

# Community Noise Consortium Newsletter

July 24, 2008

Issue No. 7



## Message from the Executive Director

**Louis Miller**  
Aviation Authority

During this quarter when the airport was operating in a north flow, the Aviation Authority received numerous noise complaint emails and phone calls from residents located in South Tampa because of the number of both large commercial aircraft and corporate jets landing on the east parallel runway 36R. It was also during the reception of these emails and phone calls that a staff member on March 29, 2008 observed several turbojet landings on Runway 36R during normal airport operating conditions. When staff inquired of the Air Traffic Control Tower (ATCT) supervisor as to the reasons for the landings of commercial and corporate turbojet aircraft on Runway 36R, they were informed of the existence of a new ATCT directive that allows this practice during the busy times throughout the day. This new directive allows ATCT duty supervisors to evaluate real-time air traffic within TPA's airspace and make a determination whether to utilize Runway 36R for turbojet aircraft (commercial and corporate) arrivals. This new directive is a significant variance from the long standing noise abatement procedure the Aviation Authority has implemented with the ATCT's cooperation that discourages turbojet operations on Runway 36R because the approach is over heavily populated residential areas close to the airport. The Informal Runway Use Program that contains this noise abatement procedure has been in existence since 1959.

In response to the increased number of citizens' complaints that were received, Authority staff investigated every turbojet landing on Runway 36R during this second quarter. Ironically, a greater percentage of the landings were due to Air Traffic Controllers (ATCs) assigning Runway 36R to both commercial and corporate turbojet pilots and not due to a specific pilots' request. Our Informal Runway Use Program is a voluntary noise abatement program and we are in ongoing discussions with the Federal Aviation Administration in an effort to convince them to continue managing arriving aircraft the same way they have since 1959. The interesting fact is that we actually have less traffic today than we did last year and the number of daily landings and takeoffs continue to decrease due to the economic crisis within the Aviation Industry.

Considering the increase in jet traffic and noise impact to our neighbors south of the airport, this newsletter and the accompanying PowerPoint presentation will focus on the reasons expressed by the ATCT justifying their intentions to continue assigning Runway 36R for jet plane arrivals. Regardless, the Authority has not and will not support any actions by the ATCT to assign Runway 36R for jet plane arrivals during normal airport operating conditions.

## Noise Office Update

**Herman Lawrence, Jr.**

**Noise Officer**

Aviation Authority

As a follow-up to our proposed modified construction crane operating schedule to representatives of FDOT for the closure of the west parallel Runway 36L for the Tampa Airport Interchanges Project (TAIP), the construction contractors and FDOT have agreed to our February 14, 2008 proposal. As of July 15, 2008 the remaining closure days are:

- ➔ From 10:00 p.m. till 6:00 a.m. - 21 days proposed (zero days used)
- ➔ From 11:00 p.m. till 6:00 a.m. - 60 days proposed (19 days remaining)
- ➔ From 12 midnight till 5:00 a.m. - 119 days proposed (114 days remaining)
- ➔ Total of 200 days and closures in excess of this would be subject to damages in the current contract.

For the second quarter of 2008, **April 1 through June 30, 2008** this newsletter focuses on the following issues:

- Analysis of Turbojet Arrivals on Runway 36R
- Noise Complaints
- South Tampa Over-flights and
- Construction Projects, such as the FDOT TAIP.

### Turbojet Arrivals on Runway 36R

**Table 1** illustrates runway utilization percentages for turbojet operations at the airport. As shown, 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 preferred Runway ends 36L for arrivals (north flow) and 18R for departures (south flow). In comparison to the previous quarter, the number of turbojet landings on Runway 36R decreased by 54. However, during the last quarter the airport operated in a north flow approximately 52% of the time in comparison to this quarter at 43%.

**Table 1 – Arrival and Departure Operations of Turbojet Aircraft  
April 1, 2008 through June 30, 2008**

Runways	Arrivals	Departures	%ARR	%DEP
<b>36R</b>	501	5,782	2.4%	26.0%
<b>36L</b>	8,055	2,660	38.0%	11.9%
<b>18R</b>	4,191	12,499	19.8%	56.1%
<b>18L</b>	8,338	1,318	39.4%	5.9%
<b>9</b>	4	2	0.0%	0.0%
<b>27</b>	97	15	0.5%	0.1%
<b>TOTAL</b>	<b>21,186</b>	<b>22,276</b>	<b>100.0%</b>	<b>100.0%</b>

*Note: North Flow Operations at 43% and South Flow Operations at 57%*

This may in part be due to the summertime pattern of prevailing wind directions coming out of the south. It is hoped the south flow operations will continue to increase as the noise office continues to track this important noise mitigation measure. Despite the increase percentage of

south flow operation, the noise office received numerous complaints of turbojet landings on Runway 36R during this quarter than compared to the same quarter last year.

As the Authority expressed and conveyed the anger and frustration of South Tampa residents with the increase landings of turbojets on Runway 36R, the Authority was informed by the ATCT of the following reasons for their assignment of turbojet aircraft on Runway 36R. These are as follows:

- Increase arrival pushes during peak time periods in contrast to last year
- Increase corporate jet traffic and the addition of another fixed base operator, all located on the eastern side of the airfield
- Safety concerns with aircraft crossing active runways
- Operational necessity as to prevent impact to Sarasota Bradenton International Airport airspace, and
- The training of new air traffic controllers.

A summary excerpt of the Authority response to each ATCT bulleted item is as follows:

- Commercial airline arrival schedules have remained relatively unchanged when compared to last year;
- Corporate jet traffic and overall traffic at the airport have not returned to pre 09/11/2001;
- The safety and responsibility of all aircraft on the ground, arriving and departing at TPA and over-flying TPA's airspace is vested with the ATCT. TPA has one of the least complicated airfields and airspace when compared to airports like Atlanta, San Diego and Chicago, therefore, it is difficult to justify disregarding long standing noise abatement measures to "enhance" safety. Further, the FAA has described TPA as a safe airport in the newspapers, and the
- Training of new controllers should also be in keeping with our noise abatement program not at ATCs discretion.

**Table 2** illustrates all turbojet landings on Runway 36R during the second quarter as taken from the Flight Information Management System (FIMS). Overall, the number of turbojet landings on Runway 36R decreased by 31% from the previous quarter, but this can be attributed to the increase in south flow operation. In comparison to the same time period last year, the airport operated in a north flow approximately 61% of the time but with only 233 turbojet landings on Runway 36R and 44 associated noise complaints in reference to this specific disturbance from residents in South Tampa between the hours of 6:00 a.m. – 10:59 p.m.

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

<b>Aircraft Information</b>	<b>ATCT Assignment/Weather</b>	<b>Closure of Runway 36L for the TAIP</b>	<b>Life-Guard Flights</b>
Commercial	156	78	N/A
Cargo	8	8	N/A
Corporate Jets	221	4	26
<b>TOTAL</b>	<b>385</b>	<b>90</b>	<b>26</b>

Based on the complaints received of turbojet arrivals on Runway 36R, the Authority was only able to send out a total of 14 pilot request deviation letters, eight (8) to commercial and six (6) to corporate pilots who have in the past requested Runway 36R. Why so few? Some of the jet landings were Lifeguard flights (26) and Runway 36L closures for the TAIP (90) and weather related which are all exempt. But, an overwhelming majority was due to the assignment of Runway 36R by ATCs without pilots' requests and not related to weather. The latter is also termed compliant deviations as pilots have to comply with instructions given by ATCs. A pilot's

request deviation letter is sent when a turbojet pilot request and land on Runway 36R when there are no reported emergencies, and/or inclement weather impacting air traffic.

As the Authority continues to monitor this issue, in future newsletters another column will be added to table 2 to separately report the number of ATCT assigned turbojet landings on Runway 36R that were not related to weather.

## Noise Complaints

As shown in table 3 the airport received a total of 278 noise complaints from 29 residents. From the previous quarter the noise complaints decreased by 41, but the number of complaints from residents south of Kennedy Blvd. and north of Gandy Blvd. increased from 85 to 119. This increase by 40% is attributed to the ATCs assignment of Runway 36R for turbojet arrivals. The majority of the complaints are from the following areas:

- South of Gandy Blvd (146)
- South of Kennedy Blvd. & north of Gandy Blvd (119)
- North of the Airport (7)

**Table 3** also shows the calls that the Authority received for this period by disturbances. There were 11 repeat callers that accounted for 93% or 260 of the total complaints.

**Table 3 - Noise Complaints from April 1 through June 30, 2008**

Nature of Disturbance	No. of Callers	No. of Complaints
18L Departure	2	2
36R Arrival	9	96
General Aviation	1	1
Helicopter	0	0
Loud	12	19
Low	3	3
Military	0	0
Off Course	0	0
Other	1	1
Run-ups	0	0
South Tampa Over-flight/Early Turns	7	156
Unknown	0	0
<b>TOTAL</b>	<b>35</b>	<b>278</b>

Similar to previous quarters, the most frequent types of noise complaints were Early Turns/South Tampa Over-flights and 36R Arrivals. These disturbances accounted for 90% of the total complaints. Complaints of early turns north of MacDill A.F.B. also

saw a reduction, but this is associated to the fact that the airport predominantly operated in a south flow this quarter.

Table 4 below shows the total number of complaints that have been received by disturbance since Jan. 2001. The number of caller's column reflects each logged reported disturbance.

**Table 4 – Noise Complaints from Yr. 2001 through June 30, 2008**

Nature of Disturbance	Number of Callers	Number of Complaints
18L Departures	12	12
36R Arrival	86	1,301
General Aviation	16	14
Helicopter	17	17
Loud	210	281
Low	107	111
Military	5	7
Off Course	8	17
Other	31	38
Run-ups	14	16
South Tampa Over-flight/Early Turns	25	1,431
Unknown	44	70
<b>TOTAL</b>	<b>575</b>	<b>3,315</b>

Table 5 below depicts the total number of complaints the Authority received by complainant.

**Table 5 – Annual Total Noise Complaints**

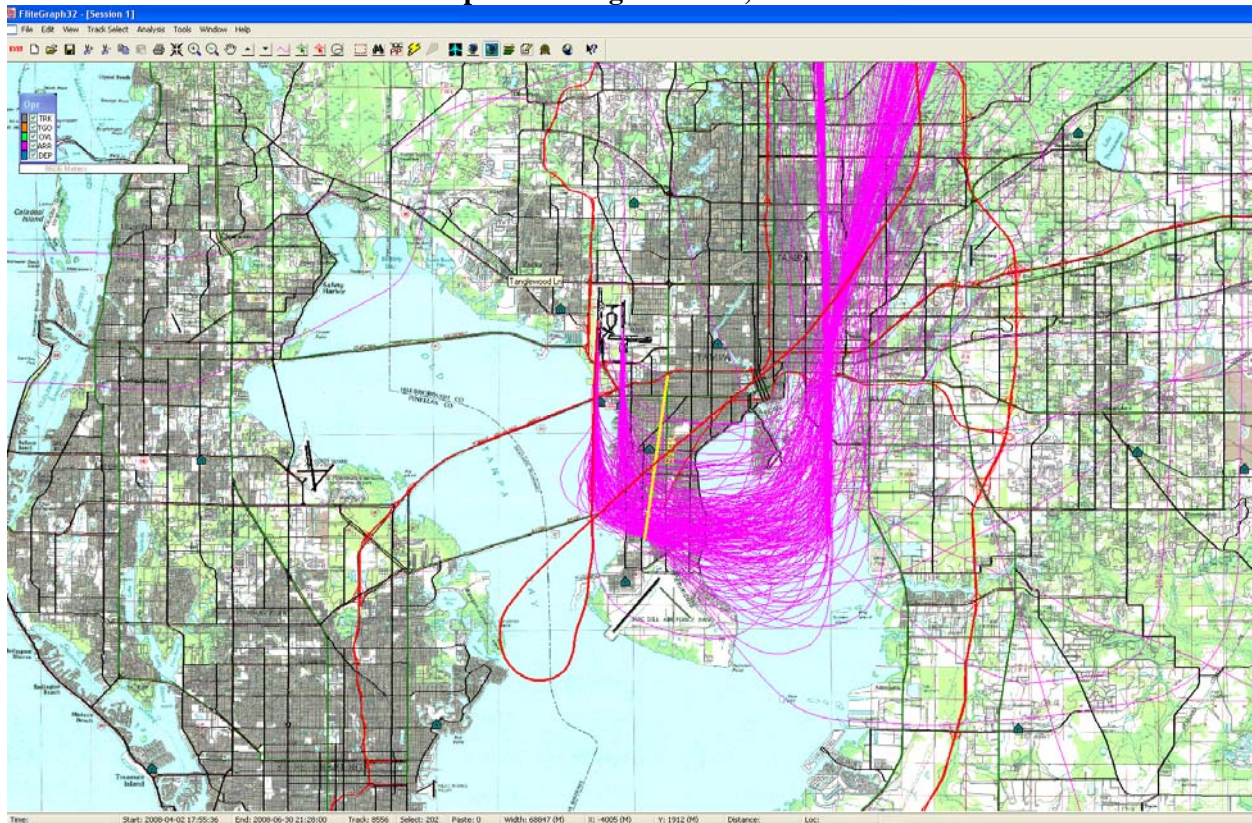
	Complaints	Callers
<b>Total '01</b>	<b>248</b>	<b>82</b>
<b>Total '02</b>	<b>250</b>	<b>40</b>
<b>Total '03</b>	<b>259</b>	<b>56</b>
<b>Total '04</b>	<b>242</b>	<b>39</b>
<b>Total '05</b>	<b>179</b>	<b>29</b>
<b>Total '06</b>	<b>256</b>	<b>59</b>
<b>Total '07</b>	<b>1,284</b>	<b>74</b>

## South Tampa Over-flights

This type of disturbance accounted for 78% of the total noise complaints and one household reported 145 disturbances. Of such complaints, only eight (8) were non-compliant deviations by turbojet aircraft where pilots either did not comply with FAA ATC instructions to turn base leg north of MacDill Runway 04 or they turned early without any proper justification. Non-compliant deviation letters were either mailed or emailed to the chief pilots.

For the months of April through June 30, 2008, a total of 202 turbojets navigated through the virtual 'South Tampa' gate as depicted in **Exhibit 1**. Of the 202 turbojets that penetrated the virtual gate, 128 landed on Runway 36L which is a compliance rate of 63%. The remainder that landed on Runway 36R, seven (7) occurred during the nightly closures of the west parallel runway 36L-18R (FDOT TAIP or rubber removal) and nine (9) were Lifeguard flights that are exempt from the noise abatement program. As only eight (8) non-compliant early turn letters were mailed to pilots, the pilots of the remaining 50 turbojets were complying with ATCT instructions when to turn base leg. Considering all this, the overall compliance rate increased to 194 or 96%.

**Exhibit 1 - Turbojets Turning North of MacDill Air Force Base over South Tampa  
April 1 through June 30, 2008**



## North Flow Arrival Operations

Of the total turbojet arrivals during a north flow this quarter (8,556), a total of 501 or 6% landed on Runway 36R. This quarterly figure is the largest percentage arrival of turbojets on Runway 36R as shown in table 6 below. As mentioned earlier in the Executive Director's message, the Authority has been and is currently working to resolve the increase in the assignment of Runway 36R to turbojet pilots by the FAA ATCT.

The table below shows the percentages of the number of turbojets that landed on Runway 36R since the third quarter of 2005.

**Table 6 – Quarterly Percentages of Turbojet Landings on Runway 36R during a North Flow**

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%
May-July 2007	4.1%
Aug-Oct 2007	3.8%
Nov-Dec 2007	3.6%
Jan-March 2008	5.0%
<b>April – June 2008</b>	<b>6.0%</b>

## Construction Projects

The FDOT Tampa Airport Interchange Project (TAIP) will continue until the year 2010.

**As of the end of June 30, 2008 the number of days used for construction of the TAIPs is 286 days. Based on the new negotiated contract on page 2, future newsletters will report the remaining number of closure days per each time period as shown above.**

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 **October 16<sup>th</sup> 2008 at 6:00 p.m.** Meeting dates and times may change, so watch your mail for the invitations.