ₄)	980-3 954 (1000-3)	



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