

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

ST PETE-CLEARWATER INTL (PIE)

RNP APCH - GPS.



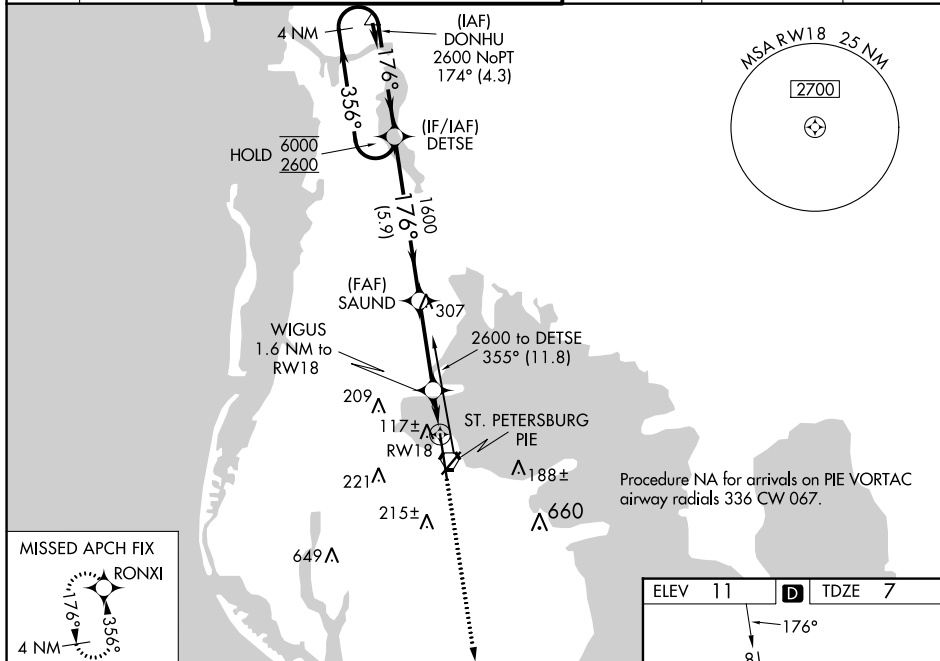
Circling to Rwy 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C and D visibility to RVR 5500.

MALSR



MISSED APPROACH: Climb to 2600 direct RONXI and hold.

ATIS 134.5	TAMPA APP CON 125.3 316.05	ST PETERSBURG-CLEARWATER TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 120.6 350.2	UNICOM 122.95
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MISSED APCH FIX



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).	2600	RONXI
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4 NM
Holding Pattern

DETSE

$$\begin{array}{r} 6000 \\ 2600 \end{array}$$
$$\begin{array}{r} -356^{\circ} \\ \hline 176^{\circ}- \end{array}$$

1600

1.6 NM to
RW18

GP 3.00°
TCH 53

3



520

The schematic diagram illustrates the device structure with the following layers and dimensions from top to bottom:

- Top layer: 10 nm thick.
- Second layer: 5.9 nm thick.
- Third layer: 3.2 nm thick.
- Fourth layer: 0.6 nm thick.
- Bottom layer: 1 nm thick.

CATEGORY	A	B	C	D
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LPV	DA	207/18	200 (200-½)
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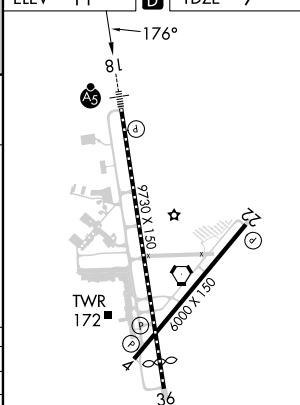
LNAV/ VNAV	DA	278/24 271 (300-1/2)
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UNAV		
UNAV MDA	280 / 24 272 (100 %)	280 / 25 272 (100 %)

ENAV MDA	300/24 37.5 (400/2)	300/33 37.5 (400/8)
		400.11/
		420.2

C CIRCLING	520-1	509 (600-1)	559 1 1/2 589 (600-1 1/2)	520 2 609 (700-2)
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FILEV 11	☒	TDZFE 7
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TDZ/CL Rwy 18 **L**
HIRL Rwy 18-36 **L**
MIRL Rwy 4-22 **L**
REIL Rwy 4 and 22 **L**