Simultaneous approach authorized. RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

MISSED APPROACH: Climb to 600 then climbing left turn to 2800 on heading 160° and on PIE VORTAC R-138 to GIBBS INT/PIE 29.3 DME and hold.

ALTERNATE MISSED APCH FIX
CARIR SRQ 16.8

ELEV 26 TDZE 26

LOC I-TPA
APR CRS
187°
110.3

Rwy Idg TDZE 26 Apt Elev 26
8300

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 2800 on heading 160° and on PIE VORTAC R-138 to GIBBS INT/PIE 29.3 DME and hold.

MEG 25 NM
2700

AL-416 (FAA)

TAMPA, FLORIDA

ILS RWY 19L (SA CAT I)
TAMPA INTL (TPA)

20198

27°59’N-82°32’W

SA CATEGORY | ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TAMPA, FLORIDA

Amdt 40D 29MAR18

SE-3, 16 JUL 2020 to 13 AUG 2020

20198
ILS RWY 1L (CAT II & III)  
TAMPA INTL (TPA)  

Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold, continue climb-in-hold to 3000 (TAGAN aircraft climb to 500 then climbing left turn to 4000 direct PIE VORTAC then on PIE VORTAC R-276 to LAFAL PIE DME and hold W, RT, 096 inbound.)

One Minute Holding Pattern

DME and RADAR REQUIRED

ST. PETERSBURG  
I-AMP  108.9  
Chan 26

LAFAL PIE 8

SELMN INT I-AMP 9.9

LAGOO INT I-AMP 13

GS 3.00° TCH 54

ELEV 26  TDZE 11

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
TAMPA, FLORIDA

ILS RWY 1L (SA CAT I)

TAMPA INTL (TPA)

LOC/DME I-AMP
108.9
Chan 26

APP CRS
007°

Rwy Idg
10800

TDZE
11

Apt Elev
26

MISSING APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft climb to 500 then climbing left turn to 4000 direct PIE VORTAC then on PIE VORTAC R-276 to LALFA/P PIE 8 DME and hold W, RT, 096 inbound)

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

VGSI and ILS glidepath not coincident

(VGSI Angle 3.00/TCH 71).

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
Simultaneous approach authorized. RADAR required.
For inop ALS, increase S-ILS 19L Cat E visibility to RVR 4000 and S-LOC 19L Cat E visibility to RVR 6000.

MISSED APPROACH: Climb to 600 then climbing left turn to 2800 on heading 160° and on PIE VORTAC R-138 to GIBBS INT/PIE 29.3 DME and hold.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>S-ILS 19L</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>APP CRS</td>
<td>187°</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rdg</td>
<td>26</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apt Elev</td>
<td>26</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>110.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AL-416 (FAA)</td>
<td>20198</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Tampa, Florida**

**APP CRS 187°**

<table>
<thead>
<tr>
<th>Rdg</th>
<th>26</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apt Elev</td>
<td>26</td>
</tr>
<tr>
<td>110.3</td>
<td></td>
</tr>
</tbody>
</table>

**MSA TP 25 NM**

| 1537 |

**ALTERNATE MISSED APCH FIX**

| CARIR SRQ 16.8 |
| 1170.0 SRO | 8.007 0.07 |
| 116.0 LAL | R-227 |
| 117.0 LAL | Chan 117 |
| 117.0 LAL | 187° 0.07 |

**116.4 PIE +**

| Chan 111 |

**187° 5.9 NM from FAF**

**ST. PETERSBURG** 116.4 PIE +

**GIBBS**

**VGS and ILS glidepath not coincident [VGS Angle 3.00°/TCH 61]**

**SIDECHARTS**

| COSME TP LOM |
| 1984 |

**BUCCS RADAR**

| IM |
| 187° |

**TP LOM**

| 2000 |

**COSME**

| 3000 |

**TP LOM**

| 368 TP |

**MISSING APCH FIX**

| 116.4 PIE |
| 115.5 LAL |
| Chan 111 |

**GIBBS PIE 29.3**

| 318° |

**SE-3, 16 JUL 2020 to 13 AUG 2020**

**SE-3, 16 JUL 2020 to 13 AUG 2020**

**ALTSF-2**

**CIRCLING**

| 560-1 534 (600-1) |
| 654 (700-1) |
| 954 (1000-3) |

**LOCALIZER 110.3**

**I-TPA**

**R-138**

**PIE 29.3**

**GIBBS**

**TDZ/CL Rwys 1L and 19L**

**REIL Rwy 1R**

**HIL Rwys 11-19R, 1R-19L, and 10-28**

**KNOTS**

<table>
<thead>
<tr>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.54</td>
<td>3.56</td>
<td>2.57</td>
<td>2.22</td>
<td>1.58</td>
</tr>
</tbody>
</table>

**TCR**

| 118.5 307.175 |
| 133.6 |
| 121.7 269.4 |
| 128.475 | 126.45 |
| 8300 | 118.5 307.175 |
| 170 | 150 | 110 | 100 |

**HIRL Rwys 1L-19R, 1R-19L, and 10-28**

**TDZE 26**

**ELEV 26**

**MSA TP 25 NM**

| 2700 |

**Tampa, FLORIDA**

**Tampa, INTL (TPA)**

**27°59’N-82°32’W**

**Amdt 40D 29MAR18**

**20198**

**Tampa**
MISSED APPROACH: Climb to 2000 direct COSME LOM and hold.
RNAV (GPS) RWY 10
TAMPA INTL (TPA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

*LPV only.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

**RNP APCH.
**RNAV (GPS) RWY 1R**

**TAMPA INTL (TPA)**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 1L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.**

**MISSING APPROACH:** Climb to 2000 direct COBOX and hold.

**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

**Procedure NA for arrivals on LAL VORTAC airway radials 171 CW 330.**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

**RNAV (GPS) RWY 28**

**TAMPA INTL (TPA)**

<table>
<thead>
<tr>
<th>ARR</th>
<th>126.45</th>
<th>128.475</th>
</tr>
</thead>
<tbody>
<tr>
<td>DEP</td>
<td>118.5</td>
<td>307.175</td>
</tr>
<tr>
<td>TAMPA APP CON</td>
<td>119.5</td>
<td>269.4</td>
</tr>
<tr>
<td>TAMPA TOWER</td>
<td>121.7</td>
<td>269.4</td>
</tr>
<tr>
<td>GND CON</td>
<td>133.6</td>
<td></td>
</tr>
<tr>
<td>CLNC DEL</td>
<td>133.6</td>
<td></td>
</tr>
<tr>
<td>CPDLC</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**ELEV 26**

**TDZE 26**

**RNAV (GPS) RWY 28**

**HOLDING PATTERN**

**LNAV only.**

**2.5 NM to RW28**

**RWAY 28 to 1600 277°**

**2000**

**POLVY**

**RUJKI**

**4 NM**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>389-1/8</td>
<td>363 (400-1/8)</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>468-1/2</td>
<td>442 (500-1/2)</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>520-1</td>
<td>494 (500-1)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>560-1</td>
<td>534 (600-1)</td>
<td></td>
</tr>
</tbody>
</table>

**Amdt 1B 30APR15**

**Tampa, Florida**

**RNAV (GPS) RWY 28**

**Tampa Intl (TPA)**

**27°59'N-82°32'W**
RNAV (GPS) Z RWY 19L
TAMPA INTL (TPA)

Amdt 2E 12OCT17

RNAV (GPS) Z RWY 19L
TAMPA INTL (TPA)

![Diagram of the RNAV (GPS) Z RWY 19L approach procedure.](image-url)

### Approach Details

** Missed Approach Fix:**
- **GIBBS:** Use of FD or AP providing RNAV track guidance required during simultaneous operations. **RVR** 1800 authorized

** RNAV (GPS) Z RWY 19L Approach:**
- Category A
- LPV DA** 226/24 200 (200-1/2)
- ILS MDA 460/24 434 (500-1/2)
- CIRCLING 560-1 554 (600-1/2)

** RNAV (GPS) Z RWY 19L Approach:**
- Category B
- LPV DA** 440/45 414 (500-1/2)
- ILS MDA 460/40 434 (500-3/4)
- CIRCLING 560-1 554 (600-1/2)

** RNAV (GPS) Z RWY 19L Approach:**
- Category C
- LPV DA** 560-1 534 (600-1/2)
- ILS MDA 560-1/2 554 (600-2)

** RNAV (GPS) Z RWY 19L Approach:**
- Category D
- LPV DA** 580-2
- ILS MDA 580-2

** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 19R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. ** RVR 1800 authorized with use of FD or AP or HUD to DA. **