

Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: STAR	Estimated Chart Date: 07/09/2026	APWS Task ID: CC66C31ED636417AB8207C06F948BBE7	APWS Project ID: B68CBFF5B5BD4CA096A693197C31E173
Procedure: STAR MAATY SIX (RNAV) TAMPA FL KTPA		Enroute: YES	Specialist: Gorman, Barbara		Agreement Number:
Airport ID: KTPA		Airport City: TAMPA		State: FL	
Facility ID:	Facility Type:	Flight Inspection Remark Type:			

**Procedure Comments:**

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021, GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION.  
ACTIVE DATA USED FOR KTPA AIRPORT AND RUNWAYS.  
CONTACT: CASIMIR TABAKA 405.954.7931

QUALITY  
9  
CHECKED  
BEGUE

02/10/2026

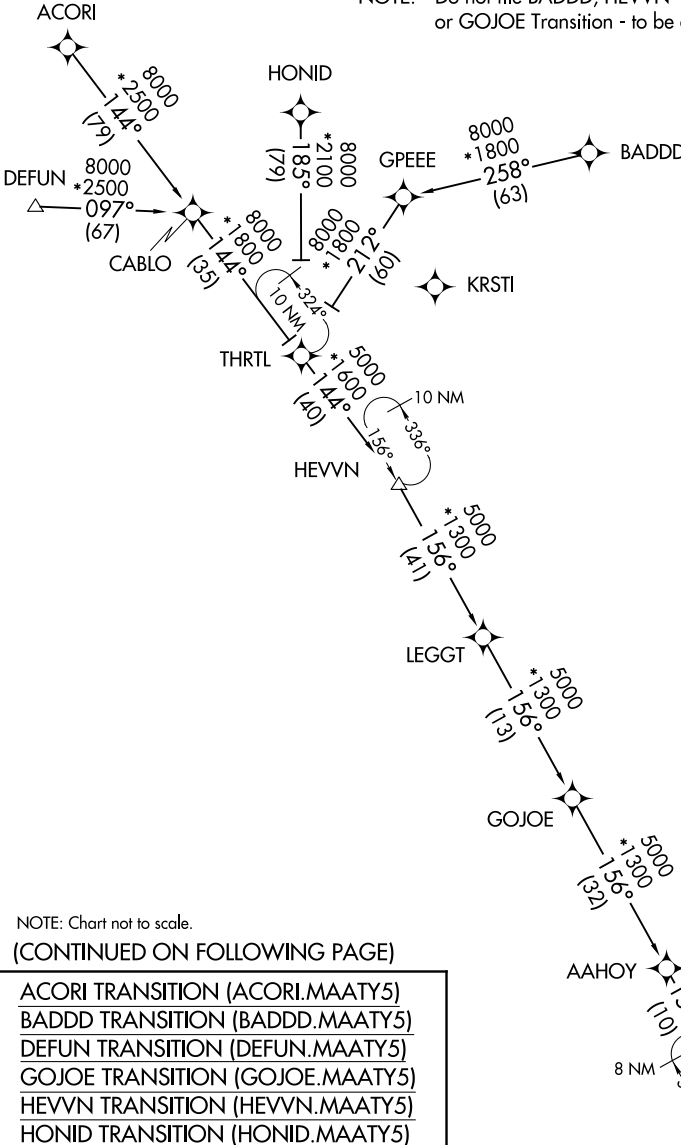
QUALITY  
14  
CHECKED

TAMPA APP CON  
118.8 239.3  
KMCF ATIS  
133.825 270.1  
LAL ATIS  
118.025  
TPA D-ATIS  
126.45

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

NOTE: Jet and turboprop aircraft only.  
NOTE: Do not file BADDD, HEVVN  
or GOJOE Transition - to be assigned by ATC.



SE-3, 27 NOV 2025 to 25 DEC 2025

SE-3, 27 NOV 2025 to 25 DEC 2025

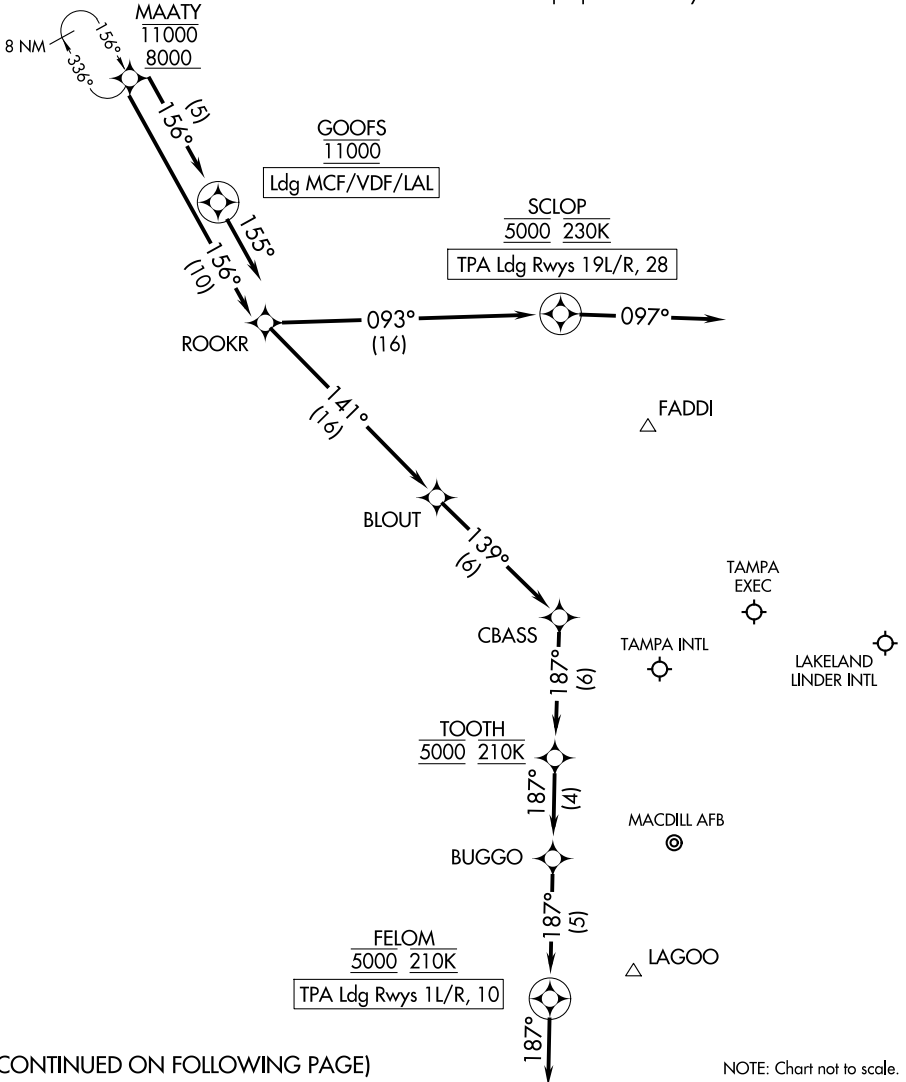
See following page for arrival routes.

TAMPA APP CON  
118.8 239.3  
KMCF ATIS  
133.825 270.1  
LAL ATIS  
118.025  
TPA D-ATIS  
126.45

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

NOTE: Jet and turboprop aircraft only.



SE-3, 27 NOV 2025 to 25 DEC 2025

SE-3, 27 NOV 2025 to 25 DEC 2025

ARRIVAL ROUTE DESCRIPTION

TPA: From MAATY on track 156° to ROOKR.

LANDING TPA 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 187° to BUGGO, then on track 187° to cross FELOM at 5000 and at 210K, then on track 187°. Expect RADAR vectors to final approach course.

LANDING TPA RUNWAYS 19L/R, 28: From ROOKR on track 093° to cross SCLOP at 5000 and at 230K, then on track 097°. Expect RADAR vectors to final approach course.

LANDING MCF/VDF/LAL: From MAATY on track 156° to cross GOOFS at 11000, then on heading 155°. Expect RADAR vectors to final approach course.

SE-3, 27 NOV 2025 to 25 DEC 2025

SE-3, 27 NOV 2025 to 25 DEC 2025



# Federal Aviation Administration

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## Memorandum

Date: February 12, 2021

To: Mark Steinbicker, Manager, Flight Technologies and Procedures Division  
THRU: Wade Terrell, Manager, Flight Procedures and Airspace Group

From: Charles Holden Manager Plans and Procedures, Jacksonville ARTCC.

Prepared by: Duane Semcken, Sr. ATC Specialist, NAVTAC Ctr. Support, 954-873-1333

Subject: Descent Gradient Approval Request: MAATY RNAV STAR, KTPA, KLAL, KVDF, KMCF LEGGT- GOJOE leg.

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The requirements stated in Order 8260.3D, (United States Standard for Terminal Instrument Procedures (TERPS) ), paragraph 2-2-8.a. are:

“(1) the maximum permissible gradient 10000 MSL and above is 330 ft/NM (approximately 3.11 degrees).

“(2) **The maximum permissible DG below 10000 feet MSL is 318 ft/NM (approximately 3.0 degrees).**

“(3) When a STAR contains a descent between fixes that passes through 10000 feet MSL, the maximum permissible DG is between 318 ft/NM and 330 ft/NM and is in proportion to the amount of the altitude change that is below/above 10000 feet MSL. Use formula 2-2-1 to determine the maximum DG (DGmax) between fixes that contain a descent that passes through 10000 feet MSL.”

**“Formula 2-2-1. Maximum DG Passing through 10000 Feet MSL (ft/NM)**

$$DBmax = (Alt_1 - 10000) \times 12 / (Alt_1 - Alt_2) + 318$$

“Where:

“ $Alt_1$  = Altitude at the fix prior to crossing 10000 feet MSL

“ $Alt_2$  = Altitude at the fix after crossing 10000 feet MSL”

Paragraph 2-2-8.b states:

**“When a gradient exceeds the maximum DG allowed in paragraph 2-2-8a, the STAR requires approval.”**

Paragraph 1-4-2. ...states in part:

**“Nonstandard IFP.** ...obstacles, navigation information, or traffic congestion may require special consideration where justified by operational requirements. In such cases, nonstandard IFPs that deviate from these criteria may be approved, provided they are documented and an equivalent level of safety exists...”

INFO ONLY

A reported descent gradient value from LEGGT to GOJOE of 456.26 ft/NM resulted from the descent gradient being calculated from descending from the altitude of FL270 at LEGGT to cross GOJOE level at FL210 over a distance of 13.15 NM. However, the restriction at LEGGT is at or above FL270 and the restriction at GOJOE is a Block altitude of FL210-FL260. An aircraft is permitted to cross LEGGT at any altitude above FL270 and cross GOJOE between FL210 and FL260. Descending at 330 ft/NM (approximately 3.11 degrees) places an aircraft descending from FL270 over LEGGT through the block altitude at GOJOE (FL210-260) at 22,660'.

The next crossing restriction of at 13,000, at MAATY, is 41.89 nm from GOJOE. Crossing GOJOE at 22,660' and MAATY at 13,000' results in a descent gradient of 230.6 ft/nm.

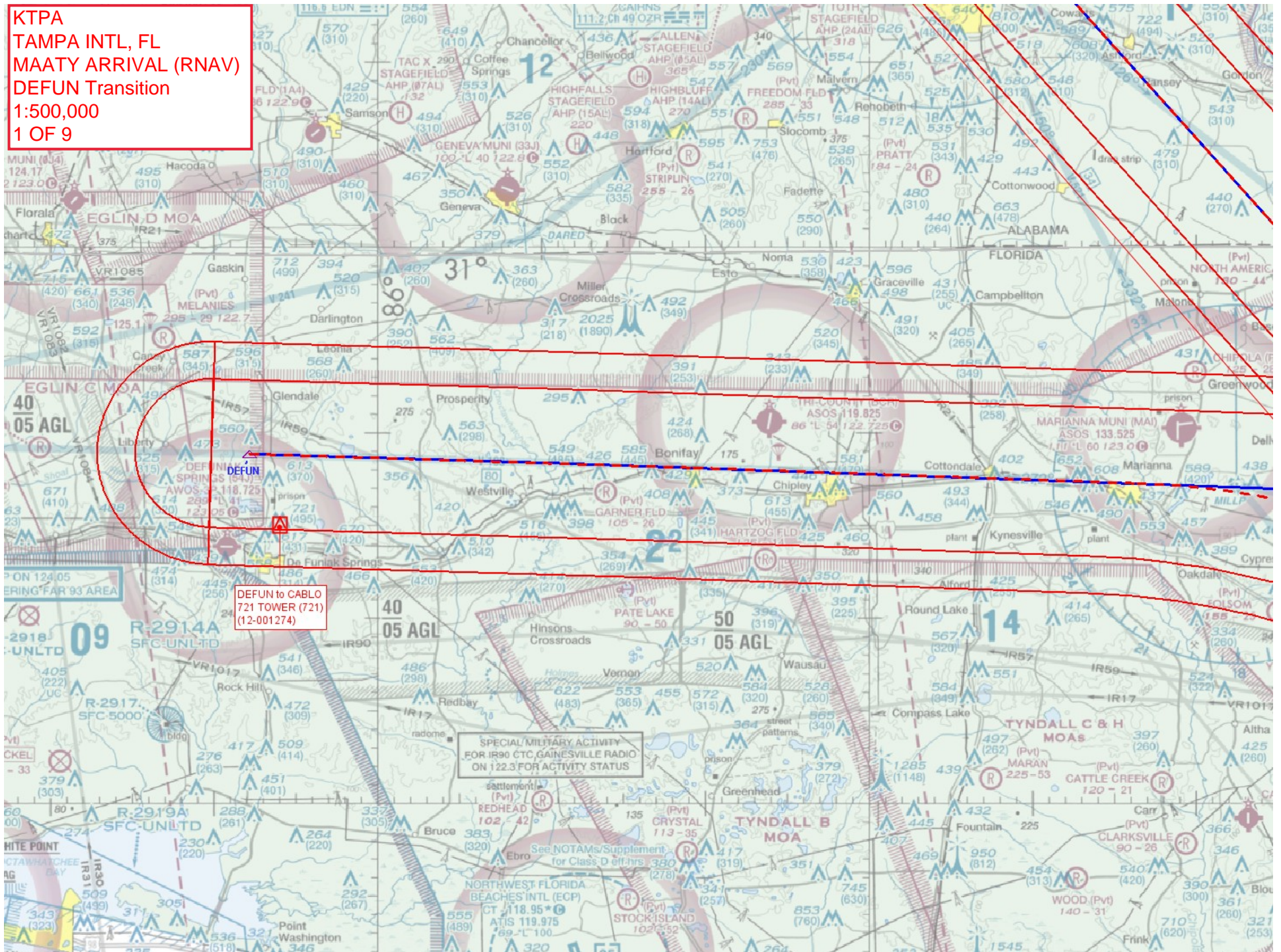
Consideration was given to removing and or changing the restrictions at LEGGT and GOJOE. However, due to traffic flows and airspace constraints it was decided that the restrictions are necessary to prevent aircraft from entering adjacent airspace, prevent conflict from other traffic and procedures and reduce ATC workload due to required coordination, (point outs).

CHARLES BENNETT  
HOLDEN

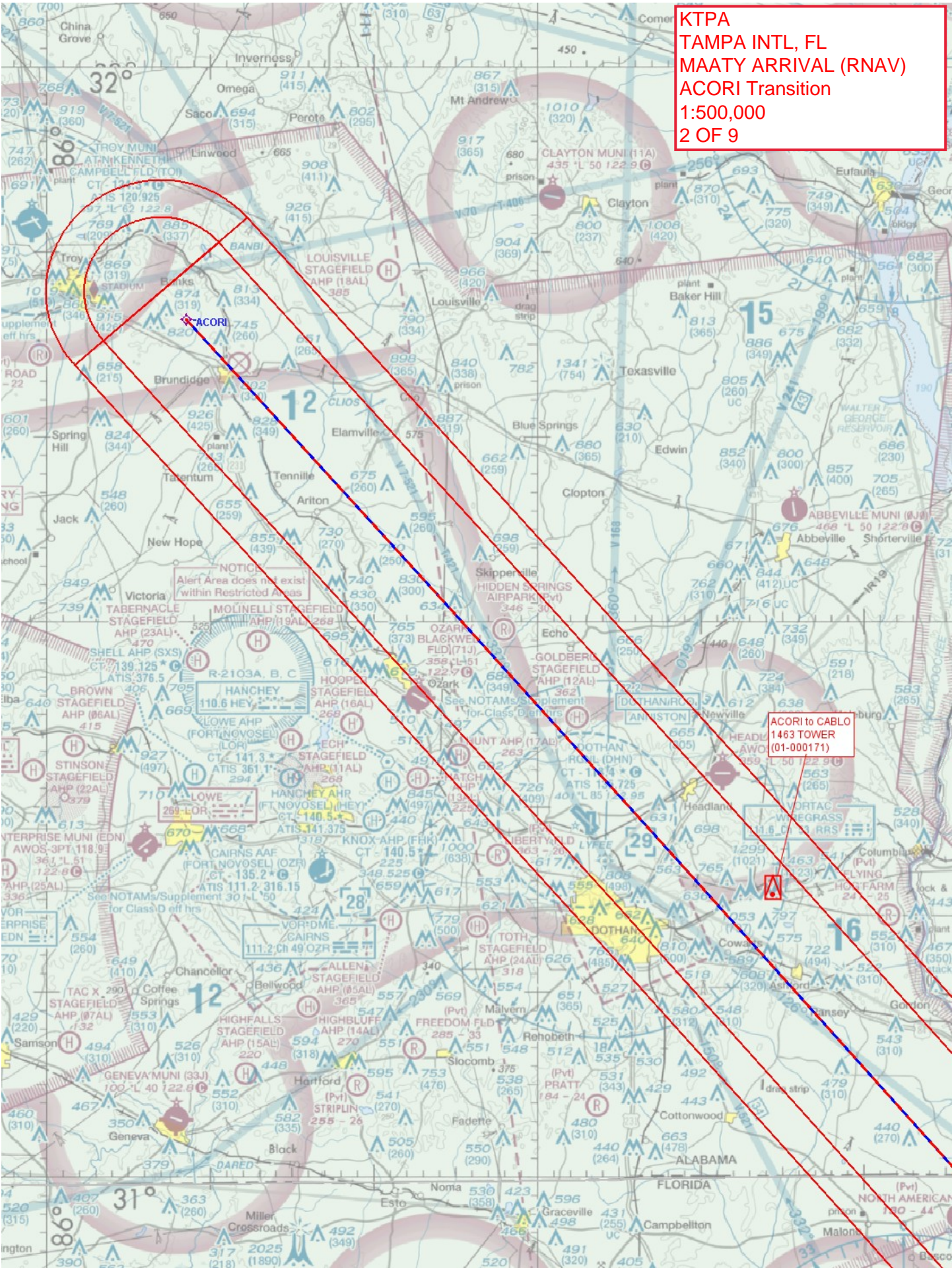


Manager Plans and Procedures, Jacksonville ARTCC.

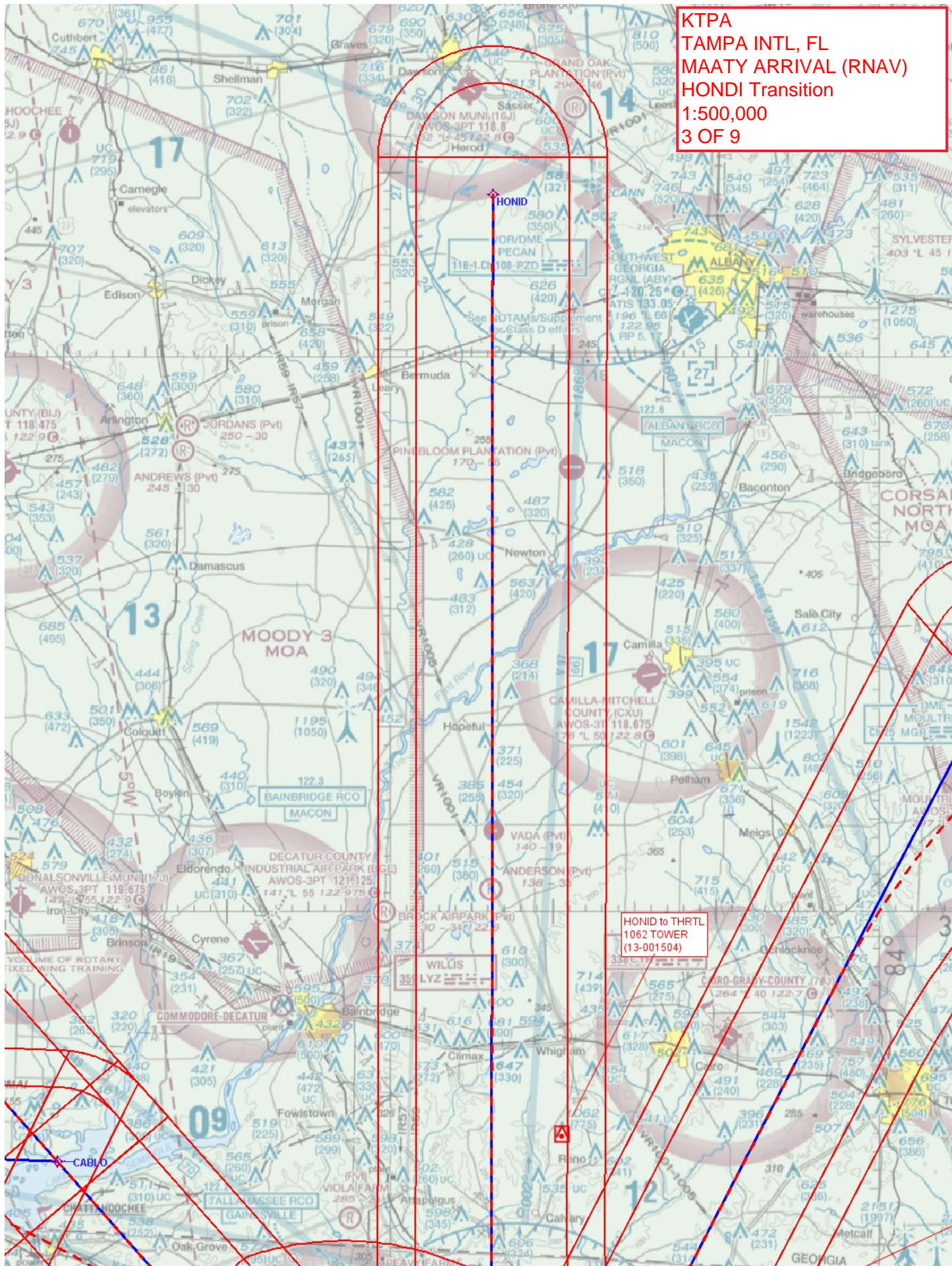
KTPA  
TAMPA INTL, FL  
MAATY ARRIVAL (RNAV)  
DEFUN Transition  
1:500,000  
1 OF 9



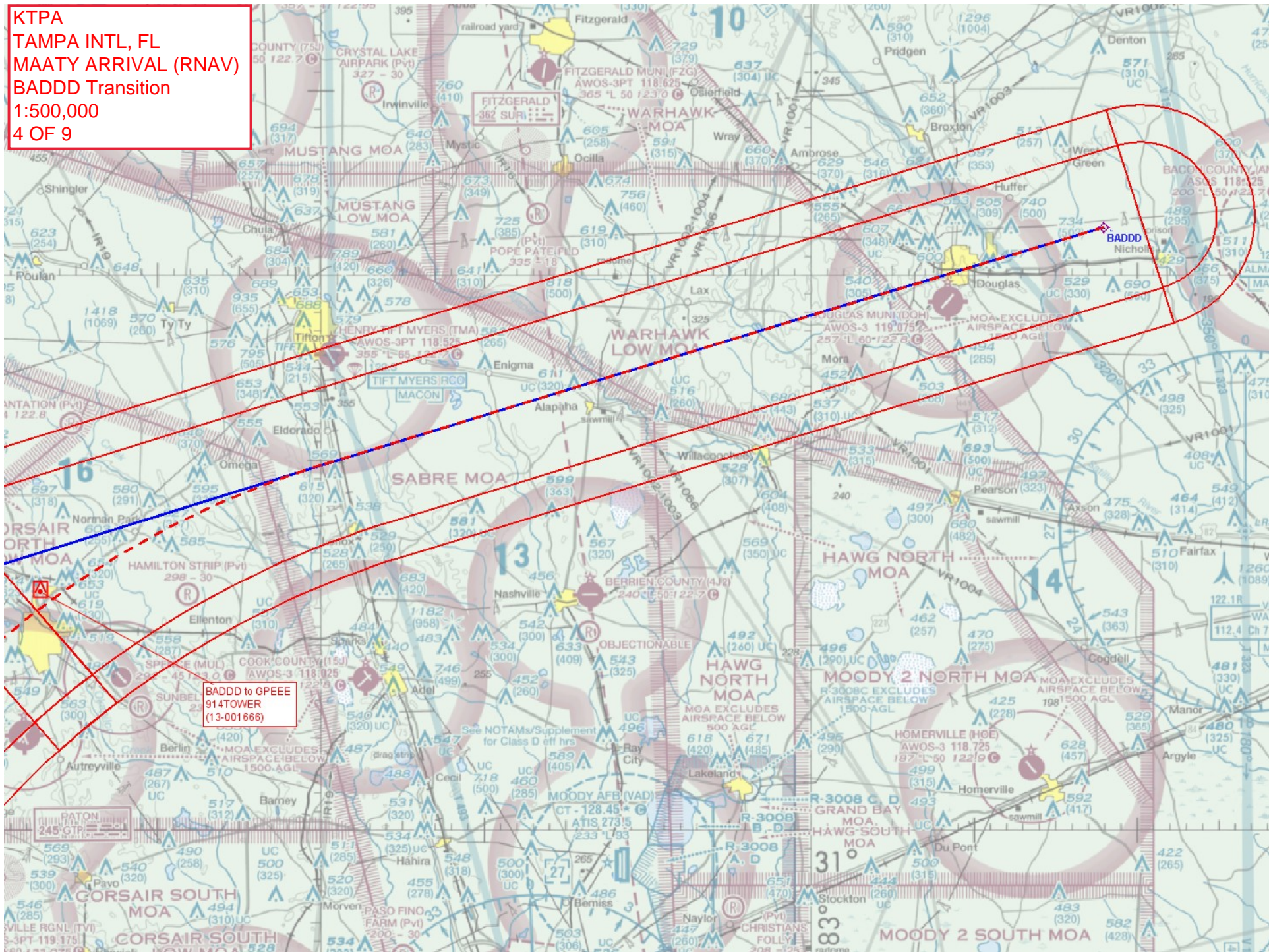
KTPA  
TAMPA INTL, FL  
MAATY ARRIVAL (RNAV)  
ACORI Transition  
1:500,000  
2 OF 9



KTPA  
TAMPA INTL, FL  
MAATY ARRIVAL (RNAV)  
HONDI Transition  
1:500,000  
3 OF 9



KTPA  
TAMPA INTL, FL  
MAATY ARRIVAL (RNAV)  
BADD D Transition  
1:500,000  
4 OF 9



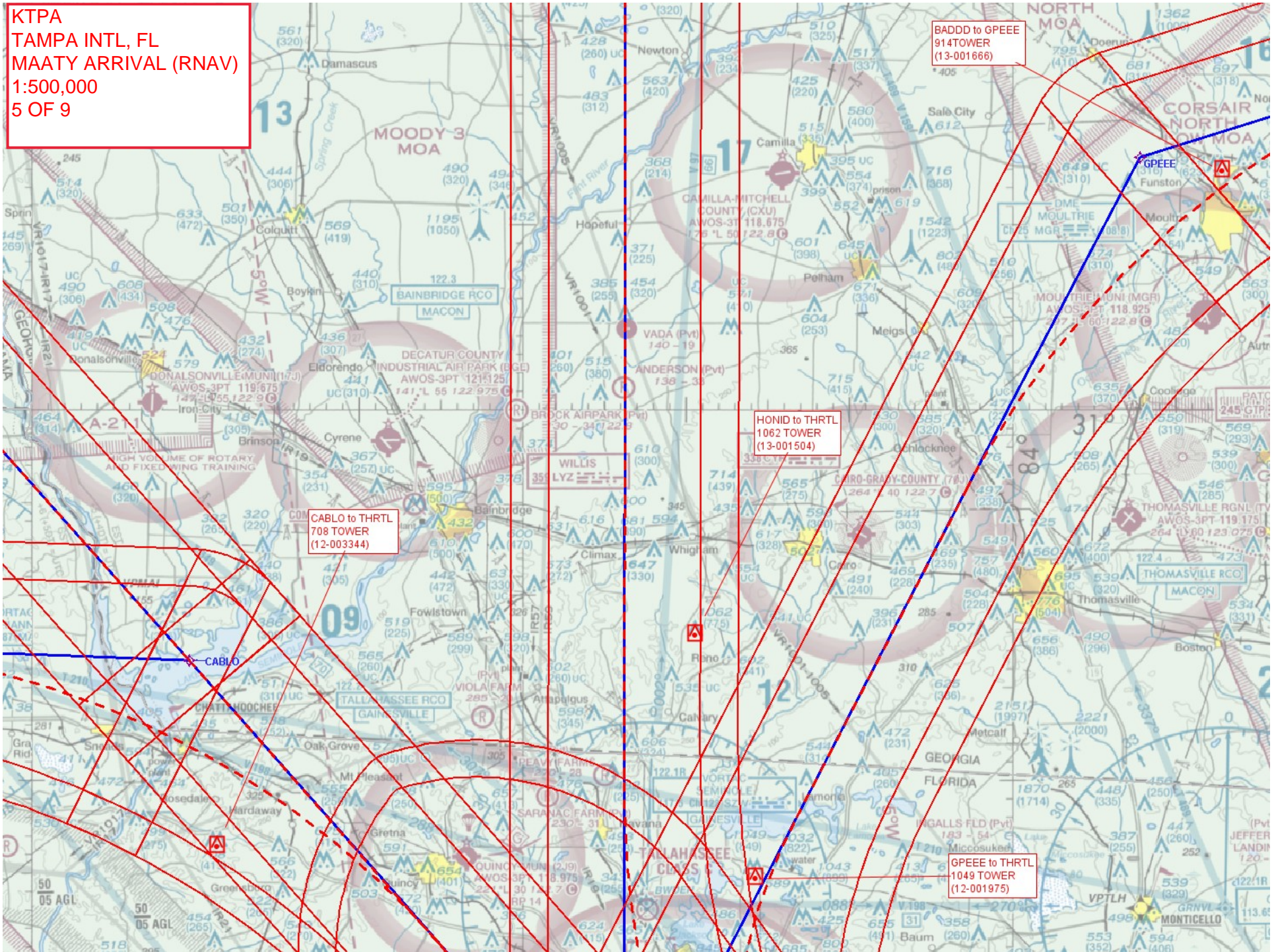
KTPA  
TAMPA INTL, FL  
MAATY ARRIVAL (RNAV)  
1:500,000  
5 OF 9

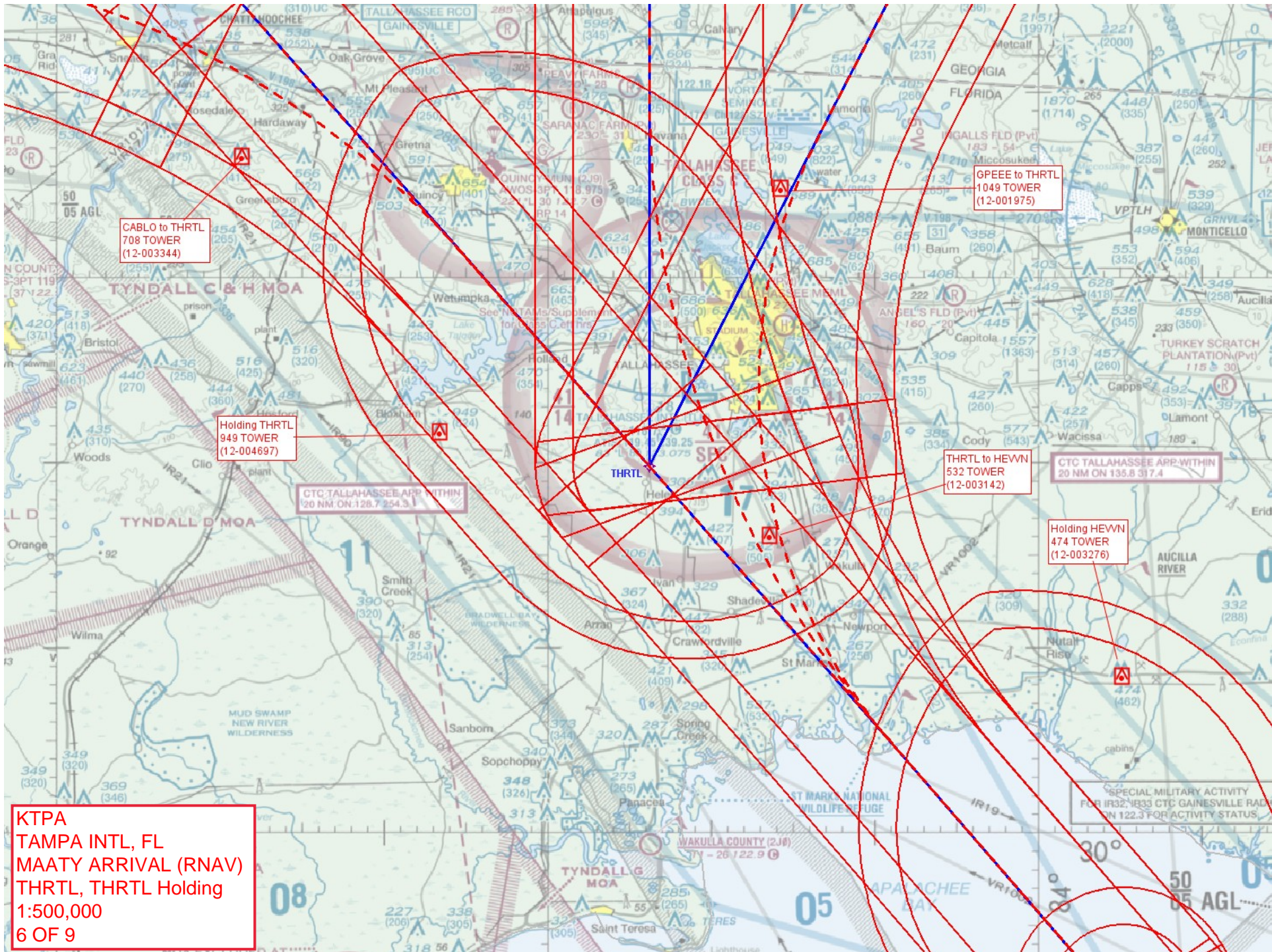
BADD0 to GPEEE  
914 TOWER  
(13-001666)

HONID0 to THRTL  
1062 TOWER  
(13-001504)

CABLO to THRTL  
708 TOWER  
(12-003344)

GPEEE to THRTL  
1049 TOWER  
(12-001975)





CABLO to THRTL  
708 TOWER  
(12-003344)

GPEEE to THRTL  
1049 TOWER  
(12-001975)

Holding THRTL  
949 TOWER  
(12-004697)

CTC TALLAHASSEE APP WITHIN  
20 NM ON 126.7 254.3

THRTL to HEWVN  
532 TOWER  
(12-003142)

CTC TALLAHASSEE APP WITHIN  
20 NM ON 135.8 317.4

Holding HEWVN  
474 TOWER  
(12-003276)

SPECIAL MILITARY ACTIVITY  
FOR IR32, IR33 CTC GAINESVILLE RAD  
IN 122.3 FOR ACTIVITY STATUS.

KTPA  
TAMPA INTL, FL  
MAATY ARRIVAL (RNAV)  
THRTL, THRTL Holding  
1:500,000  
6 OF 9

KTPA  
TAMPA INTL, FL  
MAATY ARRIVAL (RNAV)  
HEVVN Holding & Transition  
1:500,000  
7 OF 9

Holding HEVVN  
474 TOWER  
(12-003276)

SPECIAL MILITARY ACTIVITY  
FOR IR32, IR33 CTC GAINESVILLE RADIO  
ON 122.3 FOR ACTIVITY STATUS.

HEVVN to LEGGT  
295 SHIP

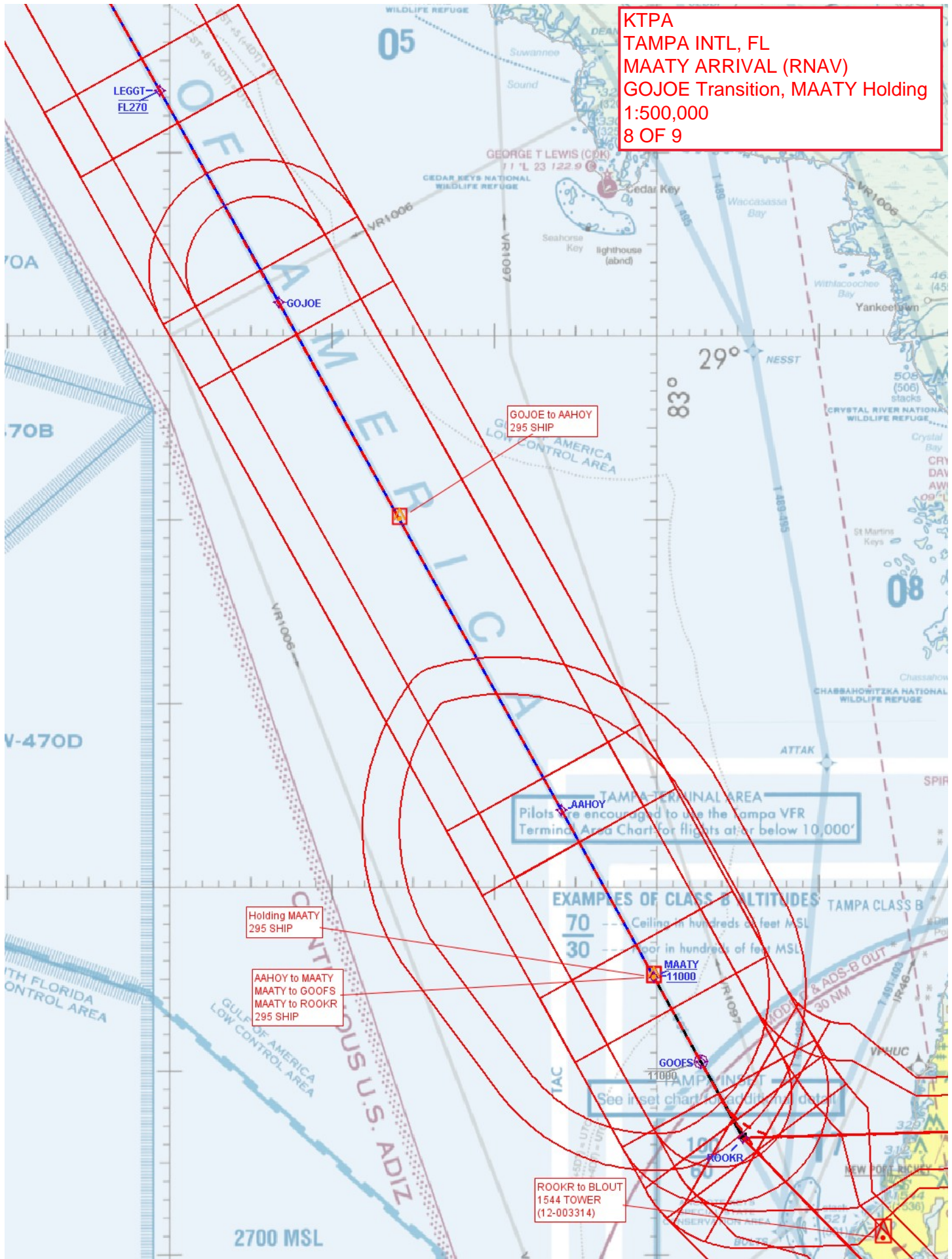
Service outside U.S. airspace is provided  
with Article 12 and Annex 11 of ICAO  
Chicago Convention not applicable to state  
practice with ICAO standards and  
practices.

All Defense Operating Areas  
are hazardous to the flight of aircraft  
in these areas.

SPECIAL MILITARY ACTIVITY  
FOR IR32, IR33 CTC GAINESVILLE F  
ON 122.3 FOR ACTIVITY STATUS



KTPA  
TAMPA INTL, FL  
MAATY ARRIVAL (RNAV)  
GOJOE Transition, MAATY Holding  
1:500,000  
8 OF 9



GOJOE to AAHOY  
295 SHIP

TAMPA TERMINAL AREA  
Pilots are encouraged to use the Tampa VFR Terminal Area Chart for flights at or below 10,000'

Holding MAATY  
295 SHIP

AAHOY to MAATY  
MAATY to GOOFS  
MAATY to ROKKR  
295 SHIP

EXAMPLES OF CLASS B ALTITUDES TAMPA CLASS B

70 --- Ceiling in hundreds of feet MSL  
30 --- Floor in hundreds of feet MSL

See inset chart for additional details

ROKKR to BLOUT  
1544 TOWER  
(12-003314)

2700 MSL

