FAA NextGen
South-Central Florida Airspace Modernization

Tampa
International Airport

Presented by: FAA

Date: March 2019
Why Modernize?

• An efficient air transportation system is good for everyone
Metroplex Projects

- Benefit passengers by creating more direct routes
- Decrease congestion at airports and in the air, helping to reduce delays
- Offer environmental benefits by reducing fuel burn and carbon emissions
- Modernize air traffic procedures to today’s standards
- Ensure that we keep pace with advances in air traffic and air carrier technology
- Improve safety and efficiency by using the precision of satellite-based navigation
- Reduce complexity and communication for air traffic controllers and pilots
- Deconflict operations between airports
- Increase predictability of flight operations
- Make every effort to keep flights over non-residential areas.
- Overlap current routes to the extent possible
Feedback

• Purpose of these workshops is to collect public feedback and comment about the notional designs
• The FAA will consider all comments received
• Safety will always be our first consideration
FAA Notional Designs for TPA and PIE Airports

- 5 New TPA RNAV SIDs
- 5 New TPA RNAV STARs
- 2 New PIE RNAV SIDs
- 4 New PIE RNAV STARs
TPA
Notional Standard Instrument Departure (SID) Designs
TPA Tampa International Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)

GANDY ONE
BAYPO ONE
KNOST ONE
ENDED ONE

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.
- 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 from January to May 2018.
TPA  Tampa International Airport

Area Navigation (RNAV) Standard Instrument Departures (SIDs)
- GANDY ONE
- BAYPO ONE
- KNOST ONE
- ENDED ONE

North Flow Close View
- 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 from January to May 2018.
TPA
Notional Standard Terminal Arrival (STAR) Designs
TPA Tampa International Airport

Area Navigation (RNAV)
Standard Terminal Arrivals (STARS)

- BLFRG ONE
- DADES ONE
- HNING ONE
- MAATY ONE
- RAYZZ ONE

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.
- Air Traffic Controllers (ATC) would merge the MAATY and RAYZZ STARS into a single stream, and the DADES and HNING STARS into a single stream for landing Runways 01L and 01R.
- The BLFRG STAR is a single stream arrival from the south.
- ATC may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety.
- Radar track data are a sample from January to May 2018.
TPA Tampa International Airport

Area Navigation (RNAV) Standard Terminal Arrivals (STARs)

BLFRG ONE
DADES ONE
HNING ONE
MAATY ONE
RAYZZ ONE

South Flow Full View

- 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.

- Air Traffic Controllers (ATC) would merge the DADES and HNING STARs into a single stream for landing Runways 19R and 19L.

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

- Radar track data are a sample from January to May 2018
PIE
Notional Standard Instrument Departure (SID) Designs
**PIE St. Pete-Clearwater International Airport**

**Area Navigation (RNAV)**

**Standard Instrument Departures (SIDs)**

**BAYPO ONE**

**ENDED ONE**

**South Flow Full View**

- 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 from January to May 2018
PIE
Notional Standard Terminal Arrival (STAR) Designs
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 from January to May 2018
PIE St. Pete-Clearwater International Airport

Area Navigation (RNAV) Standard Terminal Arrivals (STARS)

- BLFRG ONE
- DADES ONE
- TEEGN ONE
- RAYZZ ONE

North Flow Full View

- 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 from January to May 2018.
Thank You