

PIE-KPIE**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

23-AUG-2018

AOI

PIE-KPIE

1-20

AOI

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.

06-SEP-2018

PIE-KPIE

2-10

AFC

AFC
AFC

AFC

St Pete-Clearwater Int'l St Petersburg-Clearwater United States

AGC

1667
1000 ft

W083°00'

N28°00'

W082°52.0

N28°12.0

W082°44.4

N28°12.3

D5.3 PIE 1460

ILS + DME Cat 2

109.1 IPIE

D 116.4 PIE

TWR 118.300 1100-0400#

CTAF 118.300 ARCAL

RDO 122.100 Transmit

122.200

123.600

121.900

120.600

GND 122.950

DLV

Unicom

122.950

ATIS 134.500 ASOS

Tampa DEP

Tampa APP

125.300

125.300

132.525

134.250

118.150

128.400 1100-0400#

122.450

116.400 Receive

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Landing RWY system:

0.0%

TDZ 10 (--%)/THR 10 (hPa)

0.0%

06-SEP-2018

PIE-KPIE

United States St Petersburg-Clearwater St Pete-Clearwater Int'l

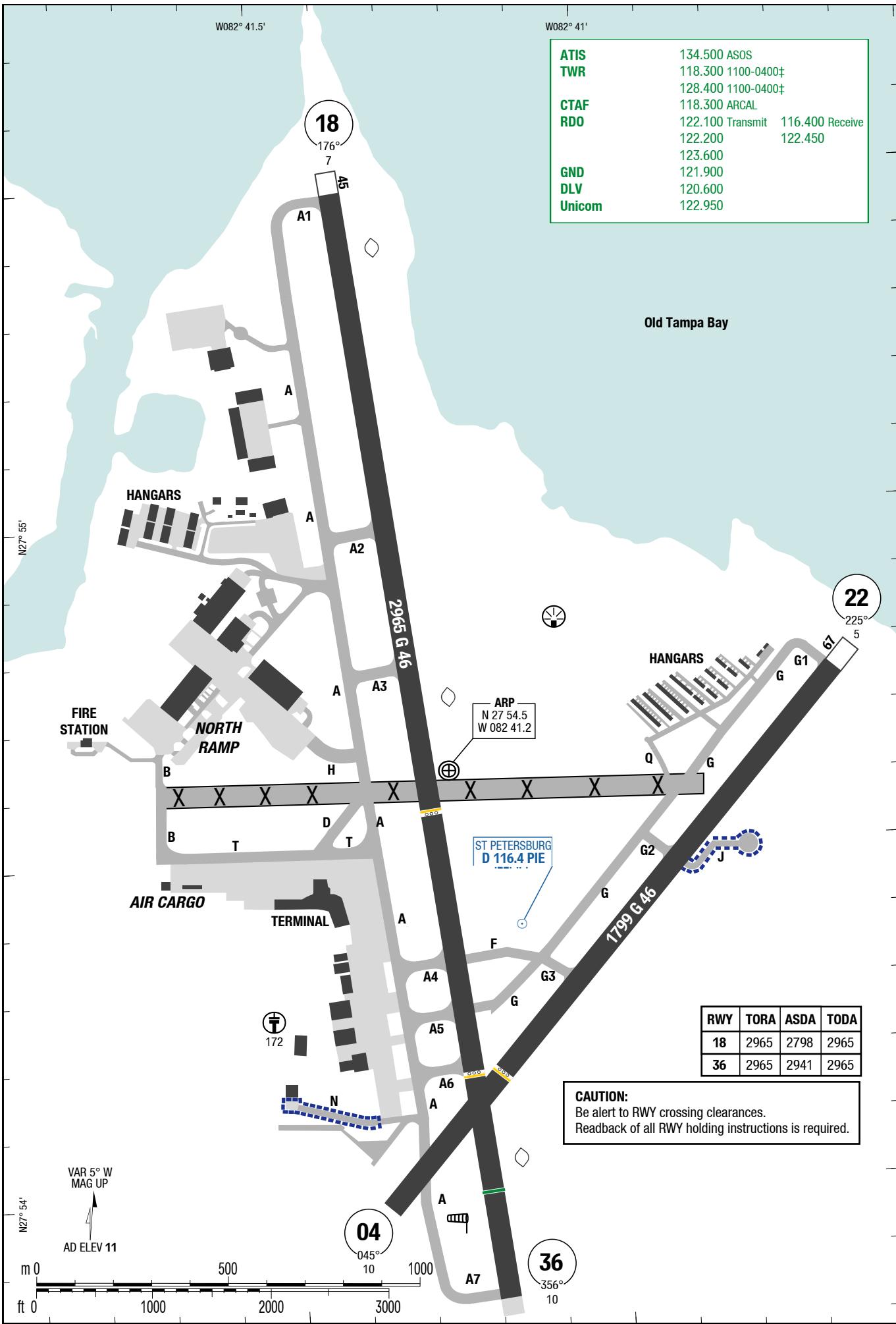
St Pete-Clearwater Int'l St Petersburg-Clearwater United States

3-20

AGC

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Effective 29-MAR-2018

22-MAR-2018

United States St Petersburg-Clearwater St Pete-Clearwater Intl

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

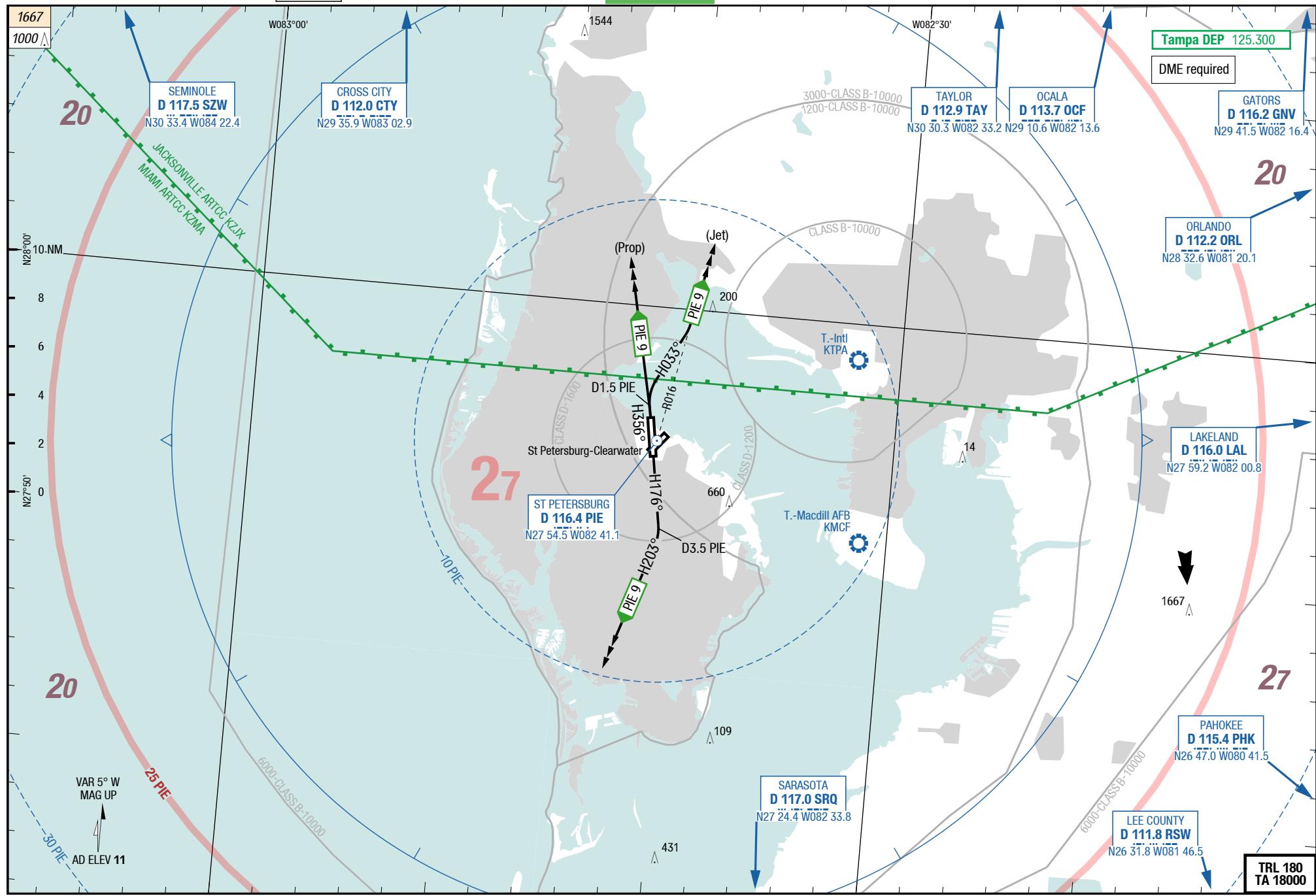
PIE-KPIE

4-10

ST PETE 9

5

ST PETE



PIE-KPIE**5-10****ST PETE 9****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

PIE-KPIE

5-30

Obstacle Departure

SIDPT

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.

Effective 13-SEP-2018

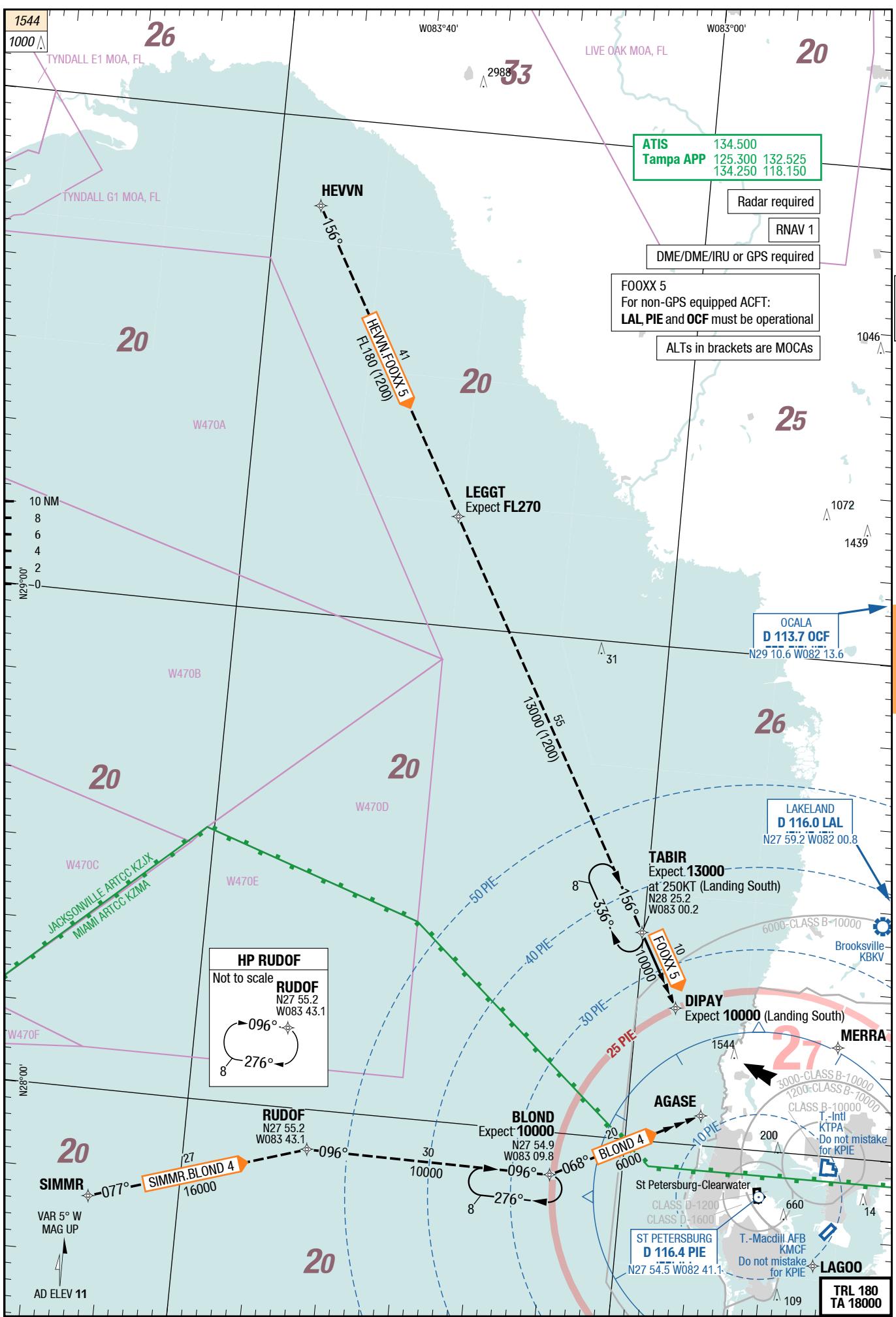
United States St Petersburg-Clearwater St Pete-Clearwater Int'l
DADEGC DNAV / DAEVLC DNAV

St Pete-Clearwater Int'l **St Petersburg-Clearwater** United States
DADES E DMAVY / DANEVY E DMAVY

PIE-KPIE

6-10 BLOND 4 RNAV / FOOXX 5 RNAV

STAR
STAR
St Pete-Clearwater Int'l **St Petersburg-Clearwater**
DADES 5 RNAV / DEAKK 5 RNAV
BLOND 4 RNAV / FOOXX 5 RNAV

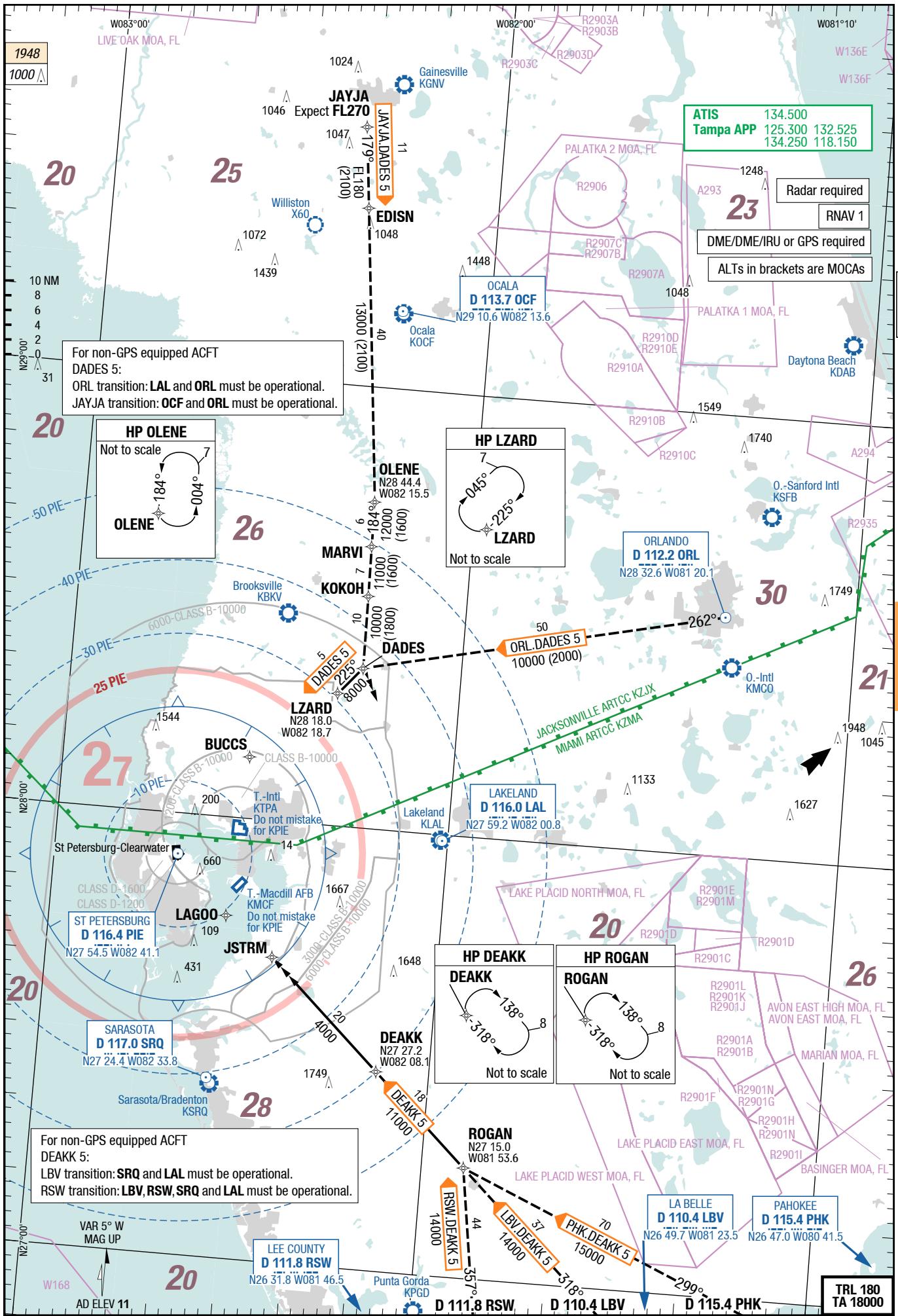


PIE-KPIE

6-20 DADES 5 RNAV / DEAKK 5 RNAV

STAR

DADES 5 RNAV / DEAKK 5 RNAV



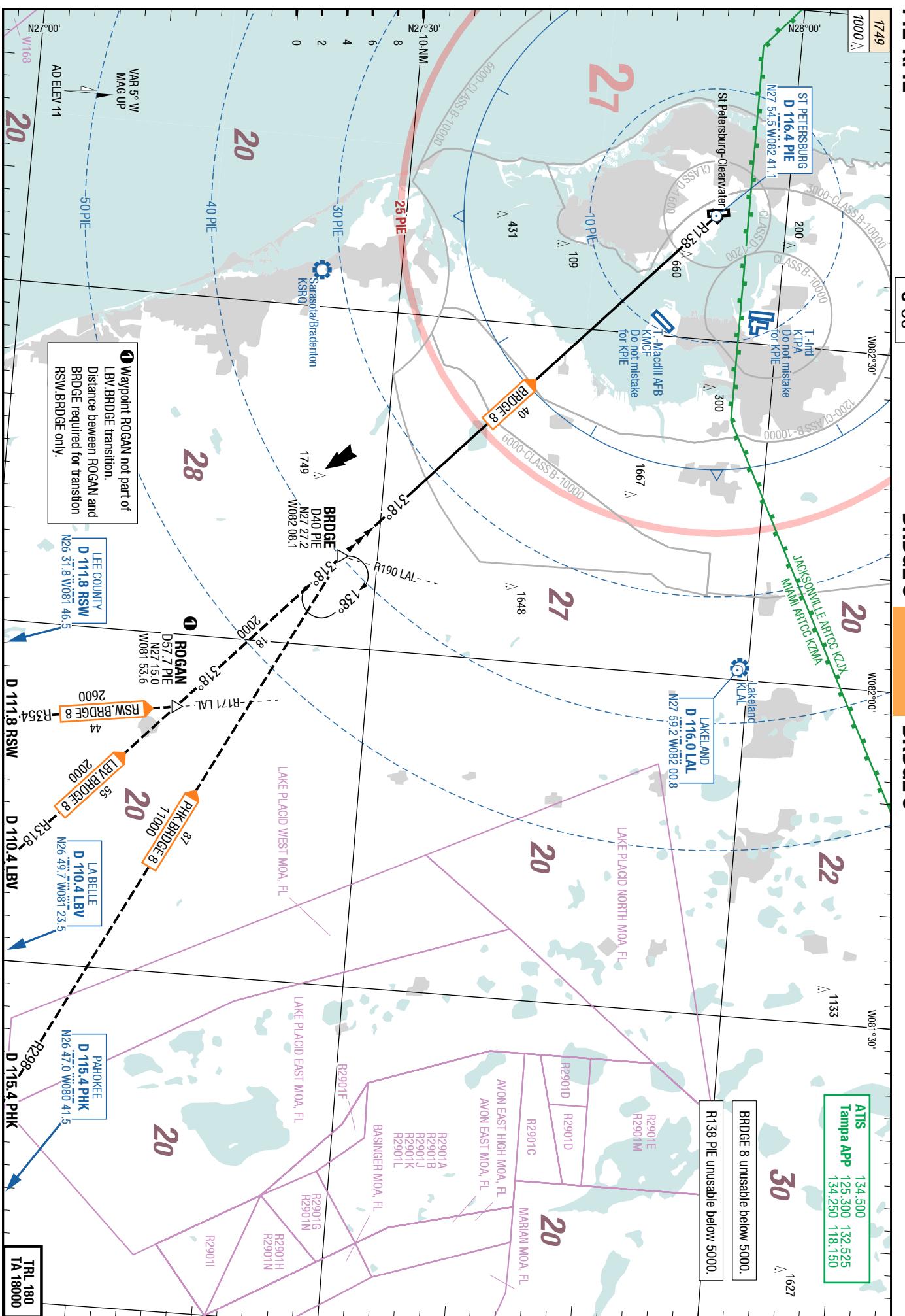
6-30

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DAIBS J

PIE-KPIE
6-30
BRIDGE 8
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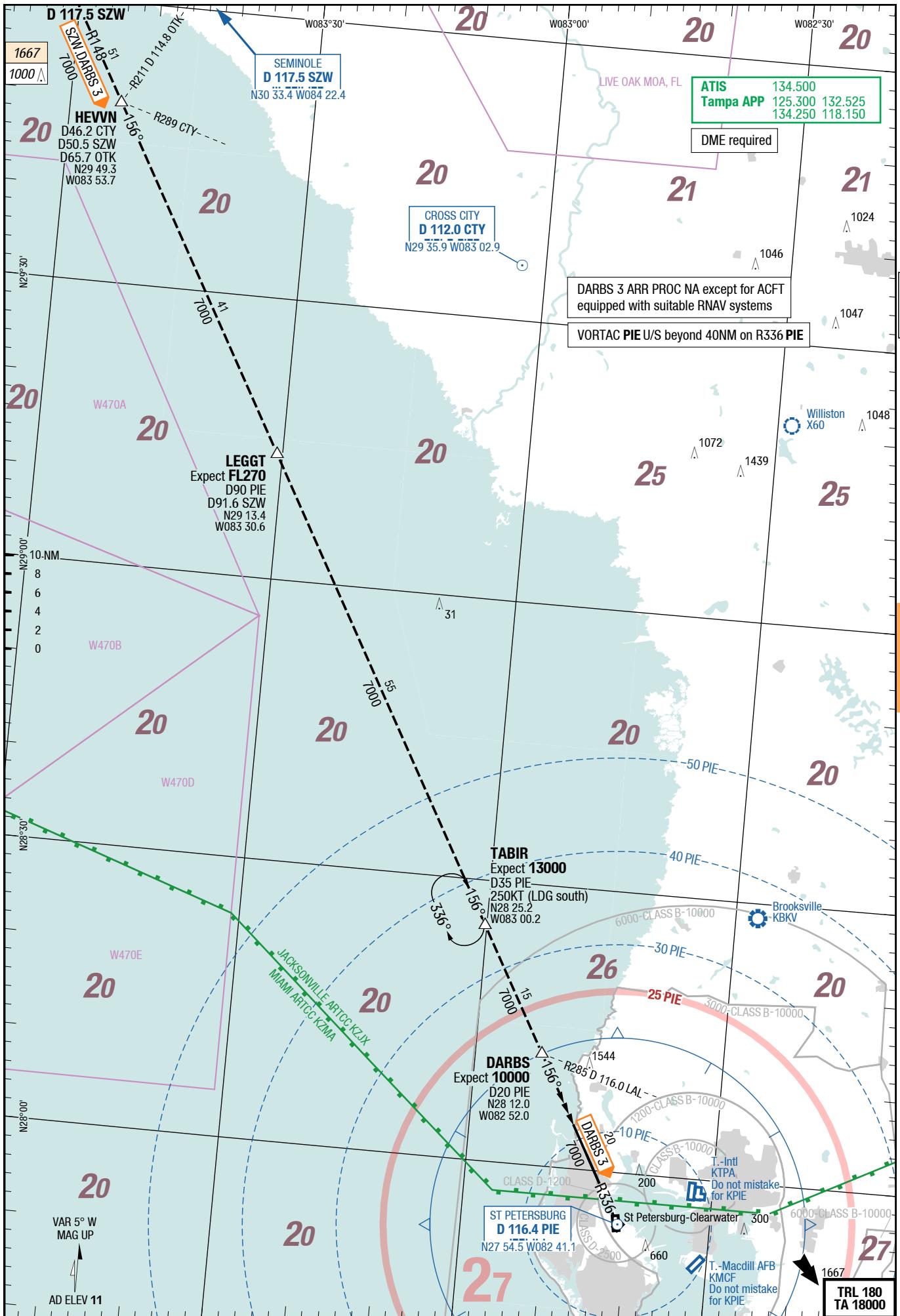
PIE-KPIE

6-40

DARBS

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DARBS 3



24-MAR-2016

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

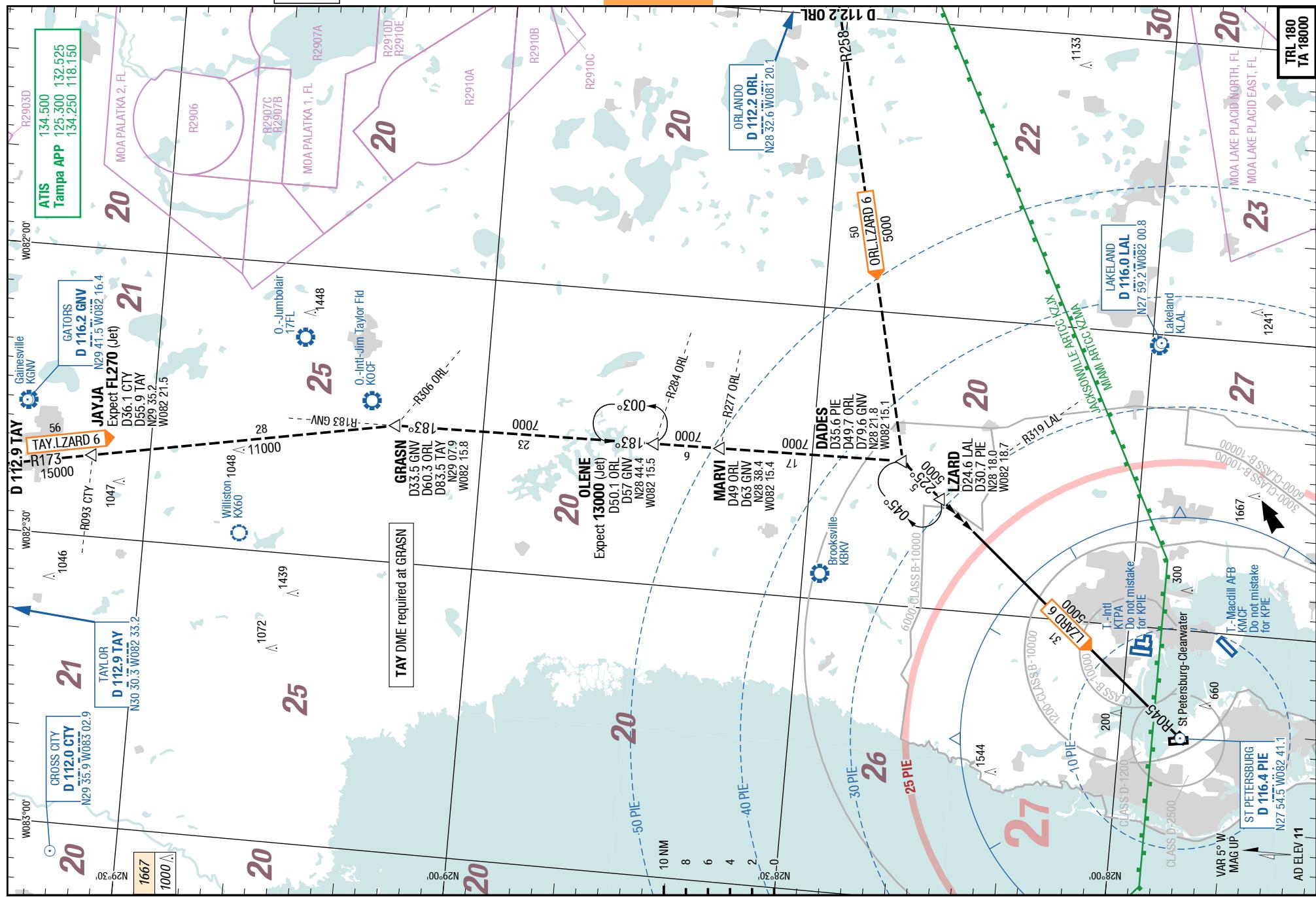
PIE-KPIE

6-50

LZARD 6

21

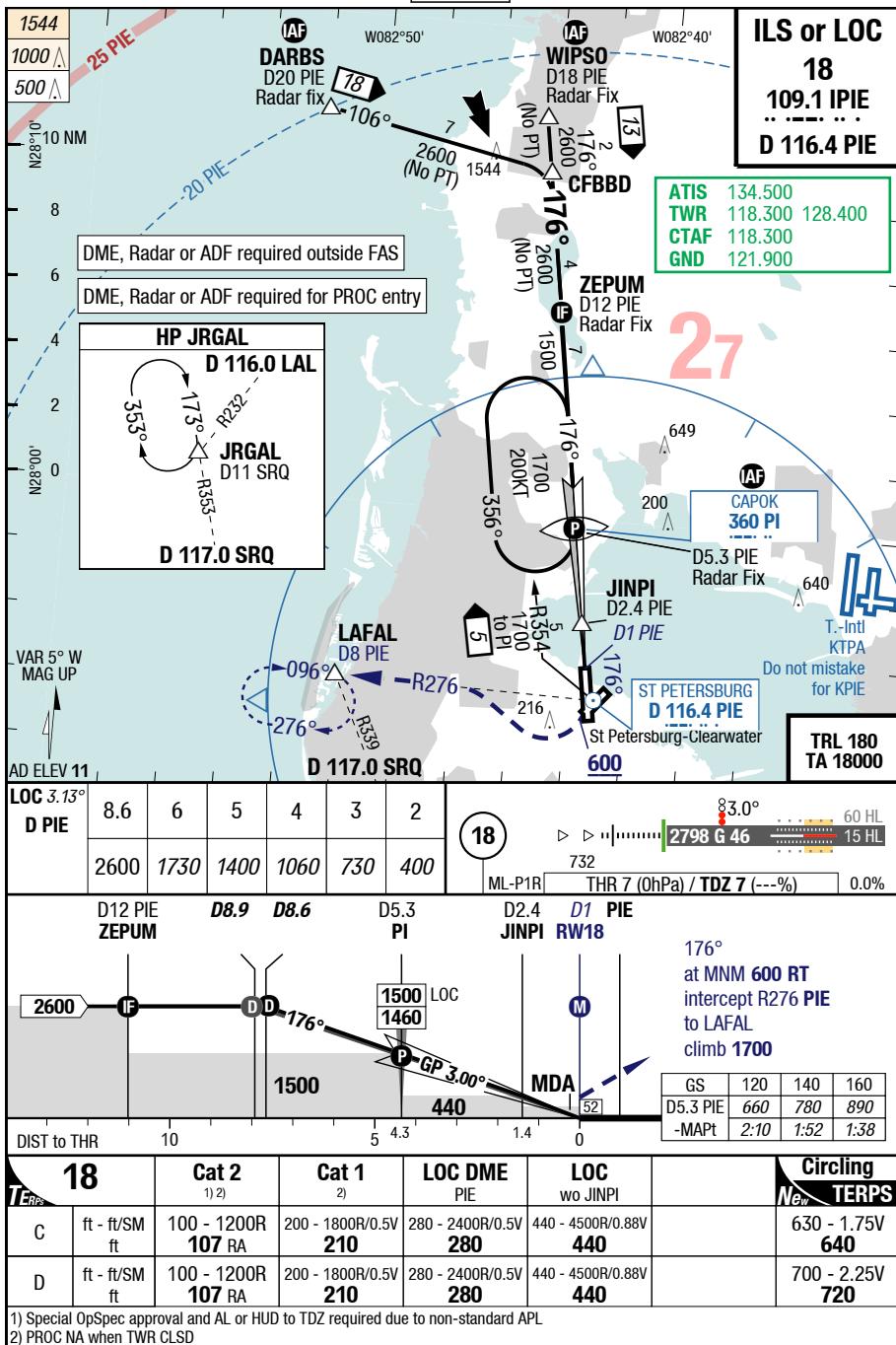
LZARD 6



PIE-KPIE

7-10

ILS or LOC 18



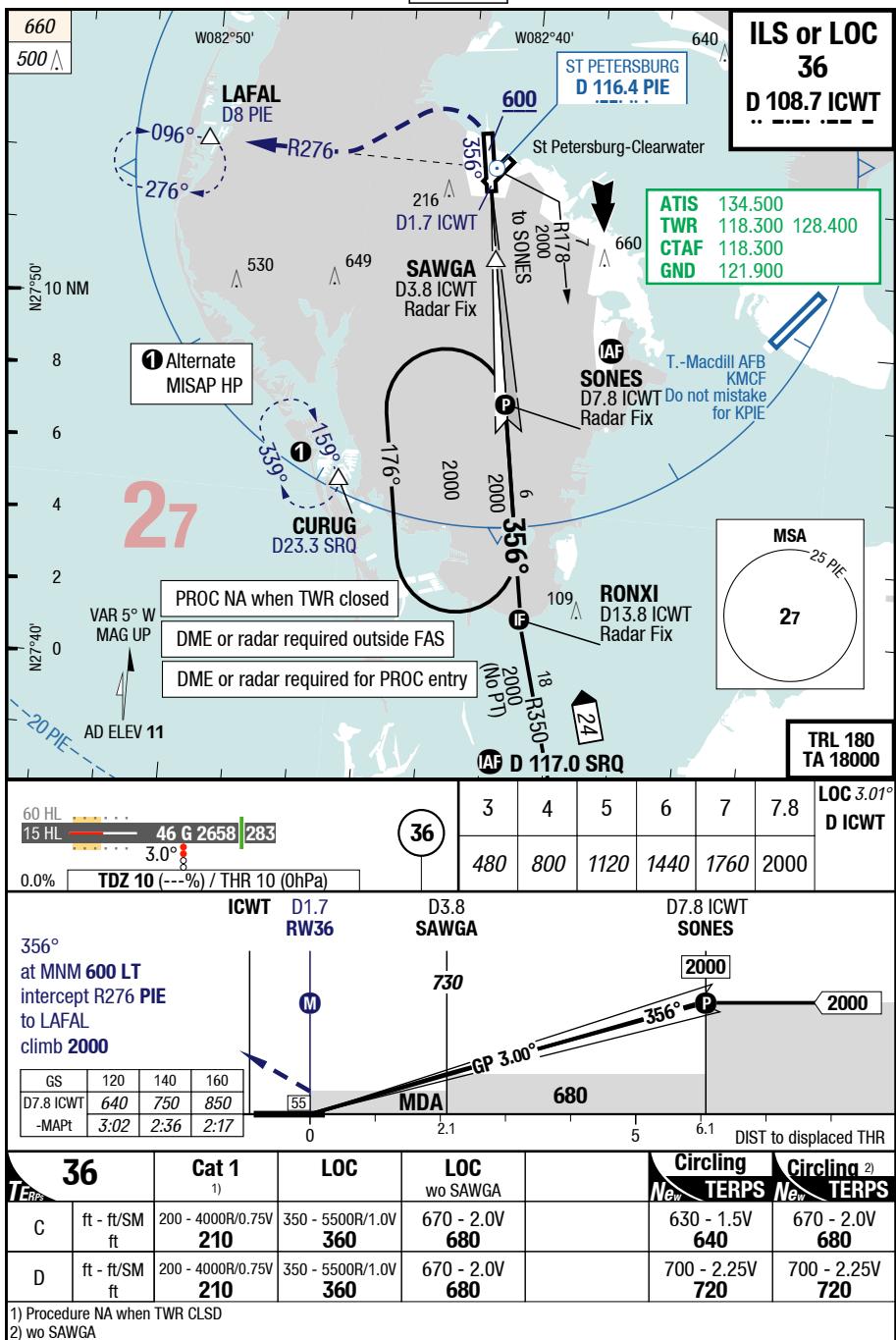
(1) Special OpSpec approval and AL or HUD to TDZ required due to non-standard APL

(2) PROC NA when TWR CLSD

PIE-KPIE

7-20

ILS or LOC 36



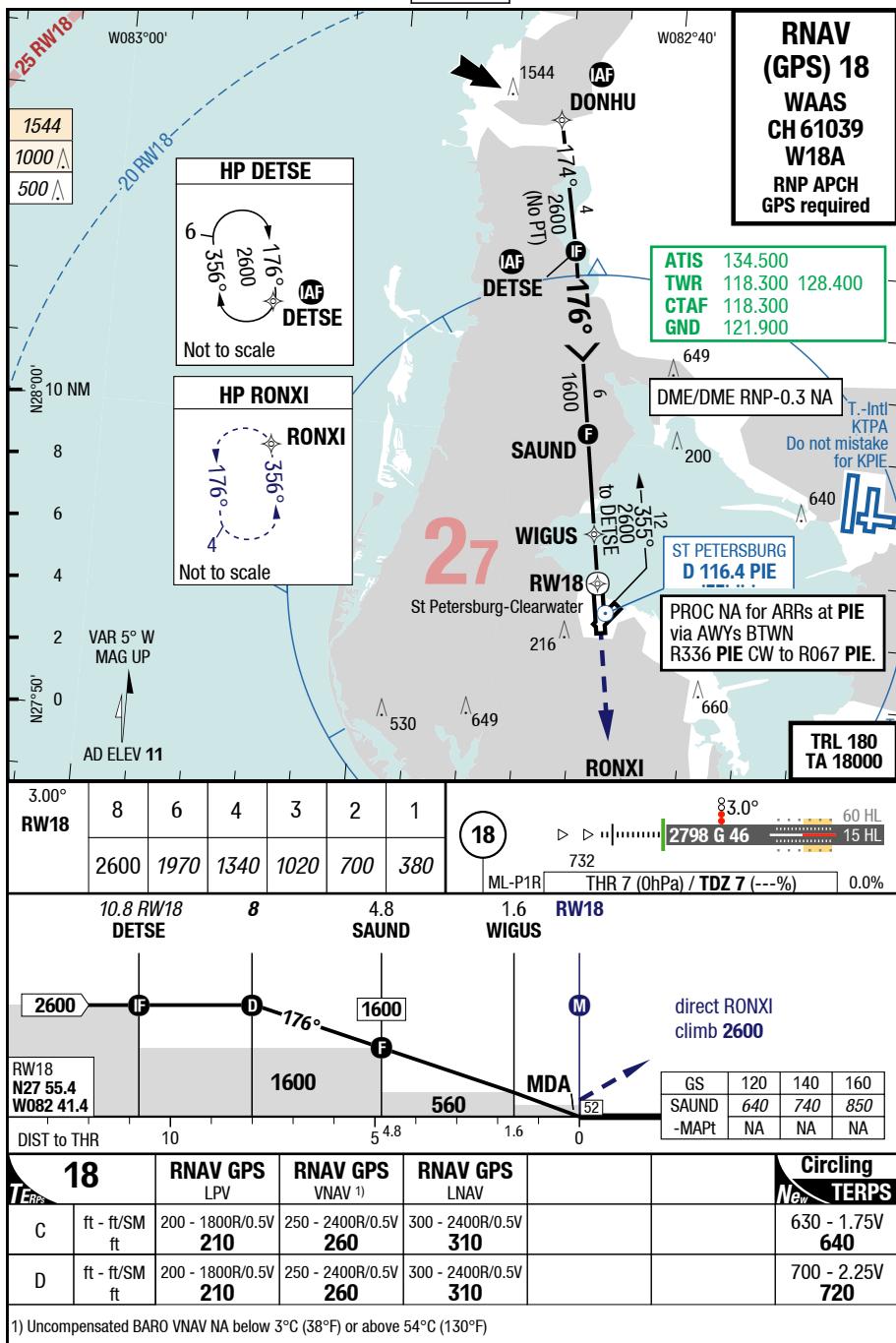
29-JUN-2017

PIE-KPIE

7-30

RNAV (GPS) 18

IAC



29-JUN-2017

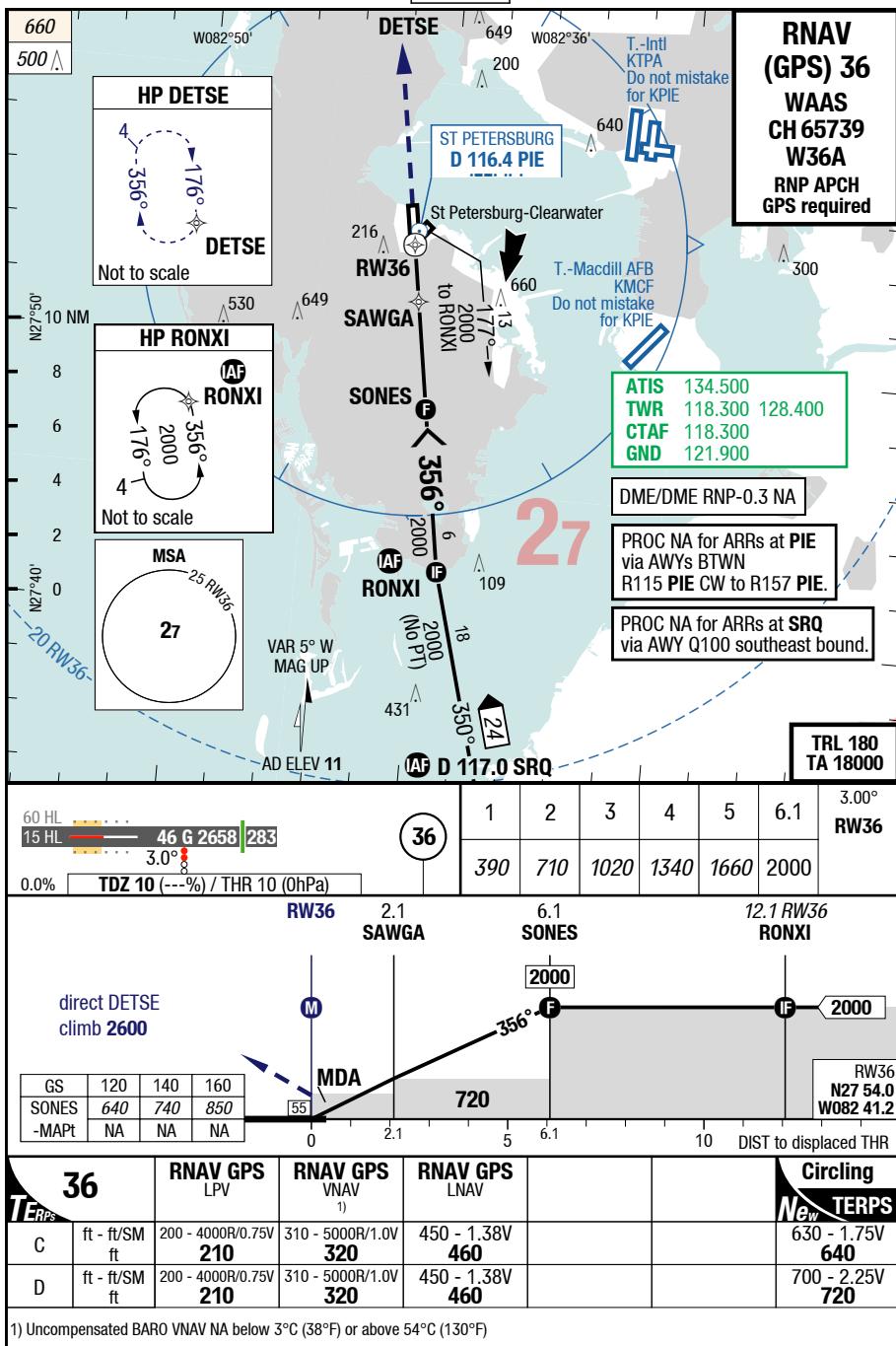
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IAC

PIE-KPIE

7-40

RNAV (GPS) 36



08-DEC-2016

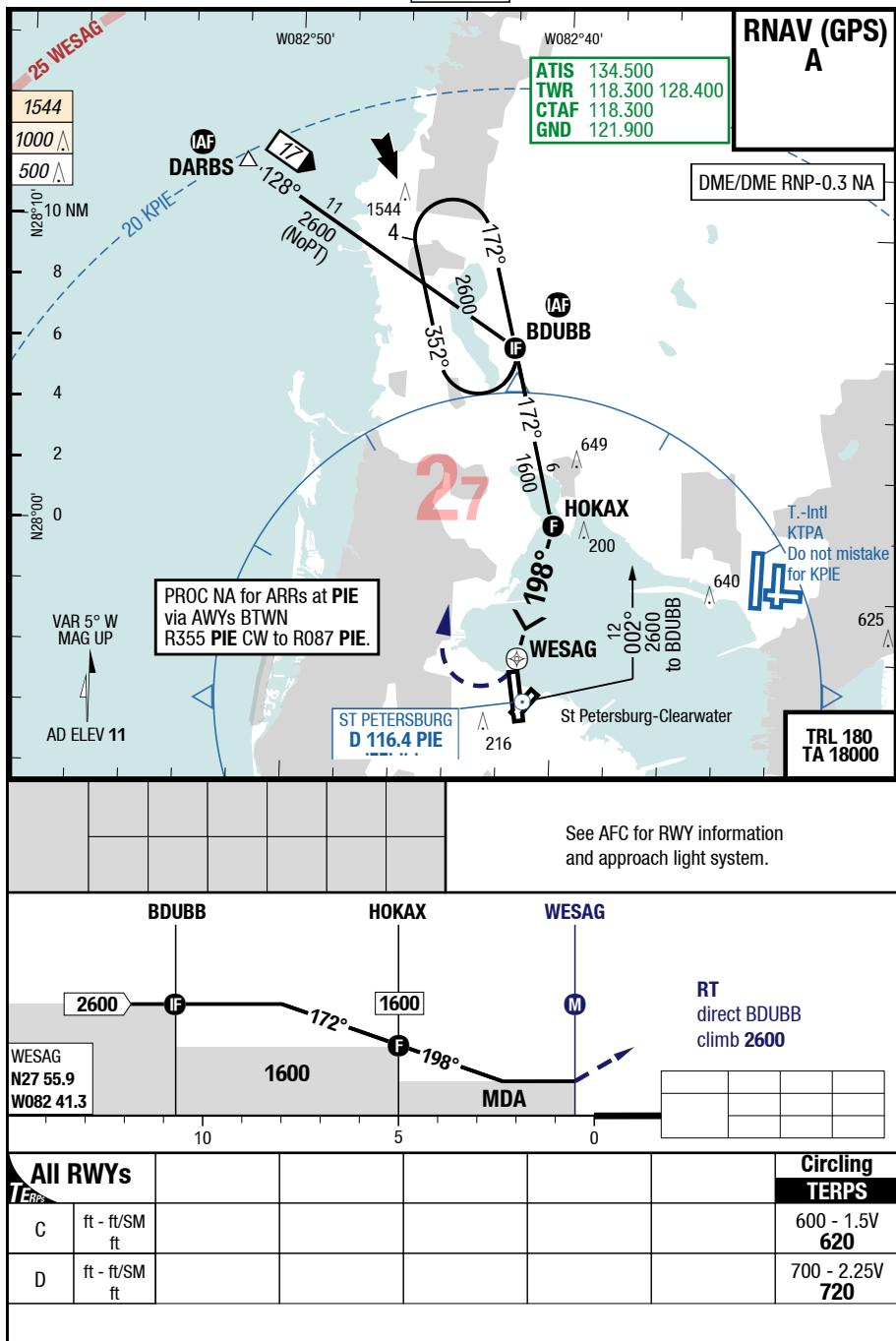
United States St Petersburg-Clearwater St Pete-Clearwater Intl

PIE-KPIE

7-50

RNAV (GPS) A

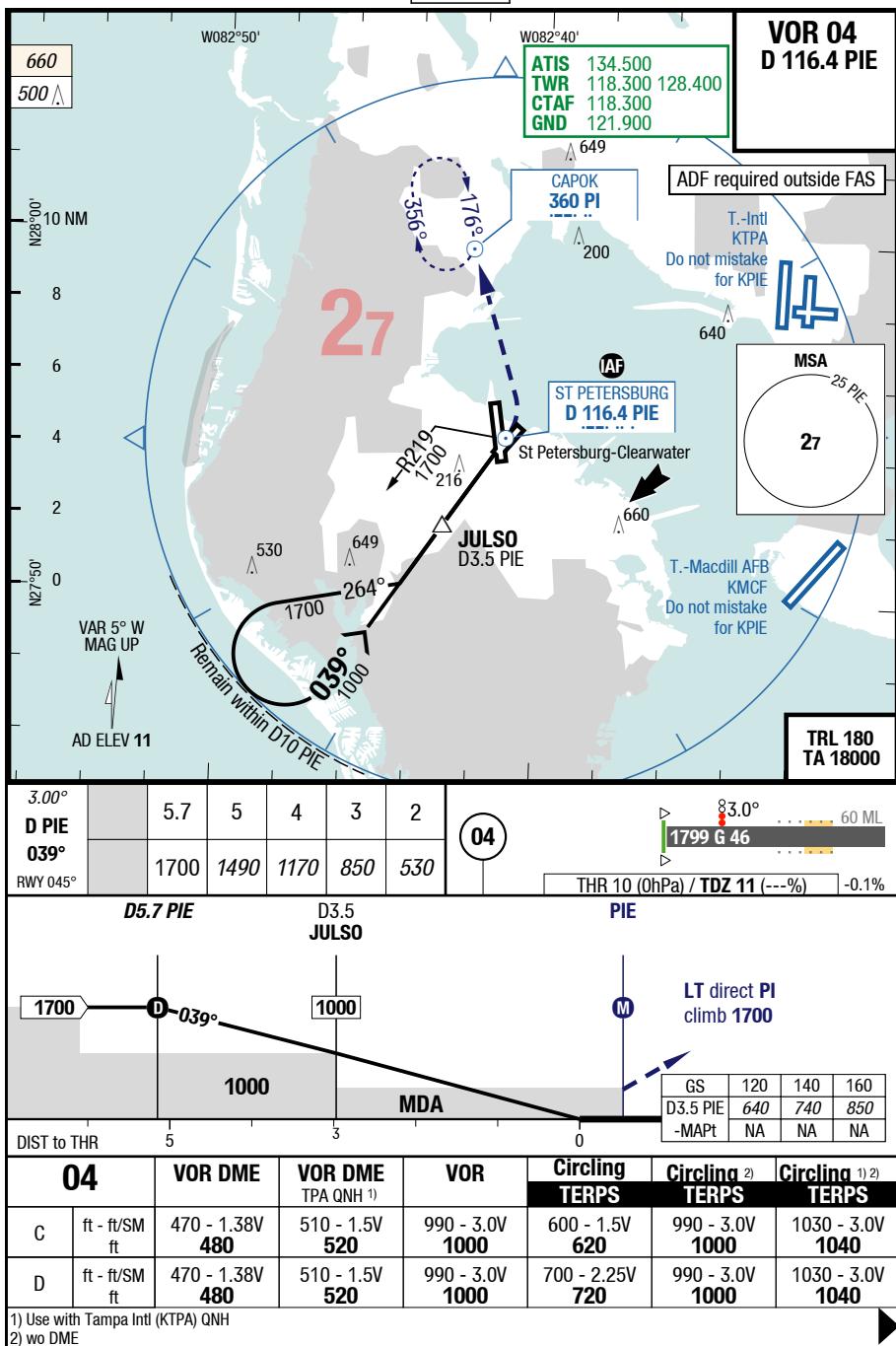
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PIE-KPIE

7-70

VOR 04



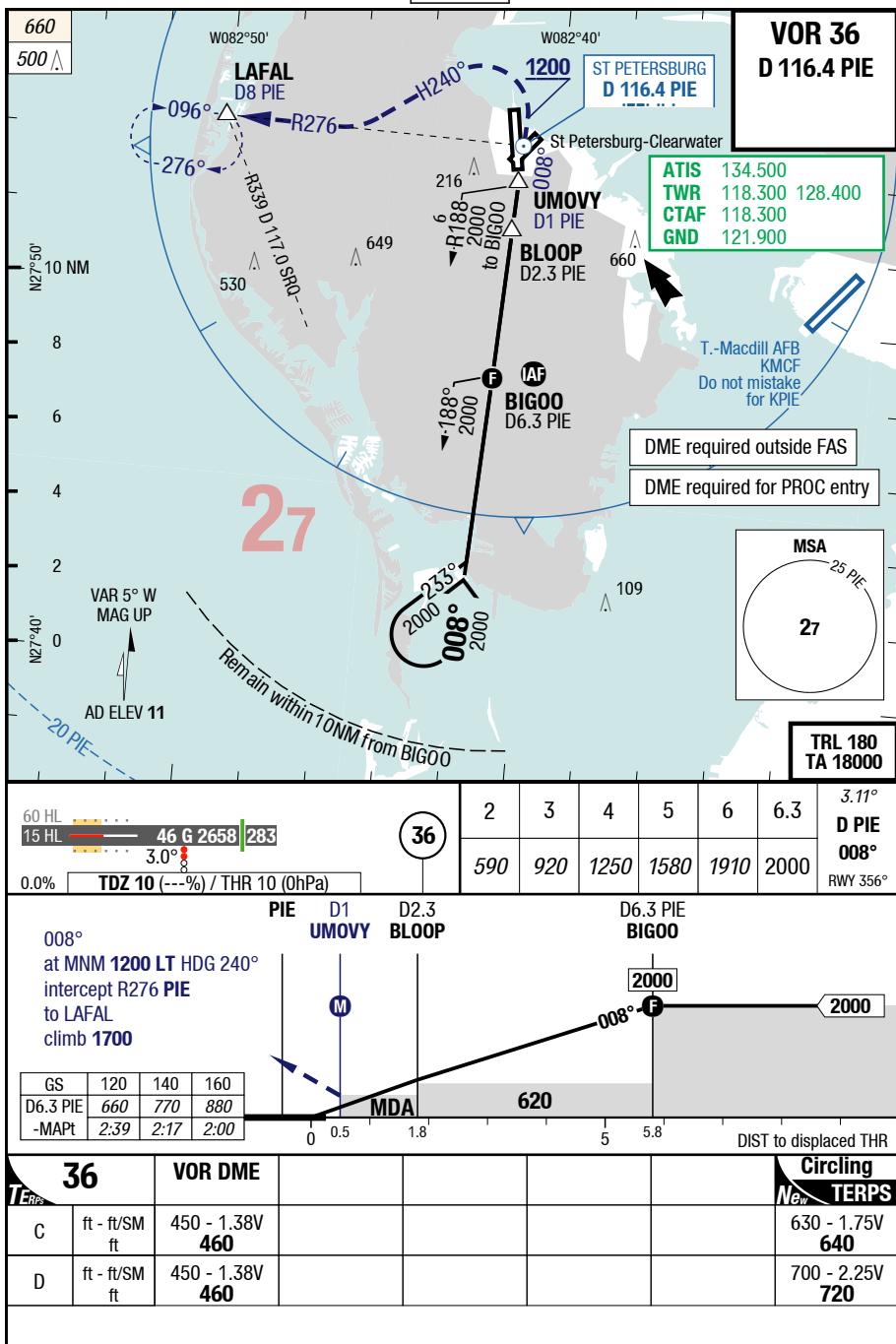
(1) Use with Tampa Int'l (KTPA) QNH

(2) w/o DME

PIE-KPIE

7-80

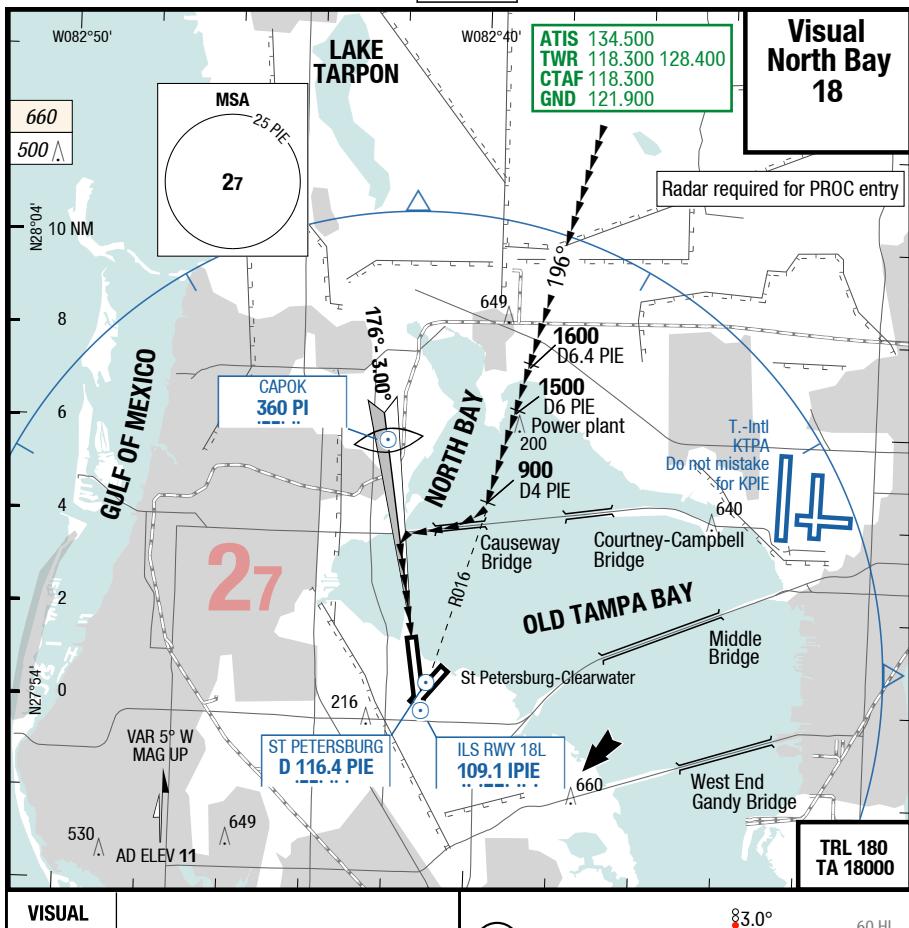
VOR 36



PIE-KPIE

7-90

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

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