



TPA

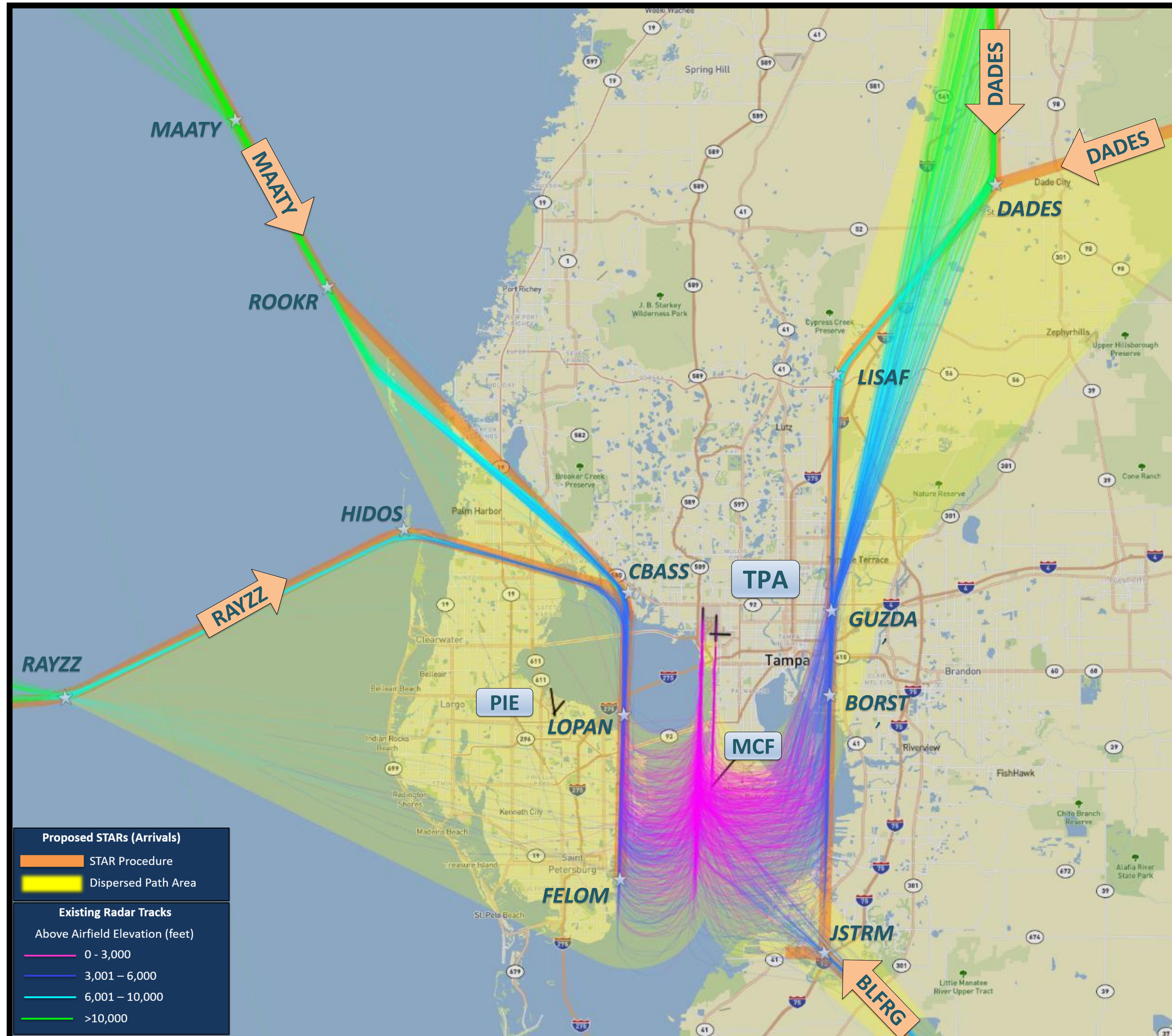
Tampa International
Airport

Area Navigation (RNAV) Standard Terminal Arrivals (STARs)

BLFRG
DADES
MAATY
RAYZZ

North Flow Full View

- 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.





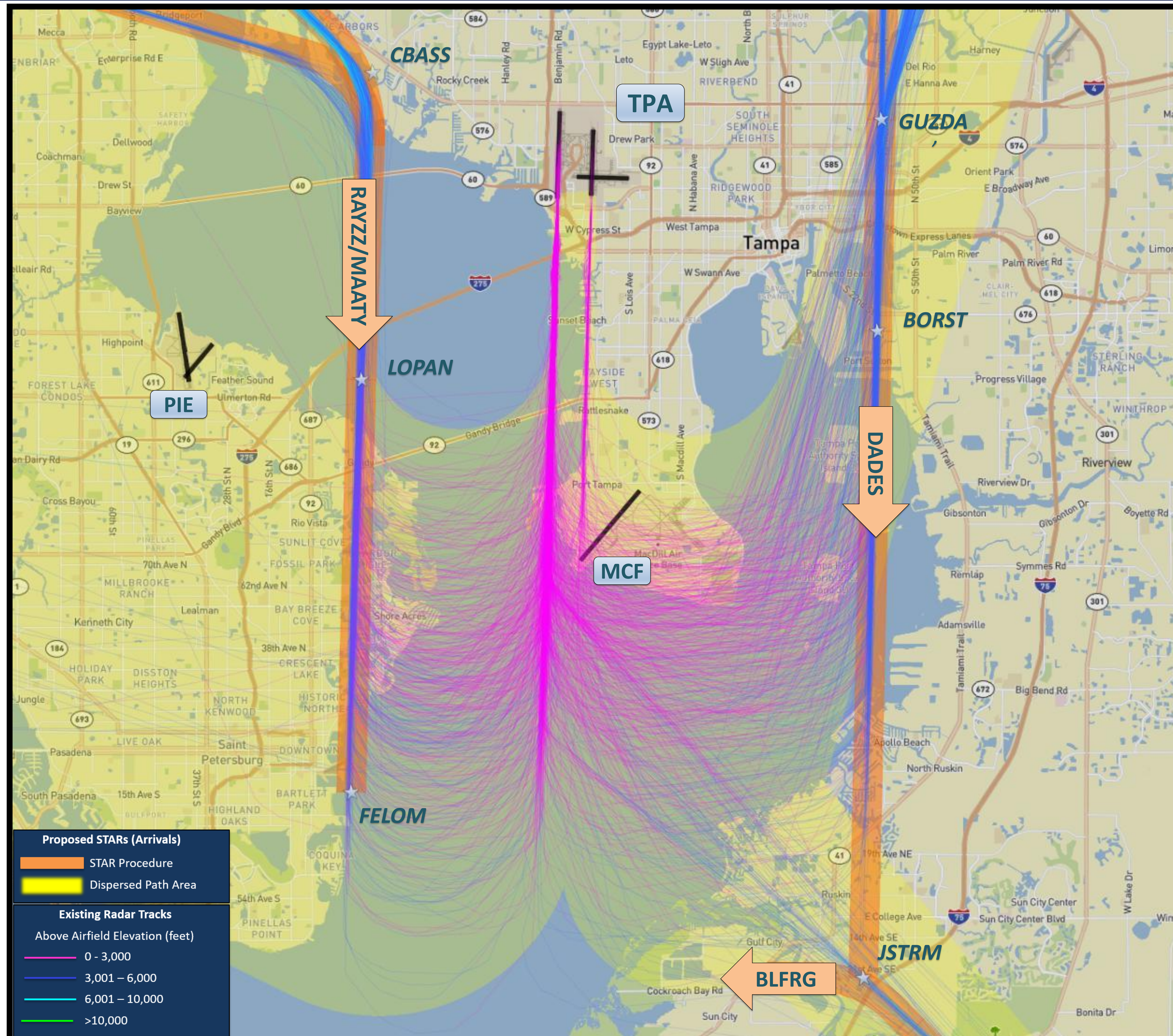
TPA Tampa International Airport

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DADES
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North Flow Close View

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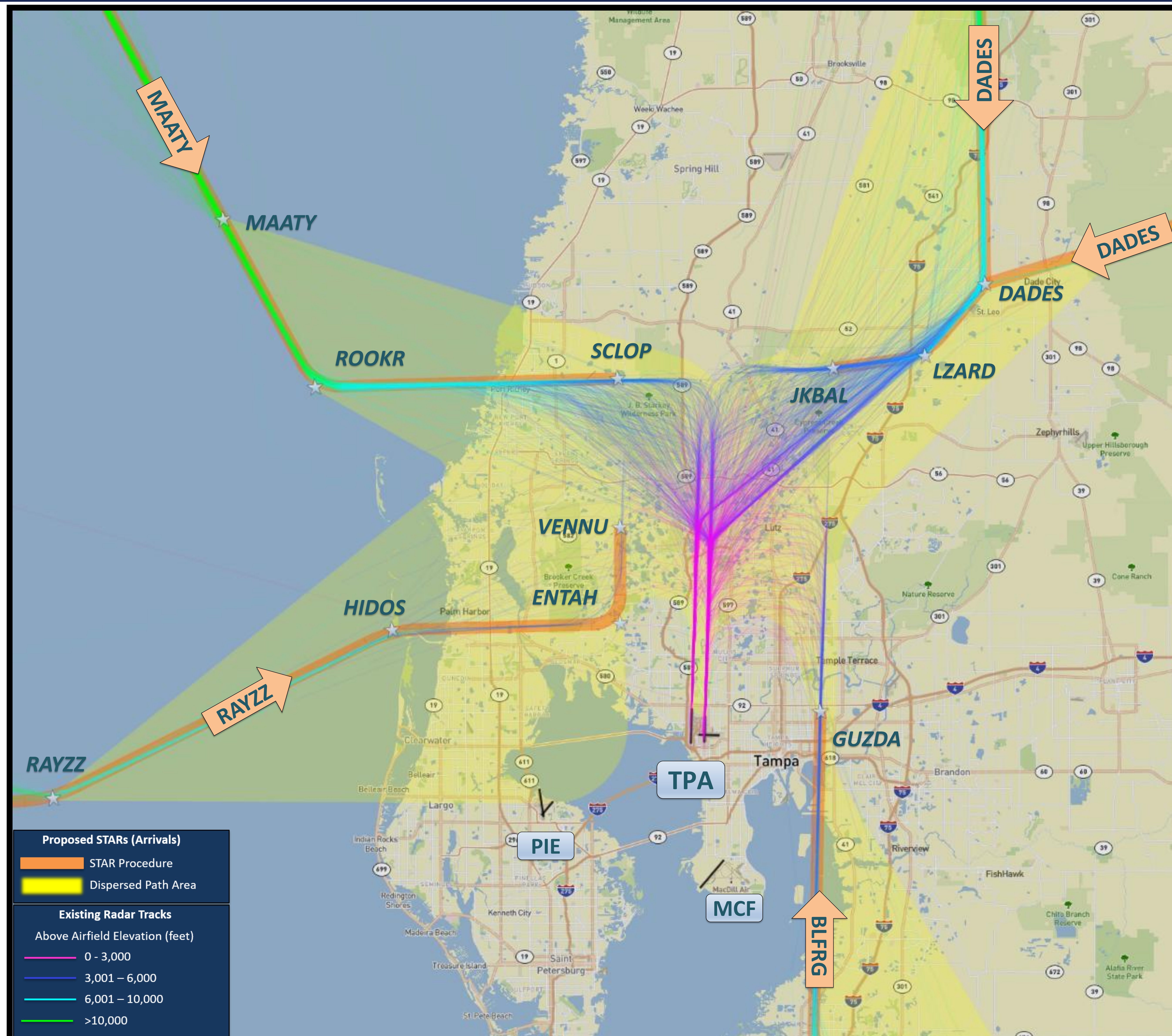
Tampa International
Airport

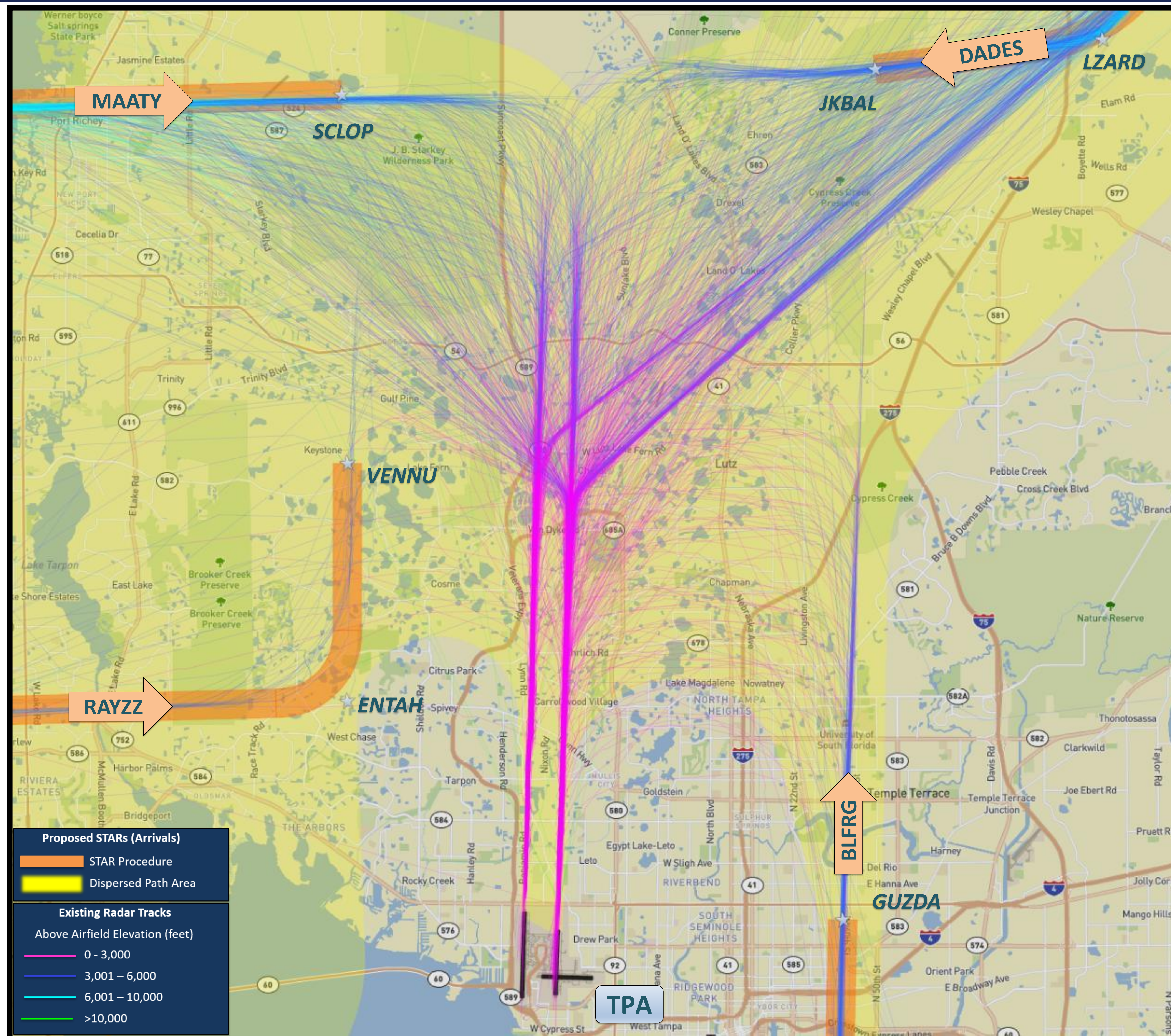
Area Navigation (RNAV) Standard Terminal Arrivals (STARs)

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South Flow Full View

- Standard Terminal Arrival Routes (STARs) would provide vertical and lateral navigation guidance for aircraft landing Runway 19R/ 19L at TPA.
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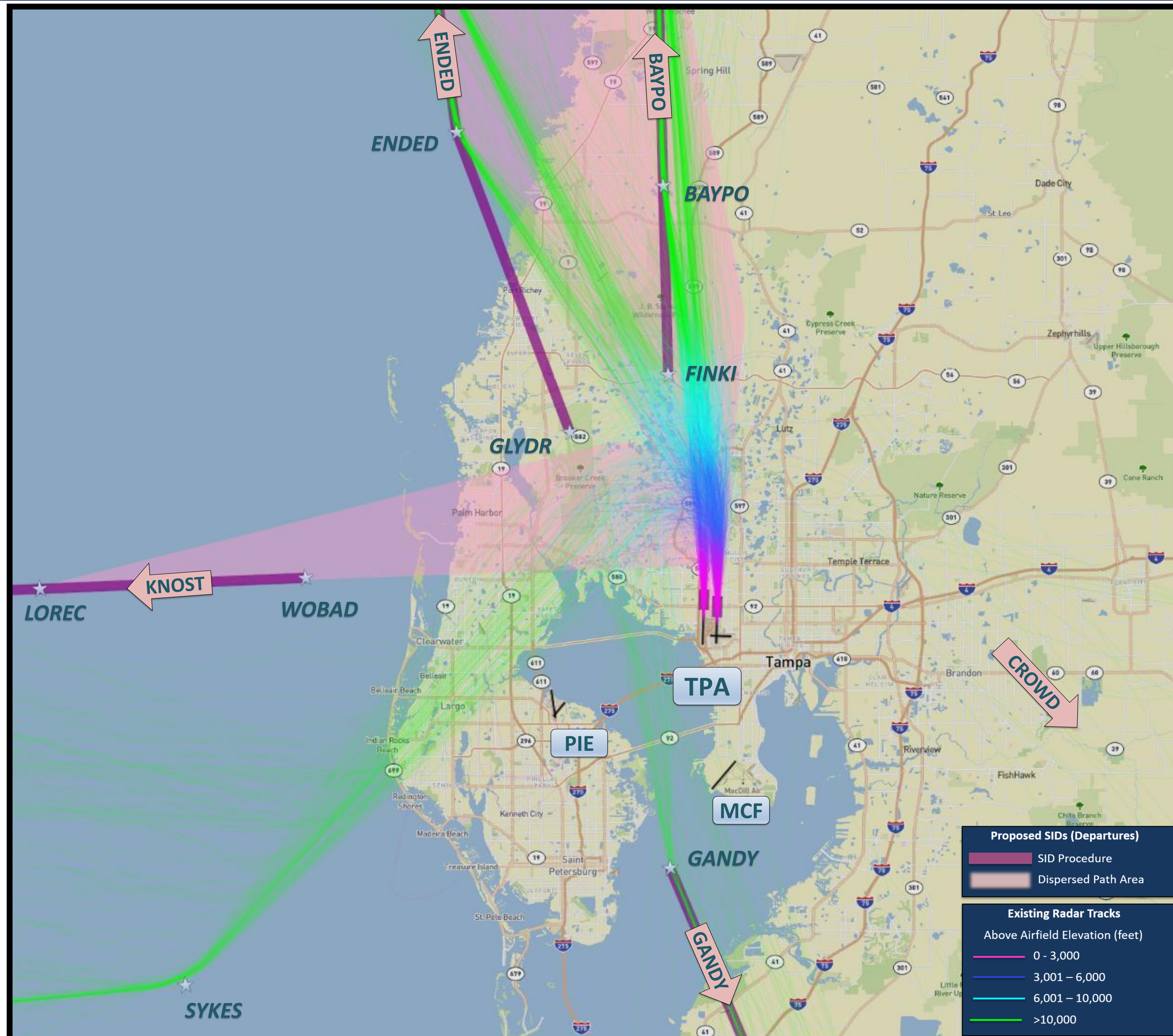
Tampa International
Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

GANDY
BAYPO
KNOST
ENDED
CROWD

North Flow Full View

- 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
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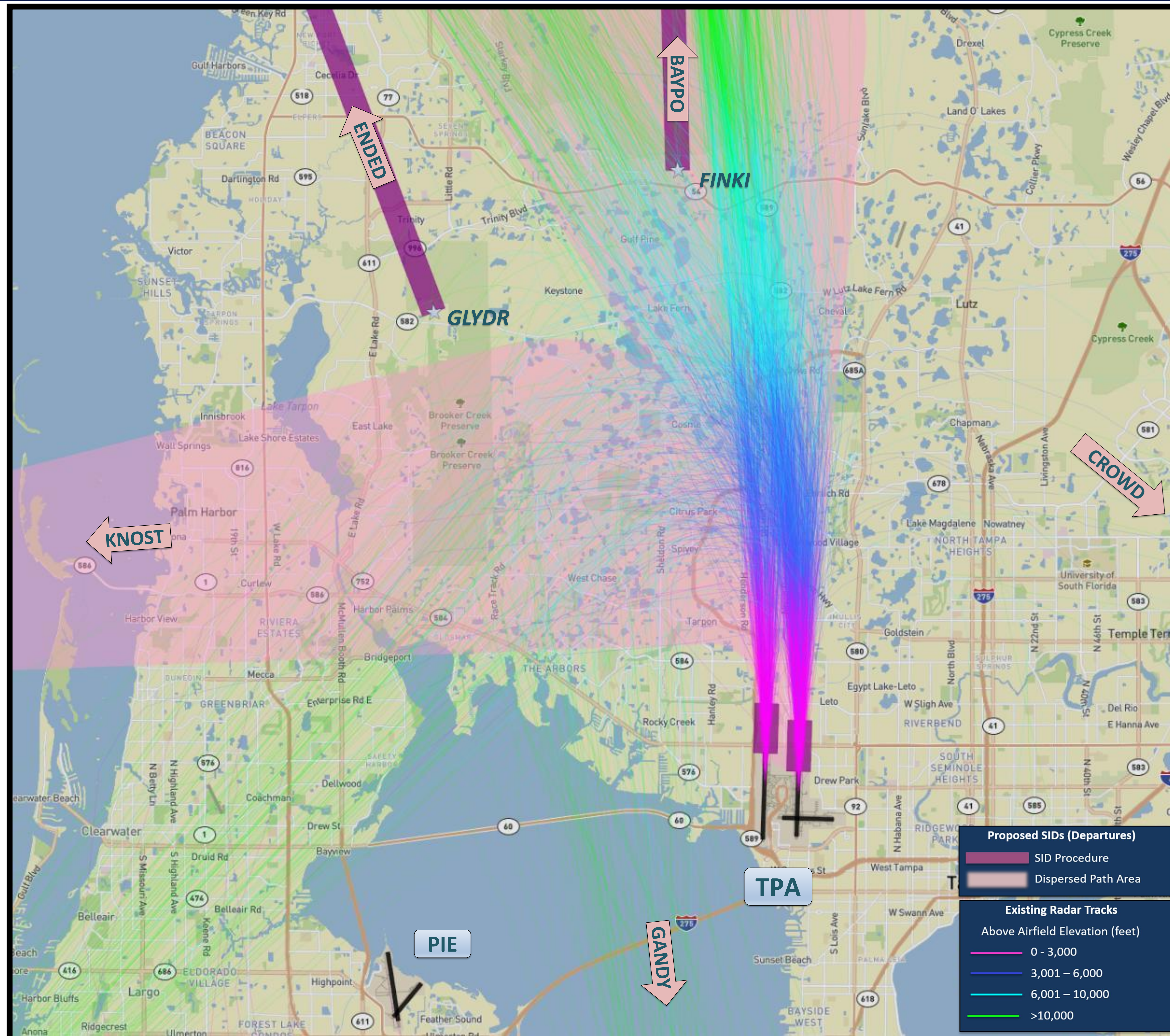
TPA Tampa International Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

GANDY
BAYPO
KNOST
ENDED
CROWD

North Flow Close View

- 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.
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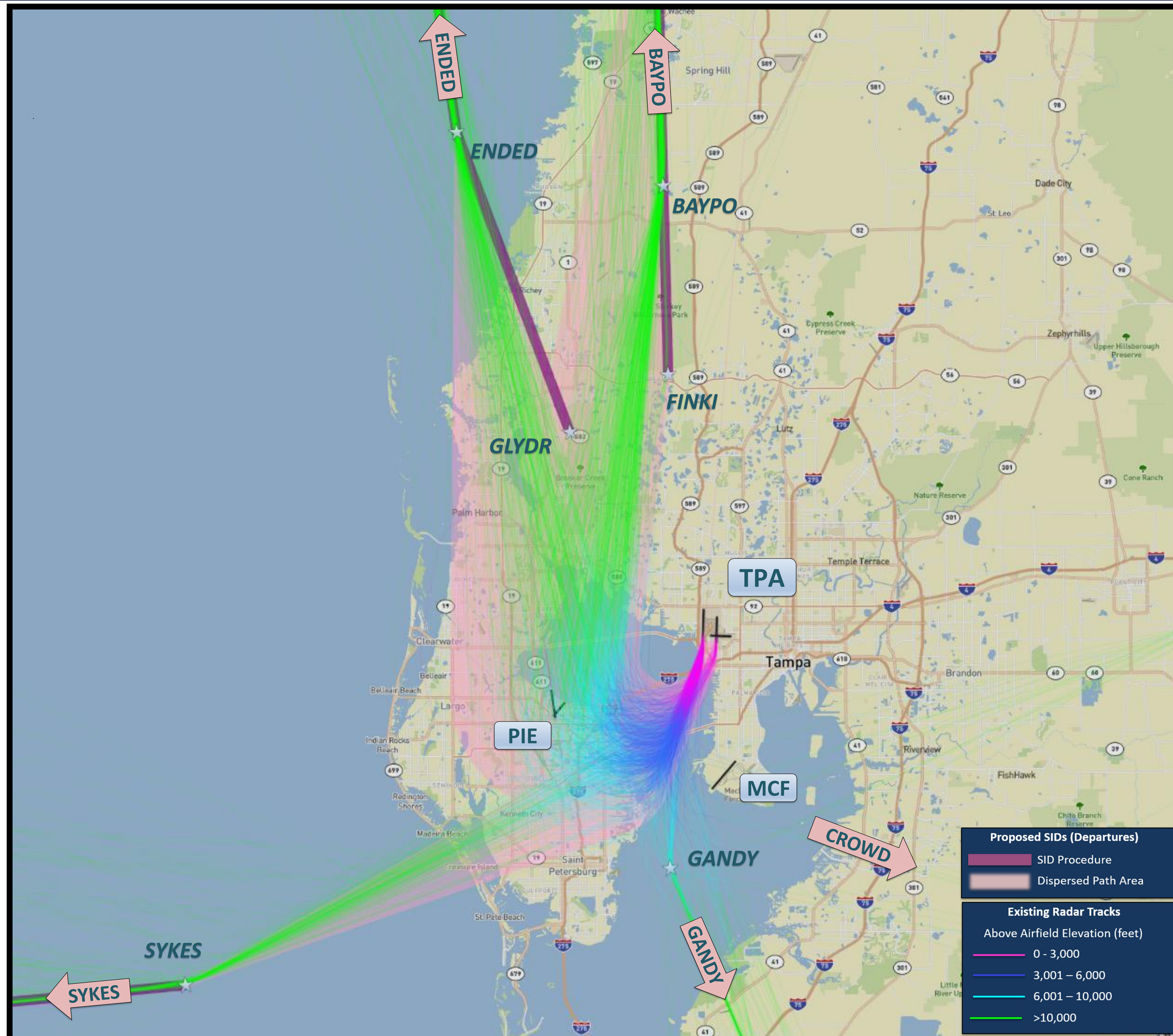
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Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

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SYKES
ENDED
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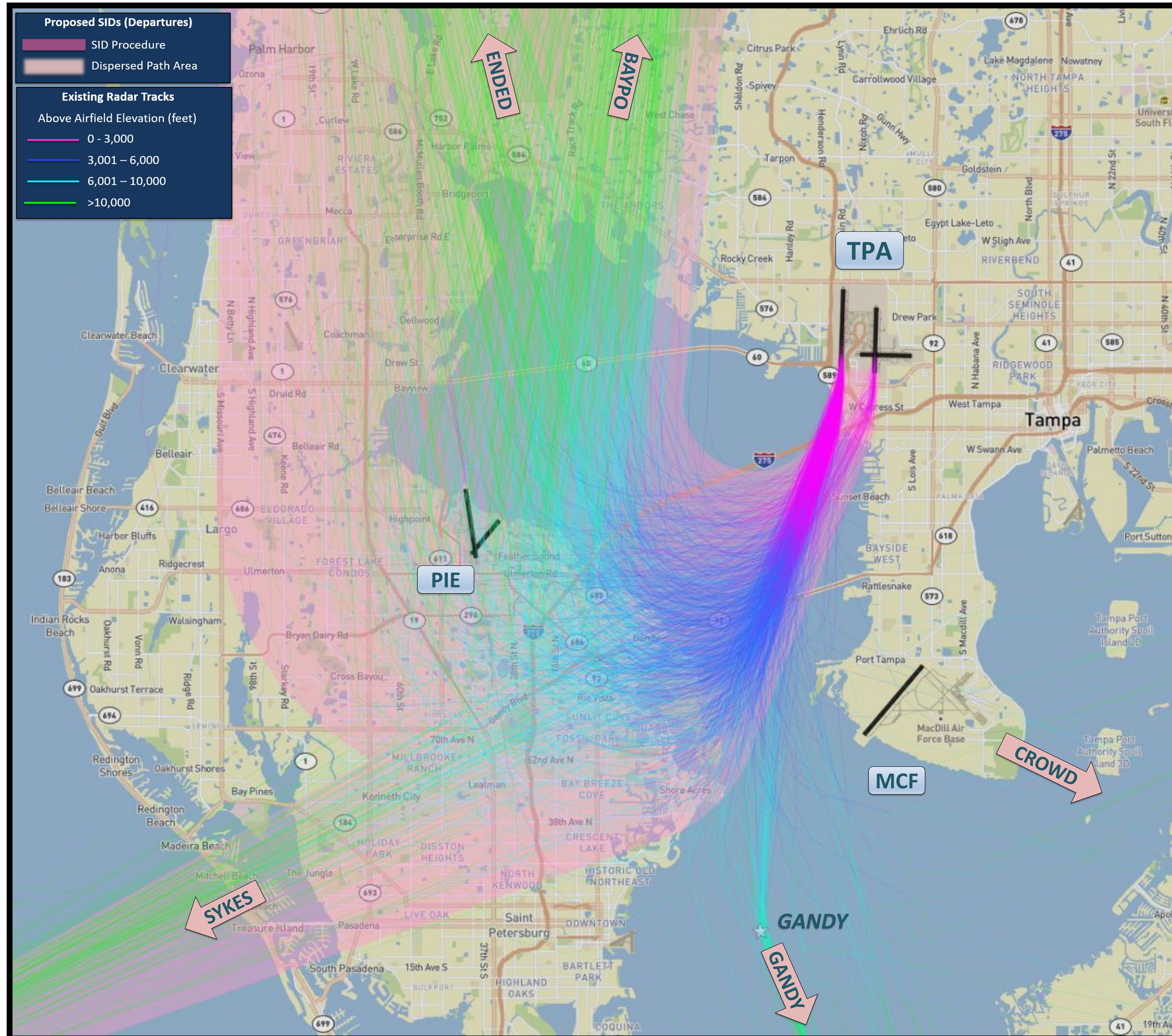
Proposed SIDs (Departures)

- SID Procedure
- Dispersed Path Area

Existing Radar Tracks

Above Airfield Elevation (feet)

- 0 - 3,000
- 3,001 – 6,000
- 6,001 – 10,000
- >10,000



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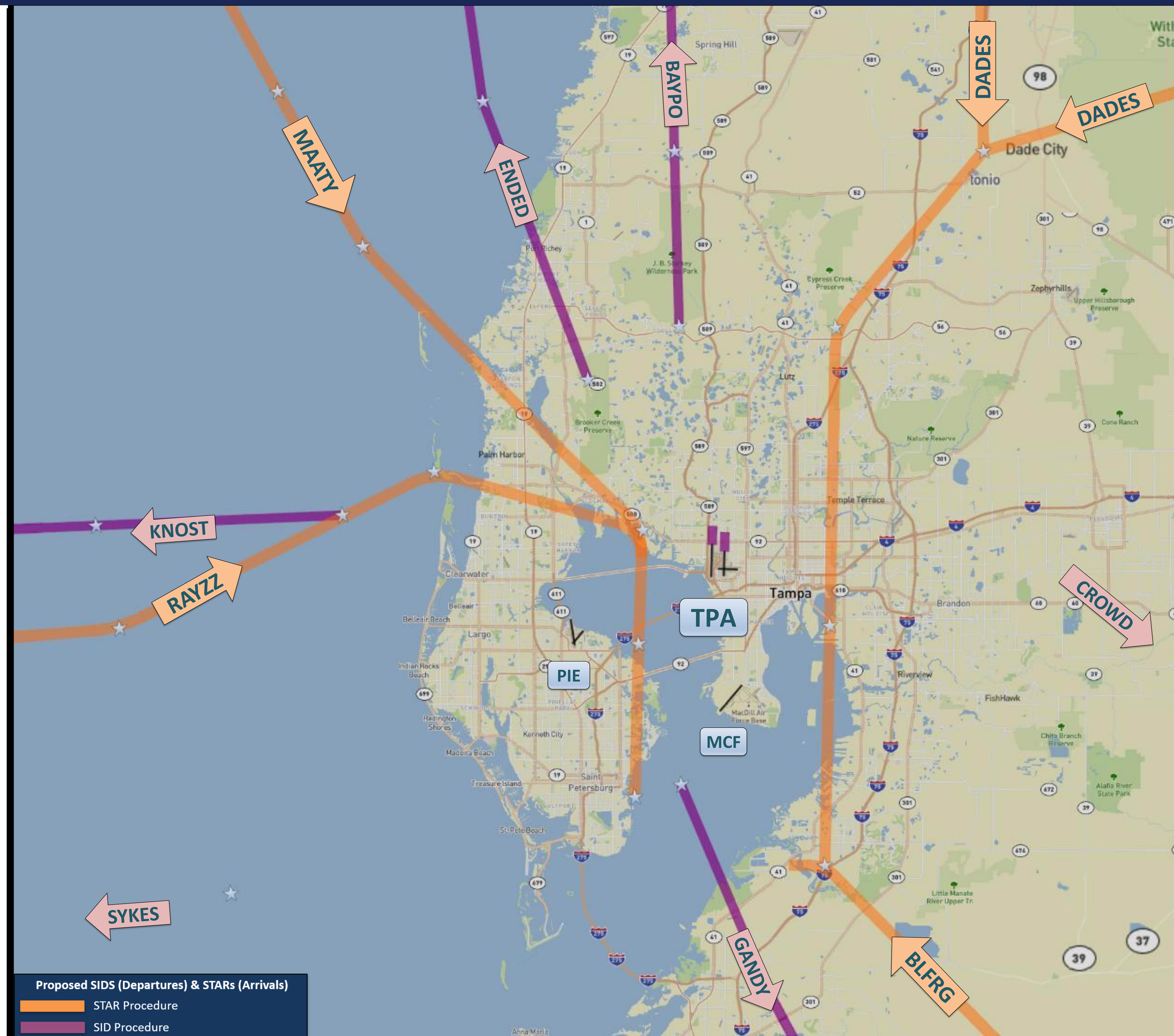
TPA

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





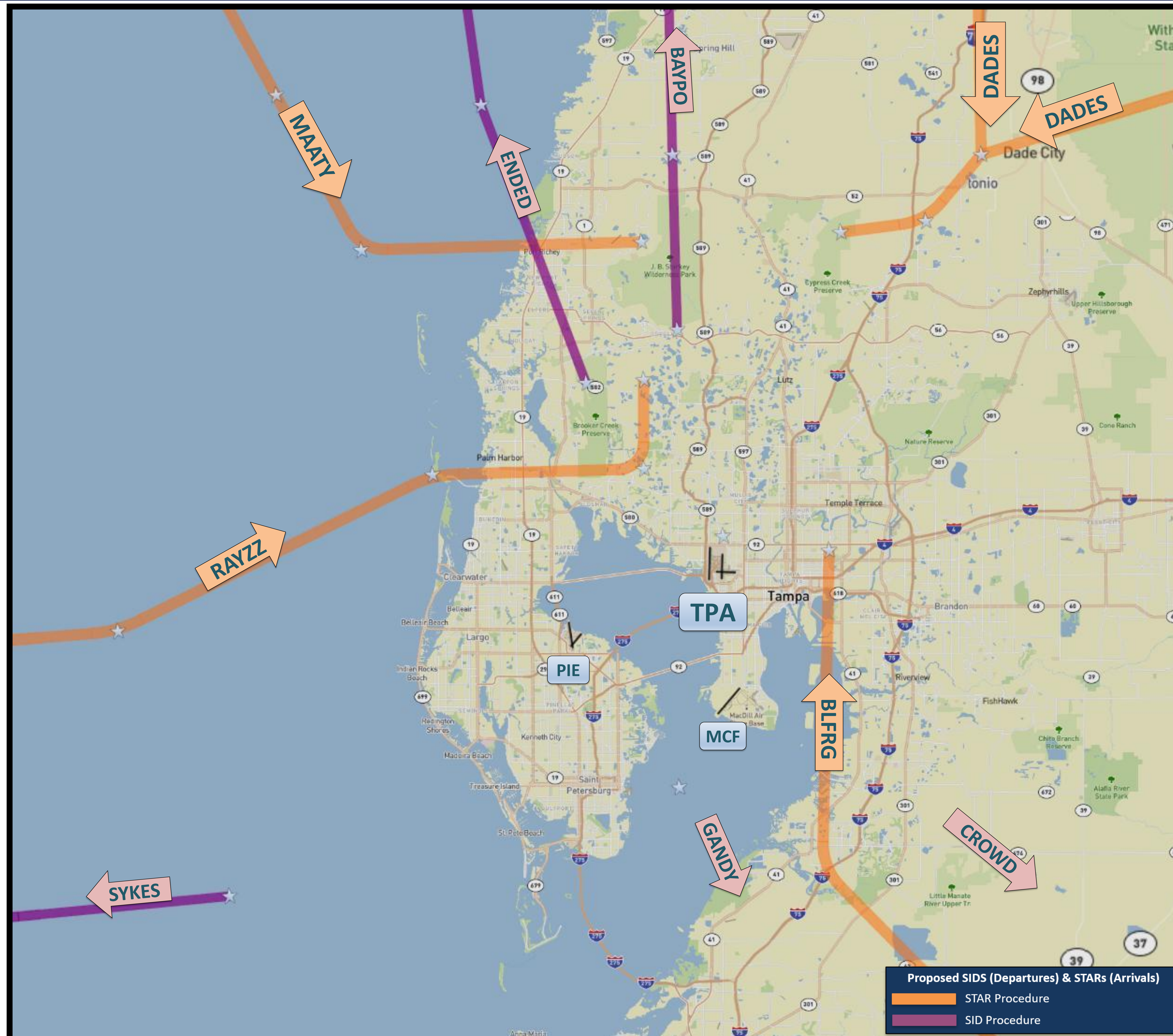
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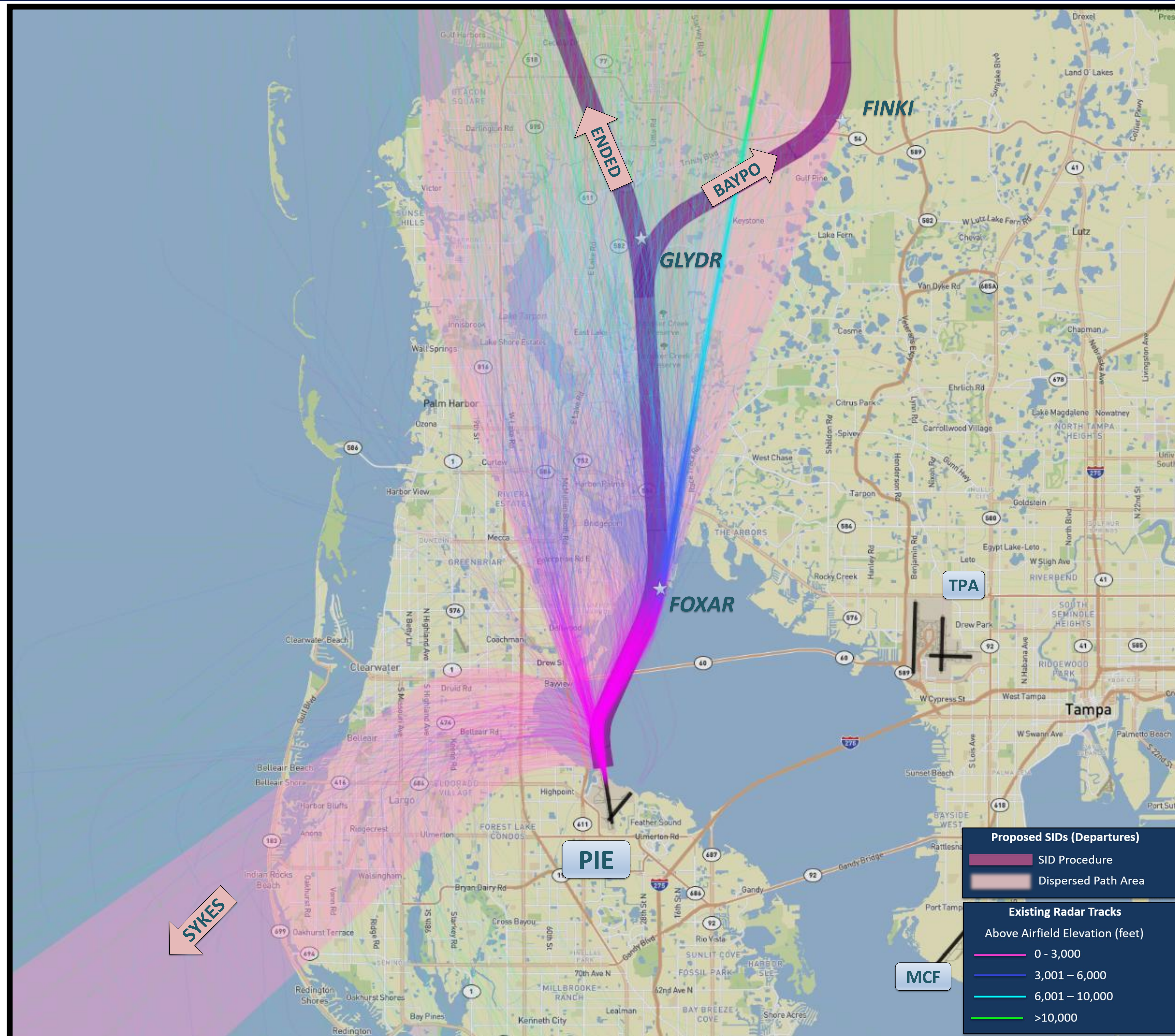
St. Pete-Clearwater
International Airport

Area Navigation (RNAV)
Standard Instrument Departures
(SIDs)

BAYPO
ENDED
SYKES

North Flow Full View

- 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.
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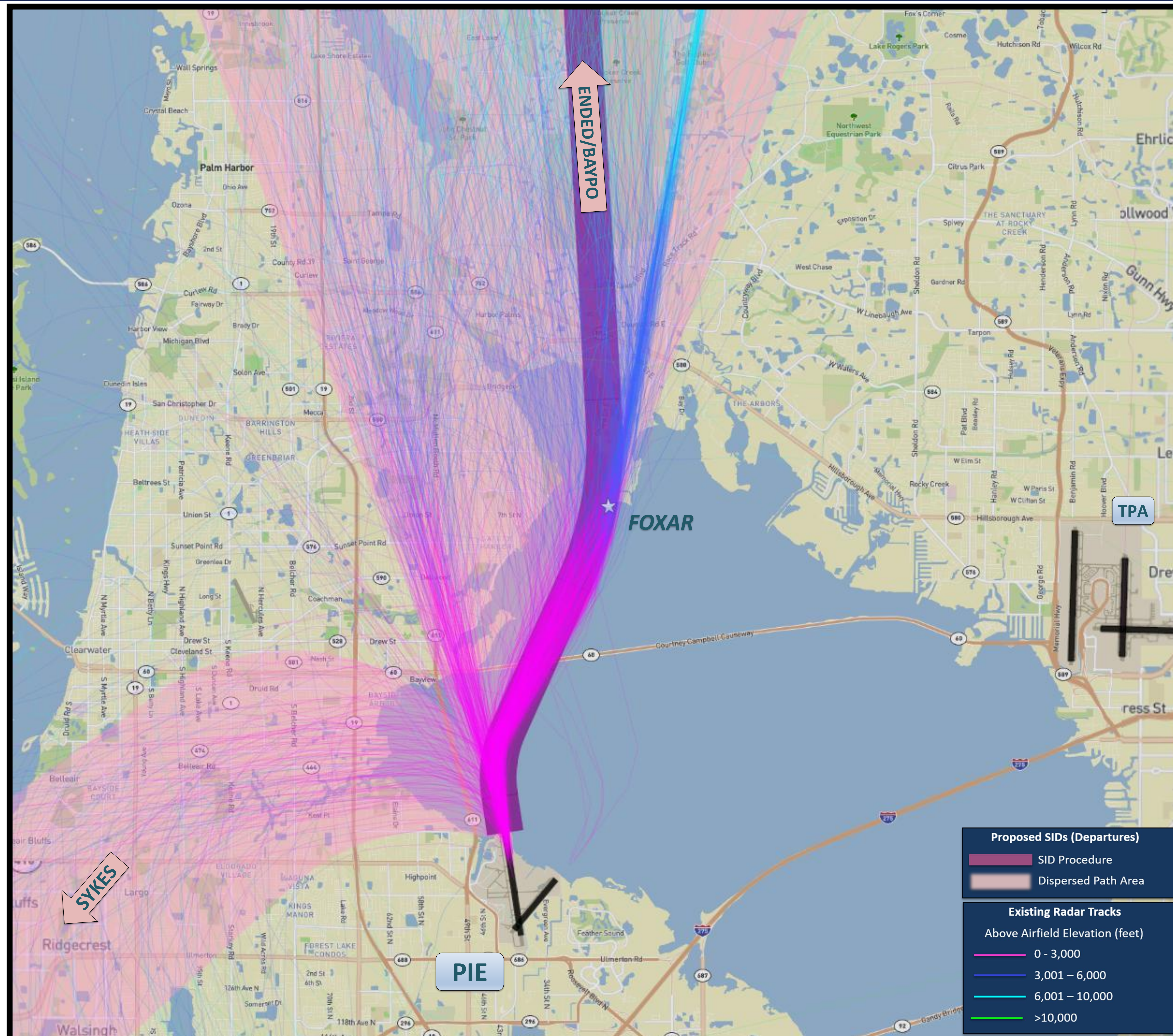
PIE St. Pete-Clearwater International Airport

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ENDED
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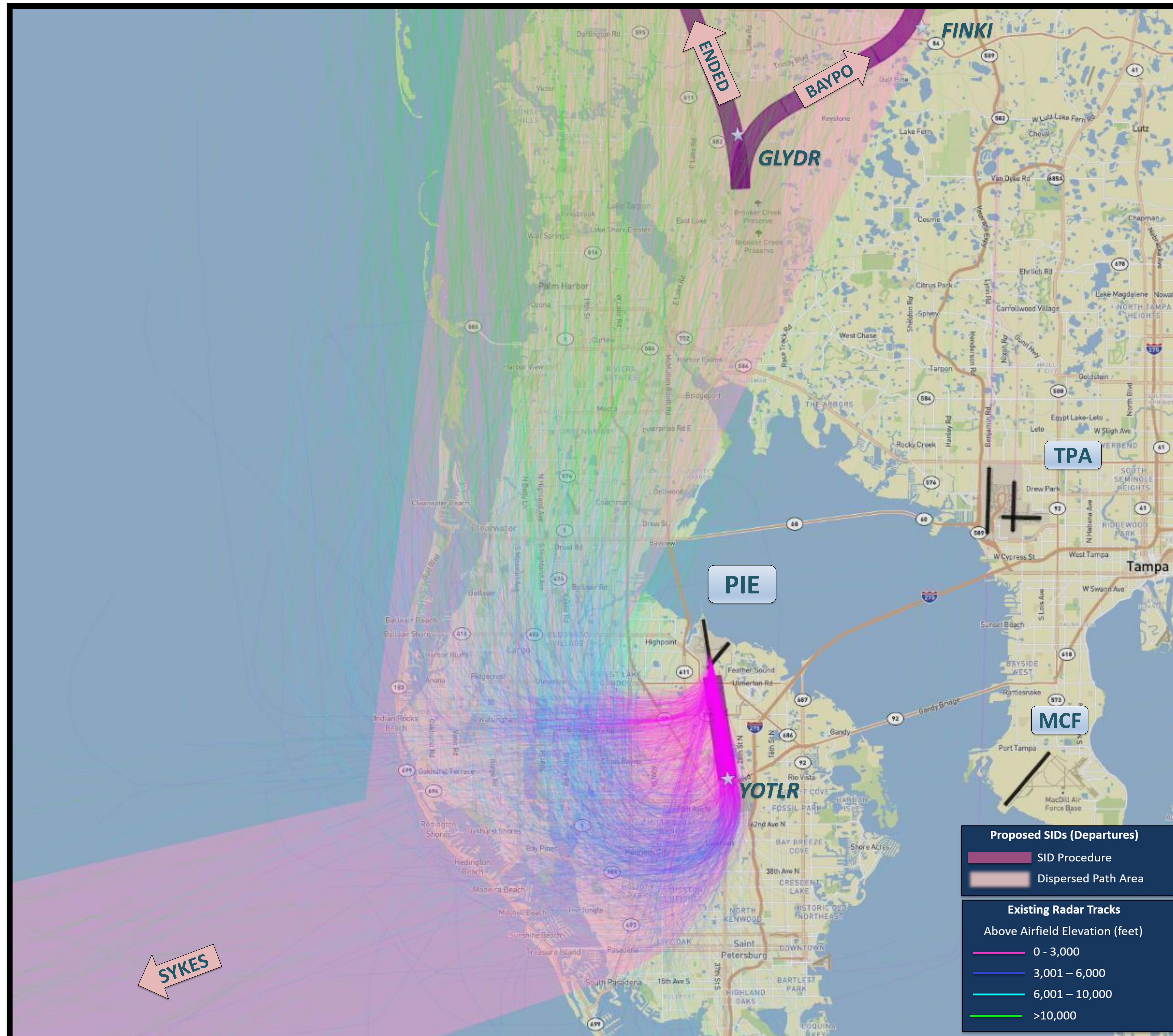
PIE St. Pete-Clearwater
International Airport

**Area Navigation (RNAV)
Standard Instrument Departures
(SIDs)**

**BAYPO
ENDED
SYKES**

South Flow Full View

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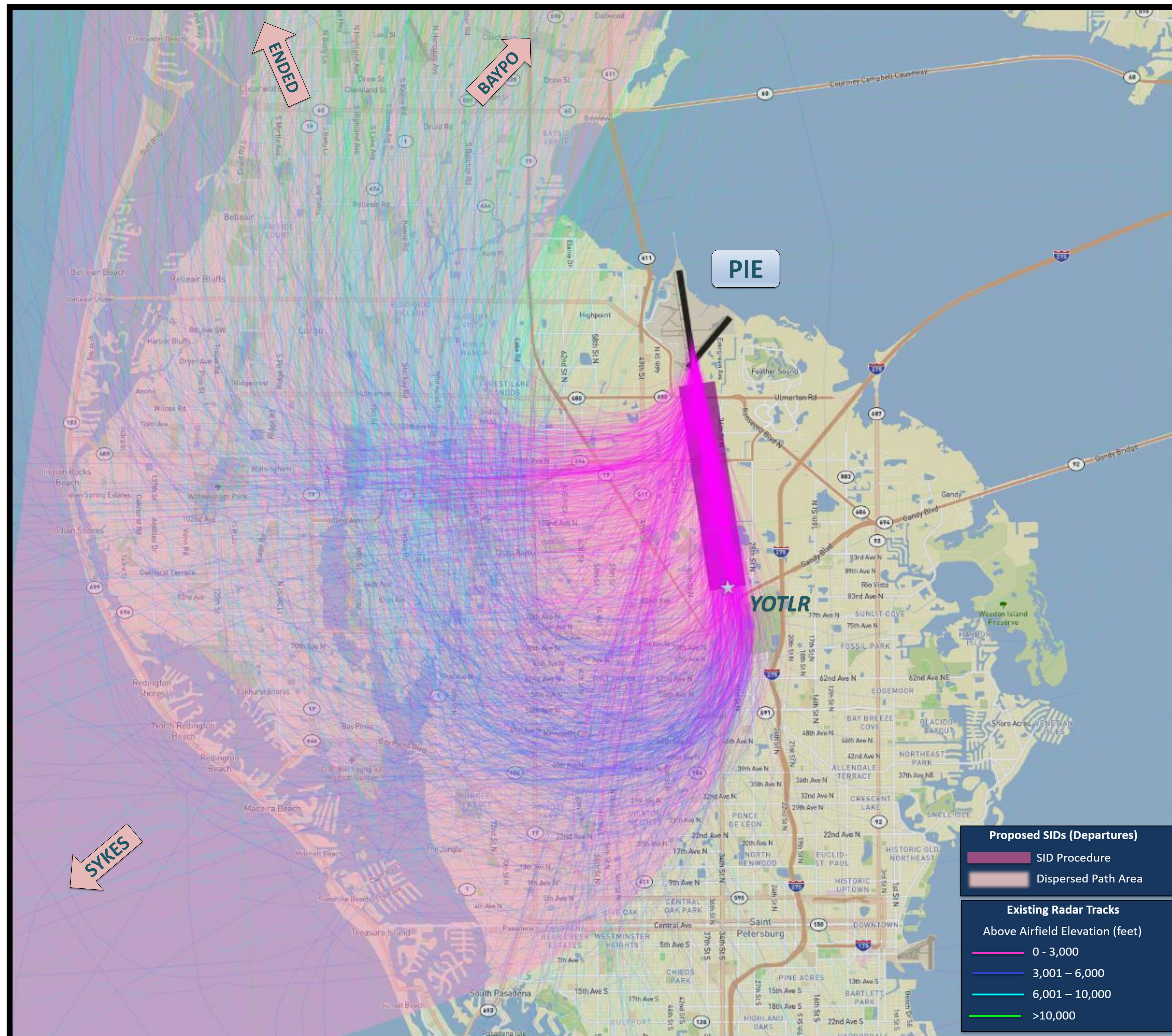
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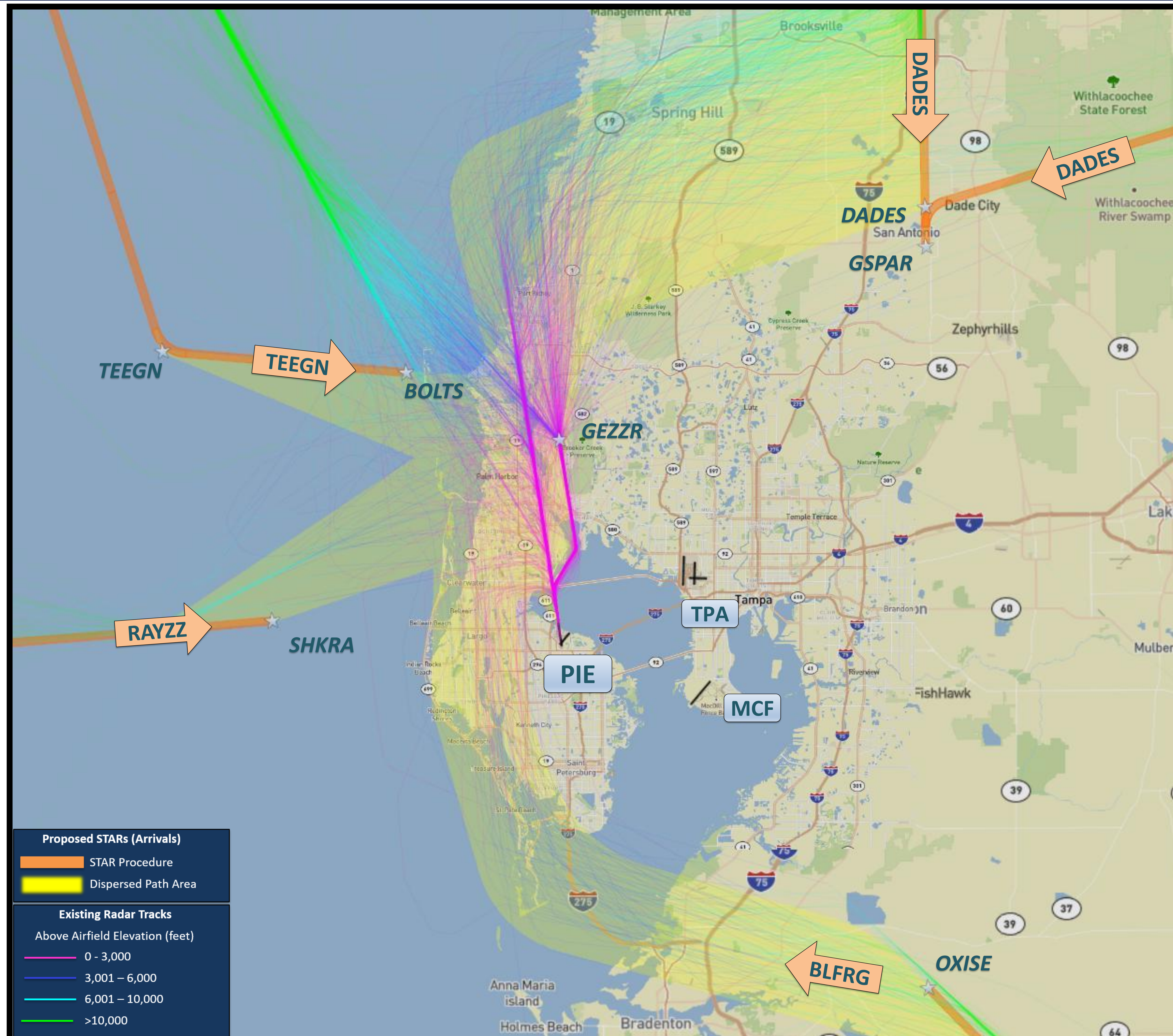
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Area Navigation (RNAV) Standard Terminal Arrivals (STARs)

BLFRG ONE
DADES ONE
TEEGN ONE
RAYZZ ONE

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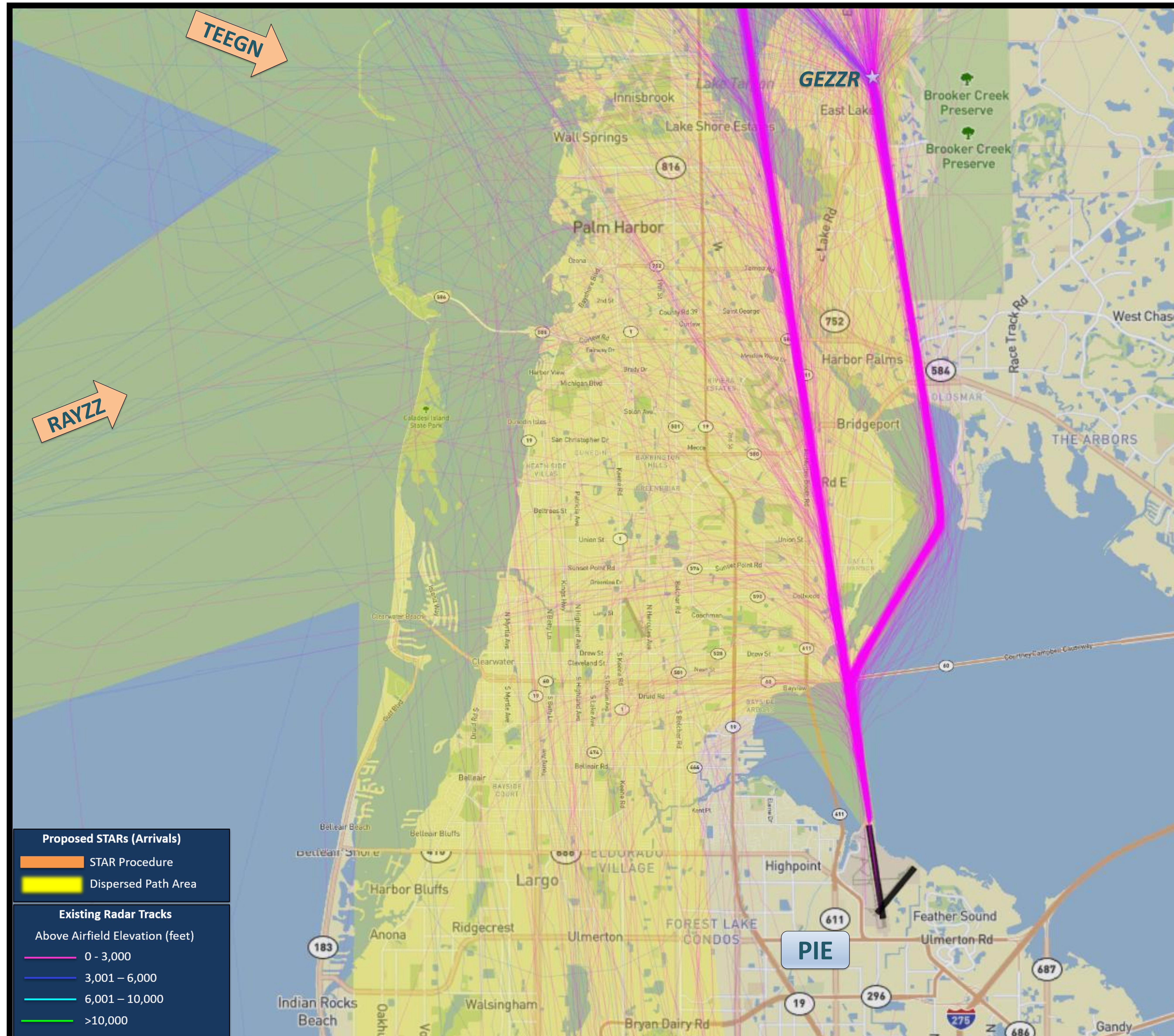
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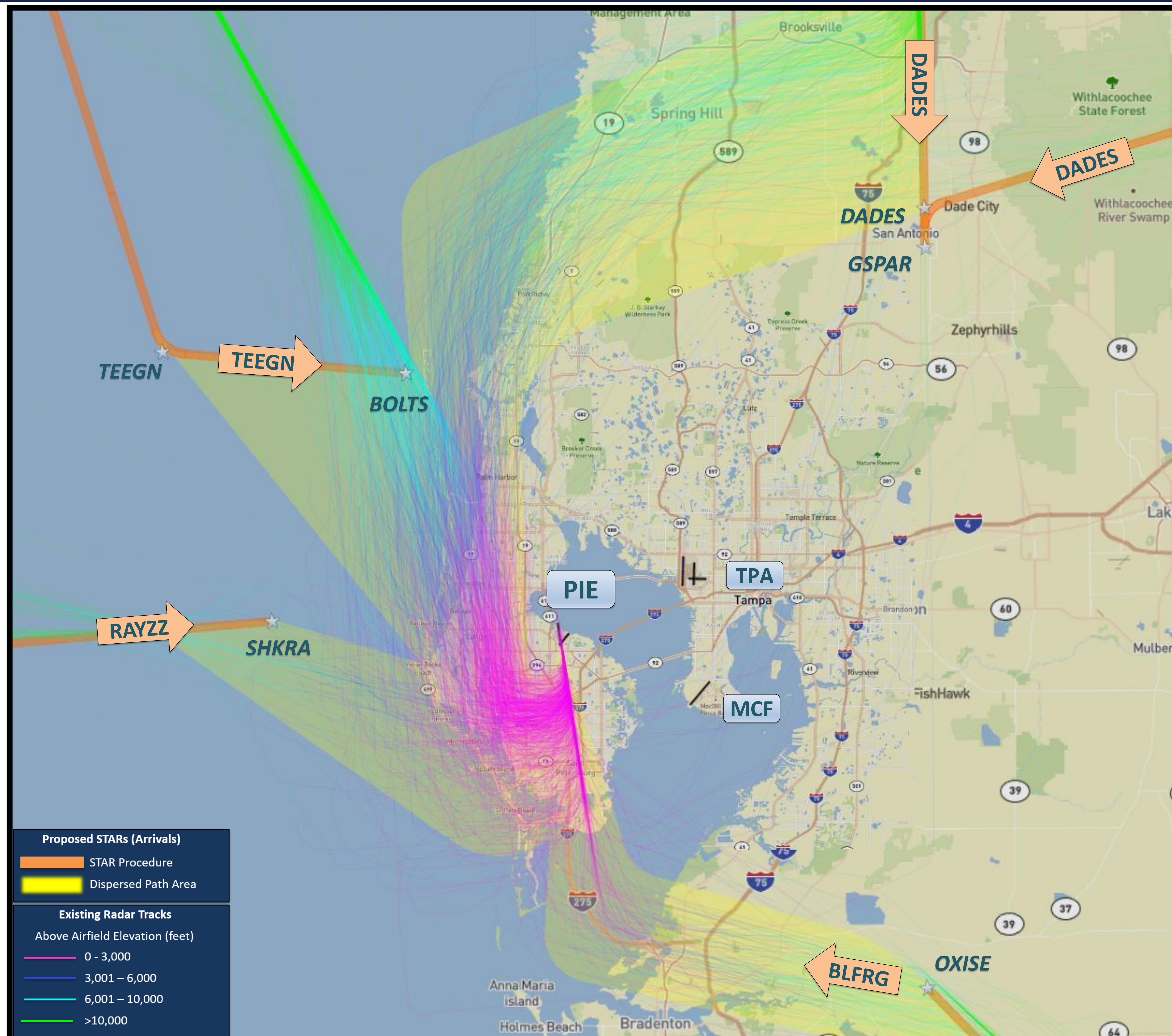
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