

23-AUG-2018

PIE-KPIE

1-10

A01**A01****GENERAL****Operational Hours****ATS Hours:** TWR 1100-0400±**AD OPS Hours:** Attended continuously**Airport Information****RFF:** FAA Index C / CAT 7**Fuel:** Jet A1+**PCN:** RWY 04/22: 44/F/A/W/T, RWY 18/36: 74/F/A/W/T**Operation****Traffic Note**

RWY and APCH lights are turned off when TWR CLSD, thereafter activation by CTAF.

RWY Restriction

RWY 18/36: HJ VFR use only, HN used as lighted TWY A.

Noise Abatement Procedure

Noise sensitive area: 5 miles N of AD and S until shoreline, 1 mile E/W of LOC.

Warnings**PIE VOR** unusable:

R025-R054 beyond 21NM below 5000ft.

R233-R260 beyond 20NM all DIST/ALT.

Do not mistake bright lights on highway N of AD with RWY lights.

Birds in vicinity of AD.

EMERG FREQ: 121.500 not AVBL on TWR**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR.**Arrival Procedure****Noise Abatement Procedure:** Turbojets LDG RWY 18 during HJ and VMC use North Bay Visual APCH.**Land And Hold Short Operation (LAHSO)**

These OPS include LDG and hold short of an intersection RWY/TWY or other predetermined points on the RWY.

LDG RWY	Hold Short Point (HSP)	Distance
RWY 18	04/22	2301m / 7550ft
RWY 22	18/36	1387m / 4550ft

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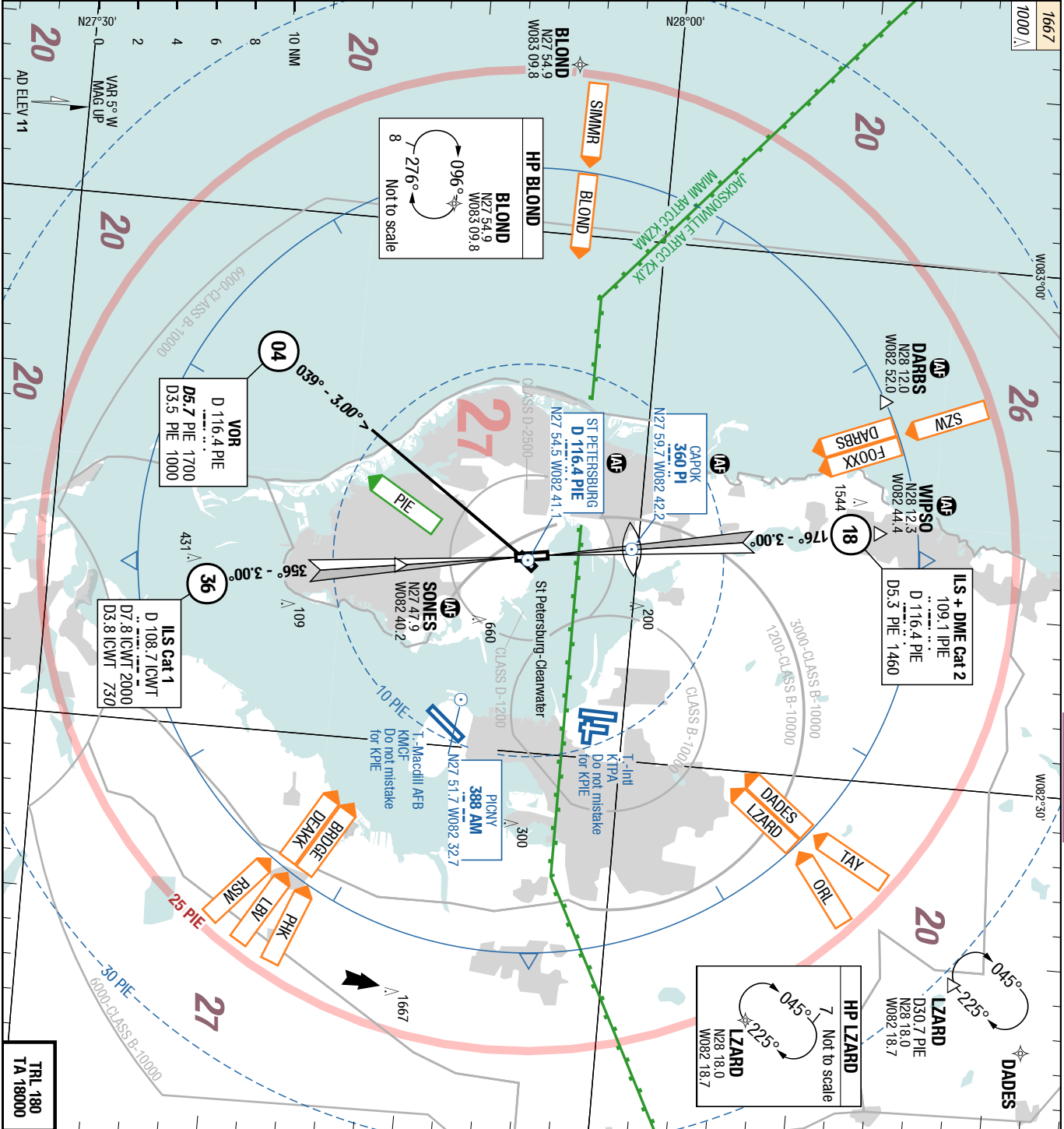
A0I**A0I****ARRIVAL****Non-standard GP/RWY Intercept Position on****RWY 36**GP intercepts RWY 36 at *320m / 1049ft* after landing threshold.Remaining DIST beyond GP is *2338m / 7671ft*.**RWY 18**GP intercepts RWY 18 at *308m / 1011ft* after landing threshold.Remaining DIST beyond GP is *2460m / 8169ft*.**DEPARTURE****Take-off Minima**

RWY		18/36	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	-
3+4 ENG		0 - 2400R/0.5V	-
RWY		04	
1+2 ENG	ft - ft/SM	0 - 1.0V	-
3+4 ENG		0 - 0.5V	-
RWY		22	
1+2 ENG	ft - ft/SM	0 - 1.0V	MNM climb gradient 3.8% up to 300, or TKOF must occur no later than 1700ft/518m prior to RWY end.
3+4 ENG		0 - 0.5V	

Speed

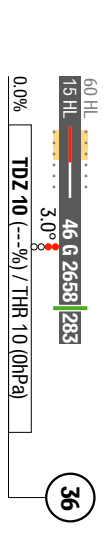
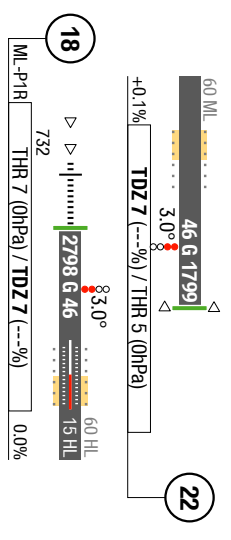
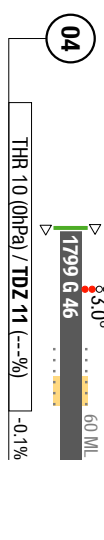
MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR.**Departure Procedure****Noise Abatement Procedure:** TKOF RWY 36: Use ST PETE 9 DEP whenever possible.

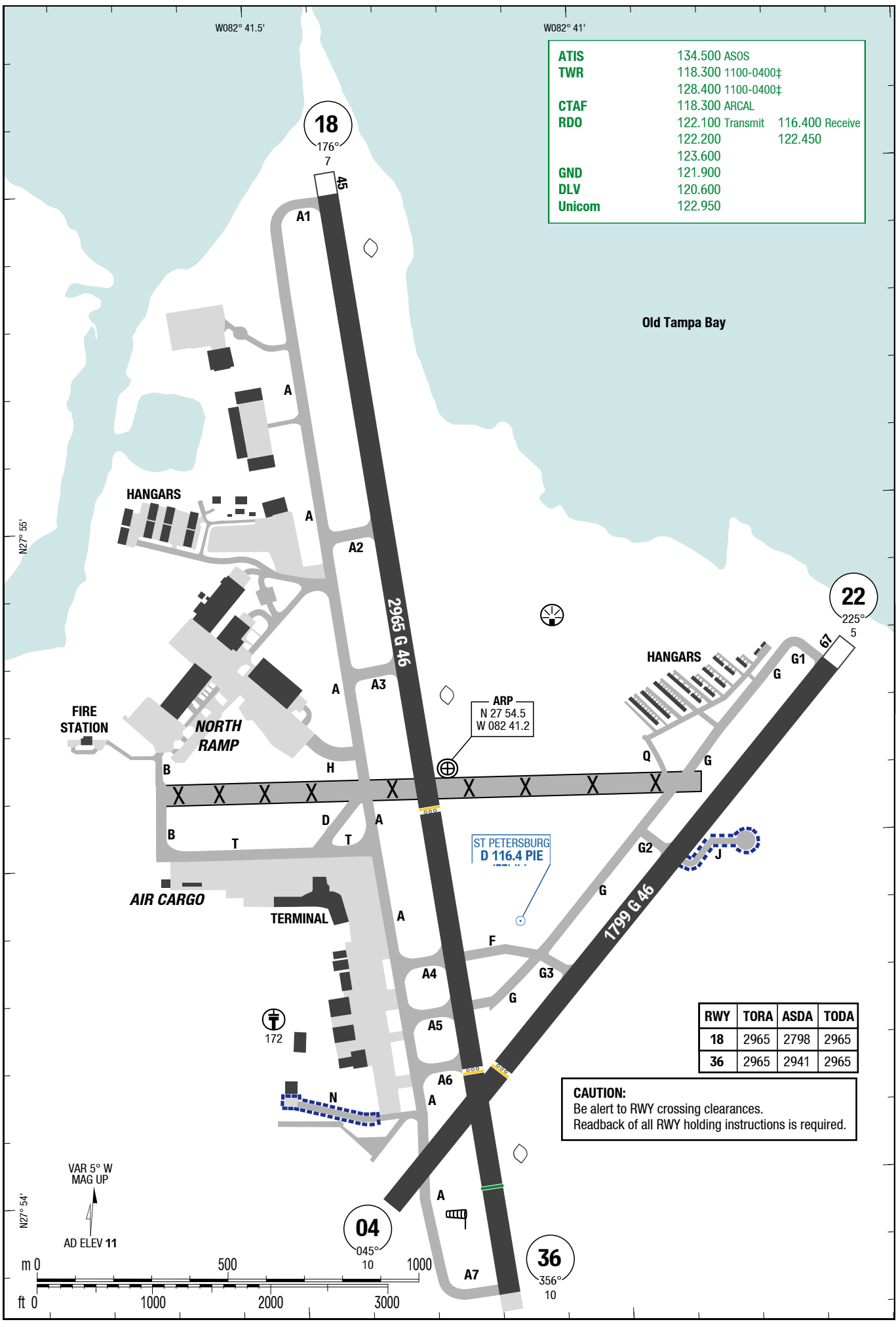


ATIS	134.500	ASOS	125.300
Tampa DEP			125.300
Tampa APP			132.525
			134.250
			118.150
TWR	118.300	1100-0400Hz	128.400
CTAF	118.300	ARCAL	116.400
RDO	122.100	Transmit	122.450
GND	121.900		
DLV	120.600		
Unicom	122.950		

Landing RWY system:



ATIS	134.500 ASOS
TWR	118.300 1100-0400‡
	128.400 1100-0400‡
CTAF	118.300 ARCAL
RDO	122.100 Transmit 116.400 Receive
	122.200 122.450
GND	123.600
DLV	121.900
Unicom	120.600
	122.950



Changes: ARP, TWY T

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NIL

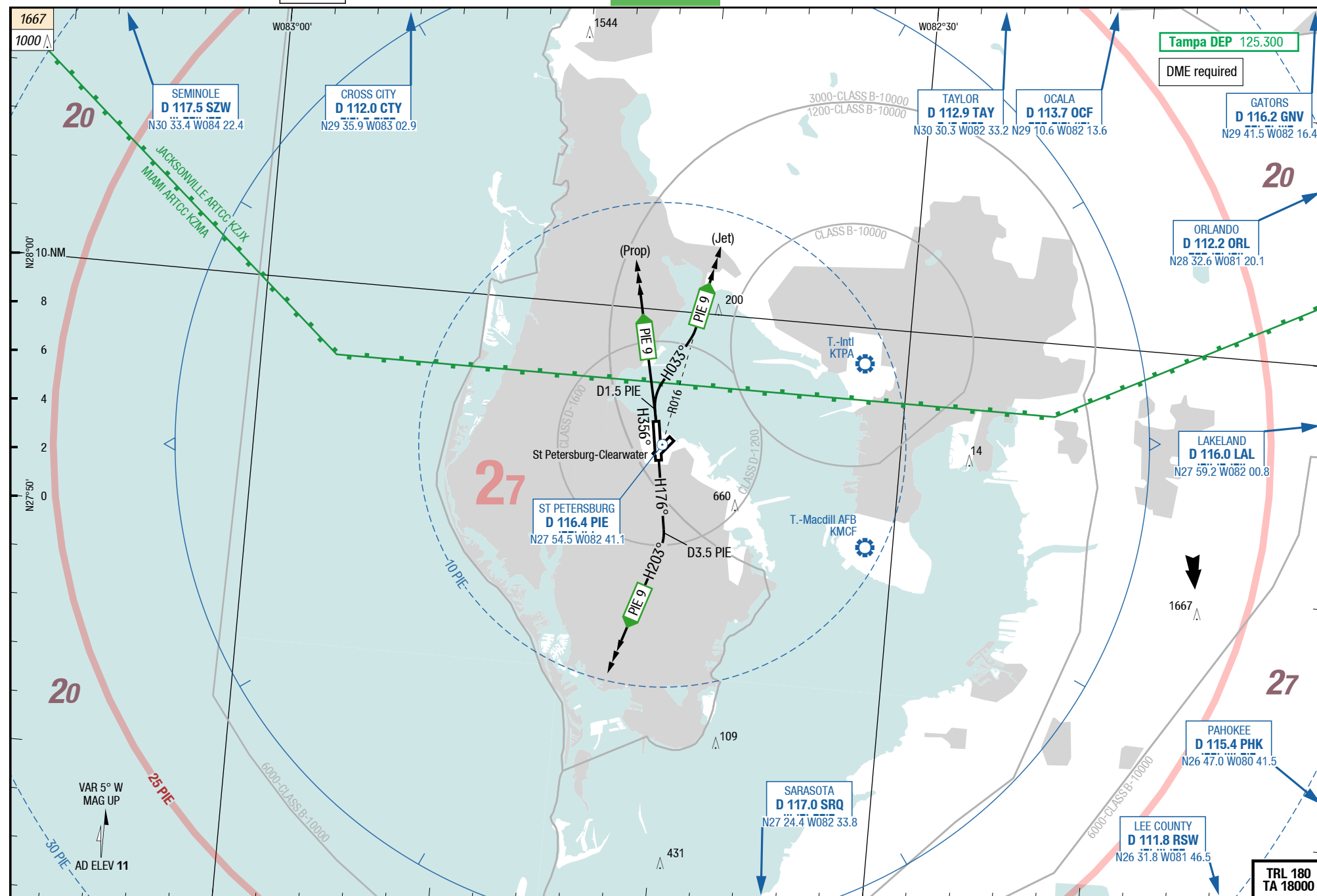
ST PETE 9

SID

SID

NIL

ST PETE 9



Changes: PROC renumbered, Editorial

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22-MAR-2018

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ST PETE 9

SIDPT

ST PETE 9

RWYs 18 (176°) / 36 (356°)

DESIGNATOR	ROUTING	ALTITUDES
ST PETE 9 PIE 9 125.300 ①		initial climb 1600
RWY 18	HDG 176° - at D3.5 PIE RT HDG 203° - expect radar vectors to filed/assigned route	
RWY 36	Jet: HDG 356° - at D1.5 PIE RT HDG 033° intercept R016 PIE Prop: HDG 356° - expect radar vectors to filed/assigned route	

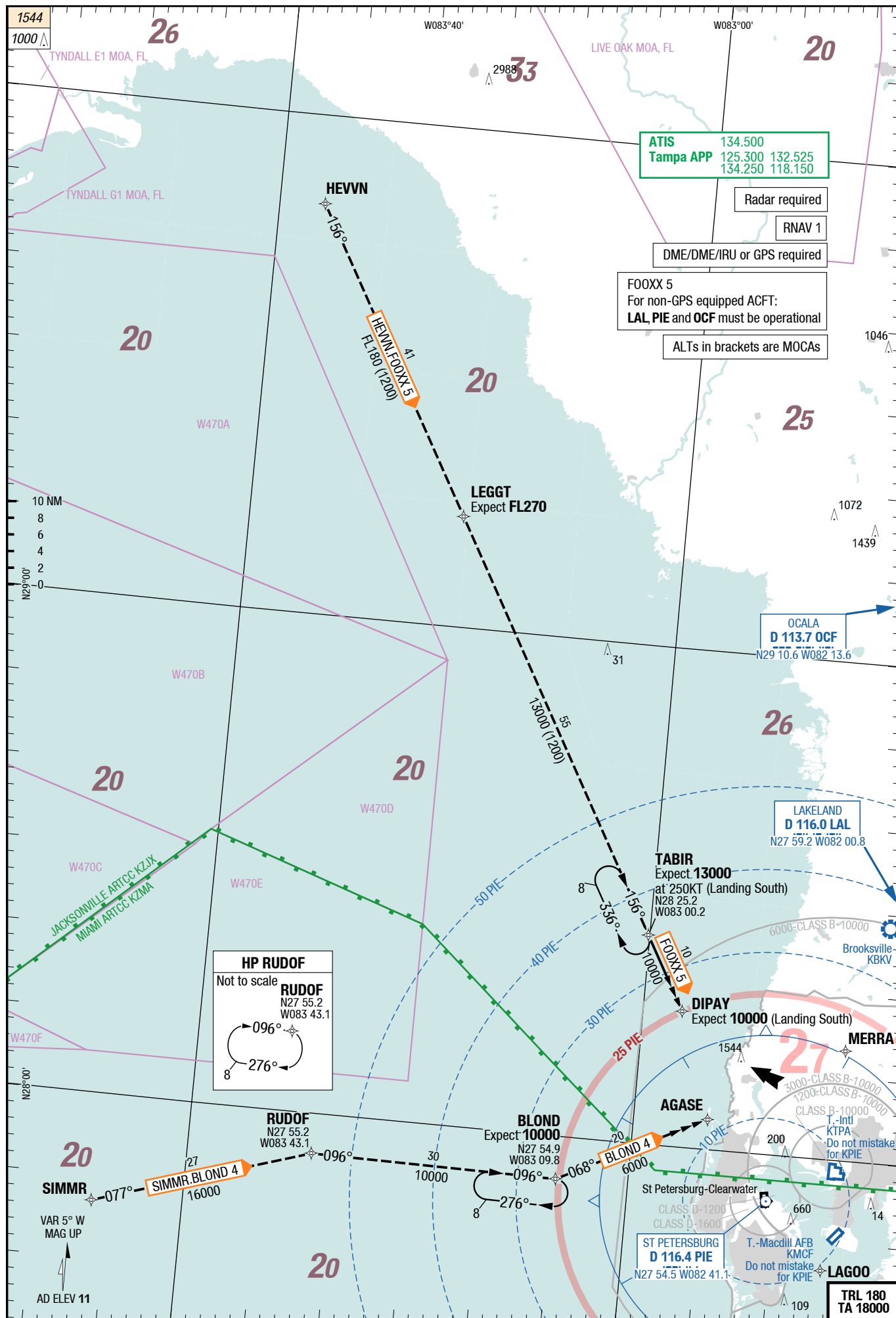
① Expect further clearance to filed altitude 10 MIN after DEP

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5-30

Obstacle Departure

Obstacle Departure	
RWY	Notes
04	Trees beginning 174ft from DER, 279ft right of centerline, up to 61ft AGL/65ft MSL. Bush 495ft from DER, 258ft right of centerline, 27ft AGL/31ft MSL. Bush 511ft from DER, 326ft left of centerline, 17ft AGL/21ft MSL. Trees beginning 523ft from DER, 225ft left of centerline, up to 17ft AGL/21ft MSL. Boats beginning 775ft from DER, on centerline, up to 25ft AGL/25ft MSL.
18	Building 689ft from DER, 418ft right of centerline, 34ft AGL/44ft MSL. Signs beginning 909ft from DER, 98ft right of centerline, up to 50ft AGL/58ft MSL. Poles beginning 970ft from DER, 114ft right of centerline, up to 51ft AGL/58ft MSL. Poles beginning 1015ft from DER, 103ft left of centerline, up to 40ft AGL/47ft MSL. Sign 1336ft from DER, 198ft left of centerline, 46ft AGL/53ft MSL. Tree 2100ft from DER, 996ft right of centerline, 96ft AGL/105ft MSL. Antenna on hopper 2583ft from DER, 801ft right of centerline, 76ft AGL/89ft MSL.
22	Tower 123ft from DER, 359ft left of centerline, 24ft AGL/33ft MSL. Trees beginning 1235ft from DER, 270ft left of centerline, up to 65ft AGL/70ft MSL. Tree 1629ft from DER, 88ft right of centerline, 61ft AGL/70ft MSL. Tower 5591ft from DER, 266ft right of centerline, 153ft AGL/168ft MSL.
36	Boats beginning 646ft from DER, 655ft left of centerline, up to 25ft AGL/25ft MSL.



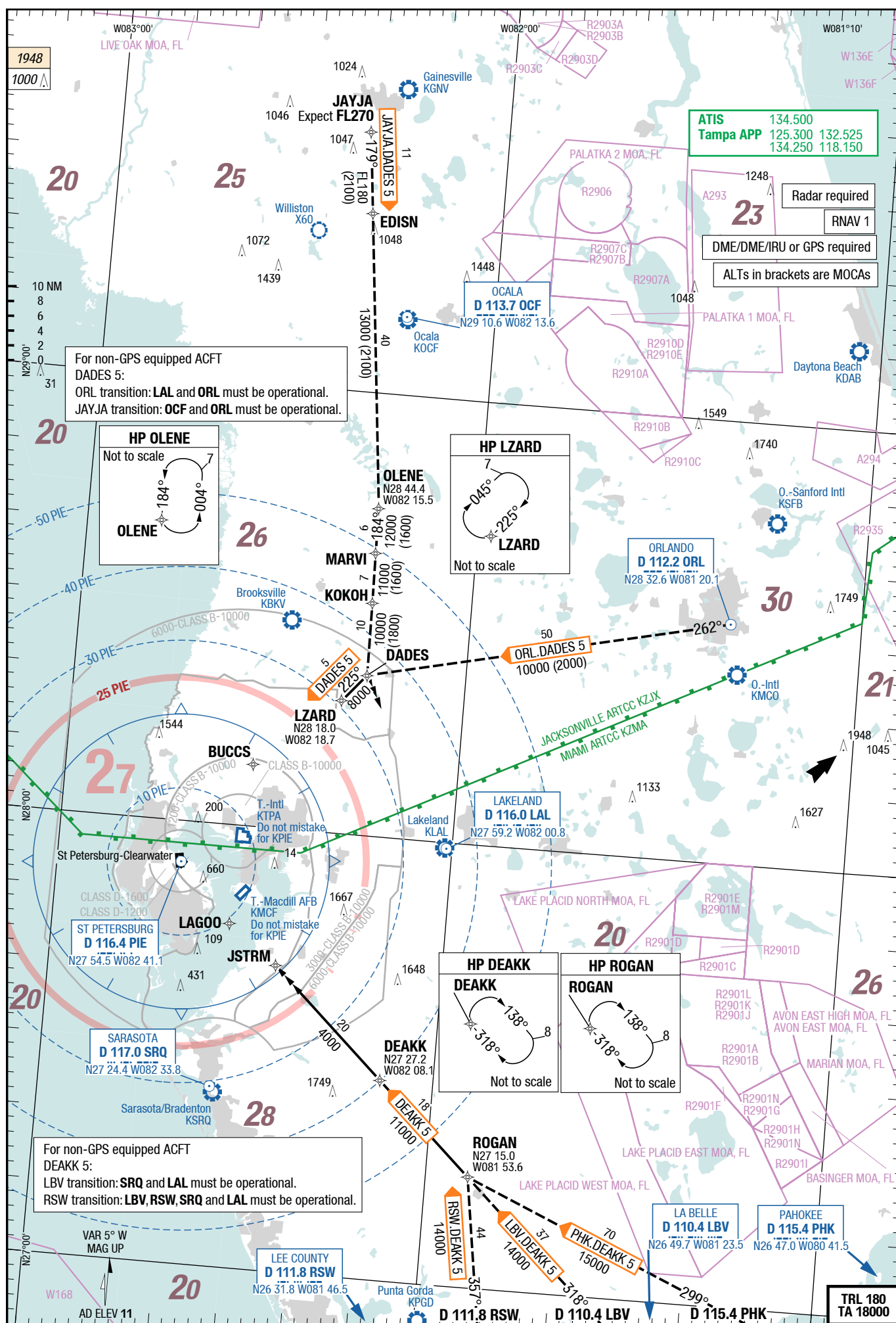
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6-20

DADES 5 RNAV / DEAKK 5 RNAV

STAR

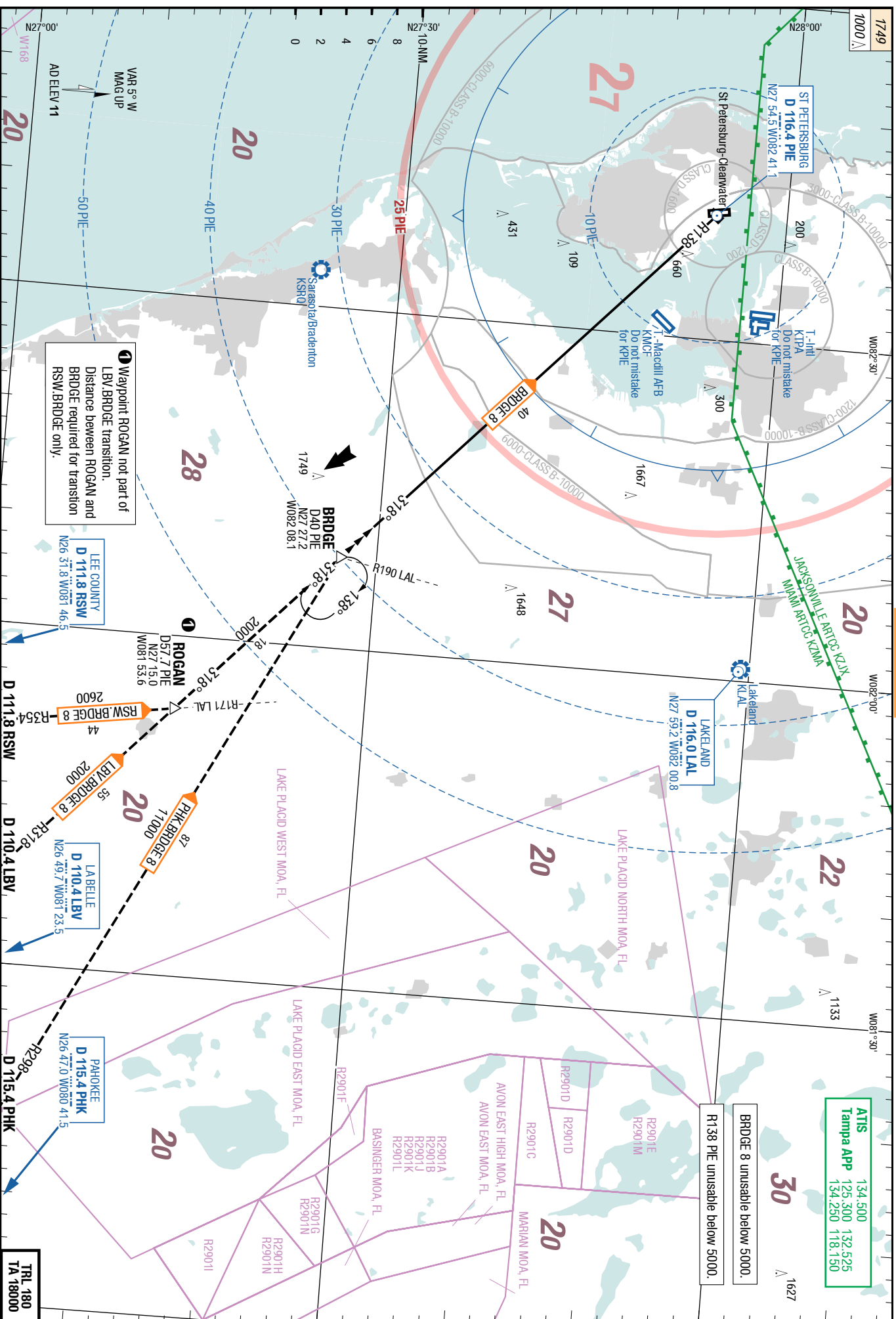
STAR

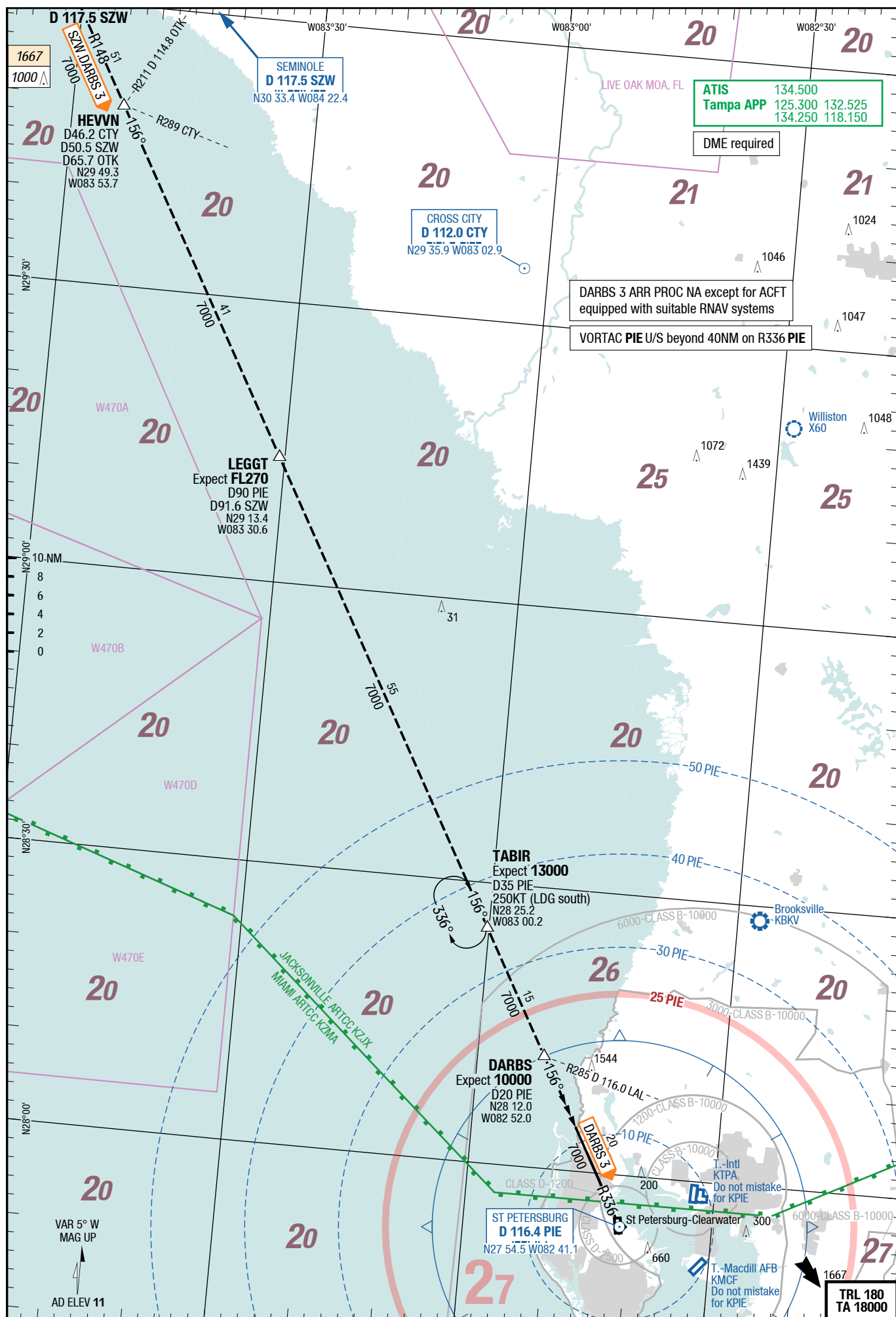
DADES 5 RNAV / DEAKK 5 RNAV

St Pete-Clearwater Intl **St Petersburg-Clearwater** United States

DARBS 3

DARBS 3
BRIDGE 8





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United States St Petersburg-Clearwater St Pete-Clearwater Intl

NIL

LZARD 6

STAR

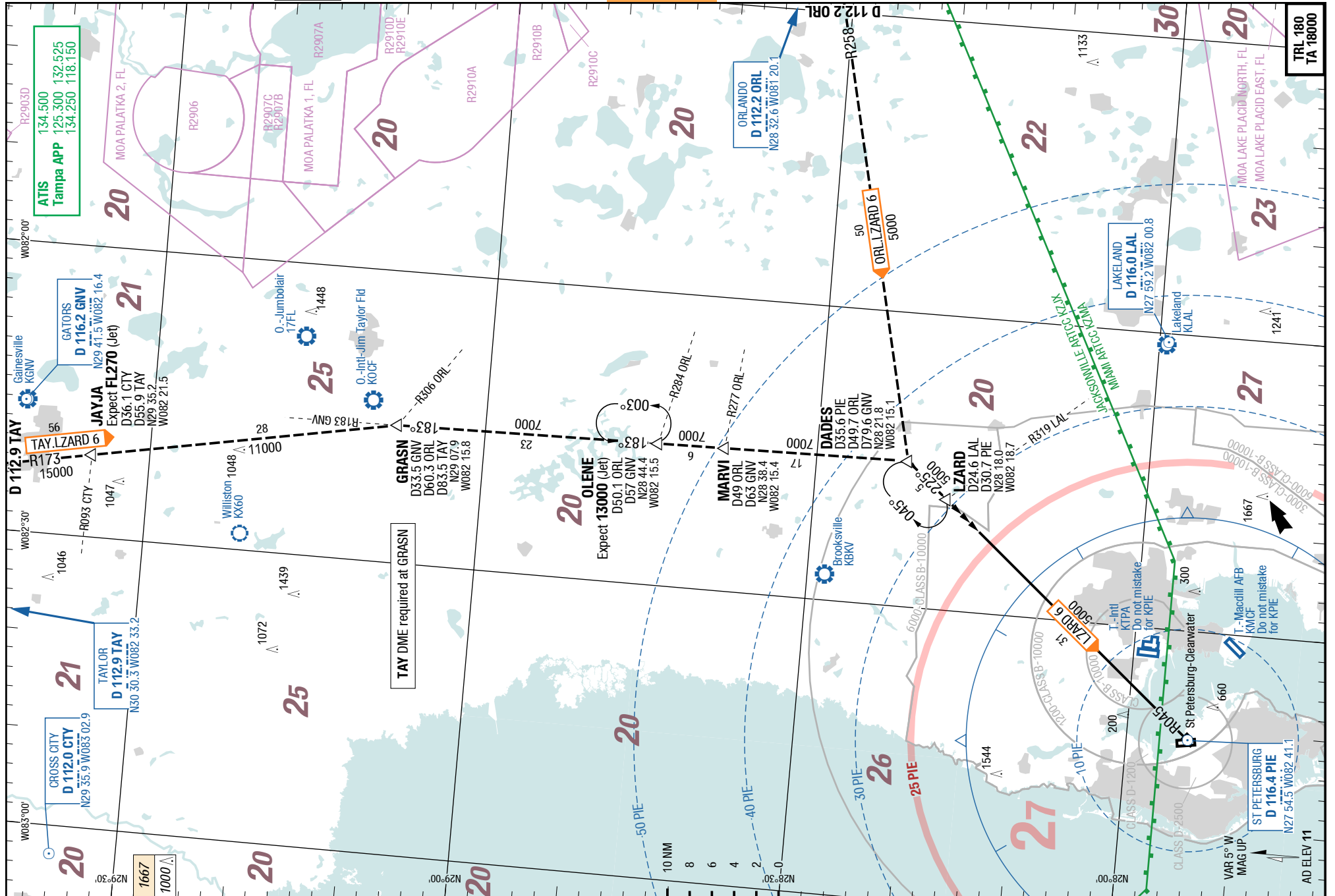
STAR

St Pete-Clearwater Intl St Petersburg-Clearwater United States

NIL

LZARD 6

6-50



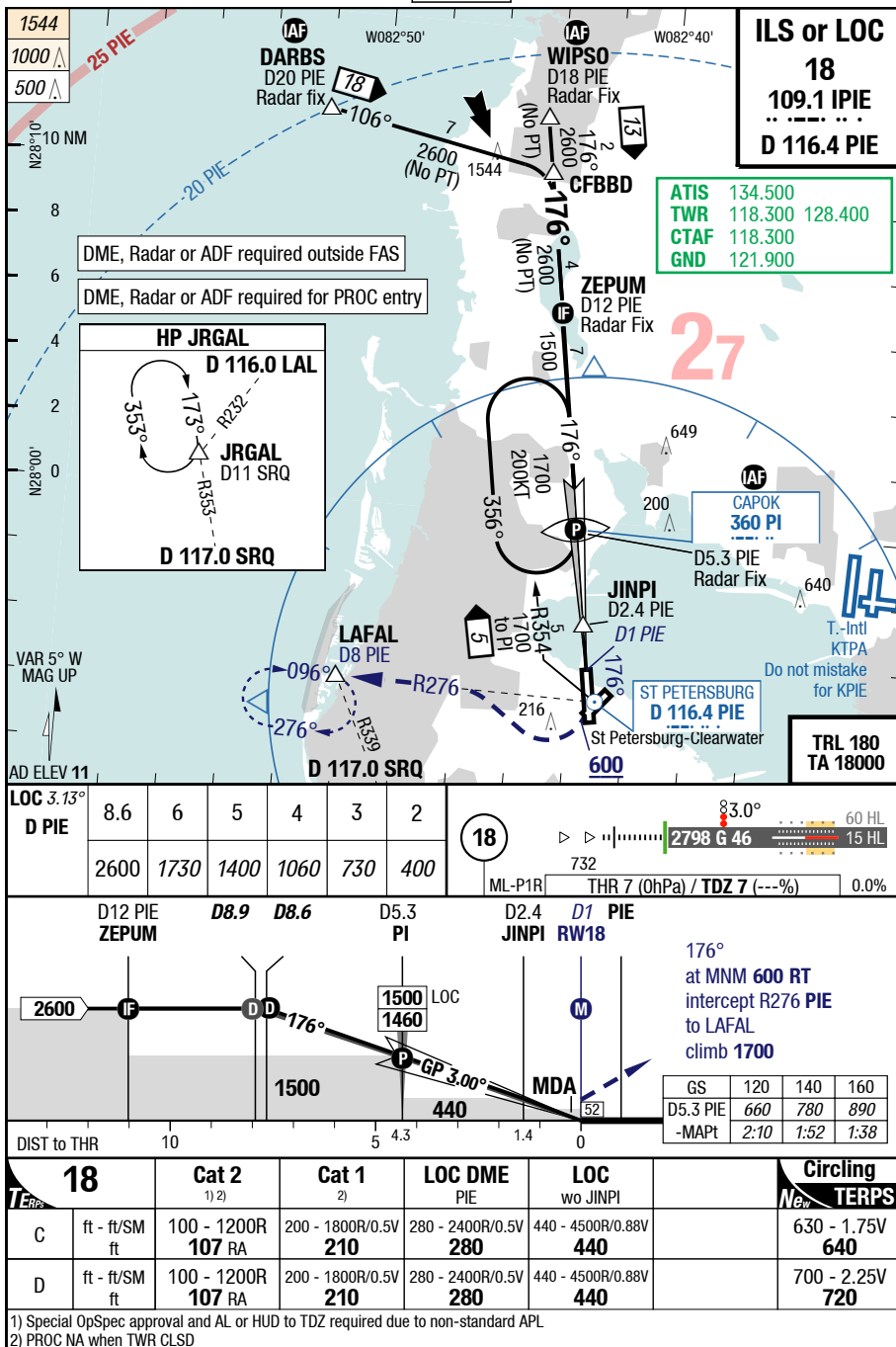
Changes: RWY Designator, OBST

08-SEP-2016

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7-10

ILS or LOC 18



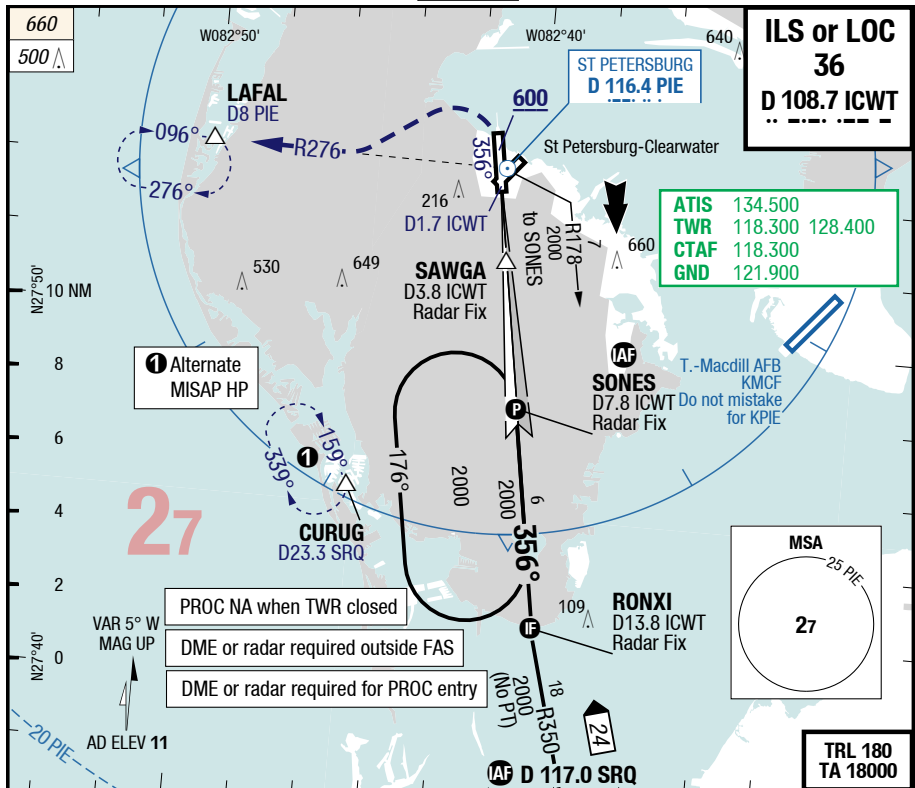
08-SEP-2016

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7-20

ILS or LOC 36

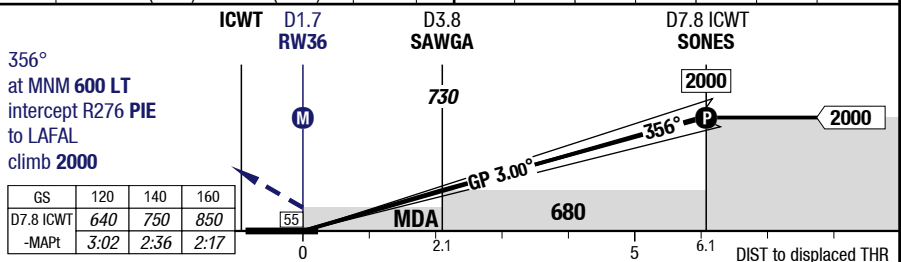
IAC



60 HL
15 HL
46 G 2658 283
3.0°
0.0% TDZ 10 (---%) / THR 10 (OhPa)

36

3	4	5	6	7	7.8	LOC 3.01° D ICWT
480	800	1120	1440	1760	2000	



36		Cat 1 ¹⁾	LOC	LOC wo SAWGA	Circling TERPS	Circling ²⁾ TERPS
C	ft - ft/SM ft	200 - 4000R/0.75V 210	350 - 5500R/1.0V 360	670 - 2.0V 680	630 - 1.5V 640	670 - 2.0V 680
D	ft - ft/SM ft	200 - 4000R/0.75V 210	350 - 5500R/1.0V 360	670 - 2.0V 680	700 - 2.25V 720	700 - 2.25V 720

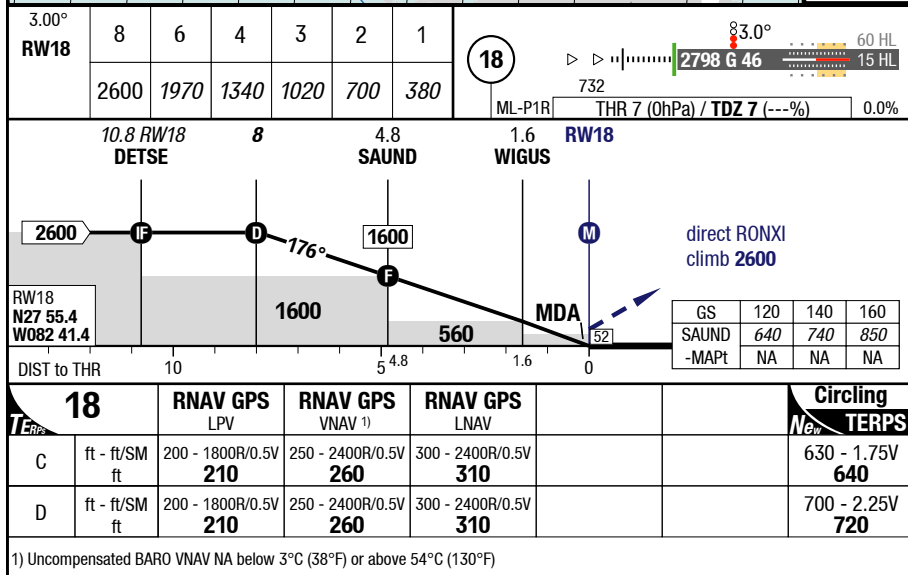
1) Procedure NA when TWR CLSD

2) wo SAWGA

Changes: Completely revised

Orig

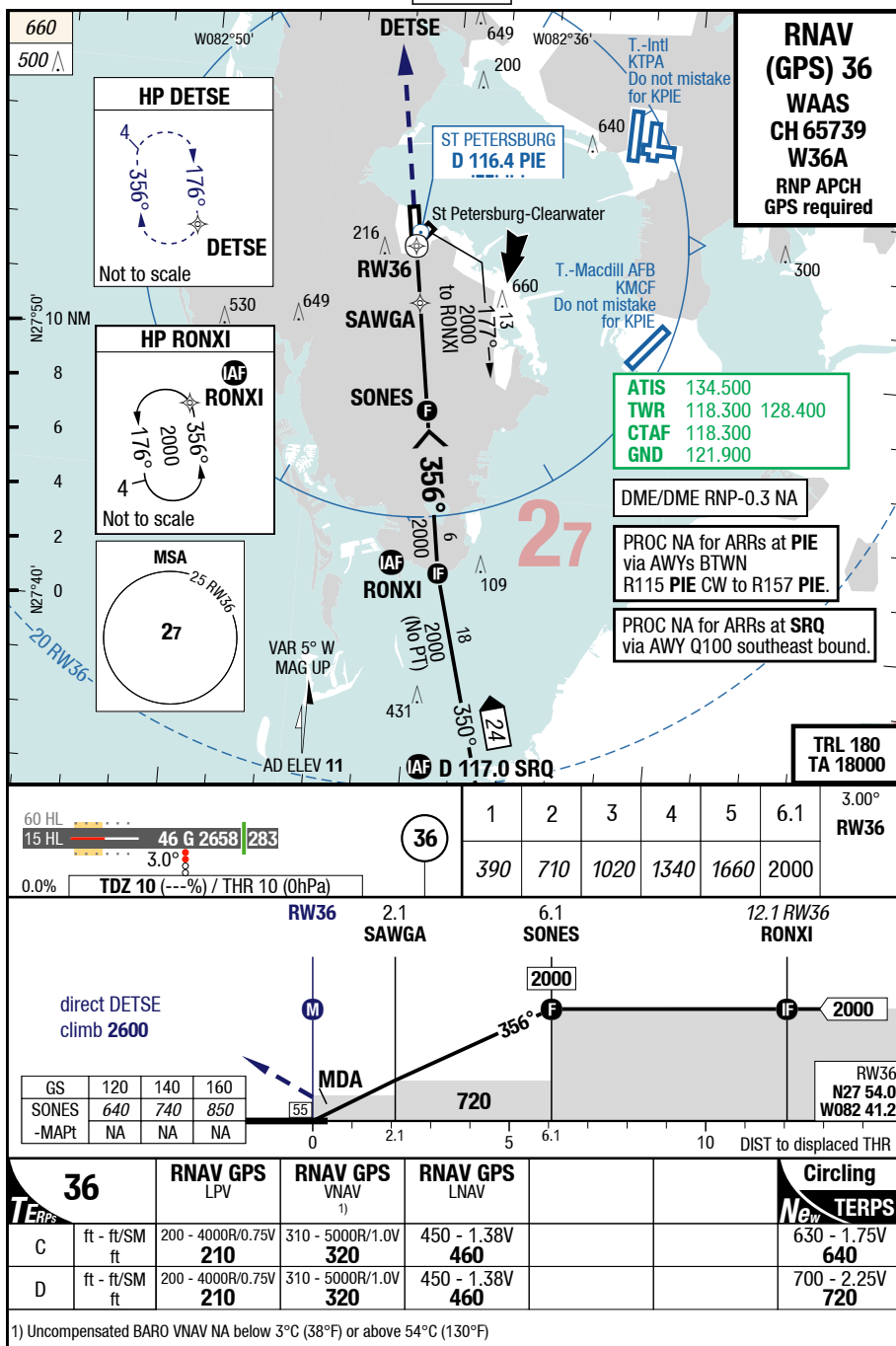
RNAV (GPS) 18



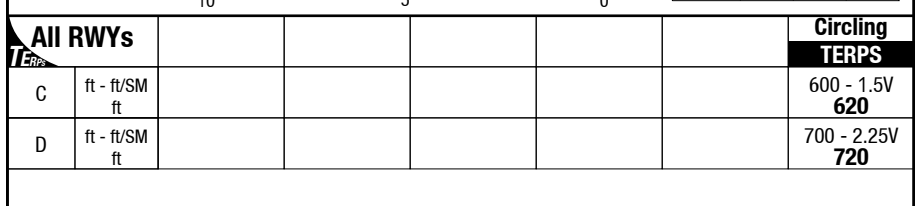
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7-40

RNAV (GPS) 36



RNAV (GPS) A

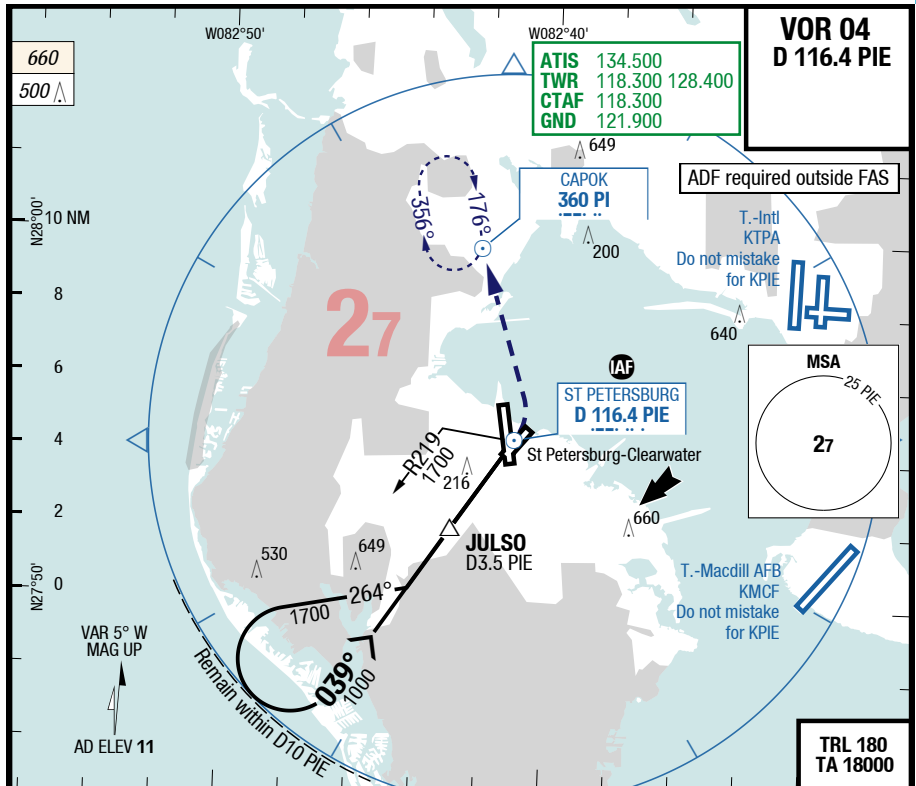


08-SEP-2016

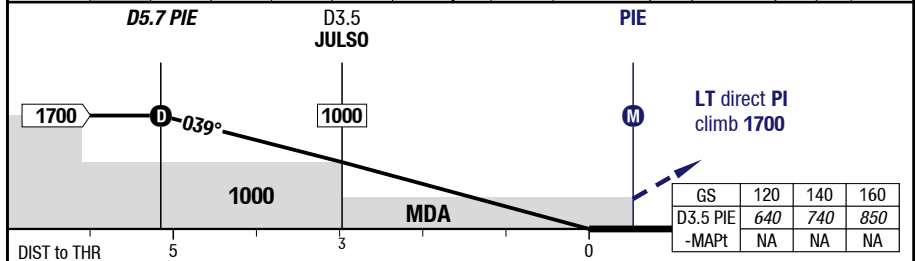
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7-70

VOR 04

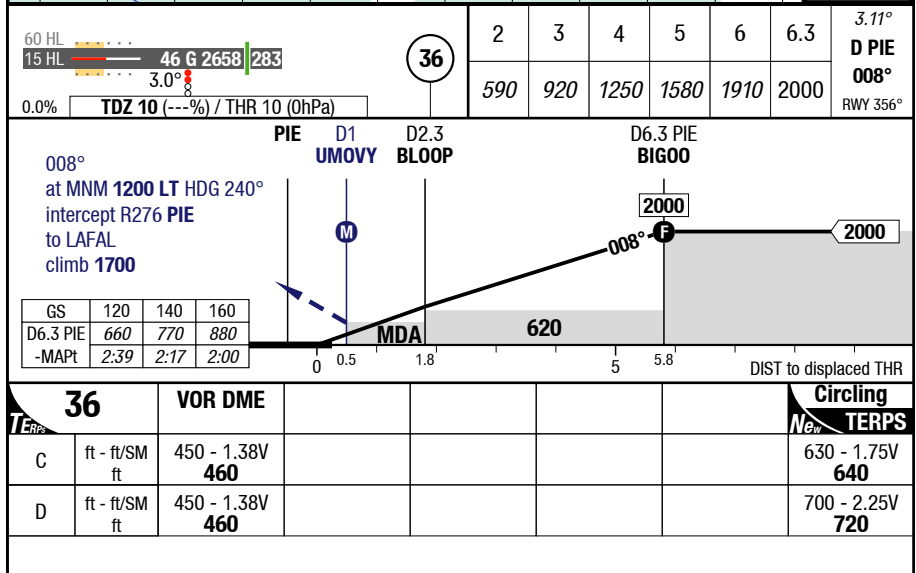
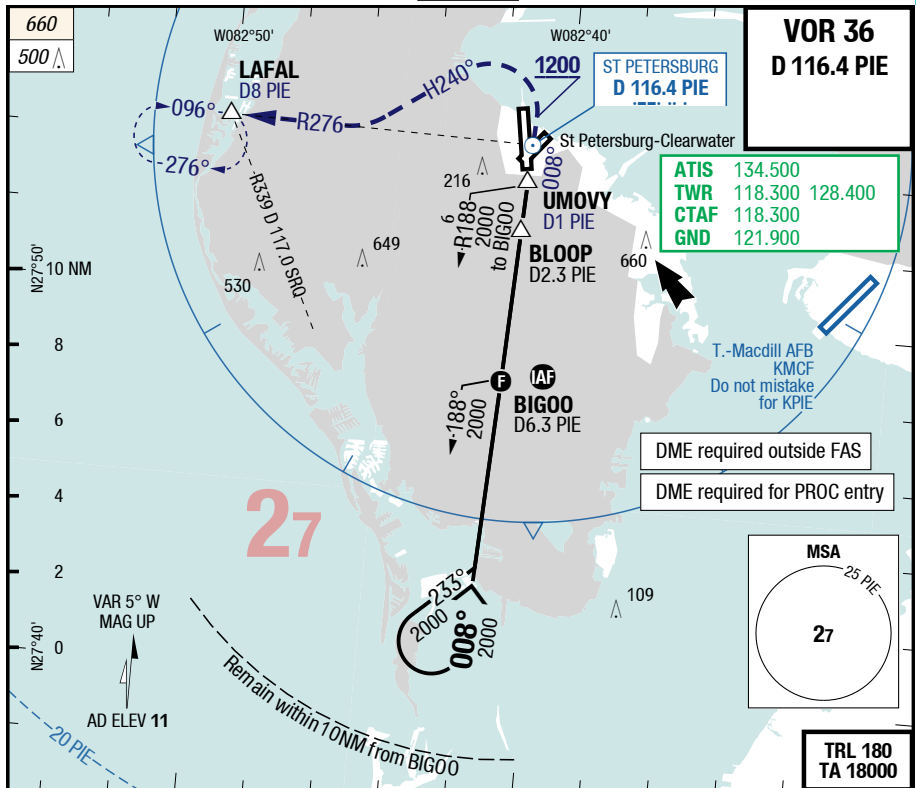


3.00° D PIE 039° RWY 045°	5.7	5	4	3	2	04	83.0° 1799 G 46 60 ML
	1700	1490	1170	850	530		



04	VOR DME	VOR DME TPA QNH 1)	VOR	Circling TERPS	Circling 2) TERPS	Circling 1) 2) TERPS
C	ft - ft/SM ft	470 - 1.38V 480	510 - 1.5V 520	990 - 3.0V 1000	600 - 1.5V 620	990 - 3.0V 1000
D	ft - ft/SM ft	470 - 1.38V 480	510 - 1.5V 520	990 - 3.0V 1000	700 - 2.25V 720	990 - 3.0V 1000

1) Use with Tampa Intl (KTPA) QNH
 2) wo DME



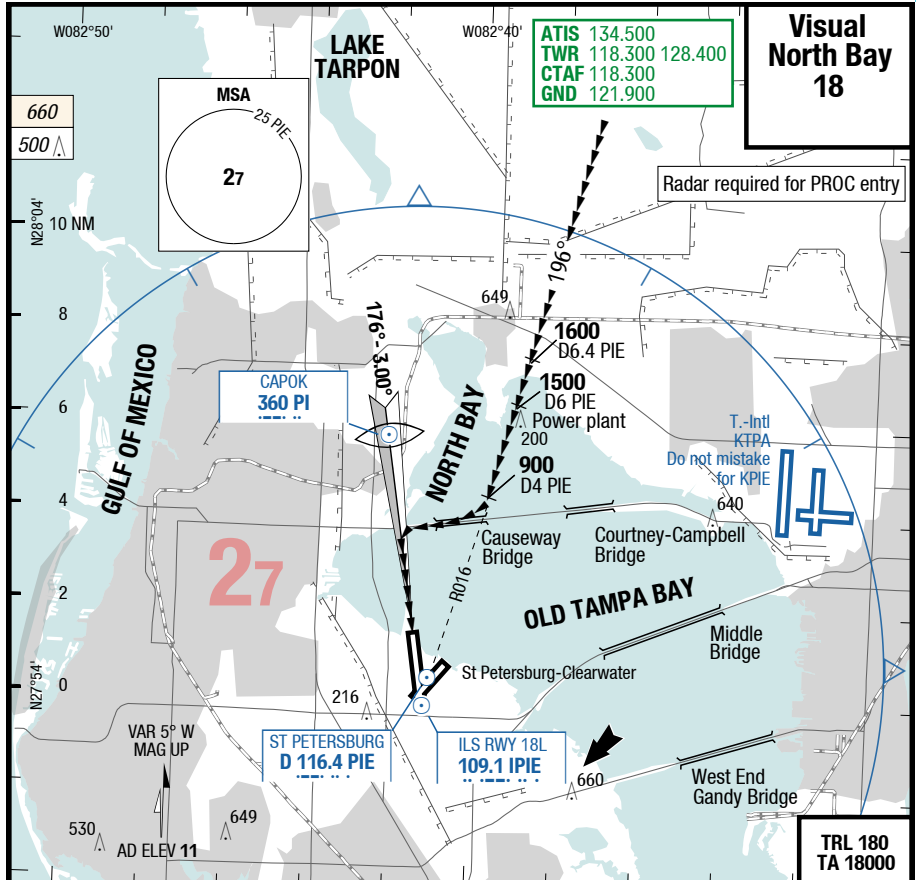
22-MAR-2018

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7-90

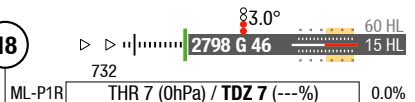
Visual 18

VAC



VISUAL

18



NORTH BAY VISUAL APPROACH

When cleared for a NORTH BAY VISUAL APPROACH, aircraft will proceed visually from over the power plant R016/D6 PIE HDG 196° direct to the causeway bridge, then RT to intercept the final approach course to RW18.

18	VISUAL HJ only ¹⁾					Circling TERPS
C	ft - ft/SM ft	C 2100 - 3.0V				Not published
D	ft - ft/SM ft	C 2100 - 3.0V				Not published

1) PROC NA when TWR CLSD

08-SEP-2016

PIE-KPIE

7-110

WxMinima Overflow

04		VOR TPA QNH ¹⁾					
C	ft - ft/SM ft	1030 - 3.0V 1040					
D	ft - ft/SM ft	1030 - 3.0V 1040					

1) Use with Tampa Intl (KTPA) QNH