

# Community Noise Consortium Newsletter

August 16, 2007

Issue No. 3



## Message from the Executive Director

**Louis Miller**  
Aviation Authority

With the official commencement of summer on June 21, 2007, the Airport has been predominantly operating in a South Flow. A shift in operation from a North Flow to a South Flow normally results in a reduction in the number of noise complaints received by the noise office during the summer months. However, for this quarter the number of noise complaints increased from the previous quarter from 144 to 299 due to one individual in the South Tampa area near Gandy Blvd.

On Wednesday, June 18, 2007, the Aviation Authority again hosted the Hillsborough County Metropolitan Planning Organization (MPO)'s Community Advisory Committee (CAC) meeting in the Aviation Board Room. This is a summary of the meeting.

Ms. Margaret Vizzi an active member of our Community Noise Consortium (CNC) since its inception is also a member of the MPO's CAC and was in attendance. In addition to hosting this meeting, the Aviation Authority's noise office presented to the MPO CAC Members and others in attendance information relating to TPA informal runway use program, a demonstration of the Interactive Sound Information System (ISIS) software and finally, a look at our state-of-the art flight tracking system software, Flite Graph. After the presentation the Chairman of the MPO's CAC, Mr. Joe Amons stated that, he thought that our noise abatement procedures were always mandatory and not voluntary. We replied by stating that our noise abatement procedures have always been voluntary due to Federal requirements, but despite being voluntary, the airport has had tremendous success with compliance from the air carriers and GA corporate pilots. A majority of the questions that were directed to the noise staff were focused on the efforts of the Aviation Authority to reduce aircraft noise and over-flights over residential communities.

As we gradually see the remarkable progress of the FDOT Tampa Airport Interchange Project (TAIP), we can expect more unusual flight patterns at the airport as nightly crane operation from 11:00 p.m. to 6:00 a.m. continues until 2010. Residents can log onto our web site and click on the '*Community Noise Impact Notifications*' web page for information relating to noise impact to communities surrounding the airport.

As always, if you have any questions regarding noise issues, please contact Herman Lawrence, Jr., Noise Officer at TPA at: **Phone: 813-870-7843 E-mail: [HLawrence@TampaAirport.com](mailto:HLawrence@TampaAirport.com)**.

**Correction – The previous two newsletters were mistakenly named. The first newsletter that Herman prepared should have been for the fourth quarter of 2006 and not the first quarter of 2007. Therefore, making the second newsletter the first quarter 2007 that was presented at the CNC meeting on May 17, 2007.**

## Noise Office Update

**Herman Lawrence, Jr.**

**Noise Officer**

Aviation Authority

Noise abatement posters (18" x 24") informing GA corporate pilots of our voluntary informal runway use program were made for each FBO, Hawker Beechcraft and Tampa International Jet Center, and hung in their pilot planning room. Tri-fold brochures summarizing the noise abatement procedures at TPA are currently being developed to be placed near these posters for pilots. The noise web page was also updated with some educational and informative materials pertaining to noise and aircraft operations at TPA. We urged everyone to visit the new noise web site. We welcome comments or suggestions.

I am also happy to report that the YOW1 noise monitoring station located on Mariner Street is finally up and running as of July 24, 2007. This site is the first to have an electric meter installed with plans to install meters at the remaining three noise monitoring stations. The noise office will monitor and compare the cost savings associated with having an electric meter at YOW1 to paying a flat monthly fee for each non-metered noise monitoring station. A report summary will be provided at the next CNC meeting.

This newsletter includes second quarter activities, **May 1 through July 31, 2007** and focuses on the following issues:

- Analysis of Turbojet Arrivals on Runway 36R
- Noise Complaints
- Analysis of aircraft transitioning downwind east and west of the airport
- South Tampa Over-flights
- Construction Projects, such as the FDOT Tampa Airport Interchange Project.

## Turbojet Arrivals on Runway 36R

Table 2 illustrates runway utilization percentages for turbojet operations at the airport. As shown in table 1 below, the utilization of our preferred runways for turbojet departures and arrivals was in keeping with our voluntary informal runway use program with the utilization of runways 36L for arrivals (north flow) and 18R for departures (south flow).

**Table 1 – Arrival and Departure Operations of Turbojet Aircraft  
May 1, 2007 thru July 31, 2007**

<b>Runways</b>	<b>Arrivals</b>	<b>Departures</b>	<b>%ARR</b>	<b>%DEP</b>
36R	253	6,881	2.2	32.7
36L	<b>5,917</b>	3,475	50.6	16.5
18R	961	<b>9,736</b>	8.2	46.3
18L	4,535	897	38.8	4.3
9	7	1	0.1	0.0
27	19	60	0.2	0.3
<b>TOTAL</b>	<b>11,692</b>	<b>21,050</b>	<b>100.00%</b>	<b>100.00%</b>

*Note: Almost an even split for operations during a North and South Flow*

Looking at arrivals and departures on runways 36R/36L and 18R/18L, the north and south flow were each utilized almost 50% of the time during this quarter. This trend is consistent from historical weather patterns as the winds tend to shift from the northeast to the southwest as we enter into the summer months.

Compared to the previous newsletter, the number of turbojet landings on runway 36R increased by 8% or a total of 19, but this increase can be associated to the unusual early morning and normal afternoon scattered thundershowers within the Tampa Bay area. In addition, the nightly closure of runway 36L from 11:00 p.m. to 6:00 a.m. for the FDOT TAIP also contribute to the increase number of landings on this runway.

Table 2 illustrates turbojet landings on runway 36R. Southwest Airlines had the highest number of landings with a total of 75, which more than double the number of landings from the previous quarter at 35. Please remember that some of these 36R landings that are investigated are not violations to our informal runway use program due to factors such as the TAIP, safety, weather and capacity constraints. However, some good news, the number of corporate turbojet landings has decreased from 123 to 95 this quarter, a reduction of almost 30%. This reduction trend should continue throughout the next quarter as the airport should be operating in a south flow a majority of the time during the remainder of the summer months.

**Table 2 –Turbojet Landings on Runway 36R**

<b>Airline Name</b>	<b>05/01/07 thru 07/31/07</b>
Air Tran Airways	13
America West Airlines Inc.	1
American Airlines	12
Chautauqua Airlines Inc.	1
Continental Airlines, Inc.	11
DHL Airways Inc.	1
Delta Air Lines Inc.	9
FedEx	3
Jet Blue Airways	5
Midwest Express Airlines Inc.	2
Northwest Airlines, Inc.	4
Southwest Airlines Co.	75
Spirit Airlines	1
US Airways, Inc.	15
United Airlines, Inc.	5
<b>Corporate Jets</b>	<b>95</b>
<b>TOTAL</b>	<b>253</b>

In comparison to the same time period last year, the number of turbojet landings on runway 36R decreased by over 370%.

For this quarter, the airport received a total of 14 noise complaints of turbojet landings on runway 36R that were all investigated. Some of the landings of these turbojets were determined not to be a violation of the informal runway use program as pilots were complying with instructions from the FAA air traffic control tower due to operational constraints at the airport. Others were also based on pilot's request.

## Noise Complaints

The number of noise complaints has increased with the Airport receiving a total of 299 complaints for this period. This is a record as the Authority has never had more than 259 noise complaints over a period of one year as shown in table 5 to the right.

The table below shows the calls that the Airport received for this period. \*There were only 11 different complainants this quarter and of this total, 5 were repeat callers that either commented on varying and/or the same disturbance experienced.

**Table 3 - Noise Complaints for 2<sup>nd</sup> Quarter 2007**

Nature of Disturbance	No. of Callers	No. of Complaints
18L Disturbance	0	0
36R Arrival	5	14
General Aviation	0	0
Helicopter	0	0
Loud	3	4
Low	3	3
Military	0	0
Off Course	0	0
Other	0	0
Run-ups	0	0
South Tampa Over-flight/Early Turns	2	278
Unknown	0	0
<b>TOTAL</b>	<b>*13</b>	<b>299</b>

The most frequent types of noise complaints received by the airport were early turns and compliant turboprops or South Tampa over-flights. This type of disturbance accounted for 92 percent of the total complaints. One household was responsible for 277 of these types of complaints and 93 percent of the total noise complaints received by the airport this quarter.

As usual, the noise office investigated all noise complaints and of the 277 noise complaints of aircraft early turns, a majority was over-flights from compliant turboprop and prop aircraft during a north and south flow operation, and some turbojet over-flights during operational constraint and nightly runway closure of runway 36L. All these are not considered a violation of the informal runway use program as stated in the Letter to Airmen Notice.

The tables to the right show the number of complaints that have been received, by category, since Jan. 2001.

**Table 4 – Noise Complaints from 2001 through 2007**

Nature of Disturbance	Number of Callers	Number of Complaints
18L Disturbance	8	12
36R Arrival	56	1,076
General Aviation	10	9
Helicopter	14	16
Loud	169	262
Low	90	122
Military	2	2
Off Course	7	16
Other	30	49
Run-ups	14	19
South Tampa Over-flight/Early Turns	9	374
Unknown	44	69
<b>TOTAL</b>	<b>453</b>	<b>2,026</b>

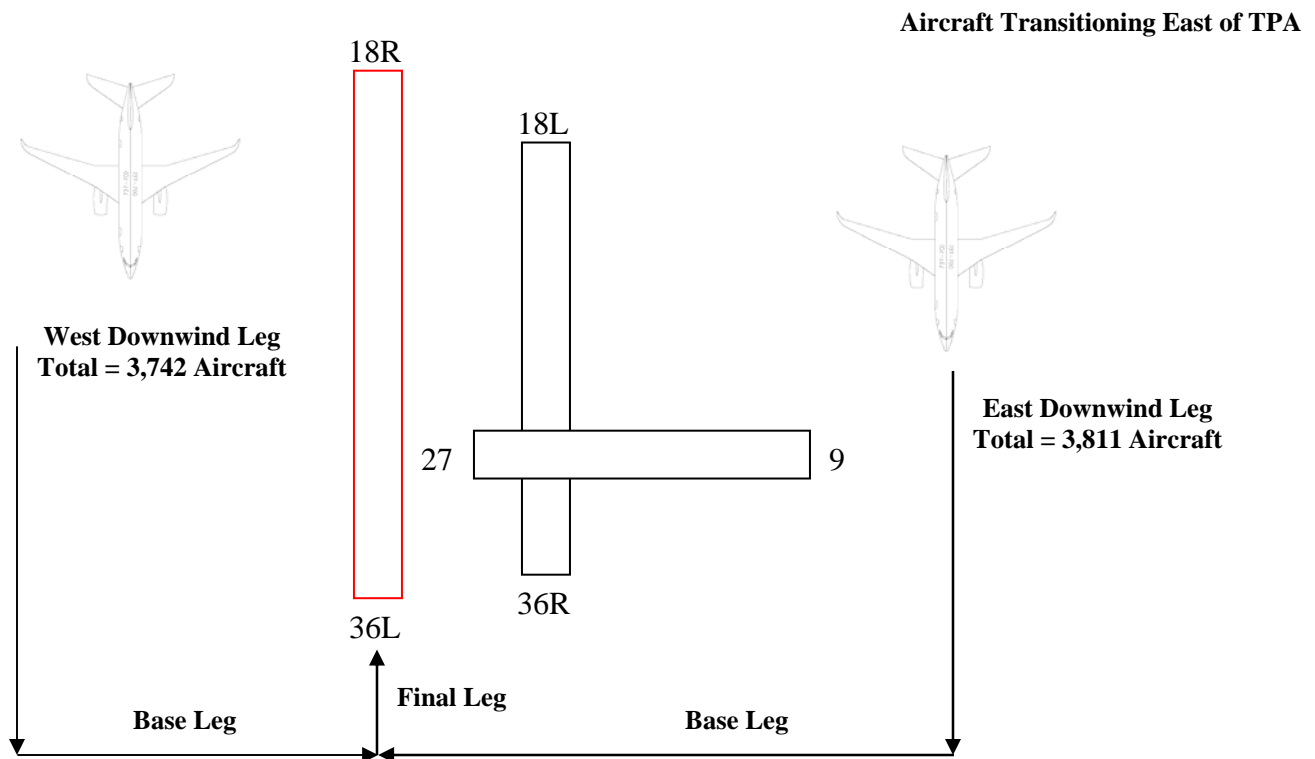
**Table 5 – Annual and Monthly Noise Complaints**

	Monthly Complaints	
	Complaints	Callers
<b>Total '01</b>	<b>245</b>	<b>79</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>241</b>	<b>39</b>
<b>Total '05</b>	<b>179</b>	<b>29</b>
Jan-'06	13	5
Feb	21	6
Mar	33	5
Apr	32	15
May	18	10
Jun	11	7
Jul	10	3
Aug	13	5
Sep	18	5
Oct	38	14
Nov	21	7
Dec	28	11
<b>Total '06</b>	<b>256</b>	<b>93</b>
Jan-'07	33	14
Feb	15	9
March	53	18
April	87	6
May	118	5
June	78	6
July	103	5
<b>GRAND TOTAL</b>	<b>1,917</b>	<b>399</b>

## Analysis of Aircraft Transitioning Downwind East and West of the Airport

The sketch below shows the downwind leg of an aircraft transitioning east of the airport in a southerly direction. Aircraft also transition on a downwind leg west of the airport, but these aircraft do not cause much of a disturbance when they turn on their base leg as they are over Tampa Bay. However, aircraft on a downwind leg east of the airport heading in a southerly direction and turning north of MacDill AFB's Runway 4 results in a majority of the noise complaints of 'early turns or South Tampa over-flights.' As our informal runway use program allow for turbojet aircraft to turn north of MacDill AFB during conditions as stated in 'Operational Safety Criteria' in the Letter to Airmen Notice No. 05-01, this newsletter will analyze the number of aircraft that transition downwind both on the east and west sides of the airport during this quarter. Also in keeping with our preferential runway use program, runway 36L is assigned for turbojets and runway 36R for turboprop and propeller aircraft landings during a north flow.

**Exhibit 1 – Sketch of Arriving Aircraft Flight Pattern During A North Flow**



For this quarter and only during a north flow, there were a total of 10,177 aircraft (turbojets, turboprop and prop) landings on runways 36R and 36L combined. Of that total, approximately 3,742 and 3,811 of these aircraft traversed west and east of the airport respectively on a downwind leg in a southerly direction. The challenge for FAA Air Traffic Control Tower (ATCT) personnel is to provide the required federal safety separation for all these arriving aircraft as they turn base leg to land on either runway 36R or 36L while continuing the operation of departing aircraft from these same runways to the north. This becomes even more challenging and sometimes difficult during peak travel season, peak time periods, runway closures, emergencies, and weather such as the existence of thunderstorms within the airport environs, etc. All these and others not mentioned exert operational constraint at TPA and at any airport.

Therefore, for the FAA ATCT to conform to our voluntary preferential runway use program of assigning runway 36L for turbojet arrivals during a north flow, occasionally, turbojet pilots will be given

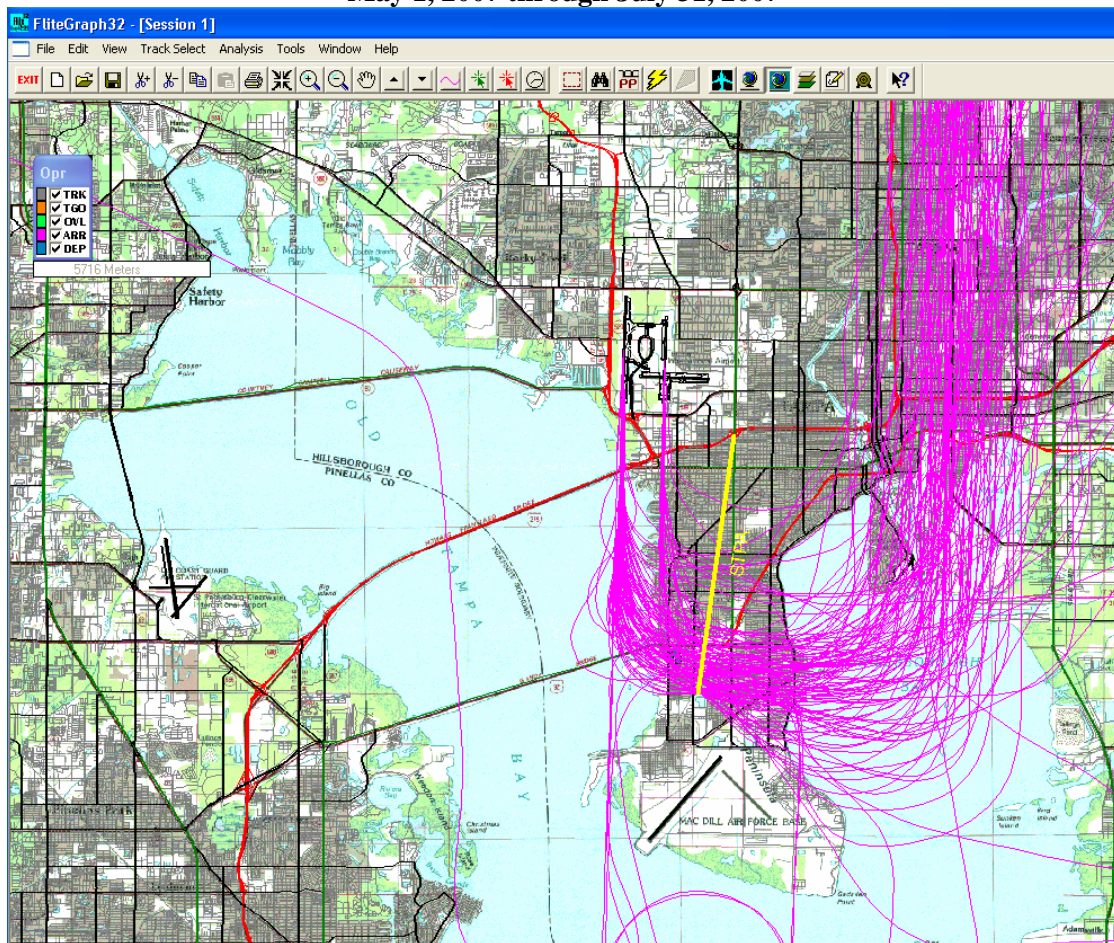
instructions from air traffic control to deviate and turn north of MacDill AFB. During such occurrences, these early turns are not considered a violation of the informal runway use program.

## South Tampa Over-flights

With a total of 278 noise complaints regarding this type of disturbance from two different households, noise office staff investigated and responded to all complaints. Included in these noise complaints were over-flights from turbopropeller and propeller aircraft and turbojet landings on runway 36R during the closure of runway 36L for safety. Although these complaints were logged, the operation of these aircraft was not considered a non-compliant deviation. In addition, turbopropeller and propeller aircraft departure over-flights during a south flow south of the airport are not considered a violation.

For this quarter a total of 114 turbojet aircraft turned north of MacDill AFB Runway 4 and of this total only 22 landed on runway 36R. Of the 22 turbojets that landed on runway 36R, seven (7) landed between the hours of 11:00 p.m. to 6:00 a.m. during the closure of runway 36L for the FDOT TAIP.

### Turbojets Turning North of MacDill Air Force Base over South Tampa May 1, 2007 through July 31, 2007



## Turbojet Landings on Runway 36R

For the months May 1, through July 31, 2007, there were 6,170 turbojet landings on runways 36L and 36R combined. Of this total, approximately 4.1% landed on runway 36R and 1.85% turned north of MacDill AFB Runway 4. These are all notable increases; however, the weather during these months since the start of the hurricane season, June 1, 2007, has been unusual. Tampa Bay has experienced some unusual early morning thunder showers that resulted in aircraft diversions and deviations from the voluntary informal runway use program. These unusual weather patterns also increased the utilization of the north flow more than usual for this quarter.

The table below shows the percentages of the number of turbojets that turned north of MacDill AFB Runway 4 since the third quarter of 2005.

**Table 6 – Quarterly Percentages of Turbojet Landings on Runway 36R**

Aug-Oct 2005	2.3%
Nov-Jan 2006	2.3%
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%
<b>May-July 2007</b>	<b>4.1%</b>

## Construction Projects

The FDOT Tampa Airport Interchange Project will continue until the year 2010. Per the terms of the agreement with the Aviation Authority, this project will require the closure of Runway 36L-18R for 350 days over the course of the contract which started in 2005. As of July 31, 2007 the number of days of the FDOT TAIP that required the closure of Runway 36L-18R is 229 days.

To get on the mailing list to be notified of when to expect turbojet aircraft over-flights over the South Tampa area, please send me an email at [HLawrence@TampaAirport.com](mailto:HLawrence@TampaAirport.com) and/or visit the Community Noise 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 **November 15<sup>th</sup> at 6:00 p.m.** We will be serving refreshments and validating your parking. Meeting dates and times may change, however, so watch your mail for the invitation.