

Community Noise Consortium Newsletter

February 20, 2007

Tampa International Airport

Issue No.1

Message from the Executive Director

Louis Miller
Executive Director
Aviation Authority



Welcome back to the Community Noise Consortium.

The process of searching for a replacement for Ken Reed ended in January 2007 with the hiring of Herman Lawrence, Jr. as the new Noise Officer. Some of our South Tampa residents have already been acquainted with Herman, but I would like to officially welcome and introduce him to our Community Noise Consortium members. In addition to the hiring of Herman, the noise office also upgraded its Total Airport Management Information System (TAMIS) to eTAMIS and is presently in the process of relocating one of its remote noise monitoring station that is located south of the airport. The upgrade to a web-base system (eTAMIS) will enhance the capabilities of the noise office to allow for faster processing, correlation and retrieval of data. Furthermore, with an established user account, noise complaint data and flight tracks can be accessed from anywhere there is an internet connection by Aviation Authority staff. The relocation of our south remote noise monitoring station will be located just east of its existing location at the residence of Mr. & Mrs. Pierson on Mariner Street. The Aviation Authority wants to extend its thanks and appreciation to the Pierson's for agreeing to host this noise monitoring station. Its new home will allow the HCAA to continue the effective noise monitoring and recording of turbojet aircraft over-flights as they arrive from and depart to the south.

As the FDOT Tampa Airport Interchange Project (TAIP) progresses, we can expect more unusual flight patterns at Tampa International Airport. Roadway construction south of Runway three-six left (36L), which require cranes, will result in temporary closures for that runway to landing traffic as they approach from over Tampa Bay. As a result, when the airport is operating in a northerly flow, all arriving aircraft (turbojets, propeller and turbo-propeller) will be forced to use runway three-six right (36R), resulting in additional noise to our neighbors to the south. As a means of informing our south Tampa residents, the noise office has been sending out alert email notifications when there will be a change in runway operation. In addition, plans are also being made to publish such alert messages on our web site as a new feature called "Community Noise Impacts." This web based notification will be available February 2007.

The noise office will continue to monitor the operations of corporate jet aircraft to identify frequent violators to the noise abatement program. Also as a part of our program, we will continue to stress the "Good Neighbor" policies of the airport, and we will reach out to corporate pilots to inform them of these policies. Over the last few months, there have been an unusually high number of landings to the north on Runway 36R and this can be attributed to the normal direction of the prevailing winds from the north during the winter months. As aircraft takeoff and land in the direction of the prevailing winds, you'll see in this month's report that the percentage of jets that violate the noise abatement program has not increased significantly.

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** **E-mail: HLawrence@TampaAirport.com**

Noise Office Update

Herman Lawrence, Jr.

Noise Officer

Aviation Authority

First and foremost, I want to convey my thanks and appreciation to the Aviation Authority for selecting me to fill the position as their new noise officer. I would also like to wish Ken Reed success in all of his future endeavors. As your new noise officer, it is my goal to continue and built upon the success of the remarkable and credible things that my predecessor had done in the noise office.

The newsletter dated May 25, 2006, was the last one prepared by Ken Reed before his departure that included operations and noise complaint data for the months of January through April. This newsletter will incorporate the remaining months of the year 2006 and also January through February 18, of 2007. Topics that will be discussed include the following:

1. Turbojet Arrivals on Runway 36R
2. Noise Complaints
3. South Tampa Over-flights
4. Other Reasons For Unusual Flight Patterns
5. Ongoing Projects

Turbojet Arrivals on Runway 36R

As shown in the table below, the utilization of our preferred runways for departures and arrivals was in keeping with our informal runway use program in an effort to reduce jet noise over residential communities south of the airport. During a north flow, 52% of all turbojet aircraft landed on runway 36L and only 6% landed on runway 36R. A review of the last newsletter dated May 25, 2006 showed that 11.57% of all turbojet aircraft landed on runway 36R for the months February through April. This decrease of almost 50% could be associated with the completion of the runway 18R-36L taxiway construction project. But, with the continuation of the FDOT Tampa Airport Interchange Project that requires the closure of runway 36L for safety, runway 36R was utilized for turbojet landings during nighttime hours between 11:00 p.m. to 6:00 a.m.

**Table 1 – Arrival and Departure Operations of Turbojet Aircraft
May thru December 31, 2006**

| Runways | Arrivals | Departures | %ARR | %DEP |
|----------------|-----------------|-------------------|----------------|----------------|
| 36R | 1,668 | 21,766 | 6.09% | 42.70% |
| 36L | 14,196 | 5,444 | 51.87% | 10.68% |
| 18R | 1,709 | 20,030 | 6.24% | 39.30% |
| 18L | 9,734 | 3,607 | 35.57% | 7.08% |
| 9 | 19 | 10 | 0.07% | 0.02% |
| 27 | 42 | 113 | 0.15% | 0.22% |
| TOTAL | 27,368 | 50,970 | 100.00% | 100.00% |

Historically, corporate turbojets have always been more likely to violate the runway use program and they accounted for 408 arrivals on runway 36R which make up less than two percent of the total violation during the eight-month period, May through December 2006. This is a tremendous improvement from the first three months of 2006 as 26.09% of corporate jet landings were on runway 36R.

Table 2 illustrates large commercial turbojet landings on runway 36R. As shown, Southwest Airlines was the biggest violator with 392 landings on runway 36R followed by Delta Airlines. Both of these carriers have or will be provided this information for corrective action. As the time period from May through December 2006 incorporates Florida's hurricane season (June through November), thunderstorms within the vicinity of the airport would result in the utilization of runway 36R for turbojet aircraft landings.

The high number of violation by these two carriers could be associated to the nightly closures of runway 36L due to runway 18R-36L taxiway construction project, the FDOT Tampa Airport Interchange Project and thunderstorms within the vicinity of the airport. As stated in the Letter to Airmen No. 98-05 (4) 'Operational Safety' (a) 'There should be no significant wind shear or thunderstorms affecting the use of the assigned runway.' During good weather in a north flow, the preferred runway for turbojet landings is runway 36L as to prevent turbojet over-flights over residential communities south of the airport.

**Table 2 –Turbojet Landings on Runway 36R
May thru December 31, 2006**

| Airline Name | Count |
|--|--------------|
| Air Canada | 1 |
| Air Tran Airways | 88 |
| America West Airlines Inc. | 22 |
| American Airlines | 125 |
| British Airways P.L.C. | 2 |
| Chautauqua Airlines Inc. (USAir Express) | 46 |
| Continental Airlines, Inc. | 76 |
| DHL Airways Inc. | 4 |
| Delta Air Lines Inc. | 127 |
| FedEx | 15 |
| Jet Blue Airways | 47 |
| Miami Air International | 2 |
| Midwest Express Airlines Inc. | 9 |
| Northwest Airlines, Inc. | 53 |
| Southwest Airlines Co. | 392 |
| Spirit Airlines | 28 |
| US Airways, Inc. | 87 |
| United Airlines, Inc. | 55 |
| Other | 26 |
| Corporate Jets | 408 |
| TOTAL | 1,613 |

In the most recent two months, January through February 18, 2007, a total of 28 commercial and 64 corporate turbojets landed on runway 36R. In association with the FDOT project, runway 36L was closed for 14 nights between the hours of 11:00 p.m. to 6:00 a.m. and during those closures only four (4) commercial turbojets landed on runway 36R.

With a busy winter travel season of over 600 daily operations and less than 2 turbojet landings a day on runway 36R, the FAA-ATCT has been doing a 'good job' in keeping commercial jet noise away from residents in south Tampa. However, noting an increase in the number of noise complaints of early turns north of MacDill Air Force Base and corporate turbojet landings on runway 36R, this office met with representatives from the FAA-ATCT to express the concerns of south Tampa residents. A summary of the meeting will be discussed later in the newsletter.

**Table 3 – Arrival and Departure Operations of Turbojet Aircraft
January thru February 18, 2007**

| Runways | Arrivals | Departures | %ARR | %DEP |
|--------------|--------------|--------------|----------------|----------------|
| 36R | 97 | 4,684 | 1.68% | 50.54% |
| 36L | 4,361 | 1,738 | 75.40% | 18.75% |
| 18R | 339 | 2,607 | 5.86% | 28.13% |
| 18L | 987 | 239 | 17.06% | 2.58% |
| TOTAL | 5,784 | 9,268 | 100.00% | 100.00% |

During a **north flow**, the goal of our noise abatement program is to utilize runways 36R and 36L for all aircraft departures and primarily use runway 36L for turbojet landings. When the winds are from the south or **south flow**, runways 18R and 18L are both utilized for all arriving aircraft operations. The preferred runway for turbojet aircraft departure is runway 18R and for aircraft to turn to a heading that would vector them over Tampa Bay and away from communities south of the airport. Tables 1 and 3 above, displays this information as runway ends 36R and 18R were primarily utilized for departures and runway ends 36L and 18L were primarily utilized for arriving turbojet operations.

The success of our noise abatement program depends on the continued cooperation from the FAA-ATCT and pilots. Therefore, beginning February 2007, FAA-Air Traffic Controllers have been informing corporate jet pilots that runway 36R is designated as a noise sensitive runway in response to pilots requesting this runway to land on. We will monitor this new procedure for compliance with our noise abatement program by corporate jet pilots.

**Table 4 – Runway Utilization Percentages
May thru December 31, 2006**

| Runways | ARR | DEP |
|--------------|---------------|---------------|
| 36R-18L | 42.0% | 50.0% |
| 36L-18R | 58.0% | 50.0% |
| TOTAL | 100.0% | 100.0% |

**Table 5 – Runway Utilization Percentages
January thru February 18, 2007**

| Runways | ARR | DEP |
|--------------|----------------|----------------|
| 36R-18L | 18.74% | 53.12% |
| 36L-18R | 81.26% | 46.88% |
| TOTAL | 100.00% | 100.00% |

Tables 4 and 5 illustrate runway utilization percentages for turbojet operations at the airport. These percentages are similar to what is in our FAA approved 2005 Master Plan Update Study in which it is our goal to achieve a 50:50 split for operations on both parallel runways. The percentages in table 5 are based on data for only six weeks of operation and also since it is the winter season, the north flow is primarily used, thus the preferred runways during this flow are assigned which impact the percentages as shown.

Noise Complaints

As mentioned in the last newsletter, an increase in the total number of noise complaints was expected for the year 2006 due to a number of construction projects that would affect the informal runway use program. This increase was noted for the year 2006 as the airport received 256 noise complaints. Since January 2001, this is the second highest number of noise complaints received by the airport. In comparison to 2005 noise complaints of 179, this is an increase of 43%.

The most frequent type of noise complaint received by the airport are complaints about turbojet aircraft transitioning from the south to land on the east parallel noise sensitive runway (36R). For the time period May through December 2006, a total of 157 complaints were received from 40 complainants. One complainant who resides south of the airport accounted for 54% of the total noise complaints.

For the period January through February 18, 2007, a total of 44 complaints were received from 20 complainants. Residential communities located south of the airport accounted for approximately 50% of the total noise complaints. These complaints referred to turbojet aircraft landings on runway 36R and early turn north of MacDill Air Force Base.

With the continuation of the FDOT project and additional closures of runway 36L planned for crane operations, the number of complaints referring to turbojet aircraft arrivals on runway 36R is expected to increase this year. But, with the passing of this winter season, the direction of the prevailing winds normally shifts from the north to the south, thus, favoring the utilization of the south flow during the spring and summer months. Noise complaints normally decrease during these two seasons as shown in the table to the right.

The following table shows the number of complaints that have been received, by category, since January 2001.

| Nature of Disturbance | # Callers | # Complaints |
|-------------------------|------------|--------------|
| 18L Disturbance | 6 | 10 |
| 36R Arrival | 43 | 1,025 |
| General Aviation | 8 | 8 |
| Helicopter | 13 | 15 |
| Loud | 155 | 245 |
| Low | 83 | 114 |
| Military | 2 | 2 |
| Off Course | 7 | 16 |
| Other | 29 | 48 |
| Run-ups | 14 | 19 |
| South Tampa Over-flight | 3 | 12 |
| Unknown | 44 | 69 |
| TOTAL | 407 | 1,583 |

| Monthly Complaints | | |
|--------------------|--------------|------------|
| | Complaints | Callers |
| Total '01 | 245 | 79 |
| Total '02 | 250 | 40 |
| Total '03 | 259 | 56 |
| Total '04 | 241 | 39 |
| Total '05 | 179 | 29 |
| 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 |
| Total '06 | 256 | 93 |
| Jan-'07 | 33 | 14 |
| Feb 18, '07 | 11 | 6 |
| GRAND TOTAL | 1,474 | 356 |

The year 2006 saw the second highest number of complaints received by the airport since the installation of the FIMS in 2001.

South Tampa Over-flights

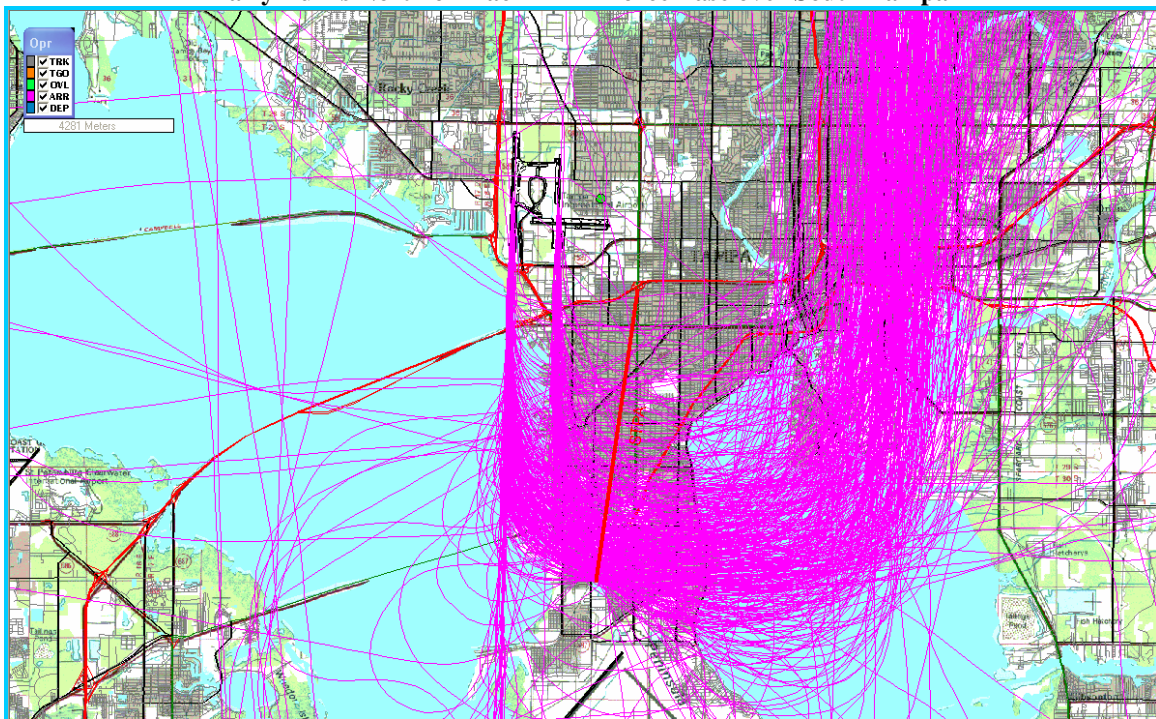
In an effort to minimize jet noise over residential communities south of the airport, the Authority’s noise abatement program includes a procedure which extends the downwind leg (aircraft flying parallel to the runway) for aircraft approaching from the northeast, requiring these flights to fly south of MacDill Air Force Base before turning north to land on either runway three-six left (36L) and/or three-six right (36R).

Referring to the procedure above, the noise office has received numerous complaints of jets turning early north of MacDill Air Force Base. To determine these violations, a gate (an imaginary wall in the sky) was defined in the Flight Information Management System (FIMS) over residential communities south of the airport as seen below.

For the months May through December 2006, there were 15,864 turbojet landings on runways 36L and 36R, combined. Of these, only 402 violations to this procedure were found. This represents only 2.53% of the total over a period of eight months. The May 25, 2006 newsletter reported a 2.1% violation for the months Feb-May 2006. In this issue, the months were revised from Feb-April 2006 and there were 158 violations which represent a 2.1% of the 7,390 combined turbojet landings to the north. This percentage remains the lowest value yet recorded.

| | |
|-----------------------|------|
| May-July 2003 | 5.6% |
| Feb-May 2004 | 3.2% |
| Nov-Jan 2004 | 2.7% |
| 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% |

Early Turns North of MacDill Air Force Base over South Tampa



Due to the increase number of violations and complaints, staff met with representatives from the FAA-ATCT in February 2007 to express the views of concerned South Tampa residents of turbojet aircraft not complying with the airport’s noise abatement program and turbojet aircraft turning north of MacDill A.F.B. The meeting was very productive as according to the FAA, this winter season saw an increase in the

number of operations to over 600 operations per day. Historically, the winter seasons are known for the direction of the prevailing winds from the northeast due to cold fronts and jet streams from the north that impact Florida's weather. In keeping with the noise abatement program of assigning runway 36L for turbojet landings and the handling of over 600 operations a day with aircraft simultaneously transitioning east and west of the airport on a southerly direction (downwind leg), presented an operational constraint that resulted in some aircraft being turned north of MacDill A.F.B. Although a greater percentage of these commercial aircraft as previously discussed landed on runway 36L, the noise office received numerous complaints of early turns and jets landing on runway 36R.

Request from airport staff to the FAA:

- Inform pilots to begin their turn (base leg) south of MacDill A.F.B.
- Continue informing corporate jet pilots that runway 36R is a noise sensitive runway and
- Increase utilization of the south flow when wind direction permits.

Furthermore, noise staff will attend regular schedule meetings with GA corporate tenants to educate pilots of our informal runway use program.

Other Reasons for Unusual Flight Patterns

In this issue of the newsletter we talked about construction off the airport such as the FDOT Tampa Airport Interchange Project and how it has affected the operation of the airport with runway closures. There are several other reasons why your area may receive unusual aircraft over-flights:

1. Runway Closures – Normal runway operations may change due to painting of runways, mowing of grass near a runway, or the removal of rubber buildup from aircraft tires. These closures are usually of a short duration and are performed at night whenever possible.
2. Emergency Situations – Any aircraft that is experiencing mechanical difficulties, or that may have an on-board medical emergency may get expedited clearance to the closest possible runway. Similarly, air ambulance flights, and flights of donated life-saving organs will receive expedited clearances and are thus exempt from following noise abatement procedures.
3. Military or High-Security Operations, such as Air Force One – flights of this nature may decide not to comply with normal operating and noise abatement procedures at the airport.
4. Unusual Weather – Strong winds from either the east or the west may require aircraft to land on Runways 9 and 27 (oriented in a east and west direction). This is highly unusual, but has occurred in the past.
5. Disabled Aircraft – If an aircraft becomes disabled on the airfield whether it was landing, taking off, or simply taxiing over the active runway, it may be necessary to close that runway until the aircraft is removed.
6. Instrumentation that is out-of-service – Navigational aids that help pilots navigate to the airport may be out-of-service due to maintenance. In that case, aircraft may be routed to other runways.

Construction Projects

The FDOT Tampa Airport Interchange Project will continue for several more years. We are jointly working with the FDOT for them to give advance notice of when they will require the operation of cranes that will impact the safety of aircraft and thus, the closures of runways, primarily runway 36L. The noise office has been sending out email alert notifications of when runway 36L (preferred runway for turbojet landings) will be closed as to inform residents south of the airport of the disturbance of jet noise from aircraft over-flights.

If you would like to be notified in advance of a runway closure, we would be glad to let you know via email. To get on the mailing list to be notified of when to expect arriving aircraft over-flights over the South Tampa area, please send me an email at HLawrence@TampaAirport.com.

Our Next Meeting

The next CNC meeting is tentatively scheduled for **May 17th 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.