

# Community Noise Consortium Newsletter

October 13, 2010

Issue No.16



## Message from Interim Executive Director

**John Wheat**  
Aviation Authority

Tampa International Airport in the annual Condé Nast Traveler was voted as the Third Best (U.S.) Airport by business travelers. According to its October 2010 publication, TPA best scores were in the categories of comfort/design (higher than the #2 airport – Washington D.C.) and location/access. In addition, The View at CK's was recognized as a Favorite Airport Dining (Stateside) spot by business travelers. The airport that earned the number one spot was Portland and the remaining top five airports were fourth place - Orlando International and fifth place – San Diego.

I am also pleased to inform everyone that TPA will increase its Caribbean and international market service areas with the announcements of JetBlue and AirTran airlines to provide new daily nonstop, low cost service to San Juan, Puerto Rico. AirTran will commence flights on April 5, 2011 and JetBlue in May 2011 with a second flight in June 2011. Tickets for JetBlue's new Tampa – San Juan service will go on sale at [www.jetblue.com](http://www.jetblue.com) in October 2010.

Furthermore, Delta Airlines announced new seasonal service between Cancun, Mexico, and four U.S. cities: San Antonio and Austin, Texas; Columbus, Ohio; and Tampa, FL effective February 19, 2011. Tickets for the new Cancun flights will be available for sale as early as Saturday, August 21, 2010 on their website, [www.delta.com](http://www.delta.com) and through other ticketing channels. As Delta continues to expand its presence in Latin America, Delta will be offering new flights between its hub in Minneapolis-St. Paul and Mexico City and new service between its hub in Detroit and Sao Paulo, Brazil.

With a focus on providing our customers gateway access to the Caribbean and other international destinations, TPA remains poised in working with local business leaders, various government agencies and special interest organizations, such as, the Tampa Latin Chamber to attract and/or expand airline services to such destinations.

The Hillsborough County Aviation Authority (HCAA) Board on Thursday, October 7, 2010, announced that Mr. Joseph Lopano will start as the new executive director around January, 2011.

If you have any questions regarding noise issues, please contact Herman Lawrence, Jr., the Noise Officer for Tampa International Airport, at: **Phone: 813-870-7843 or Email: [HLawrence@TampaAirport.com](mailto:HLawrence@TampaAirport.com)**.

## Noise Office Update

**Herman Lawrence, Jr. Noise Officer**

As seen in **Table 1**, the airport continues to experience a decline in commercial operations.

Months	Table 1 - Commercial and Cargo Aircraft Landings		
	Year 2009	Year 2010	% Change
January	7,115	6,788	-4.60
February	6,717	6,301	-6.19
March	7,888	7,626	-3.32
April	7,316	7,301	-0.21
May	7,007	6,917	-1.28
June	6,697	6,589	-1.61
July	6,891	6,766	-1.81
August	6,681	6,565	-1.74
September	5,933	5,938	0.08
<b>Totals</b>	<b>62,245</b>	<b>60,791</b>	<b>-2.4</b>

For this third quarter of 2010 (Q3 '10), **July 1-September 30, 2010**, this newsletter focuses on the following issues:

- ➔ Analysis of Turbojet Arrivals on Runway 36R
- ➔ Noise Complaints
- ➔ South Tampa Over-flights and
- ➔ Airfield Construction and Maintenance Projects and their impacts on aircraft operations

### Turbojet Arrivals on Runway 36R

**Table 2** illustrates runway utilization percentages for turbojet operations at the airport. The number of turbojet operations on Runway 36R-18L decreased and this can be associated to several intermittent closures of the runway for maintenance.

**Table 2 – CY Q3 '10 Turbojet Arrivals and Departures**

Runways	Arrivals	Departures	%ARR	%DEP
<b>36R</b>	197	3,559	1.19%	21.42%
<b>36L</b>	7,350	3,990	44.27%	24.01%
<b>18R</b>	4,597	8,353	27.69%	50.27%
<b>18L</b>	4,345	607	26.17%	3.65%
<b>9</b>	18	15	0.11%	0.09%
<b>27</b>	95	93	0.57%	0.56%
<b>TOTAL</b>	<b>16,602</b>	<b>16,617</b>	<b>100.0%</b>	<b>100.0%</b>

*Note: North Flow Operations at 46% and South Flow Operations at 54%*

Furthermore, as of Monday, 09/27/2010 Runway 36R-18L will be closed for 60 days for resurfacing.

**Tables 3 and 4** provide a detailed analysis of turbojet landings on Runway 36R and departures on Runway 18L. All data was extracted from the Authority's Flight Information Monitoring System (FIMS) and audio recordings were researched to determine turbojet pilots' non-compliance of the voluntary preferential runway use program.

**Table 3** illustrates all turbojet landings on Runways 36R and 36L combined during this quarter, including percentage breakdowns by cause. It is important to remember that the flow patterns (south or north flow) that the airfield operates in daily, hourly, or intermittently is always dependent on the direction of the prevailing wind.

**Table 3 – CY Q3 '10 Turbojet Landings during a North Flow**

<b>Combined Jet Arrivals on Runways 36R &amp; 36L July, August and September</b>	<b>7,547</b>	
	<b>36L</b>	<b>36R</b>
Percentage of Arrivals	97.4%	2.6%
<b>Percentage Breakdown of Landings on 36R:</b>		
Maintenance/Weather/Emergency/Construction/Surveying (68)	-	0.9%
ATCT Assigned:	-	0.6%
Commercial & Cargo = 0.22% (17)		
Corporate = 0.34% (26)		
Pilot Request:	-	0.8%
Commercial = 0.04% (3)		
Corporate = 0.75% (57)		
<b>Exempt - Lifeguard (26)</b>	-	0.34%
<b>Number of Landings</b>	<b>7,350</b>	<b>197</b>

In comparison to Q3 '09 where the airfield operated in a north flow approximately 33%, the number of turbojet landings on runway 36R decreased by 65 to 197. Despite an increase in north flow operation this quarter, the decrease in turbojet landings on Runway 36R could be attributed to several intermittent closures of the runway for maintenance and a decrease in turbojet operations at the airport.

The Authority continues to send out non-compliance deviation letters and emails to turbojet/turbofan aircraft operators who request and land on Runway 36R without any justification per Informal Runway Use Program.

**Table 4** illustrates all turbojet departures on Runways 18R and 18L combined during this quarter including percentage breakdowns by cause of commercial and cargo turbojet departures on Runway 18L.

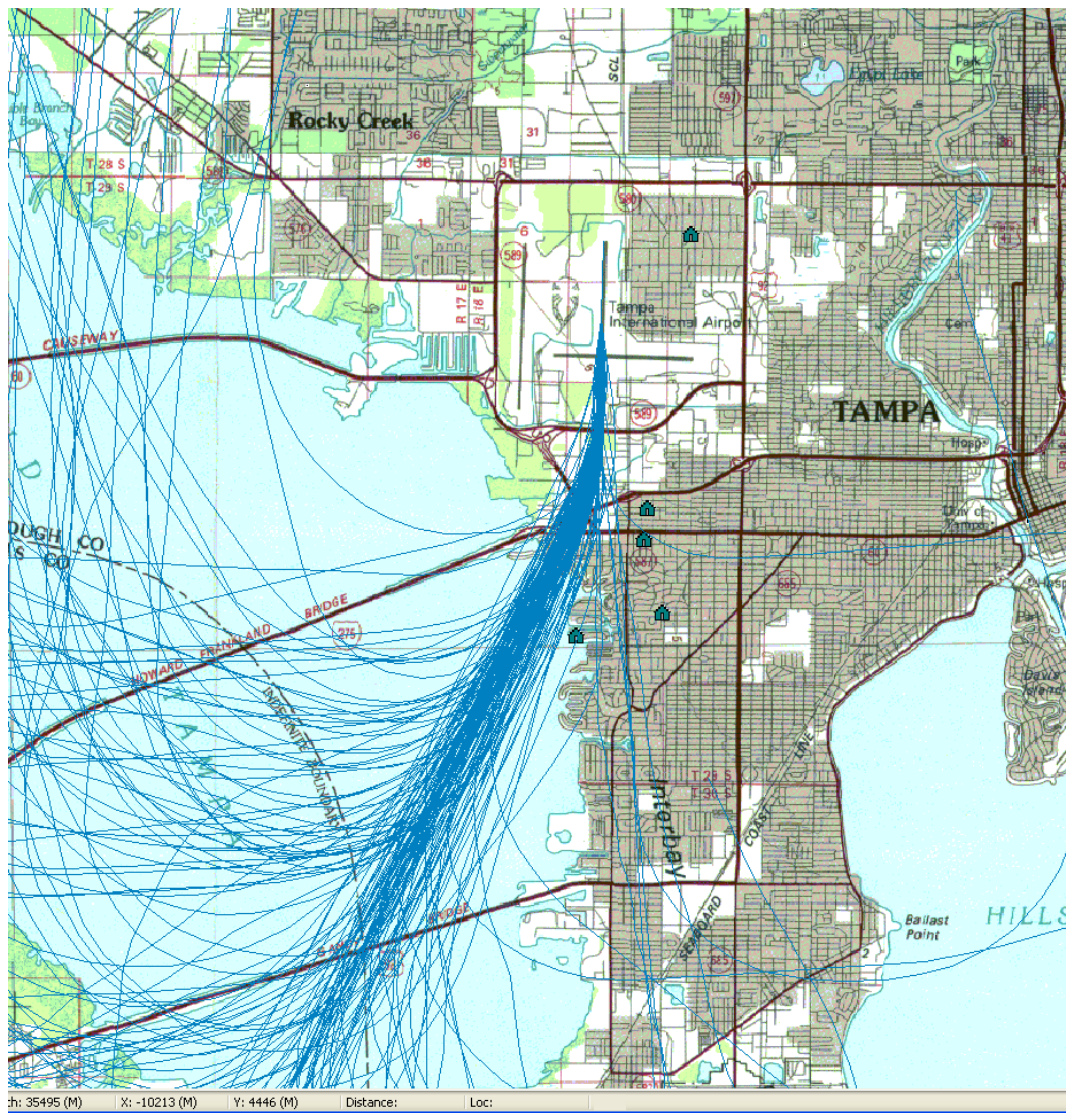
**Table 4 – CY Q3 '10 Turbojet Departures during a South Flow**

<b>Combined Jet Departures on Runways 18L &amp; 18R July, August and September</b>	<b>8,960</b>	
	<b>18R</b>	<b>18L</b>
Percentage of Departures	93.2%	6.8%
<b>Commercial &amp; Cargo Percentage Breakdown of Departures on 18L:</b>		
Maintenance/Weather/Friction Testing (63)		0.70%
FAA Assigned (6)		0.07%
Pilot Request (4)		0.04%
Charter (0)		0.00%
Corporate (534)		6.0%
<b>Number of Departures</b>	<b>8,353</b>	<b>607</b>

There was also a marginal reduction of nine commercial/cargo turbojet departures on Runway 18L when compared to the same quarter a year ago. Overall, the number of turbojet landings on Runway 36R have been decreasing and this decrease is also noted in the number of commercial and cargo turbojet departures on Runway 18L.

**Figure 1** below shows all commercial and cargo turbojet departures on Runway 18L for this third quarter. These aircraft upon departure from this runway are instructed to turn to a heading of 210-degrees towards Tampa Bay. As shown with the exception of few, a majority of the turns were performed according to the Authority’s Letter to Airmen Notice that details the Authority’s noise abatement program for turbojet and propeller aircraft operators. Two non-compliance deviation letters were mailed to corporate turbojet operators who failed to comply with the noise abatement turn of 210-degrees. Departures that navigated straight-out over South Tampa were either due to weather or FAA instructions and such deviations are considered compliant.

**Figure 1**



## Noise Complaints

As shown in **Table 5**, the airport received 100 noise complaints from 13 different households. One complainant accounted for 54% of the total complaints with less than five after investigation being non-compliant turbojet turns north of MacDill AFB. Collectively, there were six multiple callers that accounted for 93% of the total noise complaints received by the Authority. Overall, the Authority has seen a decrease in the number of noise complaints and it is our goal to continue this declining trend.

With the closure of Runway 36R-18L for 60 days the same operational constraints that existed several months ago with the operation of only one primary runway for all commercial aviation will re-emerge. This means, residential communities northwest of the airport will experience increase in aircraft over-flights, and aircraft noise. Unlike the previous runway closures, Runway 9-27 will be available for general aviation propeller and corporate turbojet aircraft operations. Thus, residents east and west of the airport will experience increase over-flights of these aircraft types and also the possibility of commercial aircraft depending on weather and operational necessity.

Information on the closure of Runway 36R-18L was sent to residents in advance and is also posted on our web site under *Community Impact Notifications*.

**Table 5** also shows the calls and emails that the Authority received for this period by disturbance including individual reported logged times of an aircraft disturbance event. Please keep in mind that a multiple complainant can appear more than once in the nature of disturbance column.

**Table 5 - Noise Complaints for CY Q3 2010**

Nature of Disturbance	No. of Callers	No. of Complaints
18L Departure	0	0
36R Arrival	5	37
General Aviation	2	2
Loud	4	11
Low	3	5
Off Course	2	6
Other	1	1
South Tampa Over-flight/Early Turns	4	31
Unknown	1	7
<b>TOTAL</b>	<b>22</b>	<b>100</b>

The most frequent types of noise complaints were 36R Arrivals (37%) and Early Turns/South Tampa Over-flights (31%). Complaints about these two types of disturbances during Q3 '09 were 38 or 35% for 36R Arrivals and 59 or 54% for Early Turns/South Tampa Over-flights.

**Table 6** below shows the total number of complaints that were received by disturbance since January 2001. The number of callers' column reflects each complainant logged reported disturbance.

**Table 6 – Noise Complaints from Yr. 2001 through September 30, 2010**

Nature of Disturbance	Number of Callers	Number of Complaints
18L Departures	21	22
36R Arrival	132	1,779
General Aviation	33	41
Helicopter	22	22
Loud	273	370
Low	138	150
Military	7	9
Off Course	32	46
Other	40	87
Run-ups	14	16
South Tampa Over-flight/Early Turns	46	2,233
Unknown	51	119
<b>TOTAL</b>	<b>809</b>	<b>4,894</b>

**Table 7** below depicts the annual total number of complaints the Authority received by individual complainants. This means that a caller can be counted more than once depending on the type of reported and/or result of investigated disturbances.

**Table 7 – Annual Total Noise Complaints**

Year	Complaints	Callers
<b>Total '01</b>	<b>248</b>	<b>82</b>
<b>Total '02</b>	<b>250</b>	<b>40</b>
<b>Total '03</b>	<b>259</b>	<b>56</b>
<b>Total '04</b>	<b>242</b>	<b>39</b>
<b>Total '05</b>	<b>179</b>	<b>29</b>
<b>Total '06</b>	<b>256</b>	<b>59</b>
<b>Total '07</b>	<b>1,284</b>	<b>74</b>
<b>Total '08</b>	<b>1,113</b>	<b>71</b>
<b>Total '09</b>	<b>692</b>	<b>48</b>
<b>2010 YTD</b>	<b>401</b>	<b>73</b>

## South Tampa Over-flights

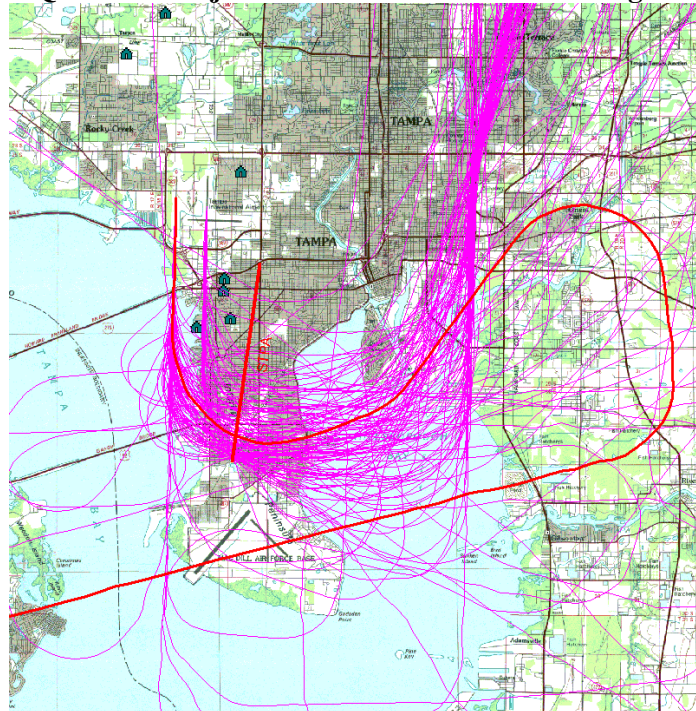
One household reported a log of 54 complaints regarding this type of disturbance, but after investigation there were only three non-compliant operations, two 36R Turbojet Arrivals and one Early Turn north of MacDill AFB. The remaining 51 were categorized as follows:

- Compliant Turbojet turns north of MacDill/South Tampa Over-flight = 27
- Runway 36R Turbojet Arrivals = 8
- General Aviation = 1
- Loud = 7
- Other = 1
- Unknown = 7

**Figure 2** shows the number of turbojets, 116, that navigated through the virtual 'South Tampa' gate during a north flow this quarter. This total is inclusive of all turbojet arrivals from both east and west downwind legs and other areas of the airport. In previous newsletters this total was only reported of turbojets that navigated on an east downwind leg during a north flow that penetrated the virtual 'South Tampa' gate. Nevertheless, despite the change in the reporting, the number of turbojets penetration through the virtual 'South Tampa' gate reduced by seven from the same quarter of last year and 76 from Q2 '08. This declining trend directly relates to the successful relationship between the Authority and the FAA of informing turbojet pilots to turn their base leg over or south of MacDill for noise abatement.

Turbojet turns north of MacDill represented approximately 1.5% of turbojet arrivals during a north flow. This positive declining trend is also reflected in the reduction of reported noise complaints regarding this type of disturbance.

**Figure 2 – Q3 '10 Turbojet Turns North of MacDill during a North Flow**



## Turbojets North Flow Arrival Operations

Of the total combined turbojet arrivals during a north flow this quarter (7,547) as reported by the FIMS:

- 3,011 navigated on an east downwind
- 2,911 navigated on a west downwind
- 1,526 navigated from other areas of the airfield

Of the total turbojet north flow arrivals, 197 or 2.6% landed on Runway 36R and these landings are explained in **Table 3** above. **Table 8** shows the percentages of the number of turbojets that landed on Runway 36R since February 2006. These percentages are inclusive of all causes of turbojet landings on Runway 36R, such as, maintenance, runway closures, emergencies, weather, FAA assigned, FDOT TAIP, and pilot request, etc.

**Table 8 – Quarterly Percentages of Turbojet Landings on Runway 36R during a North Flow**

Feb-April 2006	2.1%
May-July 2006	3.2%
Aug-Oct 2006	2.4%
Nov-Jan 2007	2.3%
Feb-April 2007	1.75%
May-July 2007	4.1%
Aug-Oct 2007	3.8%
Nov-Dec 2007	3.6%
Jan-March 2008	5.0%
April – June 2008	6.0%
July – Sept. 2008	6.1%
Oct – Dec 2008	4.6%
Jan – March 2009	3.5%
April – June 2009	3.8%
July – Sept. 2009	4.9%
Oct – Dec 2009	4.4%
Jan – March 2010	2.3%
April – June 2010	1.3%
<b>July – Sept. 2010</b>	<b>2.6%</b>

## **Construction Projects**

The noise officer attends weekly construction meetings with representatives of the FAA and airport Operations department to insure that all scheduled airfield construction projects cause as little impact to communities within the airport environs as possible. Both current and future construction and maintenance projects are discussed along with their impacts to normal airport operations. When feasible, a reasonable construction schedule is achieved with the performance of construction activities mostly during nighttime hours as to reduce daytime runway closures and the non-availability of certain navigational aids for aircraft landings. However, when it is essential that certain construction activities have to be performed during daytime hours that will impact normal airport operations, notification emails are sent from the noise office of such impending impacts and their duration.

Below are future scheduled runway closures notices and updates of current airfield construction projects.

### **Temporary Closure of Runway 36R-18L**

- Runway 36R-18L closed for 60 days as of September 27<sup>th</sup>
- When reopened, the once displaced threshold end of Runway 18L will return to its previous position. That is, Runway 36R-18L will return to its original length of 8,300 ft.

### **Change of Runways Magnetic Headings at TPA and Peter O. Knight Airport:**

The magnetic headings of all three runways that we know as 36Right, 18Left, 36Left, 18Right, 09 and 27 at TPA will be changed in January 2011. This change is due to magnetic shifts of the earth's surface. This magnetic shift will also change the runways headings at Peter O. Knight Airport, but not at the remaining two general aviation airports, Tampa Executive and Plant City Airports. A detailed summary of the change will be provided in the next newsletter.

### **Construction Project Updates**

#### **→ Taxiway B Bridge**

The Taxiway B Bridge is also almost complete with a projected completion date of December 2010. Below are recent pictures of the bridge. The Taxiway B Bridge will be the first structure built in Hillsborough County that has been designed to accommodate a bi-directional light rail alignment. The Taxiway B Bridge is called a transportation corridor because it provides the pathway that connects the existing terminal area to a future terminal area. This transportation corridor will accommodate six traffic lanes, an Automated Peoplemover (APM), secured and non-secured service roads in addition to a regional transit system that serves the downtown high-speed rail station. If the transportation sales tax referendum to fund transportation projects in Hillsborough County is approved by the citizens, our airport will be the first airport in Florida to have light rail service for our passengers. This is another first for Tampa International Airport!

→ **Cargo Tunnel**

The Cargo Tunnel that goes under the approach end of Runway 18L to allow for the expeditious movement of ground services equipment and vehicles from the new relocated cargo building to areas on the airfield is almost complete. Below are several photos of the project.



To be included on the mailing list for notification of anticipated turbojet aircraft over-flights over the South Tampa area, please send an email to [HLawrence@TampaAirport.com](mailto:HLawrence@TampaAirport.com) and/or visit the Community Impact Notifications web page on our web site, [www.TampaAirport.com](http://www.TampaAirport.com).

## **Our Next Meeting**

The next CNC meeting is tentatively scheduled for **Thursday, January 13<sup>th</sup> 2011 at 5:30 p.m.** Meeting dates and times may change, so watch your mail for the invitations.