DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Tampa Air Traffic Control Tower
Tampa International Airport
Tampa, Florida 33607

ISSUED: January 15, 2010 **EFFECTIVE:** January 15, 2010

TAMPA AIR TRAFFIC CONTROL TOWER LETTER TO AIRMEN NO. 10-01

SUBJECT: Informal Runway Use Program

CANCELLATION: January 15, 2012

This Letter to Airmen cancels Letter to Airmen 05-01 and restates the runway use program which has been in effect at Tampa International Airport for many years. The Program was developed in the public interest, designed to enhance noise abatement efforts with regard to airport communities, and applies to all arriving and departing turbojet and, where noted, turboprop operations.

Pilots requesting to use a runway other than the active or deviate from noise abatement flight tracks for reasons of operational necessity are expected to: 1) advise the control tower of an operational necessity; 2) advise acceptance of all responsibility. The Tower will honor these requests and advise of any expected delay. Pilots should not expect to deviate from preferential runway use or noise abatement flight track procedures.

1. **RUNWAY USE, FOR TURBOJET AIRCRAFT, IN ORDER OF PRIORITY FROM 6:00 a.m. to 12:00 Midnight.**

   a. South Operation—Arrive 18L/18R
      (1) Depart 18R (2) Depart 18L

   b. North Operation—Depart 36L/36R
      (1) Arrive 36L (2) Arrive 36R

   c. East/West Operation—Arrive/Depart 9/27

2. **RUNWAY USE PRIORITY FROM 12:00 Midnight to 6:00 a.m.**

   When traffic, wind, weather, and field conditions permit, and no reportable delays to arrivals or departures will result, Tower will use Runway 18R for turbojet departures and Runway 36L for turbojet arrivals. If conditions do not permit, runways will be assigned, as defined in Paragraph 1, for turbojet aircraft.

3. **TO PREVENT OVER-FLIGHT OF RESIDENTIAL AREAS IN THE INTERBAY AREA (PENINSULA SOUTH OF RUNWAY 36L/36R) ON A NORTH OPERATION:** Turbojets will be vectored on base legs south of MacDill's Runway 04, unless wind, weather, field and traffic conditions do not permit.

4. **OPERATIONAL SAFETY CRITERIA.** When possible, Tower will assign runways based on the Runway Use Priorities stated above and will apply the following criteria:

   a. There should be no significant windshear or thunderstorms affecting the use of an assigned runway.

   b. A runway of lower use priority may be assigned as follows:

(1) For landing, when the reported visibility is less than one statute mile, or the runway visual range for the higher priority is less than 5,000 feet.

(2) When braking action is reported less than good, or if reports are received of hydroplaning or unusually slippery runway surfaces.

c. Maximum Crosswind Component (including Gust Values)—Tailwind Component.

(1) Clear and dry runway, 20 KTS crosswind – 5 KTS tailwind.

(2) Runways not clear and dry, 15KTS crosswind – No tailwind; except for the nominal range of wind, reported as calm (less than 3 KTS).

5. **INITIAL DEPARTURE TRACKS FOR TURBOJET AIRCRAFT.** Headings will be assigned to insure aircraft remain on the designated tracks. Do not expect turns from initial headings until the aircraft has reached 3,000 feet, unless operationally required.

(a) Runways 36L or 36R – track 360.
(b) Runway 18R – track 200.
(c) Runway 18L – track 210.
(d) Runway 27 – track 270.
(e) Runway 9 – track 090.

6. **INITIAL DEPARTURE TRACKS FOR TURBOPROP AIRCRAFT FROM 7:00 p.m. to 7:00 a.m.** Unless operationally required, turboprop aircraft departing Runway 36L/36R will not be permitted to turn more than 20 degrees left from the Runway heading until the aircraft has reached 3 NM.

7. **CORPORATE TURBOJET DEPARTURES ON RUNWAY 18L:** Corporate turbojet departures will be permitted to depart Runway 18L when assigned headings are issued insuring departure tracks emulate Runway 18R departures.

Laurie Zugay
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Tampa Tower