

# Community Noise Consortium Newsletter

January 22, 2015

Issue No. 33



## Message from the Chief Executive Officer

### Joseph Lopano

Construction on Tampa International Airport's historic expansion is well underway. If you've visited the airport in the past few weeks, you've no doubt seen the beginnings of what will be a very busy next few years for us.

Earlier this month, crews closed one shuttle leading to Airside A and one shuttle leading to Airside C as we began construction on the east side of the terminal, where guests will ultimately see outdoor terraces and an automated people mover station. With only one shuttle operating to each airside, passengers and guests may experience some congestion in the terminal and can expect slightly longer waits for shuttles. At Airside C, a shuttle will arrive every two minutes and 15 seconds instead of the usual 49 seconds. At Airside A, a shuttle will arrive every two minutes and 26 seconds instead of 55 seconds. This will remain in effect until near the end of this year, and we will have the same shuttle closures at Airsides E and F at some point as well.

We have put a number of measures in place to ensure the most efficient flow of passengers during these closures, including hiring temporary Customer Service Representatives to help passengers load quickly and efficiently at the shuttle entrances. So far, we've been pleased with how seamless operations have been in spite of these new construction closures.

Outstanding customer service is a top priority at Tampa International Airport, even as we move forward with this significant project, and it is my intention to keep the community apprised of any closures or developments that may affect our passengers and neighbors. You can also receive updates by following us on Twitter at @FlyTPA, on our Facebook page or on our website at [tampaairport.com](http://tampaairport.com).

I encourage you to keep an ear out for any issues related to construction impacts and feel free to contact me or a member of the Aviation Authority team if you have questions or concerns.

### **Airport Update – Information provided by Herman Lawrence, Jr.**

For the fourth quarter, the Airport posted a 0.1 percent decrease in commercial and cargo aircraft landings compared to a year ago. Overall, year-to-year comparison, the airport saw a 2 percent drop in commercial and cargo aircraft operations. In contrast, total passenger traffic increased by 3.74% as the Airport handled 17,552,707 passengers last year compared to 16,920,093 a year ago. Even more exciting news, international passenger traffic increased by 16.9% or 89,849 to 621,608 compared to a year ago (531,759).

**Table 1 - Commercial and Cargo Aircraft Landings**

<b>Months</b>	<b>Year 2013</b>	<b>Year 2014</b>	<b>% Change</b>
January	6,508	6,419	-1.37%
February	6,148	6,028	-1.95%
March	7,701	7,647	-0.7%
April	7,134	7,076	-0.81%
May	6,688	6,528	-2.39%
June	6,449	6,101	-5.4%
July	6,602	6,322	-4.24%
August	6,299	5,958	-5.41%
September	5,533	5,475	-1.05%
October	6,147	5,984	-2.65%
November	6,359	6,420	0.96%
December	6,857	6,933	1.11%
<b>Total</b>	<b>78,425</b>	<b>76,891</b>	<b>-2.0%</b>

### **Construction Update**

Beginning February 9, 2015, Taxiway Juliet Bridge that is located above the inbound and outbound parkway will be demolished and reconstructed. This project is expected to be completed in 19 months. The loss of this bridge to construction significantly impacts the normal operational flow of aircraft on the ground as it is the only south cross-field taxiway for aircraft to taxi between the west and east side of the airfield and vice versa. Therefore, in the interest of safety, there will be several operational changes to our voluntary preferential runway use program for jet planes during a North flow operation.

- Airside “A” commercial jet operators between the hours of 10:00 a.m. and 6:00 p.m. may be assigned by FAA to land on Runway 1R.
- Corporate jet operators will be assigned Runway 1R for arrivals.

Reminder of routine scheduled runway closures for maintenance:

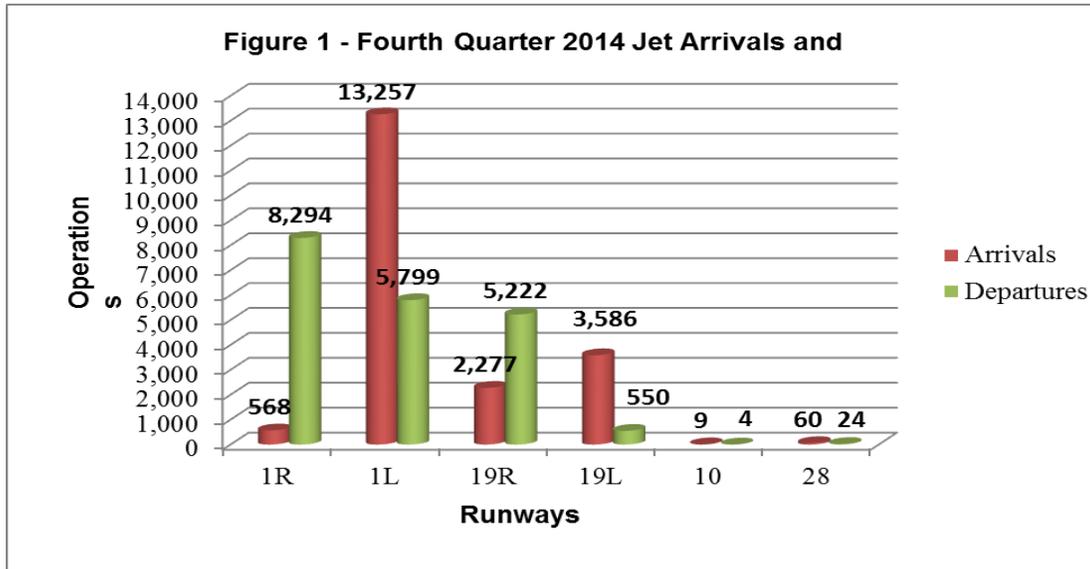
- 1<sup>st</sup> Wednesday of every month – Runway 1L-19R closed from 6:30 a.m. to 8:30 a.m.
- 3<sup>rd</sup> Wednesday of every month - Runway 1R-19L closed from 6:30 a.m. to 8:30 a.m.

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](mailto:HLawrence@TampaAirport.com) and/or visit the Community Impact Notifications web page on our web site, [www.TampaAirport.com](http://www.TampaAirport.com).

If you have any questions regarding noise issues, please contact me at: **813-870-7843** or **[HLawrence@TampaAirport.com](mailto:HLawrence@TampaAirport.com)**.

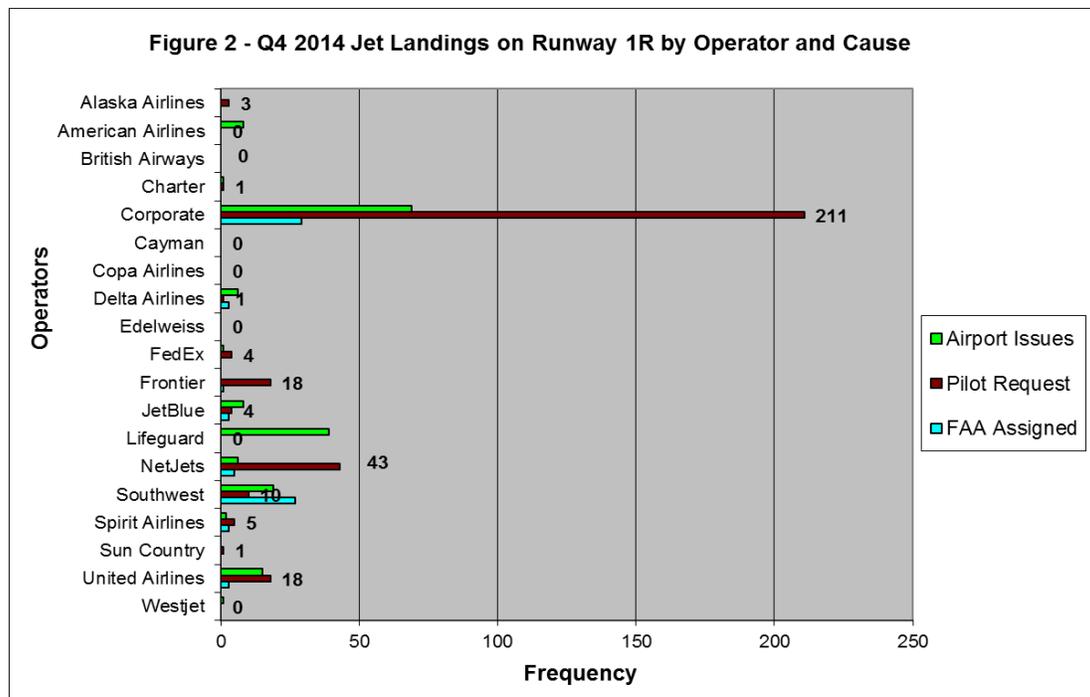
**Jet Operations**

**Figure 1** illustrates runway utilization for jet operations at the airport. Runway 1L was the primary runway for jet arrivals during a north flow and Runway 19R was the primary runway for jet departures during a south flow.



*Note: North Flow Operations at 70% and South Flow Operations at 30%*

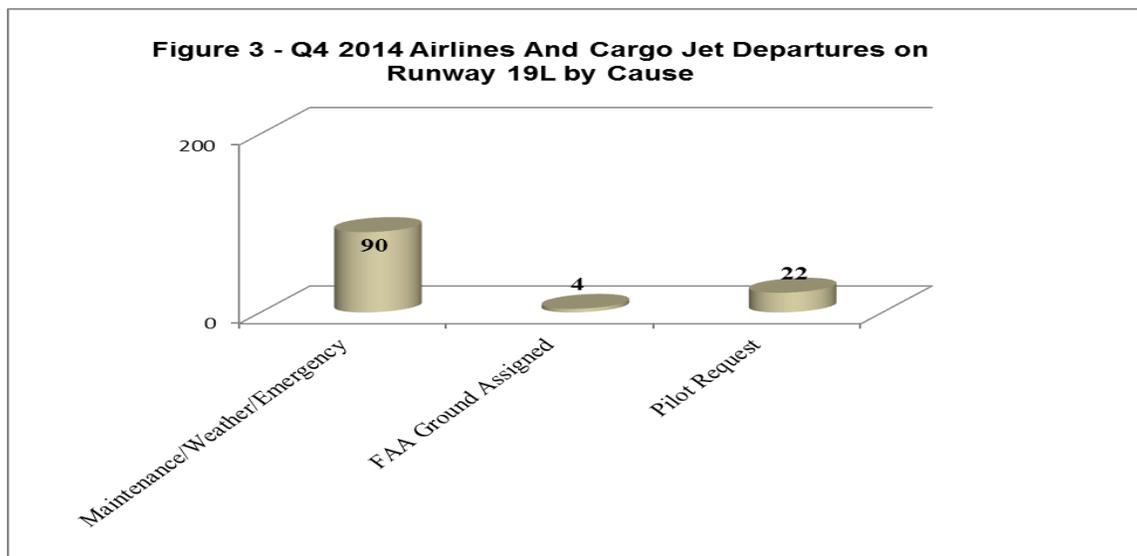
**Figure 2** illustrates all jet landings on Runways 1R by operator and cause. For the fourth quarter (Q4 2014) the Authority achieved a **97.7% voluntary compliance rate of jet landings on Runway 1L** which was less than one percent lower than the same quarter a year ago at 98.5%.



The Authority continues to work with airlines, tenants and corporate operators to encourage compliance with our voluntary Preferential Runway Use Program. During the closures of Runway 1L-19R for construction/maintenance, weather, emergencies, FOD, and wildlife all jet landings on Runway 1R are compliant deviations.

**Figure 3** shows airlines and cargo jet departures on Runways 19L by cause. Similarly, all commercial and cargo jet departures on Runway 19L during the closure of Runway 19R for reasons previously stated above were considered compliant deviations. As such, operators were not sent non-compliant deviation emails and/or letters.

**This quarter the compliance rate was 99.62%.** A year ago the compliance rate was approximately 99.75%.



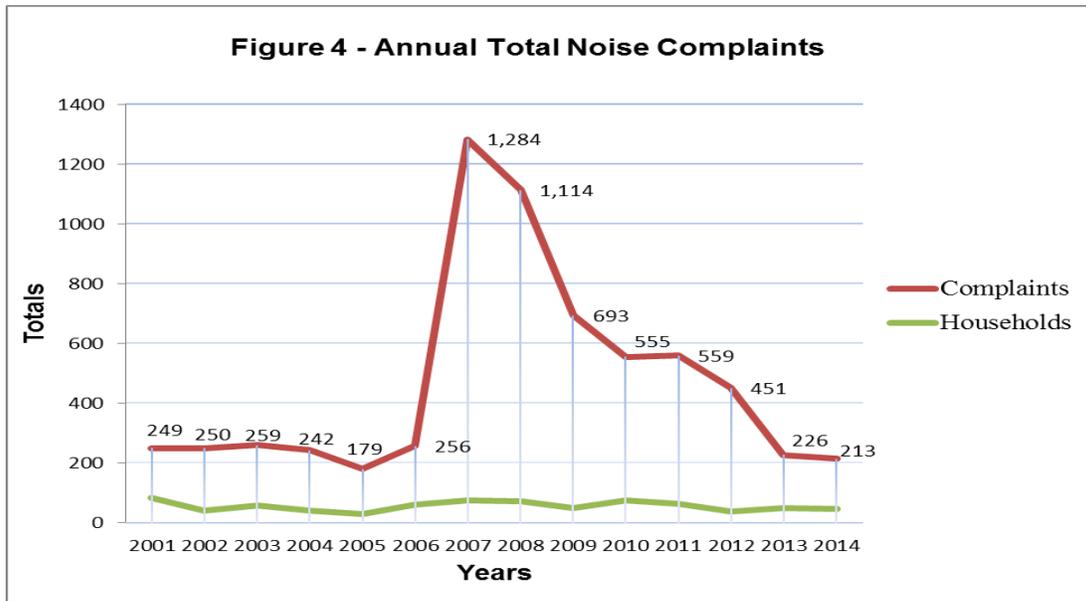
### Noise Complaints

The airport received **58** noise complaints this quarter from **16** different households. Compared to last year, **26** noise complaints were received from **13** different households. Two years ago, **42** noise complaints were received from **15** different households.

This quarter six multiple callers accounted for approximately 82% or 48 of the total complaints. One residential household south of the airport was responsible for 17 of the total complaints. For Q4 2014, noise complaints were from the following areas.

- Areas North of the Airport = 24
- Beach Park and Culbreath Isles = 21
- Dana Shores – 1
- Odessa = 1
- Plant City = 1
- Belmar Shores = 10

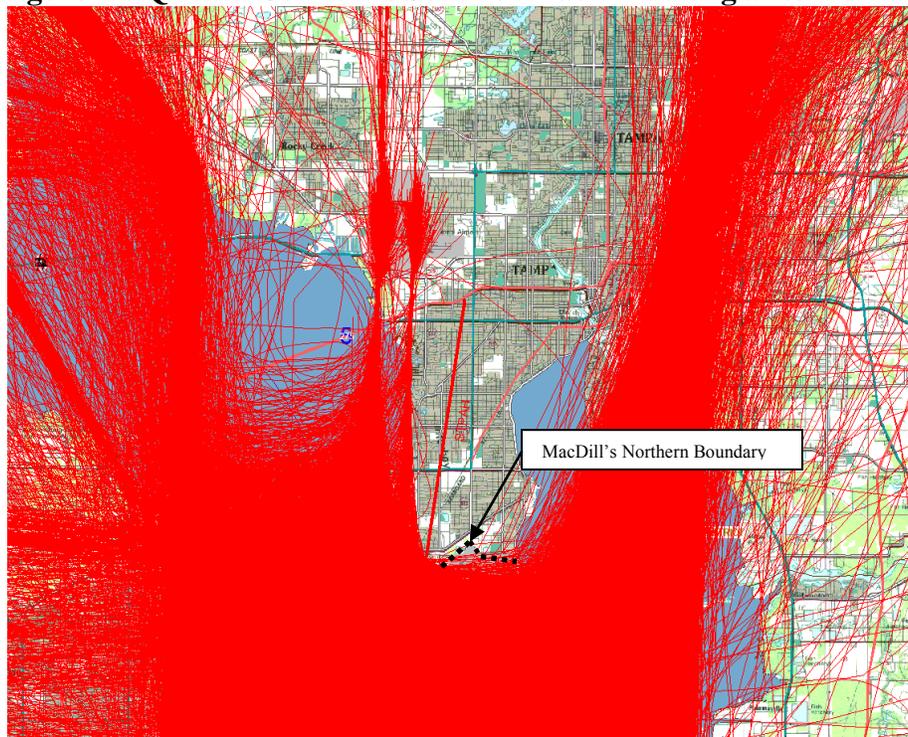
**Figure 4** depicts the annual total number of complaints the Authority has received by individual complainants.



**South Tampa Jet Aircraft Over-flights**

Jet turns north of MacDill accounted for approximately 1.7% of the 13,834 total jet arrivals during a north flow this quarter which is a compliance rate of 98.3%.

**Figure 5 – Q4 2014 Jet Turns South of MacDill during a North Flow**



### **Our Next Meeting**

The next CNC meeting is tentatively scheduled for **Thursday, April 23, 2015 at 5:30 p.m.** Meeting dates and times may change, so watch your email and U.S. mail for invitations.