

# Community Noise Consortium Newsletter

January 12, 2012

Issue No. 21



## Message from the Chief Executive Officer

**Joseph Lopano**

Happy New Year! It is my pleasure to start 2012 out with an excellent announcement - Tampa International Airport was recently rated as the sixth most-loved airport in the world by CNNgo.com. The CNN website is devoted to international travel and tourism. Our airport was the only U.S. airport to make the list.

2011 was truly a great year with incredible milestones accomplished:

- Launching of flights to Cuba.
- Expansion of Cuba air service to a second city, Holguin.
- Expansion of air service to San Juan and London.
- Modernization of our terminal curbsides.
- Introduction of auto detailing provided by Premier AutoSPA. This new service is available to travelers who park their vehicles in valet parking. Auto detailing services start as low as \$22 for a standard car wash, up to \$150 for a complete detailing job including interior, exterior and a full body clay treatment with hand-buffed Carnauba cream wax.

Now what is slated for 2012? TPA will provide non-stop service to Zurich Switzerland via Edelweiss Air beginning this spring. These flights will offer access to 55 markets beyond Zurich with one-stop connections to cities including Frankfurt, Paris, Amsterdam, Rome, Munich, Dublin, Barcelona and Madrid.

Shifting our focus to food concessions; the Green Iguana, Mise En Place, Cigar City Brewing, and the Columbia Café are all local flavor restaurants that will soon be available in the main terminal and airsides for your dining pleasure. Additional restaurant and retail experiences concepts to look forward to:

- Shula Burger, mojito bars and fresh fruit stands at airsides,
- Legoland tickets, merchandise from such local attractions as Busch Gardens and Lowry Park Zoo.

Additional information of concession changes can be found on our website under *New Press Releases*.

“Pardon our Construction” signs are signals of the progress of the curbsides renovation project. This project which includes enhancements to our terminal drive’s signage, sidewalks and finishes will enhance the appearance and utilization of the terminal. Just a reminder, please don’t forget to visit our website and voice your opinion on what you want your terminal to look like.

## Noise Office Update

As seen in Table 1, for this quarter commercial and cargo turbojet landings decreased by an average of 2.83% in comparison to a year ago. Conversely, with the exception of the month of October where passenger enplanements decreased by 2.5%, it rebounded in November and December with increases of 0.66% and 1.34% respectively, when compared to the same months in 2010.

**Table 1 - Commercial and Cargo Aircraft Landings**

<b>Months</b>	<b>Year 2010</b>	<b>Year 2011</b>	<b>% Change</b>
January	6,789	6,655	-1.97
February	6,301	6,192	-1.73
March	7,626	7,568	-0.76
April	7,301	7,315	0.19
May	6,918	6,735	-2.65
June	6,589	6,726	2.08
July	6,767	6,850	1.23
August	6,565	6,489	-1.16
September	5,938	5,835	-1.73
<b>October</b>	<b>6,357</b>	<b>6,238</b>	<b>-1.87</b>
<b>November</b>	<b>6,675</b>	<b>6,379</b>	<b>-4.43</b>
<b>December</b>	<b>7,042</b>	<b>6,878</b>	<b>-2.33</b>
<b>Total</b>	<b>80,868</b>	<b>79,860</b>	<b>-1.26</b>

On October 1, 2011 the Aviation Authority switched from PASSUR to ITT for flight tracks and aircraft identifying information. This resulted in an annual cost savings of approximately \$25,000. In comparison to the PASSUR data, the ITT VAS flight track and aircraft identification data in terms of quality and quantity is much better. This is due in fact that ITT in 2007 was awarded an FAA contract to install and operate ground stations for Automatic Dependent Surveillance-Broadcast (ADS-B) technology that is the backbone for the FAA's NextGen program. NextGen is the FAA's project to transition from an air traffic control system based on World War II-era radar technology to one based on satellite technology. With these ground stations, ITT is able to deliver improved flight tracks in comparison to PASSUR that relies on line-of-sight with and interrogation of an FAA's radar. Another cost saving initiative, the radio server will be upgraded, integrated into our Communications Center and maintained by the Authority's ITS department. This is an annual cost savings of \$1,725.

For the fourth quarter of 2011 (Q4 '11), **October 1 - December 31, 2011**, this newsletter focuses on the following issues:

- ➔ Analysis of Turbojet Arrivals on Runway 1R
- ➔ Noise Complaints and
- ➔ South Tampa Over-flights.

## Turbojet Arrivals on Runway 1R

**Table 2** illustrates runway utilization percentages for only turbojet operations at the airport. In adherence with the preferential runway use program, Runway 1L-19R was primarily utilized for turbojet arrivals and departures during a north and south flow. During this quarter, the airfield operated predominantly in a north flow which is typical during this time of year. This action substantiates that planes are departing to the north and arriving from the south. During inclement weather, planes will be vectored around thunderstorms and weather cells for safety purposes. There were periods during this quarter when Runway 10-28 was utilized for commercial turbojet arrivals due to gusty winds.

**Table 2 – CY Q4 '11 Turbojet Arrivals and Departures**

Runways	Arrivals	Departures	%ARR	%DEP
1R	364	7,629	1.89%	41.68%
1L	12,390	4,836	64.35%	26.42%
19R	2,379	5,165	12.36%	28.22%
19L	3,886	545	20.18%	2.98%
10	147	94	0.76%	0.51%
28	89	33	0.46%	0.18%
<b>TOTAL</b>	<b>19,255</b>	<b>18,302</b>	<b>100.0%</b>	<b>100.0%</b>

*Note: North Flow Operations at 68% and South Flow Operations at 32%*

**Table 3** illustrates all turbojet landings on Runways 1R and 1L combined during this quarter, including percentage breakdowns by cause. It is important to remember that the flow patterns (south or north flow) are always dependent on the direction of the prevailing wind. The nine 'Unknowns' were due to the non-availability of audio recordings as the radio server was undergoing software maintenance.

**Table 3 – CY Q4 '11 Turbojet Landings during a North Flow**

Combined Jet Arrivals on Runways 1R & 1L October - December	12,754	
	1L	1R
Percentage of Arrivals	97.1%	2.9%
<b>Percentage Breakdown of Landings on 1R:</b>		
Maintenance/Weather/Emergency/Wildlife/FOD (87)	-	0.7%
ATCT Assigned:	-	0.5%
Commercial & Cargo = 0.3% (41)		
Corporate = 0.2% (25)		
Pilot Request:	-	1.4%
Commercial = 0.3% (33)		
Corporate = 1.1% (143)		
<b>Exempt - Lifeguard (26); Unkwms (9)</b>	-	0.27%
<b>Number of Landings</b>	<b>12,390</b>	<b>364</b>

As indicated, a total of 364 turbojet landings were recorded on Runway 1R which represents an increase of 142 or 64% when compared to Q4 2010. It is also important to note that Runway 1R/19L was closed during Q4 2010 for less than 60 days for resurfacing. The increase in turbojet landings on Runway 1R this quarter also resulted in an increase in the number of noise complaints in reference to this disturbance type. The Authority has and will continue to communicate to all turbojet operators (transient and tenants) that Runway 1R is a noise sensitive runway and the preferential runway for all turbojet landings is

Runway 1L. With a noted increase in commercial pilots requested landings, non-compliant deviation emails were sent to commercial operators such as United Airlines, Southwest, and Spirit and also to private and fractional corporate operators.

**Table 4** illustrates all turbojet departures on Runways 19R and 19L combined during this quarter including percentage breakdowns by cause of commercial and cargo turbojets departures on Runway 19L.

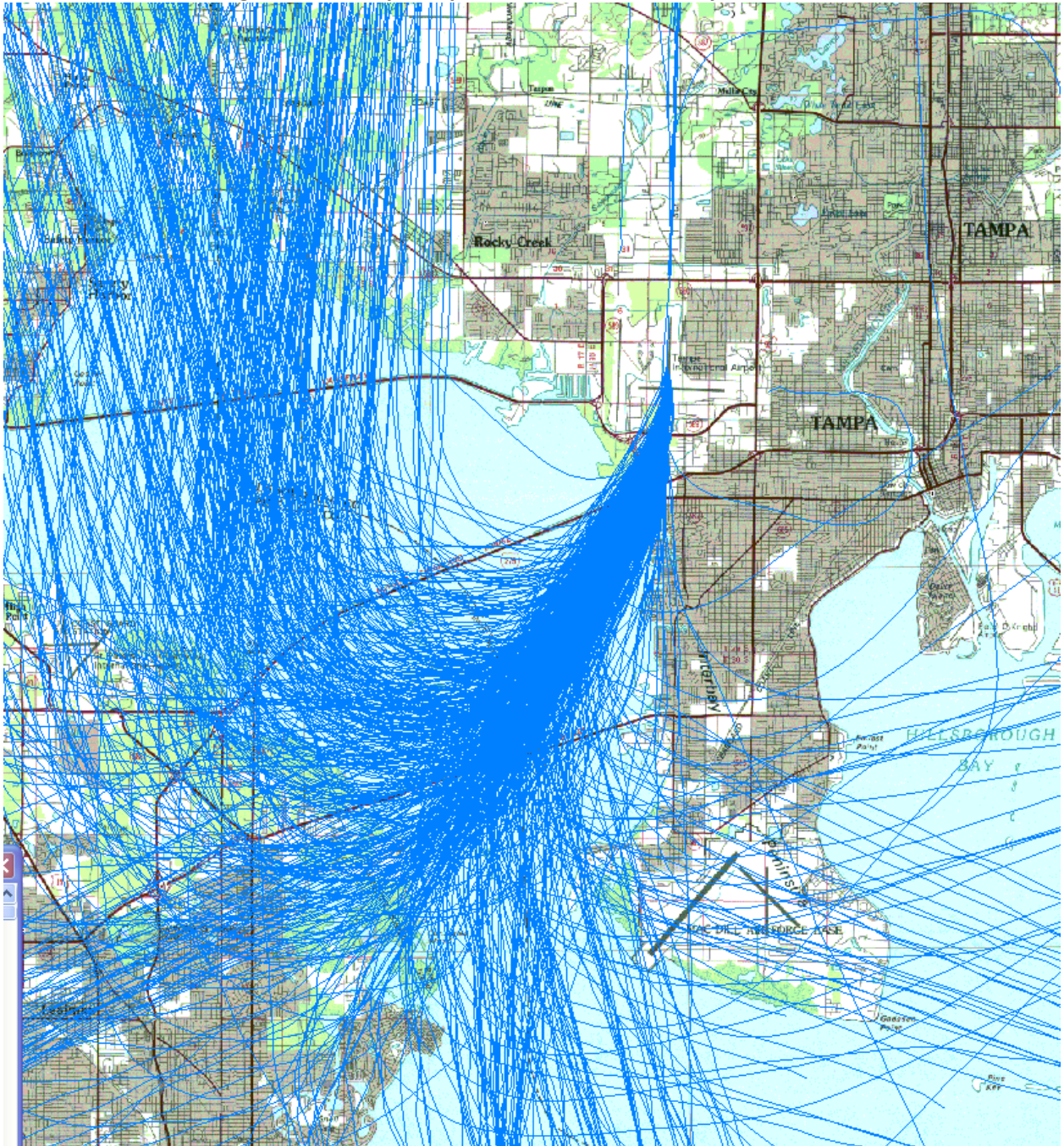
**Table 4 – CY Q4 '11 Turbojet Departures during a South Flow**

<b>Combined Jet Departures on Runways 19L &amp; 19R October - December</b>	<b>5,710</b>	
	<b>19R</b>	<b>19L</b>
Percentage of Departures	90.5%	9.5%
<b>Commercial &amp; Cargo Percentage Breakdown of Departures on 19L:</b>		
Maintenance/Weather/Emergency/Wildlife/FOD (61)		1.07%
FAA Assigned - traffic (4)		0.07%
Pilot Request (15)		0.26%
Charter (9)		0.16%
Unkwms due to Maintenance of Radio Server (4)		0.07%
Corporate (452)		7.9%
<b>Number of Departures</b>	<b>5,165</b>	<b>545</b>

The reason for providing the figures in **Table 4** is to monitor for compliance purposes, the number of commercial and cargo turbojet pilots requesting departures on Runway 19L as asked for by CNC members. Since the monitoring of this preferential runway use program, the number of commercial and cargo turbojet pilots requesting departures on Runway 19L has been very low. However, in comparison to Q4 2010, the number of commercial and cargo turbojet departures on Runway 19L increased by 34 or 58%. Increases were observed in all causes except 'FAA Assigned' where nine fewer commercial and cargo turbojet operators were assigned Runway 19L for departure by air traffic controllers.

**Figure 1** below indicates all commercial and cargo turbojet departures on Runway 19L for Q4 '11. Per the noise abatement program, these aircraft, upon departure, should be instructed to turn to a heading of 210-degrees towards Tampa Bay. Some departures that navigated straight-out over South Tampa were either due to weather conditions, FAA instructions or compliant turns above 3,000 ft.

**Figure 1 – Turbojet Departure Tracks on Runway 19L**



## Noise Complaints

The airport received 195 noise complaints from 26 different households. Six multiple callers accounted for 175 or 90% of the total complaints. Four individual callers were each responsible for 66, 64, 27 and 14 of the total complaints. Six complaints from areas of Brandon, Valrico, and Lithia were due to military flight training exercises for the MacDill AirFest.

In comparison to Q4 2010, the number of noise complaints and different households increased by 43 and three, respectively. The number of multiple callers' complaints increased to 175 – a 31% increase compared to 134 for Q4 2010.

For Q4 '11, noise complaints were from these areas:

- Dana Shores - 2
- South of Kennedy & north of Gandy – 81
- South of Gandy – 66
- St. Petersburg - 3
- North, & northeast of the airport – 33
- Brandon, Lithia, & Valrico - 7

**Table 5** shows the calls and emails 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 number of callers' column.

**Table 5 - Noise Complaints for CY Q4 2011**

Nature of Disturbance	No. of Callers	No. of Complaints
Runway 19L Departure	2	3
Rwy 1R Turbojet Arrival	3	105
General Aviation	2	3
Loud	7	36
Low	6	6
Off Course	3	4
Helicopter	2	2
Military	7	7
South Tampa Over-flight/Early Turns	1	22
Unknown	1	7
<b>TOTAL</b>	<b>34</b>	<b>195</b>

**For the Year 2011 the airport received an average of 1.5 noise complaints per day.**

The most frequent types of noise complaints this quarter were Runway 1R Turbojet Arrivals (54%) and Loud (18%).

**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 December 31, 2011**

Nature of Disturbance	Number of Callers	Number of Complaints
19L Departures	25	27
1R Arrival	168	2,145
General Aviation	44	56
Helicopter	33	31
Loud	310	470
Low	149	161
Military	14	16
Off Course	43	66
Other	40	97
Run-ups	14	16
South Tampa Over-flight/Early Turns	52	2,381
Unknown	57	162
<b>TOTAL</b>	<b>915</b>	<b>5,433</b>

**Table 7** below depicts the annual total number of complaints the Authority received by individual complainants.

**Table 7 – Annual Total Noise Complaints**

Year	Complaints	Individual Complainants
2001	249	83
2002	250	40
2003	259	56
2004	242	39
2005	179	28
2006	256	59
2007	1,284	74
2008	1,114	71
2009	693	48
2010	555	73
<b>2011</b>	<b>559</b>	<b>62</b>

## South Tampa Over-flights

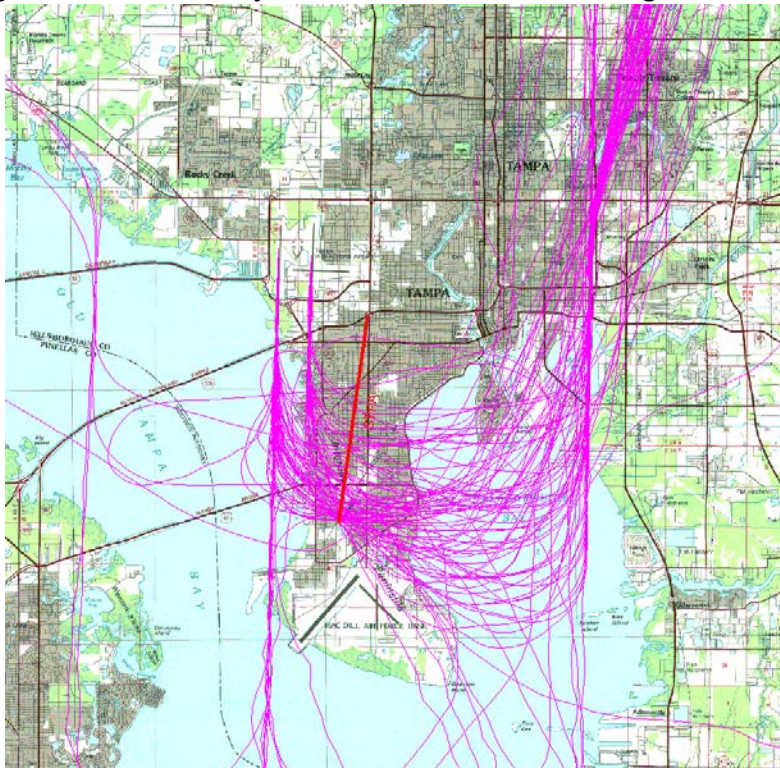
Sixty-six complaints were reported of this disturbance type from one household, but after investigation only twenty-two were found to be applicable. The remaining 44 complaints were categorized as follows: one each for General Aviation, Runway 19L Departure and Military; four were Loud; 30 were Turbojet Landings on Runway 1R; and seven were Unknowns (unable to correlate reported disturbance times with an aircraft event).

**Figure 2** shows the number of turbojets (91) 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. The virtual 'South Tampa' gate is an imaginary wall in the sky created in the FIMS. Our voluntary noise abatement program requires turbojets to conduct their base leg turn south of MacDill's Runway 04, which would reduce aircraft noise over residential homes north of the air base. Of the 91 turbojets that navigated through the virtual 'South Tampa' gate:

- 27 landed on Runway 1R:
  - 16 - Pilot requested
  - Eight - Lifeguard flights which are exempt from the informal runway use program
  - Two - FAA assigned
  - One - Unknown due to maintenance of the radio server
- The remaining 64 landed on Runway 1L.

Turbojets' turning north of MacDill represented approximated 0.7% of the total arrivals during a north flow this quarter - 12,754. This was the lowest percentage for any quarter dating back to 2008.

**Figure 2 – Q4 '11 Turbojet Turns North of MacDill during a North Flow**



## Turbojets North Flow Arrivals

Of the 12,754 combined turbojet arrivals during a north flow this quarter as reported by the FIMS:

- 5,243 navigated on an east downwind
- 4,860 navigated on a west downwind
- 2,651 navigated from other areas of the airfield

Of the total turbojet north flow arrivals, 364 or 2.85% landed on Runway 1R. These landings are explained in **Table 3**. **Tables 8a and 8b** shows the percentages of the number of turbojets that landed on Runway 1R (36R) since February 2006. These percentages are inclusive of all causes of turbojet landings on Runway 1R; such as, maintenance, runway designation project (2011), runway closures, emergencies, Lifeguard flights, wildlife removal, FOD, weather, FAA assigned, FDOT TAIP, and pilots' requests.

**Table 8a – Quarterly Fiscal Year Percentages of Turbojet Landings on Runway 1R during a North Flow**

Months	2006	2007
Feb - April	2.1%	1.75%
May – July	3.2%	4.1%
August – October	2.4%	3.8%
November '06– Jan '07	N/A	2.3%
November '07– Dec '07	N/A	3.6%

**Table 8b – Quarterly Calendar Year Percentages of Turbojet Landings on Runway 1R during a North Flow**

Year	Q1	Q2	Q3	Q4
2008	5.0%	6.0%	6.1%	4.6%
2009	3.5%	3.8%	4.9%	4.4%
2010	2.3%	1.3%	2.6%	1.7%
<b>2011</b>	19.13%	3.2%	3.3%	<b>2.8%</b>

## Construction Projects

Currently, there are no future, scheduled, lengthy closures of either or both of the parallel north-south runways for construction and/or maintenance.

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).

If you have any questions regarding noise issues, please contact me at: **Phone: 813-870-7843** or **Email: [HLawrence@TampaAirport.com](mailto:HLawrence@TampaAirport.com)**. Also, if you would like to stop receiving mailed copies of the newsletter, please send me an email or call.

## Our Next Meeting

The next CNC meeting is tentatively scheduled for **Thursday, April 12<sup>th</sup>, 2012 at 5:30 p.m.** Meeting dates and times may change, so watch your mail for the invitations.