

Tampa International Airport Monthly Noise Monitoring Office Report

December 2016



Total Operations
(Runway 19R,19L,1L,1R):
16,484

Total South Flow Operations
(Runway 19R and 19L):
5,466

Total North Flow Operations
(Runway 1L and 1R):
11,018

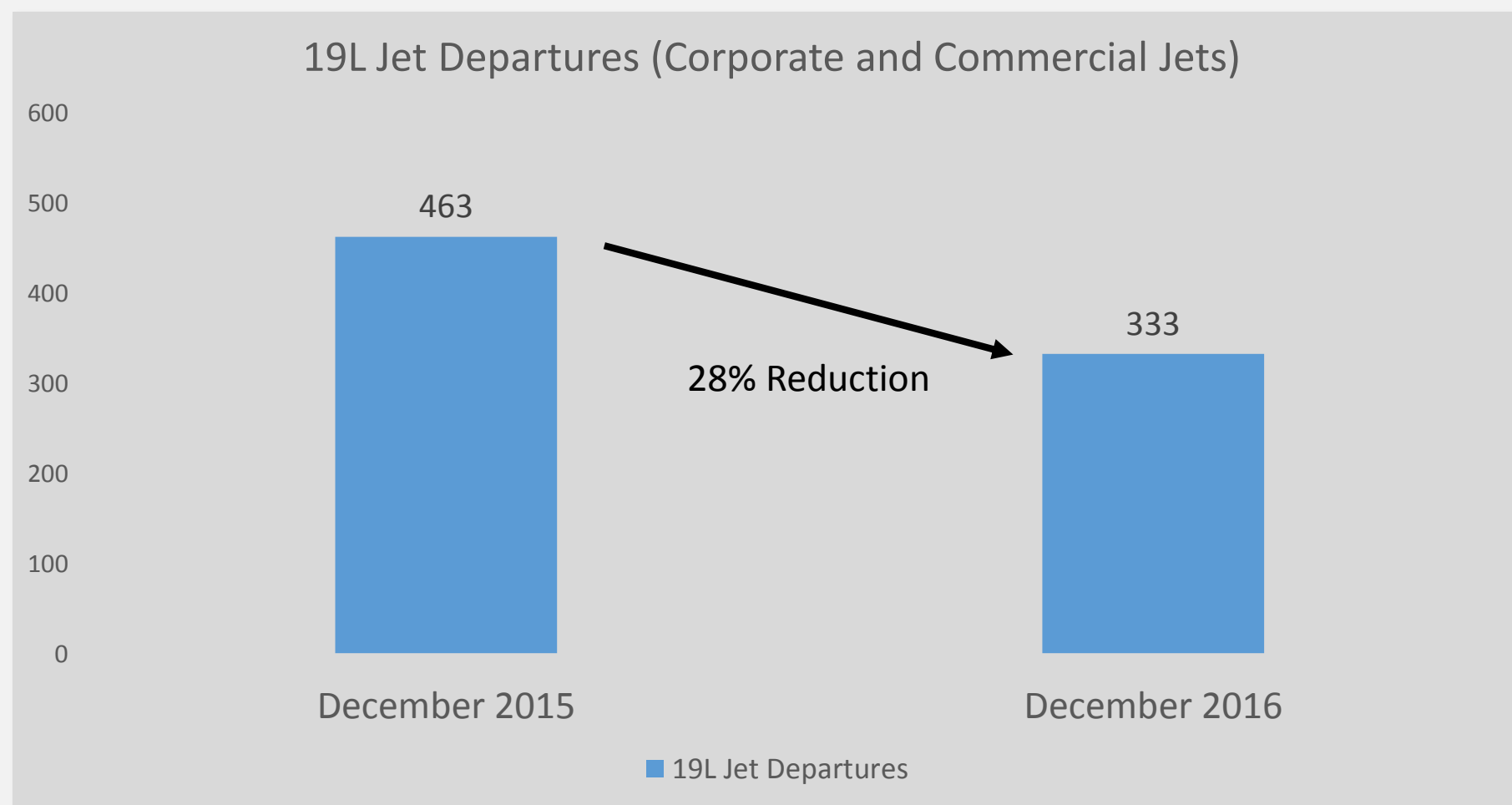
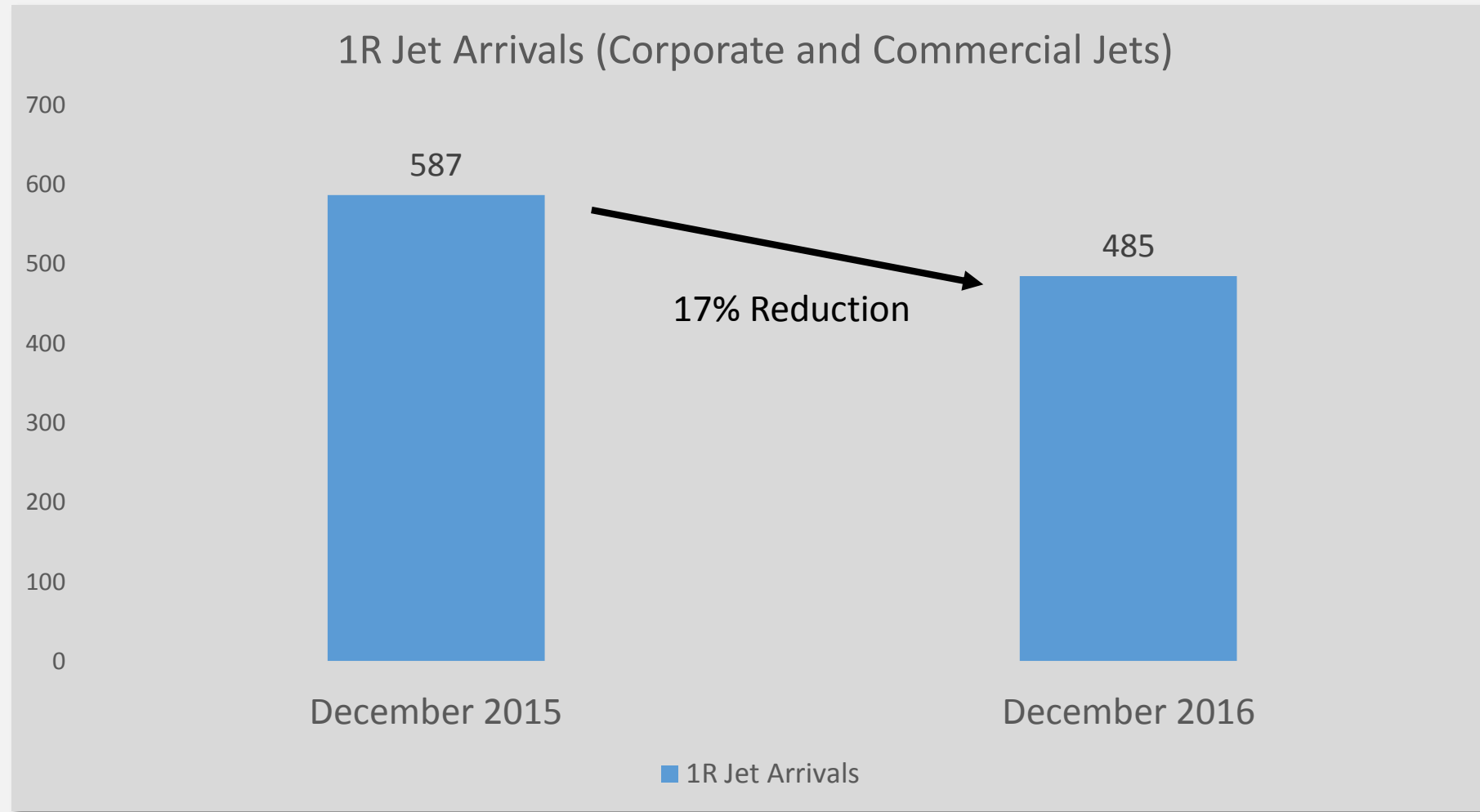
Total Commercial Jet Arrivals Runway 1R:
299

Total Commercial Jet Departures Runway 19L:
112

Total Commercial Pilot Request Deviations
(Runway 19L Departures and Runway 1R Arrivals):
45

Total Commercial Deviations – West Runway Unavailable*:
329

Total Commercial FAA Assigned Deviations:
37



Total Corporate Jet Arrivals Runway 1R:
288

Total Corporate Jet Pilot Request Deviations:
245

Complaints:
December 2016: 306
December 2015: 155
YTD 2016: 1,352
YTD 2015: 724

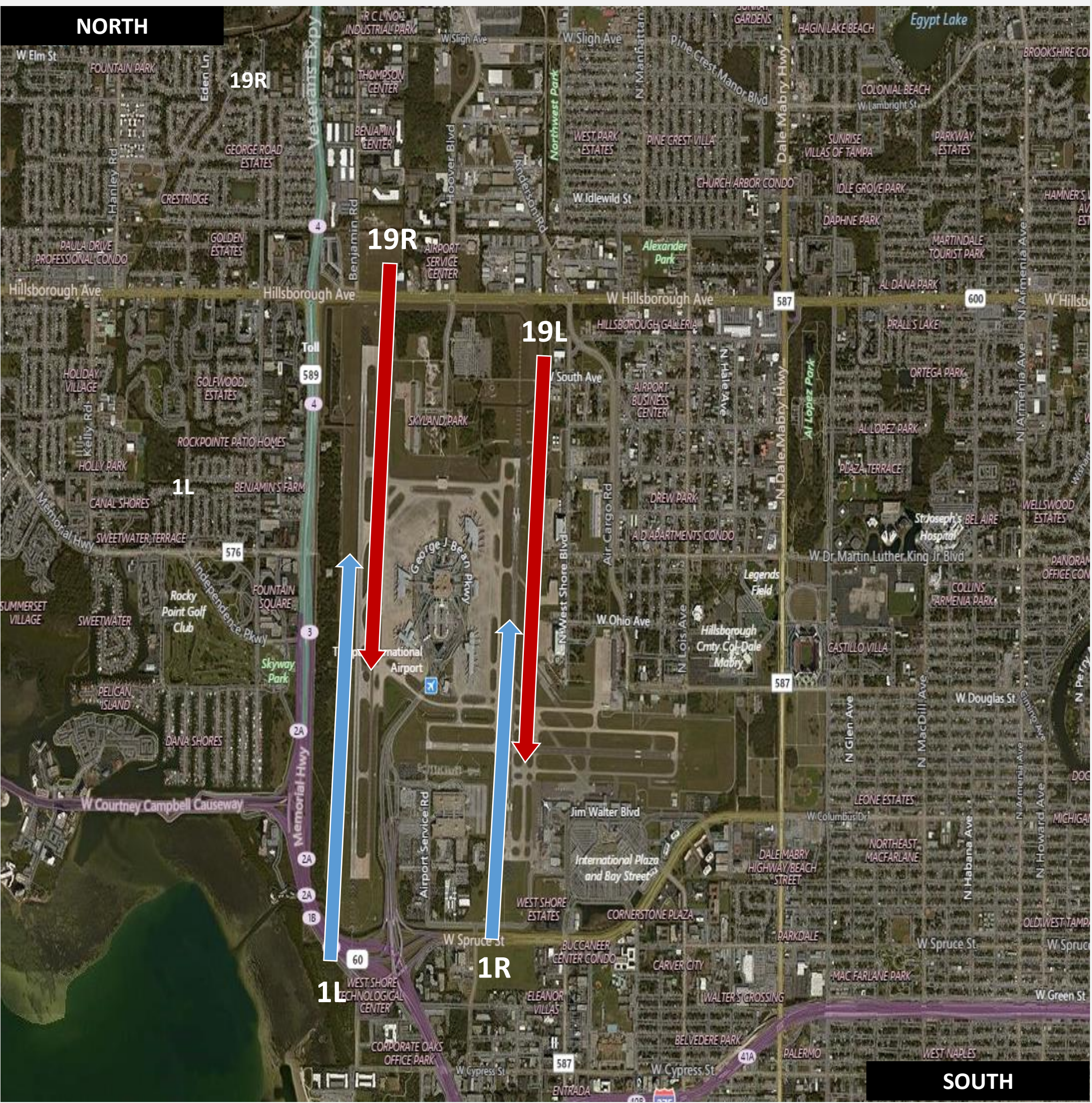
Top Complaints:
Runway 1R Commercial Jet Arrivals
Runway 19L Departures
Runway 1R Departures

Monthly Noise Report:

- North flow operations increased 24% compared to December 2015.
- Jet landings on Runway 1R were **down 17%** YOY for the month of December, despite increased north flow operations.
- 270 of the 485 jet landings on Runway 1R (56% of the total for the month) are a result of:
 - Two (daytime) closures of the west runway for twice-yearly rubber removal. This work was conducted during daytime hours to minimize noise impacts of overnight work on the west runway.
 - Emergency landing on December 24 closed the Airport's west runway for over 3 hours to complete runway repairs.
 - Absent these three separate closures, **jet landings on Runway 1R would have decreased 63% YOY for the month of December.**
- Noise complaints increased 86% for calendar year 2016 compared to 2015. Most complaints were for jet landings on Runway 1R.
 - Jet landings on Runway 1R were down 17% in calendar year 2016 compared to 2015.
 - 5 households accounted for 58% of the total complaints received.

*Includes: Scheduled runway closures, unscheduled runway closures, aircraft emergencies and wildlife strike inspections.

Airport Map and Notes:



NOTES:

The Airport operates two primary north-south runways. Arrival and departure directions on those runways are determined by wind direction. When winds are out of the north, aircraft arrive and takeoff to the north (referred to as a north flow). When winds are out of the south, aircraft arrive and takeoff to the south (referred to as a south flow). Runway 19R and 19L are the runway designations for 'south flow' operations and Runway 1R and 1L are the runway designations for 'north flow' operations.

Runway 1R/19L (the Airport's east runway) is considered noise sensitive.

The Airport does not control aircraft in flight or on the ground. The Federal Aviation Administration has exclusive authority over the movement of aircraft on the ground and throughout the National Airspace System.

Contact Us:

Online: www.tampaairport.com/noise-abatement
Phone: (813) 870-7843

- Total Complaints based on complaints logged as of December 31, 2016.
- 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 Harris Corp. and may differ from official FAA monthly traffic counts.