

# **ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT AIRSPACE & INSTRUMENT PROCEDURE STUDY & DESIGN PROJECT - STATEMENT OF WORK**

## 1.0 Introduction and Overview

### 1.1 *Background:*

The Pinellas County Board of County Commissioners has requested that Jeppesen-Dataplan, Inc. (Jeppesen) provide a complete and objective examination of the airspace environment and existing airspace challenges affecting St. Petersburg-Clearwater International Airport (KPIE), as well as a comprehensive analysis of potential solutions to those challenges, studied from the perspective of the airport, its users, and its community, to produce a functional tool for strategic decision-making.

### 1.2 *Scope of Work:*

Jeppesen will provide the requested turnkey evaluation of airspace and terminal approach and departure procedure design, placing a primary focus on determining the most advantageous and achievable strategy for implementing improved approaches to Runways 17L & 35R, departure from Runway 17L, and VFR Traffic Patterns. Jeppesen will also provide, as a cohesive set of deliverables, a white-paper style report of the current airspace and approach environment, a comprehensive report of potential and proposed solutions, and the private-party design and regulatory coordination of customized approach or departure procedures. The design and coordination phase will result in three new Instrument Approach Procedures for Runway 17L/35R, as well as one new Instrument Departure Procedure to Runway 17L, and will be based on the solutions identified in the analysis and preliminary coordination phases.

### 1.3 *Objectives:*

- Comprehensive report of airspace and instrument procedure environment with analysis of potential solutions.
- Successful coordination of the identified solutions with required regulatory and operational stakeholders.
- Publication of four new instrument procedures.

## 2.0 References

- Federal Aviation Administration Order 8260.3B (TERPS) & Supporting Documents

### 3.0 Requirements

#### 3.1 Tasks:

- Project coordination meeting, data collection, and initial coordination at KPIE. **(February – last week)**
- Initial coordination and data-collection (current projects/plans) with FAA Southern Regional Office. **(March – first week)**
- Perform airspace analysis & initial solution development **(March – June)**
  - Limitations & Challenges presented by existing approaches and departures to Runway 17L/35R.
  - The effects of approaches, departures, and protected airspace in use by Tampa International Airport, and by other facilities as necessary.
  - The feasibility of improvement or replacement of the following instrument procedures, and the preliminary design of new or modified procedures (including final and missed approach segments, analysis of obstacle, terrain, and airspace limitations, potential minima, and cost/benefit analysis) for:
    - Modification of existing Charted Visual Flight Procedure for Runways 17L by incorporation of FMS Waypoints
    - Feasibility of altitude/descent angle changes to existing CVFP for 17L
    - Elimination of night restrictions for the CVFP for 17L
    - RNAV Instrument Approach to Runway 17L (LNAV, LNAV/VNAV, LPV, or RNP) using current ground track
    - RNAV Instrument Approach to Runway 17L with a greater or constant angle of descent to mitigate noise impact
    - RNAV Instrument Approach to Runway 17L using an alternative ground track (offset or approach from west) to mitigate noise impact
    - Instrument Departure Procedure from Runway 17L to mitigate noise impact, including potential variants to ground track, headings, and turns, as well as the feasibility of the use of RNAV for departure
    - Feasibility of a CVFP for Runway 35R to mitigate noise impact
    - RNAV Instrument Approach to Runway 35R (LNAV, LNAV/VNAV, LPV, or RNP) using current ground track
    - RNAV Instrument Approach to Runway 35R with a greater or constant angle of descent to mitigate noise impact
    - RNAV Instrument Approach to Runway 35R using an alternative ground track (offset or approach from west) to mitigate noise impact

- Operator Survey – Format to be determined during Phase One. **(June)**
- Feasibility Report – Preliminary Version **(Mid-July)**
- Feasibility Report – Final Version **(End of July)**
- Solution Modeling with proprietary tool as necessary, & Regulatory Coordination, including all stakeholders identified in proposal **(August)**
- Final Procedure Design – Three new Instrument Approach Procedures for Runway 17/35, and one new Departure Procedure for Runway 17L **(End of September)**
- Final Regulatory Coordination and Publication of Solutions **(September – TBD, dependent upon regulatory schedules)**

List of Deliverables by Task

NAME	END RESULT/DELIVERABLE	INTENDED USE
Phase One – Feasibility Study	“White Paper” style report with comprehensive analysis of current airspace environment, and preliminary solution development	Internal & External presentation, Management Decision-Making & Capital Planning
Phase Two - Coordination	Coordination of preliminary solution with regulatory and operational stakeholders – Final implementation plan	Management Decision-Making
Phase Three – Solution Implementation	Final Design and implementation coordination of up to four new Instrument Procedures	Solution Implementation