

Community Noise Consortium Newsletter

November 15, 2007

Issue No. 4



Message from the Executive Director

Louis Miller
Aviation Authority

The Airport has worked effortlessly with the community and the Federal Aviation Administration Air Traffic Control Tower (FAA ATCT) to reduce noise from aircraft operations within residential communities surrounding its environs since the early 1940's. However, for this third quarter and in comparison to previous years we had a record number of noise complaints which was primarily due to one individual in the South Tampa area near Gandy Blvd. For the months August 1 through October 31, 2007, the noise office received a total of 408 noise complaints which is an increase of 109 from the previous quarter. One household was responsible for 347 or 85% of the total noise complaints received this quarter. This same household since the beginning of the year to October 31, 2007 has been responsible for approximately 80% or 717 of the total 896 noise complaints.

Noise staff has investigated and responded to all these noise complaints and of the 717 noise complaints, a majority of these aircraft over-flights were not considered a violation of the airport's Informal Runway Use Program. These aircraft over-flights were due to operational necessity, weather, propeller driven aircraft landing on Runway 36R, and aircraft landing on Runway 36R during the nightly closures of Runway 36L for safety due to the Florida Department of Transportation Tampa Airport Interchange Project (FDOT TAIP). For the small percentage of turbojet violations, noise staff contacted the offending airlines and private general aviation (GA) corporate charter companies and/or owners through letters, emails and direct phone calls. The overall responses have been a willingness to comply with the voluntary noise abatement procedures at TPA. The noise office will continue to work with the airlines and the corporate pilots to remind them to fly friendly at TPA and adhere to our voluntary noise program.

As we continue to see the remarkable progress of the FDOT TAIP, we can expect more unusual flight patterns at the airport as nightly crane operations from 11:00 p.m. to 6:00 a.m. continues until 2010. Residents can log onto our web site and click on the '[Community Noise Impact Notifications](#)' web page for information relating to noise impact to communities surrounding the airport.

As we enter into the busy winter traveling season, to meet demand the airlines have started to increase the number of flights operating at TPA. With this increase we should also expect the usual flight delays and deviations that we are all accustomed to due to weather and airspace saturation. The Informal Runway Use Program allows for the FAA ATCT to deviate from our voluntary noise abatement program for all the reasons as stated in the Letter to Airmen Notice No. 05-01 under *Operational Safety Criteria*, including the shift in aircraft operations to Runway 36R due to the FDOT TAIP. Such deviations are not considered a violation.

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

Tri-fold brochures summarizing the noise abatement procedures at TPA are complete and will be placed inside the pilot's lounge at both fixed base operators (FBOs), Tampa International Jet Center and Hawker Beechcraft.

Electrical compliance work at two of the permanent noise monitors (Selgado and Henry Street) for electric meter installations are complete. During the third week of November 2007 electric meters should be installed at the remaining three permanent noise monitoring sites (PNMS). With the installation of electric meters, the Authority has seen a huge savings in the monthly electric bills at the Mariner St. site. The monthly electric bill for the noise monitor at Mariner Street averages \$10.00 a month which is a monthly cost saving of approximately \$37.00 from the previous flat rate charge. After electric meters are installed at all four PNMS, the estimated annual cost saving to the Authority is approximately \$1,776.00

This newsletter includes third quarter, **August 1 through October 31, 2007** activities and focuses on the following issues:

- Analysis of Turbojet Arrivals on Runway 36R
- Noise Complaints
- South Tampa Over-flights including Military Operations at MacDill Air Force Base
- 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 in the table below, 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
August 1, 2007 thru October 31, 2007**

Runways	Arrivals	Departures	%ARR	%DEP
36R	3,243	10,911	14.7%	40.0%
36L	9,470	3,738	42.9%	13.7%
18R	884	8,481	4.0%	31.1%
18L	7,158	2,780	32.4%	10.2%
9	246	1,081	1.1%	4.0%
27	1,061	271	4.8%	1.0%
TOTAL	22,062	27,262	100.00%	100.00%

Note: North Flow Operations at 59% and South Flow Operations at 41%

Looking at arrivals and departures on runways 9/27, 36R/36L and 18R/18L, the north flow was utilized approximately 59% of the time in comparison to the previous quarter at an estimated 50%. Runway utilization is dependent on the direction of the prevailing winds as aircraft takeoff and land in the direction of the wind. Furthermore, during the fall/winter season the airport

historically operates in a predominant north flow that is due to the cold weather fronts and jet streams.

Table 2 illustrates turbojet landings on Runway 36R and where noted by airline names. Southwest Airlines had the highest number of landings with a total of 70 which is a reduction of 5 landings from the prior quarter. Please remember that some of these Runway 36R landings are not violations to our informal runway use program due to factors such as, the FDOT TAIP, Life Guard flights (GA charter jet planes), emergencies, operational necessity that happened quite frequently during this quarter due to weather delays and traffic congestion at other airports that impacted operations at TPA, and thunderstorms within the airport environs. However, some good news, the overall number of commercial turbojet landings on Runway 36R decreased by 8% from the second quarter.

Table 2 –Turbojet Landings on Runway 36R

Airline Name	08/01/07 thru 10/31/07
Air Tran Airways	13
America West Airlines Inc.	2
American Air Services	1
American Airlines	21
Chautauqua Airlines Inc.	0
Continental Airlines, Inc.	11
DHL Airways Inc.	1
Delta Air Lines Inc.	9
FedEx	0
Jet Blue Airways	5
Midwest Express Airlines Inc.	2
Northwest Airlines, Inc.	12
Southwest Airlines Co.	70
Spirit Airlines	3
US Airways, Inc.	22
United Airlines, Inc.	0
Corporate Jets	145
TOTAL	317

In comparison to the same time period last year, the total number of turbojet landings on Runway 36R increased by 25%.

Noise Complaints

For this quarter the airport received a record 408 noise complaints which is also another record when compared to the annual totals since 2001. A total of 23 different households contacted the airport an increase by 57% from the second quarter and with one household accounting for 85% or 347 of the total complaints.

Table 3 below shows the calls that the Authority received for this period by disturbances. Of the 23 different households, seven (7) were repeat callers that accounted for 96% or 392 of the total complaints. The noise office also received several calls from residents in St. Petersburg and Brandon referring to military and commercial aircraft over-flights.

Table 3 - Noise Complaints for 3rd Quarter 2007

Nature of Disturbance	No. of Callers	No. of Complaints
18L Disturbance	0	0
36R Arrival	7	38
General Aviation	1	3
Helicopter	0	0
Loud	9	10
Low	3	3
Military	3	5
Off Course	1	1
Other	0	0
Run-ups	0	0
South Tampa Over-flight/Early Turns	2	348
Unknown	0	0
TOTAL	26	408

The most frequent types of noise complaints received by the airport were Early Turns/South Tampa Over-flights and 36R Arrivals. These type of disturbances accounted for 95% of the total complaints.

As always, the noise office investigated all noise complaints and a majority were over-flights from compliant turbojet and propeller driven aircraft during a north and south flow operation; turbojet pilots complying with FAA-ATCT instructions and landings on Runway 36R during nightly closures of Runway 36L. All these are not considered a violation of the informal runway use program.

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

Table 4 – Noise Complaints from 2001 through 2007

Nature of Disturbance	Number of Callers	Number of Complaints
18L Disturbance	8	12
36R Arrival	63	1,114
General Aviation	11	12
Helicopter	14	16
Loud	178	272
Low	93	125
Military	5	7
Off Course	8	17
Other	30	49
Run-ups	14	19
South Tampa Over-flight/Early Turns	11	722
Unknown	44	69
TOTAL	479	2,434

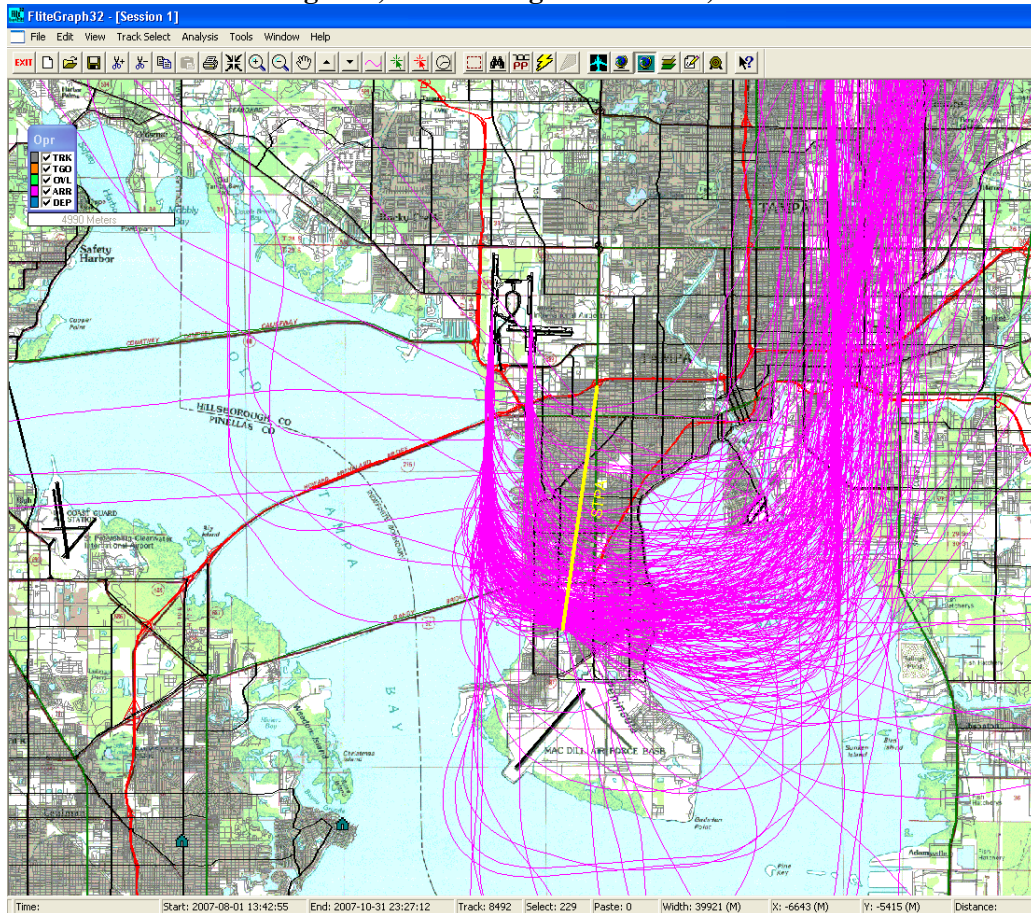
Table 5 – Annual and Monthly Noise Complaints

	Monthly 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	10	3
August	13	5
September	18	5
October	38	14
November	21	7
December	28	11
Total '06	256	93
Jan-'07	33	14
February	15	9
March	53	18
April	87	6
May	118	5
June	78	6
July	103	5
August	155	7
September	133	11
October	120	13
GRAND TOTAL	2,325	430

South Tampa Over-flights

This type of disturbance accounted for 85% or 348 of the total noise complaints with the noise office staff having investigated and responded to all complaints. For this quarter there were a total of 229 turbojets that navigated through the virtual 'South Tampa' gate as seen in **Figure 1** below, which was an increase of 115 arrival operations from the second quarter. Of the 229 turbojets that penetrated the virtual gate, 49 landed on Runway 36R which is less than one (1) landing per day over this period (91 days).

**Figure 1 - Turbojets Turning North of MacDill Air Force Base over South Tampa
August 1, 2007 through October 31, 2007**



Military Aircraft Operations at MacDill A.F.B.

The noise office received several noise complaints from residents in St. Petersburg and Brandon of aircraft over-flights that they have never experienced or seen. Communicating with the TPA FAA ATCT, noise staff was eventually informed of the increase in military aircraft operations at MacDill A.F.B. after residents from areas in Brandon and St. Petersburg contacted the airport. These residents were impacted from the increase in military aircraft operations at MacDill A.F.B. In addition, these operations affected the arrival stream of aircraft on approach to land at TPA during a north flow operation. Aircraft on approach to land at TPA would have to extend their downwind leg further south before turning onto their base leg (perpendicular to the airport) to eventually land at the airport. This change in air traffic operation also impact the airspace at Sarasota Bradenton International Airport.

The following questions were asked by residents, “Who control traffic operating at MacDill A.F.B. (MCF) and is coordination of military practice activities done with the local TPA FAA ATCT?”

According to TPA FAA ATCT, they work MCF traffic in with TPA local traffic and MCF does not coordinate their practice or activities with anyone outside the military. It is also for security reasons that MCF does not coordinate their practice/test schedule with Tampa FAA ATCT.

Turbojet Landings on Runway 36R

For the months August 1, through October 31, 2007, there were 8,492 turbojet landings on Runways 36L and 36R combined which represent an increase of 38% from the second quarter (6,170). Of this total, 319 or 3.8% landed on Runway 36R which is a decrease from the previous quarter at 4.1%. For the last quarter and including this quarter, the percentages of arrivals on Runway 36R have been high. A greater percentage of this increase is due to reasons previously explained in the Executive Director's message.

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%

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, this project will require the closure of Runway 36L-18R for 350 days over the course of the contract which started in 2005. As of November 13, 2007 the number of days of the FDOT TAIP that required the closure of Runway 36L-18R is **287 days**.

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 **February 14th 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.