

FL TPA LOC RWY 1R AMDT 4C

11-4-22 PRB RESULTS: Returned Pre-PRB

V2 IS BEING RETURNED PRE-PRB AS FURTHER JUSTIFICATION IS REQUIRED.

Subject: RE: KTPA - TAMPA INTL - FL LOC Rwy 1R 5208F6D3DA2147338570C77CADC195E2 chart 2/23

Good morning, Chris.

Per out TEAMs conversation, the 2,600 ft restriction at ANAZE is needed for separation purposes to deconflict TPA RWY 01R arrivals with MCF traffic in and out of RWY 5/23. TPA arrivals are crossing ANAZE at 2,600, while arrivals and departures out of MCF are at 1,600.

I hope this clears up any issues, and provides the needed answer to those asking the question...if not please feel free to reach back out.

Thanks,

Timothy "Luke" Tiner
Operations Manager
Tampa ATCT/TRACON (TPA)
VOR MON POC - Tampa

2-23-23 Team 3b

FL TPA LOC RWY 1R AMDT 4C

11-1-22 PRB RESULTS: Returned Pre-PRB

V1 IS BEING RETURNED PRE-PRB FOR THE FOLLOWING:

MISSING DOCUMENTATION:

- ENVIRONMENTAL DOCUMENTATION

The CATEX is included in the APWS project and the DATA folder. Per legal council we are no longer to include the environmental data in files that will be uploaded to the gateway.

- FLIGHT CHECK PC

This has been added to the S file

- FLIGHT INSPECTION GRAPHIC

This has been added to the S file

THE REASON FOR THE ABBREVIATED AMENDMENT IS THAT FLIGHT INSPECTION DETERMINED THAT A CROSSING RADIAL HAS FREQUENCY MODULATION/SCALLOPING ISSUES AND SHOULD NO LONGER BE USED FOR AN INTERSECTION. THEY RECOMMENDED MAKING IT A DME FIX. HOWEVER, AJV-A DID NOT INCLUDE THE FLIGHT INSPECTION REPORT SUGGESTING THIS CHANGE. SO WE CAN'T DETERMINE THAT THE DME FIX IS RELIABLE.

The Daily flight log has now been included in the S file.

THE 8260-9, THERE IS A COMMENT THAT THE 3.5 VDA WAS REQUESTED BY MACDILL – I WOULD ASSUME THEY WANT AIRCRAFT TO STAY HIGHER ABOVE THE AFB AIRSPACE, BUT THERE IS NOT A SPECIFIC REASON OTHER THAN REQUESTED BY MACDILL - 3.50 VDA FROM 2600 FAF AT ANAZE DUE TO MACDILL AFB PER FPT CHECKLIST.

IT WOULD BE HELPFUL TO UNDERSTAND THEIR REASONING. IF THIS REQUEST IS FROM THE AFB, SHOULDN'T THE AIRPORT LINED UP THE VGSI WITH THE 3.5 DEGREE ANGLE?

This is an abbreviated amendment to clear the current NOTAM. The reason for the approval letter is because criteria changed since the last time this was amended. The next time this procedure comes up for a full amendment, the exact reasoning for the 3.5 GPA will have to be addressed.

Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: IAP	Estimated Chart Date: 02/23/2023	APWS Task ID: 8FA151CFAA114BE7B41B8BDFEF3D658A	APWS Project ID: 5208F6D3DA2147338570C77CADC195E2
Procedure: LOC RWY 1R AMDT 4C		Enroute: NO	Specialist: Mitchell, Tyler		Agreement Number:
Airport ID: KTPA			Airport City: TAMPA		State: FL
Facility ID: TWJ	Facility Type: LOC	Flight Inspection Remark Type:			
<div>Procedure Comments: PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION</div> <div>Clears NOTAM !FDC 1/5393</div> <div>Approval letter for VGSI non-coincidence.</div> <div>FLIGHT CHECK PILOT KEVIN RIESE, N66, 334-406-2663 REPORTS CROSSING RADIAL 253 IS UNUSEABLE DUE TO FM MODULATION AND SCALLOPING.</div> <div>Contact Casimir Tabaka - 405-954-7931</div> <div><div>02/13/2023: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/12/2022.</div><div>1. PROFILE LINE 4 CHANGED FROM MUWTY INT/I-TWJ 14.33 DME 3000 TO MUWTY INT/I-TWJ 14.33 DME 2600.</div><div>J ZEDER 02/14/2023</div><div><div>QUALITY 25 CHECKED</div><div>QUALITY 33 CHECKED</div><div>QUALITY 16 CHECKED</div></div></div>					

Daily Flight Log

Date	Status	Tail No.	PIC/ASIP	Total FT	Total TIS	Crew Duty On	Crew Duty Off	Cost Code
01/09/2019	SUBMITTED	N66	RIESE, KEVIN J / VN364	4.9	4.5	01/09/2019 12:30	01/09/2019 21:00	1220

Dispatches

DEP	Out	ARR	In	FT	TIS	LND	Links	DEP	Out	ARR	In	FT	TIS	LND	Links
KTPA	13:36	KTPA	15:48	2.2	2.0	1		KTPA	17:24	KFLL	20:06	2.7	2.5	1	

Workload Accomplishment

No.	Ident	Facility/ Proc	Type Check	Special Control No.	Checks Complete	Owner Code	Funding Account	Discrepancies	Flight Hours					FIPC
									Insp	Adj	Hold	Enrt	Total	
1	TWJ	LOC/L	P		PML	F			2.2				2.2	
2	LAL	VTAC/V	V			F		E, S					0.0	
3	PGD	ILS/L	S	A-10-298-18	PMAL	S			0.7			0.8	1.5	
4	PGD	ILS/G	P		PM	S			0.8				0.8	
5	KIMM18.01	PROC/S	P		PA	B			0.1				0.1	
6	KIMM27.01	PROC/S	P		PA	B			0.1				0.1	
7	KIMM09.01	PROC/S	P		PA	B			0.1				0.1	
8	KIMM36.01	PROC/S	P		PA	B			0.1				0.1	

Fuel

Gallons	Location	Gallons	Location	Gallons	Location	Gallons	Location	Gallons	Location
226	KTPA	211	KTPA						

Remarks / Facility Status / Airport Facility Data Changes / Aircraft Status:

1. TWJ LOC/L: During inspection found LAL VTAC radial 253 (FAF ANAZE) OT for FM mods, R/S. NOTAM issued thru FICO for approach and VTAC (see below) !FDC 9/2652 (KTPA A0095/19) TPA IAP TAMPA INTL, Tampa, FL. LOC RWY 1R, AMDT 4... DME REQUIRED EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. 1901091635-1908211635EST.. Special for RF power not completed. Tech ops notified and will attempt on next PM due to weather and traffic (only one runway open)
2. LAL VTAC/V: Found R253 OT for R&S and low FM modulation at FAF ANAZE Intxn during 1-9-19 KTPA 01R TWJ LOC/L "PM" check. OCSC issued FOMS special A-01-040-19. OCSC issued "D" Notam: 01/026: !LAL 01/026 LAL NAV VOR 248-257 UNUSABLE 1901091626-1907092111EST. FDC Desk issued Notam: 9/2652 !FDC 9/2652 TPA IAP TAMPA INTL, Tampa, FL. LOC RWY 1R, AMDT 4... DME REQUIRED EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. 1901091635-1908211635EST Lunch from 1115-1145. Aircraft is up, covered, chalked, pinned at National Jet, KFLL. Thanks to Tampa approach for incredible work due to traffic, weather and one runway open.

Crew Data

Crew Member	RES	POS	Flight Hours							Takeoffs		Landings	
			Time	Pilot	Train	Hood	Weather	Night		Day	Night	Day	Night
RIESE, KEVIN J / VN364	No	PIC	4.9	2.7						1		1	
HESTER, TERRY L / VN423	No	SIC	4.9	2.2			0.7			1		1	



Federal Aviation Administration

Memorandum

Date: 09/19/2022

To: Wade Terrell, Manager, Flight Technologies and Procedures Division THRU:
Wayne Radicke, Manager, Flight Procedures and Airspace Group

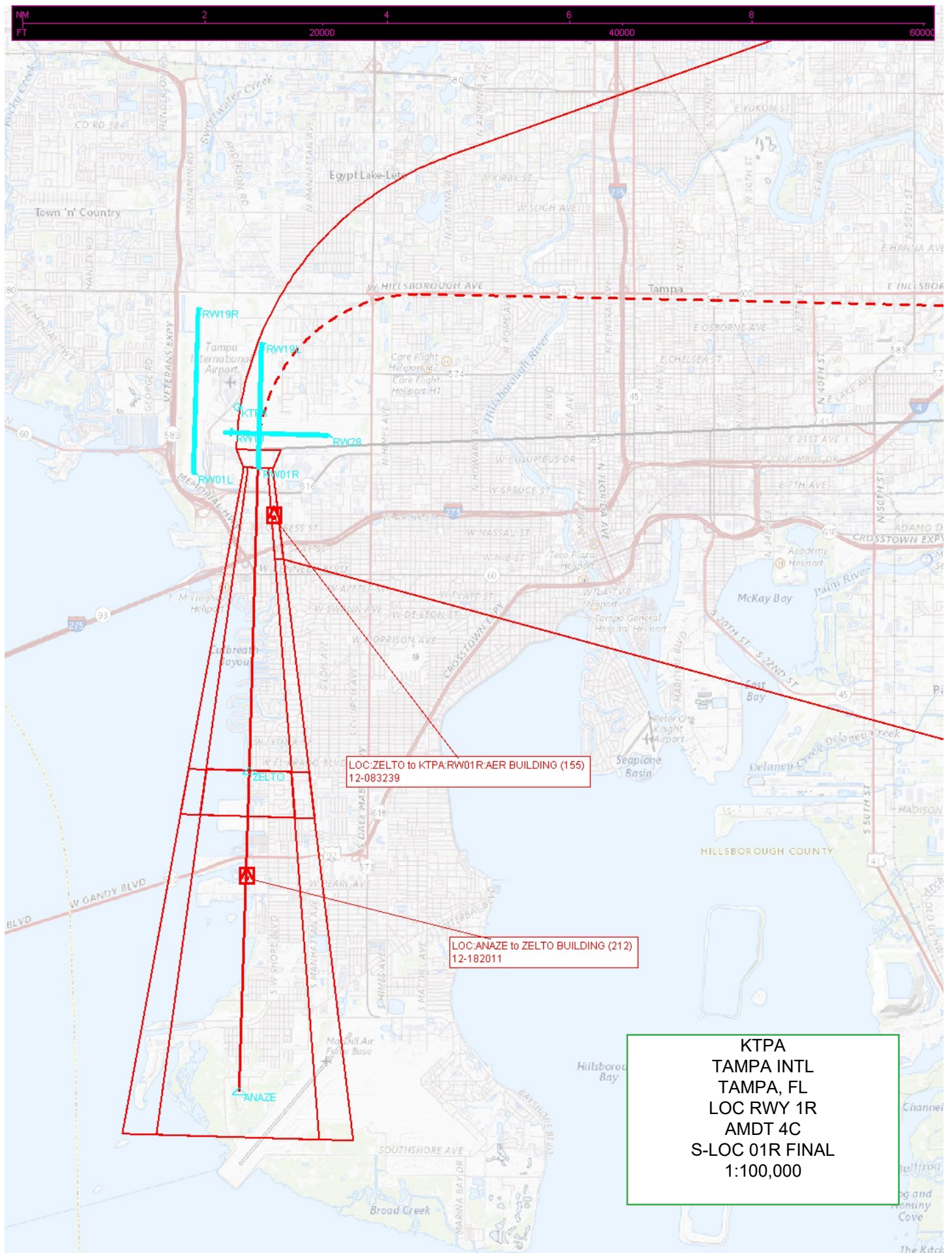
From: Julie Morgan, Manager, Team 1, AJV-A41

Subject: Approval Request: TAMPA INTL (KTPA), LOC RWY 1R

LOC RWY 1R
TAMPA INTL TAMPA FL (KTPA)

Visual Descent Angle (VDA) is greater than 0.20 degrees than the glidepath angle of a Visual Glide Slope Indicator (VGSI) installed to the same runway, FAAO 8260.3E, paragraph 2-6-2a. Request approval for a previously published VDA/TCH of 3.50/55 with an associated VGSI/TCH of 3.00/70.8.

Original criteria under which this procedure was developed in FAAO 8260.3B specified Flight Standards approval was required only if the VDA was less than the angle of a commissioned VGSI installed to the same runway. Procedure previously flight checked 'SAT'.



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION CATEGORICAL EXCLUSION
DECLARATION

Description of Federal Action: The Federal Aviation Administration will implement the following procedure changes to LOC RWY 1R at Tampa International (TPA) Airport, Florida to clear the current Notice to Air Missions (NOTAM).

1. Changed ANAZE from an intersection to a DME FIX – From ANAZE INT/I-TWJ 8.32 Distance Measuring Equipment (DME) to ANAZE/I-TWJ 8.32 DME – Crossing radial 253 is unusable in accordance with (IAW) flight check and cannot be used as an intersection Fix due to frequency modulation and scalloping.
2. Profile Line 4 changed ZELTO INT/I-TWJ 4.83 DME TO ZELTO/I-TWJ 4.83 DME. - DME is now required.
3. Removed additional flight data chart 189 Building 275301N/0823144W. – No longer a 7:1 obstacle.
4. Additional flight data changed from chart VDP at 2.74 DME, distance VDP to THLD 1.21 nautical miles (nm) to chart VDP AT 2.69 DME, distance VDP to THLD 1.16 nm. – Fix error changes from intersection to DME.
5. Alternate minimums changed from CAT A, B 1300-2 CAT C, D 1300-3 to standard - CAT D 1000-3. – Updated to reflect DME required minimums.
6. Removed S-01R and circling minimums that did not require DME. – Procedure now requires DME.
7. ZEL to FIX minimums changed to S-LOC 01R minimums. - DME is now required on the procedure.
8. Added equipment requirement notes - DME required - DME is required to receive the FAF ANAZE.
9. Minimums changed CAT A & B VIS from 1 SM TO RVR 5500 and CAT C & D VIS from 1 3/8 SM to 1 1/4 SM. – Runway has RVR sensors and updated VIS IAW 8260.3E.

Procedure Benefit: Increases accuracy of aeronautical information sources.

Procedure Need: To clear the current NOTAM for LOC RWY 1R at TPA.

Basis for this Determination: An environmental review was conducted to ensure that the Federal Action is in compliance with the National Environmental Policy Act (NEPA) and its implementing regulations (see figure attached). This review was conducted in accordance with

policies and procedures in Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F.

Declaration of Exclusion: The FAA has reviewed the above referenced Federal action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures" dated July 16, 2015. The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F, Paragraph 5-2.

The applicable categorical exclusion is: FAA Order 1050.1F, Paragraph 5-6.5 k.: "Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks."

Concurrence by:

Veronda P Johnson Digitally signed by Veronda P Johnson
Date: 2022.10.25 10:40:39 -04'00'

Date: October 25, 2022

Veronda Johnson
Environmental Protection Specialist
Eastern Service Center, Operations Support Group (AJV-E250)
Environmental, CI & NAS Analytics

Approved by:

MATTHEW N Digitally signed by
MATTHEW N
CATHCART
Date: 2022.10.25
13:46:40 -04'00'
CATHCART

Date: _____

Matthew N. Cathcart
Manager, Operations Support Group
Eastern Service Center

Selected NOTAMs

The following NOTAM list was selected by the user from a previous request. This list may not reflect all active NOTAMs for any of the below locations.

Data Current as of: Sat, 19 Mar 2022 16:37:00 UTC

KTPA TAMPA INTL

!FDC 1/5393 (KTPA A2602/21) TPA IAP TAMPA INTL, TAMPA, FL. LOC RWY 1R, AMDT 4B ... DME REQUIRED
EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. 2106171201-2306181201EST

Number of NOTAMs selected: 1 End of Report