

COPY 13

FAA WJH Technical Center
00090584

**TERMINAL FACILITY CONFIGURATION
AND DATA SURVEY**

**TAMPA INTERNATIONAL AIRPORT
(TOWER/TRACON)**



JUNE 1975

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PREFACE

This document is published by the National Aviation Facilities Experimental Center, Atlantic City, New Jersey, in response to a requirement from Systems Research and Development Service to provide basic data to the sustaining engineering program. It is intended only as a reference source, containing operational information, equipment content, layout, and physical design characteristics of major terminal facilities. It will be published as a series of facility supplements which will be updated as required during March of each year as long as the information is required for system planners. Changes to the reported conditions, of a nature believed to warrant an errata page, are to be forwarded to NAFEC, attention ANA-210, annually during the month of January. Suggestions on content, involving modification, revisions and/or additions, are also encouraged at that time.

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TAMPA TOWER/TRACCON

NA 75-164

1. NAME OF FACILITY: TAMPA TOWER
TAMPA INTERNATIONAL AIRPORT
2. TYPE FACILITY:
TOWER/TRACON
3. GEOGRAPHIC LOCATION:
HILLSBOURGH COUNTY
4. MAILING ADDRESS/FACILITY OFFICERS:
FAA AIRPORT TRAFFIC CONTROL TOWER
TAMPA INTERNATIONAL AIRPORT
TAMPA, FLA. 33607
PHONE: FTS 813-228-2299

JAMES D. SEALE, FACILITY CHIEF
WILLIAM H. LUPOLE, DEPUTY CHIEF
DAVID E. VERGASON, OPERATIONS OFFICER
5. TYPE OF TOWER CAB:
COMBINATION PEI C-1 AND C-2 (SPECIAL CONSTRUCTION,
ONE OF A KIND)
6. DISTANCE BETWEEN TRACON AND PRIMARY TOWER CAB:
APPROXIMATELY 210'
7.
 - a. TYPE OF RADAR(S): ASR-5
 - b. ANTENNA LOCATION(S): ON AIRPORT, APPROXIMATELY
7,500 FEET FROM TRACON
BUILDING
 - c. TYPE OF RADAR BEACON INTERROGATOR: ATCBI-3
8. NUMBER OF DISPLAYS:
 - a. TRACON/RAPCON: SEVEN VERTICAL DISPLAYS (NOMENCLA-
TURE OF DISPLAYS 8320)
 - b. MAINTENANCE ROOM: ONE VERTICAL
9. NUMBER AND TYPE OF BRITE SYSTEM(S): ONE BRITE I
NUMBER AND TYPE OF DISPLAY(S): TWO BRITE I, ONE INSTRU-
MENT IN TOWER CAB, ONE
SPARE IN MAINTENANCE
ROOM

- 10. ALPHA/NUMERIC CAPABILITY ON BRITE DISPLAY(S): YES
- 11. TYPE OF RADAR SERVICE PROVIDED: STAGE III
- 12. LIST OF AUTHORIZED POSITIONS OF OPERATION:

TOWER CAB: LOCAL CONTROL (LC)
GROUND CONTROL (GC)
FLIGHT DATA/CLEARANCE DELIVERY (FD/CD)
CAB COORDINATOR/TEAM SUPERVISOR (CC)
(GENERALLY, A TEAM SUPERVISOR)

IN THE ABSENCE OF THE TEAM SUPERVISOR OR CAB COORDINATOR. THE RESPONSIBILITY OF CAB COORDINATOR (CC) IS A SUPPLEMENTAL (DELEGATED) POSITION.

TRACON: DEPARTURE DATA-1 (DD-1)
SARASOTA RADAR (DR-1)
MACDILL COORDINATOR (DD-2)
MAC DILL RADAR (DR-2)
ARRIVAL DATA - WEST- LOW (AD-5)
ARRIVAL RADAR - WEST - LOW (AR-5)
ARRIVAL DATA (AD-1)
TAMPA FINAL (AR-1)
ARRIVAL RADAR - EAST - HIGH (AR-2)
COORDINATOR - HIGH (AD-2)
ARRIVAL RADAR - WEST - HIGH (AR-3)
ARRIVAL DATA - EAST - LOW (AD-3)
ARRIVAL RADAR - EAST - LOW (AR-4)
FLIGHT DATA (AD-4)
RADAR HANDOFF (RH/CI-2)
COORDINATOR 1 (CI-1)
COORDINATOR 3 (CI-3)
COORDINATOR 4 (CI-4)
ASSISTANT CHIEF (AC)
TEAM SUPERVISOR (TS)

- 13. NORMAL STAFFING BY SHIFTS:

| | | |
|-------------|---|---|
| 0800 - 1600 | 16 CONTROLLERS 1 DATA SYSTEM SPECIALIST | 2 TEAM SUPERVISORS 1 ASSISTANT CHIEF |
|-------------|---|---|

BARTOW - 46 nmi E - CIVIL TOWER - COMMUNICATIONS VIA
TELEPHONE/FSS
MC DILL AFB - nmi S - AF TOWER - COMMUNICATIONS VIA
INTERPHONE
SARASOTA - 36 nmi S - FAA TOWER - COMMUNICATIONS VIA
FDEP AND INTERPHONE
ST. PETERSBURG - CLEARWATER - 9 nmi SW - FAA TOWER -
COMMUNICATIONS VIA INTERPHONE
BRANDON - 14 nmi E - NO TOWER - COMMUNICATIONS VIA
TELEPHONE
CIRCLE X - 30 nmi E - NO TOWER - COMMUNICATIONS VIA
TELEPHONE
CLEARWATER (CLW) - 13 nmi W - NO TOWER - COMMUNICA-
TIONS VIA TELEPHONE
COUNTRY PILOT ESTATES - 21 nmi N - NO TOWER - COMMUNI-
CATIONS VIA TELEPHONE
HERNANDO COUNTY (BROOKSVILLE) - 30 nmi N - NO TOWER -
COMMUNICATIONS VIA TELEPHONE
HIDDEN LAKE - 20 nmi N - NO TOWER - COMMUNICATIONS
VIA TELEPHONE
HIDDEN RIVER - 43 nmi S - NO TOWER - COMMUNICATIONS
VIA TELEPHONE
HILLSBORO - 17 nmi E - NO TOWER - COMMUNICATIONS VIA
TELEPHONE
LAKELAND - 31 nmi E - NO TOWER - COMMUNICATIONS VIA
TELEPHONE
LAKE WALES - 55 nmi E - NO TOWER - COMMUNICATIONS VIA
TELEPHONE
PETER O. KNIGHT - 6 nmi SE - NO TOWER - COMMUNICATIONS
VIA TELEPHONE
PLANT CITY - 23 nmi E - NO TOWER - COMMUNICATIONS VIA
TELEPHONE
SUN CITY - 19 nmi SE - NO TOWER - COMMUNICATIONS VIA
TELEPHONE
TAMPA DOWNS - 17 nmi NE - NO TOWER - COMMUNICATIONS
VIA TELEPHONE
VANDENBERG - 11 nmi E - NO TOWER - COMMUNICATIONS VIA
TELEPHONE
VENICE - 55 nmi S - NO TOWER - COMMUNICATIONS VIA
TELEPHONE

WAUCHULA - 53 nmi SE - NO TOWER - COMMUNICATIONS
 VIA TELEPHONE
 WEST PASCO - 14 nmi NW - NO TOWER - COMMUNICATIONS VIA
 TELEPHONE
 WINTER HAVEN (GIF) - 47 nmi E - NO TOWER - COMMUNICATIONS
 VIA TELEPHONE
 ZEPHYRHILLS - 28 nmi NE - NO TOWER - COMMUNICATIONS
 VIA TELEPHONE

16. NUMBER OF ARTS KEYPACKS (LOCATIONS):

- a. TOWER: ONE - CC
- b. TRACON/RAPCON: 13 - DD-1, DR-1, DD-2, DR-2, AD-5,
 AD-1, AR-1, AD-2, AR-3, AD-3,
 AD-4
- c. MAINTENANCE: THREE

17. AIR/GROUND FREQUENCIES BY POSITION (MHz):

| | |
|------|--|
| DR-1 | 119.65, 363.8, 123.95, 354.0, 324.5, 339.1, 125.3, 243.0 |
| DR-2 | 134.1, 354.0, 318.1, 339.1, 324.5, 359.3, 119.65, 243.0 |
| AR-5 | 125.3, 319.8, 123.95, 120.9, 239.3, 120.25, 121.5, 243.0 |
| AR-4 | 119.9, 290.3, 120.65, 125.3, 119.65, 118.15, 121.5, 243.0 |
| AR-3 | 118.8, 269.1, 125.3, 319.8, 119.65, 354.0, 120.9, 243.0 |
| AR-2 | 126.0, 279.6, 119.9, 120.65, 118.5, 324.5, 119.65, 243.0 |
| AR-1 | 118.5, 119.9, 290.3, 120.9, 120.65, 125.3, 121.5, 243.0 |
| GC-1 | 121.7, 119.5, 239.3, 119.05, 120.9, 121.6, 121.5, 243.0 |

LC-1 119.5, 121.7, 239.3, 119.05, 121.6, 363.8, 121.5,
243.0

GC-2 121.6, 119.05, 239.3, 119.5, 120.9, 121.7, 121.5,
243.0

FD/CD 120.9, 119.5, 239.3, 121.6, 121.7, 134.1, 121.5,
243.0

18. FLIGHT DATA HANDLING ACTIVITY PECULIAR TO THE FACILITY:

- a. CC POSITION IN THE TOWER CAB USES THE BRITE-I DISPLAY FOR A PREVIEW AREA FOR THE ARTS KEYBOARD.
- b. AD-4 HANDLES CLEARANCE DELIVERY FOR SATELLITE AIRPORTS.
- c. THE FD AND CD POSITIONS IN THE TOWER ARE COMBINED.
- d. TWO STRIP DELIVERY TUBES ARE USED BETWEEN THE TOWER AND TRACON.

19. TRAFFIC COUNT FOR A REPRESENTATIVE BUSY DAY:

INSTRUMENT OPERATIONS COUNT

| AC | <u>Primary Airport</u> | | | | TOT. | <u>Secondary Airport</u> | | | | TOT | <u>Overflights</u> | | | | TOT |
|-----|------------------------|----|----|--|------|--------------------------|----|-----|-----|-----|--------------------|----|----|----|-----|
| | AT | GA | MI | | | AC | AT | GA | MI | | AC | AT | GA | MI | |
| 322 | 51 | 58 | 1 | | 432 | 56 | 9 | 165 | 163 | 393 | | | 9 | 2 | 11 |

Grand Total

1282

STAGE III OPERATIONS

| AC | <u>Primary Airport</u> | | | | TOT | AC | <u>Overflights</u> | | | TOT | <u>Total Stage III</u> | Instrument Oper. Plus Stage III | <u>Grand Total</u> |
|----|------------------------|-----|----|--|-----|----|--------------------|-----|----|-----|------------------------|---------------------------------|--------------------|
| | AT | GA | MI | | | | AT | GA | MI | | | | |
| | 35 | 212 | | | 247 | | 1 | 196 | 2 | 199 | 446 | | 1728 |

A SAMPLE OF A PEAK HOURLY OPERATIONS COUNT FOR TAMPA AS TAKEN FROM THE FACILITY LOG FOR MARCH 10, 1975, INDICATES THAT A TOTAL OF 58 OPERATIONS, AT TAMPA, OCCURRED DURING THE PERIOD BETWEEN 2100 - 2200 THAT DAY.

ADDITIONAL INFORMATION OBTAINED FROM THE FACILITY INDICATES THAT IN GENERAL, THE TOTAL OPERATIONS FOR THE TRACON FACILITY USUALLY IS SPLIT EVENLY BETWEEN THE TAMPA AIRPORT AND SATELLITE FACILITIES. LOGS INDICATE ON APRIL 10, 1975, THERE WERE 406 INSTRUMENT OPERATIONS AT THE TAMPA AIRPORT AND 407 INSTRUMENT OPERATIONS FOR THE SATELLITE AIRPORTS AND 14 OVER-FLIGHTS.

20. FUTURE PLANNING:

THERE IS AN R&D EFFORT PLANNED FOR TAMPA IN THE NEAR FUTURE TO EXPAND AND REMOTE THE ARTS III. THE OBJECTIVE FOR THE TAMPA ARTS III EXPANSION AND REMOTING IS "FIELD DEMONSTRATION" OF:

- a. DIGITAL REMOTING OF ARTS III TRACK DATA TO NONRADAR TOWERS.
- b. ENHANCEMENT FEATURES.
- c. RADAR/BEACON DIGITIZING AND REMOTING USING ARTS III COMPONENTS.

PLANS CALL FOR AN ASR-8 RADAR TO BE INSTALLED NEAR THE PRESENT ASR-5 ANTENNA SITE. ARTS III ENHANCEMENT PACKAGE 1 WILL BE INSTALLED AND THE ARTS III UMBRELLA. THE PRESENT ASR-5 IS PLANNED FOR RELOCATION TO SARASOTA. DIGITIZED RADAR FROM TAMPA WILL BE REMOTED TO MAC DILL, ALBERT WHITTED, AND ST. PETERSBURG-CLEARWATER AIRPORTS INTO TWO 16-INCH VERTICAL DIGITAL DISPLAYS EACH. UPON COMPLETION OF THE ASR-5 RELOCATION AT SARASOTA, THE SARASOTA RADAR WILL BE REMOTED TO TAMPA INTO ONE EXISTING AND ONE NEW DISPLAY. THIS WILL BE REMOTED BACK TO SARASOTA VIA TV LINK INCLUDING ALPHANUMERICS. FEATURES OF THE EXPANSION AND REMOTING EFFORT ARE:

TAMPA

- (1) RADAR/BEACON TRACKING
- (2) MULTI-PROCESSING
- (3) DIGITAL REMOTING TO NONRADAR TOWERS

- (4) DUAL RADAR/BEACON OPERATION WITH SARASOTA SENSOR
- (5) TWO FULL DIGITAL DISPLAYS

MAC DILL, ALBERT WHITTED, ST. PETERSBURG-CLEARWATER, AND SARASOTA TOWERS

- (1) DIGITAL DISPLAY OF RADAR AND BEACON DATA FROM TAMPA ARTS III
- (2) FULL DATA ENTRY CAPABILITY
- (3) DIGITAL MAP

21. FDEP EQUIPMENT: THIS FACILITY UTILIZES THREE FDEP PRINTERS AND TWO FDEP KEYBOARDS FOR ITS OPERATION.

TOWER CAB: ONE PRINTER AND ONE KEYBOARD USED FOR TAMPA DEPARTURES.

TRACON: TWO PRINTERS AND ONE KEYBOARD - ONE ONE PRINTER FOR ALL SRQ AND MCF ARRIVALS AND ALL DEPARTURES EXCEPT TPA. THE SECOND PRINTER IS FOR ALL ARRIVALS, EXCEPT SRQ AND MCF, AND ALL OVERFLIGHTS.

SARASOTA (SRQ) IS EQUIPPED WITH FD AND COMMUNICATES FLIGHT DATA WITH TAMPA VIA THE FDEP EQUIPMENT.

22. TOWER EN ROUTE AGREEMENTS:
ORLANDO APPROACH CONTROL

23. ASSOCIATED FSS(S):
ST. PETERSBURGH FSS - ST. PETERSBURGH - CLEARWATER AIRPORT

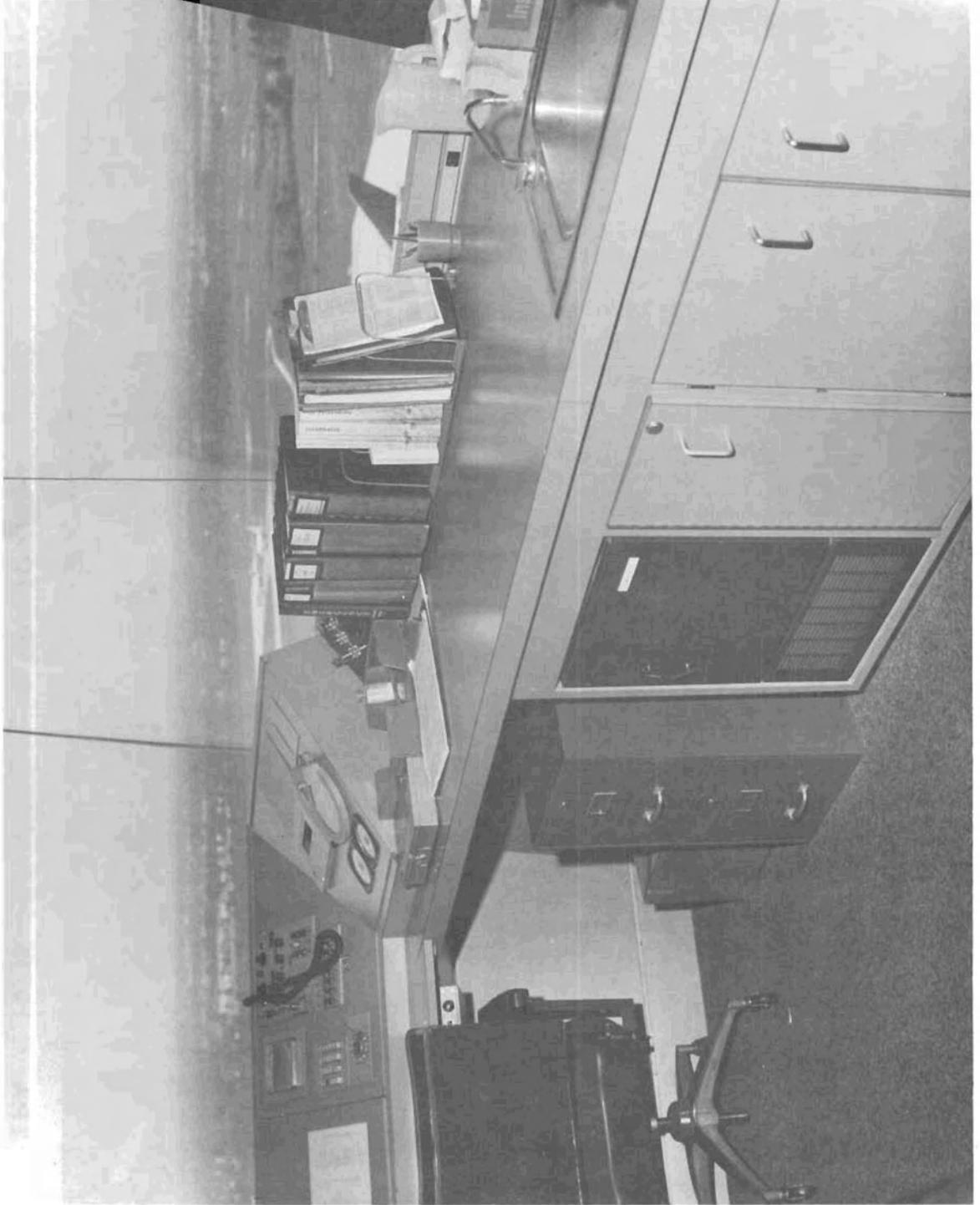
24. RADAR DATA PROCESSING WITH ADJACENT FACILITY(S):
AUTOMATIC HANDOFFS BETWEEN TAMPA AND THE ARTCC ARE NOT CONDUCTED AT THIS TIME.

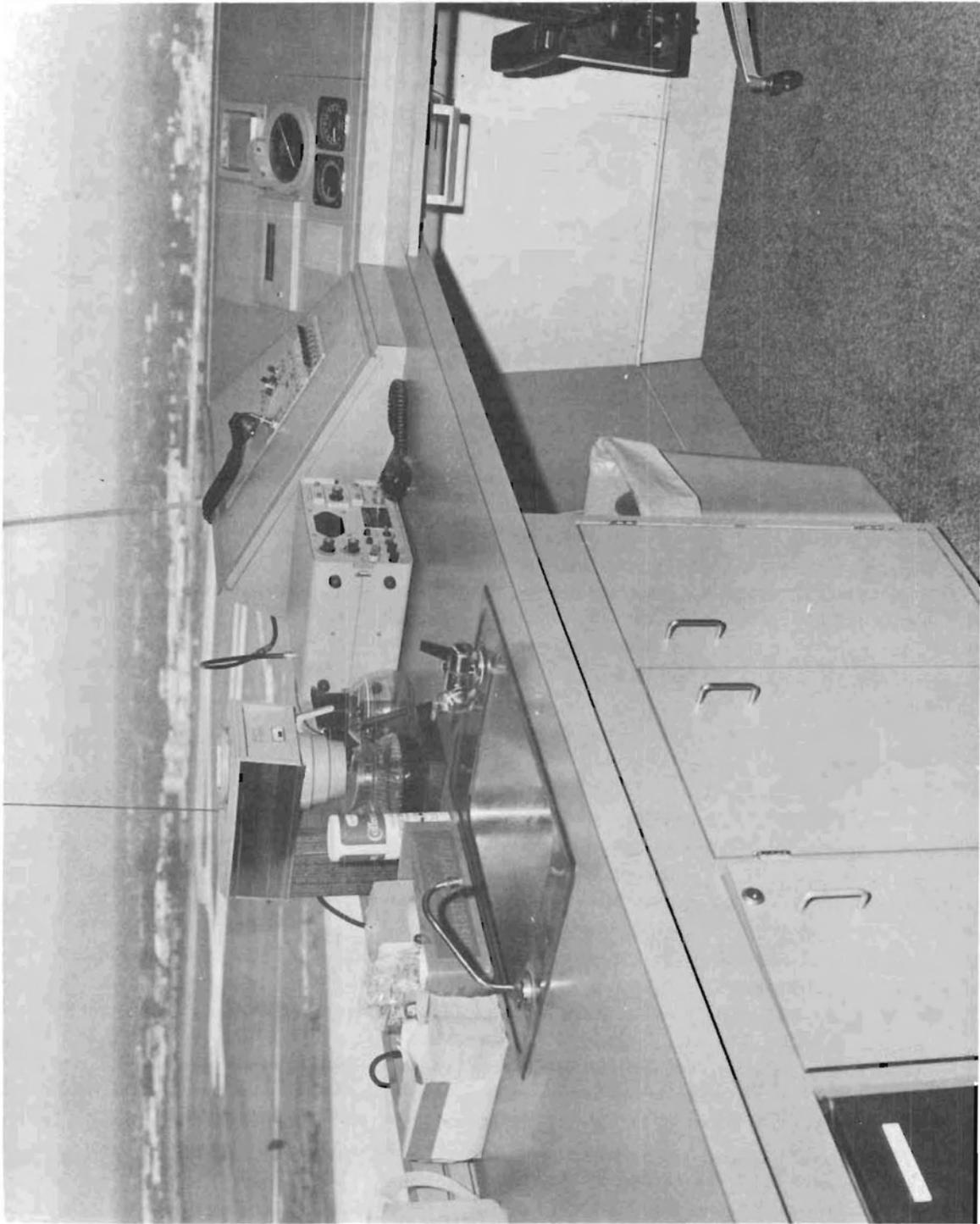
25. WEATHER DATA POSTED WITHIN FACILITY (SOURCE AND HOW RECEIVED):

TAMPA - NATIONAL WEATHER SERVICE, TAMPA -
ELECTROWRITER

MAC DILL - MAC DILL WEATHER BUREAU (A. F.) -
TELAUTOGRAPH
ST. PETERSBURG - NATIONAL WEATHER SERVICE,
TAMPA - ELECTROWRITER
SARASOTA - NATIONAL WEATHER SERVICE, TAMPA -
ELECTROWRITER

26. RVR'S (RVV'S): NO RVV'S.
RVR FOR RUNWAY 18L AND 36L AT TAMPA.
TOWER - TWO INSTRUMENTS, ONE FOR 18L AND ONE FOR 36L.
TRACON - TWO INSTRUMENTS, EACH DISPLAYS 18 L AND 36L.
27. ASDE AND TYPE OF DISPLAY:
THE FACILITY DOES NOT HAVE ASDE.
28. ARTS III COMPUTER:
a. CAPACITY (NO. OF K): 32K
b. NO. OF INPUT/OUTPUT CHANNELS: TEN INPUT AND 10
OUTPUT CHANNELS,
PRESENTLY ONLY
NINE ARE IN USE.
c. IS THIS FACILITY AN ASSEMBLY SITE: NO
29. ACCESS TO CAB FOR MOVEMENT OF EQUIPMENT:
THROUGH THE STAIRWELL



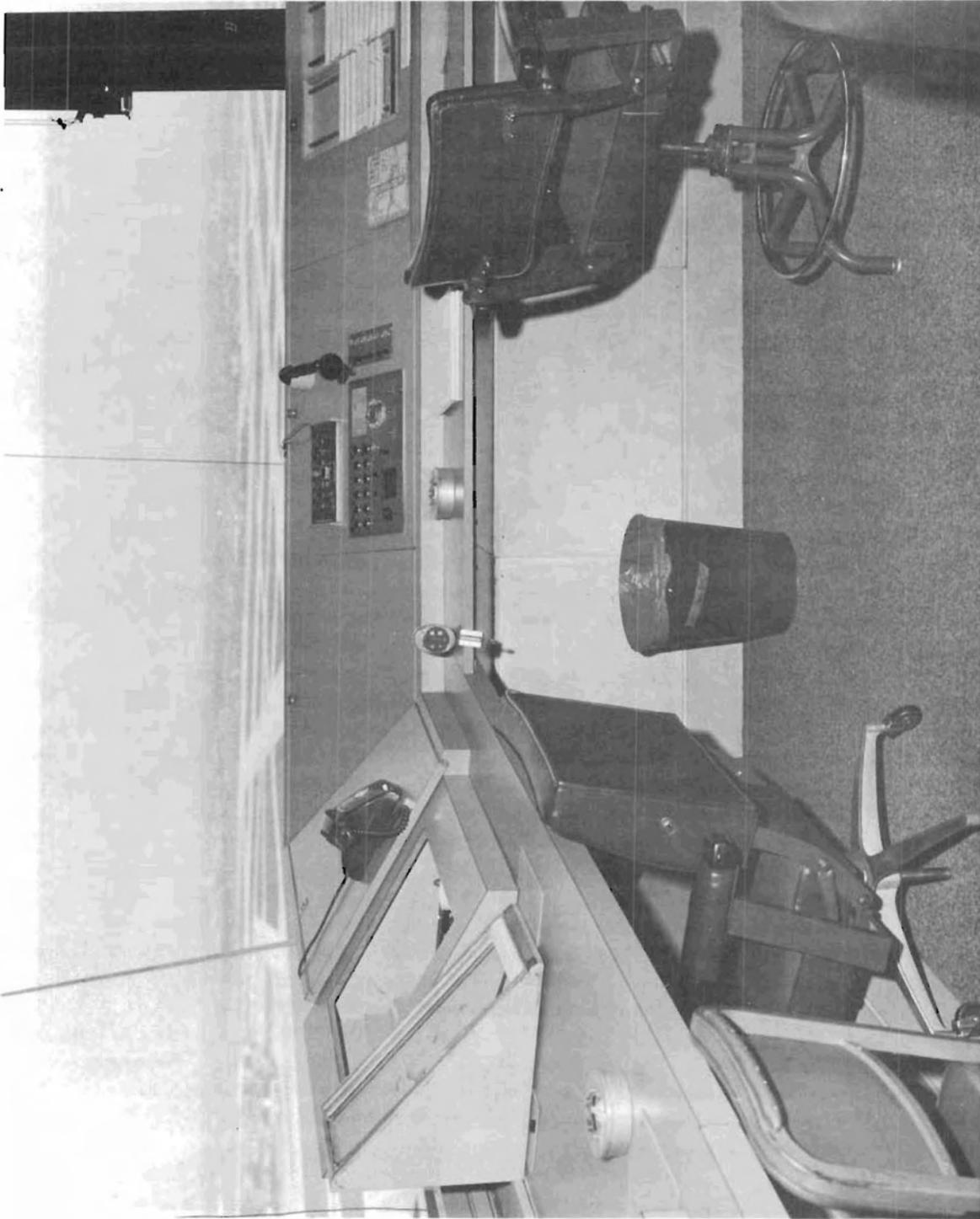


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TPA TOWER-2





TPA TOWER-4

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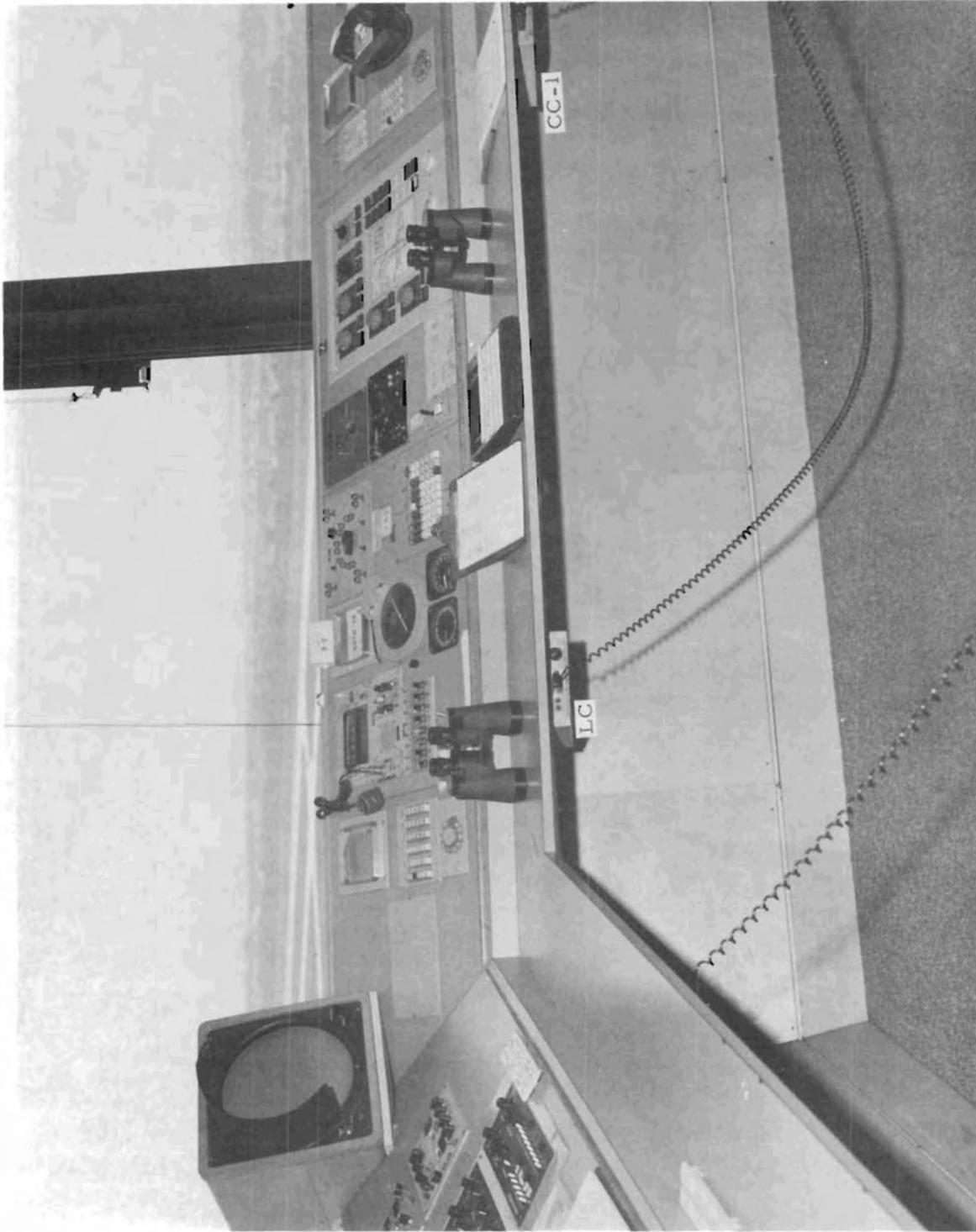


TPA TOWER-5

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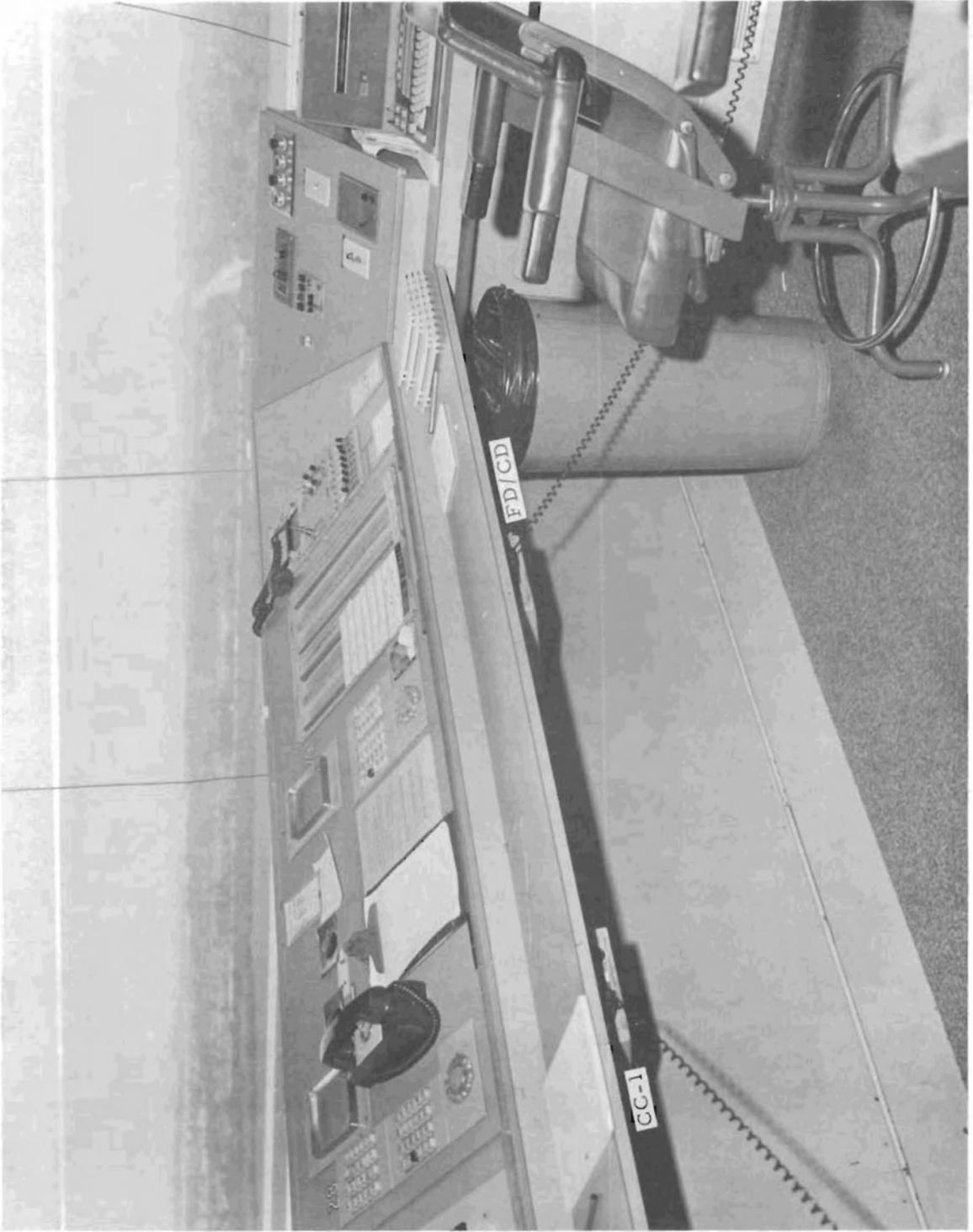
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TPA TOWER-6



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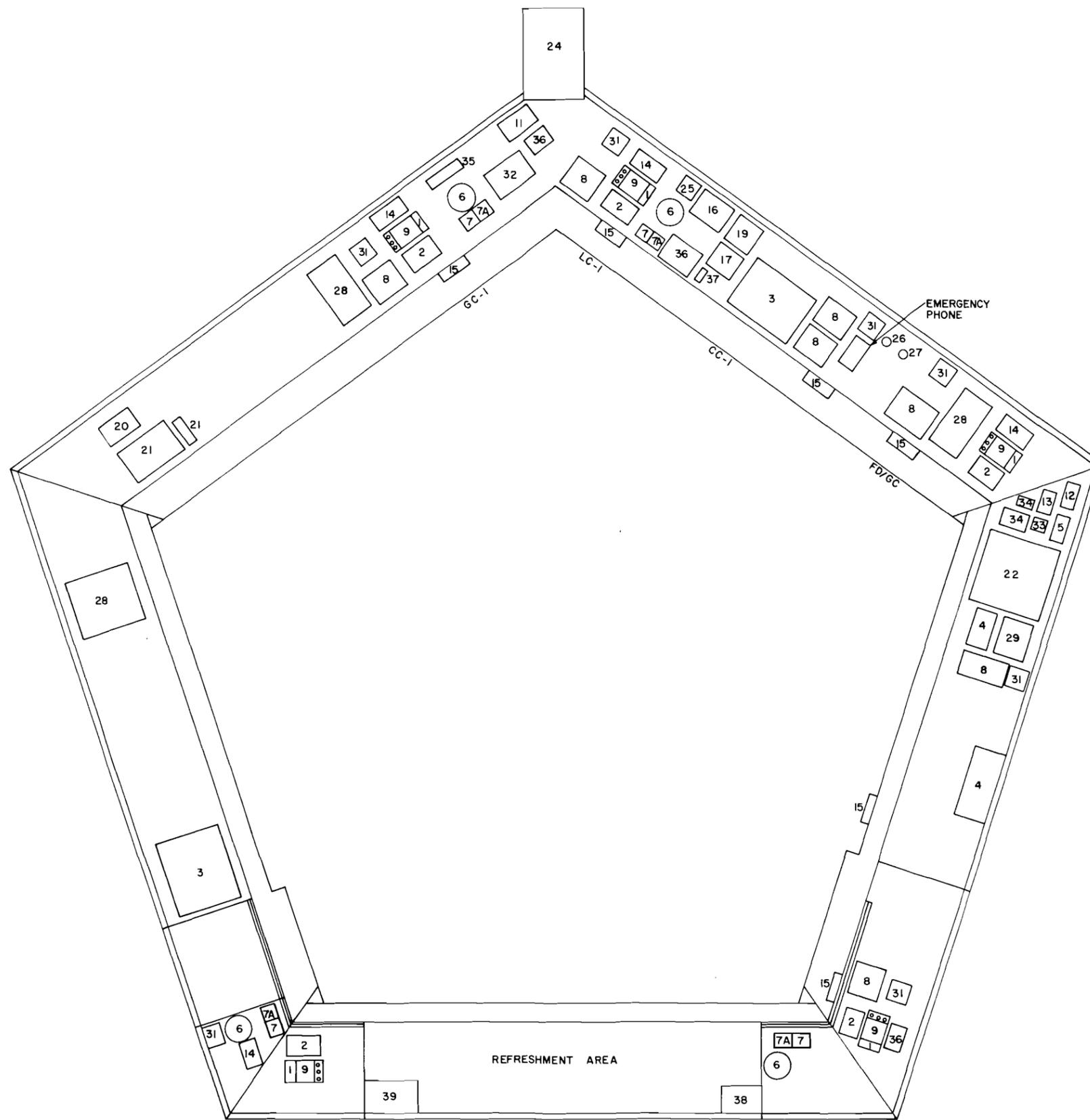
TPA TOWER-7



FD/CD

TPA TOWER-8

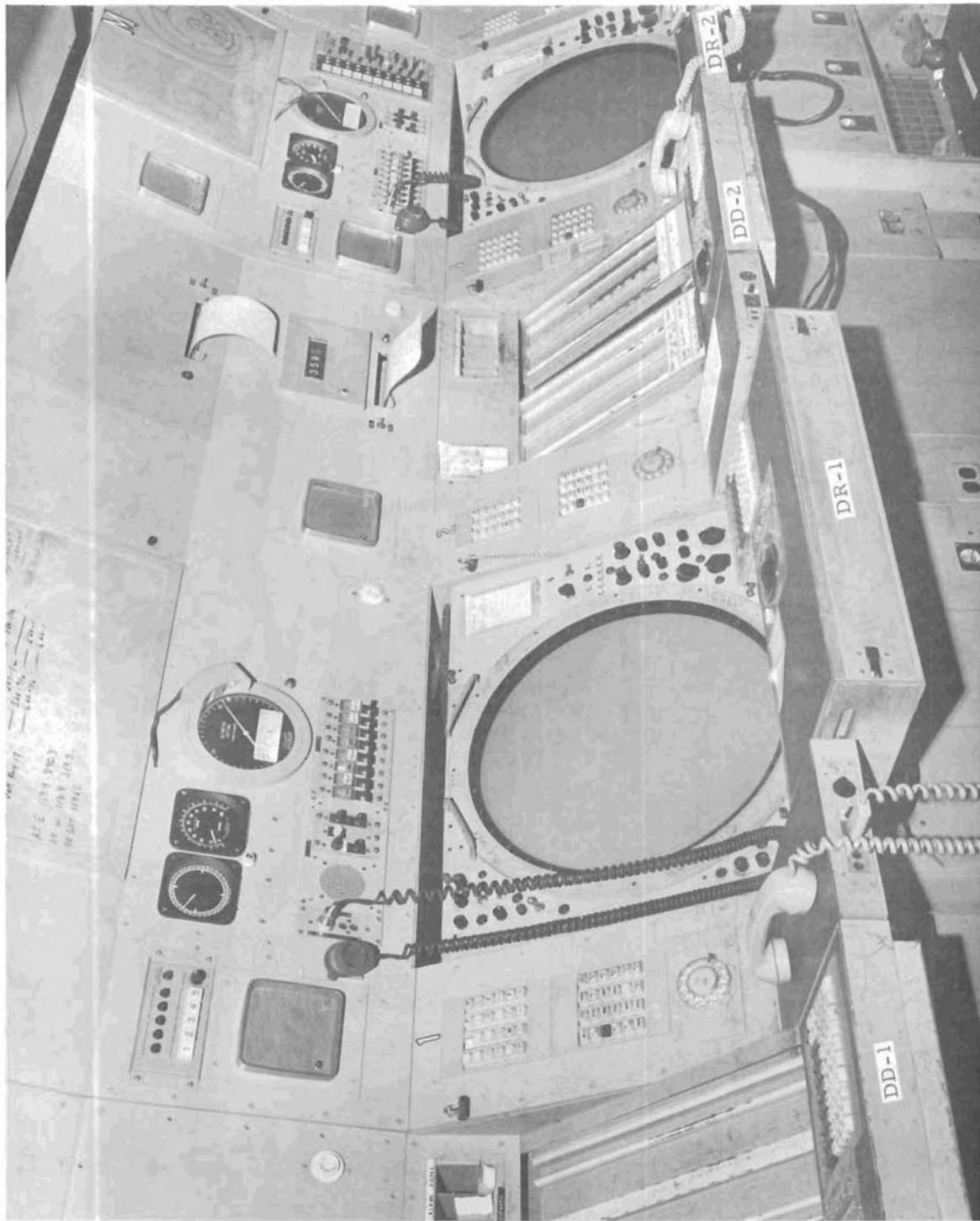
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1. AUDIO UNIT - SOLID STATE
2. SELECTOR PANEL - SOLID STATE
3. FIELD LIGHTING PANEL
4. TELEPHONE
5. EXHAUST FAN CONTROL
6. ALTIMETER
7. WIND DIRECTION
- 7A. WIND SPEED
8. 301A KEYBOX
9. FAA RADIO SPEAKER
- 10.
11. RVR PANEL 18L
12. VOT MONITOR
13. ATIS
14. CLOCK
15. TELCO JACK ASSEMBLY-ALL UNDER CONSOLE
16. ALS PANEL 36L + SFL APPROACH LIGHT BRIGHTNESS SELECTOR SWITCH
17. ALS PANEL 18L
- 18.
19. SFL PANEL 18L
20. ILS MONITOR PANEL 36L
21. ILS MONITOR PANEL 18L
22. FDEP PRINTER/KEYBOARD
- 23.
24. ASR/BRITE I SUSPENDED FROM CEILING
25. TELCO HOT LINE SPEAKER
26. TUBE TAP MCF DR
27. TUBE SATELLITE DR
28. STRIP BAY
29. ELECTROWRITER - TPA WEATHER
- 30.
31. TELCO SPEAKER
32. CONTROL PANEL FOR BRITE -I
33. BASE LIGHT SWITCH
34. SECURITY DOOR CONTROL
35. 5 CHANNEL VIDEO MAP SELECTOR
36. ARTS KEYPACK
37. SLEW CONTROL FOR ARTS
38. WINDOW WASHER CONTROL
39. VHF TRANSCEIVER

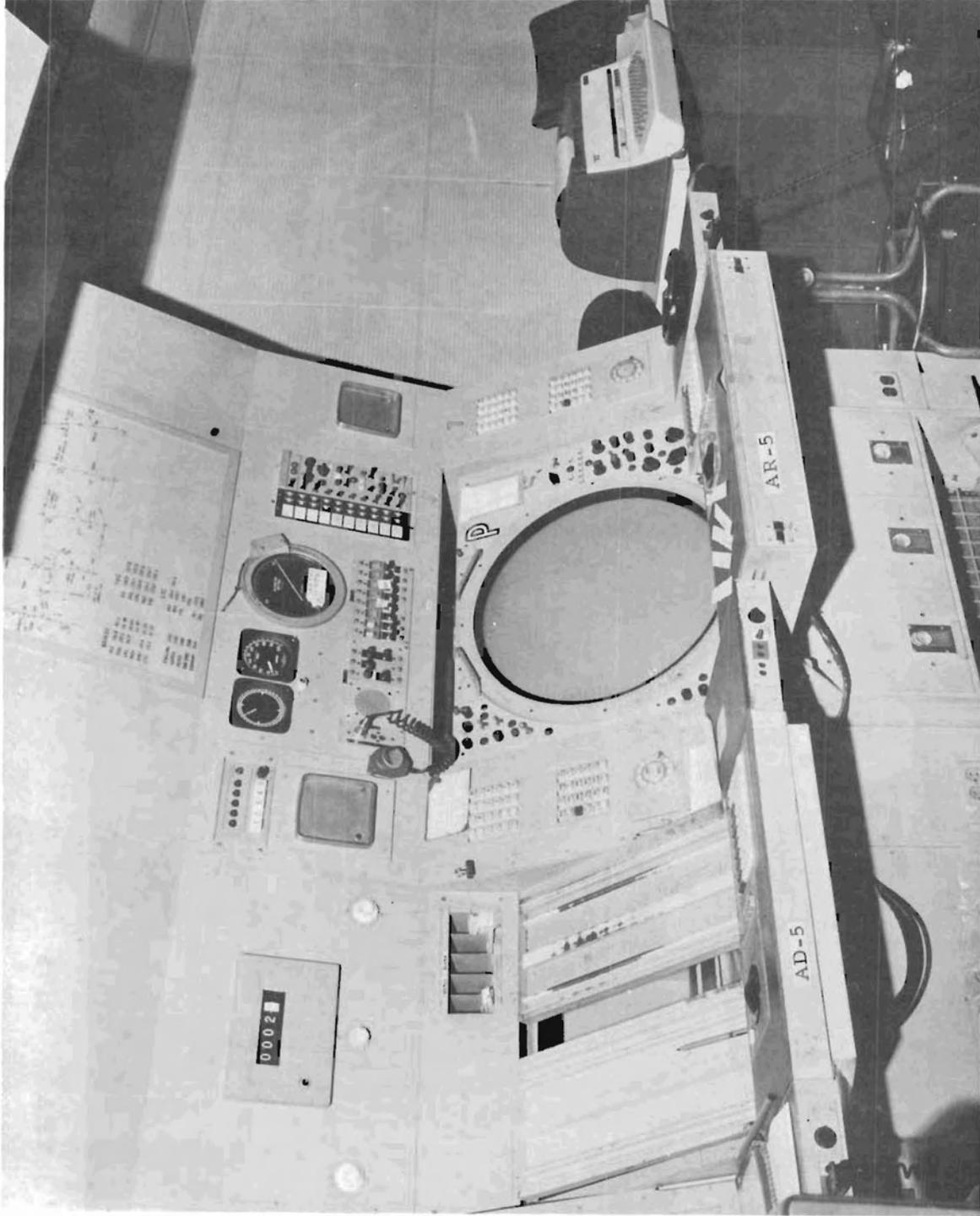
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TPA TOWER-9



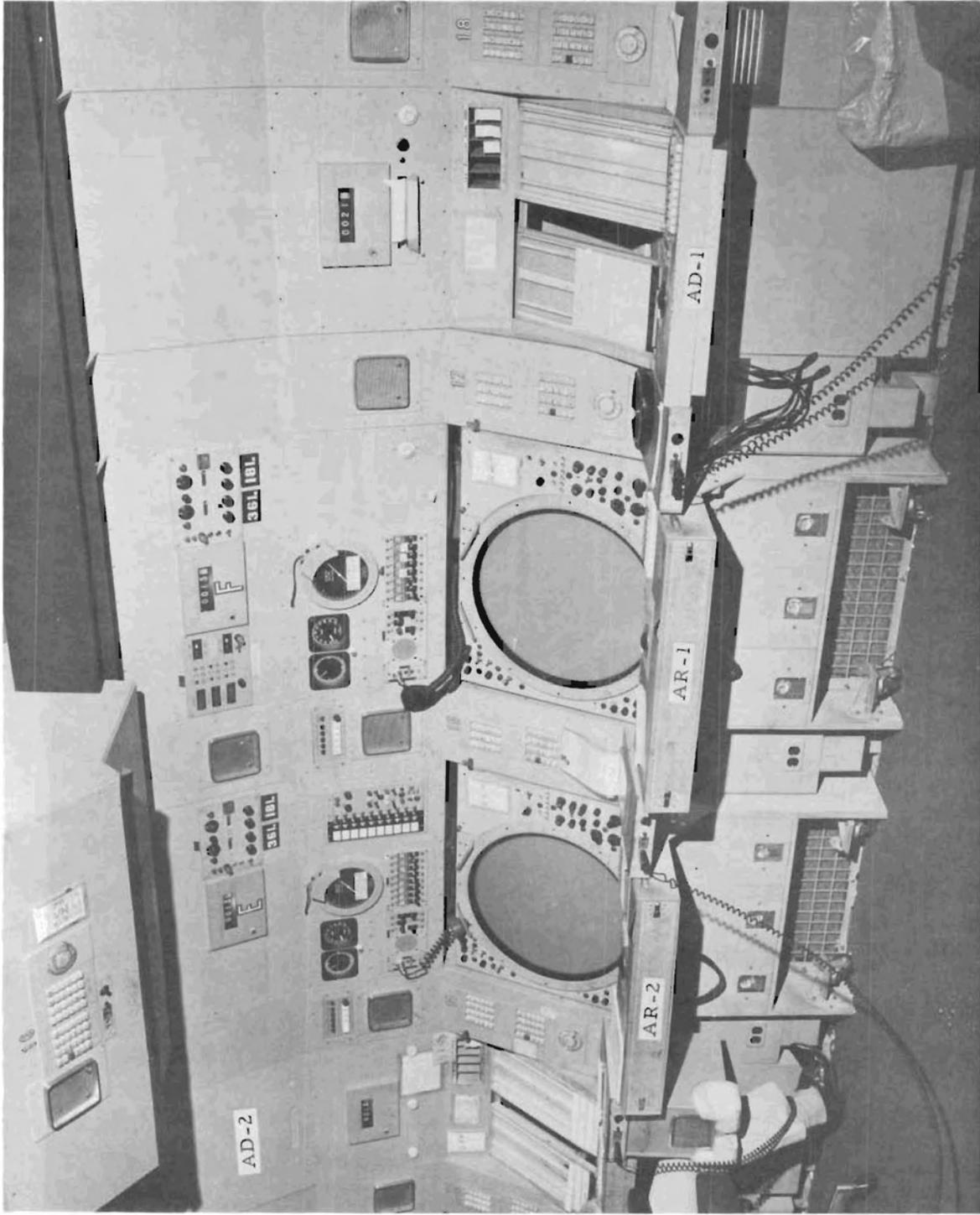
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TPA TRACON-1



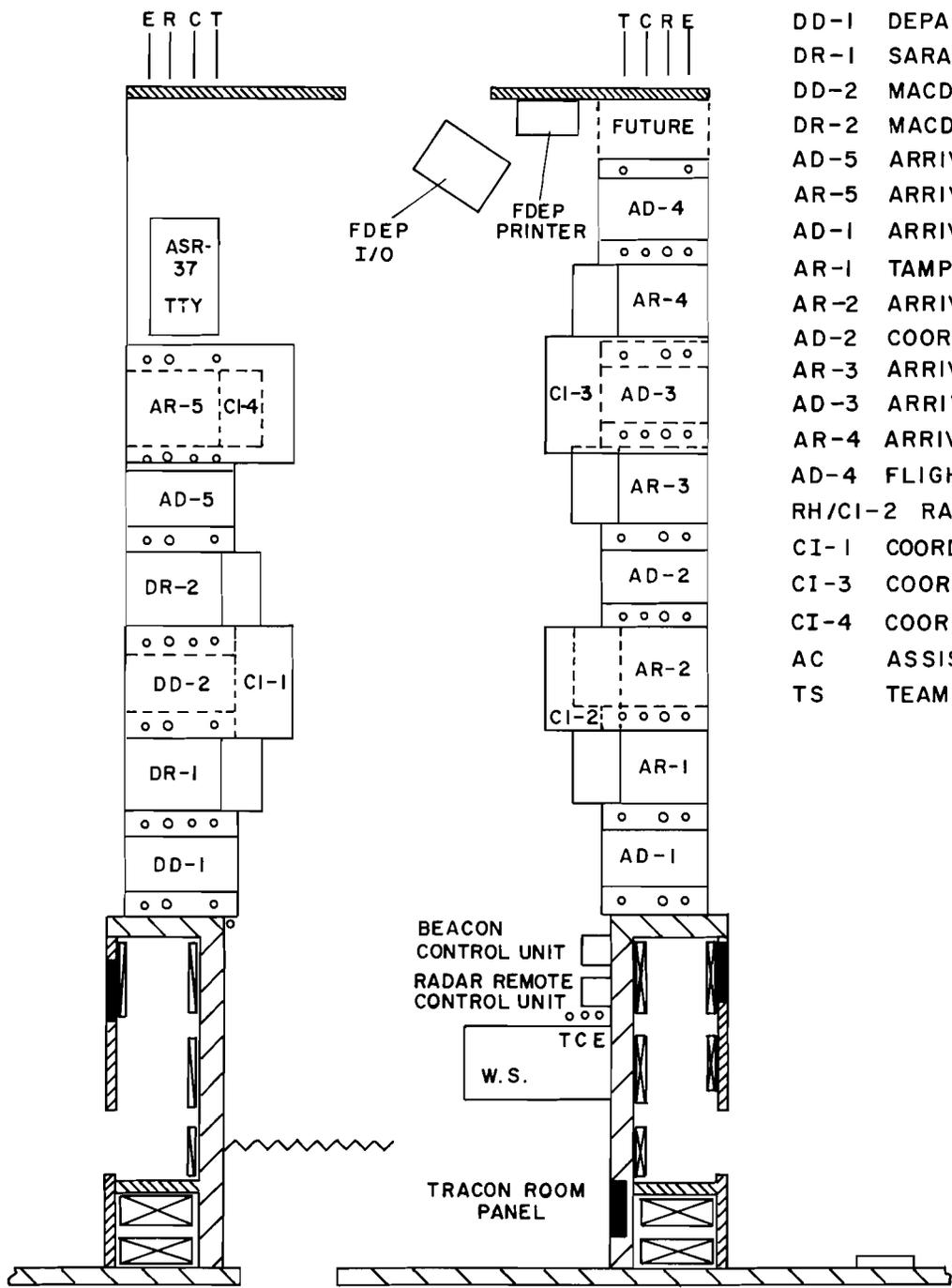
TPA 4/75 TPA TRACON-2





TPA TRACON-4

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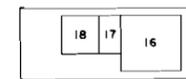
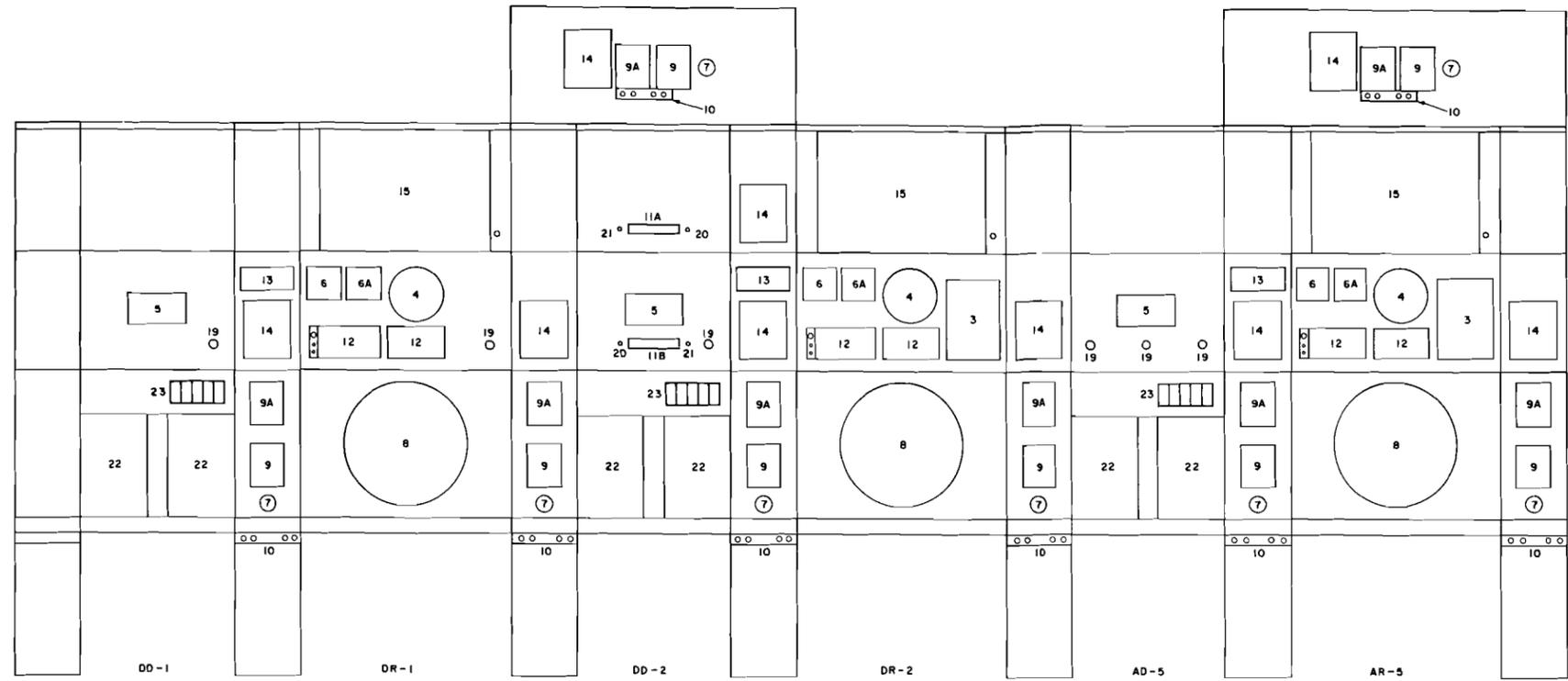


- DD-1 DEPARTURE DATA
- DR-1 SARASOTA RADAR
- DD-2 MACDILL COORDINATOR
- DR-2 MACDILL RADAR
- AD-5 ARRIVAL DATA-WEST-LOW
- AR-5 ARRIVAL RADAR-WEST-LOW
- AD-1 ARRIVAL DATA
- AR-1 TAMPA FINAL
- AR-2 ARRIVAL RADAR-EAST-HIGH
- AD-2 COORDINATOR-HIGH
- AR-3 ARRIVAL RADAR-WEST-HIGH
- AD-3 ARRIVAL DATA-EAST-LOW
- AR-4 ARRIVAL RADAR-EAST-LOW
- AD-4 FLIGHT DATA
- RH/CI-2 RADAR HANDOFF
- CI-1 COORDINATOR 1
- CI-3 COORDINATOR 3
- CI-4 COORDINATOR 4
- AC ASSISTANT CHIEF
- TS TEAM SUPERVISOR

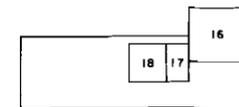
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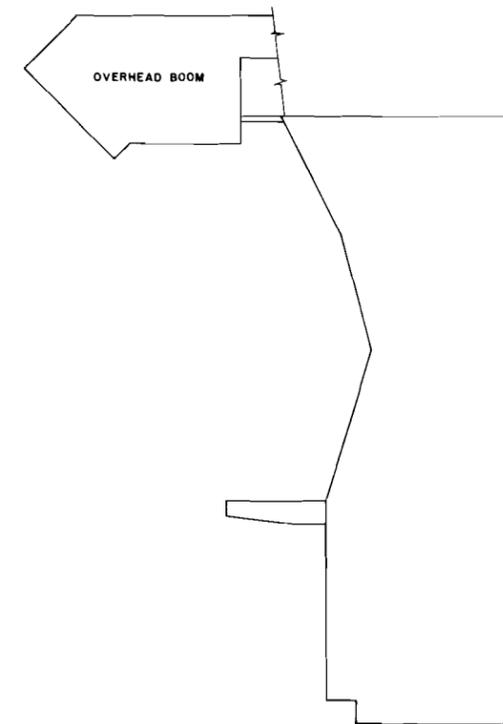
TPA TRACON-5



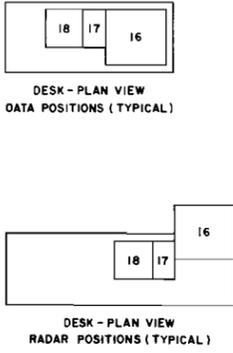
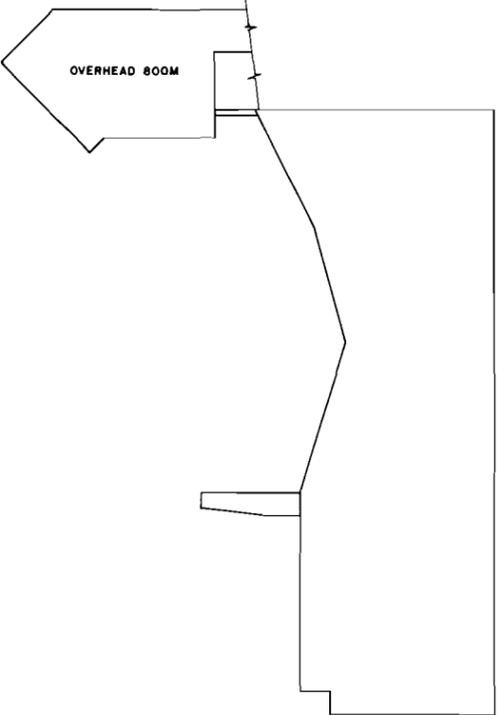
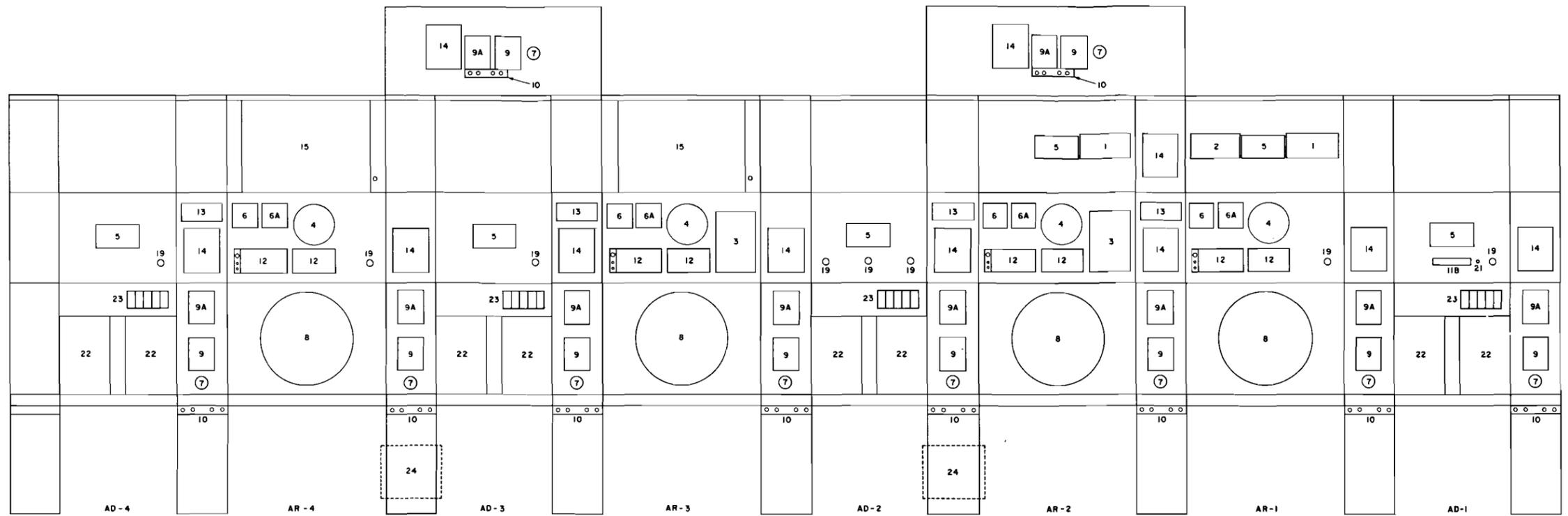
DESK - PLAN VIEW
DATA POSITIONS (TYPICAL)



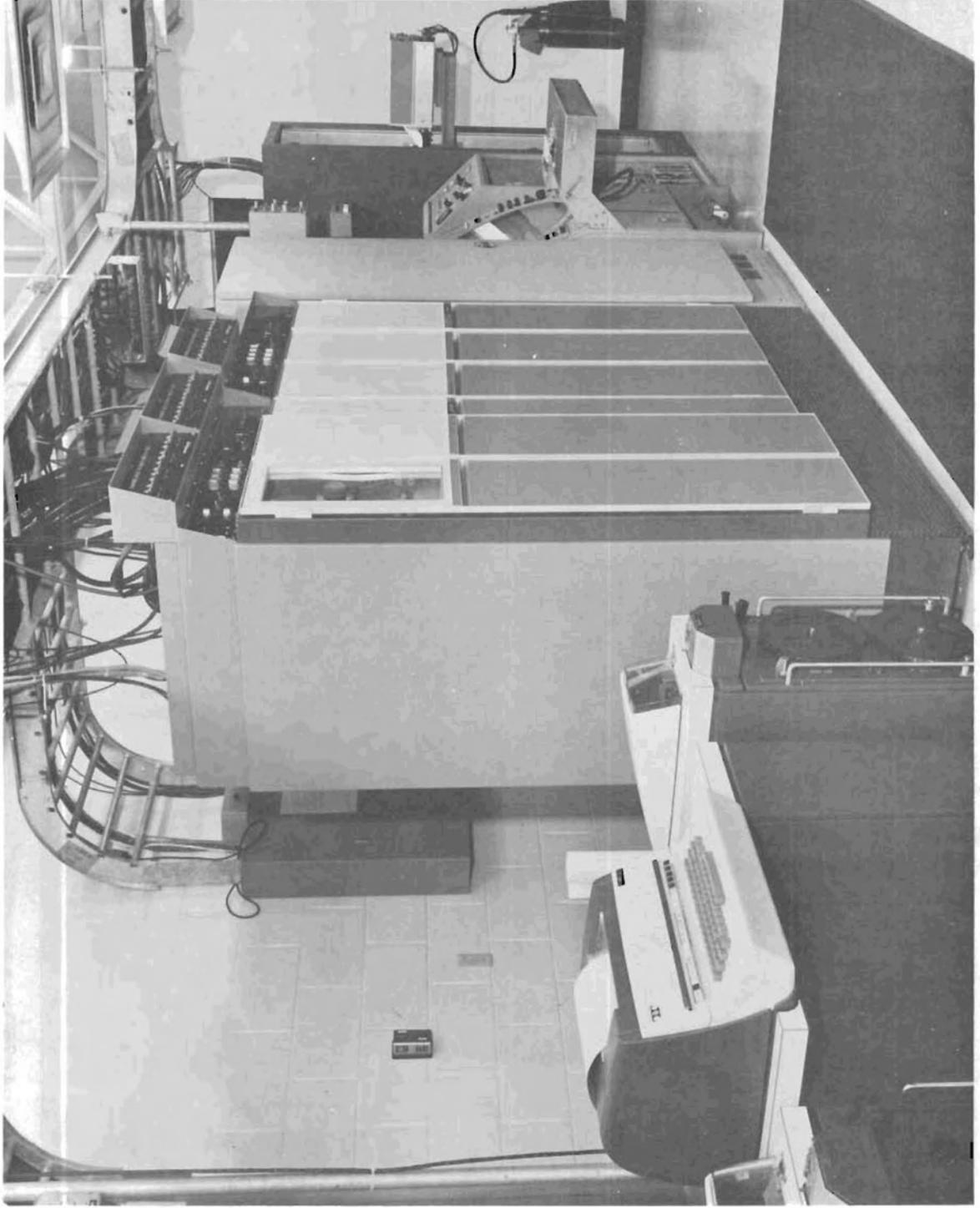
DESK - PLAN VIEW
RADAR POSITIONS (TYPICAL)



- 1 -
 - 2 -
 - 3 - ATRBS DECODER
 - 4 - ALTIMETER
 - 5 - CLOCK
 - 6 - WIND DIRECTION INDICATOR
 - 6A - WIND SPEED INDICATOR
 - 7 - DIAL
 - 8 - ASR INDICATOR
 - 9 - 301A KEY BDX WITH COMMON KEYS
 - 9A - 301A KEY BDX
 - 10 - TELCO JACK (OPERATORS AND INSTRUCTOR)
 - * 11A - TELAUTOGRAPH
 - 11B - ELECTROWRITER SLOT
 - 12 - RADIC SELECTOR PANEL SOLID STATE
3 COMPONENTS - MIKE AND H/S JACK, SPEAKER AND SWITCHES
 - 13 - MAPPER CONTROL UNIT - 5 CHANNEL SELECTOR
 - 14 - TELCO SPEAKER
 - 15 - BACK LIGHTED DISPLAY PANEL
 - 16 - ARTS III KEY PACK
 - 17 - QUICK LOOK
 - 18 - SLEW BALL
 - 19 - LIGHT DIMMERS
 - 20 - OFF/ON SWITCH - TELAUTOGRAPH
 - 21 - PAPER FEED SWITCH
 - 22 - STRIP BAY
 - 23 - STRIP STORAGE
 - 24 -
- * ELECTROWRITERS MOUNTED REAR OF CONSOLE
PAPER FEED THROUGH SLOT.



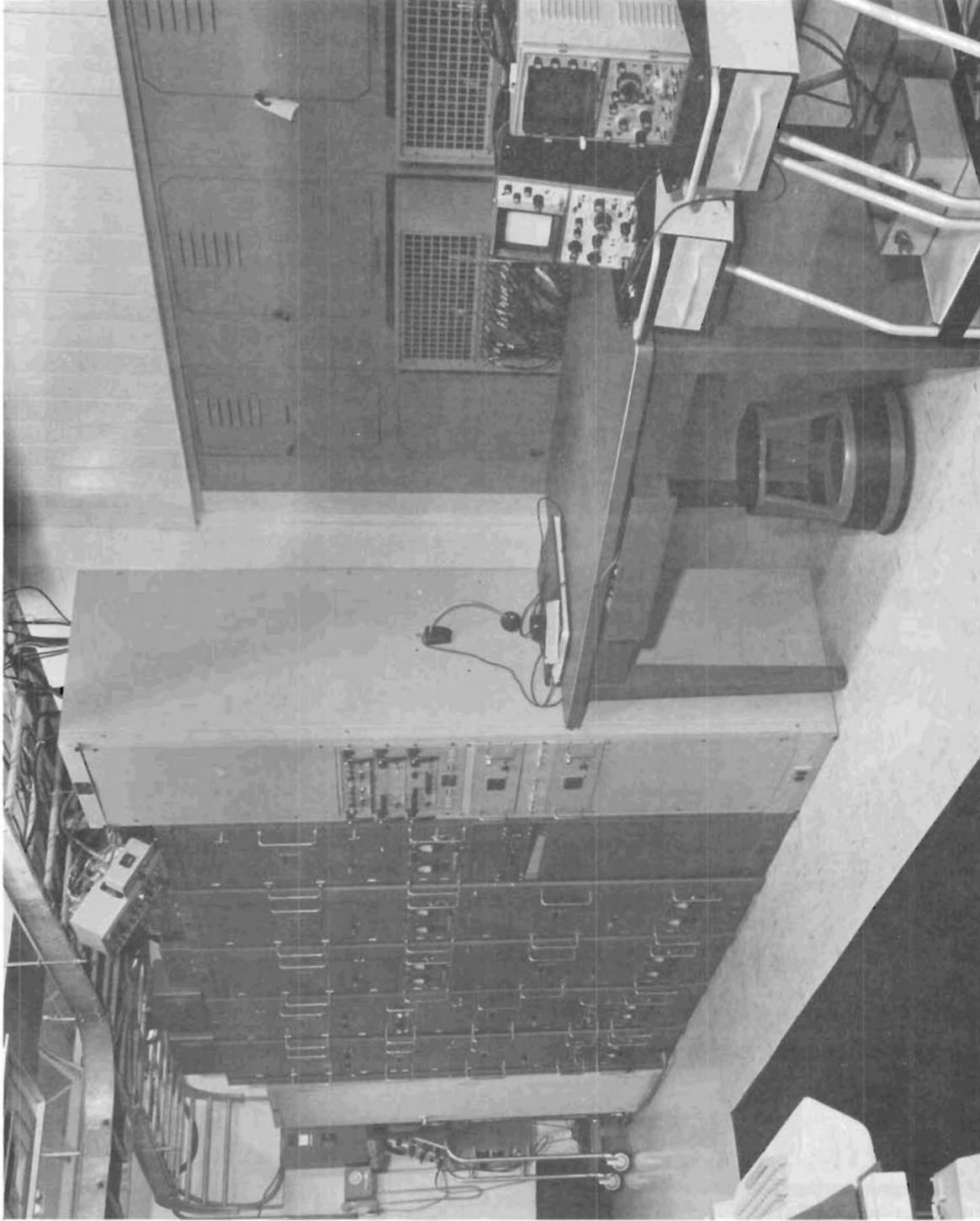
- 1 - RVR 36L AND RVR 18L
- 2 - RVR 18L
- 3 - ATCRBS DECODER
- 4 - ALTIMETER
- 5 - CLOCK
- 6 - WIND DIRECTION INDICATOR
- 6A - WIND SPEED INDICATOR
- 7 - DIAL
- 8 - ASR INDICATOR
- 9 - 301A KEY BOX WITH COMMON KEYS
- 9A - 301A KEY BOX
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- 20 -
- 21 - PAPER FEED SWITCH
- 22 - STRIP BAY
- 23 - STRIP STORAGE
- 24 - TUBE RECEPTACLE



TPA

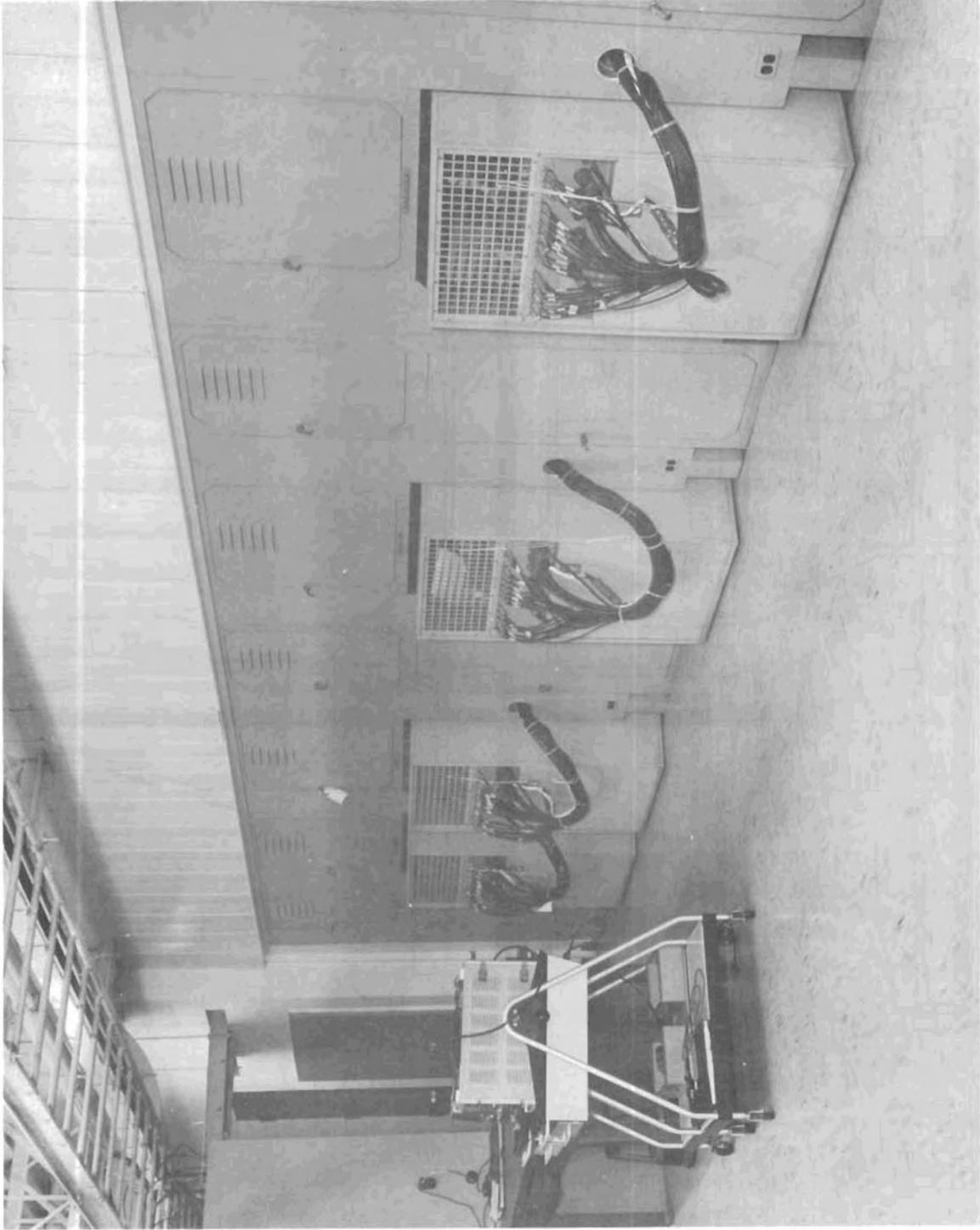
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TPA EQUIPMENT ROOM-1



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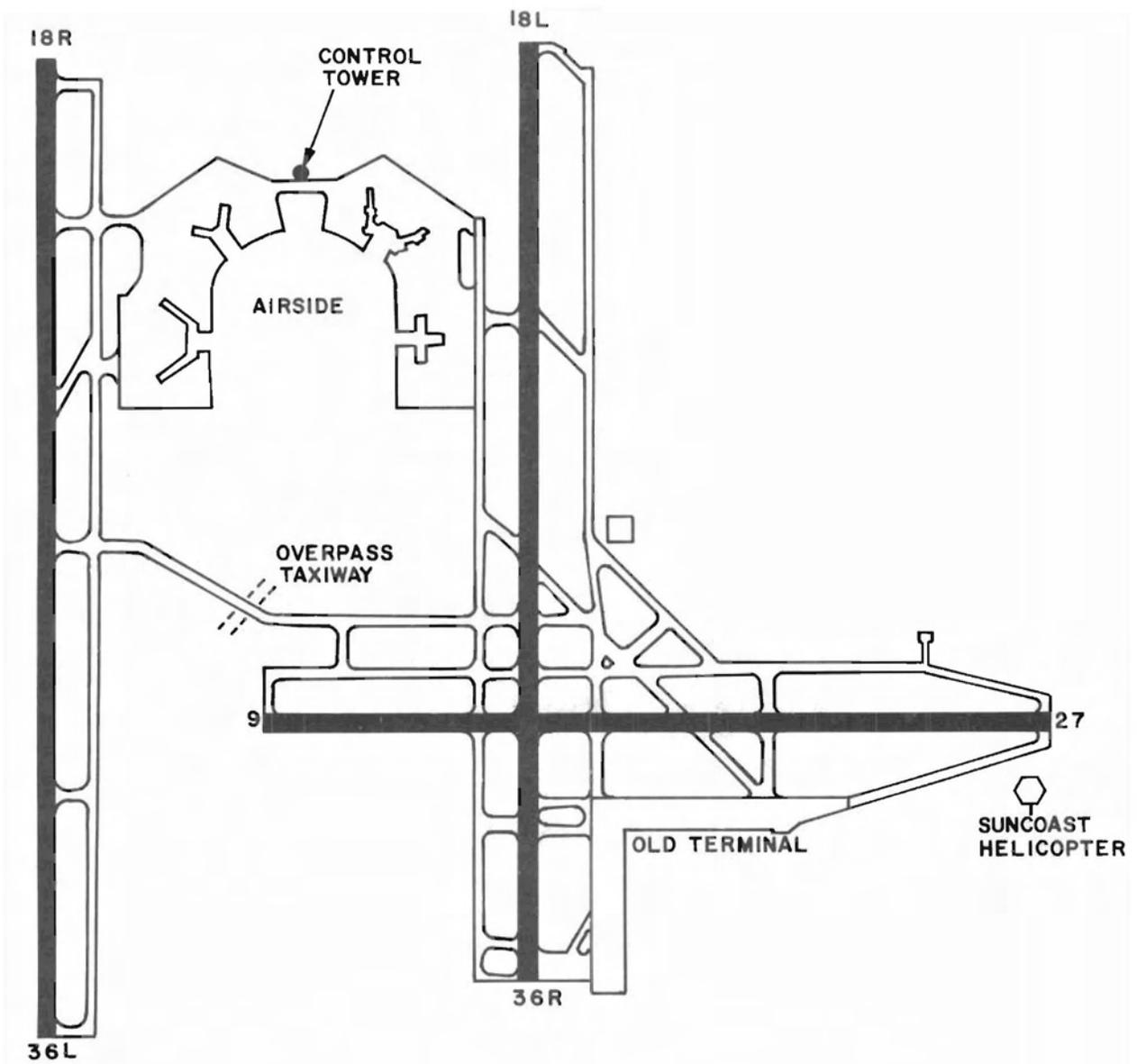
TPA EQUIPMENT ROOM-2



TPA

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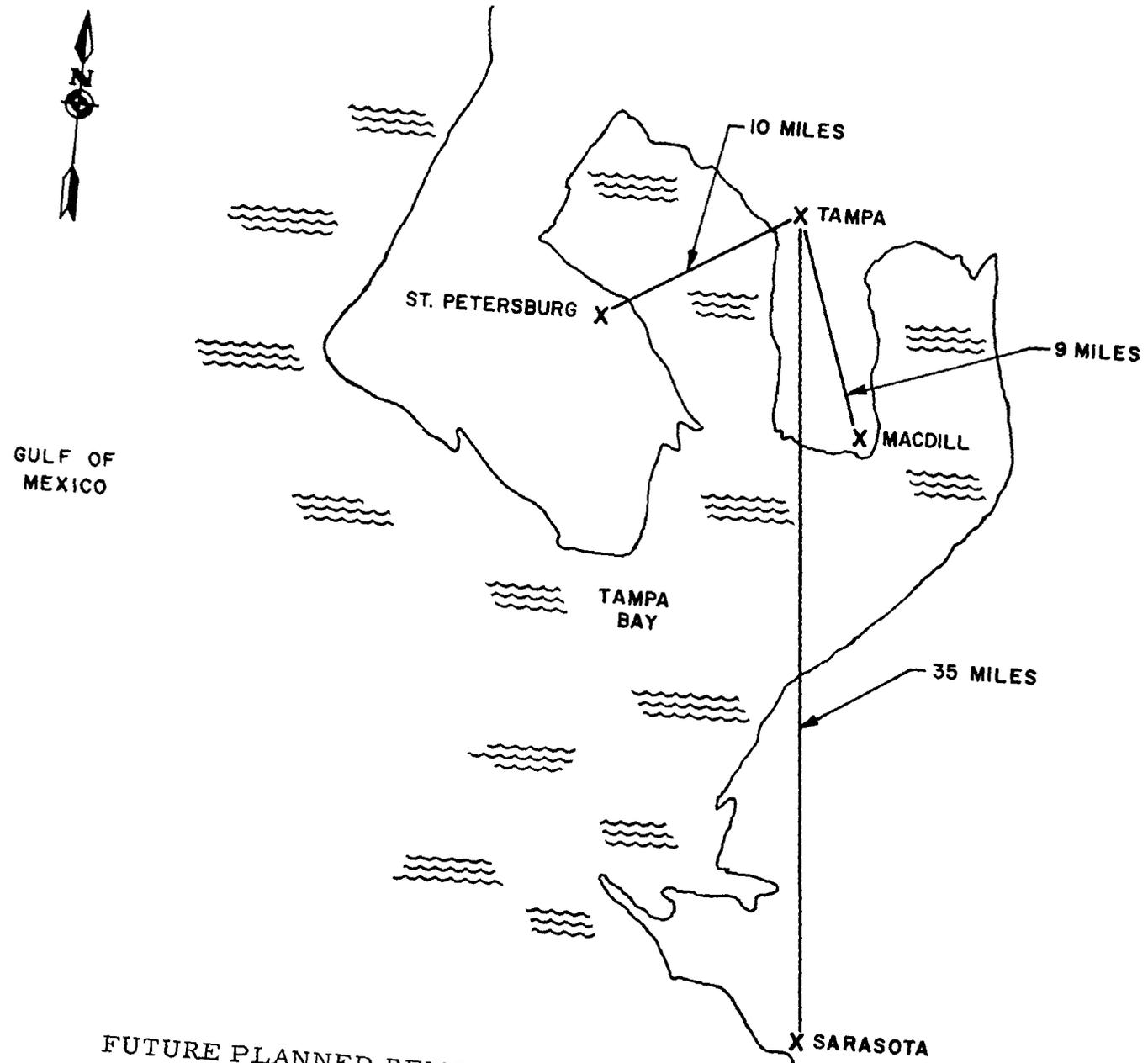
TPA EQUIPMENT ROOM-3



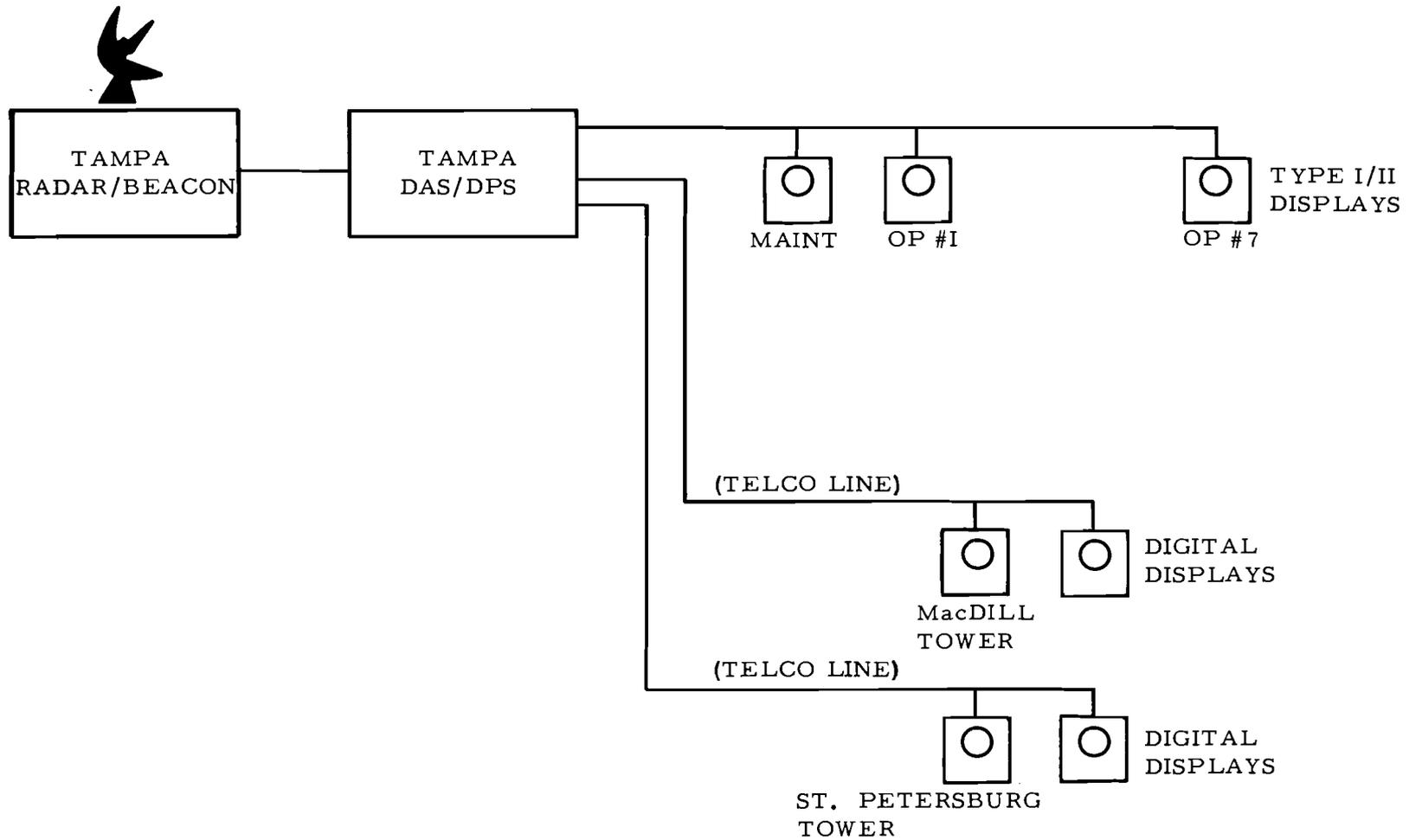
TPA

4/75

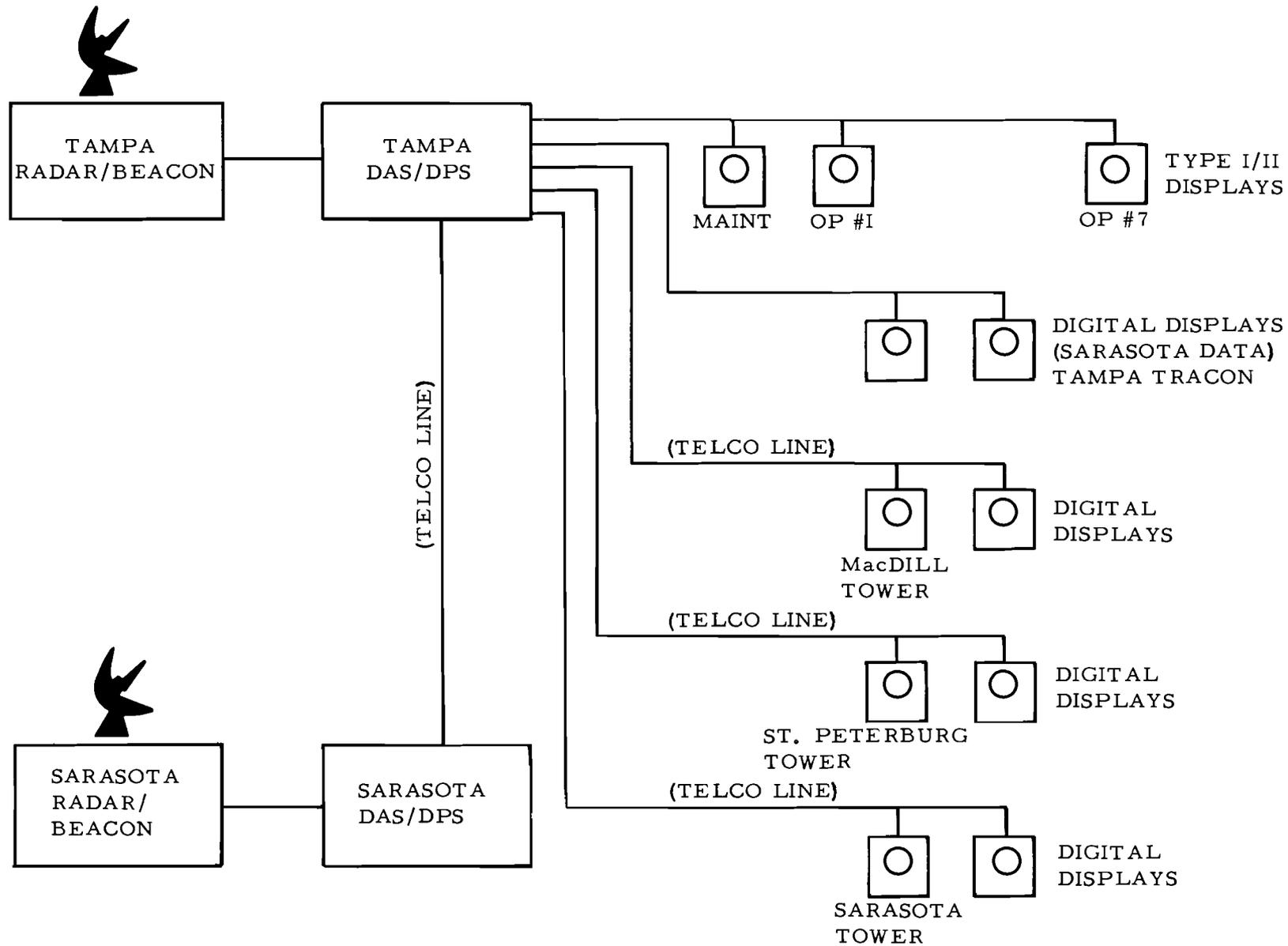
TPA INTERNATIONAL RUNWAY
CONFIGURATION



FUTURE PLANNED REMOTING OF DIGITIZED RADAR FROM TPA.

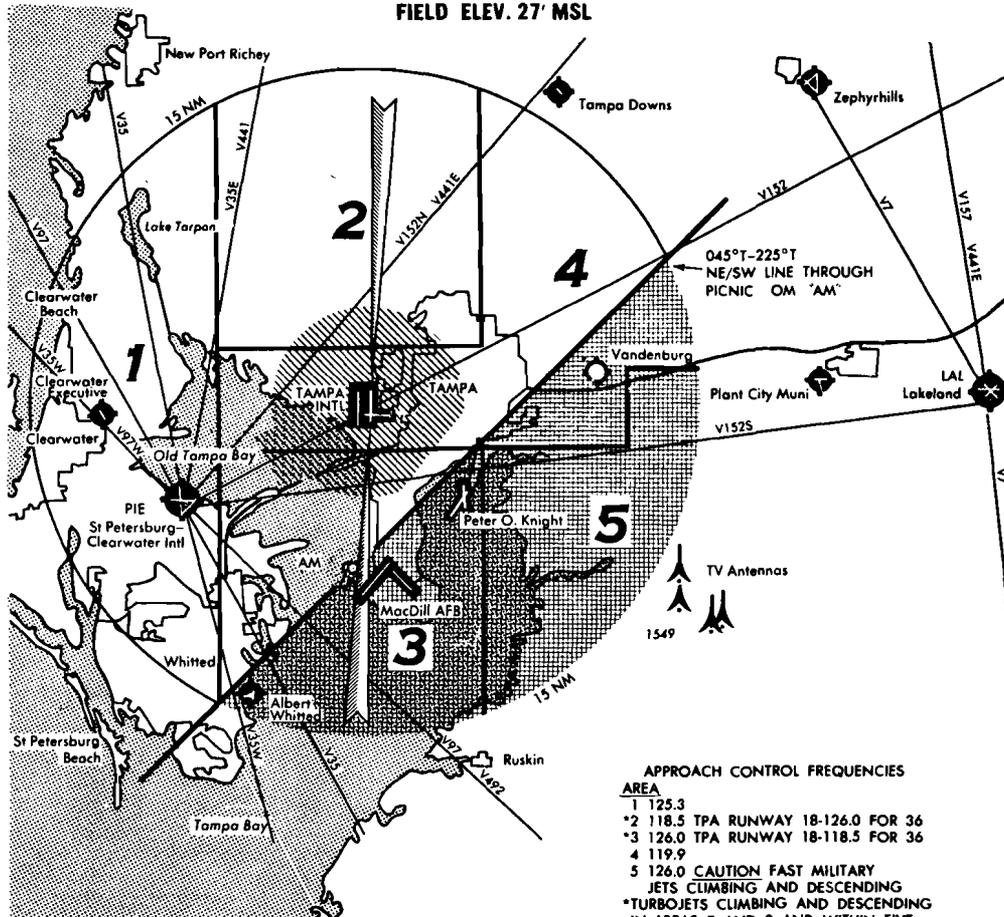


FUTURE PLANNED DIGITAL REMOTING OF ARTS III TRACK DATA
TO NONRADAR TOWERS.



FUTURE PLANNED RADAR/BEACON DIGITIZING AND REMOTING USING ARTS III COMPONENTS.

**TAMPA, FLORIDA
TAMPA INTERNATIONAL AIRPORT
FIELD ELEV. 27' MSL**



APPROACH CONTROL FREQUENCIES
AREA
 1 125.3
 *2 118.5 TPA RUNWAY 18-126.0 FOR 36
 *3 126.0 TPA RUNWAY 18-118.5 FOR 36
 4 119.9
 5 126.0 CAUTION FAST MILITARY
 JETS CLIMBING AND DESCENDING
 *TURBOJETS CLIMBING AND DESCENDING
 IN AREAS 2 AND 3 AND WITHIN FIVE
 MILES OF TPA
 NOTE-TPA ATIS 126.45 FOR RUNWAY IN USE

**CHANGE TRANSPONDER TO CODE 1200
 AFTER LEAVING APPROACH CONTROL FREQUENCY**

VFR REPORTING POINTS

| | |
|---------------------|-------------|
| RUSKIN | SSE - 16 NM |
| PLANT CITY | ENE - 21 NM |
| TAMPA DOWNS AIRPORT | NE - 17 NM |
| NEW PORT RICHEY | NW - 19 NM |
| CLEARWATER BEACH | W - 17 NM |
| PETERSBURG BEACH | SW - 18 NM |

LEGEND

| | |
|--|--|
| | SURFACE TO 6000' MSL WITHIN CONTROL ZONE |
| | 2100' TO 6000' MSL |
| | 1600' TO 6000' MSL |

Prepared by the National Ocean Survey
 at the direction of the
 FEDERAL AVIATION ADMINISTRATION