



# Second Quarter

Community Noise Consortium Meeting  
Thursday, July 23, 2015



Hillsborough County Aviation Authority  
Tampa International, Peter O. Knight,  
Plant City and Tampa Executive Airports

# Agenda

- Introductions
- Master Plan Update
- Noise Abatement Program Overview
  - Online Resources
- Q2 '15 Review

**This public meeting is being audio recorded**

Q2 '15 Community Noise Consortium Meeting



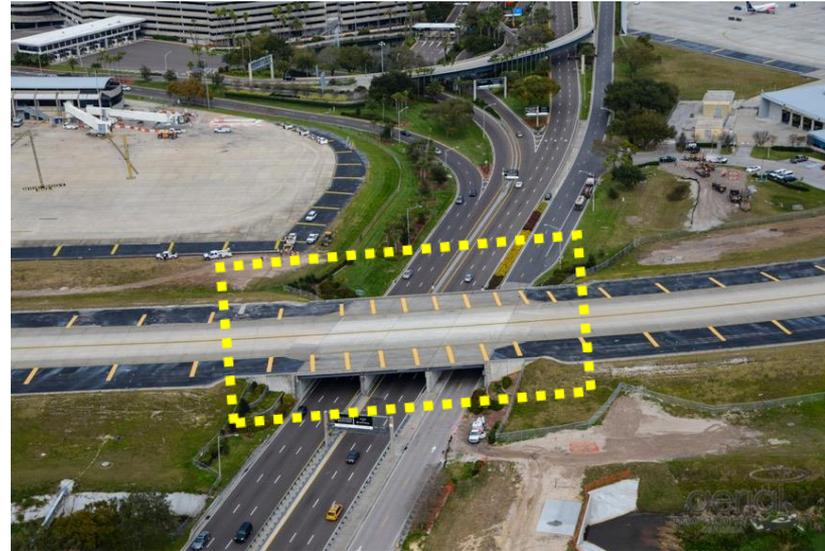
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# Master Plan (Construction Projects)

# Taxiway 'J' Bridge Construction Project

- Taxiway 'J' project estimated to be completed September, 2016.
- South cross-field taxiway for aircraft to transition between the west and east side of the airfield.
- Being demolished and reconstructed to accommodate the Automated People Mover that will connect the new Consolidated Rental Car Facility and Economy Parking to the Main Terminal.



# Taxiway 'J' Bridge Construction Project (cont'd)

Q1 '15

## Resulting Operational Changes

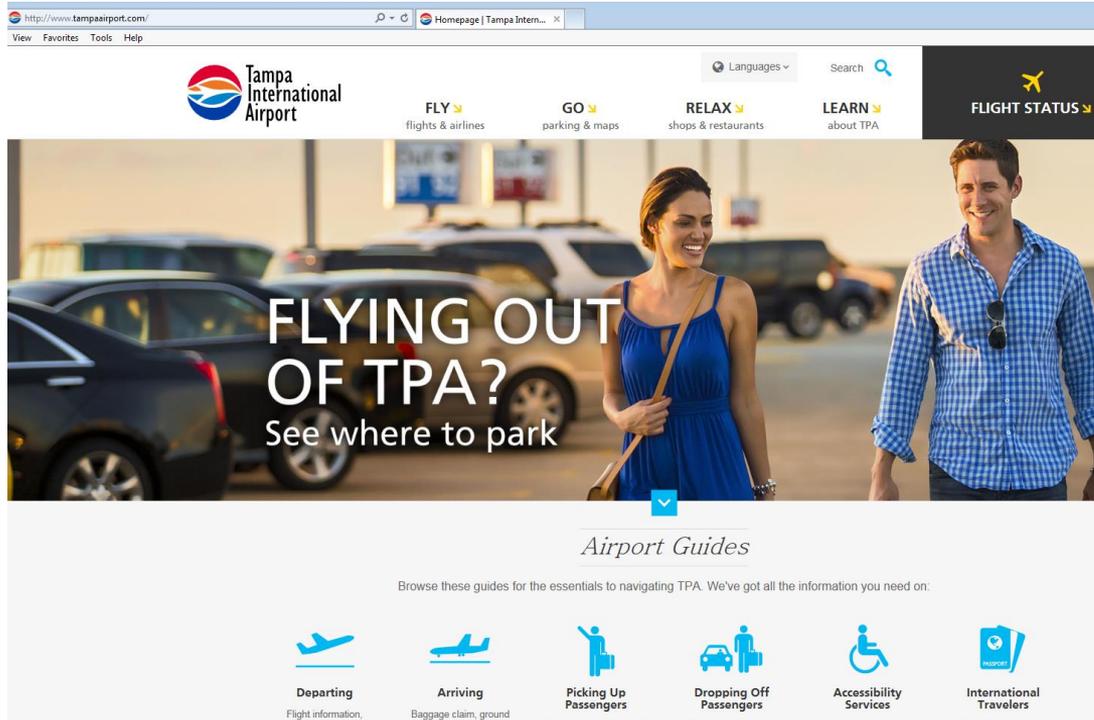
- Airside 'A' air carriers (United, Frontier, Spirit, JetBlue and Alaska) may be assigned by FAA to land on Runway 1R between 10:00 a.m. and 6:00 p.m.
- All corporate jets will be assigned Runway 1R to land.
- FedEx departures from Runway 19L and arrivals to Runway 1R are authorized at the discretion of Air Traffic Control.
- These operational changes are a necessary safety measure to protect passengers, employees, and aircraft movement during airfield construction.
- Once construction on the Taxiway 'J' bridge is completed, these operational changes will be reevaluated.



Q2 '15



# Noise Concerns - Online Resources



Online resources are available at [www.tampaairport.com](http://www.tampaairport.com)

Scroll to the bottom of our homepage and click on 'Noise Concerns'.



# Noise Abatement Page – TampaAirport.com



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## Noise Abatement

The Hillsborough County Aviation Authority, in an effort to be a good neighbor, has created a noise office to implement and monitor the noise compatibility program, as recommended in the FAA Part 150 noise study, and was approved by the FAA in January 2001. This office has been staffed and equipped with computers, allowing advanced flight tracking, noise monitoring, complaint management, and audio recordings of pilot/ATCT conversations, for implementing noise compatibility and abatement measures from the Part 150 study. These include, but are not limited to:

### Procedural Measures

- Maximizing daytime south flow
- Adopting preferential order of runway use using air traffic control tower's (ATCT) Letter to Airmen (e.g., Arriving turbojets landing to the north expect Runway 1L)
- Extending nighttime preference for Runway 1L arrivals and Runway 19R departures to all aircraft
- Monitoring initial turbojet departure headings
- Developing noise abatement flight paths for propeller aircraft for Runway 1L and 1R departures
- Limiting base legs for Runway 1L arrivals north of Mac Dill AFB
- Recommending turbojets use noise abatement departure procedures
- Recommending turbojets use ATA noise abatement arrival procedures, and
- Constructing a shared runup enclosure for turbojet maintenance runups above idle power (opened October 2003)

### Land Use Measures

#### More Information ↓

- [Noise Abatement](#)
- [Informal Runway Use Program](#)
- [Community Noise Consortium \(CNC\)](#)
- [Flight Paths](#)
- [Roles and Responsibilities](#)
- [Effects of Weather on Noise](#)
- [Noise Glossary and Acronyms](#)
- [Tips for Homeowners](#)
- [Noise Abatement FAQs](#)
- [Other Noise Abatement Links](#)
- [Airport Business](#)

# Noise Abatement Program - Overview

- Voluntary Noise Abatement Program.
- Preferential Order of Runway Use.
- Letter to Airmen (Effective 1-21-2015).
- Maximizing daytime south flow.
- Extending night time preference for Runway 1L arrivals and Runway 19R departures.
- Monitoring initial turbojet departure headings.
- Limiting base legs for Runway 1L arrivals north of MacDill AFB.
- Ground Run-Up Enclosure.

1/20/2015 <https://rdams.aim.faa.gov/tam/aim/view/tam/yr/rtm=truel&lockupid=90224609529028967>

**DEPARTMENT OF TRANSPORTATION**  
**Federal Aviation Administration**

Tampa Tower  
4180 George J Bean Pkwy Suite 100  
Tampa, FL 33607

Issued: 01/20/2015 1752 (UTC)  
Tampa Tower

Effective: 01/21/2015 1200 (UTC)  
Letter to Airmen: LTA-TPA-9

Subject: Infomnal Runway Use Program  
Cancellation: 01/20/2017 1200 (UTC)

This Letter to Airmen addresses the runway use program which has been in effect at Tampa International Airport for many years. The program was developed in the public interest, designed to enhance noise abatement efforts with regard to airport communities, and applies to all arriving and departing turbojet and, where noted, turboprop operations.

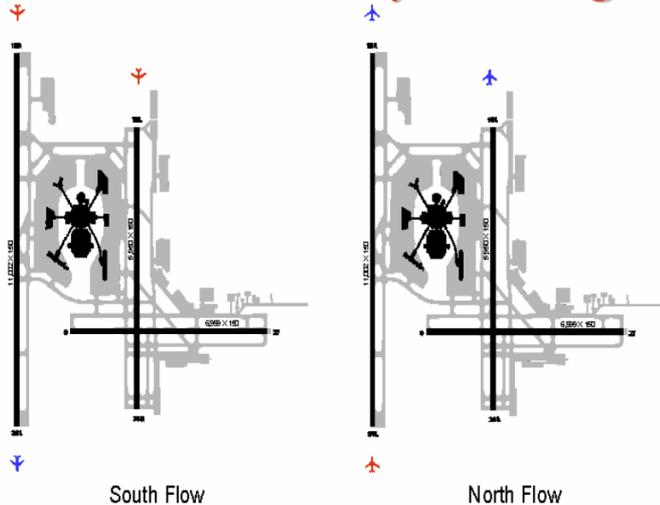
Pilots requesting to use a runway other than the active or deviate from noise abatement flight tracks for reasons of operational necessity are expected to advise the Control Tower of an operational necessity.

- 1. RUNWAY USE, FOR TURBOJET AIRCRAFT, IN ORDER OF PRIORITY FROM 6:00 a.m. to 12:00 Midnight.**
  - South Operation—Arrive 19L/19R  
(1) Depart 19R (2) Depart 19L
  - North Operation—Depart 1L/1R  
(1) Arrive 1L (2) Arrive 1R
  - East/West Operation—Arrive/Depart 10/28
- 2. RUNWAY USE PRIORITY FROM 12:00 Midnight to 6:00 a.m.**

When traffic, wind, weather, and field conditions permit, and no reportable delays to arrivals or departures will result, Tower will use Runway 19R for turbojet departures and Runway 1L for turbojet arrivals. If conditions do not permit, runways will be assigned, as defined in Paragraph 1, for turbojet aircraft.
- 3. TO PREVENT OVER-FLIGHT OF RESIDENTIAL AREAS IN THE INTERBAY AREA (PENINSULA SOUTH OF RUNWAY 1L/1R) ON A NORTH OPERATION:** Turbojets will be vectored on base legs south of MacDill's Runway 4, unless wind, weather, field and traffic conditions do not permit.
- 4. OPERATIONAL SAFETY CRITERIA.** When possible, Tower will assign runways based on the Runway Use Priorities stated above and will apply the following criteria:
  - There should be no significant wind/shear or thunderstorms affecting the use of an assigned runway.
  - A runway of lower use priority may be assigned as follows:
    - For landing, when the reported visibility is less than one statute mile, or the runway visual range for the higher priority is less than 5,000 feet.

# Runway Use – Order of Priority

## Informal Runway Use Program



When traffic, wind, weather, and field conditions permit, and no reportable delays to arrivals or departures will result:

### 6:00 a.m. to 12:00 Midnight

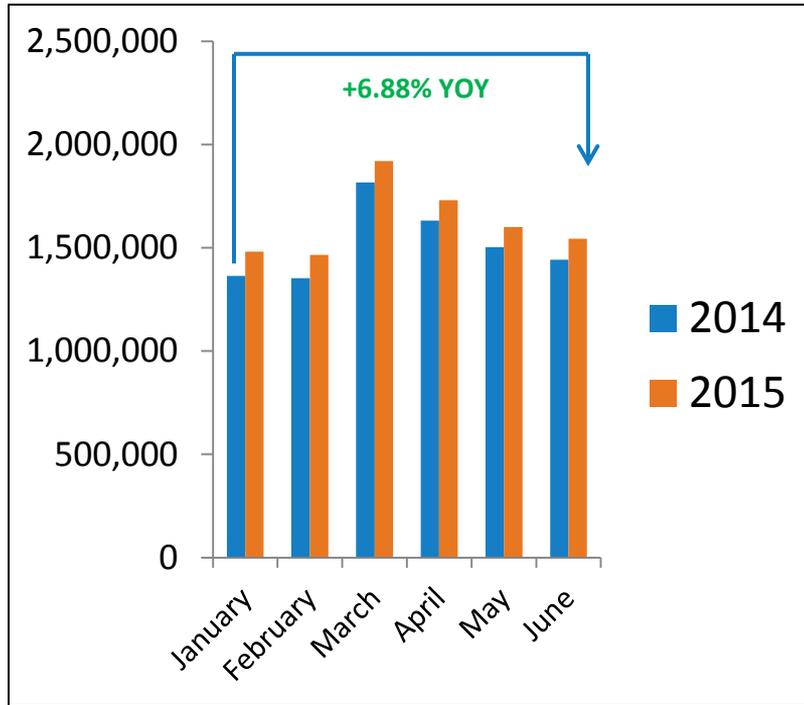
- South Operation – Arrive 19L/19R
  - (1) Depart 19R (2) Depart 19L
- North Operation – Depart 1L/1R
  - (1) Arrive 1L (2) Arrive 1R
- East/West Operation – Runway 10/28

### 12:00 Midnight to 6:00 a.m.

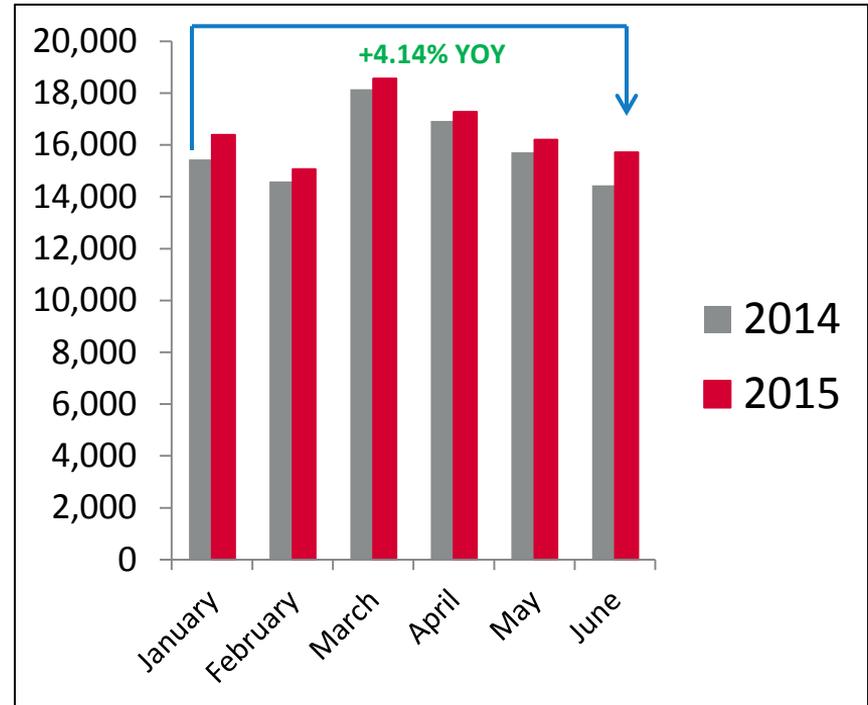
- Runway 1L Turbojet Arrivals
- Runway 19R Turbojet Departures

# Passenger Counts and Aircraft Operations

## Passenger Counts



## Aircraft Operations



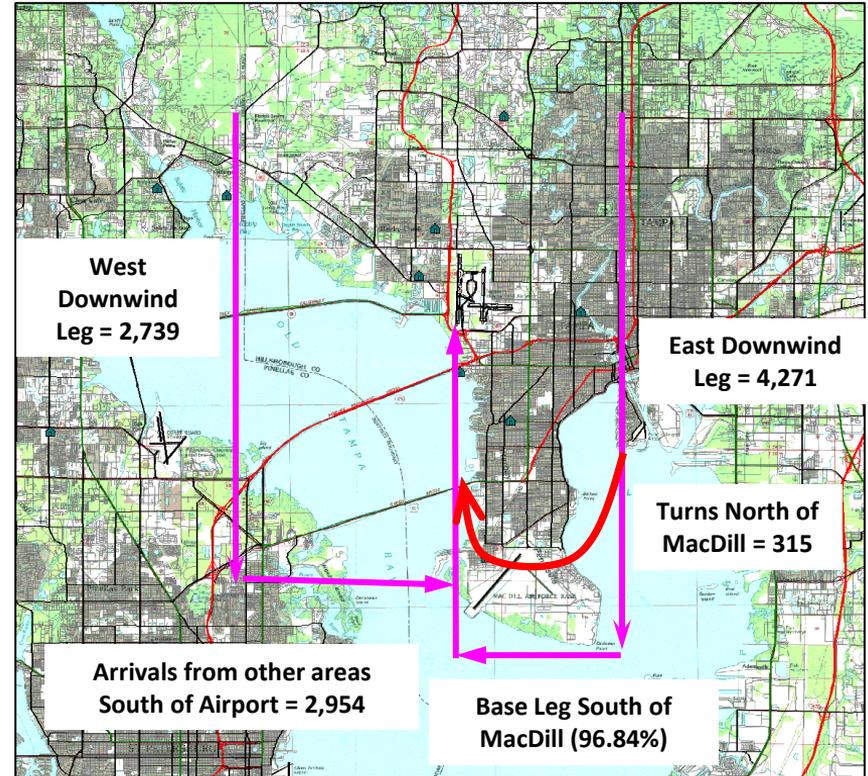
# Airfield Flow Patterns

## North Flow vs. South Flow

	2012		2013		2014		2015	
Months	North Flow	South Flow						
January	50%	50%	52%	48%	65%	35%	71%	29%
February	48%	52%	48%	52%	49%	51%	64%	36%
March	48%	52%	60%	40%	50%	50%	50%	50%
<b>April</b>	55%	45%	40%	60%	40%	60%	<b>41%</b>	<b>59%</b>
<b>May</b>	40%	60%	52%	48%	48%	52%	<b>68%</b>	<b>32%</b>
<b>June</b>	36%	64%	16%	84%	44%	56%	<b>32%</b>	<b>68%</b>
July	29%	71%	29%	71%	30%	70%		
August	26%	74%	37%	63%	50%	50%		
September	57%	43%	52%	48%	44%	56%		
October	75%	25%	66%	34%	62%	38%		
November	84%	16%	86%	14%	79%	21%		
December	72%	28%	52%	48%	70%	30%		

# Q2 '15 Jet Turns North of MacDill AFB

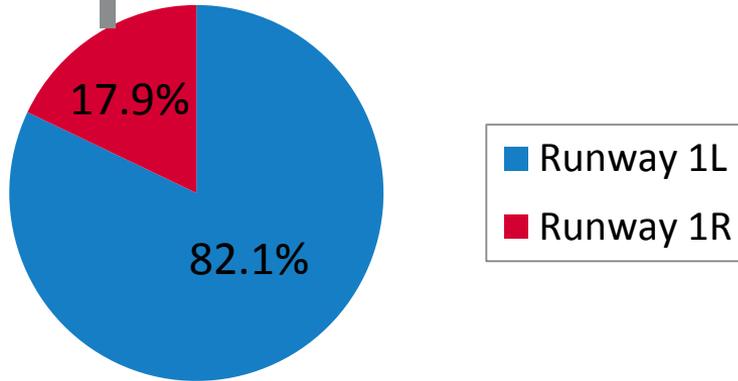
- Commercial & Cargo Jet Aircraft: 180
- Corporate Jet Aircraft: 135
- Early turns represented 3% of the total arrivals during north flow operations in the second quarter.
- HCAA contacts non-compliant operators.



# Q2 '15 Jet Arrivals

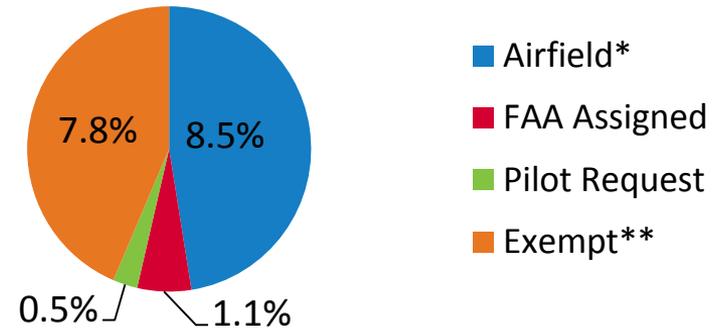
Runway 1R and Runway 1L (North Arrival Flow)

## Total North Flow Arrivals



Combined Jet Arrivals: 9,964

## 1R Arrivals



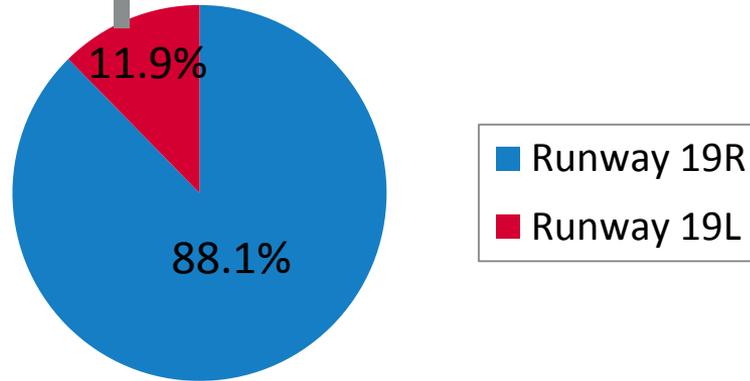
\*Airfield inclusive of maintenance, construction, emergencies, wildlife and FOD.

\*\*Exempt includes Military, Law Enforcement and corporate aircraft.

# Q2 '15 Jet Departures

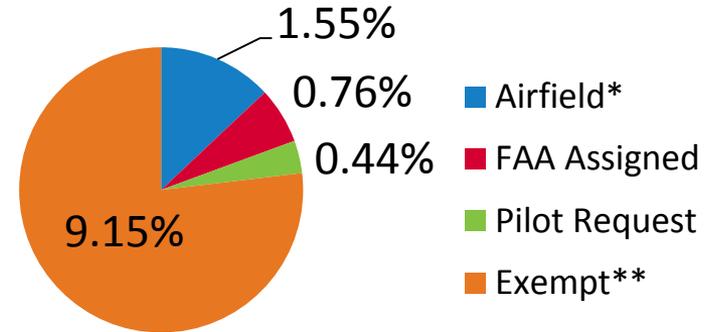
Runway 19R and Runway 19L (South Departure Flow)

## Total South Flow Departures



Combined Jet Departures: 11,461

## 19L Departures



\*Airfield inclusive of maintenance, construction, emergencies, wildlife and FOD.

\*\*Exempt includes Military, Law Enforcement and corporate aircraft.

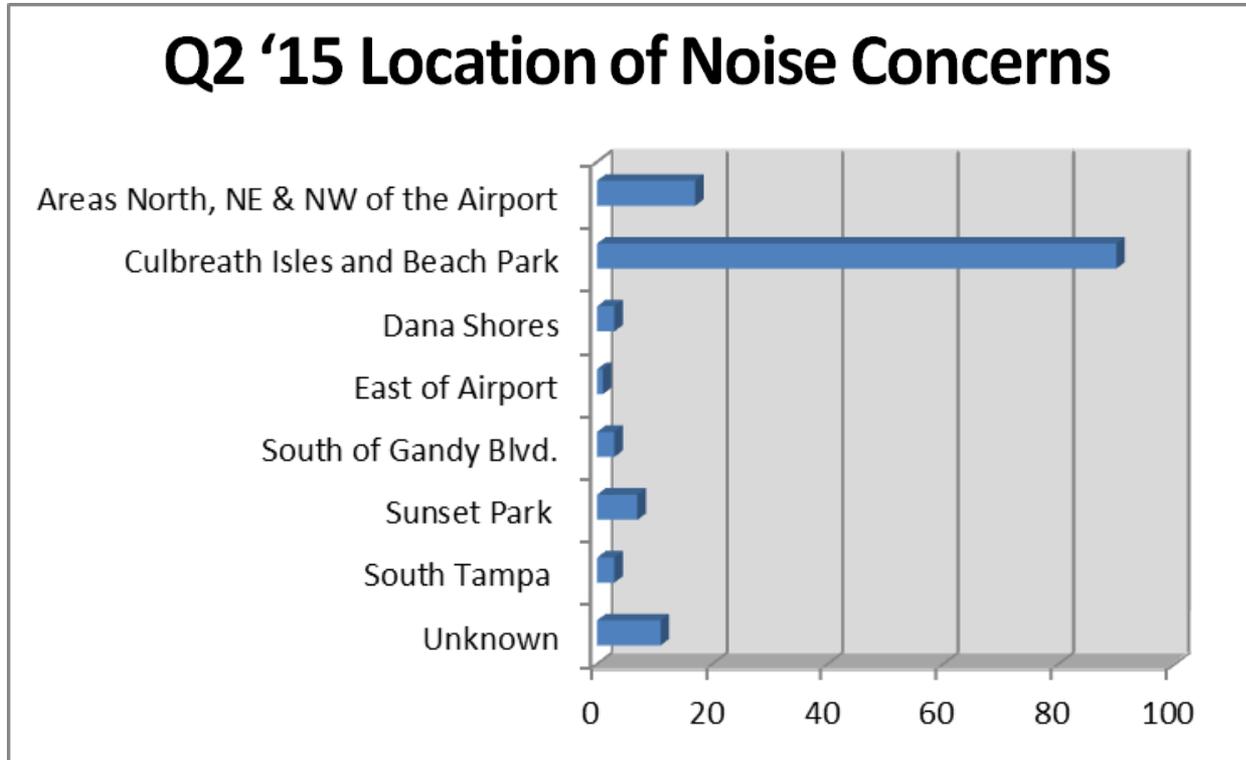
# Q2 '15 Noise Concern - Summary

- Total of 135 noise concerns from 75 individual households.
  - 70 more concerns compared to Q2 '14.
- Twelve repeat callers accounted for 72 (53%) of the total concerns.
- Nature of Concerns:
  - 71% - Jet Landings on Runway 1R
  - 13% - Loud
- Locations:
  - Beach Park
  - Culbreath Isles

# Nature of Disturbance

<u>Nature of Disturbance</u>	<u>Households</u>	<u>Number of Concerns</u>	<u>YTD Total</u>
19L Departure	4	8	8
1R Arrival	58	96	132
Loud	12	18	9
Low	5	9	9
Off Course	1	1	2
Other	3	3	3
South Tampa Overflight	1	1	2
<b>Totals:</b>	<b>76</b>	<b>136</b>	<b>259</b>

# Noise Concerns by Community



# Reminder - Scheduled Runway Closures

1<sup>st</sup> Wednesday of every month – Runway 1L-19R Closed between 6:30 a.m. – 8:30 a.m.

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

**NOTE: Runway closures are subject to change**



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Tampa International, Peter O. Knight,  
Plant City and Tampa Executive Airports

**NEXT MEETING**

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**THURSDAY, OCTOBER 22, 2015 AT 5:30 P.M.**  
**AVIATION AUTHORITY BOARDROOM**



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