



Tampa
International
Airport



WELCOME & INTRODUCTIONS

Community Noise Consortium (CNC) Meeting



Tampa International Airport
(TPA)

November 15, 2007

6:00 p.m.



-
-
-

Agenda

- Noise Office Update
- Noise Complaints
- Analysis of Turbojet Arrivals on Runway 36R
 - August 1, 2007 through October 31, 2007
- Turbojet over-flights over South Tampa communities
 - Military Aircraft operations at MacDill Air Force Base
- Construction Projects and their impact on operations at TPA
- Next Meeting

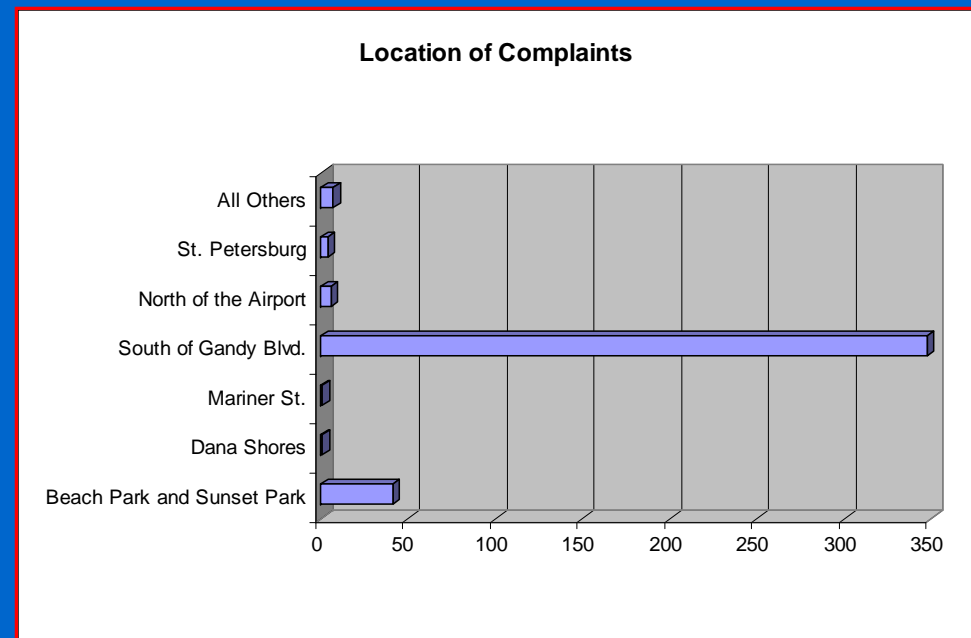
-
-
-

Noise Office Update

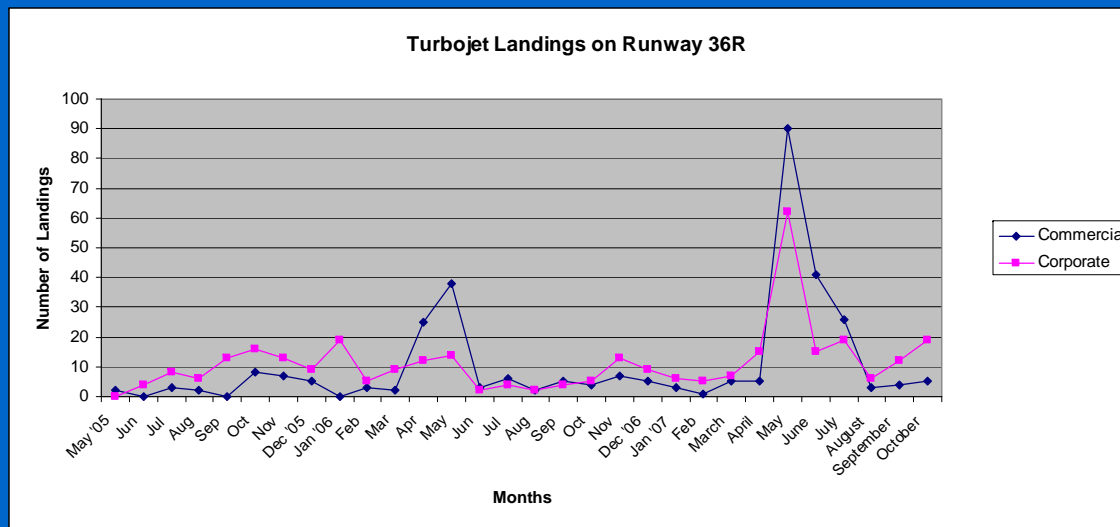
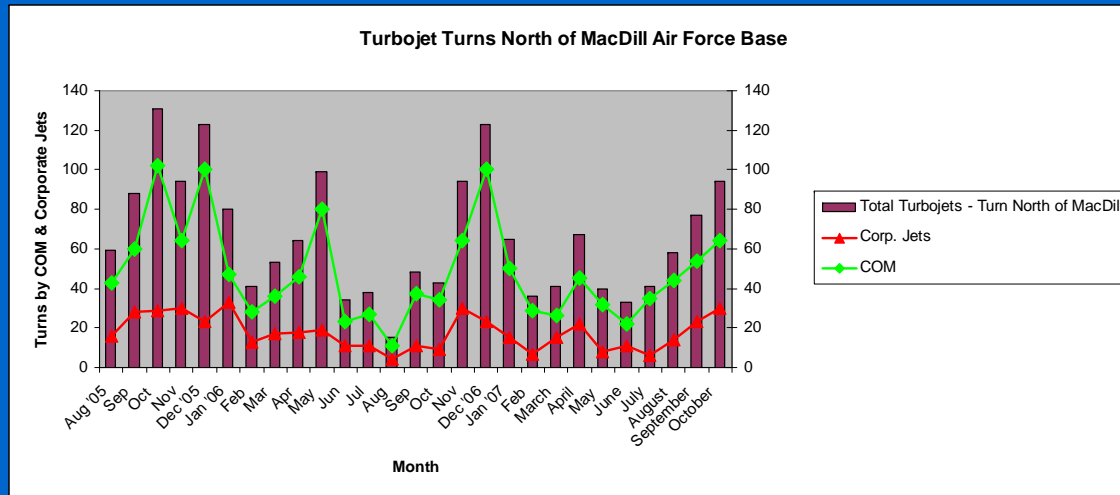
- Electric meters installed at all four (4) Permanent Noise monitoring Stations (PNMS).
 - Annual saving of approximately \$1,776.00 from the previous TECO flat rate charge
- Tri-fold noise brochures summarizing noise abatement procedures for GA Corporate Pilots are complete and will be available at each FBO .
- Record number of noise complaints for the Authority.

Noise Complaints

- A record 408 noise complaints
 - One household in South Tampa accounted for 347 or 85% of the total complaints
- Seven (7) repeat callers that accounted for 96% or 392 of the total complaints
- Most frequent types of noise complaints were Early Turns/South Tampa Over-flight and 36R Arrivals.
 - Accounted for 386 or 95% of the total noise complaints
 - 36R Arrivals were mostly compliant turbojet landings due to FAA ATCT instructions and the FDOT TAIP.
- Geographical location of noise complaints:
 - 85% from one household south of Gandy Blvd.
 - 10% from households in Beach Park and Sunset Park.
 - Less than 2% from households north of the airport.



Turbojet Turns North of MacDill A.F.B.

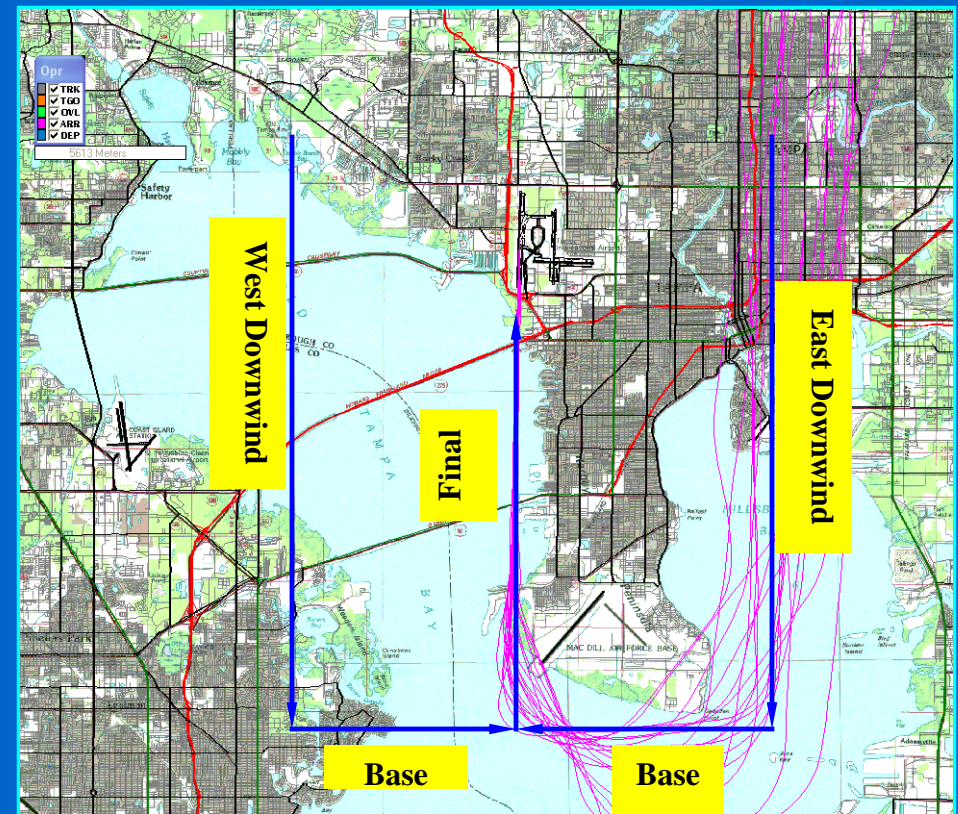


Turbojet North Flow Arrivals

Informal Runway Use Program

- Downwind leg east of the Airport:
 - 2nd Qtr. 2007 = 3,811
 - 3rd Qtr. 2007 = 3,558
 - Decreased by -7%
- Downwind leg west of the Airport:
 - 2nd Qtr. 2007 = 3,742
 - 3rd Qtr. 2007 = 3,578
 - Decreased by -4%
- Number of turbojets that turned north of MacDill A.F.B. :
 - 2nd Qtr. 2007 = 114
 - 3rd Qtr. 2007 = 229
 - During the 2nd quarter the airport was in a predominant south flow.

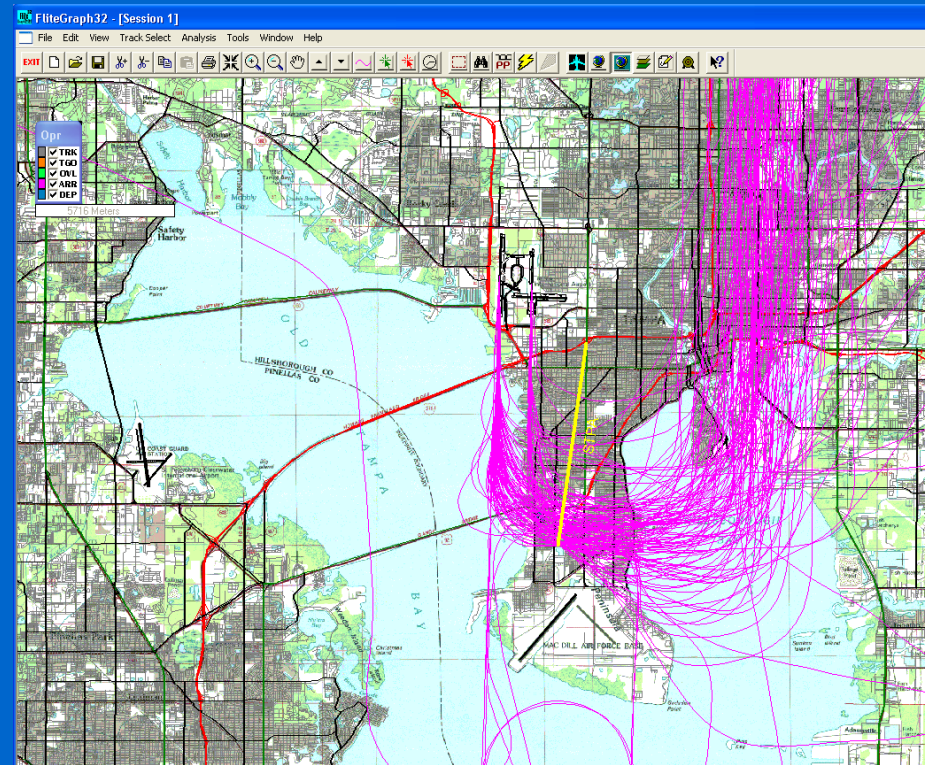
**When wind, weather, field, and traffic conditions permit, and no excessive delays will result, turbojet arrivals to Runway 36L will not conduct base legs north of MacDill Air Force Base.*



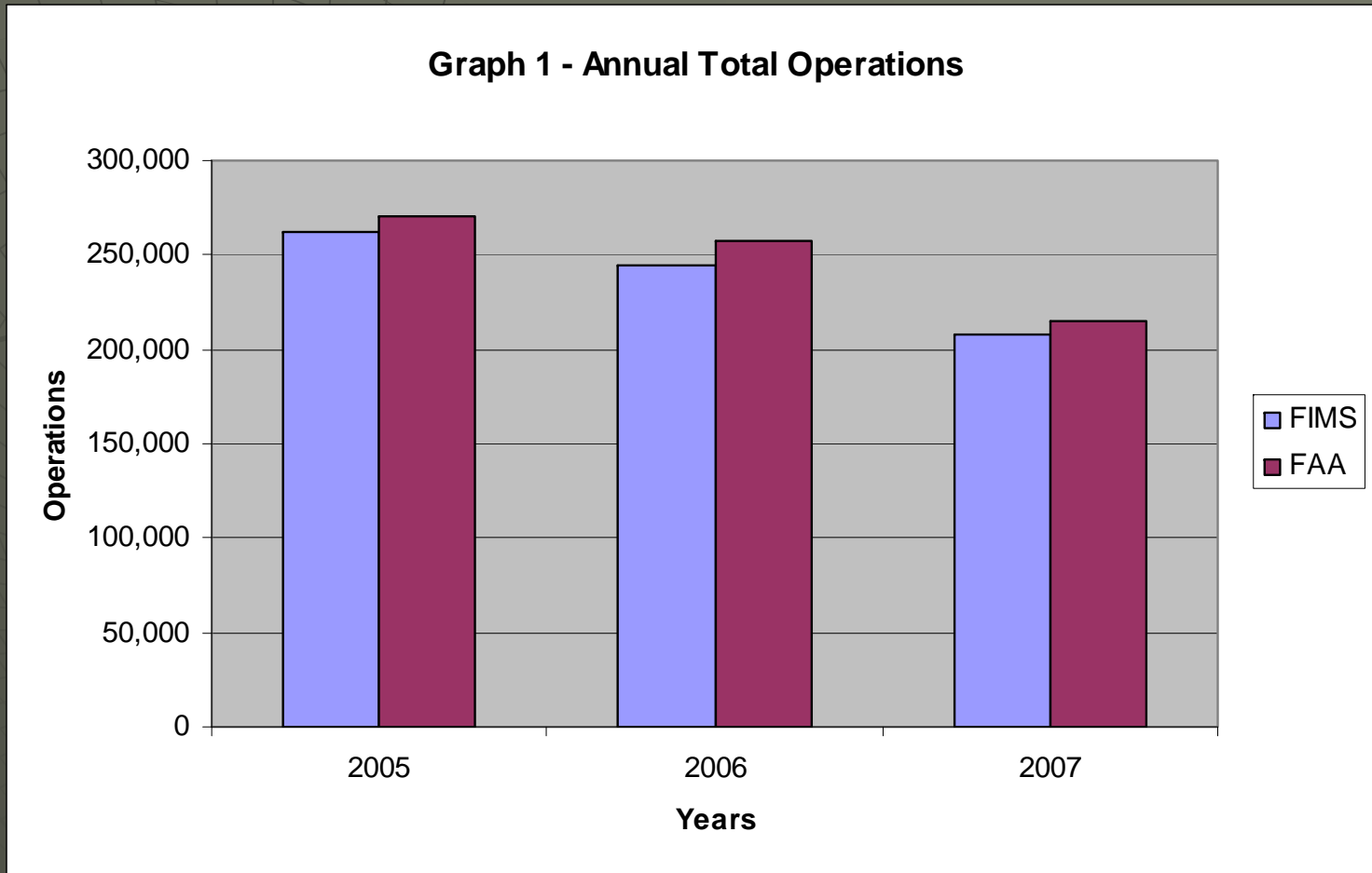
Flight Pattern Sketch

Early Turn Analysis

- Defined as a turn by a turbojet aircraft north of MacDill A.F.B. Runway 04 during normal operating conditions when traffic, wind, weather, field conditions permit, and no reportable delays to arrivals or departures.
- Only 229 turbojets turned north of MacDill A.F.B. during the 3rd quarter. This represents approximately 6.4% of the total jets (3,558) on east downwind of the airport.

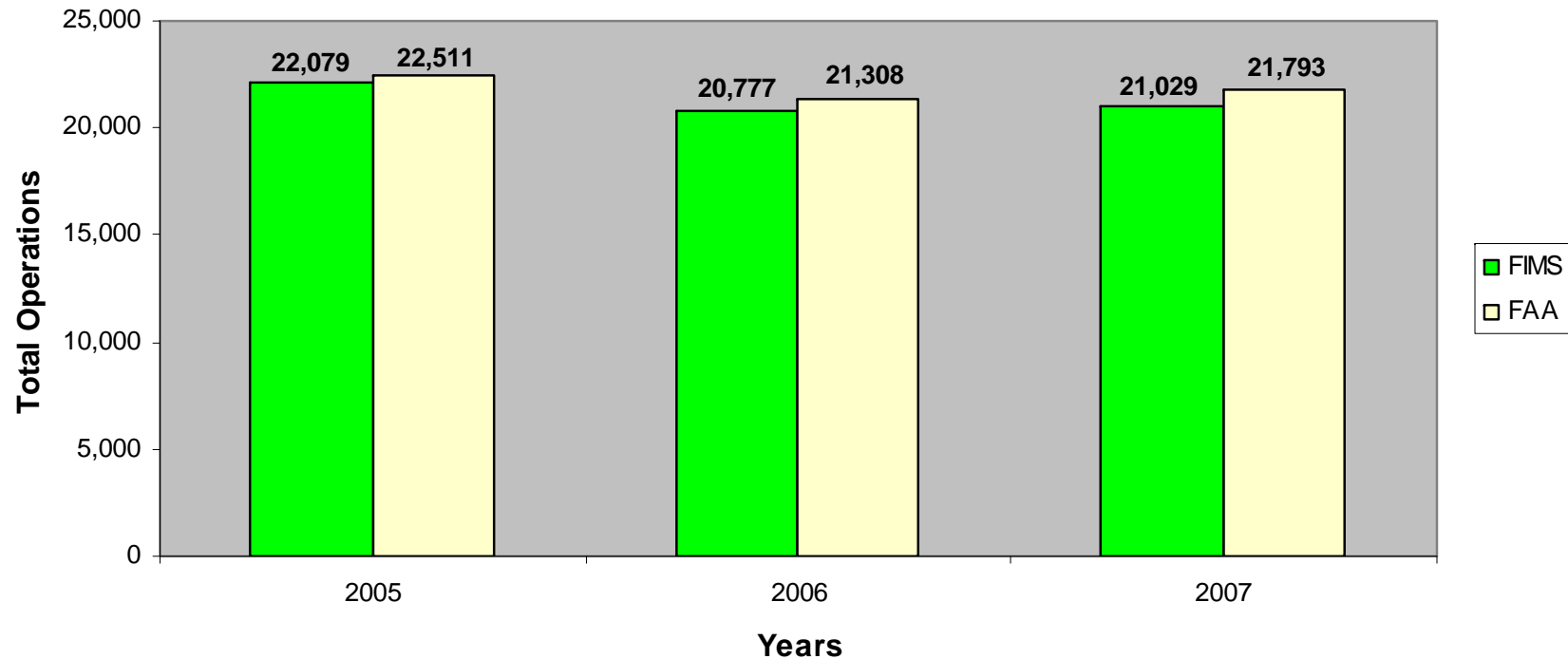


Comparison Analysis of Annual Total Airport Operation Data from the FIMS and the FAA



Note: Data for the Year 2007 is as of October 31, 2007

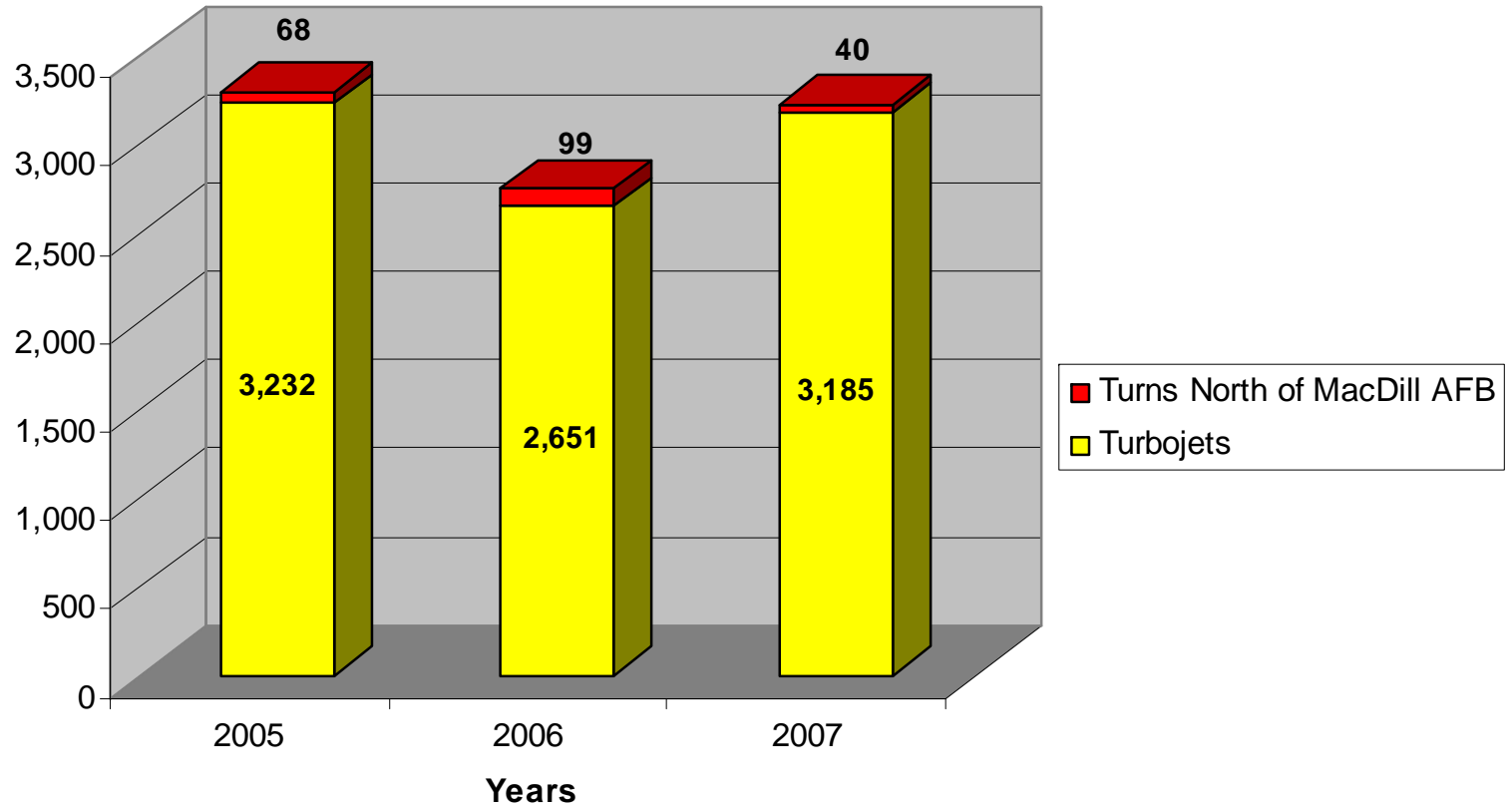
Graph 4 - Total Operation for the Month of May during the Years 2005 - 2007



Note: Data for the Year 2007 is as of October 31, 2007

- ◆ Data taken from the Noise Office FIMS is very close to reported data from the FAA.

Graph 5 - North Flow Turbojet Operation and Turns North of MacDill AFB for the Month of May for the Years 2005 through 2007

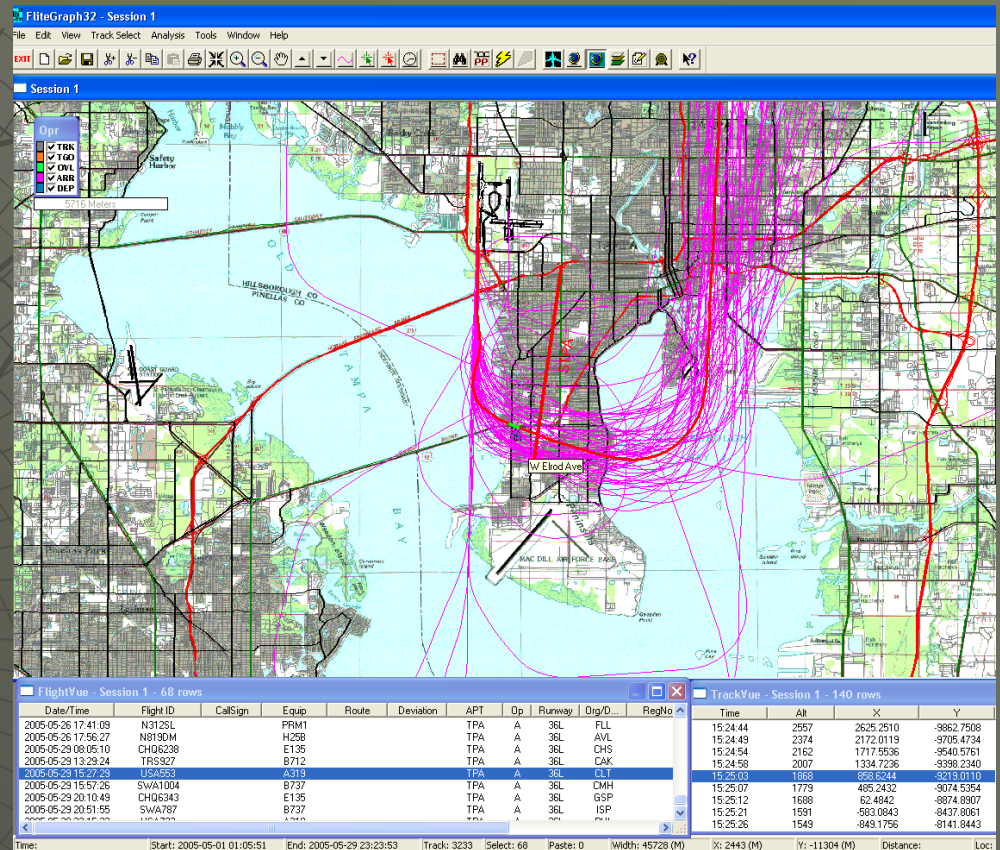


Note: Data for the Year 2007 is as of October 31, 2007

- ◆ The noise office has always prepared and reported to the CNC committee members an 'Early Turn Analysis' of turbojet aircraft since the year 2002.

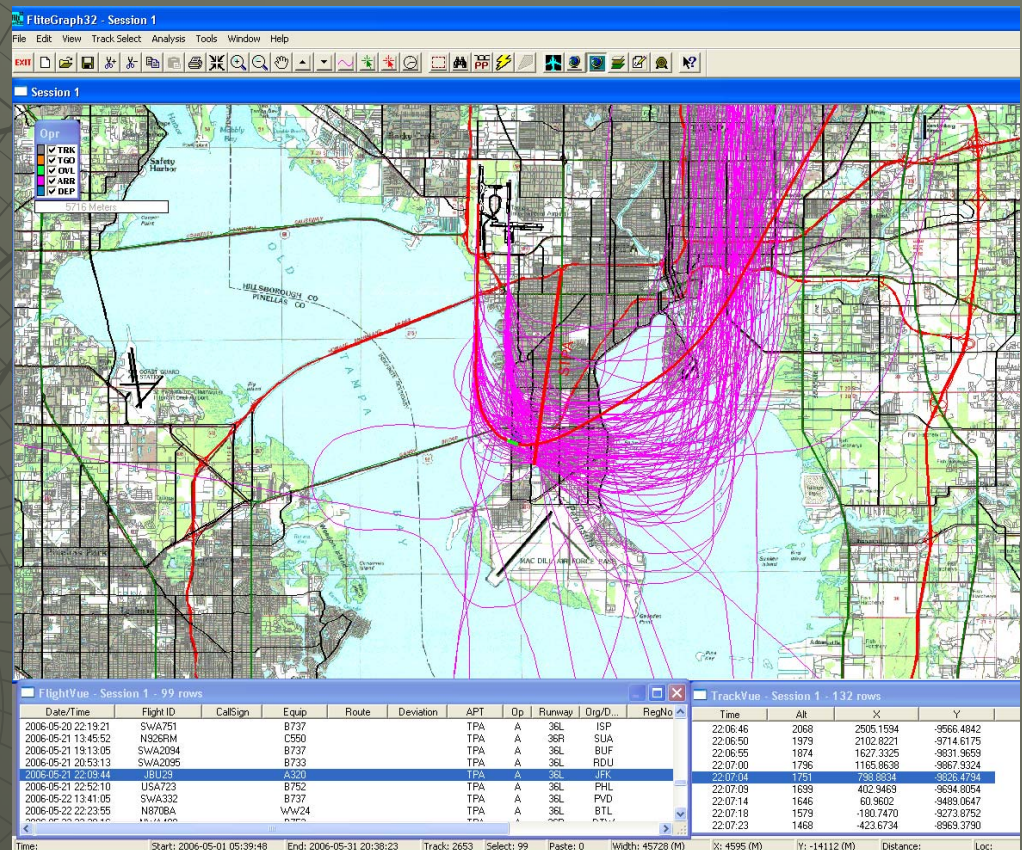
Turbojets Turning North of MacDill A.F.B. During May 2005

- ◆ Total Turbojet Operation = 3,232
- ◆ Turns North of MacDill AFB = 68 or 2.1%
- ◆ Altitude of the highlighted US Airways A319 aircraft over areas south of Gandy Blvd and east of Westshore is 1,868 ft



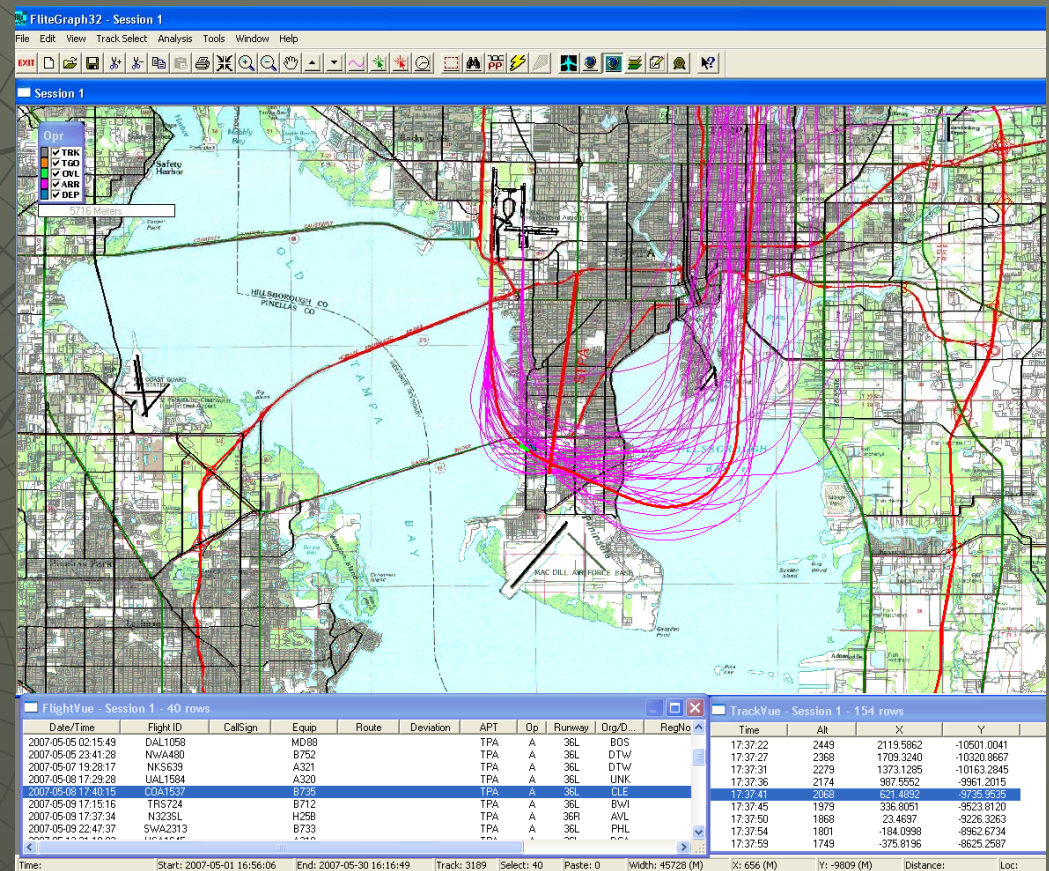
Turbojets Turning North of MacDill A.F.B. During May 2006

- ◆ Total Turbojet Operation = 2,651
- ◆ Turns North of MacDill AFB = 99 or 3.7%
- ◆ Altitude of the highlighted Jet Blue Airlines A320 aircraft over areas south of Gandy Blvd and east of Westshore is 1,751 ft



Turbojets Turning North of MacDill A.F.B. During May 2007

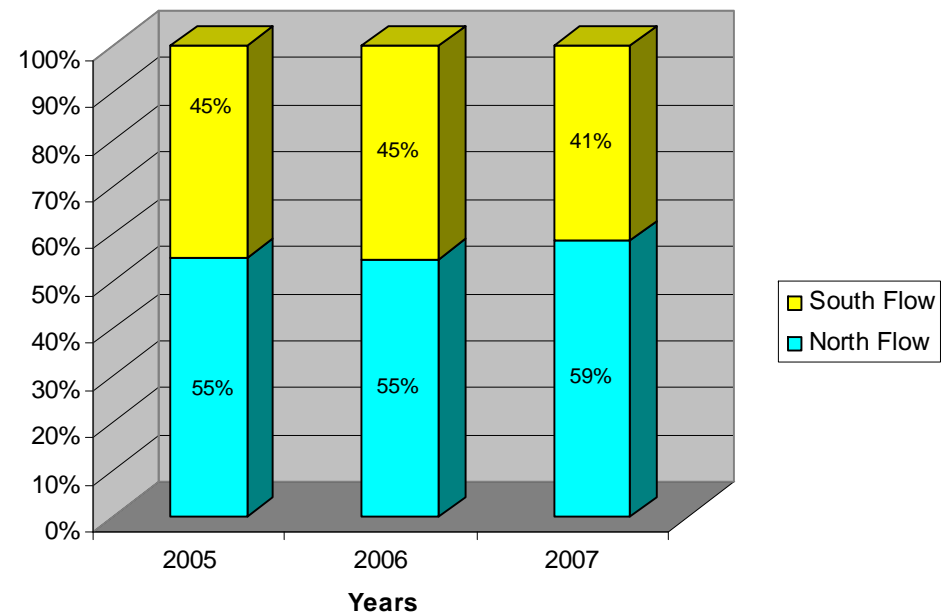
- ◆ Total Turbojet Operation = 3,185
- ◆ Turns North of MacDill AFB = 40 or 1.3%
- ◆ Altitude of the highlighted Continental Airlines B737 aircraft over areas south of Gandy Blvd and east of Westshore is 2,068 ft



North Flow versus South Flow

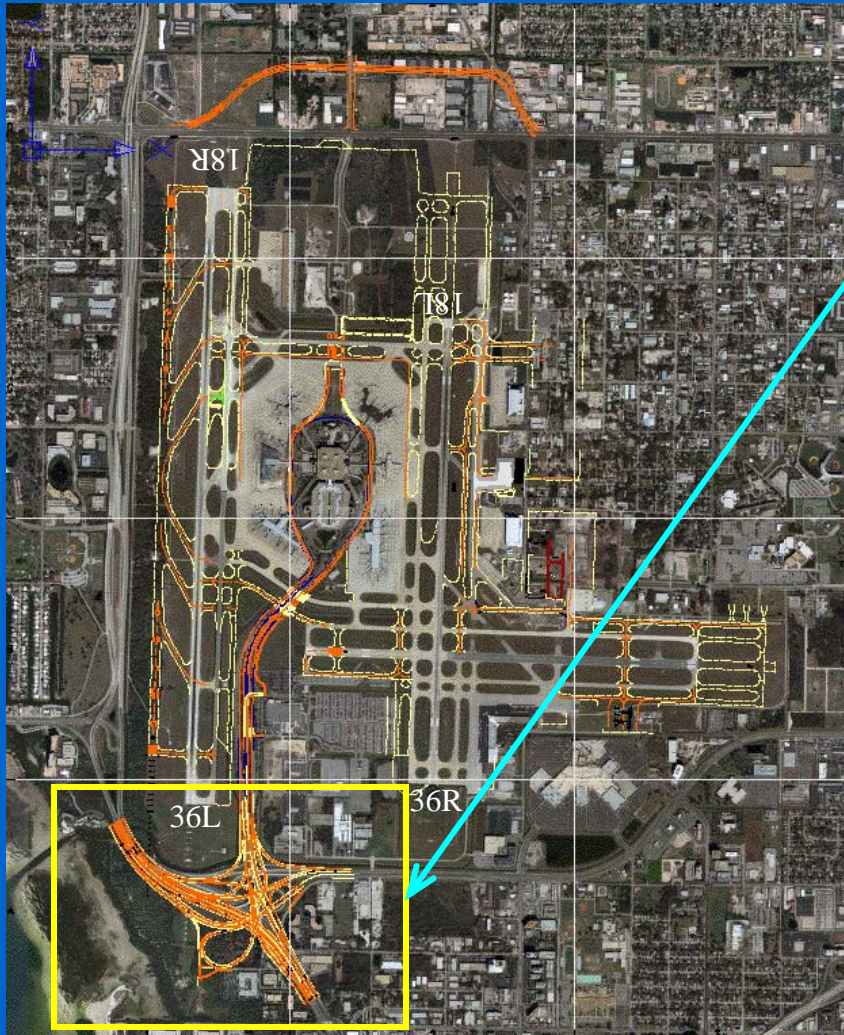
- ◆ It is the goal to maximize south flow, but runway utilization is dependent on the direction of the prevailing winds.
- ◆ During calm wind conditions, it is preferred that operations (takeoffs and landings) be conducted on Runways 18R and 18L as safety permits.
- ◆ North Flow is used primarily during the fall/winter months and south flow during the summer months.

Graph 3 - Percentage of North Flow versus South Flow



Note: Data for the Year 2007 is as of October 31, 2007

Construction Projects



FDOT Tampa Airport Interchange Project where the operation of cranes affect landings on Runway 36L and departures on runway 18R.

Temporary nightly closures of Runway 18R-36L from 11:00 p.m. to 6:00 a.m. will continue until 2010.

The number of penetration days of the FDOT cranes to the Airport is 287 days as of 11/13/07.



Tampa
International
Airport



Thank You For Coming
Out...

Next CNC Meeting



February 14, 2008 at 6:00 p.m.
Aviation Board Room

