



Tampa
International
Airport



WELCOME & INTRODUCTIONS

Community Noise Consortium (CNC) Meeting



Tampa International Airport
(TPA)

Thursday – July 15, 2010
5:30 p.m. – 6:30 p.m.



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Agenda

- **Airport Operations and Airfield Flow Patterns - #1 & #2**
- **Turbojet turns north of MacDill from an East Downwind - #3**
- **Turbojet Runway 36R/18L Deviations - #4**
- **Altitude and assigned track headings - #5**
- **Corporate jets departing Runway 18L - #7**
- **Noise Complaints**
- **Construction: FDOT TAIP**
- **Open question and answer forum**

Airport Operations

Total Airport Operations As Reported By TPA FAA ATCT			
Month	Yr 2007	Yr 2008	% Change
Jan	22,720	21,928	-3.5%
Feb	21,126	21,388	1.2%
Mar	24,823	24,360	-1.9%
Apr	23,221	22,976	-1.1%
May	21,803	21,667	-0.6%
June	20,413	19,513	-4.4%
July	20,908	19,276	-7.8%
August	20,925	18,006	-13.9%
September	18,974	16,115	-15.1%
October	20,632	17,558	-14.9%
November	21,291	17,173	-19.3%
December	21,857	18,271	-16.4%
TOTAL	258,693	238,231	-7.9%

Total Airport Operations As Reported By TPA FAA ATCT			
Month	Yr 2009	Yr 2010	% Change
Jan	17,708	16,906	-4.5%
Feb	16,851	15,490	-8.1%
Mar	19,055	18,513	-2.8%
April	16,011	17,869	11.6%
May	16,682	17,227	3.3%
June	16,293	16,455	1.0%
July			
August			
September			
October			
November			
December			
TOTAL	102,600	102,460	-0.1%

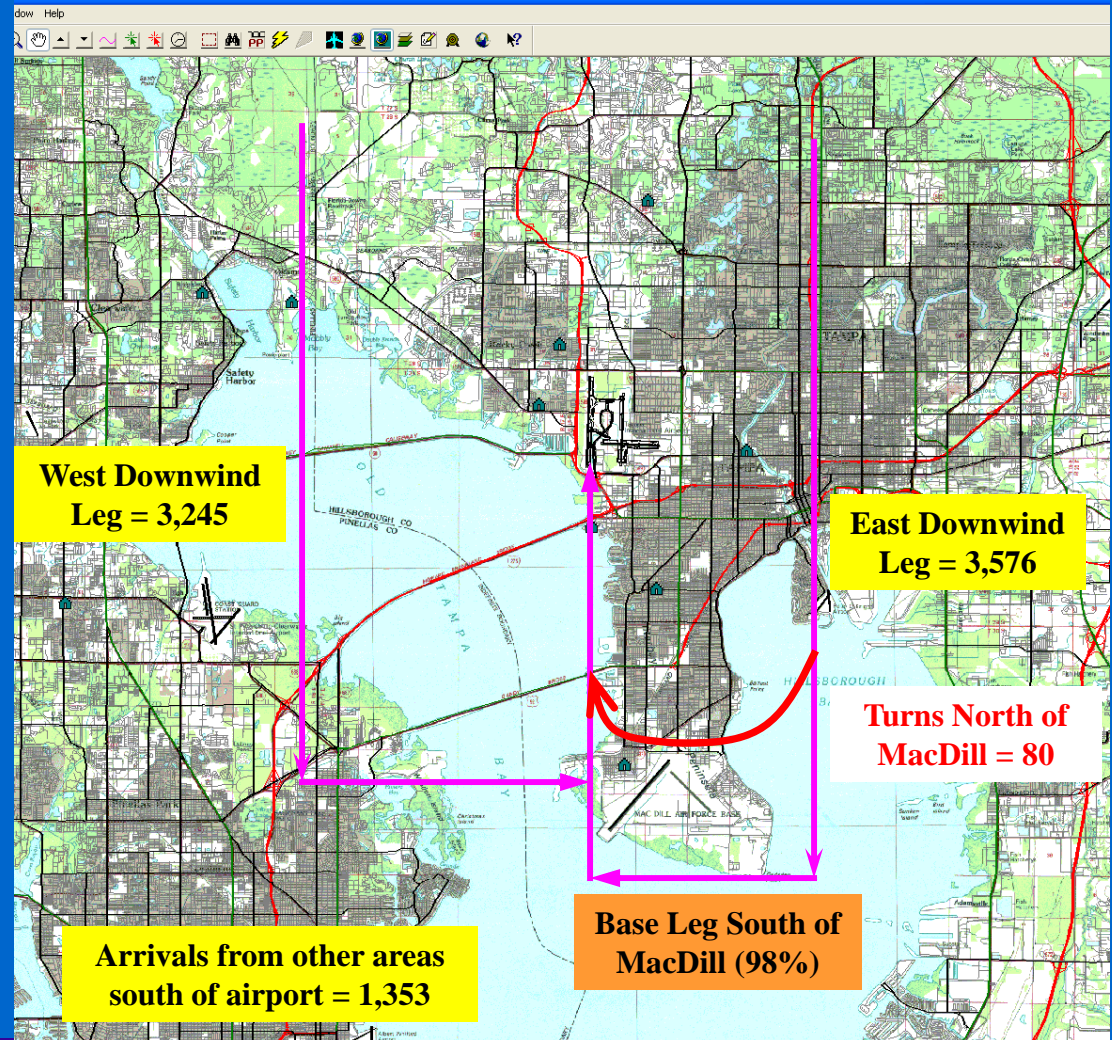
Airfield Flow Patterns

North Flow vs. South Flow				
	Year 2007		Year 2008	
Month	North Flow	South Flow	North Flow	South Flow
January	66%	34%	61%	39%
February	62%	38%	42%	58%
March	64%	36%	53%	47%
April	65%	35%	55%	45%
May	75%	25%	36%	64%
June	44%	56%	39%	61%
July	31%	69%	24%	77%
August	38%	62%	42%	58%
September	65%	35%	67%	33%
October	73%	27%	84%	16%
November	79%	21%	76%	24%
December	60%	40%	44%	56%

North Flow vs. South Flow				
	Year 2009		Year 2010	
Month	North Flow	South Flow	North Flow	South Flow
January	52%	48%	69%	31%
February	49%	51%	76%	24%
March	42%	58%	64%	36%
April	38%	62%	58%	42%
May	34%	66%	35%	65%
June	38%	62%	32%	68%
July				
August				
September				
October				
November				
December				

Turbojet Turns North of MacDill A.F.B.

- From an east downwind leg approximately 2.2% or 80 turbojets turned through the virtual south Tampa Gate.
- A majority of the turns were either due to pilots compliance with stated FAA instructions when and where to turn base leg, weather, operational necessity, Lifeguard and/or emergency flights.
- Non-compliant turbojet operators were sent letters or emails.



Turbojet Turns North of MacDill

Turns North of MacDill – Q2 '09:

Commercial & Cargo = 81

Corporate = 30

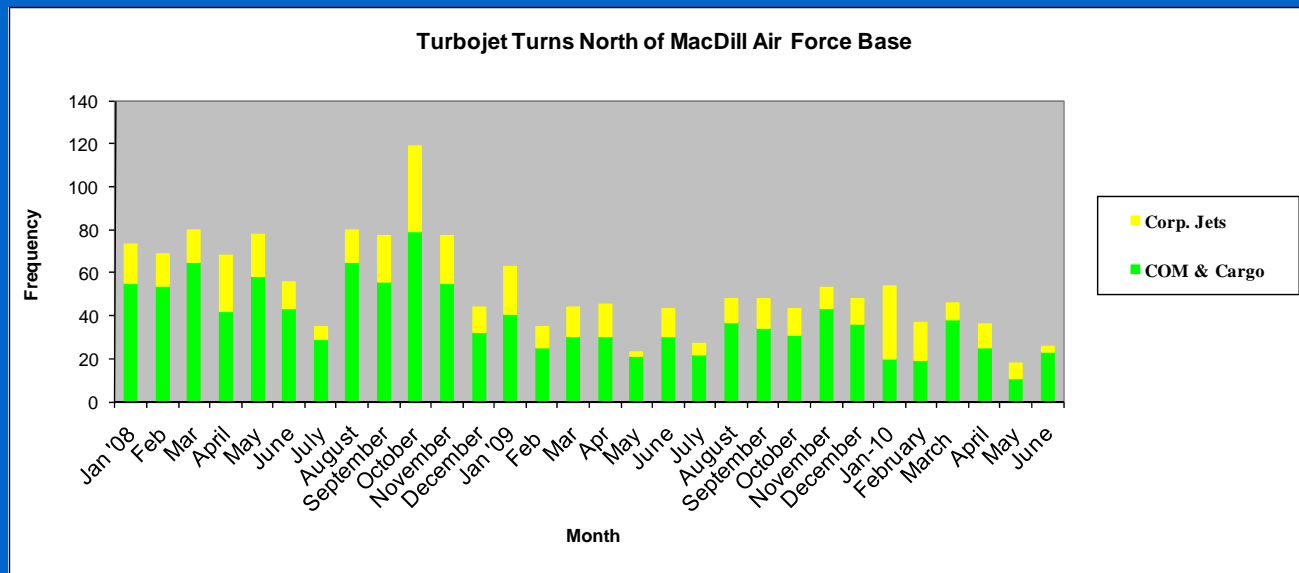
Turbojet turns north of MacDill was 1.6% of the combined turbojet arrivals during a north flow (6,947).

Turns North of MacDill – Q2 '10:

Commercial & Cargo = 59

Corporate = 21

Turbojet turns north of MacDill was 1% of the combined turbojet arrivals during a north flow (8,174).



Turbojet Arrivals on Runways 36R & 36L

Combined Jet Arrivals on Runways 36R & 36L	8,174	
April, May & June	36L	36R
Percentage of Arrivals	98.7%	1.3%
Percentage Breakdown of Landings on 36R:		
FDOT TAIP (0)	-	0.0%
Maintenance/Weather/Emergency/Construction/Friction Testing (74)	-	0.9%
ATCT Assigned:	-	0.1%
Commercial & Cargo = 0.04% (4)		
Corporate = 0.01% (7)		
Pilot Request:	-	0.3%
Commercial = 0.02% (2)		
Corporate = 0.2% (19)		
Exempt - Lifeguard/Veterans Airlift (2); NOAA (0)	-	0.02%
Number of Landings	8,066	108

Comparison to Q2 '09:

- Corporate turbojet pilot requested landings decreased from 65 to 19
- FAA ATCT assigned landings decreased by 66 to 11
- **Total landings on Runway 36R decreased by 152** Reminder that

Reminder - Runway 36R-18L was closed during April until May 28, 2010

Turbojet Departures From Runway 18L

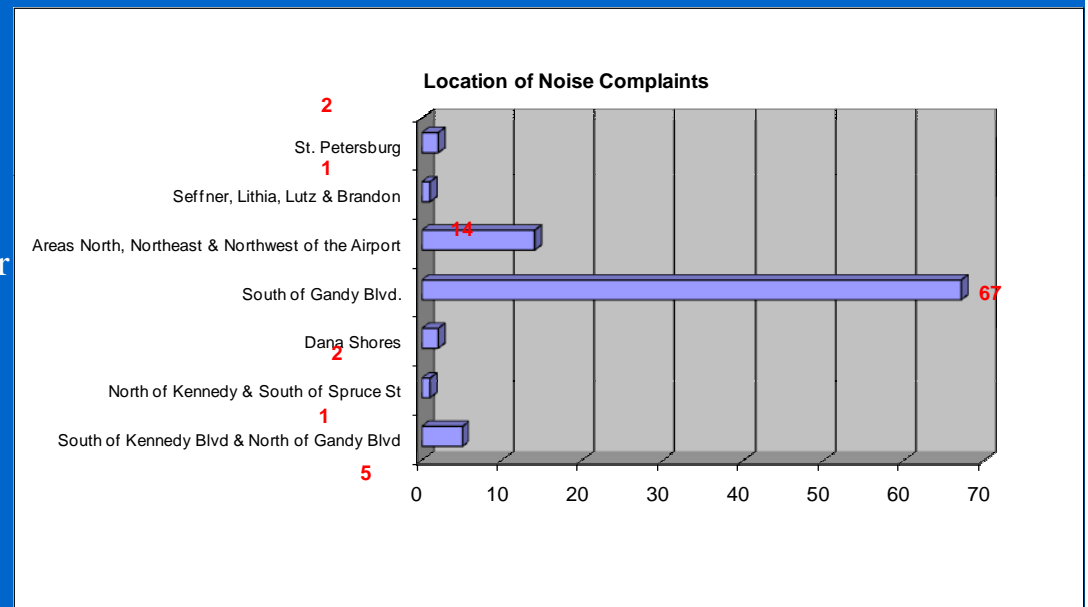
Combined Jet Departures on Runways 18L & 18R	10,701	
April, May & June	18R	18L
Percentage of Departures	97.6%	2.4%
Commercial & Cargo Percentage Breakdown of Departures on 18L:		
FDOT TAIP (0)		0.00%
Maintenance/Weather/Friction Testing (17)		0.16%
FAA Assigned (3)		0.03%
Pilot Request (0)		0.00%
Charter (0)		0.00%
Corporate (234)		2.2%
Number of Departures	10,447	254

Comparison to Q2 '09:

- Total commercial & cargo jet departures from Runway 18L decreased by 197
- FAA assigned departures decreased from 34 to three.

Noise Complaints

- Total of 92 noise complaints from 22 individual households
 - 82 fewer complaints than Q2 '09
 - 6 additional household complaints than Q2 '09
- Five (5) repeat callers accounted for 82% or 75 of the total complaints
 - One complainant accounted for 67 or 73% of the total complaints
- Frequent types of noise complaints:
 - 45% were turbojets' Early Turns/South Tampa over-flight
 - 17% associated to Loud aircraft noise
- Geographical location of majority of noise complaints:
 - 73% south of Gandy Blvd.
 - 5% south of Kennedy Blvd. and north of Gandy Blvd.
 - 15% north of Airport



Runway 18L Temporary Displaced Threshold

Displaced on May 28, 2010 until November 15, 2010. New runway lengths available for all aircraft operations.

Runway 18L:

- Accelerate Stop Distance Available – 7800 ft.
- Landing Distance Available – 7493 ft.
- Take-off Distance Available – 7800 ft.
- Take-off Run Available – 7800 ft.

Runway 36R:

- Accelerate Stop Distance Available – 7568 ft.
- Landing Distance Available (LDA) – 7568 ft.
- Take-off Distance Available (TODA) – 7568 ft.
- Take-off Run Available (TORA) – 7568 ft.



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GSE Tunnel Under Runway 18L

First cement pour on June 18-19, 2010

80 concrete trucks

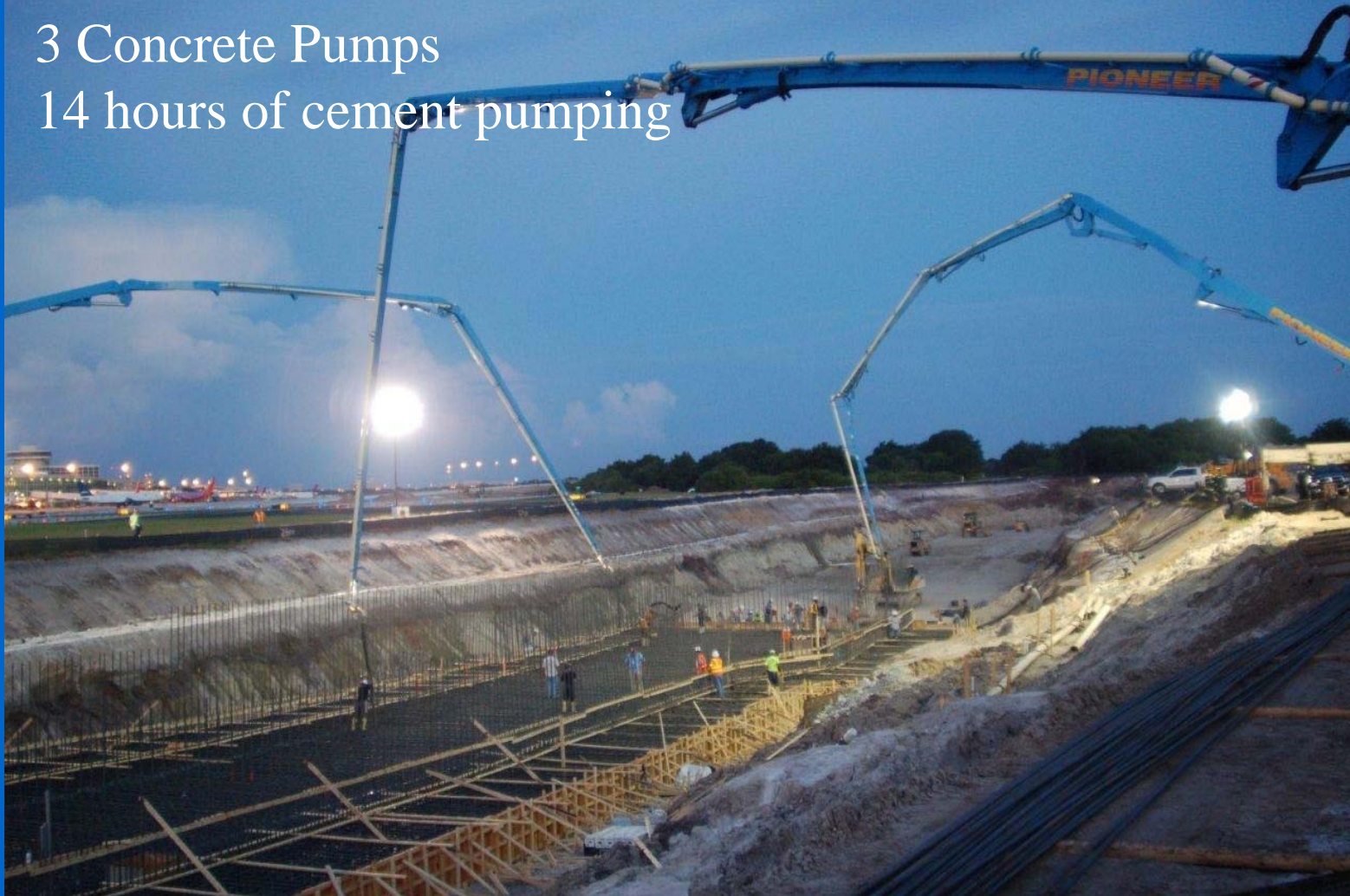
2,600 cubic yd



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GSE Tunnel Under Runway 18L

3 Concrete Pumps
14 hours of cement pumping



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GSE Tunnel Under Runway 18L

Base slab is from 3 ft to 5 ft thick

Tunnel wall is 14 ft 2 inch

Tunnel excavation depth is 28 ft



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Tampa
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Question & Answer Forum



Next Meeting

Wednesday, October 15, 2010 at 5:30 p.m.

Aviation Authority Board Room

