

Community Noise Consortium Newsletter

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Issue No. 6



Message from the Executive Director

Louis Miller
Aviation Authority

This newsletter focuses on information within the first calendar quarter (January 1 through March 31) of 2008 and requests made by committee members during the last meeting on February 13, 2008. The first request made at our November 2007 meeting was for a presentation on the TAIP and the necessity for runway closures that resulted in increased noise in the community. In February, a presentation was made by FDOT and CNC members requested relief in the use of Runway 36R whenever possible. The following is an update of negotiations with representatives of the FDOT TAIP to modify the hours of the closure of the west parallel runway (36L-18R). The Authority has had several meetings with representatives of the FDOT TAIP in which they have also requested additional closure days beyond the contractual 350 days without being penalized. Considering their request, the Authority has prepared and submitted to members of the FDOT TAIP the following revised time schedule:

- ➔ From 10:00 p.m. till 6:00 a.m. - 21 days
- ➔ From 11:00 p.m. till 6:00 a.m. - 60 days (109 days remaining in the existing contract as of 1/4/08)
- ➔ From 12 midnight till 5:00 a.m. - 119 days
- ➔ Total of 200 days and closures in excess of this would be subject to damages in the current contract.

As noted above, a majority of the closure days are between the hours of 12 midnight until 5:00 a.m. as to accommodate the late night cargo and commercial arrival flights on the west parallel runway (36L-18R). The Aviation Authority will continue to provide updates of these negotiations.

The final request made during our February 2008 meeting was for the noise office to prepare a PowerPoint presentation of aircraft operations (landings and takeoffs) over a 10-day period under the following guidelines:

- ➔ Analysis of various commercial aircraft altitudes versus that of FedEx planes
- ➔ Southwest Airlines aircraft approaching from the north to land on Runways 18R and 18L
- ➔ FedEx departures to the north, and
- ➔ Gulfstream International Airlines (turboprop planes) departures to the north.

In closing, I want to thank members of the FDOT TAIP for their presentation and answering questions from concerned residents at the February 13, 2008 meeting.

If you have any questions regarding noise issues, please contact Herman Lawrence, Jr., Noise Officer at TPA at: **Phone: 813-870-7843. E-mail: HLawrence@TampaAirport.com.**

Noise Office Update

Herman Lawrence, Jr.

Noise Officer

Aviation Authority

The Authority implemented a new procedure that requires residents with logs of more than one day with varying time of aircraft noise events to fax, email or contact the noise officer directly. This new procedure was implemented to insure a more efficient and expedited approach to responding to multiple complaints as explained during the last CNC meeting regarding the accuracy of recording a resident's phoned-in log of multiple aircraft over-flight events.

For the first quarter of 2008, **January 1 through March 31, 2008** this newsletter focuses on the following issues:

- Analysis of Turbojet Arrivals on Runway 36R
- Noise Complaints
- South Tampa Over-flights and
- Construction Projects, such as the FDOT TAIP.

Turbojet Arrivals on Runway 36R

Table 1 illustrates runway utilization percentages for turbojet operations at the airport. As shown, the utilization of our preferred runways for turbojet departures and arrivals was in keeping with our voluntary informal runway use program with the utilization of preferred Runways 36L for arrivals (north flow) and 18R for departures (south flow).

**Table 1 – Arrival and Departure Operations of Turbojet Aircraft
January 1, 2008 through March 31, 2008**

Runways	Arrivals	Departures	%ARR	%DEP
36R	555	6,180	2.7%	28.4%
36L	10,542	4,998	50.7%	23.0%
18R	3,760	9,304	18.1%	42.7%
18L	5,685	1,028	27.3%	4.7%
9	37	27	0.2%	0.1%
27	209	239	1.0%	1.1%
TOTAL	20,788	21,776	100.0%	100.0%

Note: North Flow Operations at 52.5% and South Flow Operations at 47.5%

For the first quarter of 2008 the airport operated in a north flow approximately 52.5% of the time which is a significant reduction when compared to the previous quarter (November and December 2007) at 71%. In contrast, compared to the last two quarters of 2007, the number of turbojet landings on the noise sensitive east parallel runway increased. Turbojet landings on the east parallel runway are characterized either as compliant or non-compliant deviations.

Table 2 illustrates turbojet landings on Runway 36R and where noted by airline names. The record number of turbojet landings on the east parallel runway was due to several reasons. These are:

- Increase corporate jet operation due to the National Football League (NFL)-National Football Conference (NFC) Wildcard Playoff between the Tampa Bay Buccaneers and New York Giants
- Approximately 32 nightly closures of the west parallel runway for the FDOT TAIP
- Operational necessity due to aircraft spacing, airspace congestion, and weather
- FAA training of new air traffic controllers, and
- On airfield construction – Taxiway C slab replacement project

As shown in the table below, Southwest Airlines (SWA) had the highest number of landings with a total of 126 which is an increase of 83 from the previous quarter. Considering that SWA is the number one carrier at TPA in terms of market share, the 126 landings on Runway 36R represents approximately less than 2% of its total arrivals during this quarter (7,547). But, of the 126 turbojet landings only two were in non-compliance with the voluntary preferential runway use program. Therefore, SWA compliance rate for this quarter was 99.97%. However, non-compliance letters were emailed to the Dallas based corporate office of the two non-compliant flights that landed on Runway 36R.

With a strong emphasis by the FAA to hire and train new air traffic controllers, at the air traffic facility at TPA there is training being conducted at each position. As safety remains the number one priority, especially during the training of new controllers, the Authority will continue to monitor and work closely with the FAA to ensure compliance with the Letter to Airmen Notice.

Table 2 –Turbojet Landings on Runway 36R

Aircraft Information	01/01/08 thru 03/31/08	FDOT TAIP (11:00 p.m. – 6:00 a.m.)	Non-Compliant Deviations
Airborne Express	1		
Air Canada	2	0	
Air Tran Airways	33	9	
America West Airlines Inc.	9	7	
American Airlines	38	25	
Chautauqua Airlines Inc.	1	0	
Continental Airlines, Inc.	26	7	
DHL Airways Inc.	2	0	
Delta Air Lines Inc.	23	16	
FedEx	3	3	
Frontier Airlines	2	0	
Jet Blue Airways	25	15	
Miami Air International	2	2	
Midwest Express Airlines	3	0	
Northwest Airlines, Inc.	21	10	1
Southwest Airlines Co.	126	41	2
Spirit Airlines	7	2	
US Airways, Inc.	21	17	
United Airlines, Inc.	13	10	
Corporate Jets	197	12	8
TOTAL	555	176	11

With only 11 non-compliant deviations and 176 landings on Runway 36R due to the FDOT TAIP, the remaining 368 landings were all compliant deviations due to reasons as stated above.

Noise Complaints

As shown in table 3 the airport received a total of 319 noise complaints from 34 residents. From the previous quarter the noise complaints increased by 18. The majority of the complaints are from areas:

- ➔ South of Gandy Blvd (214)
- ➔ South of Kennedy & north of Gandy Blvd (85)

Table 3 also shows the calls that the Authority received for this period by disturbances. Of the 34 different households, seven (7) were repeat callers that accounted for 91% or 290 of the total complaints. The noise office also received calls from residents in St. Petersburg, Seffner, Odessa and Thonotosassa.

Table 3 - Noise Complaints from January 1 thru March 31, 2008

Nature of Disturbance	No. of Callers	No. of Complaints
18L Departure	1	3
36R Arrival	9	83
General Aviation	3	3
Helicopter	3	3
Loud	11	13
Low	6	6
Military	0	0
Off Course	0	0
Other	0	0
Run-ups	0	0
South Tampa Over-flight/Early Turns	5	208
Unknown	0	0
TOTAL	38	319

The most frequent types of noise complaints received by the airport were Early Turns/South Tampa Overflights and 36R Arrivals. These type of disturbances accounted for 91% of the total complaints.

Investigation of all noise complaints determined that approximately 3% were non-compliant deviations due to turbojet pilots turning north of MacDill AFB and/or landing on Runway 36R during normal airport conditions without any reported delays from airspace congestion, weather, and/or operational necessity. Eleven non-compliant deviation letters were sent to commercial and corporate chief pilots.

The tables to the right show the number of complaints that have been received, by category, since Jan. 2001.

Table 4 – Noise Complaints from Yr. 2001 through March 31, 2008

Nature of Disturbance	Number of Callers	Number of Complaints
18L Departures	10	16
36R Arrival	77	1,220
General Aviation	15	16
Helicopter	17	19
Loud	198	294
Low	104	136
Military	5	7
Off Course	8	17
Other	30	49
Run-ups	14	19
South Tampa Over-flight/Early Turns	18	1,192
Unknown	44	69
TOTAL	540	3,054

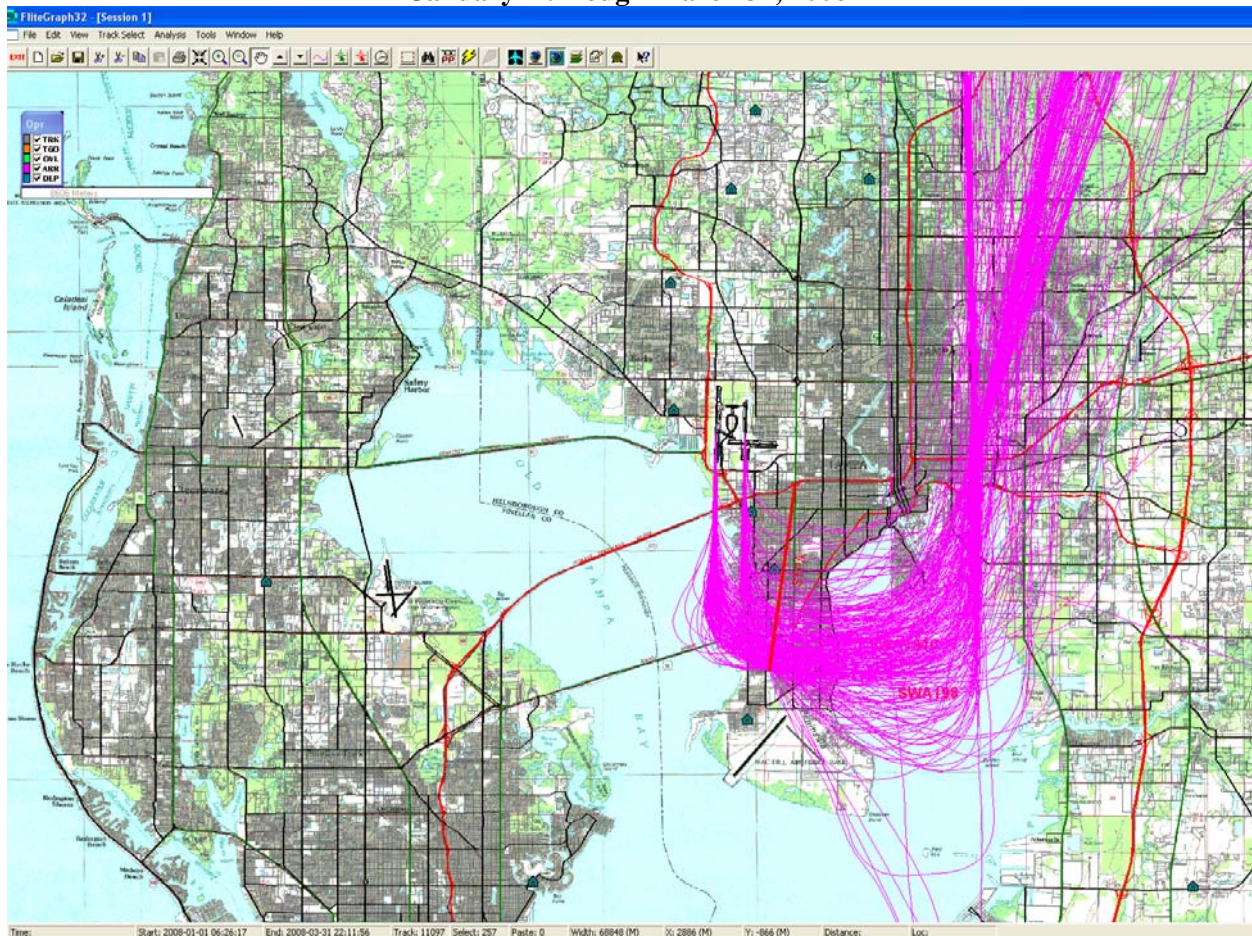
Table 5 – Total Annual, Quarterly and Monthly Noise Complaints

	Complaints	Callers
Total '01	245	79
Total '02	250	40
Total '03	259	56
Total '04	241	39
Total '05	179	29
Jan - March '06	67	16
Apr – June '06	61	32
July – Sept. '06	41	13
October	38	14
November	21	7
December	28	11
Total '06	256	93
Jan – March '07	101	41
April – June '07	283	17
July	103	5
August	155	7
September	133	11
October	120	13
November	11	175
December	15	126
Total '07	921	395
January '08	100	9
February	60	24
March	159	16
GRAND TOTAL	2,670	780

South Tampa Over-flights

This type of disturbance accounted for 65% of the total noise complaints with 203 of the 208 complaints reported from one household. Of such complaints, only two (2) were non-compliant deviations by turbojet aircraft. For the months of January through March 31, 2008, a total of 257 turbojets navigated through the virtual 'South Tampa' gate as illustrated in **Figure 1**. Of the 257 turbojets that penetrated the virtual gate, 70 landed on Runway 36R which is a compliance rate of 73%. Furthermore, of the 70 turbojets that landed on Runway 36R, 22 occurred during the nightly closures of the west parallel runway for the FDOT TAIP.

**Figure 1 - Turbojets Turning North of MacDill Air Force Base over South Tampa
January 1 through March 31, 2008**



North Flow Arrival Operations & Turns North of MacDill AFB

Of the 11,097 turbojets that landed on Runways 36R and 36L combined, 5,073 or 46% navigated on an east downwind of the airport. Of the 5,073 that navigated on an east downwind, 222 turned north of MacDill AFB and navigated over the residential communities of South Tampa. Considering this, approximately 4% of the total turbojets that transitioned on an east downwind of the airport turned north of MacDill AFB.

Approximately 5% or 555 of the total turbojet arrivals during a north flow landed on Runway 36R. From the previous two quarters and including this quarter, the percentages of turbojet arrivals on Runway 36R have been notably high. However, a greater percentage of the landings on Runway 36R have continued

to be due to operational necessity, weather, closure of the west parallel runway for the FDOT TAIP and during the past several months, the training of new air traffic controllers.

The table below shows the percentages of the number of turbojets that landed on Runway 36R since the third quarter of 2005.

Table 6 – Quarterly Percentages of Turbojet Landings on Runway 36R

Aug-Oct 2005	2.3%
Nov-Jan 2006	2.3%
Feb-April 2006	2.1%
May-July 2006	3.2%
Aug-Oct 2006	2.4%
Nov-Jan 2007	2.3%
Feb-April 2007	1.75%
May-July 2007	4.1%
Aug-Oct 2007	3.8%
Nov-Dec 2007	3.6%
Jan-March 2008	5.0%

Construction Projects

The FDOT Tampa Airport Interchange Project (TAIP) will continue until the year 2010. Per the terms of the agreement with the Aviation Authority for the closure of Runway 36L-18R:

- 350 days for construction of the TAIPs and
- A separate additional 89 days for the construction of the airport Approach Lighting System (ALS) Bridge for Runway 36L that has been constructed.

As of the end of March 31, 2008 the number of days used for construction of the TAIPs is 253 days, thus, leaving a balance of 97 closure days for Runway 36L-18R as of April 1, 2008.

To get on the mailing list to be notified of when to expect turbojet aircraft over-flights over the South Tampa area, please send me an email at HLawrence@TampaAirport.com and/or visit the Community Noise Impact Notifications web page on our web site, www.TampaAirport.com.

Our Next Meeting

The next CNC meeting is tentatively scheduled for **July 17th 2008 at 6:00 p.m.** We will be serving refreshments and validating your parking. Meeting dates and times may change, however, so watch your mail for the invitation.