



**Third Quarter, 2015**

**Community Noise Consortium Meeting  
Tuesday, November 3, 2015**



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

# Agenda

- Introductions
- Historical Review of Runway 19L/1R Operations
- Taxiway J Project
  - Resulting Operational Changes
- Noise Office Overview
- Ongoing Noise Office Initiatives
- Third Quarter, 2015 Review

**This public meeting is being audio recorded**



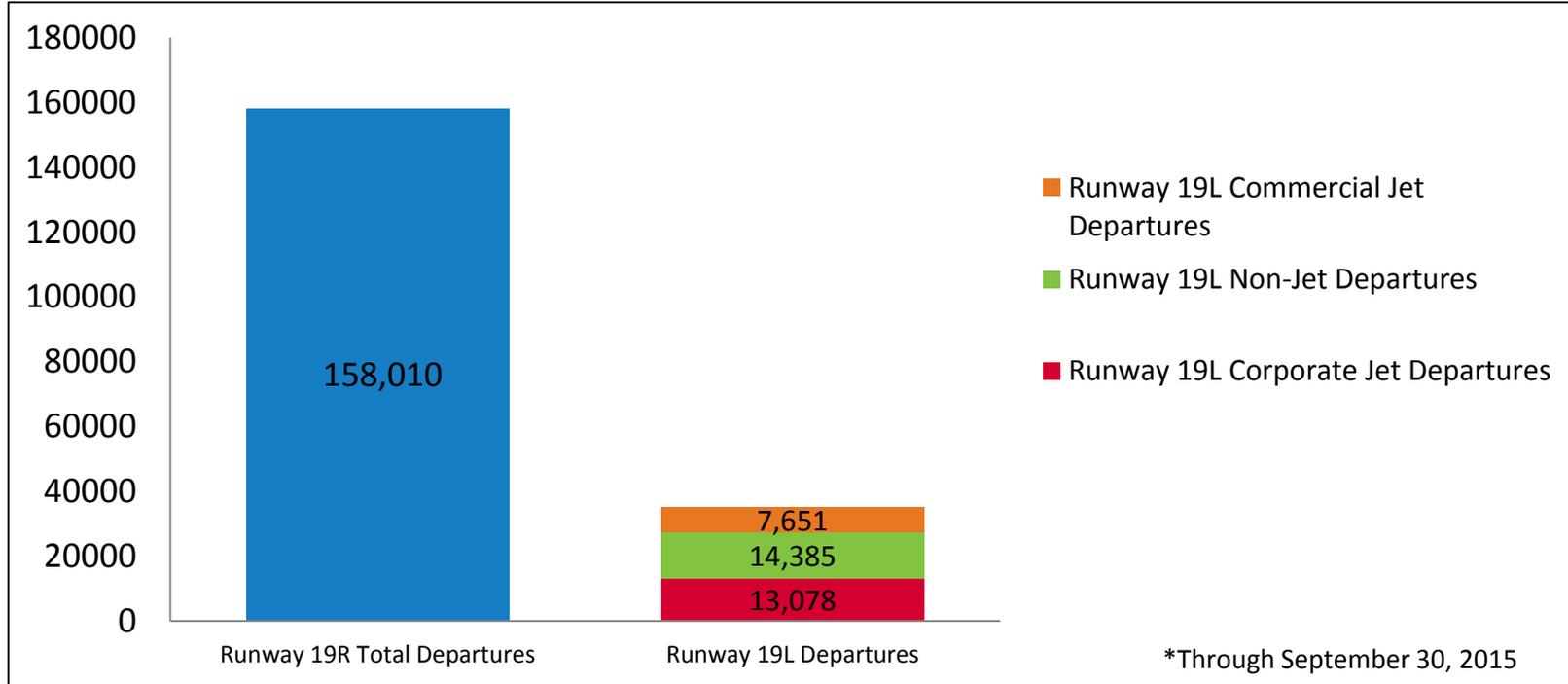
**Hillsborough County Aviation Authority**  
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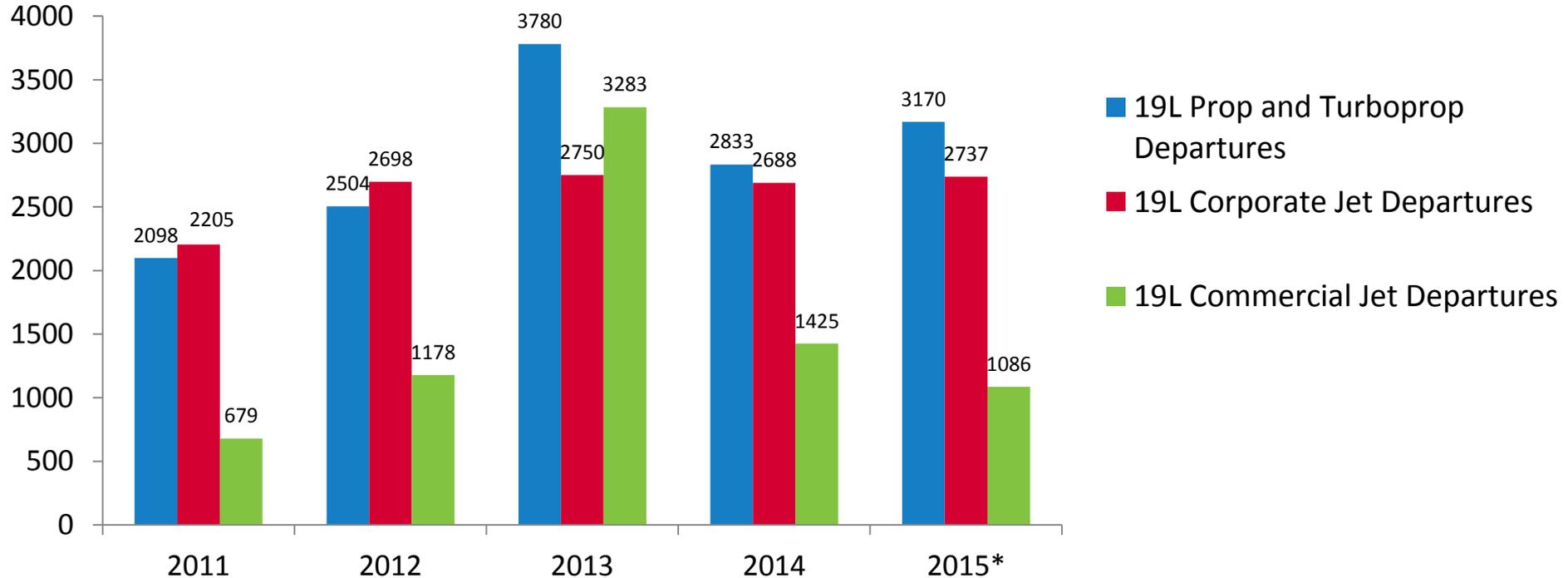
# Historical Review of Runway 19L Departures

# Runway 19L and 19R Historical Review - Departures

2011 – 2015\*



# Runway 19L and 19R Historical Review – Departures (cont'd)



\*Through September 30, 2015



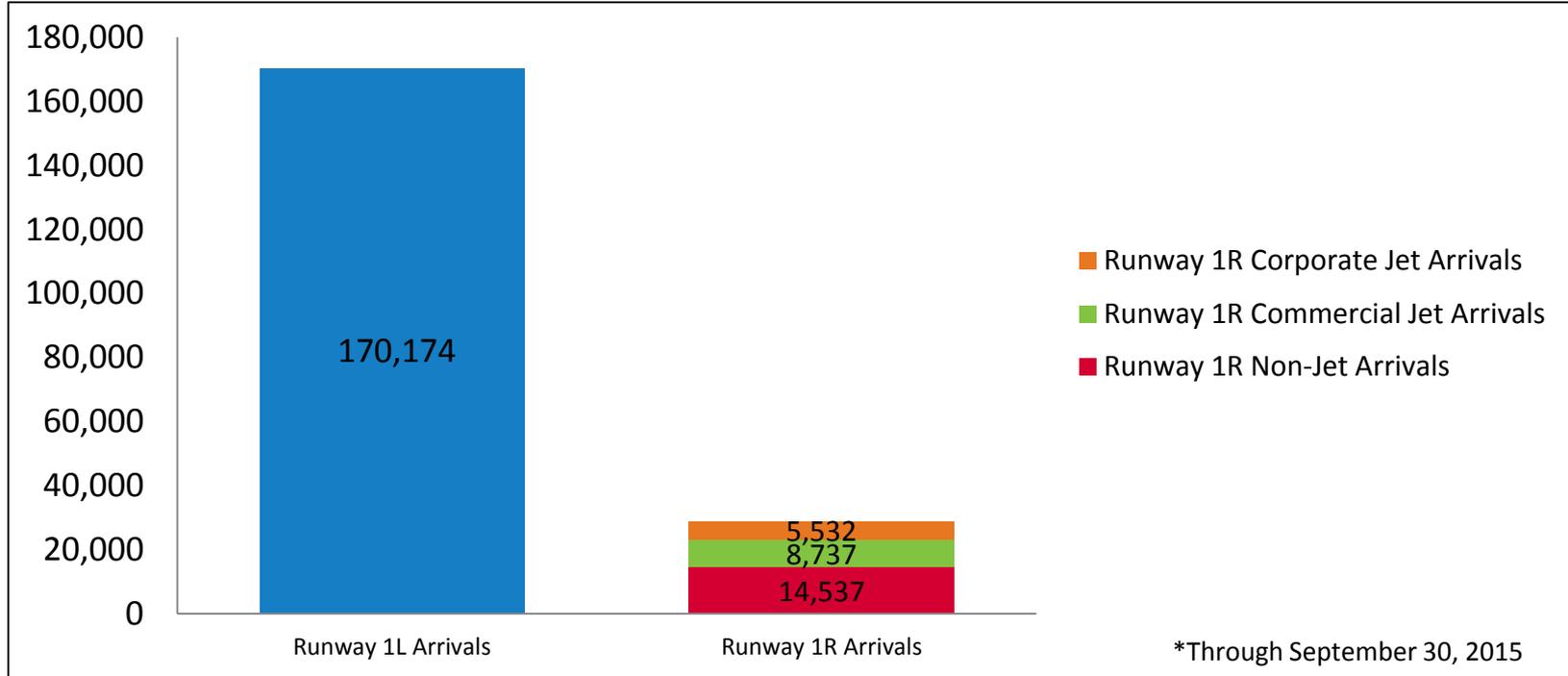
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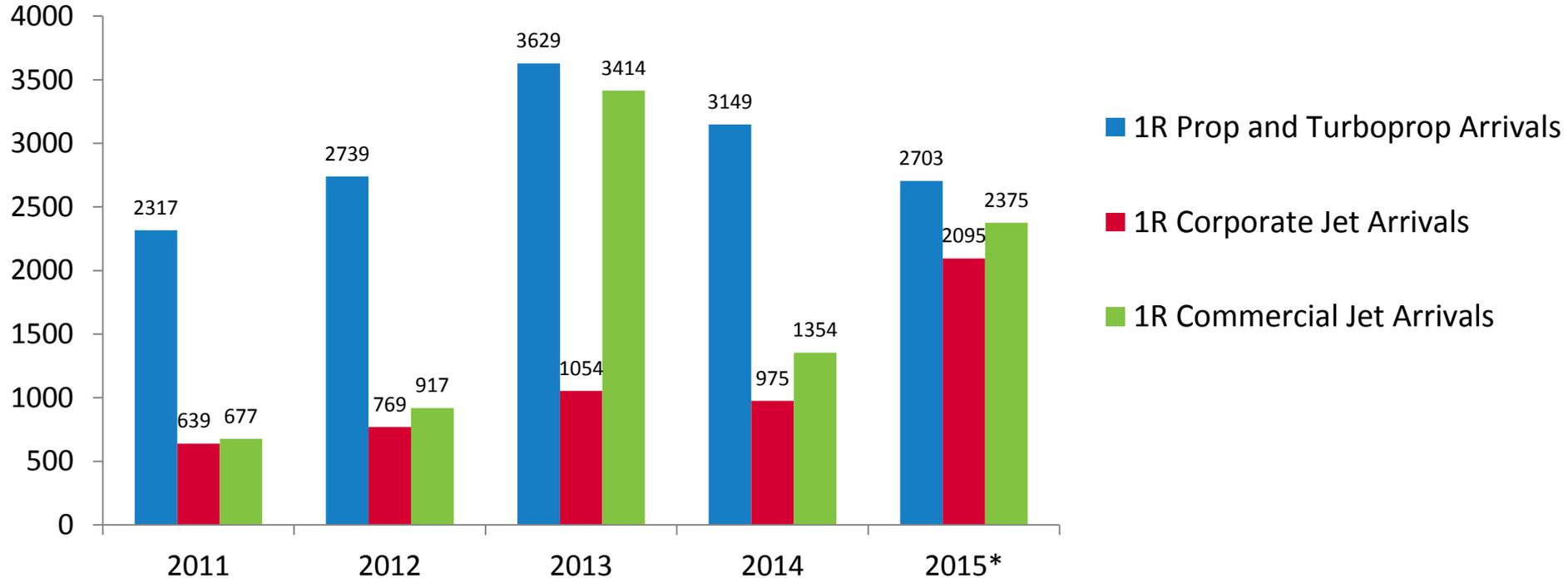
# Historical Review of Runway 1R Arrivals

# Runway 1R and 1L Historical Review - Arrivals

2011 – 2015\*



# Runway 1R and 1L Historical Review – Arrivals (cont'd)



\*Through September 30, 2015

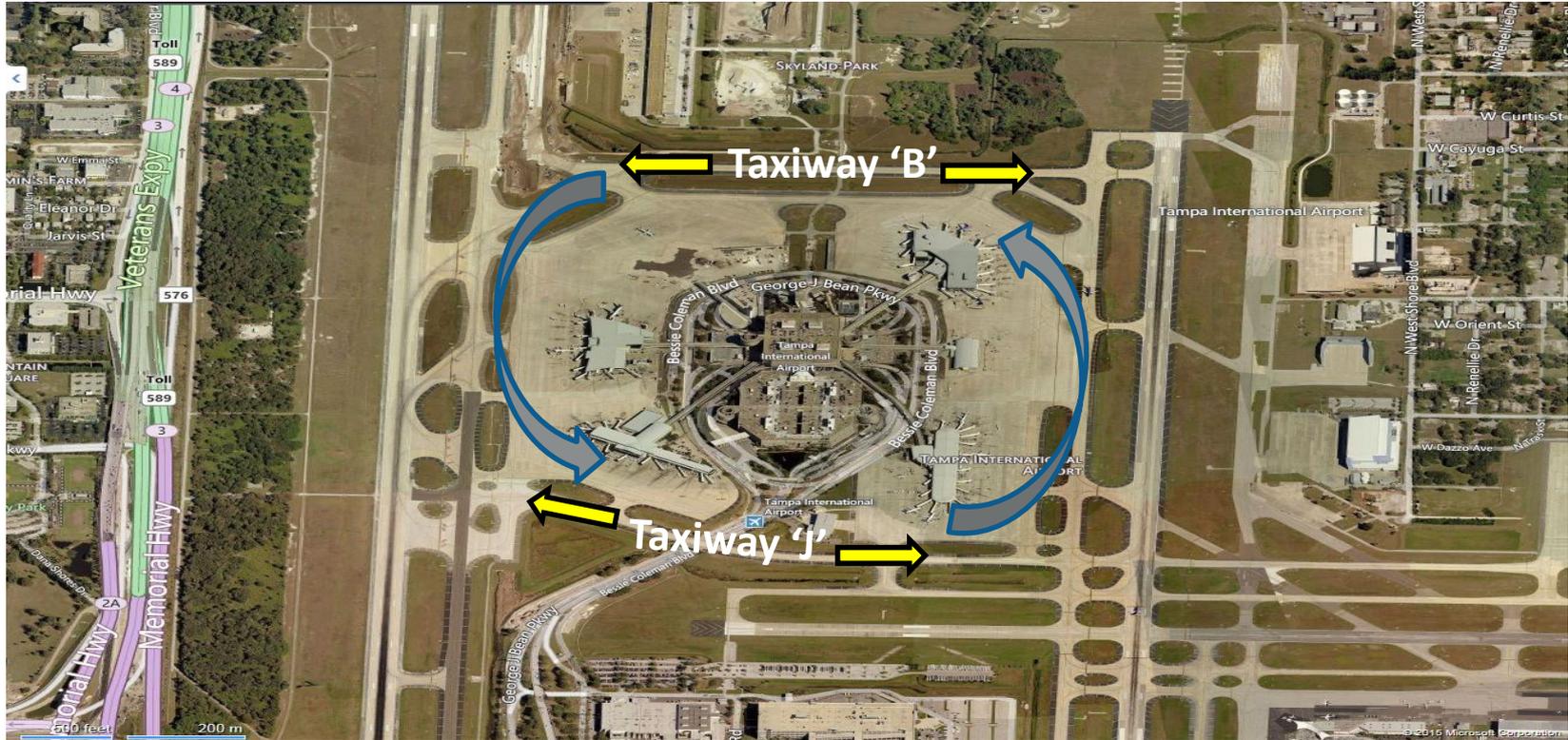
# The Role of the FAA



- The FAA's primary mission is to ensure the safety and efficiency of our nation's navigable airspace.
- The agency does not have the authority to prohibit aircraft overflights of a particular geographic area unless the operation is unsafe, or the aircraft is operated in a manner inconsistent with Federal Aviation Regulations.
- Air Traffic's runway selection is based on several factors which include the following: runway availability, wind, weather, operational efficiency, and noise considerations.

Source: [FAA.gov](http://FAA.gov)

# Taxiway 'J' Bridge Construction Project (Before Construction)



# Taxiway 'J' Bridge Construction Project (During Construction)



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

## 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.
- Corporate jets will be assigned Runway 1R to land when we are in a north arrival flow.
- FedEx and ABX 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, estimated to be September, 2016, these operational changes will revert back to previous arrival and departure flows.



# Noise Office - Overview

- All arrivals and departures monitored daily.
- Monitor compliance based on Preferential Runway Use and Letter to Airmen.
- Deviations are actioned regardless of whether a complaint is received or not.
- Deviations include:
  - Commercial departures off Runway 19L\* (excluding FedEx and ABX Cargo).
  - Commercial jet arrivals of non-Airside A air carriers outside the hours of 10:00 a.m. and 6:00 p.m.\*.

\*Deviations including but not limited to emergencies, weather, operational need, runway availability are permitted deviations.

1/20/2015 <https://notams.aim.faa.gov/tammainview/tamprint.html?cockpitid=902246095290289857>

**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: Informal 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.

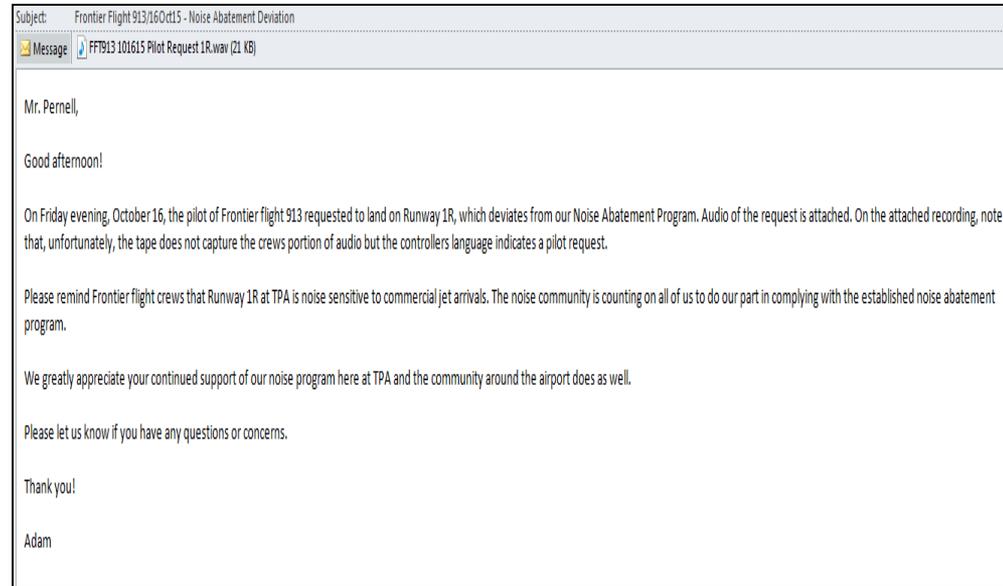
- 1. RUNWAY USE, FOR TURBOJET AIRCRAFT, IN ORDER OF PRIORITY FROM 6:00 a.m. to 12:00 Midnight.**
  - South Operation—Arrive 19L/19R  
(1) Depart 19R (2) Depart 19L
  - North Operation—Depart 1L/1R  
(1) Arrive 1L (2) Arrive 1R
  - East/West Operation—Arrive/Depart 10/28
- 2. RUNWAY USE PRIORITY FROM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

<https://notams.aim.faa.gov/tammainview/tamprint.html?cockpitid=902246095290289857> 1/2

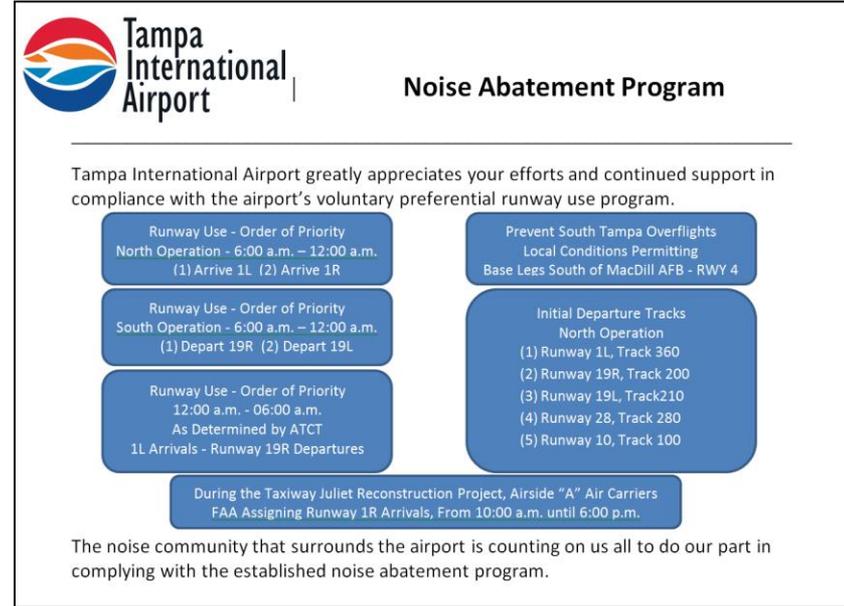
# Noise Office – Deviation Notices

- Email message sent to air carriers when a deviation is noted.
- Notice advised of:
  - Date
  - Flight Number
  - Deviation Type (arrival or departure)
  - ATC Audio
- Local airline leadership provides this information to the proper Chief Pilot for follow-up with the flight crew.



# Noise Office – Ongoing Initiatives

- Meetings completed with leadership from Southwest, United, Frontier, Spirit and JetBlue reviewing our noise program and expectations.
- Discussions with new operators on Noise Abatement Program prior to any new service.
- Noise Abatement ‘poster’ provided to all air carriers for posting in crew operations areas.
- Public outreach
  - Homeowners association meeting participation.
  - Invitations to members of the community to visit the airport and review noise program.



The poster features the Tampa International Airport logo on the left, which consists of a stylized sun and waves in blue, orange, and red. To the right of the logo is the text 'Tampa International Airport'. The title 'Noise Abatement Program' is centered at the top. Below the title is a horizontal line, followed by a paragraph of text. The main content is organized into several blue rounded rectangular boxes. On the left side, there are three boxes stacked vertically, each containing text about runway use and order of priority for North and South operations. On the right side, there are two boxes stacked vertically, one about preventing overflights and another about initial departure tracks. At the bottom, a wide box contains information about taxiway reconstruction and air carrier assignments.

**Tampa International Airport** | **Noise Abatement Program**

Tampa International Airport greatly appreciates your efforts and continued support in compliance with the airport's voluntary preferential runway use program.

Runway Use - Order of Priority  
North Operation - 6:00 a.m. – 12:00 a.m.  
(1) Arrive 1L (2) Arrive 1R

Prevent South Tampa Overflights  
Local Conditions Permitting  
Base Legs South of MacDill AFB - RWY 4

Runway Use - Order of Priority  
South Operation - 6:00 a.m. – 12:00 a.m.  
(1) Depart 19R (2) Depart 19L

Initial Departure Tracks  
North Operation  
(1) Runway 1L, Track 360  
(2) Runway 19R, Track 200  
(3) Runway 19L, Track 210  
(4) Runway 28, Track 280  
(5) Runway 10, Track 100

Runway Use - Order of Priority  
12:00 a.m. - 06:00 a.m.  
As Determined by ATCT  
1L Arrivals - Runway 19R Departures

During the Taxiway Juliet Reconstruction Project, Airside "A" Air Carriers  
FAA Assigning Runway 1R Arrivals, From 10:00 a.m. until 6:00 p.m.

The noise community that surrounds the airport is counting on us all to do our part in complying with the established noise abatement program.

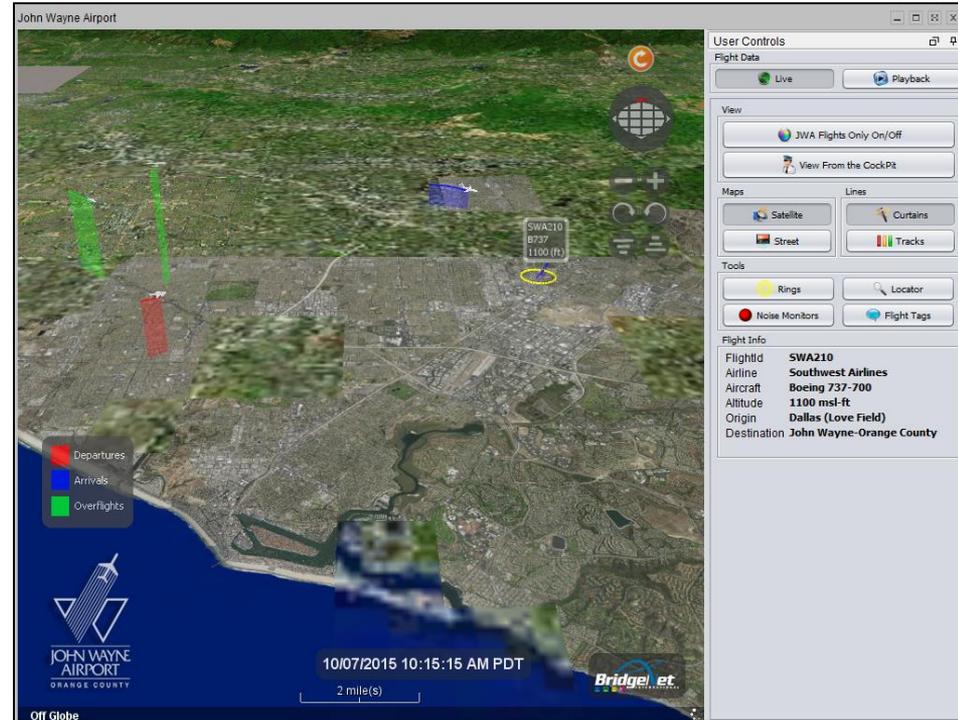
# Noise Office – Ongoing Initiatives (cont'd)

- Met with local FedEx leadership to continue dialogue on ways of minimizing noise impacts to the community.
- Committed to continued focus on reducing Runway 19L Departures and 1R Arrivals.



# Noise Office – Ongoing Initiatives (cont'd)

- Starting process and review of similar Noise Office software providers with like solutions.
- Current provider contract ends in September, 2016.
- Evaluating requiring zip code information when filing a complaint through our website to improve location accuracy.



# Airfield Flow Patterns

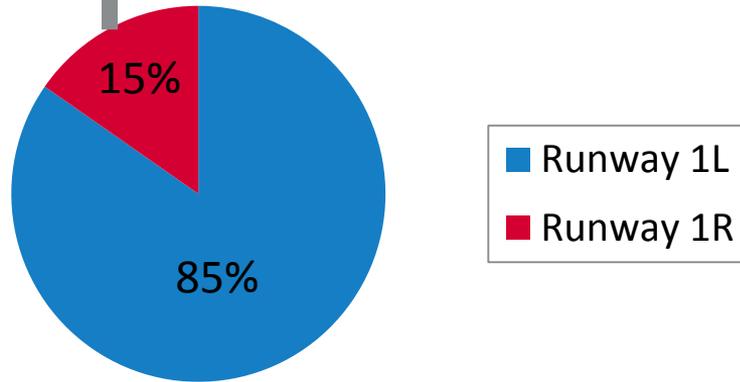
## North Flow vs. South Flow

	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%
April	55%	45%	40%	60%	40%	60%	41%	59%
May	40%	60%	52%	48%	48%	52%	68%	32%
June	36%	64%	16%	84%	44%	56%	32%	68%
<b>July</b>	<b>29%</b>	<b>71%</b>	<b>29%</b>	<b>71%</b>	<b>30%</b>	<b>70%</b>	<b>29%</b>	<b>61%</b>
<b>August</b>	<b>26%</b>	<b>74%</b>	<b>37%</b>	<b>63%</b>	<b>50%</b>	<b>50%</b>	<b>23%</b>	<b>77%</b>
<b>September</b>	<b>57%</b>	<b>43%</b>	<b>52%</b>	<b>48%</b>	<b>44%</b>	<b>56%</b>	<b>53%</b>	<b>47%</b>
October	75%	25%	66%	34%	62%	38%		
November	84%	16%	86%	14%	79%	21%		
December	72%	28%	52%	48%	70%	30%		

# Third Quarter, 2015 - Jet Arrivals

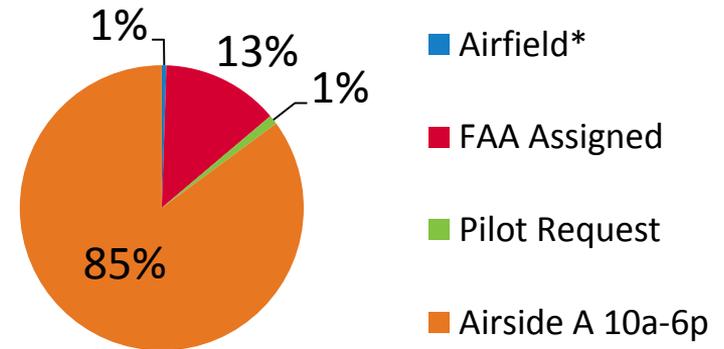
Runway 1R and Runway 1L (North Arrival Flow)

## Total North Flow Arrivals



Combined Jet Arrivals: 6,403

## 1R Arrivals

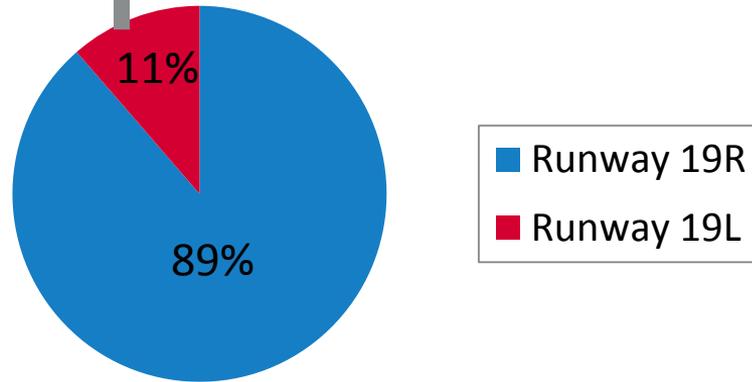


*\*Airfield inclusive of maintenance, construction, emergencies, wildlife and FOD.*

# Third Quarter, 2015 - Jet Departures

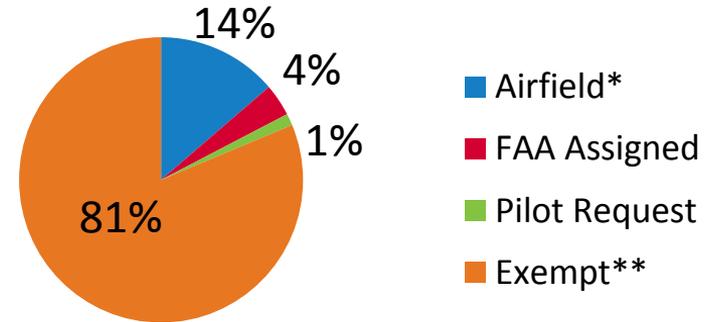
Runway 19R and Runway 19L (South Departure Flow)

## Total South Flow Departures



Combined Jet Departures: 12,505

## 19L Departures

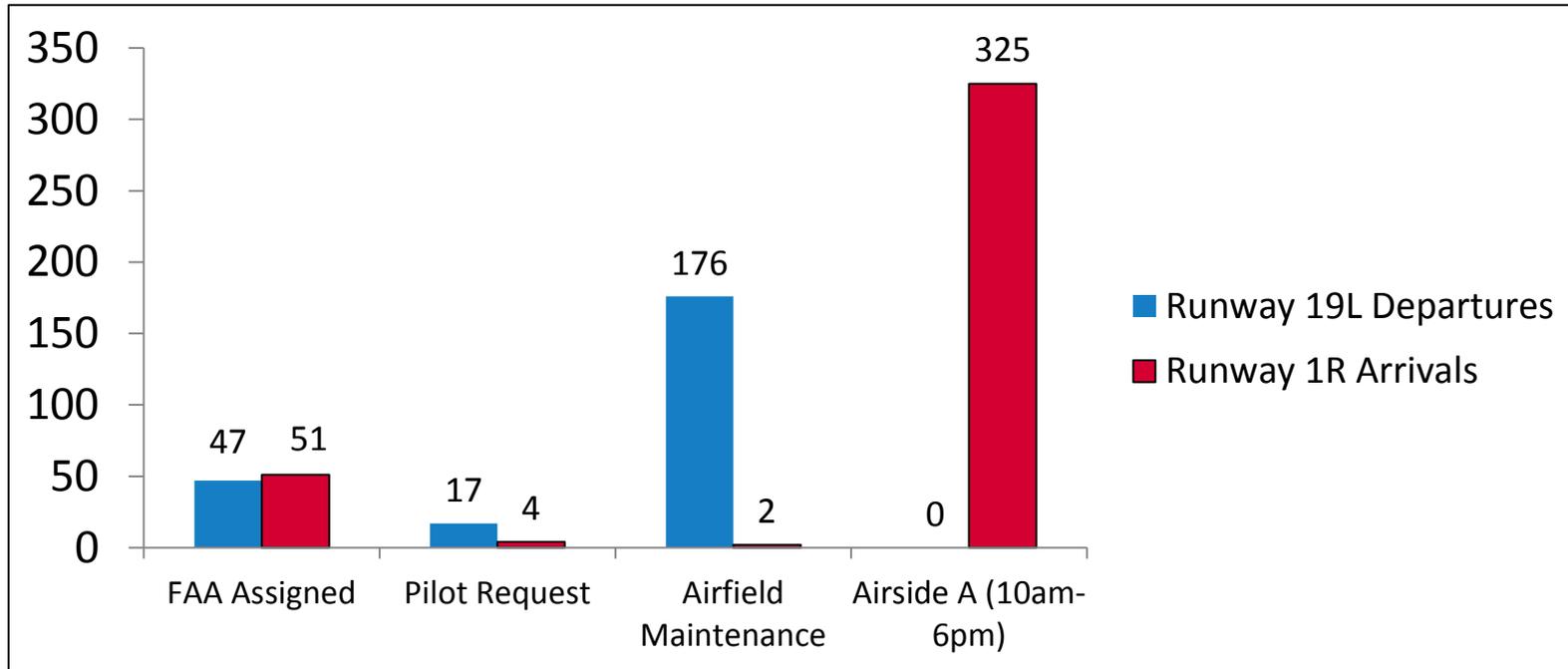


\*Airfield inclusive of maintenance, construction, emergencies, wildlife and FOD.

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

# Noise Abatement Deviations By Cause

Third Quarter, 2015



# Noise Complaint – Third Quarter, 2015 Summary

- Total of 127 noise complaints from 47 individual households.
  - 9 fewer complaints compared to the second quarter, 2015.
  - 101 more complaints compared to the third quarter, 2014.
- Seventeen repeat callers accounted for 98 (77%) of the total complaints.
- Nature of Complaints:
  - 36% - Jet Landings on Runway 1R
  - 18% - Loud
- Locations:
  - Beach Park
  - Culbreath Isles

# Nature of Disturbance

<u>Nature of Disturbance</u>	<u>Number of Complaints</u>	<u>YTD Total</u>
19L Departure	13	21
1R Arrival	46	178
Loud	24	127
Low	3	12
Off Course	1	3
Other	5	8
Unknown	35	38
<b>Totals:</b>	<b>127</b>	<b>387</b>

# 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:** There will be multiple closures of both primary runways for maintenance activities in the month of November.

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



Hillsborough County Aviation Authority  
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## NEXT MEETING

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**Thursday, January 14, 2016 AT 5:30 P.M.**  
**AVIATION AUTHORITY BOARDROOM**



# Third Quarter, 2015

Community Noise Consortium Meeting  
November 3, 2015



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