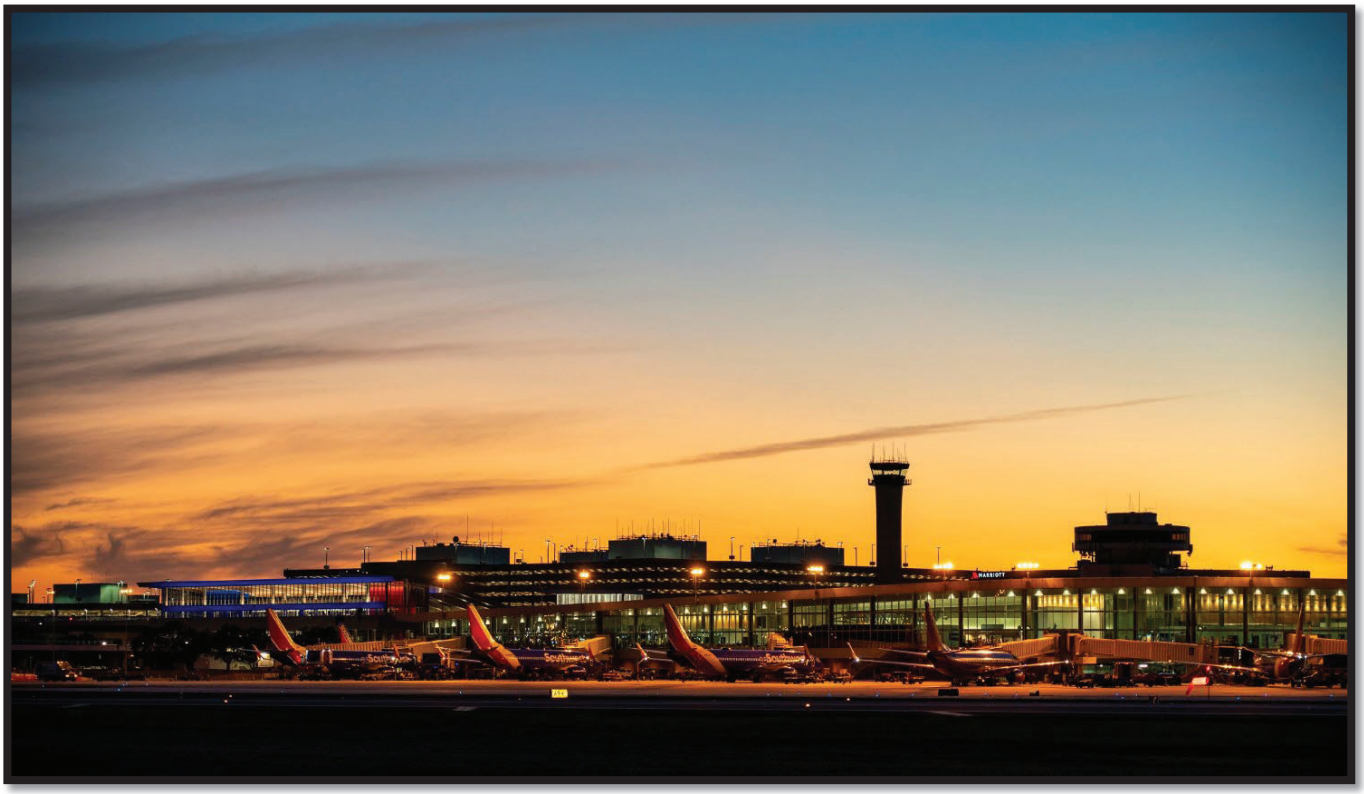
Tampa International Airport

Hillsborough County Aviation Authority

Airport Certification Manual



February 2025

Federal Aviation Administration
Southern Region Airports Division
APPROVED
25 Mar 2025
MF
Inspector

RECORD OF CHANGES

Revision Number	Date	Page
37	3/6/2020	All
38	10/23/20	i, 3.8-1, 3.8-2, 3.17-1
39	1/15/21	i, 3.8-1, 3.8-2
40	5/10/21	i – v, 2-1, 3.1-1, 3.2-1 – 3.7-1, 3.8-1 – 3.19-1, 4.1-1, 6-1, 6-2
41	7/2/2021	v, 3.2-1, 3.4-2, 4.1-1
42	12/29/2021	3.2-1, 3.4-2, 3.19-1
43	5/2/2022	3.4-2, 3.13-1, 4.1-1, 4.1-4, 4.2-1, 5.3-6
44	3/2/2023	i, ii, v, 1-1, 2-1, 3.1-1, 3.2-1, 3.2-2 ,3.3-1 ,3.4-1, 3.4-2, 3.4-3, 3.5-1, 3.6-1, 3.8-1, 3.8-2, 3.9-1, 3.9-2, 3.9-3, 3.10-1, 3.11-1, 3.13-1, 3.13-2, 3.14-1, 3.15-1, 3.18-12, 3.19-1, 3.20-1, 3.21-1, 4.1-1, 5.1, 5.3-5, 6.1-1 – 9.1-2
45	9/12/2023	i, v, 3.3-1, 3.4-2, 3.5-2, 4.1-1, 5.1, 5.3-1, 5.3-2, 5.3-3, 5.3-4, 5.3-5, 5.6-1, 5.6-2, 5.6-3, 5.6-4, 5.6-5, 5.6-6, 5.6-7, 5.6-8, 5.6-9, 5.6-10, 7.3-1
46	6/4/2024	i,ii,iii,2-1, 3.1-1,3.2-1,3.3-1,3.4-3,3.4-4,3.4-5,3.5-1,3.5-3,3.6-1,3.8-2,3.9-1,3.9-3,3.11-1,3.13-1,3.13-2,3.18-1,3.18-2,3.19-1,3.21-1
47	2/06/2025	i,iii,1-1,3.2-1,3.4-1,3.5-1,3.8-1,3.13-1,3.18-1, 3.8-2,4.1-1,4.3-1

Federal Aviation Administration
Southern Region Airports Division
APPROVED
25 Mar 2025
MF
Inspector

RECORD OF DISTRIBUTION

A. AIRPORT CERTIFICATION MANUAL (ACM)

The Tampa International Airport (TPA) ACM, including all revisions and amendments, is available online at: https://www.tampaairport.com/airport-operations

Hillsborough County Aviation Authority (Authority) departments, Federal Aviation Administration (FAA), principal airport tenants (including scheduled air carriers, air carrier service providers, and other aviation tenants), Aircraft Rescue and Firefighting (ARFF), and other TPA stakeholders with responsibilities under the ACM shall be notified of revisions and amendments.

The official FAA approved copy of the ACM is maintained virtually by the Authority's Operations Department and available for inspection upon request.

B. AIRPORT EMERGENCY PLAN (AEP)

The TPA AEP is maintained separately from the ACM. All revisions and amendments are distributed to parties with duties and responsibilities under the AEP.

Authority departments, FAA, principal airport tenants (including scheduled air carriers, air carrier service providers, and other aviation tenants), emergency response agencies (Federal, State, and local), and other TPA stakeholders with responsibilities under the AEP shall be notified of revisions and amendments.

The official FAA approved copy of the AEP is maintained virtually by the Authority's Operations Department and available for inspection upon request.

C. OTHER REQUIRED PLANS

The TPA Wildlife Hazard Management Plan (WHMP) and Surface Movement Guidance and Control System Plan (SMGCS) are maintained virtually separate from the ACM. These plans, including all revisions and amendments, are available online at: https://www.tampaairport.com/airport-operations

Authority departments, FAA, principal airport tenants (including scheduled air carriers, air carrier service providers, and other aviation tenants), emergency response agencies (Federal, State, and local), and other TPA stakeholders with responsibilities under the TPA WHMP, and SMGCS shall be notified of revisions and amendments.

The official FAA approved copy of the WHMP and SMGCS Plan are maintained virtually by the Authority's Operations Department and available for inspection upon request.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

BACKGROUND

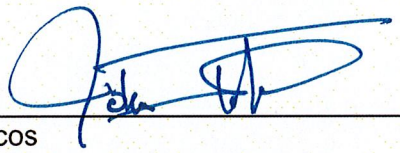
This ACM is issued by the Authority as owners and operators of Tampa International Airport in Tampa, Florida and is prepared in accordance with the requirements of Title 14 CFR, Part 139 of the Federal Aviation Regulations (FAR).

This manual will be kept current, and an approved copy will be available on the Authority website and available upon request. A complete and current copy will be provided to the FAA.

Recipients of this ACM are responsible for keeping their copy of the manual up to date by insertion of revisions when made available by the Authority following FAA approval.

The Executive Vice President of Operations and Customer Service will operate TPA in accordance with this ACM.

Standards and Procedures specified to FAR Part 139 and appropriate FAA Advisory Circulars will be used herein for compliance with the provisions of FAR Part 139, unless contrary to the procedures as stated in this manual.



03/27/2025
Date

John Tiliacos
Executive Vice President of Operations and Customer Service
Hillsborough County Aviation Authority

Federal Aviation Administration
Southern Region Airports Division
APPROVED
25 Mar 2025
MF
Inspector

TABLE OF CONTENTS

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

1.0 SUBPART B - CERTIFICATION

1.1 PURPOSE – 139.101

This manual provides direction and lines of responsibility for the day-to-day operation of Tampa International Airport (TPA). This manual also details operating procedures to be followed for both routine matters and unusual circumstances or emergencies.

The contents of this manual are designed and intended to comply with the rules and regulation for airport certification contained in Title 14 CFR Part 139 (hereafter referred to as Part 139). Under this regulation, TPA operates as a Class 1 airport with scheduled operations of large air carrier aircraft.

1.2 INSPECTION AUTHORITY – 139.105

The Executive Vice President of Operations and Customer Service shall allow the FAA Administrator to make any inspections, including unannounced inspection or evaluation, to determine compliance with Part 139.

Due to operational requirements and in the interest of safety, all inspections must be coordinated through the Executive Vice President of Operations and Customer Service.

1.3 EXEMPTIONS/LIMITATIONS – 139.111

TPA operates without exemptions or limitations issued by the FAA.

1.4 DEVIATIONS – 139.113

In emergency conditions, the Authority may deviate from any requirement of this ACM or FAR Part 139 for the protection of life or property. After having done so, the Authority will notify the FAA Regional Airport Division office within 14 days of the deviation. If requested, the details of the deviation will be provided in writing.

1.5 CERTIFICATION AND FALSIFICATION – 139.115

The Authority will not fraudulently or intentionally falsify any record(s), statements, and reproductions and will prohibit other identities acting on behalf of the Authority (i.e. Menzies, PrimeFlight, ARFF, and FBOs) from submitting fraudulent or intentionally false record(s), statements, and reproductions to the Authority. The records are maintained based on FAA requirements and are self-audited and/or audited to ensure compliance.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
25 Mar 2025
MF
Inspector

SUBPART C – AIRPORT CERTIFICATION MANUAL

2.1 MAINTENANCE OF THE AIRPORT CERTIFICATION MANUAL – 139.201

The FAA requires that this manual be kept current. As new or amended requirements of Part 139 are issued by the FAA, this manual shall be revised. Any change or amendment must be approved by the FAA before taking effect. Likewise, this manual must reflect any changes in required staff, their responsibilities or policy changes made by the Authority.

(a) Operations will:
- (1) Maintain the currency of the ACM.
- (2) Operate in accordance with the approved ACM.
- (3) Comply with applicable provisions with the approved ACM.

(b) Authority departments with responsibilities under this plan will:
- (1) Provide sufficient qualified personnel to comply with the requirements of the ACM and the applicable rules of FAR Part 139.

The official copy of this manual is maintained virtually by the Authority's Operations Department and available for inspection upon request.

Digital and/or manual copies of the applicable portions of the approved plan are available to personnel responsible for its implementation. An official and current copy will be submitted to the FAA Regional Airports Division office.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

SUBPART D – OPERATIONS

3.1 RECORDS – 139.301

GENERAL REQUIREMENTS

The Authority will furnish all records required under Part 139 to the FAA upon request and make and maintain additional records as requested by the FAA.

LIST OF REQUIRED RECORDS

(a) The Authority shall maintain training records according to the requirements of Part 139.
(b) Training records for fueling personnel shall be maintained by each tenant fueling agent in each tenant's office.
(c) Aircraft Rescue and Firefighting (ARFF) and other emergency personnel training records shall be maintained at the TPA ARFF Fire Station.
(d) All other records shall be maintained virtually by the Authority's Operations Department and are available for inspection upon request.

RECORDS RETENTION

(a) The following records will be maintained for 24 consecutive calendar months:
  (1) Personnel training records.
  (2) ARFF and other emergency personnel training records.
  (3) Training records of pedestrians and ground vehicle operators with access to Movement and Safety Areas.

(b) The following records will be maintained for 12 consecutive calendar months:
  (1) Airport fueling agent inspection records.
  (2) Fueling agent personnel training documentation, consisting of written confirmation every 12 consecutive calendar months from tenant fueling agents that all training standards have been accomplished.
  (3) Airport self-inspection records.
  (4) Records of accidents and incidents in Movement and Safety areas involving air carrier aircraft and/or ground vehicles.
  (5) Airport condition information dissemination records (NOTAMs).

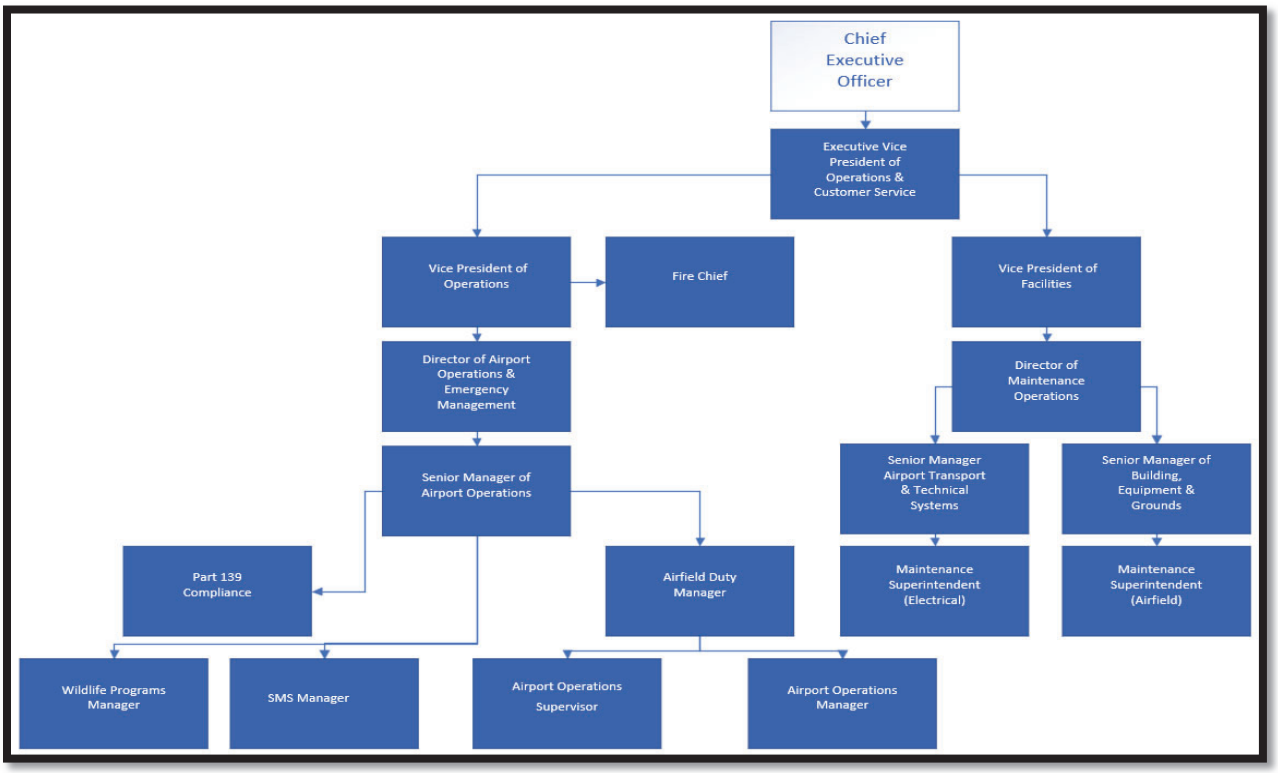
Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.2 PERSONNEL – 139.303

KEY PERSONNEL AND LINES OF SUCCESSION

The lines of responsibilities are depicted in the organizational chart below.

Figure 1: Authority Lines of Succession



General Requirements

The Authority will comply with the following personnel requirements:

(a) Maintain sufficient qualified personnel to comply with the requirements of this ACM and the requirements of Part 139.
(b) Equip personnel who have access to the movement areas and safety areas to perform duties in compliance with the requirements of the ACM and Part 139.
(c) Train all persons who access movement areas and safety areas and perform duties in compliance with the requirements of the ACM and Part 139.
(d) Make a record of all training completed by each individual in compliance with this section that includes, at a minimum, a description and date of training received. Such records shall be maintained for 24 consecutive calendar months after completion of training.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
25 Mar 2025
MF
Inspector

TRAINING REQUIREMENTS FOR APPLICABLE PERSONNEL

All persons who access Movement and Safety Areas and perform duties in compliance with the requirements of the ACM and Part 139 shall complete training before the initial performance of such duties and at least once every 12 consecutive calendar months.

The curriculum for initial and recurrent training shall include at least the following areas:

(a) Airport familiarization, including airport marking, lighting, and sign systems.
(b) Procedures for access to, and operation in, movement areas and safety areas, as specified under Part 139.329.
(c) Airport communication, including ratio communications between the Air Traffic Control Tower (ATCT) and personnel and procedures for reporting unsafe airport conditions.
(d) Duties required under the ACM and the requirements of Part 139.
(e) Any additional subject areas required under the following sections of Part 139 as appropriate:
    (1) 139.319 Aircraft rescue and firefighting: Operational requirements
    (2) 139.321 Handling and storing of hazardous substances and materials
    (3) 139.327 Self-inspection program
    (4) 139.329 Pedestrians and ground vehicles
    (5) 139.337 Wildlife hazard management
    (6) 139.339 Airport condition reporting

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.3 PAVED AND UNPAVED AREAS – 139.305 & 139.307

AREAS AVAILABLE FOR AIR CARRIER USE

With the exception of Taxilane T, Taxilane Q, and the general aviation and corporate hangar aprons, all runways, taxiways, and aprons are available for air carrier use.

AIR CARRIER MOVEMENT AREAS

(a) The dimensions of the runways at TPA are as follows:
  (1) Runway 1L-19R: 150’ x 11002’
  (2) Runway 1R-19L: 150’ x 8300’
  (3) Runway 10-28: 150’ x 6999’ (Runway 10 displaced threshold – 498’)

PAVED AREA STANDARDS

The runways, taxiways, and aprons shall be maintained in compliance with the following standards:

(a) No pavement lip shall be allowed to be more than three inches difference in elevation between abutting sections, full strength pavement and abutting shoulders.
(b) No hole in the pavement shall be allowed to exceed three inches in depth, have sides exceeding 45 degrees nor be greater than five inches in diameter.
(c) The pavement shall be free of cracks or other surface variances that might impair directional control of air carrier aircraft.
(d) The surface shall be kept clean of mud, dirt, sand, loose aggregate, foreign objects, rubber deposits, and other contaminants. It shall be also kept free of other solvents or other liquids that may be used to clean the surface or are accidentally spilled on the movement area.
(e) The pavement shall be sufficiently drained and free of depressions to prevent ponding that obscures markings or impairs safe aircraft operations.

UNPAVED AREA STANDARDS

There are no unpaved Movement or Non-movement Areas at TPA.

RESPONSE TO UNSATISFACTORY PAVED OR UNPAVED AREA CONDITIONS

(a) Upon identification of any nonstandard condition listed within this section or other unsatisfactory condition, Operations shall initiate prompt actions to make appropriate repairs.
(b) If Operations determines that an uncorrected condition in a paved area or along a pavement lip is unsafe for aircraft operations, that portion of the airport shall be closed to air carrier operations until the unsafe condition is corrected.
(c) If Operations determines that an irregular condition in a pavement or area or along a pavement lip is safe for aircraft operations, but immediate correction is not possible, a Notice to Air Missions (NOTAM) advising users of the condition shall be issued until the condition is corrected.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.4 SAFETY AREAS – 139.309

SAFETY AREA DIMENSIONS

Safety Areas as maintained at the dimensions that existed on December 31, 1987. If a runway or taxiway is reconstructed or a runway is extended, safety area dimensions shall conform to the applicable airplane design group standards defined in *AC 150/5300-13, Current Edition, Airport Design* unless otherwise authorized by the Administrator.

(a) Runway Safety Areas (RSA), dimensions for all runways are 500 feet wide, centered about the runway centerlines. RSA standards for the approach ends of Runway 19R & Runway 10 are achieved through the use of declared distances.

Runway	Approach / Departure	TORA (ft.)	TODA (ft.)	ASDA (ft.)	LDA (ft.)	Reason for Declared Distance
1L	600’ / 1000’	11,002’	11,002’	10,800’	10,800’	
19R	600’ / 1000’	11,002’	11,002’	11,002’	11,002’	ILS Localizer is located 800 feet north of the runway threshold bar
1R	600’ / 1000’	8,300’	8,300’	8,300’	8,300’	
19L	600’ / 1000’	8,300’	8,300’	8,300’	8,300’	
10	600’ / 1000’	6,999’	6,999’	6,999’	6,501’	Perimeter fence is located 595 feet west of the runway demarcation bar
28	600’	6,999’	6,999’	6,501’	6,501’	

(b) Taxiway Safety Areas (TSA) and Taxilane Object Free Areas (TOFA)

(1) All taxiways conform with taxiway safety area requirements for Airplane Design Group (ADG) V, which is 214 feet wide, with the following exceptions:

Federal Aviation Administration
Southern Region Airports Division
APPROVED
25 Mar 2025
MF
Inspector

Location	ADG	TSA	OFA
TXL G west of TWY B1	IV	171’	243’
TWY E north of TWY J	IV	171’	243’
TWY L between TWY J and TWY N	IV	171’	243’
TWY N west of TWY L	IV	171’	243’
TWY J between TWY L and TWY J2	IV	171’	243’
TWY V between TWY J and TWY V3 including TWY V2	IV	171’	243’
TWY N1	IV	171’	243’
TXL Z	IV	171’	243’
TXL K1	IV	171’	243’
TXL K2	IV	171’	243’
TWY E1	III	118’	186’
TWY Q	III	118’	186’
TXL F	III	NA	162’
TXL R	III	NA	162’
TXL T	I	NA	79’

SAFETY AREA STANDARDS

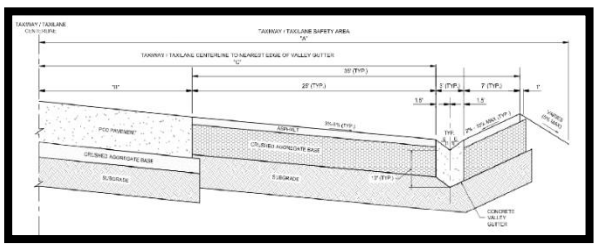
The Runway, Taxiway Safety Areas, and Taxilane Object Free Areas, shall be maintained in compliance with the following standards:

(a) Shall be free of ruts, depressions, ponding of storm water or other surface variations that might be hazardous to aircraft.
(b) Shall be kept free of rocks, vegetation or foreign object debris that could be hazardous to aircraft.

Vegetation shall be maintained in accordance with the TPA Wildlife Hazard Management Plan at all times.

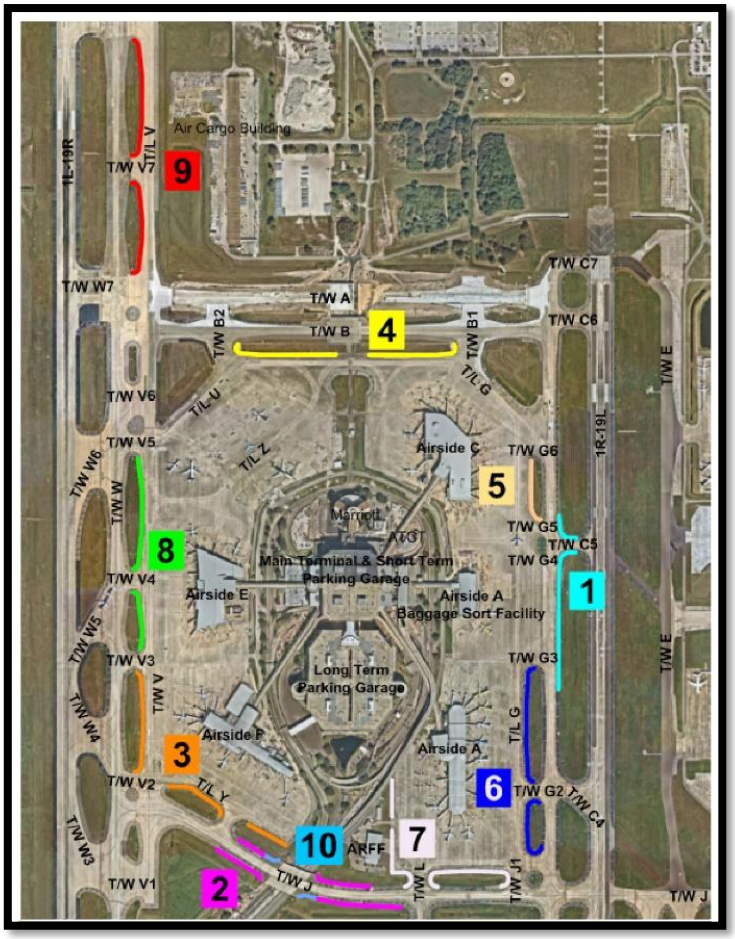
The airport’s terminal apron and taxiway system contain a 2.7 mile valley gutter drainage system and backslope (depicted in Figure 1) at various locations across the airfield (depicted in Figure 2) that captures stormwater runoff from apron and taxiway pavements. First constructed in 1966 when the airport was built, the system design is consistent throughout the airfield with minor variations in slope and width to accommodate site conditions. All future terminal apron and taxiway system drainage will meet existing safety area standards.

Figure 1: TPA Valley Gutter System, Typical Section
(Note: Vertical scale is exaggerated)



Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

Figure 2: TPA Valley Gutter System, Location



Area	HCAA Project No.	Year Constructed	Project Name	Length of Existing Valley Gutter, LF
1	N/A	1966	Original Taxiway C	1,842
2	6453	1968	Original Taxiway J	1,778
3	7370	1987	Airside F	1,707
4	9745	1988	T/L U, T/L G (Taxiways A and B Drainage Improvements*)	1,610
5	8570, 8580	1989	Reconstruct Taxiway C	518
6	5010	1990	TL G (Taxiway K*)	1,728
7	5010, 5015	1992	Apron A and Relocation of Taxiway L	1,566
8	1220/2935	2000	T/L V (Reconstruction and Relocation TW W*)	1,399
9	7010 07	2007	Taxiway V	1,800
10	8110 14	2016	Taxiway J Bridge Reconstruction	303
			TOTAL:	14,251

* Name of taxiway/taxilane when originally constructed

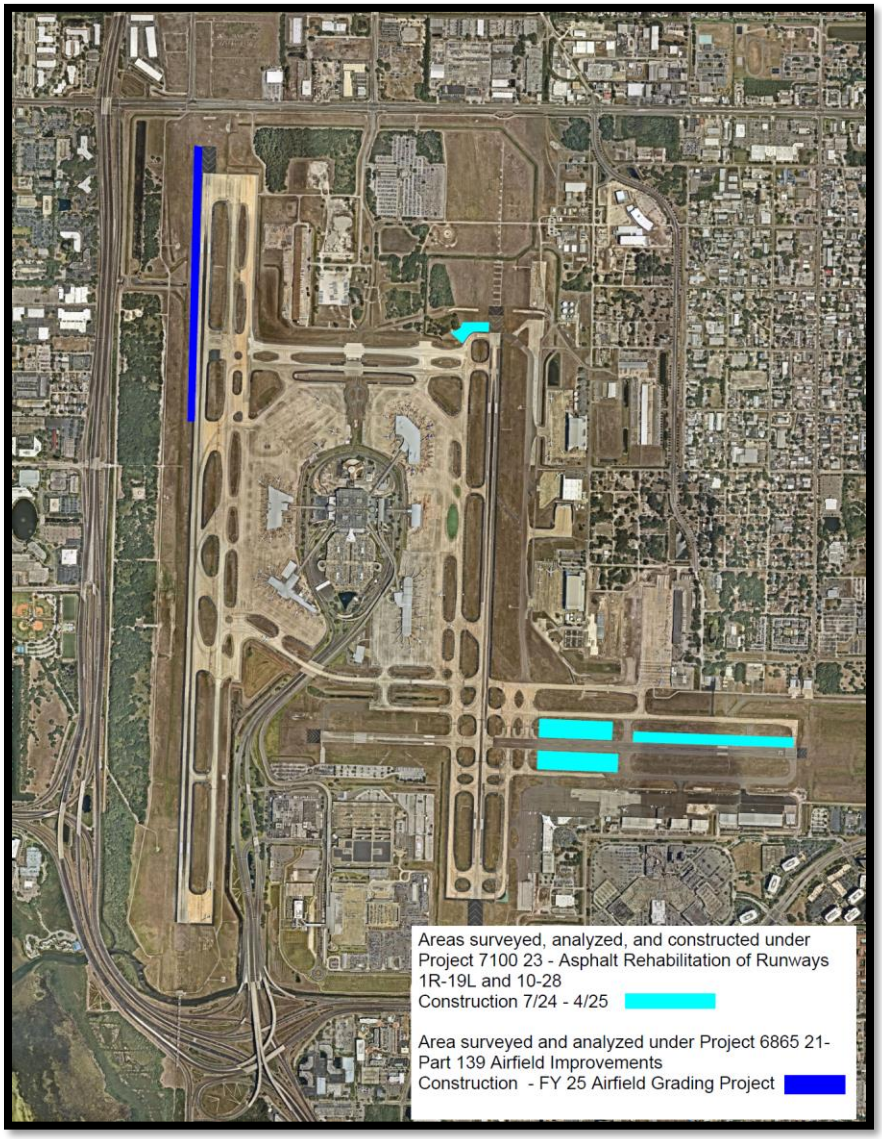
Area	Length of Existing Valley Gutter, LF	ADG	TW/TL Centerline to TSA, FT (Dimension "A")*	TW/TL Centerline to Pvmt. Edge, FT (Dimension "B")*	TW/TL Centerline to Nearest Edge of Valley Gutter, FT (Dimension "C")*
1	1,842	V	107	37.5	62.5
2	1,778	V	107	37.5	62.5
3	1,707	V	107	37.5	62.5
4 West	850	V	107	50	75
4 East	760	IV	85.5	50	75
5	518	V	107	79	104
6	1,728	V	107	37.5	62.5
7 West	609	IV	85.5	37.5	62.5
7 East	957	V	107	40	65
8	1,399	V	107	37.5	62.5
9	1,800	V	107	37.5	62.5
10	303	V	107	37.5	62.5

* Refer to typical section for dimensions "A", "B", and "C"

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

The Airport has identified non-standard locations within the runway safety area that do not conform to the current grading design standards. These areas have been added to the Airport's Runway Safety Area Inventory and will be corrected through capital projects. The non-standard safety areas located on the east side of the airfield are scheduled to be completed in 2025. The non-standard safety areas located on the west side of the airfield are scheduled to be completed in 2026.

Figure 1: Non-Standard Safety Area Project Map



Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

RESPONSE TO UNSATISFACTORY SAFETY AREA CONDITIONS

Upon identification of any nonstandard condition listed within this section or other unsatisfactory condition, Operations shall take prompt action to initiate appropriate repairs.

(a) If Operations determines that an uncorrected or irregular condition in a Safety Area is unsafe for aircraft operations, that portion of the airport shall be closed to air carrier operations until the condition is corrected. Operations shall issue a NOTAM specifying the closed portion of the airport.
(b) If Operations identifies an irregular condition in a Safety Area that does not necessitate the immediate closure of the impacted paved surface, Operations shall issue a NOTAM and take appropriate measures to mitigate the concern until the irregular condition has been resolved.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.5 MARKINGS, SIGNS, AND LIGHTING – 139.311

Operations is responsible for inspecting the condition and functionality of airfield pavement markings, signs, and lighting equipment. Maintenance will take appropriate measures to resolve unsatisfactory conditions.

TPA may utilize wildlife exclusionary devices on Runway Distance Remaining (RDR) signs. These devices may reduce wildlife hazards by preventing wildlife from perching on the signs. Each wildlife exclusionary device is securely mounted to the top of the sign

TPA's current Airfield Sign and Marking Plan (ASMP) is approved by the Federal Aviation Administration (FAA).

The official FAA-approved copy of the ASMP is a separately maintained electronic document, and is available for inspection upon request.

MARKING STANDARDS

(a) Shall conform with the ASMP and be clearly visible during day, night, when wet, unobscured due to buildup of rubber or other contaminants, the appropriate color, not overly faded, and free of significant peeling, blistering, or chipping.
(b) All runways and taxiways are marked in accordance with *AC 150/5340-1, Current Edition, Standards for Airport Markings.* Runway Marking types as follows:
    (1) Runway 1L-19R: Precision
    (2) Runway 1R-19L: Precision
    (3) Runway 10-28: Non-Precision
(c) Taxiway/Runway holding position markings are situated in accordance with *AC 150/5340-1, Current Edition, Standards for Airport Markings.*

SIGN STANDARDS

(a) Shall confirm with the ASMP and be clearly visible and unobscured by dirt, vegetation or other debris, the appropriate color, not overly faded, and lighted components operative.
(b) Taxiway and runway guidance signs are provided and all airfield signs are placed in accordance with the ASMP and meet the standard of *AC 150/5340-18, Current Edition, Standards for Airport Sign Systems.*
(c) Taxiway/Runway holding position signs are situated in accordance with *AC 150/5340-18, Current Edition, Standards for Airport Sign Systems*, and sign specifications in *AC 150/5345-44, Current Edition, Specifications for Taxiway and Runway Signs.*

LIGHTING STANDARDS

(a) Shall be clearly visible and unobscured by vegetation or other debris, the appropriate color, not missing or damaged, properly aligned, operative, and of proper intensity.
(b) Apron lights, floodlights used in construction or maintenance, events, vehicle parking, roadway, and building

(d) All maintenance records are maintained by their respective maintenance departments.
(e) Airfield Electrical is responsible for maintaining all approach lighting systems owned by the Hillsborough County Aviation Authority.
(f) Runway Edge Lights
    (1) Runway 1L-19R: High Intensity Runway Lights (HIRL)
    (2) Runway 1R-19L: HIRL
    (3) Runway 10-28: HIRL
(g) Taxiway Edge Lights
    (1) Medium intensity taxiway edge lights are installed on all taxiways.
(h) Land and Hold Short Operations (LAHSO)
    (1) LAHSO holding position signs are identified with a holding position marking and holding position signs on both sides of the runway.
    (2) LAHSO lighting systems are not available at TPA for air carrier LAHSO operations. A Letter of Agreement (LOA) is in place with TPA ATCT. See LOA in Appendix B: Letters of Agreement, Land and Hold Short Operations.
(i) Rotating Beacon
    (1) The rotating beacon is located on the west side of the airfield and is operational at nighttime, during inclement weather and Instrument Meteorological conditions (IMC).
    (2) The rotating beacon emits flashes of white and green colored light as specified in *AC 150/5345-12, Current Edition, Specification for Airport and Heliport Beacons*.
(j) Approach Lighting
    (1) Runway 1L: ALSF-2 (FAA operated and maintained)
    (2) Runway 1R: REIL (HCAA-operated and maintained)
    (3) Runway 19R: MALSR (FAA operated and maintained)
    (4) Runway 19L: ALSF-2 (FAA operated and maintained)
(k) Red obstruction lights are mounted on the obstructions as depicted in Appendix A: Maps and Diagrams, Figure 3: Airport Obstructions.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (SMGCS) PLAN

The Surface Movement Guidance and Control System (SMGCS) plan describes enhancements, procedures, and actions at TPA that are applicable to the airport operator, ATC, air carriers, and other tenants of TPA during low visibility conditions. These enhancements, procedures, and actions are in accordance with guidance set out in FAA *AC 120-57, Current Edition, Surface Movement Guidance and Control System.*

This plan addresses both current and future enhancements to support low visibility takeoff, landing, and taxiing operations at the airport. The plan prescribes certain airfield lighting and marking improvements and operating procedures that have been designed to enhance the safety and efficiency of aircraft and vehicle movements.

TPA's current SMGCS Plan is approved by the FAA.

The official FAA approved copy of the SMGCS is maintained virtually by the Authority's Operations Department and available for inspection upon request.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.6 SNOW AND ICE CONTROL – 139.313

Due to the geographical location of TPA, it is not anticipated that climactic conditions will warrant a snow and ice control plan. In the unlikely event ice and/or snow occurs, pavement conditions shall be assessed, and airport condition information disseminated by Operations. Upon identification of unsafe conditions, air carrier operations shall be limited to portions of the airport not rendered unsafe by contaminants (i.e., frost, slush, snow, ice).

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.7 AIRCRAFT RESCUE AND FIREFIGHTING: INDEX DETERMINATION – 139.315

An airport index is determined by a combination of two factors, the length of air carrier aircraft and the average daily departures of air carrier aircraft.

(a) If there are five or more average daily departures of air carrier aircraft in a single Index group serving that airport, the longest Index group with an average of five or more daily departures is the Index required for the airport.
(b) If there are less than five average daily departures of air carrier aircraft in a single Index group serving that airport, the next lower Index from the longest Index group with air carrier aircraft in it is the Index required for the airport.

TPA operates at an Index D as stipulated in 14 CFR Part 139 due to less than five average daily departures of air carrier aircraft that are Index E.

ARFF equipment appropriate with this index will be provided during all air carrier operations with more than nine passenger seats unless otherwise reduced in accordance with FAA 14 CFR Part 139.319.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.8 AIRCRAFT RESCUE AND FIREFIGHTING: EQUIPMENT AND AGENTS – 139.317

ARFF vehicles are located at TPA and housed at the Airport Fire Station, which is centrally located and has direct access to the air carrier apron, taxiways, and runways. This facility is attended continuously to maintain quick response readiness status 24 hours a day, seven days a week. The current version of the North American Emergency Response Guidebook is available in vehicles required by Index at all times. TPA meets Index D requirements set forth by Part 139 which requires three vehicle response:

(1) One vehicle carrying the extinguishing agent with at least 500 pounds of sodium-based dry chemical or 450 pounds of potassium-based dry chemical and water with a commensurate quantity of AFFF to total 100 gallons for simultaneous dry chemical and AFFF application. **ARFF vehicles 7685, 7693, and 7696 adhere to this requirement.**

(2) Two vehicles carrying an amount of water and the commensurate quantity of AFFF so the total quantity of water for foam production carried by all three vehicles is at least 4,000 gallons. **ARFF Units adhering to this requirement: combination of any two ARFF Units illustrated in** Table 1, ARFF Equipment and Agents**.**

(3) Secondary ARFF vehicles may respond for additional support.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
25 Mar 2025
MF
Inspector

TABLE 1, ARFF EQUIPMENT AND AGENTS

TPA ARFF Equipment MATRIX

ARFF UNIT	Type	Year	Response Type	Condition	HRET	Water Cap. / Total Discharge Rate	AFFF 3% Cap. / Discharge Rate	Halotron Cap. / Discharge Rate	Dry Powder Cap. / Discharge Rate	Turret Pump Rate (GPM)	# of Port. Extinguisher	Type of Port. Extinguisher
7696	Oshkosh Global Striker	2020	Primary	Excellent	No	1500 GAL 2000 GPM	210 GAL 2000 GPM		500 LBS 17 lbs/sec	750/375	3	H2O, Halotron1, Purple K
7685	Oshkosh Global Striker	2016	Primary	Excellent	Yes	3000 GAL 2000 GPM	420 GAL 2000 GPM		500 LBS 17 lbs/sec	1250/625	3	H2O, Halotron1, Purple K
7693	Oshkosh Striker	2013	Primary	Excellent	Yes	3000 GAL 2000 GPM	420 GAL 2000 GPM	460 LBS 5 lbs/sec		1250/625	2	H2O, Halotron1
7692	Oshkosh Striker	2011	Secondary	Good	Yes	3000 GAL 2000 GPM	420 GAL 2000 GPM		480 LBS 17 lbs/sec	1250/625	2	H2O, Halotron1
7691	Oshkosh Striker	2006	Secondary	Good	No	1500 GAL 2000 GPM	210 GAL 2000 GPM	460 LBS 5 lbs/sec		750/375	1	H2O
7697	Oshkosh T-3000	1996	Secondary	Fair	No	3000 GAL 2000 GPM	420 GAL 2000 GPM			1200/600 750/375	1	H2O

Federal Aviation Administration
Southern Region Airports Division
APPROVED
25 Mar 2025
MF
Inspector

3.9 AIRCRAFT RESCUE AND FIREFIGHTING: OPERATIONAL REQUIREMENTS – 139.319

RESCUE AND FIREFIGHTING CAPABILITY

Rescue and firefighting capability are provided by Tampa Fire Rescue 24 hours a day, seven days a week in compliance with all standards required in Part 139. ARFF operates in 3, 24-hour shift rotations; A shift, B shift and C shift. The ARFF station is located on airport property, location is depicted on Appendix A: Maps and Diagrams, Figure 1: Airport Layout Diagram.

INCREASE IN INDEX

The Authority shall increase the ARFF Index in accordance with Part 139 when it is determined that there has been an increase in the average daily departures or the length of air carrier aircraft results in an increase in the Index requirement.

REDUCTION IN RESCUE AND FIREFIGHTING

The Authority may reduce the ARFF Index to the next lower Index group in accordance with Part 139 when it is determined that there are fewer than five average daily departures of the longest air carrier aircraft serving the airport.

PROCEDURES FOR REDUCTION IN CAPABILITY

When there is a reduction of the ARFF capability requirements in which the Authority is unable to meet the Part 139 requirements stated in Section 3.7 of this ACM, then the Authority will complete the following steps:

(a) Notify the FAA Regional Airports Division Manager.
(b) Issue a NOTAM.
(c) Notify all air carriers with scheduled service to the airport.
(d) If the required Index level of capability is ***not*** restored within 48 hours, TPA will limit air carrier operations on the airport to those compatible with the Index corresponding to the remaining operative rescue and firefighting equipment.

If there is a permanent reduction in the average daily departures, the Authority can reduce Index as soon as the actual activity drops to the lower Index level. This reduction must be approved and included in the ACM.

VEHICLE COMMUNICATIONS

All required ARFF vehicles are equipped with two-way ground control radios. These vehicles are also equipped with the equipment capable of communication with the Tampa Fire Rescue network through the central dispatcher, who directs back-up equipment to any situation on request of the Senior Fire Rescue Officer at the scene.

The FAA ATCT has a direct emergency telephone line to the Tampa Fire Rescue Central Dispatch Office and another direct telephone line into the Authority's Airport Operations Center (AOC). The AOC is

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

staffed continuously and is the central notification and coordinating center for all Authority contacts in emergency situations.

VEHICLE MARKING AND LIGHTING

All required ARFF vehicles are equipped with a flashing beacon, painted yellowish-green and marked with large unit numbers in order to enhance contrast with the background environment to optimize daytime and nighttime visibility and identification in accordance with Part 139 and *AC 150/5210-5, Current Edition, Painting, Marking, and Lighting of Vehicles Used on an Airport.*

VEHICLE READINESS

Each vehicle and its systems shall be properly maintained and operationally capable of performing the functions required during all air carrier operations.

Any required vehicle that becomes inoperative shall be replaced immediately with equipment with equivalent or greater capabilities. If replacement equipment is not available immediately which will result in a reduction of Index the Authority will follow procedures for reducing capability in section 3.9.

RESPONSE REQUIREMENTS

The Authority shall ensure sufficient ARFF equipment and qualified personnel are available during all carrier operations to operate the vehicles, meet response times, and meet minimum agent discharge rates required by Part 139.317. ARFF shall:

(a) Respond to each emergency during periods of air carrier operations.
(b) When requested by the Administrator, demonstrate compliance with response requirements through timed response drills, which include:
    (1) Within 3 minutes from the time of alarm, at least one required aircraft rescue and firefighting vehicle must reach the midpoint of the farthest runway serving air carrier aircraft from its assigned post or reach any other specified point of comparable distance on the movement area that is available to air carriers, and begin application of extinguishing agent.
    (2) Within 4 minutes from the time of alarm, all other required vehicles must reach the specified point on the airfield and begin application of an extinguishing agent.

PERSONNEL

ARFF personnel are equipped to meet National Fire Protection Association (NFPA) standards with acceptable protective clothing (proximity suits or structural bunker gear) and equipment needed to perform their duties.

ARFF vehicle driver/operators shall have protective equipment readily accessible. Personnel who engage in firefighting operations shall wear protective equipment.

All ARFF personnel are trained in accordance with Part 139 prior to initial performance of rescue and firefighting

duties and receive recurrent instruction through a combination of electronic, classroom and hands-on training every 12 consecutive calendar months, which must include at least the following areas of training:

(a) Airport familiarization, including airport signs, marking, and lighting.
(b) Aircraft familiarization.
(c) Rescue and firefighting personnel safety.
(d) Emergency communications systems on the airport.
(e) Use of aircraft firefighting equipment
(f) Application of aircraft fire extinguishing agents.
(g) Emergency evacuation of aircraft.
(h) Firefighting operations.
(i) Adapting building firefighting procedures to aircraft fires and aircraft cargo hazards.
(j) Familiarization with firefighters' duties under the Airport Emergency Plan.
(k) Participation in a live-fire drill.

ARFF shall be available during all air carrier operations. A minimum of one individual who is trained and is current in basic emergency medical care that includes 40 hours of training in bleeding, cardiopulmonary resuscitation, shock, primary patient survey, injuries to the skull, spine, chest, and extremities, internal injuries, moving patients, burns, and triage.

EMERGENCY ALARM SYSTEM

In the event of an emergency, the TPA ATCT will utilize the Net Line, which is a specifically dedicated automatic ring system that is connected to the AOC, ATCT, ARFF, and Tampa Fire Rescue Dispatch.

The Net Line is checked daily. In the event the Net Line is not functioning properly, the ATCT will contact TFR dispatch via landline and advise the Net Line is out of service.

EMERGENCY ACCESS ROADS

There are no emergency access roads designated for ARFF vehicle response at TPA.

UNPLANNED ATCT CLOSURES

The AOC will notify the Operations Team who will advise ARFF of the closure. Once notified, ARFF will monitor 119.5 until the ATCT reopens. The Airport will ensure that either ATCT or Airport staff issue a NOTAM advising pilots to monitor 119.5 during the closure period.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.10 HANDLING AND STORING HAZARDOUS SUBSTANCES AND MATERIALS – 139.321

HAZARDOUS MATERIALS

Authority personnel do not act as handling agents for any hazardous material regulated by 49 CFR Part 171. The only substances handled by Authority personnel are those substances used in normal daily airport operations and maintenance.

Air carrier and cargo managers or their authorized representatives may receive hazardous articles or materials for shipping. All handling of such articles will be under their direct supervision.

FUELING FACILITY STANDARDS

Established fuel facility standards are maintained electronically by the Operations department and available to all fueling agents upon request.

These standards comply with city of Tampa Fire Code, applicable portions of which are based on the edition of NFPA 407 (Standard for Aircraft Fuel Servicing 2017 Edition) currently adopted by the City of Tampa, the Authority Having Jurisdiction (AHJ) for TPA.

The Authority shall ensure adequate oversight of fueling agent activities at TPA through reasonable surveillance of fueling activities and fueling agent inspections. A fueling agent is defined as a person or company that sells fuel products at TPA.

FUELING INSPECTION STANDARDS

ARFF or Operations personnel conduct fueling agent inspections of fuel agent storage areas and mobile fuelers for compliance with established fueling safety standards at least once every three consecutive calendar months.

The Authority shall require fueling agents to take immediate corrective action whenever it becomes aware of noncompliance with any standard to the extent that uncorrected, unsafe, or potentially unsafe conditions exits.

If corrective action of significant deficiencies cannot be accomplished within a reasonable time, the Authority shall notify the FAA Regional Airports Division Manager.

Fueling Inspections are conducted on an electronic application and maintained on an electronic dashboard.

FUEL PERSONNEL TRAINING STANDARDS

Fuel agent training must comply with all mandatory elements of FAA *AC 150/5230-4, Aircraft Fuel Storage, Handing, Training, and Dispensing on Airports.*

All fueling agents engaged in handling and dispensing fuel at TPA, shall submit confirmation to the Authority once every 12 months that training standards have been accomplished and maintain their own fueling personnel training records for 24 months.

Fueling agents shall comply with the following training requirements:

(a) Supervisor Training

Each fueling agent is required to have at least one supervisor that has completed an FAA authorized supervisory aviation fuel training course in fire safety within the previous 24 consecutive calendar months.

Prior to assuming a supervisory position, an individual must complete initial training or enroll in an authorized supervisory aviation fuel training course that will be completed within 90 days.

(b) Line Service Fuel Safety Training

All other fueling personnel are required to receive at least initial on-the-job training in fire safety under the supervision of a trained supervisor or an FAA authorized aviation fuel safety training program and complete recurrent instruction in fire safety every 24 consecutive calendar months.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.11 TRAFFIC AND WIND INDICATORS – 139.323

WIND CONES

TPA's primary wind cone is located northeast of the Taxiway E and Taxiway J intersection.

Wind Direction and Velocity Indicators (lighted wind cones) are located near the approach ends of all runways to provide surface wind direction information to pilots.

TPA's wind cones shall be installed and maintained in accordance to *AC 150/5345-27, Current Edition, FAA Specification for Wind Cone Assemblies.*

INSPECTIONS

Operations shall inspect the wind cones daily for any noncompliant conditions.

TRAFFIC PATTERN INDICATORS

The TPA ATCT is manned on a 24-hour basis, therefore traffic pattern (segmented circle) indicators are not required.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.12 AIRPORT EMERGENCY PLAN – 139.325

AIRPORT EMERGENCY PLAN (AEP) AVAILABILITY

The AEP was developed and coordinated with law enforcement agencies, rescue and firefighting agencies, medical personnel and organizations, the principal tenants at TPA and all other persons who have responsibilities under the plan.

The AEP covers and outlines procedures, instructions, and communications network necessary to respond to the emergencies as listed in 14 CFR Part 139.325 and is distributed to parties with duties and responsibilities under the plan.

A grid map identifying locations on and around the airport significant to emergency operations is located within Appendix A: Maps and Diagrams, Figure 2: TPA Grid Map.

The AEP is maintained separately and is available for inspection upon request. TPA's current AEP is approved by the FAA.

TRAINING OF AIRPORT PERSONNEL

All airport personnel having duties and responsibilities under the AEP shall be properly trained and familiar with their assignments.

ANNUAL REVIEW OF THE AEP

A review of the AEP is conducted at least once every twelve consecutive calendar months to ensure that the AEP is current and all parties with whom the plan is coordinated are familiar with their responsibilities. All of the agencies involved in the AEP are invited to participate in either an annual review meeting or table-top exercise at TPA.

TRIENNIAL FULL-SCALE EXERCISE OF THE AEP

A full-scale exercise of the AEP is conducted at least once every 36 consecutive calendar months. The full-scale exercise involves, to the extent practicable, all mutual aid participants and a reasonable amount of emergency equipment. The purpose of the exercise is to test the effectiveness of the AEP through a response of TPA stakeholders and its mutual aid to an aircraft accident at TPA, and to familiarize emergency personnel with their responsibilities in the plan.

CONSISTENCY WITH SECURITY REGULATIONS

The AEP contains instructions for response to bomb incidents, including designation of parking areas for the aircraft involved; and sabotage, hijack incidents, and other unlawful interference with operations; that are consistent with the approved airport security program.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.13 AIRPORT SELF-INSPECTION PROGRAM – 139.327

INSPECTIONS

To assure compliance with applicable sections of this ACM and Part 139, qualified Operations personnel conduct daily self-inspections as well as inspections in response to unusual conditions. Self-inspections, including a checklist developed in accordance with *AC 150/5200-18, Current Edition, Airport Safety Self-Inspection* are conducted on an electronic application and maintained on an electronic dashboard as depicted in Appendix: D: Airport Self-Inspection Program. At a minimum, inspections will be made as follows:

(a) At a minimum, two inspections will occur daily.
   a. One during hours of light (between civil twilight and night)
   b. One during hours of darkness (between nautical twilight and daylight)
   c. The above inspection(s) will include all runways, taxiways, air carrier and general aviation aprons.

(b) Inspections will also occur when required by any unusual condition such as:
   a. Construction activities
   b. Severe meteorological conditions
   c. After aircraft incidents or accidents
   d. After any other unusual condition on the airport or if an inspection is requested from any tenant, user, or other proper authority.

(c) Airfield inspections and perimeter checks may be split into a “east” and “west” inspections. If this occurs, the inspector will note what areas were inspected on their inspection report. The standard east/west inspections are denoted in the Appendix 7 Section 7.3, any deviation from that will be noted in the comments section of the self-inspection record.
   a. A complete airfield or perimeter inspections requires both east and west sections to be completed.

(d) Daily self-inspections, to include airfield and perimeter inspections, may be suspended during times the airport is closed to commercial operations. Examples may include but not limited to:
   a. Aircraft incidents and accidents
   b. Terrorism incidents
   c. Natural disasters

   Prior to resuming commercial operations, an airfield inspection must be completed for any closed portions.

EQUIPMENT

The Authority shall provide Operations personnel with all equipment necessary for conducting inspections and for rapid dissemination of airport condition information to air carriers.

TRAINING

The Authority is responsible for ensuring Operations personnel are trained and qualified to perform inspections. In addition to on-the-job training, a program has been

TRAINED PERSONNEL

At a minimum, the following positions are trained and qualified to perform self-inspections:

1) Airport Operations Manager
2) Airport Operations Supervisor

CORRECTION OF UNSATISFACTORY CONDITIONS

If Operations determines that an unsatisfactory condition exists, Operations shall disseminate airport condition information via a NOTAM and promptly facilitate repairs.

If Operations determines that an uncorrected condition is unsafe for aircraft operations, that portion of the airport shall be closed to air carrier operations until the unsafe condition is corrected.

If Operations determines that an irregular condition is safe for aircraft operations, but unable to be immediately corrected, a NOTAM advising users of the condition shall be issued until the condition is corrected.

SELF-INSPECTION RECORDS

Results of self-inspections are documented via an electronic Airport Self-Inspection Report. Associated work orders shall describe conditions found and all corrective actions taken. These records are kept on file for 12 consecutive calendar months.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.14 PEDESTRIAN AND GROUND VEHICLES – 139.329

MOVEMENT AND SAFETY AREA ACCESS

Pedestrians and ground vehicles authorized by the Authority to operate on movement and safety areas at TPA are limited to those necessary for airport operations with an operational need, to include the following type vehicles:

(a) Operations and Maintenance vehicles and equipment.
(b) Airport Rescue and Fire Fighting vehicles and equipment.
(c) FAA Technical Operations vehicles authorized for maintenance of FAA Navigational Aids (NAVIDs)
(d) Non-crew, taxi certified mechanics taxiing aircraft.
(e) Other tenants with an operational need.

Pedestrians and ground vehicles shall be controlled by one of the following:

(a) Two-way radio communications between each pedestrian or vehicle and TPA ATCT.
(b) An escort with two-way radio communications with TPA ATCT accompanying any pedestrian or vehicle without a radio.

PROCEDURES FOR GROUND VEHICLE OPERATIONS

A Letter of Agreement with the TPA ATCT, included in Appendix B: Letters of Agreement, contains procedures for access to and operation in the movement area of the air operations area (AOA). Procedures for vehicle operations are as follows:

(a) Ground vehicles are required to operate under the procedures established by the Authority.
(b) Operators of any radio-equipped vehicles on the movement areas must be trained and familiar with airport radio procedures prior to operating on movement areas or safety areas. The vehicle beacon, if equipped, shall be operated at times while in the movement area.
(c) Vehicle operators must obtain a clearance from ATC before operating in the movement area, in runway safety areas and prior to operating on active
(d) runways.
(e) Vehicle operators must monitor the radio when in the Movement Area and Safety Areas adjacent to the Movement Areas.
(f) Aircraft always have the right of way in the AOA. Vehicles are required to yield to all moving aircraft.
(g) In the event of ground control frequency failure, clearance for AOA movement will be via alternate ATCT frequencies. For complete ATC radio failure or vehicle aeronautical radio failure, other communication methods may be used including calling the ATCT at its local telephone number, and ATCT light gun signals may be used as a last resort.

VEHICLE MARKING AND LIGHTING

Vehicles that operate on the movement and safety areas will be:

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

(a) Marked, flagged, or lighted with a rotating beacon/flashing bar for high daytime visibility.
(b) Lighted with a rotating beacon/flashing light bar if operating at night.
(c) Vehicles that are equipped with marking and lighting devices can escort vehicles that are not marked or lighted.

MOVEMENT AND SAFETY AREA TRAINING

Personnel having unescorted access to the movement and safety areas shall receive initial training prior to performance of their duties and recurrent training at least once every 12 consecutive calendar months. The topics that are covered include:

(a) Review of TPA pedestrian and ground vehicle procedures and consequences of noncompliance to those procedures.
(b) Vehicle operating requirements, including use of perimeter roads, parking on the airport, and accident reporting.
(c) Airport familiarization and aircraft operations.
(d) Airport sign, marking, and lighting identification.
(e) Communication rules, including phraseology, frequencies, procedures for contacting ATCT, and lost communication procedures.
(f) Runway safety, incursion prevention, and low-visibility operations.

TRAINING OF EMPLOYEES AUTHORIZED TO OPERATE ON THE APRON AREAS

All persons authorized to operate independently on the AOA are required to receive Secured Identification Display Area (SIDA) training and pass an interactive video testing program. Training on identifying Movement and Non-movement Areas and their differences, boundary markings, escort and challenge procedures, and apron driving safety is included within this program. Personnel authorized to operate on service roads and aprons only are trained on the areas of their authorization and prohibited from entering movement or safety areas without appropriate escort.

CONSEQUENCES OF NON-COMPLIANCE

The Authority enforces the pedestrian and ground vehicle regulations applicable to all persons, which are written in the TPA Rules and Regulations located in Appendix F: TPA Rules and Regulations. All airport tenant permits and agreements require compliance with these rules and regulations.

Consequences of noncompliance are addressed by retraining individuals, requiring modifications to tenant's procedures/equipment, or by denial of use after a complete review of the situation and circumstances. An appropriate enforcement action shall be taken depending on the nature and severity of the offence.

ACCIDENTS AND INCIDENTS

If an accident or incident occurs on the movement Area or within the safety area between an aircraft and ground vehicle or between two ground vehicles, the Authority shall complete an accident

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

report. An accident report shall be kept on file for 12 consecutive calendar months after the date of the accident.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.15 OBSTRUCTIONS AND OBSTRUCTION LIGHTING – 139.331

OBSTRUCTIONS

The Authority shall ensure that each object within its area of authority that has been determined by the FAA to be an obstruction is removed, marked, or lighted, unless determined to be unnecessary by an FAA aeronautical study. All permanent obstructions at TPA, which penetrate imaginary surfaces as defined in 14 CFR Part 77, are depicted in Appendix A: Maps and Diagrams, Figure 3 Airport Obstructions.

FAA From 7460-1, *Notice of Construction or Alteration,* is to be filed by the party responsible for any projects on and off airport that require notification to the FAA.

OBSTRUCTION LIGHTING

All such obstructions at TPA, shall be marked and lighted in accordance with an FAA aeronautical study or FAA *AC 70/7450-1, Current Edition, Obstruction Marking and Lighting.*

It is the responsibility of Operations to inspect the functionality of the obstruction lighting owned by the Authority. Maintenance will take appropriate measures when an unsatisfactory condition is reported for obstruction lighting owned by the Authority. FAA Technical Operations is responsible for obstruction lighting on FAA owned facilities.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.16 PROTECTION OF NAVIGATIONAL AIDS – 139.333

CONSTRUCTION

Precautions are taken to preclude FAA cables from displacement or removal of cable markers by contractor work or routine maintenance activity.

During construction projects, all contractors working in the area of navigational aid underground power cables will be advised of the location and route by FAA personnel responsible for the operation and maintenance of the navigation aids.

Individuals planning construction projects on the airport, or in the vicinity of the airport which could cause a hazard to air navigation, must submit a FAA Form 7460-1 prior to construction.

PROTECTION AGAINST VANDALISM

Security for the protection of navigational aids is provided by security fencing and, within the AOA, other means of security meeting the requirements of 49 CFR 1542, Airport Security. Protection of these facilities is supplemented by Operations during the course of daily airport inspections as well as the overall airport security measures defined in the TPA Airport Security Program (ASP).

INTERRUPTION OR DEGRADATION OF VISUAL AND ELECTRONIC SIGNALS OF NAVAIDS

The FAA is notified by TPA prior and after any construction on the airport so the FAA can evaluate any potential interference with proper NAVAID operations. If any interruption to service is determined, it will be immediately reported to TPA Operations and the FAA ATCT and Technical Operations. NOTAMs will be issued when necessary.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.17 PUBLIC PROTECTION – 139.335

FENCING

The Authority provides fencing, gates, signs, forms of electronic surveillance and procedures to safeguard against unauthorized entry onto any movement area by persons or vehicles that may endanger aircraft operations. Signs restricting access are posted on all gates and at regular intervals around the perimeter. The Authority has established procedures in the TPA ASP for controlling access onto the AOA through perimeter gates.

ACCESS CONTROL

Access onto apron areas is limited to persons who have a need to operate there. Procedures for controlling access onto apron areas are included in the TSA approved ASP. An airport identification system has been established in accordance with the ASP for persons authorized to be in the AOA or portions of the AOA. Procedures for authorizing temporary access into the AOA are also addressed in the ASP.

AIRCRAFT BLAST PROTECTION

In areas where aircraft blast is a concern, the Authority has erected blasts fences to provide reasonable protection of persons and property.

Aircraft blast fencing has been erected in the following locations:

a) Airside A Apron – West, North / West apron
b) Airside C Apron – West, South / West apron
c) Taxilane K1, K1W, and K2 / FedEx & UPS Apron – North Taxilane / apron
d) North Hangar – South and North apron
e) South Hangar – North and South / East apron

INSPECTION AND MAINTENANCE

Fences and gates are inspected daily to ensure they are well maintained. If a discrepancy is located, a work order is issued for repairs to be made.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.18 WILDLIFE HAZARD MANAGEMENT – 139.337

The Authority shall take immediate measures to alleviate wildlife hazards whenever they are detected or reported.

As a part of the Self-Inspection Program,

Operations shall:

(a) Monitor and report any unusual concentration of wildlife or birds that may be a hazard to aircraft operations, especially when low-flying or in the vicinity of the runways, safety areas, and/or the respective immediate approach areas.
(b) In circumstances when such concentration of wildlife or birds are observed, take appropriate measures to disperse the wildlife or birds or otherwise attempt to alleviate any risk of strikes by aircraft, and immediately advise the ATCT.

When the Authority is aware of projects or activity that may create a wildlife hazard having a potentially adverse impact on aircraft operations, the Authority shall make reasonable efforts to prevent such actions from taking place. Future land-use planning specifications are reviewed during the planning phases for input on design to alleviate wildlife usage/hazards.

WILDLIFE HAZARD ASSESSMENT

The Authority entered into an agreement with the U.S. Department of Agriculture (USDA) in November of 2001 to conduct a one year ecological study of wildlife species hazardous to aviation at TPA. Subsequently, the USDA published its findings in June of 2003.

In October of 2004, the Authority utilized Metcalf & Eddy (M&E) / Feher Environmental Consulting, Inc. (FEC) to review the ecological study, and to conduct additional field reviews of the six Runway Protection Zones (RPZs) associated with TPA's three runways, which were not included in the USDA's ecological study, and to provide recommendations in compliance with 14 CFR Part 139.337(c)(5). The consultant's findings and recommendations were provided in the Wildlife Hazard Assessment (WHA) that was submitted to the FAA in August 2005.

WILDLIFE HAZARD MANAGEMENT PLAN

The Wildlife Hazard Management Plan (WHMP) has been prepared in compliance with CFR 14 Part 139.337, and guidance from AC 150/5200-36, Current Edition, Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports. In addition, various FAA Advisory Circulars were consulted during the development of the WHMP. The WHMP was developed using information from a number of sources:

(a) The ecological study prepared by USDA documenting hazardous wildlife activity at TPA (USDA Report, June 2003)
(b) TPA WHA (July 2005)
(c) TPA WHA (February 2022)

(d) Continual Wildlife monitoring and annual reports.
(e) Data collected by Operations staff.

TPA's current WHMP is approved by the FAA.

The official FAA approved copy of the WHMP is maintained virtually by the Authority's Operations Department and available for inspection upon request.

EVALUATION OF WILDLIFE HAZARD MANAGEMENT PLAN

The Authority shall conduct a review of the WHMP at least once every 12 consecutive calendar months, or following one or more of the following triggering event criteria as defined in 14 CFR 139.337(f)(6):

(a) An air carrier aircraft experiences multiple wildlife strikes.
(b) An air carrier aircraft experiences substantial damage from striking wildlife.
(c) An Air carrier aircraft experiences an engine ingestion of wildlife.

The WHMP annual review and triggering event reviews are maintained virtually by the Authority's Operations Department and available for inspection upon request.

TRAINING

Airport personnel that have a role in the implementation of the WHMP will receive training by a qualified Wildlife Biologist once every 12 consecutive calendar months thereafter. The TPA WHMP outlines roles and responsibilities related to training requirements. Training will follow the guidance in AC 150/5200-36, Current Edition, Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.19 AIRPORT CONDITION REPORTING – 139.339

NOTAMs will be issued utilizing Federal NOTAM System Manager (FNS). Alternatively, the Flight Services NOTAM line may be contacted to issue NOTAMs at 1-877-487-6867.

REPORTING CONDITIONS

The Authority shall disseminate changes to condition information that prevent, restrict, or potentially present a hazard to aircraft at TPA through the issuance of NOTAMs in accordance with *AC 150/5200-28, Current Edition, Notices to Air Missions (NOTAMs) for Airport Operators*. Such conditions may include but are not limited to:

(a) Construction or maintenance activities on any areas used by aircraft.
(b) Surface irregularities on any surface used by aircraft.
(c) Snow, ice, slush, or water on any pavement surface used by aircraft.
(d) Objects on any movement area.
(e) Malfunction of any lighting system, holding position signs, or ILS critical area signs.
(f) Wildlife or livestock hazard.
(g) Non-availability of any rescue and firefighting capability required by this ACM.
(h) Any other condition which may adversely affect safe airport operations.
(i) Non-Scheduled ATCT closure.

In order to provide pilots with detailed surface condition information, Field Condition NOTAMs (FICONs) are issued when contaminants are observed. The Runway Condition Assessment Matrix (RCAM), found in Appendix E: Runway Condition Assessment Matrix (RCAM) is the method by which TPA reports a runway surface assessment when contaminants are present. This matrix interprets the current runway conditions and assesses a numerical value to the pilot in a standard format based on airplane performance data, to determine specific changes in the airplane breaking performance.

For FAA owned facilities, the FAA is responsible for disseminating information for irregular NAVID conditions.

In the event of a non-scheduled ATCT closure during normal operating hours, the ATCT shall contact the AOC with time and date of closure. The AOC will notify Operations who will advise ARFF of the closure. Once notified, ARFF will monitor 119.5 until the ATCT reopens. The Airport will ensure that either ATCT or Airport staff issue a NOTAM advising pilots to monitor 119.5 during the closure period.

NOTAM DISSEMINATION

NOTAMs are distributed electronically to air carriers serving TPA via an electronic notification system. Only qualified Airport Authority personnel are authorized to issue and cancel NOTAMs for the Authority. All fully qualified Airport inspectors have access to issue NOTAMs.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.20 IDENTIFYING, MARKING, AND LIGHTING CONSTRUCTION AND OTHER UNSERVICEABLE AREAS – 139.341

MARKING/LIGHTING OF CONSTRUCTION AREAS

Construction or unserviceable areas on or adjacent to a Movement Area or any other area of TPA which air carrier aircraft may be operated shall be marked, and if appropriate, lighted in a manner acceptable to the FAA.

Where applicable, permanent unserviceable or closed areas shall be marked in accordance with marking standards in *AC 150/5340-1, Current Edition, Standards for Airport Markings.*

Plans and specifications involving marking/lighting of construction areas and unserviceable areas shall be submitted to the FAA for approval for AIP-funded projects. *AC 150/5370-2, Current Edition, Operational Safety on Airports During Construction,* and the findings of the FAA aeronautical study, shall be used as guidance for marking, and lighting where appropriate, construction areas and temporary unserviceable areas.

MARKING/LIGHTING OF CONSTRUCTION EQUIPMENT

When in use, construction equipment and each construction roadway that may affect the safe movement of aircraft at TPA shall be marked, and if appropriate, lighted in a manner acceptable to the Administrator.

Plans and specification involving marking and lighting of construction equipment and construction roadways shall be submitted to the FAA for approval for AIP-funded projects. *AC 150/5370-2, Current Edition, Operational Safety on Airports During Construction,* and the findings of the FAA aeronautical study, shall be sued as guidance for marking, lighting where appropriate, construction equipment and roadways.

Any area adjacent to a NAVAID that could cause degradation of the signal or failure of the NAVID, if traversed, shall be marked, and if appropriate, lighted in a manner acceptable to the Administrator.

When appropriate, marking and lighting of areas adjacent to NAVAIDs shall be accomplished by the contractor under the direction of the Authority. Planning and Development department personnel are responsible for monitoring construction activity at TPA and from preventing construction equipment from traversing any areas adjacent to NAVAIDs that could cause degradation of signals.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

3.21 NONCOMPLYING CONDITIONS – 139.343

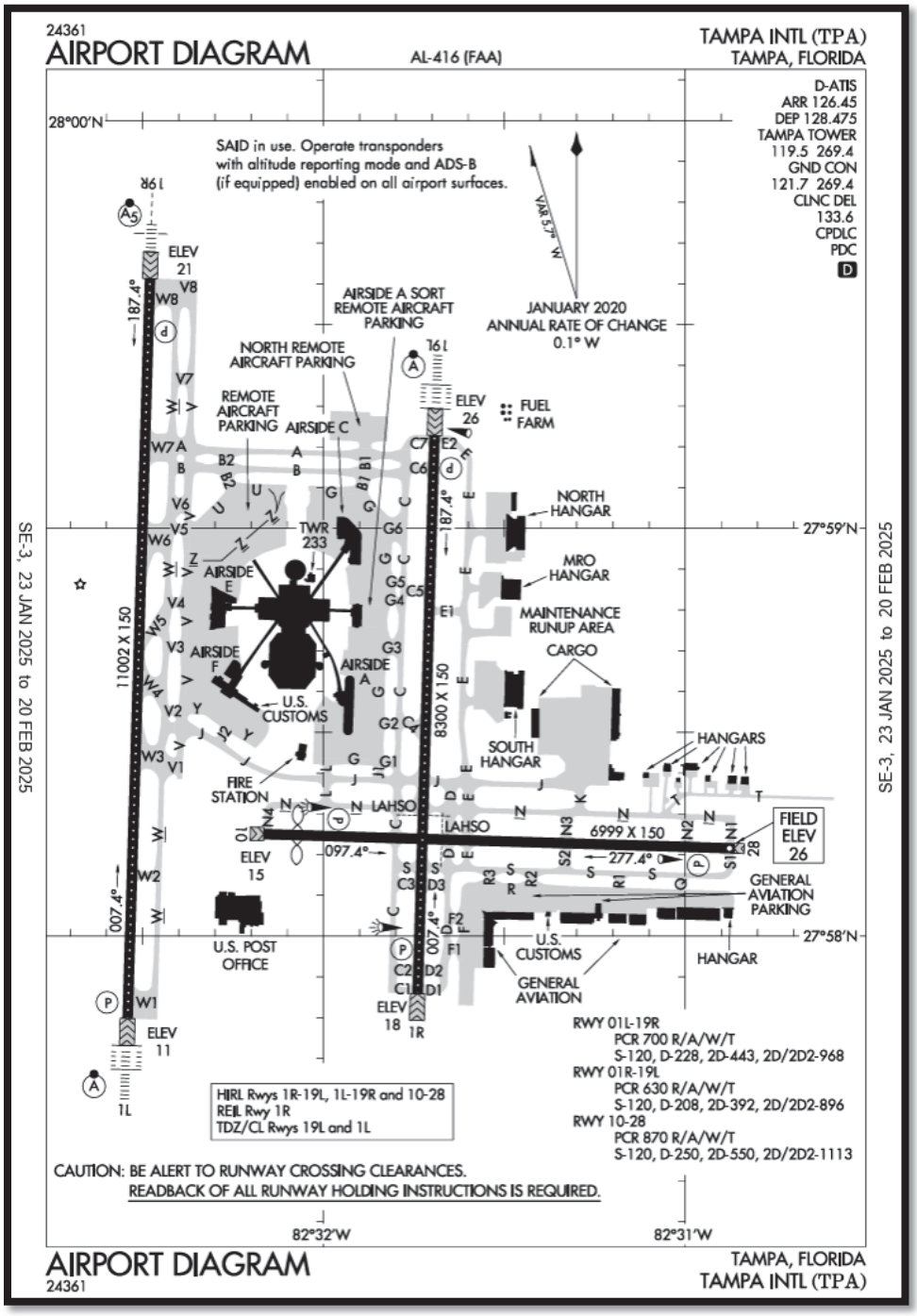
Whenever an unsafe condition is identified the Authority shall take the necessary steps to close or limit air carrier operations from those portions of the airport and take appropriate measures to mitigate the condition.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

APPENDIX A: MAPS AND DIAGRAMS

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

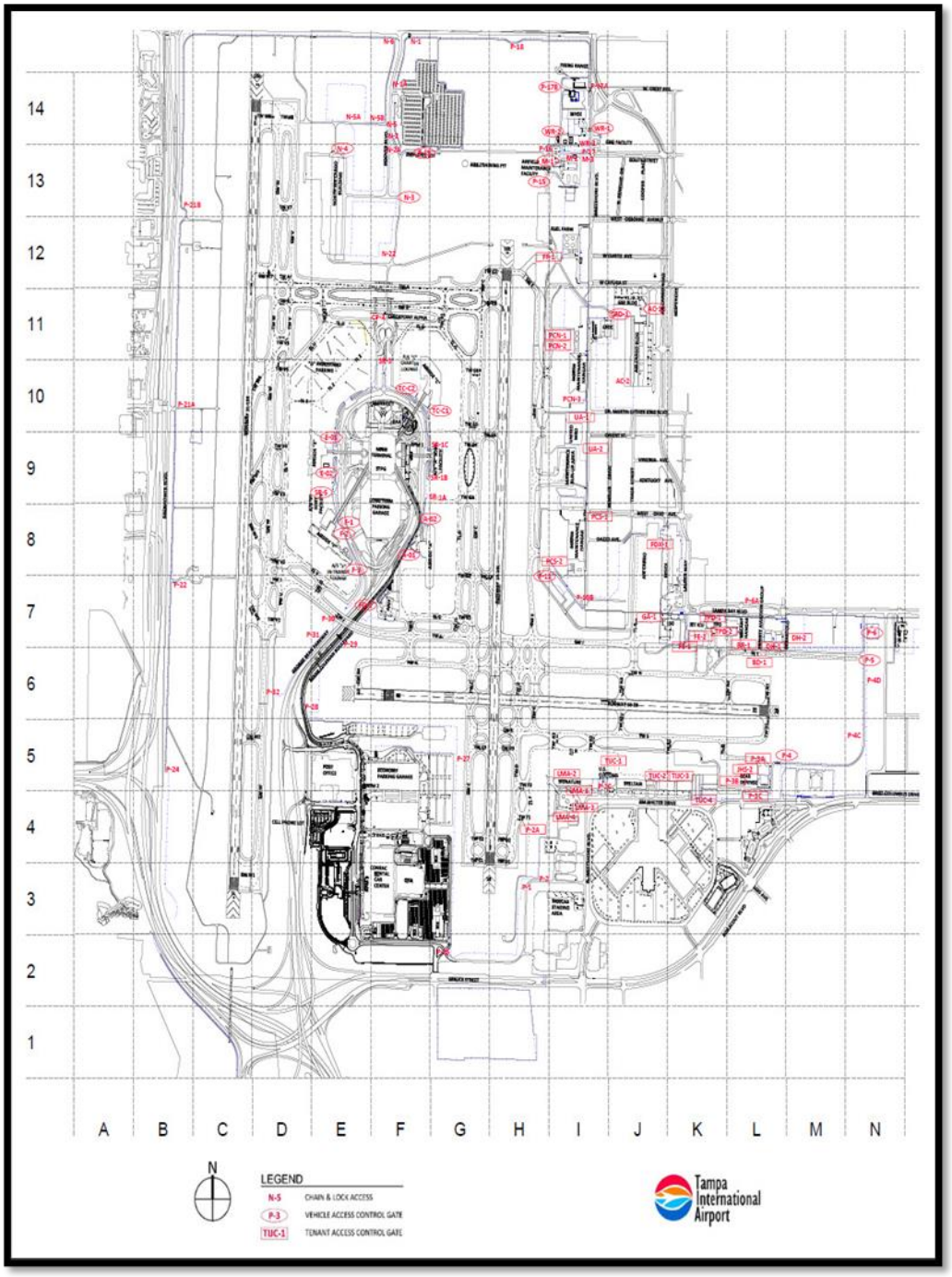
4.1 FIGURE 1 AIRPORT LAYOUT DIAGRAM



Most current version of the depicted map can be found here: [FAA Airport Diagrams]

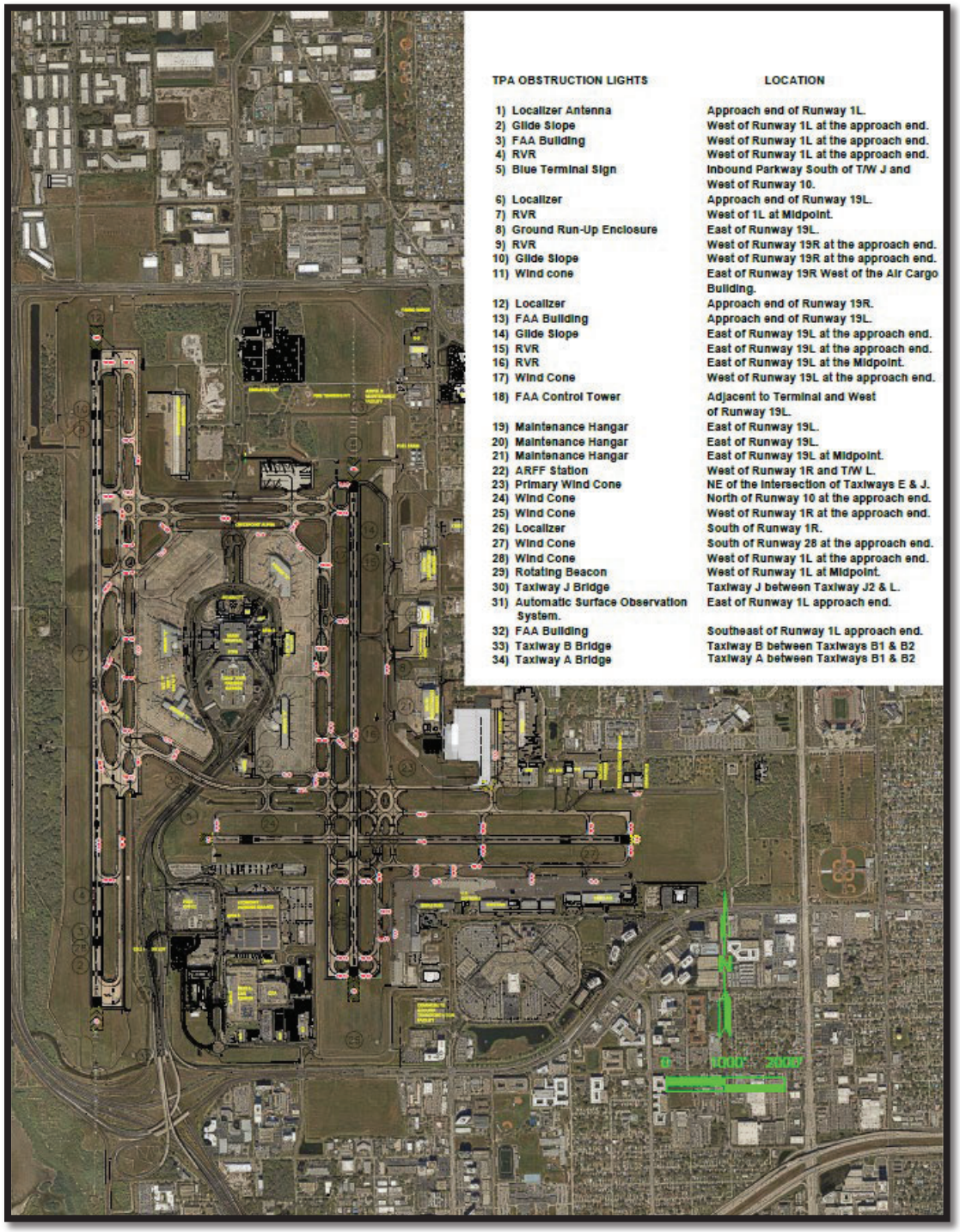
Federal Aviation Administration
Southern Region Airports Division
APPROVED
25 Mar 2025
MF
Inspector

FIGURE 2: TPA GRID MAP



Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

4.3 FIGURE 3: AIRPORT OBSTRUCTIONS



Federal Aviation Administration
Southern Region Airports Division
APPROVED
25 Mar 2025
MF
Inspector

APPENDIX B: LETTERS OF AGREEMENT

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

5.1 LAND AND HOLD SHORT OPERATIONS LETTER OF AGREEMENT

TAMPA AIR TRAFFIC CONTROL TOWER AND
HILLSBOROUGH COUNTY AVIATION AUTHORITY
LETTER OF AGREEMENT

Effective: March 15, 2017

SUBJECT: LAND AND HOLD SHORT OPERATIONS

1. **PURPOSE:** This Letter of Agreement between Tampa Air Traffic Control Tower (TPA) and the Hillsborough County Aviation Authority (HCAA) prescribes procedures for initiating and utilizing Land and Hold Short Operations (LAHSO) at Tampa International Airport.

2. **CANCELLATION:** Tampa Air Traffic Control Tower and Hillsborough County Aviation Authority Letter of Agreement – Land and Hold Short Operations, dated November 17, 2011.

3. **SCOPE:** This Letter of Agreement is established in accordance with FAA Order 7110.1 18.

4. **PROCEDURES:**

   a. LAHSO is an air traffic control procedure which permits the issuance of landing clearances to aircraft to land and hold short of an intersecting runway, taxiway, or other designated point on the runway. It is a procedure designed to increase airport capacity and to efficiently move aircraft within the terminal airspace and on the airport surface.

   b. The following LAHSO operations are approved for Tampa International Airport. These operations are approved only for FAR Part 91, general aviation aircraft during daylight hours. The landing runways must be dry with no tailwind component.

LANDING RUNWAY	OPERATION	AIRCRAFT GROUPS	ALD
RWY 28	HOLD SHORT OF RWY 19L/1R	1 through 4	4350'
RWY 19L	HOLD SHORT OF RWY 10/28	1 through 6	5650'

RWY 1R is available for departure when traffic landing RWY 28 will hold short of RWY 1R.
RWY 19L is available for departure when traffic landing RWY 28 will hold short of RWY 19L.

NOTE – *Aircraft LAHSO groups are listed in FAA JO 7360.1.*

   c. HCAA Responsibilities – To conduct LAHSO at Tampa Airport, HCAA agrees to be responsible for the following actions:

      (1) Installing and maintaining LAHSO runway markings and signs at the above specified locations in accordance with applicable FAA Advisory Circulars.

1

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

(2) Providing TPA with distance measurements from the landing runway threshold to the LAHSO marking for each specified LAHSO location.

(3) Making daily inspections of LAHSO runway markings and signs, and notify TPA of any LAHSO markings or sign discrepancies.

d. TPA Responsibilities:

(1) Publishing a list of runways at Tampa Airport that are approved for LAHSO, together with the available landing distance for each hold-short location.

(2) Terminating LAHSO on any approved runway whenever HCAA reports required signs and/or markings are not installed or are not in accordance with FAA requirements.

(3) Terminating LAHSO at any location when, in the judgment of the TPA Air Traffic Manager, conditions are such that an unsafe operation may result.

(4) Issuing appropriate NOTAMS relating to LAHSO.

Eric Fox
Air Traffic Manager
Tampa Air Traffic Control Tower

John Tiliacos
Vice President of Operations and Customer Service
Tampa International Airport

2

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

5.2 AIRPORT LIGHTING LETTER OF AGREEMENT

TAMPA AIR TRAFFIC CONTROL TOWER AND
HILLSBOROUGH COUNTY AVIATION AUTHORITY
LETTER OF AGREEMENT

EFFECTIVE: March 15, 2017

SUBJECT: AIRPORT LIGHTING

1. **PURPOSE:** This Letter of Agreement between Tampa Air Traffic Control Tower (TPA) and the Hillsborough County Aviation Authority (HCAA) prescribes procedures for operating the airport lighting at Tampa International Airport.

2. **CANCELLATION:** Tampa Air Traffic Control Tower and Hillsborough County Aviation Authority, Airport Lighting, Letter of Agreement – Airport Lighting, dated March 5, 2004.

3. **SCOPE:** This agreement outlines the responsibilities for operating airport lighting in accordance with all FAA directives.

4. **PROCEDURES:**

   a. TPA will operate all appropriate airport lighting aids required in FAA directives.

   b. TPA will notify HCAA Airport Operations Center of any malfunction of HCAA maintained airport lighting.

   c. HCAA will be responsible for the repair and/or maintenance of all airport lighting equipment under their responsibility.

   d. If HCAA requires control of airport lighting they must coordinate with TPA.

Eric Fox
Air Traffic Manager
Tampa Air Traffic Control Tower

John Tiliacos
Vice President of Operations and Customer Service
Tampa International Airport

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

5.3 MOVEMENT AND NON-MOVEMENT AREA OPERATIONS AND RUNWAY CLOSING COORDINATION

TAMPA AIR TRAFFIC CONTROL TOWER,
FAA TECHNICAL OPERATIONS, AND
HILLSBOROUGH COUNTY AVIATION AUTHORITY
LETTER OF AGREEMENT

EFFECTIVE: September 18, 2023

SUBJECT: Movement and Non-Movement Area Operations and Runway Closing Coordination

1. **PURPOSE:** This Letter of Agreement (LOA) between Tampa Air Traffic Control Tower (TPA ATCT), Tampa FAA Technical Operations (Tech Ops), and Hillsborough County Aviation Authority (HCAA) prescribes procedures for vehicular operations within movement areas, runway opening and closing procedures, TPA ATCT responsibility delineation, areas with visibility obstructions to TPA ATCT, and specific guidelines for Runway Safety Areas (RSA).

2. **CANCELLATION:** TPA ATCT and HCAA – Opening and Closing Runways/Flight Restrictions, Vehicle Operations on Movement/Non-Movement areas, and obstructions to visibility, dated March 15, 2017.

3. **SCOPE:** This Letter of Agreement (LOA) defines the responsibilities of TPA ATCT, Tech Ops, and HCAA for the operation of vehicles within the movement area, the means, methods, and authority to open/close runways, the movement of aircraft within the Aircraft Operations Area (AOA), areas that are visually obstructed from TPA ATCT (Appendix 1), and rules that govern the RSA.

4. **PROCEDURES:**

   a. VEHICLE OPERATION REQUIREMENTS

      (1) Vehicle Call Sign Designations: These shall be utilized in all communications with TPA ATCT to designate the capacity of the vehicle and operator.

         (a) "ARFF + Vehicle Identifier" – Airport Rescue & Fire Fighting Vehicles
         (b) "FAA + Vehicle Identifier" – FAA Tech Ops Vehicles
         (c) "Maintenance + Vehicle Identifier" – Maintenance Vehicles
         (d) "OPS + Vehicle Identifier" – Airport Operations Vehicles
         (e) "Tractor + Vehicle Identifier" – Maintenance Tractor Vehicles
         (f) "Wildlife + Vehicle Identifier" – Authority Vehicles operating primarily in wildlife mitigation capacity

      (2) *All* vehicles must receive clearance from TPA ATCT Ground Control (121.7 MHz) prior to entering the movement area. *All* vehicles must also receive clearance to cross or proceed onto an open runway or runway safety area.

      (3) When exiting a runway onto a taxiway movement area, HCAA vehicle operators must stop as soon as permissible and establish communications with TPA ATCT Ground Control (121.7 MHz).

1

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

(4) Other temporary taxiway crossing points for vehicles may be established by HCAA (in areas controlled by HCAA) in coordination with TPA ATCT.

(5) On initial contact, vehicle operators will advise TPA ATCT Ground Control (121.7 MHz) of the following:

a. The entity being contacted (i.e., "Tampa Ground")
b. Vehicle identification (i.e., "Maintenance 25")
c. Location of vehicle (i.e., TWY B1)
d. Vehicle operator's intent (i.e., request to enter the movement area; will give way to all aircraft and hold short of all runways)

Phraseology Example – Runway Crossing:
Vehicle Operator: "Tampa Ground (**a**), Tractor One Zero (**b**), at Taxiway Juliet (**c**), request permission to cross Runway One Niner Left (**d**)."
TPA ATCT Ground Control: "Tractor One Zero, Tampa Ground, hold short of Runway One Niner Left at Taxiway Juliet."
Vehicle Operator: "Tractor One Zero, holding short of Runway One Niner Left at Taxiway Juliet."
TPA ATCT Ground Control: "Tractor One Zero, cross Runway One Niner Left at Taxiway Juliet."
Vehicle Operator: "Tractor One Zero, crossing Runway One Niner Left at Taxiway Juliet."
-Upon completion of crossing the runway and off the runway-
Vehicle Operator: "Tractor One Zero, off of Runway One Niner Left at Taxiway Juliet."
TPA ATCT Ground Control: "Tractor One Zero, roger."

(6) Vehicles **MUST NOT CROSS** an open runway unless the TPA ATCT controller specifically uses the phraseology:

"Correct Vehicle Identifier of the Requestor + Cross Runway + Correct Runway Number"

(7) When a vehicle is operating on Runway 1R/19L or Runway 10/28 and the intersecting runway is open, clearance must be received to cross the intersecting runway.

(8) Vehicle operators must **READ BACK ALL HOLD SHORT INSTRUCTIONS** and question any instructions believed to be unclear or incorrect.

(9) After a vehicle obtains clearance into the movement area, if two-way radio communication is maintained, service roads may be used to transition east and west of the east parallel runway (i.e., via the service road). An advisory notification to TPA ATCT Ground Control should be made prior to transitioning.

Phraseology Example – Transition across Runway 1R-19L via Service Road:
Vehicle Operator: "Tampa Ground, Airport 9, transitioning from east to west via the service road."
TPA ATCT Ground Control: "Airport 9, Tampa Ground, roger."

(10) Vehicular Movement Priorities

(a) Whenever possible, vehicle movement will be accomplished via the airport perimeter/service access roads that do not intersect movement areas.
(b) All attempts should be made to cross runways at the departure end or the approach end,

2

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

based upon operational necessity.

(c) Vehicles **MUST GIVE WAY** to taxiing aircraft unless otherwise instructed by TPA ATCT.

(11) HCAA Airport Operations Vehicles

(a) When not conducting an airfield inspection, HCAA Airport Operations vehicles will:
- Be provided services by TPA ATCT in accordance with FAA regulations and policy while operating on movement areas (runways and taxiways).
- On non-movement areas, TPA ATCT will have no responsibilities, but may issue advisories.

(b) HCAA Airport Operations vehicles performing required runway inspections must, to the maximum extent possible, operate in the direction opposite to the aircraft traffic flow and use TPA ATCT Tower Control frequency (119.5 MHz).

(c) During emergencies, all vehicles responding will utilize TPA ATCT Ground Control frequency (121.7 MHz) and request clearance to move in the direction necessary to fulfill their objective. See Tampa International Airport Emergency Procedures Letter of Agreement for coordination, communications, and emergency response procedures on or within the vicinity of the Tampa Airport.

b. OPENING/CLOSING RUNWAYS AND RESTRICTING FLIGHT OPERATIONS

(1) Only individuals that have successfully completed HCAA Movement Area Training – MAT Level 1, are authorized to open/close a runway.

(2) Methods for implementing Runway Closure/Restriction of Flight Operations:

(a) Primary: Contact TPA ATCT on Ground Control.
(b) Secondary: Contact TPA ATCT Operations Supervisor (OS) or Controller-in-Charge (CIC) on recorded phone line 813-878-2528.

NOTE – In either case, when emergency conditions do not exist, coordination must be completed prior to implementing runway closures or flight restrictions.

(3) HCAA is responsible for issuance of appropriate NOTAMS, placement of runway closure devices, and/or placement of barricades.

(4) When HCAA has closed a runway, that surface is released to HCAA and considered uncontrolled by TPA ATCT.

(5) HCAA will advise TPA ATCT of available crossing points on closed runways. Any portion of a closed runway that has been made available to TPA ATCT for aircraft ground movement (taxiing) purposes (i.e., crossing points) will be treated as a taxiway. All vehicles, excluding authorized HCAA vehicles, must contact TPA ATCT Ground Control to cross or to access the open taxiway crossing.

3

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

c. AIRCRAFT OPERATIONS

(1) On movement areas (runways and taxiways). TPA ATCT will provide service in accordance with FAA regulations and policy.

(2) On non-movement areas, TPA ATCT will have no responsibilities but may issue advisories.

d. AREAS WITH OBSTRUCTED VISABILITY

- Due to obstructions, portions of several taxiways are not visible from the TPA ATCT, as depicted in Appendix 1 (A-1). Vigilance must be used while transiting these areas.

e. RUNWAY SAFETY AREA (RSA)

- Specific procedures have been established and documented in the Letter of Agreement "Authorized Operations within the Runway Safety Area(s)" that allows access to Runway Safety Areas while the runway is in use, under explicit conditions.

CHRISTOPHER J HEDEN Digitally signed by CHRISTOPHER J HEDEN Date: 2023.08.22 11:39:59 -04'00'

Christopher J Heden
Air Traffic Manager
Tampa Air Traffic Control Tower

John Tiliacos
Executive Vice President of Operations and Customer Service
Tampa International Airport

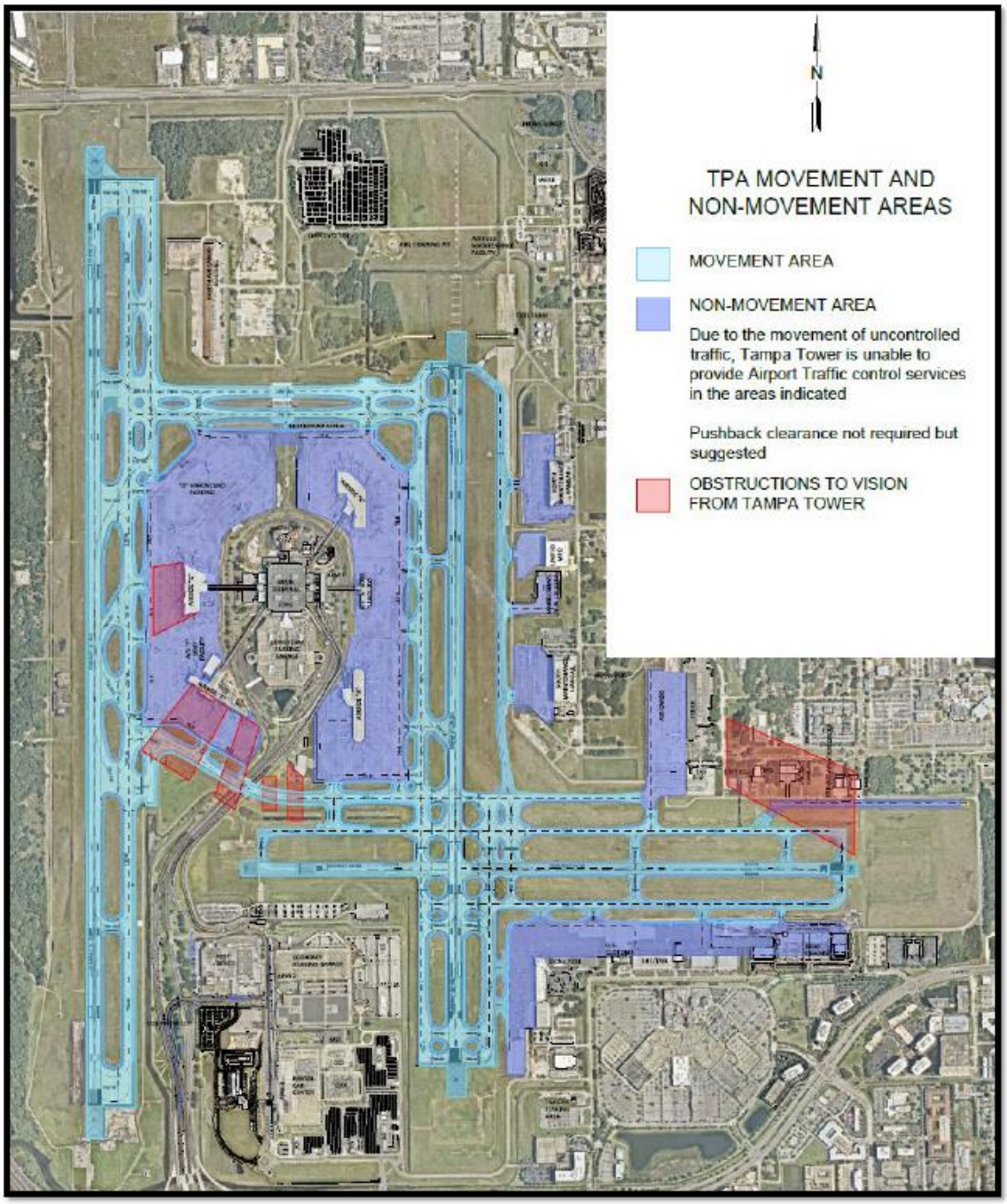
STEVEN COLON Digitally signed by STEVEN COLON Date: 2023.08.22 13:39:02 -04'00'

Steve Colon
Tech Ops Manager
Tampa Air Traffic Control Tower

4

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

Appendix 1
Tampa International Airport Movement
Areas & Non-Movement Areas



Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

5.4 RUNWAY CONDITION REPORTING LETTER OF AGREEMENT

TAMPA AIR TRAFFIC CONTROL TOWER AND
HILLSBOROUGH COUNTY AVIATION AUTHORITY
LETTER OF AGREEMENT

EFFECTIVE: March 15, 2017

SUBJECT: RUNWAY CONDITION REPORTING

1. **PURPOSE:** This agreement between Tampa Air Traffic Control Tower (TPA) and the Hillsborough County Aviation Authority (HCAA) prescribes procedures for exchanging and reporting runway condition reports.

2. **CANCELLATION.**: Tampa Tower and Tampa International Airport Letter of Agreement – Airport Braking Action, dated November 20, 2008.

3. **SCOPE:** This agreement is established in accordance with FAA JO7110.65.

4. **RESPONSIBILITIES:** The TPA Front Line Manager/Controller-in-Charge and the HCAA are responsible for the prompt exchange of reports which indicate runway conditions.

5. **PROCEDURES:**

   a. HCAA is responsible for (when appropriate):

      (1) Ensuring runway condition assessments are conducted.

      (2) Ensuring the dissemination of runway condition information through the issuance of Notice(s) to Airmen (NOTAM(s)). NOTAM(s) should include condition code for touchdown, mid-point and rollout portions of the runway being assessed (see Appendix).

      (3) Ensuring TPA FLM/CIC is directly advised of changes in runway surface conditions.

   b. The TPA FLM/CIC is responsible for:

      (1) Ensuring HCAA is promptly notified when pilot reports indicate reduced runway braking conditions. The quality of braking action shall be described using the terms, "Good", "Good-to-Medium", "Medium" (previously known as Fair), "Medium-to-Poor", "Poor", and "Nil".

      (2) Ensuring that during a rain event HCAA is promptly notified of changes to the active approach/departure runway(s) in use so that HCAA may update runway surface condition NOTAMs appropriately.

      (3) Permitting HCAA Operations to access runways in a timely manner to conduct runway condition assessments.

Eric Fox
Air Traffic Manager
Tampa Air Traffic Control Tower

John Tiliacos
Vice President of Operations and Customer Service
Tampa International Airport

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

5.5 SURFACE MOVEMENT GUIDANCE CONTROL PLAN LETTER OF AGREEMENT

TAMPA AIR TRAFFIC CONTROL TOWER
AND
HILLSBOROUGH COUNTY AVIATION AUTHORITY
LETTER OF AGREEMENT

Effective: March 1,2020

SUBJECT: SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM OPERATIONS

PURPOSE: This Letter of Agreement between Tampa Air Traffic Control Tower (ATCT) and the Hillsborough County Aviation Authority (HCAA) establishes the FAA's responsibility for compliance with the FAA Approved Surface Movement Guidance and Control System (SMGCS) plan at Tampa International Airport.

CANCELLATION: N/A

SCOPE: This Letter of Agreement is established in accordance with FAA Order JO 8000.94, which establishes an FAA inter-service agreement that provides for consistent low-visibility operations (less than RVR 1200); establishes requirements for uniform low-visibility airport equipment and enhancements; and implements uniform air traffic control and airport operator practices and expectations.

PROCEDURES:

A. HCAA Responsibilities – To provide and maintain the SMGCS plan in accordance with 14 Code of Federal Regulation, Part 139, and FAA Advisory Circular 120-57 (Surface Movement Guidance and Control System).

B. ATCT Responsibilities: Comply with the guidelines and direction set forth in the HCAA SMGCS Plan for the implementation, operation, and termination of low visibility operations at Tampa International Airport.

MICHAEL W YUSKA Digitally signed by MICHAEL W YUSKA Date: 2020.01.29 09:35:22 -05'00'

Michael Yuska
Air Traffic Manager
Tampa Air Traffic Control Tower

John Tiliacos
Executive Vice President of Operations and Customer Service
Hillsborough County Aviation Authority

1

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

5.6 AUTHORIZED OPERATIONS WITHIN THE RUNWAY SAFETY AREA(S)

TAMPA AIR TRAFFIC CONTROL TOWER,
FAA TECHNICAL OPERATIONS, AND
HILLSBOROUGH COUNTY AVIATION AUTHORITY
LETTER OF AGREEMENT

EFFECTIVE: September 18, 2023

SUBJECT: Authorized Operations within the Runway Safety Area(s)

1. **PURPOSE:** This Letter of Agreement (LOA) between Tampa Air Traffic Control Tower (TPA ATCT), Tampa FAA Technical Operations (Tech Ops), and Hillsborough County Aviation Authority (HCAA) defines the responsibilities and procedures for vehicles, personnel and equipment operations within the Runway Safety Areas (RSA) during aircraft operations.

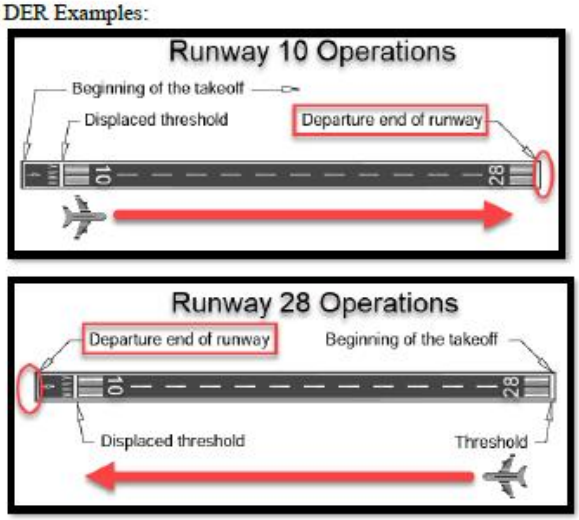
2. **SCOPE:** The RSA should normally be clear at all times during aircraft operations, although certain circumstances may allow personnel, vehicles, and equipment for a limited time during aircraft operations as outlined in this LOA. Examples include:

   a. Scheduled or unscheduled NAVAID maintenance/repair.
   b. Repair of airport-owned and maintained lighting and signage.
   c. Other airport safety-related circumstances. Example: Foreign Object Debris removal.

3. **DEFINITIONS:**

   a. DEPARTURE END OF RUNWAY (DER). The end of the runway that is opposite the landing threshold (as per Advisory Circular 150/5300-13b - Airport Design)

   DER Examples:



1

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

b. LOW VISIBILITY – Where visual conditions at TPA are reported as less than two (2) miles visibility or the ceilings are reported as less than 800 feet, or the Runway Visual Range is reported as less than 1,800 feet.

c. Movement Area Training-1 (MAT-1) – Individuals with this level of training are allowed to operate within an open runway environment, close portions of the airfield, and are trained to conduct airfield inspections.
   - HCAA Airfield Operations

d. Movement Area Training-2 (MAT-2) – Individuals with this level of training are allowed to operate within the movement area, and cross active runways, but are not allowed to enter an open runway or close portions of the airfield.
   - Aircraft Rescue Fire Fighters
   - FAA Technical Operations
   - HCAA Airfield Electricians
   - HCAA Airfield Maintenance

e. Movement Area Training-3 (MAT-3) – Individuals with this level of training are allowed to operate within the movement area, and cross active runways, but are not allowed to enter an open runway or close portions of the airfield. MAT-3 individuals are not authorized to use the procedures outlined in Section 5 of this document; therefore, they are not included in the Airport/Tech Ops Driver Responsibilities within the RSA Matrix.
   - Airline/General Aviation Mechanic's Tow Teams

f. RUNWAY SAFETY AREA (RSA) – A defined surface *surrounding the runway* suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway.

g. RUNWAY OBJECT FREE AREA (ROFA) – An area, as depicted in Appendix 3, centered on the runway centerline that is clear of above-ground objects, except for allowable objects necessary for air navigation or aircraft ground maneuvering purposes.

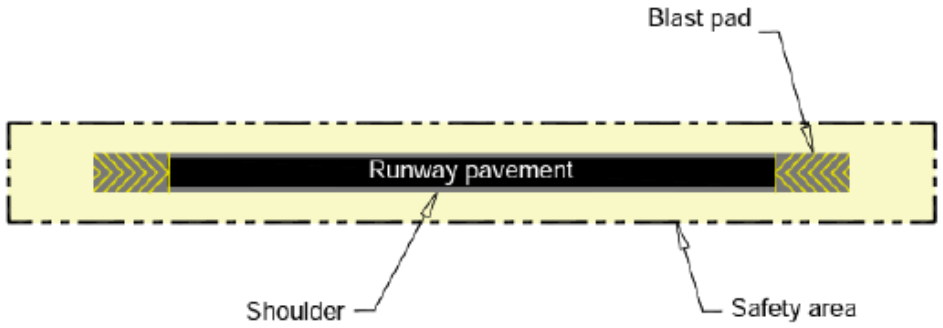
h. RUNWAY 1L/19R SAFETY AREA – The area extending 250 feet from both sides of the runway centerline, 1000 feet off the departure end of runway 19R, and 800 feet off the departure end of runway 1L.

i. RUNWAY 1R/19L SAFETY AREA – The area extending 250 feet from both sides of the runway centerline, 1000 feet off the departure end of runway 19L, and 1000 feet off the departure end of runway 1R.

j. RUNWAY 10/28 SAFETY AREA – The area extending 250 feet both sides of the runway centerline, 1000 feet off the departure end of runway 10, and 595 feet off the departure end of runway 28.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

k. BLAST PAD – A surface adjacent to the ends of runways provided to reduce the erosive effect of jet blast and propeller wash (as per Advisory Circular 150/5300-13b - Airport Design).



4. **AIRFIELD OPERATING RESPONSIBILITIES:**

a. **All Airfield Operators/ LOA Signatory Responsibilities**

(1) When access to the RSA is granted, this does not grant the requestor access to the entirety of the Runway Safety Area (RSA) or the runway surface itself. Additional ATCT authorizations must be coordinated as required.
(2) No aircraft takeoffs or landings are allowed under any circumstances on the affected runway while vehicles, personnel and/or equipment are operating inside the RSA on the runway blast pad surface(s) as defined and illustrated in Appendix 3 to avoid aircraft overflight of vehicles, personnel and/or equipment on the runway blast pad surface.

b. **Airport Operations Responsibilities**

Reference the detailed **"Airport/Tech Ops Driver Responsibilities within the RSA"** matrix below for allowable Airport Operation(s) vehicle, equipment and/or personnel activity within the RSA.

(1) Airport Operations shall be responsible for defining, evaluating, coordinating, and approving all requests to access an RSA.
(2) Airport Operations will issue appropriate NOTAMS for operations occurring within the RSA.
(3) Airport Operations is responsible to ensure personnel are aware of MAT-1, MAT-2, and MAT-3 requirements.

c. **Technical Operations (Tech Ops) Responsibilities**

Reference the detailed **"Airport/Tech Ops Driver Responsibilities within the RSA"** matrix below for allowable Tech Ops vehicles, equipment and/or personnel activity within the RSA.

(1) The only areas of the RSA that are accessible to Tech Ops while a runway is open are the areas immediately around the Precision Approach Path Indicator (PAPI) array. See Appendix 1 for a depiction.

3

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

(a) The gravel and concrete pad that surrounds the PAPI array and the access path to the PAPI array will serve as the lateral boundaries of approval when TPA ATCT grants access to the RSA of an open runway. These areas will be maintained by Tech Ops.
(b) No pedestrians are allowed to be outside of the defined work areas of an open runway.

d. Air Traffic Control Tower (ATCT) Responsibilities

(1) Provide training for TPA ATCT personnel on RSA procedures.
(2) Direct and clear personnel into the RSA as described herein and as outlined in the **"Airport/Tech Ops Driver Responsibilities within the RSA"** matrix.
(3) Follow procedures In Accordance with FAA Joint Order 7110.65 for applicable activity within the RSA.
(4) TPA ATCT is not responsible for determining MAT-1, MAT-2, and MAT-3 personnel capability.

4

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

Airport/Tech Ops Driver Responsibilities within the RSA Matrix

Airport/ Tech Ops Driver Responsibilities within the RSA	Apt Ops MAT-1	Apt Ops MAT-2	Tech Ops
Obtain training from Airport Operations on procedures for entering/exiting the RSA at least every 12 consecutive calendar months following initial training.	X	X	X
Access into an RSA is not permitted during inclement weather or low visibility conditions.	X	X	X
Access to all RSA(s) is limited to pedestrian foot traffic only.		X	X
When operationally advantageous, vehicles may be approved inside the RSA. Vehicles approved inside the RSA will not be left unoccupied with the exception of very brief periods (.i.e. to retrieve FOD).	X		
All unoccupied vehicles must be positioned outside of the Runway Object Free Area (ROFA). (See exception for MAT-1 drivers above)	X	X	X
All vehicles that remain occupied with at least one MAT-2/MAT-1 trained individual may stage outside of the RSA but within the ROFA.	X	X	X
Airport Operations will contact TPA ATCT via telephone (813-878-2528) to coordinate any planned RSA activity prior to the work being done. Unplanned short term access to the RSA (i.e. to retrieve FOD) does not require prior coordination via telephone, however coordination must be completed via TPA ATCT Tower Control frequency (119.5 MHz), or as assigned by TPA ATCT. **MAT-1 phraseology examples below.**	X		
Coordinate the location and nature of work with TPA ATCT, via telephone or in-person, prior to any activity being carried out inside an RSA. This coordination does not imply TPA ATCT approval or clearance. All TPA ATCT approvals or clearances will be issued on TPA ATCT Tower Control (119.5 MHz) or as assigned by TPA ATCT. **MAT-2 & Tech Ops phraseology examples below.**		X	X
Coordinate with Airport Operations for any activity to be carried out inside an RSA. Airport Operations will contact TPA ATCT via telephone (813-878-2528) to ensure the TPA ATCT is aware of the proposed RSA activity.		X	X
Vehicles and personnel must receive authorization from TPA ATCT prior to entry into all RSA's.	X	X	X
Maintain positive radio communications between personnel operating within the RSA and TPA ATCT Tower Control (119.5 MHz), or as assigned by TPA ATCT.	X	X	X

5

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

5. **PROCEDURES FOR ENTERING AND EXITING THE RSA**

a. **Gaining Access to an RSA:**

(1) Position yourself out of the way of taxiing aircraft.
(2) Request with TPA ATCT Ground Control (121.7 MHz) to switch frequencies to TPA ATCT Tower Control (119.5 MHz).
(3) Contact TPA ATCT Tower Control frequency (119.5 MHz) with request to access the RSA utilizing specific verbiage below.
(4) Comply with TPA ATCT instructions and maintain positive radio communications with TPA ATCT Tower Control (119.5 MHz) at all times when operating within the RSA.

b. **Exiting the RSA:**

(1) Exit the RSA and ensure all vehicles, personnel and equipment have also exited the RSA.
(2) Advise TPA ATCT Tower Control (119.5 MHz) that you are off the RSA and that you are switching frequencies to TPA ATCT Ground Control (121.7 MHz).
(3) Reestablish radio communication with TPA ATCT Ground Control (121.7 MHz).

c. **Phraseology Examples:**

(1) **MAT-1/MAT-2 entering RSA:**
Vehicle Operator: "Tampa Tower, OPS 6, at the north end of Taxiway E"
TPA ATCT Tower Control: "OPS 6, Tampa Tower"
Vehicle Operator: "Tampa Tower, OPS 6, at the north end of Taxiway E, request permission to access the Runway One Niner Left safety area, will remain off all runways"
TPA ATCT Tower Control: "OPS 6, Tampa Tower, proceed as requested"
Vehicle Operator: "Tampa Tower, OPS 6, proceeding as requested"

(2) **MAT-1/MAT-2 exiting RSA:**
Vehicle Operator: "Tampa Tower, OPS 6, off Runway One Niner Left safety area, switching to ground"
TPA ATCT Tower Control: "OPS 6, Tampa Tower, roger."
Vehicle Operator: "Tampa Ground, OPS 6, with you at the north end of Taxiway E, will continue to give way to all aircraft and hold short of all Runways."
TPA ATCT Ground Control: "OPS 6, Tampa Ground, proceed as requested"
Vehicle Operator: "Tampa Ground, OPS 6 proceeding as requested"

(3) **Tech Ops entering RSA:**
Vehicle Operator: "Tampa Tower, FAA 47M, at the Runway One Niner Left Glide Slope"
TPA ATCT Tower Control: "FAA 47M, Tampa Tower"
Vehicle Operator: "Tampa Tower, FAA 47M, at the Runway One Niner Left Glide Slope, request permission to access the Runway One Niner Left PAPI, will remain off all runways"
TPA ATCT Tower Control: "FAA 47M, Tampa Tower, proceed as requested"
Vehicle Operator: "Tampa Tower, FAA 47M, proceeding as requested"

(4) **Tech Ops exiting RSA:**
Vehicle Operator: "Tampa Tower, FAA 47M, off Runway One Niner Left safety area, switching to ground"
TPA ATCT Tower Control: "FAA 47M, Tampa Tower, roger"

6

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

Vehicle Operator: "Tampa Ground, FAA 47M, at the Runway One Niner Left Glide Slope, request to exit the movement area east bound crossing Taxiway E"
TPA ATCT Ground Control: "FAA 47M, Tampa Tower, proceed as requested"
Vehicle Operator: "Tampa Tower, FAA 47M, proceeding as requested"
Vehicle Operator: "Tampa Tower, FAA 47M, off the movement area at the north hanger"

6. **DEVIATIONS:**

a. Deviations from responsibilities and/or procedures identified herein must be approved only after coordination and concurrence among Technical Operations, TPA Air Traffic Control Tower and Hillsborough County Airport Authority (or other signatories to the LOA.)

CHRISTOPHER J HEDEN Digitally signed by CHRISTOPHER J HEDEN Date: 2023.08.22 10:51:59 -04'00'

Christopher J. Heden
Air Traffic Manager
Tampa Air Traffic Control Tower

John Tiliacos
Executive Vice President of Operations and Customer Service
Tampa International Airport

STEVEN COLON Digitally signed by STEVEN COLON Date: 2023.08.22 13:37:45 -04'00'

Steve Colon
Tech Ops Manager
Tampa Air Traffic Control Tower

7

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

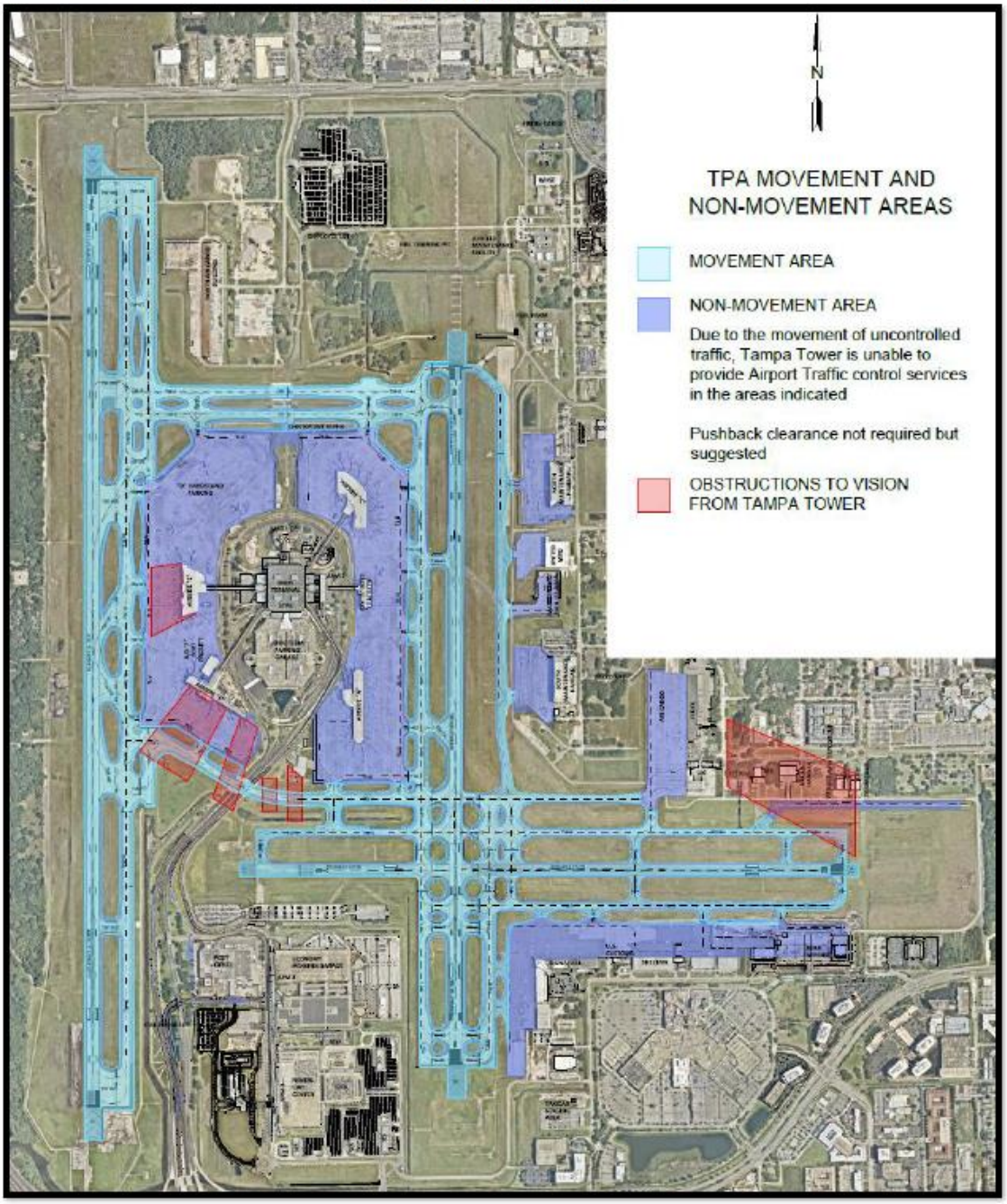
Appendix 1

Visual Depiction of the RSA Access Limitations
for FAA Technical Operations

8

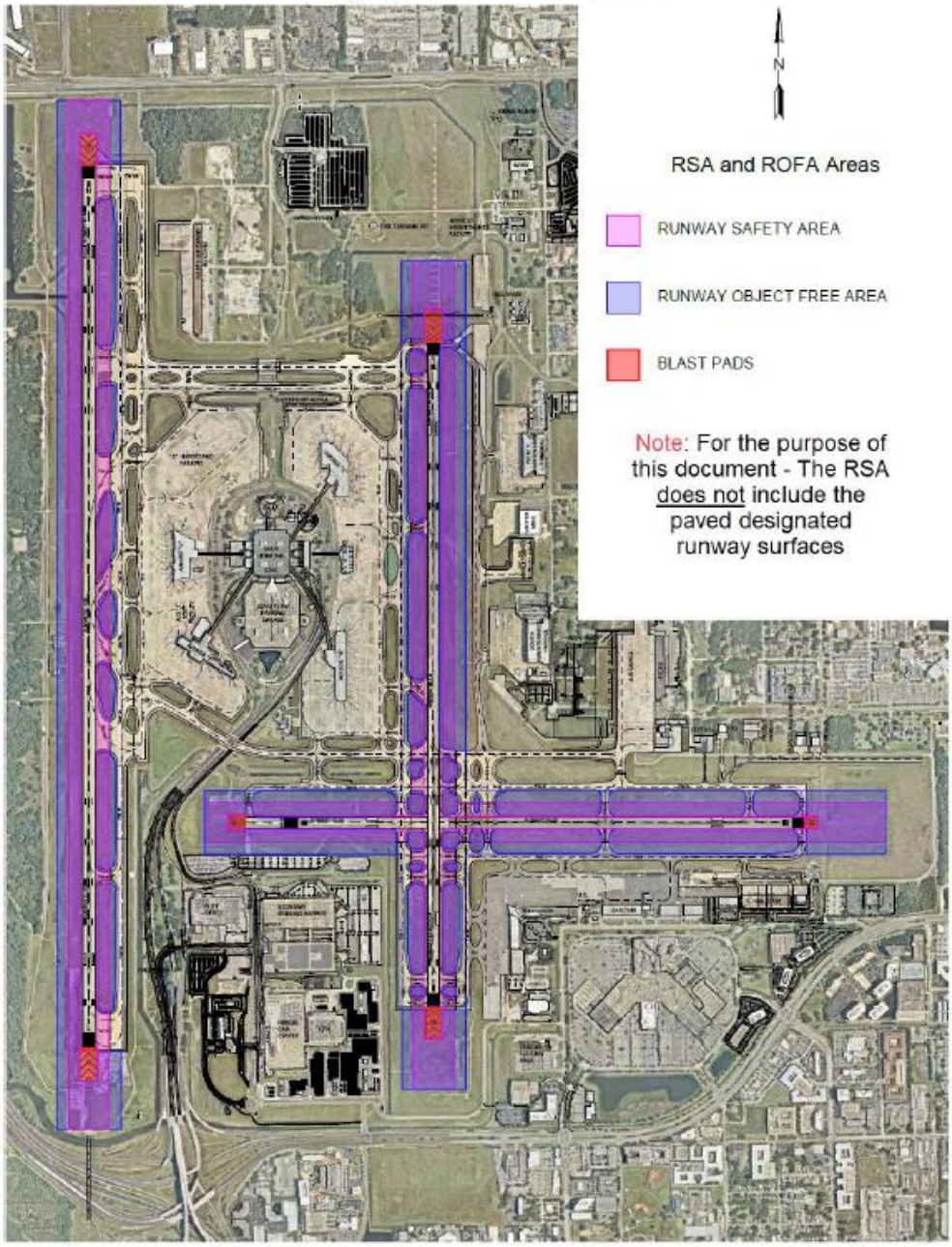
Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

Appendix 2
Tampa International Airport Movement
Areas & Non-Movement Areas



Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

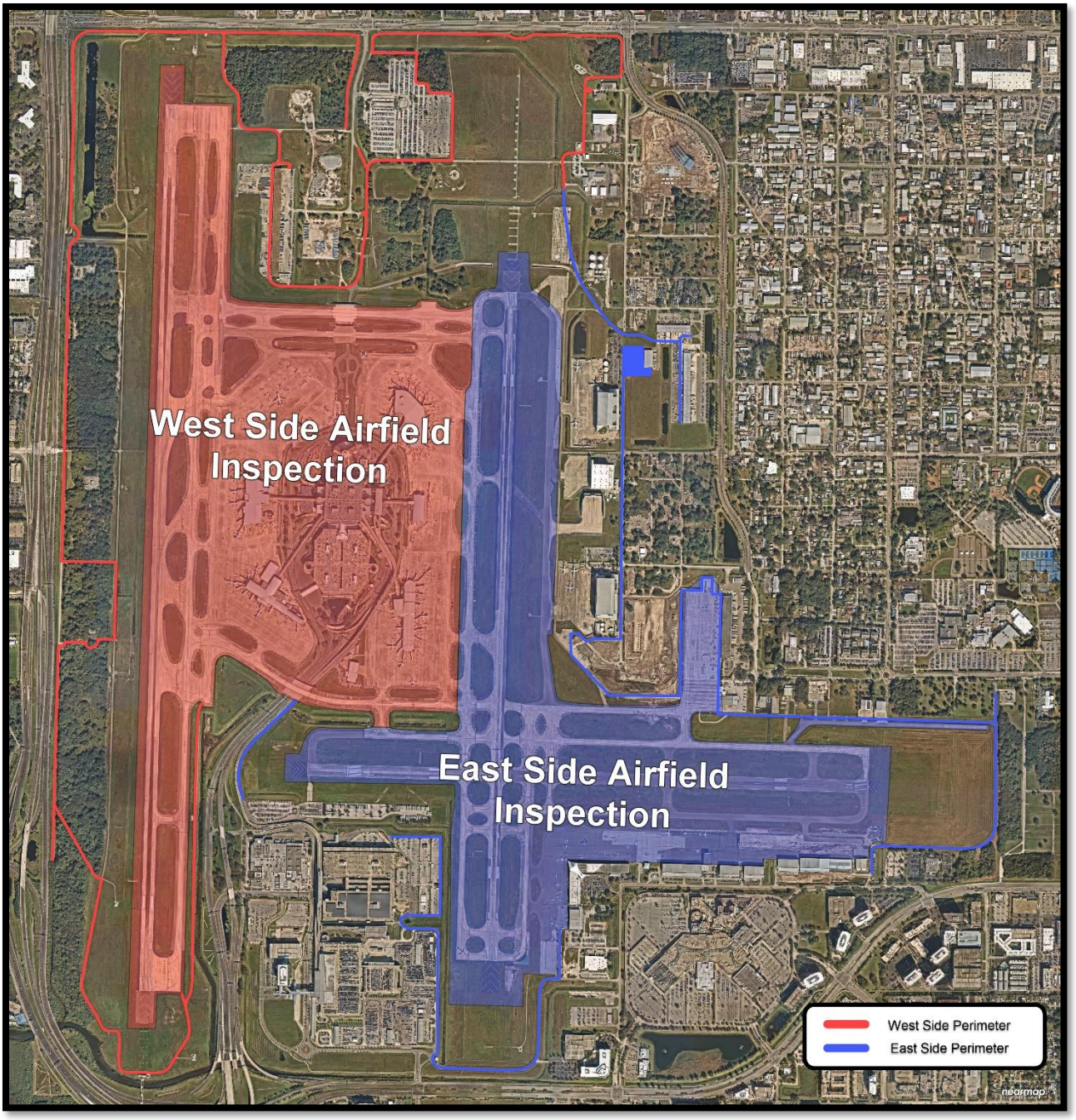
Appendix 3
Tampa International Airport Runway Safety Areas,
Runway Object Free Areas & Blast Pads



Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

APPENDIX D: AIRPORT SELF INSPECTION PROGRAM

FIGURE 1: EAST AND WEST AIRFIELD & PERIMETER INSPECTIONS



Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

APPENDIX E: RUNWAY CONDITION ASSESSMENT MATRIX (RCAM)

FIGURE 1: RUNWAY CONDITION ASSESSMENT MATRIX (RCAM) (FOR AIRPORT OPERATORS USE ONLY)

AC 150/5200-30 Airport Field Condition Assessments and Winter Operations Safety

Assessment Criteria		Downgrade Assessment Criteria		
Runway Condition Description	**Code**	**Mu (μ) [1]**	**Vehicle Deceleration or Directional Control Observation**	**Pilot Reported Braking Action**
• Dry	6	40 or Higher	---	---
• Frost • Wet (Includes Damp and 1/8 inch depth or less of water) ***1/8 inch (3mm) depth or less of:*** • Slush • Dry Snow • Wet Snow	5		Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
5° F (-15°C) and Colder outside air temperature: • Compacted Snow	4	39 to 30	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
• Slippery When Wet (wet runway) • Dry Snow or Wet Snow (Any depth) over Compacted Snow ***Greater than 1/8 inch (3mm) depth of:*** • Dry Snow • Wet Snow ***Warmer than 5° F (-15°C) outside air temperature:*** • Compacted Snow	3		Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
Greater than 1/8 (3mm) inch depth of: • Water • Slush	2	29 to 21	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
• Ice [2]	1		Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
• Wet Ice [2] • Slush over Ice [2] • Water over Compacted Snow [2] • Dry Snow or Wet Snow over Ice [2]	0	20 or Lower	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

APPENDIX F: TPA RULES AND REGULATIONS

FIGURE 1: SECTION 3.3 RESTRICTED AREAS, MOVEMENT AREAS AND AIR OPERATIONS AREAS

Hillsborough Country Aviation Authority Rules and Regulations R340

3.3 RESTRICTED AREAS, MOVEMENT AREAS AND AIR OPERATIONS AREAS

No Person may enter the AOA, movement areas, secured areas, or any restricted areas on the Airport except:

a. Persons assigned to job duties/functions in accordance with the Airport Security Program and/or ACM authorized by the Authority;

b. Passengers who, under appropriate supervision, enter upon the Apron for the purposes of enplaning or deplaning an Aircraft; and

c. Persons escorted pursuant to the security program established or authorized by the Authority.

No Person will walk or drive across the movement areas of the Airport without specific permission from the Authority and the FAA Air Traffic Control Tower at the Airport.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector

FIGURE 2: SECTION 7.5 VEHICLE OPERATIONS ON AIR OPERATIONS AND MOVEMENT AREAS

Hillsborough Country Aviation Authority Rules and Regulations R340

7.5 VEHICLE OPERATIONS ON AIR OPERATIONS AND MOVEMENT AREAS

a. Permission

No Person may operate a Motor vehicle on the AOA or movement area unless permission based on operational need has been granted by the CEO or designee. Special authorization and training will be required for operation on the movement area.

b. Towing of Baggage Carts and Pods

The number of baggage carts and pods being towed by one tug on the Airport will not exceed four.

c. Parking

No Motor vehicle may be parked on any portion of the AOA, except those trucks and other vehicles necessary for the servicing of Aircraft and the operation and maintenance of the Airport, and then only if it is properly identified in accordance with the Airport Security Program.

d. Driving Across Passenger Loading Lane

No Person may drive a Motor vehicle or move equipment between the Aircraft and passenger gate when passengers are boarding or deplaning from the Aircraft. Drivers are expected to follow the designated service roads, excluding Authority personnel conducting duties as prescribe in the Ground Operations Manual (GOM).

e. Restricted Parking

No Person will park a Motor vehicle in any manner so as to block or obstruct fire hydrants, emergency fuel shutoff device and the approaches thereto, gates or emergency exits or building entrances or exits.

f. Right-of-Way Aircraft

Aircraft taxiing in the AOA will have the right-of-way over vehicular traffic, unless otherwise directed by FAA ATC.

Federal Aviation Administration
Southern Region Airports Division
APPROVED
Aug 08 2024
CB
Inspector