

Community Noise Consortium Newsletter

January 22, 2009

Issue No. 9



Message from the Executive Director

Louis Miller
Aviation Authority

Welcome back and I hope that everyone enjoyed the holiday season. I also want to wish everyone a happy and prosperous year in 2009. Considering the state of the economy in 2008, we all look forward to the prospect of a positive economic turn around within all industries including aviation.

On February 1, 2009, Tampa International Airport (TPA) will be the host airport of the National Football League (NFL) Super Bowl XLIII to be played at Raymond James Stadium. Also of importance, the City of Tampa and TPA will be the first venues in the State of Florida to play host to this prestigious event where special aviation security procedures similar to that at the 2008 Republican National Conference will be implemented. Airport personnel from Dallas Fort Worth International Airport (DFW) will be visiting to observe. Remember to smile, Tampa Bay, as we welcome visitors to the beautiful City of Tampa, FL.

During this media frenzy and festive sports event, there will be special temporary flight restrictions (TFRs) in place around the stadium before, during and after the game for aircraft operators. During these special TFRs, unscheduled (charters, helicopters and general aviation) flights will not be allowed to depart and arrive at TPA except as provided in the TFRs. However, the TFR will have no impact to regularly scheduled commercial flights departing and arriving at TPA. Considering the excitement and magnitude of the Super Bowl event, these TFRs will be in place for security reasons. With the normal expectancy in increased general aviation operations associated with this event, the Federal Aviation Administration Air Traffic Control Tower (FAA ATC) will utilize the east parallel runway 36R for turbojet arrivals. There will also be increased helicopter activities during Super Bowl week due to media coverage, law enforcement, charters and tours etc. Helicopter operations are regulated much differently by the FAA from other aircraft vessels. Unlike for aircraft where the FAA has established minimum regulated altitudes above populated and non-populated areas, helicopter pilots are allowed to flyover, descend and hover at low but safe altitudes within their discretion.

As the FDOT TAIP continues for another year (2010) there have been several new exit and entrance ramps from and to the airport during this 4th quarter 2008. I urge everyone to please pay careful attention to all directional signs and always position yourself early into the correct lane for your destination. Also please remember that although we brokered some relief from the FDOT during evening-early morning closures of the west parallel runway 36L due to construction cranes, there will continue to be times that you will be disturbed by aircraft using the east parallel runway 36R.

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 January 1, 2009 the remaining closure days are as follows:

- ➔ From 10:00 p.m. till 6:00 a.m. - 21 days proposed (**11 days remaining**)
- ➔ From 11:00 p.m. till 6:00 a.m. - 60 days proposed (**1 day remaining**)
- ➔ From 12 midnight till 5:00 a.m. - 119 days proposed (**77 days remaining**)
- ➔ Total of 200 days and closures in excess of this would be subject to damages in the current contract.

Months	Table 1 - Commercial and Cargo Aircraft 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
October	8,401	7,121	-15.24
November	8,620	7,088	-17.77
December	8,975	7,523	-16.18

Even with double digit reductions in commercial and cargo operations as illustrated in Table 1, the Authority remains posed as it enters Year 2009 in its continuing commitment to providing excellent worldwide customer service to our tenants and visitors. Our commitment to outstanding customer service will be demonstrated once again during our hosting of Super Bowl XLIII. Airport staff has been working effortlessly behind the scenes for several months to ensure that this exciting media spectacular sporting event, that captures over 1 billion viewers, goes on with very minimum disruption to our passengers and neighbors. It is felt that this event will benefit our region and showcase Tampa Bay during one of the worst nationwide economic conditions since WW II.

For the fourth quarter of 2008, **October 1 through December 31, 2008** this newsletter focuses on the following issues:

- Analysis of Turbojet Arrivals on Runway 36R
- Noise Complaints
- South Tampa Over-flights
- Construction Projects, such as the FDOT TAIP, and
- Special PowerPoint presentation on Super Bowl XLIII.

Turbojet Arrivals on Runway 36R

Table 2 illustrates runway utilization percentages for turbojet operations at the airport. As shown, the utilization of our preferred runway ends for turbojet departures and arrivals was once again in keeping with the voluntary informal runway use program. Preferred Runway ends 36L during a north flow and 18R during a south flow were utilized for turbojet arrivals and departures respectively. Almost similar to Q4 '07, the prevailing winds during this quarter resulted in the operation of the airport in a north flow approximately 68%. This persistent north flow pattern is always expected during this time of year and will continue into the first quarter of CY 2009. This means jet aircraft will be landing on Runway 36L (preferred) and propeller aircraft on Runway 36R (preferred).

Table 2 – CY Q4 '08 Turbojet Arrivals and Departures

Runways	Arrivals	Departures	%ARR	%DEP
36R	616	8,880	3.1%	44.5%
36L	12,898	4,691	64.0%	23.5%
18R	2,296	5,784	11.4%	29.0%
18L	4,314	579	21.4%	2.9%
9	8	3	0.04%	0.0%
27	17	28	0.1%	0.1%
TOTAL	20,149	19,965	100.0%	100.0%

Note:

North Flow Operations at 68% and South Flow Operations at 32%

As requested by members of the CNC, Tables 3 and 4 provide a detail analysis of turbojet landings on Runway 36R and departures on Runway 18L respectively. All data was extracted from the Authority's Flight Information Management System (FIMS) and audio recordings were researched to determine turbojet pilots' non-compliance of the preferential informal runway use program.

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

Table 3 – CY Q4 '08 Turbojet Landings during a North Flow

Combined Jet Arrivals on Runways 36R & 36L 4th Quarter 2008	13,514	
	36L	36R
Percentage of Arrivals	95.4%	4.6%
Percentage Breakdown of Landings on 36R:		
FDOT TAIP (62)	-	0.5%
Maintenance/Weather/Emergency (141)	-	1.0%
ATCT Assigned:	-	1.4%
Commercial & Cargo = 0.5% (67)		
Corporate = 0.9% (118)		
Pilot Request:	-	1.4%
Commercial = 0.2% (24)		
Corporate = 1.2% (163)		
Lifeguard flights - Exempt (41)	-	0.3%
Number of Landings	12,898	616

In contrast to the previous quarter where a majority of the turbojet landings on Runway 36R were due to the FDOT TAIP cranes that require the nightly closure of Runway 36L for safety, corporate pilots' requests as shown above was the number one reason during this quarter. The noise office sent out turbojet pilot non-compliance letters and emails to a majority of these operators and mostly, the response from the chief pilots were very good and positive. A summation of the responses are, they were unaware of the existence of a noise abatement program at TPA; they will inform all their pilots not to request Runway 36R; and to have the procedure published in the Jeppesen Pilot Manual, etc. Letters and emails were not sent to operators whose aircraft information was not provided (filtered and/or screened, etc.) and thus not available in the FIMS.

Another concern expressed by CNC members and South Tampa residents was the increased assignment of Runway 36R to turbojet pilots during normal airport operating conditions. With corporate turbojets accounting for 118 or 0.9% of the total turbojet landings on Runways 36R and 36L combined (13,514), and also taking into consideration that the airport operated in a north flow approximately 68% of the time, a majority of the assigned landings were due to traffic as stated by the FAA. Noise staff listened to recorded audio communications between turbojet pilots and FAA ATC and heard the phrase communicated to pilots that they are being assigned the runway for 'traffic'. During these occurrences, such corporate turbojet landings including that by commercial operators are termed compliant deviations because they are operating in compliance with the conditions that allow use of Runway 36R. Non-compliance letters and emails were not sent to these turbojet chief pilots.

Just a reminder, lifeguard flights and landings due to maintenance/weather/emergency are exempt from the informal preferential runway use program.

Table 4 illustrates all turbojet departures on Runway 18R and 18L combined during this quarter including percentage breakdowns by causes of commercial and cargo departures on Runway 18L.

Table 4 – CY Q4 '08 Turbojet Departures during a South Flow

Combined Jet Departures on Runways 18L & 18R 4th Quarter 2008	6,363	
	18R	18L
Percentage of Departures	90.9%	9.1%
Commercial & Cargo Percentage Breakdown of Departures on 18L:		
FDOT TAIP (2)		0.03%
Maintenance/Weather/Emergency (53)		0.83%
FAA Assigned (16)		0.25%
Pilot Request (10)		0.16%
Corporate (498)		7.8%
Number of Departures	5,784	579

For commercial and cargo operators that requested Runway 18L for departures, reminder emails of the Authority's informal preferential runway use program were sent to these operators. As stated in our informal preferential runway use program, corporate turbojets are allowed to depart on Runway 18L and with an assigned heading of 210-degrees, avoid flying over residential areas to the south. It should be noted that commercial turbojets can depart on Runway 18L under conditions specified in the informal preferential runway use program.

Overall, what we have observed during this quarter from the monitoring of the FAA ATC is progress with their compliance with the Letter to Airmen Notice that details the informal preferential runway use program. As always, the Authority will continue to monitor turbojet pilots and FAA ATC compliance with our long standing voluntary informal runway use program

that has existed since 1959. **The Year 2009 will mark the 50th Anniversary of TPA's Informal Runway Use Program.**

Noise Complaints

As shown in Table 5, the airport received a total of 233 noise complaints from 13 different residents. This was 50 fewer complaints and a decrease of four (4) complainants in comparison to Q3 '08. In CY Q4 '07, the Authority received a total of 504 complaints from 30 different households. This downward trend is an indication of the Authority's commitment to reducing turbojet noise over residential homes of our surrounding neighbors through the monitoring of applicable compliance with the noise program.

During this quarter, one household accounted for 69% of the total noise complaints. In comparison to Q3 '08 and CY Q4 '07, this same household accounted for 61% (174) and 85% (430) of the total complaints respectively.

For Q4 '08 the majority of noise complaints were from the following areas:

- ➔ South of Gandy Blvd (161)
- ➔ South of Kennedy Blvd. & north of Gandy Blvd (63)
- ➔ North of the Airport (8)

Table 5 shows the calls and emails that the Authority received for this period by disturbances including logged time of an aircraft over-flight event. There were 6 repeat callers that accounted for 97% or 226 of the total complaints.

Table 5 - Noise Complaints from CY Q4 2008

Nature of Disturbance	No. of Callers	No. of Complaints
18L Departure	1	1
36R Arrival	4	82
General Aviation	1	1
Helicopter	0	0
Loud	3	4
Low	2	2
Military	1	1
Off Course	1	1
Other	2	3
Run-ups	0	0
South Tampa Over-flight/Early Turns	3	138
Unknown	0	0
TOTAL	18	233

The most frequent types of noise complaints were Early Turns/South Tampa Over-flights (59%) and 36R

Arrivals (35%). Complaints of these two disturbances during the same time period last year were 432 or 86% for Early Turns/South Tampa Over-flight and 45 or 9% for Turbojet 36R Arrivals. The noted reduction, specifically in turbojet pilots' compliance turning base leg south of MacDill's Runway 04 demonstrates the cooperation that the Authority has and continues to receive from the airlines, corporate pilots and the FAA.

Table 6 below shows the total number of complaints that have been received by disturbance since Jan. 2001. The number of callers 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	14	15
36R Arrival	98	1,462
General Aviation	19	18
Helicopter	18	18
Loud	216	288
Low	114	122
Military	6	8
Off Course	11	20
Other	35	80
Run-ups	14	16
South Tampa Over-flight/Early Turns	30	1,713
Unknown	45	71
TOTAL	620	3,831

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
Total '08	1,113	71

South Tampa Over-flights

One household reported a log of 136 complaints of this type of disturbance, which is a reduction of 296 from the same quarter last year. Of the 136 logged entries that were investigated, only several pilot non-compliance emails were sent to commercial airline operators who turned north of MacDill Runway 4 without any proper justification. The remaining turbojet turns north of MacDill Runway 4 and over-flights of South Tampa were conducted by pilots' complying with FAA communicated instructions. During such occurrences, turbojet pilots are not sent non-compliance letters and emails from the noise office.

For the months of October 1 through December 31, 2008, a total of 240 turbojets, an increase of 48 from the previous quarter, navigated through the virtual 'South Tampa' gate, as depicted in **Exhibit 1**, from an east downwind of the airport during a north flow. This represents approximately 1.8% of the total combined turbojet arrivals during a north flow this quarter (13,514). Furthermore, of the 240 turbojets that turned north of MacDill, 76 landed on Runway 36R, and of this figure 30 were pilots' requests.

**Exhibit 1 - Turbojets Turning North of MacDill Air Force Base over South Tampa
October 1 through December 31, 2008**

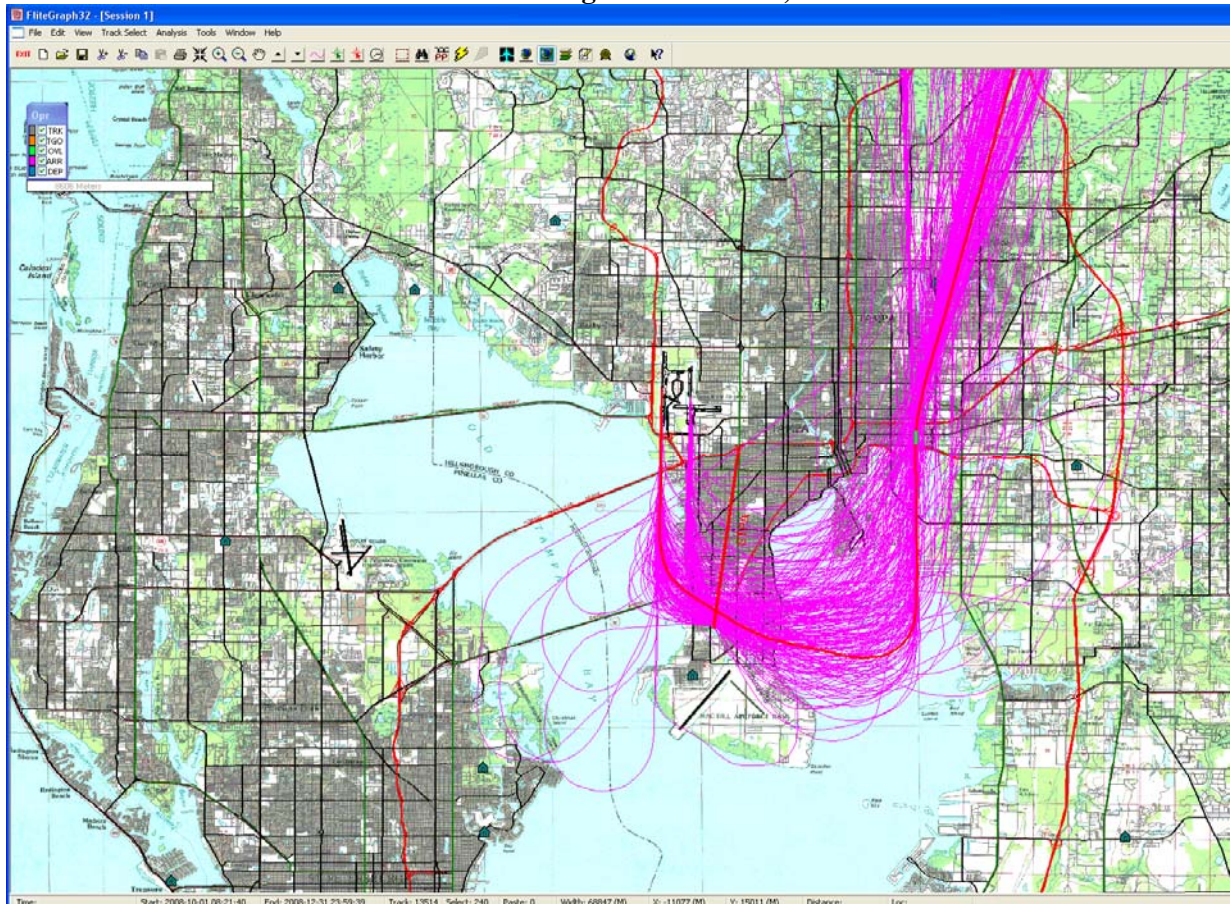


Table 6 below shows the percentages of the number of turbojets that landed on Runway 36R since the third quarter of 2005. This quarter finally showed a reduction in the number of turbojet landings on Runway 36R since the last two months of 2007.

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%
Oct – Dec 2008	4.6%

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 an email to 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 16th 2009 at 6:00 p.m.** Meeting dates and times may change, so watch your mail for the invitations.