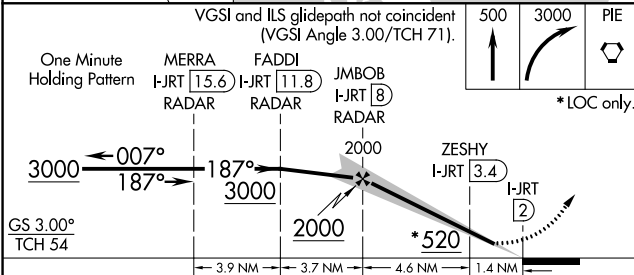
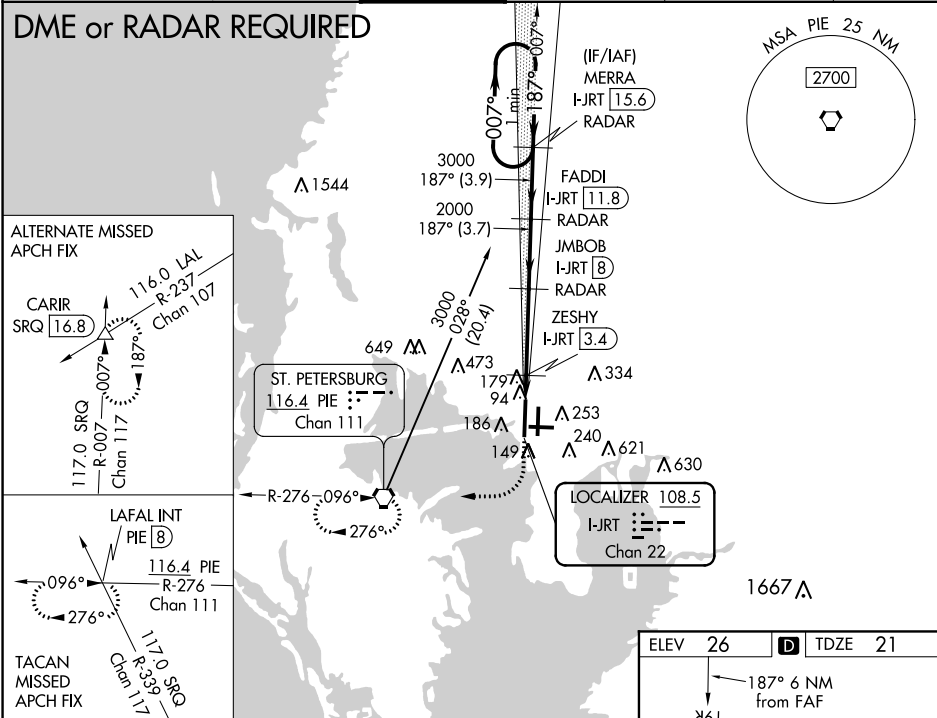



LOC/DME I-JRT <b>108.5</b> Chan <b>22</b>	APP CRS <b>187°</b>	Rwy Idg <b>11002</b> TDZE <b>21</b> Apt Elev <b>26</b>
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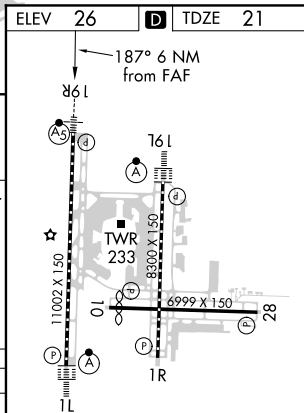
ILS or LOC RWY 19R  
TAMPA INTL (TPA)

<b>▼</b> DME required. Simultaneous approach authorized. <b>▲</b> 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 LAFAL/PIE 8 DME and hold W, 096° inbound.)
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ARR <b>126.45</b>	D-ATIS <b>128.475</b>	DEP <b>118.5 307.175</b>	TAMPA APP CON <b>119.5 269.4</b>	TAMPA TOWER <b>121.7 269.4</b>	GND CON <b>123.6</b>	CLNC DEL <b>133.6</b>	CPDLC
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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 (400-¾)		
 CIRCLING	560-1 534 (600-1)		680-1¾ 654 (700-1¾) 980-3 954 (1000-3)		



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