Tampa International Airport Monthly Noise Monitoring Office Report June 2020

100



Deviations South of Airport: Runway 1R Jet Arrivals and Runway 19L Commercial Jet Departures

Total Runway 1R Jet Landings: **106** Total Runway 19L Commercial Jet Departures: 20 Deviation Percentage of Total Operations: 1.6% Compliance: **98.4%**

SOUTH

Compliance: **98.8%**



Monthly Noise Report:

Community Outreach:

Due to Covid-19 prevention guidelines, the no Community Noise Forum events were held in June 2020.

Operational Impacts:

• Tree removal activity near Runway 1R-19L led to some restrictions for landing and departing aircraft from June 1, 2020 through June 15, 2020.

Airport Map and Notes



-Total Complaints based on complaints logged as of June 30, 2020.

-Commercial jet aircraft are: Boeing, Airbus, McDonald Douglas, Douglas Corporation, Bombardier and Embraer commercial aircraft.

-Pilot Request Deviations includes commercial jet aircraft departures on Runway 19L and commercial jet aircraft arrivals on Runway 1R.

-West Runway Unavailable includes closures for maintenances and emergencies, among other factors.

-This data is compiled from the noise office software provided by Casper Airport Solutions and may differ from official FAA monthly traffic counts.

Operational Totals for June 2020:	
I Jet Operations (All Runways):	Total Prop/Turboprop Operations (All Runways):
7,360	465
tal South Flow ations All Aircraft unway 19R and 19L):	Total North Flow Operations All Aircraft (Runway 1L and 1R):
4,735*	2,848*
rcraft Operations een 7:00 a.m. and 10:00 p.m. 7,397**	All Aircraft Operations Between 10:00 p.m. and 7:00 a.m. 816**
Total Pilot Request Deviations (corporate jet and commercial jet combined): 93 (13 Commercial)	
otal Preferred Runway Unavailable Deviations corporate jet and commercial jet combined) 1	
Total FAA Assigned Deviations (corporate jet and commercial jet combined) 32	
Total Noise Complaints: June 2020: 100 YTD 2020: 999	
de Runway 10-28. ting at exactly 7:00 a.m. and 10:00 p.m. are included in both figures.	
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