

Tampa International Airport

| | |
|-----------------|----------|
| IATA/ICAO CODE: | TPA/KTPA |
| CITY: | Tampa |
| STATE: | FL |
| COUNTRY: | USA |

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

| | | |
|-------------------|--|--------------------------------------|
| Name: | Edward B. Cooley, III | Herman Lawrence, Jr. |
| Title: | Senior Director of Operations and Public Safety | Senior Airport Planner/Noise Officer |
| Airport: | Tampa International Airport | |
| Address: | Hillsborough County Aviation Authority P.O. Box 22287 Tampa FL 33622 | |
| Phone: | +1 813 870 8700 | +1 813 870 7843 |
| Fax: | +1 813 870 8758 | +1 813 870 8782 |
| Email: | | HLawrence@TampaAirport.com |
| Airport Web Site: | www.tampaairport.com | |

ELEVATION: 27 ft.

| RUNWAY INFORMATION | | | | |
|--------------------|-------------|--------------------------|------------------|------------|
| Orientation | Length (ft) | Displaced Threshold (ft) | Glide Slope(deg) | Width (ft) |
| 10/28 | 6999 | - | - | 150 |
| 19R/1L | 11002 | - | - | 150 |
| 19L/1R | 8300 | - | - | 150 |

Note: The accelerated stop distance for Runway 1L is 10,800 feet. The landing distance available for Runway 1L is 10,800 feet. ASDA Runway 28 = 6500ft, LDA Runway 28 = 6500 ft.

[Check FAA Airport Diagrams for current information.](#)

NOISE ABATEMENT PROCEDURES

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

ISSUED: December 12, 201- EFFECTIVE: January 13, 2011
TAMPA AIR TRAFFIC CONTROL TOWER LETTER TO AIRMEN No. 01-01
SUBJECT: Informal Runway Use Program
CANCELLATION: January 13, 2013

This Letter to Airmen cancels Letter to Airmen 04-01 and restates the runway use program which has been in effect at Tampa International Airport for many years. The program was

developed in the public interest, designed to enhance noise abatement efforts with regard to airport communities, and applies to all arriving and departing turbojet and, where noted, turboprop operations.

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

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

- a. South Operation - Arrive 19L/19R (1) Depart 19R (2) Depart 19L
- b. North Operation - Depart 1L/1R (1) Arrive 1L (2) Arrive 1R
- c. East/West Operation - Arrive/Depart 10/28

2. RUNWAY USE PRIORITY FROM 12:00 Midnight to 6:00 a.m. When traffic, wind, weather, and field conditions permit, and no reportable delays to arrivals or departures will result, Tower will use Runway 19R for turbojet departures and Runway 1L for turbojet arrivals. If conditions do not permit, runways will be assigned as defined in Paragraph 1, for turbojet aircraft.

3. TO PREVENT OVER-FLIGHT OF RESIDENTIAL AREAS IN THE INTERBAY AREA (PENINSULA SOUTH OF RUNWAY 1L/1R) ON A NORTH OPERATION:

Turbojets will be vectored on base legs south of MacDill's Runway 04, unless wind, weather, field and traffic conditions do not permit.

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

a. There should be no significant wind shear or thunderstorms affecting the use of the assigned runway.

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

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

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

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

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

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

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

(a) Runways 1L or 1R - track 360.

(b) Runway 19R - track 200.

(c) Runway 19L - track 210.

- (d) Runway 28- track 270.
- (e) Runway 10 - track 090.

6. INITIAL DEPARTURE TRACKS FOR TURBOPROP AIRCRAFT FROM 7:00 pm to 7:00 am. Unless operationally required to depart Runway 1L/1R will not be permitted to turn more than 20 degrees from the Runway heading until the aircraft has reached 3 NM.

7. CORPORATE TURBOJET DEPARTURES ON RUNWAY 19L: Corporate turbojet departures will be permitted to depart Runway 19L when assigned headings are issued insuring departure tracks emulate Runway 19R departures.

Laurie Zugay
Air Traffic Manager
Tampa Tower

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

IRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS
See Noise Abatement Procedures

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

NOTE: All air carrier turbojets and those general aviation turbojets in FAA Noise Category 1 or 2 are required to utilize the maintenance run-up facility (engine run-up enclosure located between the TPA RED hangar and Pemco maintenance hangars) for all run-ups above idle power performed at any time. Other general aviation turbojets are required to utilize the maintenance run-up facility only during the hours of 2200 to 0700. All other aircraft, at their option, may utilize the maintenance run-up facility. Due to size restrictions, aircraft with wingspans greater than 214 feet are prohibited from utilizing the facility at any time. For further information and to reserve use of the facility, please contact Airport Operations at (813) 870-8752.

General aviation turbojets in FAA Noise Category 1 or 2 include the Falcon 20, Gulfstream G-IIB, Lear 25, and NA Sabreliner 80, as well as those general aviation turbojets with more than two engines. As stated above, all of these general aviation aircraft are required to utilize the run-up facility for run-ups performed at any time.

Maintenance runs that do not exceed idle power may be performed at the aircraft's parking location when these runs do not present a hazard to persons or property. The facility is intended to be used for engine run-up operations. Maintenance on aircraft within the facility will be limited to minor adjustments that will not affect use of the facility by others nor create environmental concerns. All equipment and tools must be removed from the facility at the completion of each run-up.

APU OPERATING RESTRICTIONS - [NONE](#)

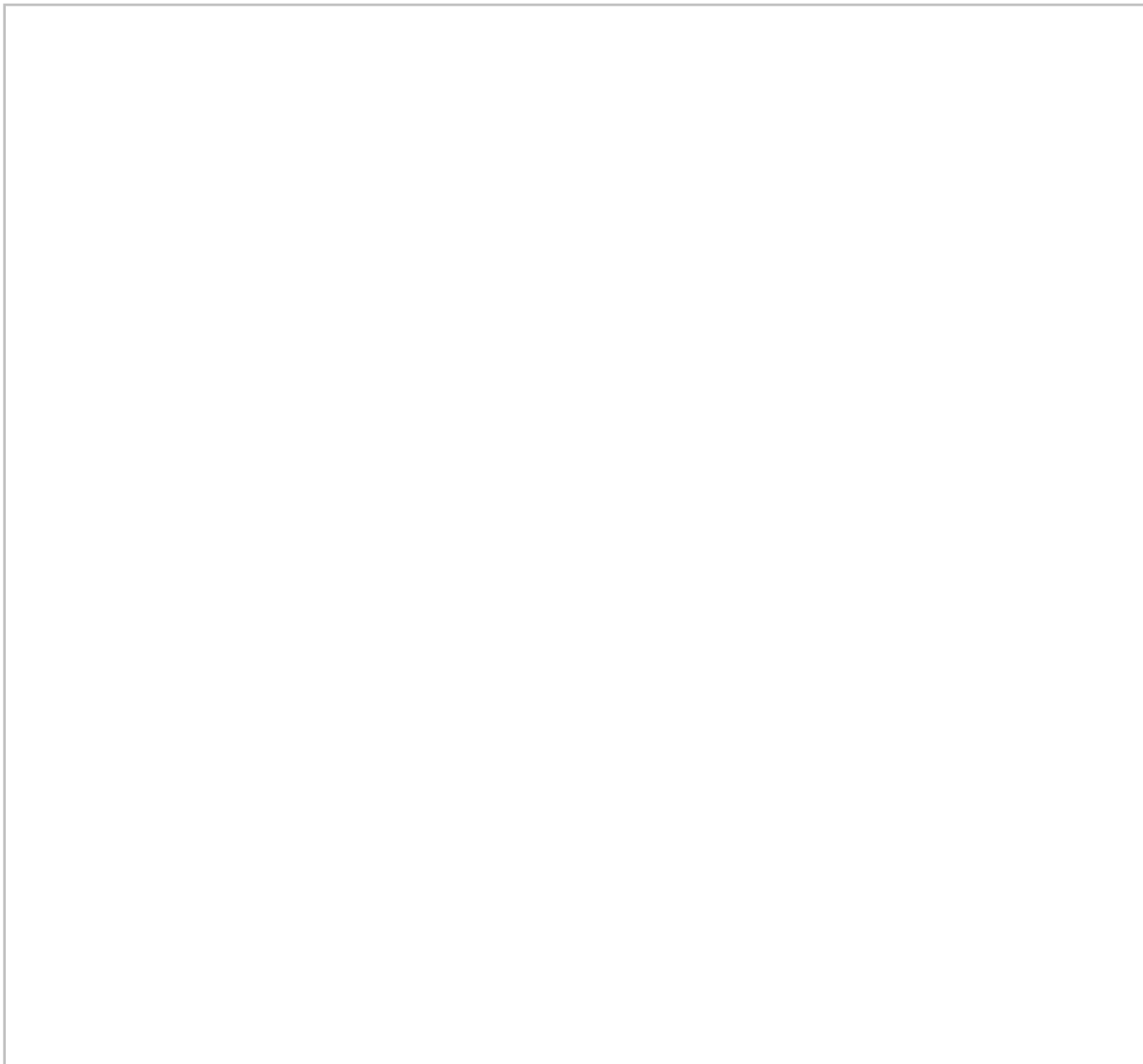
NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

| Type of Program | Date Implemented | Status |
|---|------------------|--|
| Sound Insulation (Residences and Public Buildings) | 2003 | Approx. 25 homes completed, 40 were offered. |
| Purchase Assurance for Homeowners Located Within the Airport Noise Contours | N/A | - |
| Avigation Easements | N/A | - |
| Zoning Laws | 1981 | on going |
| Real Estate/Property Disclosure Laws | N/A | - |
| Acquire Land for Noise Compatibility to date | N/A | - |
| Population within each noise contour level relative to aircraft operations | - | 65 DNL - Approx. six homes. None higher than 65 DNL. |
| Airport Noise Contour Overlay Maps | 2000 | Update 2007 |
| Total Cost of Noise Mitigation Programs to Date | - | \$8 million |
| Source of Noise Mitigation Program Funding for Aircraft Noise | 2000 | FAA AIP Noise set aside |

NOISE MONITORING SYSTEM



The airport has purchased a noise monitoring system that includes four permanent and two portable noise monitors. The system also records flight tracks, ATCT transmissions, and manages noise complaints.

Noise Monitor Locations:

DANAS (Dana Shores) 287-58-25.6895 82-32-59.0160

HENRY 28-00-0.7313 82-31-18.9940

SAL1 28-01-12.2496 82-32-26.3315

YOW1 N 27deg 56' 29.48" W 82 deg. 32' 34.37"

FLIGHT TRACK MONITORING SYSTEM

See information under Noise Monitoring System

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)