Standard Terminal Arrival Routes (STARs) would provide vertical and lateral navigation guidance for aircraft landing Runway 01L/01R at TPA.

- Jet arrival aircraft typically would fly along the same paths and at similar altitudes as they do today.
- ATC may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.
- Radar track data are a sample of jet traffic from March 2018 which does not include 11:00 pm to 6:00 am.
Jet arrival aircraft typically would fly along the same paths and at similar altitudes as they do today.

Aircraft are vectored to final from the areas depicted on the graphic where the STAR procedure may indicate as stopping. Vectoring aircraft to final occurs at the discretion of Air Traffic Controllers (ATC).

ATC may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

Radar track data are a sample of jet traffic from March 2018 which does not include 11:00 pm to 6:00 am.
• Standard Terminal Arrival Routes (STARs) would provide vertical and lateral navigation guidance for aircraft landing Runway 19R/19L at TPA.

• Jet arrival aircraft typically would fly along the same paths and at similar altitudes as they do today.

• ATC may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

• Radar track data are a sample of jet traffic from March 2018 which does not include 11:00 pm to 6:00 am.
Jet arrival aircraft typically would fly along the same paths and at similar altitudes as they do today.

Aircraft are vectored to final from the areas depicted on the graphic where the STAR procedure may indicate as stopping. Vectoring aircraft to final occurs at the discretion of Air Traffic Controllers (ATC).

ATC may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

Radar track data are a sample of jet traffic from March 2018 which does not include 11:00 pm to 6:00 am.
The Standard Instrument Departures (SIDs) depicted would provide vertical and lateral navigation guidance for aircraft that depart to the north from Runways 01L and 01R at TPA.

Jet departures typically would fly along the same paths and at similar altitudes as they do today.

Currently aircraft are not turned to join the procedure until leaving 3,000 feet. This operational practice/requirement would remain in effect.

Westbound departures which were previously assigned the SYKES SID would be on the new KNOST SID, reducing complexity when TPA is in north flow.

Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

Radar track data are a sample of jet traffic from March 2018 which does not include 11:00 pm to 6:00 am.
Jet departures typically would fly along the same paths and at similar altitudes as they do today.

The KNOST SID will be utilized only when Tampa International is in a north flow operation for departures filed westbound, previously assigned the TPA SYKES SID.

Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

Radar track data are a sample of jet traffic from March 2018 which does not include 11:00 pm to 6:00 am.
Modernization of Our National Airspace

TPA Tampa International Airport

Area Navigation (RNAV)
Standard Instrument Departures (SIDs)

BAYPO
SYKES
ENDED
GANDY
CROWD

South Flow Full View

- The Standard Instrument Departures (SIDs) depicted would provide vertical and lateral navigation guidance for aircraft that depart to the south from Runways 19R and 19L at TPA.

- Jet departures typically would fly along the same paths and at similar altitudes as they do today.

- Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

- Radar track data are a sample of jet traffic from March 2018 which does not include 11:00 pm to 6:00 am.
Jet departures typically would fly along the same paths and at similar altitudes as they do today.

Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

Radar track data are a sample of jet traffic from March 2018 which does not include 11:00 pm to 6:00 am.
Modernization of Our National Airspace

TPA North Flow Operations

TPA Tampa International Airport

Interaction Between Area Navigation (RNAV)
Standard Instrument Departures (SIDs) & Standard Terminal Arrivals (STARs)

North Flow Full View

- Comprehensive overview of preliminary designs of arrivals (STARs) and departures (SIDs) for TPA.
- Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety

https://www.faa.gov/air_traffic/community_involvement/florida
Modernization of Our National Airspace

TPA Tampa International Airport

Interaction Between Area Navigation (RNAV) Standard Instrument Departures (SIDs) & Standard Terminal Arrivals (STARs)

South Flow Full View

- Comprehensive overview of preliminary designs of arrivals (STARs) and departures (SIDs) for TPA.
- Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

https://www.faa.gov/air_traffic/community_involvement/florida
Standard Instrument Departures (SIDs) would provide vertical and lateral navigation guidance for aircraft that depart to the north from Runway 36 at PIE replacing today's conventional departure procedures.

Jet departures typically would fly along the same paths and at similar altitudes as they do today.

Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

Radar track data are a sample of jet traffic from January to May 2018 which does not include 11:00 pm to 6:00 am.
Standard Instrument Departures (SIDs) would provide vertical and lateral navigation guidance for aircraft that depart to the north from Runway 36 at PIE replacing today's conventional departure procedures.

Jet departures typically would fly along the same paths and at similar altitudes as they do today.

Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

Radar track data are a sample of jet traffic from January to May 2018 which does not include 11:00 pm to 6:00 am.
Standard Instrument Departures (SIDs) would provide vertical and lateral navigation guidance for aircraft that depart to the south from Runway 18 at PIE replacing today’s conventional departure procedures.

- Jet departures typically would fly along the same paths and at similar altitudes as they do today.
- Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.
- Radar track data are a sample of jet traffic from January to May 2018 which does not include 11:00 pm to 6:00 am
Standard Instrument Departures (SIDs) would provide vertical and lateral navigation guidance for aircraft that depart to the south from Runway 18 at PIE replacing today’s conventional departure procedures.

Jet departures typically would fly along the same paths and at similar altitudes as they do today.

Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

Radar track data are a sample of jet traffic from January to May 2018 which does not include 11:00 pm to 6:00 am.
Standard Terminal Arrival Routes (STARs) would provide lateral navigation guidance for aircraft landing to the south on Runway 18 at PIE.

Jet arrival aircraft typically would fly along the same paths and at similar altitudes as they do today.

Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

Radar track data are a sample of jet traffic from January to May 2018 which does not include 11:00 pm to 6:00 am.
Modernization of Our National Airspace

PIE St. Pete-Clearwater International Airport

Area Navigation (RNAV) Standard Terminal Arrivals (STARs)

BLFRG ONE
DADES ONE
TEEGN ONE
RAYZZ ONE

South Flow Full View

- Standard Terminal Arrival Routes (STARs) would provide lateral navigation guidance for aircraft landing to the south on Runway 18 at PIE.

- Jet arrival aircraft typically would fly along the same paths and at similar altitudes as they do today.

- Air Traffic Controllers (ATC) may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

- Radar track data are a sample of jet traffic from January to May 2018 which does not include 11:00 pm to 6:00 am
Standard Terminal Arrival Routes (STARs) would provide lateral navigation guidance for aircraft landing to the north on Runway 36 at PIE.

Jet arrival aircraft typically would fly along the same paths and at similar altitudes as they do today.

Air Traffic Controllers (ATC) occasionally would direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

Radar track data are a sample of jet traffic from January to May 2018 which does not include 11:00 pm to 6:00 am.
• Standard Terminal Arrival Routes (STARs) would provide lateral navigation guidance for aircraft landing to the north on Runway 36 at PIE.

• Jet arrival aircraft typically would fly along the same paths and at similar altitudes as they do today.

• Air Traffic Controllers (ATC) occasionally would direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.

• Radar track data are a sample of jet traffic from January to May 2018 which does not include 11:00 pm to 6:00 am.