



Message from the Executive Director
Louis Miller
Aviation Authority

Welcome back and I hoped that everyone enjoyed the holiday season.

As requested by CNC members during the last meeting for the noise office to report the quarterly CNC newsletters according to the calendar year, this newsletter will only focus on data for the months of November and December 2007. This would allow for the first quarter newsletter of 2008 to comprise of information for the months of January through March 31, 2008. Another request that was also made by the CNC committee and community residents was for the Authority to meet with representatives of the FDOT TAIP in an effort to reduce the time period of the closure of the west parallel runway 36L-18R. The concerns are associated to noise from the late night and early morning turbojet arrivals on the east parallel runway (Runway 36R-18L).

The Authority has met with and is currently in discussions with contractors and representatives of the FDOT TAIP. The tentative goal is to not close the west parallel runway until 1:00 a.m. which would allow for more than 50% of the turbojet flights to land on Runway 36L during a north flow. Also, to reopen the runway before 5:00 a.m. to accommodate the early morning turbojet arrival flights such as FedEx. The noise office will provide updates of these discussions. Furthermore, the Authority has invited representatives from the FDOT TAIP to give a presentation on the status of the construction and to answer questions.

It is always important to note that the Informal Runway Use Program allows for the FAA ATCT to deviate from the voluntary noise abatement program for all the reasons as stated in the Letter to Airmen Notice No. 08-01 under *Operational Safety Criteria*. This also includes the shift in aircraft operations to the east parallel runway due to the FDOT TAIP. During these occurrences, turbojet landings on the east parallel runway are all considered compliant deviations.

If you have any questions regarding noise issues, please contact Herman Lawrence, Jr., Noise Officer at TPA at: **Phone: 813-870-7843. E-mail: HLawrence@TampaAirport.com.**

Noise Office Update

Herman Lawrence, Jr.

Noise Officer

Aviation Authority

Since our last CNC meeting that was held on November 15, 2007, the noise office received an additional 83 noise complaints, thus, increasing the total number of noise complaints from 408 to 491 for the third quarter. One household located south of Gandy Blvd was responsible for 82 of the 83 noise complaints. Noise Office Year 2007 in review was presented to the HCAA Board on January 10, 2008. A copy of the PowerPoint presentation is available on the noise abatement web site under Community Noise Consortium.

The noise office was also featured in two news articles in the Tampa Tribune written by Mr. Mark Holan. The first article titled, “*That’s Not Santa’s Sleigh*” and the second article titled, “*Roadwork, Holidays Bring More Flight Noise,*” commented on the number of turbojet landings on the east parallel runway and the closure of the west parallel runway due to the FDOT TAIP.

For the fourth quarter, **November 1 through December 31, 2007** 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 Runways 36L for arrivals (north flow) and 18R for departures (south flow).

**Table 1 – Arrival and Departure Operations of Turbojet Aircraft
November 1, 2007 thru December 31, 2007**

Runways	Arrivals	Departures	%ARR	%DEP
36R	303	6,820	2.6%	48.3%
36L	8,105	2,948	69.4%	20.9%
18R	523	3,924	4.5%	27.8%
18L	2,722	416	23.3%	2.9%
9	8	1	0.1%	0.0%
27	11	7	0.1%	0.0%
TOTAL	11,672	14,116	100.0%	100.0%

Note: North Flow Operations at 71% and South Flow Operations at 29%

Looking at arrivals and departures on runways 9/27, 36R/36L and 18R/18L, the north flow was utilized approximately 71% of the time in comparison to the previous quarter at an estimated 59%. Historically, during the fall/winter months due to the existence of jet streams (cold fronts)

and thunderstorms, the direction of the prevailing winds are predominantly from the north/northeast. As runway utilization is dependent on the direction of the prevailing winds, the airport primarily operated in a north flow during these two months.

Table 2 illustrates turbojet landings on Runway 36R and where noted by airline names. Southwest Airlines had the highest number of landings with a total of 43 which is a reduction of 27 landings from the prior quarter. However, 20 or 47% of the 43 landings on Runway 36R were during the time period between 11:00 p.m. to 6:00 a.m. Of the 23 remaining flights, only three were determined as non-compliant deviations as the other 17 landings were due to operational necessity. Due to delays, in flight emergencies, weather and airspace congestion, the airport experienced unusual flight operations that resulted in FAA ATC assigning Runway 36R for turbojet arrivals. These operations are considered compliant deviations.

As a new feature, turbojet landings during the time period of 11:00 p.m. – 6:00 a.m. on Runway 36R will be added to table 2. This is being done to illustrate that without the nightly closures of the west parallel runway for the FDOT TAIP, the overall number of turbojet landings on Runway 36R would decrease.

Table 2 –Turbojet Landings on Runway 36R

Airline Name	11/01/07 thru 12/31/07	From 11:00 p.m. – 6:00 a.m.
Air Canada	1	0
Air Tran Airways	11	3
America West Airlines Inc.	1	0
American Air Services	1	0
American Airlines	12	9
Chautauqua Airlines Inc.	0	0
Continental Airlines, Inc.	6	2
DHL Airways Inc.	0	0
Delta Air Lines Inc.	12	6
FedEx	11	10
Jet Blue Airways	9	5
Miami Air International	2	1
Midwest Express Airlines Inc.	3	1
Northwest Airlines, Inc.	7	3
Southwest Airlines Co.	43	20
Spirit Airlines	1	0
US Check	2	2
US Airways, Inc.	9	6
United Airlines, Inc.	3	1
Corporate Jets	169	14
TOTAL	303	83

In comparison to the same time period last year (November and December 2006), the total number of turbojet landings on Runway 36R increased by 19%. However, a majority of the landings by corporate jets were due to operational necessity resulting from aircraft spacing, delays, and weather. But, landings that occurred during normal airport operating conditions, non-compliant deviation letters were mailed to the chief pilots.

Noise Complaints

As shown in table 3 the airport received a total of 301 noise complaints which is also another record when compared to the annual totals since 2001. A total of 22 different households contacted the airport with one household accounting for 87% or 261 of the total complaints.

Table 3 also shows the calls that the Authority received for this period by disturbances. Of the 22 different households, three (3) were repeat callers that accounted for 94% or 282 of the total complaints. The noise office also received three calls from residents in St. Petersburg that did not involve TPA flights.

Table 3 - Noise Complaints for November & December 2007

Nature of Disturbance	No. of Callers	No. of Complaints
18L Departure	1	1
36R Arrival	5	23
General Aviation	1	1
Helicopter	0	0
Loud	9	9
Low	5	5
Military	0	0
Off Course	0	0
Other	0	0
Run-ups	0	0
South Tampa Over-flight/Early Turns	2	262
Unknown	0	0
TOTAL	23	301

The most frequent types of noise complaints received by the airport were Early Turns/South Tampa Over-flights and 36R Arrivals. These type of disturbances accounted for 95% of the total complaints.

Investigation of all noise complaints determined that less than 3% were non-compliant deviations due to turbojet pilots turning north of MacDill AFB and/or landing on Runway 36R during normal airport conditions without any reported delays and/or operational necessity. Non-compliant deviation letters were mailed to commercial and corporate chief pilots.

The tables to the right show the number of complaints that have been received, by category, since Jan. 2001.

Table 4 – Noise Complaints from 2001 through 2007

Nature of Disturbance	Number of Callers	Number of Complaints
18L Departures	9	13
36R Arrival	68	1,137
General Aviation	12	13
Helicopter	14	16
Loud	187	281
Low	98	130
Military	5	7
Off Course	8	17
Other	30	49
Run-ups	14	19
South Tampa Over-flight/Early Turns	13	984
Unknown	44	69
TOTAL	502	2,735

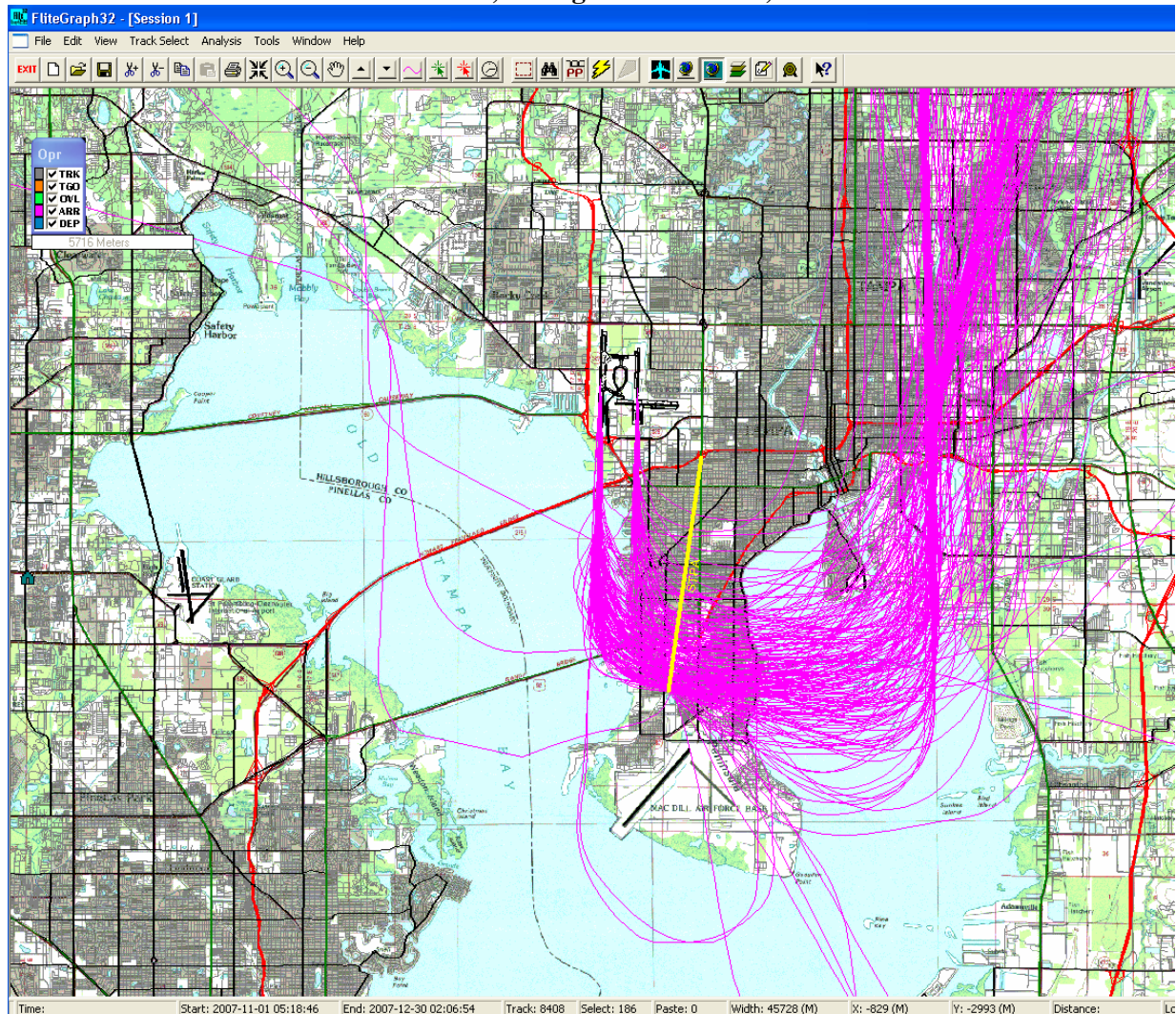
Table 5 – Annual and Monthly Noise Complaints

	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 - March '06	67	16
Apr – June '06	61	32
July – Sept. '06	41	13
October	38	14
November	21	7
December	28	11
Total '06	256	93
Jan-'07	33	14
February	15	9
March	53	18
April	87	6
May	118	5
June	78	6
July	103	5
August	155	7
September	133	11
October	120	13
November	11	175
December	15	126
GRAND TOTAL	2,351	731

South Tampa Over-flights

This type of disturbance accounted for 87% of the total noise complaints with 261 of the 262 complaints reported from one household. Of such complaints, only four (4) were non-compliant deviations by turbojet aircraft. For the months of November and December 2007, there were a total of 186 turbojets that navigated through the virtual 'South Tampa' gate as illustrated in **Figure 1**. Of the 186 turbojets that penetrated the virtual gate, 42 landed on Runway 36R which is less than one (1) landing per day over this period (61 days). And of the 42 that landed on Runway 36R, 10 were between the hours of 11:00 p.m. to 6:00 a.m.

**Figure 1 - Turbojets Turning North of MacDill Air Force Base over South Tampa
November 1, through December 31, 2007**



North Flow Arrival Operations

Of the 8,408 turbojets that landed on Runways 36R and 36L combined, 3,922 or 47% navigated on an east downwind of the airport. Of this total, 176 turned north of MacDill AFB. Overall, approximately 2% of the total turbojets that landed on Runways 36R and 36L turned north of MacDill AFB.

Approximately 3.6% of the total turbojet arrivals during a north flow landed on Runway 36R. For the last quarter and including the months of November and December 2007, the percentages of turbojet arrivals on Runway 36R have been high. However, a greater percentage of the landings on Runway 36R are due to operational necessity and weather.

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

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%

Construction Projects

The FDOT Tampa Airport Interchanges Project (TAIP) will continue until the year 2010. Per the terms of the agreement with the Aviation Authority for the closure of Runway 36L-18R:

- 350 days for construction of the TAIP and
- A separate additional 89 days for the construction of the airport Approach Lighting System (ALS) Bridge for Runway 36L that has been constructed.

As of the end of December 31, 2007 the number of days used for construction of the TAIPs is 221 days, thus, leaving a balance of 129 closure days for Runway 36L-18R as of January 1, 2008.

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 **April 17th 2008 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.