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Airport Information For KTPA

Terminal Charts For KTPA

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Tampa FL USA
IATA Code: TPA
Lat/Long: N27° 58.5' W082° 32.0'
Elevation: 26 ft

Airport Use: Public
Magnetic Variation: 5.3°W
Sectional Chart: Miami

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1223 Z
Sunset: 2249 Z,

Runway Information

Runway: 01L
Length x Width: 11002 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 01R
Length x Width: 8300 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge, Centerline, REIL

Runway: 10
Length x Width: 6999 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge

Runway: 19L
Length x Width: 8300 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19R
Length x Width: 11002 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 21 ft
Lighting: Edge, ALS, Centerline

Runway: 28
Length x Width: 6999 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge

Communication Information

ATIS 128.475 Departure Service
ATIS 126.45 Arrival Service
Tampa Tower 119.5
Tampa Tower 119.05 Secondary
Tampa Ground Control 121.7
Tampa Ground Control 121.35 Secondary
Tampa Clearance Delivery 133.6
Tampa Approach Control 119.65 (151°-219°)
Tampa Approach Control 118.8 (220°-360°)
Tampa Approach Control 118.15 (1°-150°)
Tampa App TCA 125.3 (220°-360°)
Tampa App TCA 119.9 (1°-150°)
Tampa App TCA 119.65 (151°-219°)
Tampa Departure Control 132.525
Tampa Departure Control 119.65 (151°-219°)
Tampa Departure Control 118.8 (220°-360°)
Tampa Departure Control 118.15 (1°-150°)
Tampa Intl Unicom 122.95
Tampa Radar 118.5
Tampa Radar 118.8 (220°-360°)
Tampa Radar 118.15 (1°-150°)

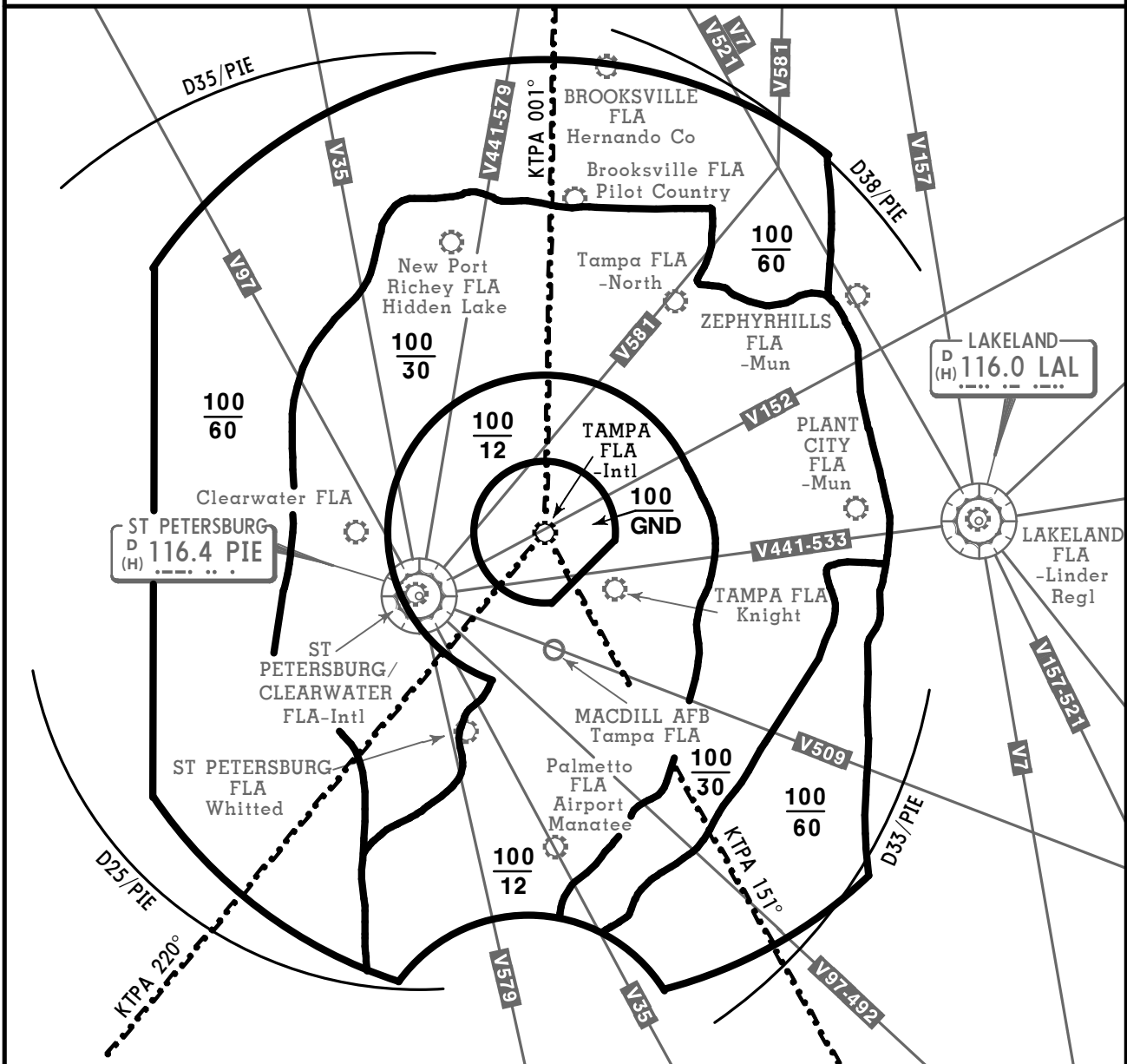
TAMPA CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

(001°-150°) **Tampa App** 119.9

(151°-219°) **Tampa App** 119.65

(220°-360°) **Tampa App** 125.3



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

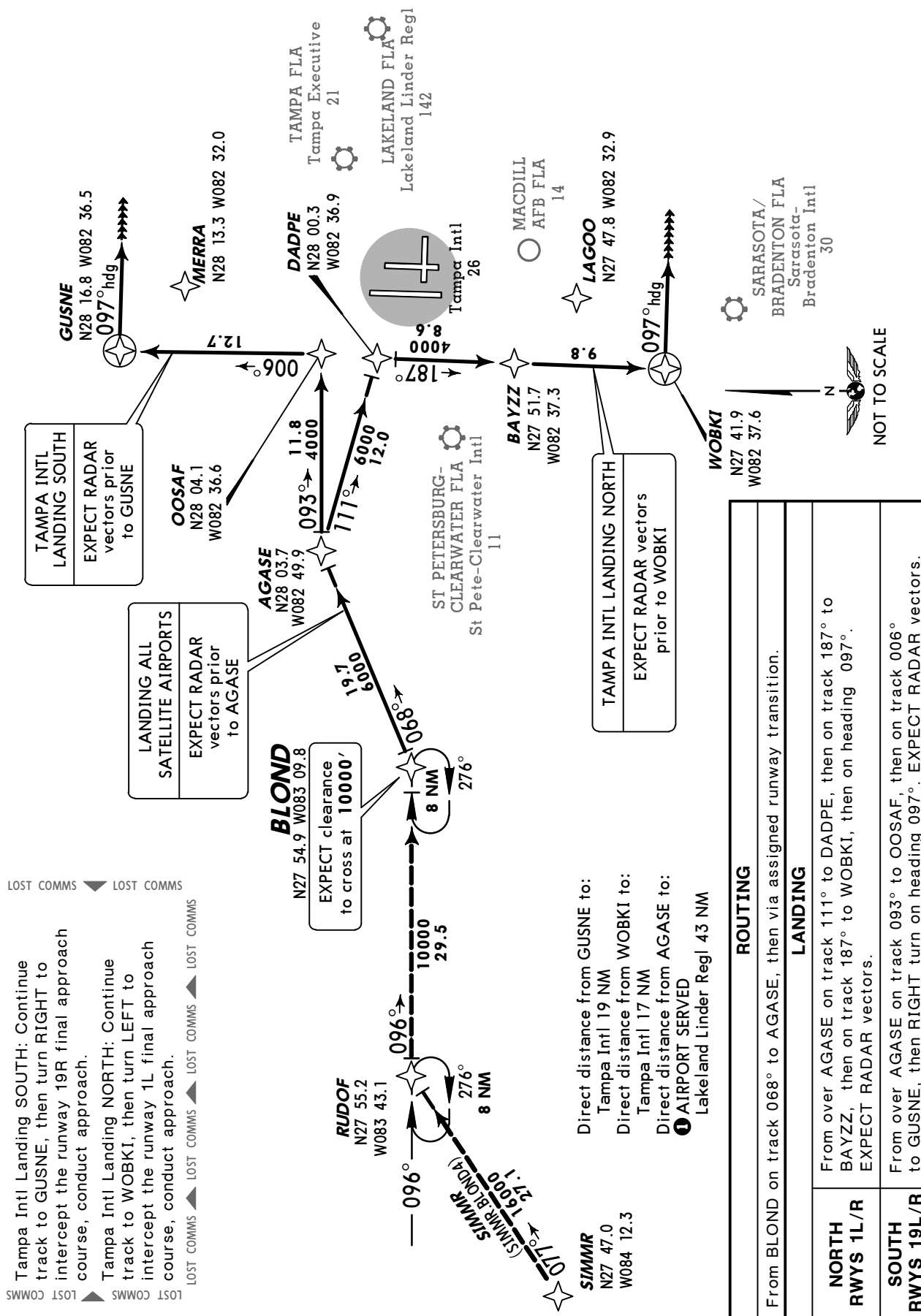
- a. Arriving aircraft should contact Tampa Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.
- b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart Class B airspace. Aircraft departing from other than Tampa International Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.
- c. Aircraft desiring to transit the Class B airspace may obtain an ATC clearance will be handled on an equitable "First-come, first-served" basis, provided the requirements of FAR 91 are met.

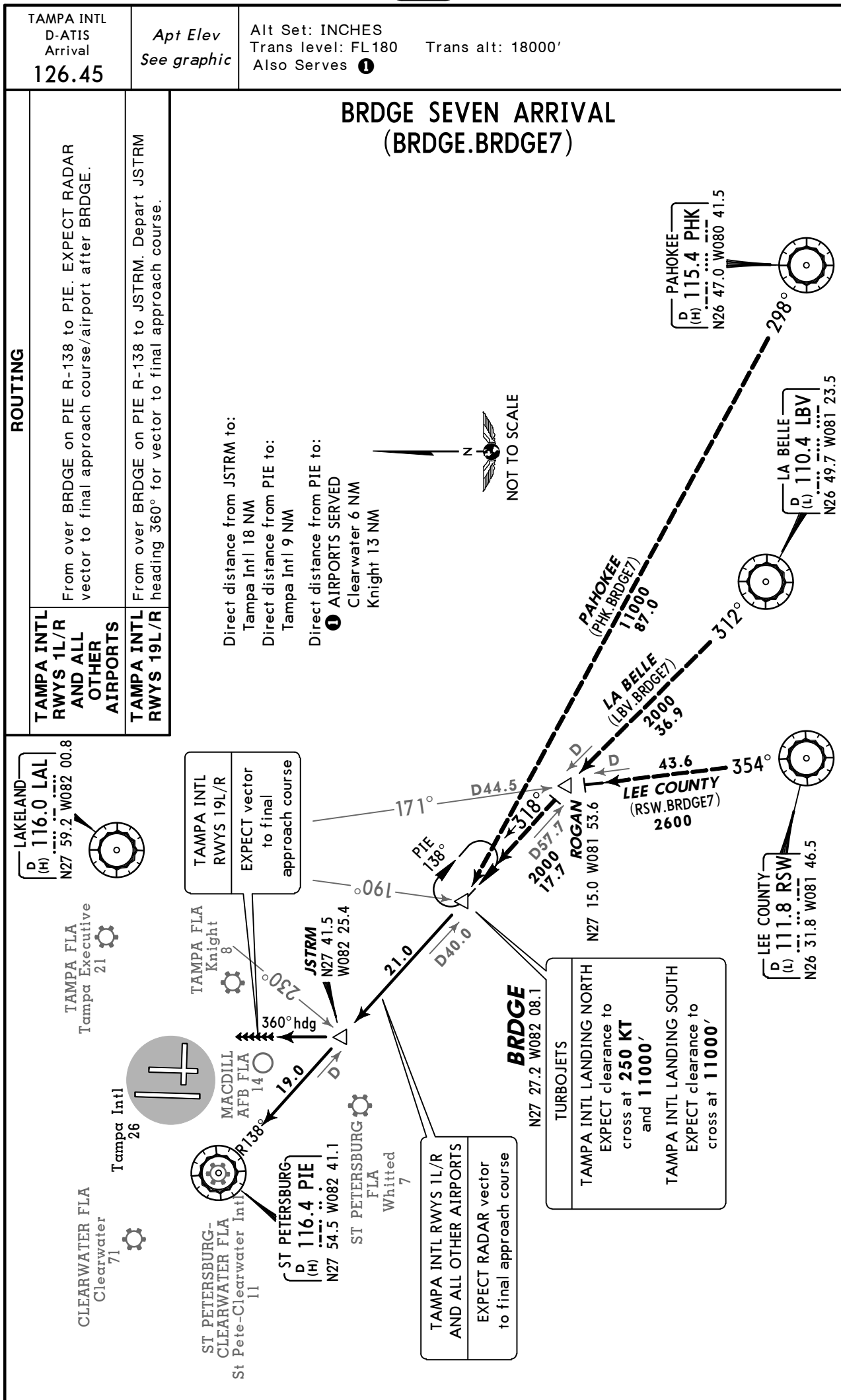
Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'

- 1. RADAR required.**
- 2. DME/DME/IRU or GPS required.**
- 3. RNAV 1.**
- Turbojet/turboprop aircraft only.
- Primary landing runways 1L/R, 19L/R.
- For non-GPS equipped aircraft:
 - GUSNE transition: PIE must be operational;
 - WOBKI transition: LAL, ORL, PIE and SRQ must be operational.
- Also Serves **1**

BLOND FOUR RNAV ARRIVAL (BLOND.BLOND4)





D-ATIS Arrival
126.45Apt Elev
See graphic

- Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
 2. **DME/DME/IRU or GPS required.**
 3. **RNAV 1.**
 4. Turbojet/turboprop aircraft only.
 5. For non-GPS equipped aircraft: ORLANDO transition: LAL and ORL must be operational; TAYLOR transition: OCF and ORL must be operational.
 6. Primary landing runways 1L/R, 19L/R.

**DADES FOUR RNAV ARRIVAL
(DADES.DADES4)**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

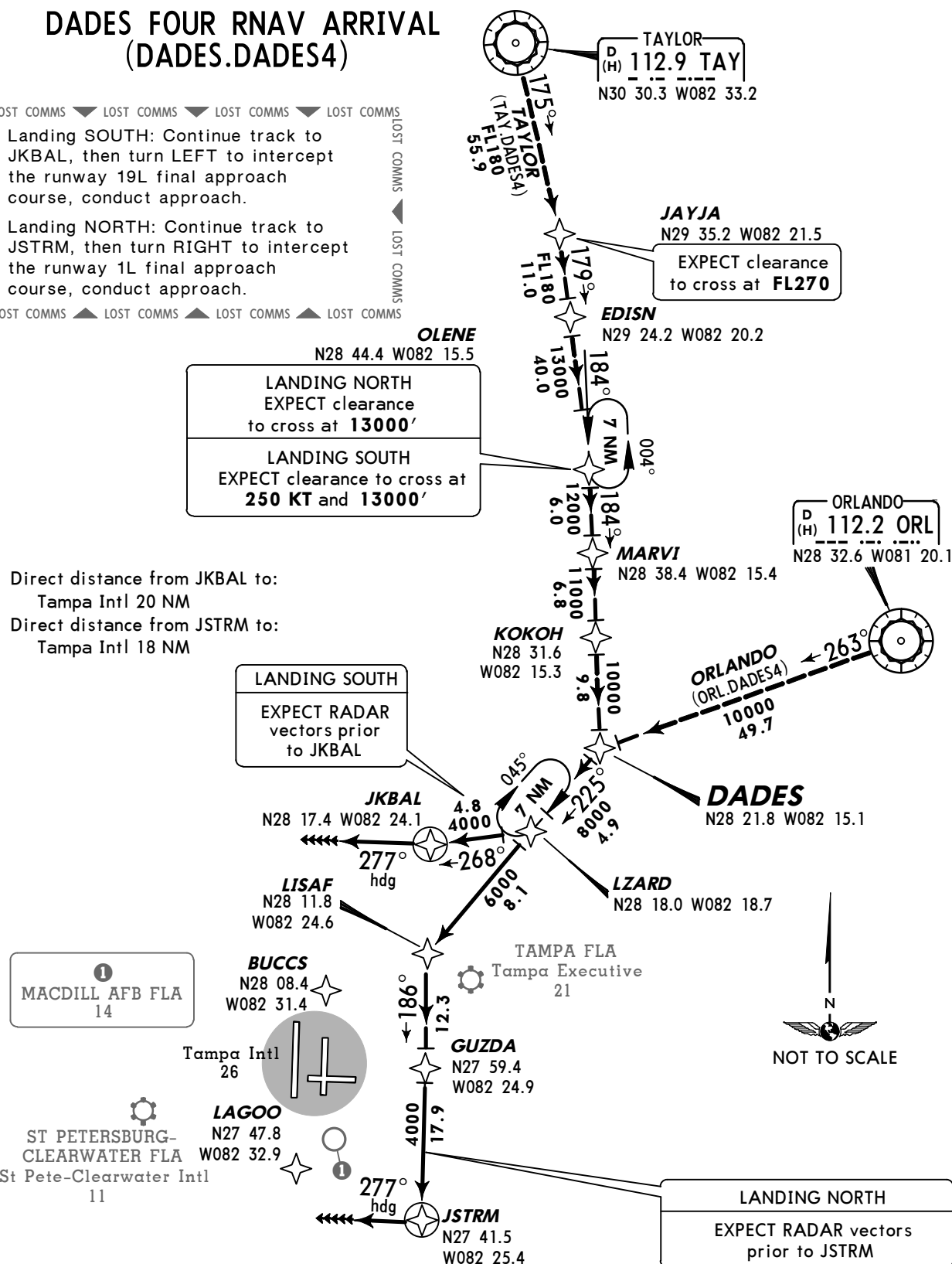
Landing SOUTH: Continue track to JKBAL, then turn LEFT to intercept the runway 19L final approach course, conduct approach.

Landing NORTH: Continue track to JSTRM, then turn RIGHT to intercept the runway 1L final approach course, conduct approach.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

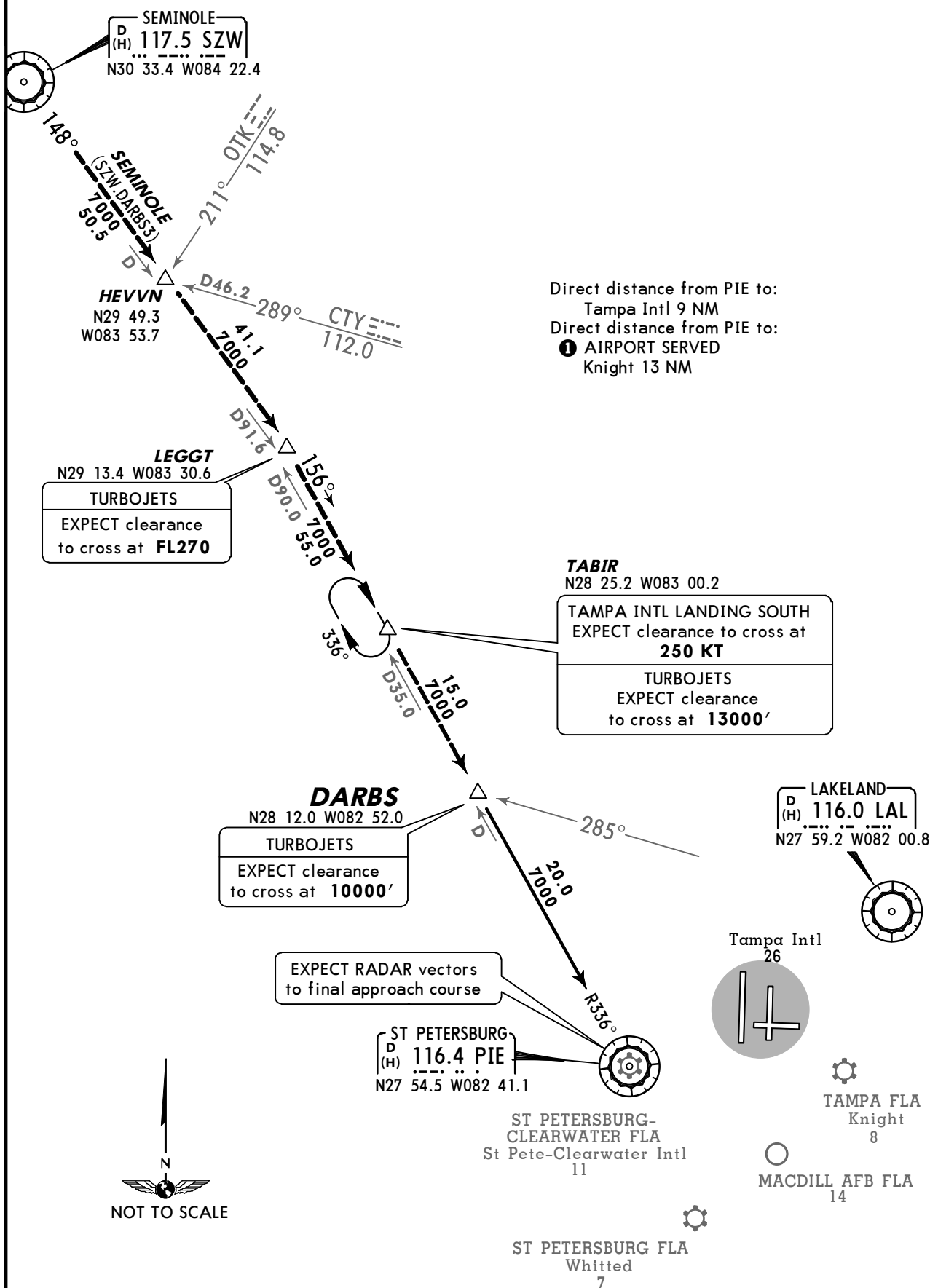
Direct distance from JKBAL to:
Tampa Intl 20 NM

Direct distance from JSTRM to:
Tampa Intl 18 NM



TAMPA INTL
D-ATIS Arrival
126.45Apt Elev
See graphicAlt set: INCHES
Trans level: FL180 Trans alt: 18000'
1. DME required.
2. Also Serves ①

DARBS THREE ARRIVAL (DARBS.DARBS3)



ROUTING

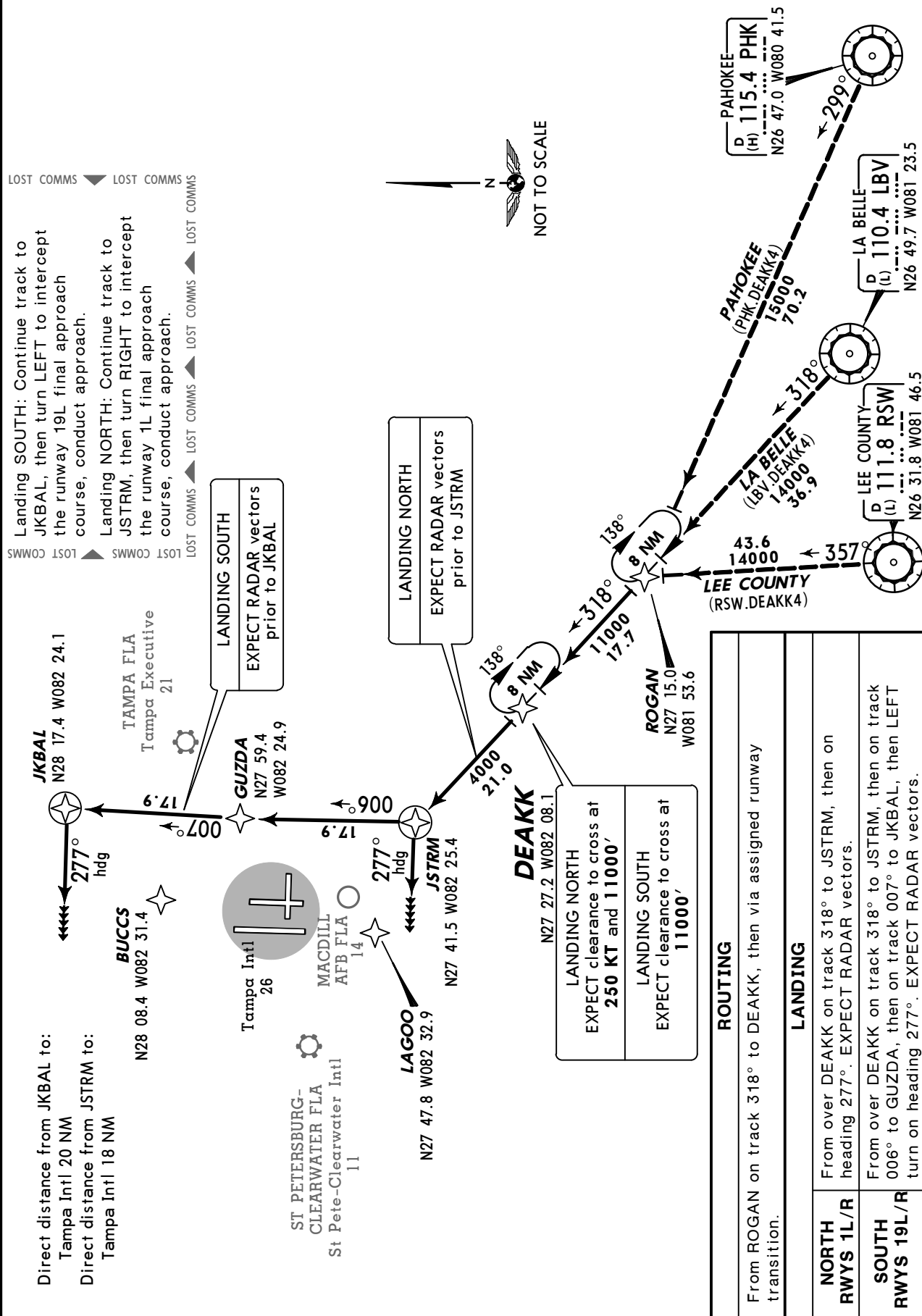
From over DARBS on PIE R-336 to PIE. EXPECT RADAR vectors to final approach course.

D-ATIS Arrival
126.45

Apt Elev
See graphic

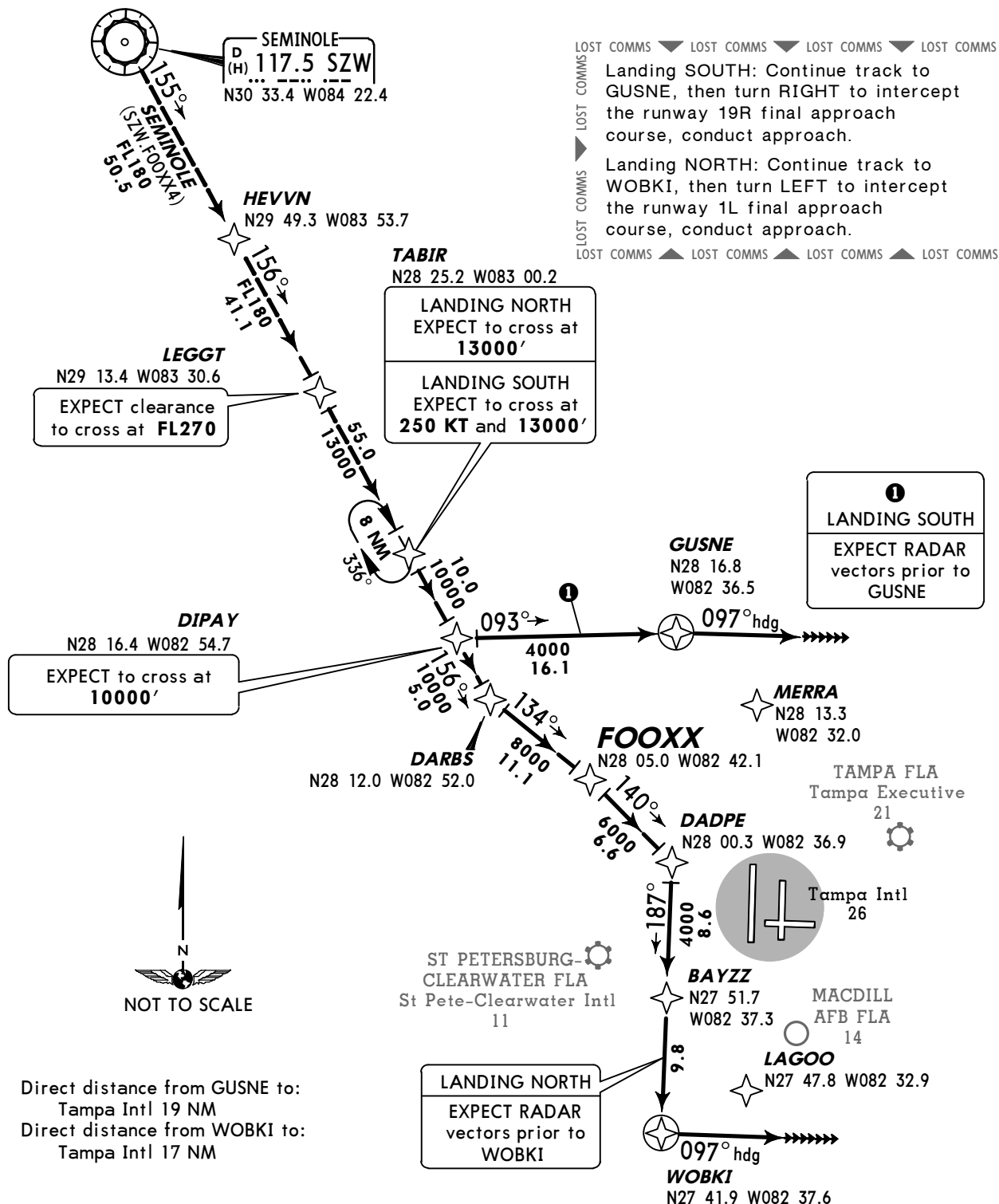
- Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
 2. **DME/DME/IRU or GPS required.**
 3. **RNAV 1.**
 4. Turbojet/turboprop aircraft only.
 5. For non-GPS equipped aircraft: LA BELLE transition: LAL and SRQ must be operational; LEE COUNTY transition: LAL, LBV, RSW, and SRQ must be operational.
 6. Primary landing runways 1L/R, 19L/R.

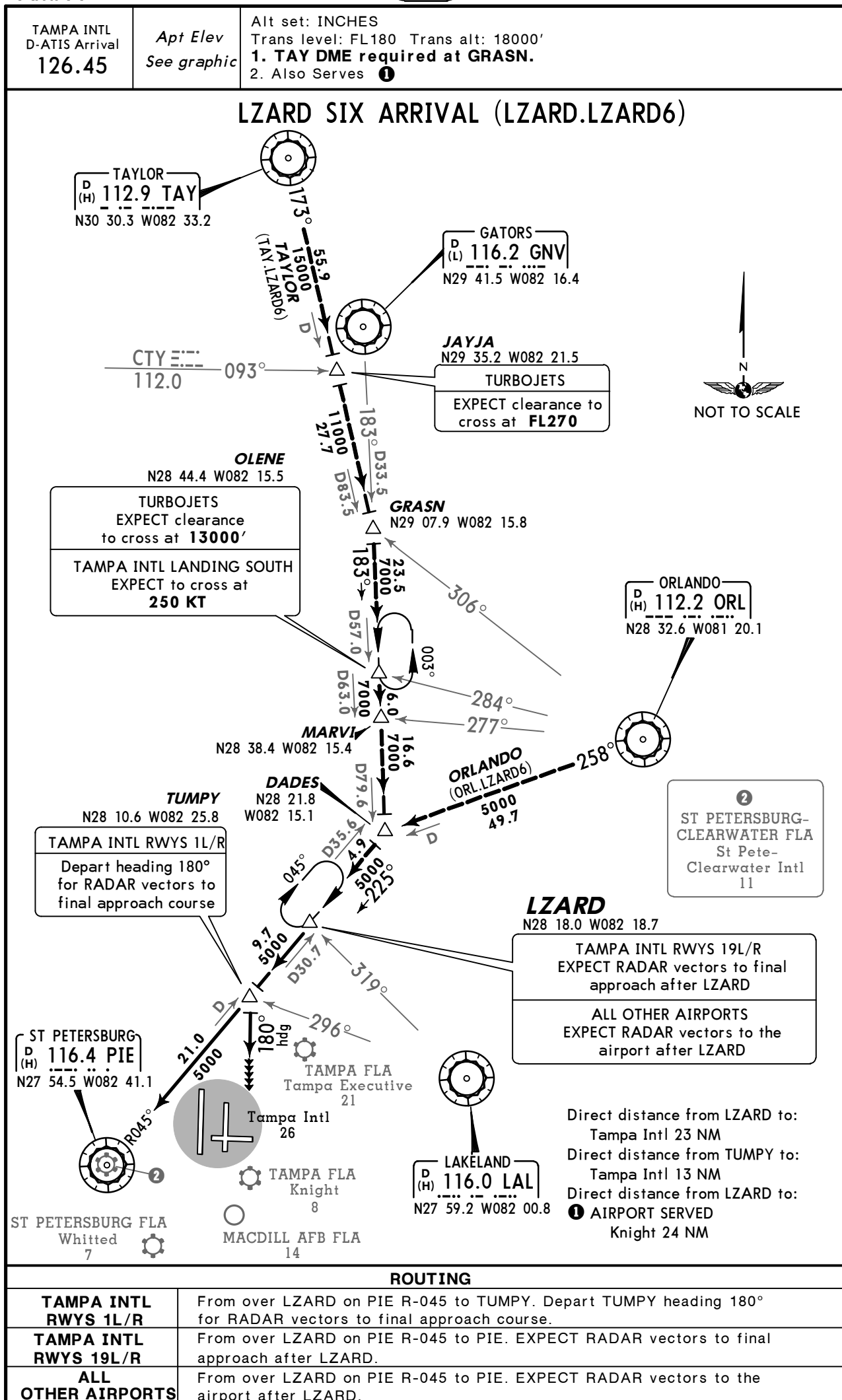
DEAKK FOUR RNAV ARRIVAL (DEAKK.DEAKK4)



D-ATIS Arrival
126.45Apt Elev
See graphic

- Alt set: INCHES
Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
 2. **DME/DME/IRU or GPS required.**
 3. **RNAV 1.**
 4. Turbojet/turboprop aircraft only.
 5. For non-GPS equipped aircraft LAL, OCF and PIE must be operational.
 6. Primary landing runways 1L/R, 19L/R.

FOOXX FOUR RNAV ARRIVAL (FOOXX.FOOXX4)



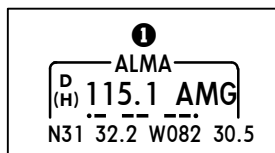
TAMPA
Departure (R)
118.8

Apt Elev
26'

Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. Turbojets only.

BAYPO SIX RNAV DEPARTURE (BAYPO6.BAYPO)

SPEED: Accelerate to 250 KT,
if unable, advise ATC.



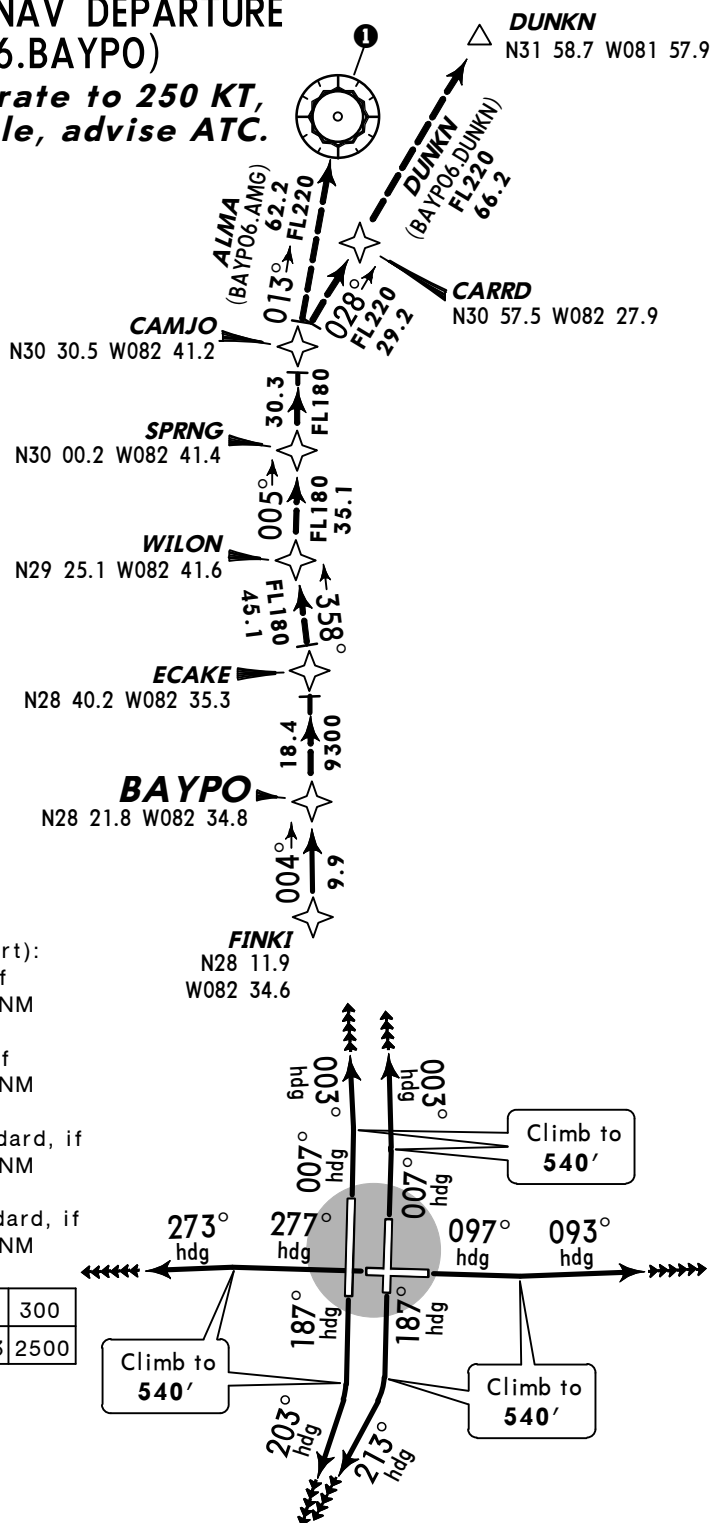
OBSTACLES

For TAKEOFF OBSTACLE NOTES
see 20-3OB1.

Direct distance from Tampa Intl to:
FINKI 14 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwy 1L: Standard (or lower than standard, if
authorized) with minimum climb of 500' per NM
to 2600'.
Rwy 1R: Standard (or lower than standard, if
authorized) with minimum climb of 500' per NM
to 2400'.
Rwys 10, 19R: Standard (or lower than standard, if
authorized) with minimum climb of 500' per NM
to 2000'.
Rwys 19L, 28: Standard (or lower than standard, if
authorized) with minimum climb of 500' per NM
to 2100'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500



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

ROUTING

EXPECT RADAR vectors to FINKI, then on track 004° to BAYPO. MAINTAIN 6000' or as assigned by ATC, EXPECT clearance to filed altitude within 10 minutes after departure.

TAMPA
Departure (R)
118.8

Apt Elev
26'

Trans level: FL180 Trans alt: 18000'
1. RADAR required. **2. DME/DME/IRU or GPS required.** **3. RNAV 1.**
 4. Turbojets only.

CROWD SIX RNAV DEPARTURE (CROWD6.CROWD)

SPEED: Accelerate to 250 KT, if unable, advise ATC

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 1L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 540'.
 Rwy 10: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 900'.
 Rwy 19L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 760'.
 Rwy 19R, 28: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 600'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

MILEJ
N27 44.5 W082 11.0

N27 116°

CROWD
N27 40.0 W081 57.7

N27 12.7°

HALLR
N27 32.7 W081 35.9

(CROWD6 HALLR)
N27 11500 20.7

NOT TO SCALE

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

ROUTING
EXPECT RADAR vectors to MILEJ, then on track 116° to CROWD. MAINTAIN 6000' or as assigned by ATC. EXPECT clearance to filed altitude within 10 minutes after departure.

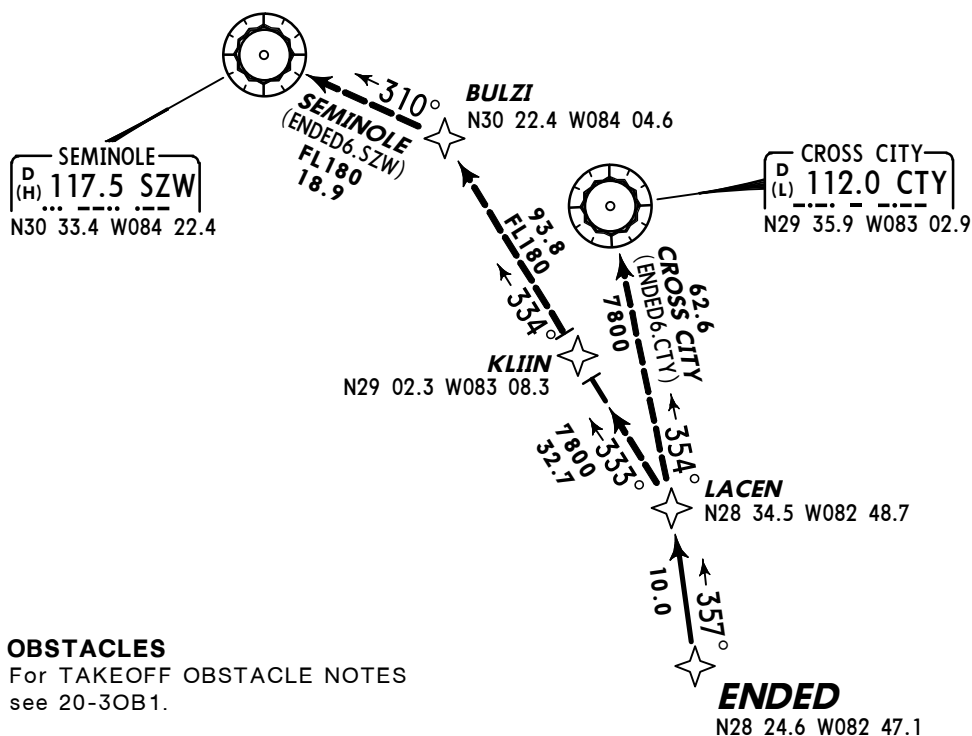
OBSTACLES
For TAKEOFF OBSTACLE NOTES see 20-30B1.

Direct distance from Tampa Intl to:
MILEJ 23 NM

TAMPA Departure (R) 118.8	Apt Elev 26'	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojets only.
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ENDED SIX RNAV DEPARTURE (ENDED6.ENDED)

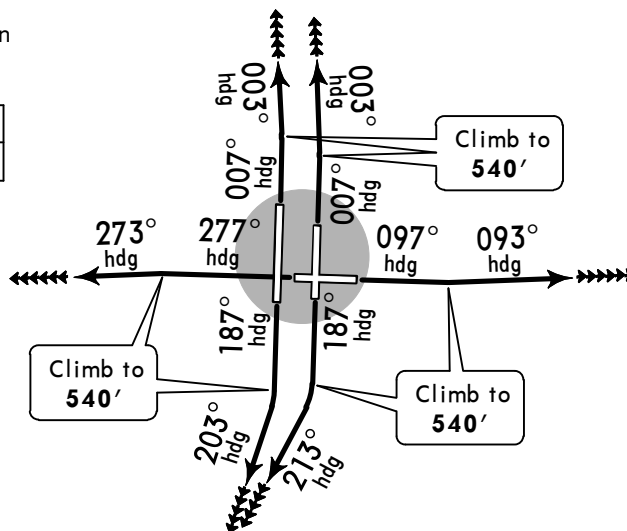
SPEED: Accelerate to 250 KT, if unable, advise ATC.



Direct distance from Tampa Intl to:
ENDED 29 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 1L/R, 10, 19L/R, 28: Standard (or lower than
standard, if authorized) with minimum climb of
500' per NM to 540'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500



RWY	INITIAL CLIMB
1L/R	Climb on heading 007° to 540', then climb to assigned altitude on heading 003° or as assigned by ATC.
10	Climb on heading 097° to 540', then climb to assigned altitude on heading 093° or as assigned by ATC.
19L	Climb on heading 187° to 540', then climb to assigned altitude on heading 213° or as assigned by ATC.
19R	Climb on heading 187° to 540', then climb to assigned altitude on heading 203° or as assigned by ATC.
28	Climb on heading 277° to 540', then climb to assigned altitude on heading 273° or as assigned by ATC.
ROUTING	
EXPECT RADAR vectors to ENDED, then on track 357° to LACEN. MAINTAIN 6000' or as assigned by ATC, EXPECT clearance to filed altitude within 10 minutes after departure.	

GANDY SIX RNAV DEPARTURE (GANDY6.GANDY)

SPEED: Accelerate to 250 KT, if unable, advise ATC

Direct distance from Tampa Intl to:
GANDY 13 NM

GANDY

N27 46.1 W082 34.4

162°
12.9

PAIRS

N27 34.2 W082 28.8

157°
8.5
17.0

MURDO

N27 19.1 W082 19.8

157°
11.5
15.7

SABEE

(GANDY6.SABEE)
N27 05.3 W082 11.5

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 20-30B1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 1L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 3800'.

Rwy 1R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 3900'.

Rwy 10: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 4200'.

Rwys 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 4400'.

Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 4300'.

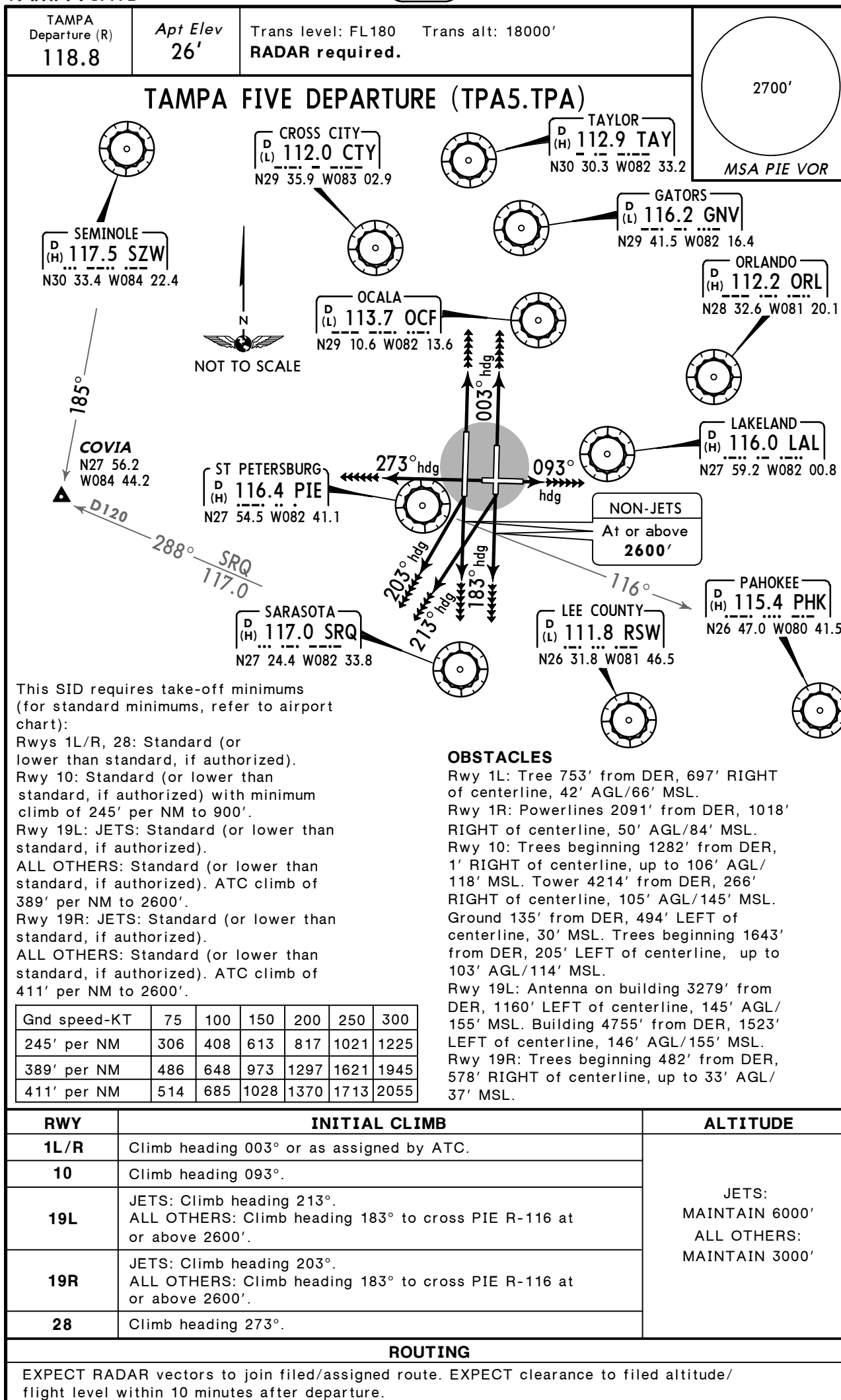
Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

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

ROUTING

EXPECT RADAR vectors to GANDY, then on track 162° to PAIRS. MAINTAIN 6000' or as assigned by ATC, EXPECT clearance to filed altitude within 10 minutes after departure.

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TAKEOFF OBSTACLE NOTES

◦ RWY 1L:

TREE 753' FROM DER, 697' RIGHT OF CENTERLINE, 42' AGL/66' MSL.

◦ RWY 1R:

POWERLINES 2091' FROM DER, 1018' RIGHT OF CENTERLINE, 50' AGL/84' MSL.

◦ RWY 10:

TREES BEGINNING 1282' FROM DER, 1' RIGHT OF CENTERLINE, UP TO 106' AGL/
118' MSL. TOWER 4214' FROM DER, 266' RIGHT OF CENTERLINE, 105' AGL/
145' MSL. GROUND 135' FROM DER, 494' LEFT OF CENTERLINE, 30' MSL. TREES
BEGINNING 1643' FROM DER, 205' LEFT OF CENTERLINE, UP TO 103' AGL/114' MSL.

◦ RWY 19L:

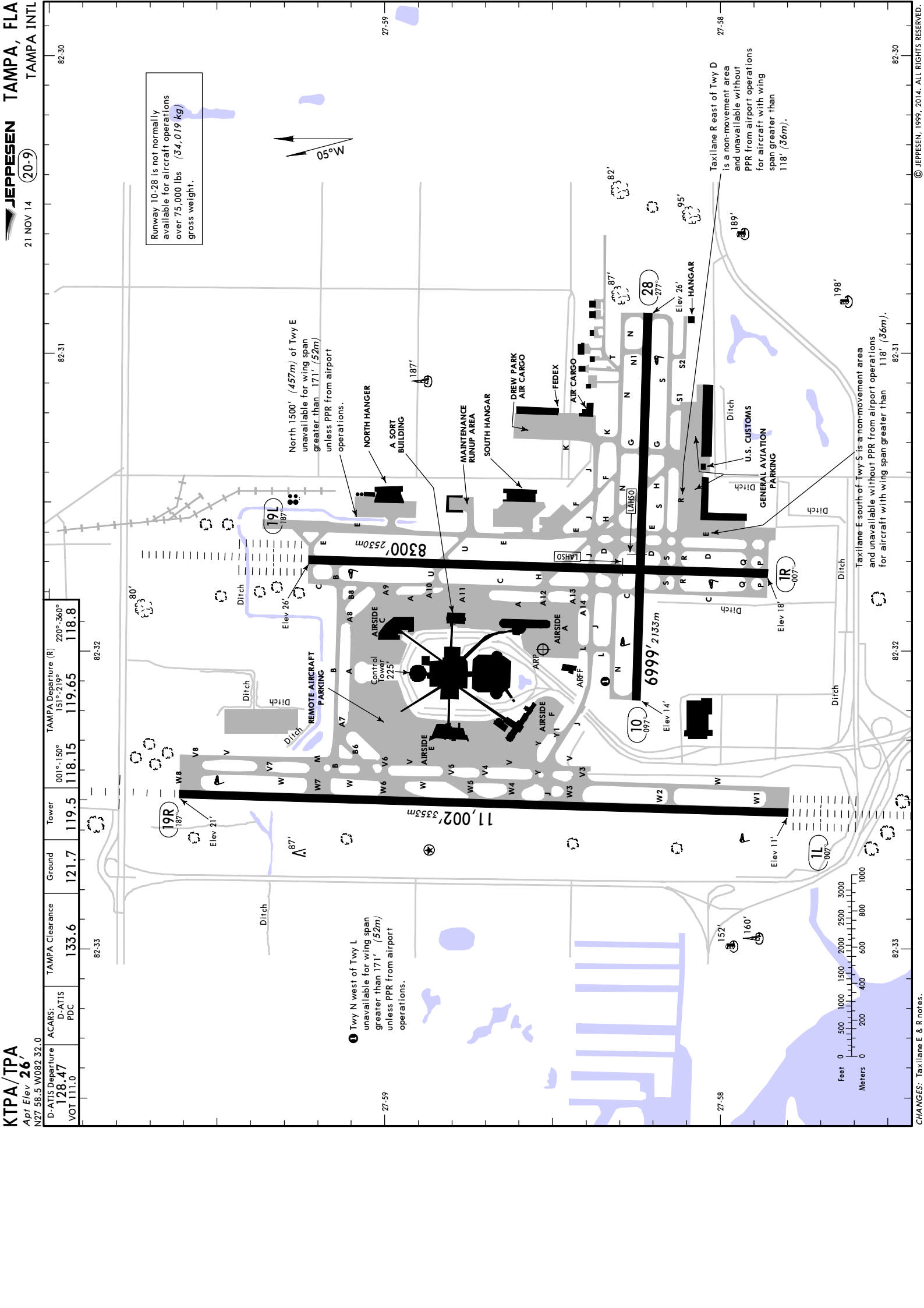
ANTENNA ON BUILDING 3279' FROM DER, 1160' LEFT OF CENTERLINE, 145' AGL/155'
MSL. BUILDING 4755' FROM DER, 1523' LEFT OF CENTERLINE, 146' AGL/155' MSL.

◦ RWY 19R:

TREES BEGINNING 482' FROM DER, 578' RIGHT OF CENTERLINE, UP TO 33' AGL/
37' MSL.

◦ RWY 28:

TREES BEGINNING 479' FROM DER, 359' RIGHT OF CENTERLINE, UP TO 53' AGL/
67' MSL. SIGN 764' FROM DER, 436' RIGHT OF CENTERLINE, 26' AGL/40' MSL.
MULTIPLE TREES BEGINNING 129' FROM DER, 84' LEFT OF CENTERLINE, UP TO
54' AGL/68' MSL. POLE 475' FROM DER, 437' LEFT OF CENTERLINE, 30' AGL/
35' MSL. PLANE ON TAXIWAY 1497' FROM DER, RIGHT AND LEFT OF CENTERLINE,
UP TO 65' AGL/ 74' MSL. BUILDING 4355' FROM DER, 1647' LEFT OF CENTERLINE,
146' AGL/151' MSL. ANTENNA ON POLE 5583' FROM DER, 1162' LEFT OF CENTERLINE,
146' AGL/158' MSL.



Runway 10-28 is not normally available for aircraft operations over 75,000 lbs (34,019 kg) gross weight.

North 1500' (457m) of Twy E unavailable for wing span greater than 171' (52m) unless PPR from airport operations.

1 Twy N west of Twy L unavailable for wing span greater than 171' (52m) unless PPR from airport operations.

Taxilane R east of Twy D is a non-movement area and unavailable without PPR from airport operations for aircraft with wing span greater than 118' (36m).

Taxilane E south of Twy S is a non-movement area and unavailable without PPR from airport operations for aircraft with wing span greater than 118' (36m).

GENERAL

Terminal Doppler Weather Radar.
 Low-level wind shear alert system.
 Noise abatement procedures.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			WIDTH
	LANDING BEYOND		LAHSO	
	Threshold	Glide Slope	Distance	
10	HIRL PAPI-L (angle 3.0°) grooved			150'
28	HIRL PAPI-L (angle 3.0°) grooved RVR	① 6500' 1981m	1R/19L 4350' 1326m	46m

① Last 499' 152m is unavailable for landing distance computations.

1L	HIRL CL ALSF-II TDZ ③ PAPI-L grooved	RVR ② 10,800' 3292m	9763' 2976m	150'
19R	HIRL CL MALSR ③ PAPI-L	RVR	9950' 3033m	46m

② Last 202' 62m is unavailable for landing distance computations.

③ Angle 3.0°.

1R	HIRL REIL CL ④ PAPI-L grooved	RVR		150'
19L	HIRL CL ALSF-II TDZ ④ PAPI-L	RVR	7251' 2210m 10/28 5650' 1722m	46m

④ Angle 3.0°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwys 1L/R, 19L/R**

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwys 10, 28

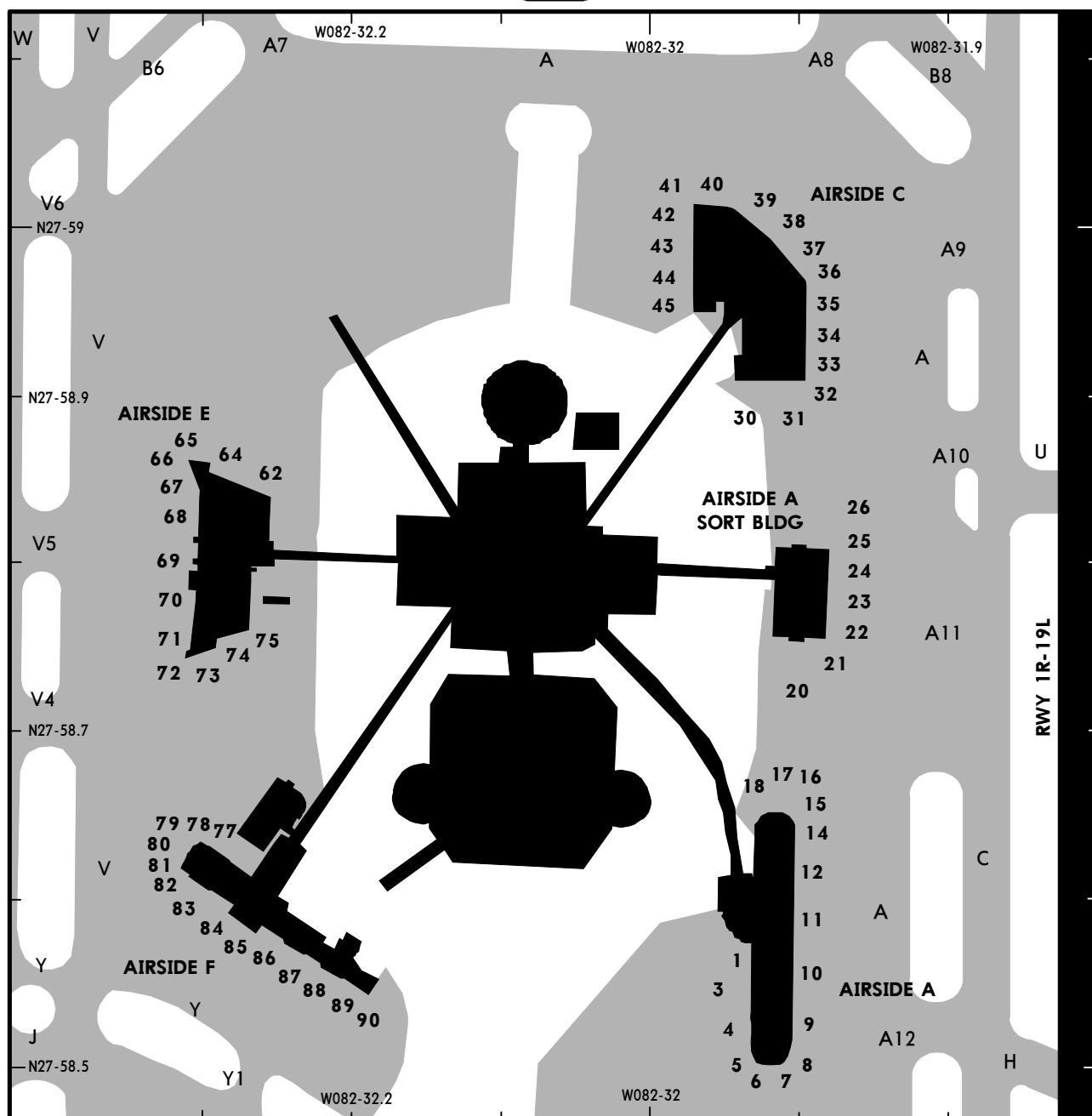
Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP

Rwy 10, climb heading 097° to 800' before turning RIGHT.

FOR FILING AS ALTERNATE

ILS Rwy 1L ILS Rwy 19L ILS Rwy 19R		LOC Rwy 1L LOC Rwy 19L LOC Rwy 19R		RNAV (GPS) Rwy 1L RNAV (GPS) Rwy 1R RNAV (GPS) Rwy 10 RNAV (GPS) Z Rwy 19L		RNAV (GPS) Rwy 19R RNAV (GPS) Rwy 28 RNAV (RNP) Y Rwy 19L		LOC Rwy 1R
A B C D	600-2			800-2				1300-2
								1300-3



PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
AIRSIDE A		AIRSIDE E	
1	N27 58.5 W082 31.9	62, 64	N27 58.8 W082 32.3
3 thru 5	N27 58.5 W082 32.0	65	N27 58.9 W082 32.3
6 thru 10	N27 58.5 W082 31.9	66 thru 70	N27 58.8 W082 32.3
11, 12	N27 58.6 W082 31.9	71 thru 75	N27 58.7 W082 32.3
14 thru 18	N27 58.6 W082 31.9	AIRSIDE F	
AIRSIDE A SORT BLDG		77 thru 85	N27 58.6 W082 32.3
20 thru 22	N27 58.7 W082 31.9	86, 87	N27 58.5 W082 32.3
23 thru 26	N27 58.8 W082 31.9	88 thru 90	N27 58.5 W082 32.2
AIRSIDE C			
30 thru 35	N27 58.9 W082 31.9		
36 thru 39	N27 59.0 W082 31.9		
40 thru 43	N27 59.0 W082 32.0		
44, 45	N27 58.9 W082 32.0		

LESS THAN RVR 1200 TO 600

TAMPA, FLA

LOW VISIBILITY TAXI ROUTES

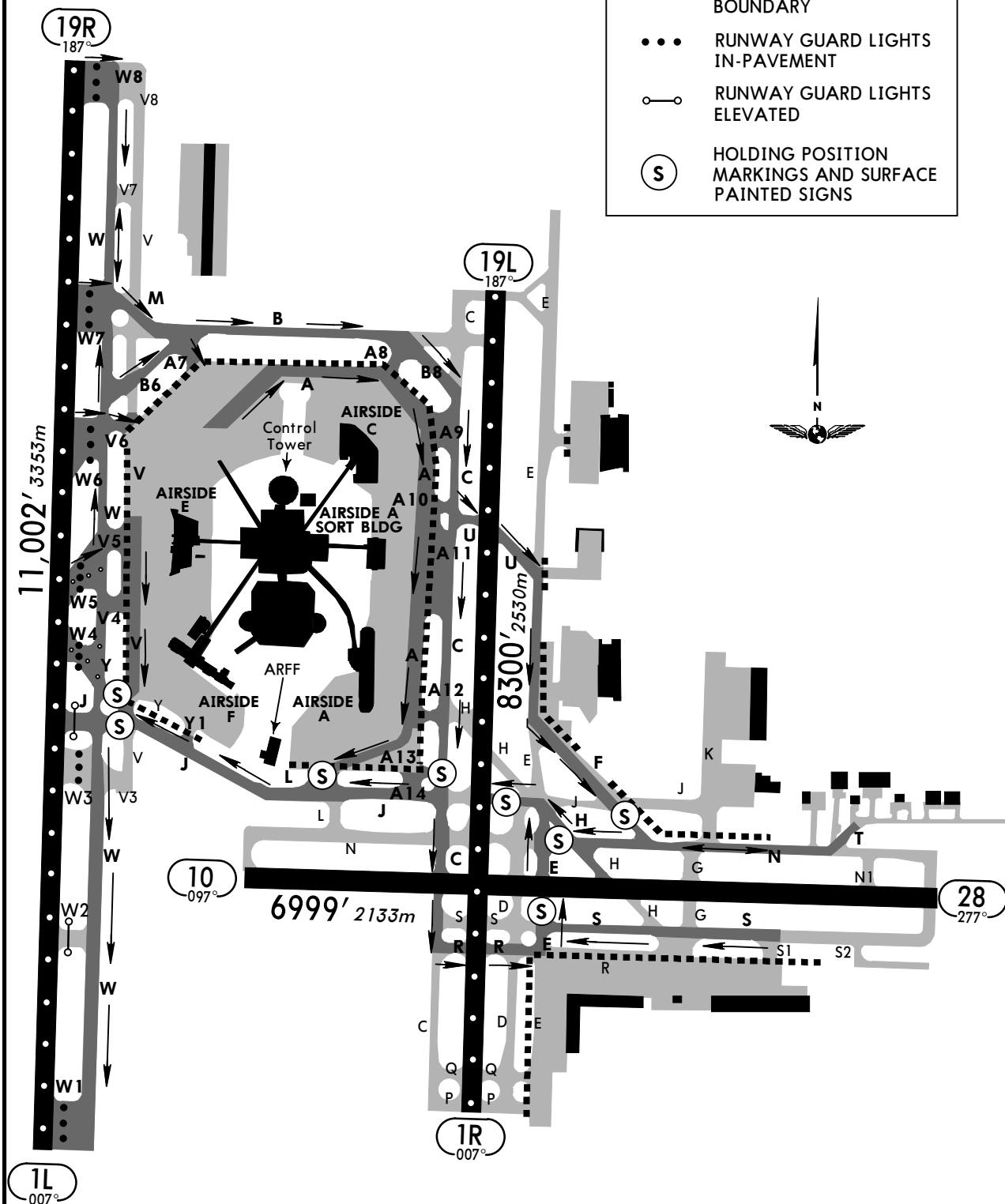
Apt Elev 26'

D-ATIS Departure	ACARS:	TAMPA Clearance	Ground	Tower	001°-150°	TAMPA Departure (R)	220°-360°
128.47	D-ATIS					151°-219°	
VOT 111.0	PDC	133.6	121.7	119.5	118.15	119.65	118.8

Runway 1L is available for all departures and arrivals while low visibility operations are in effect.

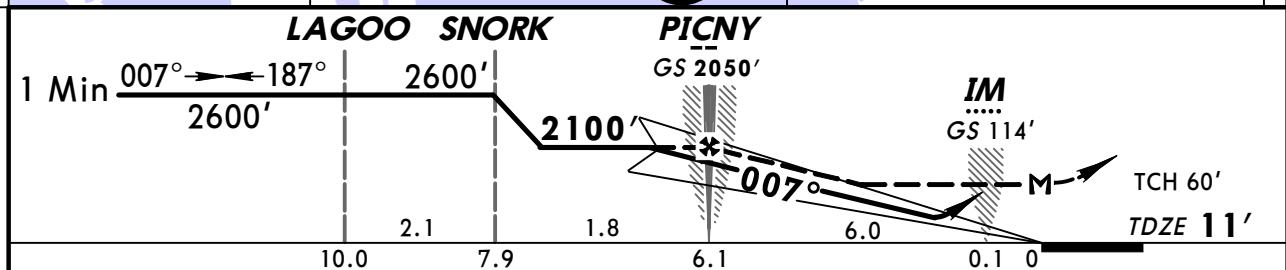
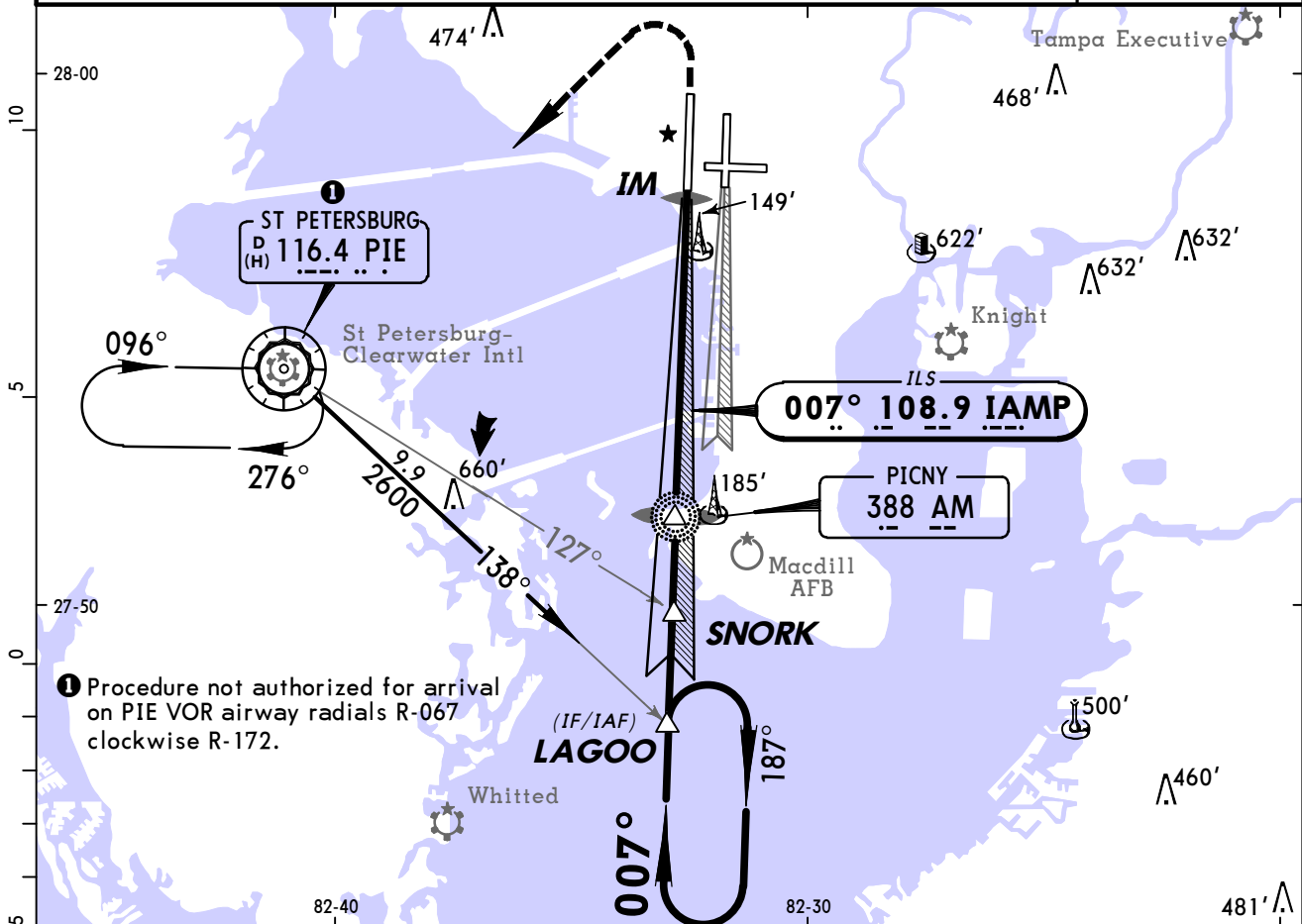
LEGEND

- ○ ○ ○ CENTERLINE LIGHTS
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- ... RUNWAY GUARD LIGHTS IN-PAVEMENT
- RUNWAY GUARD LIGHTS ELEVATED
- (S) HOLDING POSITION MARKINGS AND SURFACE PAINTED SIGNS



BRIEFING STRIP™

D-ATIS Arrival		TAMPA Approach (R)		TAMPA Tower		Ground	
126.45		118.5		119.5		121.7	
LOC IAMP 108.9	Final Apch Crs 007°	GS PICNY 2050' (2039')	ILS DA(H) 211' (200')	Apt Elev 26'	TDZE 11'	2700' MSA AM LOM	
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct PIE VOR and hold, continue climb-in-hold to 3000', or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. ADF or DME required. 2. VGSI and ILS glidepath not coincident. 3. Simultaneous approach authorized with Rwy 1R.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 500' 3000' ↑ LT D → PIE 116.4
GS	3.00°	372	478	531	637	743	
PICNY to MAP	6.1	5:14	4:04	3:40	3:03	2:37	

TERPS			STRAIGHT-IN LANDING RWY 1L				CIRCLE-TO-LAND	
ILS			LOC (GS out)			Max Kts	MDA(H)	
DA(H) 211' (200')			MDA(H) 440' (429')					
FULL		TDZ or CL out	ALS out	ALS out				
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	90	560' (534') - 1	
B						120		
C						140	560' (534') - 1 1/2	
D						165	580' (554') - 2	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

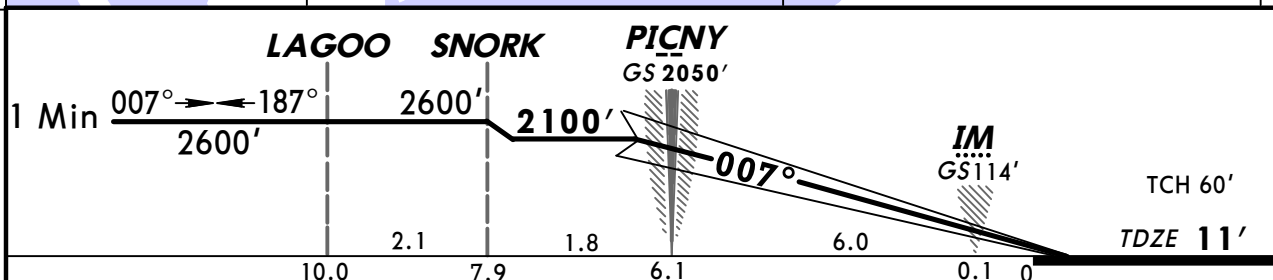
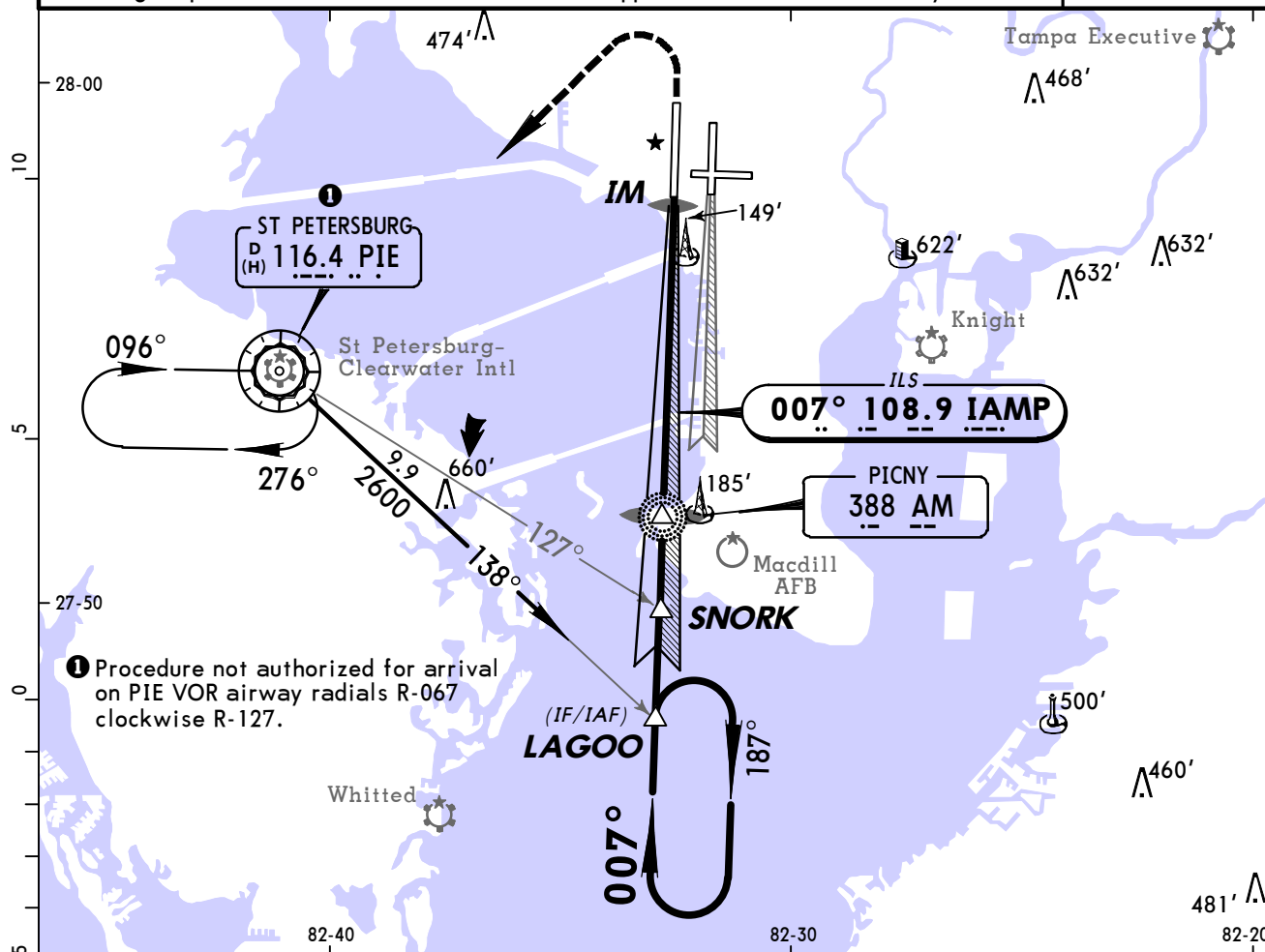
CHANGES: TDZE, helicopter note removed.

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TERPS AMEND 16D 26 JUN 2014

BRIEFING STRIP™

D-ATIS Arrival 126.45		TAMPA Approach (R) 118.5		TAMPA Tower 119.5		Ground 121.7	
LOC IAMP 108.9	Final Apch Crs 007°	GS PICNY 2050' (2039')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA RA 105' DA(H) 111'(100')	Apt Elev 26' TDZE 11'	2700' MSA AM LOM
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct PIE VOR and hold, continue climb-in-hold to 3000', or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1 Special Aircrew & Acft Certification Required. 2. ADF or DME required. 3. VGSI and ILS glidepath not coincident. 4. Simultaneous approach authorized with Rwy 1R.							



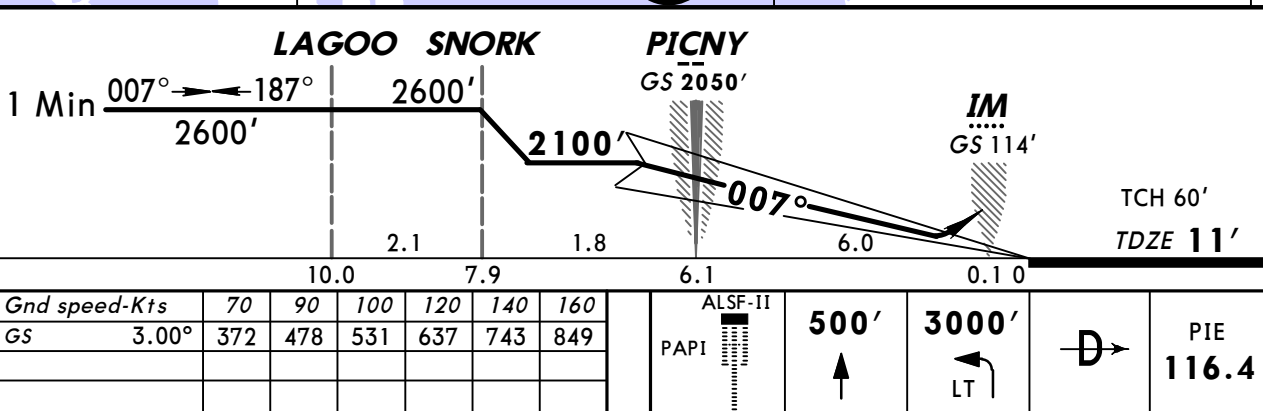
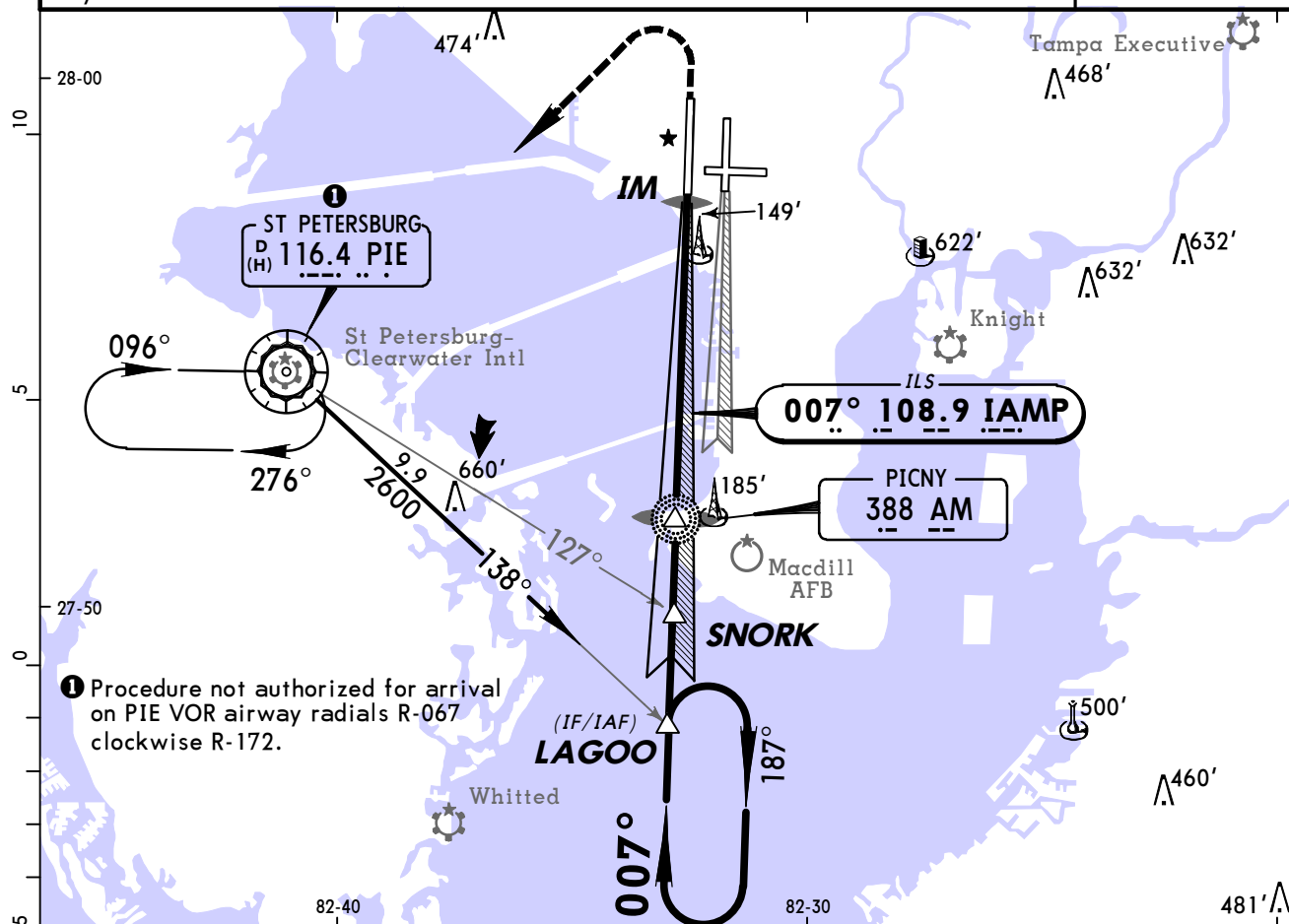
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		500'	3000'	→	PIE 116.4
GS	3.00°	372	478	531	637	743	PAPI		↑	LT		

TERPS				STRAIGHT-IN LANDING RWY1L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 105' DA(H) 111'(100')				
NA	RVR 6	RVR 7	① RVR 12				

① RVR 10 auth with specific OPSPEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown.

BRIEFING STRIP™

D-ATIS Arrival		TAMPA Approach (R)		TAMPA Tower		Ground	
126.45		118.5		119.5		121.7	
LOC IAMP 108.9	Final Apch Crs 007°	GS PICNY 2050' (2039')	SA CAT I ILS RA155' DA(H)161'(150')	Apt Elev 26'	TDZE 11'	2700' MSA AM LOM	
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct PIE VOR and hold, continue climb-in-hold to 3000', or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required. 2. ADF or DME required. 3. VGSI and ILS glidepath not coincident. 4. Simultaneous approach authorized with Rwy 1R.							



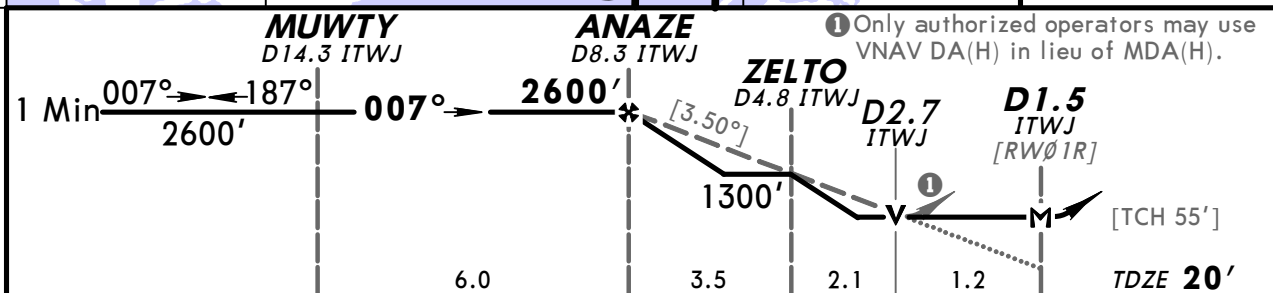
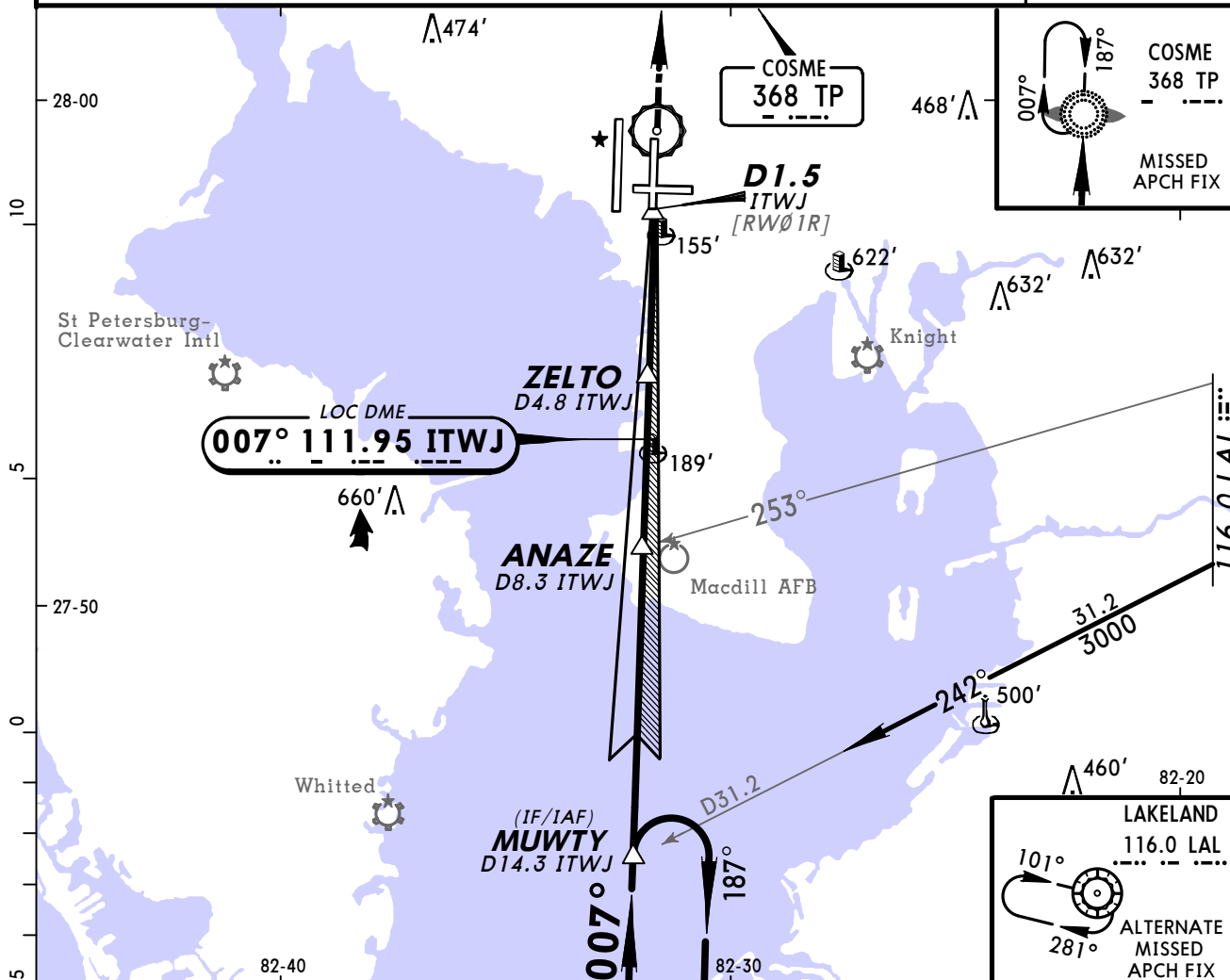
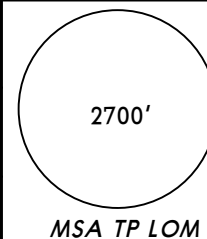
TERPS							STRAIGHT-IN LANDING RWY1L			
							1 SA CAT I ILS			
							RA155'			
							DA(H) 161' (150')			

RVR 14										
--------	--	--	--	--	--	--	--	--	--	--

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

BRIEFING STRIP™

D-ATIS Arrival 126.45	TAMPA Approach (R) 118.5	TAMPA Tower 119.5	Ground 121.7
LOC ITWJ 111.95	Final Apch Crs 007°	Minimum Alt ANAZE 2600' (2580')	MDA(H) (CONDITIONAL) 460' (440')
Apt Elev 26' TDZE 20'			
MISSED APCH: Climb to 2000' direct COSME LOM and hold, or as directed by ATC.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. ADF required. 2. VGSI and descent angles not coincident.			



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.50°]	434	557	619	743	867	991				
MAP at D1.5 ITWJ or ANAZE to MAP	6.8	5:50	4:32	4:05	3:24	2:55	2:33			

TERPS				STRAIGHT-IN LANDING RWY 1R				CIRCLE-TO-LAND			
				1 MDA(H) 460' (440')		MDA(H) 1300' (1280')		With ZELTO		Without ZELTO	
				With ZELTO		Without ZELTO		MDA(H)		MDA(H)	
A				1		1 1/4		560' (534') - 1		1300' (1274') - 1 1/4	
B						1 1/2				1300' (1274') - 1 1/2	
C				1 3/8		3		680' (654') - 1 3/4		1300' (1274') - 3	
D								980' (954') - 3			

1 Dual VOR receivers or DME required.

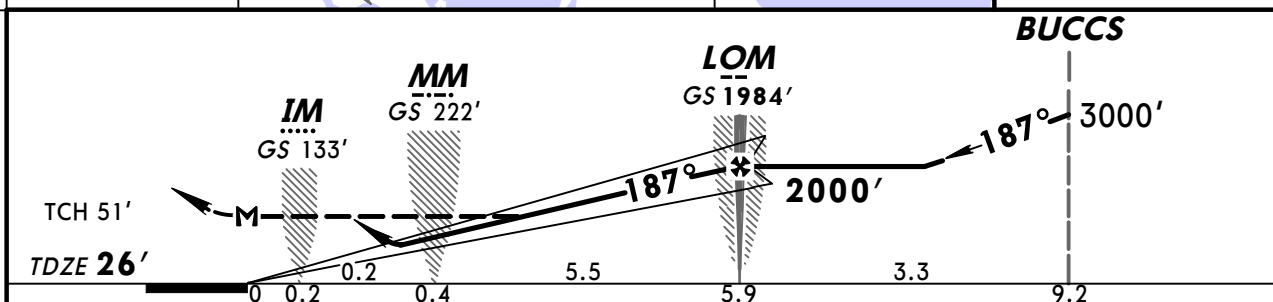
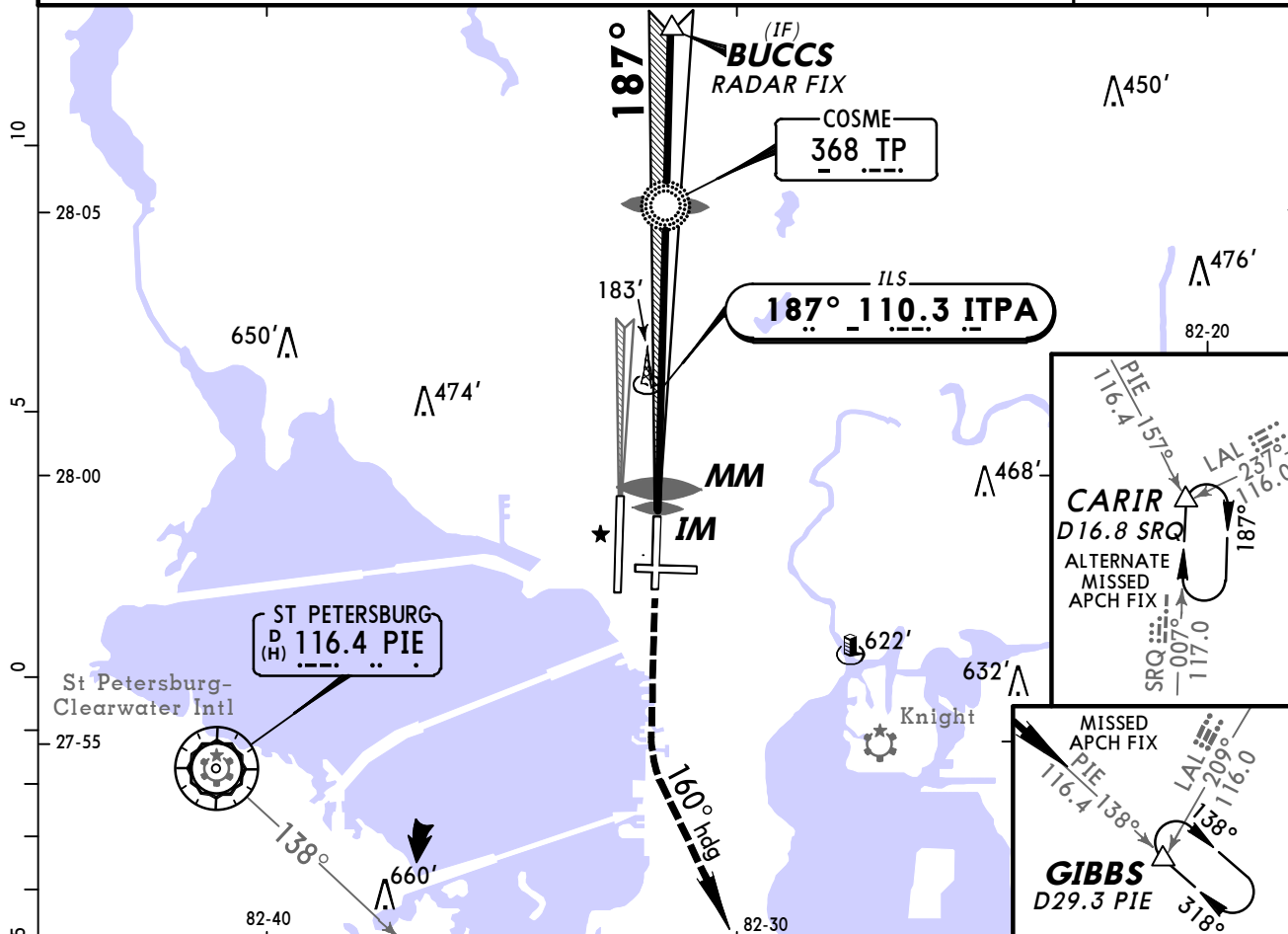
CHANGES: TDZE, procedure, minimums.

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TERPS AMEND 4 24 JUL 2014

BRIEFING STRIP

D-ATIS Arrival 126.45		TAMPA Approach (R) 118.5		TAMPA Tower 119.5		Ground 121.7	
LOC ITPA 110.3	Final Apch Crs 187°	GS LOM 1984' (1958')	ILS DA(H) 226' (200')	Apt Elev 26'	TDZE 26'	2700' MSA TP LOM	
MISSED APCH: Climb to 600' then climbing LEFT turn to 2800' on heading 160° and on PIE VOR R-138 to GIBBS INT/D29.3 and hold, or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. RADAR required. 2. VGSI and ILS glidepath not coincident. 3. Simultaneous approach authorized with Rwy 19R.							

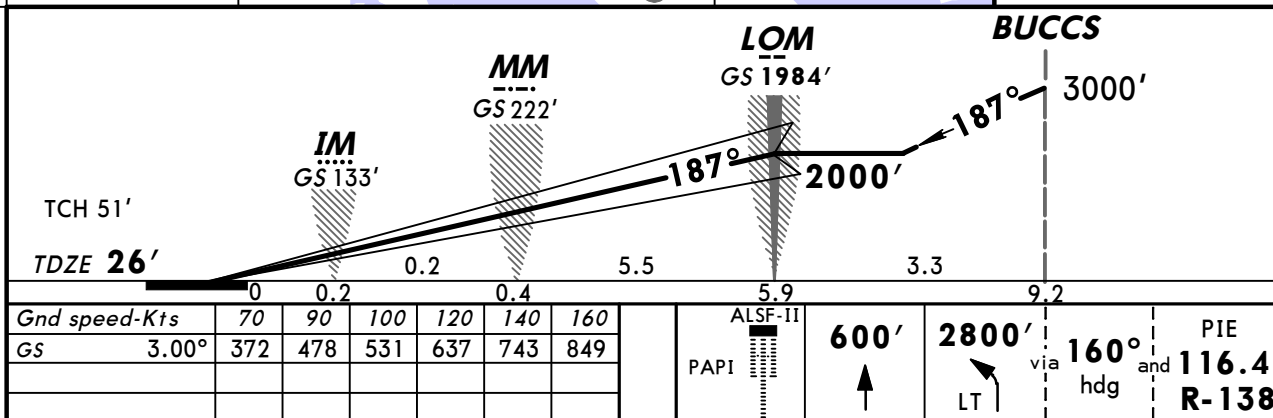
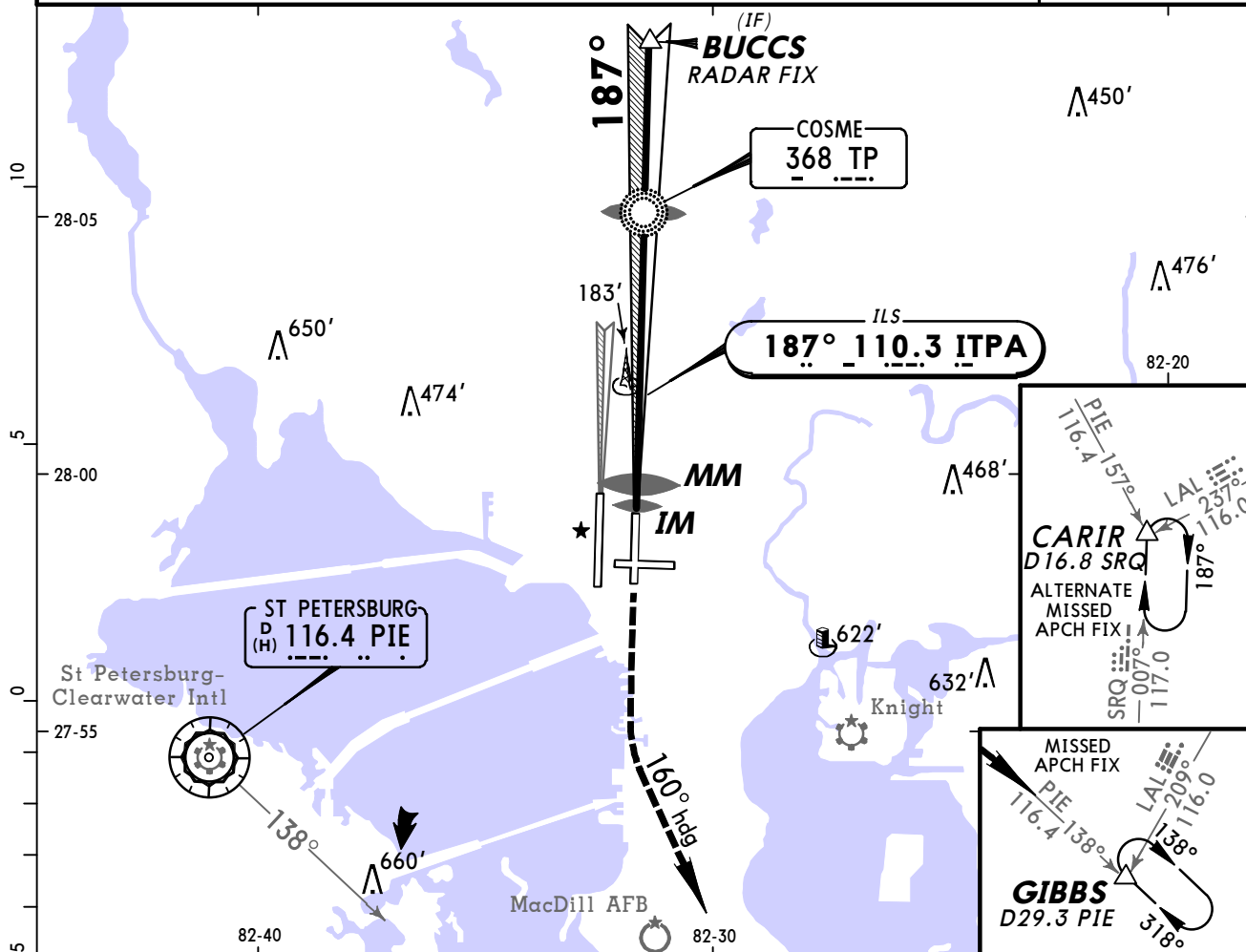


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		600'	2800'	via 160° and 116.4	PIE
GS	3.00°	372	478	531	637	743	PAPI		↑	LT	hdg	R-138
LOM to MAP	5.9	5:03	3:56	3:32	2:57	2:32						

TERPS			STRAIGHT-IN LANDING RWY19L				CIRCLE-TO-LAND		
ILS			LOC (GS out)				Max Kts	MDA(H)	
DA(H) 226' (200')			MDA(H) 440' (414')						
FULL		TDZ or CL out	ALS out			ALS out			
A	RVR 18 or 1/2	RVR 26 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	90	560'(534')-1		
B						120			
C						RVR 40 or 3/4	RVR 60 or 1 1/8	140	560'(534')-1 1/2
D								165	580'(554')-2

BRIEFING STRIP™

D-ATIS Arrival 126.45		TAMPA Approach (R) 118.5		TAMPA Tower 119.5		Ground 121.7	
LOC ITPA 110.3	Final Apch Crs 187°	GS LOM 1984' (1958')	CAT II ILS RA 101' DA(H) 126' (100')		Apt Elev 26' TDZE 26'		2700' MSA TP LOM
MISSED APCH: Climb to 600' then climbing LEFT turn to 2800' via 160° heading and outbound on PIE VOR R-138 to GIBBS INT/D29.3 and hold, or as directed by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Special Aircrew & Acft Certification Required. 2. RADAR required. 3. Simultaneous approach authorized with Rwy 19R. 4. VGSI and ILS glidepath not coincident.							



TERPS							STRAIGHT-IN LANDING RWY19L			
							CAT II ILS			
							RA 101'			
							DA(H) 126' (100')			

RVR 12

RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

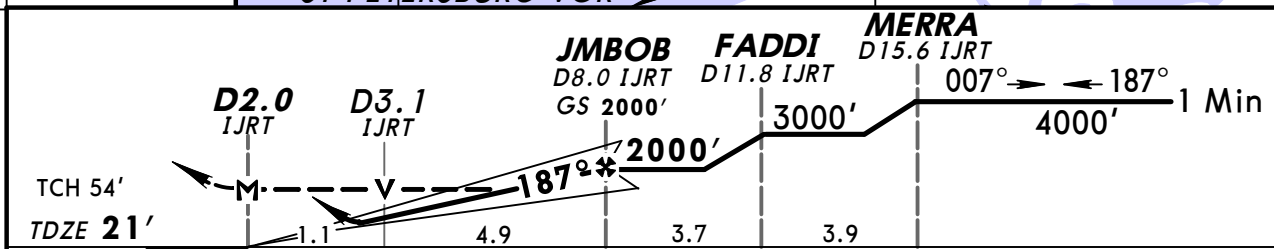
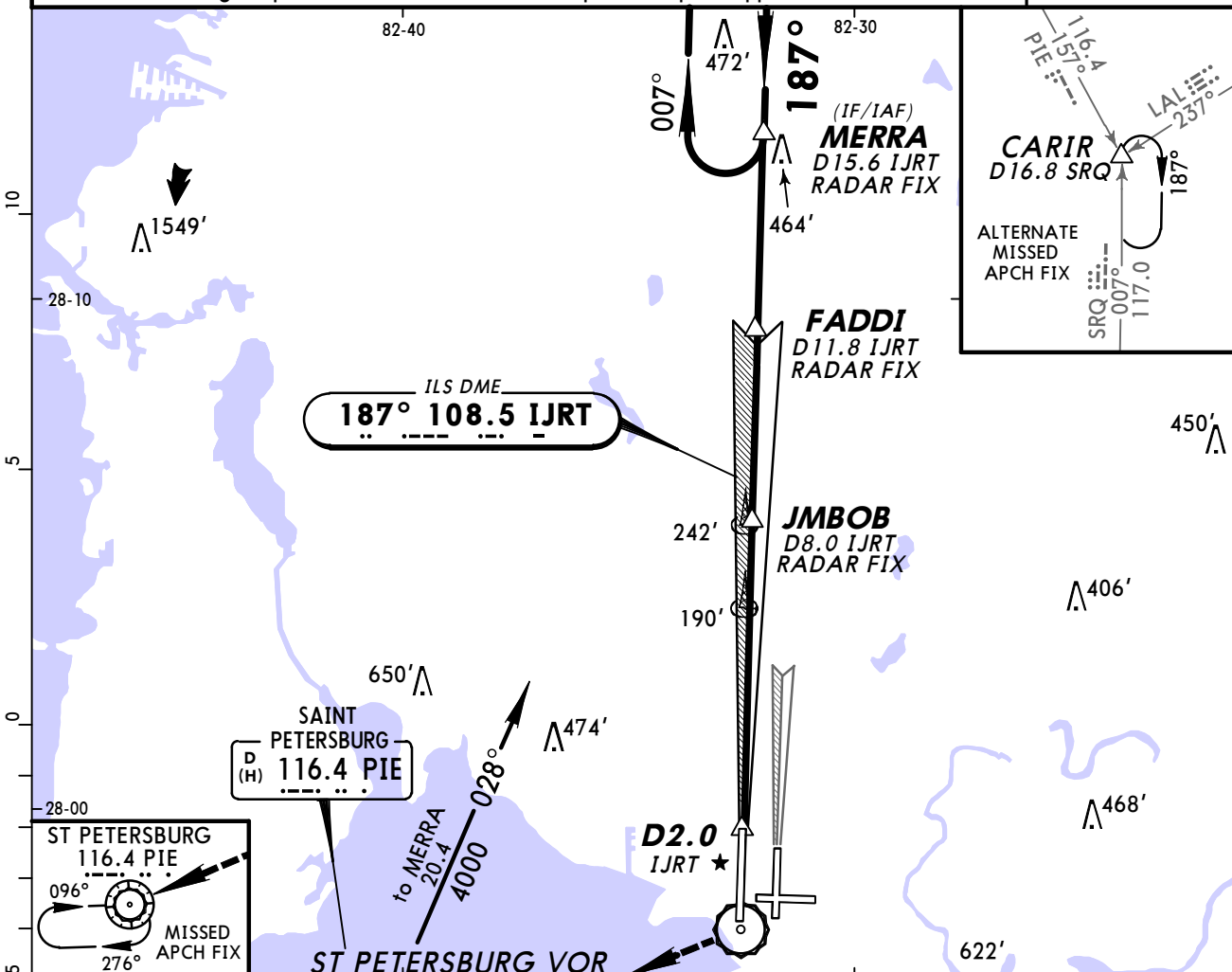
CHANGES: TDZE.

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TERPS AMEND 40C 26 JUN 2014

BRIEFING STRIP™

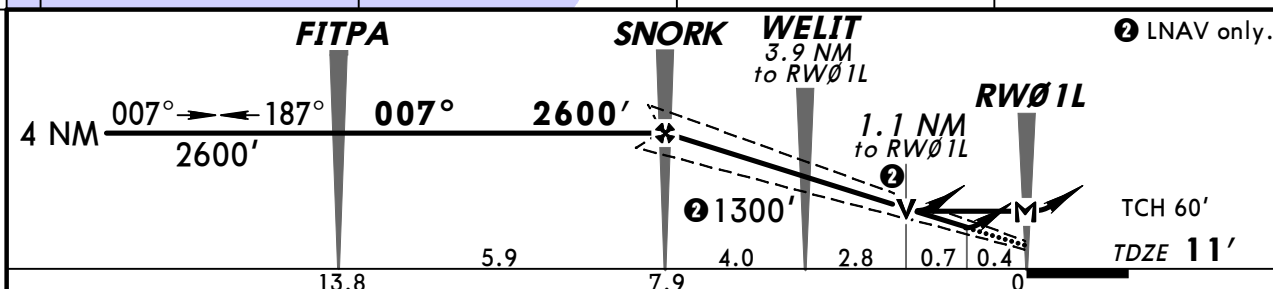
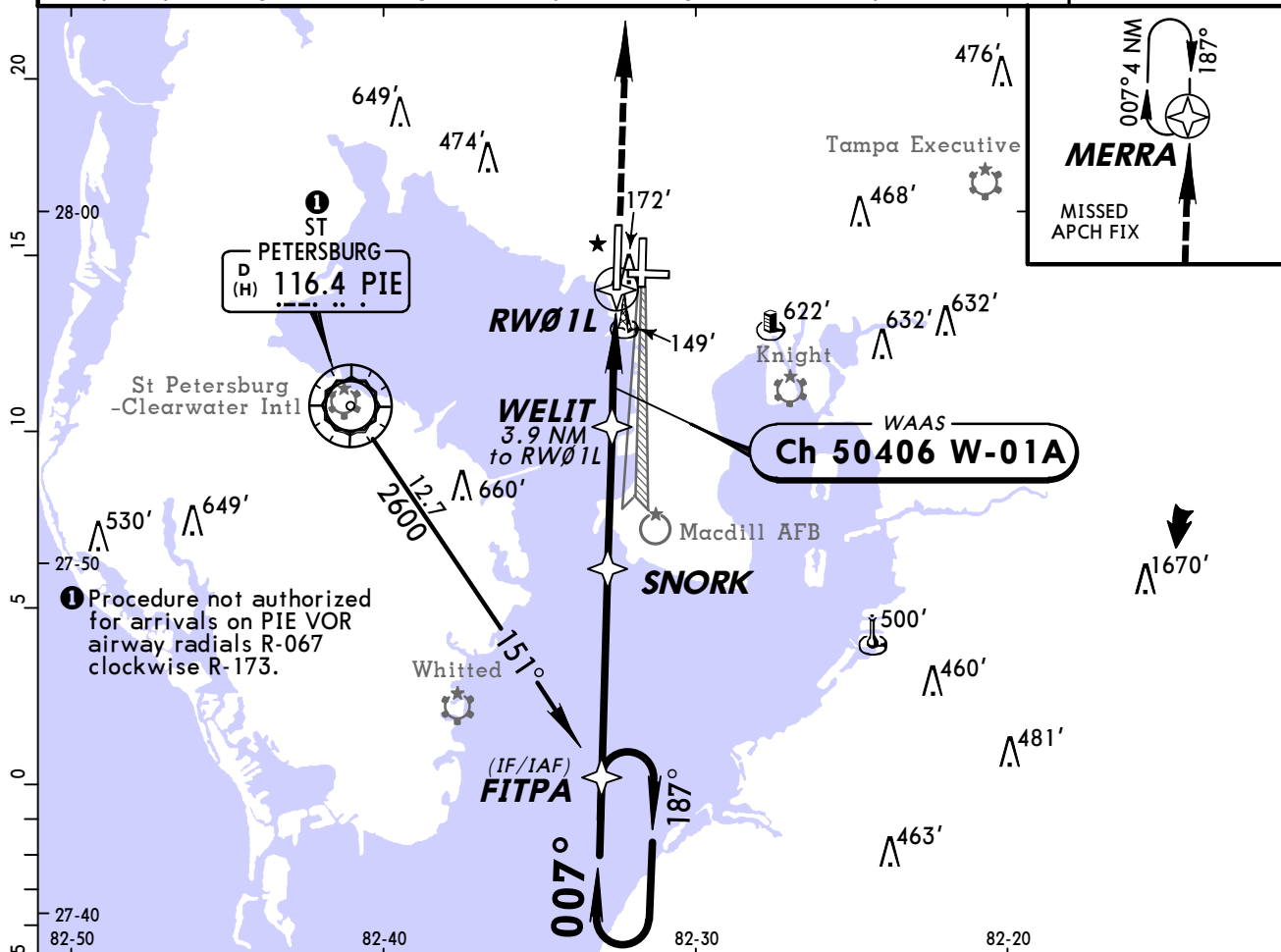
D-ATIS Arrival 126.45		TAMPA Approach (R) 118.5		TAMPA Tower 119.5		Ground 121.7	
LOC IJRT 108.5	Final Apch Crs 187°	GS JMBOB 2000' (1979')	ILS DA(H) 221' (200')	Apt Elev 26' TDZE 21'		2700' MSA PIE VOR	
MISSED APCH: Climb to 500' then climbing RIGHT turn to 3000' direct PIE VOR and hold, continue climb-in-hold to 3000', or as directed by ATC.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	MALSR	500'	3000'	PIE
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	116.4
MAP at D2.0 IJRT or JMBOB to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15			

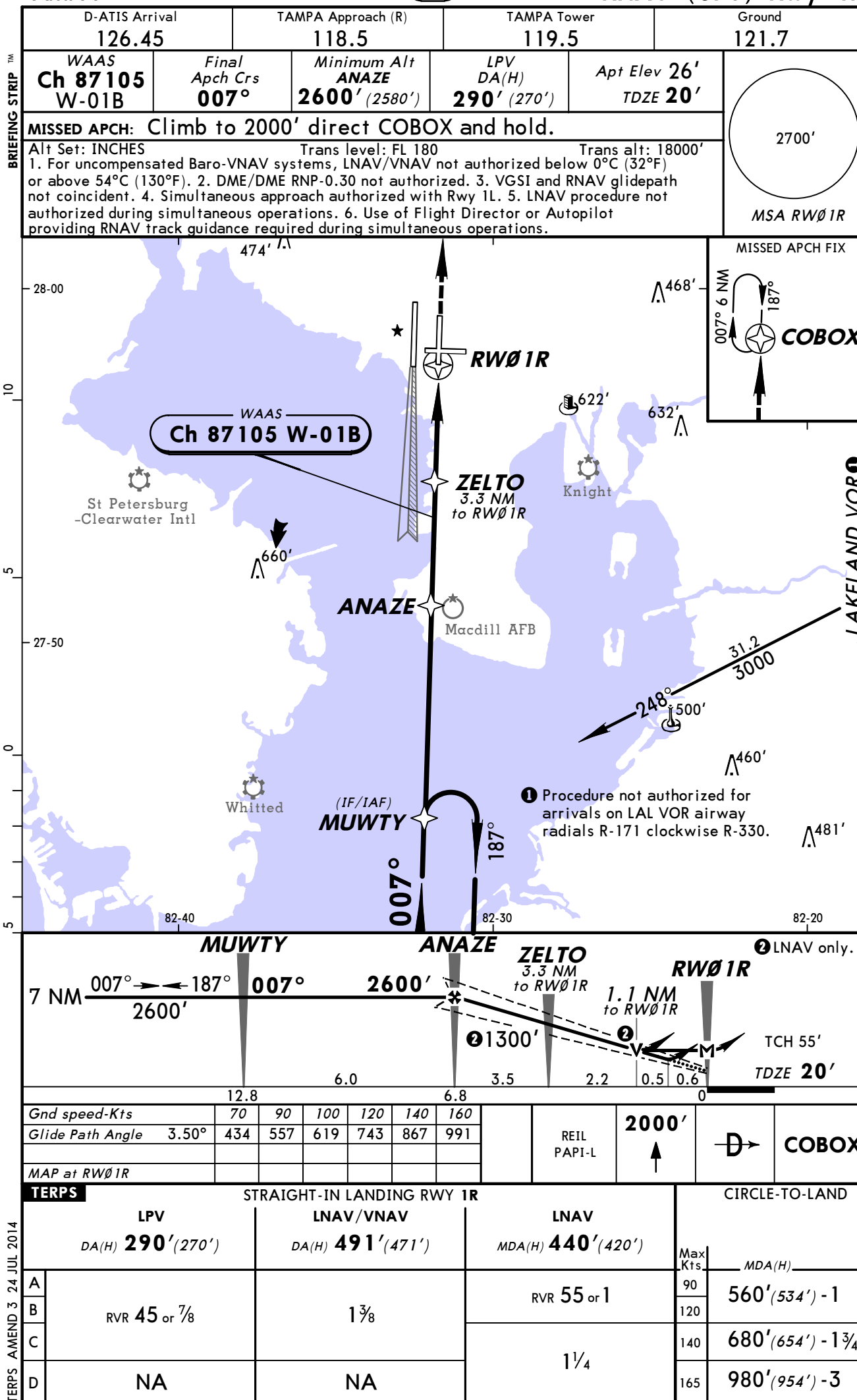
TERPS			STRAIGHT-IN LANDING RWY19R			CIRCLE-TO-LAND	
ILS		LOC (GS out)				Max Kts	MDA(H)
DA(H) 221'(200')		MDA(H) 460'(439')					
FULL	RAIL or ALS out	RAIL out	ALS out				
A		RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1		90	560'(534')-1
B	RVR 18 or 1/2	RVR 40 or 3/4				120	
C						140	560'(534')-1 1/2
D						165	580'(554')-2

D-ATIS Arrival 126.45		TAMPA Approach (R) 118.5		TAMPA Tower 119.5		Ground 121.7	
WAAS Ch 50406 W-01A	Final Apch Crs 007°	Minimum Alt SNORK 2600' (2589')	LPV DA(H) 211' (200')	Apt Elev 26' TDZE 11'	2700' MSA RW01L		
MISSED APCH: Climb to 3000' direct MERRA and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with Rwy 1R. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.							



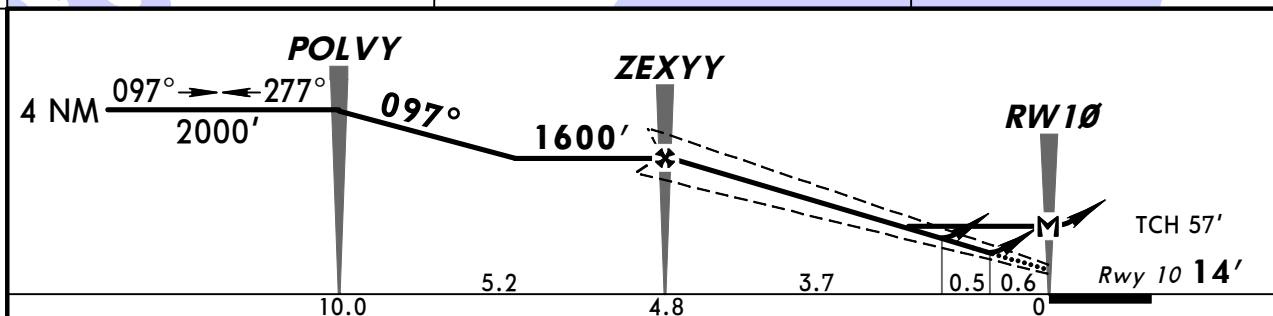
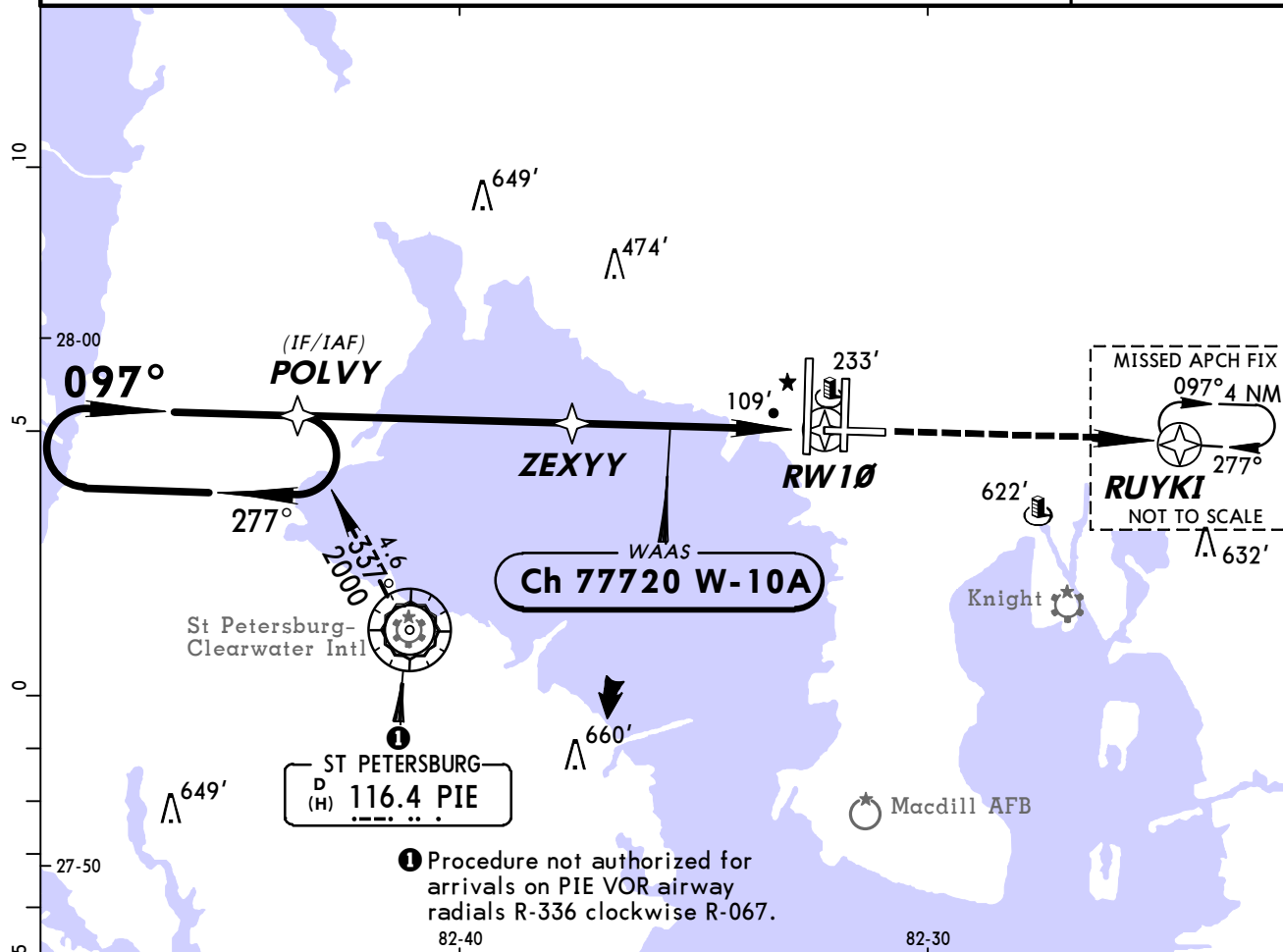
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI 3000'
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TERPS				STRAIGHT-IN LANDING RWY 1L				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV					
DA(H) 211' (200')		DA(H) 431' (420')		MDA(H) 440' (429')					
ALS out		ALS out		ALS out				Max Kts	MDA(H)
								90	560' (534') - 1
								120	560' (534') - 1
								140	560' (534') - 1 1/2
								165	580' (554') - 2



BRIEFING STRIP™

D-ATIS Arrival 126.45	TAMPA Approach (R) 118.5	TAMPA Tower 119.5	Ground 121.7
WAAS Ch 77720 W-10A	Final Apch Crs 097°	Minimum Alt ZEXYY 1600' (1586')	LPV DA(H) 264' (250')
Apt Elev 26' Rwy10 14'			
MISSED APCH: Climb to 2000' direct RUYKI and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2.DME/DME RNP-0.30 not authorized. 3. Helicopter visibility reduction below 1 SM not authorized. 4 VGSI and RNAV glidepath not coincident.			
2700' MSA RW1Ø			



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RW1Ø										

TERPS				STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H) 264' (250')		DA(H) 406' (392')		MDA(H) 480' (466')		90	560' (534')-1
1		1 1/4		1		120	560' (534')-1 1/2
				1 3/8		140	560' (534')-1 1/2
						165	580' (554')-2

TERPS AMEND 1B 12 DEC 2013

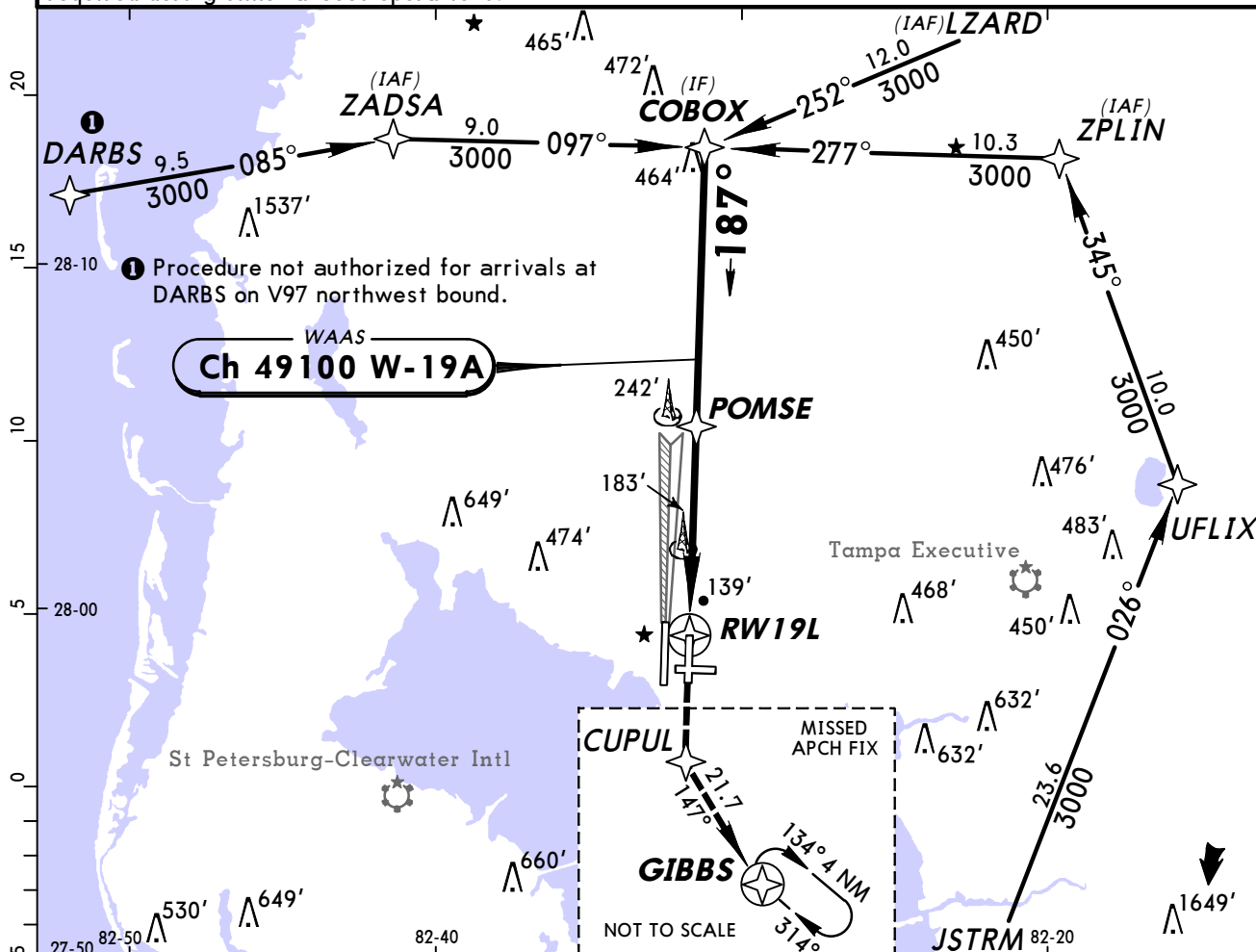
KTPA/TPA TAMPA INTL

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20 JUN 14 (22-4)

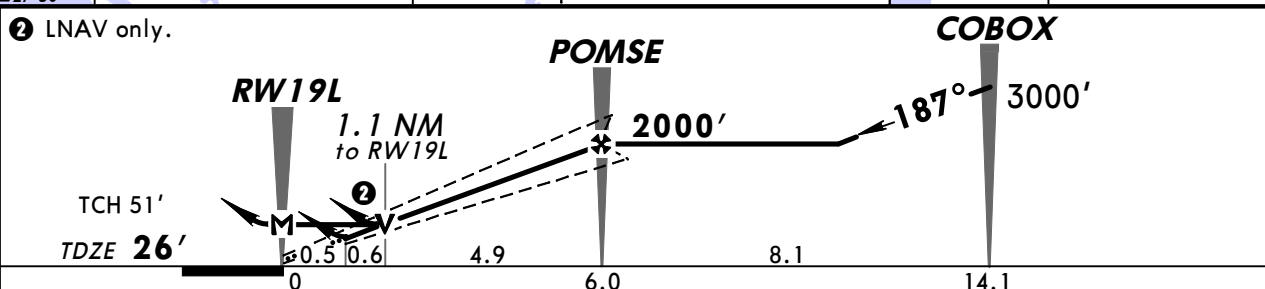
TAMPA, FLA
RNAV (GPS) Z Rwy 19L

D-ATIS Arrival 126.45	TAMPA Approach (R) 118.5		TAMPA Tower 119.5		Ground 121.7
WAAS Ch 49100 W-19A	Final Apch Crs 187°	Minimum Alt POMSE 2000' (1974')	LPV DA(H) 226' (200')	Apt Elev 26' TDZE 26'	2700'
MISSED APCH: Climb to 2800' direct CUPUL and on track 147° to GIBBS and hold.					MSA RW19L

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with Rwy 19R. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	2800'	D	CUPUL
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑		
MAP at RW19L										

TERPS				STRAIGHT-IN LANDING RWY 19L				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV					
DA(H) 226' (200')		DA(H) 440' (414')		MDA(H) 440' (414')					
ALS out		ALS out		ALS out				Max Kts	MDA(H)
								90	560' (534') - 1
								120	
								140	560' (534') - 1 1/2
								165	580' (554') - 2

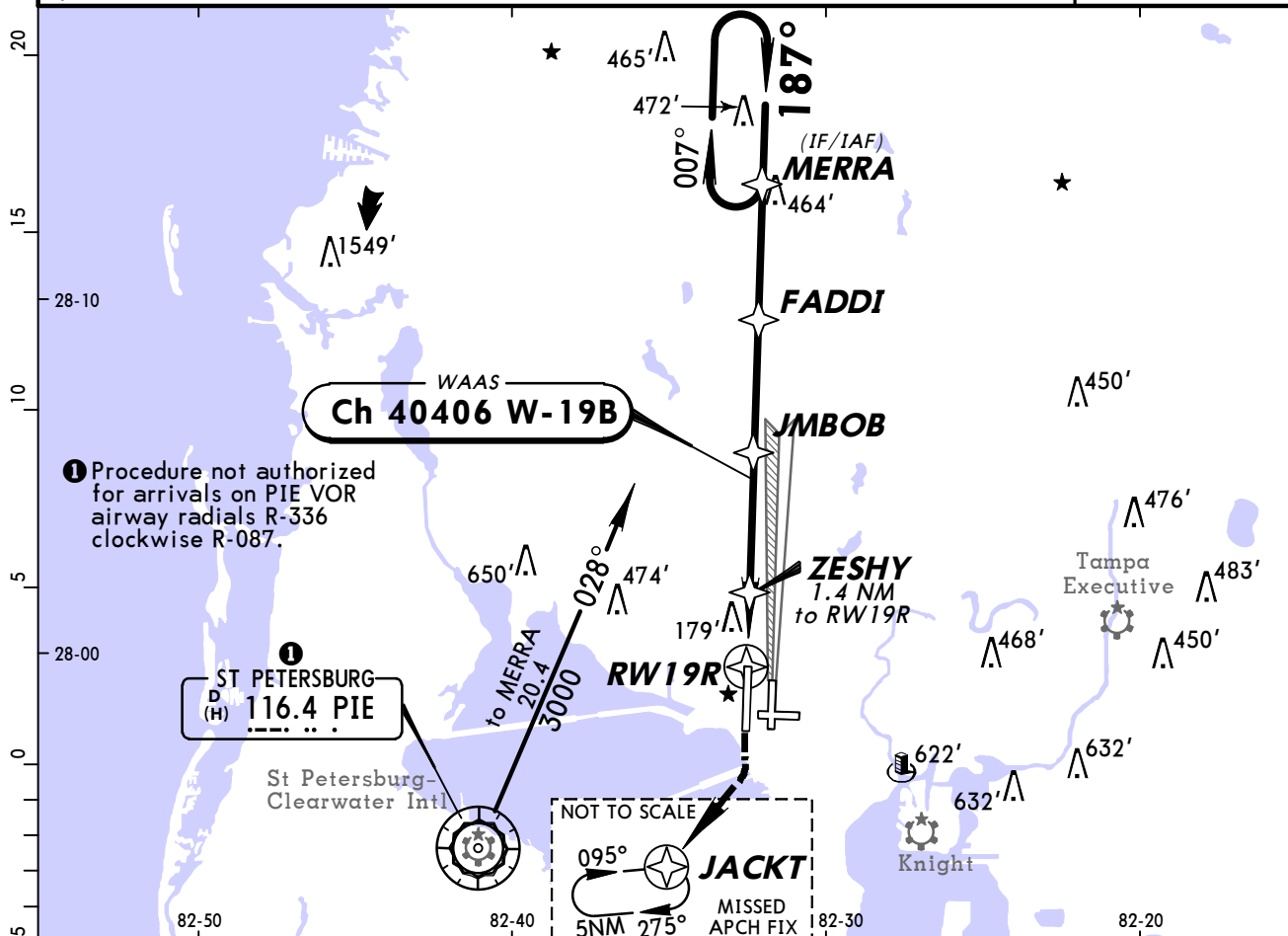
CHANGES: TDZE.

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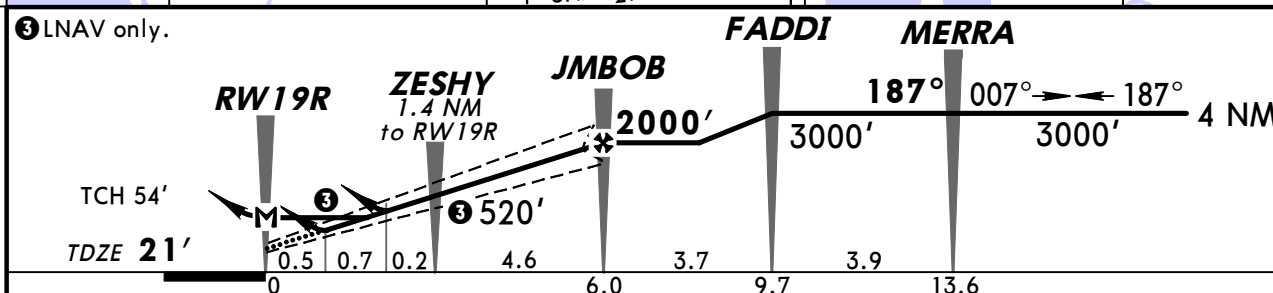
TERPS AMEND 2C 26 JUN 2014

BRIEFING STRIP™

D-ATIS Arrival 126.45		TAMPA Approach (R) 118.5		TAMPA Tower 119.5		Ground 121.7	
WAAS Ch 40406 W-19B	Final Apch Crs 187°	Minimum Alt JMBOB 2000' (1979')	LPV DA(H) 221' (200')	Apt Elev 26' TDZE 21'	2700' MSA RW19R		
MISSED APCH: Climb to 800' then climbing RIGHT turn to 3000' direct JACKT and hold, continue climb-in-hold to 3000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with Rwy 19L. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.							



③ LNAV only.

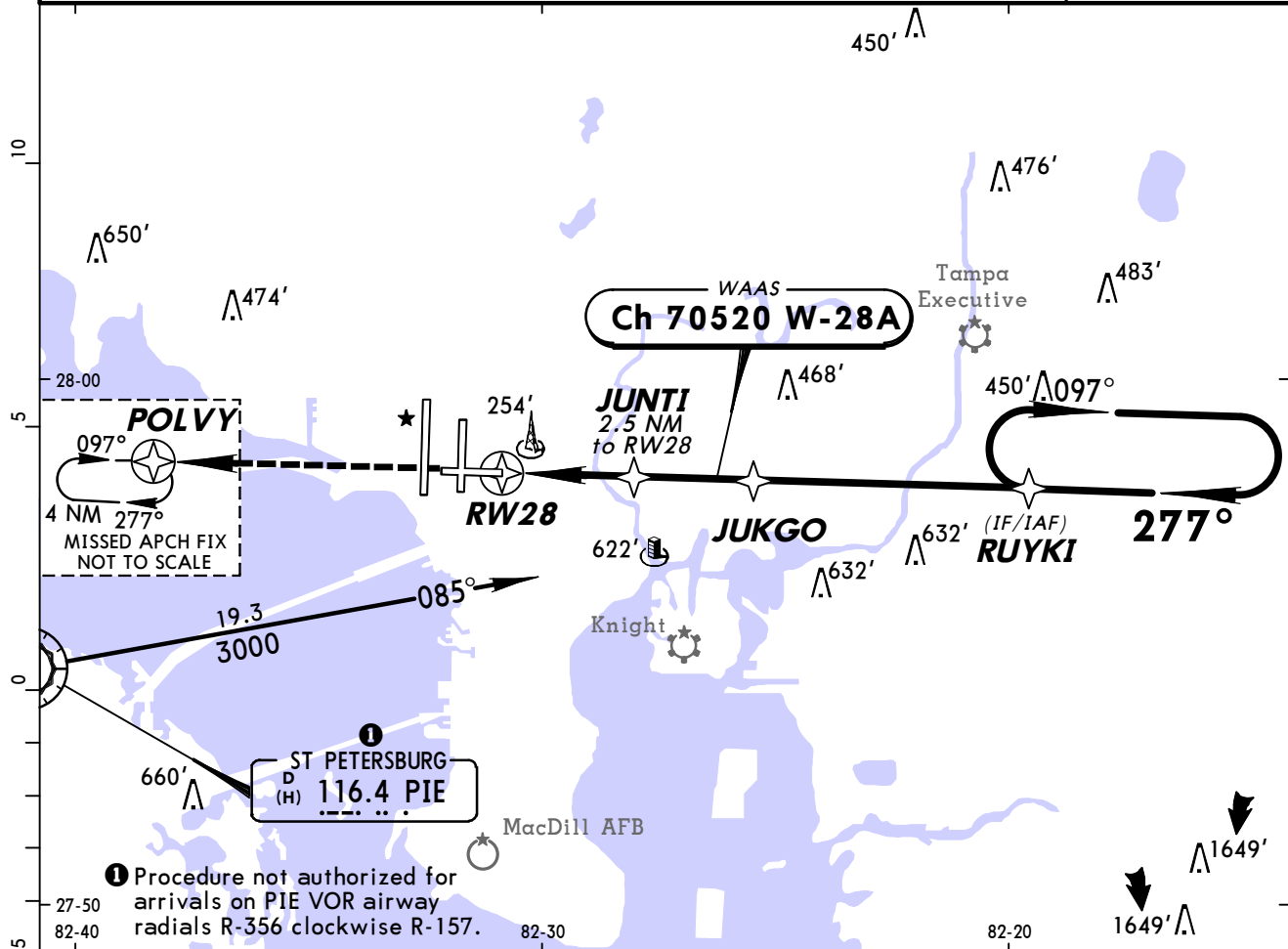


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	800'	3000'	D → JACKT
Glide Path Angle 3.00°	372	478	531	637	743	849		↑	RT	
MAP at RW19R										

TERPS						STRAIGHT-IN LANDING RWY 19R			CIRCLE-TO-LAND		
LPV DA(H) 221' (200')			LNAV/VNAV DA(H) 466' (445')			LNAV MDA(H) 440' (419')					
RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out		Max Kts	MDA(H)	
A						RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	560' (534') -1	
B	RVR 24 or 1/2	RVR 26 or 1/2	RVR 50 or 1	RVR 55 or 1	1 3/8				120		
C						RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/8	140	560' (534') -1 1/2	
D									165	580' (554') -2	

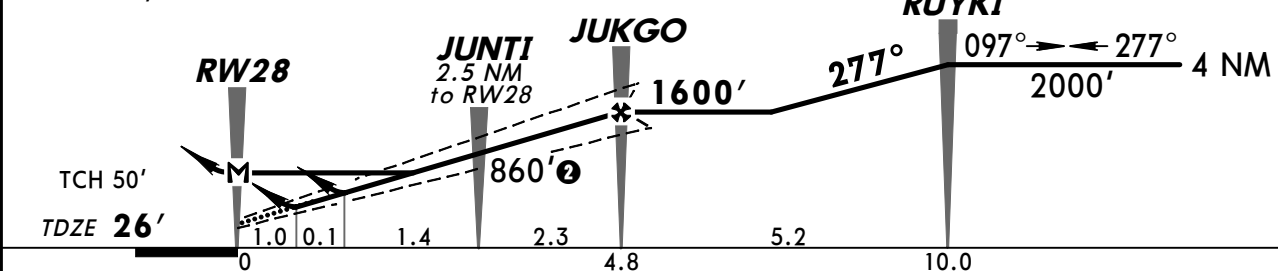
BRIEFING STRIP™

D-ATIS Arrival		TAMPA Approach (R)		TAMPA Tower		Ground	
126.45		118.5		119.5		121.7	
WAAS Ch 70520 W-28A	Final Apch Crs 277°	Minimum Alt JUKGO 1600' (1574')	LPV DA(H) 389' (363')	Apt Elev 26' TDZE 26'		2700' MSA RW28	
MISSED APCH: Climb to 2000' direct POLVY and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. Helicopter visibility reduction below 3/4 SM not authorized.							



① Procedure not authorized for arrivals on PIE VOR airway radials R-356 clockwise R-157.

② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160			PAPI-L	2000'	→	POLVY
Glide Path Angle 3.00°	372	478	531	637	743	849						
MAP at RW28												

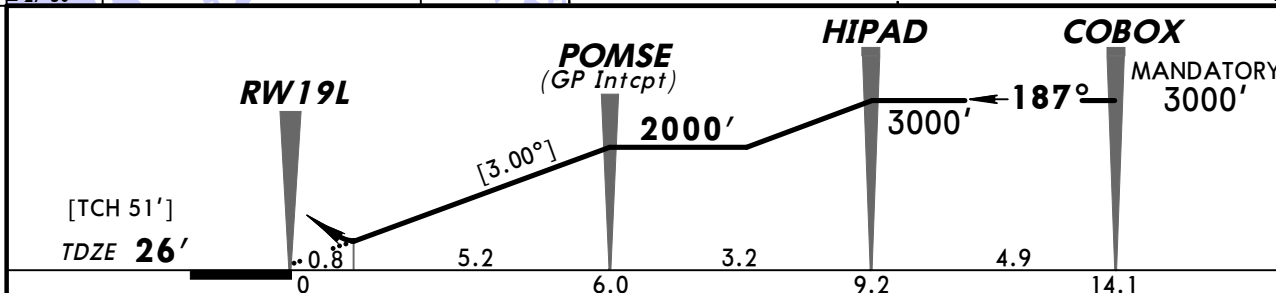
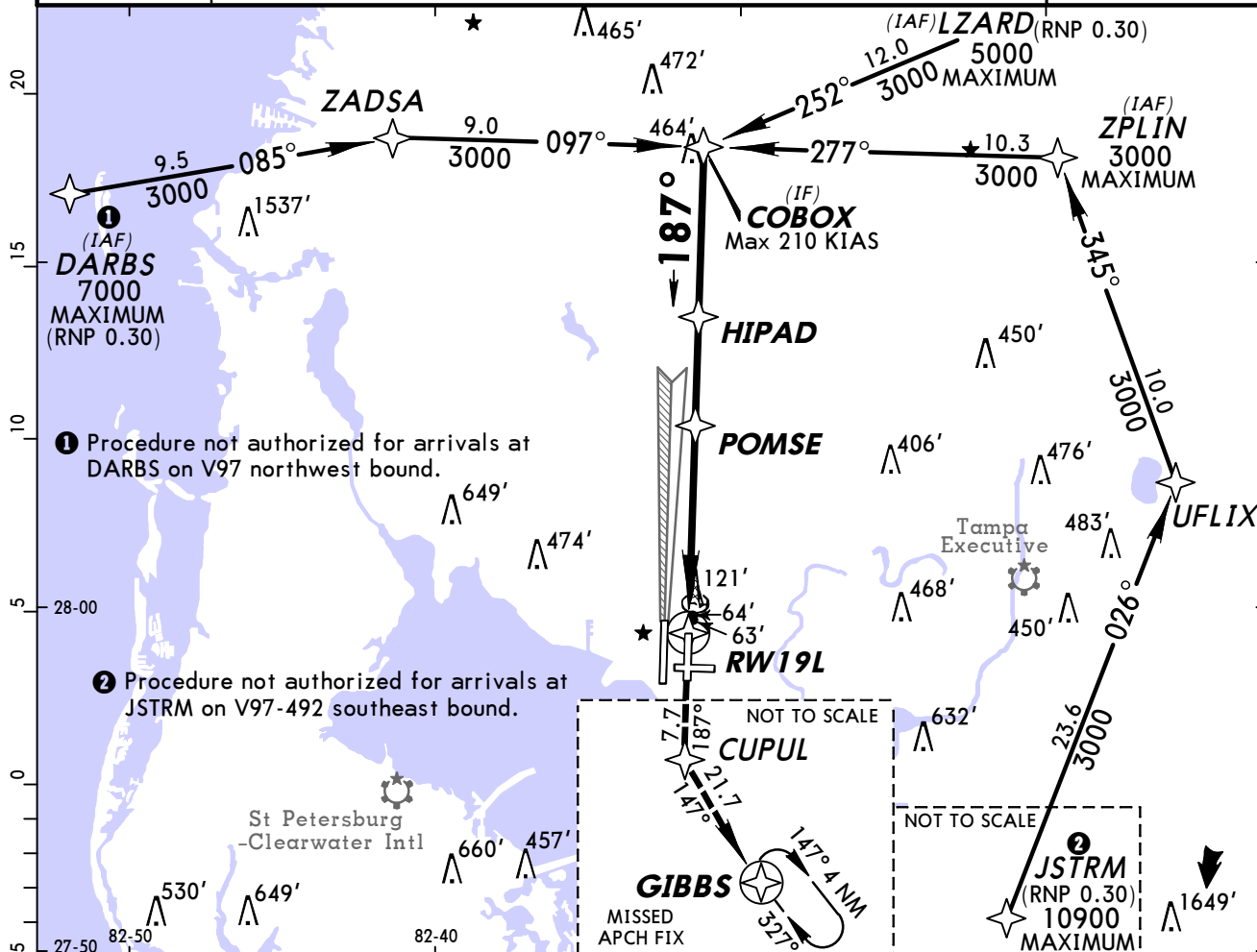
TERPS				STRAIGHT-IN LANDING RWY 28			CIRCLE-TO-LAND		
LPV		LNAV/VNAV		LNAV					
DA(H) 389' (363')		DA(H) 419' (393')		MDA(H) 520' (494')					
A						Max Kts			
						90		560' (534') - 1	
B						120			
C	1 1/8		1 1/4		1 3/8	140		560' (534') - 1 1/2	
D						165		580' (554') - 2	

BRIEFING STRIP™

D-ATIS Arrival		TAMPA Approach (R)		TAMPA Tower		Ground
126.45		118.5		119.5		121.7
RNAV	Final Apch Crs 187°	Minimum Alt POMSE 2000' (1974')	RNP 0.11 DA(H) 329' (303')	Apt Elev 26' TDZE 26'	2700' MSA RW19L	
MISSED APCH: Climb to 2800' on track 187° to CUPUL and on track 147° to GIBBS and hold.						
Alt Set: INCHES 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 49°C (120°F). 4. VGSi and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 19R. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.						

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. **AUTHORIZATION REQUIRED.** 2. **GPS required.** 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 49°C (120°F). 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 19R. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		2800'	187°	CUPUL
Descent angle	[3.00°]	372	478	531	637	743	849	PAPI	↑	on	
MAP at DA											

TERPS					
STRAIGHT-IN LANDING RWY 19L					
RNP 0.11		RNP 0.23		RNP 0.30	
DA(H) 329' (303')		DA(H) 355' (329')		DA(H) 421' (395')	
ALS out		ALS out		ALS out	
A					
B	RVR 24 or 1/2	RVR 50 or 1	RVR 32 or 5/8	1 1/8	RVR 45 or 7/8
C					1 1/4
D					

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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TAMPA, FL (TAMPA INTL - KTPA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KTPA