

## TAMPA (TPA/KTPA)

Elevation 26ft

### CATEGORY A

AV brief – not required

### GENERAL

- Thunderstorms are prevalent, especially during summer. ATC may vector the aircraft a considerable distance off track to avoid aircraft and weather.
- Most runways have extremely accurate microburst warning systems capable of identifying microburst on specific runways. A warning of a microburst on an adjacent runway does not necessarily mean the runway expected for landing or take-off will be affected. Crew should bear this in mind when making decisions to reject a take-off or go-around from an approach.

### Threats

#### Unstable/Rushed Approach

- Tampa is prone to high-energy/rushed/unstable approaches. Crew should bear in mind the following when operating into this airfield:
  - BAV aircraft will normally be vectored onto an ILS from at least 10 nm. ATC may, however, vector aircraft onto a shortened visual approach due to storm cells on the extended centre line. These storm cells are most prevalent during the summer months but may occur at any time of the year.
  - Crew should be aware of the potential for a rushed approach when manoeuvring visually onto short finals.
  - Thunderstorms in the vicinity of the airfield may cause runway changes at short notice. Crew should brief accordingly.
  - Tampa is noise sensitive and the runway in use may be subject to a tailwind on the approach. Crew should be mindful of the effect this will have on achieving a stable approach.
  - The minimum speed ATC can approve to the Final Approach Fix (5 nm final) is 170 kts, with 180 kts being the preferred speed. Proactive management of aircraft energy will be required to ensure the aircraft is stable by 1000ft.
  - Summer temperatures are high. This can cause potential problems in aircraft energy management – refer to OM C RIM – North America Area Brief for guidance on operating into hot (and high) airfields.
  - ATC are aware of BA SOPs and our stable approach criteria. They have requested crews ask for either a reduction in speed, early descent or increase in track miles if required. The earlier these requests are made, the easier it will be for ATC to sequence the aircraft for landing.

### ARRIVAL

#### Diversion Airports

ORLANDO	MCO/KMCO	70 nm/067°T	CAT A
MIAMI	MIA/KMIA	178 nm/138°T	CAT A
FORT LAUDERDALE	FLL/KFLL	171 nm/132°T	CAT A
ORLANDO/SANFORD	SFB/KSFB	84 nm/055°T	CAT A

Other airfields that may be used are Nassau and Atlanta.

## Initial Approach

- Crews can expect early descent from Miami or Orlando control to provide separation from the predominantly North/South traffic flow across Florida.

### GROUND

- Caution advised when taxiing to the ramp at TPA as all aprons are classified as non-movement areas without ATC control of pushbacks.
- BA usually park at Gate F90.
- Stand 90 has two painted lines for initial line up on stand – one solid and one dashed line. Widebody aircraft MUST follow the dashed line marked 90W. This will ensure that the aircraft is correctly aligned to follow the stand entry guidance.

### DEPARTURE

- ATC clearance for pushback is not required as the aprons are non-movement areas with ramp staff responsible for ensuring that the area behind is clear. However, flight crew are encouraged to advise ATC of pushback for situational awareness.

### WEATHER

- Early morning fog, possible throughout the year, is most prevalent from Nov to Mar.
- Hurricanes are a possibility Jun to Oct.
- Prevailing wind NE'y.

### OPERATIONAL INFORMATION

Handling Agent	Dnata
Handling Agent VHF	129.775
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times