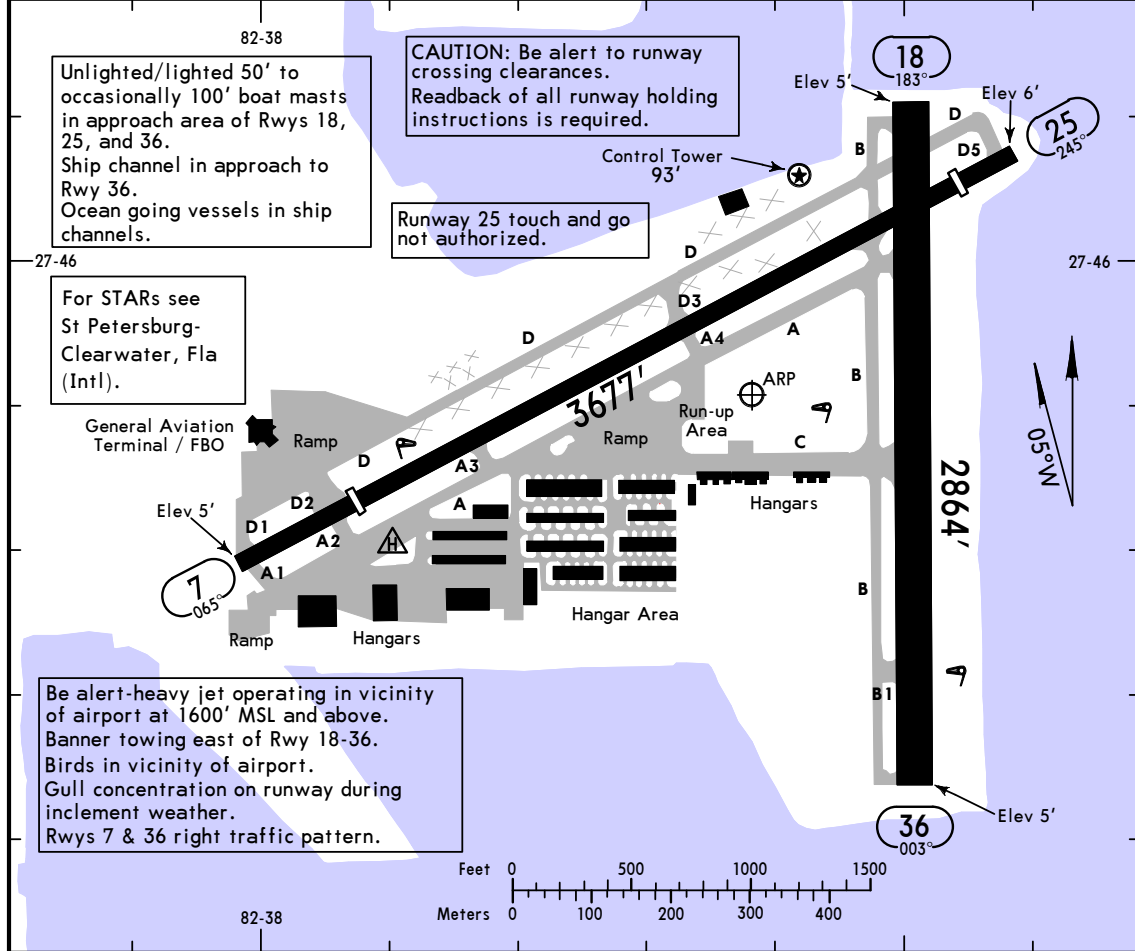


ASOS 118.87	*WHITTED Ground 121.8	*Tower CTAF 127.4	UNICOM 122.95	TAMPA Departure (R) West 125.3	East 119.65
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Unlighted/lighted 50' to occasionally 100' boat masts in approach area of Rwy 18, 25, and 36.
Ship channel in approach to Rwy 36.
Ocean going vessels in ship channels.

CAUTION: Be alert to runway crossing clearances.
Readback of all runway holding instructions is required.

Runway 25 touch and go not authorized.

For STARs see St Petersburg-Clearwater, Fla (Intl).

Be alert-heavy jet operating in vicinity of airport at 1600' MSL and above.
Banner towing east of Rwy 18-36.
Birds in vicinity of airport.
Gull concentration on runway during inclement weather.
Rwys 7 & 36 right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
7 25	① MIRL ① REIL PAPI-L (angle 4.0°)	② 2919'		3647'	75'
18 36	① MIRL ① REIL PAPI-L (angle 4.0°)	③ 3174'			150'
	① MIRL ① REIL PAPI-R (angle 4.0°)				

- ① Activate on 127.4 when Twr inop.
- ② Last 200' is unavailable for landing distance computations.
- ③ Last 240' is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	① Rwys 7, 18, 25		Rwy 36		
	Adequate Vis Ref	STD	With Min climb of 320'/NM to 500'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	300-1
3 & 4 Eng		1/2	1/4	1/2	

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36	RNAV (GPS) Rwy 7	VOR Rwy 18
A	800-2	800-2	900-2
B			900-2
C			NA
D			NA

OBSTACLE DP: Rwys 18 and 25, climb runway heading to 500' before turning right.
Rwys 7 and 36, climb runway heading to 500' before turning left.

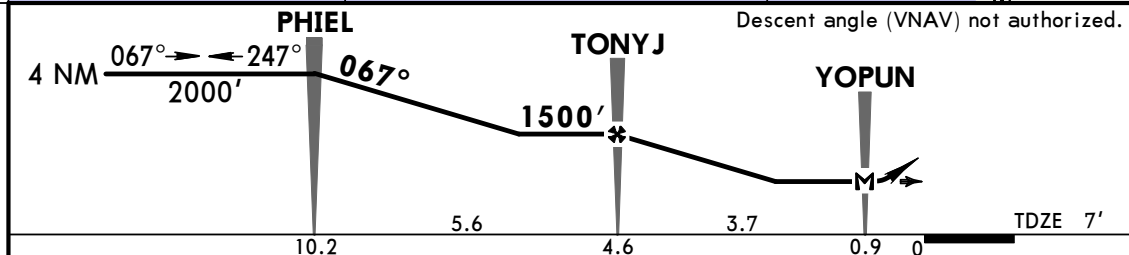
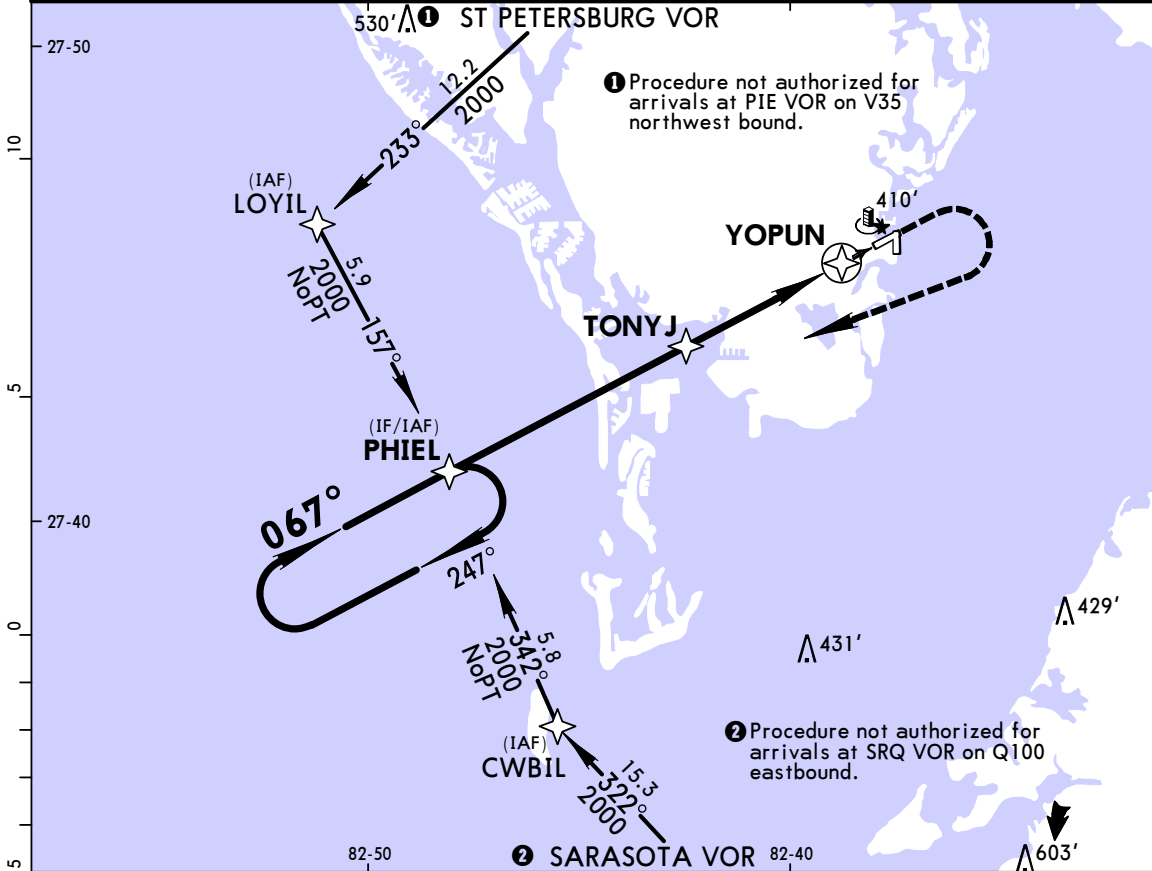
① Rwy 25, 70' building 350' from departure end of runway, 375' left of runway centerline.

KSPG/SPG
WHITTED

JEPPESEN
22 APR 16 (22-1) CAT A, B & C

ST PETERSBURG, FLA
RNAV (GPS) Rwy 7

ASOS 118.87		TAMPA Approach (R) West 125.3 East 119.65		*WHITTED Tower CTAF 127.4	*Ground 121.8
RNAV	Final Apch Crs 067°	Minimum Alt TONYJ 1500' (1493')	LNAV MDA(H) (CONDITIONAL) 660' (653')	Apt Elev 7' TDZE 7'	2700' MSA YOPUN
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2000' direct PHIEL and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Night Landing: Rwy 36 not authorized. 2. Use local altimeter setting; if not received, use Tampa Intl altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Helicopter visibility reduction below 1 SM not authorized. 5. Pilot controlled lighting 127.4.					



REIL PAPI-L	1000'	2000'	PHIEL
	↑	→ RT	→

	STRAIGHT-IN LANDING RWY 7		CIRCLE-TO-LAND	
	With Local Altimeter Setting	With Tampa Intl Altimeter Setting	With Local Altimeter Setting	With Tampa Intl Altimeter Setting
A	1	1	720'(713') -1	760'(753') -1
B	1	1	720'(713') -1	760'(753') -1
C	1 7/8	2	720'(713') -2	760'(753') -2 1/4
D	NA	NA	NA	NA

TERPS AMEND 3C 28 APR 2016

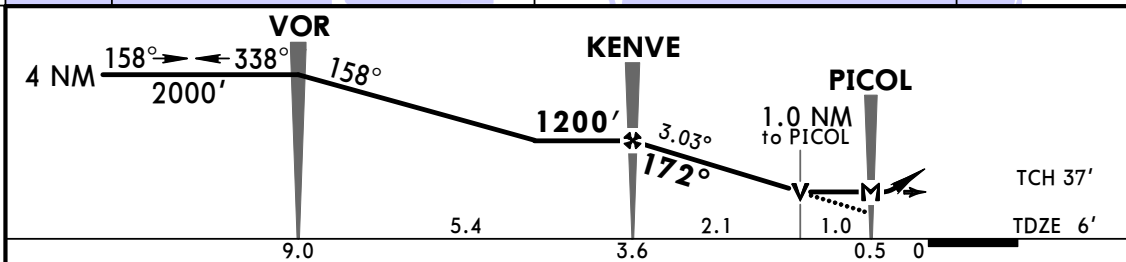
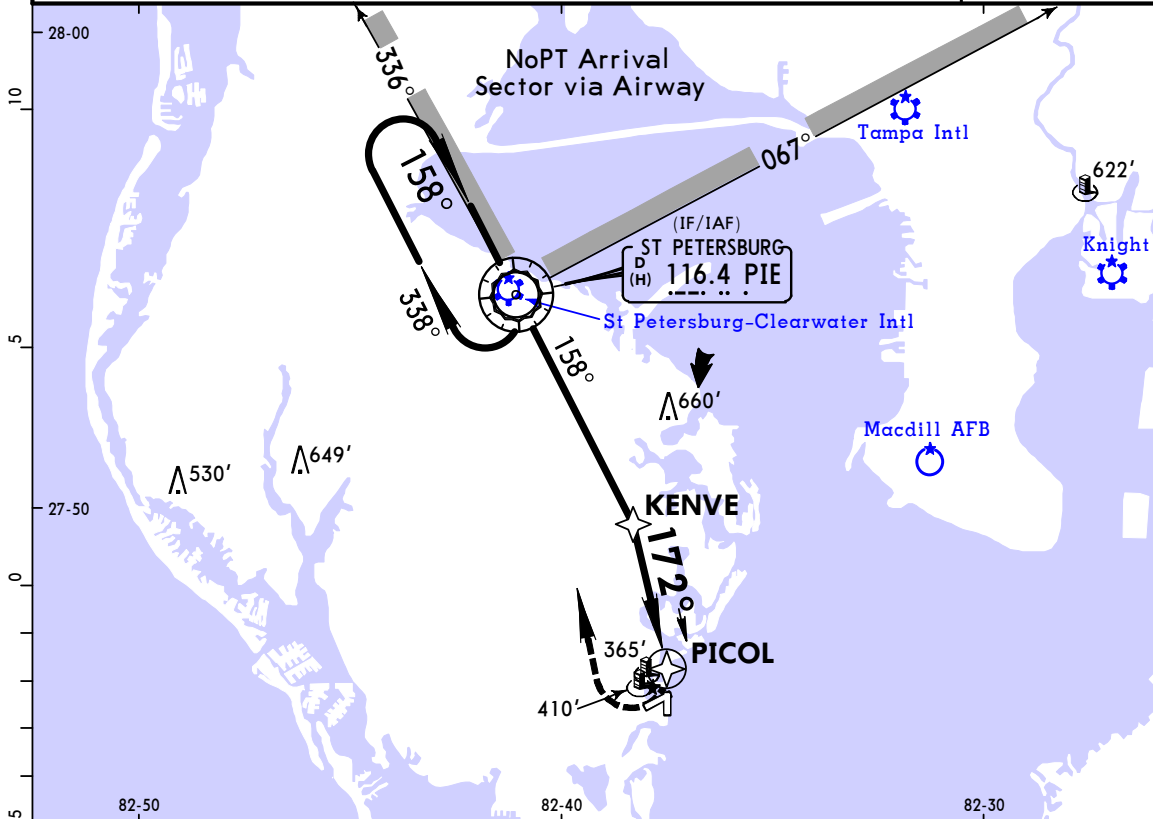
CHANGES: Notes.

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KSPG/SPG
WHITTED

ST PETERSBURG, FLA
RNAV (GPS) Rwy 18

ASOS 118.87		TAMPA Approach (R) West 125.3 East 119.65		*WHITTED Tower CTAF 127.4	*Ground 121.8
RNAV	Final Apch Crs 172°	Minimum Alt KENVE 1200' (1194')	LNAV MDA(H) (CONDITIONAL) 680' (674')	Apt Elev 7' TDZE 6'	2700' MSA PICOL
MISSED APCH: Climbing RIGHT turn to 2000' direct PIE VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Night Landing: Rwy 36 not authorized. 2. Use local altimeter setting; if not received, use Tampa Intl altimeter setting. 3. VDP not authorized when using Tampa Intl altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. Helicopter visibility reduction below 3/4 SM not authorized. 6. VGSI and descent angles not coincident. 7. Pilot controlled lighting 127.4.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2000' RT	PIE 116.4
Descent Angle 3.03°	375	482	536	643	750	858			
MAP at PICOL									

STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND	
LNAV		With Local Altimeter Setting	With Tampa Intl Altimeter Setting
MDA(H) 680' (674') With Local Altimeter Setting	MDA(H) 720' (714') With Tampa Intl Altimeter Setting	Max Kts	MDA(H)
A	1	90	760' (753') - 1
B	1	120	720' (713') - 1
C	NA	C	NA
D	NA	D	NA

TERPS AMEND 0D 28 APR 2016

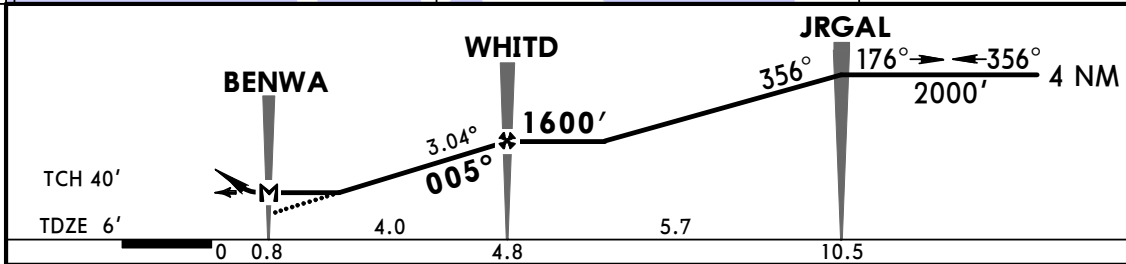
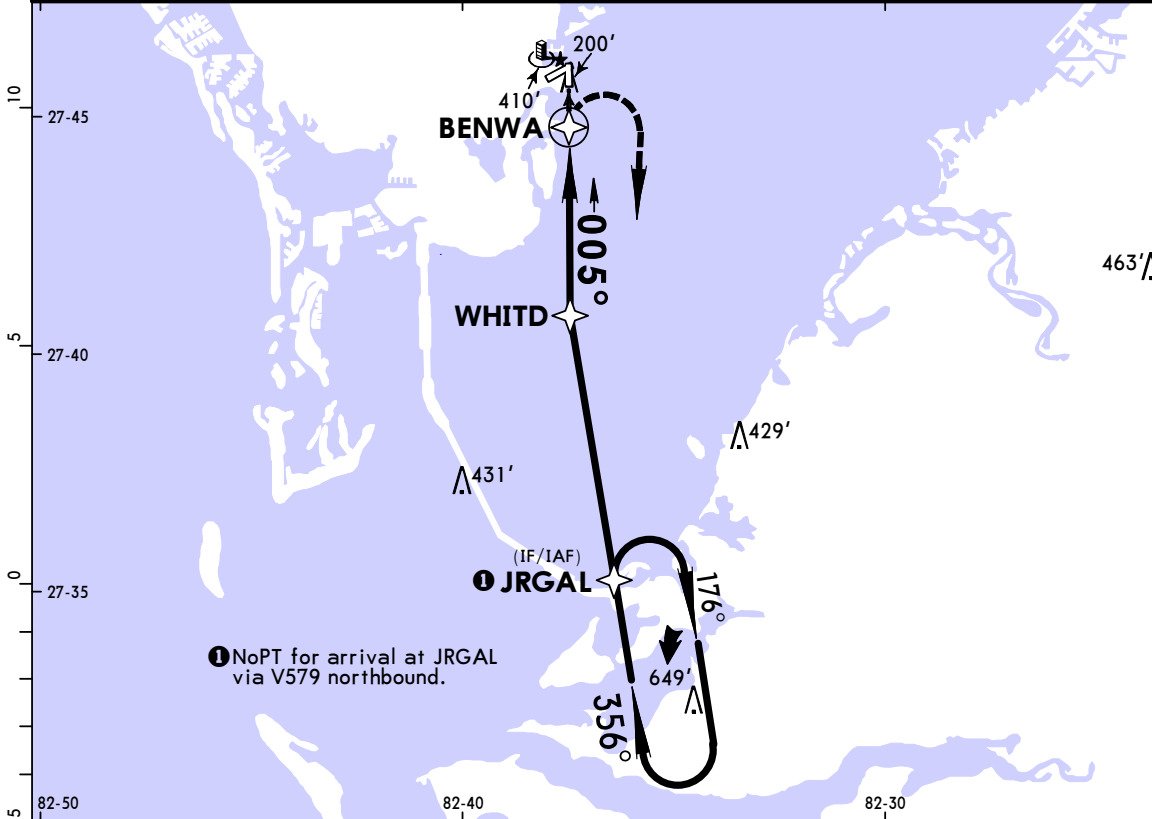
CHANGES: Notes.

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WHITTED

JEPPESEN
22 APR 16 (22-3) CAT A & B

ST PETERSBURG, FLA
RNAV (GPS) Rwy 36

ASOS 118.87		TAMPA Approach (R) West 125.3 East 119.65		*WHITTED Tower CTAF 127.4	*Ground 121.8
RNAV	Final Apch Crs 005°	Minimum Alt WHITD 1600' (1594')	LNAV MDA(H) (CONDITIONAL) 500' (494')	Apt Elev 7' TDZE 6'	2800' MSA BENWA
MISSED APCH: Climbing RIGHT turn to 2000' direct JRGAL and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Procedure not authorized at night. 2. Use local altimeter setting; if not received, use Tampa Intl altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. VGSI and descent angles not coincident. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 127.4.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	2000' RT	JRGAL
Descent Angle	3.04°	376	484	538	645	753			
MAP at BENWA									

	STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
	LNAV		With Local Altimeter Setting	With Tampa Intl Altimeter Setting
	MDA(H) 500' (494') With Local Altimeter Setting	MDA(H) 540' (534') With Tampa Intl Altimeter Setting	MDA(H)	MDA(H)
A	1	1	90	760' (753') - 1
B			120	720' (713') - 1
C	NA	NA	C	NA
D			D	NA

CHANGES: Chart format.

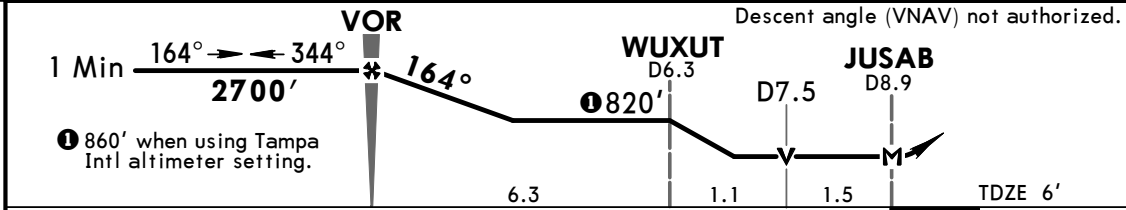
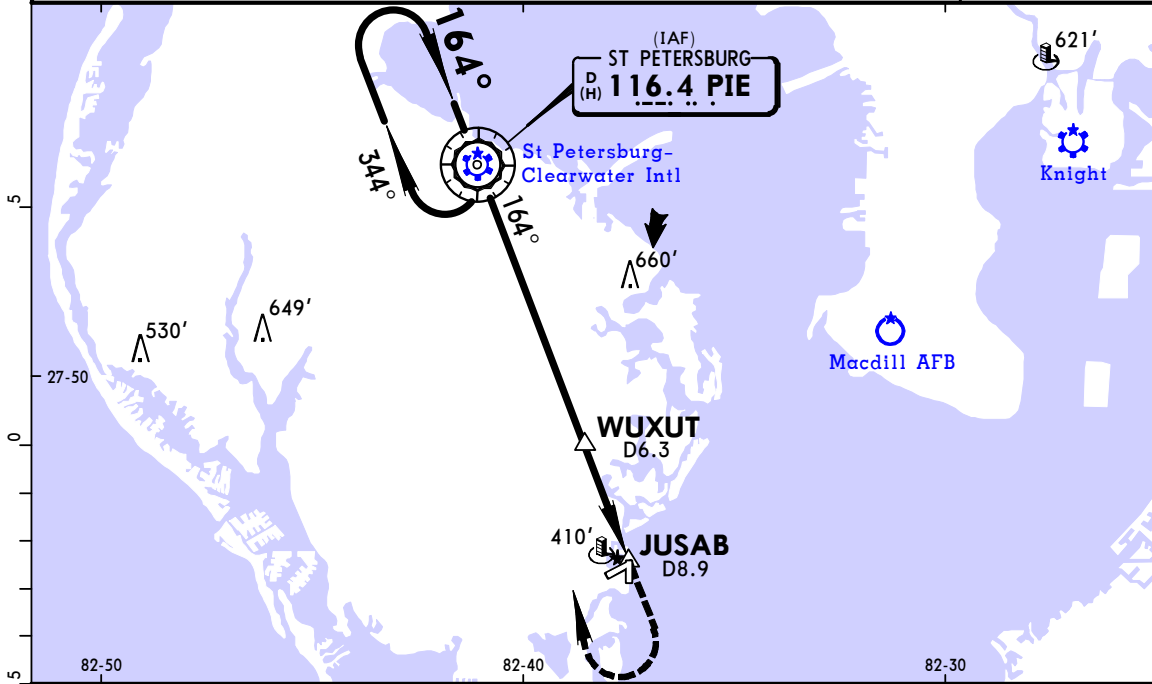
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KSPG/SPG
WHITTED

JEPPESEN
22 APR 16 (23-1)

ST PETERSBURG, FLA
CAT A & B VOR Rwy 18

ASOS 118.87		TAMPA Approach (R) West 125.3 East 119.65		*WHITTED Tower CTAF 127.4	*Ground 121.8
VOR PIE 116.4	Final Apch Crs 164°	Minimum Alt VOR 2700' (2694')	MDA(H) (CONDITIONAL) 660' (654')	Apt Elev 7' TDZE 6'	2700' MSA PIE VOR
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2700' direct PIE VOR and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Night Landing: Rwy 36 not authorized. 2. Use local altimeter setting; if not received, use Tampa Intl altimeter setting. 3. VDP not authorized with Tampa Intl altimeter setting. 4. Helicopter visibility reduction below 3/4 SM not authorized. 5. Pilot controlled lighting 127.4.					



Gnd speed-Kts	70	90	100	120	140	160	REIL	1000'	2700'	PIE	116.4
MAP at JUSAB or VOR to MAP	8.9	7:38	5:56	5:20	4:27	3:49	3:20	↑	RT	→	

TERPS		STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND	
1 With WUXUT		Without WUXUT		1 With WUXUT Without WUXUT	
With Local Altimeter Setting		With Local Altimeter Setting		With Local Altimeter Setting	
MDA(H) 660'(654')		MDA(H) 820'(814')		MDA(H) 720'(713') - 1 820'(813') - 1/4	
With Tampa Intl Altimeter Setting		With Tampa Intl Altimeter Setting		With Tampa Intl Altimeter Setting	
MDA(H) 700'(694')		MDA(H) 860'(854')		MDA(H) 760'(753') - 1 860'(853') - 1/4	
A	1	1		NA NA	
B		1/4		NA NA	
C	NA	NA		NA NA	
D				NA NA	

DME Required.

TERPS AMEND 9A 28 APR 2016

CHANGES: Notes.

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