

Community Noise Consortium Newsletter

October 13, 2011

Issue No. 20



Message from the Chief Executive Officer

Joseph Lopano

We are pleased to announce that after nearly 50 years, we have launched nonstop flights to Havana, Cuba. The first flights to Havana this September were provided by Xael Charters partnering with Sky King, Inc. and ABC Charters in conjunction with American Airlines. Additional nonstop flights to Cuba are also being planned by Island Travel and Tours, Ltd to Havana and ABC Charters to Holguin for later this fall.

With nearly 140,000 people of Cuban ancestry living within 90 minutes of TPA, the Tampa Bay area is home to one of the largest and most vibrant Cuban American communities in the United States. Evidence of this was confirmed with the sellout of the TPA-Havana flight. Below are three pictures of this momentous occasion. Please visit our web site for flight schedule times and dates.



Additionally we are excited to announce that coming next spring we will have non-stop service to Zurich Switzerland via Edelweiss Air. These flights will additionally offer access to 55 markets beyond Zurich with one-stop connections to cities including Frankfurt, Paris, Amsterdam, Rome, Munich, Dublin, Barcelona and Madrid.

As the Gateway to the West Coast of Florida and a primary economic engine for the Tampa Bay region, we have a tremendous responsibility and a great opportunity to grow our region. These are the first new international routes for the community in a long time and there will be more. It is time to celebrate!

We are honored Robert I. Watkins was appointed to the Aviation Authority Board by Governor Rick Scott on August 19, 2011. This appointment replaced retiring board member Alfred S. Austin, who has served 12 years distinguished on the Aviation Authority Board.

"Pardon our Construction" signs are signals that our curbsides renovation project has commenced. This project which includes enhancements to our terminal drives, signage, sidewalks and finishes will bring the appearance and utilization of the terminal curbsides to an upgraded and modern level. As we also get

ready to redesign the interior of the main terminal, we are asking for your help. Yes! We want your opinion on what you want your terminal to look like. With a simple click from your computer, please visit our web site, click the large red button on the main page and get started.

Noise Office Update

As seen in **Table 1**, for this quarter with the exception of the month of July, commercial and cargo turbojet landings decreased in comparison to the previous year. This similar trend was also noted in the total passenger counts with July showing a 2.02% increase and the months of August and September both showing a reduction of 2.24% and 0.42%, respectively. Despite the decrease in both passenger counts and operations, the Aviation Authority remained poised that this trend will reverse as we head into our fall/winter travel season.

Table 1 - Commercial and Cargo Aircraft Landings

| Months | Year 2010 | Year 2011 | % Change |
|------------------|------------------|------------------|-----------------|
| January | 6,789 | 6,655 | -1.97 |
| February | 6,301 | 6,192 | -1.73 |
| March | 7,626 | 7,568 | -0.76 |
| April | 7,301 | 7,315 | 0.19 |
| May | 6,918 | 6,735 | -2.65 |
| June | 6,589 | 6,726 | 2.08 |
| July | 6,767 | 6,850 | 1.23 |
| August | 6,565 | 6,489 | -1.16 |
| September | 5,938 | 5,835 | -1.73 |
| Total | 60,794 | 60,365 | -0.71 |

For the third quarter of 2011 (Q3 '11), **July 1 - September 30, 2011**, this newsletter focuses on the following issues:

- Analysis of Turbojet Arrivals on Runway 1R
- Noise Complaints and
- South Tampa Over-flights.

Turbojet Arrivals on Runway 1R

Table 2 illustrates runway utilization percentages for only turbojet operations at the airport. In adherence with the preferential runway use program, Runway 1L-19R was primarily utilized for turbojet arrivals and departures during a north and south flow. During this quarter the airfield operated predominantly in a south flow which is typical during this time of year. This action substantiates that planes are departing to the south and arriving from the north. During inclement weather, planes will be vectored around thunderstorms and weather cells for safety purposes. Thus, areas that are not accustomed to aircraft over-flights were impacted during inclement weather. This was evident with the increased use of Runway 28 for turbojet arrivals this quarter.

Table 2 – CY Q3 '11 Turbojet Arrivals and Departures

| Runways | Arrivals | Departures | %ARR | %DEP |
|--------------|---------------|---------------|---------------|---------------|
| 1R | 232 | 4,594 | 1.27% | 26.56% |
| 1L | 6,845 | 2,328 | 37.36% | 13.46% |
| 19R | 4,035 | 9,569 | 22.02% | 55.33% |
| 19L | 7,015 | 749 | 38.29% | 4.33% |
| 10 | 25 | 7 | 0.14% | 0.04% |
| 28 | 169 | 48 | 0.92% | 0.28% |
| TOTAL | 18,321 | 17,295 | 100.0% | 100.0% |

Note: North Flow Operations at 39% and South Flow Operations at 61%

Tables 3 and 4 provide a detailed analysis of turbojet landings on Runway 1R and departures on Runway 19L. All data was extracted from the FIMS. Audio recordings were researched to determine turbojet pilots' actions of non-compliance with the voluntary preferential runway use program.

Table 3 illustrates all turbojet landings on Runways 1R and 1L combined during this quarter, including percentage breakdowns by cause. It is important to remember that the flow patterns (south or north flow) are always dependent on the direction of the prevailing wind. The ten 'Unknowns' were due to the non-availability of audio recordings as the noise sever was undergoing software maintenance.

Table 3 – CY Q3 '11 Turbojet Landings during a North Flow

| Combined Jet Arrivals on Runways 1R & 1L July - September | 7,077 | |
|--|--------------|------------|
| | 1L | 1R |
| Percentage of Arrivals | 96.7% | 3.3% |
| Percentage Breakdown of Landings on 1R: | | |
| Maintenance/Weather/Emergency/Wildlife/FOD (67) | - | 0.9% |
| ATCT Assigned: | - | 0.5% |
| Commercial & Cargo = 0.4% (25) | | |
| Corporate = 0.2% (12) | | |
| Pilot Request: | - | 1.0% |
| Commercial = 0.2% (13) | | |
| Corporate = 0.8% (56) | | |
| Exempt - Lifeguard (7); Unkwns (10) | - | 0.24% |
| Number of Landings | 6,845 | 232 |

As indicated, a total of 232 turbojet landings were recorded on Runway 1R which represents 3.3% of the total turbojet arrivals during a North flow. The two main causes were corporate pilots requested landings and maintenance/weather/..etc. which collectively, represented 123 or 53% of the total landings. The Authority has and will continue to send out non-compliant deviation letters and emails to turbojet/turbofan aircraft operators who requested and landed on Runway 1R without justification as per the Informal Runway Use Program.

Table 4 illustrates all turbojet departures on Runways 19R and 19L combined during this quarter including percentage breakdowns by cause of commercial and cargo turbojets departures on Runway 19L.

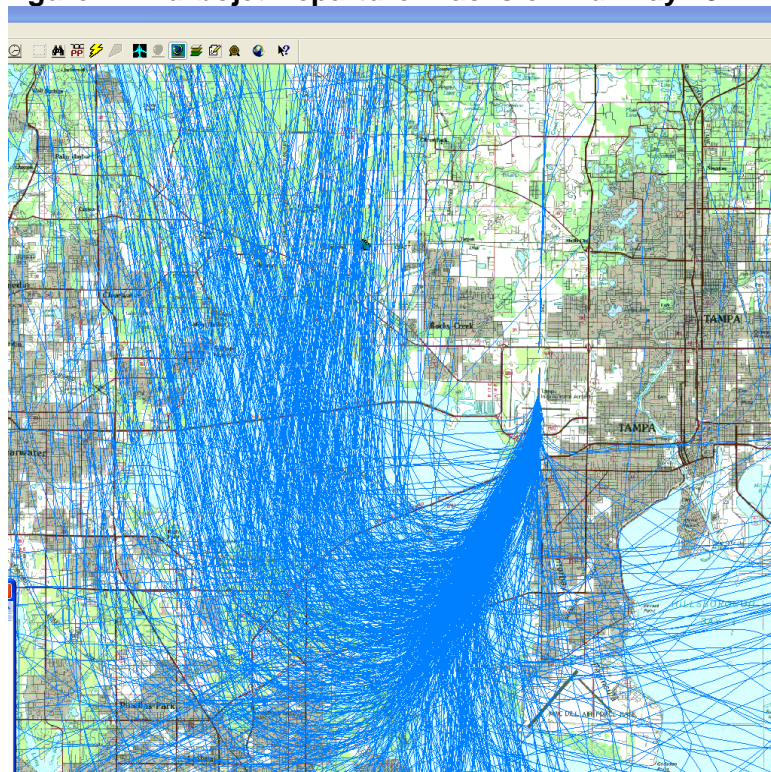
Table 4 – CY Q3 '11 Turbojet Departures during a South Flow

| Combined Jet Departures on Runways 19L & 19R July - September | 10,318 | |
|--|--------------|------------|
| | 19R | 19L |
| Percentage of Departures | 92.7% | 7.3% |
| Commercial & Cargo Percentage Breakdown of Departures on 19L: | | |
| Maintenance/Weather/Emergency/Wildlife/FOD (116) | | 1.53% |
| FAA Assigned - traffic (4) | | 0.09% |
| Pilot Request (9) | | 0.17% |
| Charter (1) | | 0.01% |
| Corporate (563) | | 5.5% |
| Number of Departures | 9,569 | 749 |

The reason for providing the figures in **Table 4** is to monitor for compliance purposes, the number of commercial and cargo turbojet pilots requesting departures on Runway 19L as asked for by CNC members. Since the monitoring of this preferential runway use program, the number of commercial and cargo turbojet pilots requesting departures on Runway 19L has been very low. Last quarter the Authority experienced the highest number of commercial and cargo turbojet pilots requested departures (11) on Runway 19L dating back to 2008. This quarter, the number of such operators' requests decreased by two and emails were sent and follow-up phone conversations were conducted with the principal non-compliant operators. In response, commercial operators have agreed to educate their flight crews.

Figure 1 below shows all commercial and cargo turbojet departures on Runway 19L for Q3 '11. These aircraft upon departure are instructed to turn to a heading of 210-degrees towards Tampa Bay. Some departures that navigated straight-out over South Tampa were either due to weather conditions, FAA instructions or compliant turns above 3,000 ft.

Figure 1 – Turbojet Departure Tracks on Runway 19L



Noise Complaints

As shown in **Table 5**, the airport received 60 noise complaints from 10 different households. Three multiple callers accounted for 53 or 88% of the total complaints. However, one complainant accounted for 32 of the total complaints.

In comparison to Q3 2010, the number of noise complaints decreased from 100 to 60 and the number of different households that contacted the airport decreased from 13 to 10.

For Q3 '11, noise complaints were from these areas:

- Davis Islands -1
- South of Kennedy & north of Gandy – 22
- South of Gandy – 32
- St. Petersburg - 1
- North, northwest & northeast of the airport – 3
- Seffner - 1

Table 5 shows the calls and emails 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 number of callers' column.

Table 5 - Noise Complaints for CY Q3 2011

| Nature of Disturbance | No. of Callers | No. of Complaints |
|-------------------------------------|----------------|-------------------|
| Runway 19L Departure | 1 | 1 |
| Rwy 1R Turbojet Arrival | 3 | 26 |
| General Aviation | 1 | 1 |
| Loud | 4 | 5 |
| Low | 1 | 1 |
| Off Course | 1 | 1 |
| Helicopter | 3 | 3 |
| South Tampa Over-flight/Early Turns | 1 | 17 |
| Unknown | 1 | 5 |
| TOTAL | 16 | 60 |

The most frequent types of noise complaints this quarter were Runway 1R Turbojet Arrivals (43%) and South Tampa Over-flight (28%).

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 September 30, 2011

| Nature of Disturbance | Number of Callers | Number of Complaints |
|-------------------------------------|-------------------|----------------------|
| 19L Departures | 23 | 24 |
| 1R Arrival | 165 | 2,040 |
| General Aviation | 42 | 53 |
| Helicopter | 31 | 29 |
| Loud | 303 | 434 |
| Low | 143 | 155 |
| Military | 7 | 9 |
| Off Course | 40 | 62 |
| Other | 40 | 97 |
| Run-ups | 14 | 16 |
| South Tampa Over-flight/Early Turns | 51 | 2,359 |
| Unknown | 56 | 155 |
| TOTAL | 915 | 5,433 |

Table 7 below depicts the annual total number of complaints the Authority received by individual complainants.

Table 7 – Annual Total Noise Complaints

| Year | Complaints | Individual Complainants |
|-----------------|------------|-------------------------|
| 2001 | 249 | 83 |
| 2002 | 250 | 40 |
| 2003 | 259 | 56 |
| 2004 | 242 | 39 |
| 2005 | 179 | 28 |
| 2006 | 256 | 59 |
| 2007 | 1,284 | 74 |
| 2008 | 1,114 | 71 |
| 2009 | 693 | 48 |
| 2010 | 555 | 73 |
| 2011 YTD | 352 | 42 |

South Tampa Over-flights

Thirty-two complaints were reported for this disturbance type from one household. After investigation, only 17 were categorized with this disturbance type. The remaining 15 complaints were categorized as follows: six were Turbojet Landings on Runway 1R; five were Unknowns; two were Loud; one was Low and the other was Off Course.

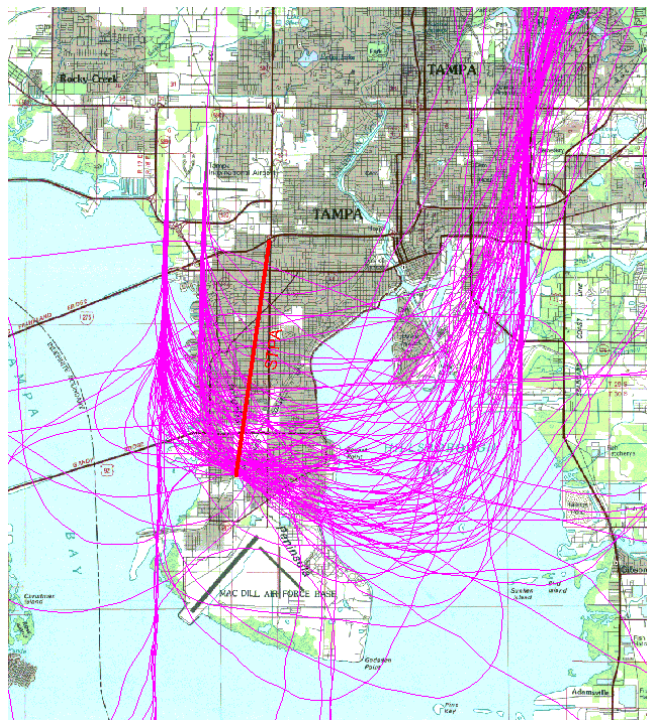
Commercial turbojet operators who turned north of MacDill without any justification were sent non-compliant deviation emails.

Figure 2 shows the number of turbojets (92) that navigated through the virtual 'South Tampa' gate during a north flow this quarter. This total is inclusive of all turbojet arrivals from both east and west downwind legs and other areas of the airport. The virtual 'South Tampa' gate is an imaginary wall in the sky created in the FIMS. Any turbojet that penetrates this wall is considered a non-compliant deviation until investigated. Of the 92 turbojets that navigated through the virtual 'South Tampa' gate:

- 29 landed on Runway 1R:
 - Four were FAA assigned
 - Two were Lifeguard flights which are exempt from the informal runway use program
 - Ten were pilot requested
 - Eleven were due to weather and the remainder, two, were 'Unknowns'
- The difference, 63, landed on Runway 1L.

Turbojets turning north of MacDill represented approximated 1.3% of the total arrivals during a north flow this quarter (7,077).

Figure 2 – Q3 '11 Turbojet Turns North of MacDill during a North Flow



Turbojets North Flow Arrivals

Of the 7,077 combined turbojet arrivals during a north flow this quarter as reported by the FIMS:

- 2,583 navigated on an east downwind
- 2,715 navigated on a west downwind
- 1,779 navigated from other areas of the airfield

Of the total turbojet north flow arrivals, 232 or 3.3% landed on Runway 1R. These landings are explained in **Table 3** above. **Tables 8a and 8b** show the percentages of the number of turbojets that landed on Runway 1R (36R) since February 2006. These percentages are inclusive of all causes of turbojet landings on Runway 1R; such as, maintenance, runway designation project (2011), runway closures, emergencies, wildlife removal, FOD, weather, FAA assigned, FDOT TAIP, and pilot request.

Table 8a – Quarterly Fiscal Year Percentages of Turbojet Landings on Runway 1R during a North Flow

| Months | 2006 | 2007 |
|-----------------------|------|-------|
| Feb - April | 2.1% | 1.75% |
| May – July | 3.2% | 4.1% |
| August – October | 2.4% | 3.8% |
| November '06– Jan '07 | N/A | 2.3% |
| November '07– Dec '07 | N/A | 3.6% |

Table 8b – Quarterly Calendar Year Percentages of Turbojet Landings on Runway 1R during a North Flow

| Year | Q1 | Q2 | Q3 | Q4 |
|-------------|--------|------|-------------|------|
| 2008 | 5.0% | 6.0% | 6.1% | 4.6% |
| 2009 | 3.5% | 3.8% | 4.9% | 4.4% |
| 2010 | 2.3% | 1.3% | 2.6% | 1.7% |
| 2011 | 19.13% | 3.2% | 3.3% | |

Construction Projects

Currently, there are no future scheduled lengthy closures of either or both of the parallel north-south runways for construction and/or maintenance.

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

If you have any questions regarding noise issues, please contact me at: **Phone: 813-870-7843 or Email: HLawrence@TampaAirport.com**

Our Next Meeting

The next CNC meeting is tentatively scheduled for **Thursday, January 12th, 2012 at 5:30 p.m.** Meeting dates and times may change, so watch your mail for the invitations.