

Community Noise Consortium Newsletter

May 16, 2013

Issue No. 26



Message from the Chief Executive Officer

Joseph Lopano

With the summer travel season approaching at Tampa International Airport, we have good news to report: Strong traffic and revenue numbers for the first six months of the fiscal year as well as new service announcements that expand our domestic market offerings.

Southwest Airlines announced its first new destination from Tampa in two years with daily nonstop service to Memphis beginning in November. JetBlue announced new daily nonstop service to Hartford, Connecticut beginning Oct. 24th. Frontier Airlines is adding a new destination from Tampa with nonstop service to Wilmington, Delaware beginning July 4th. In addition, ABC Charters will resume seasonal service between Tampa and Holguin, Cuba in time for the busy summer family travel season, and again over the winter holiday travel season.

This is great news for travelers and our entire Tampa Bay community. Any time we have this type of success in attracting additional service and new destinations, it shows other potential airline partners that Tampa is the real deal and an attractive market for their business.

March is traditionally the busiest travel month of the year at Tampa International Airport, and March 2013 was no exception. Tampa International Airport served 1,796,058 passengers in March, up 5.2 percent over the previous year. International traffic was exceptionally strong, up 13.3 percent over March 2012, and a 43 percent increase compared to March 2011.

Through the first six months of the fiscal year (October through March) overall traffic is up 2.3 percent, with international traffic up 12.1 percent, over the previous year. International traffic is up 34 percent compared to the first six months of fiscal year 2011.

To accommodate our growing international traffic and prepare for the future, we recently celebrated the completion of the new international arrivals lobby at Airside F, including an expanded baggage claim area. By the end of summer, the final phase of the \$27 million Airside F project including more screening lanes, queuing space and concessions will be completed.

The Airport also experienced strong revenue performance in March, coming in \$1.2 million higher than the previous March. For the first six months of 2013 fiscal year, revenues increased \$4.2 million, or 4.8 percent, compared to the same period last year, credited largely to the success of new concessions concepts introduced last year and a strong rental car market.

I appreciate this opportunity to share this good news with you, and as always, thank you for your interest and involvement in Tampa International Airport.

Noise Officer Update – Herman Lawrence, Jr.

First quarter 2013 commercial and cargo aircraft landings posted an increase of 0.21% compared to the same quarter a year ago. Similarly, passenger traffic edged upward this quarter as the Airport handled 4,486,177 passengers, up 3.25% from last year. International passenger traffic showed the largest margin of increase, up 11.83% to 159,210 compared to last year. Overall, an outstanding 2013 first quarter!

Table 1 - Commercial and Cargo Aircraft Landings

Months	Year 2012	Year 2013	% Change
January	6,478	6,508	0.46
February	6,401	6,148	-3.95
March	7,435	7,701	3.58
Total	20,314	20,357	0.21

In cooperation with the local Federal Aviation Administration (FAA) Tower, the Authority has worked out a monthly schedule for the routine closure of the two main runways. Closures take place between the hours of 6:30 a.m. to 8:30 a.m. and will allow for FAA Technical Operations (FAA Tech Ops) and HCAA Maintenance to perform preventative maintenance on navigational aids equipment. The schedule is as follows:

- Runway 1L-19R will be closed on the first Wednesday of every month
- Runway 1R-19L will be closed on the second Wednesday of every month.

This routine schedule was implemented to reduce emergency closures of either runway for FAA Tech Ops to perform maintenance on navigational aids. These types of closures impact normal aircraft operations and create last minute increased noise within our neighboring communities. In addition, our Airfield Maintenance Dept. will plan and coordinate to accomplish most of their work during these scheduled closures. This coordination reduces the number of hours the runways are closed and the disruption in the quality of life of our neighbors.

The Airfield Drainage Project is in its final stages with the review of punch list items to be resolved by the contractor which will not cause any closures or restrictions of Runways 1L-19R and 1R-19L.

For the first quarter of 2013 (Q1 2013), **January 1 - March 31, 2013**, this newsletter focuses on the following issues:

- ➔ Analysis of Jet Arrivals on Runway 1R
- ➔ Noise Complaints
- ➔ South Tampa Over-flights
- ➔ Upcoming Airfield Construction Project and its impact to Runway 1L-19R.

Jet Arrivals on Runway 1R

Table 2 illustrates runway utilization percentages for jet operations at the airport. Runway 1L-19R was our primary runway for jet arrivals during a north flow and commercial and cargo jet departures during a south flow, respectively.

Table 2 – CY Q1 2013 Jet Arrivals and Departures

Runways	Arrivals	Departures	%ARR	%DEP
1R	328	6,548	1.67%	34.93%
1L	10,097	3,630	51.41%	19.37%
19R	3,317	7,459	16.89%	39.79%
19L	5,807	1,054	29.57%	5.62%
10	10	6	0.05%	0.03%
28	80	47	0.41%	0.25%
TOTAL	19,639	18,744	100.0%	100.0%

Note: North Flow Operations at 54% and South Flow Operations at 46%

Table 3 illustrates all jet landings on Runways 1R and 1L combined during this quarter, including percentage breakdowns by cause. **For the first quarter the Authority achieved a 98.5% voluntary compliance rate of jet landings on Runway 1L.** A remarkable compliance rate for a voluntary preferential runway use program!

As an important reminder, it is the FAA and not the Aviation Authority who makes the determination which runways are utilized for aircraft arrivals and departures. This determination is made based on wind speed and direction.

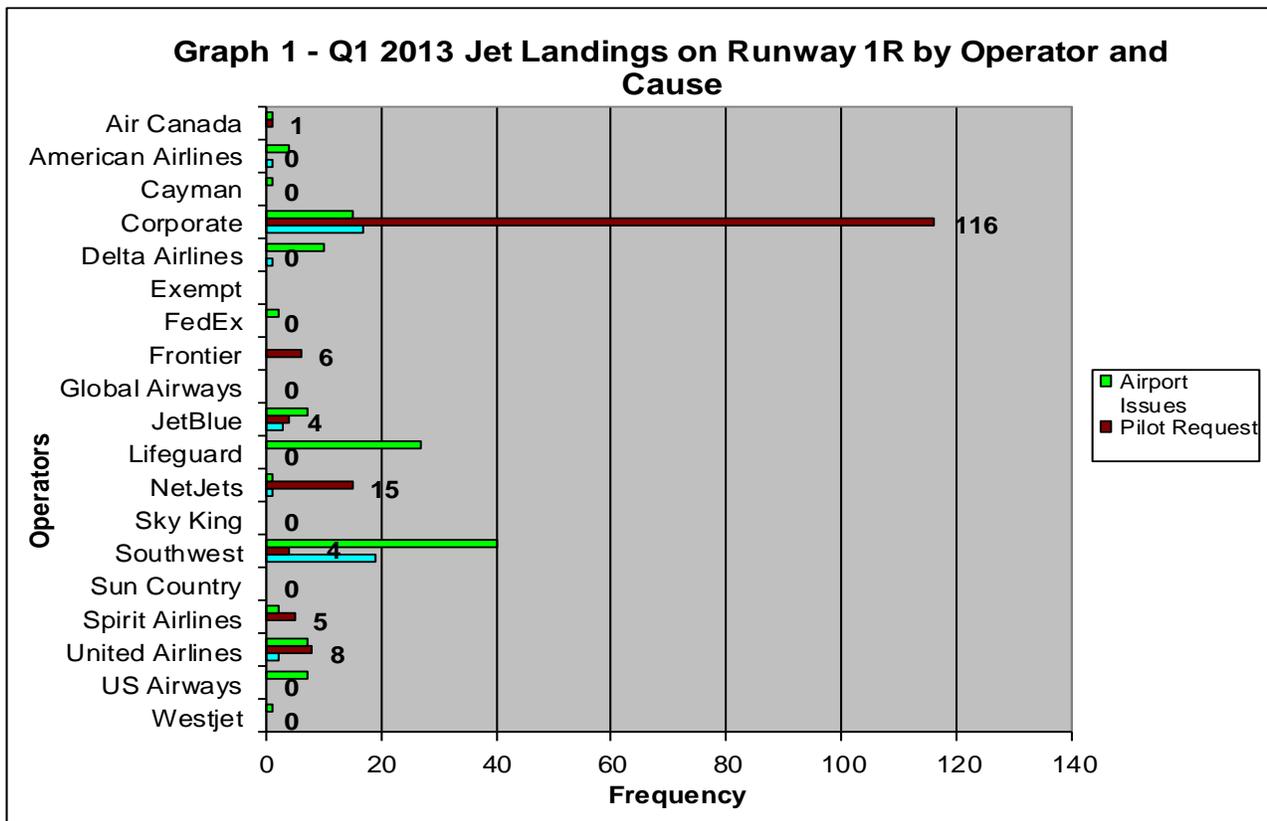
Table 3 – CY Q1 2013 Jet Landings during a North Flow

Combined Jet Arrivals on Runways 1R & 1L	10,425	
January - March 2013	1L	1R
Percentage of Arrivals	96.9%	3.1%
Percentage Breakdown of Landings on 1R:		
Airport Issues: Maintenance/Construction/Emergency/Wildlife/FOD (98)	-	0.9%
ATCT Assigned:	-	0.4%
Commercial & Cargo = 0.25% (26)		
Corporate = 0.2% (18)		
Pilot Request:	-	1.5%
Commercial = 0.3% (28)		
Corporate = 1.3% (131)		
Exempt - Lifeguard (27); Law enforcement (0)	-	0.26%
Number of Landings	10,097	328

As shown, a total of 328 jets landed on Runway 1R this quarter with corporate pilots' requests accounting for approximately 40% and Airport Issues, approximately 30%. A year ago, 317 jets landed on Runway 1R with corporate pilots' requests once again accounting for a majority of the landings at approximately

45 percent. Overall, compared to a year ago the percentage of corporate pilots' requested landings has decreased by approximately five percent. Despite this positive trend, the Authority will continue to send non-compliant jet pilot deviation letters and emails to operators who request and land on Runway 1R without justification per our current Letter to Airmen Notice.

Graph 1 shows a breakdown by operator and cause of jet landings on Runway 1R during Q1 2013. Airport Issues relate to runway closures due to maintenance/weather/emergency/FOD; and special operators. Special operators are exempt from the informal runway use program and include, Lifeguard (air ambulance) flights, law enforcement, military and international jet pilots whose primary language is not English. In an effort to reduce runway incursions (the unauthorized presence of an aircraft on a runway), the Authority in partnership with the local FAA facility has decided to assign Runway 1R to international corporate jet pilots when the airfield operates in a north flow. All other corporate jet operators will continue to be assigned Runway 1L unless for reasons stated in the current Letter to Airmen Notice.



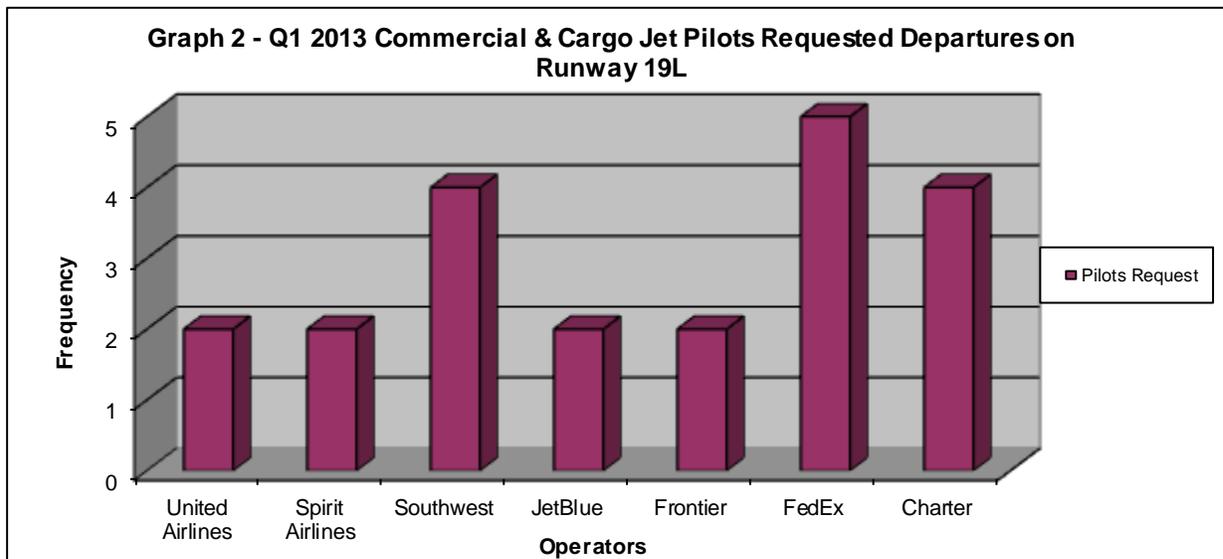
The Authority continues to work with airlines, tenants and corporate operators to encourage compliance with our voluntary Preferential Runway Use Program. Non-compliant jet pilot deviation emails and letters were sent to operators who requested and landed on Runway 1R without any justification.

Table 4 illustrates all jet departures on Runways 19R and 19L combined during this quarter including percentage breakdowns by cause of commercial and cargo jet departures on Runway 19L.

Table 4 – CY Q1 2013 Jet Departures during a South Flow

Combined Jet Departures on Runways 19L & 19R		8,513	
January - March 2013		19R	19L
Percentage of Departures		87.6%	12.4%
Commercial & Cargo Percentage Breakdown of Departures on 19L:			
Airport Issues: Maintenance/Weather/Emergency/Wildlife/FOD (366)			4.30%
FAA Assigned - traffic (4)			0.05%
Pilot Request (17)			0.20%
Charter (4)			0.05%
Corporate (663)			7.8%
Number of Departures		7,459	1,054

The figures in **Table 4** show the number of commercial and cargo jet pilots requesting departures on Runway 19L. **This quarter the compliance rate was 95.6% as 17 out of a total of 387 commercial/cargo jet departures on Runway 19L were at pilots’ request.** A year ago, this number was 16 of 150 departures for a compliance rate of approximately 89%.



Of the 366 departures related to Airport Issues, 331 was due to the Airfield Drainage Project and the remaining 35, the monthly scheduled closures of Runway 1L-19R.

Noise Complaints

The airport received 50% fewer noise complaints than it did a year ago as 69 noise complaints were logged from 15 different households this quarter. Compared to two years ago, this also represented a drop by approximately 39% in noise complaints and 53% in the number of households. During Q1 2011, 113 noise complaints were logged from 32 different households.

This quarter six multiple callers accounted for 60 or 87% of the total complaints. Households south of the airport were responsible for 55 or 80% of the total complaints.

For Q1 2013, noise complaints were from these areas:

- Dana Shores - 1
- Mariner, Culbreath Isles & Beach Park - 52
- North, & northeast of the airport – 12
- South of Gandy Blvd. – 3
- St. Petersburg - 1

Table 5 shows the calls and emails the Authority received for this period by disturbance. Please keep in mind that a complainant can appear more than once in the number of callers' column.

Table 5 - Noise Complaints for CY Q1 2013

Nature of Disturbance	No. of Callers	No. of Complaints
Runway 19L Departure	0	0
Rwy 1R Jet Arrival	5	47
General Aviation	2	4
Loud	7	10
Low	1	1
Off Course	1	3
Helicopter	1	1
Military	0	0
South Tampa Over-flight/Jet Turns north of MacDill	1	3
Unknown	0	0
TOTAL	18	69

During this quarter the airport received an average of five noise complaints a week.

During the Year 2012 the airport received an average of 12 noise complaints per household.

The most frequent types of noise complaints this quarter were Runway 1R Jet Arrivals (68%) and Loud aircraft noise (14%).

Table 6 below shows the total number of complaints that were received by disturbance since January 2001.

Table 6 – Noise Complaints from Yr. 2001 through March 31, 2013

Nature of Disturbance	Number of Callers	Number of Complaints
Rwy 19L Departures	28	36
Rwy 1R Jet Arrivals	191	2,445
General Aviation	55	73
Helicopter	37	35
Loud	342	585
Low	151	163
Military	16	19
Off Course	48	73
Other	40	97
Run-ups	14	16
South Tampa Over-flight/Early Turns	60	2,426
Unknowns	60	179
TOTAL	1,042	6,147

Table 7 below depicts the annual total number of complaints the Authority has received by individual complainants.

Table 7 – Annual Total Noise Complaints

Year	Complaints	Individual Complainants
2001	249	83
2002	250	40
2003	259	56
2004	242	39
2005	179	28
2006	256	59
2007	1,284	74
2008	1,114	71
2009	693	48
2010	555	73
2011	559	62
2012	451	38
2013	69	15

South Tampa Jet Aircraft Over-flights

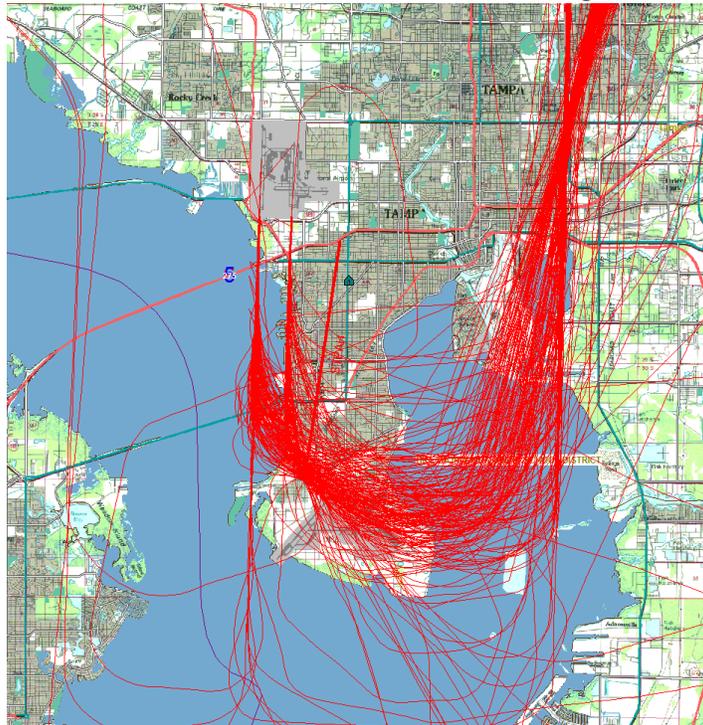
Only three complaints were reported of this disturbance type from one household. These complaints were thoroughly investigated. Jet operators who did not comply with FAA instructions were sent non-compliant deviation emails.

Figure 2 shows the total number of jets (195) that navigated through the virtual “South Tampa” gate during a north flow this quarter. This total is inclusive of all jet arrivals from both east and west downwind legs and other areas of the airport. The virtual “South Tampa” gate is an imaginary wall in the sky created in the Flight Information Management System (FIMS) and positioned over the Interbay Peninsula to record jet turns north of MacDill. Our voluntary noise abatement program requires jet operators to conduct their base leg turn south of MacDill’s Runway 04 to reduce aircraft noise over residential homes in the Interbay Peninsula. Of the 195 jets that navigated through the virtual “South Tampa” gate, 152 were commercial/cargo and 43 were corporate operators.

- ➔ 53 landed on Runway 1R:
 - Twenty-one were pilot requested.
 - Eleven were Lifeguard flights which are exempt from the informal runway use program.
 - Six were FAA assigned and were exempt due to operational necessity.
 - Fifteen were exempt due to Airport Issues.
- ➔ The remaining 142 jets landed on Runway 1L.

Jet turns north of MacDill accounted for 1.87% of the 10,425 total jet arrivals during a north flow this quarter which is a compliance rate of 98.13%.

Figure 2 – Q1 2013 Jet Turns North of MacDill during a North Flow



North Flow Jet Arrivals

Of the 10,425 combined jet arrivals during a north flow this quarter as reported by the FIMS:

- 4,726 navigated on an east downwind
- 4,214 navigated on a west downwind
- 1,485 navigated from other areas of the airfield.

Of the total north flow jet arrivals, 328 or 3.1% landed on Runway 1R and these landings are explained in **Table 3**. **Table 8** shows the percentages of the number of jets that landed on Runway 1R (36R) since January 2008. These percentages are inclusive of all causes of jet landings on Runway 1R, such as maintenance, Runway Designation project (2011), emergencies, Lifeguard flights, wildlife removal, FOD removal, weather, FAA assigned, FDOT TAIP, and pilots' requests.

Table 8 – Quarterly Calendar Year Percentages of Jet Landings on Runway 1R during a North Flow

Year	Q1	Q2	Q3	Q4
2008	5.0%	6.0%	6.1%	4.6%
2009	3.5%	3.8%	4.9%	4.4%
2010	2.3%	1.3%	2.6%	1.7%
2011	*19.13%	3.2%	3.3%	2.8%
2012	3.2%	4.3%	3.3%	**6.0%
2013	3.1%			

*Runway 1L-19R closed for eleven days for Runway Designation Project

**Runway 1L-19R closed for seven days to Arrivals for several Projects.

Construction Projects

A Joint and Slab Rehabilitation Project for Runways 1L-19R, 10-28 and Associated Taxiways is scheduled to begin during the month of October, 2013. This project will impact normal aircraft operations due to lengthy closures of Runway 1L-19R. More detail information on this project and its impacts to Runway 1L-19R will be provided at the next CNC meeting in July.

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 and/or visit the Community Impact Notifications web page on our web site, www.TampaAirport.com.

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

Our Next Meeting

The next CNC meeting is tentatively scheduled for **Thursday, July 25, 2013 at 5:30 p.m.** Meeting dates and times may change, so watch your email and U.S. mail for invitations.