

Community Noise Consortium Newsletter

October 16, 2008

Issue No.8



Message from the Executive Director

Louis Miller
Aviation Authority

Due to the economic and fuel crises that are affecting the aviation industry, airlines have reduced their flights and at some airports have vacated. Although TPA has not lost as many flights as neighboring airports in Orlando, St. Petersburg/Clearwater and Sarasota, we too are seeing the impacts as we continue to closely monitor the situation. Understandably, these flight reductions have had negative impacts on airport revenues and future capital improvement projects. Looking at the table below of commercial and cargo landings at TPA for this quarter in comparison to the same quarter of last year, there are noted decreases in the number of landings.

Months 3 rd Quarter	Table 1 - Commercial and Cargo Airline Landings		
	Year 2007	Year 2008	% Change
July	8,665	8,264	-4.63
August	8,670	7,666	-11.58
September	7,890	6,613	-16.19

With a reduction in revenues, like other cities and counties are also experiencing in the balancing of their budgets, the Authority has also had to reevaluate its fiscal year budget for greater efficiency and cost savings and adjust future forecasts based on the outlook of the economy. Even given these circumstances, it is our mission to not sacrifice our world class service to airport users. You may have heard that TPA was rated number two in customer satisfaction in passenger surveys conducted in 2008.

Let's now turn our focus to the increased FAA assignment of turbojet aircraft landings on Runway 36R and our meeting and discussions with representatives of the FAA. The Authority is pleased to announce that we have noticed a decrease in the number of assigned turbojet landings on Runway 36R during normal airport operating conditions as shown in Table 3. We will continue to monitor and be in discussions with the FAA to ensure compliance with our voluntary preferential runway use program.

As always, 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 E-mail: HLawrence@TampaAirport.com**

Noise Office Update

Herman Lawrence, Jr.

Noise Officer

Aviation Authority

As of October 1, 2008 the remaining closure days are as follows:

- From 10:00 p.m. till 6:00 a.m. - 21 days proposed (**12 days remaining**)
- From 11:00 p.m. till 6:00 a.m. - 60 days proposed (**2 days remaining**)
- From 12 midnight till 5:00 a.m. - 119 days proposed (**98 days remaining**)
- Total of 200 days and closures in excess of this would be subject to damages in the current contract.

A question regarding Table 1 (now shown as Table 2 below) from the previous newsletter was presented to the noise office from a concerned resident. The question, “why were there more departures than arrivals as it should be vice versa?” Answer – The Passive Secondary Surveillance Radar (PASSUR), like most other secondary flight tracking system radars used by noise offices throughout the United States, Europe and Asia, has a margin of error in its ability to capture and display continuous flight tracks of every aircraft operation (landing or takeoff) at an airport. Therefore, in addition to the PASSUR system to determine aircraft operation and turbojet operators’ compliance with our noise abatement program, the Authority also records audio communications between pilots and controllers.

For the third quarter of 2008, **July 1 through September 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. Preferred Runway ends 36L during a north flow was used for jet arrivals and 18R for departures when operated in a south flow. The percentage of time the airport operated in a north flow versus south flow this quarter was the same in comparison to Q2 '08 and CY Q3 '07.

Table 2 – CY Q3 '08 Turbojet Arrivals and Departures

Runways	Arrivals	Departures	%ARR	%DEP
36R	493	5,650	2.7%	29.9%
36L	7,606	2,475	41.8%	13.1%
18R	3,338	9,801	18.4%	51.9%
18L	6,574	948	36.1%	5.0%
9	106	11	0.6%	0.1%
27	73	12	0.4%	0.1%
TOTAL	18,190	18,897	100.0%	100.0%

Note: North Flow Operations at 44% and South Flow Operations at 56%

As the airport, along with many others, experienced airline cutbacks in aircraft operations as a direct result of the economy, the Authority continues to monitor and ensure turbojet pilots' compliance with our voluntary preferential runway use program. As reported in the last newsletter, the tables below provide an analysis of turbojet landings on Runway 36R and commercial operators departures on Runway 18L. All data was extracted from the Authority's Flight Information Management System (FIMS), and audio recordings were researched to determine causes of turbojet pilot landings on Runway 36R.

Table 3 illustrates all turbojet landings on Runway 36R and 36L combined during this quarter, including percentage breakdowns of turbojet landings on Runway 36R.

Table 3 –Turbojet Landings during a North Flow

Combined Jet Arrivals on Runways 36R & 36L	8,099	
	36L	36R
Percentage of Arrivals	93.9%	6.1%
Percentage Breakdown of Landings on 36R:		
FDOT TAIP (183)	-	2.3%
Maintenance/Weather/Emergency (78)	-	1.0%
ATCT Assigned:	-	1.8%
Commercial & Cargo = 0.6% (51)		
Corporate = 1.1% (92)		
Pilot Request:	-	0.8%
Commercial = 0.2% (13)		
Corporate = 0.6% (49)		
Lifeguard flights - Exempt (27)	-	0.3%
Number of Landings	7,606	493

As shown above, a majority of turbojet landings on Runway 36R were associated with the FDOT TAIP. In keeping with our preferential runway use program, less than 1% of the total combined (8,099) turbojet landings on runway 36R were pilots' requests.

Another concern expressed by members during the July meeting was the increased use of commercial and cargo turbojet departures on Runway 18L. Table 4 below illustrates the number of turbojet departures on Runway ends 18L and 18R combined and also provides percentage breakdowns by operators.

Table 4 –Turbojet Departures during a South Flow

Combined Jet Departures on Runways 18L & 18R	10,749	
	18R	18L
Percentage of Departures	91.2%	8.8%
Percentage Breakdown of Departures on 18L:		
Commercial and Cargo (125):		1.3%
FDOT TAIP = 0.2% (20)		
Corporate (803)		7.5%
Number of Departures	9,801	948

What's missing from Table 4 above is the percentage number of commercial and cargo turbojets that departed on Runway 18L due to closure of Runway 18R for maintenance/weather/emergency, commercial and cargo pilots' requests and those assigned by FAA ATCT. Considering that the preferential runway for commercial and cargo turbojet departures is 18L, Table 3 will display a detailed analysis similar to Table 2 in future newsletters. This analysis will allow the Authority to accurately report and educate commercial and cargo operators that the

preferential runway for departure during a south flow is Runway 18R except during conditions as stated in the current Letter to Airmen Notice.

Overall, what we have observed during this quarter after discussions with the FAA is progress and this is evident in the Tables 2-4. As part of the duties and responsibilities of the noise office, the Authority will continue to monitor turbojet pilots and ATCT compliance with our long standing voluntary informal runway use program.

Noise Complaints

As shown in Table 5, the airport received a total of 283 noise complaints from 17 different residents. In comparison to the previous quarter, this was an increase of five complaints and a decrease of 12 complainants. However, when compared to the same time period last year there was a much greater reduction in the number of noise complaints by approximately 28%. During this quarter, one household accounted for 61% of the total noise complaints. Similarly, this same household during the same time period a year ago accounted for 92% of the total number of complaints.

For Q3 '08 the majority of noise complaints were from the following areas:

- ➔ South of Gandy Blvd (174)
- ➔ South of Kennedy Blvd. & north of Gandy Blvd (98)
- ➔ North of the Airport (6)

Table 5 also shows the calls that the Authority received for this period by disturbances. There were 8 repeat callers that accounted for 97% or 274 of the total complaints.

Table 5 - Noise Complaints from July 1 through September 30, 2008

Nature of Disturbance	No. of Callers	No. of Complaints
18L Departure	1	2
36R Arrival	8	79
General Aviation	2	3
Helicopter	1	1
Loud	3	3
Low	5	9
Military	0	0
Off Course	2	2
Other	2	39
Run-ups	0	0
South Tampa Over-flight/Early Turns	2	144
Unknown	1	1
TOTAL	27	283

The most frequent types of noise complaints were Early Turns/South Tampa Over-flights and 36R Arrivals. These disturbances accounted for 51% and 28% respectively, of the total complaints. Complaints

of these two disturbances during the previous quarter accounted for 56% (Early Turns/South Tampa Over-flight) and 34% (36R Arrivals). The noted reduction, specifically in the turbojet landings on Runway 36R reflects the cooperation that the Authority has and continues to receive from commercial operators, corporate turbojet charter companies and the FAA.

Table 6 below shows the total number of complaints that have been received by disturbance since Jan. 2001. The number of caller's column reflects each complainant logged reported disturbance.

Table 6 – Noise Complaints from Yr. 2001 through September 30, 2008

Nature of Disturbance	Number of Callers	Number of Complaints
18L Departures	13	14
36R Arrival	94	1,380
General Aviation	18	17
Helicopter	18	18
Loud	213	284
Low	112	120
Military	5	7
Off Course	10	19
Other	33	77
Run-ups	14	16
South Tampa Over-flight/Early Turns	27	1,575
Unknown	45	71
TOTAL	602	3,598

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

Table 7 –Annual Total Noise Complaints

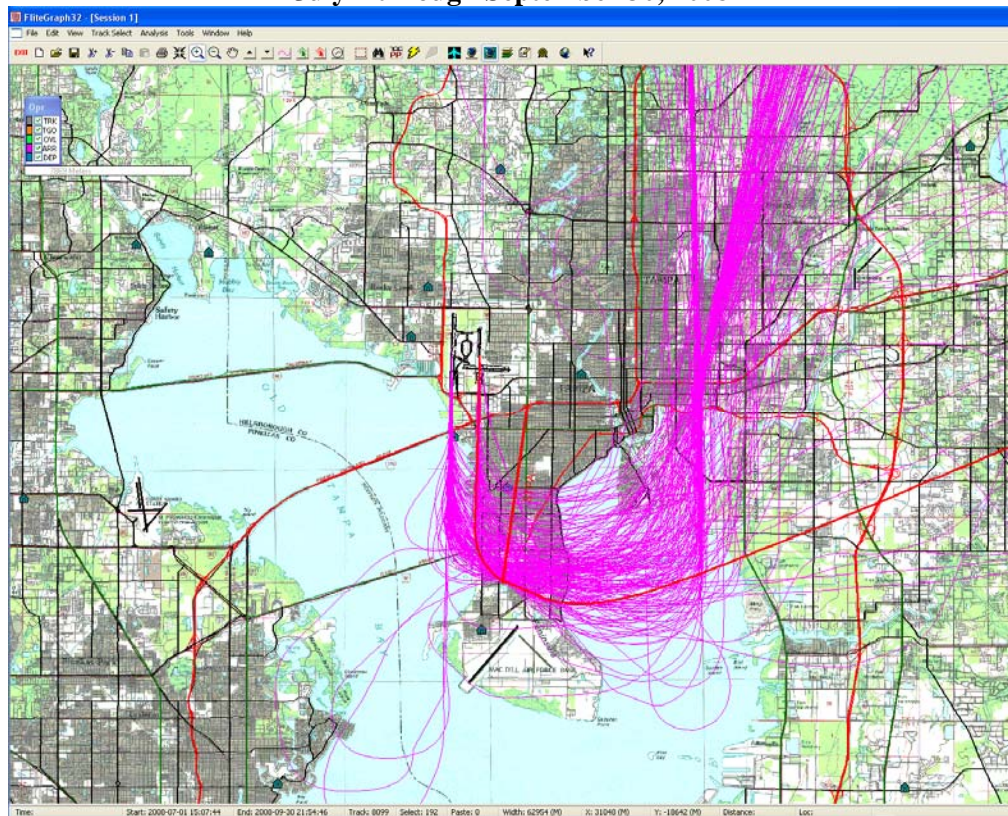
	Complaints	Callers
Total '01	248	82
Total '02	250	40
Total '03	259	56
Total '04	242	39
Total '05	179	29
Total '06	256	59
Total '07	1,284	74

South Tampa Over-flights

This type of disturbance was responsible for 51% of the total noise complaints and one household reported 143 or 99%. Turbojet pilot deviation letters and emails were sent to turbojet pilots who turned north of MacDill without any proper justification. Furthermore, turbojet pilots who did not comply with ATCT instructions to turn base leg south of MacDill's Runway 04 were also sent pilot deviation letters and emails.

For the months of July through September 30, 2008, a total of 192 turbojets navigated through the virtual 'South Tampa' gate as depicted in **Exhibit 1** from an east downwind of the airport. This represents approximately 2% of the combined turbojet arrivals during a north flow this quarter. Furthermore, of the 192 turbojets that turned north of MacDill, 137 landed on Runway 36L which is a compliance rate of 71%. This was also an improvement of 8% from the previous quarter. The remainder (55) that landed on Runway 36R, eleven (11) were pilots' requests and the other 44 were due to reasons as stated in Table 2.

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



North Flow Arrival Operations

Of the total combined turbojet arrivals during a north flow this quarter (8,099), a total of 493 or 6% landed on Runway 36R. As previously stated above, less than 1% were pilots requests with a majority of the landings (2.7%) associated with the closure of Runway 36L for the FDOT TAIP.

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%
April – June 2008	6.0%
July – Sept. 2008	6.1%

Construction Projects

The FDOT Tampa Airport Interchange Project (TAIP) will continue until the year 2010. The remaining number of closure days for each time period is stated above on page 2.

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 and/or visit the Community Noise Impact Notifications web page on our web site, www.TampaAirport.com.

Our Next Meeting

The next CNC meeting is tentatively scheduled for **January 15th 2009 at 6:00 p.m.** Meeting dates and times may change, so watch your mail for the invitations.