

# Community Noise Consortium Newsletter

July 15, 2010

Issue No.15



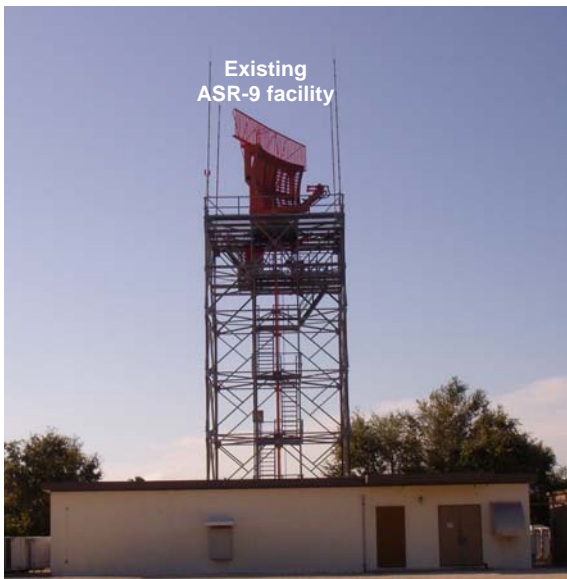
## Message from Interim Executive Director

**John Wheat**  
Aviation Authority

Welcome everyone to our second quarter 2010 Community Noise Consortium (CNC) meeting and I hope that everyone had an enjoyable July 4<sup>th</sup> weekend holiday.

There are several simultaneous on-airfield construction projects underway that were reported in past newsletters, but there is another project that has not been mentioned which is the relocation of the Airport Surveillance Radar (ASR-9) shown in the picture to the left below. An ASR is utilized by the FAA to provide aircraft detection, guidance and separation, etc. At TPA, the existing ASR-9 at a height of 90 ft above ground level (AGL) is located west of the airport and visible from the Veterans and Memorial Highway. The ASR facility is being relocated to eliminate height constraints associated with the development of the Future North Terminal Complex. A replacement ASR-8 will be installed on the east side of the airport on top of a reinforced concrete tower (pictures shown to the right below) currently under construction. Its new maximum height will be approximately 153 feet AGL and is quite visible from the new Air Cargo Road.

The project completion date is December 30, 2011 at a budgeted cost of \$10,168,700.



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** below, the airport experienced a 3% decrease in both commercial and cargo traffic for the first six months of 2010 compared to 2009. According to the International Air Transport Association (IATA), an organization that represents some 230 airlines, traffic will be down for the next couple of years.

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
<b>Totals</b>	<b>42,740</b>	<b>41,522</b>	<b>-2.93</b>

For this second quarter of 2010 (Q2 '10), **April 1-June 30, 2010**, this newsletter focuses on the following issues:

- ➔ Analysis of Turbojet Arrivals on Runway 36R
- ➔ Noise Complaints
- ➔ South Tampa Over-flights and
- ➔ On 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 closure of Runway 36R-18L from February 24 – May 28, 2010 for maintenance aided in the reduction of turbojet landings on Runway 36R. The table also shows compliance with the informal runway use program with Runway 36L-18R being the preferred runway for turbojet landings and departures.

**Table 2 – CY Q2 '10 Turbojet Arrivals and Departures**

Runways	Arrivals	Departures	%ARR	%DEP
<b>36R</b>	108	914	0.56%	4.90%
<b>36L</b>	8,066	6,726	41.97%	36.08%
<b>18R</b>	8,880	10,447	46.20%	56.04%
<b>18L</b>	2,031	254	10.57%	1.36%
<b>9</b>	17	73	0.09%	0.39%
<b>27</b>	118	227	0.61%	1.22%
<b>TOTAL</b>	<b>19,220</b>	<b>18,641</b>	<b>100.0%</b>	<b>100.0%</b>

*Note: North Flow Operations at 42% and South Flow Operations at 58%*

**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 Q2 '10 Turbojet Landings during a North Flow**

Combined Jet Arrivals on Runways 36R & 36L April, May & June	8,174	
	36L	36R
Percentage of Arrivals	98.7%	1.3%
<b>Percentage Breakdown of Landings on 36R:</b>		
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)		
<b>Exempt - Lifeguard/Veterans Airlift (2); NOAA (0)</b>	-	0.02%
<b>Number of Landings</b>	<b>8,066</b>	<b>108</b>

In comparison to Q2 '09 where the airfield operated in a north flow approximately 38%, the number of turbojet landings decreased from 260 to 108. These results could be attributed to the fact that for almost two months of this quarter, Runway 36R-18L was closed for maintenance. Therefore, there would be decreases in turbojet landings on Runway 36R when compared to the same quarter of previous years.

The Authority continues to send out non-compliance deviation letters and emails to turbojet/turbofan aircraft operators who request to 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 Q2 '10 Turbojet Departures during a South Flow**

Combined Jet Departures on Runways 18L & 18R April, May & June	10,701	
	18R	18L
Percentage of Departures	97.6%	2.4%
<b>Commercial &amp; Cargo Percentage Breakdown of Departures on 18L:</b>		
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%
<b>Number of Departures</b>	<b>10,447</b>	<b>254</b>

There was also a reduction in the number of commercial/cargo turbojet departures on Runway 18L, but most importantly, there were no commercial/cargo turbojet pilot requested departures.

## Noise Complaints

As shown in **Table 5**, the airport received a total of 92 noise complaints from 22 different households. One complainant accounted for 67 of the 92 noise complaints and a majority of these complaints after investigation were due to compliant deviations due to weather and operational necessity. It is important to note that the operation of only one runway for all aircraft operations for almost three months presented some challenges to both the FAA and pilots.

Safety and the prevention of delays were the two daily major challenges. With the grouping of propeller aircraft with varying different types of turbojets, the separation distance between these different types of aircraft increased in the interest of safety. The increase in separation distance caused another problem - delays. To reduce commercial aircraft delays at TPA, traffic management initiatives (TMIs) were implemented by the FAA. FAA TMIs can be found online in the Q2 '09 PowerPoint presentation.

The operation of only Runway 36L-18R also resulted in a marginal increase of noise complaints from residents north of the airport. There were 12 noise complaints from residents north of the airport which was an increase of 6 from Q2 '09 and 5 from Q2 '08.

**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 Q2 2010**

Nature of Disturbance	No. of Callers	No. of Complaints
18L Departure	2	2
36R Arrival	3	5
General Aviation	2	3
Helicopter	1	1
Loud	9	16
Low	3	4
Off Course	7	7
Military	0	0
Other	1	3
South Tampa Over-flight/Early Turns	1	41
Unknown	1	10
<b>TOTAL</b>	<b>30</b>	<b>92</b>

The most frequent types of noise complaints were Early Turns/South Tampa Over-flights (45%) and Loud (17%). Complaints about these two types of disturbances during Q2 '09 were 79 or 45% for Early Turns/South Tampa Over-flights and 7 or 4% for Loud.

**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 June 30, 2010**

Nature of Disturbance	Number of Callers	Number of Complaints
18L Departures	21	22
36R Arrival	127	1,742
General Aviation	31	39
Helicopter	22	22
Loud	269	359
Low	135	145
Military	7	9
Off Course	30	40
Other	39	86
Run-ups	14	16
South Tampa Over-flight/Early Turns	42	2,202
Unknown	50	112
<b>TOTAL</b>	<b>787</b>	<b>4,794</b>

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

**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>

## South Tampa Over-flights

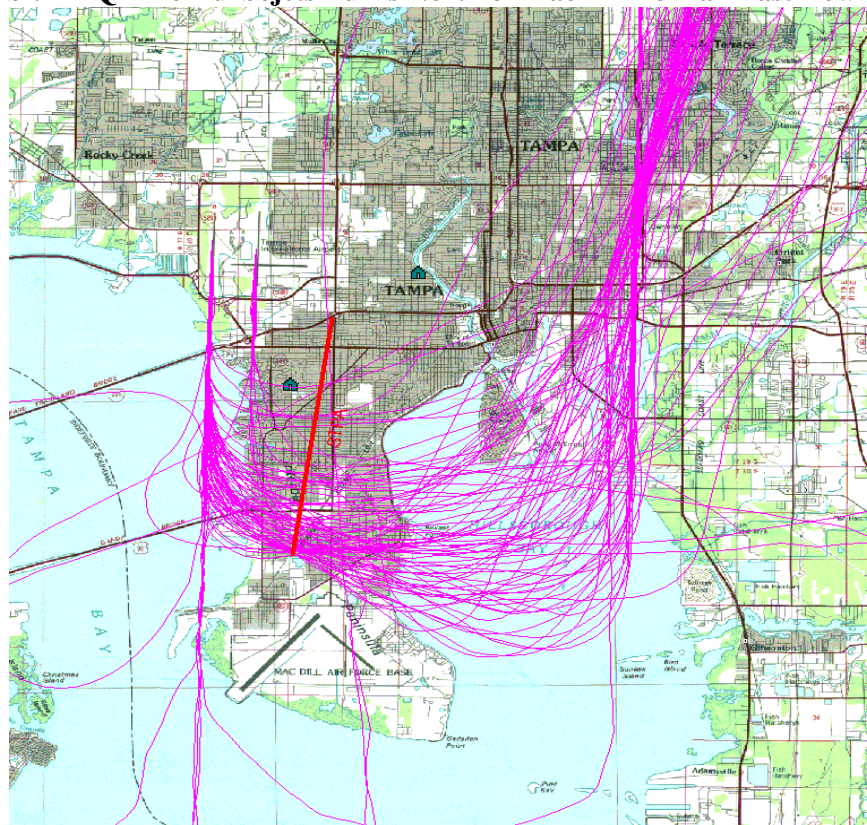
One household reported a log of 67 complaints regarding this type of disturbance, but after investigation it was determined that only 41 of the noise disturbances belong in this category. The remaining 26 were categorized as follows:

- Runway 18L Departure (Corporate turbojet) = 1
- Runway 36R Turbojet Arrivals = 2
- General Aviation = 2
- Loud = 8
- Other = 3
- Unknown = 10

Of the 41 South Tampa Over-flights, less than ten were due to turbojet pilots non-compliance with direct FAA instructions where to turn base leg in reference to MacDill Air Force Base Runway 4:

**Exhibit 1** shows the number of turbojets, 80, that navigated through the virtual 'South Tampa' gate from an east downwind of the airport during a north flow for Q2 '10. This was a reduction of 31 from Q2 '09 and 122 from Q2 '08. The 80 turbojet early turns represented approximately 1% of the total combined turbojet arrivals during a north flow (8,174). During Q2 '09 and '08 turbojet early turns represented approximately 1.6% and 2.3% respectively of their combined turbojet arrivals during a north flow. This positive reduction in 'early turns' by turbojet operators is reflected in the reduction of reported noise complaints regarding this type of noise disturbance.

**Exhibit 1 – Q2 '10 Turbojets Turns North of MacDill from an East Downwind**



## Turbojets North Flow Arrival Operations

Of the total combined turbojet arrivals during a north flow this quarter (8,174) as reported by the FIMS:

- 3,576 navigated on an east downwind
- 3,245 navigated on a west downwind
- 1,353 navigated from other areas of the airfield

Of the total turbojet north flow arrivals, 108 or 1.3% 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, 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%
<b>April – June 2010</b>	<b>1.3%</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 Runways 36R-18L & 9-27

The slab replacement project that caused the closure of Runways 36R-18L and 9-27 went very well with both runways reopening several days ahead of schedule. Other tentative scheduled projects within this year that will cause runway closures are as follows:

- 2010 Asphalt Rehabilitation Project:
  - Runway 9-27 closed for 45 days beginning on August 5<sup>th</sup>
  - Runway 36R-18L closed for 60 days beginning on September 16<sup>th</sup>

### Runway 18L Displaced Threshold

The approach threshold end of Runway 18L was also successfully displaced on May 28, 2010 with the new runway lengths available for all aircraft operations as shown below until November 15, 2010.

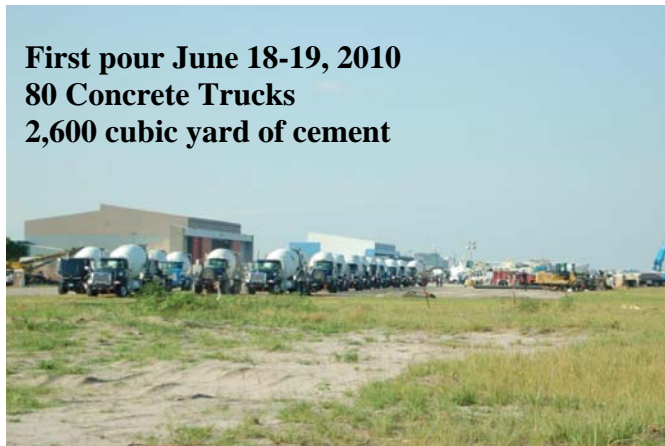
- **Runway 18L:**
  - Accelerate Stop Distance Available (ASDA) – 7800 ft.**
  - Landing Distance Available (LDA) – 7493 ft.**
  - Take-off Distance Available (TODA) – 7800 ft.**
  - Take-off Run Available (TORA) – 7800 ft.**
  
- **Runway 36R:**
  - Accelerate Stop Distance Available (ASDA) – 7568 ft.**
  - Landing Distance Available (LDA) – 7568 ft.**
  - Take-off Distance Available (TODA) – 7568 ft.**
  - Take-off Run Available (TORA) – 7568 ft.**

This temporary displaced threshold is to accommodate the construction of the Ground Service Equipment (GSE) Tunnel Project.



### **GSE Tunnel**

The GSE Tunnel Project is a tunnel currently under construction under the approach end of Runway 18L to allow for the expeditious movement of ground services equipment, including vehicles from the new relocated cargo building to areas on the airfield. After the completion of the GSE Tunnel Project, Runway 18L-36R will return to its previous length. 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 **Wednesday, October 13<sup>th</sup> 2010 at 5:30 p.m.** Meeting dates and times may change, so watch your mail for the invitations.