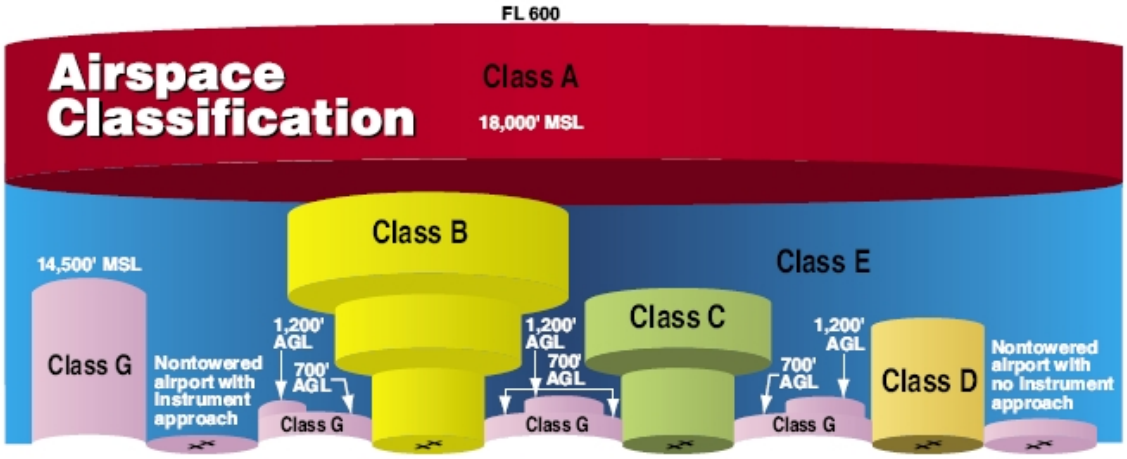
APPENDIX C
Airspace and Procedures

1.1 Airspace

The Federal Aviation Administration (FAA) has six classifications of airspace under the National Airspace System (NAS). These classifications, which are designated Class A, B, C, D, E, and G and shown on **Figure C-1**, are critical to the safety of all flights and to the efficient operation of all air traffic control facilities and the NAS.

FIGURE C-1
AIRSPACE CLASSIFICATIONS



SOURCE: FAA Course ALC-42, *Airspace, Special Use Airspace and TFRs*, 2016.

The following paragraphs describe each airspace classification in the vicinity of the Tampa International Airport (TPA). **Figure C-2** depicts the airspace in the vicinity of the Airport.

Class A Airspace

Class A airspace is designated for positive control of aircraft and ranges from 18,000 feet above mean sea level (MSL) to 60,000 feet MSL. Within Class A airspace, only aircraft operating under instrument flight rules (IFR) that are on instrument flight plans are authorized. The aircraft must have specific equipment and Air Traffic Control (ATC) clearance before entering the airspace. This airspace is controlled by the FAA's Air Route Traffic Control Center (ARTCC).

Class B Airspace

The airspace immediately surrounding TPA is classified as Class B airspace. Class B airspace is generally defined as the airspace from the ground surface up to 10,000 feet MSL. Class B airspace

can sometimes be described as an "upside down wedding cake" designed to contain all published instrument procedures once an aircraft enters the airspace. ATC clearance is required for all aircraft to operate in Class B airspace. All aircraft that are so cleared also receive separation services from other aircraft within the airspace.

Aircraft operating under Visual Flight Rules (VFR) or IFR are permitted into Class B airspace; however, the aircraft must be equipped with a two-way radio capable of communicating with ATC on appropriate frequencies and an operable radar beacon transponder with automatic altitude reporting equipment. For IFR operations, the aircraft must have an operable VOR or TACAN receiver. The pilot must hold at least a private pilots certificate.

Further surrounding the Class B airport is a 30-nautical mile (nm) Mode C veil that is designated by a thin, solid magenta line that circles the Class B airspace and extends from the surface upward to 7,000 feet MSL. Unless otherwise authorized, an aircraft operating within the Mode C veil must be equipped with automatic pressure altitude reporting equipment having Mode C radar capability. This allows Tampa TRACON to see all aircraft operating close to the Class B airspace and provide adequate aircraft separation minimums.

Class C Airspace

The Class C airspace is designated by solid magenta lines on the navigation charts provided in **Figure C-2**. Class C airspace is the airspace from the surface up to 4,000 feet above the airport elevation charted in MSL surrounding those airports that have an operational control tower, are serviced by a radar approach control, and that have a certain number of IFR operations or passenger enplanements. Class C airspace is represented by solid magenta lines. Like Class B airspace, Class C airspace is individually tailored to meet the needs of the respective airport. As shown on **Figure C-2**, the layers are identified with magenta numbers representing the base and ceiling altitudes of the airspace. The airspace usually consists of a surface area with a 5-nm radius from the surface up to 4,000 feet above airport elevation, and a 10-nm radius that extends from 1,200 feet to 4,000 above the airport. Pilots must establish two-way radio communications with the ATC facility providing air traffic control services prior to entering the airspace. VFR aircraft are separated from IFR aircraft in Class C airspace.

Class D Airspace

Class D airspace is generally that airspace from the surface to 2,500 feet AGL. The configuration of Class D airspace is individually tailored and shown as a dashed blue line with an altitude representing the extent of the airspace from the surface. When instrument procedures are published, the airspace will normally be designed to contain the procedures with either Class D or E airspace. Class D airspace only surrounds airports that have an operational control tower; pilots are required to establish and maintain two-way radio communication with the ATC facility. Examples of Class D airspace located entirely within the Class B airspace in the Tampa area include MacDill Air Force Base (MCF), St. Petersburg-Clearwater Airport (PIE), Lakeland Linder International Airport (LAL), and Albert Whitted Airport (SPG). For example, PIE's airspace is shown as a dashed blue circle and extends from the surface up to 1,600 feet AGL.

Class E Airspace

Class E airspace is generally controlled airspace that is not Class A, B, C, or D. Class E airspace extends upward from either the surface or designated altitude to the overlying or adjacent controlled airspace. Also in this class are Victor airways (airspace beginning at either 700 feet or 1,200 feet AGL used to transition to/from the terminal or en route environments) and offshore airspace areas designated below 18,000 feet MSL. Unless designated at a lower altitude, Class E airspace begins at 14,500 feet MSL over the United States, including that airspace overlying the water within 12 nm off the coast of the 48 contiguous states and Alaska. It does not include airspace at or above 18,000 feet MSL. Class E airspace ensures that IFR aircraft remain in controlled airspace when approaching airports without Class D airspace or when flying on Victor airways that are below 18,000 feet MSL.

Most of the U.S. has a Class E airspace limit of 1,200 feet AGL. Where it decreases to 700 feet AGL is depicted on **Figure C-2** by a shaded, gradient magenta line. The floor of the vast majority of Class E airspace is 700 feet around the West Central Florida area. The more defined side of the magenta line indicates areas where the floor of Class E airspace rises to 1,200 feet AGL. When Class E airspace extends down to the surface, it is depicted by a dashed magenta line. Class E airspace extending down to the surface usually abuts Class D airspace surrounding an airport.

Class G Airspace

Where the lower level of Class E airspace is not depicted, the airspace beneath is considered uncontrolled or Class G airspace. Class G airspace begins at ground level and, in very remote areas, it has an upper limit of up to but not including 14,500 feet MSL. The top of Class G airspace is usually where Class E airspace begins, usually either 700 foot AGL depicted by magenta shading or 1,200 foot AGL areas depicted by blue shading. Class G airspace begins at the surface throughout much of the area surrounding the Class B, C, D, and E airspaces throughout the West Central Florida area. Uncontrolled airports located in Class G airspace are depicted in magenta since they do not have a control tower.

Special Use Airspace

Special use airspace consists of that airspace wherein activities must be confined because of their nature, or wherein limitations are imposed on aircraft operations that are not a part of those activities, or both.

1.2 TPA Terminal Procedures Publications

U.S. Terminal Procedures Publications (TPP) are published on a regular, periodic basis by the FAA. Collectively, the instrument approach procedures (IAPs), standard terminal arrival routes (STARs), and departure procedures (DPs) published within provide a system of procedures to move aircraft through the airspace into and out of an airport.

1.2.1 Instrument Approach Procedures

Instrument approach procedures are flight procedures developed and published by the FAA that pilots use to navigate their aircraft to the runway. The IAPs currently published for TPA are provided in **Attachment C-1.**

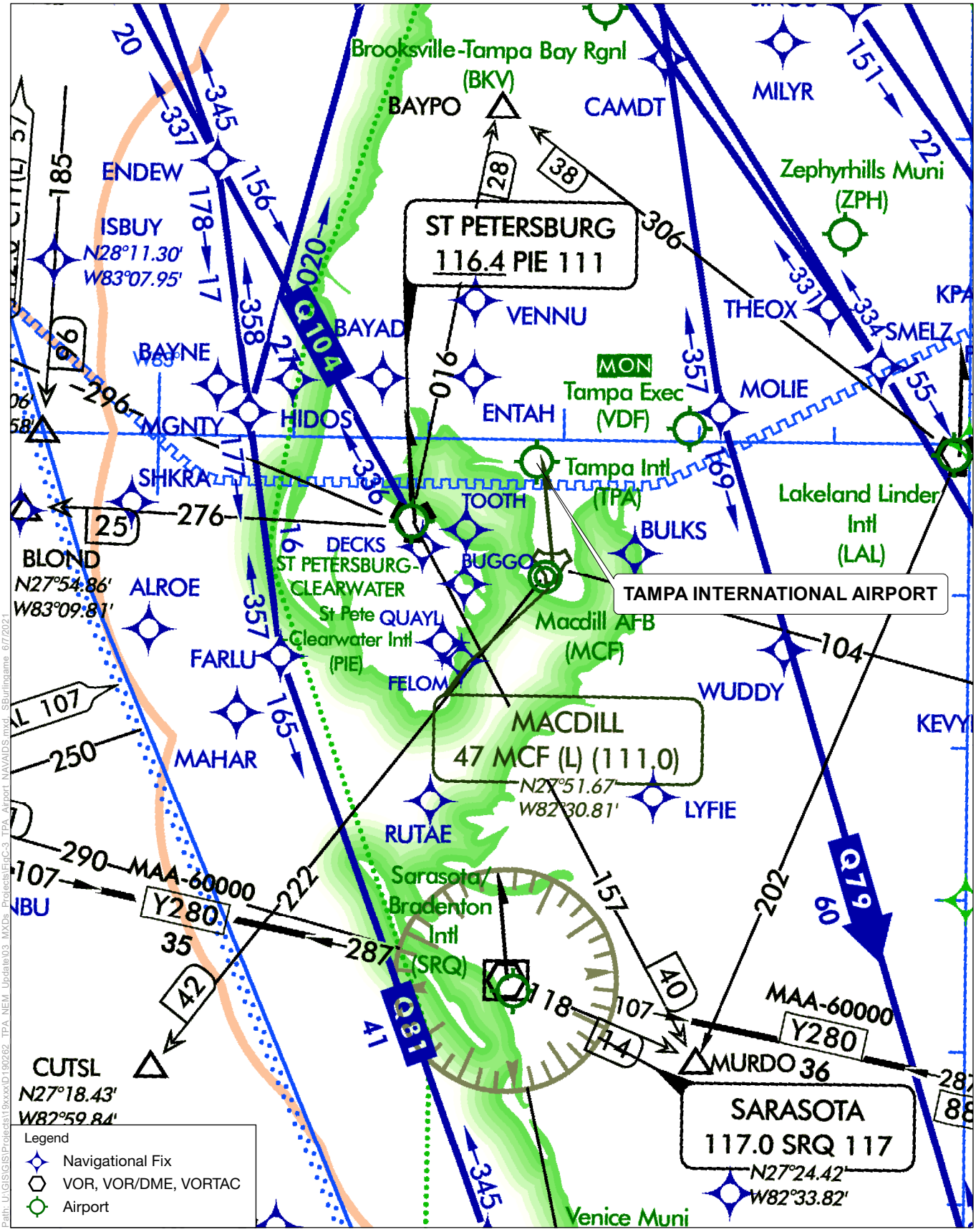
1.2.2 Standard Terminal Arrival Routes and Departure Procedures

When flying a standard terminal arrival route or departure procedure, the pilot will follow waypoints or fixes that are either ground-based or RNAV-based depending on aircraft capability. In conventional procedures, fixes are defined by the location of a navigational aid (e.g., VOR) or determined by reference to these navigational aids such as DME intersections. The advantage of the RNAV STARs and DPs are that waypoints are defined by longitude and latitude, and allow aircraft to fly a more direct course from point to point instead of from navigational aid to navigational aid. STARs and DPs may serve more than one airport in an area, and an airport such as TPA may have multiple STARS and DPs. Each of the published procedures is noted in the following sections. Navigational aids and airspace fixes used by aircraft arriving and departing TPA are shown on **Figure C-3**. The STARs and DPs currently published for TPA are provided in **Attachment C-1.**

SOURCE: Federal Aviation Administration, 2021;
Adapted by Environmental Science Associates, 2021.

Figure C-2
Airport Airspace
Tampa International Airport

ESA



SOURCE: Federal Aviation Administration, 2021;
Adapted by Environmental Science Associates, 2021.

Figure C-3
Navigational Aids
Tampa International Airport

ESA

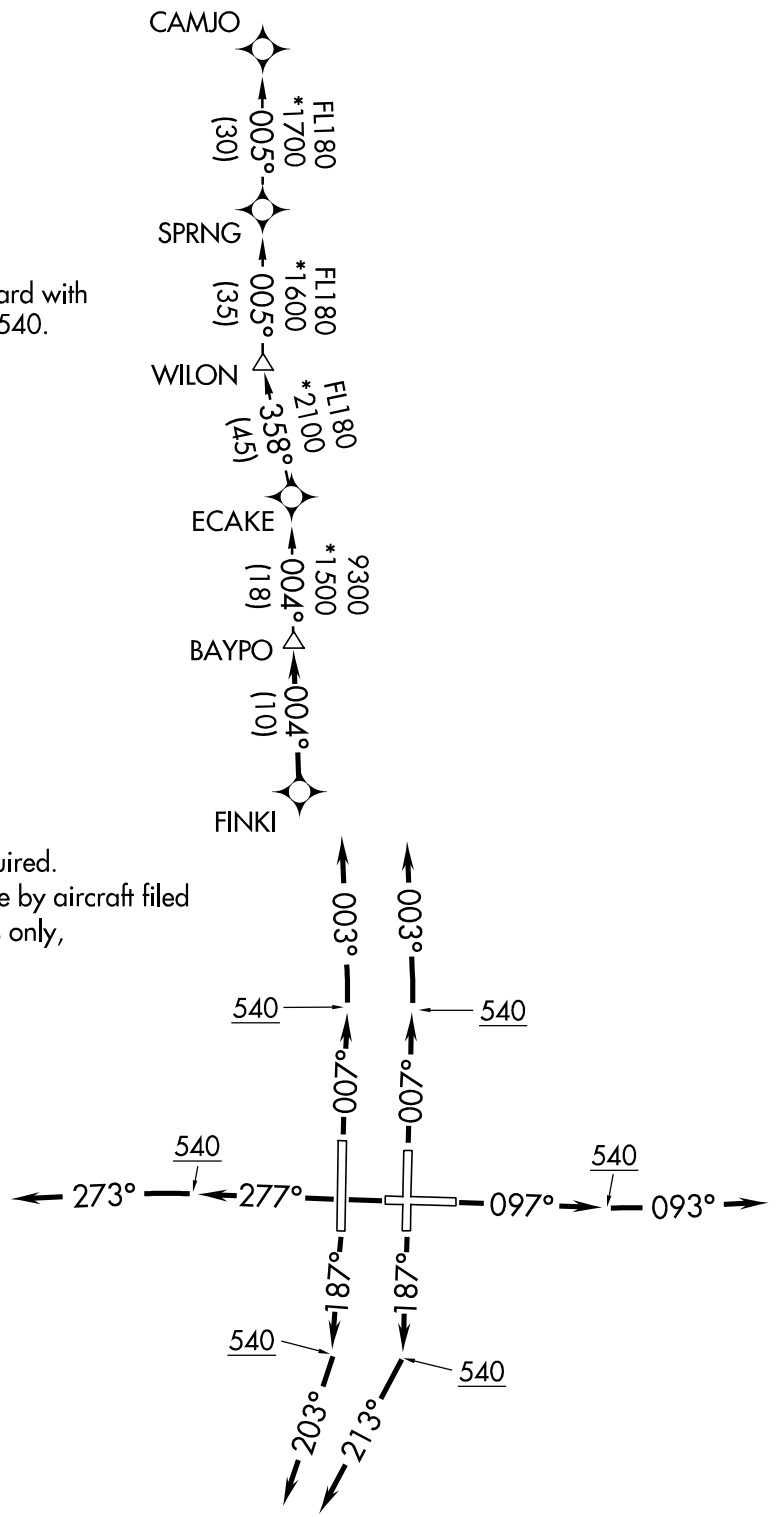
Attachment C-1

Published Instrument Approach and Departure Procedures

BAYPO NINE DEPARTURE (RNAV)

D-ATIS
128.475
CLNC DEL
133.6
CPDLC
GND CON
121.7 269.4
TAMPA TOWER
119.5 269.4
TAMPA DEP CON
118.8 239.3

TOP ALTITUDE: 6000



TAKEOFF MINIMUMS
Rwys 1L/1R, 10, 19L/R, 28: Standard with minimum climb of 500' per NM to 540.

NOTE: RNAV 1
NOTE: Jets only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: WILON TRANSITION for use by aircraft filed to Jacksonville area airports only, or as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-3, 20 MAY 2021 to 17 JUN 2021
SE-3, 20 MAY 2021 to 17 JUN 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 007° to 540, then on heading 003° or as assigned by ATC, for vectors to FINKI, thence . . . .
TAKEOFF RUNWAY 10: Climb on heading 097° to 540, then on heading 093° or as assigned by ATC, for vectors to FINKI, thence . . . .
TAKEOFF RUNWAY 19L: Climb on heading 187° to 540, then on heading 213° or as assigned by ATC, for vectors to FINKI, thence . . . .
TAKEOFF RUNWAY 19R: Climb on heading 187° to 540, then on heading 203° or as assigned by ATC, for vectors to FINKI, thence . . . .
TAKEOFF RUNWAY 28: Climb on heading 277° to 540, then on heading 273° or as assigned by ATC, for vectors to FINKI, thence . . . .

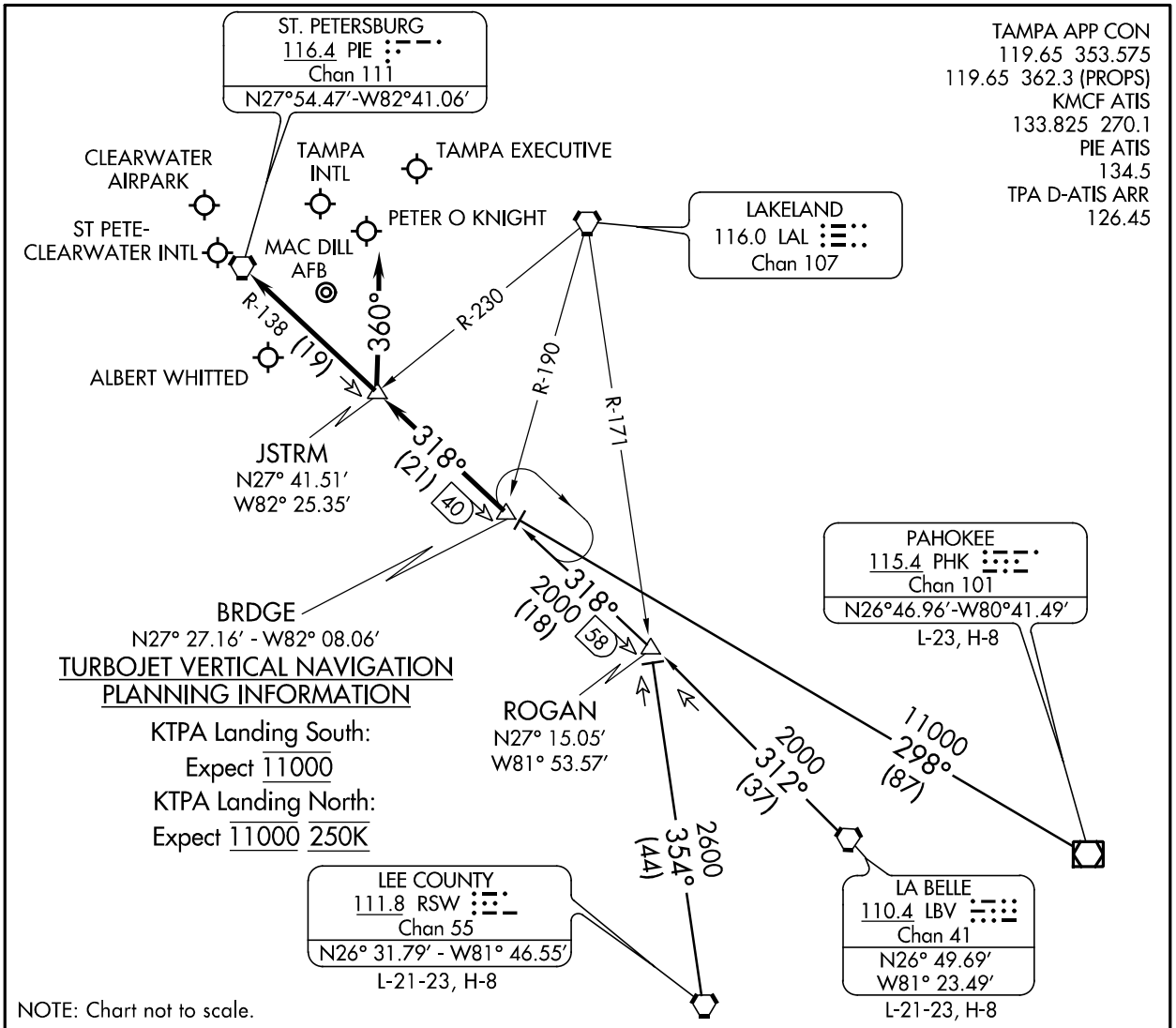
. . . . on track 004° to BAYPO. Maintain 6000. Expect clearance to filed altitude within ten minutes after departure.

CAMJO TRANSITION (BAYPO9.CAMJO)
WILON TRANSITION (BAYPO9.WILON)

SE-3, 20 MAY 2021 to 17 JUN 2021

BRDGE EIGHT ARRIVAL

TAMPA, FLORIDA



SE-3, 20 MAY 2021 to 17 JUN 2021

SE-3, 20 MAY 2021 to 17 JUN 2021

ARRIVAL ROUTE DESCRIPTION

LA BELLE TRANSITION (LBV.BRDGE8): From over LBV VORTAC on LBV R-312 & PIE R-138 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE8): From over RSW VORTAC on RSW R-354 to ROGAN INT, then on PIE R-138 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE8): From over PHK VOR/DME on PHK R-298 to BRDGE INT. Thence. . . .

KTPA:

. . . .RWY 19L/R: From over BRDGE INT on PIE R-138 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 01L/R: From over BRDGE INT on PIE R-138 to PIE VORTAC. Expect RADAR vector to final approach course after BRDGE INT.

KPIE, KCLW, KTPF, KSPG, KMCF, KVDF:

. . . .From over BRDGE INT on PIE R-138 to PIE VORTAC. Expect RADAR vector to final approach course/airport after BRDGE INT.

LOST COMMUNICATIONS: STANDARD.

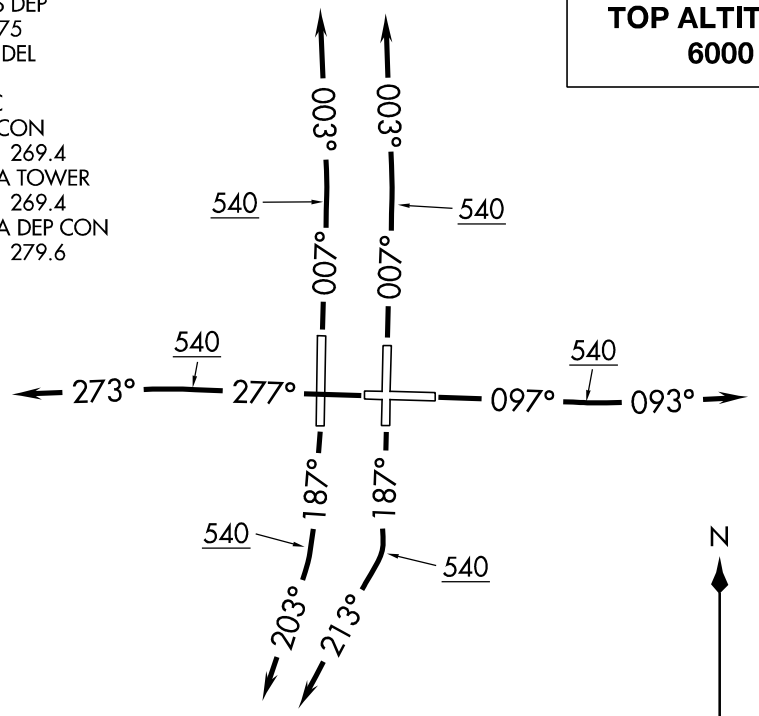
CROWD EIGHT DEPARTURE (RNAV)

(CROWD8.CROWD) 03JAN19

TAMPA, FLORIDA
TAMPA INTL (TPA)

D-ATIS DEP
128.475
CLNC DEL
133.6
CPDLC
GND CON
121.7 269.4
TAMPA TOWER
119.5 269.4
TAMPA DEP CON
135.5 279.6

TOP ALTITUDE: 6000



NOTE: RNAV 1.
NOTE: Jets only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

TAKEOFF MINIMUMS:
Rwy 1L/R: Standard with minimum climb of 500′ per NM to 540.
Rwy 10: Standard with minimum climb of 500′ per NM to 900.
Rwy 19L: Standard with minimum climb of 500′ per NM to 760.
Rwy 19R: Standard with minimum climb of 500′ per NM to 600.
Rwy 28: Standard with minimum climb of 500′ per NM to 600.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/R: Climb on heading 007° to 540, then climb to assigned altitude on heading 003° or as assigned by ATC, thence. . . .
TAKEOFF RWY 10: Climb on heading 097° to 540, then climb to assigned altitude on heading 093° or as assigned by ATC, thence. . . .
TAKEOFF RWY 19L: Climb on heading 187° to 540, then climb to assigned altitude on heading 213° or as assigned by ATC, thence. . . .
TAKEOFF RWY 19R: Climb on heading 187° to 540, then climb to assigned altitude on heading 203° or as assigned by ATC, thence. . . .
TAKEOFF RWY 28: Climb on heading 277° to 540, then climb to assigned altitude on heading 273° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to MILEJ, then on track 116° to CROWD. Maintain 6000 or as assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

HALLR TRANSITION (CROWD8.HALLR)

NOTE: Chart not to scale.

(CROWD8.CROWD) 19339 AL-416 (FAA)

CROWD EIGHT DEPARTURE (RNAV)

TAMPA INTL (TPA)
TAMPA, FLORIDA

DADES SEVEN ARRIVAL (RNAV) Transition Routes

(DADES.DADES7) 22APR21

TAMPA, FLORIDA

DADES SEVEN ARRIVAL (RNAV) Transition Routes

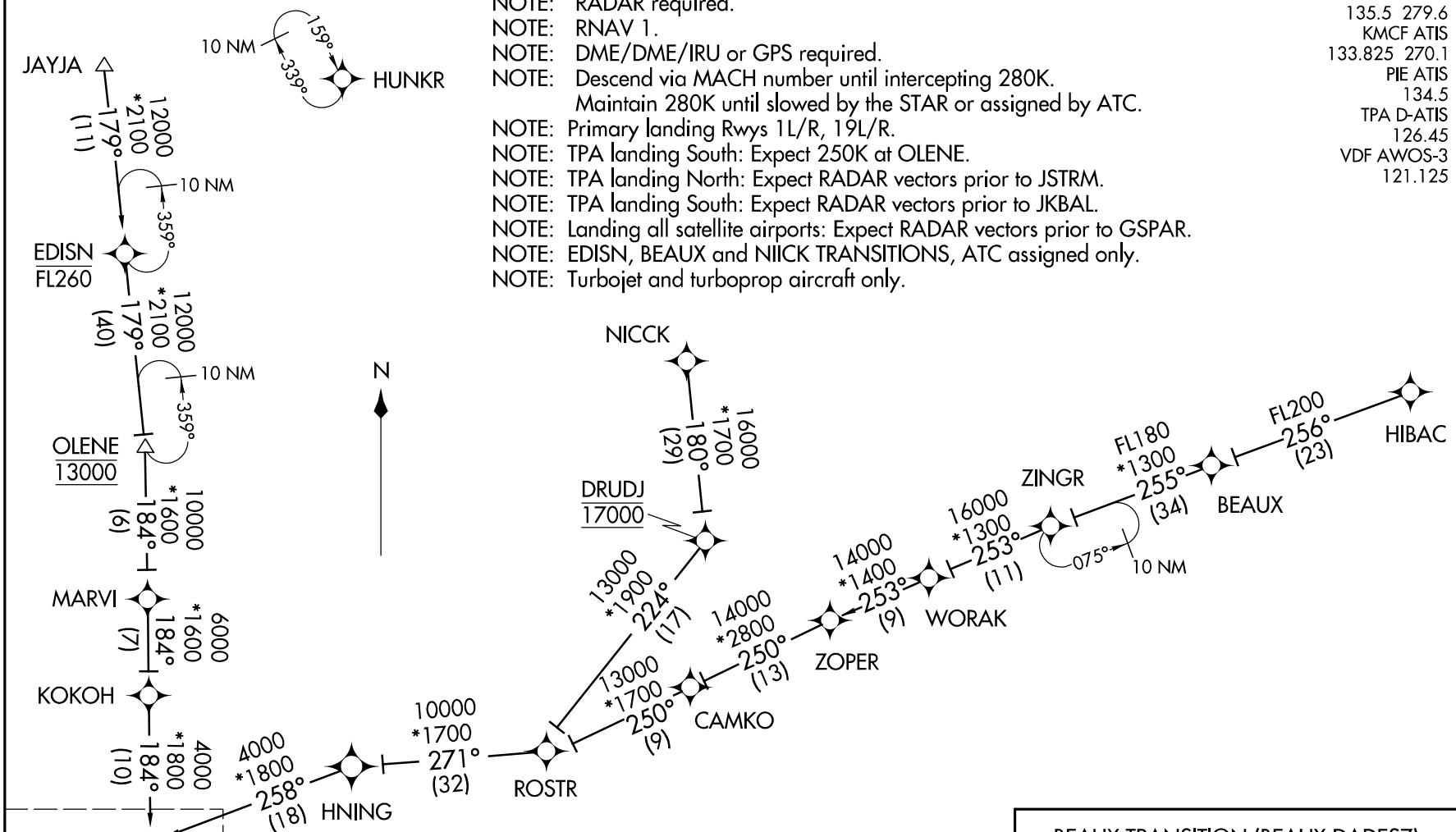
(DADES.DADES7) 21112

AL-416 (FAA)

TAMPA, FLORIDA

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Descend via MACH number until intercepting 280K. Maintain 280K until slowed by the STAR or assigned by ATC.
NOTE: Primary landing Rwys 1L/R, 19L/R.
NOTE: TPA landing South: Expect 250K at OLENE.
NOTE: TPA landing North: Expect RADAR vectors prior to JSTRM.
NOTE: TPA landing South: Expect RADAR vectors prior to JKBAL.
NOTE: Landing all satellite airports: Expect RADAR vectors prior to GSPAR.
NOTE: EDISN, BEAUX and NIICK TRANSITIONS, ATC assigned only.
NOTE: Turbojet and turboprop aircraft only.

TAMPA APP CON
135.5 279.6
KMCF ATIS
133.825 270.1
PIE ATIS
134.5
TPA D-ATIS
126.45
VDF AWOS-3
121.125



See following page for Arrival Routes

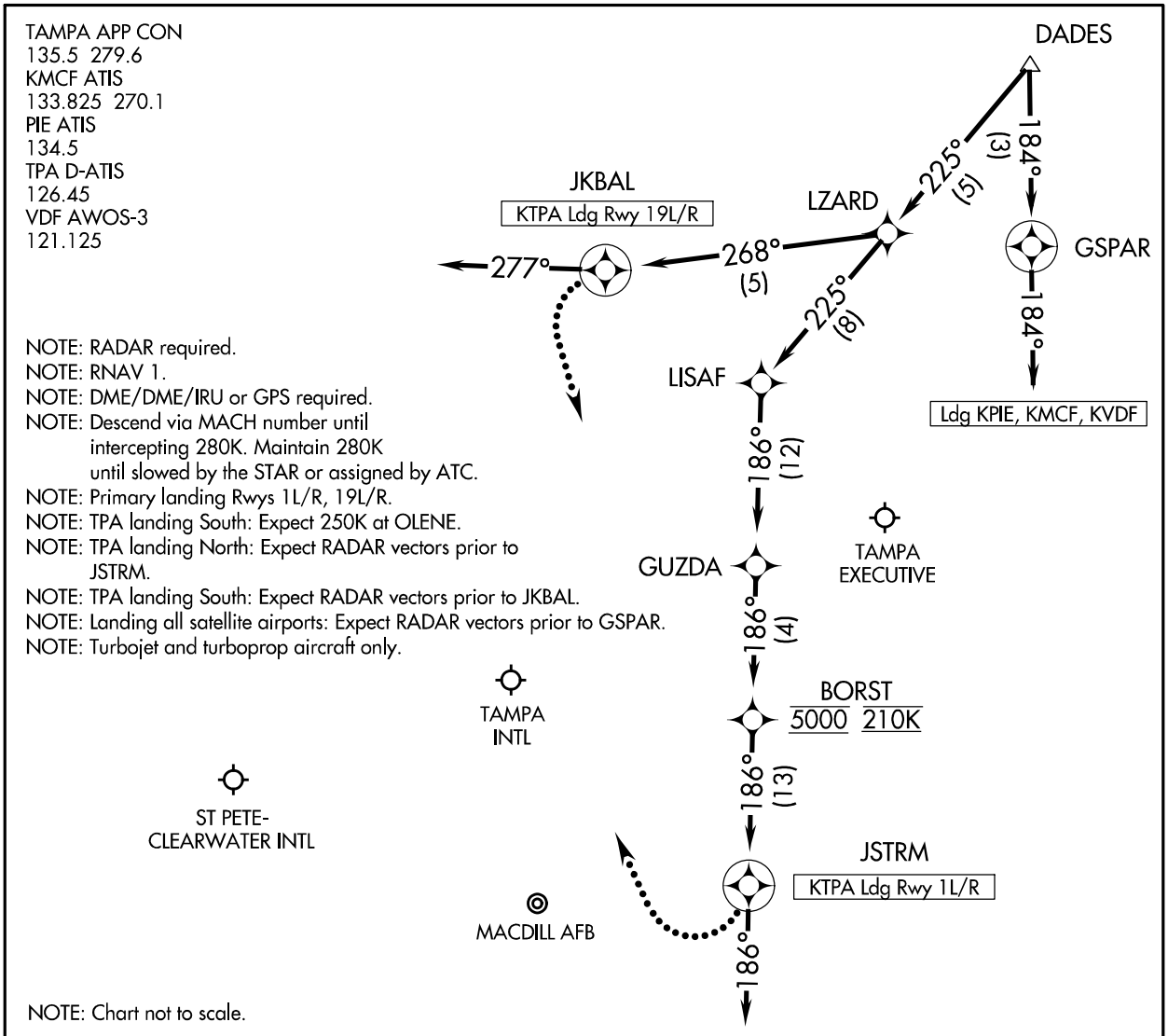
(NARRATIVE ON FOLLOWING PAGE)
(CONTINUED IN FOLLOWING PAGE)

NOTE: Chart not to scale.

BEAUX TRANSITION (BEAUX.DADES7)
EDISN TRANSITION (EDISN.DADES7)
HIBAC TRANSITION (HIBAC.DADES7)
JAYJA TRANSITION (JAYJA.DADES7)
NICCK TRANSITION (NICCK.DADES7)

DADES SEVEN ARRIVAL (RNAV) Arrival Route

TAMPA, FLORIDA



ARRIVAL ROUTE DESCRIPTION

LANDING KTPA RUNWAYS 1L/R: From DADES on track 225° to LZARD, then on track 225° to LISAF, then on track 186° to GUZDA, then on track 186° to cross BORST at 5000 and at 210K, then on track 186° to JSTRM, then on heading 186° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING KTPA RUNWAYS 19L/R: From DADES on track 225° to LZARD, then on track 268° to JKBAL, then on heading 277° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING KPIE/KMCF/KVDF: From DADES on track 184° to GSPAR, then on track 184°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

KTPA LANDING NORTH: Continue track to JSTRM, turn right to intercept Rwy 1L final approach course, conduct approach.

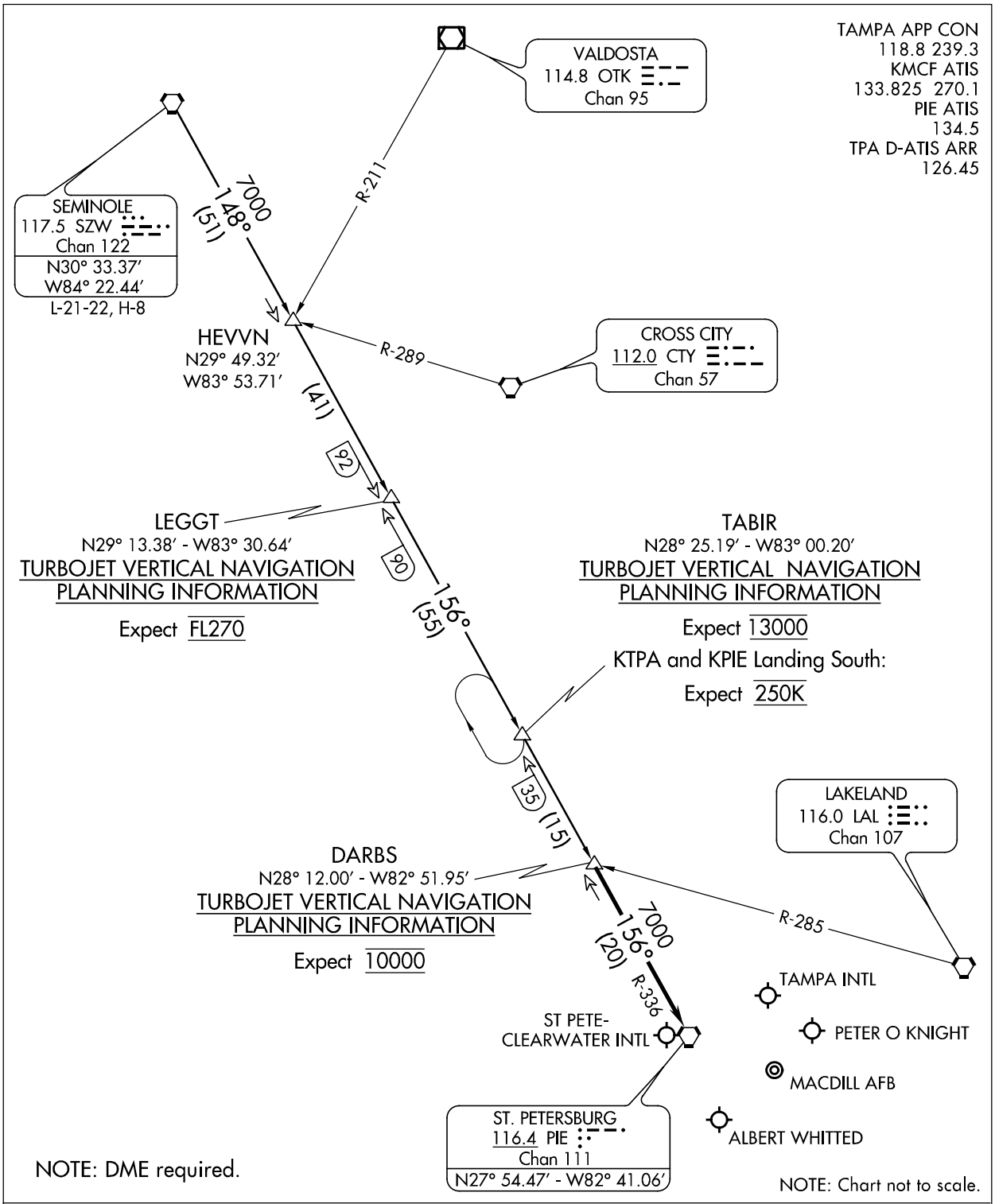
KTPA LANDING SOUTH: Continue track to JKBAL, turn left to intercept Rwy 19L final approach course, conduct approach.

SE-3, 20 MAY 2021 to 17 JUN 2021

SE-3, 20 MAY 2021 to 17 JUN 2021

DARBS THREE ARRIVAL

TAMPA, FLORIDA



ARRIVAL ROUTE DESCRIPTION

SEMINOLE TRANSITION (SZW.DARBS3): From over SZW VORTAC on SZW R-148 and PIE R-336 to DARBS INT. Thence. . . .

. . . .from over DARBS INT on PIE R-336 to PIE VORTAC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: STANDARD.

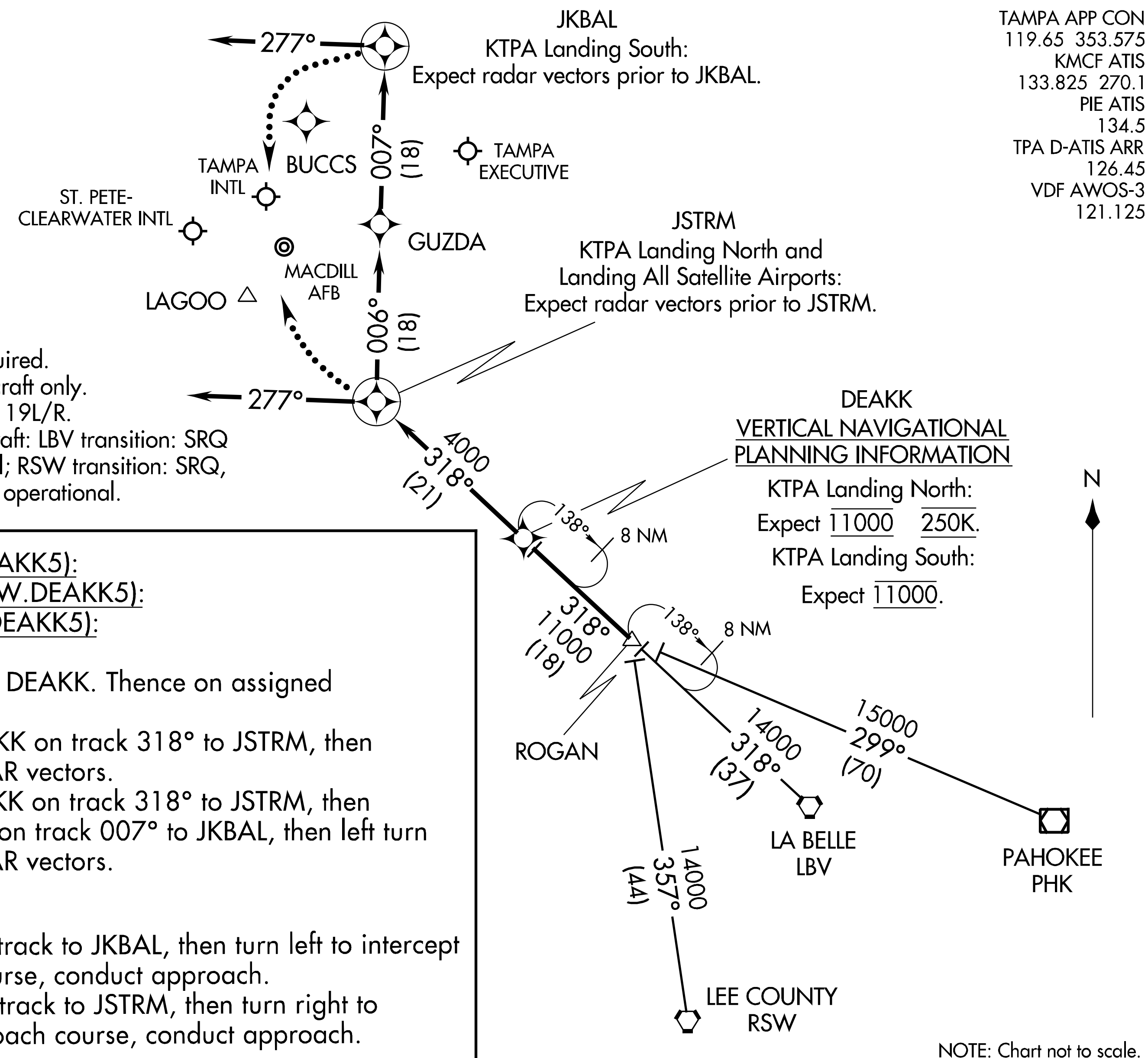
DARBS THREE ARRIVAL

TAMPA, FLORIDA

SE-3, 20 MAY 2021 to 17 JUN 2021

SE-3, 20 MAY 2021 to 17 JUN 2021

TAMPA APP CON
119.65 353.575
KMCF ATIS
133.825 270.1
PIE ATIS
134.5
TPA D-ATIS ARR
126.45
VDF AWOS-3
121.125



NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and Turboprop aircraft only.
NOTE: Primary landing Rwys 1L/R, 19L/R.
NOTE: For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ, LAL, RSW, and LBV must be operational.

LA BELLE TRANSITION (LBV.DEAKK5):
LEE COUNTY TRANSITION (RSW.DEAKK5):
PAHOKEE TRANSITION (PHK.DEAKK5):

From ROGAN on track 318° to DEAKK. Thence on assigned runway transition.
Landing North: From over DEAKK on track 318° to JSTRM, then on heading 277°. Expect RADAR vectors.
Landing South: From over DEAKK on track 318° to JSTRM, then on track 006° to GUZDA, then on track 007° to JKBAL, then left turn on heading 277°. Expect RADAR vectors.

LOST COMMUNICATIONS:
KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 19L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 1L final approach course, conduct approach.

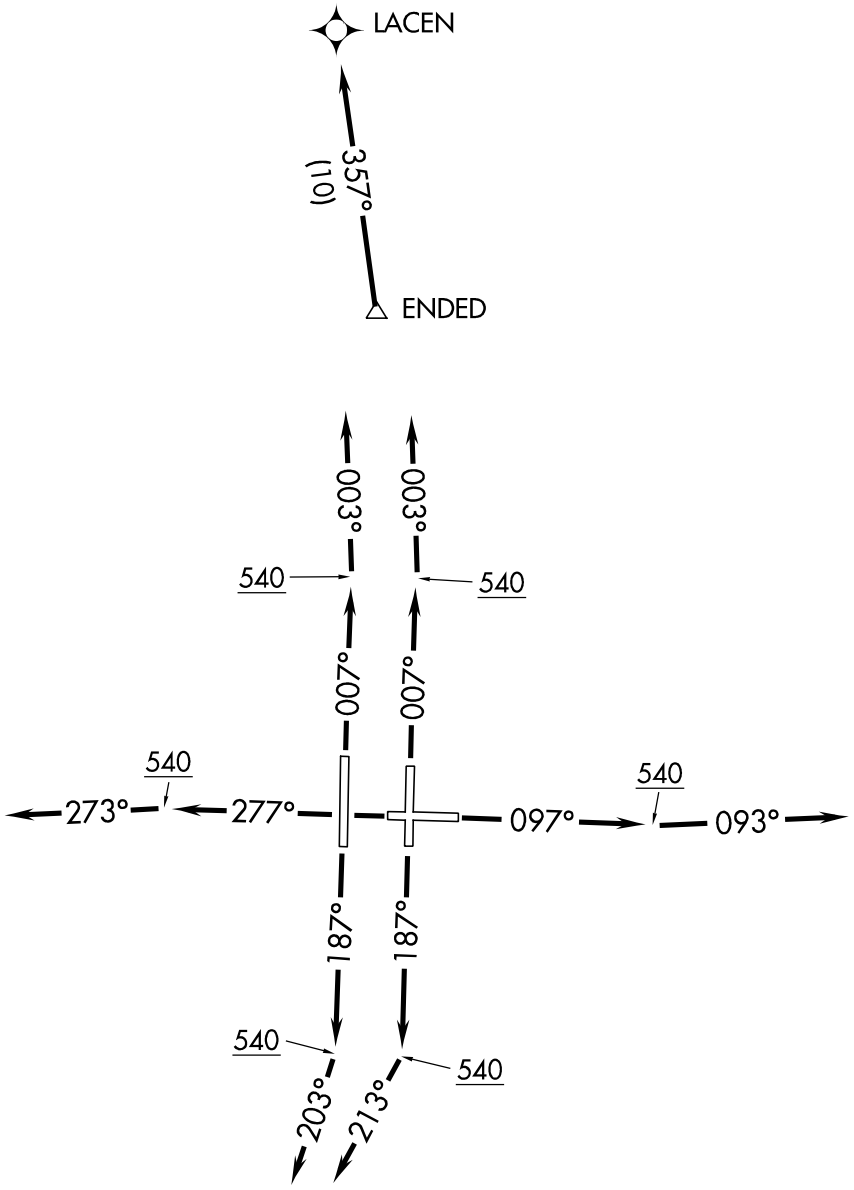
ENDED NINE DEPARTURE (RNAV)

TAMPA INTL (TPA)
TAMPA, FLORIDA

TOP ALTITUDE: 6000

NOTE: RNAV 1.
NOTE: Jets only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

D-ATIS
128.475
CLNC DEL
133.6
CPDLC
GND CON
121.7 269.4
TAMPA TOWER
119.5 269.4
TAMPA DEP CON
118.8 239.3



TAKEOFF MINIMUMS
Rwys 1L/R, 10, 19L/R, 28: Standard with minimum climb of 500′ per NM to 540.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 20 MAY 2021 to 17 JUN 2021
SE-3, 20 MAY 2021 to 17 JUN 2021

ENDED NINE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 007° to 540, then on heading 003° or as assigned by ATC, for vectors to ENDED thence . . . .
TAKEOFF RUNWAY 10: Climb on heading 097° to 540, then on heading 093° or as assigned by ATC, for vectors to ENDED thence . . . .
TAKEOFF RUNWAY 19L: Climb on heading 187° to 540, then on heading 213° or as assigned by ATC, for vectors to ENDED thence . . . .
TAKEOFF RUNWAY 19R: Climb on heading 187° to 540, then on heading 203° or as assigned by ATC, for vectors to ENDED thence . . . .
TAKEOFF RUNWAY 28: Climb on heading 277° to 540, then on heading 273° or as assigned by ATC, for vectors to ENDED thence . . . .

. . . . on track 357° to LACEN. Maintain 6000. Expect clearance to filed altitude within ten minutes after departure.

SE-3, 20 MAY 2021 to 17 JUN 2021

SE-3, 20 MAY 2021 to 17 JUN 2021

FOOXX FIVE ARRIVAL (RNAV)

TAMPA, FLORIDA

TAMPA APP CON
118.8 239.3
KMCF ATIS
133.825 270.1
PIE ATIS
134.5
TPA D-ATIS ARR
126.45
VDF AWOS-3
121.125

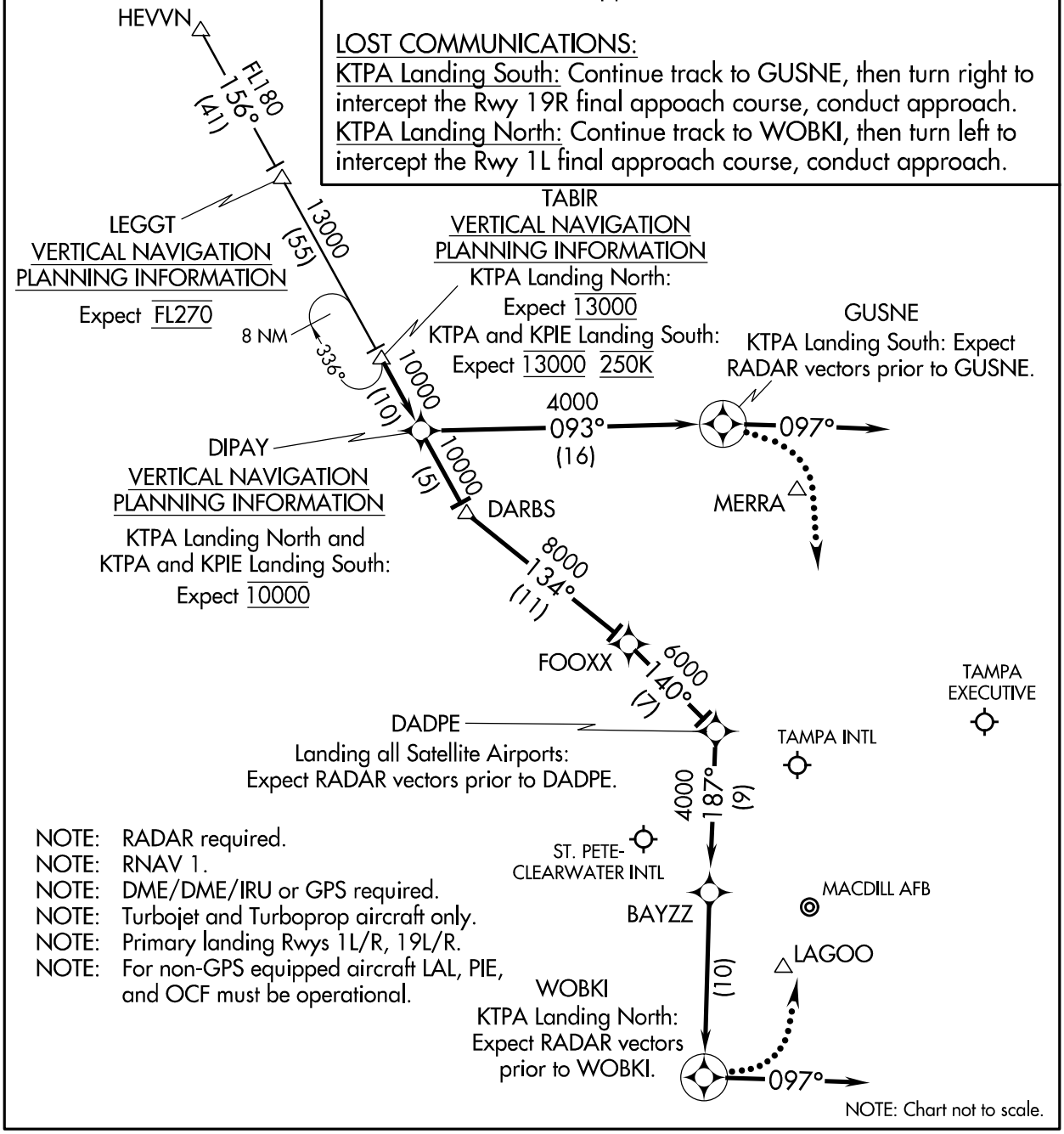
ARRIVAL ROUTE DESCRIPTION

HEVVN TRANSITION (HEVVN.FOOXX5)

From TABIR on track 156° to DIPAY.

KTPA Landing North Rwy 1L/R and all Satellite Airports: From DIPAY on track 156° to DARBS, then on track 134° to FOOXX, then on track 140° to DADPE, then on track 187° to BAYZZ, then on track 187° to WOBKI, then on heading 097° or as assigned by ATC. Expect RADAR vectors to final approach course.
KTPA Landing South Rwy 19L/R: From DIPAY on track 093° to GUSNE, then on heading 097° or as assigned by ATC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 19R final appoach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 1L final approach course, conduct approach.



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and Turboprop aircraft only.
NOTE: Primary landing Rwys 1L/R, 19L/R.
NOTE: For non-GPS equipped aircraft LAL, PIE, and OCF must be operational.

NOTE: Chart not to scale.

SE-3, 20 MAY 2021 to 17 JUN 2021

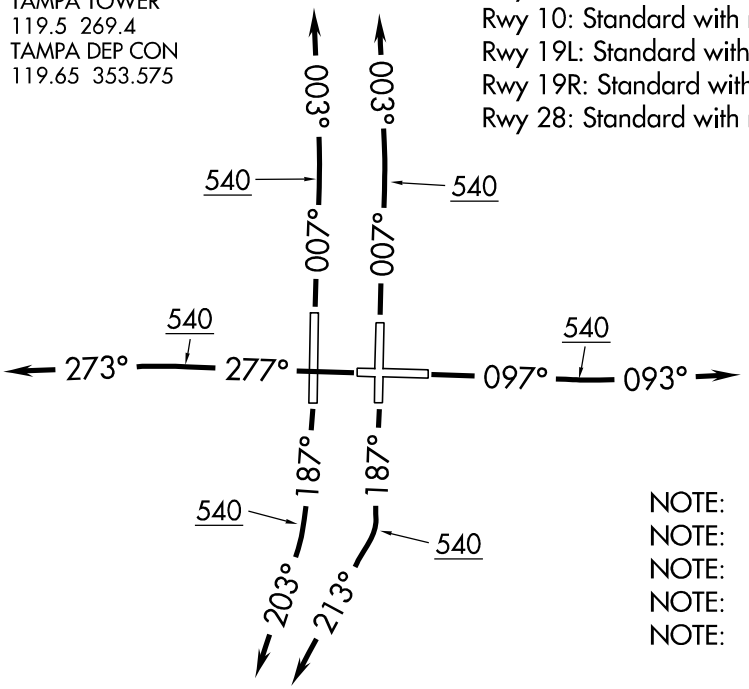
SE-3, 20 MAY 2021 to 17 JUN 2021

GANDY EIGHT DEPARTURE (RNAV)

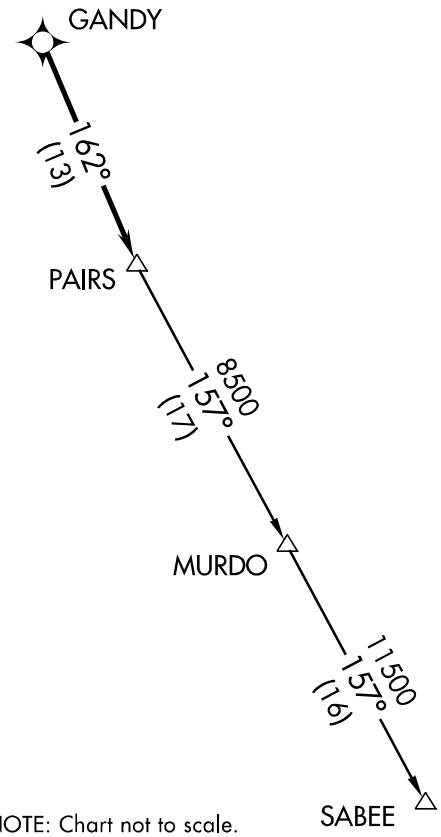
D-ATIS DEP
128.475
CLNC DEL
133.6
CPDLC
GND CON
121.7 269.4
TAMPA TOWER
119.5 269.4
TAMPA DEP CON
119.65 353.575

TOP ALTITUDE: 6000

TAKEOFF MINIMUMS:
Rwy 1L: Standard with minimum climb of 500′ per NM to 3800.
Rwy 1R: Standard with minimum climb of 500′ per NM to 3900.
Rwy 10: Standard with minimum climb of 500′ per NM to 4200.
Rwy 19L: Standard with minimum climb of 500′ per NM to 4400.
Rwy 19R: Standard with minimum climb of 500′ per NM to 4400.
Rwy 28: Standard with minimum climb of 500′ per NM to 4300.



NOTE: RNAV 1.
NOTE: Jets only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Rwy 1L/1R expect left turn to GANDY.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/R: Climb on heading 007° to 540, then climb to assigned altitude on heading 003° or as assigned by ATC, thence. . . .
TAKEOFF RWY 10: Climb on heading 097° to 540, then climb to assigned altitude on heading 093° or as assigned by ATC, thence. . . .
TAKEOFF RWY 19L: Climb on heading 187° to 540, then climb to assigned altitude on heading 213° or as assigned by ATC, thence. . . .
TAKEOFF RWY 19R: Climb on heading 187° to 540, then climb to assigned altitude on heading 203° or as assigned by ATC, thence. . . .
TAKEOFF RWY 28: Climb on heading 277° to 540, then climb to assigned altitude on heading 273° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to GANDY, then on track 162° to PAIRS. Maintain 6000 or as assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

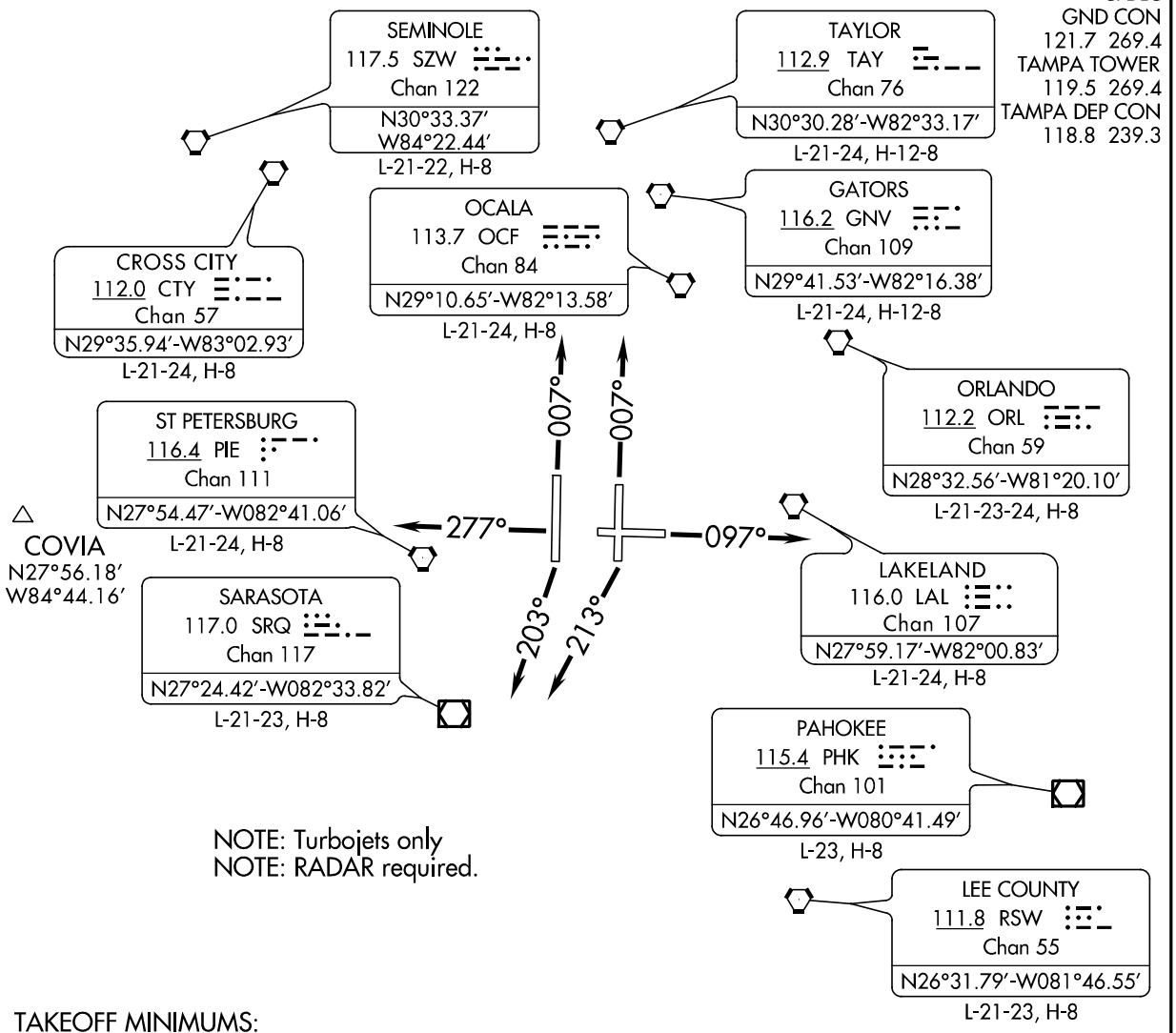
SABEE TRANSITION (GANDY8.SABEE)

SE-3, 20 MAY 2021 to 17 JUN 2021
SE-3, 20 MAY 2021 to 17 JUN 2021

LGTNG THREE DEPARTURE

TOP ALTITUDE: 6000

D-ATIS DEP 128.475
CLNC DEL 133.6 CPDLC
GND CON 121.7 269.4
TAMPA TOWER 119.5 269.4
TAMPA DEP CON 118.8 239.3



NOTE: Turbojets only
NOTE: RADAR required.

TAKEOFF MINIMUMS:
Rwys 1L/R, 19R, 28: Standard.
Rwy 10: Standard with minimum climb of 245′ per NM to 900.
Rwy 19L: 200-1½ or standard with minimum climb of 220′ per NM to 300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1500′ prior to departure end of runway.

NOTE: Chart not to scale.

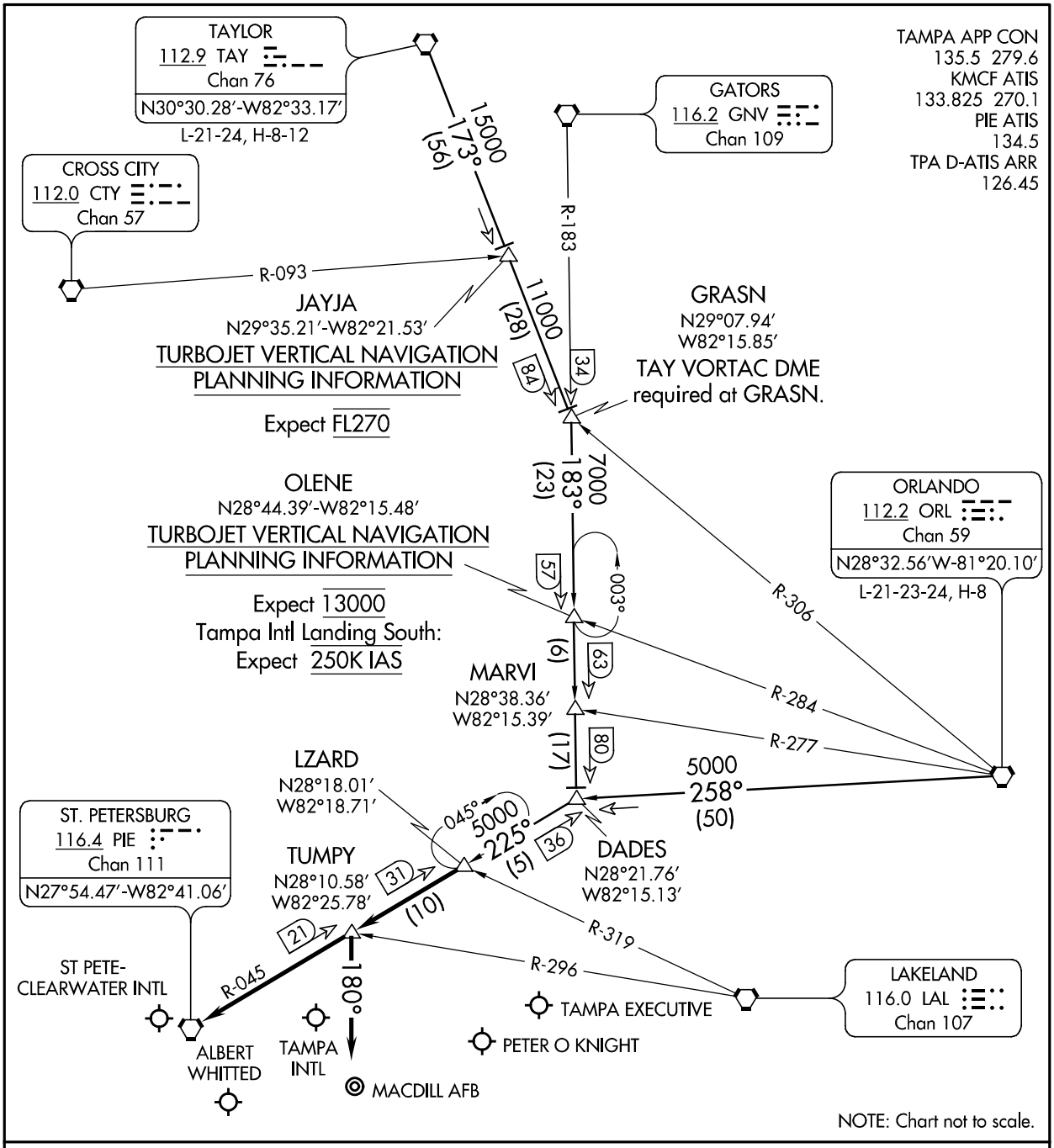
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb heading 007°, thence. . . .
TAKEOFF RUNWAY 10: Climb heading 097°, thence. . . .
TAKEOFF RUNWAY 19L: Climb heading 213°, thence. . . .
TAKEOFF RUNWAY 19R: Climb heading 203°, thence. . . .
TAKEOFF RUNWAY 28: Climb heading 277°, thence. . . .

. . . .expect RADAR vectors to join filed/assigned route. Maintain 6000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

LZARD SIX ARRIVAL

TAMPA, FLORIDA



SE-3, 20 MAY 2021 to 17 JUN 2021

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TAYLOR TRANSITION (TAY.LZARD6): From over TAY VORTAC on TAY R-173 to GRASN INT, then on GNV R-183 to DADES INT, then on PIE R-045 to LZARD INT. Thence. . . .

ORLANDO TRANSITION (ORL.LZARD6): From over ORL VORTAC on ORL R-258 to DADES INT, then on PIE R-045 to LZARD INT. Thence. . . .

TAMPA INTL:

. . . .RWY 1L/R: From over LZARD INT on PIE R-045 to TUMPY INT. Depart TUMPY INT heading 180° for RADAR vectors to final approach course.

. . . .RWY 19L/R: From over LZARD INT on PIE R-045 to PIE VORTAC. Expect RADAR vectors to final approach after LZARD INT.

ALL OTHER AIRPORTS: From over LZARD INT on PIE R-045 to PIE VORTAC. Expect RADAR vectors to the airport after LZARD INT.

LZARD SIX ARRIVAL

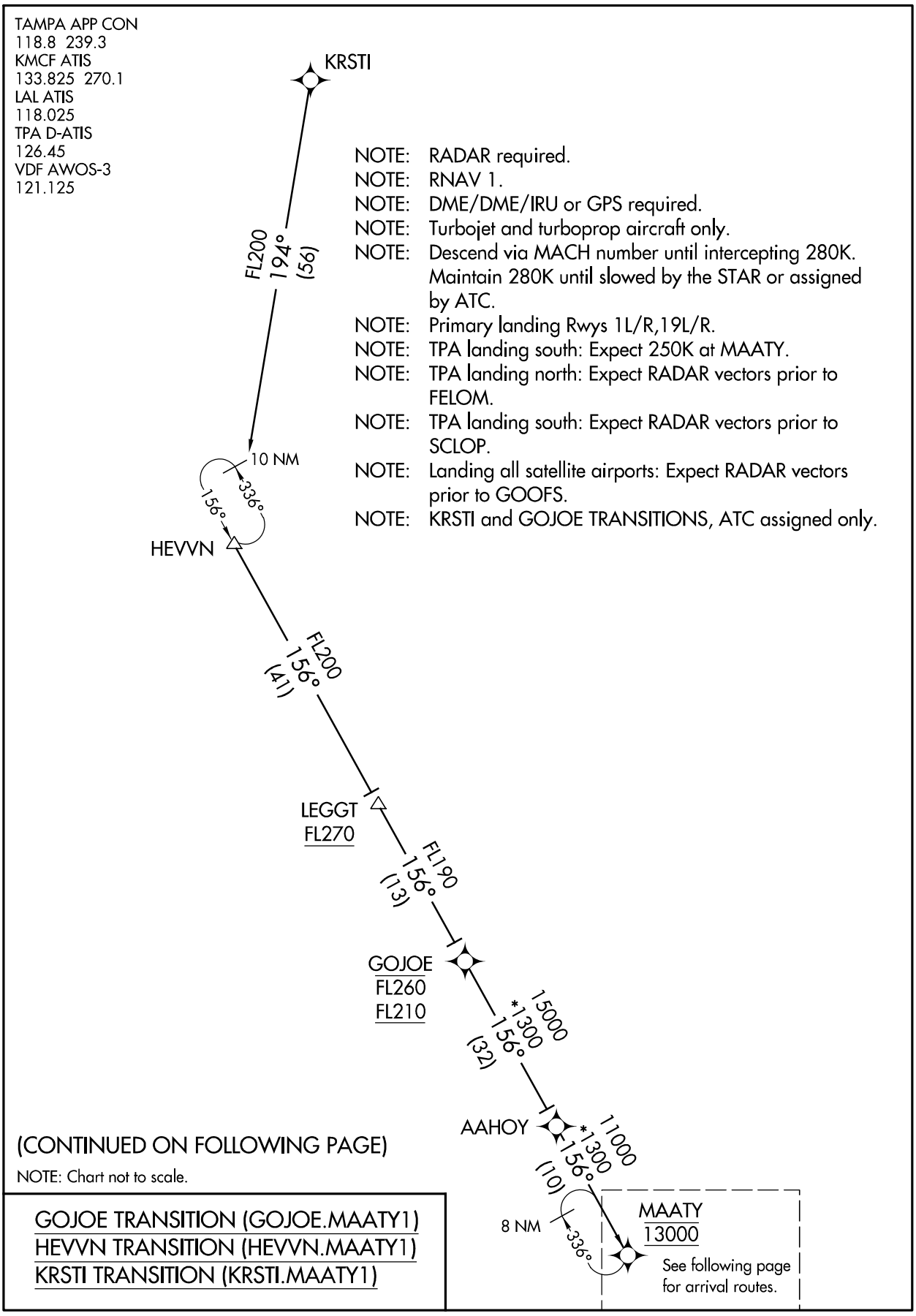
TAMPA, FLORIDA

MAATY ONE ARRIVAL (RNAV) Transition Routes

TAMPA, FLORIDA

SE-3, 20 MAY 2021 to 17 JUN 2021

TAMPA APP CON
118.8 239.3
KMCF ATIS
133.825 270.1
LAL ATIS
118.025
TPA D-ATIS
126.45
VDF AWOS-3
121.125



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Descend via MACH number until intercepting 280K. Maintain 280K until slowed by the STAR or assigned by ATC.
NOTE: Primary landing Rwys 1L/R,19L/R.
NOTE: TPA landing south: Expect 250K at MAATY.
NOTE: TPA landing north: Expect RADAR vectors prior to FELOM.
NOTE: TPA landing south: Expect RADAR vectors prior to SCLOP.
NOTE: Landing all satellite airports: Expect RADAR vectors prior to GOOFS.
NOTE: KRSTI and GOJOE TRANSITIONS, ATC assigned only.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GOJOE TRANSITION (GOJOE.MAATY1)
HEVVN TRANSITION (HEVVN.MAATY1)
KRSTI TRANSITION (KRSTI.MAATY1)

MAATY ONE ARRIVAL (RNAV) Transition Routes

TAMPA, FLORIDA

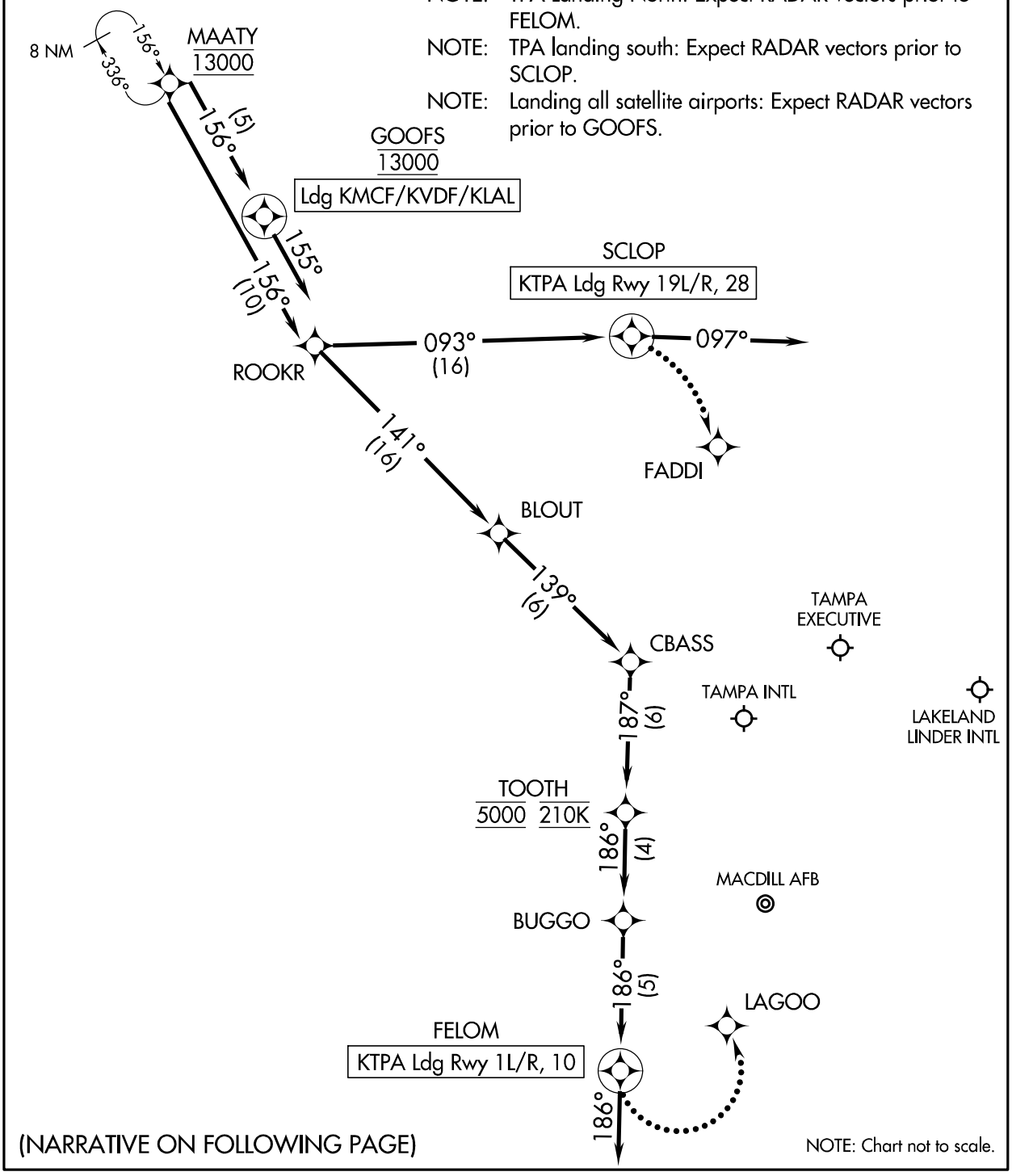
MAATY ONE ARRIVAL (RNAV) Arrival Routes

TAMPA, FLORIDA

SE-3, 20 MAY 2021 to 17 JUN 2021

TAMPA APP CON
118.8 239.3
KMCF ATIS
133.825 270.1
LAL ATIS
118.025
TPA D-ATIS
126.45
VDF AWOS-3
121.125

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Descend via MACH number until intercepting 280K. Maintain 280K until slowed by the STAR or assigned by ATC.
NOTE: Primary landing Rwys 1L/R,19L/R.
NOTE: TPA landing south: Expect 250K at MAATY.
NOTE: TPA Landing North: Expect RADAR vectors prior to FELOM.
NOTE: TPA landing south: Expect RADAR vectors prior to SCLOP.
NOTE: Landing all satellite airports: Expect RADAR vectors prior to GOOFS.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

KTPA: From MAATY on track 156° to ROOKR.

LANDING KTPA RUNWAYS 1L/R, 10: From ROOKR on track 141° to BLOUT, then on track 139° to CBASS, then on track 187° to cross TOOTH at 5000 and at 210K, then on track 186° to BUGGO, then on track 186° to FELOM, then on track 186°.
Expect RADAR vectors to final approach course.

LANDING KTPA RUNWAYS 19L/R, 28: From ROOKR on track 093° to SCLOP, then on heading 097° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING KMCF/KVDF/KLAL: From MAATY on track 156° to cross GOOFS at 13000, then on heading 155° or as assigned by ATC. Expect RADAR vectors to final approach course.

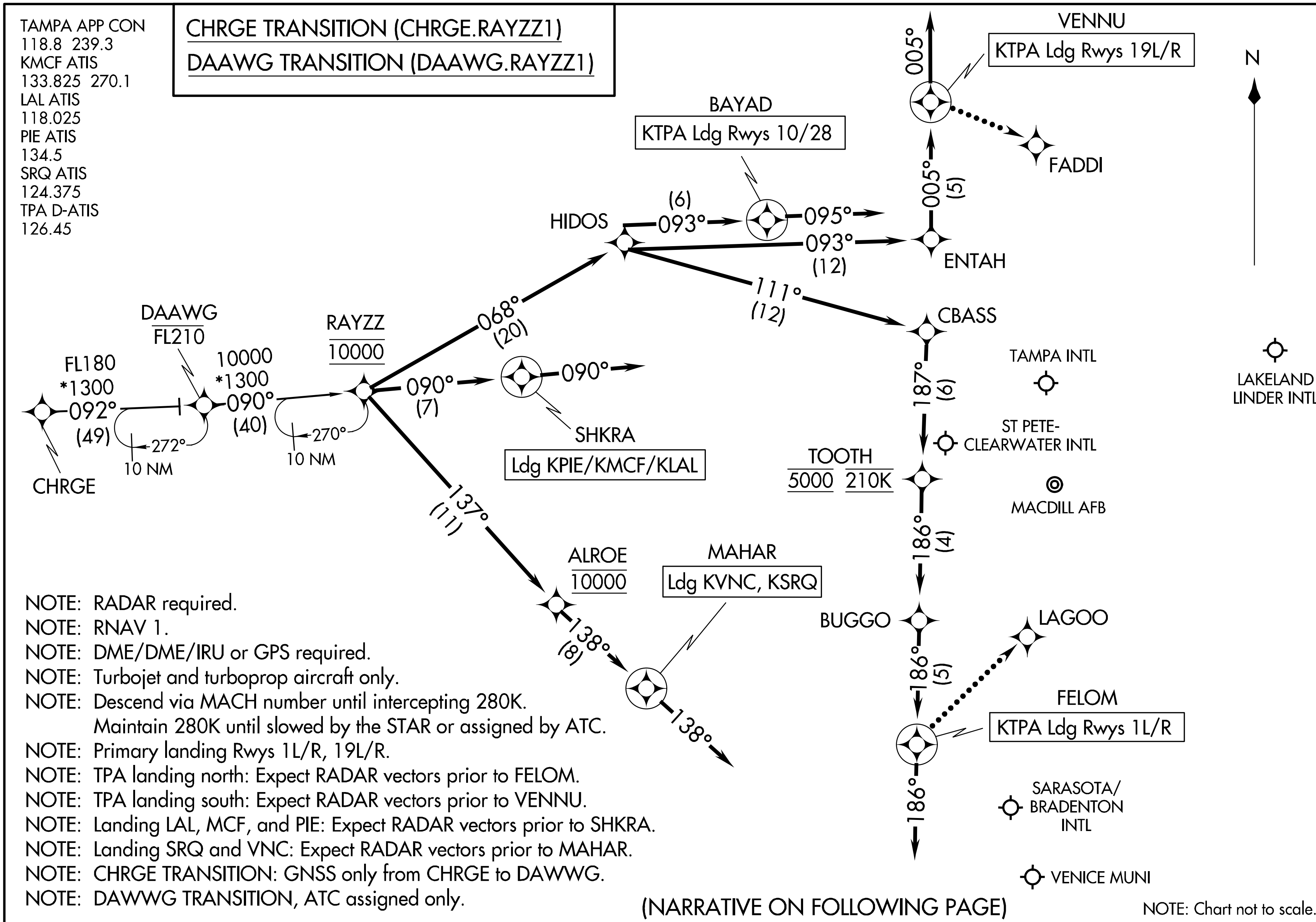
LOST COMMUNICATIONS

KTPA LANDING NORTH: Continue track to FELOM, proceed direct LAGOO, intercept Rwy 1L final approach course, conduct approach.

KTPA LANDING SOUTH: Continue track to SCLOP, proceed direct FADDI, intercept Rwy 19R final approach course, conduct approach.

SE-3, 20 MAY 2021 to 17 JUN 2021

SE-3, 20 MAY 2021 to 17 JUN 2021



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Descend via MACH number until intercepting 280K. Maintain 280K until slowed by the STAR or assigned by ATC.
NOTE: Primary landing Rwys 1L/R, 19L/R.
NOTE: TPA landing north: Expect RADAR vectors prior to FELOM.
NOTE: TPA landing south: Expect RADAR vectors prior to VENNU.
NOTE: Landing LAL, MCF, and PIE: Expect RADAR vectors prior to SHKRA.
NOTE: Landing SRQ and VNC: Expect RADAR vectors prior to MAHAR.
NOTE: CHRGE TRANSITION: GNSS only from CHRGE to DAWWG.
NOTE: DAWWG TRANSITION, ATC assigned only.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 20 MAY 2021 to 17 JUN 2021

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ARRIVAL ROUTE DESCRIPTION

KTPA:
From RAYZZ on track 068° to HIDOS.

LANDING KTPA RUNWAYS 1L/R: From HIDOS on track 111° to CBASS, then on track 187° to cross TOOTH at 5000 and at 210K, then on track 186° to BUGGO, then on track 186° to FELOM, then on track 186°.
Expect RADAR vectors to final approach course.

LANDING KTPA RUNWAYS 10, 28: From HIDOS on track 093° to BAYAD, then on heading 095° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING KTPA RUNWAYS 19L/R: From HIDOS on track 093° to ENTAH, then on track 005° to VENNU, then on track 005°. Expect RADAR vectors to final approach course.

LANDING KPIE/KMCF/KLAL:
From RAYZZ on track 090° to SHKRA, then on track 090°.
Expect RADAR vectors to final approach course.

LANDING KVNC/KSRQ:
From RAYZZ on track 137° to cross ALROE at 10000, then on track 138° to MAHAR, then on heading 138° or as assigned by ATC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

KTPA LANDING NORTH: Continue track to FELOM, proceed direct LAGOO, intercept Rwy 1L final approach course, conduct approach.

KTPA LANDING SOUTH: Continue track to VENNU, proceed direct FADDI, intercept Rwy 19R final approach course, conduct approach.

SYKES EIGHT DEPARTURE (RNAV)
(SYKES8.SYKES) 03JAN19

TAMPA, FLORIDA
TAMPA INTL (TPA)

DEPARTURE ROUTE DESCRIPTION

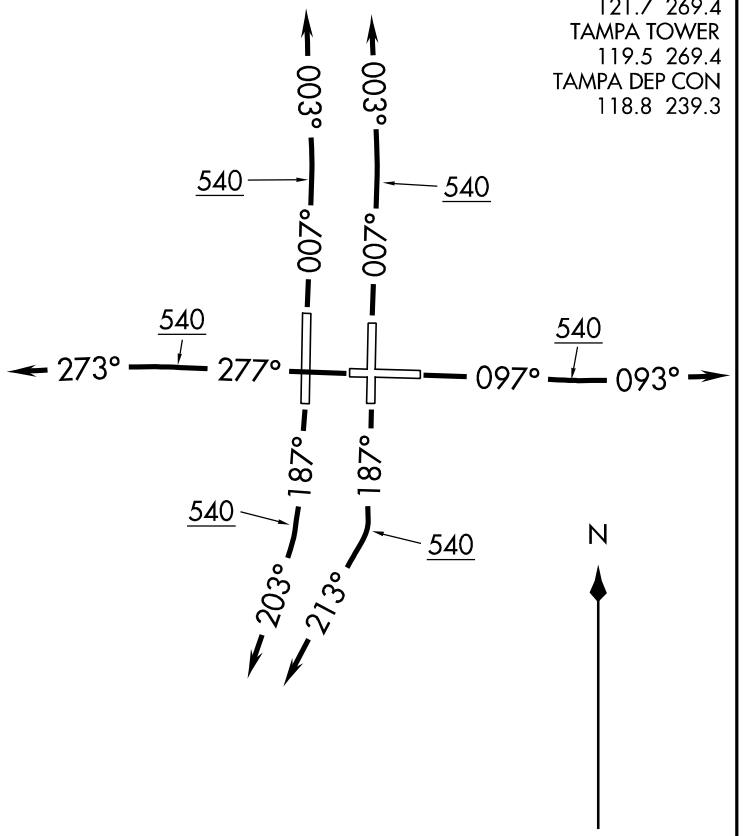
TAKEOFF RWY 1L/R: Climb on heading 007° to 540, then climb to assigned altitude on heading 003° or as assigned by ATC, thence. . . .
TAKEOFF RWY 10: Climb on heading 097° to 540, then climb to assigned altitude on heading 093° or as assigned by ATC, thence. . . .
TAKEOFF RWY 19L: Climb on heading 187° to 540, then climb to assigned altitude on heading 213° or as assigned by ATC, thence. . . .
TAKEOFF RWY 19R: Climb on heading 187° to 540, then climb to assigned altitude on heading 203° or as assigned by ATC, thence. . . .
TAKEOFF RWY 28: Climb on heading 277° to 540, then climb to assigned altitude on heading 273° or as assigned by ATC, thence. . . .

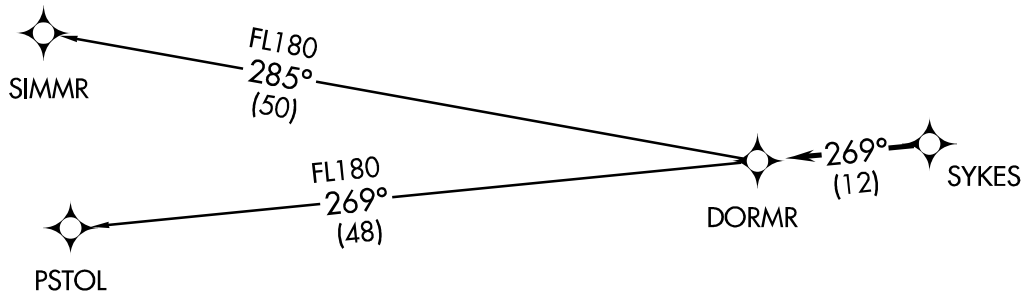
. . . .expect RADAR vectors to SYKES, then on track 269° to DORMR. Maintain 6000 or as assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

PSTOL TRANSITION (SYKES8.PSTOL)
SIMMR TRANSITION (SYKES8.SIMMR)

TOP ALTITUDE: 6000

D-ATIS DEP 128.475
CLNC DEL 133.6
CPDLC
GND CON 121.7 269.4
TAMPA TOWER 119.5 269.4
TAMPA DEP CON 118.8 239.3





TAKEOFF MINIMUMS:
Rwys 1L/R, 10, 19L/R, 28: Standard with minimum climb of 500′ per NM to 540.

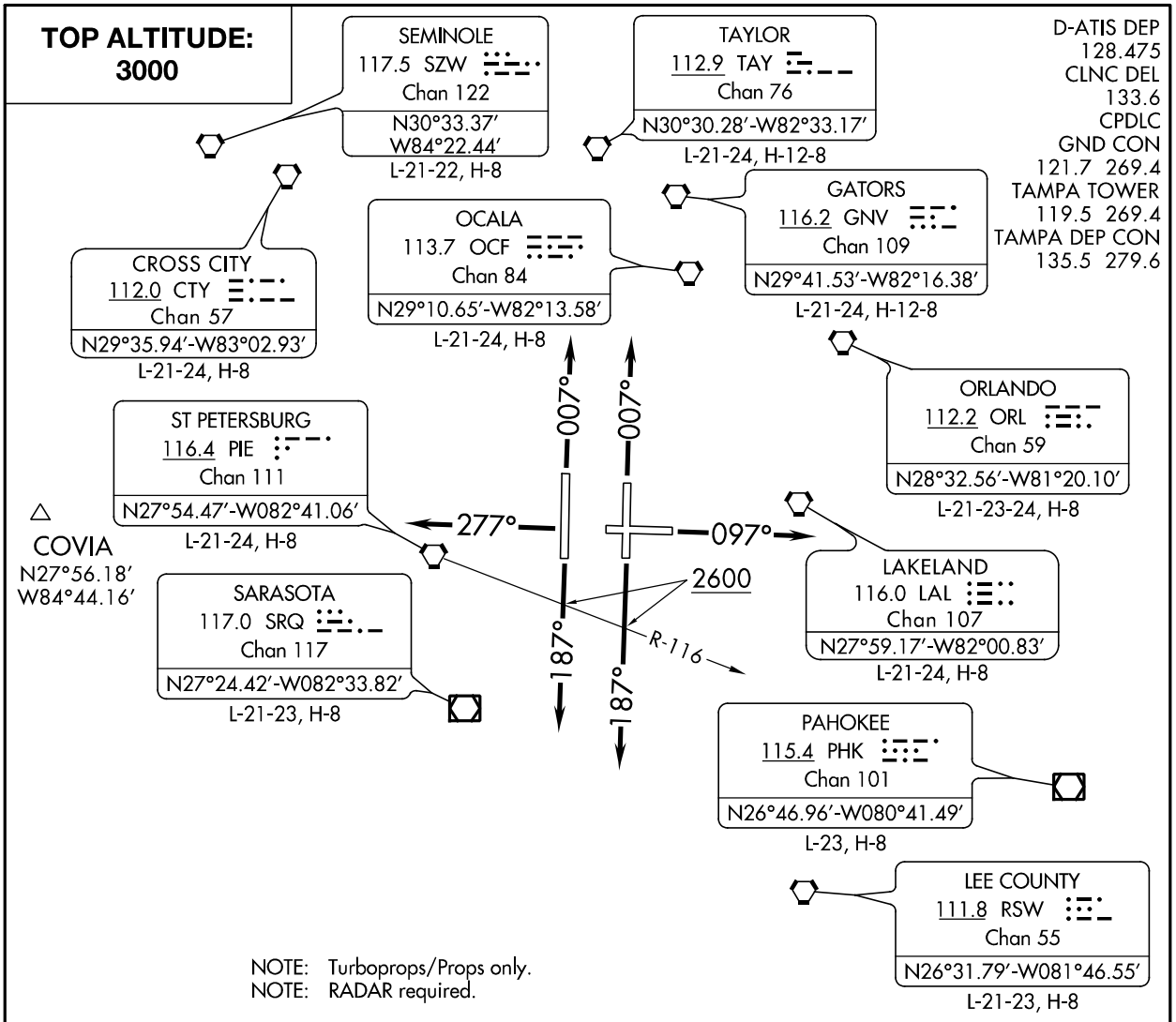
NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: Jets only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Minimum climb of 275 ft per NM to 9000 is required beginning at SYKES.

(SYKES8.SYKES) 19339 AL-416 (FAA)
SYKES EIGHT DEPARTURE (RNAV)

TAMPA INTL (TPA)
TAMPA, FLORIDA

TAMPA SEVEN DEPARTURE



TAKEOFF MINIMUMS:
Rwys 1L/R, 19R, 28: Standard.
Rwy 10: Standard with minimum climb of 245′ per NM to 900.
Rwy 19L: 200-1½ or standard with minimum climb of 220′ per NM to 300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1500′ prior to departure end of runway.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb heading 007°, thence. . . .
TAKEOFF RUNWAY 10: Climb heading 097°, thence. . . .
TAKEOFF RUNWAYS 19L/R: Climb heading 187° to cross PIE R-116 at or above 2600, thence. . . .
TAKEOFF RUNWAY 28: Climb heading 277°, thence. . . .

. . . .expect RADAR vectors to join filed/assigned route. Maintain 3000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-3, 20 MAY 2021 to 17 JUN 2021