

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 RWY 18 (SA CAT I & II)

ST PETE-CLEARWATER INTL (PIE)

DME, RADAR, or ADF required.

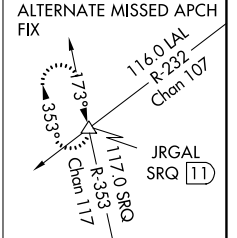
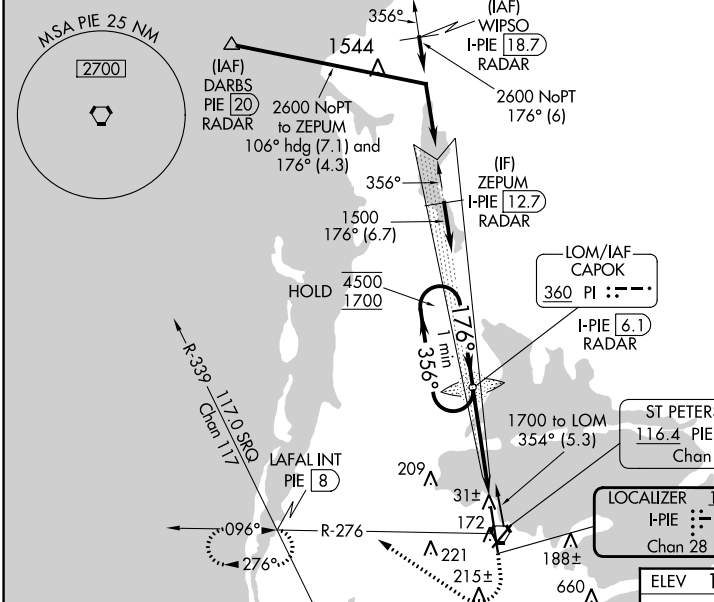
SA CAT I & II: Requires specific OPSPEC, MSPEC, or LOA approval.  
SA CAT I & II S-ILS 18 NA when control tower closed.

MALS R



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.

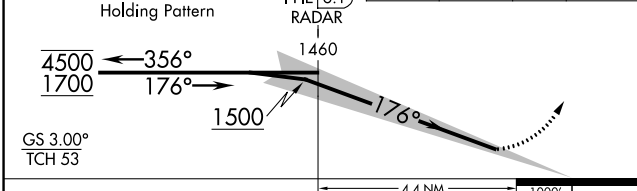
ATIS <b>134.5</b>	TAMPA APP CON <b>125.3 316.05</b>	ST PETERSBURG-CLEARWATER TOWER ★ <b>118.3 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.6 350.2</b>	UNICOM <b>122.95</b>
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).

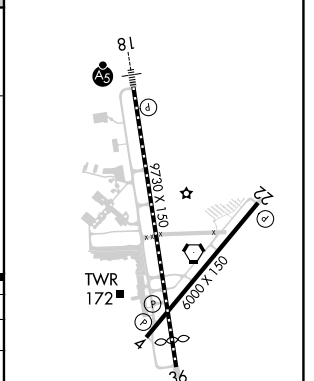
One Minute Holding Pattern

PI LOM CAPOK I-PIE 6.1 RADAR



ELEV 11	D TDZE 7
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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		



## SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 18  
HIRL Rwy 18-36  
MIRL Rwy 4-22  
REIL Rws 4 and 22

SE-3, 22 FEB 2024 to 21 MAR 2024

SE-3, 22 FEB 2024 to 21 MAR 2024

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.

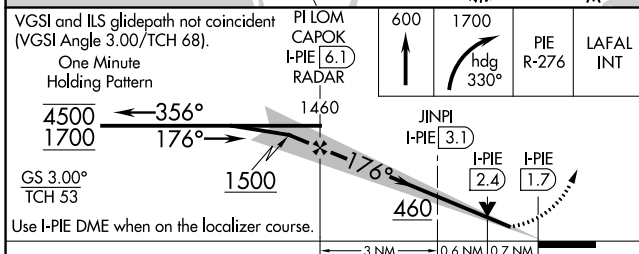
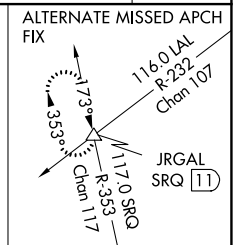
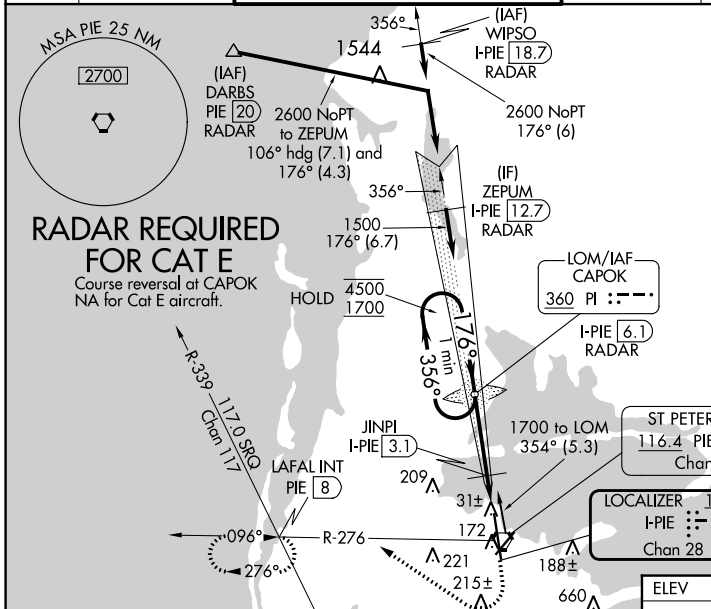
▼ Circling Rwy 22 NA at night. For inop ALS, increase S-ILS 18 Cat E visibility to RVR 4000 and S-LOC 18 Cat E visibility to 1 $\frac{3}{8}$  SM.

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

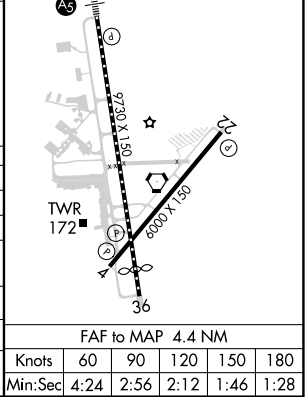
MALS R

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.

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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ELEV 11	D TDZE 7
176°	TDZ/CL Rwy 18 1 HIRL Rwy 18-36 1 MIRL Rwy 4-22 1 REIL Rws 4 and 22



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

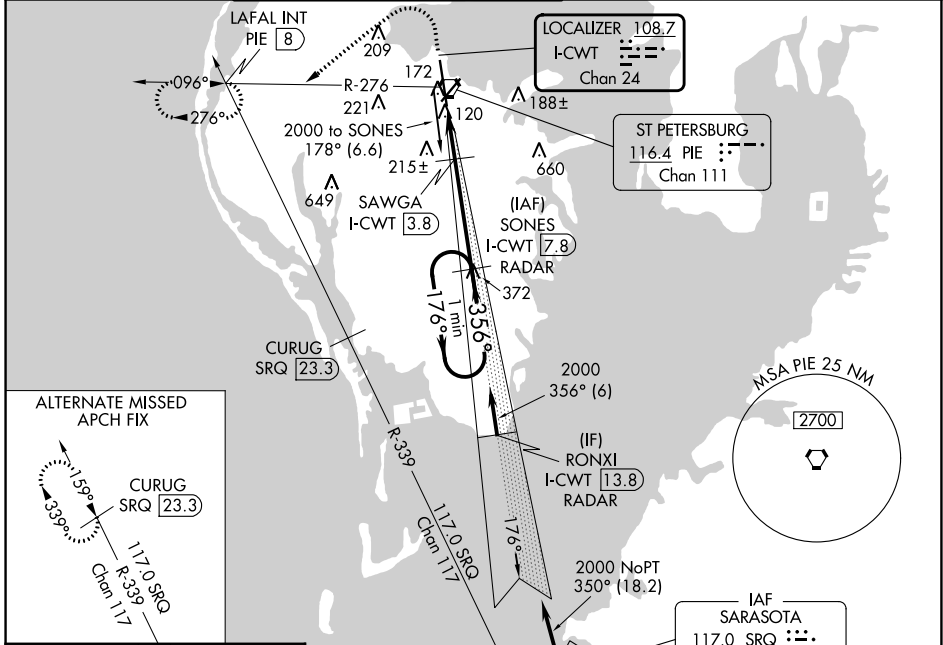
LOC/DME I-CWT <b>108.7</b> Chan <b>24</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>8720</b> <b>10</b> <b>11</b>
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# ILS or LOC RWY 36

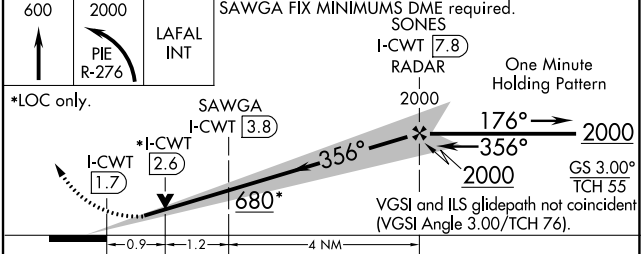
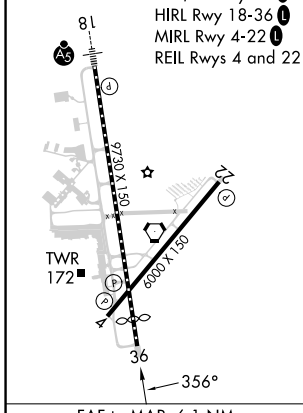
ST PETE-CLEARWATER INTL (PIE)

DME or RADAR required.		MISSED APPROACH: Climb to 600 then climbing left turn to 2000 on PIE VORTAC R-276 to LAFAL INT/PIE 8 DME and hold.			
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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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ELEV <b>11</b>	<b>D</b>	TDZE <b>10</b>
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CATEGORY	A	B	C	D	E
S-ILS 36	210/40 200 (200-¾)				
S-LOC 36	680/55	670 (700-1)	680-1/8 670 (700-1¾)		
<b>C</b> CIRCLING	680-1	669 (700-1)	680-1½ 669 (700-1½)	680-2 669 (700-2)	960-3 949 (1000-3)
SAWGA FIX MINIMUMS					
S-LOC 36	380/55 370 (400-1)				
<b>C</b> CIRCLING	520-1	509 (600-1)	640-1½ 629 (700-1½)	680-2 669 (700-2)	960-3 949 (1000-3)

SE-3, 22 FEB 2024 to 21 MAR 2024

SE-3, 22 FEB 2024 to 21 MAR 2024

# NORTH BAY VISUAL RWY 18

AL-625 (FAA)

ST PETE-CLEARWATER INTL (PIE)  
ST PETERSBURG-CLEARWATER, FLORIDA

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

## LAKE TARPON

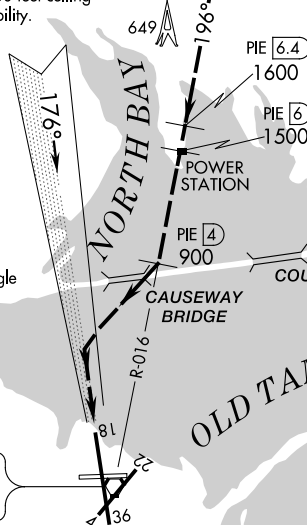
### RADAR REQUIRED

PROCEDURE NOT AUTHORIZED AT NIGHT  
 NOT AUTHORIZED WHEN TOWER NOT IN OPERATION

Weather Minimums: 2100 feet ceiling  
 and 3 miles visibility.

GULF OF MEXICO

Vertical Guidance Navaid and Angle  
 I-PIE 3.00°  
 PAPI Rwy 18 3.00°



SE-3, 22 FEB 2024 to 21 MAR 2024

SE-3, 22 FEB 2024 to 21 MAR 2024

1NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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### NORTH BAY VISUAL APPROACH

When cleared for a NORTH BAY VISUAL APPROACH, aircraft will proceed visually from over the power station (PIE R-016, 6 DME) heading 196° direct to the Causeway Bridge, then right turn to intercept the final approach course to Rwy 18.

# NORTH BAY VISUAL RWY 18

Amdt 6 29MAR18

27°55'N-82°41'W

ST PETERSBURG-CLEARWATER, FLORIDA  
ST PETE-CLEARWATER INTL (PIE)

WAAS CH <b>61039</b> <b>W18A</b>	APP CRS <b>176°</b>	Rwy Idg <b>9180</b> TDZE <b>7</b> Apt Elev <b>11</b>
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# RNAV (GPS) RWY 18

ST PETE-CLEARWATER INTL (PIE)

RNP APCH - GPS.

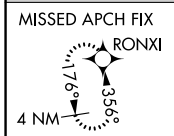
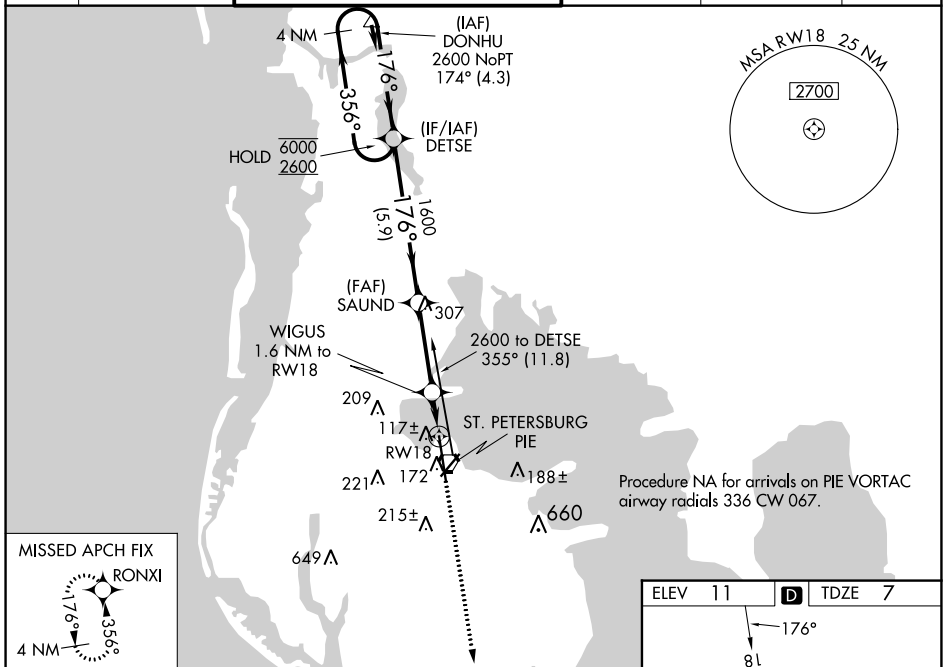
**⚠** Circling to Rwy 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C and D visibility to RVR 5500.

MALSR

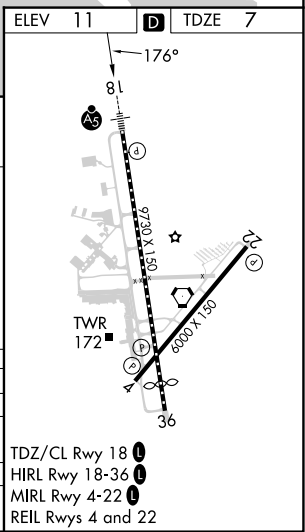
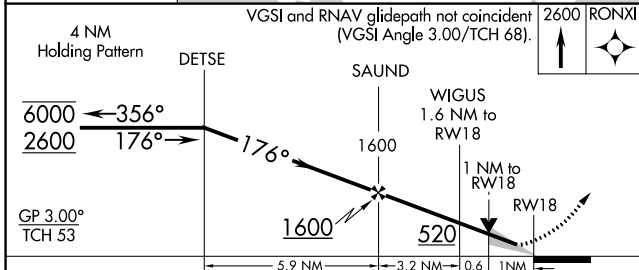


MISSED APPROACH: Climb to 2600 direct RONXI and hold.

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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Procedure NA for arrivals on PIE VORTAC airway radials 336 CW 067.



CATEGORY	A	B	C	D
LPV DA	207/18 200 (200-½)			
LNAV/VNAV DA	278/24 271 (300-½)			
LNAV MDA	380/24 373 (400-½)	380/35 373 (400-¾)		
CIRCLING	520-1 509 (600-1)	600-1½ 589 (600-1½)	620-2 609 (700-2)	

SE-3, 22 FEB 2024 to 21 MAR 2024

SE-3, 22 FEB 2024 to 21 MAR 2024

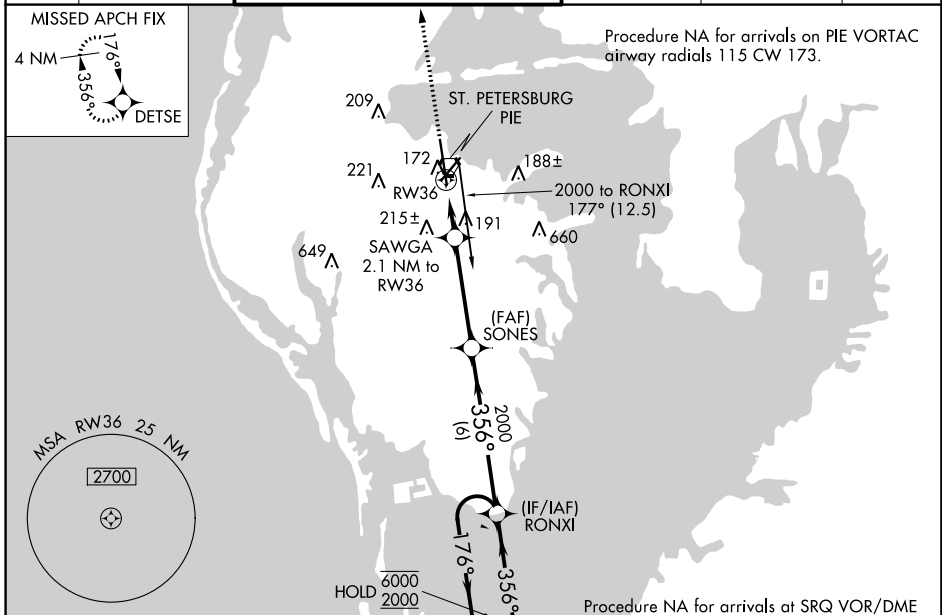
WAAS CH <b>65739</b> <b>W36A</b>	APP CRS <b>356°</b>	Rwy Idg <b>8720</b> TDZE <b>10</b> Apt Elev <b>11</b>
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# RNAV (GPS) RWY 36

ST PETE-CLEARWATER INTL (PIE)

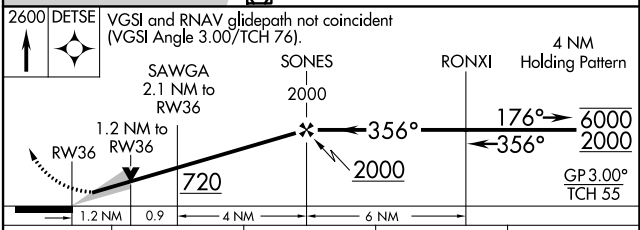
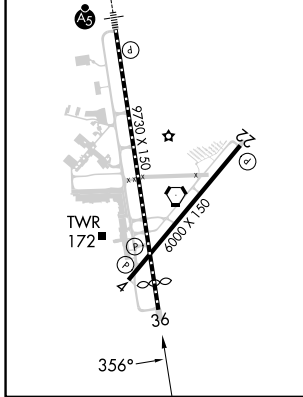
RNP APCH - GPS		<p><b>⚠</b> Circling to Rwy 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C or above 54°C.</p>				<p>MISSED APPROACH: Climb to 2600 direct DETSE and hold.</p>	
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ATIS <b>134.5</b>	TAMPA APP CON <b>125.3 316.05</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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ELEV 11	<b>D</b>	TDZE 10
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TDZ/CL Rwy 18 **Ⓛ**  
 HIRL Rwy 18-36 **Ⓛ**  
 MIRL Rwy 4-22 **Ⓛ**  
 REIL Rwys 4 and 22



CATEGORY	A		B		C		D	
LPV DA	210/40		200 (200-¾)					
LNAV/VNAV DA	300/45		290 (300-¾)					
LNAV MDA	460/55	450 (500-1)	460-1⅓		450 (500-1⅓)			
<b>C</b> CIRCLING	520-1	509 (600-1)	600-1½ 589 (600-1½)		620-2 609 (700-2)			

SE-3, 22 FEB 2024 to 21 MAR 2024

SE-3, 22 FEB 2024 to 21 MAR 2024

VORTAC PIE <b>116.4</b> Chan <b>111</b>	APP CRS <b>008°</b>	Rwy Idg TDZE <b>10</b> Apt Elev <b>11</b>	<b>8720</b>
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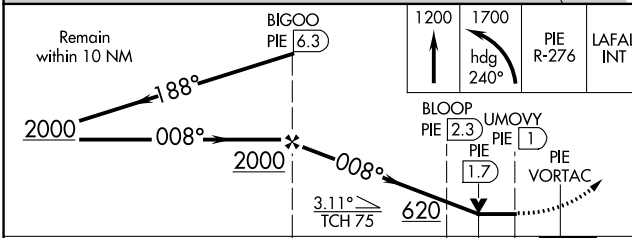
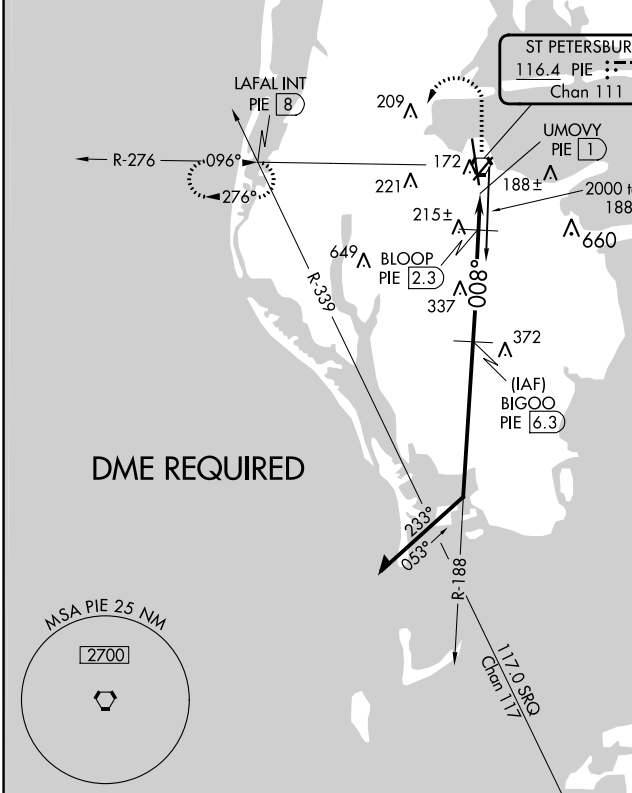
# VOR RWY 36

ST PETE-CLEARWATER INTL (PIE)

**▼** DME required. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 1700 on heading 240° and PIE VORTAC R-276 to LAFAL INT/ PIE 8 DME and hold.

ATIS <b>134.5</b>	TAMPA APP CON <b>125.3 316.05</b>	<b>ST PETERSBURG-CLEARWATER TOWER ★</b> <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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ELEV 11	D TDZE 10
TDZ/CL Rwy 18 1 HIRL Rwy 18-36 1 MIRL Rwy 4-22 1 REIL Rws 4 and 22	

CATEGORY	A	B	C	D
S-36	460-1 450 (500-1)		460-1 3/8 450 (500-1 1/2)	
CIRCLING	620-1 609 (700-1)		640-1 3/4 629 (700-1 3/4)	680-2 669 (700-2)

SE-3, 22 FEB 2024 to 21 MAR 2024

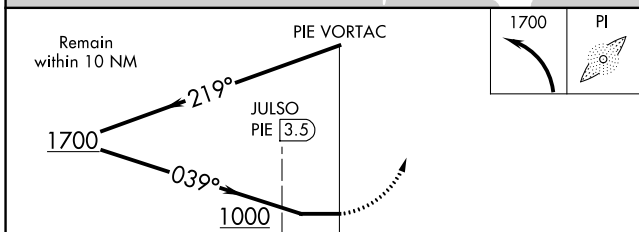
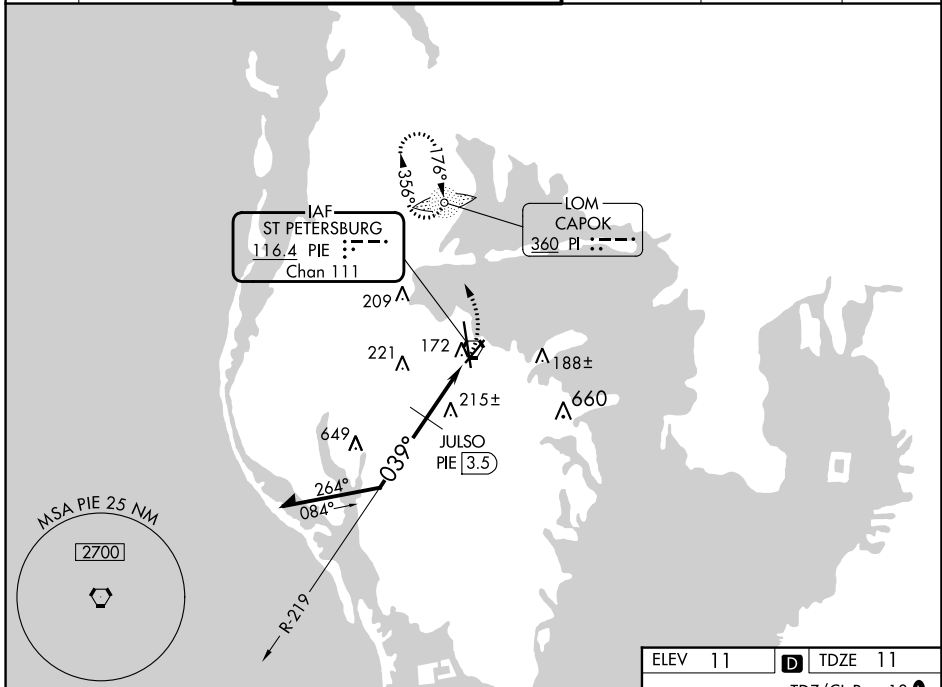
SE-3, 22 FEB 2024 to 21 MAR 2024

VORTAC PIE	APP CRS	Rwy Idg	6000
<b>116.4</b>	<b>039°</b>	TDZE	<b>11</b>
Chan <b>111</b>		Apt Elev	<b>11</b>

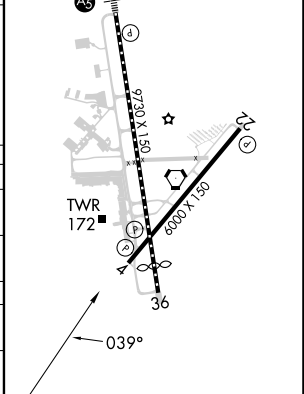
# VOR RWY 4

ST PETE-CLEARWATER INTL (PIE)

ADF required.		When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA's 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
<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>



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



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, 22 FEB 2024 to 21 MAR 2024

SE-3, 22 FEB 2024 to 21 MAR 2024

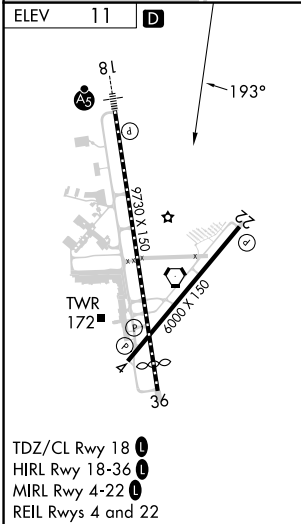
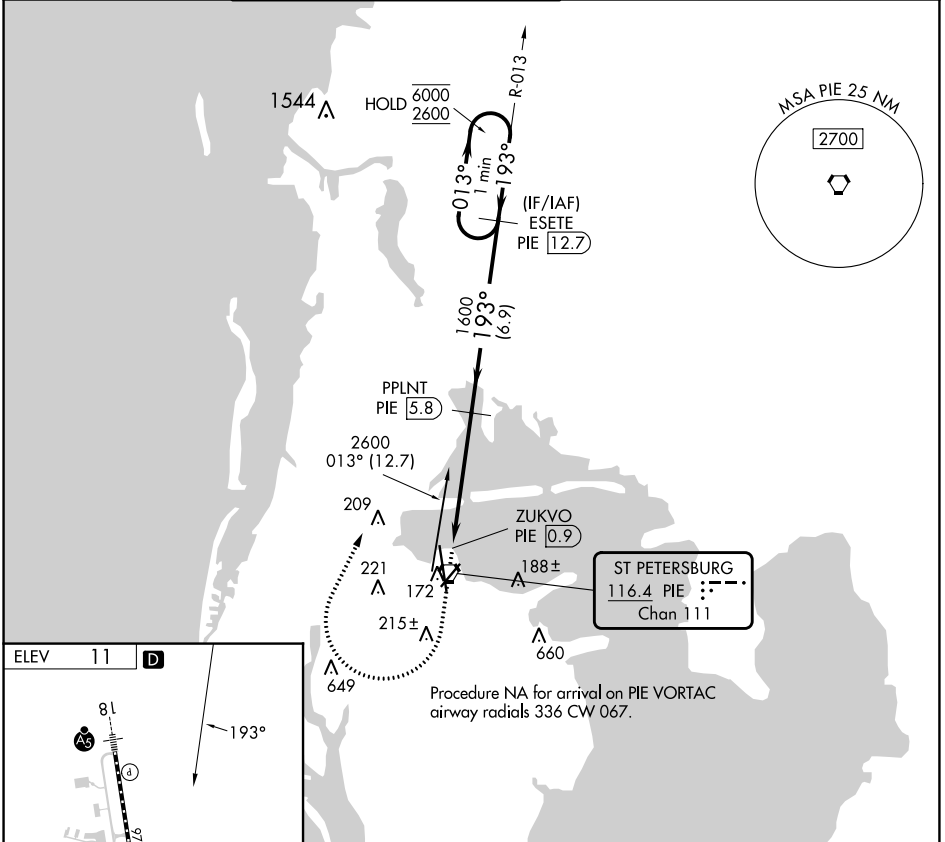


VORTAC PIE <b>116.4</b> Chan <b>111</b>	APP CRS <b>193°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>11</b>
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**VOR-B**

ST PETE-CLEARWATER INTL (PIE)

DME required.		MISSED APPROACH: Climb to 700 then climbing right turn to 2600 on heading 030° and PIE VORTAC R-013 to ESETE/PIE 12.7 DME and hold.			
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>



700	2600	PIE R-013	ESETE PIE 12.7	ESETE PIE 12.7	One Minute Holding Pattern
hdg 030°		PPLNT PIE 5.8		013° → 6000 ← 193° 2600	
ZUKVO PIE 0.9		1600		4.9 NM      6.9 NM	
CATEGORY	A	B	C	D	
CIRCLING	520-1	509 (600-1)	600-1½ 589 (600-1½)	620-2 609 (700-2)	

SE-3, 22 FEB 2024 to 21 MAR 2024

SE-3, 22 FEB 2024 to 21 MAR 2024